

PONTIAC BRAKES

Pontiac's history goes way back to 1883 when Edwin M. Murphy established the Pontiac Buggy Company in Pontiac, Michigan. His horse drawn carriages were beautifully crafted and selling well, but when he started seeing the new horseless carriages being built in nearby Dearborn, he knew they were the wave of the future. Murphy founded the Oakland car company and started building motorized carriages and the company was successful. His friend, William Durant originated General Motors and he ended up buying half of the Oakland Company in an exchange of stock. William Durant



1924 Oakland

was more interested in Murphy's talent than the company. Under General Motors the Oakland name was eventually dropped and Pontiac was founded.

in 1926. The Pontiac was a step up from the Chevrolet, and through good designs, powerful engines and an affordable price the brand became a sales leader.



1926 Pontiac

Fast forward to 1946, after WWII, when the new Pontiacs were released, resembling the cars that were last produced in 1942. During the dismal economic times of the early '30s, the Pontiac and Chevy brands were closely linked so parts could be built in a larger quantity, which translated to less expensively. New body styles were being designed for all of the GM cars after the War, so Chevy and Pontiac introduced a new body style in 1949. Pontiac continued to be a step above Chevy, and the



cars were always more luxurious with nicer exterior and interior designs.. A good example was the 1950 Pontiac Super Deluxe Catalina that featured hand buffed leather in the interior along with chrome strips in the headliner. The car also featured two-tone paint, a nice feature way back in 1950.



1950 Pontiac Super Deluxe Catalina

Olds and Cadillac were producing V8 engines and Buick had one on the drawing board that would be released in 1953, so in 1952 Pontiac wanted one of their own. The Pontiac engineering department started working on a new design and the Chevy engineering department was also working on their V8 version. The Pontiac engineers borrowed some good ideas from Cadillac and Oldsmobile, and also some from the new Chevy engine, so the end result was a very nice design that offered good horsepower for the engine size. From a mechanical and physical stand point, the

Pontiac V8 closely resembled the powerful Olds engine. The first Pontiac engine introduced in 1955 was a 287ci engine that delivered 180 horsepower with a two-barrel and 200 horsepower with a four-barrel carburetor.



1955 Pontiac Engine

When Pontiac introduced the new V8 engine in 1955 there were some body similarities between the Pontiac and Chevy, but the front and rear suspension

systems were different. Pontiac shared the Oldsmobile rear axle housing design for an open driveline system, and it was strong enough to handle the power of the new Pontiac engine and the stronger Olds engine. The differential had a big case, a huge ring and pinion gear, and large strong axles. When race enthusiasts saw this new assembly they knew it would stand up to some very serious horsepower. Before long, the differential was being used in street performance vehicles, as well as competition-only racecars such as the gasser class cars. Wilwood was aware of their racing uses, so they designed a few disc brake kits for the rear differential. One of the kits is the Dynapro Low-Profile Rear Parking Brake Kit part number 140-11397. The kit features forged billet Dynapro four-piston calipers in a black anodized finish. The calipers work together with 11-inch standard or drilled rotors, and the hub assembly is designed for the internal drum parking brake mechanism. A rear brake kit for racecars is the Forged Dyalite Rear Drag Brake Kit part number 140-7667. The kit features forged Billet Dyalite four-piston calipers in a black anodized finish. The calipers work with the thin and very lightweight 11.44-inch rotors in a standard or the lighter weight drilled style.

odized finish. The calipers work together with 12.19-inch rotors in a standard or drilled and slotted style, and they are used with the internal drum parking brake mechanism.



Drag Race Kit 140-7669



Internal Drum Parking Brake Kit 140-7147

If you want stronger rear brakes, you can install the Superlite 4R Big Brake Rear Parking Brake Kit part number 140-9224. This kit features forged billet Superlite four-piston calipers in a black finish. The calipers work together with 12.88-inch slotted or drilled and slotted rotors that are designed to work with the internal drum parking brake mechanism.



Drag Race Kit 140-7667

Another excellent rear brake kit is the Forged Dyalite Dynamic Rear Drag Brake Kit part number 140-7669. It features forged billet Dyalite four-piston calipers in a black anodized finish. The calipers are used with 11.44-inch dynamic mounted rotors in a standard or drilled and slotted style. Wilwood also offers a variety of good street rear brake kits such as the Forged Dyalite Rear Parking Brake Kit part number 140-7147. The kit features forged billet Dyalite four-piston calipers in a black an-



Internal Drum Parking Brake Kit 140-9224

Another really powerful rear disc brake kit is the W4A Big Brake Rear Parking Brake Kit part number 140-10953. This kit features forged billet aluminum W4A four-piston calipers in black finish. The calipers work together with 14-inch rotors in a slotted or drilled and slotted style. The rotors are designed to work with the internal drum parking brake mechanism.



Internal Drum Rear Brake Kit 140-10953

This rear differential was widely used by Pontiac from 1955 to 1964 when the company started using another strong differential shared by Pontiac, Buick and Oldsmobile.

In 1956 Pontiac got a new General Manager, Semon "Bunkie" Knudsen, the son of William Knudsen the former president of General Motors. The younger Knudsen grew up around cars and was quite aware that Pontiac needed a performance image if it was to succeed. Even in 1956 Pontiac was on the bubble at General Motors. Knudsen was given the task of improving Pontiac's popularity and that didn't take him long. In 1956 a small Pontiac sedan running a modified 316ci, 285 horsepower engine set a Bonneville endurance speed record running 118.337 miles per hour in a 24-hour race. That accomplishment certainly got plenty of attention from performance minded enthusiasts and hot rodders. The new 316ci engine was offered in several horsepower ranges from a 192 horsepower two-barrel version to a 285 horsepower dual four-barrel engine.

Up until 1957, Pontiac was known for its chrome stripes on the hood, something that started many years before. Knudsen got rid of the stripes and also the Indian head hood ornament. He also hired John DeLorean in the engineering department and Pete Estes as the designer, and with these talented folks the Pontiac division was changed forever. In 1957

the Pontiac engine size was increased again to 347ci. The horsepower ranged from 227 horsepower with a two-barrel version to 290 horsepower with the new three two-barrel option commonly referred to as tri-power. A fuel-injected 310 horsepower engine was also released in the new Bonneville.



1957 Pontiac Bonneville Convertible

Nice designs and performance were both very important at Pontiac, so in 1957 the company released the new high performance Bonneville convertible at the Daytona Beach Race. This car featured a 347ci, 310 horsepower fuel-injected engine, and it was designed to compete with the Chrysler 300 and the Desoto Golden Adventurer. The car's awesome performance became publicly known when a tuned model was timed at 144 miles per hour at the Bonneville Salt Flats. In '57 this car was only available as a convertible.

The Bonneville name returned in 1958 and it was now available as a two-door hardtop or a convertible. The engine size was increased again to 370 cubic inches and the top model was the fuel-injected version with 310 horsepower. The fuel-injected engine was available, but only 400 were produced. Similar to Chevy, a new body design was released in 1959 that was the first Pontiac with a wide body and because of the new design the car's track had to be increased by five-inches. Milt Coulson, a copywriter at Pontiac's advertising agency, MacManus, John and Adams, created the term "Wide Track". The '59 Pontiac used a minimal amount of chrome and it was the start of the



1959 Wide Track Pontiac

split grille design, which would be used for years later. The '59 engine grew again and this time it was the first 389ci engine that would become famous in the first GTOs.

In 1960, Pontiac started entertaining racing endeavors in NASCAR circle track and NHRA drag racing where a Super Stock class was being developed for stock Detroit vehicles. Pontiac brought out a new Super Duty package that was designed for both types of racing and the hot cars could also be ordered for street use.



1961 Pontiac

In 1961, Pontiac introduced a clean new body style and the lightest Pontiac was the Catalina. Many racers were interested in the car when they found out that a new 421ci engine with dual-quads could be dealer installed. Several of these cars were built for Super Stock drag racing and they were extremely competitive in the class.



1962 Pontiac Grand Prix

In 1962, the 421ci engine was optionally available with the special SD engine for drag racers and a street version was also made available for regular Pontiacs. In 1962, Pontiac introduced a new high performance luxury model, the Grand Prix, and it was available with the 389ci engine or the 421ci engine with a four-barrel or with tri-power. Most Grand Prix hardtops were ordered with automatic transmissions, but a four-speed manual was also offered and those cars are rare today. The Grand Prix was a beautiful car built on the small Catalina platform and the styling was excellent. The Grand Prix was the precursor to the Buick Riviera.

