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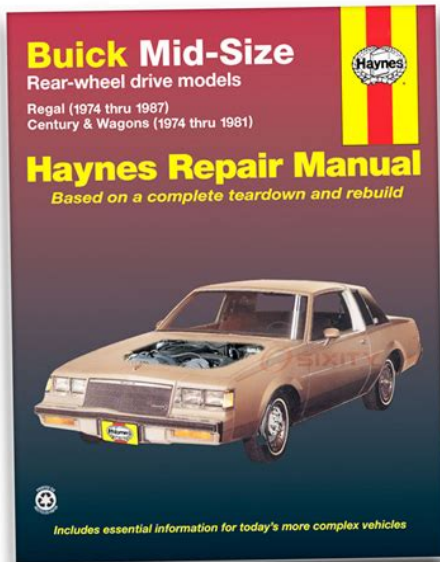
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**1987 BUICK
REGAL
OWNER'S MANUAL**

This manual should be considered a permanent part of this car. It should stay with the car when sold to provide the next owner with important operating, safety and maintenance information.

Buick Motor Division
General Motors Corporation
902 E. Hamilton Avenue
Flint, Michigan 48550

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For cars sold in Canada, substitute the name "General Motors of Canada Limited" wherever the name Buick Motor Division appears in this manual.

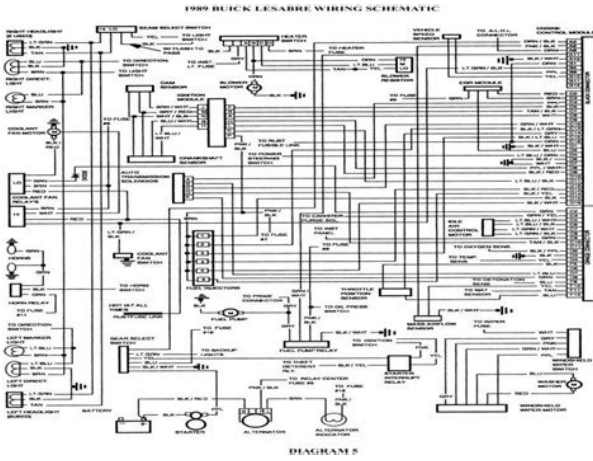
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The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction. Actual buyers premiums vary based on lot type, bidding method and other factors. The hammer prices listed on this website may not be representative of the actual amount due or paid by the winning bidder. Unfortunately, this is how we pay the bills and our authors. We would love for you to enjoy our content, weve worked hard on providing it. Please whitelist our site in your adblocker, refresh the page, and enjoy! Buick began building the Grand National in 1981; however, it wasn't until 1984 when General Motors put the legendary turbocharged 3.8liter V6 under the hood. And it wasn't until 1987, the Grand National's last year of production, when GM sent 547 Grand Nationals to McLaren to create the GNX. Now, a pristine example is up for auction on BringATrailer.com —it has just eightandahalf miles on the odometer. According to the ad listing, Ralph's Buick in Mena, Arkansas originally sold the vehicle, which ended up in a Texas dealership showroom. The seller acquired the car in 2002, storing it in a climatecontrolled showroom. Whoever buys the Buick GNX is getting much more than the pristine Buick. The GNX still features the factory protective plastic coverings inside. Other items included in the sale are the original window sticker, warranty booklet, factory owner's manual, and a clean Wisconsin title.

<http://grupomarsamo.com/wp-content/plugins/formcraft/file-upload/server/content/files/1626c5f2e323f9--carlson-survey-2004-manual.pdf>

The engine pairs with the Hydramatic 2004R fourspeed automatic transmission, which powers the rear wheels—16inch alloys wrapped in Goodyear Eagle VR50 tires. The owner says they are original. This eightmile example is cheap compared to other Buick Grand Nationals and Buick GNX examples sold in the last few years. However, it seems lowmile Buick GNXs aren't uncommon. In 2014, one with only 45 miles sold at Mecum. Another with 6,330 miles was up for sale in 2015. If you're waiting for the first Buick GNX ever sold to a private customer or the last GNX, we're sad to report those both recently rolled across the auction block in 2016 and 2017, respectively. We welcome your

