BUICK SALUTES
THE SPIRIT OF THE
OLYMPICS.

A eternal flame signals
the beginning of
sport's greatest cele-
bilation. And with the lighting
of the torch, a dream comes
tru for the world's finest
amateur athletes.

A record 10,000 young
men and women will travel
from 150 countries to par-
ticipate in the ultimate test of
their talent. To engage
in friendly competition with
their worthiest opponents.
To challenge their skill
and endurance on land, in the
air and water, on foot,
horseback, bicycle and boat.

The place is Los Angeles.
The dates are July 20 through
August 12, 1984. The spec-
tacle, of course, is the summer
games of the XXIII Olympiad.

If you don't plan on
attending, you and 5.5 billion
others -- or more than half
the people living on earth --
are expected to share in the
excitement and drama on

It may not be obvious,
but these games are distinctly
different. In fact, they make
Olympic history. For the first
time since they began, the
Olympics are being staged
solely by private enterprise;
with no financial support
from either government or
taxpayer.

As official car of the 1984
Olympics, Buick is furnishing
the Olympic committee with
100 vehicles for official use.
And there's more.

As an official sponsor of
the 1984 Olympics, Buick
is also one of the top busi-
nesses in the world providing
funding. We take great pride
in helping fufe the dreams of
so many. And in keeping
the flame of peace, fair play
and honest competition burn-
ing brightly.

Buick salutes the spirit
of the Olympics and the
accomplishments of the men
and women who will com-
pete in them.
If the idea of a Buick impresses you as being a notch or two above the average automobile, it's because the people responsible for creating Buicks know that they have some high standards to maintain.

At first, it was simply a matter of excelling. Of Buick people pleasing themselves by building the very best cars they were capable of building. Cars which were luxurious, comfortable, and prestigious.

It didn't take Americans long to discover that all the things they wanted in a car they could find in a Buick, in abundance. And so a tradition was born. A tradition of not merely meeting expectations, but surpassing them year after year.

For the past 80 years, we've been working to advance those standards by which new Buicks are judged. Recently, that has meant employing large amounts of the latest, most advanced technology: computers, lasers, robotics, electronics. Not to replace the human factor, mind you, but to assist our people in raising Buick's standards to even higher levels.

As you make your way through the following pages which describe and illustrate this latest generation of Buicks, you will note that this new presence of advanced technology is obvious everywhere you look.

Front-wheel drive, turbochargers, computerized multi-port fuel injection, mass-flow sensors, aerodynamics, electronics...you'll find the 1984 Buicks at the forefront of them all. We think that you'll also be pleased to discover that the traditional values of luxury, comfort, and prestige are as apparent and as important as ever. Without them, a Buick just wouldn't be a Buick.

Important. A word about this catalog.
We have tried to make this catalog as comprehensive and factual as possible and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details and, before ordering, you should ask to be brought up to date.

The right is reserved to make changes at any time, without notice. In prices, colors, materials, equipment, specifications and models. Check with your Buick dealer for complete information.
The original Riviera was designed to be a personal luxury car. In the intervening two decades, that singular concept has remained unchanged. The car makes a forceful statement about you. The looks are classic, elegant, inside, the Riviera maintains its panache in the grand Buick tradition. Comfort abounds, providing luxury in exceptional amounts. The Riviera truly is a great car in the most classic sense.

The Riviera Coupe, shown here, puts the emphasis on personal luxury. It has class inside and out. Power assists for the steering and brakes. An automatic transmission with overdrive. A standard 4.1 litre V6 with Computer Command Control to monitor all critical engine functions. And that's just the beginning.

The Coupe's standard interior features such items as power windows, air conditioning, and a Delco ETX AM/FM stereo radio (may be deleted for credit) that comes complete with clock. Of course, there's much more. And all of it is good.

The technology used to accomplish the Riviera's classic mission has undergone some dramatic changes. Buick has seen to it that the Riviera stays up to date—in fact, it's actually at the leading edge of automotive science with front-wheel drive, fully independent four-wheel suspension, and available turbo-charging. The sequential port fuel-injected 3.8 litre turbo-charged powerplant available for 1984 incorporates a multitude of major technological advancements, which were pioneered by Buick.

Of course, the Riviera has always been a special car. A timeless car in the classic tradition. But one of the best things about it is that it keeps getting better.
The Riviera T TYPE is the most sporting Riviera. It's definitely performance-oriented, but it doesn't leave luxury behind. A twist of the key brings the heart of the Riviera T TYPE to life—a turbocharged V-8 engine with a host of turbo-technology advancements, including full computer control of spark timing, sequential port fuel injection, detonation sensing, and turbocharged boost level. Even the engine bay appearance has been highly detailed. The array of components will impress you each time you lift the hood.

Buick's Gran Touring suspension package is standard with the T TYPE to ensure that the ride quality and over-the-road handling match the engine's performance. Torsion bar, recalibrated shock absorbers, and special front and rear stabilizer bars give a firm, controlled ride and surefooted handling.

The T TYPE's appearance further complements its sporting demeanor. Amber lenses for the park and turn lights and tungsten halogen headlamps join accent stripes and T TYPE nameplates for a sophisticated look. Styled aluminum wheels and P215/65R15 radial tires give the Riviera T TYPE impressive gripping power. The three-spoke sport steering wheel is leather-covered. The instrumentation is readily legible. And naturally, turbo boost gauge and tachometer are standard.

If there's anything more special at Buick than the performance characteristics of the T TYPE, it's the exhilarating experience of open-air motoring. That's why we're again offering the elegant Riviera Convertible.

The Convertible is endowed with all the classic elegance that goes with the Riviera name. Plus a power-operated convertible top that features a glass rear window.
The driving environment the Rivieras offer is remarkable. It surrounds you with functional luxury. Three-passenger 55/45 split front seating is standard in the Coupe. There's a wide color selection of upholstery available in the seating area, including cloth, leather, and the new leather-and-suede. A six-way power-assisted driver's seat. The Riviera also offers you the luxury of a microprocessor-controlled memory seat as an option that can move you into either of two favorite pre-selected positions at the touch of a button.

The Rivieras' plethora of standard features is designed to not only accommodate you—our impress you, too. The list includes a tilt steering column, power windows, and air conditioning. Electric door locks and Electronic Cruise Control are standard for your convenience. Nevertheless, there is some optional equipment from which you may choose. A new for 1984 Electronic Touch Climate Control air conditioning system. You'll certainly want to consider one of the world's most impressive original equipment sound systems, the Delco GM/Bose Music System with its premium speakers and state-of-the-art electronics.
1984 BUICK RIVIERA
BUYER'S GUIDE, A CLASSIC CAR FEVERY CHOICE.

Available Models
- Riviera Convertible
- Riviera T-Type

Special Equipment
- T-Type includes 2.3 liter port-fuel injected turbocharged V6 engine, body-color bumpers, rocker panels, side trim, rear deck lid, rear spoiler, red leather interior, air conditioning, front and rear seat headrests, and optional high-performance suspension.
- Riviera Convertible includes power operated white top, front and rear seat headrests, and optional high performance suspension.

