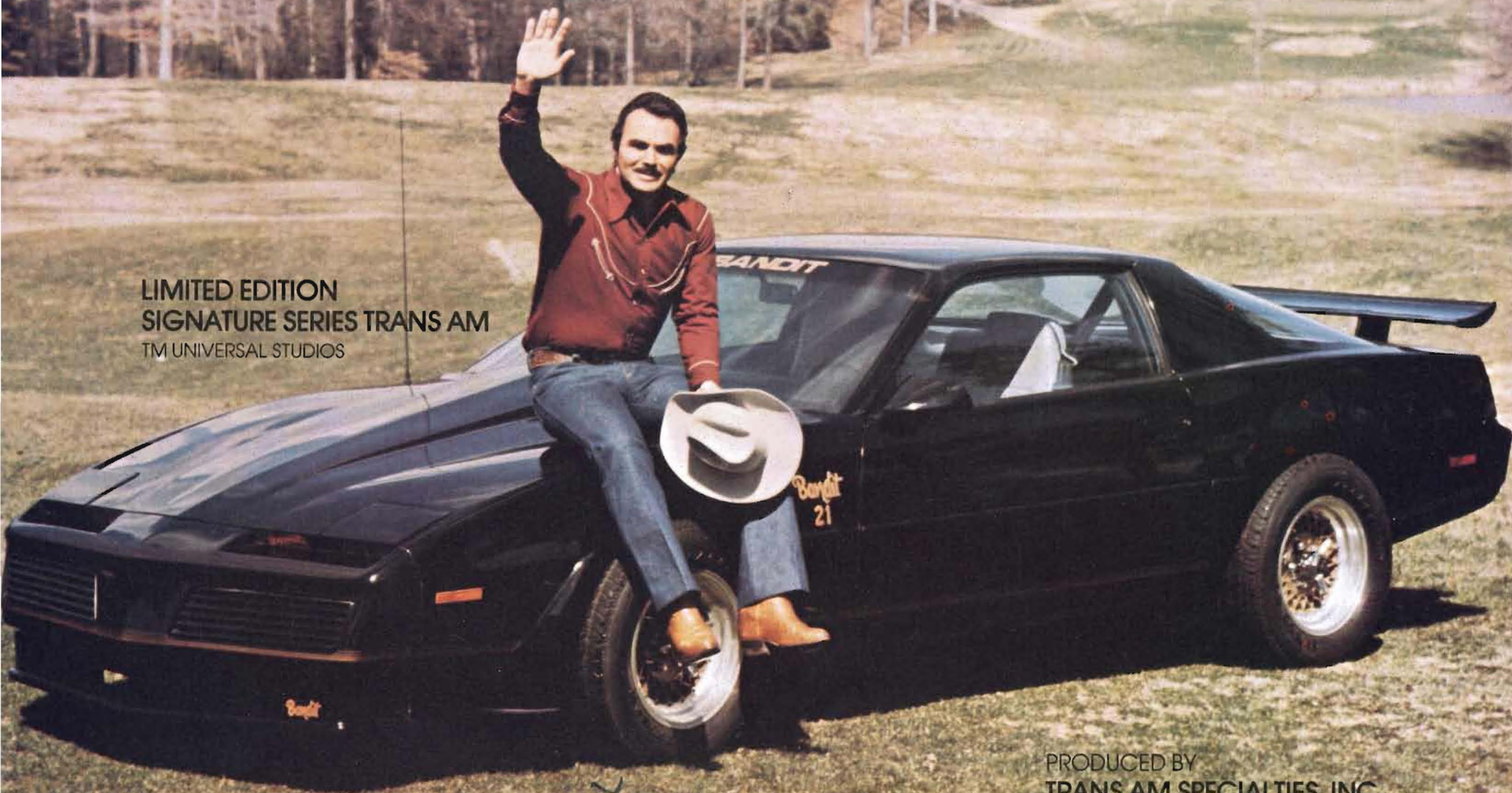


BanditTM

FOR 1982

LIMITED EDITION
SIGNATURE SERIES TRANS AM
TM UNIVERSAL STUDIOS



PRODUCED BY
TRANS AM SPECIALTIES, INC.
CHERRY HILL, N.J.



Bandits are state of the art performance oriented automobiles engineered by Trans Am Specialties to provide you, the customer, the pleasurable rewards of owning and driving a uniquely, exclusive automobile.

Bandits are 1982 Trans Ams that you order through an authorized Pontiac dealer. You may specify any factory color or option that you desire. After your Trans Am is completed by the factory, it is then shipped to Trans Am Specialties in Cherry Hill, N.J. where the Bandit transformation takes place.

Bandits are fitted with a new design lightweight, fiberglass hood,

a lower air dam that extends into front wheel flares and a distinctive rear wing. We then install beautiful 15 x 7 aluminum wheels and Goodyear Eagle GT P245 x 60 x 15 steel belted radial tires. Suspension changes are subtle but effective. Cornering capability is substantially increased without sacrificing ride quality. Handmade Bandit front, rear and luggage compartment mats and also a 150 m.p.h. speedometer are added to enhance the interior.

Burt Reynolds personally signs each Bandit and they are numbered and registered with Universal Studios.



Trans Am Specialties, Inc. is a very progressive business located in Cherry Hill, N.J. Our business centers around performance and handling modifications to street Trans Ams.

In the course of building custom Trans Ams for our customers it became evident that the Trans Ams we were building should have a name that would readily identify them as being different from and superior to ordinary automobiles.

Burt Reynolds and Bandit are names that are immediately associated with Trans Ams performing and being driven the way most of us can only fantasize about doing.

Trans Am Specialties has obtained a contractual agreement with Universal Studios to produce and market 200 Bandits.

Burt Reynolds has agreed to personally sign each Bandit and to publicize his interest in these unique road cars.

Trans Am Specialties, Inc., Burt Reynolds and Universal Studios with the help of our authorized Pontiac dealers are now witnessing the birth of an automotive legend. You can be one of the elite group of owners that will become part of this legend.

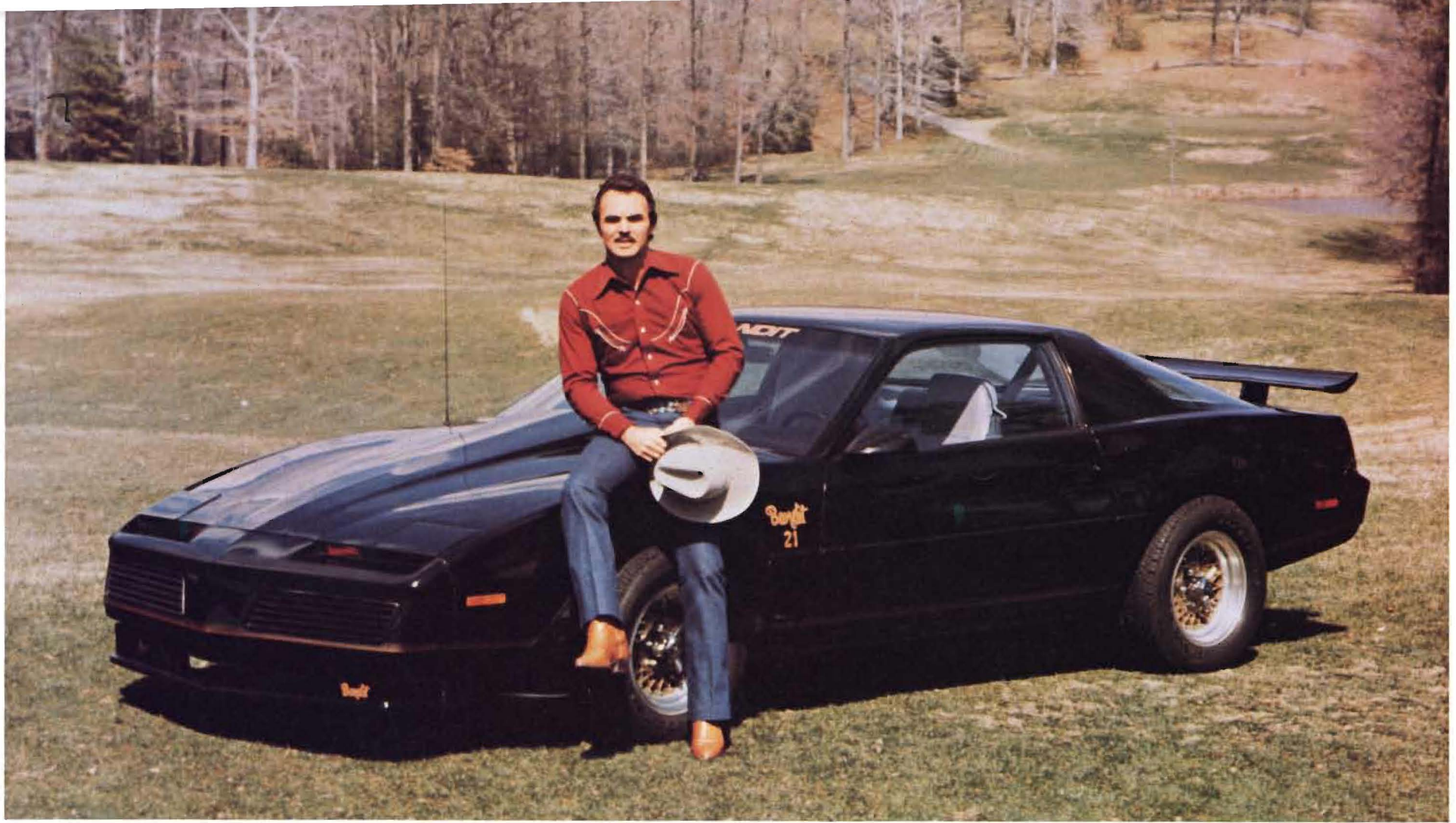
Your Bandit may be ordered through any participating Pontiac dealer. For information contact Trans Am Specialties, 1514 Rt. 38, Cherry Hill, New Jersey 08034. (609) 488-0889. We will be happy to locate a dealer for you.



PERFORMANCE DATA

	TRANS AM 305 V-8 4 Speed	BANDIT * 305 V-8 4 Speed
0 - 60 M.P.H.	9.6 Seconds	7.0 Seconds
1/4 Mile	17.5 Seconds	14.95 Seconds
Lateral Acceleration 100 Ft. Radius Skidpad	0.822	0.849
Braking from 60 - 0 M.P.H.	156 Ft.	145 Ft.

* Performance figures are with optional performance package.

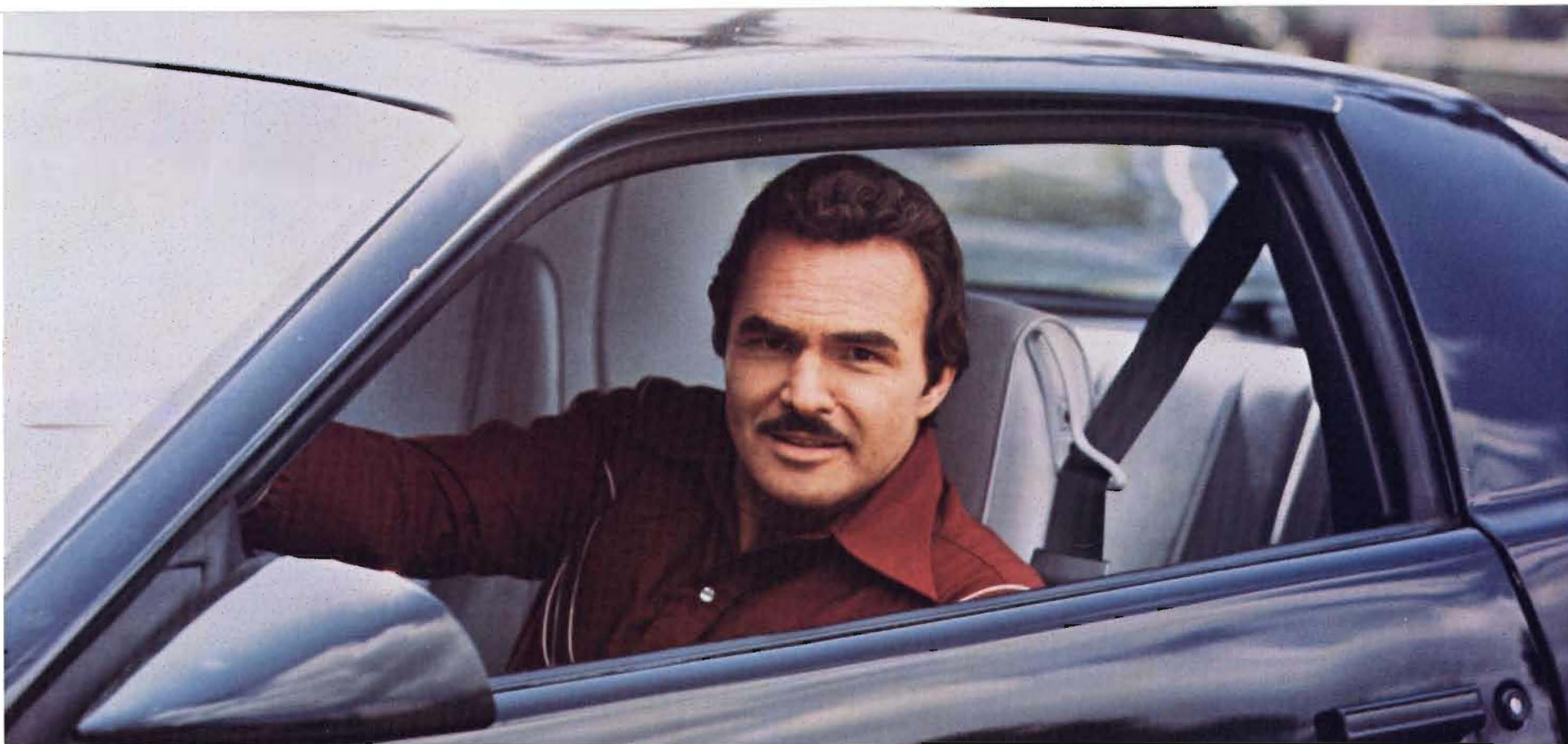


The Bandit is a Limited Edition automobile of which only 200 will be produced. Bandits are registered with Universal Studios and each Bandit is personally signed by Burt Reynolds.

After you have selected the color, interior trim and any factory options you desire, Trans Am Specialties then adds the Bandit equipment.

The Bandit's cosmetic appeal and high speed stability are achieved through the addition of a lightweight fiberglass hood, a front lower air dam with wheel flares and a beautifully designed rear mounted wing. The air dam smooths air flow and reduces front end lift while the rear wing increases down-

force at speed and the hood reduces weight. These additions along with the 15 x 7 aluminum wheels and P245 x 60 x 15 Goodyear NCT or GT tires give the Bandit "a road hugging ready for anything image" that is unbeatable by any automobile on the road. The Bandit's carefully engineered suspension reduces body roll, improves transient response, improves braking and provides excellent high speed stability. The Bandit handles as good as it looks. A 150 speedometer is installed along with handmade Bandit floor mats, then Burt Reynolds signs the map pouch the Bandit logo is air brushed on and the Bandit is numbered and registered with Universal Studios.



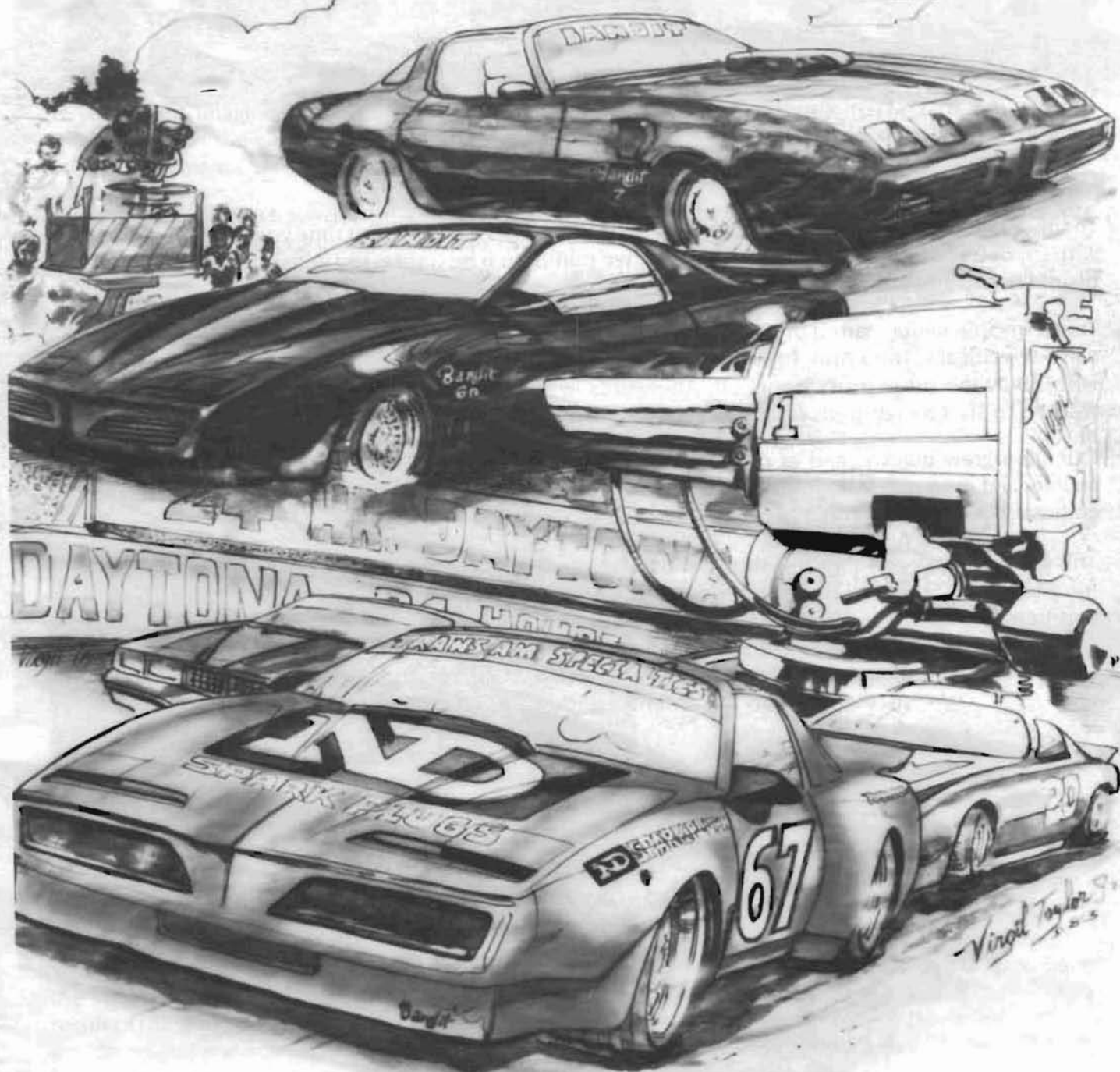
Bandit PACKAGE INCLUDES:

- Burt Reynolds Signature
- Exclusive Number Registered with Universal Studios
- Certificate of Authenticity
- Front Lower Air Dam and Wheel Flares
- Fiberglass Hood
- Rear Fiberglass Wing
- Bandit Logo Air Brushed on Fenders and Air Dam
- Front, Rear and Deck Custom Handmade Floor Mats
- 150 M.P.H. Speedometer
- European Style Aluminum Wheels with Bandit Center Caps
- P245R60 Eagle GT Tires
- Complete Body Tightening and Lubrication
- Suspension Bushings

OPTIONS

- 8000 RPM Tachometer..... ☐
- Performance Package Consisting of: . . . (305 4 BBI only) .. ☐
 - Free Flowing Monolythic Convertor
 - Reprogram Computer
 - Performance Cam Shaft
 - Performance Tune
 - Custom Exhaust Systems
- Sandblast "Bandit" in Windshield..... ☐
- Silkscreen "Bandit" in Rear Deck Screen..... ☐
- Burglar Alarm w/Motion Detector..... ☐
- Blaupunkt Stereo w/speakers..... ☐
- Escort Radar Detector w/Bracket Installed..... ☐
- Escort Bracket (Not Installed)..... ☐
- C.B. Radio..... ☐
- Rev Control..... ☐
- Louvers, Rear Window..... ☐

NOTICE - TRANS AM SPECIALTIES RESERVES THE RIGHT TO MAKE CHANGES IN PRICE, MATERIALS, COLORS, EQUIPMENT AND SPECIFICATIONS WITHOUT NOTICE.



TRANS AM SPECIALTIES 1984 CATALOG



Dear Fellow Trans Am Enthusiast,

Thank you for your interest in Trans Am Specialties. Whether this is the first time you've gotten in touch with us, or if you're an established customer, we think you'll be impressed with our expanded line of products and services.

Trans Am Specialties started out as a couple of guys with a strong mutual interest in high-performance cars--specifically, Trans Ams. In fact, two of us actually met on a drag strip, when one of us (we won't say who) blew the other one's doors off. Afterwards, we talked a bit, and realized that both of us had wanted to start a high-performance shop just for Trans Ams. So we did.

Our shop grew quickly, and as our reputation spread, we began to receive inquiries from around the country and even overseas. This demand convinced us to open a mail order department so that Trans Am enthusiasts everywhere could benefit from our products and services.

This was only the beginning. In a short period of time, we obtained exclusive rights to the name "Bandit" from Universal Studios. Later, when we introduced and made available the 1981 Bandit, the response was tremendous. Here is what the press had to say:

"When it comes to the ultimate expression of the long hood/short deck ponycar concept, the Bandit is the all-time, hands down winner. It is the best."

