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1983-1987 DODGE SHELBY CHARGER

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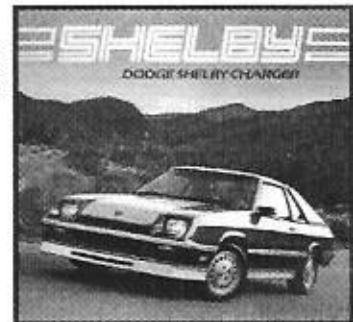
There have been a number of vehicles bearing the Dodge Charger nameplate, but the name has generally denoted a performance model in the Dodge range. The 1980s' versions had a confusing array of names, and badge-engineered Plymouth and Chrysler versions were also available. In the late 1960s and early 1970s the Charger was one of the most popular of the Mopar B-body cars.

■ [Shelby Charger](#)

In early 1983, Chrysler Chairman Lido A. Iacocca persuaded an old friend, Carroll Shelby, to spend some time doing performance development work on Chrysler products. Only three months passed between the first proposal for the Shelby Charger and its production. To research and develop prototypes and test new performance-expanding ideas for the front-wheel-drive products, the Chrysler Shelby Performance Center (CSPC) in Whittier, California was created.

■ [1983 Shelby Charger](#)

To be released as a 1983 ½ model, L-Body based coupe, and to be sold at Dodge dealers as the Dodge Shelby Charger, Carroll Shelby started modifying the Dodge Charger. Rather than focusing on speed, Shelby modified the suspension and styling. The (non-turbo) engine compression was raised for 107 hp, and the manual transmission had revised ratios. Shorter springs and special wheels and tires complemented stronger brakes and quicker steering. Outside, a new nose and stripes accented the performance image.

■ [1983 Production Numbers](#) -----

Out of 8,251:	3,066	silver
	5,185	blue

■ [1983 Vehicle Specifications](#)■ [Dimensions and Weights](#) -----

Wheelbase	97.0 in
Overall Length	178.9 in
Overall Width	69.3 in
Overall Height	50.3 in
Curb weight	? lb
Weight / power ratio	? lb/hp
Fuel Capacity	? gals.

■ Engine -----

Type	Inline 4, SOHC, 8 valves, 2 valves per cylinder
Displacement	135 cu. in. / 2213.0 cc
Compression ratio	9.6:1
Max. output	107 hp @ 5600 rpm
Max Torque	127 @ 3600 rpm
Horsepower / liter	? hp/liter
EPA city / highway	29 mpg / 41 mpg

■ Performance -----

0-60 mph	9.0 sec
Quarter mile	16.8 sec @ 82 mph
Power-to-weight	? hp/ton
Max boost	? psi
Redline	6000 rpm
Top speed	117 mph

■ 1984 Shelby Charger -----

For 1984, the Shelby Charger had a new red exterior color and automatic transmission option. The high-output engine (now up to 110 hp) was also available in regular Chargers, though it was rare.

MPG - City: 21 MPG - Highway: 30

■ 1991 Production Numbers -----

Out of 7,552:	1,254	Garnet red
	2,776	blue
	3,552	silver

■ 1985 Shelby Charger -----

For 1985, the multi-point fuel injection Turbo II engine was added. The engine compression was lowered and max boost was set at 9 psi for 146 hp at 5200 rpm and 168 ft-lb at 3600 rpm. The increased power gave figures of 0-60 mph in 7.8 sec, ET quarter mile of 15.9 sec at 85 mph and a top speed of 124 mph.

■ 1991 Production Numbers -----

Out of 7,709:	439	silver
	843	blue
	2,581	red
	3,846	black

■ 1985 Specifications -----

■ Dimensions and Weights -----

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Wheelbase	? in
Overall Length	? in
Overall Width	? in
Overall Height	? in
Curb weight	? lb
Weight / power ratio	? lb/hp
Fuel Capacity	? gals.