Catalina racecars were potent in 1962, so to make them lighter, some of the cars had lightening holes drilled in the frame and they became known as the "Swiss cheese" Pontiacs. The factory racecars were also offered with aluminum body parts to keep the weight down.



1962 Pontiac Super Duty Racecar

In 1963, Pontiac released a new body style that was very attractive, especially the new Grand Prix. The strong street engine options remained the same, but GM management banned racing across the board, so few factory-backed racecars were made. Street performance wasn't banned so Pontiacs remained popular with performance enthusiasts. Most of the Pontiacs were equipped with 389 engines, but an optional 421 was available in some of the models.



1964 GTO Coupe

In 1963, the Tempest/LeMans compact models that were introduced in 1961 were being updated and were growing in size. In 1963 Pontiac offered a high performance 326ci powered version of the LeMans and it was fun to drive. The engineering department was working on the new '64 LeMans when one of the engineers wondered what the car would be like with a high horsepower 389ci engine? Since the 326 and 389 engines are physically identical, a 389 was installed in the new prototype model and the engineers took it for a ride on Pontiac's test track. They were really impressed with the car's performance, so John DeLorean was notified and he came to engineering to take the car out for a drive on the test track. He came back with a big smile on his face and thought it would be a nice car to release to the public. The problem was the GM manage-

ment limited engine sizes in the midsize cars they were building for liability reasons. Undaunted, John DeLorean talked to Jim Wangers and they devised a proposal to get the car under the corporate radar. All of the new car proposals were written up for approval, so buried at the back of the proposal was the GTO option. Similar to today's Congressmen and Senators, the higher ups at GM didn't read the paperwork thoroughly and signed the go ahead. Nothing was published about the car before it was released, so the management didn't become aware of the big engine installation, but the dealers were personally notified of its existence and they were excited and pre-ordered quite a large number of them. At the same time the LeMans arrived at the dealerships, the performance car brochure was released and sales started coming in faster than expected. DeLorean and Wangers thought they would sell about 5,000 GTOs, but that turned out to be a gross underestimation. By the end of 1964, Pontiac sold 32,450 GTOs. The management team at GM were surprised when the car was released, but Pontiac pre-sold so many GTOs that they let the car go through and lifted the engine size for midsize cars to 400ci. Soon Buick and Oldsmobile had similar offerings with 400ci engines. Chevy didn't have a 400ci big-block, so they had to stick with the 327 engine until 1966, when the 396 was introduced.

Since Pontiac couldn't get involved in professional racing, the GTO would be the perfect street racer when ordered properly. The GTO was available with all of the nice performance options, such as the choice of two strong running engines. The base engine was a 325 horsepower 389 and the top engine was a tri-power 389 delivering 348 horsepower. The cars came with a standard three-speed manual with a four-speed as a step up. The cars could also be ordered with Safe-T-Track, Pontiac's limited slip rear differential. Buyers who ordered the tri-power engine backed by a four-speed and a low-geared limited slip differential had a GTO that was drag race ready. Many performance minded buyers liked the GTO concept so 32,405 cars were produced in the first year.

Sometimes small changes can make a big difference and that was certainly the case between the '64 and '65 GTO. Using styling ideas borrowed from the Grand Prix, the '65 GTO featured stacked



1965 GTO Hardtop

headlights, a more expensive and aggressive looking grille, a single hood scoop that could be made functional and a slick new rear treatment with hidden taillights. The '65 LeMans was a big hit with buyers and the GTO became very popular.

Right after the introduction of the GTO, Pontiac received some free advertising when a song "Little GTO" became a top 40 recording. John Wilkins wrote the song and a group of Nashville musicians recorded it under the name "Ronny and the Daytonas." Over a million singles and 500,000 albums were sold and occasionally you can still hear the song playing on oldies radio stations.



1965 GTO 389 engine with tri-power

On odd years Pontiac always made engineering changes and on even years Pontiac would make styling changes. The engineering improvements made for 1965 include new high performance heads, a mild cam improvement, and a new intake manifold to work with the heads. The four-barrel engine was rated at 335 horsepower and the tri-power engine was now featuring 360 horsepower. Later in the year a cold air package was released and it was available at the dealership. It should also be mentioned that by 1965 many older people were looking at the GTO as the top-of-the-line LeMans model, so many of the cars were optioned with all of the creature comforts such as power steering, power brakes, air conditioning, power windows, power seats, and even a power antenna.

Most of the cars were four-barrel automatic cars, so many of the luxury cars didn't help the high performance image of the GTO, because they were fairly slow with the lower horsepower engine, two-speed automatic transmission and all of the heavy options. The GTO became very popular with both young street performance enthusiasts and older buyers so the sales jumped to 75,352 GTOs sold in 1965.

The GTO was Pontiac's performance leader in the mid-'60s but we should also mention that the big Pontiacs were also offered with some strong engine options. One of the performance models was the 2+2 Catalina that was offered with two powerful 421 engines a four-barrel version and a tri-power version. The Grand Prix was still popular with older buyers and it could be ordered with a variety of high horsepower engines including the 421 and the 428.



1966 Pontiac 2+2 with 421 Engine

Pontiac made a body change in 1966 and the new GTO was larger than the '65 GTO. Even though the GTO was bigger than the previous model, they had a very pleasing design with the start of the "coke bottle" shape. The roof was rounder and sleeker than the previous model and the rear sail panels flowed back into the rear quarters creating a tunneled rear window. In 1966, the GTO became a separate model, not a LeMans option. The engine selections remained the same but there was a tri-power change because the '66 used a larger center carburetor. The GTO was catching on with enthusiasts and the song probably helped because in 1966 Pontiac sold 96,946 GTOs.



1966 GTO Hardtop

General Motor's management was conservative to a fault, so they limited engine size to 400ci and in 1966 they decided that none of the muscle cars built by any of the divisions in 1967 should have multiple carburetion, except the Corvette. The engineers at Pontiac heard about the multiple carburetion ban early, so they countered it by increasing the GTO engine size to the 400ci limit and they designed a new four-barrel intake manifold that worked terrific with the new Quadrajets carburetor. The new Quadrajets had a small primary side for regular driving and a huge secondary side for performance use. The Quadrajets fuel flow was about the same as the tri-power, so the full throttle effect was similar without three carburetors.

The 1967 GTO shared the same body as the '66 with a new grille and tail panel. In 1967 there were four 400 engines available, the standard engine delivering 335 horsepower, an economy version delivering 255 horsepower, an optional high performance engine delivering 360 horsepower with a hotter cam and an open element air cleaner, and a Ram Air version that featured a ram air pan in the trunk for dealer or personal installation. Up until now the automatic transmission was a two-speed, but in 1967 there was a new three-speed automatic transmission, the Turbo 400. If a console was ordered, shifting was handled by a new Hurst His-Hers shifter that allowed manual shifting or full automatic. This was also the first year for front disc brakes, but there were problems with them. Many other muscle cars were being offered in 1967 including the new Firebird, so GTO sales dropped to 81,722 units.



1967 GTO Hardtop

Pontiac got on the pony car bandwagon in 1965 when Chevy started going after the Mustang. Pontiac decided to go after the Mustang and the Cougar, Ford's upscale Mustang. In 1967 Chevy released the Camaro and a few months later Pontiac introduced the Firebird. The Firebird was upscale from the Camaro, but the price increase

was slight, because everything was optional on the Camaro and the Firebird came standard with many of Camaro's optional features. Similar to Ford and Chevy, the Firebird could be ordered with a six-cylinder engine, but not just any six, it was a single overhead cam six-cylinder engine that could be ordered in several power ranges. The top six-cylinder engine was a good performer and it was also impressive when the hood was opened. Most Firebirds were equipped with the 326ci engine and it could be ordered with a two barrel producing 250 horsepower or an H.O. version with a four-barrel carburetor that was delivering 285 horsepower. Performance enthusiasts could order the Firebird with a 325 horsepower 400ci engine that was exactly the same as the higher horsepower GTO engine. The only difference was a carburetor stop that didn't allow the car to have full throttle. Sometimes the salesmen or mechanics at the dealers would tell customers how to remove the stop for more power. Similar to the GTO, the Firebirds could also be ordered with Ram Air and the parts were put in the trunk. The H.O. engine featured a hotter camshaft and free flowing exhaust manifolds. Since the Firebird was lighter than the GTO, the cars offered awesome acceleration when you could get the tires to hook up.