Powertrain
- Engine: V6, 3.8 liter, 155 horsepower (standard), 200 horsepower (T-Type)
- Automatic transmission

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<tr>
<th>Model</th>
<th>Length (in)</th>
<th>Width (in)</th>
<th>Height (in)</th>
<th>Weight (lbs)</th>
<th>Fuel Capacity (gal)</th>
<th>Horsepower (hp)</th>
<th>Torque (lb-ft)</th>
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<td>56.5</td>
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<tr>
<td>T-Type</td>
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<td>56.5</td>
<td>3969</td>
<td>20</td>
<td>200</td>
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</table>

Standard Equipment
- Engine: 3.8 liter V6 engine (Riviera Convertible)
- 3.8 liter port-fuel injected turbocharged V6 engine (Riviera T-Type)
- Automatic transmission
- Power steering
- Anti-lock brakes
- Front and rear seat headrests
- Air conditioning
- AM/FM radio
- Torsion bar suspension

Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Riviera</th>
<th>Riviera T-Type (Convertible)</th>
<th>Riviera T-Type (T-Type)</th>
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Ordering Guide

Model selected:
- Engine choice:

- Be sure to consider:
  - 4.3 V6 engine
  - 2-position memory seat - driver
  - Electronic Throttle Control
  - Air conditioning
  - AM/FM radio
  - Torsion bar suspension
  - Front and rear seat headrests
  - Anti-lock brakes
  - AM/FM radio
  - Torsion bar suspension
  - Front and rear seat headrests
  - Anti-lock brakes

- Body side stripes (Convertible)
- Delco AM/FM stereo system
- Leather trim (Convertible)
- Torsion bar suspension
- Front and rear seat headrests
- Anti-lock brakes

- Body side stripes
- Delco AM/FM stereo system
- Leather trim
- Torsion bar suspension
- Front and rear seat headrests
- Anti-lock brakes

- Body side stripes
- Delco AM/FM stereo system
- Leather trim
- Torsion bar suspension
- Front and rear seat headrests
- Anti-lock brakes
To the uninitiated, the sleek shape filling these pages offers all the evidence of being a special advanced design. The clues are everywhere: a low hoodline; rounded corners, fully integrated bumpers, and a dramatically styled rear end with full-width taillamps. The look is clean, tasteful, and definitely aerodynamic. But the car is not the one of a kind, for it is the one of a kind designer you might expect it to be. It is the 1984 Buick Century, a six-passenger mid-size American sedan that represents a positive step forward in automotive design.

Century is more than a tribute to the ethic and keen eye of its designers, for its shape has been determined by computers and the wind tunnel as well. And under that smooth, shining metal are even more examples of today’s technology: front-wheel drive, a transversely mounted, computer-controlled engine, and a computer-tuned suspension. All standard.

More technology is available for your ordering. Select the digital instrument cluster, an electronically tuned radio, electronic cruise control with a new acceleration feature, the Twilight Sentinel which automatically turns your headlamps on or off, automatic defog control which compensates for rear-seat passengers or a loaded load of luggage or cargo, or a theft-deterrent system to help keep your new Century yours alone.

All incorporate the latest electronics, including microprocessors and micro-sensors, to do your bidding precisely and automatically.

Even Century’s engine compartment receives its share of advanced technology. The standard 2.5 liter engine features electronic fuel injection. The optional 3.0 liter V6 includes an electric choke, electronic idle speed control, electronic spark control, and a sophisticated computer-modulated exhaust gas recirculation system.

You may or may not be impressed with all this high-tech hardware and long, hard hours that went into the development of the 1984 Buick Century. But once you drive it, you'll certainly be impressed with the results.
A car that is tuned and controlled by computers, built with robotic assembly techniques, and loaded with advanced electronics obviously was not created to be admired at rest. And handsome as the new Century is, it is in only its motion that its true character can be determined.

Take the Century Coupe, shown above, for example. Its responsiveness and agility are readily apparent the very first time you drive it. Thanks to standard features such as four-wheel drive, computer-selected springs, power rack- and pinion steering, steel-belted radial-ply tires, and a 2.5-liter electronically fuel-injected engine.

Although all Centurys offer outstanding rewards for both driver and passenger, it is the Century T Types which offer them in the greatest abundance.

Perhaps it is because the T Types Coupe and Sedan were designed specifically to cater to the enthusiast's style of driving. So a special firm-up Gran Touring suspension is standard to conquer corners, yet ease over bumps. It consists of lower springs, recalibrated shock absorbers, and thick front and rear stabilizer bars and a quick steering ratio for a firm feel of the road.

Wide aluminum road wheels and substantial 195/75R14 steel-belted radial-ply blackwall tires grip the pavement tenaciously while you grip the standard leather-wrapped sport steering wheel. You'll find that Century's standard power rack and pinion steering is remarkably light and precise, even for your kind of driving. While the low-drag power-assisted four-disc/rear drum braking system provides plenty of stopping power. The standard 13.0-liter V6 is compact, lightweight and innovative. In short, it's just what you would expect in a car that's on the cutting edge of automotive design.

Other things you would expect are the sizable exterior access standard on Century T Types, tilt/telescoping steering wheel, mellow, door handle, window frames, radio antenna, windshield wipers, and outside rearview mirrors are all black. The lower body-side is painted charcoal to match the lower bumper area. There are also special black accent stripes and T Types nameplates. Inside, you'll find cloth seats, 4/5-scating and a full-length floor console. Or you can order the optional Lear Siegler bucket seats. They're specially designed with leather inserts, and feature three knobs for reclining, plus cushion and lumbar support control.

If you prefer the sporty, no-holds-barred flavor of a full-sized T Type, you'll be glad to know there's a Century that's just right down your favorite road.
Our commitment to creating a "future-think" Century didn't stop when we moved inside. Here you see some of the latest ideas in human engineering.

Depending on which model you order, you'll be sitting in cloth or vinyl match-back seats, 45/45 cloth or available leather-trimmed seats, or the truly spectacular Lear Sebring bucket seats with cloth and leather. A center storage or full-length operating console is also available.

And there's a six-way power adjustment option you may add to any driver's seat. The available control console, too, reflects the Century's advancement. The electronic digital instrumentation cluster option gives you beauty and high-tech precision. Electronic Cruise Control, with resume and acceleration features is available, as is electric remote control for both right and left outside rearview mirrors. The sound systems range from a standard Delco 2000 Series AM push-button radio (which may be deleted for credits) to a cassette tape player with an electronically tuned AM/FM stereo radio and a built-in graphic equalizer.

High technology influenced every item within the Century, and functional comfort, convenience and luxury are the results.
### 1984 BUICK CENTURY BUYER'S GUIDE. MAKE THE CENTURY YOURS.

#### Available Models

<table>
<thead>
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<th>Model</th>
<th>Code</th>
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#### Standard Equipment

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<td>3.8 L V6 engine (TYP)</td>
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<tr>
<td>Automatic transmissions</td>
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<td>Power steering</td>
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#### Powertrain

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#### Special Model

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#### Exterior

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### Engine Options

- 4.1 L V8 engine
- 5.0 L V8 engine

### Additional Information

- Body color, steel belt, radial ply blackwall tires (w/steel wheels) | (TYP)         |
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### Engine Specifications

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### Engine Options

- 4.1 L V8 engine
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### Engine Options

- 4.1 L V8 engine
- 5.0 L V8 engine

### Additional Information

- Body color, steel belt, radial ply blackwall tires (w/steel wheels) | (TYP)         |
- Body color, steel belt, radial ply blackwall tires (w/steel wheels) | (TYP)         |
- Body color, steel belt, radial ply blackwall tires (w/steel wheels) | (TYP)         |
E ven if this is your first look at a Buick Regal, you're sure to notice one major reason for its popularity—its crisp design. The sleek, aerodynamic styling of the Buick Regal joins luxury inside the cabin and advanced technology under the hood. The resulting mix appeals to your every sensibility.

The Regal Coupe, shown here, like the rest of the Regal lineup has received subtle exterior changes to keep it fully in step with the mid-Eighties. And the Regal aims to please. Regal's special touches show concern for owner satisfaction. Regal benefits range from plush interior appointments to the Computer Command Control, which monitors critical functions for a smooth running gasoline engine. The Regal's interior will comfort you.

and its performance will impress you.

The powertrain available in the Buick Regal shows that it remains on the cutting edge of technology and performance. This year, the T-Type's turbocharged 3.8 litre V6 features a host of major advancements, reaffirming Buick as a leader in turbocharged engine technology. Other available Regal engines—a normally aspirated 3.8 litre V6, 4.1 litre 8-cylinder and 5.0 litre 8-cylinder V8—run the gamut from performance to practicality.