THUNDER AM MAGAZINE

"And when we say high performance, we mean high performance."

HI-PERFORMANCE CARS MAGAZINE

"Trans Am Specialties has created a car with the mechanical ammunition to walk tall in any company, but its visual impact alone will keep most would-be challengers at bay."

MOTOR TREND

The 1982 Bandit was equally well received by the press:

"... this car's business is gobbling up lines like Pac-Man and straightening out bends in the landscape."

HIGH PERFORMANCE PONTIAC

"We haven't heard such a blood-rushing call to arms reprieve in more years than we care to remember."

"If a car ever deserved to be called an ultimate GT automobile; one that is at home at a fine restaurant as well as blasting down a straightaway or scratching through the corners ... this is it!"

HI-PERFORMANCE CARS MAGAZINE

As pleased as we were, we didn't have any time to relax. Development continued on both the '83 Bandit and the older cars, and there were other projects like Bandit 60, which was road tested by Motor Trend for their November 1983 issue.

One exciting project we tackled just after finishing Bandit 60 came out of our decision to take the Bandit to the racetrack. We took a brand new 1982 Trans Am, turned it into Bandit 67, and modified it further to meet the specifications of the International Motor Sports Association (IMSA). Then we entered it in the 24 Hours of Daytona Endurance Race. Take a look at it on page 2.

As you might imagine, it's been an exciting time. Because of the enthusiasm of Trans Am owners everywhere and the cars we've built, we've become one of the best-known and most respected automotive performance shops in the country, and THE shop for Trans Ams.

We know we couldn't have done it on our own, so we want you to know that we are very pleased to add you to our growing list of friends and customers.

Thank You



TRANS AM SPECIALTIES

1514 Route 38
Cherry Hill, NJ 08034
(609) 488-0328

Our Philosophy

Soon after we started Trans Am Specialties, we realized that the Trans Am enthusiast often doesn't have the information needed to make the best decision about what products are right for his or her car. As a result of the good and not-so-good experiences we had trying to make the same decision for our cars, we concluded that one of the most valuable things we could do was sort out the best products for others in this situation. Now, a lot of the work we do consists of finding, developing, testing, and putting together parts that are the best available and the best buy for your dollar. We don't sell anything we haven't tried on our cars, and that we don't install in our shop.

Whenever practical, our parts are specifically designed and packaged for the Trans Am. We have found far too often that "universal" products require too many modifications, don't fit properly, and sometimes don't even have the parts for installation on our cars. Just as important, we try to make sure that all our parts and packages are complete with all the hardware needed to install them.

If you have any suggestions or comments about our products or service, drop us a note or give us a call. Remember, our goal is the same as yours -- to make your Trans Am into an even better performing and more exciting car than it already is.



Anyone who builds or owns high-performance street machinery wants to know how well his car will stand up on the track. In the course of product testing (and having fun), we've taken trophies on the strip and in autocrosses (plus informal "trophies" on the street), but when we decided to go big-time racing, we went all out: the 24 Hours of Daytona Endurance Race. And in our first venture, Bandit 67 -- a modified street car on street tires -- impressed observers by finishing in a tie with the A.J. Foyt/Darrell Waltrip entry.

Like Bandit 60, Bandit 67 started out as a 1982 Trans Am just off the dealer's showroom floor. We added our fiberglass Bandit parts: front air dam, wing, hood, fenders, and quarter panels. The car became Bandit 67, and was registered, insured, and licensed for street use in the state of New Jersey.

Both cars were equipped with small-block Chevrolet motors. To show the 305's potential, we decided to supercharge the movie car motor. Because racing regulations didn't allow supercharging in our class, but did allow more displacement, we went a more conventional route and incorporated our high-performance knowledge into a very strong naturally-aspirated 355 C.I. motor for Bandit 67. The engines use our heavy-duty components, were balanced and blueprinted, and now see everyday street use.

While regulations dictated the use of certain parts in the race car, such as a full roll cage, fire system, and safety netting, the cars share many suspension, motor, and interior parts, including: tires, AM/FM stereo, seats, transmission, shifter, polyurethane bushings, and ignition and induction parts --to name just a few. These race-proven parts and others we have discovered, researched, and developed, are in the pages that follow.





... and the legend continues.



Early in the course of building custom Trans Ams for our customers, it became evident that these Trans Ams should have a name that would readily identify them as being different from, and superior to, ordinary automobiles.

"Bandit" is the one name that is immediately associated with Trans Ams performing and being driven the way most people can only fantasize about. To make that fantasy a reality, Trans Am Specialties obtained an agreement with Universal Studios to produce 200 Bandits.

Already an automotive legend on movie and television screens around the world, the Bandit legend is being shared on the road by an elite group through the ownership of one of these exclusive state-of-the-art high-performance automobiles.

In order to allow a wider range of Trans Am enthusiasts to join the group of 200, Trans Am Specialties is now making many of the parts used to build these cars available through the mail.

When complete, your car's striking, aggressive looks and high-speed stability will be achieved through the addition of a new design lightweight fiberglass hood, a front air dam with wheel flares, and a beautiful rear-mounted wing. The hood reduces front end weight for better handling and provides under-hood clearance for engine modifications. The air dam smoothes air flow and minimizes front end lift, while the rear wing increases downforce at speed. These exterior modifications have been proven effective at over 180 mph by Bandit 67 on the tri-oval at Daytona International Speedway.



To make sure your car runs as well as it looks, the package includes parts to make it a true all-around performer, with changes to the suspension and engine to further separate it from the pack. Cornering ability, transient response, and high-speed stability are increased without sacrificing ride quality through suspension bushings and beautiful 15 x 7 aluminum wheels. A computer chip is used to program the computer for higher performance, providing sharpened power, throttle response, and overall acceleration.

The interior is enhanced by a 150 mph speedometer and handmade mats for the front and rear floors and the luggage compartment.

Any car can also be outfitted with the deluxe performance package to move it into the same league as Bandit 60: top speed over 140 mph, with acceleration to match the supercars of twelve years ago.

Become part of the legend . . . live the legend . . . while there's still room at the top.

BASE Package Includes:

Front Lower Air Dam and Wheel Flares
 Fiberglass Hood
 Rear Fiberglass Wing
 Custom Handmade Front, Rear and Deck Floor Mats
 150 M.P.H. Speedometer
 European-Style Wheels with Bandit Spinners
 Suspension Bushings
 Computer Chip

#Package 1

DELUXE PERFORMANCE Package Includes:

All of the Base package plus
 Paxton Supercharger
 Custom-Calibrated 4-bbl. Carburetor
 Aluminum Intake Manifold
 High-Performance Fuel Pump with
 Braided Steel Line
 Exhaust Headers
 Custom Dual Exhaust System
 MSD Distributor
 High-Flow Fan

#Package 2

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IMPROVING YOUR ENGINE'S PERFORMANCE: A SIMPLE COMPARISON

No matter what engine is in your Trans Am, from a 305 Chevy to a 455 Pontiac, the best way to understand what makes it work is to think of it as an air pump: it pulls the air in and blows it out. The faster and more efficiently it can "pump", the more power it can produce.

Almost all production engines (including both low- and high-performance models) have similar "pumping" problems that keep them from being as powerful and economical as they could be. When, for example, exhaust passages are too small, the "pump" cannot push out as much air as it can pull in. If intake passages are too small, the "pump" cannot pull in as much air as it can push out. The typical solution of simply making the passages larger can result in the "pump" being unable to completely fill the passages with air — a situation which also limits power and economy.

Many enthusiasts are disappointed when modifications to their "air pump" fail to improve performance. Sometimes they aren't looking at the real problem, or sometimes the modifications they make are the wrong ones. As often as not, we find that the modifications are too little or too big a change from what is really needed, or that the modifications aren't done in combination with others that are necessary at the same time. In almost every case, with every part or system, there is a balance to be found — the key to a powerful, but still relatively economical street motor.

If you keep this concept of balance and the air pump comparison in mind as you look through the performance section which covers your particular engine, you will understand our approach to helping you improve the way your Trans Am runs.

1982-84 TRANS AM CHEVY 305 -- A Step By Step Approach

Starting in 1982, the Trans Am had a sleek new image, but except for the HO-equipped models, the power under the hood has never matched the car's looks.

There are two very productive first steps to remedy the power problem: improving the exhaust system and reprogramming the computer command. If your car is equipped with the stock exhaust system, the motor is faced with too much back pressure (your "air pump" cannot blow out as much air as it can pull in). The most basic improvement to make is installing a converter replacement pipe (E139 or E140). To reduce back pressure even more, a free-flowing exhaust system can be installed. Our new custom dual exhaust system (E135 or E147) provides a gain of approximately 20 horsepower and 2 mpg. For the ultimate exhaust system, headers (E133) should be installed. They not only add an additional 20 horsepower, but they, too, will pay for themselves with the gas you'll save. The custom exhaust system, with or without the headers, is not loud -- it sounds powerful but quite respectable.

Reprogramming the computer control (for both carburetted and fuel-injected cars) is simpler than it sounds -- just plug in one of our computer chips (E121 or E122). The chip provides more timing and more precise adjustment of the air-fuel mixture, and is a very good move for the owner who wants more response and power from only a minor change. And it's a must in conjunction with any other work.

Because of the limitations imposed by the computer command, the next step is a bigger one: (If you plan to go this route don't get a computer chip, as you will be eliminating the computer) a manifold (E168), carburetor (E165), and a distributor (E182). This swap results in great improvements because even with a



reprogrammed computer, the motor is still limited by the intake system. The manifold is an aluminum dual-plane chosen for its ability to increase power from the low-end all the way through redline. We calibrate the carburetor to match not only the manifold, but your car and your driving style. We also suggest a high-pressure, high-volume fuel pump (171) with braided steel line (173) to ensure sufficient fuel delivery to the new intake system. A powerful MSD HEI distributor is used to fire the improved mixture. You will now have the performance levels of the late 60s to early 70s without sacrificing driveability, dependability, or comfort.

Now think of the effect of increasing your "air pump's" volume. This is done by installing a performance camshaft (E227 or E229). We have several ground to our specifications that will pull from a smooth idle to over 6000 rpm. The camshaft will allow you to take advantage of your now excellent exhaust and intake set-ups.

One problem faced by both stock and modified motors is pinging, or detonation. Pinging strains pistons, sometimes to the breaking point. We have already rebuilt several engines because of detonation damage. To eliminate the problem, we suggest water injection (E113), which prevents the rapid heat rise that changes the controlled burning in the cylinders into a premature explosion. We handle the best system on the market -- at a price much lower than that of a broken piston.

The ultimate "bolt-on" for both stock and modified motors: a nitrous oxide injection kit (E111). The milder of the two systems we have tested and now carry will give you 160 foot-pounds of torque and 120 horsepower at the touch of a button. These two systems are the best available and are totally safe -- or we wouldn't sell them.

For the Trans Am owner who won't settle for anything less than going all the way, we now have Paxton superchargers (E106). This is an underhood package which allows you to retain all your accessories (air conditioning, power steering, etc.), yet add 40% more peak rear-wheel horsepower -- without ever having to go "inside" your engine. The supercharger works even better in conjunction with our performance package (E103).

Pontiac 400 and 455 -- A Step by Step Approach

The 400 and 455 Trans Ams were the strongest ones built, but they also have lots of hidden potential just waiting to be brought out. For Pontiac's high-performance leaders, the 400/455 motors had surprisingly restrictive exhaust systems (which prevent the motor from pumping out as much air as it can pull in). The simplest improvement is putting in a converter replacement tube (E143 or E144). If you haven't equipped your Trans Am with a true dual exhaust system, this is your first major step. Our free-flowing dual exhaust system (E136) adds about 25 horsepower and 2 mpg. While it isn't loud, the system will give your car a more powerful sound. The next step is to finish the job with a set of headers (E130), also worth about 20-25 horsepower.

With your "air pump" blowing properly, it's time to increase its ability to pull air in. If you're on a tight budget, you can improve the Quadrajet carburetor with a performance kit (E163, E164, E174, or E175) calibrated to your car's equipment and your driving requirements. Another inexpensive change is an air induction kit (E155 or E156) which enables you to open up your hood scoop and install a low-restriction air filter. This works well on any intake set-up. Next, upgrade the entire intake system with an aluminum manifold (E166), carburetor (E165), and fuel pump (169). The manifold is a dual-plane design we've chosen to take advantage of the Pontiac's strength (lots of low and mid-range torque), yet still pull hard on the top end. Our carburetors are calibrated according to the equipment on your car and what you tell us about your driving, so that you can bolt it on and know that it's ready to run. To complete the induction system, a high-pressure, high-volume fuel pump with braided steel line (173) is recommended to ensure sufficient fuel flow.

One small but important modification no one should pass up is a distributor recurve kit (E180). It's good for improved throttle response, economy, and power on any motor.

With the intake and exhaust systems operating at maximum efficiency, consider increasing your "air pump's" volume. There are two changes you can make. The first is a performance camshaft (E220, E222, E224). We have several ground to our specifications that will pull from off-idle to over 6000 rpm. The second change is one we offer only to 400/455 owners: a set of reworked street/competition cylinder heads (E235 or E236). These heads will help every other part you've put on the motor to work even harder, and should be strongly considered if you're rebuilding your motor.

If your motor is having trouble with pinging (detonation), you should consider a water injection system (E113). Pinging strains pistons, sometimes to the breaking point. We have already rebuilt several engines because of detonation damage. Water injection prevents the rapid heat rise which changes the controlled burn in the cylinders into a premature explosion. We handle the best system on the market -- and it costs a lot less than a broken piston.

The ultimate bolt-on, even on the 400/455 Pontiac, is nitrous oxide. We have two kits (E111), starting at 120 horsepower and 160 foot-pounds of torque, which are fully tested and completely safe. Nitrous is an exciting addition to both modified and unmodified motors.

Finally, look at the 1981 455 motor (E102) as seen in Bandit 7 (Motor Trend and High Performance Pontiac Magazines) -- absolutely the last word in performance.

Pontiac 301 and 301 Turbo -- A Step By Step Approach

Some late-model Trans Ams were equipped with Pontiac's 301 motor. In 1980 and late 1981, a turbocharged 301 was also available. Neither of these motors is enough to pull a 3600 lb car, but there are some modifications that will wake your car up and make it more enjoyable to drive.

Both the Turbo and the naturally-aspirated 301 have exhaust systems with too much back pressure (your "air pump" cannot blow out as much air as it can pull in). The only change that can be made to the Turbo 301 exhaust is a catalytic converter replacement tube (E141 or E142). The replacement tube will also help a regular 301, but a much greater improvement will result from the installation of a free-flowing dual exhaust system (E136), worth about 20 horsepower and 2 mpg. This system has a powerful but respectable tone. Exhaust headers (E131), can be added for an additional 20 horsepower. Both of these changes will pay for themselves in gas savings.

The Turbo's most unique problem is its built-in ping sensor which automatically retards the timing when ping is detected. With the timing retarded, the motor loses power, and has poorer throttle response and gas mileage. And with the poor quality of today's gas, the timing is retarded frequently. The solution is a water injection system (E113). Water injection cools the combustion chambers just enough to avoid uncontrolled burning, eliminating ping. Now you can advance your timing and pick up power, mileage, and response. If your regular 301 has pinging problems, water injection will provide the same type of benefits.

The next step is improving the carburetor and distributor. For the '81 Turbo with Computer Command, we have a computer chip (E120) that reprograms the computer to provide more timing and precise adjustment of the air-fuel mixture. The same thing can be done at a very modest cost for the '80 Turbo and '80 301s with a distributor kit (E180) and a performance kit for the Rochester Quadrajet 4-Barrel carburetor (E163, E164, E174, or E175). Both the computer chip and the distributor/carburetor kits make a significant difference in throttle response and give smoother and stronger overall acceleration. The distributor kit also helps economy.

At this point, owners of 301 Turbos have to look into the unit itself for more performance -- with an adjustable wastegate (E109). We've found that the turbocharger generally does not reach maximum claimed boost because the factory wastegate opens too quickly. Our adjustable wastegate, set at 9 lbs., enables the turbo to build full boost and full power, yet still remains within the engine's design limit.

A couple of easy modifications for both motors are found in our induction kits (E155). Both of these motors need more air -- especially the turbo -- and cutting open the hood scoop and adding the low-restriction Lynx air cleaner will provide it.

The weakest point of the 301 is a lack of torque, for off-the-line pull. If you have an automatic transmission, you can help your motor out with a higher stall speed converter (E292). The converter will combine with your added power to make a big difference in low-end acceleration.

The 301 owner is somewhat limited in what he can do, but there is one "bolt-on" that will make the "little" Pontiac motor feel like a 400. Nitrous oxide, effective on all motors, gives a larger proportional increase on smaller, less modified motors than it does on others. Nitrous is especially effective on the turbo motors because it erases the annoying lag that makes these motors feel unresponsive. Our mild nitrous kit (E111) -- thoroughly tested and completely safe -- will give you 160 foot-pounds of torque and 120 horsepower at the push of a button. The next best thing to having a 400.

Finally, for the total enthusiast -- experience the AWESOME power of our top-of-the-line 455 (E102).





Olds 403 -- A Step By Step Approach

Quite a few late-model Trans Ams were equipped with a 403 C.I. Oldsmobile engine. While not in the same performance league as the 400/455 Pontiac, they are solid and reliable motors which provide very smooth acceleration. A number of modifications can be made to add more excitement to these cars.

All Trans Ams have inadequate exhaust systems, but the 403 Olds is about the worst we've ever seen. This means the engine faces too much back pressure (it can't push out as much air as it can draw in). At the same time, though, the Olds tends to run very lean. These problems should be taken care of at the same time. For the owner on a tight budget, the answer is a catalytic converter replacement pipe (E143) and a carburetor performance kit (E163, E164, E174, or E175). The next step up is a combination of headers (E132) and our free-flowing exhaust system (E138), plus the carburetor kit. The header/exhaust system change is worth about 45 horsepower and 3-4 mpg, and sounds quite respectable, but not too loud. Overall, these changes will pay for themselves with the gas money you save.

At this time, you can consider two other easy changes: a distributor kit (E180) and our air induction package (E155). The distributor kit is calibrated for your car and improves economy, power, and throttle response. The air induction package, which allows you to add a low-restriction air cleaner and open your hood scoop, provides a source of fresh, cooler air into the motor.

To really improve your motor's ability to pull air in, you next have to change the carburetor, manifold, and fuel pump. The aluminum manifold (E167) we've found for the Olds is a real economy booster in addition to helping out in the power department. Our carburetors are calibrated according to the equipment on your car and what you tell us about your driving, so that you can bolt one on and know that it's ready to run. To complete the induction system, a high-pressure, high-volume fuel pump with braided steel line (E170 and E173) is recommended to ensure sufficient fuel flow.

A high-performance camshaft (E231) will now help you to take advantage of your engine's improved breathing (this increases your "air pump's" volume). Our Olds cam is designed specifically to work within this engine's effective rpm range.

One problem faced by both stock and modified motors of all types is pinging, or detonation. Pinging strains pistons, sometimes to the breaking point, and is more common on lean running motors such as the Olds. We have already rebuilt several motors because of detonation damage. To eliminate this problem, we use water injection (E113), which prevents the rapid heat rise that changes the controlled burning in the cylinders to a premature explosion. We handle the best system on the market -- at a price much lower than that of a broken piston.

Finally, the one bolt-on that will bring any motor to life: nitrous oxide. We have two kits (E111), starting at 120 horsepower and 160 foot-pounds of torque, which are fully tested and completely safe.

For the Trans Am owner who wants to go even faster, think about the possibilities of substituting a 455 motor like we built for Bandit 7 (E102).

HERE'S WHAT SOME OF OUR FRIENDS AND CUSTOMERS HAD TO SAY:

"This Trans Am now has all the straight-line performance of my old GTO, but with far superior handling and civilized comfort."

"Finally, my Trans Am runs the way it should."

"My neighbor, the one with the Porsche 944 Turbo, takes a different route to work now."

TECHNICAL LETTER

Although our catalog contains a great deal of information, it cannot cover every application. Our technical letter service enables us to assist you in selecting parts for your specific application if you find that you need more information about modifications you have already made or plan to make.

When writing, please be very specific about your car (include all the information requested on the order form including brand names) and what your goals are. The \$10 charge for this service, listed as part #100, will be refunded on your first order over \$200.

"Now I don't have to worry about those 302 Mustangs anymore."

"I can't believe what a difference a few simple changes made... now I really like my car!"

"I was very pleased to find the performance I wanted was available in a car that said 'Made in USA'. Thanks, Trans Am Specialties."

"My one complaint is that most of my races in The Bandit are too short - I usually lose the other guy in the first turn..."

ENGINE/PERFORMANCE: COMPLETE ENGINES AND PERFORMANCE PACKAGES

MOTOR FROM BANDIT 60

One of the simplest solutions to the problem of too few cubic inches in the newer Trans Ams is to bolt in a larger displacement small-block Chevy. That isn't a good solution for everyone, however, and we knew that the basic good points of all small-block Chevys -- light weight and high-rpm potential -- applied to this one as well.

