

1982 Pontiac Firebird Trans Am

2dr Coupe · 8-cyl. 305cid/165hp TBI

#1 Concours condition

\$28,800

↗ +9.9%

#2 Excellent condition

\$20,600

↗ +15.1%

#3 Good condition

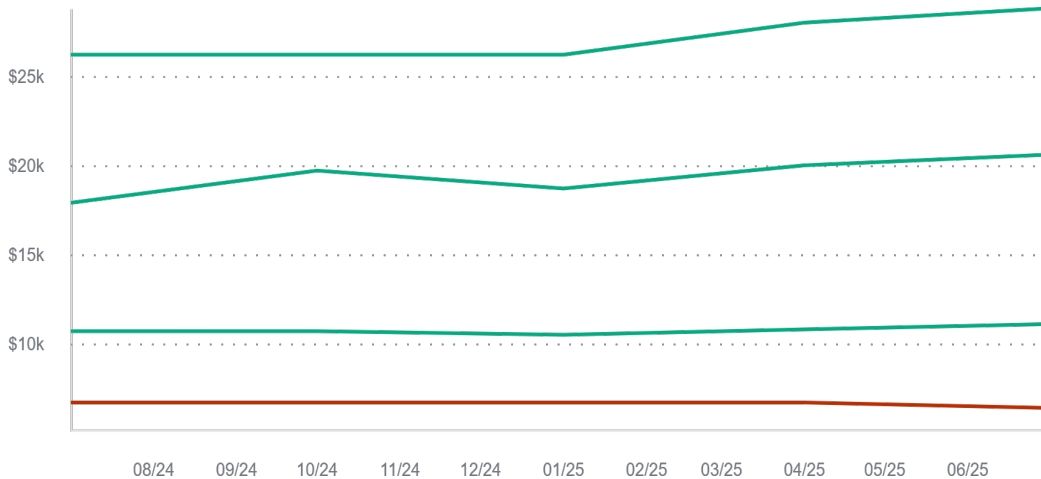
\$11,100*

↗ +3.7%

#4 Fair condition

\$6,400

↘ -4.5%



NOTE: The chart displays price changes for the last year.

Value adjustments

+10% for Recaro Pkg.	+10% for T-tops.	-10% for 6-cyl.	-20% for 4-cyl.	-15% for auto.
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Model description

For the better part of its existence, Pontiac was GM's noted performance brand, and since 1967, the Firebird was Pontiac's purebred pony car. But by the early 1980s, the second-generation Firebird had become a relic from before two oil crises. Arriving for the 1982 model year, the third-gen Pontiac Firebird was a far more modern car in both form and function.

The focus with the new design was on weight reduction and aerodynamics. The windshield was raked to a slippery 62 degrees, sharper than anything GM had designed before. The front end featured retractable headlights that folded away, helping contribute to the 0.33 drag coefficient—the most aerodynamic Firebird so far.

Though the body began to differ from the Camaro, which also debuted in '82, the underpinnings and even engines were closely tied to its Chevy Camaro cousin. The base engine for the 1982 Firebird was the 2.5-liter "Iron Duke," which was the first use of a four-cylinder in a Firebird. It made just 90 horsepower, but provided more than 30 mpg on the highway.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

There was also the 2.8-liter V-6, making 105 horsepower. Two 5.0-liter V-8s were offered; a carbureted version with just 145 hp, and a "Crossfire Fuel Injection" model making 165 hp. These were not bright days for GM engine performance.

Trims were Base, S/E, and Trans Am. A WS6 performance package was available, adding four-wheel disc brakes, stiffer springs, upgraded sway bars, tighter-ratio steering box, and a limited-slip differential. The WS7 package was also offered, but had drums instead of discs.

Following the popularity of the black-and-gold second-gen Firebird from "Smokey and the Bandit," Pontiac offered the RPO Y84 or "Recaro T/A." It had a black-and-gold paint job, but sadly no massive "Screaming Chicken" on the hood.

In 1982, "Knight Rider" made its debut, featuring a modified Firebird. This contributed significantly to the popularity of the model with the public, and there are several You'll homage cars done up like KITT out there.

Body styles

2dr Coupe

Engine types

8-cyl. 305cid/145hp 4bbl

8-cyl. 305cid/165hp TBI

1982-1992 Pontiac Firebird stats

Highest sale	Lowest sale	Most recent sale	Sales
\$101,325	\$1,100	\$25,200	790

Equipment

Additional Info

Drive Type: RWD

Front Tire Size Code: U

Front Tire Size: Unknown

Manufacturer Code: C137

Manufacturer MSRP: 9658

Market Segmentation: Mid Size Sport

Shipping Weight: 3078

Wheel Base Longest - Inches: 101.0

Wheel Base Shortest - Inches: 101.0

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.