Buick grand national with manual transmission

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Book Descriptions:

Buick grand national with manual transmission

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 succeptible to it due to oil supply to the thrust face primarily.http://cpsguffanti.com/uploads/deckel-dialog-4-manual.xml

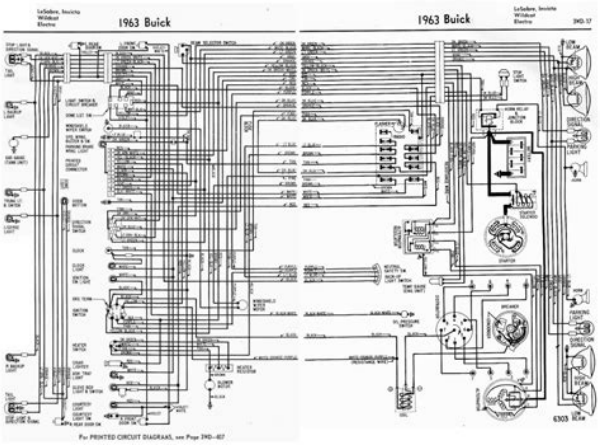
- **buick grand national with manual transmission, buick grand national manual transmission for sale, buick grand national gnx manual transmission, 1987 buick grand national manual transmission, buick grand national with manual transmission, buick grand national with manual transmission problems, buick grand national with manual transmission fluid, buick grand national with manual transmission reviews, buick grand national with manual transmission parts.**

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. Shop Subscribe Latest News Jalopnik Reviews The Morning Shift Nice Price Car Buying Video The Inventory Drive Free or Die. Latest News Jalopnik Reviews The Morning Shift Nice Price Car Buying Video The Inventory What car should have been made with a manual transmission. Drop your email here and get our stories in your inbox. Even though they are harder and harder to find with each passing year, if we had our choice every vehicle made would forever have an optional manual transmission. With this in mind we started thinking about all of the cars that should have come from the factory with the option to row your own gears but didnt. What car should have been made with a manual transmission. Advertisement Picking a vehicle that should have been offered with a manual transmission but wasnt seems like another prime opportunity to select a Turbo Buick to answer a QOTW. To me the obvious choice is the Buick Grand National. I didnt make it GNX specific, because I think Grand Nationals and for that matter every other Gbody GM ever made should have been available with a manual. While its hard to imagine wanting a black Turbo Buick from 1987 more than I already do, a manual transmission option from the factory would have done it. Advertisement Photo Credit SigmaEye .http://fredgillen.com/userfiles/deckel-fp-4-mk-manual.xml

out for awhile Share This Story Get our newsletter Subscribe More from Jalopnik Mahindras AllNew Thar Has Been Civilized Heres Why MercedesBenzs New 50,000 Electric Van Still Has Less Than 100 Miles Of Range Confessions Of A U.S. Navy Submarine Officer What Kind Of Car Should The New KITT Be. For the rest of us its a hassle, an aggravation, and work we dont want to have to do.

Left with focusing on our driving, the driving environment, and all the distractions, obstacles and loons there abounds, a manual is just another anachronistic technology like the carburetor. It was fine when there werent any alternatives, but now..The straight, gated, manual will be extinct in all but the most expensive, most specialized, new cars by 2020. See all replies. The model was originally positioned as a personal luxury car, and typically offered in both coupe and sedan forms until 1997, when the Regal became sedanonly due to the decline of the personal luxury coupe market. For certain model years between 1973 and 2004, the Regal shared bodies and powertrains with the similar Buick Century, although the Regal was positioned as a more upmarket vehicle.In 2008, a new version of the Regal was introduced for the Chinese market, which is a badge engineered version of the Opel Insignia. The new Regal was introduced to the North American market in 2011, positioned as a midsize vehicle.At the same time, Oldsmobile added a formal notchback coupe to its intermediate line, the Cutlass Supreme, in 1970 and that model soon became Olds best selling intermediate. In a curious name swap, the Skylark name was dropped from Buicks intermediate line and instead the Century nameplate, last used in the 1950s, was revived for them. Like its corporate cousins, the Regal and Luxus featured the newly fashionable opera windows, which were small fixed rearside windows surrounded by sheetmetal, instead of the traditional rolldown windows.

