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Book Descriptions:

79 trans am restoration manual

Lemme know thanks Andy It was an ok book, gave some good info on colours and such, but there was no more info in it than I have found on TAC. If I knew how to write I could put one together. Maybe some guys on here could collaborate for such an effort There is the Repair manual, Fisher body manual, Assembly manual, and Illustrated parts manual GM manuals. The Fisher body manual is handy too, as is an Assembly manual, if available. Even a Pontiac parts and illustrations catalog can be useful. So, I suggest getting as many of those factory manuals, or CD copies of them as you can. Original manuals can be found on eBay, or as was mentioned, 78ta.com has a store on his site where he sells the CD copies for a reasonable price. For a restoration book, covering actual restoration advice, work, and details, I recently noticed a new Trans Am restoration book that looks very good. I dont have it yet myself, but I did find some sample pages to read on the internet, and its well written with lots of good info and good color photos. Heres a link to this TA resto book on Amazon, so you can look at it. But I found it cheaper on eBay I prepurchased it before it was in print and got it a few months ago. Quite a bit on removing the front subframe but very little on how to put it back correctly would have loved to see that. Not much detail on engine and carb except referrals to buy Rocky Rotellas engine rebuild book and Cliff Ruggles Quadrajet book good advice BTW. As said you should definitely buy the digital CD restoration manual from 78ta.com for your specific year. If you are getting into electrical you should buy the aftermarket COLOR wiring diagrams very helpful. I have the paper copy it is 8 inches thick covers all Pontiacs for those years. Im sure this will be a good read and some more help. You can never have enough info. Includes thorough vehicle coverage. Our payment security system encrypts your information during transmission. http://eortak.com/img/fck_temp/cadillac-srx-2010-manual.xml

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We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. Used Very GoodPlease try again.Please try again.In fact, when the highperformance wars in Detroit subsided in the early 1970s, the Trans Am remained as the sole surviving muscle car. Some secondgeneration Pontiac FBody cars are affordable while others are extremely rare and valuable. Melvin Benzaquen of Classic Restoration Enterprises has restored dozens of these cars. In this revealing guide, all crucial aspects of restoration are covered, including engine, driveline, interior, trim, electrical system, brakes, steering, and suspension. A special focus is placed on performing common body restoration procedures. Chapters also include VIN decoding, planning, preparation, tools, and painting techniques. Stepbystep photos accompanied by indepth and detailed captions explain how to perform each stage of the restoration process. Pontiac Firebird and Trans Am owners are loyal and dedicated to the preservation of these storied highperformance models and therefore demand an accurate and faithful restoration. The magnitude and variety of work in the restoration process can be overwhelming and thats why a complete restoration guide by an acknowledged expert is so important. Now, in this authoritative and comprehensive guide, you have the tools you need to get started on your Trans Am or Firebird restoration. Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Includes thorough vehicle coverage.In order to navigate out of this carousel please use your heading

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Register a free business account In fact, when the highperformance wars in Detroit subsided in the early 1970s, the Trans Am remained as the sole surviving muscle car. Pontiac Trans Am and Firebird owners are loyal and dedicated to the preservation of these storied highperformance models and therefore demand an accurate and faithful restoration. The magnitude and variety of work in the restoration process can be overwhelming and that's why a complete restoration guide by an acknowledged expert is so important. Now, in this authoritative and comprehensive guide, you have the tools you need to get started on your Trans Am or Firebird restoration. He has performed many Trans Am and Firebird restorations and has guided his staff as they have performed dozens more. He has managed the paint, mechanical, electrical, and interior work of a body shop, along with the overall operations of systems. In addition, he has penned many articles for Hemmings Motor News and Muscle Machines. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Chris 4.0 out of 5 stars While there is a lot of good information in this restoration guide, its geared more for the novice. If youve already completed a restoration or two, youre not going to learn anything new by buying this book. If, however, youre working on partially or fully restoring your first Trans Am, then I would recommend you add this book to your shop library. Even though it would be difficult to cover every aspect of rebuilding or restoring a particular automobile Benzaquen does an admirable job of covering most subjects that would be of interest to both the professional and amateur restorer in his book. All in all, Benzaquens book is great reference material.

