
TRANS AM
20TH
ANNIVERSARY



Pontiac fires off a turbocharged 20th Anniversary salute to horsepower fans everywhere.

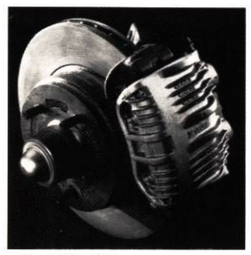
You knew the enthusiasts at Pontiac weren't going to let Trans Am's 20th slip by without a few fireworks. So they opened the hood and lit the Excitement fuse to create the 20th Anniversary Trans Am, the Official Pace Car of the 73rd Indianapolis 500.

It's the result of a superb engineering partnership between Pontiac and PAS, Inc. and, by any measure, one of the hottest Trans Ams ever to roll off an assembly line. For the record, it can pace Indy with no more modification than decals and a light bar. This is its story.

Ladies and Gentlemen, start your dreams.

THE POWERTRAIN

The 3.8L SFI turbo V6 boasts a pavement-persuasive 250 hp and 340 lbs-ft of torque.



The 20th T/A's race-proven 12" vented front discs with dual-piston aluminum calipers make "fade" a memory.

That power is applied through a crisp-shifting 4-speed automatic. It's calibrated to upshift at 4750 rpm, which neatly coincides with the turbo's power peak. The horses flow from there through a special driveshaft to a stout 3.27:1 ratio limited slip rear axle that translates it all into the universal language of ultra-prompt forward motion.

THE SUSPENSION

Indy Pace Cars have to handle and stop as well as they accelerate. The 20th T/A's got that nailed, too. The power 4-wheel disc brakes have been beefed up with larger competition-developed 12" vented front rotors and dual-piston aluminum calipers. From the same racing program came a larger, baffled 18-gallon fuel tank that minimizes high-g fuel sloshing. The only other modification was to unwind the front spring rate just a touch to reflect the 100 lb weight savings of the V6 turbo engine over the 5.7L V8.

The rest of the suspension story is standard GTA Level III, or WS6 to traditionalists. That means quick-ratio power steering with special valving, stocky 36mm front and 24mm rear stabilizer bars and taut gas-filled, deflected-disc struts and shocks. Lightweight 16" gold Diamond-Spoke aluminum wheels are wrapped with Goodyear ZR50 radials. The tires' speed rating reflects the 20th T/A's realistic "closed test track with professional driver" top end capability.

THE DESIGN

Pontiac realized this machine didn't need a billboard to make its case. The exterior is monochrome, and the color is white, like the first Trans Am. Subtle gold 20th Anniversary badging on the nose, sail panels, front fenders and rear taillight center panel completes the picture.

The only other exterior clues to the 20th T/A's boost-building potential are a pair of stainless steel exhaust splitters, brandished from beneath the tail. Official Pace Car ID is included, but not applied. That's your option.

THE ERGONOMICS

Belt yourself into the seat, wrap your hands around the leather-wrapped steering wheel and you'll get the picture about the 20th T/A's performance intentions. The instrumentation is completely analog, including a boost gauge integrated into the tachometer face. It reads out to 20 lbs, with the boost redline at 16.5.

The articulating front seats include two power adjustments for the backwing and lumbar supports, and two manual movements for the headrest and thigh support. Rear seats are unique to the 20th T/A with special contouring and built-in headrests.

A Delco stereo cassette with graphic equalizer is standard, and includes duplicate function controls built into the steering wheel hub.

Because the 20th T/A is hot enough already, a PASS-Key theft-deterrent system is standard to help keep unauthorized "collectors" from adding to their portfolios. Every option is on board

