

1967 Firebird 400/TH 400 Coupe
California "Black Plate" Car, 1 of aprox 1500
Purchased in Dec. 1997 in Hollywood, CA, Approx 110 K miles
June 1967 Build date, Originally Sold in Oakland, CA
Total Frame-Off, Nut & Bolt Resto-Mod,
Over \$45K invested (Expenditures documented)

Body:

Original Verdoro Green 400/Auto (3F on cowl tag), no vinyl roof. Full PHS documents
Exterior professionally media stripped (plastic bead) and primered.
Stripping revealed no significant damage. Ready for minimum body work and new paint
Existing rust pinholes around rear window due to PO attending UC Santa Barbara (salt
air, not repaired yet)
Passenger door professionally reskinned due to too much bondo
New NOS GM Front Fenders, drilled for new fender bird, "Firebird" script
Passenger side inner fender replaced due to battery acid. Both now powder coated.
New NOS radiator support installed (more battery acid issues)
Underbody undercoating completely stripped and repainted with Chassis Black (no rust
issues)
1968 style hood tach installed.
Both OEM bumpers and front quarter window frames replated. Bumper plating is thin
(NOT show quality by far)
All new exterior trim included (455 emblems for hood, trunk)
All original 400 underhood radiator block off panels included, not installed

Drivetrain:

1972 Pontiac YA code 455 professionally build, blueprinted and dyno tuned.
489 HP @ 5100 rpm, 574 ft-lbs @ 3700 rpm
Engine build sheet and dyno results included.
Oil passages serviced, drains enlarged and restrictors installed.
Block align bored.
New Melling M-540 oil pump
New hardened oil pump shaft from Spott's Performance.
New 30 over forged SRP pistons.
Custom ground hydraulic roller camshaft from Cam Motion (cam card included)
Comp Cam lifters
OEM rods with resized ARP bolts
Edelbrock aluminum heads, manifold, 1901 model carb and valve covers
ARP stainless steel exterior bolt kit.
Butler Performance PCV aluminum valley pan
Moroso replacement oil pan with 1-piece BOP pan gasket
BOP Viton rear main seal.
Mallory Unilite distributor, MSD Blaster 2 coil
New OEM harmonic balancer

Doug's Round Port headers, 3.5 inch collectors.
Full Pypes 2.5 inch exhaust system with Violator mufflers. Professionally installed.
Pypes 2.5 inch tail pipe splitters
IMD high torque mini-starter
Rebuilt NAPA fast ratio power steering unit with new hoses.
New chrome GM alternator
New Ames 8-bolt water pump with cast impellor and "clearanced" rear plates
New Rodney Red 4-row aluminum radiator with reproduction shroud
OEM 7 blade clutch fan, car runs all day at 185 degrees
Polished billet engine pulleys from Ram Air Restorations
Original factory TH 40 tranny. Rebuilt with a shift kit and chrome pan installed.
Custom PTC 2200 rpm stall converter.
Lokar aftermarket electric tranny kick down
Driveshaft stripped, repainted, restriped with new U joints
Original, untouched, 109 K mile, numbers-matching 400 engine block included.
Original factory smog pump, hoses and fittings included
Original, unique CA smog Quadrajet carb and air cleaner are long gone.

Frame:

Every single subframe/suspension bolt was easily removed with hand tools except one.
Subframe replaced from a 1968 Nova due to cross member being caved in.
Subframe professionally powder coated gloss black. Factory welds cleaned up.
New rubber subframe bushings. Subframe aligned using factory measurements.

Rear Suspension:

Correct 1967 10 bolt 3.55 HD 4-pinion Safe-T-Track rear axle professionally rebuilt and installed (factory 3.08 axle MIA when purchased). New bearings & wheel studs
New mono-leaf springs installed along with poly bushings.
Driver's side OEM traction bar installed (i.e., car now has dual factory bars with poly bushings)
New 11-inch HD (taxi) GM rear drum brakes with SS braided hoses from MP Brakes
NOS emergency brake cables, parts

Front Suspension:

Upper and lower Global West tubular "A" arms with new shafts and poly bushings
New springs, Edelbrock IAS shocks, idler arm, tie rods, ball joints, NOS pitman arm
New GM single piston disc brakes with spindles and SS braided brake hoses.
New 1-1/8 inch front anti-sway bar with new bushings

Interior:

Interior presently stripped to bare minimums for painting (only front seats, center console, seat belts)

Original parchment (off white/black) interior colors maintained.
Dashboard completely stripped and repainted.
NOS ignition, wiper and headlight switches.
Original uncracked dash pad re-installed.
Flaming River tilt steering column with Grant wood steering wheel
Aftermarket Corbeau bucket seats professionally covered in off white “pleather” to match
OEM rear seat. Fronts seats have full tilt, recline and manual lumbar support.
Original factory bucket seats included (rough shape)
All new carpet, aftermarket floor insulation, inner panels, and interior trim in boxes.
Entire bare floor covered in Cascade Audio VX-1 liquid sound/heat insulation.
Full set of refurbished factory 1968 Rally Gauges installed (160 mph speedo).
Speedometer reset to original car mileage.
Matching refurbished 1968 console clock included.
Replacement original walnut grain center dash panel included, excellent condition
OEM factory center console refurbished. Brand new OER console included.
Factory floor shifter rebuilt with NOS parts (shift handle)
Factory heater box removed, stripped, repainted with new seals.
Original headliner and sun visors need replacement.

Misc:

Every factory wiring harness replaced with new (M & H)
Trunk cleaned, primed and resprayed with OEM spatter paint.
15 x 7 Rally II wheels with Firestone Indy 500 radials (235/60/15).
2 refurbished/repainted wheels on the car, 5 more in storage.
New gas tank, straps, filler pipe and gas cap
New windshield wiper and washer motors
Original, fully restored black California license plates included.
Noah cover from California Car Covers included.
Boxes and boxes of original and new parts.
Extensive restoration photos and journal.