

1989 Pontiac Firebird Formula

2dr Coupe . 8-cyl. 305cid/225hp FI

#1 Concours condition

\$31,500

↗ +2.9%

#2 Excellent condition

\$22,500

↗ +3.2%

#3 Good condition

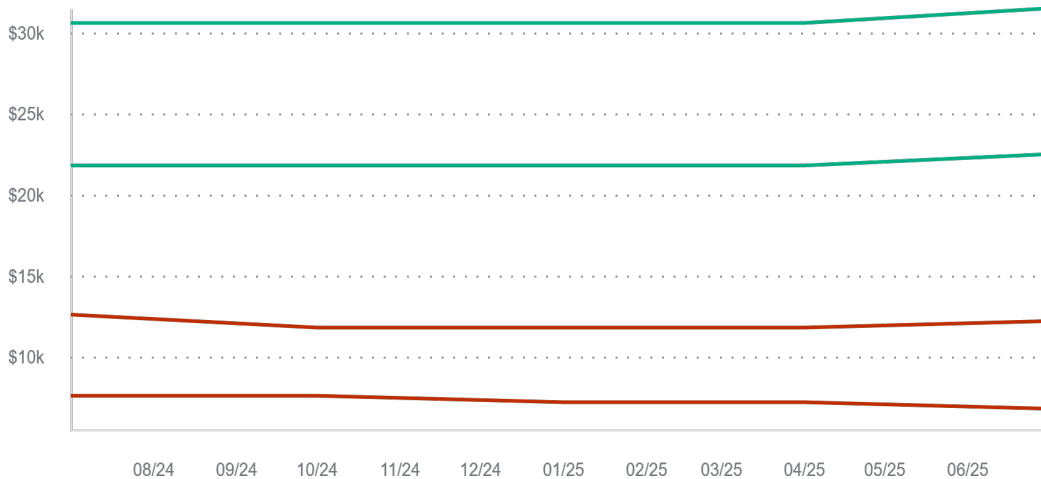
\$12,200*

↘ -3.2%

#4 Fair condition

\$6,800

↘ -10.5%



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

Value adjustments

+10% for T-tops.	-10% for 6-cyl (exc Pace Car).	-10% for 305/190 V8 on GTA.	-15% for auto.
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Model description

1989 marked the 20th year of the Pontiac Firebird Trans Am. Pontiac capitalized on the marketing opportunity by rolling out the 20th Anniversary edition, but that was only the tip of the iceberg for '89 Firebird updates.

Pontiac rolled out the Turbo Trans Am (TTA), using the 3.8-liter turbocharged V-6 from the Buick Grand National. These cars were built in partnership with Prototype Automotive Services and required a bit of massaging. The changes they made to fit the engine in the narrow Firebird engine bay actually yielded better airflow from the headers, and the turbo V-6 engine made a rated 250hp. When new, the Turbo Trans Am was capable of 0-60 mph 4.6 seconds, which was incredibly quick for the day. All TTAs came with an automatic transmission, and it could to 162 mph. Of the TTAs, the 20th Anniversary hardtop and convertible variants are the rarest, with 40 of the former and just three of the latter.

For the 73rd Indianapolis 500, Pontiac was tapped to build a Firebird pace car, and this was the last time it would ever get that distinction. The pace car was based on the TTA, and just over 1,500 replica Pace Cars were produced.

*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 Pontiac Firebird Formula and Trans Am were both available with a new dual catalytic converter system. In the 305 cid LB9 engine, it raised output to 225hp, and in the 350 cid L98 V8, it now put out 235hp. The 350 was only available with an automatic transmission, and the 305 was available with both manual and automatic transmission options.

T-Top models received a new acrylic plastic roof panel design, which was lighter and had darker tint, but these tops often faded quickly, and were replaced with glass by the dealer. You may be able to find an aftermarket solution if you don't want the heavier glass T-Tops.

Body styles

2dr Coupe

Engine types

8-cyl. 305cid/225hp FI

1982-1992 Pontiac Firebird stats

Highest sale	Lowest sale	Most recent sale	Sales
\$101,325	\$1,100	\$17,325	785

Equipment

Standard Equipment

- 5 Speed Manual
- AM/FM
- Active (Manual) Belts
- Air Conditioning
- Pass Key
- Power Brakes
- Power Steering
- Tilt Steering Wheel

Optional Equipment

- 4 Speed Automatic
- Power Windows
- Removable Panels

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 38
- Front Tire Size: 16R215
- Manufacturer Code: C137
- Manufacturer MSRP: 13949
- Market Segmentation: Mid Size Sport
- Shipping Weight: 3318
- 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.

#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.