The Dream

It began with a simple question:

What does the customer want?

From thousands of answers, emerged a new benchmark automobile.

An American luxury performance sedan called Aurora.

An automobile built to surpass the highest customer expectations.

And the loftiest engineering aspirations.

As you might imagine, the Aurora team thought hard.

Worked late. And built not just the car of their dreams... but perhaps, of yours.
MEMORANDUM

To: All Aurora project engineers
From: Roger Nasch, Aurora chief engineer
Re: The no-excuses car

Getting the basics right is an absolute must for Aurora. Before we do anything else, the core design must be absolutely flawless.

A strong, stiff body structure is one basic of the Aurora design I will not compromise. As far as the customer is concerned, structural integrity influences everything from ride quality and handling precision to occupant protection and the elimination of squeaks and rattles.

Your goal is to identify the body structure with the highest natural frequency, then equal or exceed that benchmark.

No excuses will be accepted that prevent us from reaching this goal: every Aurora we build and sell has to be every bit as good as the best of the competition.

Get this fundamental design right, then talk to me about high-tech.

Roger Nasch
Having created a rigid body structure, Aurora engineers then turned their attention to perfecting Aurora's ride and handling. Customers demanded the best of both: a ride that remained smooth and quiet even over the roughest surfaces, yet did not sacrifice any of the car's ability to deliver quick, responsive handling. Focusing on the basic role of each component, Aurora engineers developed a suspension system that's a model of common-sense engineering.

In addition to magnetic variable-assist steering, two other state-of-the-art engineering features enhance the Aurora driver's ability to control the car.

A 4-channel anti-lock braking system (ABS) augments the 4-wheel disc brakes, modulating pressure to help prevent wheel lockup and preserve steering control in extreme braking situations.

A multi-phase electronic traction control system helps minimize drive-wheel slipage during acceleration: first by modulating brake pressure, then, if necessary, by retarding ignition timing and finally by interrupting fuel delivery.

Aurora's front-wheel drive, a configuration that offers inherent performance and handling advantages. Because the engine weighs directly over the driving wheels, Aurora's traction is secure and stable. Engine power is transferred to the front wheels through a system of transmissions to help eliminate torque-slip effects.
Ask customers to describe the ideal luxury-car powerplant and their replies form a list of "no-compromise" demands: smooth, quiet and quick acceleration; deep reserves of passing power; responsible fuel efficiency and innovative yet reliable technology.

The response is the Aurora V8, a 4.0-liter 32-valve dual-overhead-cam aluminum-alloy engine that produces 250 horsepower and 265 lb-ft of torque. An engine responsive enough to help give Aurora a zero-to-sixty time of just 8.0 seconds. An engine whose fuel efficiency means that Aurora, unlike some other V8-powered luxury sedans, is not subject to the Gas Guzzler Tax. An engine so innovative, it employs technologies for which numerous patents are pending.

Like the Aurora body structure, the Aurora V8 cylinder block was designed to establish a new benchmark of rigid, robust construction. Made of lightweight aluminum alloy to reduce weight and improve performance and efficiency, the block is cast using a special technique designed to install rugged durability. Cast-iron cylinder liners are secured locked in place while molten aluminum is injected into the cavity that surrounds them. The lower engine block assembly is equally impressive: a precision cast-iron crankshaft is secured in place by five main bearings. The crankshaft spins in an aluminum casing reinforced by two stiffening rails to dramatically reduce noise and vibration.

Win, 90 percent of peak torque available from 1,700 rpm to 5,600 rpm, the Aurora V8 gives drivers the kind of throttle response needed to negotiate passing maneuvers quickly and confidently.

The Aurora V8 engine is specified for four valves per-cylinder, a cylinder head design known for its ability to optimize power while improving emissions and fuel economy. The four overhead camshafts are driven by durable and maintenance-free chains—no by the rubber belts found in many other luxury cars.

The Aurora V8 delivers high performance without the noise and vibrations typical of many 6-cylinder import luxury sedans. In fact, Aurora's interior sound level on highway cruising speed is a mere 60.2 dBA.
Aurora is engineered to take you 100,000 miles before the first scheduled engine tune-up.

The Aurora V8 has several fail-safe features designed to take the worry out of life on the road. For example, the sensor that signals the engine control computer to trigger a spark is backed by a second sensor, to avoid malfunction. There's also a feature that guards against possible damage caused by a total loss of engine coolant. If a temperature sensor in the cylinder head registers more than 268 degrees Fahrenheit, fuel delivery is alternately interrupted to four of the eight cylinders. So even though there's less than full power, an Aurora is still designed to reach 65 mph and travel up to 50 miles to help you get to your destination.

