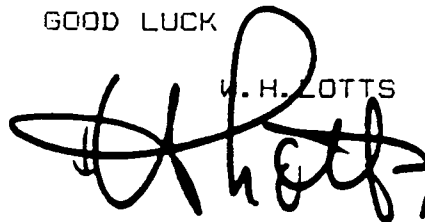


TO ALL BUICK DEALERS

AS WE DISCUSSED DURING OUR RECENT  
CAR DISTRIBUTION MEETINGS, THE 1987  
REGAL GRAND NATIONAL WILL CONTINUE  
PRODUCTION THRU DECEMBER 1987. PLEASE  
REVIEW THE ATTACHED REQUIRED OPTIONS  
AND ORDER FORM. THIS IS AN EXCELLENT  
PRODUCT AND WILL BE A PROFIT LEADER.

GOOD LUCK

W. H. LOTT  


BUICK MOTOR DIVISION  
CAR DIVISION REQUEST FOR CHANGE

TO: BOC "G" CAR - FLINT CDR NO.: 87JJF-66  
FROM: SUPERSEDES CDR:  
PHONE NO. VDS CHG ONLY INITIATED DATE: 3/02/87  
PAGE 1 OF 1 CONCEPT ONLY X DECISION DATE:  
DESIGN STAFF RELEASE DATE(S) REQ'D: YES \_ NO \_

SUBJECT: "G" GRAND NATIONAL(WE2) - CARRYOVER EFF. POINT-SOP: -  
MODEL YEAR: 1987 MODEL CODES: 4GJ47 & WE2 SSV: -  
PROPRIETARY: YES NO X VOLUME/YEAR: 10,000 INTERIM: X  
LIFE CYCLE IN NUMBER OF YEARS: INTERIM TARGET DATE: 1988 - SOP  
COST TARGETS: INVESTMENT/TOOLS: PIECE COST:

REASON:

X Customer Satisf/Quality/Reliability	- Performance/Ride/Handling
Durability/Serviceability	- Cost Reduction/Deprolif
X Competitive Advantage	- Appearance Improvement
Fuel Economy Improve/Mass Reduction	- Gov't Reqmt. (Canada & Exp)

RATIONALE:

CONTINUED STRONG MARKET DEMAND.

Initiators/Dates	Approvals/Dates	Special Distribution:	
<i>T.E. Rennie</i> 3/2/87	<i>[Signature]</i> 3/2/87	BOC FLINT:	L.J. BUCKLEY
		R.C. NICHOLSON	R.F. HOCKEN
		G.A. WHITE	S.A. MURRAY
		E. K HANSON	T.E. Rennie

DESCRIPTION:

PLEASE INVESTIGATE THE FEASIBILITY (AND REQUIRED TOOLING)  
FOR BUILDING 10,000 ADDITIONAL 1987 "G" GRAND NATIONAL  
VEHICLES EFFECTIVE THROUGH DECEMBER 31, 1987,  
WHEN THE ASSEMBLY PLANT CLOSES.

CONFIRMATION REQUIRED ON THE FOLLOWING:

- 
- o ASSEMBLY CAPABILITY
  - o PARTS AVAILABILITY
  - o RELEASE FEASIBILITY
  - o MASS & FUEL ECONOMY
  - o CERTIFICATION

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE WRITER ON 8-446-5611.

PRODUCT TEAM RESPONSE: \_ Approved \_ Not Approved \_ Approved as Revised  
Tracking No. \_\_\_\_\_ REMARKS:

BY:

DATE:

## CONCURRENCE

### 1987 BUICK 'G' REGAL 'GRAND NATIONAL' PROGRAM EXTENSION

#### NEW REQUEST

- o BUICK IS REQUESTING THE EXTENSION OF GRAND NATIONAL PRODUCTION (10,000 UNITS) THROUGH THE END OF DECEMBER 1987 TO SATISFY CONTINUED STRONG MARKET DEMAND.