Settle into a Buick Regal. You'll find out how well it lives up to its name.
REGAL T TYPE
AND SEDAN.
FROM TURBO
TECHNOLOGY TO
AMPLE LUXURY.

The Regal T Type's appearance alone inspires enthusiasm. From the standard P215/60R15 Eagle G7 tires and light-weight, cast-aluminum wheels to the standard tachometer and turbo boost gauge, its high-performance capabilities are obvious. This car is eager to perform.

And perform it does. The big news is under the hood. Start the engine and hear the whine of the turbocharged powerplant. This year's 3.8 litre turbo V6 is one of the most advanced production engines available. Turbocharging boosts horsepower an incredible 81% over the normally-aspirated version of the 3.8 litre V6 — to an impressive 200 hp. The turbo 3.8 is fed by sequential port fuel injection. This system injects fuel as it's required to each individual cylinder in incredibly precise amounts. The resulting performance is, in a word, blistering. The T Type's standard Gran Turismo suspension — higher-rate springs, taut shock absorbers, rear stabilizer bar, and stiffer front stabilizer bar — provide the reinforced underpinnings that allow you to treat the T Type like the driver's car it is.

To further keep you in better touch with all this up-front performance, there's a standard turbo boost gauge, a tachometer, fast ratio power steering, and an automatic transmission with overdrive and a 3:51:1 performance axle ratio. Make these standard features with the optional multi-adjustable rear Sieger bucket seats, which are color coordinated with the dashboard instrument panel, and the enthusiasm in you may never want to get out of the car.

The Regal Limited Sedan is sporting, too — but this car's emphasis is on luxury. The smooth riding comfort of this mid-size luxury car is the result of a suspension system that features computer-selected coil springs front and rear. The Regal Sedan also has such classic amenities as power steering and brakes and an automatic transmission, which come together to make driving a real pleasure. And the options list invites you to add even more luxury to this already-regal Regal Sedan. Traditional features combine with an up-to-date powertrain to make the Regal Limited an example of elegant luxury and intelligent engineering. A combination that's tough to beat. Whether you want performance or elegance, we're sure you'll be pleased with a Regal. Very pleased.
The Regal's sumptuous interiors encourage you to settle in and relax. They were designed for comfort and luxury, and judging by appearances, they're monumentally successful. The looks aren't deceiving; either. Sit down, buckle in, and you'll feel as good as the seats look.

The Regal offers cloth or vinyl notchback seats standard, 55-45 cloth notchback seats or cloth buckets on Coopers are available as options. The Regal Limited has 55-45 cloth notchback seats standard, but 45-45 leather trimmed seats are available as an option. Once seated, you'll notice the brand new, easy-to-read instrumentation. All Regals also have a multi-function control lever on the steering column with turn signal, headlamp, high/low beams, and windshield washer/wiper controls. And you can add to the luxury with a full choice of options. You may choose the manually-controlled air conditioning or Electronic Touch Climate Control, which features high-tech touch switches and blower speed control. You may also order the convenience of an electric rear window defogger and Electronic Cruise Control withResume and acceleration functions is a great asset any time you're on the highway.

BUICK REGAL INTERIORS: SUITABLE FOR ROYALTY.

Regal Limited interior (1)

Some of the equipment shown is available at extra cost.

Regal instrument panel (2)

Some of the equipment shown is available at extra cost.
Available Models
Regal Coupe... 347
Regal LS Coupe... 305
Regal T Type Coupe... R47
Regal T Type Limited... R60
Regal T Type Limited Sedan... R60

Special Editions
Regal T Type includes: 3.8 liter sequential port fuel-injected turbocharged V6 engine with transmission, 10 gallon fuel tank, 4-door hardtop, air conditioning, sport seats, power windows, fully trimmed sport carpet, center console, audio system, 15" painted alloy wheels (6). GM Turboengineering cruise control, center hump rear seat, remote power moonroof, and color coordinated rear bumper padding. "Regal T Type Designers Package " (T90) includes: Special Designers accessory package, automatic roof deck (Regal coupe w/ fuel injected V6 engine).

Powertrain
Engine: 3.8 liter V6, 4 valves/compartment, 24 valves total, DOHC, overhead cam, fuel-injected, aluminum head, "ronic" aluminum intake and exhaust manifolds.

Available Equipment

<table>
<thead>
<tr>
<th>Engine</th>
<th>1984 V6 engine (NA on T Type)</th>
<th>3.8 liter V6 engine (NA on T Type)</th>
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</thead>
<tbody>
<tr>
<td>Wheelbase</td>
<td>108.1 (2703)</td>
<td>108.1 (2703)</td>
</tr>
<tr>
<td>Front/rear</td>
<td>98.0 (2489)</td>
<td>98.0 (2489)</td>
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<tr>
<td>Tires</td>
<td>215/60HT 15&quot; (N.A. on T Type)</td>
<td>215/60HT 15&quot; (N.A. on T Type)</td>
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<tr>
<td>Interior Features</td>
<td>Bucket seat heater (on gas engine)</td>
<td>Bucket seat heater (on gas engine)</td>
</tr>
<tr>
<td>Exhaust</td>
<td>0.500 (12.700)</td>
<td>0.500 (12.700)</td>
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<tr>
<td>Wheel</td>
<td>22.0 (556)</td>
<td>22.0 (556)</td>
</tr>
<tr>
<td>Brakes</td>
<td>12.0 (305)</td>
<td>12.0 (305)</td>
</tr>
<tr>
<td>Engine</td>
<td>3.8 liter turbocharged V6 engine (24 valves total, DOHC, overhead cam, fuel-injected, aluminum head, &quot;ronic&quot; aluminum intake and exhaust manifolds)</td>
<td></td>
</tr>
<tr>
<td>Wheelbase</td>
<td>108.1 (2703)</td>
<td></td>
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<td>Tires</td>
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<td></td>
</tr>
<tr>
<td>Brakes</td>
<td>12.0 (305)</td>
<td></td>
</tr>
</tbody>
</table>

(Regal Limited) T Type Designers Package "(T90) includes: Special Designers accessory package, automatic roof deck (Regal coupe w/ fuel injected V6 engine).

Ordering Guide


Be sure to consider:
- Electronic instrumentation
- Cruise control
- Automatic transmission
- 4-door hardtop (Regal coupe w/ fuel injected V6 engine)
- 5-speed manual transmission
- 5-speed manual transmission
- 15" painted alloy wheels (6). GM Turboengineering cruise control, center hump rear seat, remote power moonroof, and color coordinated rear bumper padding.
This year's sporty, front-wheel-drive Skyhawks are distinguished by subtle exterior revisions. But the biggest news is under-the-hood—the available turbo-charged 1.8 litre engine in the T-Type that provides a level of straight-ahead performance that is sure to amaze and delight you.

The Skyhawk T-Type Coupe is shown here. Its sporty character is obvious. What you can't see, though, is the hardware that backs up its authoritative demeanor. More on that in a moment.

Let's begin with what's new. The Skyhawk T-Type's appearance definitely places it in the fun-to-look-at category. The grille is blacked out and the headlamp housings, door handles and locks, and outside rearview mirrors are done in flat black. Roof lamps brighten the night. The body paint treatment is special for the T-Type 100—silver, red, or white lacquer on the upper body accented with charcoal paint on the lower body. All of this rides on styled aluminum wheels which can be ordered with optional high-performance Goodyear GT blackwalls. This is no ordinary looking car.

What's under the hood offers performance that is also anything but routine. The Skyhawk T-Type's standard powertrain is an electronically fuel injected, 1.8 litre overhead cam four-cylinder engine mated to a five-speed manual transmission, a combination that is undeniably ready to perform. But as we mentioned, the biggest news is the brand-new, available 1.9-litre high-output multi-port fuel injected, turbocharged version of the 1.8 litre overhead cam engine. This engine's output has jumped dramatically, producing over 75% more power than the normally aspirated engine. This powerplant boosts the power and performance levels of the Skyhawk to match the expectations of the most demanding driving enthusiast.