The Regal coupe sold reasonably well, although it lagged behind the Monte Carlo and Cutlass Supreme which had become the bestselling cars in America by 1976.For 1975 and 1976, the Century and Regal were the only midsized cars in America to offer V6 engines.Initially, a threespeed manual transmission was standard but this was later replaced by an automatic. It was the first time the name appeared on a full model lineup. The base model was equipped with softerriding luxury suspension, and did not offer a manual transmission in later years.Turbo versions were offered with either a two or a fourbarrel carburetor. The Buick LeSabre was also available with the turbocharged engine. The only other turbocharged cars available in the U.S. market in 1978 were imports from MercedesBenz, Porsche and Saab. The Regal Sport Coupe also included a firm handling suspension with larger tires and sport wheels. Bucket seats and a center console with a Tshifter were also available.The sloping hood and nose of the car made it the favorite of several NASCAR teams. Richard Petty drove one to victory in the 1981 Daytona 500, and the car won a majority of the 1981 and 1982 seasons races and won the NASCAR manufacturers title in 1981 and 1982.From 1986 to 1987, the 307 cu in 5.0 L V8 was available as an option. The 3,791 cc 3.8 L; 231.3 cu in 2bbl V6 was standard. The 2004R overdrive transmission was an option with either engine.The interior had tan and blue plush velour upholstery, brushed chrome trim, and additional Somerset badging. A Somerset Limited Edition model was also offered on the restyled 1981 Regal. It had unique dark sandstone and camel exterior paint, sport mirrors, and turbine wheels. The interior plush velour upholstery was camel with dark brown piping.All started out as charcoal gray Regals that were shipped off to a subcontractor for finishing.Most obvious was the light silver gray firemist paint added to each side.



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The wheel opening moldings and rocker panel moldings were blacked out using black vinyl tape. Finally, a front air dam and rear spoiler were installed. These seats are fully adjustable and were covered with silver brandon cloth with black vinyl inserts.Of the 215 Regal Grand Nationals produced in 1982, at least 35 were based on the Buick Regal Sport coupe package with the turbocharged 3,791 cc 3.8 L; 231.3 cu in V6 engine with 175 hp 177 PS; 130 kW at 4000 rpm and 275 lbft 373 Nm of torque at 2600 rpm. There were only 2022 Sport coupes produced in 1982, and the number of cars with both the GN and Sport coupe packages is estimated to be fewer than 50.The Sport coupe model was renamed the TType; 3,732 were produced 190 hp 193 PS; 142 kW at 1600 rpm and 280 lbft 380 Nm of torque at 2400 rpm. The TType had been used on other Buicks, starting with the Riviera in 1981 in 1979 and 1980, it was the S Type.The turbocharged 3,791 cc 3.8 L; 231.3 cu in became standard and was refined with sequential fuel injection, distributor less computer controlled ignition, and boasted 200 hp 203 PS; 149 kW at 4400 rpm and 300 lbft 407 Nm of torque at 2400 rpm. Only 5,204 turbo Regals were produced that year, only 2,000 of which were Grand Nationals. Because this was the first year production of the computer controlled sequential fuel injection and distributorless ignition, this is often considered the year and model that started the development of the legendary intercooled Grand Nationals. An estimated 200 of the 1984 Grand Nationals were produced with the TTop option which makes these the rarest of the Grand Nationals.The Grand Nationals quantity 5,512 and TTypes quantity 2,384 were both produced in 1986. There were only 7,896 turbo Regals produced in 1986.Only 1,547 of this variant were produced.

