



**THE
BUICK
BOOK
1984**



BUICK SALUTES THE SPIRIT OF THE OLYMPICS.

An eternal flame signals the beginning of sport's greatest celebration. And with the lighting of the torch, a dream comes true for the world's finest amateur athletes.

A record 14,000 young men and women will travel from 150 countries to participate 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 28 through August 12, 1984. The spectacle is the Summer Games of the XXIIIrd Olympiad.

If you don't plan on

attending, you and 2.5 billion others – or more than half the people living on earth – are expected to share in the excitement and drama on television.

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 500 vehicles for official use. And there's more.

As an official sponsor of the 1984 Olympics, Buick is also one of 50 top businesses

in the world providing funding. We take great pride in helping fire the dreams of so many. And in keeping the flame of peace, fair play and honest competition burning brightly.

Buick salutes the spirit of the Olympics and the accomplishments of the men and women who will compete in them.



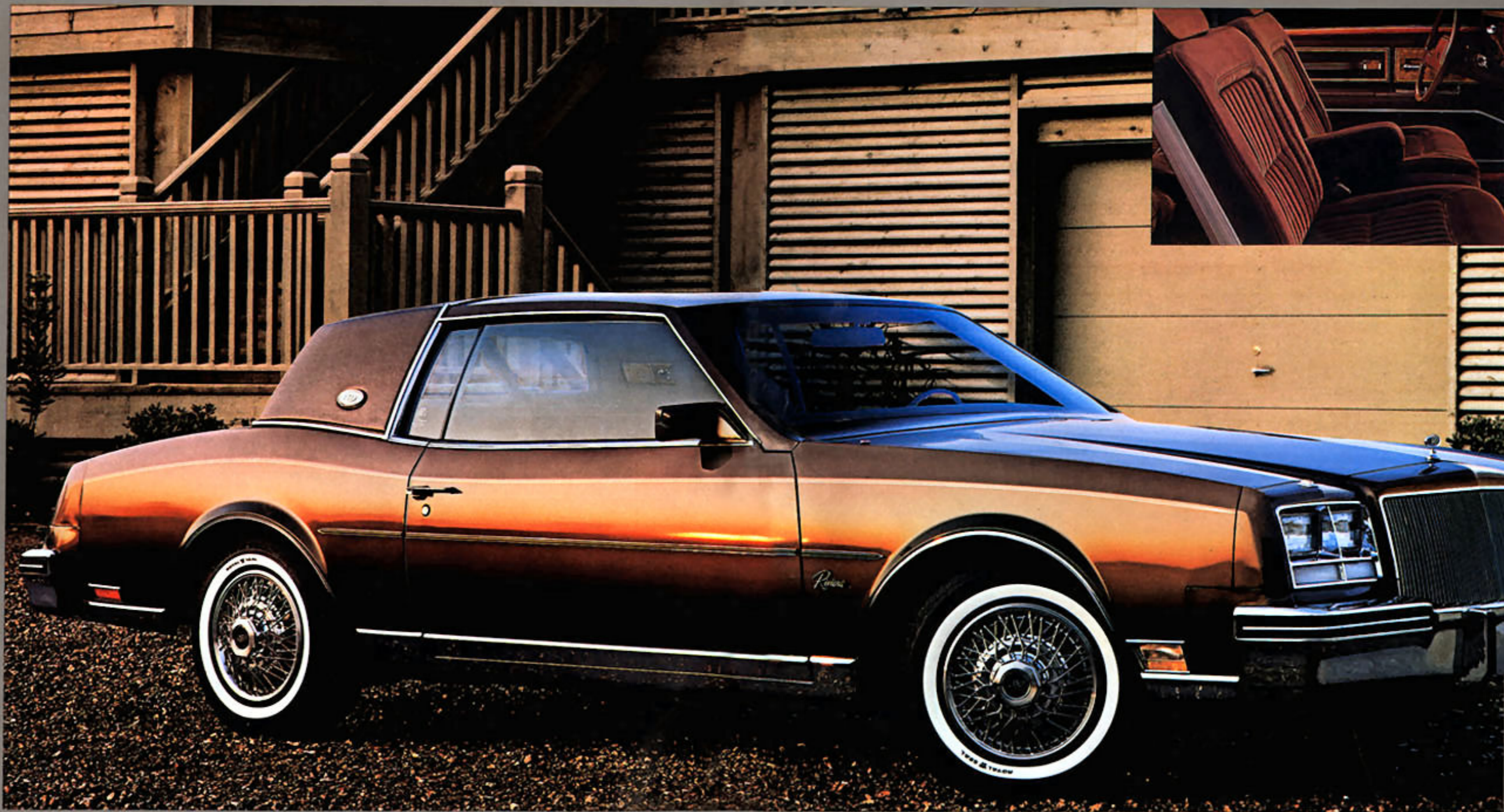
Important: A word about this catalog.