If you acquire Benaquens book and Haynes Firebird repair manual you should have all of the repair and restoration information that you will ever need to get a Firebird back on the road and looking good. I highly recommend Benaquens book to any and all Firebird enthusiasts who are embarking on a restoration of their Firebird or if you would just like an informative read to broaden your knowledge of the inner workings of your Firebird. If you have a urethane bumper car which is actually for more common, then youre just out of luck. Want to restore your honeycomb wheels Nothing. Bupkus. The slightest of information on manual transmission cars, and yet a full page on automatics. Theres just no consistency to the content. You might well use a half inch socket on it. The author spends half of the book talking about the glory days of trans am and what are his favorites. Probably 60% of the book is about paint restoration. For the wiring diagram he just says to go and buy a new one because the old one must have rust. No, pictures of the wires, or anything. No pictures of how to disassemble the car part by part, just says remove the front fender, and a pic of the fender on the floor. A waste of money and disappointing. Though there is some useful information here, it is lacking any information about panel gaps and adjusting body panels. There is no information as to torque specs. Its a bit annoying reading about replacing say a ball joint and it goes into tightening and inserting the cotter pin, with no torque specs at all. Overall a book, that could have been really great, but lacking many important details! Ive done a number of car restorations in the past, so I really dont need general information on how to do a restoration. Lots of great information Right down to what size socket youll need for that exact bolt to get that body back together. It covers from bumper to bumper in so many good ways.

<http://www.drupalitalia.org/node/76486>

Where it could improve upon is maybe a little less detail on all the painting details and related, since even the most experienced do it your selfers like myself just dont have the facility to actually spray a car beyond the primer stage. I think instead, there shouldve been a little more focus placed on the electrical and interior chapters. Even brakes and fuel could have done a little more detail, in

comparison to the intricate detail set out in the body assembly chapters. Still worth having as part of any reassembly though Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again Item was as described. It was packed very well, and arrived in a timely manner. Great seller! Sorry, we failed to record your vote. Please try again Right down to the nuts and bolts! Sorry, we failed to record your vote. Please try again. Trans Am This is the very last of the Pontiac Powered 4spd Muscle Cars. When you think of Pontiac, you instantly think BIG Cubic Inch Torque and if you know the History of these legendary Engines, you know that 1979 marked the last year Pontiac produced a BIG 400 Cubic Inch powered Trans AM. There are so many unique qualities in this amazing car that it is no wonder they have become one of the most sought after Models available in this rapidly growing collector segment. A low mile clean car was procured and the extensive restoration was begun. This was a tenuous restoration that literally consumed 2700 man hours. Many NOS parts were used throughout and when originals were not available, only the best aftermarket and GMOER substitutes were used. There isn't likely a finer example of this hard to find collectible on the planet. Since then it has enjoyed a pampered life on the East Coast in a climate controlled environment. It has taken a few trophies home on the rare occasions it has been shown. Don't miss this opportunity to own a legend without the usual 1 to 2 year wait while you have a car restored.

