

# Project Mean Streets

We find 50 horses easy by uncorking the T/A's stuffed-up exhaust.  
By: Richard A. Lentinello *Pontiac High Performance Mag*, Feb 1996



Now that our 84 Trans Am is running smoothly and reliably, we will proceed with the step by step installation of several after-market components to see just how quick we can get the old bird to run.

To maximize the potential of all subsequent performance parts-computer chip, intake, cam, ignition, carb, heads; we'll start with the exhaust system. A free flowing exhaust ensures that the T/A will achieve the maximum performance gain from each part we bolt on, due to the engine's ability to exhale it's spent exhaust gasses as quickly and efficiently as possible.

To help us meet our performance goals, we enlisted the assistance of several companies whose quality products have become known as the industry best.

In place of restricted stock manifolds we're installing Headman's tubular headers. We had the headers and crossover pipe sprayed with a silver metallic-ceramic coating by Jet-Hot coatings to reduce under hood heat and resist rusting.

The single catalytic converter was replaced with Random Technology's Super High Flow converter. Its large 3-inch inlet and outlet will provide unrestricted gas flow. To maintain the gases' steady flow the cat connects to FLOWMASTER® Force II System. The system includes fully aluminized 3-inch pipes and FLOWMASTER'S new and quieter Three Chamber muffler. And to make sure the headers stay sealed in

place without loosening, we used Mr. Gasket's high-performance manifold gaskets and stage 8 locking safety bolts.

While all these parts combined will provide an increase of approximately 50 horsepower, if they're not installed properly, the entire system won't perform up to its designed potential. Flowmaster's resident Pontiac specialist, Paul Carver, recommended we contact Mufflex, an authorized flowmaster dealer and installation center, to have the entire exhaust system installed.

Located in nearby Trenton, NJ, owner Denny Tarcza and crew labored a full seven hours on our T/A, custom tweaking each component to make sure it fitted perfectly in place. And it does, with nary a rattle to be heard. The engine is now highly responsive; reacting actively to the throttle's every movement. And we had an increase of nearly 2 mpg! Best of all, it sounds totally cool with just the right tone; in fact, it's a lot quieter than we thought it would be.

Unfortunately, we will not be able to report just how much quicker our T/A runs down the quarter with this new exhaust at this time.

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