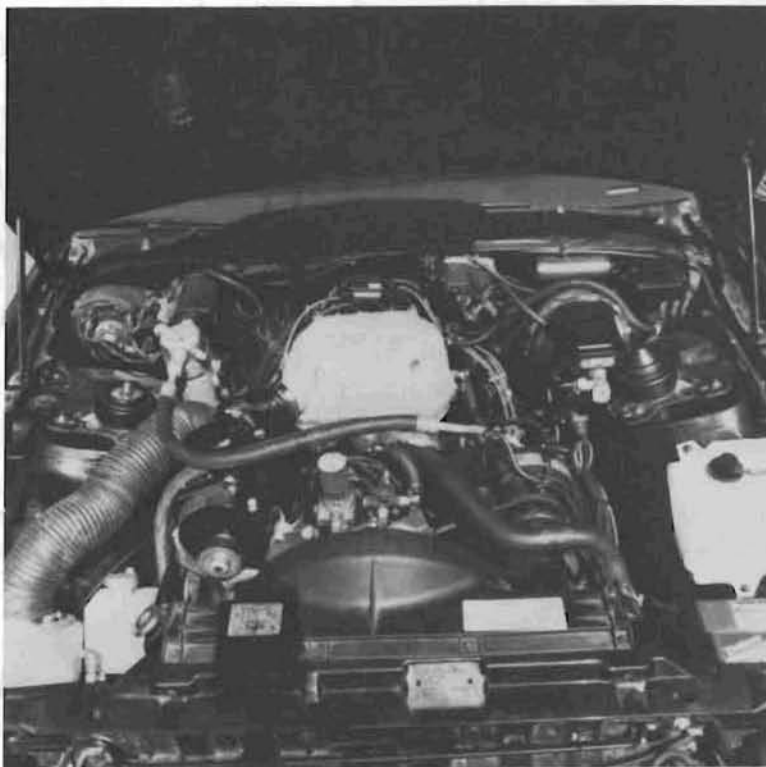
Our philosophy is always the same: useable power and streetability, for a motor that will have the power you want when you want it, but that you can live with every day: civilized performance.

The primary problem of small displacement motors is a lack of low-end torque. One of the most exciting ways to add torque to a motor is by supercharging it. Unlike turbocharging, which takes power out of the bottom end, superchargers begin to build boost (pumping pressurized air into the motor) from relatively low rpm, providing torque and horsepower increases without moving peak power out of useable range.

Because we planned to take advantage of the Chevy's revving ability, we carried out a standard balancing and blueprinting operation on the bottom end. And while supercharging also allows use of a wild cam, we used our street/strip cam for the reason outlined above.

The Paxton Supercharged hand-assembled 305 C.I. (5.0 liter) motor includes:

- Paxton supercharger
- custom-calibrated 4-bbl. carburetor
- aluminum intake manifold
- Lynx-type air cleaner
- custom camshaft tailored for wide torque curve
- steel timing chain and gears
- blueprinted cylinder heads, with screw-in studs and Z-28 valve springs
- stock compression ratio of 8.0:1
- balanced and blueprinted bottom end (crankshaft, rods, pistons, etc.)
- forged aluminum pistons
- high-volume, high-pressure fuel pump plus electric fuel pump, with braided steel lines
- MSD distributor
- high-flow fan



This engine produces 300 net hp @ 5500 rpm, with a redline of 7000. Performance: consistent 13.8 second ¼-miles (3.73 gears, street tires, through street exhausts) with a top speed of 150 mph. The car is very streetable, runs all power accessories and air conditioning, and requires only normal attention.

One thing to keep in mind is that this supercharger package is available for all small-block Chevys. It can be installed without all the internal modifications we made, and will still produce peak rear-wheel horsepower increases of 40%, with the same broad torque curve.

Complete motor

#E101

MOTOR FROM THE 1981 BANDIT

The same motor built for our 1981 Bandits is available assembled and ready to bolt into your car. It pumps out an honest 400 net horsepower @ 5000 rpm with 450 ft./lbs. of torque @ 3000 rpm.

The big Pontiac motor was designed with the "no substitute for cubic inches" philosophy in mind. As awesome a reputation as the 455 has, it does have its deficiencies, and we worked to correct them. We also took into account its basic character, and worked with it, not against it. Those considerations went together: the 455 is a very torquey, relatively low-revving motor and should not be built up to run like a small-block Chevy.

Our goals were the same, however, as with the 305: a civilized motor suitable for grocery getting as well as burnouts, which would provide decent gas mileage and idle at 700 rpm with the air conditioning on.

Bottom end assembly of the 400/455 Pontiacs is absolutely critical. Primarily because of a poor bore-to-stroke ratio and its very large pistons, acceptable misalignments and tolerances in other motors are not acceptable in the Pontiac. "Balancing and blueprinting" is not really enough -- the rods, for example, must be perfect: center-to-center, rod length, side clearances, and journal concentricity must be right on. Even new crankshafts are cut .010 in such a manner as to be sure that the crank journals are concentric with the crank's centerline: it must be perfectly true and straight. Other steps are more ordinary: align boring, and cylinders cut .030 (using only used blocks, so that core shift is minimized), and complete magnafluxing.

The hand-assembled 462 C.I. (7.6 liter) Trans Am Specialties motor includes the following:

- custom-calibrated 4-bbl. carburetor
- aluminum intake manifold
- custom camshaft tailored for exceptionally broad torque curve
- double roller timing chain and gears
- blueprinted cylinder heads, with valve seats and ports modified for increased flow, exhaust valves enlarged to 1.77 inches to correct the Pontiac's exhaust side weakness
- compression ratio of 9.2:1 for compatibility with today's gasoline
- completely blueprinted and balanced bottom end (crankshaft, rods, pistons, etc.)
- forged aluminum pistons
- redesigned oil pan for increased oil control under hard cornering conditions
- high-volume, high-pressure fuel pump with braided steel lines

The end result is a motor which pulls hard off-idle to its redline of 6000 rpm, runs 13.6 in the 1/4-mile (in a 3800 lb. car with 3.08 gears and street tires through street exhausts), with a top speed of 150 mph, yet requires only routine maintenance.

Complete motor

#E102

'82 - '84 305 C.I. PERFORMANCE PACKAGE



Bolt a 30% rear-wheel horsepower increase onto your '82-'84 Trans Am or Camaro with this performance package. While all these parts are available separately, buying them as a package saves you money and assures you of an integrated package, where all the parts are specifically calibrated to work together.

This package includes:

- exhaust headers
- custom true dual exhaust system
- aluminum intake manifold
- carburetor (with electric choke), tailored for this package - jetting and other modifications all done
- Lynx-type air cleaner
- MSD HEI High-Performance Distributor (eliminates computer-controlled ignition) with calibrated vacuum and centrifugal advance
- all gaskets and hardware

Note: additional parts for fuel-injected cars include upper alternator bracket, accelerator cable, accelerator kickdown bracket, and instructions for rewiring fuel pump.

<i>Complete 82-84 Performance Package</i>	<i>#E103</i>
<i>Installation kit for fuel-injected cars only</i>	<i>#E104</i>
<i>Cruise control cable for fuel-injected cars only</i>	<i>#E105</i>

PAXTON SUPERCHARGER



For bolt-on horsepower, it's hard to beat a supercharger. A supercharger is basically a belt-driven compressor which pressurizes the air/fuel mixture going into the carburetor to create much more power than the engine can produce through vacuum alone. Paxton's expertise comes from their many successful years at Indy and that experience has been applied to street use for many years, too. We were so impressed with Paxton's supercharger kits that Bandit 60, our magazine test car, used one. The Paxton kits are complete with belts, pulleys, and brackets - all designed to fit without interfering with anything under the hood. No sawing or cutting is required, and the stock intake manifold and exhaust system can be retained. Yet 40% more peak rear-wheel horsepower is available, with impressive torque and instant throttle response throughout the engine's operating range. This kit will put a stock '82-'84 Firebird in the low 14-second 1/4-mile range.

The Paxton kit (for '82-'84 305 Chevy-powered Trans Ams and Camaros) includes the supercharger and accessories, plus the replacement carburetor (calibrated for this application) and MSD HEI distributor.

For the ultimate Paxton installation, see the motor package on page 12.

Note: We are developing supercharger installations for other engines (including the 400/455). Feel free to inquire.

<i>Supercharger kit (82-84)</i>	<i>#E106</i>
<i>Installation kit for fuel-injected cars only</i>	<i>#E104</i>
<i>Cruise control cable for fuel-injected cars only</i>	<i>#E105</i>

301 C.I. PONTIAC TURBO PERFORMANCE PACKAGE



Our experience with the 301 C.I. Turbo Pontiacs has shown that these engines run at an actual boost of five to six pounds rather than the claimed factory figure of seven to nine pounds. The component which controls boost is called a wastegate. It serves as a pressure relief valve, bleeding off excess boost over a fixed setting. On the 301 Turbo motors, the wastegate is set at the factory and cannot be changed. An adjustable wastegate can be installed to provide a (recommended) actual boost of eight to nine pounds, still within the engine's safe operating parameters. This boost increase is worth approximately 15-20% more horsepower. Kit includes wastegate, converter pipe, and a boost/vacuum gage - so you can be sure your wastegate is properly set. The gage fits nearly in the left-hand air conditioning duct, and is also useful as an engine monitor, economy gage, and diagnostic tool.

80 Turbo 301

#E108

81 Turbo 301

#E109

Boost gage only

#110

NITROUS OXIDE KIT



A Nitrous Oxide system is the least expensive method of adding large doses of instant horsepower. It works on anything from showroom stockers to a full-race engine. For the driver who wants to keep his engine stock but who likes to surprise the other guy at stoplights, all the way to the driver who has already built in hundreds of horsepower, nitrous oxide is an exciting addition to any engine compartment.

Nitrous oxide (N_2O) is a non-flammable gas which releases a tremendous amount of free oxygen under high temperatures. Push-button actuated, the nitrous system injects gasoline and nitrous oxide into a plate under the carburetor, generating a huge power gain when burned. Because nitrous has a supercooling effect on the intake charge and burns very evenly, it is safely used in motors with stock internals. Our "Stage I" kit for stock motors is worth 120 horsepower and 160 foot-pounds of torque for an average 1/4-mile time reduction of 2.5 seconds; while the "Stage II" kit is worth 200 horsepower and 300 foot-pounds of torque.

Complete 120 hp kit

#E111

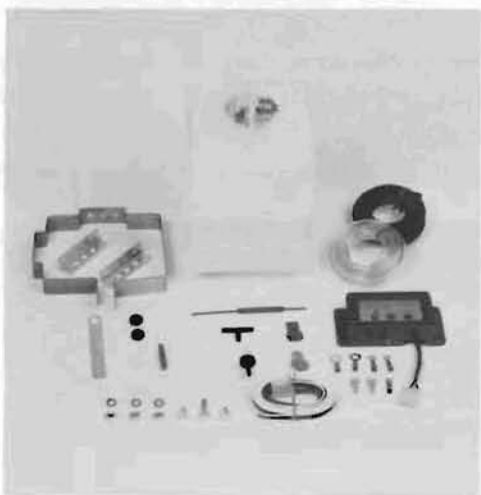
Complete 200 hp kit

#E112

(Should only be used in conjunction with forged pistons)

Please provide the information requested on the order sheet.

WATER INJECTION



High-performance cars and low-octane fuel don't mix very well, and many Trans Am owners find their engines pinging and knocking no matter what kind of gas they use. Pinging and knocking are what you hear when the air/fuel mixture in the combustion chamber detonates instead of burning in a controlled manner. A water injection kit stops engine-damaging detonation and allows you to tune your car for maximum performance.

The principle behind water injection is that by mixing a small amount of water in with the air/fuel mixture, combustion temperatures are lowered just enough to prevent the transition from a controlled burn to an explosion. Water injection also helps to keep the inside of the engine clean, preventing carbon build-up which contributes to detonation.

The system we use is the only one made that "reads" both vacuum and rpm to deliver the right amount of water at the right time, far superior to other, less sophisticated, systems.

Complete kit (fits all cars)

#E113

ENGINE/PERFORMANCE: ELECTRONICS

COMPUTER CHIP

DISCONTINUED
UNTIL
FURTHER NOTICE

For the car owner who wants better performance, but who wants to change as little as possible, reprogramming the computer control (which governs distributor and carburetor activities) is the answer. Our chips allow the engine to run more timing and a more precise, performance-oriented air/fuel mixture, to really change the "seat of the pants" feel of the car. Throttle response is sharpened, and acceleration is smoother, for a car that's much more fun to drive. Makes a difference in 1/4-mile ETs, too.

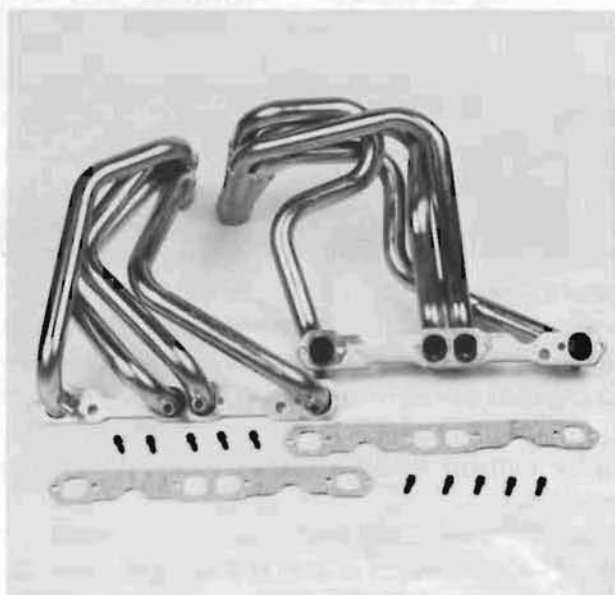
This change works well as a lone modification, but is a must if you've made other changes and have retained the computer control. For best results, use it in conjunction with a catalytic converter pipe.

Complete kit is easy to install: includes chip, gas line insulation, converter pipe, and instructions.

81 301 Turbo Trans Am	#E120
82-83 305 TBI Firebird/Camaro	#E121
82-83 305 4-bbl. Firebird/Camaro	#E122
84 305 HO (does not include converter pipe)	#E123
82 Corvette (does not include converter pipe)	#E124
84 Corvette (does not include converter pipe)	#E125
Please provide the information requested on the order sheet.	

ENGINE/PERFORMANCE: EXHAUST

EXHAUST HEADERS



A carefully chosen set of headers will greatly increase both performance and gas mileage by increasing engine efficiency. Horsepower gains average 20-25 horsepower, with fuel economy gains around 2 mpg. Headers are a very basic performance change.

The headers we've chosen - Hookers - are the ones we've found to provide the best combination of performance and fit after trying every reputable brand available. It seems that with headers, you really do get what you pay for, and with Hookers, you're getting the best.

All headers will couple with our custom dual exhaust systems.

Pontiac V8 (except 301)	#E130
Pontiac 301 (except turbo)	#E131
Olds 403	#E132
82-84 305 Firebird/Camaro	#E133
Collectors to join E130-E132 to our custom dual exhaust systems	#E134

CUSTOM DUAL EXHAUST SYSTEM FOR 1982-1984

Some people think it can't be done, but for the 82-84 305 Trans Ams, we've developed a true dual exhaust system with good ground clearance. The system runs twin 2" pipes from the exhaust manifolds (or our headers) back to two low-restriction mufflers, ending in two chrome tips. By eliminating the very restrictive stock Y-pipe - unlike some 3" single-pipe "high performance" systems we've seen - as well as the catalytic converters and stock mufflers, the system produces a legitimate gain of 20 horsepower and 2 mpg. It is very clean, looks sharp, and has a powerful but civilized tone.

82-84 305 Firebird/Camaro

#E135

82-84 305 Firebird/Camaro with 4-speed automatic

#E147

*Replacement parts available on request

Call for details on our dual exhaust systems with converters.

CUSTOM DUAL EXHAUST SYSTEM FOR 1970-1981



We've designed a dual exhaust system which incorporates two front pipes, two mufflers (which fit snugly in the cavity under the rear seat) and two tail pipes with chrome splitters. This system is very free-flowing and makes the car sound like it should have sounded from the factory -- while still retaining a very respectable tone. This system is worth gains of 25 horsepower and 2-3 mpg. Excellent as a first modification, and even better in conjunction with headers.

These systems are less expensive than factory replacement, and are excellent for do-it-yourselfers because they fit properly. Systems come complete with clamps, hangers, and instructions.

70-80 Pontiac V8 (except HO, SD, and Turbo)

#E136

70-81 Camaro 350

#E137

Olds 403 (with headers only)

#E138

*Replacement parts available on request

Call for details on our dual exhaust systems with converters.

CATALYTIC CONVERTER PIPE



This replacement pipe for the catalytic converter bolts right in for competition use. Lowered back pressure means more power and better gas mileage.

82-83 305 TBI

#E139

82-83 305 4-bbl.

#E140

81 301 Turbo and 301

#E141

80 301 Turbo and 301

#E142

79 Trans Am, 78 T/A 6.6, 77-78 Z-28 Camaro

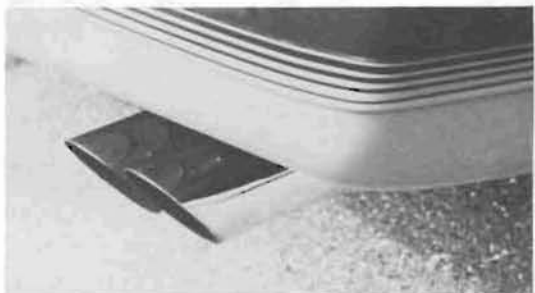
#E143

75-78 Firebird except 78 T/A 6.6

#E144

Other pipes available upon request

ANSA TIPS



You can have the European look with these chrome/black crinkle finish Ansa tips. Both the single and dual tips are resonated for a deep and powerful, but mellow sound.

One Dual Ansa Tip

#145

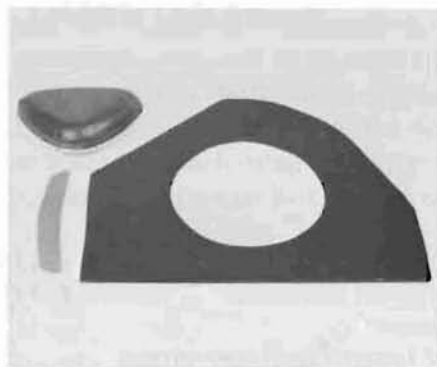
One Single Ansa Tip

#146

Specify tail pipe diameter

ENGINE/PERFORMANCE: INTAKE

AIR INDUCTION PACKAGE



We've put together three of our most popular individual items: a hood scoop screen, hood scoop modification kit, and Lynx-type air cleaner, for a complete fresh air induction package that's worth a couple of tenths in the 1/4-mile. The package price saves you money, too.

77-81 Trans Am (except Turbo)

#E155

70-76 Trans Am

#E156

HOOD SCOOP SCREEN



A factory stock hood scoop looks great, but an open scoop does a lot more by reducing under-hood temperatures and providing a fresh air source for the engine. Our black-finished, pre-cut aluminum screen adds the final touch to a hood scoop cut-out and keeps leaves and other debris from finding their way inside. Easy to install.

77-81 Trans Am (except Turbo)

#E157

70-76 Trans Am

#E158

80-81 Turbo

#E159

82-84 Trans Am

#E176

HOOD SCOOP MODIFICATION



Mount your hood scoop securely to your hood with our professionally made bracket. This modification allows replacement of the factory air cleaner, clearance for high-rise manifolds, carburetor spacer plates, etc. Complete kit. Easy to install.

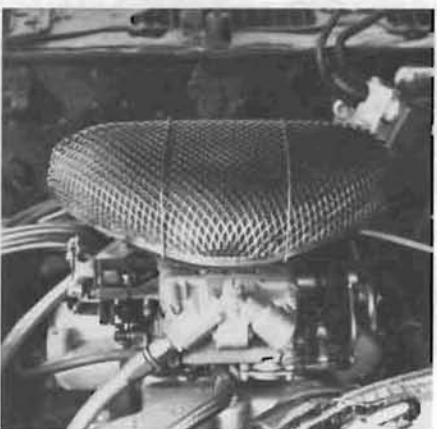
77-81 Trans Am (except Turbo)

#E160

70-76 Trans Am

#E161

AIR CLEANER (with washable element)



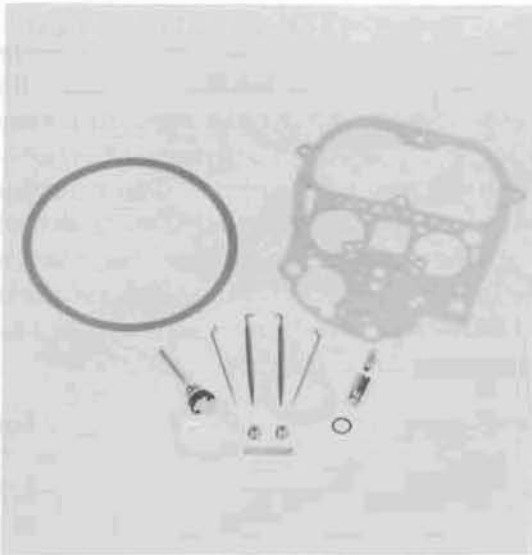
A high-performance air cleaner is one of the least expensive ways to free up a few horsepower and dress up your engine at the same time. We use the Lynx-type air cleaner, a good-looking (chrome mesh over a black element) low-restriction unit which flows up to 1000 cfm. The filter element is a flame-resistant, washable sponge filter, which means this filter pays for itself, too. Especially effective on Turbo 301s.

Note: When used on Trans Ams with factory hood scoops, the scoop must be mounted to the hood. See part #E160 and #E161.

