



The Trans Am appeared in 1969 when the musclecar market was at its zenith. By 1974, the only true musclecar left was the SD455 Trans Am.

1969-1973

The early years are probably the most sought-after group of Trans Ams (after the extremely limited-production 1969 model). In 1970, the standard engine was a 400 Ram Air III that was good for 335 hp. The Ram Air IV was optional and was rated at 345 horsepower, although that figure was on the modest side. For 1971, the standard engine was now the mighty 455 HO, which was carried over for 1972. Color choices were limited to Cameo White with blue stripes or Lucerne Blue with white stripes for 1970-72. In 1973 Brewster Green and Buccaneer Red were added, while Lucerne Blue was deleted, and it was the first year for the screaming eagle (a.k.a. "the chicken") hood decal. Two 455 engines were offered in 1973, the standard 455 and the 455 Super Duty, rated at 310, or, later in the year, 290 hp. All 1970-73 Trans Ams are rare and the 455 Super Duty is the most desirable.

1974-76

These years are easily identified by their front-end treatments. The Trans Am's front and rear bumpers were changed in 1974 to meet Federal impact standards. The standard engine these years was the 400, rated at 225 hp in 1974 and 185 hp in 1975-76. The 455 Super Duty was again offered in 1974.

The Super Duty option was not offered in 1975, however a lower compression 455 was available and 857 of these were built. In 1976, the standard engine was the 400 with a 455 optional (the 455 was not offered in California). In 1974 Admiralty Blue replaced Brewster Green, and in 1975 Stellar Blue replaced Admiralty Blue and Sterling Silver was added. The color choices expanded to five in 1976: Cameo White, Sterling Silver, Firehorn Red, Goldenrod Yellow, and Carousel Red. Two particularly collectible cars from this era are the 1974 SD455 and the 1976 Black and Gold Limited Edition.

1977-79

These years are characterized by dual headlights and were by far the biggest production years for the Trans Ams. Consequently, these particular years turn up for sale more often. The standard engine these years was the 400, supplemented by the 403 produced by Oldsmobile. This engine had been available since in 1977 in California and some high-altitude regions of the country. The hottest setup was a Pontiac 400 motor (L78/W72) mated to a 4-speed. The Y81 (t-tops), Y82 (solid top) and Y84 (Norwood only) Black and Gold Special Editions were available these years, and a special Solar Gold Special Edition was



TRANS AM PRODUCTION FIGURES

1969	Trans Am	697
1970	Trans Am	3196
1971	Trans Am	2116
1972	Trans Am	1268
1973	Trans Am	4802
	Trans Am SD455	252
1974	Trans Am	10255
	Trans Am SD455	943
1975	Trans Am	27274
1976	Trans Am	46704
	Trans Am Special Edition	2590
1977	Trans Am	68744
	Trans Am Special Edition	15567
1978	Trans Am	93351
	Trans Am Special Edition	3643
	Trans Am Solar Gold Special Edition	8676
1979	Trans Am	117108
	Trans Am Special Edition	50030
	Trans Am 10th Anniversary Edition	7500
1980	Trans Am	50896
	Trans Am Indy Pace Car	5700
1981	Trans Am	33493
	Trans Am NASCAR Pace Car	2000