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 infor-

mation 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.



*Riviera Coupe, right.
Riviera T TYPE, above.
Riviera Convertible, above right.
Cloth 55/45 seating, inset.
Some of the equipment shown is
available at extra cost.*

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. Three great cars, in fact.

The Riviera Coupe puts the emphasis on personal luxury. Riviera Convertible epitomizes the excitement of elegant, open-air motoring. And Riviera T TYPE offers the thrill of turbocharged performance and responsive handling.

The technology used to accomplish each Riviera's classic mission has undergone some dramatic changes.

Buick has seen to it that 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 turbocharging. The sequential-port fuel-injected 3.8 litre turbocharged powerplant available for 1984, incorporates a multitude of major technological advancements pioneered by Buick.

Riviera's standard interior features include power steering, air conditioning, electric door locks, Electronic Cruise Control, six-way power driver's seat, and a Delco ETR AM-FM stereo radio that comes complete with a clock. (Radio may be deleted for credit.)

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.

**1984 BUICK
RIVIERA. THE
CONTEMPORARY
CLASSIC.**



*Century Limited Sedan, right.
Century T TYPE Sedan, above.
Century Custom Coupe,
above right.
Limited interior with available
Leather/Vinyl 45/45 seats, inset.
Some of the equipment shown is
available at extra cost.*



To the uninitiated, the sleek shape filling these pages offers all the evidence of being a special advanced design. The look is clean, taut, and aerodynamic. But the car is not the one-of-a-kind styling exercise you might expect it to be. It is the 1984 Buick Century, a six-passenger, mid-size sedan that represents a positive step forward in automotive design.

Century is more than a

tribute to the left hand 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 tuned suspension. All standard.

More technology is available for your ordering. Select

the electronic digital instrument cluster, an electronically tuned radio, Electronic Cruise Control, automatic level control, or a theft-deterrent system.

Even Century's engine compartment receives its share of advanced technology. The standard 2.5 litre engine features Electronic Fuel Injection. The optional 3.0 litre V-6 includes an electric choke, electronic idle speed control, electronic spark control, and a sophisticated computer-modulated exhaust gas recirculation system. And after February 1984, you'll be able to order the Century T TYPE with an optional 3.8 litre V-6 which features multi-port fuel injection.

Even if you're not impressed with all the high-tech hardware of the 1984 Buick Century, you'll certainly be impressed with the results once you drive it.

1984 BUICK CENTURY. ADVANCING THE STATE OF THE AUTOMOTIVE ART FORM.

Even 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 Coupe and the elegant lines of the Regal Sedan join luxury inside the cabin and advanced technology under the hood. The resulting mix appeals to your every sensibility.

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. Sit down, buckle in, and you'll feel as good as the seats look.

The powerteams available in the Buick Regal show that it remains on the cutting edge of technology and performance. This year, the T TYPE's turbocharged 3.8

litre V-6 features sequential port fuel injection and a host of other major advancements, reaffirming Buick as a leader in turbocharged engine technology. Other available Regal engines include a normally aspirated 3.8 litre V-6, 4.1 litre four-barrel V-6 and 4.3 litre diesel V-6. They run the gamut from performance to practicality.

