

# 1986 Pontiac Firebird Trans Am

2dr Coupe . 8-cyl. 305cid/205hp FI

#1 Concours condition

**\$37,500**

↗ +10.3%

#2 Excellent condition

**\$24,500**

↗ +4.7%

#3 Good condition

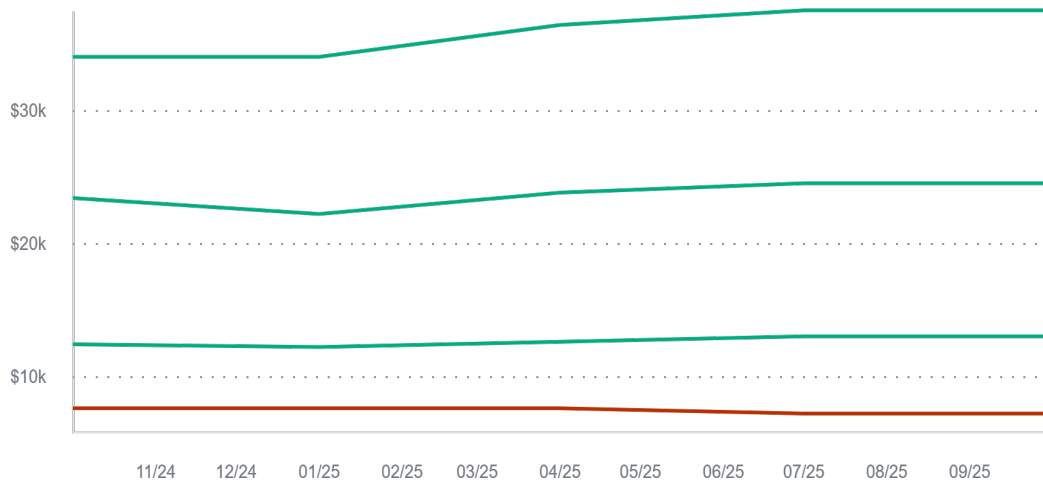
**\$13,000\***

↗ +4.8%

#4 Fair condition

**\$7,200**

↘ -5.3%



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

## Value adjustments

**+10%**  
for T-tops.

**-10%**  
for 6-cyl.

**-20%**  
for 4-cyl.

**-15%**  
for auto.

## Model description

The 1986 Pontiac Firebird was the first of its namesake to feature the center high-mounted stoplight (CHMSL), visually setting apart the '86 from previous models. Other visual updates for the year included revised tail lamps and new striping along the lower portion of the coupe.

The Pontiac Firebird continued to be offered as a base Coupe, an SE, and a Trans Am.

The base 2.5-liter four-cylinder engine was dropped for 1986, as such the V-6 became the standard engine across the lineup. This change was also implemented on the Firebird's Chevrolet Camaro sibling. Meanwhile, three V-8 engines were available depending on trim and package selected.

The SE and Trans Am were available with a 5.0-liter V-8 engine. The Trans Am was exclusively available with a fuel-injected V-8 that made 190hp when new. The "Tuned Port Injected" 350 cid V-8 was also available and rated at 210 horsepower.

\*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 Trans Am with the range-topping L69 High Output V-8 was a rare model, as only 26 were built due to vapor lock issues. This engine was only available with the 5-speed manual, while the other V-8s could be had with the manual or automatic transmission.

Things to look for include the rubber-vinyl wrap that was now standard on the rear wings of Firebirds, which tends to age quickly. Models that have not been properly stored can even show signs of cracking.

Coming in 1987 was the Chevrolet Camaro Convertible, and the drop-top job would be done by American Sunroof Company (ASC), who converted standard coupes. As part of a design exercise, ASC built just three 1986 Firebird convertibles, making them incredibly rare and collectible.

**Body styles**

2dr Coupe

**Engine types**

8-cyl. 305cid/205hp FI

**1982-1992 Pontiac Firebird stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$101,325</b>	<b>\$1,100</b>	<b>\$25,200</b>	<b>791</b>

**Equipment**

**Standard Equipment**

- 5 Speed Manual
- AM
- Active (Manual) Belts
- None
- Power Brakes
- Power Steering

**Optional Equipment**

- 4 Speed Automatic
- Air Conditioning
- Power Windows
- Removable Panels
- Tilt Steering Wheel

**Additional Info**

- Drive Type: RWD
- Front Tire Size Code: 31
- Front Tire Size: 15R215
- Manufacturer Code: C137
- Manufacturer MSRP: 12395
- Market Segmentation: Mid Size Sport
- Shipping Weight: 3130
- Wheel Base Longest - Inches: 101.0
- Wheel Base Shortest - Inches: 101.0

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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.

### #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.