

**To Highway 1, Route 66,
and Daytona...**



with love.



TRACKING AIR





RAM AIR













PERFORMANCE AND HANDLING PACKAGE • PERFORMANCE AND HANDLING PACKAGE • PERFORMANCE AND HANDLING PACKAGE

COLLECTOR EDITION



Trans Am



WS6

PONTIAC

Legends aren't born, they're made...and this one's been in the making 35 years. Furthermore, this one can prove its merit in under 5.5 seconds thanks to 325 horsepower under the functional Ram Air hood. As an exclamation point to four generations, the Collector Edition Trans Am is one rare bird. Only 2,000 of these customized Firebirds will ever roll a tire over the pavement. Or be sprayed with a yellow-over-black paint scheme as bad as the car's attitude. Or carry the Collector Edition emblem – the undisputed symbol of Pontiac's ultimate performance machine. It's a proud car that could only come...from Detroit, with love.

The Collector Edition Trans Am comes well equipped, providing those lucky enough to drive one the following features:

COLLECTOR EDITION FEATURES

Collector Edition Trans Am Package

Collector Yellow exterior paint with custom stripes and extensive black accents; black 17" x 9" cast aluminum wheels with special wheel centers; exterior Collector Edition badging and interior embroidery on front seats, and trophy mat; Ebony Prado leather seating areas with perforated inserts; unique WS6™ badging; and black brake calipers

Coupe with T-Tops

Removable, locking hatch roof with sunshades and black roof treatment

Convertible

Features insulated Ebony power convertible top with glass rear window that incorporates the electric rear window defogger

REQUIRED OPTION PACKAGE

WS6 Performance and Handling Package

Includes Ram Air Induction System, specifically tuned suspension, dual outlet polished exhaust, and P275/40ZR17 Goodyear Eagle F1 speed-rated high-performance tires

STANDARD FEATURES

- Power windows, automatic door locks, antenna, exterior mirrors, hatch release, six-way driver seat
- Remote keyless entry, Tilt-Wheel adjustable steering column, cruise control, audible theft-deterrent system, and PASS-Key® II theft-deterrent system
- Monsoon® Series audio system with electronically tuned AM/FM stereo receiver with CD player, seven-band graphic equalizer, TheftLock, 500-watt peak power output, and 10 high-performance speakers (eight in convertibles), including subwoofers

Engine:

- 5.7 liter LS1 V8 with functional Ram Air Induction, 325 horsepower @ 5,200 rpm, 350 ft-lbs of torque @ 4,000 rpm

Transmissions and axle ratios:

- 4-speed automatic, heavy duty with standard 3.23:1 performance rear axle ratio with Torsen limited-slip differential
- Six-speed manual with 3.42 rear axle ratio with Torsen limited-slip differential (no-cost option)

Braking System:

- Four-wheel disc with anti-lock braking system

Chassis:

- Steering; power rack-and-pinion with cooler
- Front suspension; short/long arm with monotube shock absorbers and anti-roll bar
- Rear suspension; live rear axle with Panhard rod, track bar, monotube shock absorbers, and anti-roll bar

OPTIONAL FEATURES

- 12-disc CD changer, trunk-mounted
- Hurst shift linkage for 6-speed manual transmission
- Traction control; all-speed, fully electronic that utilizes engine and brake system management

Retrospective:

(1967-1969)



1969 Trans Am

GENERATION

Friday, January 27, 1967, marked the Firebird's introduction. To a country that had seemingly just discovered performance, this Pontiac's contributions were immediate and significant. Firebird's powerful "long hood, short deck" styling promised performance, and those wanting to intimidate other pony cars (those supposed muscle cars that were just horsing around) simply checked the option box for the 325-horsepower 400-cubic-inch Ram Air V8. The first-generation Firebird lasted only two years, but it was the beginning of something great.

(1970-1981)



1979 Trans Am

GENERATION

The second-generation Firebird took to the streets in the early spring of 1970. By this point, the Trans Am (and its distinctively huge screaming eagle hood decal) had become a permanent member of the line that would find its way onto the silver screen. This generation of Firebird endured two significant modifications in 1973 and again in 1976. Performance survived two fuel shortages, and engines during the 12-year run ranged from the 250-cubic-inch six-cylinder to the mighty 455 Super Duty and T/A 6.6 liter V8s.

(1982-1993)



1982 Trans Am

GENERATION

With its image firmly entrenched in the performance market, the all-new 1982 Firebird was the slickest yet. Aerodynamic drag coefficient dropped to an incredible 0.29 on some models, a version of which became known the world over for its presence on television. Power came from a variety of V6 and V8 engines. Pontiac driving excitement continued throughout the decade and into the 1990s with considerable increases in power and performance, culminating with the L98 5.7 liter V8.

(1993 1/2-2002)



1995 Trans Am with Ram Air

GENERATION

The goal of the current-generation Firebird is to be the best Bird ever. With a stiff chassis, sophisticated SLA (short/long arm) front suspension, and generous use of composite body panels, the Generation IV Firebirds fly faster and with more composure than any previous model. Sophisticated electronics deliver added braking and traction performance, as well as pure power. In 1993, the high-tech LT1 5.7 liter V8 pumped out 275 horsepower. This figure jumped to 305 in 1995, the year that Pontiac reintroduced the legendary Ram Air option. Replaced in 1998 by the all-aluminum LS1 V8, horsepower has increased to 325 with available Ram Air.

pontiac.com/firebird



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