To get the most from every drop of fuel, the fuel-injection system constantly tunes itself, adjusting fuel delivery based on input from sensors that measure throttle position, manifold pressure, coolant temperature and engine speed.

Aurora was engineered to be a low-maintenance luxury car, aside from the ordinary, such as oil, filter, and coolant service. The first scheduled tune-up is at the 100,000-mile mark. One reason? The Aurora V8 is fitted with platinum-tipped spark plugs that resist fouling and rip erosion.

At idle, the Aurora V8 creates an interior sound level measured at just 43.5 dBA. It's so quiet, in fact, that the engine switch is fitted with a special interlock to prevent Aurora owners from attempting to start the engine when it's already running.

Oldsmobile Aurora V8 Durability Event Records

<table>
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<th>Record</th>
<th>Distance</th>
<th>Data</th>
<th>Speed</th>
<th>Previous</th>
<th>Date</th>
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<tbody>
<tr>
<td>Oldsmobile</td>
<td>10,000 kilometers</td>
<td>12/06/92</td>
<td>170.761 mph</td>
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**World Records**

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**World Records—**

International Records—

American Records—

National Records—

TOTAL—

The Oldsmobile Aerotech in this testing laboratory, Aurora engineers successfully reached the goal of the Aurora V8 to endure 25,000 miles of flaw-free driving.

For seven straight days and nights, through wind, rain and falling temperatures, Aurora engineers put their V8 engine through high-speed endurance trials at the race track in Fort Stockton, Texas. Despite three hot spells a day prepared by the members of the Fort Stockton Apostolic Tabernacle, it was no picnic. It took 25 drivers, 16 timers, a 35-person pit crew and more than 300 tires.

But when it was over, the Aurora V8-powered Oldsmobile Aerotech owned 67 speed endurance records, including two long-standing world records previously held by Mercedes-Benz.

All this just to ensure every Aurora owner's daily commute is as reliable as can be.

That's like running 50 consecutive Indy 500s at more than 150 miles per hour.
From their earliest drawings, Aurora's interior designers envisioned an environment oriented around the driver. The instrument panel flows naturally into the center console with all controls within easy reach.

Aurora designers explored how various shapes and colors were perceived by drivers and passengers. The reason? To create an open, airy cabin that gives Aurora occupants a greater sense of calm, comfort and confidence.

You can see the influence of ergonomic science throughout the Aurora interior: in the orderly layout of controls and switches, in the legibility of the instrumentation, and in the logical placement of air vents. What you don't see, you soon feel: the intuitive way Aurora responds to your commands, in the subtle click-stop you sense as you turn the radio controls, and in the total support provided by the Aurora driver seat's dual lumbar adjustments.

The seat controls are where you can see and reach them high on the door panel. The designers call the seat switch "metaphoric", because it's shaped like the seat itself. Whichever way you move the switch, the seat moves precisely the same way.

The air vents are in the optimum location: high on the door panel to direct air at the entire body, not just the head.

To keep the cabin cool, seat, solar control glass is used not just for the windshield and rear windows, but the side windows as well.

Genuine leather panels were painstakingly crafted to fit the contours of the Aurora cabin.

There's more to the Aurora interior than luxury, comfort and convenience. Behind the door panel lies evidence of our response to another customer concern: environmental compatibility. The sound insulation within the doors is made from recycled material. The luxurious headliner is reinforced by a lightweight fiber mat that's also made from recycled material. And of course, the refrigerant for the air conditioning in Aurora's dual-zone climate control system contains no ozone-depleting CFCs.
The Aurora seat is designed to give its occupants driving comfort and support. Gone are the long, firm thigh bolsters suited more to race cars than to luxury performance sedans. Instead, there's a carefully tuned system of springs and precisely contoured layers of foam cushions with seating surfaces covered in easy-breathing, ultra-soft leather.

The Aurora is the first luxury sedan to offer the option of the Bose® Acoustimass® music system.

Acoustimass speaker technology dramatically increases the distribution of deep, pure bass throughout the interior.

The Bose Acoustimass bass module is housed in a compact glass enclosure at the rear of the interior.

Six other Bose speakers are strategically placed to produce a "unequivocally Everywhere™" sound in all seating positions:
- a 3½-inch Bose Twiddler™ speaker in each rear door,
- a 3½-inch tweeter in each front door panel,
- a 1½-inch tweeter in each front kick panel.