1967 Pontiac Firebird with Overhead Cam Engine

There was a major styling change in 1968, when Pontiac introduced the GTO with the "Endura" rubber bumper. Ads showed a fellow hitting the bumper with a sledgehammer with no real effect. The Endura bumper was color keyed to the body color of the car and it had a very futuristic look. Similar to the Firebird, the new GTO had dual hood scoops, a smooth body with a fastback design, and it was built on a shorter wheelbase. The car also featured optional hideaway headlights, so that added to the car's high performance appeal. When compared to all of the other GM mid-size performance models, the GTO was much better looking and could probably outrun most of them. There are always a few people who can't handle a big change, so a chrome

bumper was available for the GTO if people just had to have one.



1968 GTO Hardtop

The new GTO also offered several engine options starting with the 350 horsepower 400, which was the standard engine. Economy minded enthusiasts could order a 265 horsepower 400ci engine but few did. Those wanting more horsepower could order the 360 horsepower H.O. engine, a Ram Air engine with the same horsepower or a Ram Air II engine rated at 366 horsepower. Turbo 400 and four-speed manual transmissions were both optionally available. In 1968 Pontiac sold 87,684 GTOs.



The Firebird body was the same as the '67 but this year the vent windows were eliminated giving the car a cleaner look. There were some small nose and tail changes, but in general, the cars were very similar. In '68 the Firebird was still available with the six-cylinder engines and the standard V8 was a new 350 engine. The standard 350 was delivering 265 horsepower and the H.O. version was delivering 320 horsepower. The standard 400 engine was rated at 330 horsepower, the upgraded 400 was delivering 355 horsepower and a Ram Air engine was also available.

1969 was a very interesting year. When the new GTO was released, it looked similar to the '68 with a slightly different grille and tail panel. All of the engine selections were upgraded and after the initial introduction of the GTO, the Judge and the Firebird Trans Am (T/A) models were introduced. The GTO Judge offered two different engine op-

tions, the 366 horsepower Ram Air III engine and the 370 horsepower Ram Air IV engine. The Ram Air IV engine featured new heads with round exhaust ports for better flow, a new aluminum intake manifold topped by an 800cfm Rochester Quadrajet carburetor and it was equipped with a high lift long duration camshaft. Pontiac kept the horsepower figures low because they didn't want to alarm the management but the Ram Air IV engine was delivering over 400 horsepower. In '69 Pontiac sold 77,287 GTOs and of those 6,725 were Judge hardtops and 108 were Judge convertibles.



1969 GTO Judge Hardtop Ram Air III



1969 Pontiac Trans Am

The '69 Firebird had a styling change and it was met with mixed reactions. The nose was changed, the smooth body was given body accents and the wheel openings were squared off at the top. The interior was very nice with a new weaved material that provided a rich look. The Firebird 400 was the top model, but the new Trans Am offering replaced it. The Trans Am featured a new hood with two large scoops, a rear spoiler and front quarter scoops. The car was only offered in white with two blue stripes running from the hood scoops back to the rear of the car. The Trans Am was offered with two Ram Air engines, the Ram Air III engine rated at 335 horsepower and the Ram Air IV engine rated at 345 horsepower. Pontiac was playing games with the horsepower ratings because the engines were exactly the same as the ones in the GTO Judge when the throttle stops were removed. In 1969 Pontiac sold 88,405 Firebirds, but of those only 697 were

Trans Ams.

Things were going smoothly throughout the '60s but in 1970 the Environmental Protection Agency was created and the extremists that were hired wanted to push their weight around with emissions and fuel economy mandates that were almost impossible to meet with the technology available at the time. The first big change was the elimination of lead from gasoline so the octane levels were going to plummet. They also had fuel mileage requirements and emission standards that the manufacturers had to meet. About 10 years later, all of the car manufacturers got together and used their muscle to change some of the mandates that were becoming impossible to meet. If the car companies stopped producing cars altogether, the economy would go into a free-fall so the EPA backed off.

It was only natural for Wilwood to release a variety of brake improvement kits for the early Pontiac muscle cars. The GTO chassis was essentially the same from 1964 to 1972 so several brake kits were made that fit all of those cars. The Firebird shared the same spindles as the GTO from 1967 to 1969 so they could also use the new brake kits. Pontiac offered disc brakes in 1967 but the first caliper was nothing but trouble. Starting in 1968 the GTOs and Firebirds used a new single piston disc brake so the first upgrade kit that makes sense is the installation of a D52 caliper that offers stronger and more even clamping force on the original rotor. The D52 aluminum caliper is a simple bolt-on operation that can be done in a few hours.



Wilwood D52 Calipers

If you are looking for a more extensive brake improvement kit you can install a Dynapro 6 Big Brake Front Brake Kit part number 140-10510. The kit features forged billet aluminum Dynapro six-piston calipers in a red or black finish. The

calipers work with the 12.19-inch rotors that are available with a standard or drilled and slotted style.

calipers work with 11-inch rotors in a standard or drilled and slotted style. The 11-inch rotors will work with many 14-inch and all 15-inch wheels.

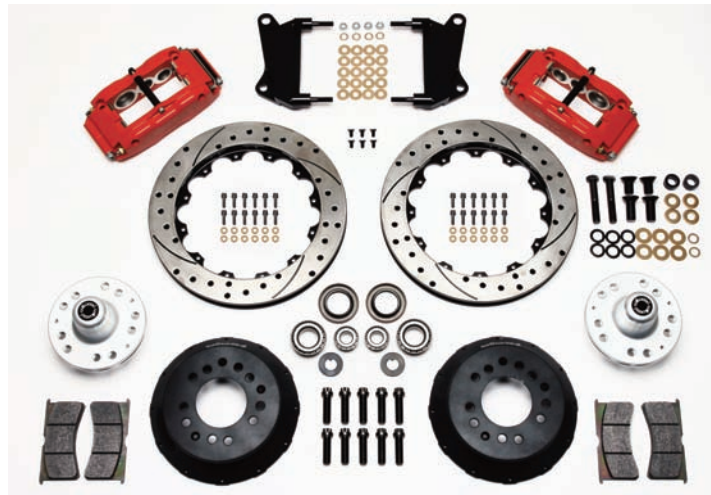


Front Brake Kit 140-10510

Another outstanding improvement is the Superlite 6R Big Brake Front Brake Kit part number 140-9803. The kit features forged billet aluminum Superlite six-piston calipers in a red or black finish or polished for a show car appearance. The calipers work with 12.88-inch rotors in a slotted or drilled and slotted style.

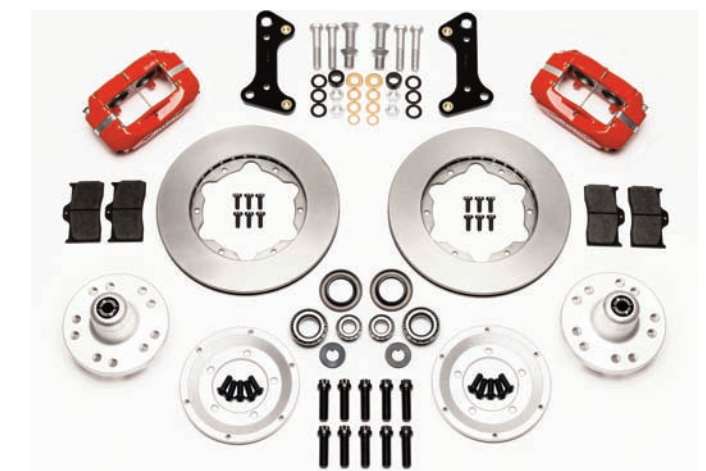


Front Brake Kit 140-10920



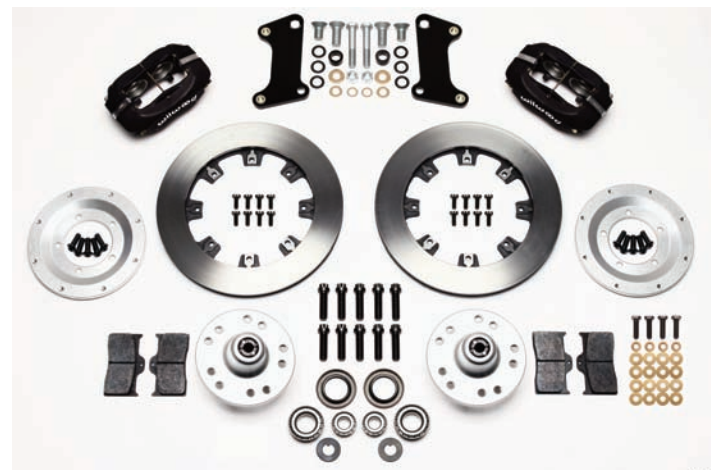
Front Brake Kit 140-9803-DR

Another Superlite 6R Big Brake Front Brake Kit is part number 140-9804. It is the same as the previous kit, but this one comes with 14-inch rotors in a slotted or drilled style. Pro Touring enthusiasts will like the W6A Big Brake Front Brake Kit part number 140-10920. This kit features forged billet aluminum W6A six-piston calipers in a black or red finish. The calipers work with 14-inch rotors in a slotted or drilled and slotted style. Enthusiast who are restoring an early GTO or firebird, but want improved brakes can select the Forged Dynalite Pro Series Front Brake Kit part number 140-10996. The kit features forged billet aluminum Dynalite four-piston calipers in a red or black anodized finish. The