All 4-bbl. carbs Firebird/Camaro

#E162

QUADRAJET CARBURETOR PERFORMANCE KIT



For the Trans Am owner who wants better performance but is planning on keeping the stock Rochester Quadrajet 4-bbl., Trans Am Specialties offers two types of performance kits designed to significantly improve throttle response and overall power and acceleration, with little gas mileage change. We also have economy kits if performance is not a priority.

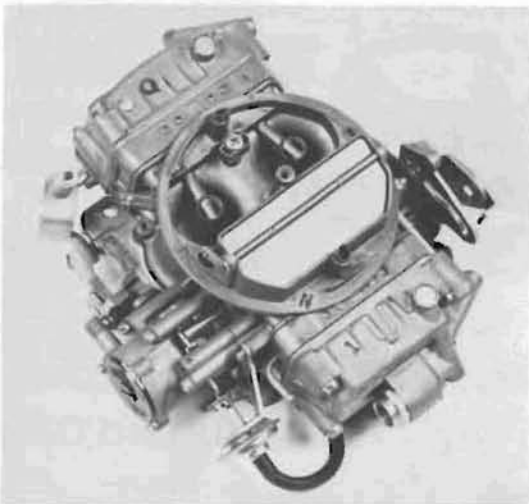
The "A" kits include jets and primary and secondary metering rods. The "B" kits consist of the parts in "A", plus the carburetor top gasket, power piston spring, accelerator pump, accelerator pump return spring, and a needle and seat assembly. All parts are new.

By providing the information requested on the order sheet, and telling us about your driving habits, we can put our experience to work to select the right combination of parts for your carburetor.

"A" Performance Kit	#E163	"A" Economy Kit	#E174
"B" Performance Kit	#E164	"B" Economy Kit	#E175

Please provide the information requested on the order sheet, and specify your carburetor number (a seven digit number starting with 70, or an eight digit number starting with 170 stamped on the throttle linkage side of the carburetor). 70-80 Pontiac V8

CARBURETOR



The carburetor is the most complex mechanism on a motor, and is where many mistakes are made in selection. We've worked with enough different carburetors on cars from totally stock to full race that we know not only what brands and models work, but how to properly set them up for specific applications. Take advantage of our experience by letting us select and tailor a carburetor to match your driving requirements and engine modifications. Carburetor type and price will vary depending upon your specifications.

Be sure to provide the information requested on the order sheet and tell us about the type of driving you do.

70-84 Firebird/Camaro

#E165

ALUMINUM INTAKE MANIFOLD



Intake manifolds, like carburetors, are where many mistakes in selection are made. We've had excellent results with dual-plane manifolds and use them on even our strongest motors because they are designed to dramatically improve horsepower as well as gas mileage. We prefer the dual-plane design for street use because power increases are felt in the low and middle ranges (2000 rpm and up) through the top (6000 rpm). Handling is also improved by the elimination of approximately 30 lbs. of front end weight.

Pontiac V8 (except 301)

#E166

Olds 403

#E167

82-84 305 Firebird/Camaro

#E168

HIGH-PERFORMANCE FUEL PUMP

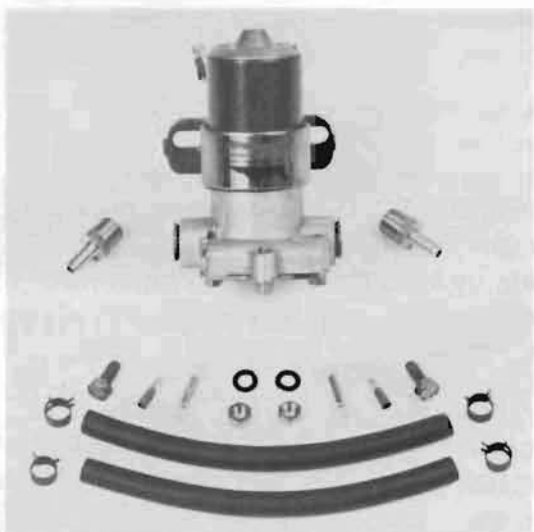


One of the most commonly overlooked parts in the engine compartment is the fuel pump. This is a mistake, because an inadequate supply of fuel to the carburetor can prevent all the other performance modifications you've made from working properly. A high-pressure, high-volume fuel pump almost doubles the flow of the stock pump to eliminate the fuel starvation that often occurs in extreme driving situations, whether acceleration or hard cornering. A new fuel pump is recommended for most modified motors, and is an absolute must for supercharged, turbocharged, and nitrous-equipped cars. Chrome plated.

Pontiac V8
Olds 403
82-84 305 Firebird/Camaro

#169
#170
#171

ELECTRIC FUEL PUMP



If your car requires higher fuel flow than even a high-volume mechanical fuel pump can provide (vapor lock problems, or drag-racing use, for instance), then this pump is the answer. Designed to maintain a constant fuel line pressure of 5 psi (approx. 67 GPH), this pump assures adequate delivery for even multiple carburetor applications, yet does not require a regulator. Not recommended for fuel injection systems.

All Cars

#172

BRAIDED STEEL FUEL LINE



Dress up your engine compartment with sharp-looking Russell braided steel fuel lines. They not only look good, but add a major safety factor through increased reliability and strength. Braided steel line also helps to keep fuel temperatures down, preventing vapor lock and providing better hot weather running.

Custom made for your application. Tell us the brand names of the parts the lines are running between, whether you want 45°, 90°, or straight fittings, and send us a piece of string the length of the line you want, and we'll send you the finished line.

All Cars

#173

ENGINE/PERFORMANCE: IGNITION

DISTRIBUTOR KIT



One of the best low-dollar approaches to better performance is through modifying the distributor. Throttle response, one of the real weakpoints on new cars, is greatly improved. This simple kit is an excellent first modification, and is a must if you've done other engine work. A small change which can be the difference between a winner and a loser.

Our kits are custom-calibrated for your car according to the information you supply.

All 70-80 Trans Am/Firebird V8

#E180

Please provide the information requested on the order sheet.

MSD (MULTIPLE SPARK DISCHARGE) IGNITION



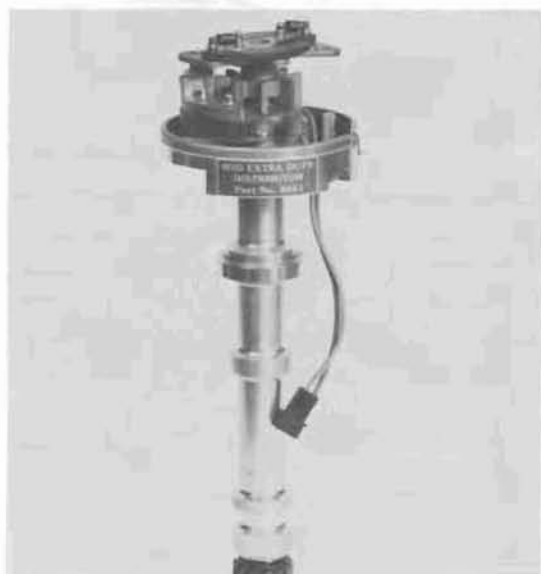
The MSD-6A is the most popular ignition control ever sold, and we like it enough to use it in the Bandit race car. MSD pioneered the concept of multiple rapid-fire sparking rather than a single spark -- for each firing cycle. This means that up to twenty high-voltage sparks are fired within a span of 20° of crankshaft rotation -- enough to ensure complete combustion under even the most extreme circumstances. The results are faster starts, smoother increased power, better gas mileage, and fewer tune-ups. Good to 10,000 rpm, this ignition is ideal for all Trans Am high-performance applications.

Works with any ignition (points, HEI, aftermarket breakerless). Quick and easy installation.

All Cars

#E181

MSD DISTRIBUTOR



Owners of 1982-84 Trans Ams who are looking for serious horsepower from their motors eventually change their intake manifold and carburetor -- which means the computer-controlled distributor must also be replaced. MSD has developed a high-performance distributor that we like to use on these applications. This unit uses a superior magnetic trigger and upgraded mechanicals throughout for a long life, low friction, 8000 + rpm distributor with very predictable timing. It integrates a high-output module for a much higher intensity spark than the HEI. The timing curve is performance-oriented, but retains full vacuum advance for street economy.

This distributor can also be used by 305 owners who want to upgrade only their ignition systems because it sends needed output signals to other components (such as the fuel injection unit), while eliminating the computer's control over ignition functions. MSD's famous multiple spark ignition can be built into this distributor. Contact us for details.

82-84 305 Firebird/Camaro

#E182

MSD REV CONTROL



Just one mistake is all it takes! Protect your valuable investment with this highly reliable and easy to install rev limiter. This "soft touch" limiter uses a computer control to gently limit rpm to what you select rather than completely and abruptly shutting down the ignition like other rev limiters. It can be used with stock HEI or MSD ignitions, and was used on our Bandit race car. Please specify the rpm limit desired.

All GM HEI V8 cars - kit with 1 limiter chip

#183

MSD PING CONTROL IGNITION

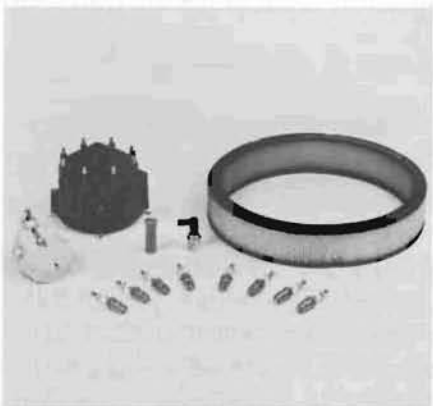


While other ignition modifications improve all-around performance, they can't compensate for uneven gasoline quality. Poor gas and other factors can contribute to poor running or damaging engine ping. MSD's Ping Control System consists of an ignition control unit and a timing control. The ignition greatly increases spark energy and duration to the plugs, while the dashboard timing control allows you to adjust engine timing until audible ping just disappears. The result: faster starts, more power, better fuel economy, fewer tune-ups, and less strain on your engine.

75-84 Firebird/Camaro HEI V8

#E184

TUNE-UP KIT



Many people ask us which tune-up parts we favor, so we put together a set containing the ones we use in the shop. The kit includes spark plugs, rotor, distributor cap, air filter, gas filter, and PCV valve. Remember that a properly tuned car is the foundation for all your performance modifications.

75-84 Firebird/Camaro HEI V8

#185

Rotor (only) with nylon screws

#186

Please provide the information requested on the order sheet.

MSD SPARK PLUG WIRES



These "everyday" MSD wires ran on two of the top three cars in the Daytona 500 this year, plus our racing car. A unique stainless steel conductor is the base for this wire, which eliminates all the problems associated with carbon core wire while still providing radio suppression for street use. These wires are low resistance, will not lose conductivity due to bending, and use ultra-temp insulation for excellent heat resistance and exceptionally long life.

We couldn't find a better wire for our car -- you won't find a better one for your car, either.

82-84 305 Firebird/Camaro (custom set)

#187

75-79 Pontiac 400/455, Pontiac 301 (except Turbo), Olds 403

#188

(Kit includes correct boots, terminals, and crimping tool).

ENGINE/PERFORMANCE: PROTECTION - OIL AND WATER

OIL PAN BAFFLE



If you take advantage of your Trans Am's superior cornering ability, you may have noticed that in tight cornering situations, oil pressure takes a big drop. Even a stock Trans Am can suffer oil-related engine failure under sustained hard cornering, as some unfortunate owners have found. Our oil pan baffle solves 99% of these oiling problems. The baffle kit requires minor welding. Can be installed in about 3 hours. For stock 400-455 oil pans with windage trays (covers 90% of all Trans Ams).

Baffle with Instructions
New Oil Pan with Baffle

#195
#196

OIL COOLER



Oil is your engine's blood, and heat is its greatest enemy. As you modify your car for greater power output, and drive your car harder as a result, oil temperature can become marginal. Our oil coolers are made by Modine--the biggest and most respected name in racing oil coolers, and provide more cooling per dollar than any other brand. The coolers that ride on our race car. Oil coolers come complete with braided steel oil lines and fittings. Requires fabrication.

70-81 Firebird 400/455
70-81 Camaro Small Block
82-84 305 Firebird/Camaro

#197
#198
#199

OIL PUMP - HEAVY DUTY

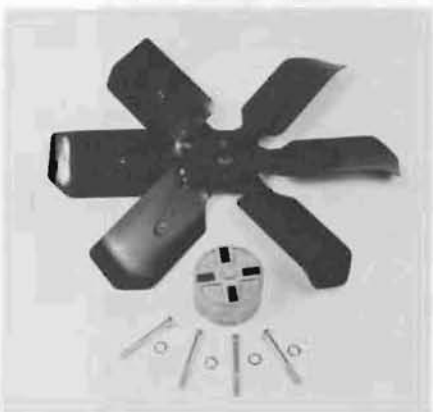


A high-volume, high-pressure oil pump can be a real engine saver. This stock-configuration pump requires no changes or modifications but provides idle pressure readings of 45 lbs., and pins the needle at 80 lbs. in a motor with a good bottom end. A must if you're rebuilding your motor or going autocrossing; recommended for all cars that are driven hard.

Pontiac 400/455
82-84 305 Firebird/Camaro
Olds 403

#200
#201
#202

HIGH-FLOW FAN



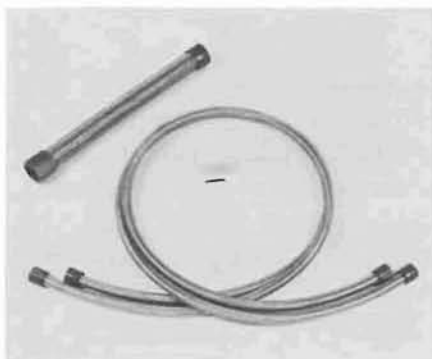
Most performance cars tend to run hot, but they perform better when they're cool. With the Trans Am styling changes in 1979, and the even swoopier front end in 1982, air flow to the radiators has been drastically reduced. Hot weather, heavy traffic, hard driving, and loads imposed by air conditioning can cause hot running and poor engine performance, or even overheating damage.

Our high-flow fans pull more air through the radiator than stock fans for improved cooling. We've found that 95% of all Trans Am cooling problems can be cured with this fan and changing to a 160° thermostat. Fan comes with spacer.

70-81 Pontiac V8
82-84 305 Firebird/Camaro

#203
#204

BRAIDED STEEL HEATER HOSE



One of the most eye-catching additions to an engine compartment is braided steel radiator and heater hose. It looks great while eliminating those breakdowns that always happen at the wrong time.

Hose comes with Russell clamp ends.

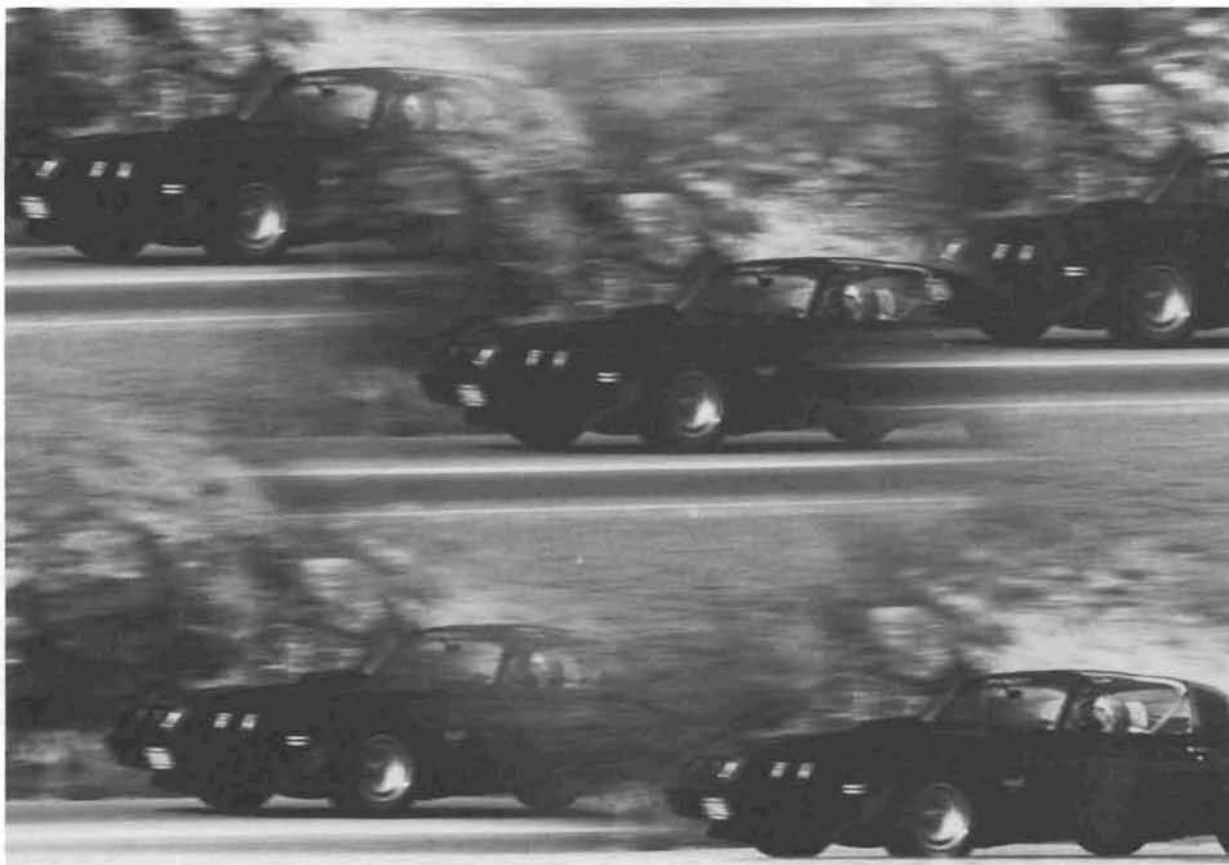
70-81 Pontiac V8 Heater Hose Kit with AC (except turbo)	#205
70-81 Pontiac V8 Heater Hose Kit without AC (except turbo)	#206
82-84 Firebird/Camaro V8 Heater Hose Kit with AC	#207

BRAIDED LINE "COVER UP"



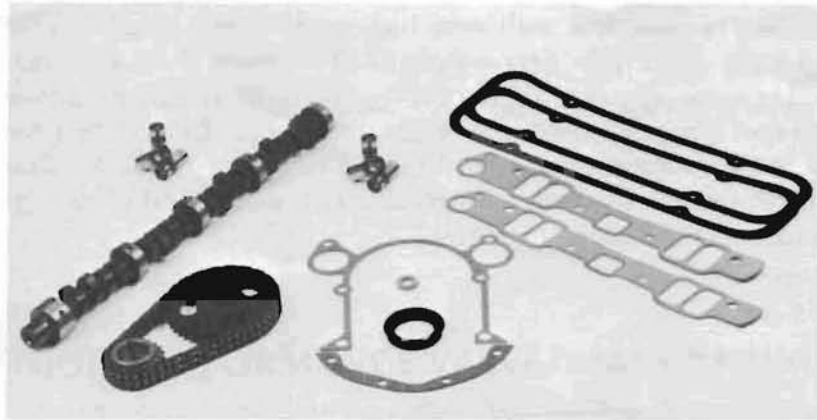
If you want to give your engine the show car or competition look while retaining your stock hardware, then braided line "cover up" is for you. Appearance, including end fittings, is just like the real thing, at a lower price.

All Heater Hose	#209
Lower or Upper Radiator Hose (order by the foot)	#210
Clamp End - $\frac{5}{8}$ " Heater Hose	#211
Clamp End - $\frac{3}{4}$ " Heater Hose	#212
Clamp End - $1\frac{1}{2}$ " Radiator Hose	#213
Clamp End - $1\frac{11}{16}$ " Radiator Hose	#214



ENGINE/PERFORMANCE: INTERNAL PARTS

CAMSHAFT KIT



The camshaft is the single component which most determines an engine's characteristics, so proper selection is absolutely vital. We have tried many brands and models of aftermarket camshafts, and have found many to be totally unsatisfactory. Most camshafts that do produce power cause the car to idle poorly and come off the line sluggishly. Some cause your engine to lose so much vacuum that you have no power brakes at idle.

We eventually got together with one of the country's most respected camshaft manufacturers and came up with several grinds which fall in line with our philosophy of building power into the engine's useable rpm range, with little or no sacrifice in good behavior. Our cams idle just as smoothly as some factory cams and pull hard from off-idle to over 6000 rpm. The Pontiac and Chevrolet cams have been proven in our motors, and the same extensive consultation and testing preceded our cam selection for the Oldsmobile motor.

Remember, we don't just sell camshafts, we install them--so when you're looking for a camshaft, try asking the guy on the other end of the phone: "How many cams have you installed this week?"

We couple these camshafts with our choice of lifters and a double sprocket timing chain and gears (for added durability and reliability) to provide a very nice performance kit that won't kill your gas mileage. Kit includes gaskets.

