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If you're a car  
enthusiast, we're  
about to turn  
you into a Buick  
enthusiast.

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## From portholes...

Long before the first porthole was punched through a fender and generously trimmed in chrome, Buick had a well-deserved reputation for automobiles of distinction; for cars that invariably offered doctor-approved solidity, depression-proof comfort and unmitigated luxury.

Yet, even then, a foresighted few understood that the potential of the automobile went far beyond mere transportation. And they discovered

another quality to admire in Buicks: performance.

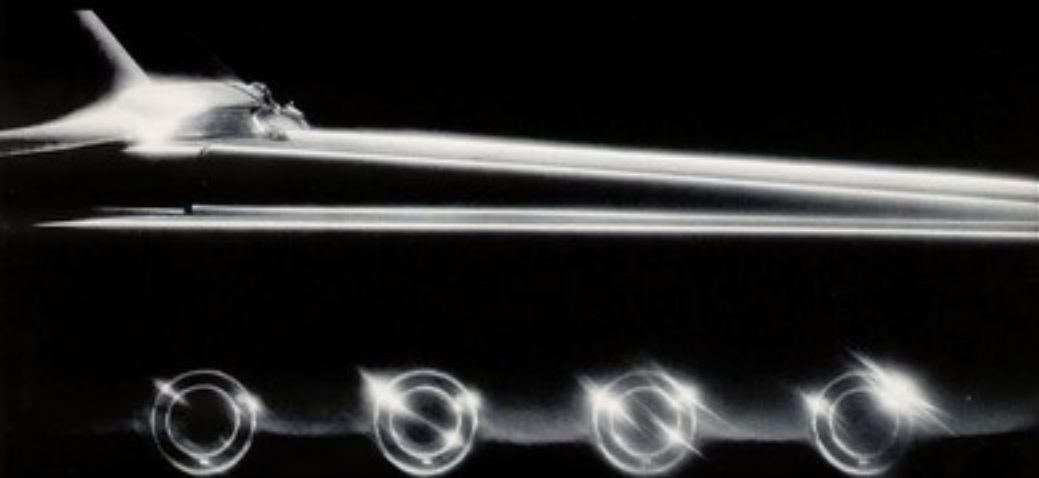
As early as 1910, car lovers gathered in Lowell, Massachusetts for three days of National Stock Chassis racing. And watched in awe as the revolutionary "Buick Bugs" took seven of ten events.

Buick patented the very first valve-in-head engine way back in 1904. And, though the latest permutations of the V-6 engine are still being developed, Buick launched its first six-cylinder powerplant in 1915.

The landmarks are worthy

of a book unto themselves. In the thirties, no gangster worth chasing would be caught in anything less than a Buick. In the forties and fifties, Buick introduced hardtop convertibles, very-large-displacement V-8 engines and — yes, ladies and gentlemen — portholes.

And since the beginning, Buick has been building experimental engineering cars, from the original Wildcat to the Centurion to the Y-Job to the Questor — to a whole new kind of Wildcat.



## ...to sequential-port fuel injection.

While the Buicks of today are worlds removed from their predecessors in terms of engineering and technology, they are nonetheless heirs to the same philosophy that has distinguished them from the beginning.

Thus, Buicks are still renowned, justifiably, for their refinement, their unabashed comfort, their solid ride, their fingertip convenience.

At the same time, Buicks

are turning heads as well as corners. Because today, Buick offers everything from zippy small cars to European-style road cars. From All-American street cruisers to all-out luxury touring cars. With sophisticated V-6 engines, with sequential-port fuel injection, with intercooled turbocharging, with electronic instrumentation, with fully independent suspension, with last-ratio power steering, with almost anything you could want.

In other words, Buick has a unique approach to perfor-

mance, allowing you to discover responsive, stimulating driving without making you the least bit uncomfortable. The ergonomically correct seating, firm-yet-smooth spring rates and quietness on the road are all highly welcome Buick contributions to the world of high-performance automobiles.

If you are intrigued by the idea of a high-performance car that is also highly civilized, you are invited to read on. And see what you can get out of Buick.

What's under the hood should bedazzle you, not befuddle you.

While the resurgence of performance in today's cars is heartening, a peek under the hood of most cars can cause confusion, even dismay. For under the hood of many cars, you will find an untidy, almost incomprehensible maze of whatzits, wires, hoses and mystery boxes.

Under the hood of a typical Buick, however, you will find something very untypical: a neat, clean, logical, styled

engine compartment. You will find, that is, a very reassuring attention to detail. Valve covers and manifold are handsomely dressed; maintenance items such as dipsticks are thoughtfully labeled. You will be proud to lift the hood.

And you will find, of course, an engine. Since Buick offers an extensive lineup of performance cars, we also offer an impressive array of performance engines.

If you read the motoring press, you will have noticed by now that Buick has been intimately involved with the development of the V-6 engine.

For LeSabre, Somerset and Skylark, there's an available 3.0-liter V-6 with multi-port fuel injection.

For Regal, Century, LeSabre, Electra and Riviera, Buick makes available one of the

most advanced engines on any road today: the 3.8-liter V-6 with sequential-port fuel injection (SFI). This SFI metering system delivers fuel to each cylinder individually — at the precise moment that each intake valve opens.

Both the 3.0-liter and 3.8-liter engines are equipped with computer-controlled coil ignition. This solid state system eliminates the