Settle into a Buick Regal. You'll find out how well it lives up to its name.

The entire Regal lineup - Coupes and Sedans - 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 a concern for owner satisfaction. Regal benefits range from plush interior appointments to the Computer Command Control standard on gasoline engines. The Regal's interior will comfort you, and its performance will impress you.



**1984 BUICK
REGAL. REGAL IT IS.**



Regal Limited Coupe, left. Regal Limited Sedan, above left. Regal T TYPE with available Designer's Package, above. Limited Cloth 55-45 seating, inset. Some of the equipment shown is available at extra cost.

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, plenty of room thanks to front-wheel drive, and a responsive, fun-to-drive engine and suspension.

Standard equipment in the Custom and Limited models includes rack-and-pinion steering, power brakes, and an independent MacPherson-strut front suspension.

Spartan, these Skyhawks are not. There's plenty of standard comfort and convenience equipment in both series.

Subtle exterior revisions distinguish 1984's flock of Skyhawks, but the biggest news is underhood: the sporty T TYPE's available

150-horsepower, turbo-charged, 1.8 litre overhead cam engine with multi-port fuel injection. It provides a level of straight-ahead performance that will amaze and delight you.

So will T TYPE's appearance. You'll find a special paint treatment, flat black trim, and road lamps, plus high performance Eagle GT tires mounted on styled aluminum wheels.

The T TYPE's standard

Gran Touring suspension package is linked with quick 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's performance orientation.

The 1984 Buick Skyhawk. No matter how it's feathered, it lets you soar.



Skyhawk T TYPE, left. Skyhawk Custom Coupe, above left. Skyhawk Limited Sedan, above. Limited Cloth bucket seats, inset. Some of the equipment shown is available at extra cost.

1984 BUICK SKYHAWK. TAKE FLIGHT.



*Skylark Limited Sedan, right.
Skylark T TYPE, above.
Skylark Custom Coupe, above right.
Limited interior with available
bucket seats, inset.
Some of the equipment shown is
available at extra cost.*



We call Skylark our Little Limousine. For good reason. The Skylark Limited Sedan shown here illustrates that on behalf of all Skylarks – Custom and Limited Coupes and Sedans and the T TYPE Coupe. But there's much more to Skylark than good looks.

Luxury lives behind these doors. You can see for yourself that Skylark is outfitted with comfort in mind. Rich 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 can outfit Skylark with all the items you'd expect in a Buick, from full instrumentation to advanced sound systems and just about everything in between. 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 cleverly disguised, but they, too, are present in abundance. A range of impressive powerplants – from an electronically fuel-injected 2.5 litre four-cylinder to an optional high-output 2.8 litre V-6 – lets you build the Skylark most suited to you. An automatic transmission is available as an option, while a four-speed manual transmission, rack-and-pinion power steering, MacPherson-strut front suspension, and trailing-axle coil-spring rear suspension join low-drag power front disc brakes as standard features in all Skylarks.

Skylark offers you the benefits of a practical car, but that's just the start. Skylark also gives you all the creature comforts you traditionally expect from a Buick.



**BUICK SKYLARK.
PRACTICALITY
THAT'S VERY
COMFORTING.**

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 room for six passengers and 20 cubic feet of trunk space for luggage or groceries. Yet, the 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 accents. Its 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, the LeSabre offers comfort and luxury in uncommon amounts. There's a wide array of standard features to practically guarantee your driving pleasure. New stan-

dard equipment includes remote-control left and manual-control right door mirrors on all LeSabre models and a redesigned steering wheel, instrument panel floodlighting and electroluminescent insignia on the LeSabre Limited. Details like these illustrate the LeSabre's continuing commitment to value.

The Limited and Custom offer different levels of trim. Whether you choose a

LeSabre Custom Coupe, a LeSabre Custom Sedan, a LeSabre Limited Coupe, or a LeSabre Limited Sedan, you're always sure of first-rate value. That's a Buick tradition.

