

THEN THEY TOLD THE LITTLE CAR TO GO AWAY
... BUT THE LITTLE CAR SIMPLY REFUSED TO LISTEN.



PATHOGENPRODUCTIONS
Capturing the Spirit of a Muscle Car

Firestorm

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Firestorm



PathogenProductions
ProCharged V6 Firebird
"How fast do your dreams take you?"

**Because there are always going to be underdogs
... and people that enjoy a good challenge...**



In 1967, Pontiac introduced the Firebird. A car that would become an icon of American culture and start a subculture which has surpassed the wildest of expectations. Eventually there became different ranks and grades of said Firebird - from the top of the line SLP modified Firehawk, the Trans AM and Formula ... down to the lowest on the scale, the V6 Firebird.

Branded with a small motor, ranging from 2.8 to 3.8 depending on year, it often had less options, less attention, and obviously less power. If someone wanted a sporty car, but didn't want the insurance and heavy gas bill of a Firehawk, Trans AM or Formula, they opted for the lower end Firebird ... and still got a fantastic looking ride.

In 2002, the building of the great muscle car stopped and the fast Firehawks, Trans AMs, Formulas and Firebirds rolled to the street and the decline of the cars, and support for these cars, began.

While it may have caused a bit of concern in the V8 world, the lack of support was business as usual for the V6s, as few manufacturers found it profitable to research and market upgrades for the smaller motored cars.

In fact, it's an accepted fact that major bolt-on modifications specific to the V6 usually had to be custom built to fit the application. And as a result, extreme V6s are much rarer a find when compared to the bigger brother V8s.

In 2002, fueled by a recent failure (but continuing effort) to reconstruct one of these extreme V6s, a 1998 V6 Firebird was purchased ... with the hopes of reviving a dying breed.

The goal - to match, if not surpass, the horsepower rating, quarter-mile time, cornering ability, and reliability of a stock SLP modified Trans AM known as the Firehawk ... by only bolt-on modifications. The most extreme of these modifications was to be the use of a supercharger, which essentially changes the entire nature of the mild 3.8 V6 that GM tucked into the F-Body to produce the lower end of the Firebird spectrum.

The big test would be to repeat this goal on a total of ten cars.

Enter ProCharger's P-600B centrifugal supercharger ... and a lot of time in the machine shop to figure out how to make it fit into the 3.8 V6 F-Body engine bay.

Without question, the continuing effort to push the project forward was a steep uphill climb. It would be one blown motor, two blown superchargers, one trip to the ER and three small engine fires before the car saw a track run worth writing home about. After nearly two years of continuous scrutiny from the F-Body community, the project finally saw a run 2-seconds faster than stock - 13.4 @ 103MPH on April 9th, 2005 ... and it would only get better from there.

Due to the nature of the project, model years for the Firestorm range from 1998 through 2002, with release dates of 2005 through 2007. This also explains why Firestorms are not decodable by VIN.

The majority of the install and tuning is completed by Jennifer Shaffer at F-Body Central of Baltimore, MD with the help of Jason and "the crew".

Each Firestorm begins with the purchase of a 1998+ V6 Firebird Coupe with 1SC Option and L36 Engine Code. Then each unit is upgraded with a twin high-flow intercooler ProCharger P-600B 8-10psi supercharger system, along with necessary fuel and ignition upgrades. All that air has to go somewhere when it's finished creating power and it exits the car through RK Sport headers, a high-flow cat and Flowmaster LS1 exhaust, finishing off at dual 2.5" chrome tips. All releases are equipped with the Borg-Warner T5 transmission with Spec stage 3 clutch, Hurst Billet Plus shifter, and Lou's short-throw combo. Horsepower is moved to the drivewheels through the 1LE aluminum driveshaft and Zexel-Torsan Limited Slip Diff. and 3.23 gears (3.42s optional). The rubber meets the road through Firestone Firehawk Indy tires, wrapped around American Eagle polished Aluminum 16x8" 077s.

Helping to put this power to the ground is the GM Trans AM-based performance suspension package with larger front and rear stabilizer bars.

Each car is dyno tuned for safe operation and maximum power.

Also available is removal of rear seats, air conditioning (if so equipped), and general lightening where available. High-end suspension upgrades are available through Brooks Performance of Chambersburg, PA.

After all, this is supposed to be a V6 race car.

"Pulls harder than my Z28."

-- LS1 owner,
Justin Powell

Now that we're done turning the standard low-end GM Firebird into a pavement-pounding V8 rival, it's time to make it stand out from the crowd ... with the key in the off position.

The composite hood designed by SLP for the now equally as impressive (rather than more impressive) Firehawk is added. The Firestorm logo is stamped along the doors and rear fascia of each unit ... as well as on a set of matching key fobs and two dash plaques. Premium floor mats are available as an option, as is a matching rear deck mat. To finish off the side of the car which everyone will be seeing the most, the taillight filler panel is polished down and the GM Firebird graphics are replaced to match the applied Firestorm logo.

If there is a downside shadowing the Firestorm, it's that every show and every race track visit will undoubtedly result in a lengthy explanation of what the car actually is ... and how to get one.

With the GM F-Body retired until further notice, and no sign of resurrection in the near future, PathogenProductions has managed to keep it alive in the most unique way possible. The sole purpose of the company is to preserve the legacy of the American Muscle Car and creating a new one will do just that.

Because of its extremely limited production, the PathogenProduction Firestorm is destined to be one of the most collectable of all V6 F-Bodies in existence. Forget the Turbo Trans AM V6s of the past and the later re-released SLP GT V6s. The Firestorm is so rare you may only see one in your lifetime - so look closely, and look quick ... oh yeah, and we don't recommend you blink either.

"Very comfortably ride for being
shotgunged in 4th gen."

-- GTP owner,
John Carpenter