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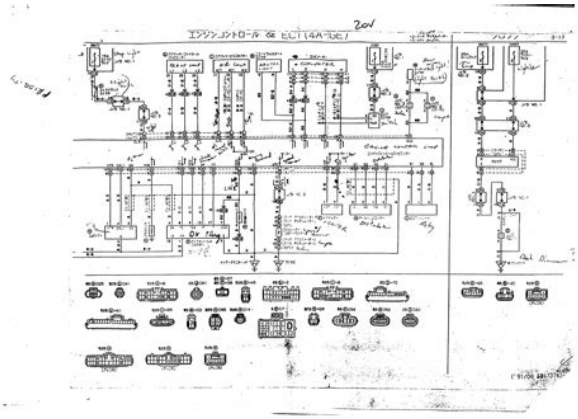

The differences between a WE4 and the Grand National were the interior trim package, wheels,

exterior badging, aluminum bumper supports, and aluminum rear drum brakes 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.The GNX used a unique torque arm that was mounted to a special, GNX only, rear differential cover, for increased traction. The torque arm rear suspension alters the suspension geometry, making the body lift while planting the rear tires down, resulting in increased traction.Though the new Regal returned to Buicks original concept in being offered only as a coupe and in being aimed once again squarely at the personal luxury buyer, it departed from tradition in being the first frontwheel drive model, and in having no serious performance option or edition. Neither a V8 engine nor a turbocharged V6 was offered; the only engine available for 1988 was the Chevrolet 2.8 L V6, producing 125 hp 93 kW.For 1989, the Gran Sport trim line was added, featuring aluminum wheels, body side cladding and a console mounted shifter attached to the 4speed automatic. For 1990, the Regal gained the option of the Buick 3.8 L V6. The 3800 V6 was unique to the Regal, differentiating it from the mechanically similar Chevrolet Lumina, Oldsmobile Cutlass Supreme and Pontiac Grand Prix. Antilock brakes were made standard on all but the base Custom cars from 1992, and the grille was redesigned again for 1993.

Along with the new look came an electronically controlled automatic transmission and LeSabre like rear lights and bumper. For 1993, a drivers side airbag was added, along with standard ABS on all models, standard power windows, and 20 hp 15 kW more in the base engine due to a revised intake manifold and cylinder head. The Limited coupe was deleted; only the Custom and Gran Sport GS coupes remained. Dual airbags were new for 1995 along with a new interior.As the upmarket version, the Regal offered larger engines and fancier trim, and once again boasted a newer version of the 3.8 L V6. While the Century was mainly a reliable, economyminded car based upon the Wbody, the Regal was fitted with many amenities, including heated leather seats optional on the Century, a Monsoon 8speaker surround sound system, dual climate control, and expansive interior space. Few changes occurred during this versions sevenyear run. It offered 5passenger seating on all trim levels like the Pontiac Grand Prix and Oldsmobile Intrigue formerly Cutlass Supreme, unlike their predecessors that had optional 6passenger seating and the Buick Century formerly built on the A platform which had standard 6passenger seating. The LSE stayed with the 200 hp 149 kW engine with upgrades and the GSE stayed with the 240 hp 179 kW supercharged engine with upgrades. Also, in 2000 Buick came out with a concept GSX that had an intercooled 3.8 L, but was supercharged rather than turbocharged. It had 295.24 hp 220.16 kWThey offered dealerinstalled options and dealer supplied accessories for both LS and GS models. Like the GS Buicks that came

before it, the SLP GSX came in three power train packages, referred to as stages. The Stage 1 package added 10 horsepower with the addition of a dual stainless steel catback exhaust system and freeflowing cold air induction system.