The T-Type's standard Gran Touring suspension package is matched with quicker steering to produce the precise, controlled handling you'd expect of a car with Skyhawk's credentials.

A leather-wrapped sport steering wheel, reclining bucket seats, and full instrumentation wrap up the Skyhawk T-Type performance orientation.

We're obviously enthusiastic about this car. We think you'll share our enthusiasm the first time you drive it.
The sporty, aerodynamic lines of the 1984 Skyhawk are evident in all its configurations: coupe, sedan, and wagon versions, available in both Custom and Limited trim. Whichever you choose, you'll enjoy a pleasant ride and plenty of room, thanks to front-wheel drive, and a responsive, fun-to-drive engine and suspension.

Engine choice is impressive. The standard powerplant in the Limited and Custom series is an electronically fuel-injected 2.5-liter four-cylinder. The standard transmission is a four-speed manual with a .90:1 overdrive. Or choose the available electronically fuel-injected, overhead cam, 1.8-liter engine with a 4-speed manual. You may order an automatic transmission for either of the powerplants. Any one of these combinations is capable of providing spirited over-the-road response.

Standard equipment in the Custom and Limited models includes rack and pinion steering, power brakes, independent MacPherson strut front suspension, a front stabilizer bar, and P175/80R13 radial ply blackwall tires. This combination provides impressive maneuverability and cornering. Spartan, Skyhawk is not. There's standard comfort and convenience equipment in both series, including everything from full carpeting and reclining front seats to a Delco AM/FM radio (which may be deleted for credit).

Thoughtfulness continues with a covered coin box in the instrument panel, a front passenger assist handle, and side-window defrosters. There's even a gas pressurized hood strut to take the effort out of opening and closing the hood.

The 1984 Buick Skyhawk. No matter how it's feathered, it lets you soar.
The inside of a Skyhawk is so nicely appointed, it’s easy to overlook all the human engineering that’s gone into it. Beneath the fancy fabrics are long-distance comfort and firm seating in keeping with the car’s performance orientation. In Skyhawk Limited, luxurious cloth-covered seats and door panels create a soothing, harmonious environment. Skyhawk Custom models feature your choice of velour and woven fabric cloth or vinyl upholstery on the seats and door panels. The plush fabrics cover front bucket seats with reclining seatbacks and adjustable headrests in every model. The seats are contoured and form-fitting. And the front-wheel drive layout gives you and your passengers plenty of leg room. In total, Skyhawk is a very comfortable way to go.

Convenience features abound to enhance your driving pleasure. There’s a multi-function control lever on the steering column and a covered coin holder on top of the instrument panel. The arrangement of the instrumentation and controls is thoughtful and intelligent: everything is easy to see, read, and reach.

Buick Skyhawk. It’s for people who want a small, sporty car and a Buick, at the same time.
It call Skylark our Little Limousine. For good reason. The Skylark Limited Sedan shown here illustrates that on behalf of all Skylarks,—Custom and Limited Coups and Sedans and the T-TYPE Coupe. Skylark's crisp, businesslike design has been enhanced this year with a new grille and tail lamps. Other exterior touches include deluxe wheelcovers and flat-black outside rearview mirrors. But there's much more to Skylark than good looks. Luxury lives behind these doors. Such fabrics, a high level of standard equipment, and the space efficiency of front-wheel drive form the kind of contemporary package today's buyer demands. Of course, you may outfit Skylark with all the items you'd expect in a Buick, from full instrumentation to advanced sound systems. All of this creates such a splendid environment, it's hard to remember that Skylark is really a practical car.

Skylark's dependability, and performance may be clearly diagnosed, but they, too, are present in abundance. A range of impressive powerplants— from a standard electronically fuel injected 2.5 litre four-cylinder to an available high-output 2.8 litre V6. A four-speed manual transmission is standard with an automatic available as an option.

Skylark offers you the benefits of a practical car, but that's just the start. Skylark also gives you the creature comforts you traditionally expect from a Buick.
hat makes Skylark so special? Things like front-wheel drive, rack and pinion power steering, steel-belted radial tires, power brakes, and coil spring suspension. All standard. Then there’s Skylark’s interior. Enter the Custom Coupe and be treated to a choice of cloth or vinyl (switchback seats. The Limited feature plush cloth black seats. And a custom steering wheel. Both offer other standard fare such as a multi-function control lever and a Delco Series 2000 AM radio (may be deleted for credit). These help make the Skylark one of Buick’s smallest luxury cars.

The Skylark T TYPE, a little Coupe with a very sporty nature, returns for the second year. It’s set apart from its siblings most obviously by its styled aluminum wheels, distinctive paint scheme, and blackout trim. Inside, a sport steering wheel puts you in proper touch with the road. Underneath, a special suspension with higher rate springs, firmer shock absorbers, rear stabilizer bar, and smaller front tires combine with 14” steel wheels and F70-14 tires to make the power of an optional 2.8 liter high output V6 and a standard four-speed manual transmission into more tangible terms. (An automatic transmission is available.) All these sporty components perform extremely well together, as will you and the 1980 Skylark T TYPE.

The Skylark Coupe is blessed with all the basic Skylark refinements. A trip to the options list allows you to select anything from a Visor Vent sunroof to the Gran Touring suspension. So, comfort, luxury and efficiency are highlights of every Skylark. From the T TYPE to the Custom, chances are there’s a Skylark for you.
SKYLARK INTERIORS. GRAND FROM ANY ANGLE.

S ettle into Skylark's interior. Comfort is only the beginning. The space-saving advantages of front wheel drive provide Skylark with stretch-your-room, including plenty of leg and head room for all. This allows Skylark passengers to enjoy its smoothness and quiet.

You can see for yourself Skylark is outfitted with comfort in mind. The Custom features your choice of cloth or vinyl bucket seats. For your driving pleasure, you can specify optional power windows and Electronic Cruise Control with acceleration and resume features. Full instrumentation, including an L.E.D. tachometer, is offered as an option on both the Custom and Limited models. Handsome door panels complement the trim level of your choice, and the seats, seat and shoulder belts and belt buckets in every Skylark are color-coordinated.

The T-Type is outfitted with standard reclining buckets with adjustable headrests, all cloth covered. Skylark T-Type also has a special sport steering wheel and full instrumentation is standard.

To add to the harmony inside Skylark, a wide variety of Delco radios and cassette tape players are available.
1984 BUICK SKYLARK BUYER'S GUIDE. SOMETHING FOR EVERYONE.

Available Models:
- Skylark Custom Coupe: $840
- Skylark Custom Sedan: $800
- Skylark Custom Hatchback: $850
- Skylark Limited Coupe: $850
- Skylark Limited Sedan: $890

Special Model
Skylark T-Type Coupe includes: Skylark Custom cloth bucket seats, operating console, cellular phone, outside rearview mirror, front and rear head restraints, front and rear seatback air bags, color-keyed floor mat, interior trim panel, power windows, power door locks, remote control mirror, cruise control, power mirrors, outside mirrors, and a special vinyl package with striped seat covers and color-keyed rear panel. Skylark Custom Sedan features a区别

Standard Equipment
- Engine/Core
  - 2.5-liter electronically fuel-injected engine (Custom and Limited)
  - 3.8-liter High Output V6 engine (Type T)
- Electrical System
  - Gas filler door transom - "floor" mounted shift lever (Custom)
  - Delco Freedom II Plus AM/FM stereo (standard)
- Traction Control
  - Power steering
  - Power assisted brakes with front disc/rear drum (Custom)
  - Anti-lock brakes (Type T)
- Suspension
  - Front and rear suspension (Type T)
- Towing Suspension (Type T)

Available Equipment
- Engines
  - 2.5-liter High Output V6 engine (standard on Type T)
  - 3.8-liter High Output V6 engine (standard on Type T)
- Exterior
  - Deluxe power window (driver side only)
  - Power outside rearview mirror (standard on Type T)
  - Power options: seat, mirror, clock, and rear view mirror
- Lighting
  - Air conditioning
- Convenience
  - Automatic transmission
  - Gas cap, fuel (Type T)
  - Towing suspension (Type T)

Ordering Guide
- Model selected:
  - Engine choices:
    - 2.5-liter electronically fuel-injected engine (Custom and Limited)
    - 3.8-liter High Output V6 engine (Type T)
- Additional options
  - Custom and Limited models include:
    - Deluxe wheelcovers
    - Deluxe wheel treads
  - All models include:
    - AM/FM stereo
    - Cruise control
    - Power windows
    - tilt steering column
    - Traction control
    - Anti-lock brakes
    - Power steering
    - Air conditioning
    - Automatic transmission
- Engine choices:
  - Be sure to consider:
    - Deluxe wheelcovers
    - Power windows
LeSabre Limited Sedan

The Buick LeSabre makes a lot of sense to a lot of people. The reason for that may lie in its combination of family car and luxury car attributes.