#### RECOMMENDATION (PENDING FAVORABLE FINANCIAL ANALYSIS)

- o PROCEED TO EXTEND 1987 GRAND NATIONAL PRODUCTION THROUGH DECEMBER 1987
- o PROCEED TO INCREASE TURBO REGAL PRODUCTION FROM 100/DAY MAX TO 125/DAY FOR REMAINDER OF 1987 MODEL YEAR. (WOULD PROVIDE AN ADDITIONAL 1900 TURBO REGALS)

#### BACKGROUND

- o BUICK CDR #87JJF-66 & 87JJF-67 RECEIVED AT FPT ON 3/2/87 & 3/31/87

#### IMPACT

- o POWERTRAIN CERTIFICATION DICTATES THAT GRAND NATIONAL CONTINUE AS CARRYOVER 1987 PROGRAM
- o POWERTRAINS WILL BE AVAILABLE @ 125 AVG./DAY & WAREHOUSED
- o 1987 STOCK CONTROL PROGRAM WILL BE UTILIZED BY PONTIAC ASM. FOR GRAND NATIONAL EXTENSION
- o 1987 CAR ORDER SYSTEM WILL BE USED FOR THE REGAL CONCURRENTLY WITH THE 1988 CAR ORDER SYSTEM FOR CHEVROLET/OLDSMOBILE
- o BUICK IS NEGOTIATING 'G' VOLUME REDUCTION WITH CHEV/OLDS TO BUILD BUICK UNITS WITHOUT OVERTIME
- o AT FPT/CPC MANUFACTURING REQUEST, BUICK HAS SIGNIFICANTLY REDUCED GRAND NATIONAL FREE FLOW OPTION AVAILABILITY FOR 1988. (FROM 42 OPT. TO 5 OPT. & 2 PKGS)
- o BUICK WOULD BE RESPONSIBLE FOR OBSOLESCENCE COSTS IF 1988 'G' PRODUCTION SCHEDULE IS SHORTENED & APPROX. \$50,000 PLANT IMPLEMENTATION COSTS
- o PURCHASING CAN SUPPORT THE 1987 & 1988 REGAL TURBO/GRAND NATIONAL PROPOSALS AT 125/DAY MAX; BUT SOME PREMIUM COSTS WILL BE EXPERIENCED.

S.A.M.  
4/1/87

## 1987 BUICK GRAND NATIONAL VOLUME INCREASE

### DURING 1987 MODEL YEAR

QUESTION: HOW MANY GRAND NATIONALS COULD BE BUILT BEFORE 1987 "G" PRODUCTION STOPS AT THE END OF JULY?

ANSWER: WE CAN BUILD AN EXTRA 1900 TURBO ENGINE EQUIPPED REGALS DURING THE 1987 MODEL YEAR ASSUMING THE FOLLOWING: INFO PROVIDED BY FPT AND POWERTRAIN PURCHASING & MANUFACTURING.

1. A TURBO REGAL BUILD RATE INCREASE OF 100/DAY TO 125/DAY FROM 4/13/87 TO JULY 31, 1987.
  2. A TURBO ENGINE BUILD RATE INCREASE FROM 115/DAY TO 125/DAY STARTING 4/13/87 TO 6/19/87 (FOR LINE CONVERSION TO 3800 ENGINE)
  3. PRODUCTION USAGE OF APPROX. 1500 TURBO ENGINES EXPECTED TO BE IN THE WAREHOUSE AS OF 6/19/87.
  4. AN INCREASE IN BUICK CAR ORDERS FROM 100/DAY TO 125/DAY BY 4/13/87 TO SUPPORT THE NEW MANUFACTURING MAX. BUILD RATE.
  5. THIS ADDED 1987 VOLUME WOULD BE SPLIT BETWEEN GRAND NATIONALS, REGAL 'T' TYPES, AND THE WE4 OPTION GRAND NATIONAL LOOK-ALIKES.
- o THIS IS BASED ON NO ENGINE PLANT OVERTIME DURING THIS PERIOD.
  - o FLINT AND PONTIAC ASSEMBLY PLANTS CAN SUPPORT 125/DAY MAXIMUM TURBO ENGINE EQUIPPED REGALS AS LONG AS THE 'T' TOP ORDERS DO NOT EXCEED 10/HOUR FOR ALL 'G' DIVISIONS.
  - o PART FORECASTS WOULD HAVE TO BE INCREASED SOON TO SUPPORT THIS PROPOSAL.