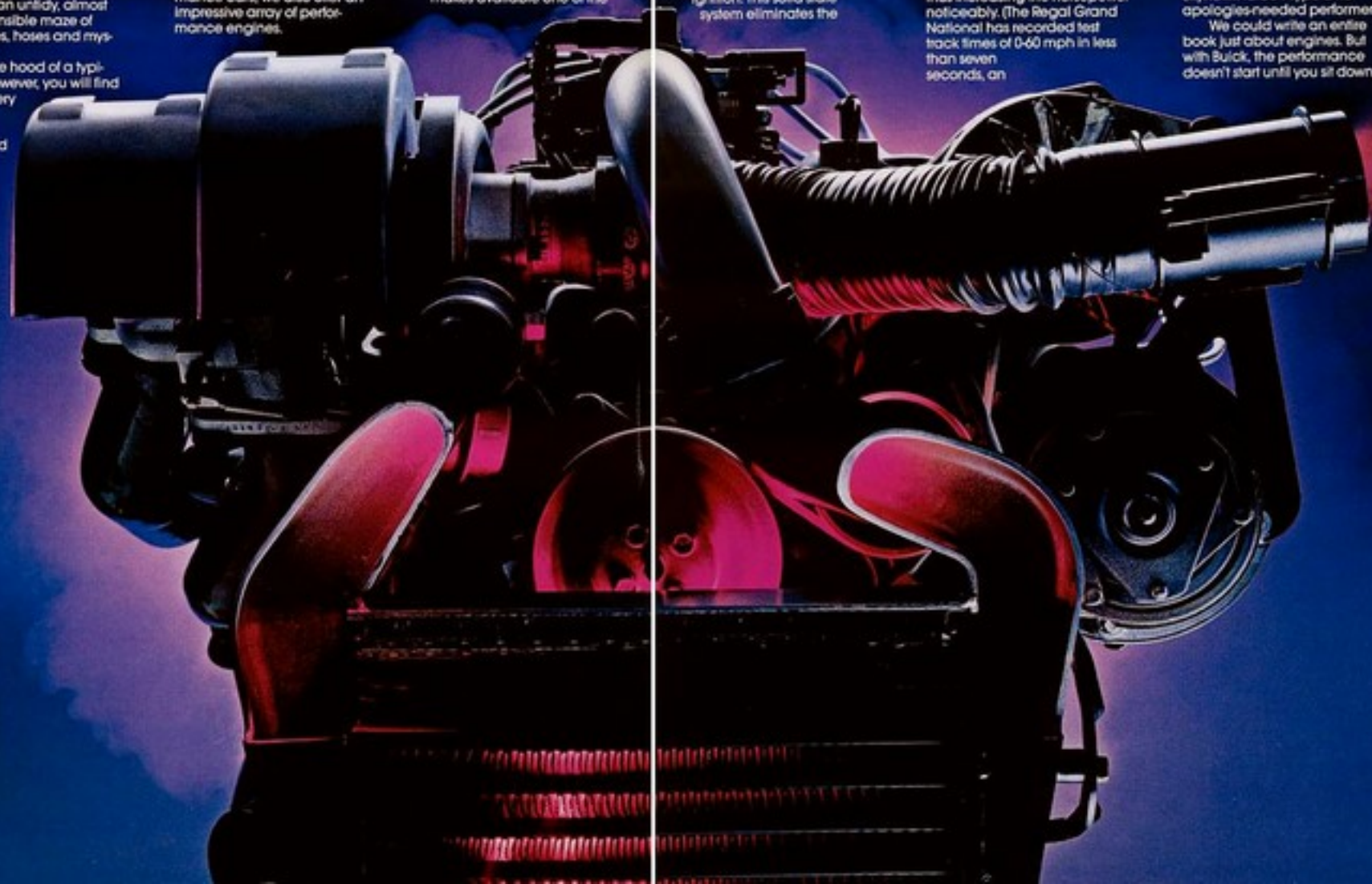
points, condensers, rotor, and distributor.

As if that weren't enough, there's even a turbocharged version of the 3.8-liter engine with SFI, available in the Regal T Type and Regal Grand National. This turbo features an intercooler, which cools the charge of air between the engine and the turbocharger, thus increasing the horsepower noticeably. (The Regal Grand National has recorded test track times of 0-60 mph in less than seven seconds, an

acceleration capability that is achieved by few other production vehicles.)

Buick also offers four-cylinder engines that are remarkable for both their responsive performance and their quiet, uncomplaining smoothness. The available turbocharged 1.8-liter engine with overhead cam, for example, makes the Skyhawk Turbo T Type a no-apologies-needed performer.

We could write an entire book just about engines. But with Buick, the performance doesn't start until you sit down.



High performance shouldn't make you uncomfortable.

A truly civilized high-performance automobile must offer a great deal more than performance.

No matter how tight the curves, or how harrowing the weather, Buick believes that, behind the wheel, you should feel poised, secure, comfortable — and in control.

That is why Buick performance cars are outfitted with interiors that are genuinely comfortable yet, at the same time, ingeniously efficient.

To begin with, Buick seats are constructed with dual-density foam, which offers excellent support without any sacrifice in comfort. Buick shuns the notion of rock-hard seating that is suitable only for small-hipped drivers. Sitting in a Buick is, instead, like settling into a favorite pair of loafers. To decrease fatigue, many Buick models feature bolsters and mini-wings, which increase lumbar and thigh support. Naturally, Buick offers quite a variety of seating, ranging from plush cloth to supple leather to some very



ALMOST INFINITE ADJUSTMENTS MAKE IT EASY TO FIND THE DRIVING POSITION THAT IS EXACTLY RIGHT FOR YOU.

THE SEAT CUSHIONS AND SEAT BACK ARE REVERSIBLE. CLOTH ON ONE SIDE. LEATHER TRIMMED WITH SUEDE ON THE OTHER.



performance-oriented buckets. And most are available with power adjustments.

Buick seats, however, are not designed merely to be comfortable, but to work harmoniously with all the other elements of driving. The driver's seat is placed in relation to the pedals, the controls and the steering wheel to provide an ergonomically correct driving position.



That also means you can reach out and find all the controls you need, conveniently. Buick places the controls stylishly, but logically, so when you want a gear shift, or a climate control, or a windshield wiper, it's there. (Though we're saying it, it almost goes without saying that a Buick can be ordered with just about any convenience feature you can imagine — from power locks, windows and seats to some very powerful sound systems.)

In a Buick, you will also find that the instrumentation is clear, concise and easy to grasp at a glance. Buick is a leader in the use of electronic instrumentation, and these advanced digital readouts are available on most Buick performance models.

To put it quite simply, you'll feel good in a Buick.

Especially when you put it in motion.

THE STANDARD RIVIERA T-TYPE POWER COMFORT SEAT OFFERS ORTHOPEDICALLY CORRECT SUPPORT.

BESIDES UP-AND-DOWN AND BACK-AND-FORTH, YOU CAN ALSO ADJUST THIGH AND LUMBAR SUPPORT, ANGLE OF CUSHION, SIDE SUPPORTS AND HEIGHT OF HEAD RESTRAINT.

Handling that's spine-tingling, but not teeth-clenching.

Contrary to what some car-makers would like you to believe, Buick understands that you can enjoy true performance, and precise handling, without feeling like you're strapped into a runaway roller coaster. To get the feel of the road, you don't have to feel every pothole in the road.

What Buick proposes instead is a ride that is firm, yet never harsh; that is stable and

controlled, yet never bone-jarring, and that can handle a double set of railroad tracks as well as if handles a switchback.

As you might expect, Buick suspensions are as varied as the Buicks in which you find them.

Today, all front-wheel-drive Buicks feature MacPherson struts in front — a mainstay of Buick suspensions. Some, such as the Electra and LeSabre, feature fully independent suspension at all four wheels. In these, the rear suspension combines a spring with an

independent strut. This "spring strut" design results in uncommon smoothness, together with superb road control on rough or even washboard surfaces.

In all Buicks, there are special performance-tuned suspension systems available. (Rest assured, once we convince you to order a Buick performance car, we will explain how to.) These more road-oriented performance packages deliver higher spring rates and matching strut valving; thicker

diameter stabilizer bars, both front and rear; aluminum wheels; fat, low-profile Eagle GT tires; and in many cases, faster-ratio, power-assisted rack-and-pinion steering.

