

Monthly Newsletter May '09

Newsletter No. 0017

What's in This Month

Topic: 2011 Pontiac Trans Am NEW !!!

Tip: Replacing bushings Part 2 (Body)

Spotlight: Spotlight of the Month May 1976 Trans Am

Spotlight: Performance Years

Classifieds



2011 Pontiac Trans Am NEW !!!

Well, you hear the announcements time and time again about the new 2011 Pontiac Trans Am. Sometimes you hear about the new 2010 Pontiac Trans Am.. or the new 2012 Pontiac.... well, you get the picture. You hear stories about it, you see magazine articles about it and you hear other people talk about it. But the truth of the matter is that there is going to be no new Pontiac Trans Am anytime in the near future.. like the next two decades near anyway.

The fact of the matter is GM is going through bankruptcy and as a part of this they are closing the Pontiac Division all together. So the hopes and dreams of seeing one of these cars roll off the line anytime soon is a pipe dream. You can see all the articles you want, hear all the stories you want.. the plain and simple fact is that there is nothing to them and you will not see a New Trans Am from Pontiac or GM. Some of the articles you see out there show photos, talk about what it

will include, but those are all articles dreamt up by artists and purists to the Trans Am. They are hoping and trying to get a new Trans Am to roll off the line, but it will never happen.

Some of the articles you see will show photos, but if you read the articles closely, you will see that what they show are conversions of the new Camaro that is rolling off the line. They are nothing more than a cosmetic package to make a Camaro look like a Trans Am.. nothing more. It is still a Camaro at heart and will always be one.... they just decorate it up to look like a Trans Am.

So for all of those out there who get all excited about the possibility of a new Trans Am... I hate to burst your bubble, but there is not one coming nor are there any plans for one to come anytime soon. Sorry folks.. it just ain't gonna happen.

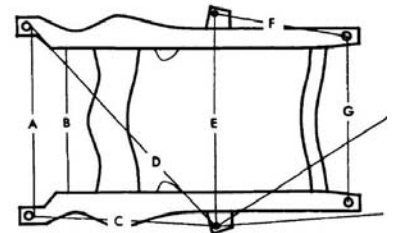


Replacing your Bushings Part 2 (Body)

Well, last month we covered replacing your rear suspension and bushings. This month I would like to cover the body mounts for the car. There are only six to replace so it is a fairly easy task since there are so few. The problem comes in is that four out of the six body mounts have weld nuts located inside the cars floor or inside a steel cage that protects them. The Firebird is a sub-frame car so all of the body mounts are located on the front half of the car. There are two at the rear of the front sub-frame.. two located in the middle of the front sub-frame and the remaining two are located at the front of the frame that attaches the core support to the frame.

We will start with the two front sub-frame to core support mounts because these are the easiest to get to and the easiest to change. When you are changing the body mounts you need to make sure the car is well supported and that there

are extra supports right next to the mounts that you are changing to help minimize and shifting of the frame when removing the mounts. The front ones are easy to get to from underneath the car. When replacing the mounts, you only want to work on one at a time. If you take too many of them off at once, you run the risk of the car shifting and the frame not being aligned anymore. Remove one side at a time and replace the bushings. You can purchase the new bushing kit with just the bushings, or you can spend the extra few dollars and also buy new hardware which includes the new nuts and bolts as well. All of the torque specifications are listed in the Service Manual for tightening all of the bolts back to factory specifications. It will also give you all of the dimensions for checking your frame as well.



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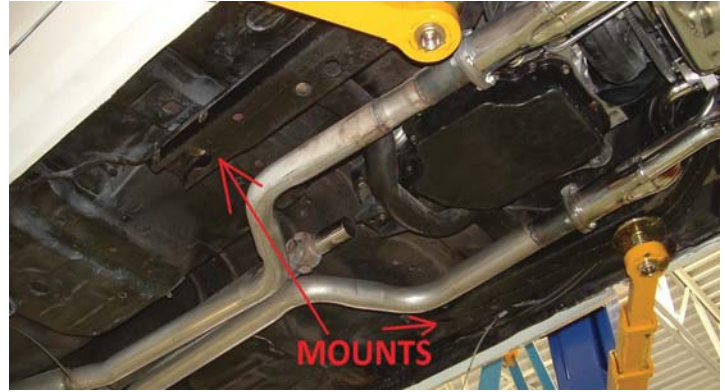
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Replacing your Bushings.... Part 2 (Body)

The next two body mounts that you would want to change are located on the outside of the frame just by the firewall behind the front wheel wells. They are located on the outside of the frame where the frame starts to make the dive down to go under the car. Again, you want to make sure the car is well supported in this area before removing any bolts. These two bolts on either side are held in by weld nuts inside of a metal support cage. Depending on how old your car is and how well the car was taken care of, sometimes these weld nuts have a tendency to break free from the welds. Now even though this is a bad thing, luckily these cages are easy enough to open to gain access to them to re-weld the nut into place. Hopefully your car is in good enough shape to where these bolts will come out without too much headache. Again, have the new bushing there ready to go and replace the old worn out bushings with the new.

If your weld nuts do break free, you will have to open up the cages. They have relatively easy access to but in order to get full access to them you will have to remove your fender.