<http://floridamassagespa.com/images/boss-dr-rhythm-880-manual.pdf>

This one is ready now and can be yours. It is a no cost spared total restoration recently completed. I believe it is safe to say there is not another restoration of a Low Production, Low Mile, Special Edition of this caliber available in the World. This is the very last of the Pontiac Powered 4spd Muscle Cars. I believe it is safe to say there is not another restoration of a Low Production, Low Mile, Special Edition of this caliber available in the World. We will get back to you soon. Our expansive inventory includes nearly everything needed to return your Firebird or TransAm to showroom condition inside and out, from the body to the engine bay to the interior upholstery. In fact, you can practically build a Firebird from scratch entirely from our massive parts catalog! We also offer performance, modernization and restyling parts to suit nearly any build, whether its showroom stock, restomod, dragstrip hauler or protouring canyon carver. If you're looking for parts for a Firebird or TransAm, you've come to the right place. Announcing a Pontiac styling trend, the Firebirds bumpers were integrated into the design of the front end, giving it a more streamlined look than the Camaro. Both a two door hardtop and a convertible were offered through the 1969 model year. Based on the standard. Power for the Ram Air package was the same as the conventional 400 HO, but peaked at 5,200 rpm. Also for the 1968 model, the 326 cu in 5.3 L engine was replaced by the Pontiac 350 cu in 5.7 L V8, which actually displaced 355 cu in 5.8 L, and produced 265 hp 198 kW with a two barrel carburetor. An HO version of the 350 cu in 5.7 L with a revised cam was also offered starting in that year, which developed 320 hp 239 kW. The 350 cu in 5.7 L HO engine was revised again with a different cam and cylinder heads resulting in 325 hp 242 kW. The front door vent windows were replaced with a single pane of glass and Astro Ventilation, a fresh air inlet system.

<http://fogerindo.com/images/boss-dr-pad-manual.pdf>

The 1969 model received a major facelift with a new front end design but unlike the GTO, it did not have the Endura bumper. The instrument panel and steering wheel were revised. By late spring of 1969, Pontiac had deleted all model year references on Firebird literature and promotional materials, anticipating the extended production run of the then current 1969 models. The new design was initially characterized with a large B pillar, until 1975 when the rear window was enlarged. The 455 engine was available in the L75 325 hp 242 kW version and the LS5 335 hp HO version, which was the standard, and only engine option, for the Trans Am. The SD455 consisted of a strengthened cylinder block that included four bolt main bearings and added material in various locations for improved strength. Original plans called for a forged crankshaft, although actual production SD455s

received nodular iron crankshafts with minor enhancements. Forged rods and forged aluminum pistons were specified, as were unique highflow cylinder heads. However, actual production cars were fitted with the milder 493323 cam and 1.51 rocker ratios, due to the evertightening emissions standards of the era. This cam and rocker combination, combined with a low compression ratio of 8.41 advertised 7.91 actual yielded 290 SAE net horsepower. This is also consistent with the 290 SAE net horsepower factory rating as measured at the crankshaft. Skip McCully verified that no production SD455s released to the public were fitted with the 480737 cam. However, that proved to be impossible due to the emissions regulations of the era. Overlooked however, is a June 1974 test of a newly delivered, privately owned SD455 Trans Am. This appeared in Super Stock and Drag Illustrated. With an unmodified car and a test weight of 4,010 lbs the testers clocked 14.25 seconds at 101 mph. A total of 7,100 were produced with the 455 engine. The 400, 455, and SD455 engines were offered in the Trans Am and Formula models during 1974.

The cars in the show were badged as lowertier Esprit models, but in reality were Formulas with the twinscoop hood replaced with a scoopless one. Another hint was the twin exhausts and rear antiroll bars that were not used on Esprit. The Super Duty engine, Muncie fourspeed, and TurboHydramatic 400 automatic were no longer available in 1975. Due to the use of catalytic converters starting in 1975, the THM 400 would not fit alongside the catalytic converter underneath the vehicle. The smaller TurboHydramatic 350 automatic was deemed enough. The 400 was standard in the Trans Am and the 455 was optional for both 1975 and 1976 models. There is a way to tell an early 1977 built car as there was a production change in the hood scoop. Early cars were supplied with an offcenter scoop. Furthermore, early W72 cars came with the standard 180 hp air cleaner. In addition, California and highaltitude cars received the Olds 403 engine, which offered a slightly higher compression ratio and a more usable torque band than the Pontiac engines of 1977. The 1977 TransAm Special Edition became famous after being featured in Smokey and the Bandit. The 1980 Turbo model was used for Smokey and the Bandit II. The Firebird Formula LT Sport Edition which featured a revised 10% raised compression Chevy 305 V8 powertrain producing 155 hp same as 1977 Chevy Monza Mirage combined with a floor center console fourspeed manual T10 BW transmission coupled to a limitedslip differential final drive. Ttops in 1978 transitioned from Hurst units to Fisher GM in mid year. In 1978 Pontiac also made available the Red Bird package on the Firebird Esprit model. Painted in Roman Red with a matching red interior it had a Gold pinstripe treatment with Red Bird graphics on the bpillars. It also utilized the TransAm style steering wheel and dash except these were finished with gold spokes and a gold dash face which was unique to the Red Bird option.