Pontiac 400/455

Street High Performance Cam	#E220
Street High Performance Cam Kit	#E221
Street/Strip High Performance Cam	#E222
Street/Strip High Performance Cam Kit	#E223
Strip High Performance Cam	#E224
Strip High Performance Cam Kit	#E225
(w/Rhoads lifters)	
Double Sprocket Timing Chain	#E226

82-84 305 Firebird/Camaro

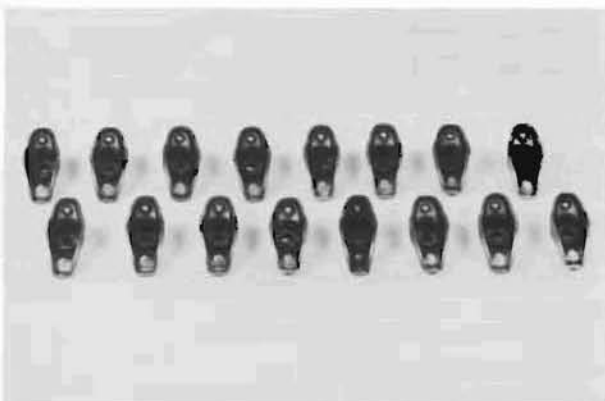
Street High Performance Cam	#E227
Street High Performance Cam Kit	#E228
Street/Strip High Performance Cam	#E229
Street/Strip High Performance Cam Kit	#E230

Note: Uses single sprocket chain and gears.

Olds 403

Street High Performance Cam	#E231
Street High Performance Cam Kit	#E232
Double Sprocket Timing Chain	#E233

1.6:1 RATIO ROCKER ARMS



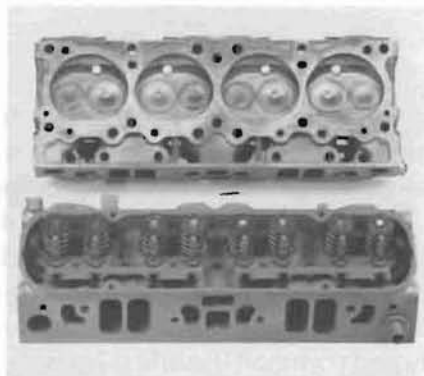
If your engine can use a little more breathing ability, but you're not ready to swap camshafts, consider changing from the stock rocker arms to these 1.6:1 ratio rocker arms. This is a quick way to improve breathing by increasing valve lift.

Check valve-to-piston clearance when using in combination with a camshaft with over .450" of lift.

Pontiac 400/455

#E234

HIGH-COMPRESSION STREET COMPETITION HEADS



Whether you're rebuilding your motor or looking for a lot more breathing, these heads take the worry out of the top end. The exact heads we use on our motors, they're complete with new high-performance double valve springs, a 3-angle valve job, new valves (2.11" intake, 1.77 exhaust), screw-in rocker studs, and true 10:1 compression ratio. The heads come with gaskets and are assembled and ready to bolt on. Greatly improve 1/4-mile ETs, increase horsepower, and quicken throttle response. The improved combustion results in a more efficient running motor which can run on today's unleaded "high-test".

400 Pontiac 10:1

#E235

455 Pontiac 9.2:1

#E236

PISTONS - HEAVY DUTY



At Trans Am Specialties, we use only forged pistons in our engine build-ups, and we offer only these pistons to our customers. They are stock configuration, but provide far greater durability and reliability than any cast piston.

400 .030

#E237

400 .060

#E238

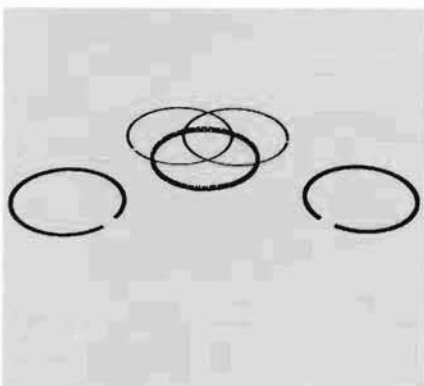
455 .030

#E239

455 .060

#E240

PISTON RINGS



When assembling your bottom end, ring selection is very important, and often confusing. We've worked with enough engines to know what works and what doesn't. Both types of rings we carry are easy to break in and they seal exceptionally well. Cover stock rebuilds on up to strong street/strip engines.

Rings available for 400/455 Pontiac in standard, .030, and .060.

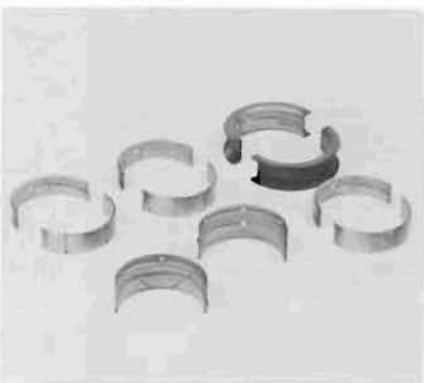
#241

Specify "B" for bored cylinders, "H" for honed cylinders.

Note: "B" ring sets are single moly; "H" ring sets are special cast iron.

Please provide the information requested on the order sheet.

BEARINGS - HEAVY DUTY



We've always felt that bearings are one item where top quality is the only consideration. So we use only Clevite 77, long considered the absolute best, with an exclusive 4-layer construction that provides the greatest fatigue and load-carrying capacity available.

Our bearing set includes a new type of rear main bearing that has been proven successful in ending the problem of oil leaking past the rear main seal. This unique bearing not only ends leakage, but promotes longer bearing life. These bearing kits come with Plastigage to ensure correct clearances.

428/455 Mains .010

(complete set) .020

350/400 Mains .010

(complete set) .020

#242

#243

#244

#245

Rod bearings 350/455 .010

#246

(one bearing - need 8) .020

#247

Grooved rear main bearing only 428/455 .010

#248

Grooved rear main bearing only 428/455 .020

#249

Grooved rear main bearing only 350/400 .010

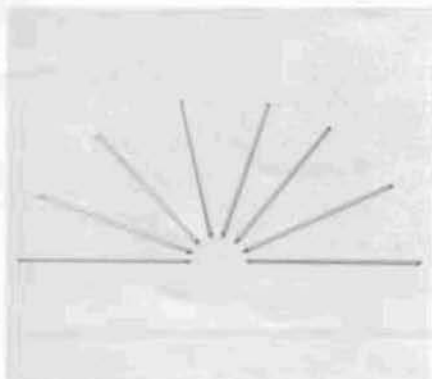
#250

Grooved rear main bearing only 350/400 .020

#251

Other sizes available upon request.

CHROME-MOLY PUSHRODS

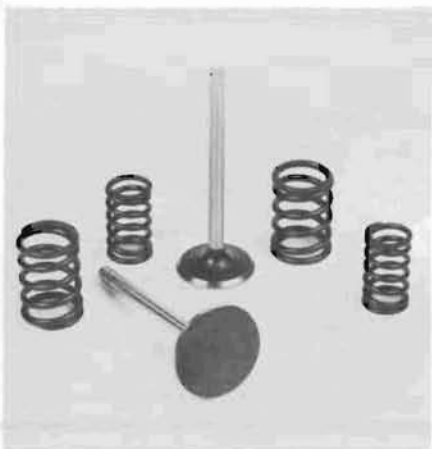


When you need the ultimate in pushrod strength, these chrome-moly pushrods are the ones to choose. Used in our racing motors.

Pontiac 400/455

#252

HIGH-PERFORMANCE VALVE/VALVE SPRING KIT



We use this combination in our motors for long valve train life and improved breathing. Both the intake and exhaust valves are of one-piece construction with hardened tips (no wear caps). The intakes are stock configuration and size (2.11"), while the exhausts are larger than stock (1.77" instead of 1.66") to improve the Pontiac's weaker exhaust side flow.

The springs are stock configuration, but of higher quality than stock. Slightly higher spring pressure makes these springs a good choice for both stock and performance camshafts without the worry of excessive camshaft wear.

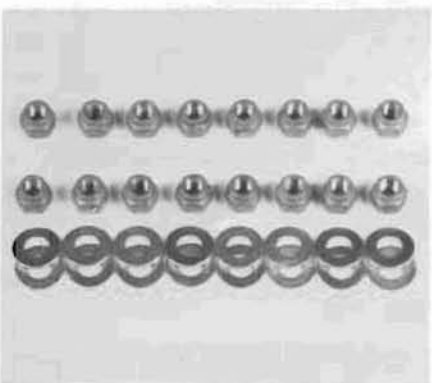
Kit includes 8 intake valves, 8 exhaust valves, 16 double springs.

Requires seat machining (for larger valves.).

75-79 Pontiac 400

#E253

SELF-LOCKING ADJUSTABLE ROCKER ARM NUTS



Stock Pontiac rocker arm nuts are non-adjustable and must be torqued to a specific setting. If you have worn or non-stock valve train components, it may not be possible to set the valve lash correctly with the stock nuts.

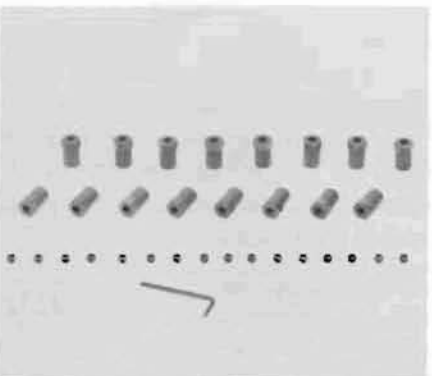
Self-locking nuts allow you to adjust the rocker arm settings to compensate for wear or for non-stock parts, and also provide 300-400 rpm on the top end.

Set consists of 16 nuts plus 16 special oiling washers.

All Pontiac V8 (except Ram Air IV)

#E254

POLY LOCKS



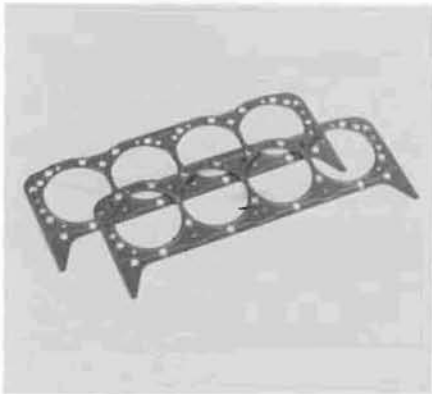
Under high rpm conditions, stock rocker arm nuts can back out of adjustment. Poly locks have a special double-locking action to ensure that valve lash stays put, eliminating unwanted valve train movement and possible damage. These poly locks are made of high-strength steel, and will not fail under high-rpm loads.

Set of 16 comes complete with Allen wrench.

All Pontiac V8 (except Ram Air IV)

#E255

HEAD GASKETS - HIGH COMPRESSION

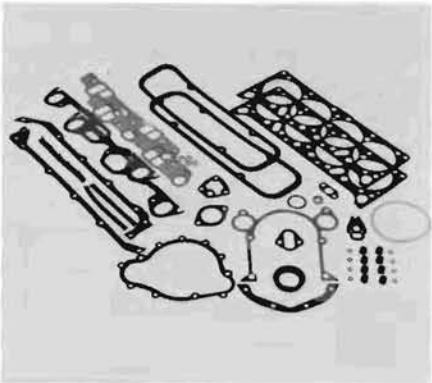


When it's time to do a top end engine rebuild, take the opportunity to add a bit more compression to your engine. These thin head gaskets raise the compression ratio about $\frac{1}{4}$ of a point, enough to raise a few more horses and improve throttle response without pushing you out of range of today's poor quality gasoline.

Chevy 305/350

#E256

ENGINE OVERHAUL GASKET SET



A complete top-quality gasket set for Pontiac motors. No second guessing or worrying about leaks.

Pontiac V8 (except 301)

#257

Pontiac 301

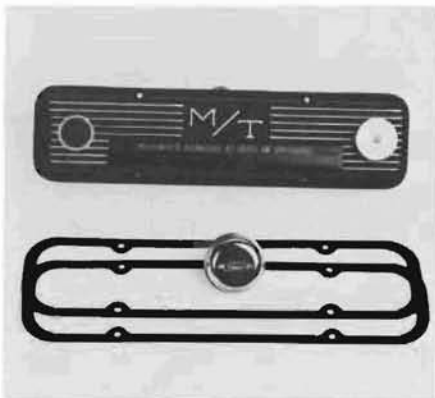
#258

Pontiac 301 Turbo

#259

ENGINE/PERFORMANCE: APPEARANCE

ENGRAVED VALVE COVERS



Give your engine and engine compartment a custom personalized look with professionally engraved valve covers. Your choice of Mickey Thompson or Holley valve covers, both black finned for superior heat dissipation.

For 70-81 Firebird/Camaro V8 (except 301 Turbo)

Mickey Thompson (M/T) valve covers

#270

Holley valve covers

#271

State name to be engraved (limit of 65 letters/numbers; specify Block or Old English lettering)

Valve cover gaskets

#274

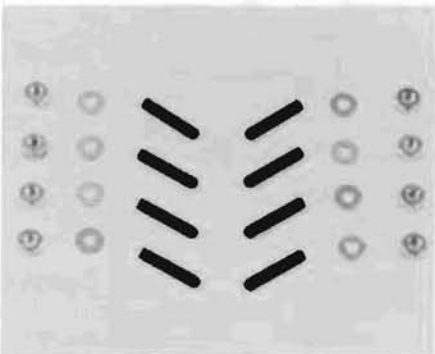
Valve cover caps

#275

Valve cover breathers

#276

VALVE COVER STUD KIT



Trying to keep a valve cover and gasket in place while you thread in the hold-down bolts requires more hands than most of us have. A stud kit is easy to install and provides positive location of gasket and cover. A quick and easy way to add a professional competition look to your motor. Kit includes 8 studs, 8 washers, and 8 lock nuts.

70-84 Firebird/Camaro

#272

ENGINE PAINT



We've tried many brands of engine paint, and this one holds up the best. Silver-Blue -- just like our motors.

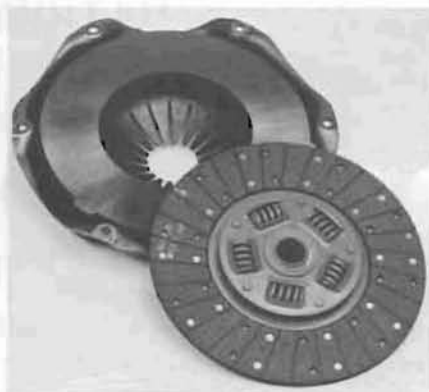
12-ounce cans. Buy two for a complete motor repaint.

1 can paint

#273

TRANSMISSIONS: MANUAL

CLUTCH AND PRESSURE PLATE



Choosing a clutch and pressure plate is tough because you don't know if you'll like it until it's in the car. Then if you don't like it, it's too late. We've put together the best set-up for hard street/strip use. Very light pedal pressure combined with unmatched durability make this an unbeatable combination. Yes, it is expensive, but it's the last clutch you'll buy for a long time. And unless you enjoy changing clutches, it's worth every cent.

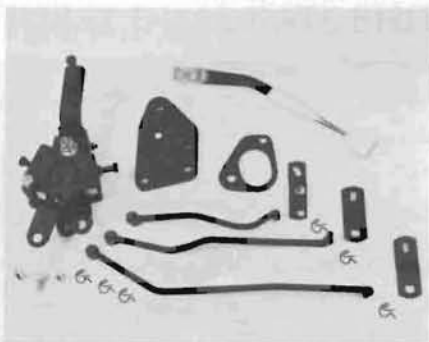
*Clutch, pressure plate, and throw-out bearing
for (fine spline) Pontiac 400/455*

#277

Throw-out bearing only

#278

HURST 4-SPEED SHIFTER



When it was time to choose an optional shifter for the Bandit, there was really only one choice -- Hurst. The quickness, solid feel, and positive gear changes this shifter provides will give you the confidence you need whether you're chasing the gears in a straight line or downshifting for a corner.

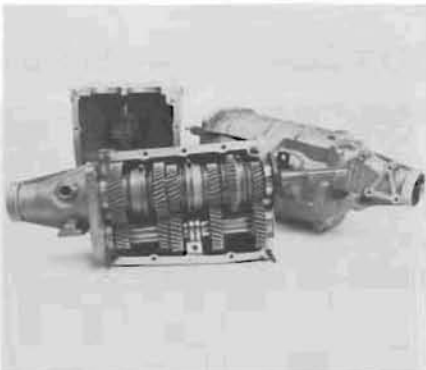
*74-81 Borg Warner transmission
73-74 Muncie transmission
70-72 Muncie transmission*

#279

#280

#282

DOUG NASH 5-SPEED TRANSMISSION



Experience the "European" feel of a five-speed. Derived from the famous racing transmission, the very rugged Doug Nash 5-speed has been civilized enough to be a good street unit, but is still virtually impossible to break -- as our Daytona race car proved. This transmission provides far superior acceleration with no penalty in gas mileage. Effective gearing is the key to this transmission's ability to cut your car's 0-60 and 1/4-mile times. The first four gears (3.27, 2.13, 1.57, and 1.23) are lower and more tightly spaced than those in a standard four-speed, to minimize rpm drop between shifts and keep the engine in a more efficient operating range. The combination of the Nash's first four gears with a stock rearend ratio of 3.08 yields the equivalent of a 3.73 rear. Fifth gear, though, is 1:1 to give economical cruising at highway speeds.

Street transmission and shifter

#E281

TRANSMISSION: AUTOMATIC AND MANUAL

DRIVESHAFT SAFETY LOOP



The more power you've built into your Trans Am's motor, the more stresses there are on driveline components. One component whose failure can be disastrous is the front U-joint. When this part breaks, the drive shaft can fall out and plant itself in the road, tearing up the floor and sometimes even flipping the car over. That's why we've designed our own driveshaft safety loop for Trans Ams. Bolts right in, looks neat, and provides cheap insurance against unpleasant surprises. Complete and easy to install.

70-81 Firebird/Camaro street use only

#285

70-81 Firebird/Camaro for drag racing

#286

OVERDRIVE (for manual and automatic transmissions)



Even with the current reprieve from rising gasoline prices, an overdrive can still be worthwhile for the high mileage driver. Typical tests of this unit at highway cruising speeds show fuel savings of 22 to 35%, and engine wear and noise are also significantly reduced. Final drive reduction is 27.5%.

Trans Am Specialties offers a unit built by one of the leaders in overdrives (over a million sold in 35 years). This unit is strong - capable of handling over 450 hp. It is fully automatic, electronically controlled, with no levers or handles to clutter the car's interior. Normal engagement is at 45 mph, disengagement at 30. The system can be switched off at any time.

Installation consists of replacing the transmission tailshaft housing with the overdrive adaptor, bolting on the overdrive, shortening the driveshaft, and connecting six plug-in electrical connectors. Transmission removal is not required.

Overdrive unit (complete)

#E287

AUTOMATIC TO MANUAL SWAP KIT

Like your Trans Am, but getting bored with the automatic transmission? Convert to a sporty manual transmission with this swap kit and gain more driving control and better acceleration. Kit comes complete with pedals, linkage pieces, flywheel, bellhousing, console, etc. (all parts are factory). All you need is a transmission, shifter, clutch, pressure plate, and throwout bearing.

70-81 Firebird Pontiac V8

#E288

Please provide the information requested on the order sheet.

TRANSMISSIONS: AUTOMATIC

TORQUE CONVERTER



Most late-model automatic transmission-equipped Trans Ams have poor off-the-line throttle response because of poor first gear torque multiplication. The solution is a higher stall speed torque converter. For all except those who do an exceptional amount of highway driving, this converter will provide better 0 to 60 and 1/4-mile times with very little sacrifice in gas mileage. Most aftermarket stall speed converters are set too high and make street driving very uncomfortable; these converters are made to our specifications for the optimum in civilized performance with the Pontiac motor.

301 Pontiac (except Electronic Transmission)
400/455 Pontiac

#E292
#E293

SHIFT KIT



Owners of Firebirds and Camaros with automatics often find that their transmissions are biased too much towards soft shifts and too little towards performance. We have shift kits which reprogram your transmission for a quicker, high-performance shift whether you're shifting manually, or leaving it in "drive". Under everyday driving conditions, the shifts are only slightly stiffer. An added benefit of a shift kit is extended transmission life because of reduced heat build-up from excessive slipping.

70-76 Turbo 400
70-79 Turbo 350
80 and later Turbo 350 Lockup
80 and later Turbo 200

#E294
#E295
#E296
#E307

HURST DUAL GATE SHIFTER



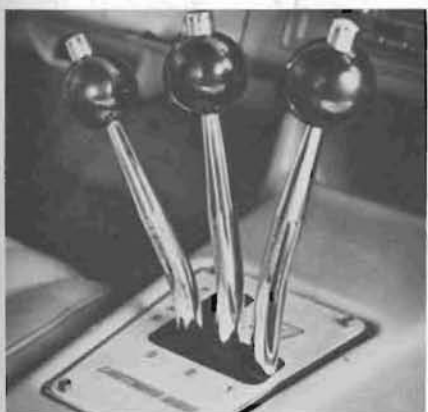
Remember the GTO "His and Hers" shifter? Well, Hurst's original dual-function shifter is available for automatic-equipped Firebirds and Camaros. The street gate is a duplicate of the factory shift sequence, while the race gate lets you control the gears manually, with fixed detent stops to help prevent overshifting. Much faster and safer shifting than standard equipment. The Dual-Gate for Firebirds and Camaros is a custom-fit unit that goes right into the factory console, and is highlighted by a sharp chrome-accented trimplate.

Easily installed using the stock transmission cable and indicator light. Includes all mounting hardware and illustrated instructions.

70-81 Firebird and 73-81 Camaro

#297

HURST LIGHTNING RODS SHIFTER



Get Pro-Stock performance, Pro-Stock shift speed, and Pro-Stock looks with Hurst Lightning Rods. Just squeeze the thumb trigger, pull stick one and bang, you're in gear. Second trigger, second stick, bang -- second. Third trigger, third stick, bang -- third. Designed with pin drive mechanisms for serious racing.