First of all, LeSabre is sensible, offering generous space for six passengers. Yet LeSabre really doesn’t look like a family car. It does, however, look like a Buick. And that means a generous helping of graceful lines, elegant touches and thoughtful accessories. It’s a classy new look, front and back, its color-keyed body side moldings, front and rear protective bumper strips and bumper guards. All standard.

Inside, of course, LeSabre offers comfort and luxury in uncommon amounts. There’s a wide array of standard features to practically guarantee your driving pleasure. New standard equipment includes remote control flat and man-
This is the Lesabre Limited Coupe. It offers room for six adult passengers and over 20 cubic feet of trunk space. Inside, the Lesabre Limited's standard equipment includes a two-way adjustable power driver’s seat, additional acoustic materials for quieter cruising, "headlamps off" indicator and warning chime, and elegant, electronoluminescent lighting for the instrument panel.

With optional cloth-covered 35" 6" split bench seats, the seating arrangement is elegant, too. Cut pile carpeting continues the luxury right down to the floor. But luxury in an automobile means little without the power to back it up. The Lesabre offers plenty of an engine lineup that includes the standard 3.8 litre V6, plus a 4.1 litre V8, a 5.0 litre V8, and a 5.7 litre diesel V8. The 3.8 litre and 5.0 litre feature a 3-speed automatic transmission as standard equipment. However, a four-speed automatic transmission with overdrive is available for all optional engines. This transmission has a 0.67:1 overdrive ratio; the regular automatic is 1:1. On the highway, the overdrive ratio reduces engine speed and, of course, fuel consumption. Diesel engines are equipped with a Cold Climate Package, which features two heavy-duty batteries to assist in cold weather starting.

Comfort, space, and dependability. Good looks. It isn’t hard to understand Lesabre’s success.
BUICK LeSabre INTERIORS: LUXURIOUS LIVING SPACE.

There's solid space for six in every LeSabre, and passengers will find their quarters highly inviting. Standard in the LeSabre, Custom models are clothbound seating in cloth velour with a woven fabric trimming. Limited models have individually adjustable 55/45 split-notchback seats with plush velour cloth upholstery. All LeSabre seats have full-foam construction to ensure your comfort.

LeSabre models have been appointed with many elegant standard features: There's cut-pile carpeting, a multi-function control lever and an instrument panel with the look of real wood, plus easy-to-read instrumentation. The LeSabre's lengthy options list lets you outfit your car as you please. How about six-way power seats for the driver and the front seat passenger? Electric front seat back recliners are also available. Consider power windows and electric door locks.

For relief from the elements, you can order Electronic Touch Climate Control air conditioning, which maintains the temperature you pre-select, even if you leave. Get Electronic Cruise Control with resume and acceleration features. And one of the many optional radios or radio/tape combinations.
To many people, the Electra is not merely a Buick. It is a Buick, pure and simple. For be it from us to try to discourage such logic. In fact, we recognize this phenomenon as a tribute to what the Buick name has long represented: a tasteful balance between the traditional values of room, comfort and ride, and a unique interplay between style, engineering and performance.

The room, comfort, and style are obviously abun-
dant. The 1984 Electra Park Avenue is every bit as luxuri-
ous as its elegant predecessors. There's plenty of richly-
covered, wood-trimmed wood-paneled room for six pas-
engers if the 1984 Park Avenue looks and feels more
than a little like a limousine, it's purely intentional.

The theme continues outside: classic, formal
styling, a padded vinyl roof, wide body-side moldings with
the traditional Buick vents, and electrochromatic coach lamps on the door
pillars.

The standard equipment levels are appropriately high:
50-50 split seating, power windows, air conditioning,
cruise control, tilt steering column, electric door locks,
quartz crystal digital clock, reading lights, six-way power
driver's seat, Delco AM/FM stereo radio (may be deleted for 
cost), power steering and power brakes are among
the features you would expect to find in a car of this
type, and do.

As for performance and ride, you need only turn the
key to activate the high-

energy ignition, and the stan-
dard 4.1 litre four-barrel V6 engine comes to life. Even
a short drive in the new Park
Avenue will convince you
that the independent frame
front and rear coil-spring sus-
pension system, and standard
steel belted radial tires per-
form their respective assign-
ments exceedingly well.

We couldn't go on, but by
now you probably get the
idea: the 1984 Electra Park
Avenue is everything the
name implies, or has ever
implied. It's our top-of-the-
line luxury car and it's also
a tribute to your traditionally
good taste.

1984 BUCK ELECTRA
PARK AVENUE.
TRADITIONAL, FULL-
SIZE LUXURY IS
ALIVE AND VERY
WELL, THANK YOU.
The Electra Limited Coupe shown below should answer that question both adequately and affirmatively. Two fewer doors are just about the only difference. The basic styling, the accommodations, the detailing, the standard features, and the options are all nearly the same. There may be one difference, however. You may find that the coupe inspires a more personal style of driving than does the more sedate and formal sedan. Fine, because then you will discover that the 1984 Electra is more than an exercise in quiet good taste. It is actually a joy to drive, which may not always be said about other full-size luxury cars in recent years.

Electra is propelled by a refined 4.1 litre powerplant. Its standard automatic transmission features an overdrive gear, plus a torque converter clutch to help lower engine speed and fuel consumption during highway driving. A 5.0 litre gasoline V8 is also available. Whichever engine you choose, you'll also be treated to power steering and brakes, a computer-selected coil spring suspension, and steel belted, radial-ply white-wall tires. Together they add up to a vehicle of surprising agility and crisp response, characteristics that are in no way compromised by the smooth, irresistible ride that's become an Electra trademark.
LUXURY BECOMES ELECTRA.

Buick Electra is an automobile people come to with naturally high expectations—especially Electra Park Avenue. Its elegant styling establishes a standard which is further enhanced by an interior that's as technologically superb as it is luxurious. Park Avenue's standard 50/50 seating is upholstered in rich cloth. Doors and instrument panel are highlighted by classic simulated wood-tone accents. Thick cut-pile carpeting covers the floor and lower door panels.

But true luxury is more than high quality materials and outstanding workmanship. It is also an attitude which is embodied in the way an interior is equipped to answer a driver's — and passenger's — every need. Thus, the Park Avenue includes among its many standard offerings: air conditioning, power windows, remote electric/leathertand manual right-hand rearview mirrors, inside hood release, multifunction control lever, courtesy lights, and a quartz crystal digital clock. The driver's seat features a 6-way power control. The steering column tilts.