Front Brake Kit 140-10996

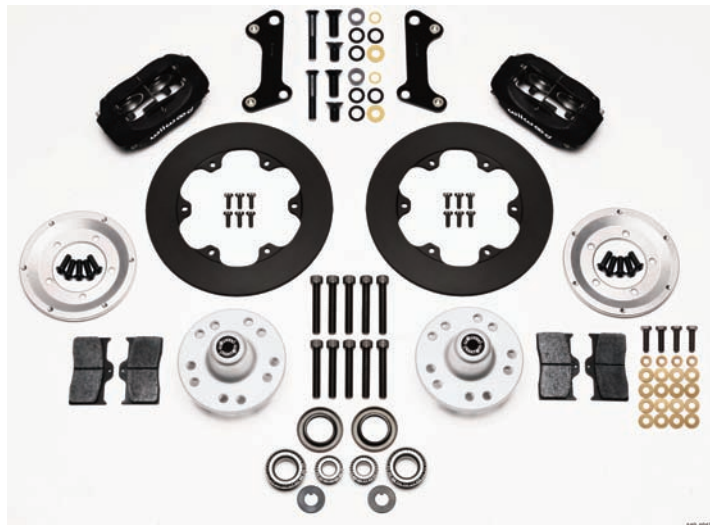
One step up is the Forged Dynalite Big Brake Front Brake Kit part number 140-7675. This kit is similar to the previous one, but it features 12.19-inch rotors in a standard or drilled and slotted style. This kit works with most 15-inch wheels.



Front Brake Kit 140-7675

There is even a lightweight disc brake kit for drag racers, the Forged Dynalite Front Drag Brake Kit part number 140-1017-B. This kit features forged

billet aluminum Dynalite four-piston calipers in a black anodized finish. The calipers are used with 10.75-inch rotors in a standard or drilled style. All of the kits feature an aluminum hub assembly and are an easy bolt-on operation.



Drag Race Front Brake Kit 140-1017-B

1970 was the last really good year for the auto industry before the EPA rules went into effect, so they went out with a bang. General Motors pulled out all of the stops so that the divisions could produce cars with larger displacement engines. Pontiac was coming out with a totally new Firebird and the GTO got a facelift even though the chassis remained the same. The GTO body design was nice and the Judge was carried over from 1969 with a new graphics package. The engine selections were also opened up to include the standard 400 engine, the Ram Air III rated at 366 horsepower and the Ram Air IV engine rated at 370 horsepower. This year there was another optional 455 engine that was under rated at 360 horsepower. The GTO was better than ever in 1970, but sales dropped to 40,149 units. Pontiac sold 3,797 Judge hardtops and 162



1970 Pontiac GTO

Judge convertibles. The dropping sales figures for all of the performance cars starting in 1969 were a direct result of the Vietnam War with many potential buyers serving in the military.



1970 Pontiac Judge

In the middle of the year Pontiac introduced the new 1970 Firebird and the body style was awesome. The body was low and sleek, and it featured a fastback design that even looks fantastic today. Even with the low sales in the first year, the Trans Am models were brought back and that would later prove to be a good idea. The Pontiac stylists finally had some time to work with the car's graphics package and all of the additions they made to the car were actually functional. The car featured a reverse-mounted shaker hood scoop, a rear spoiler, air-deflectors at the front edge of the wheel wells, a front spoiler and a body stripe that ran the full length of the car. This year the Trans Am was available in white with blue stripes or blue with white stripes. The other performance offering was the Formula 400 for enthusiasts who wanted a fast but subtle looking muscle car. Both of the high performance Firebirds were offered with the 335 horsepower H.O. engine with or without Ram Air. There was also a 350ci H.O. engine available that was rated at 320 horsepower. Trans Am sales increased to 3,196 units so it still remained a low production muscle car.



1970 Trans Am

The EPA rules were going into effect in 1971, so all of the Pontiac engines were built with a compression drop. There was also a change in horsepower ratings from the old gross ratings to the new net ratings. The 1971 GTO was released and it had a new revised front grille, a new hood with larger scoops and a revised rear bumper. The Judge package was still available and the graphics were just like the '70 model. The big change was under the hood with the new lower compression engines. The 400ci engine compression was lowered to 8.2:1 and the engine was rated at 300 horsepower. The 455ci engine was still being offered and the compression was dropped to 8.4:1. This engine was rated at 325 horsepower and it could only be offered with an automatic transmission. Pontiac was playing games with the horsepower ratings because the gross ratings on this engine would be closer to 400 horsepower. Motor Trend proved that when they tested a 455 GTO with 3.90:1 rear gears and it turned a 13.4 second quarter mile time at 102 miles per hour. The Judge was available again this year but only 374 were built including 17 convertibles. The 455ci engine powered all of the Judges. Total GTO sales for the year was 10,532.



1971 GTO Hardtop

In 1971 the Trans Am returned with a 455 H.O. engine that was net rated at 335 horsepower. The Formula was still a performance package and it was offered with the 350ci engine, the 400ci engine and the 455ci engine. This was not a good year for performance sales across the board even though the engines being offered had more power than ever before. Only 2,116 Trans Am Firebirds were sold making them a rare car today.

In 1972 the GTO reverted back to an option on the LeMans model and that was due to the low sales figures the previous year. Pontiac was doing everything they could to stimulate the sales of the GTO, but they were fighting the political climate of the

time. This year the car was being offered with a base 400ci engine delivering 250 horsepower and a 455ci engine that was rated at 300 horsepower. In 1972 GTO sales slipped to 5,807.



1972 GTO Hardtop

The 1972 Firebird performance cars weren't doing much better because of the times. To top it off there was a strike going on that certainly limited production of GM cars so Firebird sales were hurt for part of the year. When the Firebirds were back into production they were available with a 160 horsepower 350, a 250 horsepower 400 and a 300 horsepower 455. Pontiac also released a custom wheel upgrade in the form of a Honeycomb wheel. The Trans Am was only offered with the 300 horsepower 455 and only 1,286 were produced.



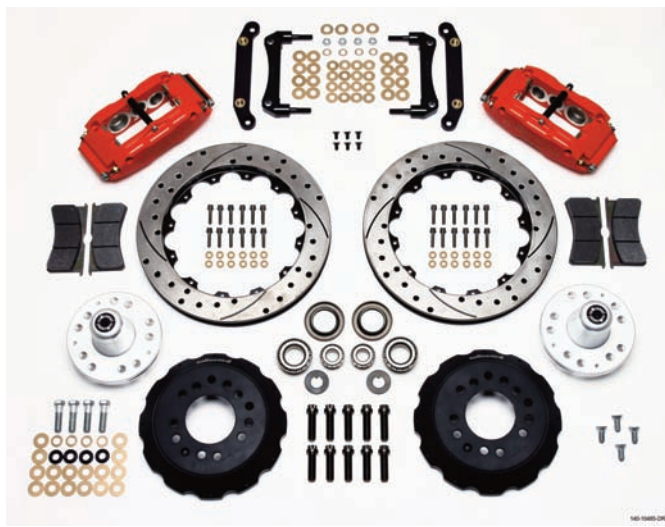
1972 Trans Am With Honeycomb Wheels

In some respects things were getting better in 1973 and car sales were up. The War in Vietnam was scaling down, service men were coming home and fewer young guys were being drafted. Pontiac refused to stop building performance cars so the GTO option was available on the new LeMans body style and it could be ordered with a 230 horsepower 400 or a 250 horsepower 455ci engine. Pontiac also came out with a new model called the Grand Am and it was available with a nice looking Endura equipped front end. The standard GTO had a big chrome bumper that looked terrible when compared to the Grand Am. Since both cars were available with the same engine selections, the GTO sales dropped to 4,806 units and Grand Am sales totaled 43,136.