If you opted for the Stage 2 package, a Hypertech Power Programmer with an SLP custom calibration tune was included with the Stage 1 components — good for an extra 20 horsepower. The rangetopping Stage 3 package added a 3.5inch smaller diameter supercharger pulley to crank up the boost. With an advertised 30 more horsepower than stock, the Stage 3 GSX was conservatively rated at 270 hp 201 kW and 312 lbft 423 Nm of torque. Since the parts were available from SLP over the counter for many years, there have been quite a few Regal GS sedans that have been cloned into a GSX for both appearance and performance purposes. Though the model didn't officially debut until 2003, a licensed SLP dealer could perform the transformation on any Regal GS from 1997 to 2004.The Chinese market Regal has different front and rearend styling compared to the North American version and different engines, including the 2.0 L L34, the 2.5 L LB8 V6 and the 3.0 L LW9 V6. Gearbox choices were a 4speed automatic for V6 models, while fourcylinder variants are paired with a 5speed manual gearbox. V6 models had a set of black dashboard gauges, while the fourcylinder models had white dashboard gauges. These models also had slightly different names the entrylevel model was the New Century, with more upscale models carrying the GL and GLX names. Later, G and GS models were added. Production for this generation ended in November 2008 in China being replaced the Opel Insignia based Regal.The concept featured a 2.0L, 270 hp 201 kW, 295 lbft 400 Nm highoutput DOHC I4 turbocharged Ecotec engine, a 6speed manual transmission and allwheel drive.The GS features Buicks Interactive Drive Control System with GS mode, a choice of an FGP Germany F406 sixspeed manual or Aisin AF40 G2 sixspeed automatic transmission, high performance brakes with Brembo front calipers and high performance strut HiPerStrut front suspension. 19 inch wheels will be standard and 20 inch forged aluminum wheels will be available.

This car has been localized. The output of the 2.0L Turbo SIDI engine is 162 kW 217 hp, which is about 40 kW 54 hp less than the production USmodel. The car is only offered in this case as a frontwheeldrive.The eAssist system is standard in the LaCrosse, but the eAssist powertrain is optional in the Regal. The eAssist system adds up to 15 hp 11 kW to the standard 2.4L Ecotec engine during acceleration.The sixspeed manual transmission is still offered, but only in the frontwheel drive variant. Buicks VentiPorts have reappeared starting with 2014 models, a styling feature unique to Buick that dates back to 1949.While the roofline is similar to that of its predecessor, the new liftback configuration provides added utility.This generation of GS sports a 3.6 liter LGX V6 engine producing 310 hp.Retrieved 20090628. Archived from the original on 20110710. GM signed a milestone agreement with China's Shanghai Automotive Industry Corporation SAIC for a proposed automotive joint venture, a joint venture technical center, and several other projects in and around the city of Shanghai. Also in 1995, the company entered into a joint venture agreement with Shanghai Automotive Industry Corporation SAIC in China, laying the foundation for unprecedented growth over the next few years. Four years later, the Buick Regal was being assembled in China for the Chinese market. The General MotorsSAIC joint venture plant in Shanghai began building Buick Regals for the Chinese market, marking the Buick brand's proud return to China. Retrieved 20110530. Size Class Midsize Cars Retrieved 20110530. More than 60 percent of Regal Turbo customers alone are younger than 55, according to Power Information Network data. Since its launch last spring, 41 percent of Regal's buyers have come from nonGM brands. Driven Media Sdn Bhd. Archived from the original on 20110529. Retrieved 20110529. The new Opel Insignia badged as a Vauxhall in the UK is now in China, badged as a Buick.

The Insignia is wearing the Buick Regal badge. Retrieved 20110530. With Saturns demise, Buick was selected to market a few rebadged Opel cars. For example, the current Insignia is marketed here as the Buick Regal, a key vehicle in the brands turnaround. Retrieved 20110530..more than 1,000 dealers this week will be the first to learn the name of Buick's next midsize sport sedan will be the Buick Regal. Retrieved 20110530. North American production of the allnew 2011 Buick Regal was today confirmed for the Oshawa Car Assembly plant beginning in Q1 2011. Retrieved 20110528. Retrieved 20110530. The 2011 Buick Regal Turbo is the first directinjected turbocharged production car capable of running on any blend of gasoline or E85 ethanol. Retrieved 20110530. Frontwheel drive midsize sedan Retrieved 20110530. While Europeans will get an Insignia OPC with a 325 hp 242 kW, turbocharged V6, the GS gets a higheroutput version of the 2.0liter turbo four found in the Regal. Retrieved 20110530. Mated to Regal's 2.4L Ecotec direct injection fourcylinder engine and nextgeneration sixspeed automatic transmission. By using this site, you agree to the Terms of Use and Privacy Policy. To start viewing messages,Am I crazy for trying to do this. I have never not attempeted things like this but this one includes cutting up my 86. I dont know about the clutch linkage, but the early 7880 Gbodies could be bought with a manual. I know somone has reproduced the pedals, and you could run the rest hydraulicly.Slow spool time between shifts and the thrust bearing on the crank isnt all that great from the factory so running a heavy clutch usually winds up ending badly. There was one guy with an 89 Turbo Trans Am who decided to push the advice aside and swapped a stick in his car, he was very, very unhappy with the result. Would the car be more fun to drive with the stick.Maybe if you did a twin or sequential turbo on it, it would work better.

