

1968 Pontiac GTO

2dr Hardtop Coupe . 8-cyl. 400cid/350hp 4bbl

#1 Concours condition

\$65,000

▾ -2%

#2 Excellent condition

\$52,100

▾ -2.1%

#3 Good condition

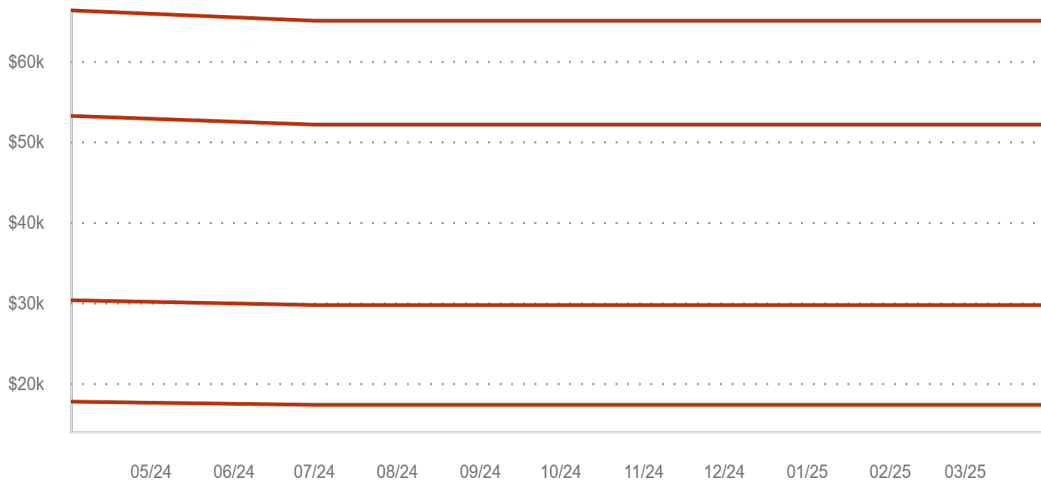
\$29,700*

▾ -2%

#4 Fair condition

\$17,300

▾ -2.3%



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

Value adjustments

+10%
for factory a/c.

+15%
for factory 4-spd.

-10%
for auto.

Model description

Pontiac drastically redesigned the Tempest/Le Mans/GTO line for 1968, with a new shorter 112-inch wheelbase for the 2-door models and the fashionable long hood-short deck treatment. The 1968 Pontiac GTO received hidden headlights and an energy absorbing body-colored polyurethane front bumper.

GTO sales rebounded to 87,684 units, with 77,704 Hardtops and 9,980 Convertibles. The two-door post Coupe was dropped. The base engine was the 350 bhp, 400 cid V-8, and although a 255-hp version with a two-barrel was available as a step-down option, few chose it. The 350 bhp four-barrel engine was available with automatic transmission or a 3-speed or 4-speed manual gearbox.

Real die-hards spent \$342.29 for the Ram Air cold-air intake engine which was replaced mid-year by the Ram Air II. Ram Air II came with forged pistons, a forged crankshaft and ported cylinder heads. It wasn't available with air-conditioning, and only a 4.33:1 rear end gear was available. Safe-T-Track was mandatory for an extra \$63.19.

The dash was redesigned with three pods. The left gauge showed oil, charging and coolant temperature lights, and the fuel gauge. The speedometer took up the center space, and the right gauge could either be an 8,000 tachometer or a large rally clock. Hood tachometers were 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.

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.