All sticks are triple-chrome plated and deep-stamped with the Hurst ID. The custom fit kit for Firebirds and Camaros has a brushed aluminum trimplate with the Lightning Rods logo and Allen-style fasteners. The reverse lockout is NHRA-approved.

70-81 Firebird and 73-81 Camaro

#298

TRANSMISSION COOLER



Just as heat is the primary enemy of your engine's motor oil, it is also the primary enemy of transmission fluid. A transmission cooler is good insurance against premature transmission failure on any automatic-equipped high-performance car; on a car modified for higher power output, a cooler should be a primary consideration.

Made by Modine, the same people who built all the coolers on our race car (and on Richard Petty's cars), these transmission coolers are lightweight, compact, and deliver more cooling per dollar than competitive makes. Kit includes Russell braided steel line and fittings. Requires fabrication.

70-83 Firebird/Camaro

#299

DEEP TRANSMISSION PAN



The simplest way to protect your automatic transmission from high temperatures is with a deep pan. These pans provide 3-4 additional quarts of fluid capacity. Choose chrome-plated steel for light weight, low cost, and good looks, or black cast aluminum for additional heat dissipation, superior transmission rigidity, and good looks.

70-76 Turbo 400 chrome

#300

70-79 Turbo 350 chrome

#301

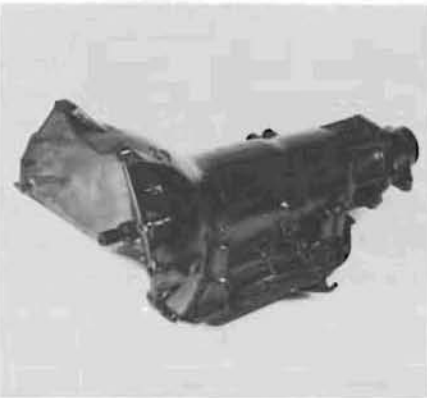
70-76 Turbo 400 black finned

#302

70-79 Turbo 350 black finned

#303

BLUEPRINTED AUTOMATIC TRANSMISSION



These are the units we use behind our motors for those who just want to punch the gas pedal and go: blueprinted GM Turbohydramatic automatic transmissions for heavy-duty, high-performance use. Individually assembled using the newest technology available, these transmissions are very strong, yet fully streetable. Complete with reprogrammed shift parameters.

Pontiac Turbo 350 transmission

#304

Pontiac Turbo 400 transmission

#305

82 and newer Firebird/Camaro Turbo 350 Transmission
(includes torque converter and installation kit)

#306

SUSPENSION AND HANDLING

Suspension and Handling -- Our Approach

The Trans Am's reputation for superior handling is well-earned, but as with any production automobile, improvements can still be made. The key is the same as with modifying engines -- balance. We don't think better handling has to mean poor ride quality or a car that only feels comfortable on the skidpad. Most of us have to live with our cars everyday, and a car that handles well on the slalom course should be safer and more fun to drive to work, too.

1970 - 1981

The first steps in upgrading your Trans Am's suspension are both easy and inexpensive. From 1974 on, the Trans Am suffered from a lack of front end rigidity. Our front end stiffeners (312) are the way to tie the front end together. Next, for all 70-81 Trans Ams, are polyurethane bushings (323 - front and 328, 329, 330, or 331 - rear) to eliminate excessive compliance in the sway bar mounts. Steering response is increased and body roll is minimized. If your car is not equipped with the WS-6 package, add nylon sway bar link bushings (318). Factory shocks, if your car still has them, are suitable for normal driving, but lack the performance characteristics needed for superior handling. Our adjustable shocks (332 and 333) are the best for all-around street performance without sacrificing comfort. For those who are willing to give up some ride quality for the absolute best in shocks, we also carry Konis (334 and 335). Polyurethane shock bushings (317) help your new shocks maintain their effectiveness, and may save your current shocks if only the bushings are worn.

Many Trans Ams were factory-equipped with 7" aluminum or 7" rally wheels, which are not the hot set-up for handling. Unfortunately, the wheel which we've long considered the best, the factory 8" aluminum wheel, is expensive. Many aftermarket wheels use a unilug pattern which we don't recommend for high-performance driving, and are also hard to find in zero-offset sizes which offer maximum under-fender tire clearance and handling.

The tires which we like the most are B.F.G.'s Comp T/As, B.F.G.'s Euro 60Hs, and Goodyear's Eagle GTs. Any of these tires, in the widest size recommended for the wheels on your car, will enable you to use your suspension to its maximum capabilities.

Because the Trans Am is a nose-heavy car, one of the best things you can do is take weight out of the front end. Our battery relocation kit (313) moves the battery to the trunk for a full 1% change in weight distribution. Fiberglass body parts (369, 373, and 374) are also excellent for weight reduction and redistribution.

Not too many people think of brakes when they think of handling, but the more potential for high speeds you've built into your suspension (and of course, your motor), the more vital brakes become. We recommend semi-metallic pads (338 & 339) for disc brakes and our fully-metallic shoes (342) for drum brakes for quicker stops, improved rain resistance, and the elimination of brake fade.



Another item which becomes more vital as cornering speeds increase is an oil pan baffle (for owners of 400/455 Pontiacs only). Trans Ams are known for having inadequate oiling in tight turns, and an oil pan baffle is cheap insurance for your motor.

If you are rebuilding your stock suspension or aiming towards an even higher level of handling, now is a good time to replace your rubber upper control arm bushings and the front and rear leaf spring eye bushings with polyurethane bushings (331 and 332). These pieces cut down excessive compliance in vital areas, but they do degrade ride quality.

One effective and very neat-looking change can be brought about with our front end lowering kit (314 and 315). This kit actually lowers the front end of the car over the subframe, providing quicker response and less body roll through a lowered center of gravity.

At this point, you've done about as much as you can while retaining the main factory hardware.

For the very serious, the next move is to adjustable anti-sway bars, both front and rear (310). These bars allow the driver to set the chassis for the handling characteristics he prefers. They're made with spherical rod ends for instantaneous bar-to-chassis reactions.

Finally, high-performance front coil springs and rear leaf springs (311). The coils lower the front end about 1 inch for a lower center of gravity and increased lateral roll resistance. The rear leafs are totally redesigned for increased anti-squat on acceleration and decreased wheel hop on hard acceleration and braking.



1982 - 1984

The 1982 Trans Ams marked a new level of handling for the American production automobile, with better handling -- and more potential -- than ever before.

The simplest change to make is a set of polyurethane bushings (324 and 326 or 327) for the front and rear anti-sway bars to eliminate excessive compliance in the sway bar mounts. These bushings provide increased steering response and decreased body roll, with no sacrifice in ride quality.

We have designed coil springs (349) that greatly improve handling (without severely affecting comfort) over even the WS-6 suspension. These springs reduce body sway and improve absolute cornering ability and should be the next step in improving your suspension.

Not too many people think of brakes when they think of handling. But the more potential for high speeds you've built into your suspension (and of course, your motor), the more vital brakes become. We recommend semi-metallic pads (340 & 341) for disc brakes and our fully-metallic shoes (353) for drum brakes for quicker stops, improved rain resistance, and the elimination of brake fade.

While the '82 and newer Trans Ams are about 400 pounds lighter than their predecessors, front-end weight reduction is still a great aid for better handling. We have fiberglass parts (fenders and hoods) for this purpose, as well as our famous air dam and rear wing which are race-proven aerodynamic aids -- effective from highway cruising speeds on up to over 180 mph. See pages 39 and 40.

Weight distribution can also be improved with a battery relocation kit (352). This seemingly minor change produces the same weight transfer as moving the engine back almost a foot!

The next move is to replace the factory shocks and struts with adjustable Konis (336 & 337). Konis, in our opinion, are worthwhile additions on most any car, although they extract some ride penalties on rough roads.

The standard tire on many Trans Ams is the Goodyear Eagle GT, which is a fine tire. However, the standard size is far from optimum for best handling. We recommend 245/50-15 B.F.G. Comp T/As, 236/60-15 B.F.G. Euro 60Hs, or 245/60-15 Eagle NCTs all around (on all cars with 7" wheels) with the addition of our fiberglass inner fender replacements (363) for proper clearance in the front.

Finally, for those who want to be able to tune their suspensions to their driving preferences: adjustable anti-sway bars (348) and Panhard rods (347), both with Heim joints.

RANCHO SUSPENSION KIT -- Stages II and III



For the handling enthusiast who's ready to get very serious, we offer Stages II and III of Rancho's suspension kit. Once you've installed the basic handling package of front end stiffeners, polyurethane and nylon bushings, and shocks, you're ready to go on to Stage II's front 1¼" and rear 1" adjustable anti-sway bars, the type used almost exclusively on race cars. The adjustments allow the driver to balance the chassis to his preferences of understeer, oversteer, or neutral characteristics. Adjustment is a simple operation. The bars are hot-formed, heat-treated, and shot-peened for highest quality.

The anti-roll bars terminate in race-inspired spherical end connectors, which allow instantaneous bar-to-chassis reaction. They remove play and delayed reactions typically found in stock and other aftermarket sway bars.

Stage III consists of high-performance front coil and rear leaf springs. The front coils have an installed height about 1 inch lower than stock and a 15% higher spring rate. This lowers the center of gravity, lessens aerodynamic drag, and increases lateral resistance. The rear springs have been totally redesigned, with the spring eyes brought closer to the frame for increased anti-squat on hard acceleration. Ride height is stock, to maintain proper suspension travel and a comfortable ride. The front portion of the springs have extended leaves for strength, preventing spring wrap-up and wheel hop on hard acceleration and braking - like built-in traction bars. Absolutely the last word in handling.

Stage II 70-81 Firebird/Camaro

#310

Stage III 70-81 Firebird/Camaro

#311

FRONT END STIFFENERS



If you own a '75 - '81 Trans Am, you've probably been irritated by how much your hood and fenders shake as you're driving. Our solution is a sturdy pair of steel fender-to-radiator supports (much stronger than similar aluminum brackets on the market). They not only cut down on rattles and squeaks, but more importantly, they improve handling by making the front end more rigid, which allows the front suspension to work properly. The front end stiffeners are a simple bolt-in, and are one of the most basic handling improvements for your Trans Am.

75-81 Firebird

#312

BATTERY RELOCATION KIT



Changing weight distribution by relocating your battery is one of the simplest ways to improve your Trans Am's handling and traction. Moving the battery from the engine compartment to the trunk transfers 50 pounds -- a weight shift of about 1% -- which is significant in a front-heavy car.

As used in our race car, the batter relocation kit is made specifically for the Trans Am, with battery cable, a vented marine box, and all the proper spacers and hardware for mounting.

70-81 Firebird/Camaro (locates battery in right rear trunk)

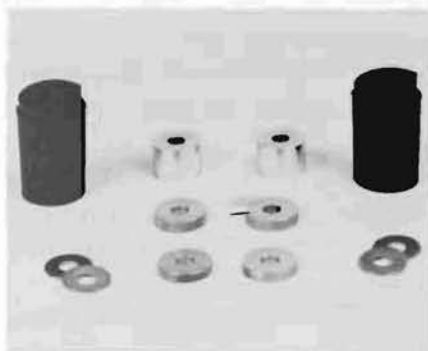
#313

82-83 Firebird/Camaro

#352

(locates battery in driver's side storage compartment)

FRONT END LOWERING KIT

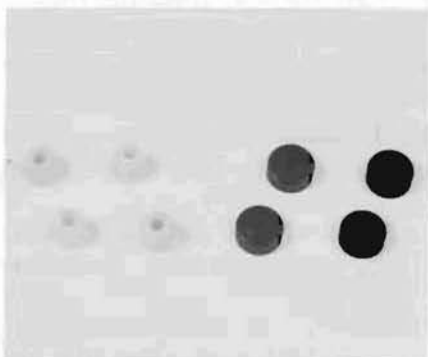


Lowering a car's center of gravity by lowering the car is a time-honored method of improving handling through less body roll and quicker steering response. When this can be done without affecting ground clearance, hurting the ride, or losing suspension travel, it's even better. This kit replaces the stock rubber bushings (which mount the body on the subframe) with polyurethane bushings which lower the front body panels. One handling modification that looks great, too.

70-76 Firebird
77-81 Firebird
70-81 Camaro

#314
#315
#316

NYLON SWAY BAR LINK BUSHINGS AND POLYURETHANE SHOCK ABSORBER MOUNT GROMMETS



If you've changed shocks, you know what kind of condition the old rubber grommets are in: terrible.

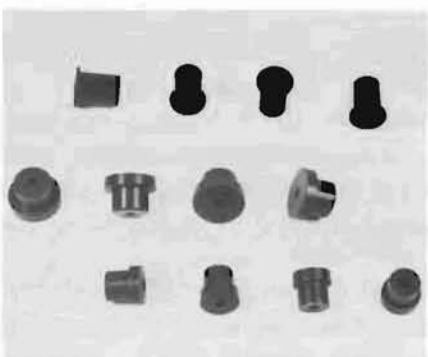
Our polyurethane grommets are not subject to the rapid deterioration and diminished effectiveness of rubber grommets. A must for new shocks; recommended for old shocks in good condition.

Nylon sway link bushings are needed to obtain full sway bar effectiveness on any 1970-81 Trans Am or Camaro not equipped with the WS-6 handling package. Do not affect ride quality.

Shock Absorber Mount Grommets
Nylon Sway Bar Link Bushings

#317
#318

POLYURETHANE BUSHINGS - REAR LEAF SPRING



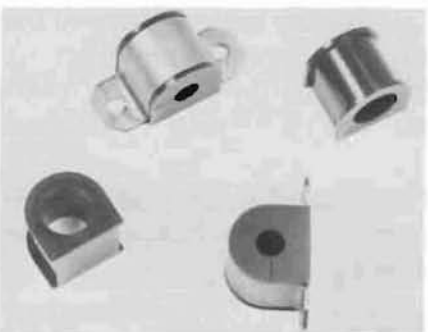
One of the well-known "secrets" for improved handling is preventing unwanted motion of suspension components.

These polyurethane bushings were developed for one component where the excessive movement allowed by stock rubber bushings is most severe: the front and rear leaf spring eyes. These bushings do degrade ride quality and are suggested for the serious driver only. Proven on street and race Bandits.

Rear Spring Eyelet 70-81 Firebird/Camaro
Rear Shackle 70-81 Firebird/Camaro

#321
#322

POLYURETHANE BUSHINGS - SWAY BAR



Pontiac did a great job of incorporating sway bars into the Firebird's suspension, but then they compromised the design by setting them in rubber bushings that let the bars move around too much.

Our polyurethane bushings remove almost all the compliance from the bushing mounts to improve handling without affecting ride quality. Easy to install and inexpensive, these bushings are one of the first three basic modifications (shocks and front end stiffeners) your Trans Am needs for better handling.

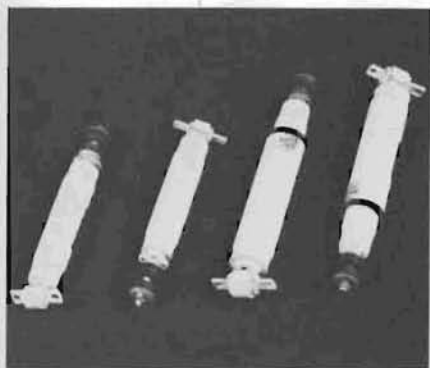
Front 1 1/8" 70-81 Formula/Camaro
Front 1 1/4" 70-81 Trans Am Stock
Front 32 mm 82-84 Trans Am WS-6
Measure bar diameters to be sure.

#323
#324
#325

Front 30 mm 82-84 Trans Am Stock
Rear 21 mm 82-84 Trans Am WS-6
Rear 18 mm 82-84 Trans Am Stock
Rear 3/4" 78-81 Trans Am WS-6
Rear 1 1/16" 74-77 Trans Am Stock
Rear 7/8" 70-73 Trans Am Stock

#354
#327
#328
#329
#330
#331

ADJUSTABLE SHOCK ABSORBERS



There are dozens of "heavy duty" shocks on the market, but you never really know if you have the best shock for your car until you comparison test the best in the lot. We think these custom-calibrated shocks are the best in this price range for all-around performance and handling, and we used them on Bandit 7. They make the car much more responsive in turns without sacrificing comfort on rough roads.

See shock absorber mount grommets (part #317).

Front 70-81 Firebird/Camaro

#332

Rear 70-81 Firebird/Camaro

#333

KONI ADJUSTABLE SHOCK ABSORBERS AND STRUTS



There's always one product on the market that everyone wants to "be as good as". In shock absorbers and struts, it's Koni. There's little sense in repeating what's been said about them -- we feel the Koni reputation is well deserved -- and is certainly backed up by their lifetime guarantee. For the driver who won't settle for anything but the absolute best. Note: ride quality is affected somewhat on rough roads.

See shock absorber mount grommets (part #317).

Front 70-81 Firebird/Camaro

#334

Rear 70-81 Firebird/Camaro

#335

Front Struts 82-84 Firebird/Camaro

#336

Rear 82-84 Firebird/Camaro

#337

SEMI-METALLIC BRAKE PADS (for disc brakes)



Get the maximum stopping power from your braking system and add a margin of safety to your Trans Am. Semi-metallic pads work better as they get hotter, unlike standard-composition pads, yet they also work well when cold.

We look at it this way: it's fun to make your Trans Am run fast, but it's even more fun if you know you can slow it down.

Note: front discs should be done first on 4-wheel disc systems if a full set is not being ordered.

Front Disc 70-81 Firebird/Camaro

#338

Rear Disc 79-81 Firebird/Camaro

#339

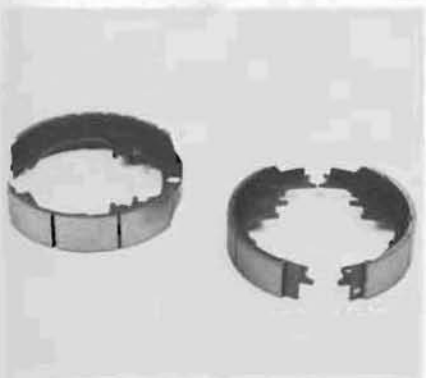
Front Disc 82-84 Firebird/Camaro

#340

Rear Disc 82-84 Firebird/Camaro

#341

METALLIC BRAKE SHOES (for drum brakes)



When the famous Velvetouch brake linings became scarce a few years ago, a lot of people wondered where to get a fully metallic brake shoe that was suitable for street use. We get ours from the company that still makes the original shoes exactly the same way. These shoes have the same advantages as the semi-metallic pads, plus added wet weather resistance. They do, however, require more break-in care, and a bit of warming up on cold mornings to reach maximum effectiveness. The finishing touch to a disc/drum combination.

Not recommended for cars that are stored or see irregular use.

Rear Drums 70-81 Firebird/Camaro

#342

Rear Drums 82-84 Firebird/Camaro

#353

ROLL BAR

A roll bar spells out the competition look like no other interior accessory can. These bars aren't just for looks, though - they're SCCA and IMSA legal.

Removable center cross brace allows full use of back seat. Complete with all installation hardware. Flat black finish.

70-81 Firebird/Camaro

#343

82-84 Firebird/Camaro

#344

"WIRE" MAG WHEELS WITH BANDIT SPINNERS



These are the same wheels used on Bandit 60. Very sharp looking, and extremely complimentary to the late model Trans Am's lines, these are among the highest quality wheels available.

Complete with Bandit spinners and lugs.

Wheels with gold centers, 15 x 7

#345

Wheels with black centers, 15 x 7

#346

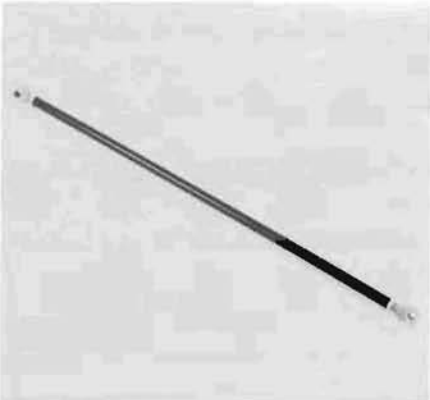
Wheels with gold centers, 14 x 6

#350

Wheels with black centers, 14 x 6

#351

ADJUSTABLE PANHARD ROD



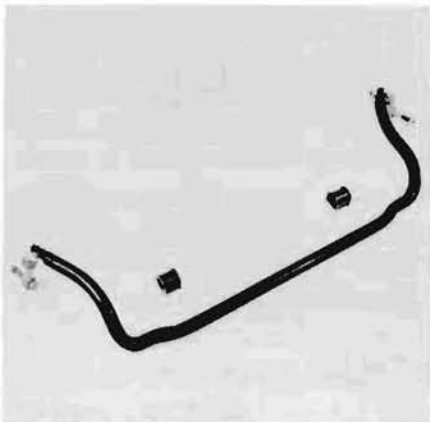
For those who want the option of tuning their suspensions, we now have adjustable panhard rods. Optimum handling on '82-'84 Trans Ams is obtained when the rod is in a horizontal position, and changes in spring rates, tires, car weight, etc. may alter the rod position and make the chassis work less effectively.

This rod, with adjustable Heim joints, allows the Panhard rod position to be set correctly.