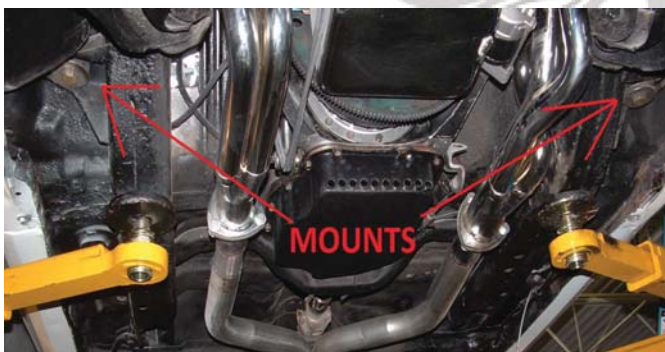
The last two body mounts are located at the rear of the front sub-frame and are easy to get to from underneath the car. Again, make sure you have the car well supported in this location when changing out the bushings. Much like the middle body mounts you just changed, the bolts are held in there by weld nuts. Unfortunately these weld nuts are located inside the body of the car underneath the floor. So, if these break free, you pretty much have no other option but to cut access holes in the floor of your car to be able to weld these back into place. Sometimes you can use a prybar to pull down on the subframe enough to get pressure to hold the nuts in place to get the bolts out, but that will not help you for re-installation of the new bolts and bushings.



Now there are some choices you have when replacing the body mounts. You can replace the old body mounts just like the factory, or you can replace them with poly-urethane bushings. The poly-urethane does provide a stiffer body and better handling, but you also sacrifice the ride quality of the car. Because the mounts are stiffer, you will feel it on just about every bump in the road. So, if you are building a race car or one for the track, then you should consider using the urethane body mounts and also the complete poly-urethane suspension when replacing all of your bushings. But, if you are building a car for cruising around in or going to car shows, then I suggest using the original factory rubber mounts and bushings for your car.

extra \$15 and get the new bolts as well and replace them. So for about \$150 and about 2 to 3 hours out of your day you can improve the road handling and ride of your car. Of course that time frame does not include if your weld nuts break free. Of course there will be extra time added if that happens, but lets just hope for your sake that everything goes according to plan.

Next month we will move onto the front suspension replacement.



The full body mount replacement kits will run you about \$115 for the rubber style and about \$70 for the poly-urethane. Like I also mentioned earlier, if you want you can spend the



78ta.com Forum:

<http://forum.78ta.com>

Check out the Calendar for upcoming shows and events for 2009.

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Spotlight of the Month - 1976 Trans Am of Jphillips3333

Spring is in the air..... the weather is starting to break (well, at least for us up North) and cruising season is pretty much right on top of us now. With that in mind... I choose for the month of my the 1976 Trans Am of jphillips3333. This is a great example of a 1976 Trans Am with the Pontiac 400 and automatic transmission. It has the Deluxe black interior and the Sterling Silver exterior. Now, this is not the only car that John Phillips owns.... but we will get to that later. This 1976 Trans Am is a great example of Pontiac driving excitement. The car does have some modifications done to it, but overall is a fine example of why we love these cars. The styling of 1976 was one of a kind and the combination of the silver exterior and black interior is one of the best color combinations that in my opinion came in 1976.... next to the Black Limited Edition of course. As you can see from the photos below, the car does have some extra special touches like the 5-color 79 and later hood bird and the custom rims which adds a little customs flare to the overall car. Now, as we all know the Spotlight of the month is not just about these cars. It is also about the owners of the cars and John is no exception to that. John has been a member of this Forum for almost two years now and has been a

vital part here with help and suggestions. Pretty much every topic and question that is posted, John has been there to lend a helping hand or give his suggestions. Anything from car help, to personal suggestion to even computer help, John has been there. But it also goes beyond that as well.... I remember one of the thing that John had said was "Family first - your kids are only young once." And he proves it as well. He has had his 13 year old son out there helping work on the car with him doing some work to the engine.



You can check out the full story on the Forum.

Spotlight of the Month - Performance Years

Performance Years (PY) was founded by Chris Casperson in 1983 when he began to sell Pontiac parts out of his basement via a newsletter called the GTO Journal. His first reproduction (65-66 wood wheel center cap) was made in 1984. In 1987, a catalog of his reproductions was created. In 1991, PY introduced the first Classic Pontiac online community. Today the PY Online Forums is the internet's largest such community. PY has full color

distributed worldwide. They can be seen on the web www.performanceyears.com or at national Pontiac events and large swap meets.

I have been using Performance Years for a majority of the parts that I purchase. When I was restoring the Trans Ams, I would get about 90% of my parts through PY. If you get a chance, check

out their website and get a catalog from them. And when you call for parts, their highly trained staff are always glad to help. I have been dealing with Stacey for a long time there and is a great help when I am looking for parts. Make sure you mention 78ta.com when you call. Performance Years 1-800-542-PART

Classifieds

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Want to sell your car in the Monthly Newsletter here at 78ta.com? Send an email to Sales@78ta.com for more information. List your car for sale that reaches over 100,000 people each and every month.

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2001 Pontiac WS6 Trans Am \$22,000 or best offer
Stored Winters, 18k Miles, Never smoked in, T-tops, Loaded, Super Clean Regular Oil Changes, Never Hot Rodded Jim email jwiles1@live.com



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1978 W-72, 4-speed, 3:73 posi rear, Non T-Top, @100K. Corbeau front seats, new carpet, Center line rims, 235/60/15 in front. 255/60/15 in the rear, runs great..but, has no mufflers installed. Will come with not installed stock intake/carb, shaker hood scoop, 160 speed-o, hooker headers, new rebuilt dual spring heads, mild cam, Comp cam roller rockers, push rods, timing chain set, cherry bomb header mufflers, a/c parts that where taking off, extra tail lights, grill inserts. This is a low numbers W-72 package car \$10K OBO
E-mail ? at eckfamily4@msn.com