1973 Pontiac Grand Am

Pontiac made changes to the Firebird in 1970 and the GTO in 1973 and both shared the same spindle arrangement so the same brakes were used on both cars. Wilwood manufacturers brake kits for the 1970 to 1978 Firebird and the 1973 to 1977 GTO and Grand Am. The single piston brake was still being used so the D52 Caliper that we mentioned earlier would be the first easy brake upgrade that could be made. Installing the Dynapro Big Brake Front Brake Kit part number 140-1073 is the first substantial brake improvement Wilwood offers. The kit features the forged billet aluminum Dynapro six-piston caliper in a black finish. It works with the 12.19-inch rotor that is available in a standard or drilled and slotted style. Another kit that works great is the Superlite 6R Big Brake Front Brake Kit part number 140-10485. It features forged billet aluminum Superlite six-piston calipers in a black or red finish. The calipers work with 12.88-inch rotors in a slotted or drilled and slotted style.



Front Brake Kit 140-10485-DR

If a larger rotor is what you are looking for, you can order the Superlite 6R Big Brake Front Brake Kit part number 140-10486. This kit features forged billet aluminum Superlite six-piston calipers in red or black finish. The calipers work with the 14-inch rotors in a slotted or drilled and slotted style. If you

are going for the restored look and want to retain the original wheels, you can order a Forged Dynalite Pro Series Front Brake Kit part number 140-11007. This kit features forged billet aluminum Dynalite four-piston calipers in a black anodized finish. The calipers work with 11-inch rotors in a standard or drilled and slotted style.



Front Brake Kit 140-11007

A small upgrade is the Forged Dynalite Big Brake Front Brake Kit part number 140-8582. This kit features forged billet aluminum Dynalite four-piston calipers in a black anodized finish. The calipers work with 12.19-inch rotors in a standard or drilled and slotted style.



Front Brake Kit 140-8582

Drag Racers can get lightweight brakes when they order the Forged Dynalite Front Drag Brake Kit part number 140-1019-B. The kit features forged billet aluminum Dynapro four-piston calipers in a black anodized finish. The Calipers are used with lightweight 10.75-inch rotors in a standard or drilled style.

The Pontiac engineers saw that the GTO was on the way out so they put their capital into the Firebird in general and the Trans Am in particular even though the sales were low. Pontiac management

went through a change and the new General Manager still wanted the brand to be known as the performance division. The stylists and the engineers were working on big changes for the Firebird starting with a new Super Duty 455 engine rated at 310 horsepower. The engine had many high performance features including the ability to hook up a dry sump system for road racing. Even with all of the EPA restrictions, the Super Duty Trans Am was tested and it turned the quarter mile in 13.54 seconds at 104.29 miles per hour. The stylists also made some big changes in the color and graphics used on the car and now buyers could order Buccaneer Red, Brewster Green, Lucerne Blue and Cameo White. The new Trans Am was equipped with the large hood bird and "Trans Am" emblazoned on the front fenders and on the rear spoiler. The Trans Am was also offered with a standard 455ci engine and it was a good performer. The color availability made a big difference with enthusiasts and in 1973 Pontiac sold 4,802 Trans Am Firebirds.



1973 Super Duty Trans Am in Buccaneer Red

The GTO's fate was sealed when it became an option on the Pontiac Ventura body style. The Ventura was basically a Pontiac packaged Nova. By adding \$195 you could get the GTO package that consisted of heavy-duty suspension, a Trans Am style hood scoop and a 200 horsepower 350 V8. At least some people liked the new car because Pontiac sold 7,058 GTOs in '74, but that was the last GTO until 2004 so we will get into that later.

The Firebird took over as Pontiac's performance leader and the Trans Am sales were increasing. The 1974 Trans Am and Formula were also offered with the SD 455 engine and an EPA mandated cam change lowered the engine horsepower to 290 but the stronger cam could be dealer installed. There was also a body change in 1974 to meet the bumper

requirements but Pontiac did it in a way where the bumper was blended into the Endura nose so it didn't stand out. The Trans Am was still available with the same four color selections and that appealed to many buyers. Engine selections for the Trans Am and the Formula Firebird consisted of a 175 horsepower 400, a 255 horsepower 400, a 250 horsepower 455 and a 290 horsepower SD 455. The Oil Embargo was over, and for the most part, so was the Viet Nam war. Many young college students of the '60s and early '70s got their degrees and joined the workforce and now they had the opportunity to sell the cars they were driving to college and purchase new cars. Many of the returning service men saved their money when they were in Viet Nam and now they could use it to purchase a new car. Over all, car sales were on an upswing so Pontiac took advantage of that.



1974 Super Duty Trans Am

The 1975 Firebird was very similar to the '74 model but the new body received a wraparound rear window for better visibility. Good handling was always part of the Trans Am mystique so the '75 Firebird was equipped with radial tires and improved suspension that they called "Radial Tuned Suspension". In the beginning of '75 the biggest engine available was the 185 horsepower 400 but later in the year Pontiac brought back the standard 200 horsepower 455. Since power was down in all of the engines across the board, the strong Turbo 400 was no longer needed so the cars were equipped with a Turbo 350 transmission. The plus side of the change was the Turbo 350 weighed less than the Turbo 400 and that could be used to improve the handling ability of the car. 1975 was also the first year for the catalytic converter so the factory dual exhaust was changed to single exhaust. Pontiac continued to build performance-oriented cars during the bleak and restrictive '70s and it was obvious that there were plenty of people who still wanted a performance car. In 1975 Pontiac sold 27,274 Trans Am models and more Firebirds in general.

In 1976 Pontiac changed the front bumper to a nicer more integrated design. Pontiac expanded the color choices for the Trans Am and now the buyer could order them in Cameo White, Firethorn Red, Sterling Silver, Carousel Red, and Goldenrod Yellow. This year was Pontiac's 50th Anniversary so there was a special Anniversary Trans Am that featured a black and gold treatment, an idea that was borrowed from the John Player Special racecar. The black car featured extensive gold pinstriping, a gold hood bird, gold German script lettering, gold honeycomb wheels, a gold engine turned dash panel and a grille accented with gold. The car was absolutely stunning and the public loved it. Pontiac only released 2400 Special Edition Trans Ams and the first 643 were equipped with Hurst hatch roofs and the remaining 1757 didn't have them. The first Hurst hatches had a leaking problem, which was fixed later in the year. Several of the original Special Edition cars were used in the Movie Smokey and the Bandit that was released in 1977 and that movie certainly stimulated sales. The '76 Trans Am was available with a 185 horsepower 400 and it was the last year for the 200 horsepower 455. The Total Trans Am sales for the year was 46,701.



1976 50th Anniversary Special Edition

The Trans Am was refined with a new grille design in 1977 and many people thought it looked like an eagle's beak. In any case, the new front face was mean looking and people loved it. The Trans Am was also offered with new Snowflake wheels that really looked nice. The graphics remained essentially the same as the previous Trans Am, including the Special Edition model and a few other colors were added to the list. There were some engine changes thanks to California's restrictive EPA laws. In all '49 states the 180 horsepower 400ci Pontiac engine was used and it could be ordered with an automatic transmission or a four-speed manual. In California

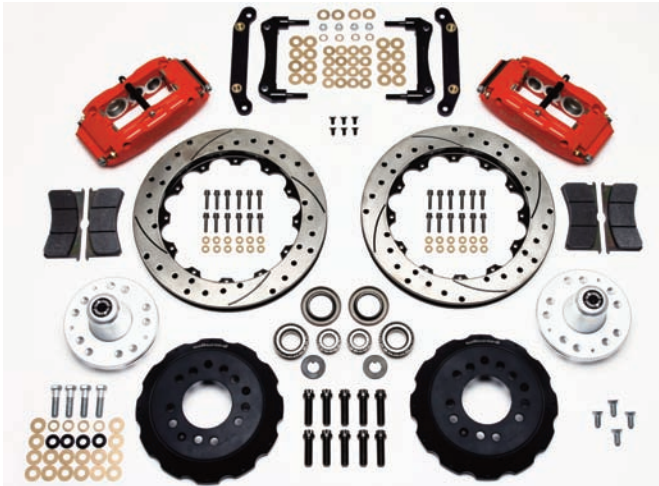
a 185 horsepower 403ci Olds engine was used and four-speeds were banned, so all of the Trans Ams were automatics. Fortunately the Olds engine was a strong runner, so the Trans Ams were still fun to drive with the engine change. Two Chevy engines were also added to the Firebird lineup in order to meet emissions. Governor Brown was very good at making things difficult by having stricter emissions laws in California than the already repressive Federal restrictions. Even with all of the engine limitations in California, Pontiac was still able to sell 68,745 Trans Ams.