Stock the GNs have turbo lag, so this is nothing new, you would have to be really good at choosing a gearbox with the right gears, plus driving it correctly, because if you shift too soon, you have to build boost on each shift. You might want to go with a different cam as well to really get all that you can out of it. To get the lower boost range, you might sacrifice peak power, but you will be in the power much longer, so itd be more drivable. IThats how a coworker with his twinturbo Audi keeps his turbos awake.I think a 4L80 and a paddle shifter would be sick in a GN.Slow spool time between shifts SOB. Datsbad no not for sale I am going to be buried in it. To much time and sweat in it. Thanks for the feedback I will make the 200R4 more bullit proof. I looked into the paddle shift to bad it does not work with the trans. A 4L80 would be almost bullet proof in your car and would give good service for years and the paddle shift would really improve your performance. Check with Steevo, he could guide you through the process. Another vote here against a manual, just not the right mate for a turbo.Have you actually used one, or seen the inside. Sorry, I just find it funny when people post responses they may or may not have knowledge of. I can tell you from my experience what you said is exact opposite of above. Back to stick, throw a 80e in, and paddle shift setup of some sort, best of both worlds. You can even throw a OD unit on back and have 8 gears if you want.I have not compared the 2 for power so you are probably correct there. Compared to a 700 I would have to argue the 80e is more efficient. The pressure takes power to get. In his case though if he wants stick, and with turbo this might be the best compromise between the two.I would love the paddle shift but the 4l80e is bigger and it doesnt have the tall first gear in it that really moves the car off the line. I will stick with the 200 and look for another option to my gear shifting wants.

Thanks all for your input. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I did some searching here, and saw some responses to that effect. My question is, I have driven other cars that are turbocharged with manual trannies. What is it that is different in those that makes them work, that is not in the GN. Anyone an expert on this Heck even the Callaway TT Corvette had a stick. I guess one of the answers is because nobody has successfully done it. All Ive read is where somebody stuffed a stock weak T5 or something equally wimpy and than got frustrated when it broke. Others give you the lame excuse of crankshaft thrust bearing is the limit. Okay Than how the heck did they do it in NASCAR and Indy. Yeah I know a Stage2 uses different

specs for those bearings. You may now open the floodgates of opinion and conjecture. And what about all the imports. Ive heard a lot of the guys with turbo cars say the automatic versions are almost 1 sec slower on certain models. Maybe it could have something to do with the gear spread and the engine not being in the pwr band long enough, and turbo sizing may have something to do with slower times. Hell I dont knowjust talking out of my AZZ. Ill let the experts do the talking now. Yeah I know a Stage2 uses different specs for those bearings.. Actually in most drag races the auto.If you go watch stick drivers at the track they rarely duplicate the auto.I guess if you really want to shift a midsize kinda heavy turbo car it can be done, and as they say, you first. I think it would kinda suck in a daily driver. Okay the Buick V6 is just a Buick 350 minus 2 cylinders. The Buick Big Block shares many of the same qualities as the 350. Basically all Buicks are designed kind of the same. Thrust bearing is in the middle of the engine more or less.