1987 BUICK REGAL GRAND NATIONAL  
VOLUME INCREASE  
MARCH 20, 1987

AGENDA

- o REVIEW INCREASING THE PRODUCTION THROUGH MODEL YEAR BUILD-OUT
  
- o DISCUSS EXTENDING MODEL YEAR BUILD-OUT INTO DECEMBER
  - 1. PONTIAC STOCK CONTROL WITH 1987 & 1988 DATA BASE
  - 2. PROCESSING 1987 'G' BUICK ORDERS THROUGH 1988 CAR ORDER SYSTEM
  - 3. 1987 BUICK PARTS LIST UPDATE TO REFLECT 1988 OLDS/CHEVY COMMON PART CHANGES
  
- o RECOMMENDATION

## CONCURRENCE

### 1987 BUICK GRAND NATIONAL PROGRAM EXTENSION

#### NEW REQUEST

- o TO SATISFY THE CONTINUED STRONG MARKET DEMAND, BUICK IS REQUESTING THE EXTENSION OF GRAND NATIONAL PRODUCTION THROUGH THE END OF DECEMBER 1987.

#### RECOMMENDATION

- o PROCEED WITH FPT COST, TIMING, & FEASIBILITY STUDY TO PROVIDE ADDITIONAL GRAND NATIONAL VOLUME.

#### BACKGROUND

- o BUICK CDR #87JJF-66 RECEIVED AT FPT ON 3/2/87.

#### PRELIMINARY ASSESSMENT

- o POWERTRAIN AVAILABILITY LOOKS FAVORABLE, EXCEPT FOR REAR AXLE. SAGINAW NEEDS DIRECTION BY 3/16/87 TO FIND A NEW AXLE COVER SOURCE IN TIME FOR 1988 SOP.
- o MASS, FUEL ECONOMY, AND CERTIFICATION CAN BE MANAGED, BUT ONLY IF ADDED VOLUME IS PRODUCED AS 1987 MODELS - CORP CAFE IMPACT = .0024 MPG.
- o SPECIFICATIONS IMPACT WOULD BE SIGNIFICANT TO UPDATE & MAINTAIN 1987 BUICK PARTS LIST TO AGREE WITH 1988 CHEV/OLDS COMMON CHANGES.
- o ASSEMBLY CAPABILITY HAS BEEN VERIFIED, BUT PONTIAC STOCK CONTROL REVISIONS FOR 1988 MAY NOT ACCOMMODATE A 1987 PROGRAM.
- o FEASIBILITY OF PROCESSING 1987 ORDERS THROUGH THE 1988 CAR ORDER SYSTEM IS BEING INVESTIGATED, BUT DOES NOT LOOK FAVORABLE.
- o PRODUCTION SCHEDULING GROUP INDICATES THAT 1988 CHEVROLET/OLDS "G" PRODUCTION WILL REQUIRE ALL ALLOCATED STRAIGHT TIME RESOURCES, FORCING ALL GRAND NATIONAL PRODUCTION INTO AN OVERTIME SITUATION, IF APPROVED.
- o FINANCIAL ANALYSIS WILL BE REQUIRED TO FACTOR IN POTENTIAL OF COMPONENT PREMIUM CHARGES.

DURING 1988 MODEL YEAR

QUESTION: CAN WE BUILD 10,000 REGAL GRAND NATIONALS BETWEEN 8/17/87 AND END OF 1988 'G' PRODUCTION IN DECEMBER 1987?