Naturally, the addition of these components is specifically designed and carefully calibrated for the personality of each individual Buick model. The Skyhawk Turbo T Type, for example, is remarkable for its agility and its

maneuverability, whereas the Electra T Type has an air of authority, of controlled smoothness.

Whichever performance Buick you choose to drive, though, you will feel something unusual in a performance car: composure, confidence — and a feeling of control.

As promised, Buick delivers high performance that's also highly civilized.



**Buick performance.  
Have it your way.**

Without attempting to be presumptuous, what follows is a buyer's guide to Buick performance. Finding performance in a Buick is not a complicated proposition in itself. Nonetheless, with Buick's almost endless array of models and equipment, your choices can indeed seem mind boggling.

To unbuggle you, Buick performance is most easily found in two basic variations.

The first, while it may seem

almost too simple, is to order a special performance model. Most are called T types, though as you will see, there is also the occasional Grand National, Gran Sport and GCS.

Buick T types, in general terms, boast the full array of performance equipment — like a bigger engine, firmer suspension, special seating and instrumentation, bigger wheels and tires — as well as the appropriate styling cues.

In other words, the whole enchilada.

The second way to order Buick performance is what we call cafeteria style (if, that is, you can imagine a gourmet cafeteria).

Begin by ordering the Buick model of your choice. (A hint: while just about any Buick can be ordered with high performance capability, the base or custom models will carry minimum chrome.) Then, choose your engine. And then, order a V56 performance package. The V56 performance package, available on

most models, varies from Buick to Buick, but always consists of firmer Gran Touring suspension, which includes stiffer springs and struts and thicker diameter stabilizer bars both front and rear; plus special aluminum wheels, Eagle GT blackwalls and leather-wrapped sport steering wheel.

If you would like to build a Buick that is illegal for street use — a Buick that could perform wonders on a race track — this too can be arranged.

Details to follow.



## Performance for the fun of it.

The Skyhawk and the Somerset are excellent examples of Buick performance; for while they are smaller Buicks, they are by no means lesser Buicks.

They are, as you might expect from cars with wheelbases under 104 inches, agile, nimble and maneuverable. They are not, as you might expect in most cars of this size, nervous, noisy, poky or by any means spartan.

They are, after all, grown-up enough to be Buicks.

## Skyhawk.

Available as a coupe, a sedan or a Sport Hatchback, the Skyhawk is the smallest of Buicks (the coupe has an overall length of 175.3 inches). With front-wheel drive, rack-and-pinion steering, independent MacPherson strut front suspension, a four-speed manual transmission and a 2.0-liter engine with electronic fuel injection and swirl-port combustion, the Skyhawk is oriented to performance even in its standard form.

If you would like to orient it a little more, though, order the 1.8-liter engine with overhead cam and cross-flow cylinder

head, teamed with the five-speed manual transmission. Then add the Y56 package, for even lighter road holding.

In the appearance department, you have two basic choices: you can choose the Skyhawk SC5 Coupe, which includes P175/80R13 steel-belted radial-ply blackwalls, some very comforting cloth bucket seats, and a distinct lack of chrome and other excess doodads.

Then again, you can really deck yourself out in a Skyhawk T Type, which includes: 1.8-liter

OHC engine, five-speed manual transmission, cloth front bucket seats, operating console, instrument gauges with tach, Gran Touring suspension, sport steering wheel, aluminum wheels, P195/70R13 steel-belted radial-ply blackwalls, fog lamps, blackout trim all around, and the proverbial more.

For the ultimate Skyhawk, order the Turbo T Type, wherein the 1.8-liter OHC engine is turbocharged, thus boosting horsepower 78% to 150, and torque 47% to 150 pounds-feet. This little sweetheart has recorded a test-track time of 0-60 mph in less than 8.5 seconds.

Like we said, have it your way.

## Somerset.

The Buick Somerset is a sophisticated, aerodynamic coupe that offers very advanced engineering and very advanced driving pleasure.

The base Somerset Custom, which is far from basic, features front-wheel drive, independent MacPherson strut front suspension, semi-independent rear suspension, power-assisted rack-and-pinion steering, bucket seats, full operating console, electronic instrumentation with digital readouts and graphic tachometer, and a highly competent 2.5-liter Tech IV engine with electronic fuel injection.

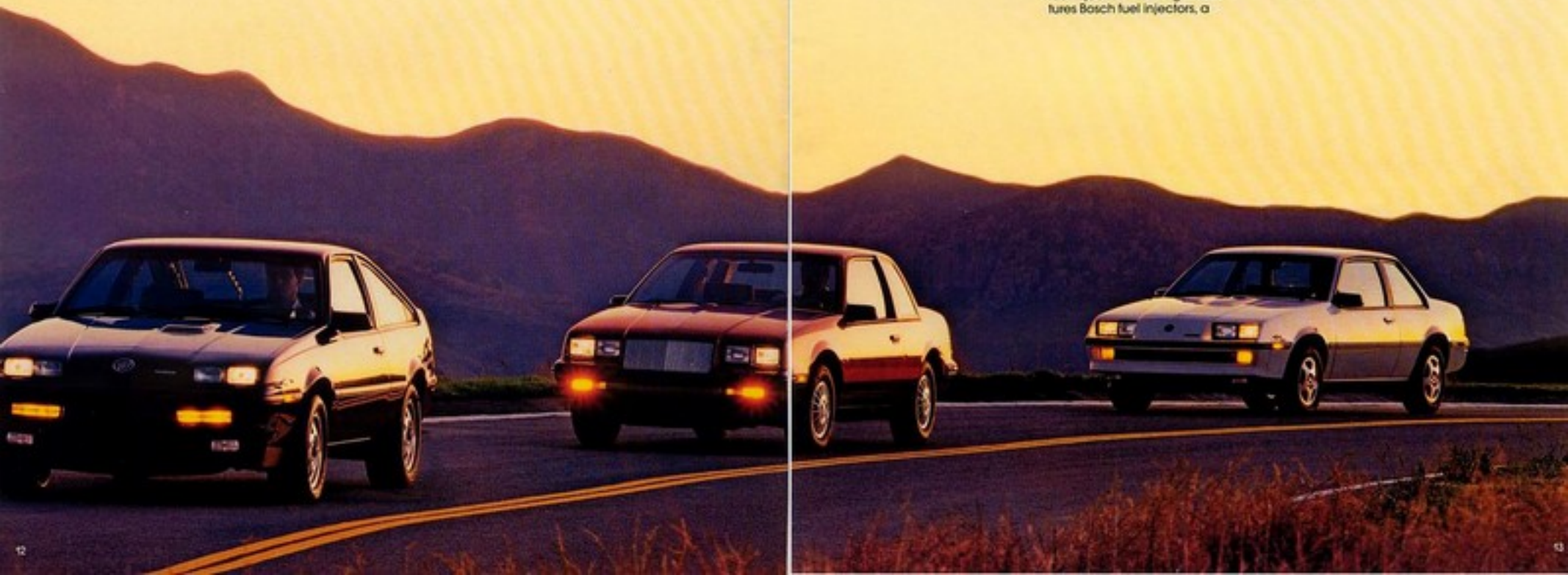
If you prefer a Somerset that is more than highly competent, add the Y56 package for firmer handling. And add the amazingly responsive 3.0-liter V6 engine with multi-port fuel injection. This engine features Bosch fuel injectors, a

mass air-flow sensor, a gerotor oil pump for higher flow rate and a computer-controlled coil ignition.

