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1987 buick regal turbo t. 1987 buick turbo regal.

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They would run the quarter mile in the mid-15's. The 1986-1987 Grand Nationals had an upgraded version of the 1984-1985 turbo engine. They came with an intercooler, upgraded plenum, intake manifold and a few other improvements to produce 245 HP and 355 ft/lbs of torque. The horsepower numbers were slightly underrated; on a cool day, they may be as high as 270 HP. Because of increased demands for the 1987 model Turbo Regal, specifically the Grand National, Buick built an additional 10,000 Grand Nationals past the normal end of the model year. Production continued through December of 1987. A little known related fact was in 1986 Buick released another Grand National based on the new LeSabre front-wheel drive platform and only 112 were made. (We were surprised to find that various Buick books do not agree on the production figure for the Grand National LeSabres. We have seen both 112 and 117 in print.) They were only offered in black, the power plant was the 3.8 engine (but it was not turbocharged) and these are now the rarest Grand Nationals. Lacking a turbocharger, the package was basically a cosmetic package on a black LeSabre coupe with a unique Grand National emblem of its own. All Grand Nationals do NOT have post-traction rear ends. The 1986-1987 GN steel mag wheel looked identical to an earlier Riviera wheel except for the offset. In 1987 the Turbo Buick Grand National was "fastest U.S. production car built" among the U.S. production cars, including the 1987 Corvette. That's why you would see the phrase "We brake for Corvettes!" used with some aftermarket promotional items. Buick also used the phrase "B-B-B-Bad-to-the-Bone!" in their promotions and advertising, including a catchy television commercial. PRODUCTION FIGURES - 1982-1/2 - 215 Grand Nationals 1983 - 0 Grand Nationals 1984 - 2,000 Grand Nationals 1986 - 5,512 Grand Nationals and 112 non-turbo LeSabre Grand Nationals 1987 - 20,194 Grand Nationals For more detailed information and photos, check out our popular 400-page book, "Kirban's Guide to 1986 and 1987 Buick Turbo Regals," Part #6757. So, whatever model sits in your garage, browse our large selection of parts to help make your 1986 or 1987 Grand National something special. The T-Type was introduced by Buick for the 1983 model year. Prior to this, the Turbo Regals were called "Sport Coupes." The 1984-1985 and 1986 models received the T-Type emblem. The 1987 model received the T-package and was simply called a Turbo-T. It is important to note in the 1987 model year, the T-package production figures are included in the total of 1,035 Turbo Regal Limited models. Also included in the T-package 1987 production figures are the 1,547 black Turbo Regals which were called "WE4 Turbo Regals." The T-Type option is no longer offered by Buick. The T-Type option refers mainly to the Gran Touring Suspension Package. The rarest Regal T-Type is the 1985, since only 2,100 were produced. While the Grand Nationals are higher on the value chain, the 1984-1987 Turbo Regal models are more rare. This would include any of the various T-Types and Turbo-Ts. Because of the various color combinations and options available for the T-Type and Turbo-T models, it's possible to have a very unique Turbo Regal. In addition to the obvious visual differences, in many cases the T-Types and Turbo-T versions were lighter than Grand Nationals. One major weight savings was because the original T-Type rims only weighed about 18 lbs each. The Grand National rims were chrome-plated steel and weighed about 30 lbs each. PRODUCTION FIGURES - 1983 - 3,732 T-Types 1984 - 3,401 T-Types 1985 - 2,100 T-Types 1986 - 2,384 T-Types 1987 - 8,547 T-Package - Turbo-T, Limited and WE4 For more detailed information and photos, check out our popular 400-page book, "Kirban's Guide to 1986 and 1987 Buick Turbo Regals," Part #6757. So, whatever model sits in your garage, browse our large selection of parts to help make your 1983, 1984, 1985, 1986 or 1987 Buick something special. In the Turbo Buick world, the GNX is considered the "Holy Grail" among collectors. Initially, GM and ASC McLaren planned to build 500 GNXs. As it turned out, a total of 547 were actually built. Interesting enough, through some mistake, the last one built - GNX #547 - was inadvertently sold by a GM dealership in western, Pennsylvania. As of this writing, it is still privately owned. However, GM still retains GNX #001 in their private collection. The GNX featured several unique upgrades over the standard Grand National. Besides featuring almost every conceivable available option from GM, the car was fitted with a unique rear end suspension, a special valve body in the transmission, and unique fender louvers. They have special black 16" x 8" wheels with a different offset for the fronts and rears and are similar looking to the early 1990's model Trans Am rims. The center cap on the TA wheel is the same except for the special GNX decal. GNXs also had a full analog instrumentation dash cluster using existing Stewart Warner gauges (except for the international symbol found on some of the gauges.) It had its own unique emblems and a special numbered dash plaque. Each original buyer was required to send away to receive a beautiful 64-page limited edition "GNX BUICK" bound book with their personal car number on the inside first page and a unique Molly Designs black GNX jacket. The cars that became GNXs were pulled at random off the Regal assembly line and do not have a special VIN number. The GNX was built as a crowning touch for what was an end of an era for Buick, as the rear-wheel drive platform came to an end. Basically, Buick wanted to end it with a bang. The GNX received many great magazine reviews, ensuring its collectibility. It was a successful move for GM, and the GNX is truly "Bad to the Bone." 1987 - 547 GNXs For more detailed information and photos, check out our popular 400-page book, "Kirban's Guide to 1986 and 1987 Buick Turbo Regals," Part #6757. So, if you are lucky enough to have a GNX in your garage, browse our large selection of parts to help make it something special. We have an array of accessories for your Buick Grand National. We have over 20 years of experience with Buick Grand Nationals and know you are getting quality parts that will work. We specialize in Turbo Upgrades, Intercoolers, Custom Headers, Wastegates, Champion Racing Heads, Transmissions, Converters, Motor Rebuild, Custom Fabrication and fine tune vehicles. 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