All that is only the beginning, because like all true luxury cars, the Park Avenue features a long list of additional comfort and convenience options you can order.
Available Models

<table>
<thead>
<tr>
<th>Model</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electra Limited Coupe</td>
<td>Ebony (standard)</td>
</tr>
<tr>
<td>Electra Limited Sedan</td>
<td>Gold (standard)</td>
</tr>
<tr>
<td>Electra Park Avenue Coupe</td>
<td>Chocolate (standard)</td>
</tr>
<tr>
<td>Electra Park Avenue Sedan</td>
<td>Burgundy (standard)</td>
</tr>
</tbody>
</table>

Powertrain

- Engine: 3.8L V6 Engine
- Automatic Transmission: 4-Speed Automatic
- Gasoline
- Electronic Ignition
- 160Amp Electric Generator
- Heavy-duty Engine and Transmission Cooling
- Heavy-duty Battery

Dimensions

- Length: 212.3 (538.6) mm
- Width: 79.2 (201.0) mm
- Height: 56.8 (144.5) mm
- Wheelbase: 108.9 (276.0) mm
- Tread: 51.5 (130.4) mm

Standard Equipment

- 3.8L V6 Engine
- Automatic Transmission with Overdrive
- High Energy Ignition
- Computerized Control Master
- Low-drag power brakes with drum or disc
- Steel wheels, radial ply tires
- Body-color side view mirrors
- Rear view mirrors with body-color covers
- Rear parking sensors
- Power windows

Equipment

- Leather seats
- Automatic electric door locks
- Accessory Group trip
- Door courtesy lights and warning signals
- Four-speed manual or automatic transmission
- Chrome or aluminum wheels
- Full self-sealing tires
- Rear view mirror
- Driver's side memory seat
- 2-position memory seat
- Electric seat adjuster
- Electric seat recliner
- Sun visors: Driver's and passenger
- Sun visors: Driver's and passenger
- 2-position rearview mirror
- Rearview mirror
- Driver's side memory seat
- 2-position memory seat
- Electric seat adjuster
- Electric seat recliner

Optional Equipment

- Leather seats
- Automatic electric door locks
- Accessory Group trip
- Door courtesy lights and warning signals
- Four-speed manual or automatic transmission
- Chrome or aluminum wheels
- Full self-sealing tires
- Rear view mirror
- Driver's side memory seat
- 2-position memory seat
- Electric seat adjuster
- Electric seat recliner
- Sun visors: Driver's and passenger
- Sun visors: Driver's and passenger
- 2-position rearview mirror
- Rearview mirror
- Driver's side memory seat
- 2-position memory seat
- Electric seat adjuster
- Electric seat recliner

Additional Features

- 1984 Buick Electra: Buyer's Guide
- Enjoy the luxury of choice.
1984 BUICK ELECTRA ESTATE WAGON. IT SAYS LUXURY IN A BIG WAY.

At Buick, we don't believe that passenger car luxury should be sacrificed to accommodate cargo capacity. Case in point: the Electra Estate Wagon. Inside and out, this is one luxurious wagon. The handsome, cloth-covered front seats feature a standard 5%+5 notchback design with two-way power control for the driver's side. For the rear seat upholstery, you may choose the same rich cloth that's standard up front or a durable, easy-to-clean vinyl that's ideal for the added rigors of cargo or kid carrying.

Other standard equipment includes a tilt steering column, a quartz crystal digital clock, electric door locks and power windows, and a remote control tailgate lock. There's air conditioning and Soft-Ray tinted glass. And special exterior details such as door-edge guards, light oak woodgrain vinyl applique, and a luggage rack that set it apart from other wagons.

The Electra Estate Wagon offers 87.9 cubic feet of cargo space with the second seat folded down. With that loading potential in mind, we matched the Estate Wagon with a standard 5.0 litre V8 to provide the power you need for passing or, when properly equipped, for trailer towing. Or order the optional 5.7 litre V8 diesel and place your distance between fillets in the "removable" range. Both engines feature the automatic transmission with overdrive.

The new Electra Estate Wagon. The successful combination of electric luxury and style with the space of a wagon proves that good things come in large packages, too.

Available Model

<table>
<thead>
<tr>
<th>Engine</th>
<th>Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electra Estate Wagon</td>
<td>Automatic with overdrive (standard)</td>
</tr>
<tr>
<td>3.8 litre (231 cu.in.)</td>
<td>Automatic with overdrive (standard)</td>
</tr>
</tbody>
</table>

Refer to the 1984 Buick price list and equipment chart included with this catalog.

Standard Equipment

Engine/Chassis
- 5.7 litre V8 engine
- Automatic transmission with overdrive
- High Output Ignition
- Computer Command Control (with fuel injection)
- Cold Climate Package (with available dual-heat engine)
- Power steering
- Front-stabilizer power brakes with front disc/rear drums
- Front bumper, full-width white sidewall tires - P225/70R15
- Canadian suspension - front and rear
- Electro Freedom II Plus Factory
- Rear shock absorbers with PlushRide bags

Comfort and Convenience
- Convenience package
- 5.7 litre V8 notchback seating
- "Tailgate ajar" indicator light
- Multi-function control lever with turn signal, headlamps high/low beam control and windshield washer/wiper control
- Lights: front fender headlamps, instrument panel courtesy/engine compartment, load area compartment and front and rear reading lamps
- Air conditioning
- Extensive acoustic insulation
- Soft-Ray tinted glass
- Roof rack
- Power tilt-glass window
- Lockable, hidden storage compartment
- Two-way tailgate
- Electric control, electric tailgate lock
- Power windows
- 2-way power seat - driver's side
- Driver's side seat belt reminder, outside, rearview mirror, belt handbrake - right-hand manual

Interior

- Front leg room 42.1 (1,070)
- Rear leg room 36.8 (935)
- Shoulder room 68.4 (1,735)
- Hip room 55.1 (1,400)

Exterior

- Front leg room 37.8 (965)
- Rear leg room 38.3 (975)
- Shoulder room 60.3 (1,530)
- Hip room 53.5 (1,360)
- Cargo Volume 29.3 cubic ft, 8.0 (219)
- Cargo area 87.9 (2,400)

Fuel Tank Capacity: 20 (59)

Electra Estate Wagon feature list:
- 1. Carburetion
- 2. Engine oil
- 3. Passenger's seat belt
- 4. Electric window switches
- 5. Soft-Ray tinted glass
- 6. Cruise control

Check with your dealer for available equipment information.
Available Models

Century Custom Wagon  $24,950
Century Estate Wagon  $26,350

Powertrain

Engine  Transmission
Century Custom/Century Estate Wagons
2.5-liter electronic fuel-injected L-4 engine  Automatic (standard)
3.2-liter V6 (available)  Automatic (standard)
3.2-liter V6 (4x4 available)  Automatic (standard)

In the above chart, engine and transmission options are also included with this catalog.

Standard Equipment

Engine/Chassis
- 2.5-liter electronically fuel-injected L-4 engine
- Automatic transmission
- Front wheel drive
- High-strength brace
- Computer Command Control (with gas engines)
- G-640 Climate Package (with available diesel engine)
- Low-drag power brakes with front disc and rear drum
- Power steering
- Full-time suspension
- Dual-speed transmissions - Front and rear
- 120-amp Freedom II battery system
- Steel wheels, radialply, blackwall tires - P205/75R14 (with gas engines)

Comfort and Convenience
- Choice of cloth or vinyl notched-back seating (Custom)
- Cloth 55-45 notchback seating (Estate)
- Lift-up taillight window and 64-gallon taillight
- Lights - glove box, instrument panel courtesy, engine compartment, door areas, and windows
- Plastic windshield washer system
- Rear storage compartments
- Multi-function center console with turn signal, headlamp, high, low beam, intermission, and overhead visor/washer control
- Tinted rear window
- Seat belt and ignition key electronic time control
- Split folding rear seatback
- Deluxe gashash 3000 series vinyl radio (may be deleted for credit)

Interiors

Century Wagon Seat Styles
1. Cloth, Vinyl or Cloth/Headliner and vinyl rear headliner, A
2. Cloth/Headliner and Vinyl headliner, B
3. Cloth 55-45 and Cloth, C
4. Cloth 45-55, D

Dimensions

Length 190.9 (485.5)
Width 72.4 (1840)
Height 59.5 (1508)
Wheelbase 117.4 (2983)
Front tread 60.0 (1524)
Rear tread 60.0 (1524)

Exterior Features

Luggage capacity 12.1 (0.30)
Headroom 76.6 (1950)
Shoulder room 56.2 (1427)
Hip room 52.5 (1335)

Exterior Rear


gage 4.8 (122)
Headroom 46.4 (1178)
Shoulder room 46.4 (1178)
Hip room 46.4 (1178)

Camping Volume 20.8 (0.58)
Cargo area 1.4 (0.04)
Fuel Tank Capacity: 16 (0.07)
Gasoline 15.7 (500)
Diesel 16.5 (525)

Easy-to-clean vinyl rear seat covering is available at no extra cost. Whether you prefer cloth or vinyl upholstery up front, important wagon options you'll want to consider include: a rearward-facing third seat, power rear quarter windows, rear window wiper/washer, all defroster, and roof rack.
1984 Buick Skyhawk Wagons. Practically mixed with pleasure.

