

1982 Chevrolet Camaro Z/28

2dr Sport Coupe . 8-cyl. 305cid/165hp CFI

#1 Concours condition

\$38,200

▾ -2.3%

#2 Excellent condition

\$21,600

▾ -8.5%

#3 Good condition

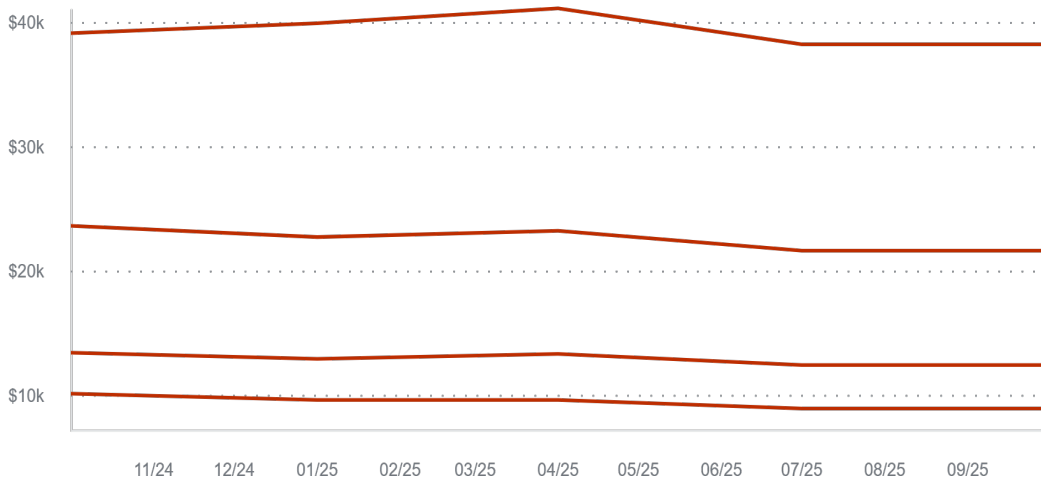
\$12,400*

▾ -7.5%

#4 Fair condition

\$8,900

▾ -11.9%



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

Value adjustments

+10%
for t-tops.

-30%
for 6-cyl.

-50%
for 4-cyl.

Model description

The third generation Chevrolet Camaro was launched in 1982 as a rear-wheel drive coupe, relieving traditional fans who were worried about the prospect of front-wheel drive. The '82 Camaro represented a marked change from its bulbous predecessor. It was both slim and angular, plus it had a wheelbase that was seven inches shorter and cut 500 pounds of weight.

Sales jumped by a third to 189,747 units and for the first time the base engine was a 90hp, 151 cid four-cylinder engine, otherwise known as the Pontiac "Iron Duke." The four-cylinder car attracted 21,802 buyers, with 69,777 opting for the 102hp 173 cid V-6, and 98,168 buyers choosing the 305 cid V-8. The standard V-8 produced 145hp, while a 165hp V-8 was optional on the Camaro Z28.

The base model was equipped with the four-cylinder engine as standard and a wide-ratio 4-speed, while the 1982 Camaro Berlinetta came standard with a V-6 and the Z28 was standard with the 305 V-8. Optional upgrades included the 173 cid V-6 for \$125 (69,777 takers), 305 cid V-8 for \$295 (73,495 takers) and the 165hp, 305 cid V-8 for \$450 (24,673 buyers for the Z28 only).

*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.

Four 1982 Chevrolet Camaro models were offered. Base price for the Camaro Sports Coupe was \$8,029 (78,761 buyers); \$9,665 for the Berlinetta Coupe (39,744 buyers); \$10,099 for the Z28 (64,882 buyers) and the same price for the Indy Edition Z28 (6,360 buyers). This was the third time that the Camaro paced the Indy 500 and while the two actual pace cars were fitted with 350 V-8s, the replica versions had the smaller 305 engine. All Indy replicas were silver and blue, with a matching cloth/vinyl interior and Indy 500 accents and decals.

Muscle car qualities were a distant memory (especially with a 4-banger) and luxury and style items were the most common options on the new Camaro. Almost all cars (174,449) had tinted glass, 83,669 had power windows and 64,253 had power door locks. A total of 159,640 buyers ordered air conditioning (a good idea with the industry's biggest rear hatch), 115,640 ordered a rear defogger, 79,814 ordered intermittent wipers, 155,577 chose an automatic transmission, 132,659 selected a tilt steering wheel, 90,371 bought cruise control, and 74,581 opted for an AM/FM stereo cassette tape.

Body styles

2dr Sport Coupe

Engine types

8-cyl. 305cid/145hp 4bbl

8-cyl. 305cid/165hp CFI

1982-1992 Chevrolet Camaro stats

Highest sale	Lowest sale	Most recent sale	Sales
\$104,500	\$519	\$54,601	1433

Equipment

Standard Equipment

None

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 17
- Front Tire Size: 14R195
- Manufacturer Code: C137
- Manufacturer MSRP: 7755
- Market Segmentation: Mid Size Sport
- Shipping Weight: 2870
- Wheel Base Longest - Inches: 101.0
- Wheel Base Shortest - Inches: 101.0

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.