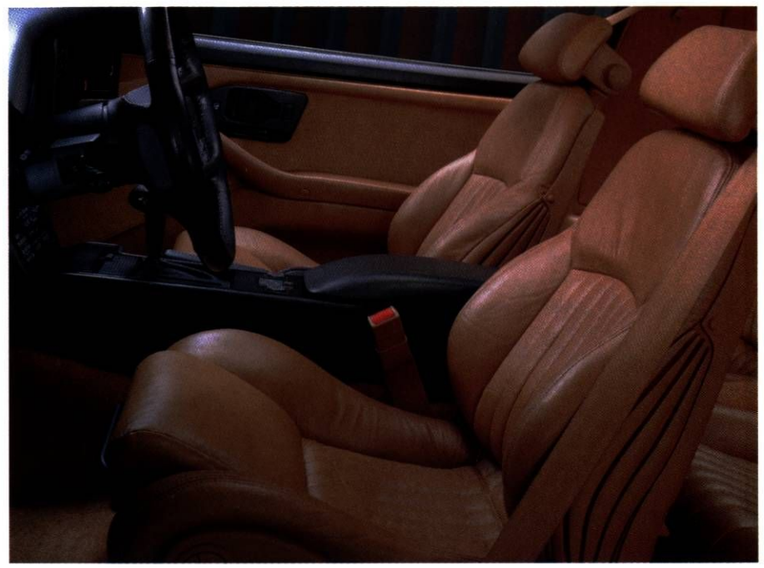


except for two—removable hatch roof panels and Ventura perforated leather seating areas.

The total build of approximately 1,500 20th T/As is very limited. And two of those are already spoken for—one for the Indianapolis Speedway Hall of Fame Museum (a must-see for true racing fans), and one for the race winner.

In the event that the 20th T/A becomes the "one that got away," you can take comfort in the knowledge that plenty of the same performance thinking is dialed into every GTA, Trans Am, Formula and Coupe. Your dealer can get you into one for the asking.

That's bound to be easier than pursuing this rare 'Bird. Because the Firebird faithful know that 20th Anniversaries come along only once in a lifetime.



You're invited to Trans Am's 250 hp Anniversary Ball.

The power of the hour for the 20th T/A is the turbocharged and intercooled 3.8L SFI V6 that churns out well over one horse for each cubic inch. Sound like a marriage made in heaven?

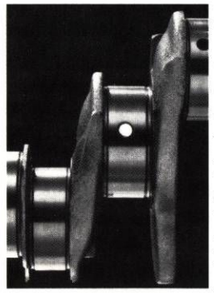
It is. Here's what the matchmakers at Pontiac and PAS, Inc. did to make it even better.



The 20th T/A's cylinder head, below, has an improved combustion chamber design and higher-flowing exhaust than its predecessor, above. That means quicker boost build-up and added performance.

THE ENGINE

Because of its iron constitution, only a few special internal modifications were needed to adapt the hot 3.8L to Trans Am. First, a specific cross-drilled crankshaft was chosen for improved internal oiling under high rpm operation. Cylinder heads from the transverse 3.8L provided more efficient combustion chambers and added exhaust port flow. New pistons were also fitted to complement this head's improved combustion chamber, higher efficiency, and to keep compression at 8:1.



The light in the center shows one of the special oil passages in the 20th T/A's cross-drilled crankshaft. It gives extra lubrication for dealing with "stressful" performance situations.

The rest of the engine is a textbook case of performance engineering. A roller valve lifter camshaft reduces friction and gives smoother valve operation. Direct Fire Ignition takes its triggering information from the crank and cam for more accurate timing. And sequential-port fuel injection delivers precisely measured bursts of fuel exactly when needed for optimum performance and driveability.

THE TURBO SYSTEM

You probably know that turbocharging uses exhaust gas energy to drive a small turbine to force more air and fuel into an engine. Common sense tells you that if more combustibles are burned, more power is churned out.

In the 20th T/A, it all begins with a rush of incoming air, compressed by the turbo to as much as double atmospheric pressure. But the act of compressing air increases its temperature, so the intake charge flows through a 25 lb/min capacity air-to-air intercooler. Its special ducting picks up cool winds from the high-pressure area behind the front air dam, giving a cooler, denser charge. And that means more power.

From there, the air flows through the tuned intake manifold to the next available cylinder, where it's mixed with the sequentially timed fuel shot. Then the valve closes, and Direct Fire Ignition lights off the main event.

Spent gases flow through special exhaust manifolds fabricated to be as equal in length and volume as possible, which lets the charge exit easily and build incoming boost more quickly.

Then the hot breath of the exhaust sets the turbocharger's turbine in motion before it reenters the atmosphere through a no-nonsense system of deep-bass pipes and resonators that'll make the tenors of the street cower for cover.

THE MANAGEMENT OF POWER

Keeping the boost in balance is an electronic wastegate that's wired to the engine control system to dump excess intake pressure. There's also an Electronic Spark Control system that "senses" knock, then adjusts the spark advance over a 30° range to maximize output. For Pontiac fans, it should come as no surprise that there's a special "chip" in the 20th T/A's computer. It ought to convince even the most ardent technology opponents that there's streetable value in a little creative performance hacking.