A blend of the sporty efficiency of the Skyhawk Custom and Sedan carries over to the Skyhawk Custom and Limited Wagons. What's important is cargo space. With the second seat folded down, there's a generous 4.5 cubic feet available.

The Skyhawk Wagons' tailgate is a one-piece, lift-up unit for easy loading. The folding rear seats are split to be even more functional. You can transport cargo that extends the full length of the load floor and still carry one rear-seat passenger in full comfort. The comfort continues up front as well. The Skyhawk Custom Wagon features con-toured front bucket seats in your choice of cloth or vinyl. Or choose cloth for the front seats and vinyl for the rear at no extra cost and get the convenience of easy clean-up after unloading the kids, the dog, or back-seat cargo. The Limited Wagon's standard seating is covered in rich cloth trim and features a standard folding front seat armrest. Both models also feature reclining front seatbacks.

The Skyhawk's standard powertrain, a 2.0 litre four-cylinder with Electronic Fuel Injection and a five-speed manual transmission, is also a fine match for the Wagons. For added pep, order the optional 1.8 litre OHC engine with the standard five-speed manual or the optional three-speed automatic transmission.

Standard equipment includes:
- Fixed rear antenna
- Acoustic insulation package (Limited)
- Gas hood and tailgate struts
- Front side window defogger (optional)
- Appearance and Protection package
- All-weather rear bumper
- Deluxe wheelcovers
- Electric black, outside, rearview mirror
- Fixed headlight washer
- Glow compartment lock
- Color-coordinated seat belts and shoulder belts and backrests
- Two-speed wipers

Check with your dealer for available equipment information.

Dimensions

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<td>Front track</td>
<td>59.4 (1508)</td>
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<td>Rear track</td>
<td>59.4 (1508)</td>
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Interiors

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<td>Upholstery</td>
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Available Models

- Skyhawk Custom 533
- Skyhawk Limited 573
The Fine Art of Advanced Engineering—1984 Buick

By: [Author] (Unknown)

If you haven't guessed it by now, much of the big engineering news at Buick this year is in the engine compartment. Whether it's under the hood of a Skylark, Skylark Century, Regal, LeSabre, Electra or Riviera, you'll find a number of interesting design features which combine to put Buick at the forefront of automotive engineering. Turbocharging, multi-port and sequential port fuel injection, electronic engine controls—the 1984 Buick lineup has them all. And that's in addition to the already proven virtues of front-wheel drive, rack and pinion steering, MacPherson struts, power disc brakes, and independent rear suspensions which have been also incorporated in many Buick models in recent years. Read on for further engineering enlightenment.

Buick, a leader in turbo technology.

Every year, more and more car companies are adding turbocharged engines to their product lines. Buick would like to welcome these companies to the Turbo Club. You see, we've offered turbocharged engines since 1977 and have met with great success.

The turbo concept...

The idea behind turbocharging is simple: Increase engine power output significantly at higher engine speeds. This is done by recycling the engine's exhaust heat energy and using it to spin a turbine. The turbine, in turn, drives a compressor located in the engine's intake system. The compressor forces more air/fuel mixture into the combustion chamber at a much higher engine rpm than is possible in a non-turbocharged or "normally aspirated" engine. The more throttle you give a turbocharged engine, the faster the turbine spins and the further the engine power output increases.

A turbocharged engine produces prodigious amounts of power, but only when you choose to use it at full throttle. Thus, smaller, more efficient engines can do the work and achieve the power output of larger, less efficient engines. Advanced turbo technology developed by Buick has been employed to transform the already sophisticated 1.8 liter and 3.8 liter engines into truly potent powerplants. The normally aspirated (non-turbo) 1.8 liter engine produces 84 horsepower and 130 foot pounds of torque. The addition of the turbo increases horsepower to 175 and torque by 478 to 150 foot pounds. The 3.8 liter V-6 gets an even bigger increase of 135 in horsepower to reach 300 hp in turbo form versus 170 in the non-turbo version.

Turbo tech for non-turbo... You don't have to turbocharge a turbo to receive some of the benefits of turbo technology. That's because some of the advanced design features used in the turbo engines developed by Buick have been applied to some of the non-turbo offerings from Buick as well. The 3.8 liter V-6, for instance, features direct port spark control, and electronic-controlled exhaust gas recirculation. In those multi-port fuel-injected version of this engine adds a mass air flow sensor.

Fuel Injection...

Fuel injection is another feature which the turbo engines offered by Buick share with some of the non-turbo engines in the instruction. Fuel injection allows for a more precise metering of fuel than does the traditional carburetor system. A refined Electronic Fuel Injection system (EFI) is standard on the 2.0 liter and 2.5 liter four-cylinder engines. An even more advanced electronic fuel delivery system called sequential port fuel injection (SPFI) is standard on the 1.8-liter turbocharged engine and is also optional on the 3.8 liter V-6. One of the world's most advanced electronic fuel systems, SPFI or sequential port fuel injection is standard on the turbocharged 3.8 liter engine. Each system works differently. Here are the details.

Fuel injectors are a key component of electronic fuel systems. They are responsible for metering the fuel accurately into the engine. Buick uses electronically controlled injectors to ensure that the exact amount of fuel is delivered to the engine at the precisely the right time.
Computer Command Control.

Sophisticated electronic controls are not limited to the turbocharged engines offered in Buicks. All gasoline engines feature the Computer Command Control system.

Air is an important ingredient as fuel to an internal combustion engine. The ratio of one to the other is crucial for the proper operation of that engine. That's where Computer Command Control comes in. This system is designed to control the air/fuel ratio in such a way that the fuel is burned more efficiently. An Air/Fuel sensor is on board the engine or electronic control module (ECM), which adjusts the air/fuel ratio in the engine, the engine timing, idle speed and fuel evaporation.

In addition, the computer will maintain the system. If there is a problem within the system, it further assists in identifying the cause through electronic cooling.

Engine idle speed is adjusted through a control mounted on the carburetor or throttle body. Computer Command Control also controls the recirculation of exhaust gas through an EGR valve.

On turbo engines and the naturally-aspirated 3.8 liter V-6, the system includes an electronically heated grid across the throttle opening for good cold driveability.

Other advances.

The 1.6 liter turbo engine also features closed loop electronic control of the wategrate to regulate the turbo boost pressure and a completely computer-controlled coil ignition system, which eliminates the distributor. This system uses the camshaft and crankshaft sensors of the fuel injection system to determine spark timing. This eliminates virtually all parts and means that there is nothing that ever needs adjusting.

Front-wheel drive.

As important as engines are at Buick, there's been happenings in other areas as well. Maybe you haven't noticed, but the newest Buicks also feature front-wheel drive. For good reason. Front wheel drive is the wave of the future. With it, cars are pulled instead of pushed by their driving wheels. So both steering and driving functions are handled by the same set of wheels.

