

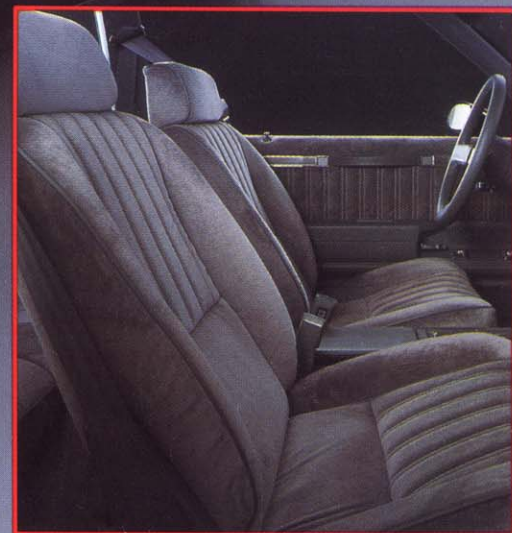
REGAL

Turbo T



Turbo T Package (WE4), featuring:

- **3.8 SFI Turbo V6**
245 HP @ 4400 RPM
355 FT/LB Torque @ 2800 RPM
- **Gran Touring Suspension**



TURBO T PACKAGE (WE4)

Featuring The 3.8 SFI Turbo V6 with Intercooler

Regal Turbo Power is taken beyond the Grand National legend . . . take a closer look at the Turbo T Package (WE4):

Feature: 3.8 SFI Turbo V6 with Intercooler

Benefit: Generates a remarkable 245 HP which 'blows the doors off' the competition. Definitely not for the faint of heart!

Feature: Gran Touring Suspension

Benefit: A tight, responsive ride including gas shocks and fast-ratio power steering.

Feature: Lower Total Vehicle Weight

Benefit: The Turbo T Package (WE4) will enable you to merchandise a car that is similar in appearance, and yet lighter in weight, than the Grand National. This reduction in weight, theoretically, makes the Turbo T faster than the Grand National; and for a lower price.

Feature: Appearance Package

Benefit: Ordering the Regal with the Turbo T Package (WE4) gets you the "dressed in black" look of the Grand National with subtle "T" emblems on the front fenders.

Feature: High Level of Standard Content

Benefit: The Turbo T is further distinguished by plush gray cloth bucket seats and a long list of standard features including: ● air conditioning ● operating console ● reclining bucket seats ● leather-wrapped sport steering wheel ● tachometer ● turbo boost gauge ● trip odometer.

What Brought About The Turbo T Concept

The WE4 Package was originally conceived because certain content items, such as chrome steel wheels and specific interior components, place the Grand National in a weight class which is capacity constrained. Grand National sales volume cannot exceed 33% of Regal Turbo Engine production. The other 66% of Turbo sales must be in other Regals.

The Legend, As Reported By The Automotive Press

"The car is flat out the hottest piece of domestic machinery you can buy." – CARS ILLUSTRATED

"Buick's intercooled 1986 Turbo Regal is the fastest production car built in America, period." – HOT ROD

"Buick reinvents the muscle car." — AUTOWEEK

And CAR AND DRIVER turned the fastest 0 to 60 elapsed time they had ever clocked for a domestic production car . . . in a 1986 Buick Turbo Regal.

SPECIFICATIONS

Powertrain

Engine 3.8 Litre SFI Intercooled Turbo V-6

Type Buick-Bosch sequential port fuel injected with electronic mass air flow system, 90° V6 arrangement, computer controlled coil ignition, turbo charger, and aluminum alloy intercooler.

Valve Arrangement Overhead Valve

Bore & Stroke (In.) 3.8 x 3.4

Displacement (cu.in.) 3.8L (231)

Cylinder Head & Block Material Cast Iron

Compression Ratio 8.0:1

Net/Installed Horsepower & Engine RPM 245 @ 4400

Net/Installed Torque (lb-ft) & Engine RPM 355 @ 2800

Recommended Fuel No-lead Premium

Fuel System Type Port Fuel Inj.

EPA Fuel Estimates (Adjusted):

– City 17

– Hwy 24

DRIVETRAIN

Transmission 4-spd automatic with Torque Conv. clutch

Selector Pattern PRN **(D)** D21

Gear Ratio

First 2.74

Second 1.57

Third 1.00

Fourth67

Reverse(R) 2.07

Max Ratio at Stall (torque converter) 142k

Cooling Water

Total Oil Capacity 22

Drain & Refill (pts) 10

Final Drive Ratio 3.42

Suspension

SPRING

RATES (N/mm)

Front: 77

Rear: 21.9

STABIL.

BAR (mm)

Front: 32

Rear: 19

STRUTS/SHOCKS: gas charged

STEERING

RATIO: 13.97:1

WHEEL

Size: 15x7

Type: Alum

TIRE SIZE: P215/65R15

Goodyear Eagle GT

MAX LATERAL

Accel, g:84