



**BUICK**

**WILDCAT**







# BUICK WILDCAT

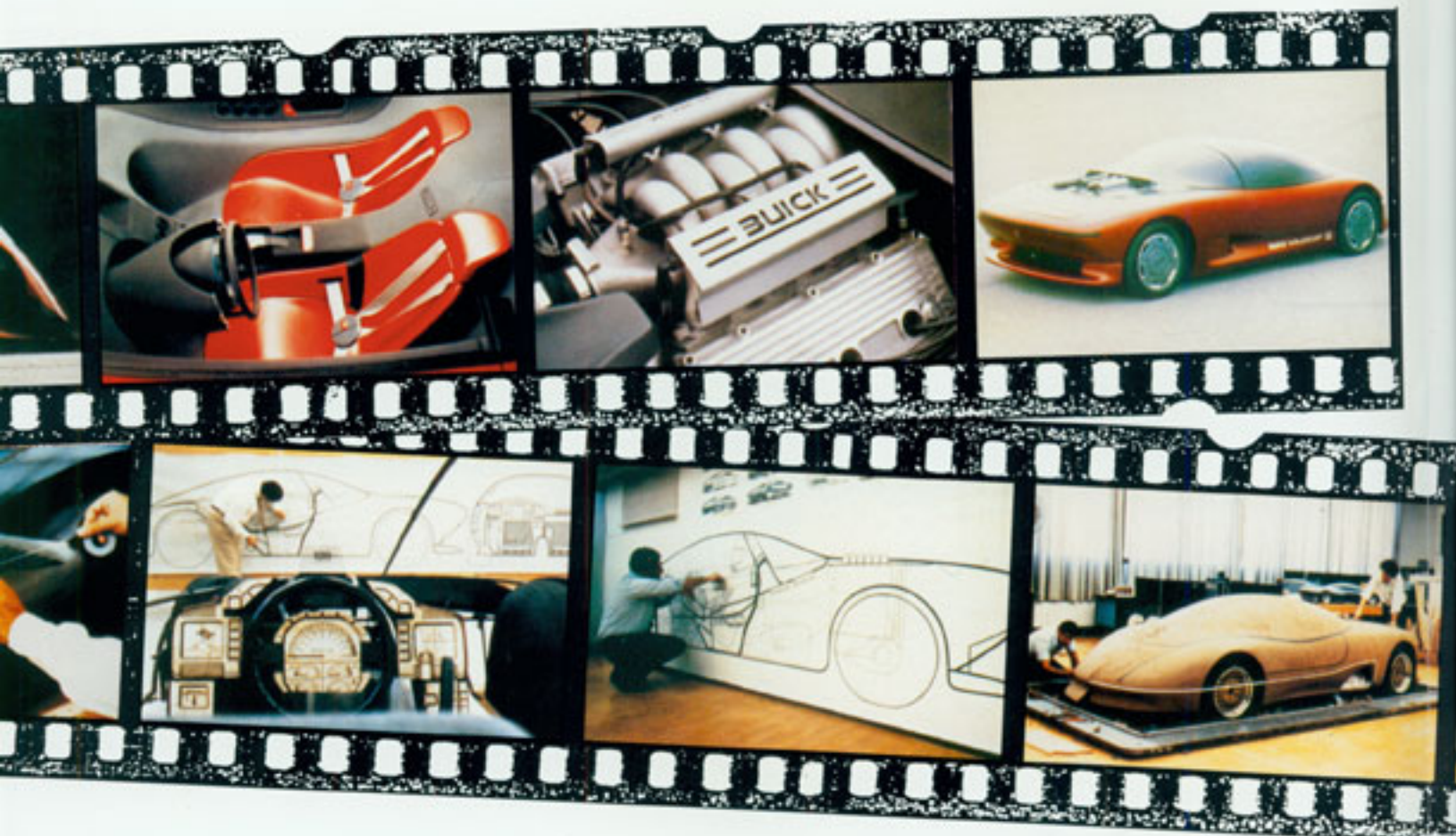
## Complete Control

Wildcat has exceeded the "state of the art" in automotive design and technology. Buick, known for innovative products, brings you a look at the future. Even the way that you enter