A limited edition anniversary package was made available platinum silver paint with charcoal gray upper paint accents and mirrored ttops, and a special interior featuring silver leather seats with customembroidered Firebird emblems and aircraftinspired red lighting for the gauges. The 10th anniversary cars also featured a special 10th anniversary decals, including a Firebird hood decal that extended off of the hood and onto the front fenders. The only option on these cars was the engine the 400 was not certified for California, nor was cruise control available with it, which dictated the transmission and the gear ratio 3.23 on the 400 cars, 2.73 on the cars with the Oldsmobileproduced 403 engine and the TH350 automatic transmission. Two 10th Anniversary Trans Ams were the actual pace cars for the 1979 Daytona 500, which has been called the race that made NASCAR. Car and Driver magazine named the Trans Am with the WS6 performance package the best handling car of 1979. In 1979 Pontiac sold 116,535 Trans Ams, the highest sold in a year. Options included a turbocharged 301 or the Chevrolet 305 small block. The turbocharged 301 used a Garrett TB305 turbo forcing air through a single Rochester Quadrajets 4barrel carburetor, which was, however, too antiquated to take full advantage of the forced air from the turbo. The waterbased paint often failed and delaminated during the warranty period and subsequently, cars had to be repainted. In Fbody development, both the third generation Firebird and Camaro were

proposed as possible front wheel drive platforms, but the idea was scrapped. Computerized engine management was in its infancy, and with fuel efficiency being the primary objective, it was not possible to have high horsepower and torque numbers. They did manage to cut enough weight from the design so that acceleration performance would be better than the 1981 models.

They created a modern platform, so that when engine technology advanced, they would have a wellbalanced package with acceleration, braking, handling, and aerodynamics. For the time being, they would have world class aerodynamics and handling, and excellent fuel economy. Two concealed popup headlights, a first on the FBody cars, were the primary characteristic that distinguished the third generation Firebird from both its Camaro sibling and its prior form a styling characteristic carried into the fourth generations design. In addition to being about 500 pounds 230 kg lighter than the previous design, the new design was the most aerodynamic product GM had ever released. Wind tunnels were used to form the new FBody platforms shape, and Pontiac took full advantage of it. The aerodynamic developments extended to the finned aluminum wheels with smooth hubcaps and a functional rear spoiler. Pontiac also introduced a rare option for the Trans Am GTA in the 1988 model year. The Notchback was a special fiberglass rear deck lid, replacing the long sloped window with a short vertical rear window, resembling the back of a Ferrari 288 GTO. Promotion was only in the form of a sheet in the back of a notebook of available options. The Notchbacks were made by AutoFab of Auburn Hills, MI. Pontiac had to repair them under warranty, sanding down the imperfections, and repainting them, only to have more flaws resurface months later. Due to poor quality and numerous expensive warranty repairs and repainting, it was subsequently canceled on the 1989 20th Anniversary Turbo Trans Am, although a handful of them were still produced. Throughout its fourth generation, trim levels included V6 powered Firebird, and V8 powered Formula and Trans Am. Standard manual transmissions were the T5 five speed manual for the V6s, BorgWarners T56 six speed manual for the V8s. The 4L60 four speed automatic was optional for both in 1993, becoming the 4L60E with builtin electronic controls in 1994.