82-84 Firebird/Camaro

#347

FRONT ANTI-SWAY BAR WITH ADJUSTABLE ENDS

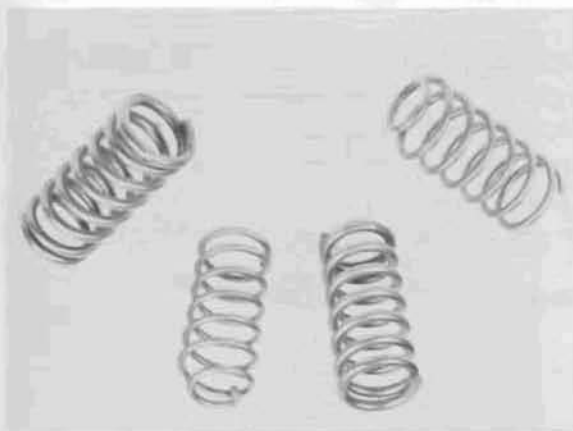


The final step for the chassis tuner is an adjustable anti-sway bar. Heim joints provide instantaneous bar-to-chassis reaction and preloading of the suspension. The sway bar can be used to compensate for imbalances (such as a car that handles better in left-hand turns than right-hand turns) in handling, or to tune the chassis to the driver's preference of oversteer, understeer, or neutral handling characteristics.

82-84 Firebird/Camaro

#348

HIGH-PERFORMANCE SPRINGS



The same springs that are an essential part of our handling package. Higher rates are used to minimize body roll, sharpen transient response, and lower the car by $\frac{3}{4}$ to 1 inch, but do not degrade ride quality. These springs and our polyurethane bushings are the first two changes you should make to improve your Trans Am's handling, and will move your car into the same performance class as some rather exotic machinery.

82-84 Firebird/Camaro

#349

EXTERIOR: BODY PIECES

FRONT AIR DAM FROM BANDIT 60



Why settle for an ordinary front spoiler when you can have this unique front air dam? This beautifully-styled aerodynamic piece is race-proven effective to over 180 mph for the ultimate in high-speed stability. At highway speeds, it even helps gas mileage by channeling air around the car instead of allowing it to cause turbulence underneath.

3-Piece Front Air Dam complete with bolts and molding.

82-84 Trans Am

#360

REAR WING FROM BANDIT 60



The counterpart to our front air dam is this very aggressive rear wing. Like the front wing, this piece is effective from highway speeds on up to over 180 mph, producing the downforce needed for high-speed cruising/racing stability. Gives your car an unmistakable look.

Complete with molding. Requires new mounting holes.

82-84 Trans Am

#361

See more photos on pages 3, 4, and 5.

HOOD FROM BANDIT 60



The centerpiece of weight reduction in our aero package is this fiberglass hood. It cuts hood weight by about 50% for better handling. The sleek hood bulge is centered to provide clearance for high-rise manifolds, nitrous systems, or superchargers.

Despite its light weight, the hood is heavily reinforced for the rigors of street wear and tear, and the stock hinges and hood hardware can be retained.

Complete with hood rod.

82-84 Trans Am

#362

FRONT INNER FIBERGLASS WHEELWELLS (82-84)



These fiberglass replacement inner wheelwells are used to provide tire clearance for sizes up to P245/60-15 or P245/50-15 for significantly better handling. Lightweight and easy to install.

82-84 Firebird/Camaro

#363

STOCK REPLACEMENT FIBERGLASS NOSE (82-84)



This nose can be used with either stock or Trans Am Specialties body parts to cut pounds from front end weight for a significant handling improvement. Also excellent for accident repair.

Note: eliminates bumper structure; may affect federal safety regulations.

82-84 Trans Am

#364

FLARED FENDERS & QUARTER PANELS FROM OUR TRANS AM RACE CAR



The same fiberglass fenders used on our Daytona entry. These fenders weigh only 13 lbs. each, to cut front end weight, yet are strong enough to hold up at over 200 mph. They provide clearance for any tire you can fit on an eleven inch wheel for racing or for outrageous street looks. Front fenders are bolt-on, but require modification if used with our air dam. Rear quarters must be bonded or riveted on.

Right Side Fender 82-84 Trans Am

#365

Right Side Quarter Panel 82-84 Trans Am

#366

Left Side Fender 82-84 Trans Am

#367

Left Side Quarter Panel 82-84 Trans Am

#368

PROTOTYPE NOSE FROM BANDIT 1



Originally a very limited production item, this fiberglass nose piece is now being offered to all Trans Am enthusiasts. The nose was specifically designed to alleviate the Trans Am's borderline engine cooling, and has proven itself capable of flowing enough air to keep even a heavily-modified big-block running at satisfactory temperatures.

The nose bolts onto the existing stock fenders and allows use of the stock air dam, to give the car a cleaner, more aggressive look. Weight reduction is approximately 70 lbs., adding a significant handling improvement.

Note: eliminates bumper structure; may affect federal safety regulations.

77-81 Firebird

#369

BEHIND-THE-WHEEL FLARES



Add a nice touch of symmetry to your Trans Am with these behind-the-wheel flares. Contoured to match the front-of-the-wheel flares, these foilers also protect your paint from stone chips and road dirt. Made of impact-resistant plastic. Complete with hardware, ready to paint and install.

70-78 Trans Am

#370

79-81 Trans Am

#371

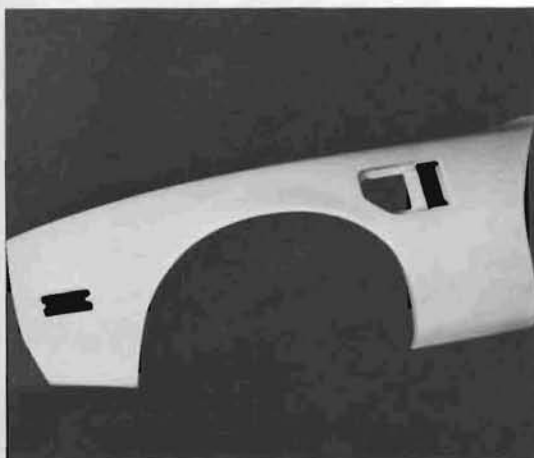
70-81 Z-28

#372

82-84 Trans Am/Camaro

#375

STOCK REPLACEMENT FIBERGLASS FENDERS (70-81)



These fenders are a great way to cut front end weight from the nose-heavy Trans Am. Approximately half the weight of stock fenders, they improve both handling and acceleration. Excellent for rust or accident repair, too.

Right Fender 70-81 Firebird

#373

Left Fender 70-81 Firebird

#374

EXTERIOR: ACCESSORIES

HEADLIGHT COVERS



Give your car a sleek, mean, competition look while cutting wind resistance at the same time with these easy-to-install headlight covers. Unlike inferior designs, these covers fit flush and use brackets designed specifically for the car. The lenses attach via aircraft-type quick-release fasteners with a special key for added convenience and protection.

Note: in some states, use of these covers at night may be illegal.

74-76 Trans Am/Firebird
77-78 Trans Am/Firebird
79-81 Trans Am/Firebird
78-81 Camaro
82-84 Camaro/Z-28

#389
#390
#391
#392
#393



#A Clear #B Light Smoke #C Dark Smoke
example: Part #391 B are light smoke covers for 79-81 Firebird.

TURN SIGNAL COVERS



Part of Bandit 60's sleek, aerodynamic look, these turn signal covers are made of high-impact, scratch-resistant plastic. They install in minutes and require no holes or permanent fasteners.

82-84 Trans Am/Firebird

#395

"LIGHT RIDER" TAILLIGHT COVER



Capture the excitement of one of television's most action-packed programs, "The Knight Rider", with this dramatically different taillight cover. It gives people something to look at after you pass them.

Available summer of 1984.

82-84 Trans Am/Firebird

#396

REAR WINDOW LOUVERS



Add a sophisticated sporty look to your car with wrap-around louvers for your back window. These 3-piece louvers feature aircraft-quality aluminum and stainless steel construction with a hinged center section for easy cleaning. By blocking sunlight, they reduce the load on the air conditioner and protect the car's interior from fading, yet do not obscure vision. Flat black finish matches every car.

Installation uses common household tools and requires no drilling.



70-74 Firebird/Camaro

#397

75-81 Firebird/Camaro

#398

82-84 Firebird/Camaro

#399

82-84 Firebird/Camaro with rear window wiper
(call for availability)

#447

POP-IN REAR WINDOW TINT



Trans Am rear windows are tough to tint, so we recommend these one-piece, pre-cut pop-in tints. They eliminate up to 30% of incoming light without sacrificing outward vision, to provide the same glare and ultra-violet ray control as the side window kits. Adds privacy to the exposed rear hatch area.

75-81 Firebird/Camaro

#400

82-84 Firebird/Camaro

#401

SIDE WINDOW TINT KIT



Tint your car's side windows and set your car apart from the rest. Side window tints add privacy and keep summertime temperatures down, but still allow good outward visibility. They are non-reflective and quick and easy to install. Complete kit contains enough material to do both side windows, plus trim blade and squeegee. May not be legal in some states.

Medium Tint

#402

Dark Tint

#403

FRONT END BRA



Protect the front end of your car from rock chips and avoid costly repainting while taking advantage of design features that set these covers apart from others.

For '82-'83 cars, a unique two-piece design allows you to open the hood without removing the cover. Separate sections allow the headlights to operate without the need to roll back the cover.

The one-piece design for '70-'81 models also provides full nose protection without interfering with hood operation. The attaching devices are designed for each individual model to ensure a tight, smooth look.

All the covers are made with "breathable" Naugahyde which allows moisture to escape so that you can let your cover dry in place.

79-81 Firebird/Trans Am	#404
82-84 Firebird/Trans Am	#405
78-81 Camaro	#406
82-84 Camaro	#407

MUD FLAPS



The only mud flaps with enough class for a Trans Am, these flaps bolt behind the wheels to keep your car cleaner and free of stone chips. Made of durable, weatherproof plastic, with a fine grained surface. Easy to install. Each set consists of two flaps.

"Trans Am" black with white letters	#408
"Trans Am" white with black letters	#409
"Firebird" black with white letters	#410
"Firebird" white with black letters	#411
"Camaro" black with white letters	#412
"Camaro" white with black letters	#413

LUGGAGE RACK



One of the long-standing complaints about the Trans Am is luggage space -- or the lack of it. This trunk-mount luggage rack takes care of that problem, and looks so sharp you'll wonder why the factory didn't offer it.

Comes complete with mounting hardware and instructions. A permanent mount; requires drilling.

70-81 Firebird/Camaro	#414
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CUSTOM CAR COVER



Shield your car's finish from the elements with a top-quality cover. These are custom-fit covers, made from a very breathable, super soft, but strong and durable polyester/cotton fabric. Double-stitched seams are used throughout, with fine quality elastic sewn into the hem at front and rear to secure the cover under the bumpers and hold it snugly in place.

The covers have plastic grommets (to prevent scratching) sewn into the bottom for use with the standard tie-down rope. A hardened steel locking cable is available for extra security.

See the security section for car cover alarms.

74-81 Firebird/Camaro	#415
82-84 Firebird/Camaro	#416

DOOR HANDLE INSERTS



Dress up plain door handles with distinctive inserts. These custom trim pieces fit perfectly into the recessed part of the door handle, and can also be used to enhance other exterior and interior areas. Easy to apply.

<i>Trans Am</i>	#417
<i>Firebird</i>	#418
<i>Camaro</i>	#419

DOOR LOCK SCRATCH GUARDS



These accents provide permanent protection to the car's finish in an area subject to severe scratching. Backed with an OEM-approved pressure-sensitive adhesive, these ornaments are easy to apply for a bond unaffected by weather.

<i>70-84 Firebird</i>	#420
<i>70-84 Camaro</i>	#421

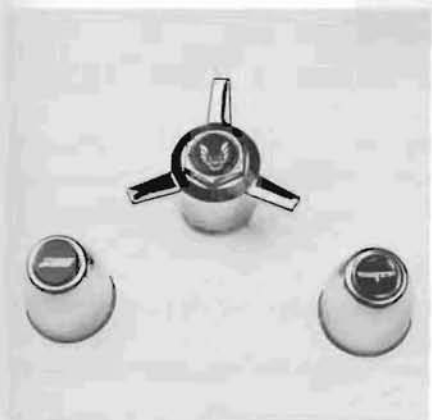
BANDIT SPINNER CAPS



One of the neatest ways to dress up a set of wheels is with spinner caps, and we can now offer the same spinners that go on our Bandit wheels. Heavily chrome-plated, with the unique Bandit logo.

All wheels with 3 1/8" centers, including all factory 70-81 Trans Am wheels. #422

CUSTOM WHEEL CENTERS



A fine finishing touch to any wheel, these wheel trim centers are 1 3/4" in diameter with deeply embossed designs.

<i>Firebird</i>	#423
<i>Z-28</i>	#424
<i>Camaro</i>	#425
<i>Corvette</i>	#426



TRANS AM DECAL KIT

The tradition lives on with this progressive and stylish decal kit for the 3rd generation Trans Am. Easy to apply, pre-cut, high-quality kit includes one hood bird, two sail panel birds, and one rear trunk/spoiler bird. Complete with easy do-it-yourself instructions and installation aids.

Add A, B, C, D, or E for color choice.

Colors
Top left
Top right
Middle
Bottom left
Bottom right

A
B
C
D
E

#427



STRIPING KITS

Not just another striping treatment, these unique and futuristic striping kits are designed only for the new Firebird/Camaro body style. Very striking looks.

Kits include hood/body side and roof pillar striping, plus two large and two small names. Complete with easy do-it-yourself instructions and installation aids.

Add the letter for your color choice to the number for your car.

Colors
From Top to Bottom

A
B
C
D

Firebird
Trans Am
Z-28
Camaro

#428
#429
#430
#431

STOCK REPLACEMENT WHEEL FLARE MOLDING

Many Trans Am exteriors are marred by wheel flare moldings which have cracked, shrunk, or fallen off. Until we found this material, replacement molding was available only from GM -- and only with new wheel flares! An important finishing detail that should not be overlooked.

Molding for one wheel flare

#432

AUTO BODY TRIM



The easy way to individualize your car. Each ornament combines durability with flexibility so that it can be applied to any surface: flat, curved, rigid, or soft. The design is completely sealed with a domed polymer material to protect it from weather and dirt and to give it a jewel-like appearance.

Firebird - gold

#433

Firebird - silver

#434

Z-28 - red

#435

Turbo - silver on black

#436

WINDSHIELD GRAPHICS



Perfect for windshields, spoilers, or any other part of your car, these bold 3" high graphics are die-cut from top quality vinyl for long life. Because only the lettering transfers to the car, there is no film to wrinkle or discolor. Very easy to apply.

"Trans Am"

#448

"Firebird"

#449

"Z-28"

#450

"Camaro"

#451

Color selection for Trans Am/Firebird

Color selection for Z-28/Camaro

Silver

#A

Silver

#A

White

#B

White

#B

Red

#C

Red

#C

Silver-blue metallic

#D

Gold

#D

Bright blue

#E

Gold

#F

Add the letter for your color choice to the number for your car.

"LIGHT RIDER" NOSE LIGHTING DISPLAY

This eye-catching display for your 82-84 Trans Am was inspired by the popular "Night Rider" television show. The unique sequential lighting effect will never fail to attract attention and will make your car stand out in any crowd. Kit includes template, mounting hardware, and instructions. Requires minor bodywork.

Note: use of this display may be illegal in some states; check local laws.

Available summer/fall 1984.

82-84 Firebird

HALOGEN HEADLAMPS



Perhaps the biggest deficiency in any high-performance car is, of all things, the headlights. Unless your car is one of the few equipped with factory halogen headlamps, your high beams are only good for about 150 feet of concentrated light. At 60 mph, this is a time factor of less than two seconds -- enough to hit the brakes and say a short prayer.

Halogen headlamps are much brighter than standard factory headlamps and have a more precise pattern, to greatly increase the safety of high-speed night driving. Concentrated light on low beam matches the standard equipment light on high beam. High beam range increases about 60%, with more useable light all-around. Direct replacement for factory lights; simple installation.

77-81 Firebird High Beam (2)	#437
77-81 Firebird Low Beam (2)	#438
82-84 Camaro High Beam (2)	#439
82-84 Camaro Low Beam (2)	#440
Optional 100 watt bulbs for high beams #437 & #439 - set of 2	#441
Above headlights may be illegal in your state; check local laws.	
82-84 Firebird (legal in all 50 states)	#442

DRIVING AND FOG LIGHTS



As a supplement to either factory or aftermarket lighting, these driving lights provide additional forward and side-to-side illumination and are sized to fit the Trans Am grille. We provide optional 100 watt bulbs for those who require more light without the bulk of very large auxiliary lamps. (Do not install 100 watt driving lights behind grilles.).

The fog lights have a unique low-beam pattern with sharp cut-off to penetrate adverse weather and provide more visibility without glare. They also provide excellent cornering light. This is the one set of auxiliary lights you should have to provide an extra margin of safety during rain, snow, dust, or fog.

One amber fog light	#443
One driving light	#444
Installation kit (for two lights)	#445
Optional 100 watt bulb for #443-#444	#446

INTERIOR: ACCESSORIES

ESCORT RADAR DETECTOR BRACKET



Add a touch of class to your interior with this custom bracket that molds your Escort into the headliner, making it hard for thieves or anyone else to see. For added protection, you can slide your Escort right out. Bracket comes painted to match your interior; includes hardware.

Note: will fit other radar detectors 5 1/8" x 5 1/8" x 1 7/8" or smaller.

70-81 Firebird/Camaro	#455
State year of car and color of interior	

CUSTOM HAND-MADE FLOOR MATS

Dress up your car's interior with these sharp-looking, custom hand-made floor mats. They are made from plush \$18.00/yd. living room-quality carpeting and incorporate the design (Firebird Eagle, Camaro, "Z-28", Corvette crossed flags, or your initials) right into the carpet -- not silkscreened. These floor mats fit perfectly and are professionally crafted.

Black #1
Beige #2
Red #3
Charcoal #4A

Grey/Silver #5
Brown #6
Dark Blue #7
Light Blue #8

For 82-84 Firebird/Camaro/Z-28

1 Set Front (2)	#456
1 Set Rear (no logo) (2)	#457
1 Rear Deck Mat	#458

For 70-81 Firebird/Camaro/Z-28

1 Set Front (2)	#459
1 Set Rear (no logo) (2)	#460
1 Set Trunk (1)	#461

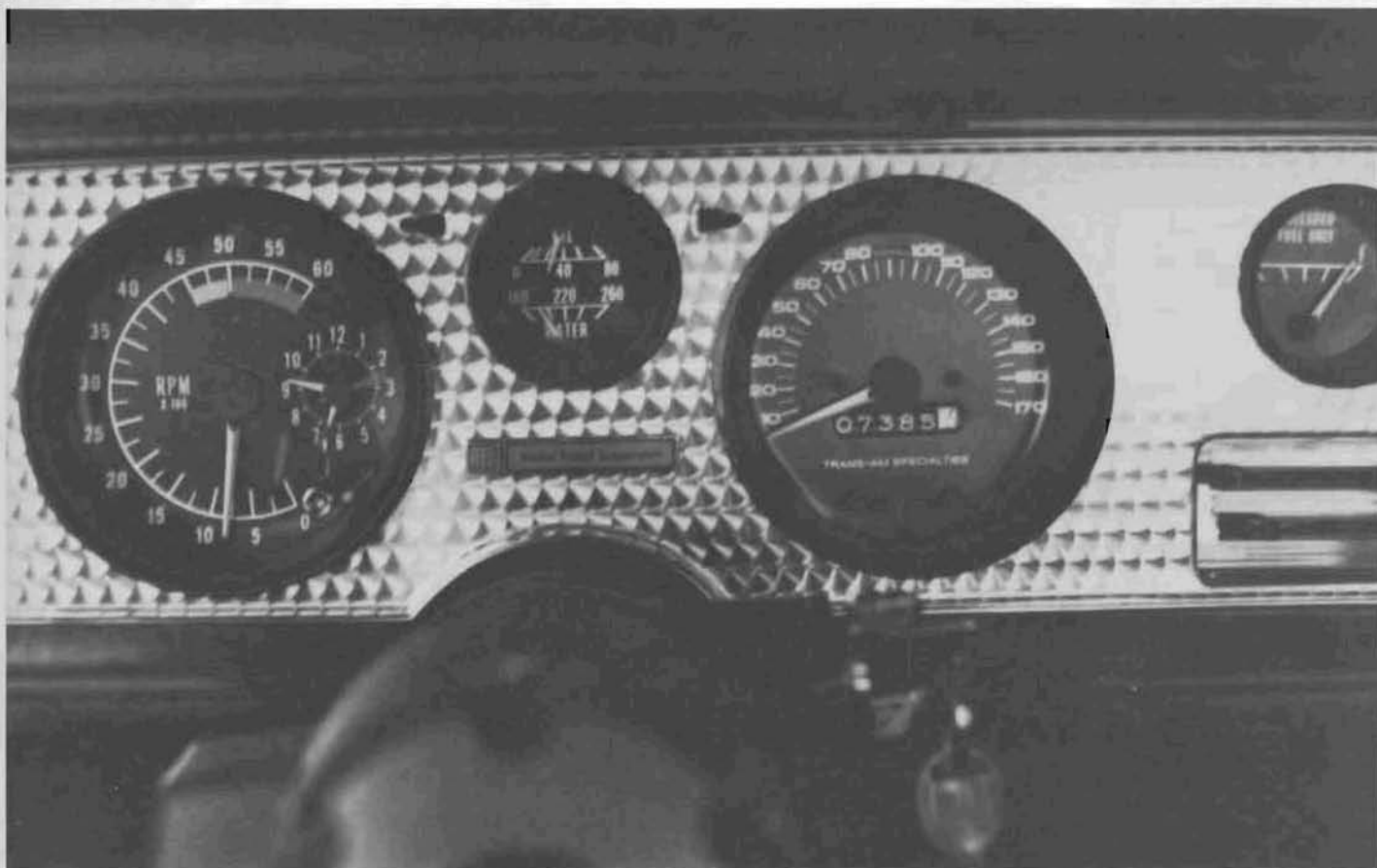
For Corvette

1 Set Front (2)	#462
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Example: #459 1/2 Firebird are front mats for a 70-81 Firebird, black with beige firebird.

