



# 1993-2002 Camaro and Firebird Performance Handbook (Motorbooks Workshop)

By Joseph Potak

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Few cars offer a mix of performance, style, and affordability as well as the fourth-generation Camaro and Firebird (commonly known as the F-body). While the cars are great as delivered, there is no shortage of aftermarket parts and modifications that can be made to greatly enhance the cars' capabilities. Author and F-body expert *Joseph Potak* guides readers through the often confusing task of choosing the best parts and modifications to ensure they reach their performance goals.

The author first introduces entry level topics including Suspension Upgrades, Braking System requirements, Drivetrain Durability Improvements, and Intake and Exhaust System Modifications. In the latter chapters Potak leads the reader into more involved components such as External and Internal Engine modifications for LT1 and LS1 engines, Automatic and Manual Transmission Performance, and finally upgrades including Superchargers, Turbochargers and Nitrous Oxide choices - all the while *without* complicating the discussion.

In short this handbook makes a great addition to both the beginner and advanced F-body enthusiast and caters to both drag racers and autocross racers alike. *Every* 1993-2002 Camaro and Firebird owner should consider adding this Performance Handbook to their collection.

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**Bibliography**

- Sales Rank: #639799 in Books
- Brand: Motorbooks
- Published on: 2010-08-02
- Released on: 2010-08-02
- Original language: English
- Number of items: 1
- Dimensions: 10.63" h x .50" w x 8.25" l, 1.35 pounds
- Binding: Paperback
- 160 pages

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### **Editorial Review**

#### **About the Author**

Joseph Potak is a professional LS-series engine specialist and technician. He works for Texas Speed and Performance, catering to the performance needs of owners of all LS-Series engine equipped vehicles. His work has appeared in numerous magazines and can also be spotted at the dragstrip, powering various LSX based setups he has helped build throughout the years, including building the quickest naturally aspirated stock shortblock LS1 (*9.66@131mph*). In his free time, Joseph volunteers as a Forum Director within the LS1Tech.com Community, and contributes articles to the PlanetLSX.com scene. Ironically, and despite his "LSX-Only" mindset, he recently built and races a street-legal, 9-second turbo Mustang.

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