By minimizing the motion of the speaker cones, audible distortion is virtually eliminated.

Feedback from customers confirmed the trend: traffic is getting more congested, and drivers are now spending more and more time behind the wheel. To the Aurora designers, this posed another challenge: to create seats for driver and passengers alike that would eliminate "tail burn," a term the designers use to describe the discomfort and fatigue that sets in after a few hours of sitting in a typical car seat. To meet this goal, the Aurora team tested and refined more than 30 prototype seat designs until they'd created a seat contoured and constructed to satisfy the demand for musculoskeletal support as never before.

The driver of an Aurora sits in an environment designed to make driving safer. For example, the inside-rearview mirror dimmatically to reduce reflected glare by up to 94 percent. The exterior mirrors are heated to aid visibility in inclement weather. And major accessory controls on the door, instrument panel and steering wheel are backlit to assist nighttime operation.

Many car seats have a lumbar support. The Aurora's front seats have two. Upper and lower supports can be adjusted separately to better conform to your body and improve driving comfort.

Among Aurora's few optional features are heated seats for both the driver and front passenger.

Aurora's tilt steering wheel contains an air bag for the driver, part of Aurora's dual air bag Supplemental Inflatable Restraint System. (Of course, you should always wear your safety belt, even with air bags.)

Touch controls on the steering wheel let you adjust both the sound system and climate control without taking your hands off the wheel or your eyes off the road.
From its extremely strong body structure to its anti-lock braking and traction control systems, to its dual air bag supplemental inflatable restraint systems, Aurora is designed to safeguard its occupants.

Dual airbags are standard on Aurora. In conjunction with the three-point safety belt, they can help reduce injury to the driver and front-seat passenger in certain front-impact collisions.

Aurora prototypes were subjected to a program of safety testing that went well beyond what is required by government regulations. Of course, going beyond expectations is what Aurora is all about.

In addition to a strong, roof structure and pillars, Aurora has steel beams in the doors to provide protection in certain side-impact collisions.

In a roof crush-resistance test, the Aurora withstood more than 8,000 pounds of force—far exceeding the Federal Motor Vehicle Safety Standards for passenger cars—before the test equipment simply gave way. Testing, later resumed using equipment designed for heavy-duty vehicles.

Aurora resists corrosion by using 2-sided galvanized steel on all body panels except the hood, which is aluminum.

Every Aurora body undergoes a 6-step paint process. First, a phosphate solution removes any corrosion-causing impurities. Then, the positively charged body is dipped in a negatively charged solution that bonds to every surface.

Next, one of three different primer colors helps make the base coat color richer. Once the base coat itself is applied, it's covered by an initial clear coat layer. Finally, a second clear coat is added to give the finish a deeper sheen and to help protect it from atmospheric corrosives like acid rain.

To ensure the paint looks as flawless as possible, the finish of every new Aurora is inspected under high intensity lights.
Aurora Standard Equipment

From the beginning, Aurora was conceived to be the kind of luxury performance car equipped to exceed the expectations of the most demanding drivers.

Engine and Drivetrain

AURORA V8 ENGINE: A transverse-mounted, 4.6-liter 12,905 cc, 240-hp, 32-valve dual-overhead cam (DOHC) aluminum block V8, with sequential port fuel injection. Platinum-lined spark plugs with 100,000 mile first recommended replacement. Vibration-damping engine mounting system. Symmetrical dual exhaust system.

FRONT-WHEEL DRIVE: With equal-length drive shafts.

4-WHEEL INDEPENDENT SUSPENSION: Front axles with lower control arm, coil springs and stabilizer bar mounted to the body via a rubber-isolated rigid subframe. Rear semi-trailing arms with lateral links, coil springs, stabilizer bar mounted to the body via a rubber-isolated rigid subframe, with anti-lock control and electronic leveling.

ANTI-LOCK BRAKES: Power 4-wheel discs with electronically controlled ABS.

Chassis and Suspension

MAGNETIC VARIABLE-ASSIST STEERING: Feedback-sensing variable assist BorgWarner power steering effort and smoothly adjusts power assist to match vehicle speed.

ALUMINUM-WHEELS: 16x7-inch, 4-spoke, arbor center with polished lip and 2 logos covered by integrated caps.

TIRE FLAT TOURING TIRES: Goodyear Eagle G-45550/88H.