This Garrett T3 turbo can send the boost gauge up to 16.5 lbs., which can send the 20th T/A down the ¼ mile in 13.50 sec. or less.

By the way, the "Premium Recommended" admonition on the boost gauge is there for a reason. High-octane fuel lets the spark advance farther, and boost build higher. And you can guess what that means, right?

THE COOLING SYSTEM

Great pains were taken to keep the 20th T/A's powerplant cool (pun intended). The centerpiece is a three-plate radiator that actually lets the turbo V6 run cooler than a lot of V8s. The turbocharger center bearing and shaft are pressure-oiled and water-cooled to remove heat and add reliability. And there's a special water-to-oil cooler/warmer that pulls oil temperature down on hot days, and brings it up faster on cold ones to minimize engine wear—more racetrack-proven engineering from this Pontiac.



Pressurized intake air loses heat and gains density as it flows through this special air-to-air intercooler. That means a bigger bang when the valves slam shut.

THE BOTTOM LINES

Where does all this horsepower hardware net out? Does the expression "kick out the jams" mean anything to you?

Quite simply, Pontiac has today's standard-bearer in the performance tradition of the 400 Ram Air IV and Super Duty 455 Trans Ams of yore. Consider the 20th T/A's ¼ mile test track time of 13.50. A 0-60 sprint of 5.5 seconds. And a top speed that's best left to the conjecture of professional closed-course drivers and enthusiast magazine editors.

Frankly, not everyone who wants a 20th Anniversary Trans Am is going to get one. But those who do will have a special automobile as white hot as a Pontiac can be.



This tubular exhaust header is a 3-into-1 design, which lets the exhaust "pulse" give extra energy to the turbocharger.

And should the memory of that vivid driving Excitement ever get a little hazy...well, that's what the pedal on the right is for.

TRANS AM

Twenty years of screamin' BIRDS



Herb Adams fathered the Trans Am. His Special Projects Group engineered this Firebird legend. Here's his perspective.

"The engineering concept behind the Pontiac Trans Am was simple: Offer the best handling and best performing Firebird possible. With management's support, Trans Am had equipment and features that would not normally be considered for a production car.

"From the outset, Trans Ams set the pattern for innovative performance approaches, with aerodynamic spoilers to enhance road handling, and large diameter stabilizer bars to control body roll. With wider wheels and tires, this combination made Trans Am one of the best handling American cars at the time, while the Pontiac 400 Ram Air engine made it one of the fastest.

"When you realize that was 20 years ago, it's easier to appreciate how strong the first Trans Ams really were. The Trans Am reputation grew as the public realized that performance meant 'handling' as well as acceleration.

"When all of Detroit abandoned the performance market in 1973, Pontiac introduced the 455 Super-Duty V8. The fact that these hand-assembled engines are still in demand today confirms their value.

"Over the years, Pontiac engineers have used Trans Am as their outlet for advanced ideas and trendsetting features. Aerodynamic devices were introduced to lower the coefficient of drag. Turbochargers were developed to provide power levels that Trans Am owners had come to expect from big-displacement engines, while handling improvements have been made on an ongoing basis. That's how Pontiac has maintained Trans Am's performance advantage: by constantly improving the car as new chassis and engine technology becomes readily available.

"Every 1989 Trans Am is definitely a reflection of this approach. With its race-bred suspension and multitude of powertrain possibilities, Trans Am is a match for just about any 2+2 sports car in the world, regardless of cost. And that commitment to keeping Trans Am on the leading edge of automotive technology will make future models as desirable as the first."

Joe Oldham chronicled Trans Am from Day One. He's written for Motor, Auto Week, High Performance Pontiac, and more. His insight is seat-of-the pants.

"Purists once held that sports cars should have two seats, but the first Trans Am wiped that out in one white-and-blue-striped stroke. Powered by the Ram Air IV 400 V8, the four-seat '69 Trans Am was one of the fastest cars sold in America. With only 697 of them built that year, the '69 Trans Am was the rarest of the rare.

"The trendsetting '70 Trans Am, introduced in the spring of that year, was the first American car with a full complement of functional air dams and air deflectors. Equipped with a 400 High Output engine, it was a car built with performance you could feel in the seat of your pants. In '71, the brawny 455 V8 found its way under the hood, and in '73, the awesome Super-Duty 455. It took saintly restraint not to mash your foot down and open the howitzer-size bores of its shrieking Rochester Quadrajet carb.