Or to get it all together, just say Somerset T Type, which includes: your choice of the standard 2.5-liter Tech IV engine with five-speed manual transmission, or the available 3.0-liter V6 with three-speed automatic transmission; plus specific Gran Touring suspension, aluminum wheels, P215/60R14 Eagle GT blackwalls, 3.18 performance axle ratio, reclining front bucket seats, leather-wrapped sport steering wheel, blackout trim all over the place and various other goodies.

And just so people will sit up and take notice, the T Type is also available with Lear Siegler buckets.

Once you've driven it, you'll know that the Somerset is even more sophisticated than it looks.



Performance with or without a European accent.

In its most commonly seen form, the Buick Century may seem a decidedly unperformance-oriented automobile.

The Century is generally viewed in boulevard trim, driven by business-like executives or filled with contented-looking families. Perhaps this is because the Century is Buick's most popular model.

And for very good reason. The Century has an aerodynamic shape that is contemporary, yet at the same time classic. It features front-wheel drive, independent MacPherson strut front suspension and power-assisted rack-and-pinion steering, yet is also roomy, comfortable and convenient.

And if you would like to

drive a Century that will move you from the middle of the road to the edge of your seat, we offer these two obvious choices.

One is a sedan with a strong European accent. The other is a coupe that speaks a language all its own.

### Century Gran Sport Coupe.

This Century doesn't just hint performance, it grows performance. It is proudly chrome-less, relentlessly black and unabashedly serious about the pleasures of the road.

Like its T Type cousin, the Century Gran Sport is powered by the 3.8-liter V-6 with SPI and

roller lifters. And it has the four-speed automatic transmission with overdrive.

But the differences are even more remarkable than the similarities. The Century GS, for example, has a stiffer suspension system, with special heavy-duty shocks, springs and stabilizer bars. It has bigger, 15-inch aluminum wheels and blackwalls. It also has a full operating console between its specially designed black and gray bucket seats, very impressive, very functional

electronic instrumentation: a deck lid spoiler, a black leather-wrapped sport steering wheel, and even a special exhaust system with a distinctively authoritative growl.

The Gran Sport is designed to say performance and engineered to provide it. And to think, you probably considered the Buick Century to be a relatively tame automobile.



### Century T Type Sedan.

With its understated but elegant style and its sophisticated demeanor, the Century T Type would be at home on any road, on any continent. Rest assured, the Century T Type is far from a Euro-look cosmetic package — it is a true performance sedan. To begin with, the Century

T Type is powered by one of the most advanced engines on the road, the 3.8-liter V-6 with sequential-port fuel injection (SPI) and roller lifters. With its six Bosch injectors poised to deliver fuel individually and sequentially to each cylinder, SPI is one of the most precise fuel-delivery systems in the world today.

The Century T Type Sedan also includes automatic trans-

mission with overdrive, firm-tuned Gran touring suspension, P215/60R14 steel-belted radial ply blackwalls, aluminum wheels, front bucket seats, full-length storage console, instrument gauges with LED tachometer, leather-wrapped sport steering wheel and tasteful blackout trim.

The Century T Type Sedan is a very distinctive automobile that is also a distinct pleasure to drive.



## Performance that's definitely All-American.

Just when you were wondering what ever happened to the authentic performance car, along comes Buick with these two bullies.

These are race-track-inspired Buicks, and they are obviously designed for the true enthusiast.

Defiantly styled. Boldly engineered. Solid black. Solid bad. The kind of cars that are an ear-to-ear joy to drive. And that will definitely get noticed wherever they take you.

But wait. While these two machines have the same sinister look, they have very different driving characteristics. They are, in fact, totally different automobiles.



## LeSabre Coupe.

While this is a very serious driver's car, it is intended for a different kind of serious driver.

For while the LeSabre Coupe offers very advanced performance, it also offers very advanced engineering. It is a contemporary, full-size, front-wheel-drive automobile that combines responsive performance, precise handling —

and a reassuring dose of room, comfort and civility.

When equipped with the Y56 performance package, the LeSabre Coupe is powered by the 3.8-liter V-6 with sequential-port fuel injection and roller lifters.

The LeSabre Coupe with Y56 also includes: a firm-up, fully independent sport suspension, including heavy-duty springs, struts, shocks and stabilizers; 2.84 performance axle ratio; big 15-inch aluminum

wheels; P215/65R15 Eagle GT blackwalls; fast-ratio power steering; leather-wrapped sport steering wheel; and, of course, more.

While both of these performance-oriented Buicks offer a plethora of advanced engineering features, they each make totally unique, completely different statements.

Which statement you choose to make is entirely up to you.

## Regal Grand National.

This automobile is just plain mean, without being the least bit cantankerous. It is the ultimate, traditional, rear-wheel-drive street cruiser, dark, fast-tired, and with an exhaust note that will rattle windows.

The Regal Grand National looks like it goes.

And it does go. As we noted earlier, the Regal GN has recorded test track times of 0-60 mph in less than seven seconds.

Let's start right in the engine compartment, where it really counts. The Regal GN is powered — and that's an understatement — by the 3.8-liter V-6 with sequential-port fuel injection. Only this version is further fortified by an inter-cooled turbocharger, which improves the combustion process. All in all, this turbo-charged version increases engine output by a rather astounding 150%, to a very substantial 235 horsepower.

The Regal GN also includes: 3.42 performance axle ratio, turbo boost gage, four-speed automatic transmission with overdrive, a very beefy Gran Touring suspension system, LED tachometer, P215/65R15 Eagle GT blackwalls, styled steel wheels, front bucket seats, leather-wrapped steering wheel, front air dam, deck lid spoiler, blackout trim as far as the eye can see — and a legitimate etcetera.

If you can live without the air dam, the spoiler, the total blackness and a few other GN goodies, you can order the Regal T type (and still get the turbocharged 3.8-liter V-6 with SFI and intercooler).





Performance that deserves more than polite applause.

Your eyes do not deceive you; you are indeed looking at luxury cars. Automobiles with room, comfort, sumptuous appointments — and a list of standard features that barely fits on the window sticker.

