

PAGE 1/3

SELLER:

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EAST BRUNSWICK, NJ

1994 PONTIAC FIREBIRD FORMULA 2 DR T-TOP COUPE

VIN – 2G2FV22P9R2xxxxx

CURRENT ODOMETER READING: - 070268

It is estimated that the vehicle has been driven between 5,000 – 8,000 additional miles

THIS VEHICLE IS FREE OF ALL LIENS AND ENCUMBRANCES

VEHICLE IS SOLD AS IS/WHERE IS

VEHICLE CONDITION / NOTES / CAUTIONS:

- Modifications – as listed in attached
- Breakdown of factory Service Parts Codes is attached
- Off-Road use only
- Several “safety” features have been removed for weight reduction:
 - Front and rear crash pads (available)
 - Factory steering wheel with driver side air bag (available – require new harness connector)
 - ABS is inoperative – need new sensor for top of Strange rear axle if you want to restore it.
 - Tires are more than 10 years old and useful for “show” only
 - Windshield washer reservoir (available)
 - Factory seatbelts and harnesses removed. While the Simpson 5-point harness is far superior to the factory harness, it is not Federal DOT approved, and some law enforcement may give you a hard time.
 - Front sway bar deleted.
- Vehicle has not been started in more than 5 years. Fuel system must be emptied and cleaned before attempting to start.
- Battery needs replacement – the Braille battery is light-weight. A replacement can be made with an equivalent Deka motorcycle battery, which costs less than ½ as much as the Braille. If hold-down is retained, requires a bolt in the front.
- Windshield wiper rubber blades removed. Replacement refill is Anco N24 (24” long, narrow)
- Headliner is sagging in front
- Speedometer/odometer is not working. The speedo/odo is operated by the factory PCM. Since the factory PCM is programmed for a manual transmission, and the rear axle ratio has been changed, there is a Dakota Digital SGI-5 calibration box, inserted between the speed sensor on

PAGE 2/3

the trans and the PCM. Box is located on inside floor, under console. Wire may have come loose, or Dakota Digital unit is dead.

- There are two rocker switches on the front of the console. The one on the left controls the Hurst Line-Lock for burnouts, the one on the right engages the Gear Vendors O/D unit for highway cruising (labels visible when shift boot removed). In the console ashtray there is a toggle switch that directs control of the GV O/D to either the console switch for “always on” highway cruising, or to the pushbutton on the B&M shifter handle for momentary use at the end of the ¼-mile. When the ash tray switch is set to use the shifter button, a small green light comes on next to the ash tray cover.
- The TH400 transmission has a fan assisted cooler in the left front fender. There is a switch under the hood to turn the fan on or off. Keep the switch in the “ON” position. The only time it gets turned off is if you have the key turned to “RUN” and you are downloading data from the MoTeC ECU, or programming it. Prevents battery drain.
- The B&M Ratchet trans shifter has a gear position indicator on the body of the shifter. To see the indicator, the boot must be removed (carefully, it is fragile and held together by glue and tape). There is an aftermarket steel wire boot frame available on the market. Recommended to remove boot at the track. On the road you can pretty much tell what gear you are in.
- The remote door lock/unlock is disabled. An aftermarket alarm system was installed by seller, and most of the alarm was removed by Second Street Speed. I believe there may be an alarm harness connector that has to be removed in the driver side kick panel.
- The engine is currently tuned (without nitrous) for 94-octane unleaded fuel. Sunoco no longer carries this at local stations. Knock sensor is not run on the engine, because of the solid roller camshaft, and the noise it generates. For nitrous use (300-shot) the engine was tuned for VP Fuels C16 + Air Race mix at a ratio of 4:1. This fuel is heavily leaded. As a result there are no functional O2 sensors, engine programmed in open loop. Cats (available) should be replaced with Borla XR-1 mufflers (currently installed) when running leaded fuel. Spark plugs also need to be changed for the nitrous. N/A use Autolite 104 plugs, for 300-shot use Champion S57YC Spark Plugs @ 0.030"
- To reprogram the MoTeC ECU, or download recorded data, you need a MoTeC license, and an inexpensive laptop. The data cable (in glove box) uses a serial connector. So you need a USB to serial converter. Check with Second Street to see if there is newer software available for the MoTeC M48 Pro. The original was in DOS. Hopefully they have updated to Windows and have a USB cable available.
- At a strict NHRA track they will ask for the SFI dates of several engine and transmission parts/accessories, and they will check the driver's seat harness date. Everything on the vehicle with an SFI rating needs to be re-certified.
- Note that while the vehicle is fully capable if high 9-second passes, at speeds approaching 140 MPH, it is not NHRA legal for anything under 10.00 seconds or 135 MPH. To meet sub-10-second requirements, you need a full cage, inspected and tagged by an NHRA inspector, a full fire suit, gloves, a neck brace and a currently approved helmet. There must also be a net on the driver side window. Driver must have an NHRA Competition license.

- The front suspension coil springs are Eibach Pro-Kit lowering springs. For track use, they should be replaced with QA1 Drag Springs. If you want the QA1 springs, let me know. When you install them, return the Eibach springs to me.
- Original factory hood is available – excellent condition.
- Factory driver’s seat and rear seats available. The rear upright seatback is a tight fit under the roll bar rear braces.
- To improve air flow into the engine, the baffles have been removed from the Ram Air HO hood. To prevent water incursion, there is currently a push-in foam plug installed from behind the hood “nostrils”.
- Hood needs two new rubber height adjusters. The originals shattered from old age.
- Original audio head unit available. UT6 cassette, 10-speakers, equalizer. Not sure if I left the small sub amp in the pocket near the passenger side rear seat, or if I removed it. Some speakers removed, not available.

SELLING PRICE: _____

SELLER: _____

BUYER: _____