"The Firebird hood decal appeared in '73. It didn't make Trans Am any faster, but it didn't make the guy next to you feel comfortable, either.

"In '76, there was a black-with-gold-trim Special Edition Trans Am. One magazine said, 'If looks could kill, this car could start World War III.'

"By '79, the 220 hp 6.6L-powered Trans Am had become the hottest thing you could drive. In 1980, Trans Am had the first turbocharged V8 engine of the decade.

"The '82 Trans Am was beautiful and sophisticated. Then the '84 Trans Am celebrated its 15th Anniversary in white. With 250 hp, the '89 20th Anniversary Trans Am is still doing what T/As do best—showing their taillights to the competition."


OFFICIAL PACE CAR
73RD INDIANAPOLIS 500 · MAY 28, 1989
TURBO
TRANS AM



Trans Am and Trans Am GTA: Transcendental Acceleration

If arriving in style is as important to you as leaving with gusto, then meet your machines: Trans Am GTA and Trans Am. They're pushy ...and proud of it. With this much to offer, it's not hard to see why.

THE POWERTRAIN

An apt credo for these bruisers might be "of the V8, by the V8 and for the V8."

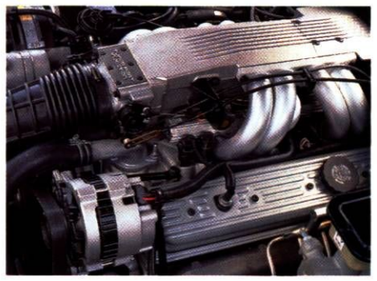
GTA starts at the top with the hulking 5.7L tuned-port fuel-injected (TPI) V8 and a 4-speed automatic. At a thundering 235 hp, this engine can make short work of most any road with little apparent effort. The 5.7L engine—also a Trans Am option—includes a selection of performance pieces such as an engine oil cooler, a limited slip rear axle and a substantially sized radiator.

Inveterate manual transmission fans will delight in the 5.0L V8 with TPI that checks in with a robust 225 hp. Either way you go with the GTA, you also get the dual-converter exhaust system. It cuts exhaust back pressure in half, which provides a full 10 hp output increase. The mellow rumble is standard.

Add the automatic option to the 5.0L with TPI and you've opened the door to all the uplevel powertrain selections for the Trans Am. (Availability is limited; your dealer has the details.) T/A's starting point is a 170 hp, 5.0L V8 with electronic fuel injection, and your choice of standard 5-speed manual or optional 4-speed automatic.

THE SUSPENSION

GTA means that you get Level III, the utmost in Firebird performance underpinnings. Tires are wide 16" ZR50 Goodyear "Gatorbacks"; wheels



Can you say "zoom"? You sure can, if your motivation is GTA's 5.7L V8 with tuned-port fuel injection. Its 235 horsepower literally defines the word.

are lightweight aluminum with a gold Diamond-Spoke center. Steering is power-assisted 12.7:1 quick-ratio, and brakes are power four-wheel discs with larger-for-'89 vented rear rotors and lightweight aluminum calipers for reduced unsprung weight.

Big 36mm front and 24mm rear stabilizer bars work with the gas-filled, deflected-disc struts to tie it all down. For your information, deflected discs are not a back condition aggravated by moving furniture. They are a way to give the driver the sensation of two distinctly different chassis settings. The key to this best-of-both benefit is the strut's internal valving. Were you to pull one apart, you'd find a stack of discs that look like tiny cymbals that replace the constant metered passage. This disc stack deflects, or moves in response to the wheel at a progressive rate to suit different roads and driving conditions. The result: At low speeds, the struts eat up lumps and bumps easily. Under more aggressive conditions, they muscle up to keep body motion tightly controlled.

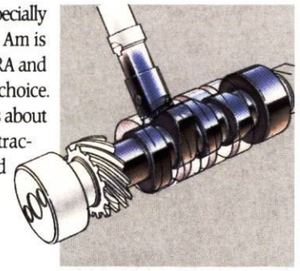
Turn the corner to Trans Am, and you'll find that Level III suspension comes with the available 16" Diamond-Spoke aluminum wheels. The only variable is wheel color—silver or black, depending on body paint.