Another advantage of this system is that all wheels are moving the car along. The fact that the engine and transmission are located directly over the driving wheels. This weight shift results in impressive traction in mud or snow, and on wet roads, especially if you order the available fourth-generation mud-and-snow tires that offer more traction when new and meet most legal requirements in most areas where snow tires are required by law.

With the transmission now up front, the conventional drive belt is also eliminated. With it, goes the floor bump needed to accommodate it, so drivers and passengers get more room for their feet, while there's also more room in the trunk for luggage or groceries.

But a front-wheel drive configuration offers other advantages besides better traction up front and more room inside. It increases car efficiency by making it possible to reduce overall weight. The lighter a car is, the more efficient its engine will be because it has less weight to move.

To fully appreciate the remarkable talent of front-wheel drive, we suggest that you drive a new Buick Skylark, Skyhawk, Century or Riviera soon. We think that experience will prove to you that front-wheel drive is indeed the wave of the future. And that Buick is definitely riding the crest.

Rack and pinion steering.

Here's the modern, simplified way to help you maneuver accurately and with surprisingly little steering effort. This proven design, long associated with sports cars and race cars, also requires very little space. That's an important benefit in today's front-wheel-drive designs.

This built-in, performance-oriented feature is light, quick and responsive. In ways over the front driving belt, so the car can be lighter, leaner and shorter, without sacrificing that traditional smooth, quick ride. All Buicks feature low-drag, low-brake dust. They're built to take repeated braking action while maintaining responsive, stopping characteristics. This design also features a special piston seal that acts as a return spring for retracting the brake pad from the rotor. The resulting reduction in drag contributes to good fuel economy.

1.6 liter 'GL Photon' engine.

Back and pinion steering.

Now the modern, simplified way to help you maneuver accurately and with surprisingly little steering effort. This proven design, long associated with sports cars and race cars, also requires very little space. That's an important benefit in today's front-wheel-drive designs.

This built-in, performance-oriented feature is light, quick and responsive. In ways over the front driving belt, so the car can be lighter, leaner and shorter, without sacrificing that traditional smooth, quick ride. All Buicks feature low-drag, low-brake dust. They're built to take repeated braking action while maintaining responsive, stopping characteristics. This design also features a special piston seal that acts as a return spring for retracting the brake pad from the rotor. The resulting reduction in drag contributes to good fuel economy.

Labeled '1.6 liter 12V turbocharged engine.'
**1984 Buick safety features**

**Occupant protection**
- Manual lap/shoulder belts with push-button buckles for driver and right front passenger (driver side includes visual and audible warning system). Manual lap belt at center position when applicable.
- Manual lap belts with push-button buckles at rear passenger positions including center, when applicable.
- Energy-absorbing steering column.
- Passenger guard inside door locks and handles.
- Safety interlocking door latches.
- Inertia-type folding front seatback latches.
- Energy-absorbing instrument panel and front seatback tops.
- Laminated safety glass windshield/tempered safety glass side and rear windows.
- Safety armrests.
- Front seat head restraints for driver and right front passenger (adjustable).
- Glove box door latch and, when applicable, console cover latch impact security.
- Smooth contoured door and window regulator handles.
- Pressure lock radiator cap.

**Accident avoidance**
- Side marker lights and reflectors.
- Parking lamps that illuminate with headlamps.
- Four-way hazard warning flasher.
- Backup lights.
- Lane change feature in direction signal control.
- Windshield defrosters, washer and dual speed wipers.
- Vinyl-bonded inside rearview mirror glass.
- Outside, left, rearview mirror. (Right also standard where applicable.)
- Dual master cylinder brake system with warning light.
- Starter safety switch.
- Dual action safety hood latch.
- Low glare finish on instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces.
- Safety road wheel rings.
- Front disc brakes with audible wear indicators.
- Self-adjusting brakes.
- Illumination of heater and defroster controls on instrument panel.
- Pressure relief fuel cap.

**Anti-theft**
- Audible anti-theft ignition key reminder.
- Anti-theft steering column lock.
- Visible vehicle identification number.

**Inside hood release.**
- Anti-theft key system (one key for ignition only, second key for doors, trunk/tailgate, and glove compartment).

---

**Buy or lease a Buick**
Many Buick dealers offer you the opportunity to buy or lease a Buick. Ask about their leasing arrangement. It may be right for you.

**The GM Continuous Protection Plan**
It offers service protection in addition to that provided by GM's new-vehicle limited warranty. Coverage is available only in U.S.A. and Canada for the 1984 model year. See your Buick dealer for details.

**A word about engines**
Some Buicks are equipped with engines produced by other GM divisions, subsidiaries or affiliated companies worldwide. See your dealer for details or please refer to the Buick powertrain engine chart on the insert provided to your dealer with this catalog.

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**About the cover...**
This Red Tail Hawk was carved in bass wood by Elton Henning of Kingsley, Michigan. The work was commissioned expressly for Buick's 1984 Catalog. Mr. Henning, one of the few wood-carvers still using Old World carving tools, recently won first prize in the World Championship Wild Fowl Carving competition and is currently working on a bronze limited edition series.

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"Let's get it together— buck up!"
### Model/Engine Combinations Used in 1984 Buicks

<table>
<thead>
<tr>
<th>Engine</th>
<th>Standard or Available Engine</th>
<th>49 States or California</th>
<th>Transmission</th>
<th>Mileage Estimates</th>
<th>Range Estimates</th>
<th>Fuel Tank Capacity (gal.)</th>
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<tbody>
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<td>SKYHAWK CUSTOM, SKYHAWK LIMITED L4—L65 (I)</td>
<td>Standard</td>
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### Model/Engine Combinations Used in 1984 Buicks

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<th>Range Estimates</th>
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### Notes
- Footnotes indicate availability and engine specifications.
- Fuel tank capacity is provided for reference.
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<td>Standard</td>
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<td>V-6—LC4 (4) 4.1 litre, 252 CID 4-bbl. carburetor</td>
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<td>15</td>
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<td>Available</td>
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<td>27</td>
<td>15</td>
<td>675</td>
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<tr>
<td>V-8—LV2 (Y) 5.0 litre, 307 CID 4-bbl. carburetor</td>
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<td>49 States AOD</td>
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<td>ELECTRA ESTATE WAGON</td>
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<tr>
<td>V-6—LF9 (N) 5.7 litre, 350 CID diesel</td>
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<td>Standard</td>
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<td>27</td>
<td>16</td>
<td>590</td>
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<tr>
<td>V-8—LV2 (Y) 5.0 litre, 307 CID 4-bbl. carburetor</td>
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<td>17</td>
<td>570</td>
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<td>570</td>
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<tr>
<td>V-6—LM9 (9) 3.8 litre, Sequential-port Fuel Injected Turbocharged</td>
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<td>16</td>
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<td>RIVIERA T TYPE</td>
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</table>

Remember: Use estimated MPG for comparison. Your mileage and range may differ depending on speed, distance, weather. Actual highway mileage and range lower. Range estimates are obtained by multiplying fuel tank capacity by the EPA estimates.

Denotes VIN (Vehicle Identification Number) Engine Code. Identified as the eighth entry (letter or number) from the left on the vehicle serial number plate. The vehicle serial number plate is located on the top portion of the driver's side of the instrument panel and can be viewed from the exterior by looking through the windshield.

*Projected Estimates **Not Available after February +Not available on Riviera Coupe ++Not available on Riviera Convertible

(A) (E) (3) (4) (9) Produced by GM-Buick Division
(N) (T) (V) (Y) Produced by GM-Oldsorom Division
(P) Produced by GM-Pontiac Division
(Q) (P) (Z) Produced by GM-Chevrolet Division
(O) Produced by GM of Brazil

M4—Manual 4-speed Transmission
M5—Manual 5-speed Transmission
A—Automatic Transmission
AOD—Automatic Transmission with Overdrive

A word about engines...some Buicks are equipped with engines produced by other GM divisions, subsidiaries or affiliated companies worldwide. See your Buick dealer for details.