Wildcat is unique, the canopy is raised by a latch in the left rocker panel. The steering wheel tilts upward for ease of entry. When you sit in Wildcat, you put it on and utilize it like a pair of form-fitting driving gloves. Information displays and controls are integrated into a pleasing ergonomic design. Advanced electronic tachometer, oil pressure, battery, coolant temperature and fuel level gauges are within the stationary steering wheel hub. The wheel revolves around it. A "head up" display directly in the driver's line of vision shows vehicle speed and odometer readings in English or Metric. The shift quadrant is also located there. A center instrument display panel,

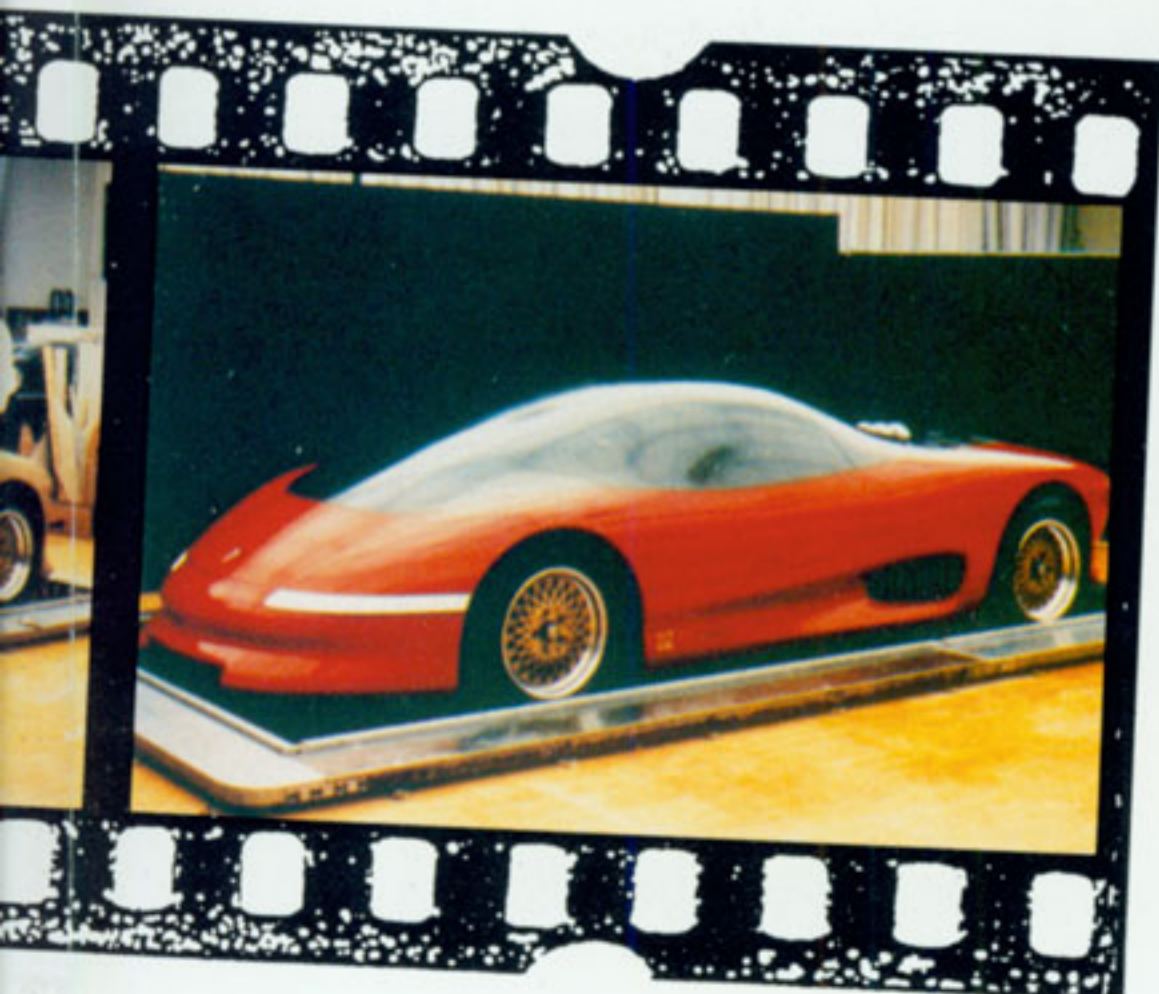
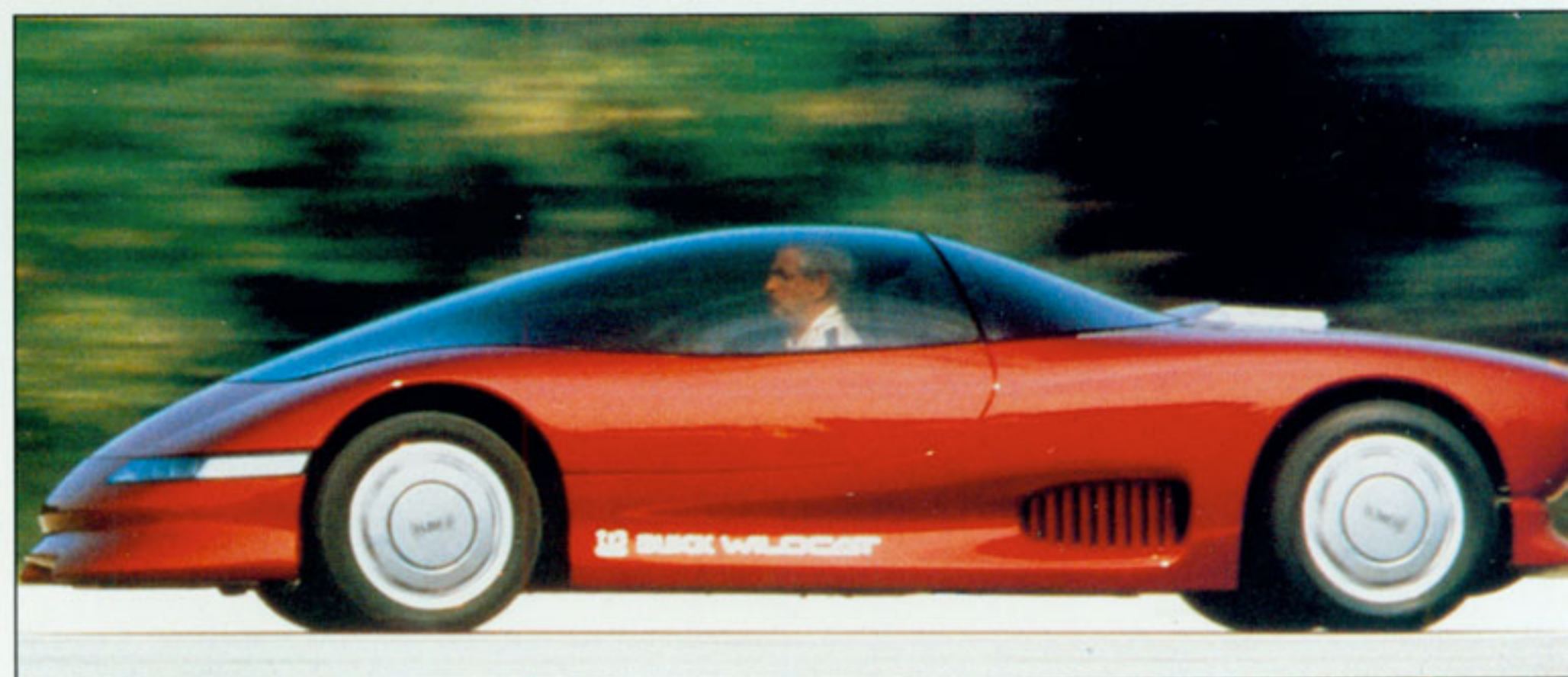