ANSWER: YES

- \* o WE COULD BUILD 11,000 MAXIMUM GRAND NATIONALS IN THIS PERIOD ASSUMING THE FOLLOWING:

- CHEV/OLDS 'G' VOLUME DECREASE
- NO OVERTIME
- NO LOST PRODUCTION DAYS
- PRODUCTION RUNS UNTIL CHRISTMAS HOLIDAY BEGINS
- \* 12/22/87
- NO PART SHORTAGES
- 125 ENGINES, AXLES, SPOILERS/DAY
- BU/OLDS/CHEV 'G' T-TOPS NOT EXCEEDING 10/HOUR
- SYSTEMS ARE DEVELOPED TO HANDLE THE FOLLOWING:

1. PONTIAC STOCK CONTROL WITH 1987 & 1988 DATA BASE
2. PROCESSING 1987 'G' BUICK ORDERS THROUGH 1988 CAR ORDER SYSTEM
3. 1987 BUICK PARTS LIST UPDATE TO REFLECT 1988 OLDS/CHEV COMMON PART CHANGES

2 SHIFTS

1988  
SS CHEV  
AS OLDS

S.A.M. 3/13/87

PLANT MAN 1  
APRIL 1

REVISED 3-16-87

MAY REQUIRE EMPLOYEE PLANT OUT FOR BOTH 87-88

EDIT RESP MOVES FROM COPE TO PLANT

COST \$50,000 MANPOWER & SYSTEMS  
REQUIRES SYSTEM PTR 1ST WK CH OLDS +  
DEPRO - RADIO/DEPROG/ 10 GN'S

## CONCURRENCE

### 1987 BUICK REGAL GRAND NATIONAL PROGRAM EXTENSION

#### NEW REQUEST

- o TO SATISFY THE CONTINUED STRONG MARKET DEMAND, BUICK IS REQUESTING THE EXTENSION OF GRAND NATIONAL PRODUCTION THROUGH THE END OF DECEMBER 1987

#### RECOMMENDATION

- o PROCEED WITH FPT COST, TIMING, AND FEASIBILITY STUDY TO PROVIDE ADDITIONAL GRAND NATIONAL VOLUME.

#### BACKGROUND

- o BUICK CDR #87JJF-66 RECEIVED AT FPT ON 3/2/87.

#### PRELIMINARY ASSESSMENT (BASED ON PDIT HELD ON 3/20/87)

- o MODEL SHOULD BE CONTINUED AS CARRYOVER 1987 GRAND NATIONAL, IMPLEMENTING ONLY THOSE 1988 CHANGES WHICH ARE ABSOLUTELY NECESSARY. FPT INVESTIGATING.
- o PONTIAC WILL MANAGE 1987 STOCK CONTROL PROGRAM ALONG WITH 1988 FOR A CARRYOVER GRAND NATIONAL .
- o 1987 ORDER SYSTEM CAN FUNCTION ALONGSIDE 1988 SYSTEM AFTER AUGUST, 1987
- o PROGRAM COULD BE BUILT WITHOUT OVERTIME BY RESTRICTING CHEVROLET/OLDS "G" PROJECTIONS. BUICK MOTOR INVESTIGATING.
- o IF CHEVROLET/OLDS ORDERS FALL SHORT OF VOLUME NEEDED TO KEEP "G" CAR PLANTS OPEN IN 1988, THEN GRAND NATIONAL COULD NOT BE BUILT AND BUICK MOTOR WOULD BE HELD FINANCIALLY RESPONSIBLE TO PLATFORM FOR GRAND NATIONAL OBSOLESCENCE AS WELL AS 50K FOR CPC-PONTIAC ASM. CAPITAL EXPENDITURE. BUICK MOTOR EVALUATING.
- o 1,900 ADDITIONAL GRAND NATIONALS CAN BE BUILT THROUGH JULY 31, 1987 BY INCREASING VOLUME FROM 100/DAY TO 125/DAY ON 4/13/87. BUICK MOTOR TO SUPPORT WITH INCREASED ORDERS.

SAM

3/25/87



1987 BUICK REGAL GRAND NATIONAL

MEETING MINUTES - MARCH 20, 1987

THERE WERE TWO MAJOR QUESTIONS WHICH WERE ADDRESSED IN THIS MEETING - THEY WERE:

1. HOW MANY GRAND NATIONALS WOULD BE BUILT BEFORE 1987 "G" PRODUCTIONS STOPS AT THE END OF JULY?
2. CAN WE BUILD 10,000 REGAL GRAND NATIONALS BETWEEN 8/17/87 AND 12/23/87?