From 1993 to 1997, the sole engine for the Formula and Trans Am was the 5.7 L LT1 V8, essentially identical to the LT1 in the C4 Corvette except for more flow restrictive intake and exhaust systems. Steering wheel audio controls were included with optional uplevel cassette or compact disc stereo systems. Also in 1994, the fourth generation convertible was available; every Firebird and Camaro convertible featured a glass rear window with a builtin electric defroster. The steering wheels in all Firebirds was also changed; their optional builtin audio controls were more closely grouped on each side. For 1995, all Trans Ams received 155mph speedometers and Z rated tires. 1995 was also the first year of the vented version of the OptiSpark distributors on LT1 Fcars, addressing a common mechanical fault with the unit. The transmission perform button was available only in the 1994 and 1995 Formula and Trans Am. This option was stopped for the 1996 and later models, but the unused connections remain available for 1996 and 1997 Formula and Trans Am. While 1995 cars still used the OBDI onboard diagnostic computer system the last year of any American car including the Fbody to use OBDI, a majority of them had OBDII connector ports under the dash. Bilstein shocks were a further option with the package. There were 41 Formula convertibles and 463 Trans Am convertibles produced from 1996 to 1997 with the WS6 package. The Formula convertible was no longer offered. An electronic brakeforce distribution EBD system replaced the old hydraulic proportioning valve for improved brake performance. A total of 201 Firehawks were built for 1993. In 1994, the Firehawk package was expanded to include options for a suspension upgrade as well as a larger diameter exhaust system that could boost power to 315 hp. Ttop Formula coupes and convertibles could also be optioned as Firehawks beginning in 1995.

For 1996 and 1997, the Firehawk gained rectangular driving lights mounted inside the front scoops and except Firehawk convertibles the Trans Ams elevated rear wing. In 1997, an LT4 Firehawk was also available, utilizing the same 330 hp, balanced and blueprinted LT4 V8 engine as found in the

manual transmission 1996 Corvette. A total of 29 LT4 powered Firehawks were produced. A 10th anniversary Firehawk was available in 2001, distinguished as a black Trans Am coupe 123 units and convertible 16 units with gold painted hood stripes prototype only, gold vinyl stripes on hood and spoiler production, gold 17 inch wheels, and gold tailpipe tips. Trans Am GTs did not receive any special badging, graphics, or emblems, and looked externally identical to the base Trans Am cars. Both base Trans Ams and Trans Am GTs could be ordered as coupe, Ttop, or convertible versions and were both available with automatic or manual transmissions. While the GT package was a cost option on the 1994 Trans Am, a majority of 1994 Trans Ams were made with the GT package. The 1994 model year marked the 25th anniversary of the Trans Am, and another anniversary edition was released, painted white with a single dark blue stripe down the center of the vehicle that was reminiscent of the 1970 Trans Am. It also featured white painted, five spoke, 16 inch alloy wheels, and white leather seats and door trim. This edition was available in either coupe or convertible form. As with the previous 25th anniversary edition, the 30th anniversary edition was either a white WS6 convertible or WS6 Ttop coupe, with twin dark blue stripes from hood to tail, and distinct blue anodized five spoke 17 inch alloy wheels, with white leather seats and door trim. An available 75th Anniversary Package incorporated a power and performance package that included power door locks including retained accessory power, power windows including express down drivers side, dual power sport mirrors, power antenna. Transmission; 4 speed auto.

For the Firebirds final year, a collectors edition Trans Am was released as either a yellow WS6 convertible or WS6 ttop coupe, with twin black stripes from hood to tail, black painted five spoke 17 inch alloy wheels, and further black trimmed body details. Four distinct generations were produced between 1969 and 2002. These cars were built on the Fbody platform, which was also shared by the Chevrolet Camaro. The Firebird Trans Am was also selected as the Official Pace Car for the 1980 Indianapolis 500. The third generation, available from 1982 to 1992, was featured in the 1983 movie Smokey and the Bandit Part 3 and the 1984 movie Alphabet City. KITT, the automotive star, and its evil twin counterpart KARR, of the popular 1980s TV series Knight Rider, was a modified third generation Trans Am. The fourth generation Trans Am, available from model years 1993 to 2002, offered between 275 and 325 bhp 205 and 242 kW. The fictional character Dwight Schrute from NBC's show The Office, is another famous driver of the 1987 model. The GTA along with the Formula model that was intended to fill the gap between the base model Firebird and midlevel Trans Am was the brainchild of former Pontiac marketing manager Lou Wassel. The GTA equipment package officially went on sale in 1987 and avoided a gas guzzler tax thanks to its lightweight PW 16 inch gold cross lace wheels. The high performance WS6 suspension package was also retuned to offer a more compliant ride while still maintaining tight handling characteristics. Engine choices consisted of a L98 5.7 liter 350 ci TPI V8 mated to GMs corporate 700R4 automatic transmission or the 5.0 liter 305 ci TPI V8. A five speed manual was available but was mated to the 5.0 liter only. The GTA trim level was available from 1987 through the 1992 model year. Beitzel and his team did most of the TTA development work. The 3.8 liter turbocharged V6 engines were built by PAS at their 40,000 square foot City of Industry, CA plant.