Fortunately, though, you no longer have to choose between a luxury car and a performance car. You can simply choose a Buick.

For while these two Buicks are undeniably luxurious, they are also quick, responsive and precise. They are Buick performance cars.

And they are the ultimate proof that high performance can also be highly civilized.

#### Electra T Type Sedan.

When it was first launched, not all that long ago, the Electra redefined the American luxury car. For while it maintained a tradition of room, comfort, luxury and smoothness, the Electra also offered excellent road manners, and amazing agility for an automobile of this size.

Today, the tradition lives on in the form of the Electra T Type Sedan, which includes: the by now oft-described 3.8-litre V6 with SFI, four-speed automatic transmission with overdrive,

firmed-up Gran Touring suspension, quick steering, 15-inch aluminum wheels, P215/65R15 Eagle GT blackwalls and an exterior treatment that is notable for its lack of chrome and ornamentation.

Plus, of course, the amenities. Like special 45/45 cloth seating, storage console and special carpeting.

If you prefer, you can specify your own Electra. Simply order the equipment you want, plus a V56 performance package. That way, you'll get all the chassis goodies of the T Type, surrounded by more luxury than you imagined possible.

Either way, Electra offers the kind of performance that you can sit back and enjoy.



#### Riviera T Type.

It is like no Riviera you have ever experienced. It is like no Buick you have ever experienced. It is, perhaps, like no other automobile you have ever experienced.

Without asterisk or disclaimer, this Riviera is one of the most technologically advanced production cars on the face of the earth. Yet rather than be just a showplace for technology, the Riviera establishes a whole new level of communication between car and driver.

It starts in the Graphic Control Center (GCC)\*, with its touch-sensitive cathode ray tube. This one simple screen controls functions that would normally require more than 90 different switches and dials.

It continues in the seats. Seats that designers have turned into tailored elegance, yet with firmness and support obviously mandated by engineers. The orthopedically correct Power Comfort seat in the Riviera T Type can be adjusted not only up and down and back and forth, but also for thigh and lumbar support, angle of cushion side supports and height of head restraint.

And it goes on and on. The Riviera includes the 3.8-litre V6 with SFI, four-speed automatic transmission with overdrive, four-wheel fully independent suspension, featuring a single-leaf composite transverse rear spring, four-wheel disc brakes, electronic instrumentation with digital readout and a literal host of high-tech equipment.

Suffice it to say, if you are interested in the very latest American automotive technology, combined beautifully with a very personal driving relationship, you may be ready for the ultimate Buick experience: Riviera.

\*GCC and "GRAPHIC CONTROL CENTER" are used under trademark license from Graphic Control Corporation, Buffalo, New York.

## Buick performance. The specifics.

Herewith pertinent specifications on a wide array of Buick performance models.

Should you seek even more exhaustive information, you are invited to visit your Buick dealer, to consult the full Buick catalog, or to phone the Buick Product Information Center on our toll-free number (details on back cover).

### Skyhawk T Type and Turbo T Type.

#### 1.8-litre GMC engine

Type	L4
Valve arrangement	In-line
Bore and stroke	3.34 x 3.13
Piston displacement (cu in.)	110
Compression ratio	8.8:1
Net installed horsepower at rpm	84 at 5,200
Net installed torque (lb-ft) at rpm	98 at 2,800
Fuel management	EFI

#### 1.8-litre MFI turbocharged engine

Type	L4
Valve arrangement	In-line
Bore and stroke	3.34 x 3.13
Piston displacement (cu in.)	110
Compression ratio	8.0:1
Net installed horsepower at rpm	150 at 5,000
Net installed torque (lb-ft) at rpm	150 at 2,800
Fuel management	MFI

#### Chassis specifications

Frame type	Unitized
Brakes	
Service brake type	Disc front, drum rear
Effective area total (sq in.)	318
Sweep area total (sq in.)	1,624
Rotor diameter	247 mm (front)
Rotor thickness	22 mm
Rotor material and type	Cast iron vented
Drum diameter	200 mm
Drum type and material	Cast iron non-vented
Steering	
Steering gear type	Rock-and-pinion
Overall ratio	22.0:1
Number of wheel turns	4.54
Turning diameter	10.59 m
Suspension	
Front	MacPherson strut with coil springs, stamped lower control arms, nodular iron steering knuckles
Shock absorbers	Direct double-acting, hydraulic
Stabilizer	Link
Rear	Trailing axle
Stabilizer	Link type
Drive system	
Drive axle (number, type)	2, straight solid bar
Universal joints	
Number	2 on each drive axle
Design	2 3-spig, 2 Rzeppa-fixed
Bearings, type	Ball, manual
Drive taken through	Front-wheel-drive shaft

#### Chassis specifications continued

torque taken through	Engine cradle
Wheels	Aluminum
Tires	P195-60R14 Eagle GT blackwalls
Manual transmission 5-speed	
Synchronous meshing	All forward speeds
Gear ratios	
First	3.91
Second	2.15
Third	1.45
Fourth	1.03
Fifth	0.74
Reverse	3.50

#### Overall Dimensions (Skyhawk T Type Hatchback)

Length (in.)	176.3
Width	65.0
Height	51.9
Wheelbase	101.2
Front head	55.6
Rear head	55.2
Estimated base curb weight (lbs)	2,359

### Somerset T Type.

#### 2.5-litre I4 engine

Type	L4
Valve arrangement	In-line
Bore and stroke	4.00 x 3.00
Piston displacement (cu in.)	151
Compression ratio	9.0:1
Net installed horsepower at rpm	92 at 4,400
Net installed torque (lb-ft) at rpm	134 at 2,800
Fuel management	EFI

#### 3.0-litre MFI V-6 engine

Type	90-degree V-6
Valve arrangement	In-head
Bore and stroke	3.80 x 2.66
Piston displacement (cu in.)	181
Compression ratio	9.0:1
Net installed horsepower at rpm	125 at 4,000
Net installed torque (lb-ft) at rpm	150 at 2,400
Fuel management	MFI

#### Chassis specifications

Brakes	
Service brake type	Disc front, drum rear
Effective area total (sq in.)	318
Gross lining area (sq in.)	381
Sweep area total (sq in.)	1,624
Rotor diameter	247 mm (front)
Rotor thickness	22 mm
Rotor material and type	Cast iron vented
Drum diameter	200 mm
Drum type and material	Cast iron, non-vented
Brake lining material	Front semi-metallic, rear organic
Power brake type	Vacuum
Steering	
Steering gear type	Power rack-and-pinion