REGARDING THE FIRST ISSUE, CONCURRENCE WAS RECEIVED THAT THE FOLLOWING REQUIREMENTS COULD BE FULFILLED FOR A VOLUME INCREASE:

1. A TURBO REGAL BUILD RATE INCREASE FROM 100/DAY TO 125/DAY BEGINNING ON 4/13/87.
2. A TURBO ENGINE BUILD RATE INCREASE FROM 115/DAY TO 125/DAY BEGINNING 4/13/87 AND ENDING 6/19/87. (ENGINE LINE IS DOWN BETWEEN 6/19/87 AND 7/13/87 DUE TO LINE CONVERSION TO 3800 ENGINE)
3. PRODUCTION USAGE OF APPROXIMATELY 1500 TURBO ENGINES EXPECTED TO BE IN WAREHOUSE AS OF 6/19/87.
4. AN INCREASE IN BUICK CAR ORDERS FROM 100/DAY TO 125/DAY BY 4/13/87 TO SUPPORT THE NEW MANUFACTURING MAXIMUM BUILD RATE.
5. THE ADDED VOLUME WOULD BE GRAND NATIONAL, REGAL T-TYPES, AND THE WE4 OPTION. (BUICK WILL SUPPLY GRAND NATIONAL FORECAST SO THAT SPOILER AVAILABILITY CAN BE PLANNED).
6. NO ENGINE PLANT OVERTIME BE SPENT ON THIS EFFORT.
7. T-TOP ORDERS DO NOT EXCEED 10/HOUR FOR ALL "G" DIVISIONS.
8. PART FORECASTS BE INCREASED IMMEDIATELY TO SUPPORT 125/DAY BUILD.

THE CONDITIONS LISTED ABOVE RESULT IN AN ADDITIONAL 1900 GRAND NATIONAL REGALS BY JULY 31, 1987.

REGARDING THE SECOND ITEM, CONCURRENCE WAS REACHED THAT THE PROPOSAL WAS FEASIBLE, PENDING REPORTS FROM THE FOLLOWING PEOPLE ON THE ITEMS LISTED BELOW:

- A. JOE FITZSIMMONS (BUICK MOTOR PRODUCT LINE MANAGER) WILL EXPLORE THE 1988 CHEVROLET AND OLDSMOBILE ORDER STATUS WITH THE RESPECTIVE DIVISIONS. THERE IS THE POSSIBILITY THAT 1988 CHEVY/OLDS "G" CAR ORDERS WILL BE TOO "SOFT" TO SUPPORT PRODUCTION.
- B. DICK EASTMAN WILL SUPPLY A LIST OF EC'S WRITTEN AGAINST THE 1988 "G" CAR. MIKE CRAWFORD AND DAVE LECHTI WILL VERIFY WHICH EC'S NEED TO BE INCORPORATED INTO THE 1987 REGAL GRAND NATIONAL AFTER AUGUST, 1987.
- C. JOE FITZSIMMONS WILL STANDARDIZE/RESTRICT THE OPTION AVAILABILITY ON THE GRAND NATIONAL TO HELP DEPROLIFERATE PONTIAC ASSEMBLY.
- D. SANDI BALDINI AND JANELLE FERGUSON WILL VERIFY THAT 125 SPOILERS/DAY CAN BE SUPPLIED BEGINNING APRIL 13, 1987, AND THAT ORDERS ARE REQUESTING THIS AMOUNT.

THERE WAS ALSO AGREEMENT THAT PROCESSING PONTIAC STOCK CONTROL WITH A 1987 DATA BASE IN 1988 WOULD NOT BE A PROBLEM AND THAT \$50,000 (APPROXIMATELY) WOULD BE REQUIRED BY PONTIAC ASSEMBLY FOR SET-UP CHARGES.