1977 Special Edition with new Snowflake wheels

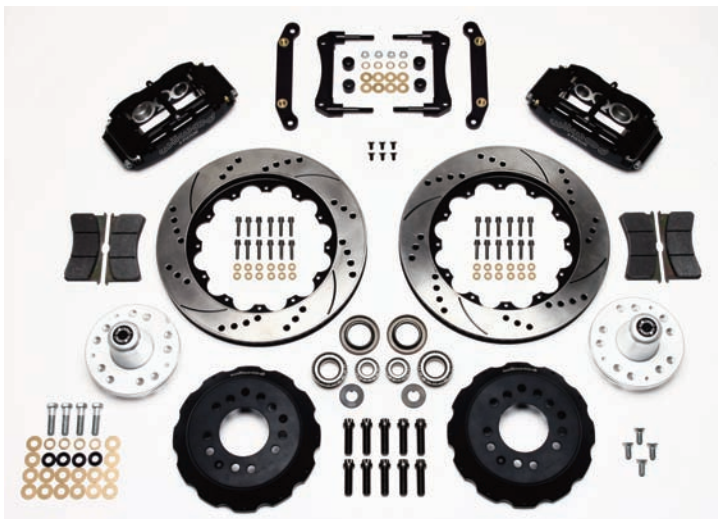
The movie "Smokey and the Bandit" certainly stimulated sales and the special edition model was very popular. In 1978, Pontiac released the new Trans Am and it was essentially the same as the '77 model and even shared the same engine availability. Since Pontiac was having trouble with the Hurst Hatches, they decided to come out with their own T-tops that were larger than the Hurst units, looked nicer and were designed to seal properly. Pontiac also released a gold and brown Special Edition package and it was popular with buyers, but many buyers wanted the traditional black Special Edition, so both were offered. The problem with the gold color was it was very hard to match if there was a paint problem or the car was in an accident. The Trans Am was still available with the 400ci engine in the '49 states and the Olds engine in California. Another nice feature introduced in 1978 was the WS6 suspension package that included 8-inch wide Snowflake wheels that looked nicer than the 7-inch, and allowed larger tires for better handling. The package also included four-wheel disc brakes, larger sway bars, a tighter steering box and other suspension upgrades. In '78 Pontiac sold 93,341 Trans Ams, thanks to free advertising from Smokey and the Bandit.

In 1979 Pontiac made a small change to the front suspension by installing new stronger spindles, so the Wilwood brake improvement kits also changed accordingly. The new improved brakes would be used on the 1979 through 1981 Trans Am and Firebird models. A big improvement could be made to the stopping power of the Trans Am by the installation of the Superlite 6R Big Brake Front Brake Kit part number 140-10492. This kit features forged billet aluminum Superlite six-piston calipers in a black or red finish. The calipers work perfectly with 12.88-inch rotors in a slotted or drilled and slotted style.



Front Brake Kit 140-10492-DR

Another nice improvement is the Superlite 6R Big Brake Front Brake Kit part number 140-10493. This kit features forged billet aluminum Superlite six-piston calipers in a red or black finish. The calipers work with 14-inch rotors in a slotted or drilled and slotted style.



Front Brake Kit 140-10493-D

If the car is being restored and you want to use original wheels you can order the Forged Dynalite Pro Series Front Brake Kit part number 140-11008. This

kit uses forged billet aluminum Dynalite four-piston calipers in a black anodized finish. The calipers work with the 11-inch rotors in a standard or drilled and slotted style.



Front Brake Kit 140-11008-D

If your car is running 15-inch wheels you can upgrade to the Forged Dynalite Big Brake Front Brake Kit part number 140-9053. This kit features forged billet aluminum Dynalite four-piston calipers in Platinum-E finish. The caliper is used with the 12.19-inch rotors in a standard or drilled and slotted style.



Front Brake Kit 140-9053-D

Drag racers can lower the weight of their brake system by installing the Forged Dynalite Front Drag Brake Kit part number 140-8175-B. The kit features forged billet aluminum Dynalite four-piston calipers in a black anodized finish. The rotors work perfectly with lightweight 10.75-inch rotors in a standard or drilled style. All of the kits come with brake pads and an aluminum hub adapter.

Pontiac really changed the appearance of the Trans Am in 1979 when they released a new front and rear design that became a big hit with buyers. This was the last year for the 400ci engine because there was a limited supply of the engines

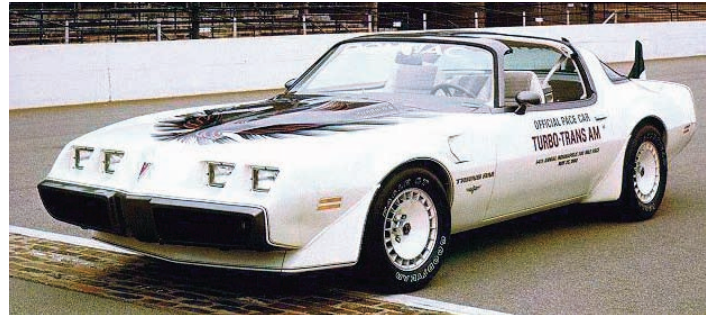
available and they were no longer going to be built. This was also the last year for the 403 Olds engine, so big-block power was on its way out. Pontiac started to phase the engines out because the new '82 Firebird was on the drawing boards and the new car was going to be smaller and lighter than the current one and to meet the stricter emissions standards, all of the Firebirds would have to start running four-cylinder, six-cylinder and small V8 engines. 1979 was also the anniversary year of the Trans Am so a special edition was being designed that many people called the Silver Bird. The car featured a silver exterior with a larger hood bird, and the interior was also done in silver. Pontiac planned to install all of the remaining 400 engines in the 10th Anniversary car, but so many were ordered in California where the 403 had to be used that the 400 became available for other Trans Ams. The 10th Anniversary car was available with Turbine wheels and the other Trans Ams were equipped with the 7-inch or the 8-inch Snowflake wheels when the WS6 package was ordered. The black and gold Special Edition package was still available in '79 because it remained popular with buyers. The last big-block Pontiac year was the best one because 117,108 Trans Ams were built, showing that many Americans still wanted big-block performance automobiles.



1979 Trans Am 10th Anniversary Special Edition

Trans Am sales dropped drastically in 1980 when the big-block engine was no longer available. In the 49 states, you could get a Pontiac 301 Turbocharged engine that was rated at 200 horsepower, but in California where many Trans Ams were sold, the only engine available was the 145 horsepower 305 Chevy engine. The Turbo engine ran well, so some were brought into California from dealers in other States, but that was on a very limited basis. Some California buyers also went to Arizona, Nevada and Oregon to purchase a Turbo Trans Am, so limiting the sales of the Turbo T/A in California was pointless. The big difference between the Turbo Trans Am and the carbureted version was a hood bulge to clear the turbo on the driver's side

of the car. In 1980, the car was selected to pace the Indy 500, so there was a Special Edition package available for the Turbocharged cars. The car had a nice hood bird decal and it was breathing a lick of fire onto the turbo hood bump. The car was awesome looking and with the Turbo engine it was a strong runner for a little engine. In 1980 Trans Am sales dropped to 50,896 showing that most buyers wanted big-block power.



1980 Turbo Trans Am Indy Pacecar

In 1981 the 301 Turbo engine was allowed into California along with the other smaller engines. The Pace Car Special Edition was also available but this time the car was the official NASCAR pace car. The graphics remained essentially the same except for the door graphics that people seldom installed. If you didn't want a Turbo engine the Trans Am could be ordered with a 150 horsepower 301ci engine or a 145 horsepower 305 Chevy engine. Sales for the last year of any car model tends to decrease because people are anticipating the new model that is coming, so Trans Am sales dropped to 33,493 units. The second generation Firebird was an experiment because prior to 1970 Pontiac changed body styles every two years. This body style ran a full twelve years with only minor changes and improvements and it still looked good when the 1982 Firebird was released.



1981 Turbo Trans Am

The third generation Trans Am was a big departure from the previous car, when Pontiac released a smaller, lighter body style and paltry engine choices. After the second generation Trans Am ended with the wild graphics package and hood birds, the new Firebird was not graphically or esthetically exciting. The body design in general wasn't bad but it needed some embellishments to make it really look nice, and the designers started realizing that and made those improvements as time went on.



1982 Pontiac Trans Am

There was a big change in body and suspension design in 1982 and good handling was an important feature stressed by the manufacturers. Pontiac was always a performance leader when it came to engine power and handling ability so the new Firebird Trans Am was equipped with a very good suspension system. One improvement that could be made was the installation of race proven brakes so Wilwood came out with several brake improvement kits starting with the Forged Dynalite Pro Series Front Brake Kit part number 140-11012. The kit features forged billet aluminum Dynalite four-piston calipers in a black anodized finish. The calipers work with 11-inch rotors in a standard or drilled and slotted style.