#### Chassis specifications continued

Overall ratio	14:1
Number of wheel turns	2.49
Turning diameter (ft)	37.8
Suspension	
Front	MacPherson strut with coil springs, stamped lower control arms
Shock absorbers	Direct double-acting, hydraulic
Stabilizer	28 mm
Rear	Semi-independent trailing crank arm
Stabilizer link	21 mm
Drive system	
Drive axle (number, type)	2, solid
Universal joints	
Number	2 on each drive axle
Design	2 3-spig, 2 Rzeppa
Bearings, type	Ball outer, ball and roller inner
Drive taken through	Front-wheel-drive shaft
Torque taken through	Engine cradle
Wheels	Aluminum
Tires	P215-60R14 Eagle GT blackwalls

#### Manual transmission 5-speed

Gear ratio (each, times converter ratio)	
First	3.91
Second	2.15
Third	1.45
Fourth	1.03
Fifth	.74

#### 3-speed torque converter automatic transmission

Gear ratio (each, times converter ratio)	
First (D, 1)	2.84
Second (D, 2)	1.60
Third (D)	1.00
Reverse	3.50
Maximum ratio of stall (torque converter)	2.35
Cooling	Water

#### Overall Dimensions

Length	180.5
Width	66.6
Height	52.1
Wheelbase	103.4
Front head	55.8
Rear head	55.2
Estimated base curb weight (lbs)	2,569

### Century T Type and Gran Sport.

#### 3.8-litre SI V-6 Engine

Type	90-degree V-6
Valve arrangement	In-head
Bore and stroke	3.8 x 3.4
Piston displacement (cu in.)	231
Compression ratio	8.5:1
Net installed horsepower at rpm	150 at 4,400
Net installed torque (lb-ft) at rpm	200 at 2,000
Fuel management	SI

#### Chassis specifications

Frame type	Partially unitized
Brakes	
Service brake type	Disc front, drum rear
Effective area total (cm <sup>2</sup> )	528
Sweep area total (cm <sup>2</sup> )	1,721
Rotor diameter	229 mm (front)
Rotor thickness	22 mm

#### Chassis specifications continued

Rotor material and type	Cast iron vented
Drum diameter	225 mm
Drum type and material	Composite cast iron
Brake lining material	Front semi-metallic, rear organic
Power brake type	Internal vacuum suspended with tandem powerbooster

#### Steering

Steering gear type	Power rack-and-pinion
Overall ratio	17.6:1
Number of wheel turns	3.13
Turning diameter	11.3m

#### Suspension

Front	MacPherson strut with coil springs, stamped lower control arms and nodular iron steering knuckles
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Shock absorbers	Direct double-acting, hydraulic
Stabilizer	Linkless

Rear	Trailing arm twist axle with track bar
Stabilizer	Integral bar welded into axle

#### Drive system

Drive axle (number, type)	2 solid shaft
Universal joints	
Number	4

Design	2 3-spig, 2 Rzeppa
Bearings, type	Ball

Lubrication	Prepacked
Drive taken through	Front-wheel-drive shaft
Torque taken through	Engine cradle

#### Wheels

Tires	P205-60R15 Eagle GT blackwalls (205 P215-60R14 Eagle GT blackwalls (2 type))
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#### 4-speed automatic transmission with overdrive

Gear ratio (each, times converter ratio)	
First	2.92
Second	1.57
Third	1.00
Fourth (OD)	0.70
Reverse	2.38
Maximum ratio of stall (torque converter)	1.68
Cooling	Water

#### Overall dimensions (Sedan)

Length (in.)	189.1
Width	69.4
Height	53.7
Wheelbase	104.9
Front head	58.7
Rear head	56.8
Estimated base curb weight (lbs)	2,941 (1 type)

### Le Sabre Coupe.

#### 3.8-litre SI V-6 Engine

Type	90-degree V-6
Valve arrangement	In-head
Bore and stroke	3.8 x 3.4
Piston displacement (cu in.)	231
Compression ratio	8.5:1
Net installed horsepower at rpm	150 at 4,400
Net installed torque (lb-ft) at rpm	200 at 2,000
Fuel management	SI

#### Chassis specifications

Frame type	Separate perimeter
Brakes	
Service brake type	Disc front, drum rear
Effective area total (sq in.)	83.3



**Chassis specifications continued**

Gross lining area (sq in.)	95.0
Sweep area total (sq in.)	278.3
Rotor diameter (in.)	40.08 (front)
Rotor thickness (in.)	1.02
Rotor material and type	Cast iron vented
Drum diameter (in.)	8.86
Drum type and material	Composite cast iron or aluminum-lined

Brake lining material	Semi-metallic front, organic rear
Power brake type	Internal vacuum suspended with tandem powerbooster

Steering	
Steering gear type	Power rack-and-pinion
Overall ratio	19.4:1
Number of wheel turns	3.13
Turning diameter (ft)	39.7 left, 39.1 right

Suspension	
Front	MacPherson strut with coil spring
Shock absorbers	Delco
Stabilizer	Link
Rear	MacPherson strut, separate coil springs
Stabilizer	Link

Drive system	
Drive axle (number, type)	2, solid shaft
Universal joints	
Number	4
Design	2 tripod, 2 Rzeppa
Bearings, type	Ball
Drive taken through	Front-wheel-drive shaft
Torque taken through	Engine cradle
Wheels	Aluminum
Tires	P215-60R15 Eagle GT blackwall

4-speed automatic transmission with overdrive	
Gear ratio (each, times converter ratio)	
First	2.92
Second	1.57
Third	1.00
Fourth (OD)	.70
Reverse	2.38
Maximum ratio of stall (torque converter)	1.68
Cooling	Liquid

Overall dimensions	
Length (in.)	196.2
Width	72.1
Height	54.7
Wheelbase	115.8
Front head	65.3
Rear head	59.8
Estimated base curb weight (lbs)	3,133 (Custom Coupe)

**Regal T Type and Grand National.**

3.8-litre SPI turbocharged V-6 engine	
Type	90-degree V-6
Valve arrangement	In-head
Bore and stroke	3.8 x 3.4
Piston displacement (cu in.)	231
Compression ratio	8.5:1
Net installed horsepower at rpm	235 at 4,000

3.8-litre SPI turbocharged V-6 engine continued	
Net installed torque (lb-ft) at rpm	330 at 2,400
Fuel management	SPi

Chassis specifications	
Frame type	Separate perimeter
Brakes	
Service brake type	Disc front, drum rear
Effective area total (sq in.)	95.75
Gross lining area (sq in.)	154.00
Sweep area total (sq in.)	312.68
Rotor diameter (in.)	40.3 (front)
Rotor thickness (in.)	1.0
Rotor material and type	Cast iron vented
Drum diameter (in.)	9.5
Drum type and material	Cast iron
Brake lining material	Semi-metallic front
Power brake type	Internal vacuum suspended with power master booster

Steering	
Steering gear type	Power recirculating ball
Overall ratio	16.4:1
Number of wheel turns	3.54