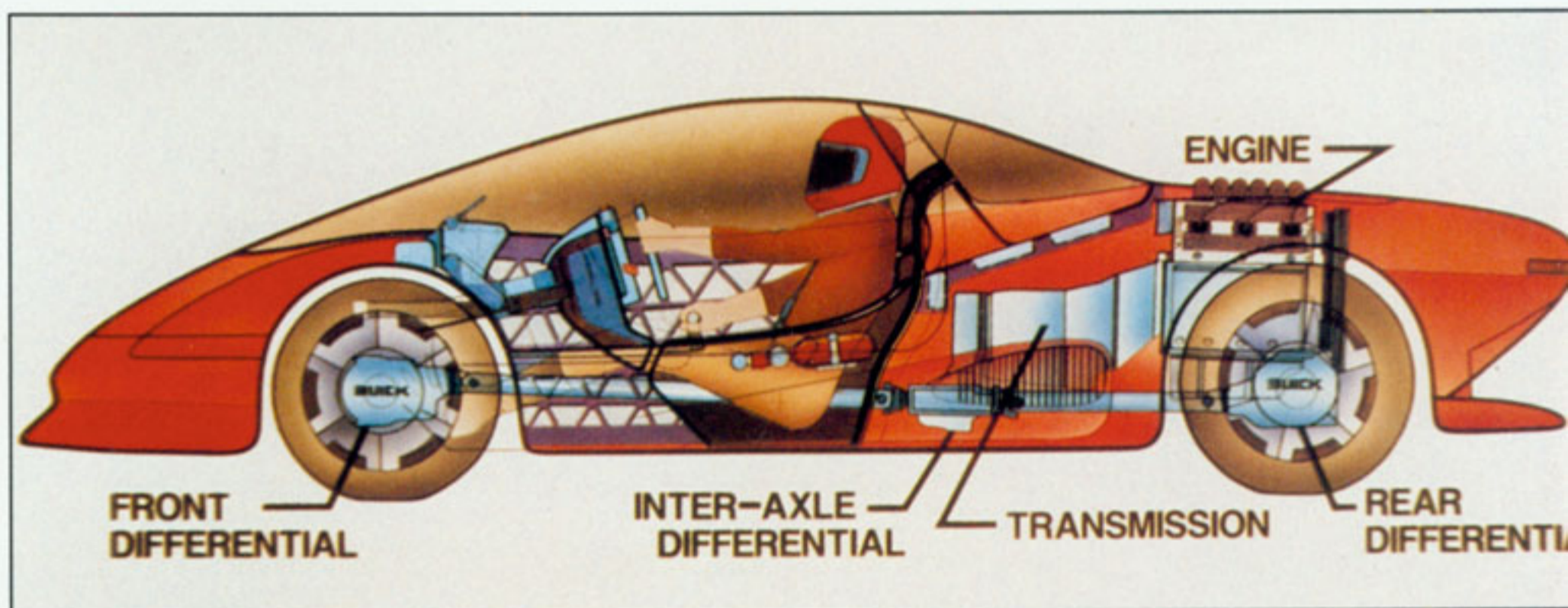
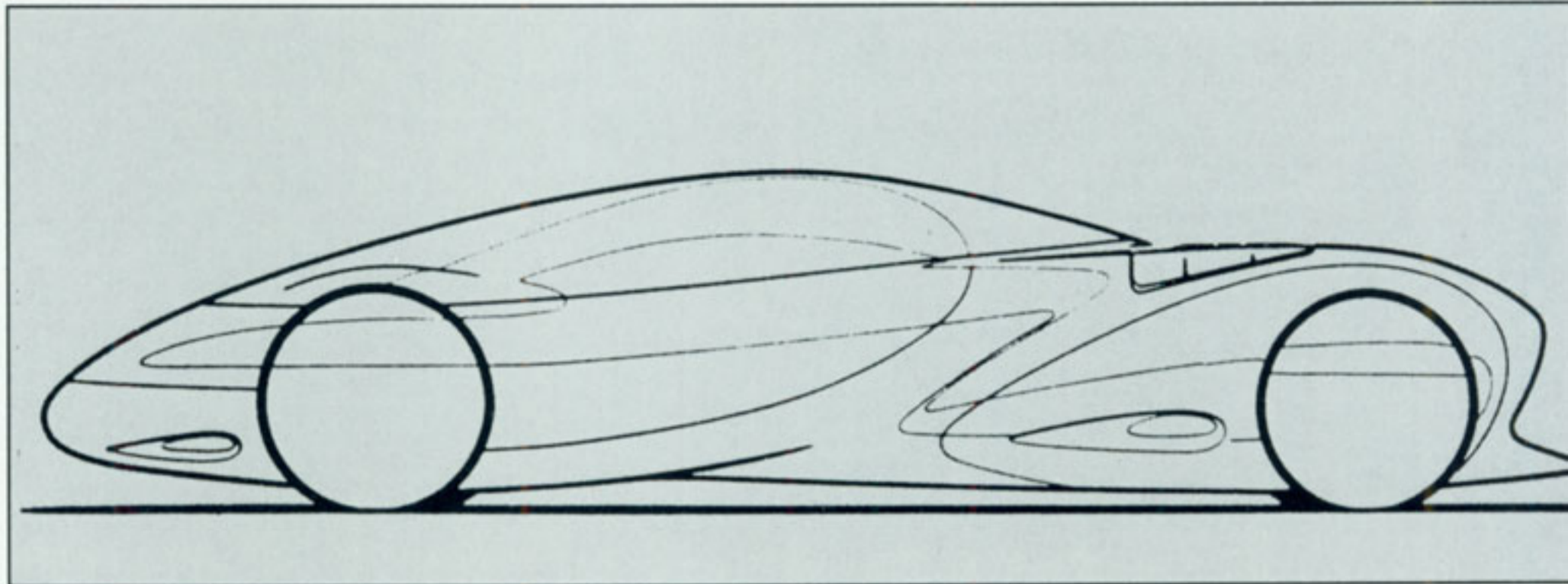
similar to the 1986 Riviera's Graphic Control Center, allows the driver to access detailed information on various functions of the car. They include oil temperature, engine torque, a directional compass, even tire pressure, tire slippage and a "G" meter to determine the forces of acceleration, braking and cornering. Climate and power seat controls are below the center instrument display just above the shifter. The shift lever electronically actuates a modified automatic transmission. However, shifting is accomplished manually with the lever, allowing the enthusiast the full advantages of Wildcat's power and torque without the bother of a clutch.



