

1969 Pontiac Firebird Trans Am

2dr Hardtop Coupe . 8-cyl. 400cid/335hp 4bbl Ram Air III

#1 Concours condition

\$173,000

↗ +35.2%

#2 Excellent condition

\$132,000

↗ +15.8%

#3 Good condition

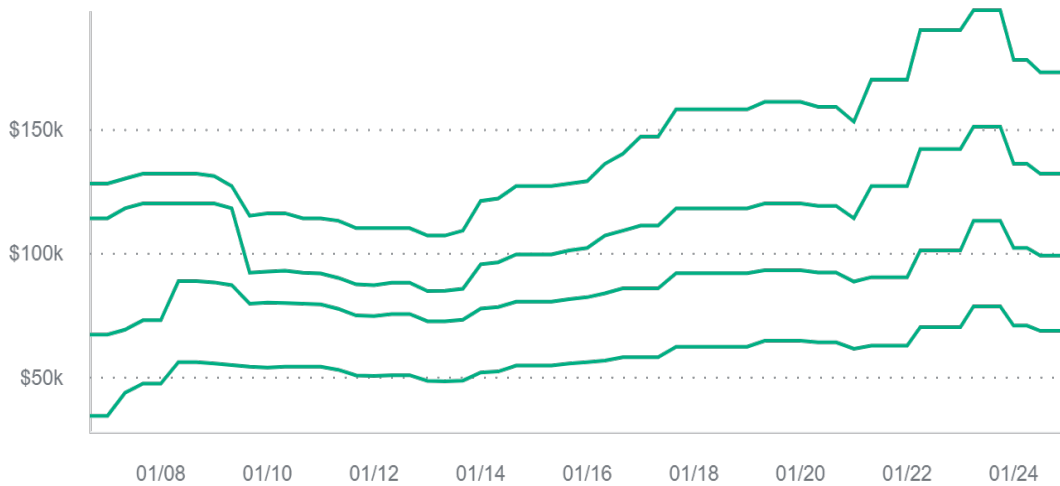
\$98,900*

↗ +47.6%

#4 Fair condition

\$68,500

↗ +100.3%



Value adjustments

+10% for 4-spd.	+\$200 for pwr wndws.	+\$2,000 for a/c.	+\$1,850 for hard top.	+\$900 for leather.
+\$2,500 for pwr strg.	+\$1,500 for tilt/tele strng whl.	-10% for auto trans.		

Model description

Pontiac's upmarket version of Chevrolet's Camaro ponycar appeared in mid-1967. Brought to market under John Z. DeLorean's watch at Pontiac, the original Firebird offered deluxe accoutrements in addition competitive ponycar performance. From 1967 to '69, Firebird offered an unusual single overhead camshaft inline six, available with a four-barrel carburetor in Sprint models. Pontiac's 326- and 400-cid engines comprised the V-8 offerings.

Firebird was little changed for '68, with deleted vent windows and added side-marker lamps among its minor updates. A redesigned SOHC six was touted, while the mid-year 340-hp Ram Air II 400 V-8 reigned as the year's most powerful engine.

The Firebird was restyled for 1969, as was the Camaro. During the year, the first Trans Am Firebird was released. 689 coupes plus eight convertibles were produced. A 400-cid V-8 was standard in Trans Am and Firebird 400 models. The 400 model's optional Ram Air IV V-8 promised 100 mph quarter-mile acceleration.

*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.

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.

#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.

#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.

#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.