Suspension	
Front	Independent with upper and lower control arms, coil springs and ball joints
Shock absorbers	Direct double-acting, hydraulic
Stabilizer, front	4-link with coil springs
Stabilizer, rear	Linkless

Drive system	
Propeller shaft (number, type)	1 exposed
Universal joints	
Number	2
Design	Cross type
Bearings, type	Needle, anti-friction type
Drive and torque taken through	Arms
Wheels	Chromed steel (GM)
Tires	P215-60R15 Eagle GT blackwall (GM)

4-speed automatic transmission with overdrive	
Gear ratio (each, times converter ratio)	
First	2.74
Second	1.57
Third	1.00
Fourth (OD)	0.67
Reverse	2.03
Maximum ratio of stall (torque converter)	2.0
Cooling	Liquid

Overall dimensions	
Length (in.)	200.6
Width	70.5
Height	54.6
Wheelbase	108.1
Front head	58.5
Rear head	57.7
Estimated base curb weight (lbs)	3,349 (T Type)

**Electra T Type Sedan.**

3.8-litre SPI V-6 engine	
Type	90-degree V-6
Valve arrangement	In-head

3.8-litre SPI V-6 engine continued	
Bore and stroke	3.8 x 3.4
Piston displacement (cu in.)	231
Compression ratio	8.5:1
Net installed horsepower at rpm	140 at 4,400
Net installed torque (lb-ft) at rpm	200 at 2,000
Fuel management	SPi

Chassis specifications	
Frame type	Partially unitized
Brakes	
Service brake type	Disc front, drum rear
Hydraulic system type	Dual
Effective area total (sq in.)	81.9
Gross lining area (sq in.)	90.1
Sweep area total (sq in.)	278.3
Rotor diameter (in.)	40.08 (front)
Rotor thickness (in.)	1.02
Rotor material and type	Cast iron vented
Drum diameter (in.)	8.86
Drum type and material	Composite cast iron lined
Power brake type	Internal vacuum suspended with tandem powerbooster

Steering	
Steering gear type	Power rack-and-pinion
Overall ratio	17.6:1
Number of wheel turns	3.13
Turning diameter (ft)	39.7 left, 39.1 right

Suspension	
Front	MacPherson strut with coil spring
Shock absorbers	Delco
Stabilizer	Link
Rear	MacPherson strut, separate coil springs
Stabilizer	Link

Drive system	
Drive axle (number, type)	2, solid shaft
Universal joints	
Number	4
Design	2 tripod, 2 Rzeppa
Bearings, type	Ball
Drive taken through	Front-wheel-drive shaft
Torque taken through	Engine cradle
Wheels	Aluminum
Tires	P215-60R15 Eagle GT blackwall

4-speed automatic transmission with overdrive	
Gear ratio (each, times converter ratio)	
First	2.92
Second	1.57
Third	1.00
Fourth (OD)	.70
Reverse	2.38
Maximum ratio of stall (torque converter)	1.75
Cooling	Water

Overall dimensions	
Length	197.0
Width	72.1
Height	54.3
Wheelbase	115.8
Front head	65.3
Rear head	59.8
Estimated base curb weight (lbs)	3,322

**Riviera T Type.**

3.8-litre SPI V-6 engine	
Type	90-degree V-6
Valve arrangement	In-head

3.8-litre SPI V-6 engine continued	
Bore and stroke	3.8 x 3.4
Piston displacement (cu in.)	231
Compression ratio	8.5:1
Net installed horsepower at rpm	140 at 4,400
Net installed torque (lb-ft) at rpm	200 at 2,000
Fuel management	SPi

Chassis specifications	
Frame type	Unitized body with engine cradle
Brakes	
Service brake type	Disc, front and rear
Hydraulic system type	Dual
Effective area total (sq in.)	102.6
Gross lining area (sq in.)	109.9
Sweep area total (sq in.)	307.7
Rotor diameter (mm)	Front 26.0, Rear 25.4
Rotor thickness (mm)	Front 26.3, Rear 12.7
Rotor material and type	Front cast iron vented Rear cast iron solid
Brake lining material	Semi-metallic front & rear
Power brake type	Internal vacuum suspended with tandem powerbooster

Steering	
Steering gear type	Power rack-and-pinion
Overall ratio	16.51:1
Number of wheel turns	2.5
Turning diameter (ft)	11.86

Suspension	
Front	Independent with upper and lower control arms, coil springs and ball joints
Strut assemblies	Direct double-acting, hydraulic
Stabilizer	31 mm
Rear	Independent modular assembly with single transverse leaf spring
Stabilizer	14 mm

Drive system	
Drive axle (number, type)	2, solid shaft
Universal joints	
Number	4
Design	2 tripod, 2 Rzeppa
Bearings, type	Ball
Drive and torque taken through	Arms
Wheels	Aluminum
Tires	P215-60R15 Eagle GT blackwall

4-speed automatic transmission with overdrive	
Gear ratio (each, times converter ratio)	
First	2.92
Second	1.57
Third	1.00
Fourth (OD)	.70
Reverse	2.38
Maximum ratio of stall (torque converter)	2.2
Cooling	Water

Overall dimensions	
Length	187.2
Width	71.7
Height	53.5
Wheelbase	108.0
Front head	59.9
Rear head	59.9
Estimated base curb weight (lbs)	3,309

Important note: Since the time of printing, some of this information may have been updated. Also, some of the equipment shown or described in this brochure is available at extra cost. The right is reserved to make changes at any time, without notice, in price, color, material, equipment, specifications and models. Check with your Buick dealer for complete information before ordering.



To add on some hot add-ons, see your Buick dealer.

For a certain breed of enthusiast, the passion for high-performance hardware goes beyond the showroom, into the arena of all-out competition. It may be the dragstrip, the oval, or the sanctioned road course event. But whatever venue your competitive urge takes, be assured that Buick has the technology, the know-how and above all, the hardware to

performance) and Stage II blocks, cylinder heads, camshafts, intake manifolds, bearings and many, many others.



help you succeed. (On or off the highway, Buick implores you to drive safely, and drive well.)

For you there is the Buick V6 Power Source, the authoritative source for Buick V6 heavy-duty Stage I and Stage II parts — and for information that helps you put it all together.

Buick offers a wide range of heavy-duty parts, including Stage I (modified for high



cast main bearing bulkheads, solid-cast lifter valleys, increased deck structure with provisions for six additional head bolts per bank, reinforced rear face, larger-diameter lifter bosses, increased pan rail structure, casting structure for four-bolt main bearing caps on #2 and #3 journals (caps available from aftermarket sources), cast provisions for water drains, unchamfered bores, minimum-size cylinder bores and maximum-height decks.

The Stage II version includes all the features of Stage I, plus: machined for six extra head bolts per bank, four-bolt main caps at two center mains, revised oiling system with provisions for dry-sump hardware and main bearings align honed (bored).