How the heck are the V8 guys with a 3rd pedal getting away with power shifting the heck out of their cars. I dont frequent the V8 board but I dont recall a lot if any crank and bearing failures when I had a 4 gear GS455. What would happen if you tighten up the clearance there. The BOV and lag issues are easy to solve. I dont see a need to manually shift when you have a motor that makes more torque than it knows what to do with. Add in a heavy and clumsy handling car. Now Ive done a few open track events and I would have given a left nut to have better control of the car just to pick up that extra second or so. I guess I was used to flinging a light 4 cylinder underpowered car through the course. A properly tuned automatic will beat the pants off a stick. Learn to use the torque convertor to power it out of a corner and youll never have to think twice about what to do with your left foot. I did some searching here, and saw some responses to that effect. Anyone an expert on thisThe quickest and fastest street driven turbocharged cars all have automatics in them. How cool would that be to have a six speed tranny in a GN I dont think any one has used a GN on a road course because of the auto tranny, However, there were several USAC turbo regals used for road course competition in the 80s and they were quite efective. Id want a good brake conversion for them, long before any transmission conversion.biggrin There is a lot more weight in internal parts to accel and decel during shifts. Tit for tat our cars tend to rev slower and operate at lower rpms because of this. Add a manual trans flywheel to this and you have even more reciprocating weight to handle everytime you lift to shift and slam the throttle again, plus without a bov, everytime the throttle closes the boosted air backs up, slowing the turbo speed and dropping boost. Basically having to respool the turbo between each shift. Especially troublesome with our larger turbos, comparatively speaking of course.

Anyway, I think GM did a pretty good job of matching everything up in our cars as far as gearing, stall, turbo, and etc. The auto lets us load the car at the line and leave with boost where most manual trans cars, unless there is something like a rev limiter to help build boost, leave off of just rpm. Our cars are known for boatloads of torque and the converter helps to multiply the effect for launch. This helps to move our heavy cars off of the line. During shifts the automatic allows the engine to remain at wot, keeping airflow and turbo speeds up, keeping it in the powerband. There is slippage in converters and some trans are tuned for softer slower shifts and that is one reason many manual trans cars are faster and trap better than there auto counterparts. Once you add lockup to the mix that evens the field on the big end by having less slip than a clutch does. Plus like it was said earlier, automatics dont miss shifts. Could our cars be faster with a manual. A heavily enough modified and specifically built car may benefit from a manual trans but for drag racing and normal street driving its hard to beat our combos as they came from the factory.biggrin P.S. On many cars, DSMs included, manual trans models are not the same as their auto versions. They have things like larger cams, injectors, turbos, different exhaust, gearing, and even totally different engines and different power ratings so it is not always an apples to apples comparison. They have things like larger cams, injectors, turbos, different exhaust, gearing, and even totally different engines and different power ratings so it is not always an apples to apples comparison.From browsing his posts

and other discussions I think most of the problem with the auto cars is parts availability and cost. From what I understand, its easier and cheaper to make the sticks faster and they are more dependable comparitivly speaking at that level. So that is what everyone builds.

Until you go to full out race cars which convert to rwd and powerglides, th350s or Lencos. The thing about those cars is the stock auto can handle so much power it only makes sense to run it instead of rebuilding the weak manual trans every couple of months.My friends have been down this road for a long time. The thing they have that allows them to be consistant with a manual is a nolifttoshift option which is a clutchin rev limiter basically. When you power shift, the ecm sees you push in the clutch and kicks in a rev limiter for a split second during the shift to put the rpms where you want them when youre done with the shift, no boost loss there. Thats another main point for running the autos, no need to worry about losing boost if you cant or dont want to power shift with the no lift to shift programming. Just my opinion. Easily took me through the whole process of buying the car. Very helpful. They will email me pictures as soon as the car will be ready. Would tell anyone looking for a car to contact him. The entire team was very nice and this was by far the best car buying experience. Thank you all for your help and I love my car!I called then twice to let them know I was coming. When I arrived, there was no one there at 230pm and the car was in extremely bad shape. I wont have bought that car for half the price. A very shady dealership. I actually Purchased a great BMW from Dave an John.Through no Great communicators! I would purchased Another car if sales person would called me to let me know it just sold.i travel 40 min just waste of time No actual photos of car. Told about another car. Got photos of that car but no options list etc. Answered all my questions Told him we were on our way.When we got there, he was not. We waited for a while.This place is trying to sell luxury car but there is no luxury experience and the lot does not inspire any confidence. Too bad, we liked the car. This was the easiest and quickest I’ve ever purchased a car!