If a traditional yet contemporary, full-size car is what you want, and you're not willing to sacrifice anything in the pursuit of comfort, the 1984 Buick LeSabre is exactly the car you're looking for.



**1984 BUICK
LeSABRE. A FULL-
SIZE VALUE, IF
THERE EVER WAS
ONE.**



*LeSabre Limited Sedan, left.
LeSabre Limited Coupe, above.
Limited Cloth 55/45 seating, inset.
Some of the equipment shown is
available at extra cost.*

To many people, the Electra is not merely a Buick. It is *the* Buick, pure and simple. Far be it for 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 abundant. The 1984 Electra Limited and Park Avenue are every bit as luxurious as their elegant predecessors. There's plenty of richly carpeted, velour-covered, wood-toned room for six passengers. If the 1984 Park Avenue looks and feels more like a limousine, it's purely intentional.

The theme continues outside: classic, formal styling, a padded vinyl roof,

wide rocker panel moldings, wide body-side moldings with the traditional Buick ventiports, and electro-luminescent coach lamps on the door pillars.

As for performance and ride, you need only turn the key to activate the high-energy ignition and the standard 4.1 litre four-barrel V-6 engine comes to life. Even a short drive in the new Park Avenue will convince you that the full-perimeter

frame, front and rear coil-spring suspension system, and standard steel-belted radial-ply whitewall tires perform their respective assignments exceedingly well.

We could go on, but by now you probably get the idea. The 1984 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 BUICK ELECTRA LIMITED AND PARK AVENUE. TRADITIONAL FULL-SIZE LUXURY IS ALIVE AND VERY WELL, THANK YOU.



Park Avenue Sedan, above & left. Electra Limited Coupe, above left. Park Avenue Cloth 50/50 seating, inset. Some of the equipment shown is available at extra cost.

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 seating features a standard 55/45 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 like

door-edge guards, light oak woodgrain vinyl applique, and a luggage rack that set it apart from other wagons and make it truly deserving of its Electra nameplate.

The Electra Estate Wagon offers 87.9 cubic feet of cargo space with the second seat folded down. With that hauling potential in mind, we matched the Estate Wagon with a standard 5.0 litre V-8 to provide the power you need for passing or, when properly

equipped, for trailer towing. Or order the optional 5.7 litre diesel V-8 and place your distance between fill-ups in the "remarkable" range. Both engines feature the automatic transmission with overdrive.

The 1984 Electra Estate Wagon. The successful combination of Electra luxury and style with the space of a wagon proves that good things come in large packages, too.



**1984 BUICK
ELECTRA ESTATE
WAGON.
IT SAYS LUXURY
IN A BIG WAY.**

*Electra Estate Wagon, left.
Electra Estate Wagon cargo area,
above.
Vinyl 55/45 seating, inset.
Some of the equipment shown is
available at extra cost.*

All of the sporty efficiency of the Skyhawk Coupe 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 64.5 cubic feet available.

The Skyhawk Wagon's 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 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.

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 powerteam, a 2.0 litre four-cylinder with Electronic Fuel Injection and a four-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 available three-speed automatic transmission. Rack-and-pinion steering, power brakes, computer-selected coil springs, a front stabilizer bar, and rear shock absorbers with Pliacell® bags ensure a first-class driving experience even when you're hauling a load.

The Skyhawk Wagons. Functional, of course. But also fun to drive.

Skyhawk Custom Wagon, top right. Cloth bucket seats, left. Some of the equipment shown is available at extra cost.



1984 BUICK SKYHAWK WAGON. PRACTICALITY MIXED WITH PLEASURE.

The Century lineup receives a new body for 1984: the Century Wagon. It's available in two trim levels, and offers a space-saving front-wheel-drive layout and up-to-date componentry, like the rest of the Century lineup.

The Wagons offer more than easy-to-get-to, easy-to-load cargo hauling talents and people-seating space. Access to the 74.4 cubic feet of cargo space is through the

full rear liftgate or easy-opening rear window. The Century Wagons offer load-floor carpeting, and a rear compartment light as standard equipment. The Custom version is equipped with a three-passenger notchback seat. The Estate Wagon features standard 55/45 notchback split seats. All Wagons have split-back second seats. This ingenious design allows you to leave half of the seat upright to

permit a back-seat passenger, as well as cargo.