Obviously, there is room here only for an introduction to the V6 Power Source, which is another reason to consult your Buick dealer. He can provide a full catalog of V6 Stage I — Stage II heavy-duty parts, as well as tech tips, a listing of aftermarket suppliers, blue-printing records — even a line of genuine Buick motorsports apparel.

As you have undoubtedly surmised, the heavy-duty parts available through the Buick V6 Power Source are intended for use in "off-highway" vehicles only. As such, they are tagged with the following Special Parts

Since they are all genuine GM parts, they are all available through your Buick dealer. After all, if you're going to build a hot Buick for competition, you should build it with components engineered specifically for hot Buicks. Take, for example, just one part: the 3.8-litre V6 block.

In its Stage I version, it includes: high-strength, solid-

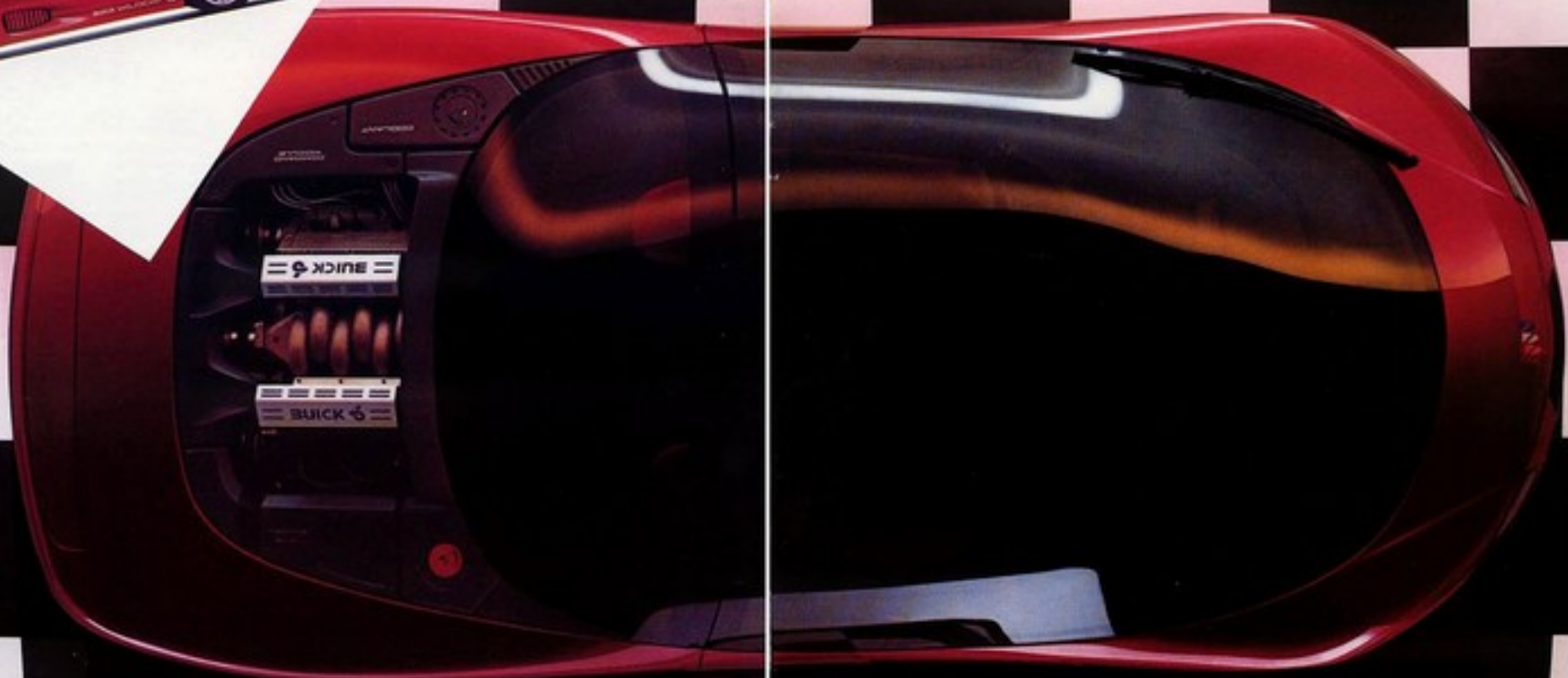


Notice: "This part has been specifically designed for off-highway application only. Since the installation of this part may either impair your vehicle's emission control performance or be uncertified under current Motor Vehicle Safety Standards, it should not be installed in a vehicle used on any street or highway. Additionally, any such application

could adversely affect the warranty coverage on such an on-street or highway vehicle. If an engine or vehicle is being prepared for a competitive event, it is most important to keep abreast of the rules of the sanctioning body."

No matter how you look at it, Buick performance goes as far as you want it to go.





**Buick performance.  
We're still  
working on it.**

You are looking at the latest version of the Buick Wildcat, the first having been designed and built in the early 1990s.

This is no mere show car, for it is not intended just to dazzle you at auto shows, then disappear into never-never land.

The Wildcat is, instead, an experimental engineering prototype. It is convincing proof of Buick's long-term commitment to engineering inno-

vation and leading-edge performance. It is also a living laboratory in which Buick can test new technologies like all-wheel drive and computerized suspension systems; combine the latest components in unheard-of ways; and most important of all, turn ideas into reality.

The idea of this Wildcat, for example, is not merely to utilize the latest technologies, but to style the car around them. To display the technology as part of the design. In a sense, the Wildcat is a car designed around the engine.

The powerplant that receives all this attention is a four-cam, 24-valve, fuel-injected, aluminum-headed V-6 that easily produces 230 horsepower from its 3.8 litres of displacement.

It is surrounded by a two-passenger, very rounded, plastic monocoque body on a 102-inch wheelbase, and yields an impressive drag coefficient of 0.28 in scale-model wind-tunnel tests.

The interior resembles that of a spaceship. Yet while it is designed primarily to be functional, it is also amazingly

comfortable. Almost everything is controlled by advanced electronics. But this is technology used to enhance driving pleasure, not detract from it.

You may never find an exact duplicate of this Buick Wildcat on the streets. For Buick will continue to test it, refine it, evolve it.

What you will find, however, is that the very best ideas in the Wildcat are incorporated into the production Buicks of tomorrow.

Because when it comes to performance, Buick is still working on it.

Take a number: Ours.

We realize that one book cannot answer all your questions about Buick performance.

You may want to know more about Buick in general, or about a specific performance model. Or even a technical detail.

You are cordially invited to call the Buick Product Information Center. It is staffed by knowledgeable Buick technicians, with instant computer access to untold facts about Buick.

And it is available from 8 a.m. to 8 p.m. Eastern time, weekdays. Just give us a call:

1-800-86-BUICK (1-800-862-8425).



Wouldn't you really rather have a Buick?