Front Brake Kit 140-11012-D

A step up from this kit is the Forged Dynalite Big

Brake Front Brake Kit part number 140-11275. This system features forged billet aluminum Dynalite calipers in a black anodized finish. The calipers work with 12.19-inch rotors in a standard or drilled and slotted style. Drag racers will be happy to know that Wilwood also makes a very lightweight kit for the '82 to '92 Firebirds. The Forged Dynalite Front Drag Brake Kit part number 140-1035-B is much lighter than the original brake system. The kit features forged billet aluminum Dynalite four-piston calipers in a black anodized finish. The calipers work with 10.75-inch lightweight rotors that are available standard or a lightweight drilled style.



Front Brake Kit 140-1035-B

The new Firebirds were offered in three models, a base model, a luxury-oriented S/E and a top-of-the-line Trans Am. The base model came with a 2.5-liter "Iron Duke" engine developing 90 horsepower. The first upgrade was a 2.8-liter V6 and it was rated at 105 horsepower. The Trans Am was equipped with a 305ci corporate engine (Chevy) with a four-barrel carburetor that was rated at 145 horsepower and a Cross Fire Injected 305 engine rated at 165 horsepower. The 165 horsepower engine was only offered with an automatic transmission. The turbo engine would have been a nice addition but it was too big for the engine compartment. The '82 Camaro was well received by the public and 52,962 Trans Am Firebirds were sold

In 1983 the Firebird was almost identical to the 1982 model in appearance but a new L69 carbureted engine was available that delivered 190 horsepower. The Cross Fire 305 was discontinued because they were having a few problems with them. The new engine was available with a five-speed manual transmission and a four-speed overdrive automatic transmission.

In 1984 Pontiac recognized the 15th anniversary of the Trans Am and they released a special edition white and blue model powered by the L69 engine backed by a five-speed transmission. Pontiac also made a big improvement when the wheels were restyled to a finned design. The first dish-covered wheels were designed to give the new Firebird the lowest drag coefficient of any car and they succeeded with a 0.335. The special edition model was delivered with 16-inch wheels running "Gatorback" tires. The Anniversary edition and the L69 engine stimulated sales so Pontiac sold 55,374 Trans Am Firebirds.



1984 15th Anniversary Trans Am

In 1985 the Trans Am was restyled with a new nose and ground effects on the lower body and it really improved the car's appearance. This year 16-inch wheels were used and a new LB9 Tuned Port Injected 305ci engine was made available that was rated at 215 horsepower. At this point Pontiac was turning performance around with fuel injection and computer control. The new fuel-injected engine was a winner with buyers so Pontiac sold 44,028 Trans Am Firebirds.



1985 Trans Am

The 1986 Trans Am was similar to the '85 but a third brake light was mandated. The Trans Am was available with a 160 horsepower 305, a 190 horsepower 305 and the 210 horsepower Tuned Port Injected 305. The Trans Am was doing well with 48,028 being produced.

In 1987 the Trans Am was available with the more powerful Tuned Port Injected (TPI) 350 engine rated at 215 horsepower. The 305 TPI engine was still

available and it was rated at 205 horsepower. Two other 305ci engines were available, one with 155 and another with 165 horsepower. This was the first Trans Am that was available with the upgraded GTA package. Trans Am production slipped down to 21,788 units.

The 1988 Trans Am was about the same as the '87 model, but the 305 TPI engine was rated at 190 horsepower. The 350 TPI was rated at 225 horsepower.

The Trans Am was celebrating its 20th Anniversary in 1989 so there was a special edition released. The Trans Am was also selected to pace the Indy 500 so the special 20th Anniversary edition was chosen. The special edition car was equipped with a Buick Grand National 3.8-liter turbocharged V6 engine that was rated at 250 horsepower. The car featured a white body with a tan interior and it was a very fast car that had no problem pacing the race. Only 1555 Turbo Trans Ams were built, so they are collectable today. The top of the line 350 TPI engine was rated at 235 horsepower. Trans Am sales were lowered to 8,081 and that could be credited to the new popularity of Sport Utility Vehicles and the high price of the Trans Am models. The price of a top-of-the-line Trans Am was approaching Corvette prices. The sales would be even worse in 1990. The two TPI V8 engines were available, but the Turbo V6 engine was a one time only installation. Pontiac Trans Am production fell to 1,447 cars



1989 20th Anniversary Turbo V6 Trans Am

In an effort to stimulate sales, the Trans Am received a new nose for a more aggressive appearance. Both of the TPI engines were available and the car looked mean with the new front fascia. Sales increased to 2,915 Trans Am Firebirds but that was still lower than expected.

In 1992 the last year of the 3rd generation Firebird the Trans Am remained the same as the 1991. Engine selections included the 305 and

350 TPI engines producing 210 and 230 horsepower respectively. Trans Am sales dropped to 508. A few Formula Firebirds with the performance engine were modified by ASC, a Detroit based company, and they received performance suspension and engine upgrades and they were called a Firehawk. The special performance models were sold through authorized Pontiac dealers but the numbers were low.

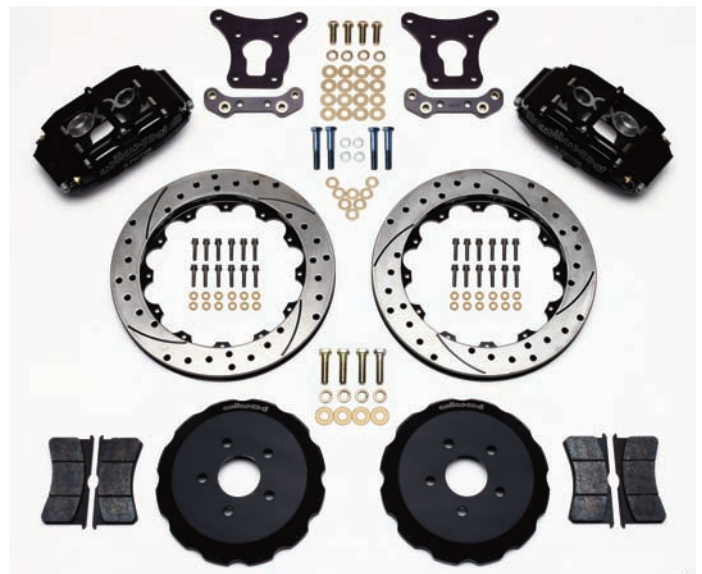
In 1993 a totally new Firebird was released and it was available in three models, the base, the Formula and the Trans Am. The Formula could be ordered with all of the high performance options and it sold for a lower and more affordable price structure. The top of the line engine was the new LT1 350 that was rated at 275 horsepower and it was a screamer. A new LT1 Trans Am was magazine track tested and the car went from 0-60 in 5.6 seconds and it turned the quarter mile in 14.0 seconds with a 98.45 mile per hour top speed. The new car could be ordered with a six-speed manual transmission or a heavy-duty four-speed automatic overdrive transmission.



1993 Pontiac Trans Am

When the 1993 Firebird was released, it had horsepower and quarter mile times comparable to many of the '60s Firebirds and GTO models, so performance was back and the buyers were pleased. In 1982 enthusiasts became interested in cars that handled well and that enthusiasm carried through to 1993, so with the new powerful engine, the Trans Am and Formula enthusiasts had cars that could be enjoyed on the street and track. The enthusiasts who were driving their car on the track quickly learned that a brake improvement could increase their lap times, so Wilwood came out with a new brake upgrade kit that was perfect for the new Firebirds. The kit they came out with fits the 1993 to 1997 Firebirds and the front kit is the Superlite 6 Big Brake Front Brake Kit part number 140-6743. This kit features forged billet aluminum Superlite six-piston calipers in a black finish. The calipers work with 12.19-inch rotors in a slotted

or drilled and slotted style.



Front Brakes Kit 140-6743-D

Wilwood also makes a rear brake improvement kit and it is the Dynapro Low-Profile Rear Parking Brake Kit part number 140-11399. This kit features forged billet aluminum Dynapro four-piston calipers in a red or black anodized finish. The calipers work with 11-inch rotors in a standard or drilled and slotted style. This kit works with the internal parking brake system. Wilwood also offers another rear kit, the Forged Dynalite Rear Parking Brake Kit part number 140-7148. This kit features forged billet aluminum Dynalite four-piston calipers in a red or black anodized finish. The calipers work with 12.19-inch rotors in a standard or drilled and slotted style. The rotor hub works perfectly with the internal drum parking brake.