Optional equipment available on the Century Wagons includes simulated woodgrain applique, a rear-window washer/wiper, an air deflector, a roof rack, a rearward-facing third seat, power vent windows, and lockable storage compartments.

Both Century Custom and Estate Wagons also offer you the opportunity to select cloth front seating with durable, easy-to-clean vinyl covering the rear seat.

Century Wagon has available a full line of advanced powerteams, including a 2.5 litre engine with Electronic Fuel Injection, a 3.0 litre V-6, and a 4.3 litre diesel V-6. The Century Wagon is an attractive, spacious, comfortable, and useful car.

Century Custom Wagon, lower right. Cloth Notchback seating, left. Some of the equipment shown is available at extra cost.



1984 BUICK CENTURY WAGON. A NEW ADDITION TO THE CENTURY FAMILY.

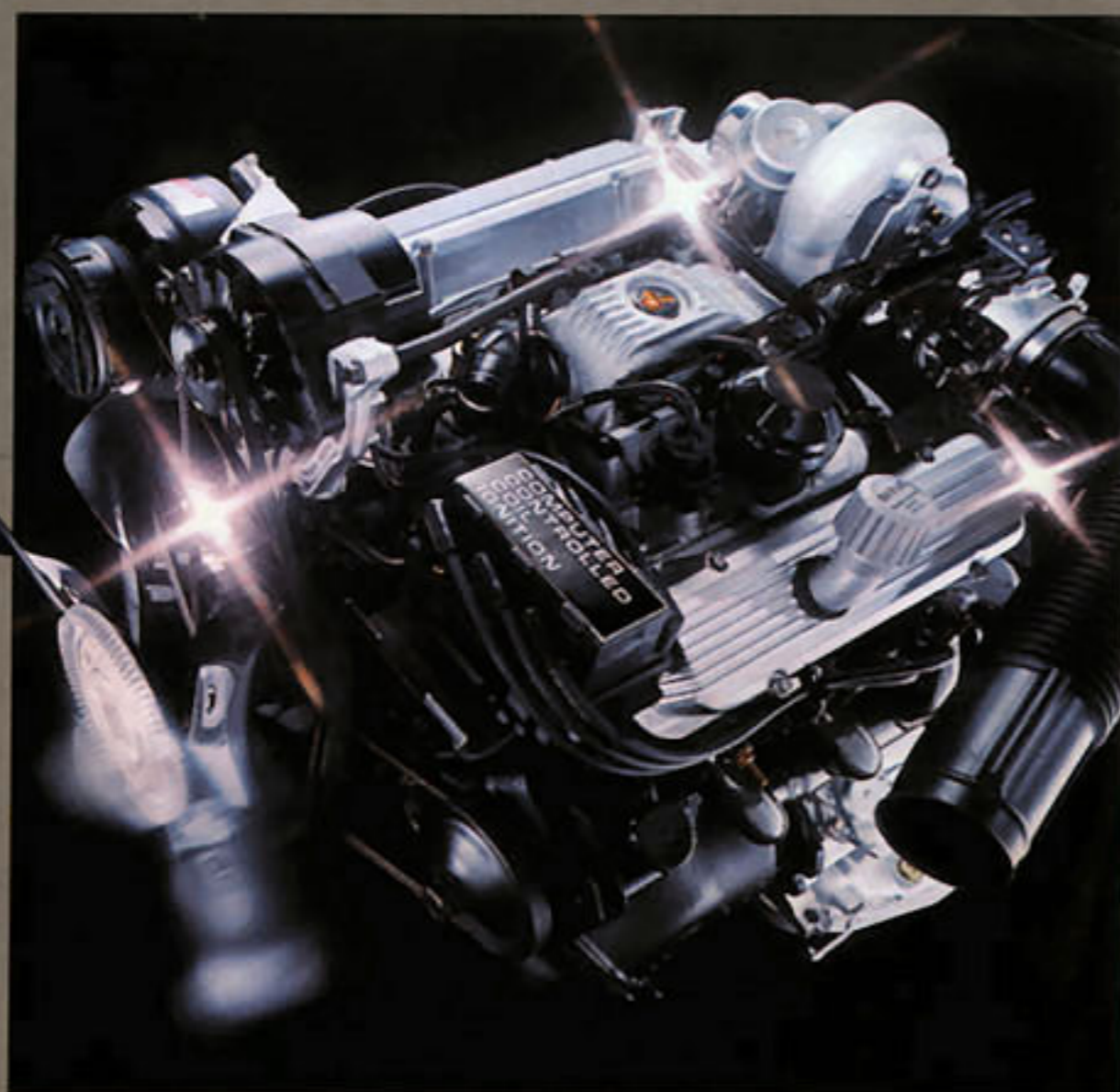
**THE FINE ART OF
ADVANCED
ENGINEERING—
1984 BUICK.**