From there, they went to GMs plant in Van Nuys, CA to be installed into GTAs on the FBody assembly line. The cars were then shipped back to PAS for final assembly, testing, and quality control. Incidentally, the GTA chassis were selected at random, thus there is no correlation between the VIN and production sequence number. The initial number of cars to be produced had ranged from 500 to 2,500 until GM finally settled on 1,500. In all, a total of 1,555 Turbo Trans Ams were manufactured. One of these served as the 1989 Indianapolis 500 pace car. It came with a 4 speed manual transmission. Pontiac ceased production of the 400 in 1978. He was also an avid Firebird collector after filming the movies Hooper and also the Smokey and the Bandit movie series. When the Firebird Trans Am was released, there was controversy over the models inability to compete in the Trans Am because the smallest available engine was too large for use in the series at 400 cubic

inches 6.6 liters. The name also caused controversy because it was used without permission from the SCCA, who threatened suit. When the TransAm was last seen, model year 2002 Firebirds were in use. From 1996 to 2006, a WS6 Trans Am coupe provided the body style for the mechanically identical racing cars used in the International Race of Champions IROC. He used it for three seasons, winning the championship in all three years. The Firebird was also used by drivers such as Del Worsham, Tim Wilkerson, Frank Pedregon, and Jerry Toliver. The Firebird body also replaced the Oldsmobile Cutlass in the pro stock class in 1995, forcing drivers Warren Johnson, Jerry Eckman, and Mark Pawuk to replace their body styles for the 1996 year. None of them would win with the first year of the Firebird body, but pro stock driver Jim Yates, a second year driver, using the Firebird body, did. Retrieved 2 December 2017. Retrieved October 20, 2015. Archived from the original on July 21, 2015. Retrieved October 20, 2015.

By using this site, you agree to the Terms of Use and Privacy Policy. You must have JavaScript enabled in your browser to utilize the functionality of this website. Your car is often judged, whether informally or formally, by the quality of its paint. And therefore, a highquality paint job enhances all the bodywork that lies beneath it as well as the entire restoration. And, of course, the reverse is true. A substandard or flawed paint job diminishes the quality of a restoration, establishes a poor impression of the car, and negatively affects its value. You can copy and paste this link to share The amount of labor involved often has the biggest impact on the overall cost of the paint job. As most car owners can attest, painting a car is one of the most, if not the most, expensive stages in a restoration project. To attain the best results, you should rely on a qualified professional restoration shop to prep, shoot, and buff your car. The following are some things to consider if you want to paint your Firebird yourself. Prep work and taping off the car is a tedious process. If something appears to be done easily by someone who does it for a living, it usually is not. Having a professional shop spray your car may not be as expensive as you may think if you have done all the prep work. If the shop makes a mistake, it will rectify it at its expense. If you make a mistake, it is all on you. Repairing a paint job is not easily done. This is a critical decision you have to make. A restoration shop has a professional paint booth; you probably do not. Constructing a temporary paint booth in your garage is an option, but it does not produce the same results. When you paint at home, you need to do everything in your power to avoid contamination and drips, runs, orange peel, or other problems. First and foremost, you need to determine how you will use your car. Second, you need to determine your budget so you can allocate the money for a particular type of paint job.

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