submissions. See here for details. I had a Monte Carlo SS. Nowhere as fast as the Buick was. That was time engines were low HP. In away it's sad nobody got to enjoy driving it. I had a 14 Chevy SS and I was afraid to drive it anywhere I would have to park it. It got to the point that I sold it. Sad that other people don't care about cars like we do. Every mile driven depreciated it's value. Had fun with it but took a large loss. This Buick should not be driven over 1,000 miles a year. You can also subscribe without commenting. We also invite you to join other enthusiasts and fans in discussing The General in our GM Forums. Please note that GM Authority is a product of Motrolix LLC and is not sponsored, owned, or in any other way condoned by General Motors Company, its brands, subsidiaries, or partners. We also encourage you to check out our sister publications. The workshop manual is the same as used by professional mechanics and therefore has literally thousands of pages of information and diagrams describing just about every part and procedure for your Buick vehicle. You will also be able to print out any parts of the service manual you wish to. Please upgrade your browser to improve your experience. The style of the 1980s Buic.Heres what those looked like!.

1982 Buick Regal Owners Manual 1983 Buick Reg.CLICK HERE for more Info! If YOU own a 1984 1985 1986 1987 Turbo Buick Regal Grand National Ttype GNX WE4 WH1 D84 that we dont have a picture of yet go check on the TURBO BUICK LIST page could you PLEASE email us a photo of your car! Any other pictures youd like to share would be cool too!Items shown are NOT for sale unless specifically stated. This car has lots of badging on it to let everyone know you are driving a Grand National; wheels, fenders, dash, headrest and floor mats. The engine bay is very clean and fun to inspect with the turbo and piping. The car drives like a dream, once the turbo spools up it pounces forward and throws the driver back in their seat. The automatic is perfect for this; all you have to do is hold on. The interior is a two tone gray and black color scheme. Everything inside is original except for an Apillar mounted Auto Meter boost gauge. The original Delco radio, floor mats, gauges, and controls are all in very good working shape. It is a very spacious and comfortable interior. The black paint is in extremely good condition as the car has always been garaged kept. In 1987, a lightweight WE4 turbo T option was offered. Only 1,547 of this variant were produced. The differences between a WE4 and the Grand National were the interior trim package, wheels, exterior badging, aluminum bumper supports, and aluminum rear brake drums as opposed to the Grand Nationals cast iron, making the WE4 a lighter and faster car. The rear spoiler was only available as a dealer installed option. 1987 was the only year that the LC2 turbo option was available on any Regal, making it possible to even see a Limited with a vinyl landau roof and a power bulge turbo hood. Turbo Regal Limiteds were one of the rarest models of turbo Regals produced second only to the GNX at 1,035 turbo Limiteds. Limiteds were treated to a very luxurious interior with plush carpeting and optional bench pillow seats and a column shift.

Interest rate and term are subject to credit approval. It may include other taxes, fees, regulatory charges, etc. Advertised pricing does include Dealer Handling charges. We update our website inventory frequently, but our inventory changes with recent sales. Mileage is read from the odometer, can not be proven unless stated otherwise. Case in point Buick's Regal GNX. Inspired by NASCAR Manufacturer's Cup victories in 1981 and '82, Buick offered a modified version of its Regal in 1982, dubbed the Grand National. Blacked out, retuned, and wielding more power than the day's Camaro and Corvette, the Grand National GNX was not to be brushed aside. While hot hatchbacks are making more power than that these days, in 1987, those figures were immense. Power is delivered to the rear wheels via a BRF fourspeed automatic, a durable transmission seen elsewhere in GM performance products. Also on board is a quickratio power steering rack and powerassisted front discs and rear drum brakes. Take this example from RK Motors a 1987 Grand National GNX in showroom condition with less than 1,000 miles on the odometer. The next owner only added 115 miles over seven years, and the third only 180 on top of that. As our name implies, we offer a suite of expert guides on a wide range of topics, including fashion, food, drink, travel, and grooming. We don't boss you around; we're simply here to bring authenticity and understanding to all that

enriches our lives as men on a daily basis. The Manual may earn a commission when you buy through links on our site. The seller acquired this GNX in 2002 and has reportedly stored it in a climatecontrolled showroom. The turbocharged 3.8liter V6 is mated to a 4speed automatic transmission, and the twotone cloth interior on this example retains factory protective plastic coverings. The sale includes the original window sticker, factory owner's manual and warranty booklet, and a clean Wisconsin title in the seller's name.