Example: #458 4A/1 SD - is a charcoal rear deck mat for an '82-84 Firebird or Camaro with the initials "SD" in black.

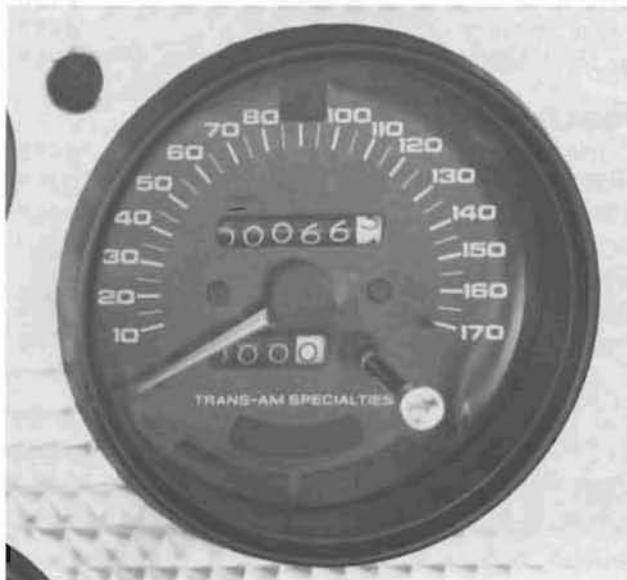
DASH TINT KIT



Turn your dash into a show piece. An easy do-it-yourself kit to illuminate the dash red (just like the '79 Anniversary, '80 Pace Car, and '81 Pace Car editions) or gold (to match gold dashes). This kit duplicates the factory dash tinting techniques. Complete with instructions.

Gold	#463
Red	#464

150 AND 170 M.P.H. SPEEDOMETERS AND 8000 RPM TACHOMETER



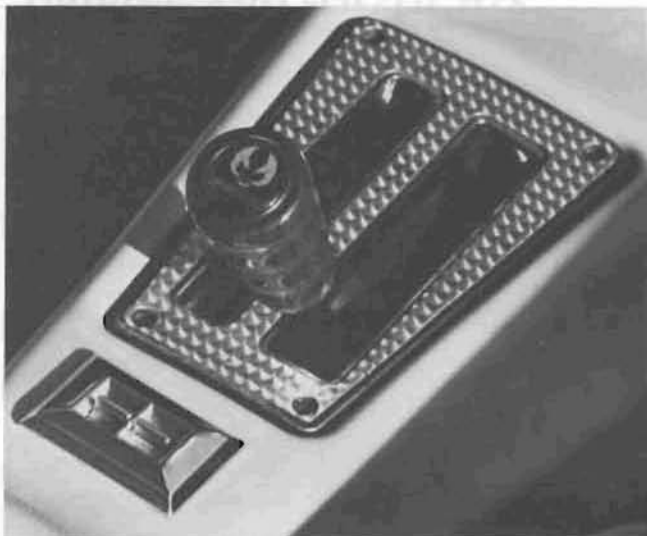
A fast car just doesn't seem to look fast with an 85 M.P.H. speedometer in the dashboard. We have two speedometers, one scaled to 150 M.P.H. for '82s and newer, the other scaled to 170 M.P.H. for '81 and older. Both of them replace the factory item perfectly, match the factory dash numbering, and require no calibration.

A perfect match to the 150 mph speedometer, our 8000 rpm tachometer will make your dashboard even more impressive. Available with any redline.

Speedometers and tachometers fit Trans Ams and Firebirds.

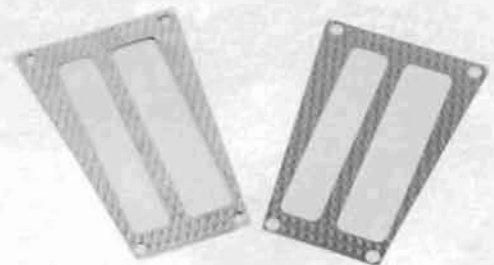
76-80 Speedometer without trip	#465
80 Speedometer with trip	#466
81 Speedometer with trip	#467
82 Speedometer with trip	#468A
83 Speedometer with trip	#468B
84 Speedometer with trip	#468C
82-84 Tachometer with stock redline	#469
82-84 Tachometer with special request redline.	#470

SHIFTER PLATE COVERS



Dress up your console with a shifter plate cover that matches the engine-turned aluminum dashboard. A sharp addition to any automatic-equipped 70-81 Trans Am.

Silver	#471
Gold	#472



DIGITAL INSTRUMENTATION

The gauges of the future are here now -- from Trans Am Specialties. These are the most advanced digital gauges available, each featuring a precise digital readout. The speedometer (0-199 mph) and tachometer (0-9999 rpm) have semi-circular displays which light up sequentially as speed and RPM increase. All of the gauges use high visibility LEDs, making them easy to read, even in daylight.

When the ignition is off, the whole display is black, for a "factory-equipped" look. These gauges incorporate state-of-the-art technology for maximum performance without the fluctuations found in lesser-quality gauges. Lifetime guarantee.

Complete kit includes speedometer, tachometer, center cluster (temperature, fuel, oil temperature, oil pressure, and ammeter), face plates, and all hardware and sensors. The gauges bolt into the existing housings, with no dash modifications necessary, so the factory gauges can be re-installed. Total installation time is about 2 hours.

70-81 Trans Am	#473A	82-84 Camaro/Z-28	#473C
82-84 Trans Am (available summer/fall '84)	#473B	68-82 Corvette	#473D

WALNUT BURL DASHBOARD



Outside of a Rolls Royce, you've never seen a real wooden dashboard until you've seen one of these. Produced by Madera craftsmen apprenticed in Europe, these dashboards start with hand-selected veneers. More than 150 individual operations are carried out through precision machining and hand sanding and individual inspections. The dash is flatted and polished to a durable, smooth, warm finish. Beautiful to both touch and sight, this is the ultimate change for a truly classic interior.

82-84 Camaro

#474

CONSOLE CONVENIENCE TRAY



Trying to drive and balance your morning coffee (or other beverage) is a sure way to end up with a spill on your clothes or upholstery. A console convenience tray provides a safe resting spot for two cups. Fits perfectly above existing console or carpet. Available in sable hickory wood grain finish or black leather grain, both trimmed in chrome vinyl.

Quick and easy installation requires no mounting hardware.

70-81 Firebird/Camaro Wood Grain

#475

70-81 Firebird/Camaro Black Leather Grain

#479

WOOD SHIFT KNOBS



One of the things many people miss in newer cars is the classic look of real wood. A wood shift knob can be that small touch that sets off your interior. These knobs are genuine walnut, with an exceptionally high-gloss finish that protects and enhances the wood's natural finish. Your choice of a variety of emblems and shift patterns.

70-81 Firebird/Camaro with Automatic Transmission

#476

70-81 Firebird/Camaro with Manual Transmission

#477

82-84 Firebird/Camaro with Automatic Transmission

#480

82-84 Firebird/Camaro with Manual Transmission

#481

Emblems (clockwise from upper right)

Trans Am	A	5-Speed	E
Z-28	B	Camaro	F
4-Speed	C	Firebird	G
Corvette	D		

Match the letter for your emblem choice to the number for your car.
Example: #476A is a Firebird emblem for a 70-81 Firebird with an automatic transmission.

Example: #481 E is a 5-Speed emblem for an 82-84 Firebird/Camaro with a manual transmission.

SECURITY ACCESSORIES

WHEEL LOCKS



We're not professional thieves, but until we found these wheel locks, there wasn't a set on the market that we couldn't beat within ten minutes. Whether your Trans Am has factory or aftermarket wheels, they're too valuable to leave unprotected.

We offer these locks in sets of four (better than any other set of four), and sets of twenty, which the manufacturer calls "the System". Heard the expression "you can't beat the system"? Well, you can't.

70-81 Set of 4 #485 82-84 Set of 4 #496

70-81 Set of 20 #486 82-84 Set of 20 #497

Add A, B, C, or D, for type of wheel. (Do not fit roto-lugs)

Factory Rally II wheels - A

Factory 7" and 8" aluminum wheels - B

Standard aftermarket aluminum wheels - including vari-lug - C
(3/4" to 7/8" thick at lug holes)

Standard aftermarket aluminum wheels - including vari-lug - D
(1 1/16" to 1 1/8" thick at lug holes)

T-TOP LOCKS



Everybody seems to like T-tops, including thieves and vandals. T-top locks are inexpensive insurance against someone stealing your valuable glass roof panels. Easy to install.

78-84 Firebird/Camaro with factory tops #487

Firebird/Camaro with American or Hurst tops and all 68-82 Corvettes #488

Firebird/Camaro with Cars & Concepts tops #496

INSIDE HOOD LOCK SYSTEM



It took General Motors eleven years to get smart about protecting your Trans Am's engine compartment, but you can get smart now. Replace your outside hood release with this easy-to-install inside hood release for greater security.

70-81 Firebird/Camaro

#489

CAR COVER ALARM

Stop thieves before they even get to your car by making your car cover your first line of defense. It guards against vehicle entry, wheel, tire, and car cover theft plus vandalism and gas siphoning. This alarm works with all car covers, and is easily installed in 45 minutes.

Must be used in conjunction with an existing alarm system in your car.

All car covers

#490

CAR ALARMS



It's a fact of life that when you own something special, somebody else may not have any qualms about taking it. Today's crime statistics show that a car is stolen or broken into every 30 seconds. We've chosen two vehicle security systems to help you keep your car (and in-car possessions) out of somebody else's hands.

The "TheftTrap" features automatic passive arming (uses ignition key instead of a vulnerable outside key), entry delay, motion detector/ immediate alarm (sounds if doors, hood or trunk are opened or if vehicle is bumped or jacked up), automatic reset and rearm (after 1½ minutes of sounding, unless hood or trunk is left open), override mode (allows you to disarm the system), system status LED (indicates that system is arming, armed, or disarmed), and a high-output electronic siren. This quality system is affordable for everyone.

The second system we've chosen has more features than the famous Ungo Box, but without the Ungo Box price. The Digi-Guard has the same basic features as the TheftTrap, but is keyboard-controlled. Only your personal 5-digit code disarms the system and allows the engine to start. It also has user-adjustable exit and entry delays, valet mode (for convenience disarming), dome light relay (provides convenience keyboard illumination), parking light flasher (flashes while alarm is sounding), seat pressure sensors (detects entry through roof, etc.), and Shatterguard (glass breakage triggers alarm). This system qualifies for comprehensive insurance discounts offered by some companies.

Options:

Digi-Guard RF remote option (arms and disarms system from outside the vehicle, plus "panic button" to trip alarm in case of emergency, and outputs to control electric door-locks by remote control)

Armored hood and ignition lock (under-dash key lock to disable ignition and deadbolt hood)

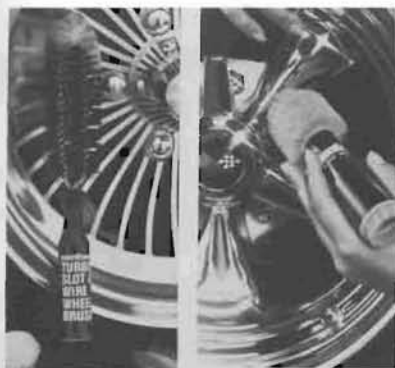
Mechanical siren and relay (increased volume output)

Both systems have 1-year limited warranty; fit all 12-volt vehicles.

TheftTrap	#491	RF Remote Option	#493
Digi-Guard	#492	Armored Hood and Ignition Lock	#494
		Mechanical Siren	#495

CLEANING ACCESSORIES

LUG SCRUBBER, WHEEL BRUSH, AND BODY DETAILER



Cleaning and detailing your Trans Am can be both frustrating and time-consuming. With this three-part system, you can spend more time driving and less time cleaning. A really neat set of products.

First, use the wheel brush to clean those otherwise inaccessible areas on all turbine, slotted, and wire wheels. Has no-scratch nylon bristles.

Then use the lug scrubber to clean the nuts and those hard-to-reach recessed areas around the lug. Will not damage chrome or other surfaces.

Finally, remove dried wax and polish from moldings, letters, and emblems with this neat body detailer -- a must for the finished look on your Trans Am.

Lug Scrubber	#500
Wheel Brush	#501
Body Detailer	#502

CLEANERS - For WHEELS and other METAL SURFACES



Like most auto enthusiasts, we're always looking for something to make our work easier so we can spend less time working and more time driving. That's why we like Busch cleaners. They work hard, so we don't have to.

Chrome Wash -- spray on, rinse off. One-step cleaner for all chrome surfaces dissolves dirt. Great for hard-to-reach areas (wire and turbine wheels). No rubbing or buffing.

Tar Wash -- spray on, rinse off. Dissolves tar from painted surfaces, chrome, aluminum, rubber, glass. No rubbing; no scratches. Does not affect wax.

Aluminum Wash -- spray on, rinse off. Dissolves light corrosion, stains, and brake dust from aluminum surfaces. No rubbing or buffing.

Heavy Duty Aluminum Wash -- spray on, rinse off. Ideal cleaner for rough cast aluminum surfaces, like intake manifolds, rears, and severely corroded wheels. No rubbing or buffing.

Aluminum Polishing Wash -- rub on, rinse off. Restores shine to aluminum, stainless steel, chrome. Faster and easier than other polishes. Leaves a protective film to prevent oxidation, with no unsightly residue.

Chrome Wash, 8 oz.
Aluminum Wash, 8 oz.
Aluminum Polishing Wash, 8 oz.

#503
#505
#507

Tar Wash, 8 oz. #504
Heavy Duty Aluminum Wash, 16 oz. #506

PAINT CARE



We'll probably never be able to test all the car finishes on the market, but we may not have to -- we're happy with these. Karseal Products, long a favorite of professionals, has recently refined several of its products for the enthusiast. The result is a line of professional-quality products that doesn't require professional skills or equipment to apply them. We think these Karseal products are truly "A Friend to the Finish".

KS Custom Body Conditioner -- for faded or badly weathered finishes, this is the opening deep-cleaning step used to provide the proper base for one of the following waxes.

KS Custom 500 Cleaner/Wax -- an excellent one-step cleaner/wax for most cars, this product combines a non-abrasive cleaner to remove road grime with No. 1 Carnuba Wax (the best-known and one of the most expensive waxes ever developed) for a hard, durable finish with deep lustre.

KS Custom Glaze -- a custom-blended formula for use on all colors and finishes. Especially effective on red, black, and metallic finishes. This glaze's special solvents and cleaner eliminate haze, cover surface scratches, and resist fingerprints. For a true show-car finish.

KS Custom Carnuba Wax -- a special blend of imported No. 1 Carnuba Wax with special solvents which quickly seal to leave a dazzling dust-free lustre and all-weather protection. Use only on new or pre-cleaned finishes.

We suggest the following: for poor to average paint -- Body Conditioner + Custom 500 cleaner/wax; for maintenance of good paint on cars seeing everyday use -- Custom Glaze + Custom 500 cleaner/wax; for the ultimate care of your car's finish (including new cars, show cars, and good-weather only cars) -- Custom Glaze + Carnuba Wax.

KS Custom Body Conditioner, 16 oz.
KS Custom Glaze, 16 oz.

#508
#510

KS Custom 500 Cleaner/Wax, 16 oz. #509
KS Custom Carnuba Wax, 16 oz. #511

PERSONAL ACCESSORIES

TRANS AM and BANDIT JACKETS



Bandit Jackets- Red Only
Winterweight (state size)
Summerweight (state size)

#520
#521

Trans Am Jackets- Gold, Black, Silver, Dark Blue
Winterweight (state size and color)
Summerweight (state size and color)

#522
#523

TRANS AM SPECIALTIES T-SHIRTS and SWEATSHIRTS

Let everyone know you deal with the best! Shirts are 50% cotton, 50% polyester.

Sizes: small, medium, large, extra large

Colors: light blue, red, beige, burgundy, black

T-Shirt (state size and color)
Sweatshirt (state size and color)

#524
#525

BASEBALL CAPS



These popularly-styled caps are made with mesh sides and backs for warm-weather comfort. Adjustable headband (one size fits all).

Red
Light Blue
Dark Blue
Yellow
Green

#532A
#532B
#532C
#532D
#532E

KEY FOBS

A very nice and practical holder for your car and house keys, with your choice of emblems. Genuine suede backing in three colors.

Colors:

		<i>Firebird</i>	#527
<i>Red</i>	A	<i>Trans Am</i>	#528
<i>Black</i>	B	<i>Camaro</i>	#529
<i>Tan</i>	C	<i>Z-28</i>	#530
		<i>Corvette</i>	#531

Add the letter for your color choice to the number for your car.

BOOKS

The Fabulous Firebird. Michael Lamm

"A complete, beautifully presented history." "....makes very enjoyable reading...." Covers '67 - '81. Hardback, 160 pages, 445 ill. #533

Camaro! From Challenger to Champion. Gary Witzenburg
A complete history from Automobile Quarterly. Detailed, informative, entertaining. "A superb effort." Hardback, 216 pages, 425 ill. #534

Firebird! America's Premier Performance Car.

Gary Witzenburg
Thorough history from '66 - '82 covers production and show models and every option package. A very high-quality publication. Hardback, 200 pages, 400 ill. #535

Pontiac's Third Generation Firebirds and Trans Ams.

Martyn L. Schorr
All the background information on styling, engineering, and design of the '82 - '83 models. Paperback, 80 + pages, 150 + ill. #536

Firebird: A Source Book. Thomas E. Bonsall

Complete history from '67 - '81 as told in reproduced factory literature. Covers all models and accessories. Paperback, 144 pages, 300 ill. #537

Pontiac: The Performance Years. Martyn L. Schorr

Documents the Pontiac performance legend from 1959-1974. Covers Super Duty cars, GTOs, Firebirds. Packed with information. Paperback, 84 pages, 200 ill. #538

Chilton's Firebird. Workshop manual, 1967 - 1981.

#539

The Great Camaro. Michael Lamm

A full history covering '66 - '79. "....a great book about a great car." Examines all models in tremendous detail. Hardback, 144 pages, 287 ill. #540

Chilton's Camaro. Workshop manual, 1967 - 1981.

#541

Camaro: The Third Generation. Michael Lamm (not shown)

How the third generation Camaro came to be: styling, mock-ups, engineering, etc. Hardback, 96 pages, 150 + ill. #542

Three Ways to Order:

by telephone: Call us at (609) 488-0328. We're open 6 days a week, Monday through Saturday, for your convenience. For quicker service, please have your part numbers and Mastercard or VISA card ready. Minimum credit card order \$20.00 (including shipping).

by mail: Fill in the order blank completely, and enclose your personal check, cashier's check, money order, or credit card number and expiration date.

in person: If you're in the area, call us for directions, then visit our service facility and store at 1514 Route 38, Cherry Hill.

Our Sales Policy:

- Orders can be completely pre-paid or partial C.O.D. Payment for pre-paid orders includes the cost of the order, our handling charge, shipping charge (see order form), plus tax, if applicable. C.O.D. orders require a minimum deposit of 75%; upon delivery, the remaining 25% of the cost of the order plus the shipping and handling will be due. C.O.D. charges must be paid in cash or by money order. Truck shipping and charges will always be C.O.D.; post office charges must be pre-paid (double the UPS charges).
- We ship UPS whenever possible, but will ship whichever way you request. UPS does not deliver to P.O. Boxes, so please provide a street address when possible, otherwise we will ship U.S. mail. (All orders to Alaska will be via post office, and shipping must be pre-paid).
- Allow two weeks for personal checks to clear the bank before shipment.
- Orders paid by Mastercard, VISA, cashier's check, or money order will be shipped promptly. Minimum credit card order is \$20.00 (including shipping). If a part is temporarily out of stock, you will be notified within one week of the item's status.
- No merchandise can be returned without prior written approval of the mail order manager. No merchandise can be returned after 60 days. There is a 20% handling charge for any merchandise returned and found not to be defective (unless we have made a mistake). Shipping on returns must be pre-paid.
- New Jersey residents must add 6% sales tax.
- Prices and product specifications are subject to change without notice.
- Trans Am Specialties advises that parts designated by an "E" prefix may affect engine exhaust emissions, and that all such parts should be used for racing and other "off-road" uses only. Most of these parts are illegal for use on emissions-equipped cars in the state of California.
- Our warranty policy is consistent with the high-performance parts industry: At the option of Trans Am Specialties, defective merchandise will be replaced or credit will be issued if it is determined that the Trans Am Specialties product is at fault. Electrical items are pre-tested before shipment, and are non-returnable. In the event of a questionable failure, you may return the part with prior permission for a replacement at cost.
- Trans Am Specialties assumes no responsibility for other expenses incurred, or for the effect on other associated parts and equipment when using such products. Engine parts, for example, which are designed to increase power should be installed only when the customer is confident that his engine is in good enough condition to accept any added strain.

No employee, agent, affiliate, or franchisee of Trans Am Specialties may bind the company to any agreement other than what is stated above.

Notes

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