



(blowing through a 2 1/2-inch collector and 2-inch pipes, with twin aftermarket replacement cats and twin resonator tips) clue you in that you're not looking under the hood of a stock '96 Firebird. Well, that and the intake covers that say Corvette ... but never mind about them. All that power is handled through a stock Getrag five-speed, with a CenterForce clutch, a shortened shifter, and a custom billet steel flywheel that's supplied with Archie's V-8 conversion kits. That's a lot of power to be sending through a stock gearbox ... how does the Getrag hold up? "I've never broken one myself," says Archie. "Usually the tires go up in smoke before you

overload the trans. A few have broken, though usually it's because they're high-mileage units—like 200,000 miles. I've got several customers racing them and they stay together." The final drive ratio is 3.65 in this Fiero.

And how exactly does that LT1 fit in there? Quite nicely, thank you. (Thank you ladies and gentlemen! I'm here all week! Tip your wait-staff!) Naturally, Archie used one of his own conversion kits in there; a bundle of goods that consists of everything you need, from new A/C, alternator, and starter mounts to a remote oil filter kit to a new radiator to all of the vacuum hoses and fittings you'll need to get on the road.

No serious shoehorning or butchering is needed: Fieros are deceptive little machines, and you can physically fit anything from supercharged 3800s to Cadillac Northstars to 455ci Pontiac stompers in the cradle, it's just hooking everything up and getting it to work that poses the challenge. Archie's got that bit licked.

And if you're worried that dropping a V-8 will upset the Fiero's natural handling prowess, guess again: at less than 2,700 pounds, a V-8 conversion weighs just 135 pounds more than a four-cylinder Fiero, and a scant 85 more than a V-6. Assuming your suspension is as it should be, there should be no