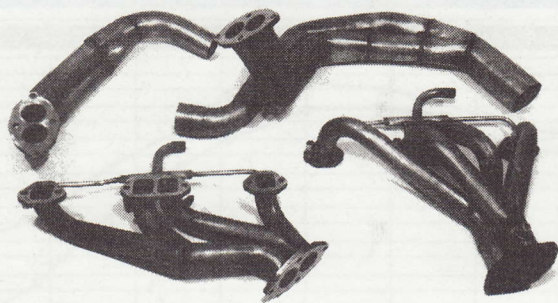
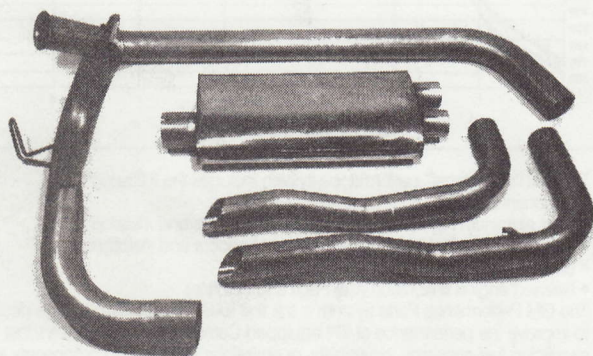


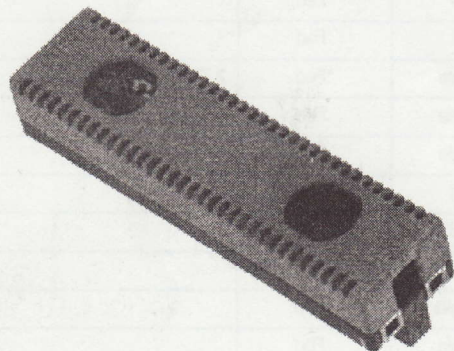
A



B



C



Camaro-Firebird Exhaust Header Packages NEW!

Year	Part Number	Engine	Trans.	Emmissions	Application
1985	12341404	All	All	Fed	
1986	12341405	All	All	Fed	
1987	12341406	All	All	Fed	
1988-92	12341407	All	All	Fed	Single converter
1989-92	12341408	All	All	Fed	Dual converter

A-NEW! Stainless Steel Tri-Y Headers

GM Performance Parts stainless steel headers for Camaros and Firebirds feature a proven Tri-Y design that substantially increases torque and horsepower from 1500 to 5500 rpm. 1 5/8" diameter primary tubes join two cylinders on each bank; the pairs of primary pipes from each side of the engine are then routed to a single 3" diameter outlet. This system requires more tubing and is more complex to manufacture than a traditional "four-into-one" header, but it can provide superior performance over a wide range of engine speeds.

GM Performance Parts headers for Camaros and Firebirds are made from mandrel-bent 409 stainless steel tubing with 316 stainless steel A.I.R. tubes welded in place. These are the same premium materials specified by General Motors for original equipment Corvette tubular exhaust manifolds. Tough 409 stainless steel has twice the corrosion resistance of mild steel, and it is thermally stable. The high exhaust gas temperatures produced by a late-model performance engine running on unleaded fuel will eventually cause mild steel tubing to crack. In contrast, 409 stainless steel is able to withstand these high temperatures without cracking.

The header flanges are made from investment cast 409 stainless steel. These thermally stable flanges minimize the problem of header bolts loosening. GM Performance Parts Tri-Y headers are engineered for easy installation. Accessibility to all service items is maintained.

Camaro-Firebird Exhaust Pipe/Muffler Packages NEW!

Year	Part Number	Engine	Transmission	Application
1984-85	12341411	→	All	305 TPI (LB9) or 305 HO (L69)
→	12341412	→	All	1988-90 305 EFI (L03) or 83-87 305 carb (LG4)
1989-92	12341413	All TPI	All	Dual converter
1986-92	12341414	→	All	1986-90 TPI, Single converter or 1986-87 305 HO (L69)

B-NEW! Free Flow Stainless Steel Exhaust System

The GM Performance Parts free flow exhaust system features all stainless steel components from the catalytic converter back. The system includes a 3" diameter stainless steel tailpipe (versus a 2 1/4" or 2 1/2" stock tailpipe, depending on year); a low-restriction stainless steel muffler; and distinctively styled stainless steel tailpipes that exit on the driver's side of the vehicle.

This exhaust system produces up to a 10 horsepower increase, depending on application. It has an authoritative, distinctive exhaust tone that is not significantly louder than the production exhaust.

The GM Performance Parts exhaust system includes all necessary hardware for installation. This top-quality system is comparable in performance to aftermarket exhaust kits, and it offers superior fit and finish.

C-NEW! Revised Engine Calibration (High-Performance PROMs and Cal-Pacs)

GM Performance Parts high-performance PROMs are designed to improve the performance and driveability of 305ci and 350ci TPI-equipped small-block V8s. These chips have been calibrated to complement the increased air flow provided by other components of the GM Performance Parts System. They also offer a noticeable performance improvement when installed without other modifications. Reductions of two-tenths of a second in zero-to-60 mph and quarter-mile elapsed times are not unusual.

The air/fuel ratio and spark timing have been optimized to provide improved wide-open throttle performance and enhanced driveability under hot and cold engine operating conditions. Revised calibrations for each application's unique specifications were developed through extensive dynamometer and road testing. A GM Performance Parts PROM can be installed in 15 minutes, and is the easiest way to raise the performance level of a late-model performance car.

Technical Notes: Calibrations for 1987-90 vehicles with automatic transmissions do not change the torque converter lock-up points. The temperature at which the electric fan is turned on is changed from 220° F to 200° F.