

2002 Pontiac Firebird Trans Am WS6

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

#1 Concours condition

\$53,000

↗ +9.1%

#2 Excellent condition

\$38,300

↗ +16.8%

#3 Good condition

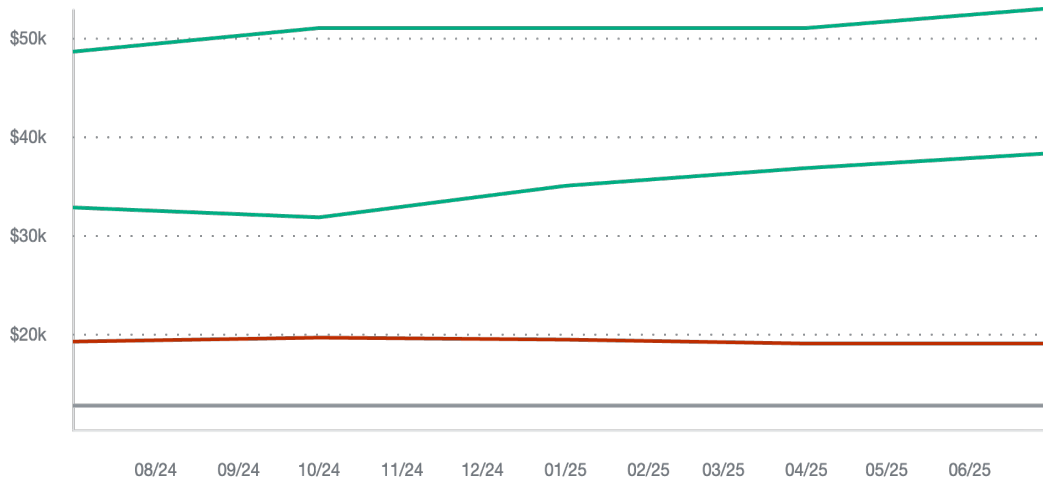
\$19,000*

↘ -1%

#4 Fair condition

\$12,700

↔ 0%



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

Value adjustments

+10%
without T-Top for
Firehawk.

-10%
for auto trans.

Model description

As it turns out, the fourth generation Firebird would also be the last one. Discontinued along with the Camaro after 2002, the Firebird did not share in the Chevy's resurrection at the end of the decade, so it and the GTO were the last in a long line of Pontiac performance that goes way back to the very beginning of American muscle.

When introduced in 1993, the fourth generation Firebird was mostly all new. Base models got a V-6, while Formula and Trans Am models got the 5.7-liter LT1 V-8 similar to the one introduced in the 1992 Corvette, albeit with more restrictive intake and exhaust. This was coupled to a standard Borg Warner 6-speed manual, although a 4-speed automatic was a popular option. The V-8 cars rode on 16-inch wheels and in 1995 the Trans Am got Z-rated tires.

*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.