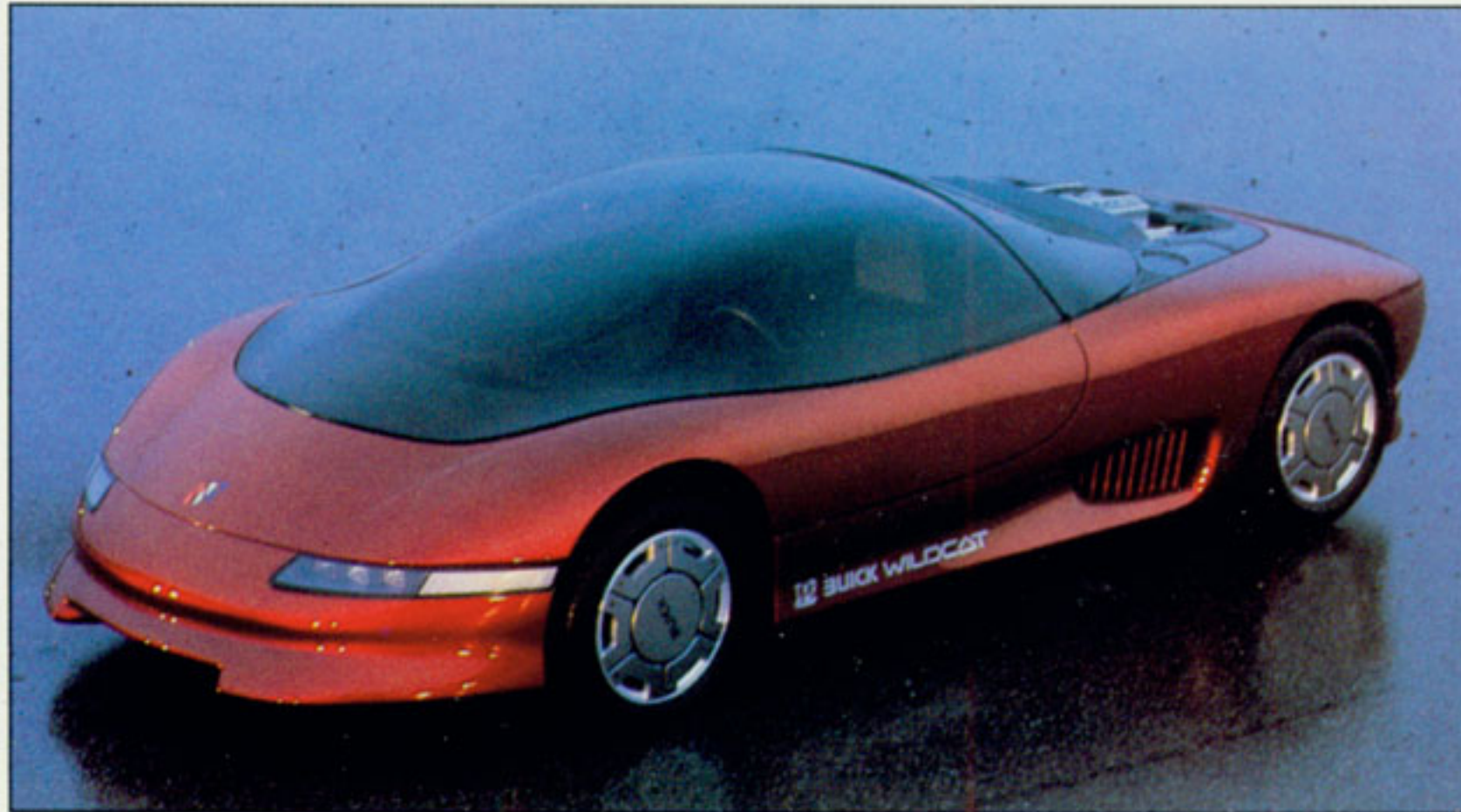


## Balanced Design

The Buick Wildcat combines a design that is an expression of muscular sculptural forms and exciting new mechanicals into one vehicle. Advanced electronic controls, a state-of-the-art mid-engined V-6 drivetrain, full time four-wheel drive and Buick's anti-skid four wheel vented disc brakes only begin to tell you the calibre of Wildcat's engineering. The body is a composite of high-strength fiberglass resins and carbon fiber. No front or rear metal structure is utilized. Suspension carriers bolt directly to the laminate body. Tires with a high speed "V" rating are necessary on the Wildcat because of its performance potential, with 230 horsepower on tap. Wildcat was designed to be unique. The car was also designed to be driven and evaluated. It will serve as a tool for gathering data. The result may be some of the Wildcat's technology being applied to future production vehicles.







## Wildcat Specifications

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### Dimensions (inches)

Height:	43.7"
Width:	72.2"
Front and rear track:	59.5"
Length:	172.7"
Wheelbase:	102"
Weight:	2910 lbs.
Fuel cell capacity:	15 gallons

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**Suspension:** Grand Prix/Indy type 4 wheel independent, coil over spring shock absorbers

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**Brakes:** 4 wheel electronic anti-lock vented disc

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**Engine:** 3.8 litre V-6  
 Dual overhead camshafts  
 4 valves per cylinder  
 Buick heavy duty sequential electronic fuel injection  
 9.0:1 compression ratio  
 230 horsepower at 6000 RPM  
 245 lbs. ft. of torque at 4000 RPM  
 Maximum RPM is 6500

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**Drivetrain:** Modified 4 speed THM 700-R4 automatic. Manual actuation with electronic Delco servo-shifter.

### Gear Ratios

First:	3.06 to 1
Second:	1.62 to 1
Third:	1.00 to 1
Overdrive Fourth:	.70 to 1

Engine and transmission lie at vehicle centerline and attach to a transfer case/torque divider to provide four-wheel drive. Torque is split at 35% delivered to front wheels and 65% delivered to rear wheels. Torque output is balanced to the vehicle weight distribution.

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**Wheels and Tires:** Front - 225/50 VR16 tires on 8x16" aluminum wheels.

Rear - 225/50 VR16 tires on 9x16" aluminum wheels.