Trans Am's standard Level II suspension has 15" Firestone Firehawk GTX radials riding Deep-Dish, Hi-Tech Turbo aluminum wheels. The stabilizer bars are 34mm front, and 23mm rear, with gas struts and 14:1 ratio power steering.

THE DESIGN

With that kind of hardware, these machines should look as fast as they are. They do. Firebird fans need only look to the nearest drag strip for confirmation. Because, in specially modified form, the Trans Am is rapidly becoming the NHRA and IHRA Pro Stock profile of choice.

And that basic profile is about as sleek as it gets, with attractive, aggressive vents and louvers, a rear spoiler, a front air dam with fog lamps and full lower-body aero extensions.



It's farewell to excess friction with roller valve lifters. Standard in every V8, they mean more power to the rear wheels, and to you.

The GTA has a selection of five monotone exterior finishes accented by enameled identification. Trans Ams are available in three monotone treatments or, if you prefer a more expressive approach, three lower accent colors with contrasting wheels.

An invisible aspect of the design is the PASS-Key anti-theft system, which helps deter midnight disappearing acts. A specially coded key deactivates vital systems when you lock up and leave. What's more, the security system is built into the car's wiring harness from the factory, which means no need to worry about the effect of an add-on aftermarket system.

THE ERGONOMICS

Interiors are the strong suits for these road machines. GTAs have articulating performance seats, and an elaborate Delco stereo cassette system equalizer with duplicate function controls in the center of the 4-spoke steering wheel. This sound system offers the security advantage of "Delco-Loc," which means that if the radio is removed without the proper, owner-programmed code, its internal functions stop cold. The only thing that will reactivate it is your personal code. Thus, that makes your radio valueless to thieves.

GTA's standard equipment selection is comprehensive enough to make buying one as easy as driving it. Power windows, door locks and mirrors add fingertip convenience, so you can concentrate on motoring. The standard tilt wheel, air conditioning and custom interior add a touch of comfort with contemporary style. Should you choose, leather seating surfaces and a removable hatch roof are available as well.

Trans Am follows close with a leather-wrapped steering wheel and shifter, highly contoured seating and an available custom trim option. Instruments are full analog, and backlit in warm red for nighttime maneuvers. Air conditioning and tilt wheel are standard while the option list includes a Compact Digital Disc player and the aforementioned T-tops.

If these sound like your kind of driving machines, grab your jacket and get to your Pontiac dealer right away. Because he has a Firebird "flight line" that's your ticket to ride.



Creating friction is the job of these new 10% larger-diameter vented rear disc brakes. They're standard on GTA to stop you fast and smooth.





Firebird Formula and Coupe: Thunder and Lightning.

The Formula and Coupe exist for purists who want a completely distilled driving experience. Their form is unmistakable; their hardware is present and accounted for. And that's all you need to know.

THE POWERTRAIN

Firebird Formula has basically the same motor menu as the Trans Am, beginning with a standard 170 hp 5.0L V8 with EFI.

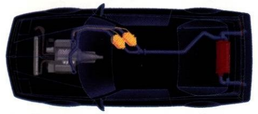
One level up is the tuned-port fuel-injected 5.0L V8, rated at 190 or 225 hp, depending on transmission. The top V8 slot is reserved for the 235 hp 5.7L honker. The 5-speed manual transmission is standard equipment for all the 5.0s, and the 4-speed automatic is optional for everything up to the 5.7L. There it's mandatory.

Firebird Coupe follows a forthright horsepower trail. The standard engine is the high-winding 2.8L V6 with multi-port fuel injection. It makes beautiful music with the standard 5-speed manual gearbox. If you yearn for a V8, the 5.0L with EFI is available. As with the V6, a 5-speed trans is standard, and a 4-speed automatic is optional.

THE SUSPENSION

Formula uses the top-flight Level III suspension of the GTA, which means big 16" ZR50 Goodyear Eagles, 36mm front and 24mm rear stabilizer bars and quick-ratio power steering. Wheels are 16" Deep-Dish Hi-Tech Turbo aluminum, and specific to the Formula. The 5.7L TPI V8 and the 5.0L TPI V8 with 5-speed transmission get 4-wheel disc brakes.

Firebird Coupe rides 15" Hi-Tech Turbo aluminum alloy wheels and chunky Firestone Firehawk FX rubber. Gas-filled struts and shocks work with the torque arm/track bar rear suspension to keep everything squarely located. Power front disc/rear drum brakes call it all to a halt. All hardware aside, either one is a blast to drive; an experience you should arrange for as soon as possible.



