

# 1988 Pontiac Fiero GT

2dr Coupe . 6-cyl. 173cid/135hp MFI

#1 Concours condition

**\$29,500**

▾ -14.5%

#2 Excellent condition

**\$20,000**

▾ -14.2%

#3 Good condition

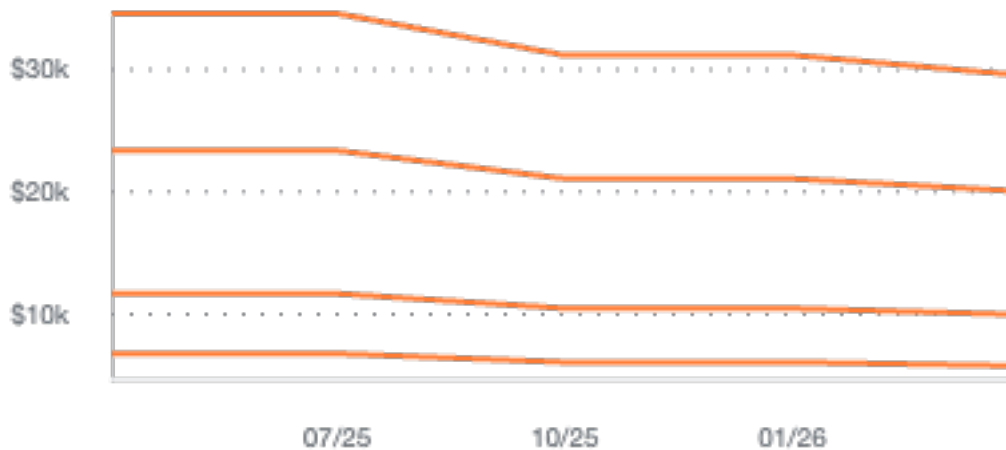
**\$9,900\***

▾ -14.7%

#4 Fair condition

**\$5,700**

▾ -14.9%



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

## Value adjustments

**-\$1000**  
for auto transmission

## Model description

America's only mass produced, mid-engined two-seater was built from 1984 to 1988 and arose out of the Pontiac division's desire to have a sporty image car in the lineup. The car that appeared in dealer showrooms in 1984, however, was substantially different from the car originally envisioned by its designers.

The gas crisis and economic landscape of the early 1980s influenced GM brass to introduce the Fiero as a commuter vehicle with Chevrolet parts bin suspension pieces, even though a proprietary suspension had already been developed for the car. The Fiero also received the 2.5-liter, 92-hp I-4 "Iron Duke" motor, which also distanced the car from its initial aspirations. In spite of these last minute departures, the car received mostly positive reviews in the press for its handling, comfort, and build quality, as well as for its unique construction technique that included its patented "Enduraflex" body panels. Some 1984 cars famously had issues with engine fires that were quickly addressed under warranty by Pontiac dealers.

Despite the mostly positive reviews, one complaint road testers did lodge was that the Fiero needed more power if it were to be viewed as a real sports car. Pontiac responded in 1985 when a 135-hp 2.8-liter V-6 was made available in SE and new-for-1985 GT trims. In addition to the updated mill, the GT also had more aggressive bodywork that included body sills, a different nose, and an optional rear spoiler. A new fastback roof was introduced on the GT for 1986 (with this the previous year's notchback GT become known as the SE), and a Muncie-Getrag five-speed transaxle became the new manual gearbox for 1987 on V-6 equipped cars.

In 1988 a Formula model was added to the lineup that combined the base notchback body style with GT mechanicals, but the really big news was that all 1988 cars finally received the suspension pieces that had been designed for the car upon its introduction back in 1984. Even though the Fiero had finally become the car it was originally meant to be, GM decided to kill it at the end of the 1988 model year, citing declining sales as the reason.

Collectors today gravitate towards the V-6 cars, and the 1988 models in particular due to their upgraded suspension. The Indy Pace Car replicas that were built in 1984, all of which were white with the same bodywork that would become standard on the GT in 1985, are also on the short list for Pontiac Fiero enthusiasts.

**Body styles**

2dr Coupe

**Engine types**

6-cyl. 173cid/135hp MFI

**1984-1988 Pontiac Fiero stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$97,200</b>	<b>\$2,739</b>	<b>\$4,350</b>	<b>178</b>

**Equipment**

**Standard Equipment**

5 Speed Manual  
 Yes  
 AM/FM CASS  
 Yes  
 Yes  
 Active (Manual) Belts  
 None

**Optional Equipment**

3 Speed Automatic  
 AM/FM  
 Yes  
 Manual Sun/Moon Roof

**Additional Info**

Wheel Base Shortest - Inches: 93.4  
 Wheel Base Longest - Inches: 93.4  
 Shipping Weight: 2652  
 Drive Type: RWD  
 Manufacturer Name: General Motors  
 Front Tire Size: 15R215  
 Manufacturer MSRP: 13999  
 Market Segmentation: Compact Sport  
 Manufacturer Code: C137  
 Front Tire Size Code: 31

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## 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.

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