

1976 Pontiac Grand Prix

2dr Hardtop Coupe . 8-cyl. 350cid/160hp 2bbl

#1 Concours condition

\$23,500

▼ -29.9%

#2 Excellent condition

\$18,200

▼ -30%

#3 Good condition

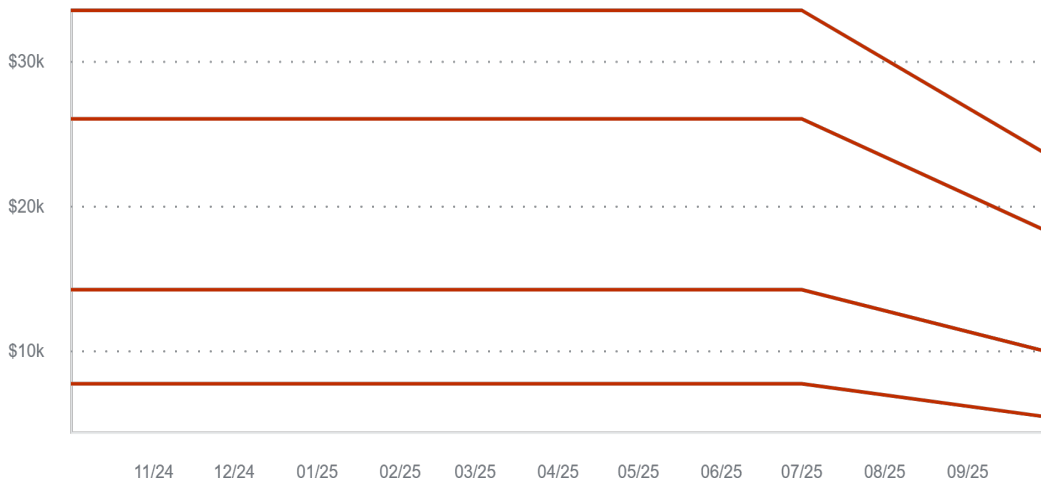
\$9,900*

▼ -30.3%

#4 Fair condition

\$5,400

▼ -29.9%



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

Value adjustments

+5%
for sunroof.

Model description

The third iteration of the wildly popular Pontiac Grand Prix appeared in 1973. A further evolution of the intermediate-size personal luxury car, the Grand Prix was once again only available as a two-door coupe, this time utilizing the same A-body Colonnade pillared hardtop body style with frameless door glass that appeared on the Oldsmobile Cutlass and Chevrolet Chevelle.

From a styling standpoint, the new Grand Prix was instantly recognizable as a Pontiac. Both sporty and luxurious, the cars had a vertical bar V-nose grille, and a trunk lid that ever-so-slightly echoed a boattail. Inside, an all-new instrument panel improved on the wrap-around cockpit theme, and added mahogany veneer on the panel, console, and door panels. Strato high backed bucket seats were all new, and included unusual features such as adjustable lumbar support and backrests. A split bench seat was also available.

*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 standard powerplants were Pontiac's own 400-cid V-8 engines, with the Pontiac 455-cid V-8 optional. An SJ option included a rally gauge cluster, radial tuned suspension, special shock absorbers and radial tires. The public responded well to the new Grand Prix, and sales for 1973 jumped from 90,000 units the year before to more than 150,000.

The 1974 models were largely unchanged, while 1975 added a new luxury LJ sub-series, which included a velour interior and exterior pinstripes. The engines were detuned and catalytic converters added, as with all GM cars that year, in a bid to reduce emissions.

The 1976 model year saw a pretty new split waterfall grille and a revised headlight layout, with a 350-cid V-8 now standard for the first time on the base cars. All cars now featured simulated Rosewood trim, replacing the real wood of prior years. Befitting Pontiac's 50th anniversary that year, a special edition Grand Prix was built based on the LJ luxury model, with special equipment including removable Hurst T-tops, Rally II wheels, "Anniversary Gold" paint, a white opera roof, and white body side moldings. Special badging included golden hood and trunk medallions and a special golden arrowhead logo in the sport steering wheel. Overall, Grand Prix sales this year were stronger than ever, surpassing 225,000 units.

The 1977 cars were distinguished by a new hood ornament, altered grille, new taillights, and modified trim. Most importantly, a new lightweight engine became standard. The Pontiac designed and built 301-cid V-8 engine, provided adequate performance with 135 hp pulling as little as 3,804 pounds. The object of the exercise was to promote economy, but hedging their bets as always, Pontiac also offered 350-, 400-, and 455-cid V-8s as well. One oddity of 1977 cars is the fact that for California, none of the Pontiac engines could be cleaned up sufficiently to pass the new more stringent emission standards, so for that state, Oldsmobile Division 350 and 403 V8 engines were utilized, with a few even built with Chevrolet 350 engines.

Today, the 1973 and 1976 models are typically the most desirable Pontiac Grand Prix of this generation, mostly due to available power and handsome looks respectively. The car was a best-seller during this run, which means parts availability and trim supplies are not a concern, and buyers can afford to patiently seek out rust-free cars that are equipped to their liking. Golden Anniversary cars are the exception here, as fewer than 5,000 were built.

Body styles

2dr Hardtop Coupe

Engine types

8-cyl. 350cid/160hp 2bbl 8-cyl. 350cid/165hp 4bbl 8-cyl. 400cid/170hp 2bbl 8-cyl. 400cid/185hp 4bbl
 8-cyl. 455cid/200hp 4bbl

1973-1977 Pontiac Grand Prix stats

Highest sale	Lowest sale	Most recent sale	Sales
\$44,100	\$2,518	\$8,192	151

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.