You'll be converted to twin-pipe religion by this big-bore exhaust system. It pumps 10 more ponies into the 5.7L V8 and the 5.0L V8 with TPI and 5-speed transmission in the Formula.

THE DESIGN

"Clean and mean" is an appropriate expression for these 'Birds' approach to design. Formula has the bulging biceps of a casino bouncer: power dome hood, aero-wing rear spoiler, two-tone accent paint and special graphics. Coupe takes a more subtle tone with a rear spoiler and body-color mirrors to mark its presence.

Two-tone schemes are for the Coupe, which not only net you a contrasting silver or gray lower color, but a crisp accent stripe as well.



Firebird's new GM Multec injectors feature a special ball-check design to resist fuel fouling with most any unleaded gasolines.

THE ERGONOMICS

The interiors of these cars are not an excuse to sell you up to something else. The cloth trim looks great and keeps you cool as well. Complete backlit analog gauges call off the cadence, while Delco sound systems cover your musical requirements. Air conditioning, tinted glass and a tilt wheel are standard in every 1989 Firebird.

T-tops are available with every powertrain this year, while the PASS-Key anti-theft system helps prevent unscheduled "test drives."

So don't worry. Become part of the legend. Your 'Bird's ready.



1989 Pontiac Firebird Vital Specs

Models Available

Firebird Coupe, Firebird with Formula Option, Trans Am, Trans Am with GTA Option.

Engines

2.8L V6: 135 hp, 160 lbs-ft torque; multi-port FI; low-restriction aluminum intake manifold; fast-burn combustion chambers; electronic spark control; crank-triggered, triple-coil ignition; serpentine accessory belt drive.

5.0L V8: 170 hp, 225 lbs-ft torque; electronic fuel injection; fast-burn combustion chambers; roller valve lifters; electronic spark control; high-energy ignition.

5.0L V8 High Output with Tuned Port Fuel Injection: 190 hp, 295 lbs-ft torque with 4-speed automatic; 215 hp and 295 lbs-ft torque, Trans Am with 5-speed manual; 225 hp and 295 lbs-ft torque, Formula and GTA with 5-speed manual. Aluminum tuned-runner intake manifold; roller-lifter hydraulic cam; electronic spark control with fuel quality sensor.

5.7L V8 High Output with Tuned Port Fuel Injection: 235 hp and 330 lbs-ft torque. Aluminum tuned-runner intake manifold; high-performance, roller-lifter hydraulic cam; electronic spark control; fast-burn combustion chambers; serpentine accessory belt drive.

Engine/Transmission Teams

5-speed manual	5.0L V8s and 2.8L V6.
4-speed automatic	5.7L V8, 5.0L V8s and 2.8L V6.

Chassis

Front suspension ..... Fully independent, with modified MacPherson strut, and low-friction ball-bearing upper strut mount; Level 1, 30mm stabilizer bar; Level II, 34mm; Level III, 36mm.

Rear suspension ..... Live axle with coil springs, longitudinal lower control arms and torque arm, and transverse track bar; Level 1, 18mm stabilizer bar; Level II, 23mm; Level III, 24mm.

Weight distribution, f/r 57/43

Brakes, f/r ..... Power, vented 10.5" front disc/9.5" rear drum on Coupes, Formula with 5.0L EFI; power four-wheel vented disc 10.5" front/11.7" rear with 5.7L V8s or with 5.0L TPI V8 and 5-speed on GTA or Formula.

Steering type, ratio ..... Power, recirculating ball; Level I, 14:1; Level II, III, 12.7:1, quick-ratio with Sport Effort Valving.

Turns, lock-to-lock ..... Level I, 2.72; Level II, 2.47; Level III, 2.26.

Turning circle ..... Level I, 39.1 ft dia; Level II, III, 32.6 ft dia.

Tires ..... Level I, P215/65R15 Firestone Firehawk FX; Level II, P215/65R15 Firestone Firehawk GTX; Level III, P245/50ZR16 Goodyear Eagle ZR50 "Gatorback."

Key Numbers

Wheelbase	101.0"
Overall length	188.1" Coupe, Formula 191.6" Trans Am and GTA
Width	72.4"
Overall height	50.0"
Curb weight	3083 to 3486 lbs.
Fuel tank	15.5 gal.
Trunk	10.3/31.0 cu. ft. with rear seat up/down.