If you haven't guessed it by now, the big engineering news at Buick is in the engine compartment. No matter which 1984 Buick hood you open, inside you'll find a number of interesting engineering features that continue to put Buick at the forefront of automotive design. Turbocharging, fuel injection, electronic engine controls—the 1984 Buick lineup has them all. 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 lineups. Buick would like to welcome these companies to the Turbo Club.

You see, we've been turbocharging engines for years. In fact, we first offered turbocharged gasoline engines back in 1977. This year, you'll find turbos standard in the Regal and



Riviera 3.8 litre SFI turbocharged engine.

icantly at a higher engine rpm. 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 engines.

Advanced turbo technology has been employed

to transform the already sophisticated 1.8 litre engine available in Skyhawk and 3.8 litre engine offered in Regal and Riviera into truly potent powerplants. The normally-aspirated (non-turbo) 1.8 litre engine produces 84 horsepower and 102 foot pounds of

torque. The addition of the turbo increases horsepower by 78% to 150 and torque by 47% to 150 foot pounds. The 3.8 litre V-6 gets an even bigger increase of 81% in horsepower to reach 200 horsepower in turbo form versus 110 in the non-turbo version.



3.8 litre MFI engine.

Turbo tech for non-turbos.

You don't have to order 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 as well. The carbureted 3.8



3.8 litre engine cutaway.

litre V-6, for instance, features electronic spark control and electronic-controlled exhaust gas recirculation. To these, the multi-port fuel-injected version of this engine adds a mass air flow sensor.

Fuel injection.

Another feature which the turbo engines offered in Buicks share with some of the non-turbo engines is fuel injection. 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 1.8 litre overhead cam engine as well as the 2.0 litre and 2.5 litre four-cylinder engines. An even more advanced electronic fuel system called Multi-port Fuel Injection (MFI) is standard on the 1.8 litre turbocharged engine and available on one version of the 3.8 litre V-6. One of the world's most advanced electronic fuel systems, Sequential-port



MFI, SFI fuel rail with injectors.

Fuel Injection (SFI), is standard on the turbo-charged 3.8 litre engine. Each system works differently. Here are the details.

EFI.

Electronic Fuel Injection replaces the carburetor and complex carburetor metering system with a centralized injector on the intake manifold. This injector receives instructions for fuel delivery from the Electronic Control Module (ECM) which processes inputs from a variety of sensors located on the engine. EFI offers smooth performance and reduces the possibility of engine run-on after the ignition has been turned off.

MFI.

The multi-port system, features injectors which spray a precise amount of fuel right at the intake valve during every engine revolution. This enables the fuel and air to mix right next to the cylinder for good power, efficiency, and fast response



Fuel injector.



1.8 litre OHC engine.

when accelerating. The six injectors are fed through a rail surrounding the intake manifold, with fuel being supplied by a high pressure pump located inside the fuel tank.

SFI.