Exterior Features

FLUSH MOUNTED HEADLIGHTS: Composite halogens, with integrated park-turn signals and flash-to-pass features. Automatic off-delay with control.

MAGNETIC WIPERS/WASHERS: With variable-delay pulse control.

LIGHTWEIGHT ALUMINUM HOOD: Supported by dual struts, with an inner release.

Interior Features


DRIVER'S SEAT MEMORY SYSTEM: Stores and recalls two driver-seat and side mirror positions.

CONTOURED REAR BENCH SEAT: With dual, integrated headrests, fold-down center armrest with storage compartment, dual cupholders and a trunk power-through.

AUTOMATIC CLIMATE CONTROL: With separate driver and front-seat passenger temperature controls, rear seat heat ducts, soft touch controls and digital outside temperature display. Time-shaved electric rear window defogger and front side window defoggers.

DIMENSIONAL SOUND SYSTEM: In-dash AM/FM stereo radio with auto-tuning cassette player and compact disc player, automatic tone control and 6 speakers.

LEATHER TRIM: Covering the seating areas, steering wheel rim and column-mounted shifter.

WOOD TRIM: Genuine burled walnut on door armrests and center console.

CLOTH SEATING: Rear-seat cut-pile, with carpeted front and rear floor mats. Carpeted truck with cargo net.

CRUISE CONTROL: Stalk-operated speed control for set, resume, and accelerate.

REMOTE RELEASES: For the fuel filler door, hood and trunk.

STEERING WHEEL-TOUCH CONTROLS: Tilt-wheel steering with integral controls for the sound system and climate control.

TRANSMISSION: Electronic 4-speed automatic with driver-selectable overdrive. 3.43 final drive ratio.

FULL-RANGE TRANSFER CASE: 4-speed overdrive transmission. Driver information center with digital data, fuel, oil, tire pressure, and trip computer functions.

WARNING LIGHTS: For vehicle service, system failure and maintenance. Reassurance trip odometer.

RACKLESS SWITCHES: Controls: on door, instrument panel and steering wheel. Illuminated for nighttime operation.

AURORA OPTIONS

POWER ROOF: 2-way tilting/panning tinted glass with a manual sliding sunscreen.

BOSE STEREO MUSIC SYSTEM: An extended-range AM/FM stereo radio with seek-scene tuning, auto-reverse cassette player, rear-seat mounted speaker boxes, and 6 speakers. Includes 12-disc CD changer (date availability).

12-DISC CD CHANGER: Trunk-mounted compact disc changer activated via an in-dash control unit. (Late availability)

HEATED SEATS: Provides high and low heat settings to the driver and front passenger lower back and seat cushions.

AUTOMATIC PACKAGE: Includes Michelle-voiced P355/60R16 tires and 5.71 transaxle ratio.

ENGINE BLOCK HEATER: Removes frost from engine block, providing engine heat for starting in sub-zero temperatures.

CLOTH SEAT TRIM: Available at no additional charge.
FOR ACCIDENT AVOIDANCE:
Anti-lock brakes - Traction control system - Brake/transmission shift interlock - 4-wheel disc brake system with dual master cylinder and warning light - Audible disc brake warning indicators - Side marker lamps and reflectors - Parking lamps - 4-way hazard warning flashers - Backup lamps - Center high-mounted stoplamp - Directional signal control with lane change feature (turn signal lamp) - Windshield defroster, washer and multi-speed wipers - Inside day/night rearview mirror - Outside rearview mirror - Sliding door safety switch - Dual-action hood latch - Low-glare finish on inside windshield defroters, wiper arm and blade - Illuminated heater and defroster controls - Tires with Built-In tread wear indicators - Electric rear window defogger - Door warning lights and reflectors - Safety road wheel rims - Pressure relief fuel cap

FOR OCCUPANT PROTECTION:

FOR THEFT-DETERRENCE:
- PASS-key II personal security system - Theft deterrent steering column lock - Visible vehicle identification number - Laser-etched VIN plate - Remote inside hood release - Marked body parts - Theft-deterrent key locking system

IMPORTANT WORDS ABOUT THIS CATALOG
We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in price, weight, colors, materials, equipment, specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Aurora retailer for complete details.

A WORD ABOUT THE AURORA VB
The Aurora VB engine is produced by different operating units of GM, its subsidiaries or GM suppliers worldwide.

A WORD ABOUT ASSEMBLY
Aurora is assembled by, and incorporates thousands of components produced by, different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Auroras with different or differently sourced components than originally scheduled. All such components have been approved for use in Aurora. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered or, if there are changes, that they are acceptable to you.