# BUICK MOTOR DIVISION CAR DIVISION REQUEST FOR CHANGE

TO: BOC "G" - FLINT		CDR NO.: 87JJF-67
FROM:		SUPERSEDES CDR: 87JJF-66
PHONE NO.	VDS CHG ONLY -	INITIATED DATE: 3/31/87
PAGE 1 OF 3	CONCEPT ONLY -	DECISION DATE: 3/30/87
	DESIGN STAFF RELEASE DATE(S) REQ'D: YES - NO -	

SUBJECT: "G" GRAND NATIONAL (WE2) - CARRYOVER	EFF. POINT-SOP: -
MODEL YEAR: 1987	MODEL CODES: 4GJ47 & WE2
PROPRIETARY: YES NO	VOLUME/YEAR: 10,000
LIFE CYCLE IN NUMBER OF YEARS:	INTERIM TARGET DATE: 1988 - SOP
COST TARGETS: INVESTMENT/TOOLS:	PIECE COST:

**REASON:**

X Customer Satisf/Quality/Reliability	- Performance/Ride/Handling
Durability/Serviceability	- Cost Reduction/Deprolif
X Competitive Advantage	- Appearance Improvement
Fuel Economy Improve/Mass Reduction	- Gov't Reqmt. (Canada & Exp)

**RATIONALE:**

CONTINUED STRONG MARKET DEMAND.

Initiators/Dates	Approvals/Dates	Special Distribution:	
<i>T. E. Rennie</i>	<i>J. J. FITZSIMMONS</i>	L.J. Buckley	S.A. Murray
3/31/87	3/31/87	M.D. Hines	R.J. Klosterman
		W.A. LaFontaine	R.F. Hocken
		T.R. Patterson	T.E. Rennie
		G.A. White	R.C. Nicholson
		E.K. Hanson	R.E. Kuehn -85

**DESCRIPTION:**

THIS CDR AUTHORIZES THE NECESSARY RELEASE, PROCUREMENT AND ASSEMBLY COSTS TO BUILD APPROXIMATELY 10,000 ADDITIONAL 1987 "G" GRAND NATIONALS DURING THE 1988 BUILD PERIOD THROUGH DECEMBER 31, 1987.

TO ACCOMMODATE THE ASSEMBLY PLANT REQUEST TO SIMPLIFY AND DEPROLIFERATE OPTIONAL EQUIPMENT, THE FOLLOWING CHANGES WERE APPROVED AT THE 3-30-87 BPAC MEETING.

FROM

TO

----

--

42 FREE FLOW OPTIONS

5 FREE FLOW OPTIONS  
TWO PKGS (USES 8 OPTIONS)  
13 OPTIONS TO STANDARD  
16 OPTIONS DROPPED

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE WRITER ON 8-446-5611.

PRODUCT TEAM RESPONSE: \_ Approved \_ Not Approved \_ Approved as Revised  
Tracking No. \_\_\_\_\_ REMARKS:

BY:

DATE:

## PROGRAM EXTENSION

### 1987 BUICK REGAL GRAND NATIONAL

#### STATUS

- o PRODUCTION OPERATING PLAN IN PLACE AT CPC-PONTIAC ASM,  
AND BUICK CAR DISTRIBUTION
- o PURCHASING EXTENDING CONTRACTS WITH SUPPLIERS
- o CPC-PONTIAC ASM TO CONTINUE UPDATING ORDER PROCESSING DATA  
STARTED IN APRIL
- o PTR: NOT REQUIRED (C/O PROGRAM)
- o SOP: BUILD "RESTARTS" AT 1988 SORP (8/3/87)
  - 10 VEHICLES FIRST WEEK
  - 125/DAY AFTER 8/10/87
- o EPA MASS/FUEL ECONOMY IMPACT:
  - NO CHANGE FROM 1987 (3750 WT CLASS)