Road Performance Figures

(Trans Am GTA w/5.7L V8 engine, 4-speed automatic transmission and 3.27:1 axle ratio)

0-60	6.5 sec
Braking, 60-0	139 ft
Lateral acceleration, g's	0.86
Weight/horsepower ratio	15.3:1

Interior

Headroom, f/r	37.0/34.6"
Legroom, f/r	43.0/29.8"
Shoulder room, f/r	57.7/56.3"
Hip room, f/r	56.3/42.8"

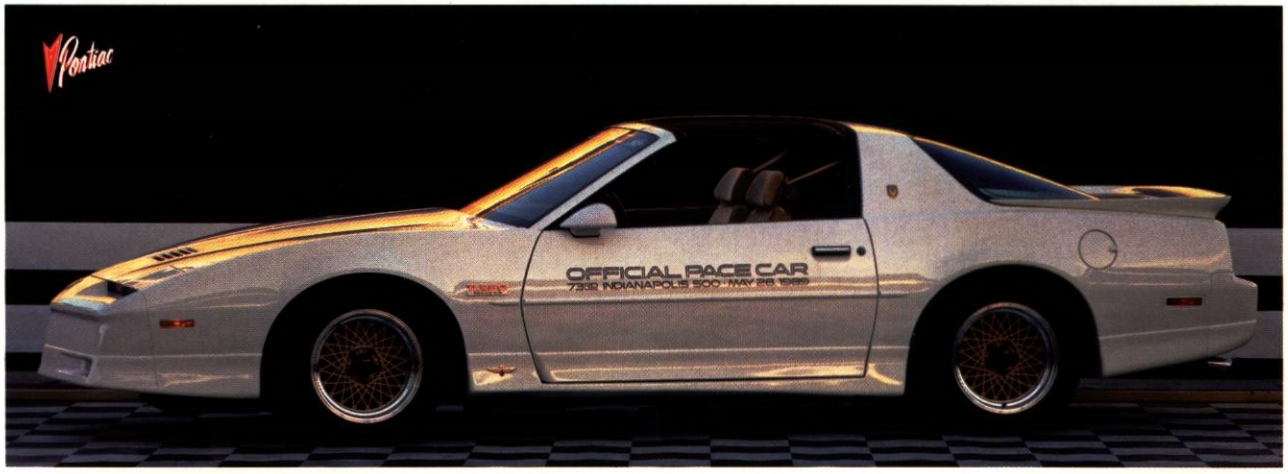
NOTE: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional test driver on General Motors closed test area.



Pontiac Indy Pace Car street gear isn't all under the hood.

Set the pace in street fashion with authorized 20th Anniversary Trans Am sportswear.

The only street gear that can keep up with the white-hot 20th Anniversary Trans Am is right here! Order now. It's the easiest way to own a piece of the Pace Car performance legend.



20th Anniversary Trans Am Commemorative Poster. Show your allegiance to the latest expression of the Trans Am legend. Printed in full color on gloss enameled stock, the poster is great for dens, garages, or anywhere enthusiasts meet to talk cars! Size: 11 x 31½". Shipped in a heavy tube. Price: $3.50 ea.

Send check or money order to: Case-Hoyt Corp., 800 St. Paul St., Rochester, NY 14601. Att: Ron Reid.

PONTIAC 20TH ANNIVERSARY TRANS AM
OFFICIAL PACE CAR OF THE 73RD INDY 500 WEARABLES AND ACCESSORIES ORDER FORM

Wearables shown on opposite page from left to right:

(A) All-Cotton Shaker Knit Crew-Neck Sweater with 20th Anniversary Trans Am logo. The natural fiber look and feel complements its distinctive design and fully embroidered logo. Looks great day or evening. Sizes: S, M, L, XL, XXL. $39.95 each.

(B) Sport Shirt with 20th Anniversary Trans Am logo. With its split-seamed bottom, long tennis tail and its knit collar and cuffs, the shirt is cool and comfortable for long drives—on a road course or golf course. It's collectable, too, with the official 20th Anniversary Trans Am logo. Indicate red or white. Sizes: S, M, L, XL, XXL. $24.95.

(C) The Official Pontiac 20th Anniversary Trans Am Jacket. Created especially for Pontiac, this jacket features a fully embroidered 20th Anniversary Trans Am logo, and a white poplin shell trimmed in Bermuda Tan. A full zipper, slash pockets and wind flap keep blustery spring breezes out, warmth in. Sizes: S, M, L, XL, XXL. $79.95 each.