Rear Internal Drum Parking Brake Kit 140-7148

In 1994 Pontiac reintroduced the Firebird convertible and it was also the Trans Am's 25th Anniversary. A special white and blue special edition Trans Am was released. The old GTA designation was gone but Pontiac did introduce a GT designation that added luxury options. In 1994 Pontiac sold 3,862 Trans Ams and 6,357 Trans Ams with the GT upgrade. ASC started modifying Formula Firebirds and started marketing them as Firehawks. They were expensive but offered excellent performance, so only a limited number were built. Pontiac also sold 2,000 Anniversary Trans Ams and 9,225 Formula Firebirds. The 1995 Trans Am was similar to the 1994 model with the addition of traction control.

There was a noticeable difference to the Trans Am in 1996 with the engine now rated at 285 horsepower. The Ram Air package was brought back and it was available with functional hood scoops. The WS6 suspension package was another new addition so with these new performance offerings the engine horsepower was increased to 305. The WS6 suspension came with 17-inch wheels and 275/40R17 unidirectional tires. In 1997 both the Trans Am and the Formula were available with the WS6 suspension package.



1996 Trans Am

In 1998 the LT1 engine was discontinued and the LS1 all-aluminum engine from the Corvette was used. The new engine featured 305 horsepower in standard form and 320 horsepower with Ram Air. The front fascia was changed and a new domed and scooped hood was added for a more aggressive appearance.



1998 Trans Am

In 1998 the Trans Am and Formula Firebirds really became track stars and that continues today. The new engine rated at 305 horsepower and 320 horsepower with Ram Air are net ratings so the new engines are delivering almost 400 gross horsepower and you can really see that when you start driving the cars. The '98 through '02 Firebirds share the same body as the earlier cars but there was a spindle change so the kits that are available on the 1998 to 2002 Firebirds will work on the earlier car if the newer spindles are used. Wilwood was aware that these cars were going to be used on the track so they released a Superlite 6R Big Brake Front Brake Kit (Race) part number 140-7190. This kit features forged billet aluminum Superlite six-piston calipers with Thermlock pistons in a black finish. This high heat caliper works with 12.88-inch directional vane, slotted rotors. This kit features high friction brake pads and it comes with the braided steel brake lines.



Front Brake Kit (Race) 140-7190

Wilwood also features a Superlite 6R Big Brake Front Brake Kit part number 140-7763. This kit features forged billet aluminum Superlite six-piston calipers in a black finish. The calipers work with 12.88-inch slotted or drilled and slotted rotors. A very similar kit part number 140-9833 is also available and it features 13.06-inch rotors and another similar kit part number 140-9834 features 14-inch rotors. Some racing classes only allow four-piston calipers, so Wilwood makes the Superlite 4R Big Brake Front Brake Kit (Race) part number 140-10691. This kit features forged billet aluminum Superlite four-

piston calipers with Thermlock pistons and a black finish. The calipers work with 12.10-inch directional vane, slotted rotors. The kit features high friction brake pads and it comes with braided steel brake lines.

If you like racing in a straight line, Wilwood offers the Dynapro Radial Front Drag Brake Kit part number 140-10786. This kit features forged billet aluminum Dynapro four-piston calipers in a black anodized finish. The calipers work with 11.75-inch rotors and a standard or drilled style. A similar kit with a vented rotor is part number 140-10787.



Front Brake Kit 140-7763-D

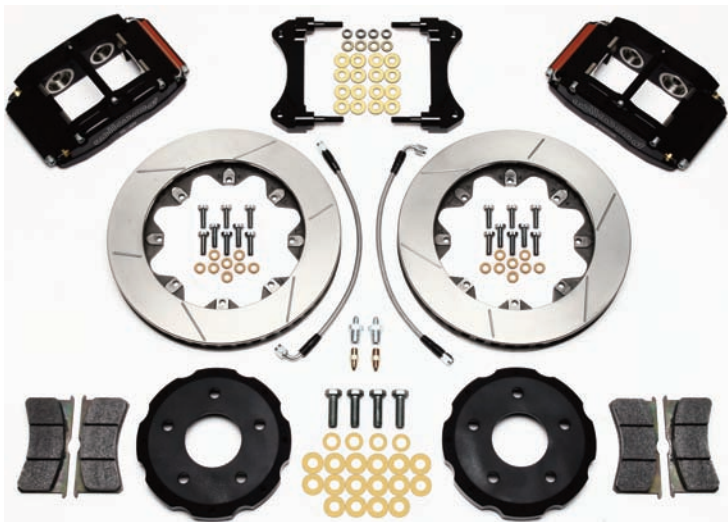


Front Drag Brake Kit 140-10787-D



Front Brake Kit 140-9834

Wilwood also offers a rear brake kit, the Superlite 4R Big Brake Rear Brake Kit for OE Parking Brake part number 140-9830. This kit features forged billet aluminum Superlite four-piston calipers a red or black finish. The calipers work with the 12.88-inch rotors in a slotted or drilled and slotted style. The rotors work perfectly with the OE internal parking brake mechanism.



Front Brake Kit 140-10691



Rear Brake Kit for OE Internal Drum 140-9830-D
 In 1999 the Trans Am celebrated its 30th Anniversary with a new special edition model that featured a white with blue color scheme. The wheels were also tinted blue. The big change for

the model year was the Hurst shifter for the six-speed transmission. The Trans Am was also selected to pace the Daytona NASCAR race.



1999 Trans Am 30th Anniversary Special Edition

The 2000 Firebird was a carryover from 1999. The engine selections included a 305 horsepower standard engine, a 320 horsepower Ram Air engine and now a 335 horsepower Firehawk engine. The Firebird was coming close to the end of the line so the 2001 Firebird was very similar to the 2000 model. Trans Am sales were 10,861 built and 1,037 Formula Firebirds.

The final year for the Firebird was 2002 so Pontiac decided to issue a special 35th Anniversary Firebird. The special model Trans Am featured yellow paint, black wheels and special graphics. The engine selection remained the same with a 310 horsepower LS1 engine and a 325 horsepower WS6/Ram Air engine.



2002 Special Edition 35th Anniversary Firebird

Bob Lutz, the Chairman of General Motors, was on a business trip to Australia when he was given a Holden Monaro to drive. He liked the car so much that he struck a deal with Holden to produce 18,000 vehicles a year that could be sent to the United States and marketed as a new GTO. The new GTO appeared as a 2004 model and it was a nice looking car powered by an LS1 engine rated at 350 horsepower. The GTO was road tested by a magazine and it ran the quarter mile in 13.62 seconds at 104.78 miles per hour. The first GTO was met with mixed reactions but most of the enthusiasts were

sold after they drove one. Many GTO buffs thought the car should be more aggressive looking so the following year the car was given two hood scoops and a mild ground effects package. The cars handled so well that many GTOs were purchased for road racing events. In 2005 the more aggressive looking GTO was also more powerful because it was outfitted with a new LS2 engine delivering 400 horsepower. The GTO could be purchased with a Tremec six-speed or a 4L60E automatic overdrive transmission. The only problem the GTO faced was the high price tag and the faltering economy. Like we mentioned earlier, Pontiac was on the bubble in the '50s but through excellent managers and beautiful performance cars, the brand lasted until the recent General Motors Reorganization. After the reorganization Chevy, Buick and Cadillac remained. This is change we didn't need.



2005 Pontiac GTO

When enthusiasts started driving the GTO, they realized how well it handled and it became a track sensation. The Australians designed the car with excellent handling ability and when it was combined with the strong running 400 horsepower engine, this car was a force to deal with. When enthusiasts started running this car on the track the only problem they had was stopping the car, so Wilwood released the Superlite 6R Big Brake Front Brake Kit part number 140-8753. This kit features forged billet aluminum Superlite six-piston calipers in a black finish. The calipers work with 13.06-inch rotors in a slotted or drilled and slotted style. Another kit that works great on the street or track is the Superlite 6R Big Brake Front brake Kit part number 140-9296. This kit features forged billet aluminum Superlite six-piston calipers in a black finish. The calipers work with 14-inch rotors in a slotted or drilled and slotted style. Wilwood also makes a rear kit that works perfectly with both front kits, the Dynapro Radial Rear

Brake Kit for OE Parking Brake part number 140-8754. This kit features forged billet aluminum Dynapro four-piston calipers in a black finish. The calipers work perfectly with the 12.19-inch rotors in a slotted or drilled and slotted style. This rear brake kit works perfectly with the OE internal drum parking brake system.

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Front Brake Kit 140-8753-D



Rear Brake Kit For OE Parking Brake 140-8754-D