AREAS OF CONCERN: NONE IDENTIFIED AT THIS TIME

## 1987 REGAL GRAND NATIONAL EXTENDED BUILD

- ° PRODUCTION AUGUST 3, 1987 THRU DECEMBER 1987
- ° APPROXIMATELY 10,000 UNITS
- ° CONTENTED UNIT
- ° REQUIRED OPTIONS:
  - BLACK
  - TRIM 583
  - LC2-TURBO ENGINE
  - GRAND NATIONAL PACKAGE
  - SOFT RAY TINTED GLASS
  - DOOR EDGE GUARDS
  - TWO SPEED WINDSHIELD WIPER
  - ELECTRIC REAR WINDOW DEFOGGER
  - VISOR VANITY MIRROR
  - REMOTE CONTROL MIRRORS
  - LIMITED SLIP DIFFERENTIAL
  - TILT STEERING COLUMN
  - TUNGSTEN HALOGEN HEADLAMPS
  - HEADLAMPS ON WARNING CHIME
  - HEAVY DUTY BATTERY
  - UM6 RADIO
  - FRONT MOUNTING LICENSE PLATE
- ° TWO ADDITIONAL CONTROLLED OPTION PACKAGES
- ° FIVE STAND ALONE OPTIONS
- ° UNAVAILABLE OPTIONS:
  - TINTED WINDSHIELD
  - CARPET SAVERS
  - TRUNK TRIM CARPETING
  - ASTROROOF
  - ENGINE BLOCK HEATER
  - W/L STEEL BELTED TIRES
  - TWILIGHT SENTINEL
  - RADIOS (U63, UK4, UL5, UM7, UX1)
  - ELECTRONIC DIGITAL INSTRUMENTS

"GRAND NATIONAL" -- OPTION DEPROLIFERATION

OPTIONS DELETED:

A02	- TINTED WINDSHIELD
B32	- CARPET SAVERS - FRONT
B33	- CARPET SAVERS - REAR
B34	- CARPET SAVERS W/INSERT - FRONT
B35	- CARPET SAVERS W/INSERT - REAR
B48	- COVERING - TRUNK TRIM
CF5	- ASTORROOF - SILVER - (ELECTRIC SLIDING)
K05	- ENGINE BLOCK HEATER
QYH	- TIRES - W/L - STEEL BELTED
T82	- TWILIGHT SENTINEL
UK4	- RADIO - AM/FM STEREO - LESS CLOCK
UL5	- RADIO DELETE (PER LEGAL)
UM7	- RADIO - AM/FM STEREO - WITH CLOCK
UX1	- RADIO - AM STEREO/FM STEREO - GRAPHIC EQUALIZER
U52	- DIGITAL INSTR. - ELECTRONIC
U63 (STD)	- AM RADIO

OPTIONS TO BE MADE STANDARD:

A01	- TINTED GLASS - ALL
B91	- DOOR EDGE GUARDS
CD4	- W/S WIPER - TWO SPEED DELAY
C49	- DEFOGGER - RR WINDOW
D34	- MIRROR - VANITY VISOR - PASSENGER
D68	- MIRRORS - O/S REMOTE CONTROL - LT/RT
G80	- DIFFERENTIAL - LIMITED SLIP
N33	- STEERING COLUMN - TILT
TT5	- HEADLAMPS - TUNGSTEN HALOGEN
T63	- CHIMES - HEADLAMP-ON WARNING
UA1	- BATTERY - HEAVY DUTY
UM6 (INCL. U66)	- RADIO - AM/FM - AUTO REVERSE/CLOCK - CASSETTE
VK3	- FRONT LICENSE PLATE MOUNTING

FREE FLOW OPTIONS

B88	- MOLDING - PROTECTIVE BODY SIDE
CC1	- HATCH ROOF - LOCKABLE
UA6	- THEFT DETERRENT SYSTEM (REQUIRES - PACKAGE I)
WG1	- 6-WAY POWER SEAT - DRIVER (AC3)
YF5	- CALIFORNIA EMISSIONS

"GRAND NATIONAL" OPTION DEPROFILERATION

OPTION PACKAGES - I & II:

- I.
  - AU3 - ELECTRIC DOOR LOCKS
  - A31 - POWER WINDOWS
  - K34 - ELECTRONIC CRUISE CONTROL
  
- II.
  - US7 - ANTENNA - POWER
  - A90 - ELECTRIC TRUNK RELEASE
  - UW4 - SPEAKER SYSTEM - CONCERT SOUND
  - C95 - FRONT READING LAMPS
  - D64 - LIGHTED VISOR VANITY MIRROR