(D) White Poplin Jacket with Indianapolis 500 and Pace Car logos. Trimmed in Bermuda Tan with a white nylon lining, this custom-designed jacket features slash pockets and full zippers in front with a wind flap. You're not ready for the Indy 500 without it! Sizes: S, M, L, XL, XXL. $89.95 each.

(E) White Poplin Hat with "Pontiac" logo. One size fits all and looks terrific with any of the other wearables. Available with red or tan embroidered "Pontiac" logo. $5.95.

(F) Super-Soft V-Neck Sweater with 20th Anniversary Trans Am logo. Knit from 100% Orlon, this stylish sports accessory feels as good as the car. Complements any wardrobe; available in red, black or white with embroidered logo. Sizes: S, M, L, XL, XXL. $34.95 (not shown).

(G) Etched Tumbler Set with Official Pace Car logo. Toast the hottest Trans Am around with a cool beverage from these 11 oz tumblers. Beautifully etched with the Pace Car logo for the 73rd Indianapolis 500. Set of 6, $14.95 (not shown).

Flyer No.	Description	Color	Size (check if appropriate) SM	M	L	XL	XXL	Price	Quantity Ordered	$ Total This Item
A	Crew-Neck Sweater w/20th T/A logo							$39.95		
B	Sport Shirt w/20th T/A logo							$24.95		
C	White Poplin Jacket w/20th T/A logo							$79.95		
D	White Poplin Jacket w/Indy and Pace Car logos							$89.95		
E	Hat w/Pontiac logo							$ 5.95		
F	V-Neck Sweater w/20th T/A logo							$34.95		
G	Etched Tumbler Set w/Pace Car logo							$14.95		
Total number of items this order										
Total $ amount of this order										
(Michigan residents add 4% sales tax)										
Total amount enclosed										

Ship to:

Name

Address

City

State

Zip

Visa/MC # Exp. Date

Signature

Order from: PVL Inc., 1523 N. Main, Royal Oak, MI 48067, (313) 548-1550 (Toll Free: 1-800-843-5835).

Twentieth Anniversary Trans Am

Engine

3.8L SFI V6 High Output: 250 hp @ 4400 rpm, 340 lbs-ft torque @ 2800 rpm; electronic sequential fuel injection; tuned aluminum intake manifold; specific cylinder heads; roller valve lifters; cross-drilled crankshaft; Direct Fire Ignition with electronic spark control; Garrett T3 turbocharger with electronic wastegate control; streamlined tubular stainless steel exhaust manifolds and special high-efficiency intercooler.

Transmission

Specially calibrated 4-speed automatic, with performance-optimized shift points.

Chassis

Front suspension ..... Fully independent with modified MacPherson struts, gas-filled with deflected-disc valving; separate lower control arm and coil spring, with a 36mm front stabilizer bar.

Rear suspension ..... Live axle with lower control arms, coil springs; gas-filled shocks with deflected disc valving; torque arm, track bar and 24mm rear stabilizer bar.

Weight distribution, f/r 57.0/43.0

Brakes, f/r ..... Power 4-wheel disc, with dual-piston aluminum calipers and special vented 12.0" front/ 11.7" rear rotors.

Steering, type and ratio ..... Power recirculating ball, 12.7:1 quick-ratio with Sport Effort valving.

Turns, lock-to-lock 2.26

Turning circle ..... 32.6 ft.

Tires and wheels ..... P245/50ZR16 Goodyear Eagle ZR50 "Gatorback" on 16x8" lightweight aluminum Diamond-Spoke wheels.

Road Performance Figures

0-60 ..... 5.5 sec.

¼ mile ..... 13.50 sec.

Braking, 60-0 ..... 139 ft.

Lateral acceleration, g's 0.86

Weight/horsepower ratio 13.4:1

Key Numbers

Wheelbase ..... 101.0"

Length ..... 191.6"

Width ..... 72.4"

Height ..... 50.0"

Curb wt. ..... 3346 lbs.

Track, f/r ..... 60.7"/61.6"

Fuel tank ..... 18.0 gal.

Trunk cap. ..... 10.3/31.0 cu. ft. with rear seat up/down.

NOTE: All figures obtained with professional test driver on General Motors closed test area.

Pontiac We Build Excitement