■ Engine

Type	4 cyl. 2.2 L (135 CID) turbo w/multi. point injection
Displacement	? cu. in. / ? cc
Compression ratio	8.1:1
Max. output	146 hp @ 5200 rpm
Max Torque	168 @ 3600 rpm
Horsepower / liter	? hp/litre / ? bhp/cu. in.
EPA city / highway	19 mpg / 29 mpg

■ Performance

0-60 mph	7.8 sec
Quarter mile	15.9 sec @ 85 mph
Power-to-weight	? hp/ton
Max boost	9 psi
Redline	? rpm
Top speed	124 mph

■ 1986 Shelby Charger

For 1986, nothing really changed, except a third brakelight was added due to federal regulation. Also, the previously standard armrest was now an extra cost-option. 7,669 were produced, which broke down to 387 silver, 793 blue, 2,994 red, and 3,495 black.

■ 1987 Shelby Charger and Shelby Charger GLHS

1987 was the final year for the Shelby Charger, with just 1,011 produced, plus 1,000 more that Shelby modified as the 1987 Shelby GLHS.

The 1986 Shelby GLHS was a modified Dodge Omni GLH sold under the Shelby marque. The 1987 GLHS was quite different in appearance but similar in specification. Instead of the Omni, Shelby used the last 1,000 Dodge Chargers as a base model. Since the Charger and Omni were virtually identical apart from styling, Shelby carried over the engine and suspension modifications (Koni adjustable shocks/struts and a toe-in front alignment) virtually unchanged. Changes that were present were mainly a result of changes that Chrysler had made to the underlying Turbo I drivetrain between 1986 and 1987. The changes included a different turbo, prototype front-mount intercooler (which would later be adopted by the factory), a 2 core radiator (instead of the stock single core), an all new 2-piece tuned-length intake manifold, larger injectors (these would become stock on later Turbo II engines from the factory), a 46 mm throttle body (up from 42 mm) located after the turbo and before the intake manifold, and a different logic module set for 12 psi (up from 9 psi) and an intercooler. Also, a few other non-Turbo I sensors were added, including a heated O2 sensor. Most notably, the EGR was no longer present and the fluid used in the gearbox was no longer automatic transmission fluid but now 5W-30 motor oil. All Shelby GLHS vehicles left the factory with Mobil 1 oil in the engine and a sticker in the engine bay recommending its use. This sticker didn't "stick" very well and is usually missing except on very well preserved examples.

All 1987 Shelby Charger GLHS vehicles were the same colour, black. All had the same options which included a

leather steering wheel and gearshift knob, air conditioning and a sunroof. There was also an allowance made for the laughable 85 mph speedometer in the form of a sticker which extended the range of the speedometer to an indicated 125 mph. By the time the speedometer had wrapped fully around to the "5 mph" mark speed would have been 135 mph. Yes, the speedometer keeps going around. There was also a new version of the Shelby "Centurion" wheel that looked very similar to the Centurion wheels on the 1986 Omni GLHS but had the "blades" turning in the opposite direction.

Production for 1987 was 1,011: 445 red and 566 black.



■ 1987 GLHS Specifications

■ Dimensions and Weights

Wheelbase	? in
Overall Length	? in
Overall Width	? in
Overall Height	? in
Curb weight	? lb
Weight / power ratio	? lb/hp
Fuel Capacity	? gals.

■ Engine

Type	4 cyl, 2.2 L (135 CID) turbo w/multi. point injection
Displacement	? cu. in. / ? cc
Compression ratio	?
Max. output	175 hp @ ? rpm
Max Torque	175 @ 4800 rpm
Horsepower / liter	? hp/litre / ? bhp/cu. in.
EPA city / highway	? mpg / ? mpg

■ Performance

0-60 mph	6.7 sec
Quarter mile	14.9 sec @ 95 mph
Power-to-weight	? hp/ton
Max boost	12 psi
Redline	? rpm
Top speed	134mph