The fenders were equipped from the factory with vents instead of the Grand National emblems. The interior is trimmed in twotone black and grey cloth, with matching black carpeting and embroidered logos on the headrests. The floor mats are stored in the trunk and are embroidered with the name of the original selling dealer. Attempting to connect. Missed updates will be sent once your connection has been reestablished. Missed updates will be sent once your connection has been reestablished. Missed updates will be sent once your connection has been reestablished. Your bid has been posted in the comment flow on the listing, and you can see other bids there as they happen. Good luck! If you dont win, your existing preauthorization will be released. If you win the auction, your card will be charged for the service fee and you pay the seller directly for the vehicle. If you dont win, the preauthorization will be released. Are you sure you want to proceed If so please use the bidding box above. They never came with a manual transmission, just wondering if anybody has ever seen a convert. There are a few reasons why its not really ever done, the first of which being that turbos for drag racing like automatics since you can spool them on the line without fancy tricks like retarded timing. The second of which is that the Buick V6 already has thrust bearing issues without the crank thrust from a heavy clutch making it a durability question even with a good transmission. You can rev an engine with no load to redline without much throttle angle. Because not much air is going into the engine, theres not much exhaust to spin the turbo. With an automatic, you can put a load on the engine, without the car going anywhere, so it takes more effort to spin the engine, and theres more exhaust to spin the turbo. You can rev an engine with no load to redline without much throttle angle.

With an automatic, you can put a load on the engine, without the car going anywhere, so it takes more effort to spin the engine, and theres more exhaust to spin the turbo. I dont like this because it really messes with the metalurgy of the header unless its really designed for such thermal load. Turbos on stick cars are usually slightly bigger than the ones on automatics since stock automatics are designed for comfort more than holding power so its a hardware form of torque management like modern boost controllers pulling boost in first and second gears. I dont know what a Supra automatic lacks over the stick version specifically so I cant say why the sticks run better and I dont know if they do it with the stock EMS either, stick cars do tend to be easier to put an aftermarket EMS on. Yes the thrust bearing issue is present on all classic Buick V6s, even the race blocks are somewhat succceptible to it due to oil supply to the thrust face primarily. The T5 durability is pretty much a known issue due to the light design of the whole tranmission and GM didnt exactly want to mess with a massively upgraded one for 1250 or less cars. The Fbody T5 was only offered with the V6 or 305 and the TTA is faster than the 350 TPI Trans Am so its even more stress. The time was probably due to the turbo despooling on shifts, there was no blow off vavle, and bad gear ratio matching to really use the Turbo6s power band properly. There are guys running sticks behind Turbo6s but they are well well in the minority and the automatic does a better job for what most people want thier Ttypes to do which is either cruise or drag race. All rights reserved. Icons like the Mustang, Camaro, Challenger and Charger were all born during this period. However, several other brands also had some badass offerings in their stable. Under GM's wing at the time were Oldsmobile with the Cutlass 442, Pontiac with the GTO, and even the Buick Skylark. By the 1980s though, that was largely all over.

The 1970s oil crises wreaked havoc on bigengined, massively powerful coupes. It paved the way for boring, humdrum, frontwheel drive platforms bearing once great names. A far cry from the previous

decades. That is, until the Regal Grand National came along. To that end, they gave the car a fitting name the Buick Grand National. And now, this 1987 example is up for auction on eBay right now, with several rabid bidders vying to own what's probably the lowest mileage example out there right now. For instance, they were all painted black from 1984 onward. Finally, by 1987, the Grand National's final year, the 3.8liter turbocharged V6 engine pumped out 245 horsepower and 355 lbft of torque through a fourspeed automatic transmission. That's respectable performance even by today's standards. Purchased in Colorado, the original owner picked it up from a delivery truck at an abandoned Air Force complex he owned, stored it for 12 years, then drove it out again when he sold it. Despite how many miles this car has traveled on the back of a transport, it's only traveled 49 miles under its own power. It still has the plastic wrap on the steering wheel and the seats, for goodness' sake. You can't get much more pristine than that. But really, when are you ever going to see a car like this with less than 50 original miles ever again He has held a lifelong passion for cars, with a particular interest in hot hatchbacks and offroad rigs. Born and raised in Colorado, Zach holds a Bachelors Degree in English from Colorado State University, and is based in Boulder, Colorado. Which version would you buy.

<http://www.drupalitalia.org/node/75709>