This sequential-port system, developed exclusively for the 3.8 litre turbo, uses six injectors at the intake ports, just like MFI. But in SFI, each injector is activated once — one at a time — during each combustion cycle, having been programmed to the specific needs of that particular cylinder. The result is precise fuel control for good idle quality and low speed operation.

This system also uses a fuel rail to feed the six

injectors and a regulator to control the fuel pressure. Electronic sensors on the engine's camshaft and crankshaft determine the precise timing and amount of fuel to be injected.

The fuel is injected into the port just prior to the opening of the intake valve. Air enters through the throttle body, passing through a tuned aluminum intake manifold. A mass air flow sensor is located ahead of the throttle body to precisely

measure the mass of incoming air.

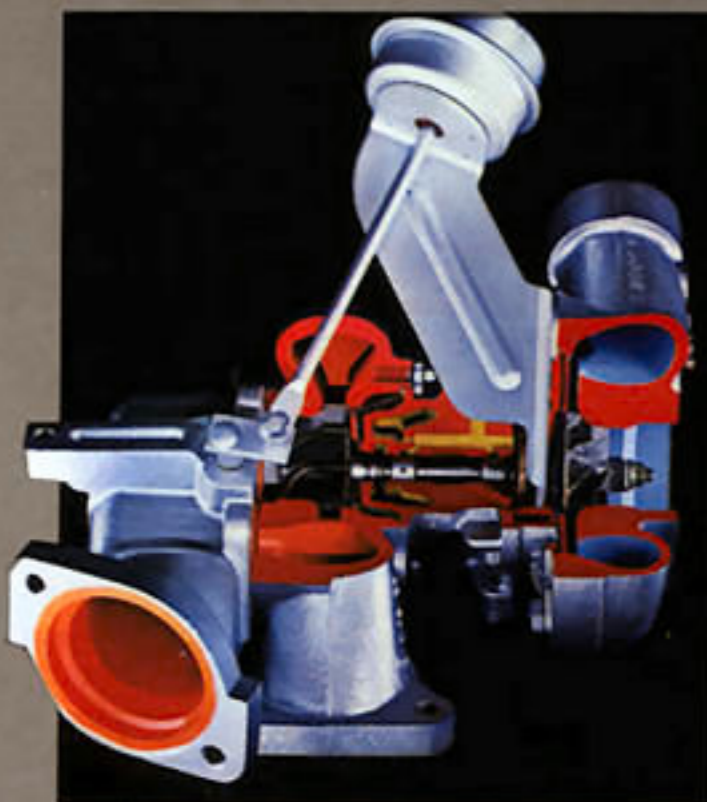
Other advances.

The 3.8 litre turbo engine also features closed loop electronic control of the wastegate to regulate the



Computer controlled coil ignition.

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.



Turbocharger cutaway.

Riviera T TYPES and available in the Skyhawk T TYPE and Riviera Convertible.

The turbo concept.

The idea behind turbocharging is simple: increase engine power output signif-

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.

Smooth contoured door and window regulator handles.

Front seat head restraints for driver and right front passenger (adjustable).

Glove box door latch and, when applicable, console cover latch impact security.

Pressure lock radiator cap.

Accident Avoidance

Side marker lights and reflectors.

Parking lamps that illuminate with headlamps.

Backup lights.

Four-way hazard warning flasher.

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.)

Starter safety switch.

Dual master cylinder brake system with warning light.

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 rims.

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.

Inside hood release.

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

Visible vehicle identification number.

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 powerteam engine chart on the insert provided to your dealer with this brochure.

"Let's Get it Together... Buckle Up"

Official Car of the XXIIIrd Olympiad
Los Angeles 1984



Wouldn't you really rather have a Buick?

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A word about assembly, components and optional equipment in these Buick products.

The Buicks described in this brochure are assembled at facilities of General Motors Corporation operated by Buick or GM Assembly Division. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary,

in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Buick products with differently sourced components than initially scheduled. All such components have been approved for use in Buick products and will provide the quality performance

associated with the Buick name.

With respect to extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information.

GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your car includes the optional equipment you ordered or if there are changes, that they are acceptable to you.