A WORD ABOUT UPDATED SERVICE INFORMATION
Oldsmobile sends its Aurora retailers useful service Bulletins about Aurora. Oldsmobile monitors product performance in the field, so we then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your retailer. To get ordering information, call 1-800-551-4732 toll-free.
What should a luxury car drive like, look like, sound like?

These are the kinds of questions we asked drivers before we made the first sketch.

Once we had our answers, we challenged ourselves to exceed every expectation.

Sometimes we had to invent new technology. Other times we had to rethink traditional approaches.

When we were finished, we had created a car unlike any other.

Aurora.

At first glance,

Aurora may unsettle you just a bit.

That means we've done our job.

Because, while its performance is heart-stopping,

perhaps just as impressive is

Aurora's ability to defy the conventions

of luxury performance car design.

This is an automobile that challenges you.

We didn't compromise when we designed Aurora.

We don't compromise when we build it.

And you won't have to compromise

when you drive it.
"There isn't a straight panel on the car, nor is there a curve that's not compound...

No one will fail to notice the Aurora."

-Sports Car International
Aurora’s sculptural curves create a form that is unlike anything on the road.

The shape of Aurora’s sideview mirrors was carefully defined to diminish wind noise.

Integrated halogen foglamps improve foul-weather vision without breaking the smooth lines of Aurora’s body.

The aluminum alloy wheels are designed to usher cooling air into Aurora’s large disc brakes.

"Everything's surface entertainment.

"The flop of light" on its contours... makes the metal dissolve into, well...

An aura of sheer energy..."
"This is certainly the manner of high-tech hardware an imported-luxury-car buyer expects.

And the Aurora delivers

A commensurate level of refined performance."

—Car and Driver
The Dimensional Sound System that comes standard on Aurora includes both a compact disc player and a cassette player.

Power at your fingertips: the power driver's seat features a two-position memory. The seat itself adjusts for reach, tilt, height and recline. You can also adjust upper and lower lumbar supports individually to comfortably cradle your back.

"What we found out after a day of driving the Aurora is that it has more than just the vital stats needed to play with the kid hitters — it has the character." — Automobile Magazine
"You have the sense of being enclosed, but not encroached upon. Other cars also try to do this, but the surfaces and spaces inside the Aurora are more interesting, more pleasing, more artful."

—CAR AND DRIVER
Aurora's soft leather seating surfaces are handcrafted to exacting standards of fit.

Regardless what the temperature outside is, the dual-zone climate control system automatically maintains a preset temperature inside the cabin.

The driver information center updates the Aurora owner on everything from fuel mileage to estimated time of arrival.

Precise polishing brings the rich grain of the burr walnut to a deep sheen.

"The Aurora's road manners show the kind of breeding we've come to expect from the expensive foreign brands. Its seats are comfortable, its ride is well controlled, and its responses are superbly judged."

-Automobile Magazine
Dimensions and Specifications

Powertrain

Engine Type: 32-valve DOHC N0-deGree V8
Displacement: 3,889 cc (244 cu in)
Bore x Stroke: 87 x 84 mm (3.435 x 3.31 in)
Compression Ratio: 10.9:1
Horsepower: 250 @ 6,000 rpm
Torque: 260 lb-ft @ 4,000 rpm
Transmission: 4-speed, front-wheel drive, electronically controlled automatic overdrive with torque converter
Gear Ratios: 1st-2.96:1; 2nd-1.86:1; 3rd-1.00:1; 4th-0.69:1; Reverse-2.100

Fuel Economy

CPE Mileage (est.): 17 city/24 hwy

Chassis Dimensions

Wheelbase: 113.8 in
Front Tread: 62.5 in
Rear Tread: 62.6 in
Tire Size: P235/60R16
Turning Diameter: 41 ft
Fuel Capacity: 20.0 gal

Interior Dimensions

General

Interior Volume: 103.3 cu ft
Trunk Capacity: 16.1 cu ft
Passenger Capacity: 5

Front Seat

Headroom: 38.4 in
Legroom: 42.0 in
Shoulder Room: 57.8 in
Hip Room: 95.1 in

Rear Seat

Headroom: 38.9 in
Legroom: 38.4 in
Shoulder Room: 57.8 in
Hip Room: 59.8 in

Exterior Dimensions

Length: 205.4 in
Width: 74.4 in
Height: 55.4 in
Curb Weight: 3,267 lb
Ground Clearance: 5.6 in