

# 1985 Pontiac Firebird

2dr Coupe . 8-cyl. 305cid/165hp 4bbl

#1 Concours condition

**\$13,300**

0%

#2 Excellent condition

**\$8,500**

0%

#3 Good condition

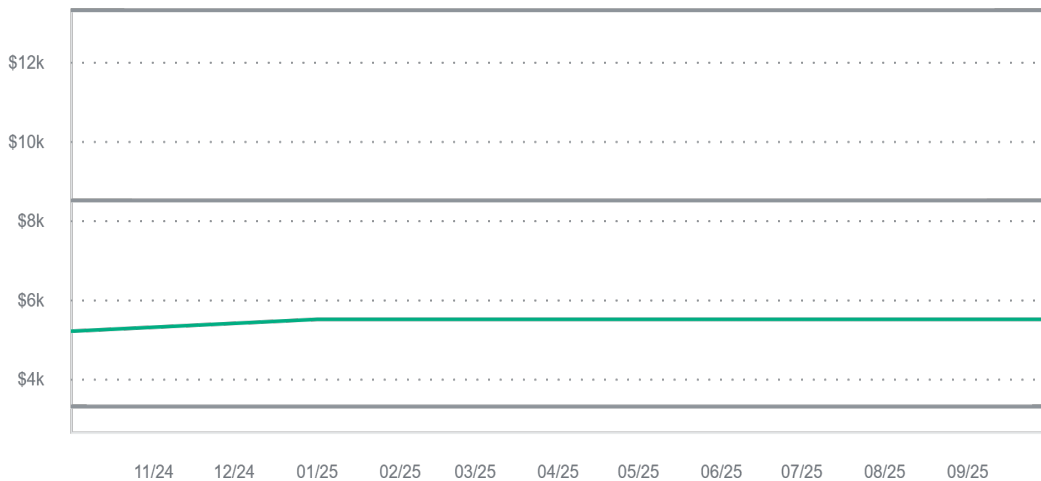
**\$5,500\***

+5.8%

#4 Fair condition

**\$3,300**

0%



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

## Value adjustments

+10% for Recaro Pkg.	+10% for T-tops.	+5% for Aero Pkg.	-10% for 6-cyl.	-20% for 4-cyl.
-15% for auto.				

## Model description

1985 marked the first major changes for the third generation Pontiac Firebird. It featured a new front-end design with a clean wraparound look. With the solid front end, the '85 Firebird Trans Am breathed through new louvered vents on the front of the hood. Vents on the aft corners of the Trans Am hood extracted heat from the engine bay. The S/E had a similar hood, but with just the front vents.

Inside, there was a new center console and instrument panel design as well as the steering wheel from the 1984 15th Anniversary Edition. Trims continued to be base, S/E, and Trans Am. The 88-hp "Iron Duke" came on the base mode, while the S/E was standard with a new electronic fuel injected 2.8-liter V-6 making 135 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 Firebird Trans Am had the most aggressive bodywork, with its integrated fog lights, special badging and louvered hood. Under the hood (which no longer had the "Turbo Bulge"), you could get one of three V-8 engines. The carbureted LG4 V-8 made 165 horsepower, while the carbureted L69 "High Output" V-8 made 190 horsepower.

Buyers could also now get the Tuned Port Injected (TPI) 305 cid V-8 making 210 horsepower. It was only available with the automatic transmission, but it was nonetheless the most powerful Firebird from this year. The ECUs from these early fuel injected models are problematic, and some owners have been known to convert the EFI V-8s back to carburetors.

T-Tops models were offered and featured quick-release latches, making them easy to remove and re-attach. For 1985, Pontiac discontinued the Recaro T/A model, but buyers could still get Recaro bucket seats as an option.

The 1985 Firebird Trans Am was available with a wrap-around "Aero Spoiler," and the drag coefficient for the top Firebird was now just 0.32. It could be further lowered to 0.29 with the available Aero wheels. The WS6 performance package was still available, now with larger sway bars.

**Body styles**

2dr Coupe

**Engine types**

8-cyl. 305cid/165hp 4bbl

**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	Optional Equipment	Additional Info
4 Speed Manual	Air Conditioning	Drive Type: RWD
AM	Power Windows	Front Tire Size Code: 17
Active (Manual) Belts	Removable Panels	Front Tire Size: 14R195
None	Tilt Steering Wheel	Manufacturer Code: C137
Power Brakes		Manufacturer MSRP: 8679
Power Steering		Market Segmentation: Mid Size Sport
		Shipping Weight: 2787
		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.

### #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.