

# **Dodge Daytona C/S**

## **The Complete History**

### **By Scott Drega**

Daytona Turbo Z. Daytona Shelby Z. Daytona Shelby. For those who are fans of the Dodge Daytona, these model names are associated with high performance. However, there is one high performance Daytona model that is frequently overlooked. Introduced in 1986, and produced from 1988-1991 after a brief hiatus in 1987, the Daytona C/S was a car that, in terms of performance, ultimately overshadowed the Daytona Shelby. It didn't quite start out that way, though, as the package slowly evolved in its first two years of production.

The first CS package became available during the 1986 model year as an option package on the Daytona Turbo Z. This was the first and only year the C/S would be an option package on the high end Turbo Z model. The 1986 C/S package consisted of the following:

- 32mm solid front sway bar (27mm stock)
- 28mm solid rear bar (tubular stock)
- unique shocks and struts
- 15x6.5" cast aluminum wheels
- 225/50VR-15 Goodyear Gatorback unidirectional tires
- C/S badging

Due to the fact that the C/S was an option on the Turbo Z, many of the C/S package Daytonas built in 1986 came through highly optioned. You could even get the C/S package on a t-top equipped car. 1986 would end up being the peak of C/S production as a total of 7704 were built. Colors available were Flash Red, Gunmetal Blue, Black, and Bright White. The cars that were painted black featured gold C/S trim and gold "crab" wheels whereas the remaining colors featured red C/S trim and silver "crab" wheels. 1986 was the only year for the unique black and gold trim C/S. Each 86 C/S was equipped with the 2.2 Turbo I, but could be ordered with a manual or automatic transmission.

For 1987, the Daytona C/S was not available. At the time, Chrysler carried over the parts utilized on the 86 C/S to its newly introduced 1987 Shelby Z. The C/S would only be missing for one model year, as it would be re-introduced for 1988.

The most notable change for 1988 was that the C/S was no longer based on the Turbo Z / Shelby Z, but was an option on the base Daytona. The 1988 C/S was intended to be more of a stripped performance car. Dodge touted the Daytona C/S as being approximately 200 pounds lighter than the Shelby Z. The 1988 Daytona C/S Performance Package featured the following:

- 2.2 liter EFI turbo I engine (available with manual or automatic transmission)
- C/S badging
- Fifteen inch by 6.5 inch road wheels
- Maximum control steering
- P205/60R15 steel belted radial all weather performance tires
- Performance handling suspension
- Performance tuned exhaust with bright tip
- Power assisted four wheel disc brakes
- Rear deck spoiler
- Turbo boost gauge

A total of 2433 were built. Available colors included Black Cherry, Flash Red, Black and Bright White. This was the only year that Black Cherry would be a factory color for the Daytona C/S. The 88 C/S also did not feature the turbo bulge hood; the hood was the standard base Daytona hood. This is a unique identifying feature of the 88 C/S as the 89-91 models all featured the same power bulge hood used on the Daytona Shelby. All the 88s were 2.2 Turbo I powered backed by either an automatic or manual transmission. Lastly, 88 was the first year the one piece intake manifold, Mitsubishi turbo and blow through set up to be used on the 2.2 Turbo I.

For 1989, the C/S package underwent several changes. The C/S Performance Package (AGB) was a carry-over from 1988, but with some notable changes. The 2.5 liter Turbo I common block engine with balance shafts, replaced the 2.2 liter Turbo I. The C/S Performance Package also received the same power bulge hood as the Daytona Shelby. The “crab” wheels were replaced with Eurocast, otherwise known as “snowflake” wheels for 1989. The 1989 Daytona brochure described the features of the C/S performance package as follows:

- ES/ES Turbo type rear deck spoiler
- 2.5 liter Turbo I engine (available with manual or automatic transmission)
- Eurocast aluminum wheels
- Ultra high performance brakes
- Power bulge hood with Turbo decal
- Performance handling suspension
- P205/60R15 all weather performance tires
- Turbo boost gauge
- Performance tuned exhaust
- C/S badging

A total of 2236 C/S Performance Package cars were built in 1989. Available colors were Flash Red, Black, and Bright White.

The big news for 1989 was the addition of the C/S Competition Package (AGS). The C/S competition package was basically a lightweight version of the Daytona Shelby. All the performance hardware and the standard interior of the Daytona Shelby were put on a base Daytona. Dodge noted the C/S Competition Package weighed 200 lbs less than a base Daytona Shelby, a significant weight savings. The C/S competition package consisted of the following:

- Intercooled 2.2 Turbo II engine with heavy duty A555 5 speed manual transaxle (automatic not available)
- Fifteen inch by 6.5 inch cast aluminum “crab” wheels
- Shelby-type maximum performance suspension
- Ultra high performance four wheel disc brakes
- Performance bucket seats
- Tilt steering column
- ES/ES Turbo type rear deck spoiler
- C/S badging
- Turbo boost gauge
- Power bulge hood with intercooled turbo decal
- Performance tuned exhaust
- P225/50VR15 speed rated unidirectional tires

Only 269 C/S Competition Package cars were built. Available colors were Flash Red, Black, and Bright White. Both the C/S Performance and Competition Package cars were intended to be performance cars which were not highly optioned, especially the Competition Package cars. Most competition package cars had no air conditioning and had manual windows, manual locks, even manual mirrors. These were truly purpose built performance oriented cars that were not heavily optioned like the Daytona Shelby.

For 1990, the C/S Performance Package was carried over with a few notable changes. The 2.5 Turbo I was still utilized, but if you ordered a manual transmission the A523 transmission replaced the A520, and the C/S featured a redesigned interior, as did all 1990 Daytonas. Daytona Blue, a new color, was also added for 1990. A total of 401 C/S Performance Packages were built.

The 1990 C/S Competition Package was carried over as well, and also featured some significant changes. The 90 C/S Competition Package featured a new transmission as well, the A568 5 speed, which replaced the A555 5 speed. As in 1989, the C/S Competition Package was available only with the manual transmission. Most importantly, this was the first and only year for the 2.2 Turbo IV VNT. The variable nozzle turbo, first introduced on the 1989 Shelby CSX, was brought to the mass market for 1990. While the VNT was a technological marvel, it was not a huge sales success, and Chrysler pulled the plug on the engine after one model year.

1991 was the final year for the Daytona C/S. The performance package was dropped and only the competition package (AGS) was available, of which a total of 150 were produced. The most noteworthy change was the powerplant. Now that the Turbo IV VNT was dead, the “high-torque” 2.5 Turbo I took its place, but it was not intercooled. To compensate for the lack of an intercooler, the 91s engine controller was re-calibrated for higher peak torque, though the hp rating remained the same. Also coming along for the ride was the high-capacity A568 manual transmission, 16x6.0" pumper wheels with 205/55-16 Gatorback tires, and hood bulge decals that read 'TURBO'. Available colors were white (with white pumpers), red, blue, or black with silver pumpers. Sadly, this was the last year of the Daytona C/S packages.

**Daytona C/S Production: 1986 -1991**

<b>Year</b>	<b>Option Code AGA (Performance Package)</b>	<b>Option Code AGB (Performance Package)</b>	<b>Option Code AGS (Competition Package)</b>
<b>1986</b>	7,704	0	0
<b>1987</b>	0	0	0
<b>1988</b>	0	2,433	0
<b>1989</b>	0	2,236	269
<b>1990</b>	0	401	36
<b>1991</b>	0	0	150