

# 2002 Chevrolet Camaro SS 35th Anniversary

2dr Convertible • 8-cyl. 346cid/325hp SFI

#1 Concours condition

**\$46,400**

↗ +70.6%

#2 Excellent condition

**\$31,600**

↗ +53.4%

#3 Good condition

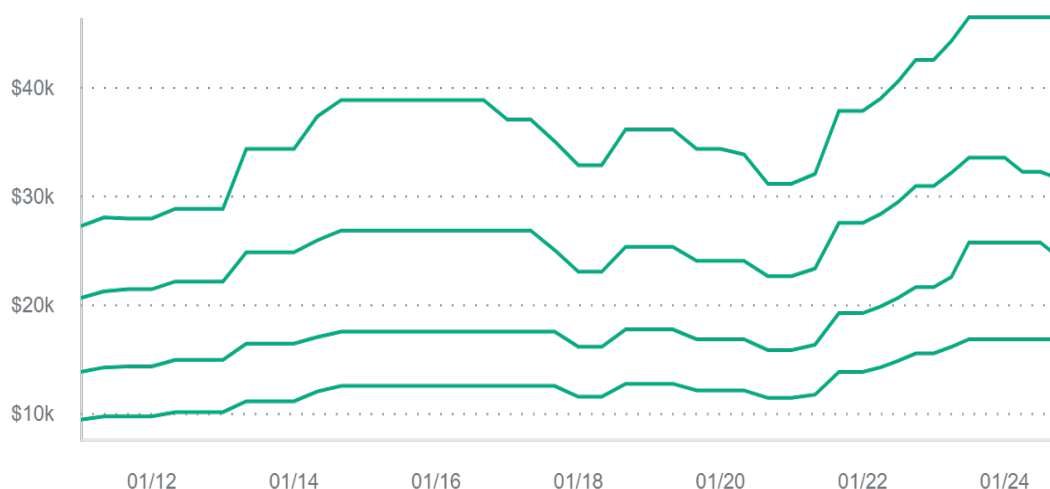
**\$24,400\***

↗ +76.8%

#4 Fair condition

**\$16,800**

↗ +78.7%



## Value adjustments

-10%  
for auto.

+10%  
for t-tops.

+15%  
for Special  
Performance Pkg.

## Model description

Bowing to market pressures, GM decided that 2002 would be the last year for the fourth generation Chevrolet Camaro as well as the Pontiac Firebird. They marked the 35th anniversary of the model with a special Z4C 35th Anniversary Edition Camaro added to the SS trim. The cars were all Bright Red with black and gray leather seats with 35th embroidery on the headrests. Coupes required T-Tops, convertibles had black soft tops.

Each 35th Anniversary Camaro had a glovebox case with inscribed tire pressure gauge, depth gauge, pen, post-it pad, history booklet and polish cloth. A total of 3,369 buyers picked the option and paid \$2,500 for it, on top of the \$3,625 that 11,191 enthusiasts paid for the WU8 SS package. The cars were built at Ste. Therese, then shipped to SLP for stripes, scoop and any other SLP content.

Camaro production rose 30 percent for the final year, to 41,776 units. Of these, 16,971 were Base models and 24,805 were Z28s. A total of 14,221 Base Coupe buyers paid \$18,455 and up, while 2,750 Base Convertible spent \$26,450 and up. Meanwhile 19,472 buyers spent \$22,870 and up for a Z28 Coupe and 5,333 laid down \$29,965 for a Z28 convertible. Air conditioning was standard with all models, as was an AM/FM CD stereo, though convertibles and all Z28s received a Monsoon stereo.

\*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.

The B4C Special Service Package attracted 708 buyers this year who spent \$22,870 (same as a Z28) for a similar package, with body colored roof, Z28 badges deleted, wider 245/16 alloy wheels and tires, heavy duty suspension and brakes and better rear control arms.

Base Coupe and convertible had the 200hp V-6 and a choice of 5-speed manual gearbox or automatic transmission. An auto transmission was no charge with the Z28s or the base convertible but cost \$815 for the Base coupe. Z28 buyers could order the automatic or 6-speed manual gearbox and 8,274 buyers ordered the 6-speed with a \$325 Hurst shifter.

The Y3B Rally Sport Package from SLP featured dual stripes in silver or black, depending on the car's color. Available only on the V-6 Base coupe or convertible, it had RS badges and Z28 exhaust. The engine was boosted to 205hp and the option cost 443 buyers \$849 each. A Y3F Sport Appearance Package included new front and rear fascia, aero rocker panels and rear spoiler extension. It cost \$1,345 and 4,985 buyers checked the box.

Eight colors were offered on the final year 2002 Chevrolet Camaro. Bright Red was most popular (10,329), followed by Black (8,425), Light Pewter Metallic (5,914), Sebring Silver Metallic (4,907), Navy Blue (4,674), Arctic White (3,805), Sunset Orange (1,875) and Monterey Maroon Metallic (1,834). GM kept the first and last 2002s for its museum. Chevrolet built 45 early 35th Anniversary SS convertibles for the 2001 Indy Brickyard 400, and 57 buyers paid \$650 each for the 2002 Brickyard 400 package. Black was overwhelmingly favored for soft tops (6,924) followed by Neutral (951) and White (208).

### Body styles

2dr Convertible

2dr Sport Coupe

### Engine types

8-cyl. 346cid/325hp SFI

## 1993-2002 Chevrolet Camaro stats

Highest sale

**\$165,000**

Lowest sale

**\$1,650**

Most recent sale

**\$25,920**

Sales

**2061**

## 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.