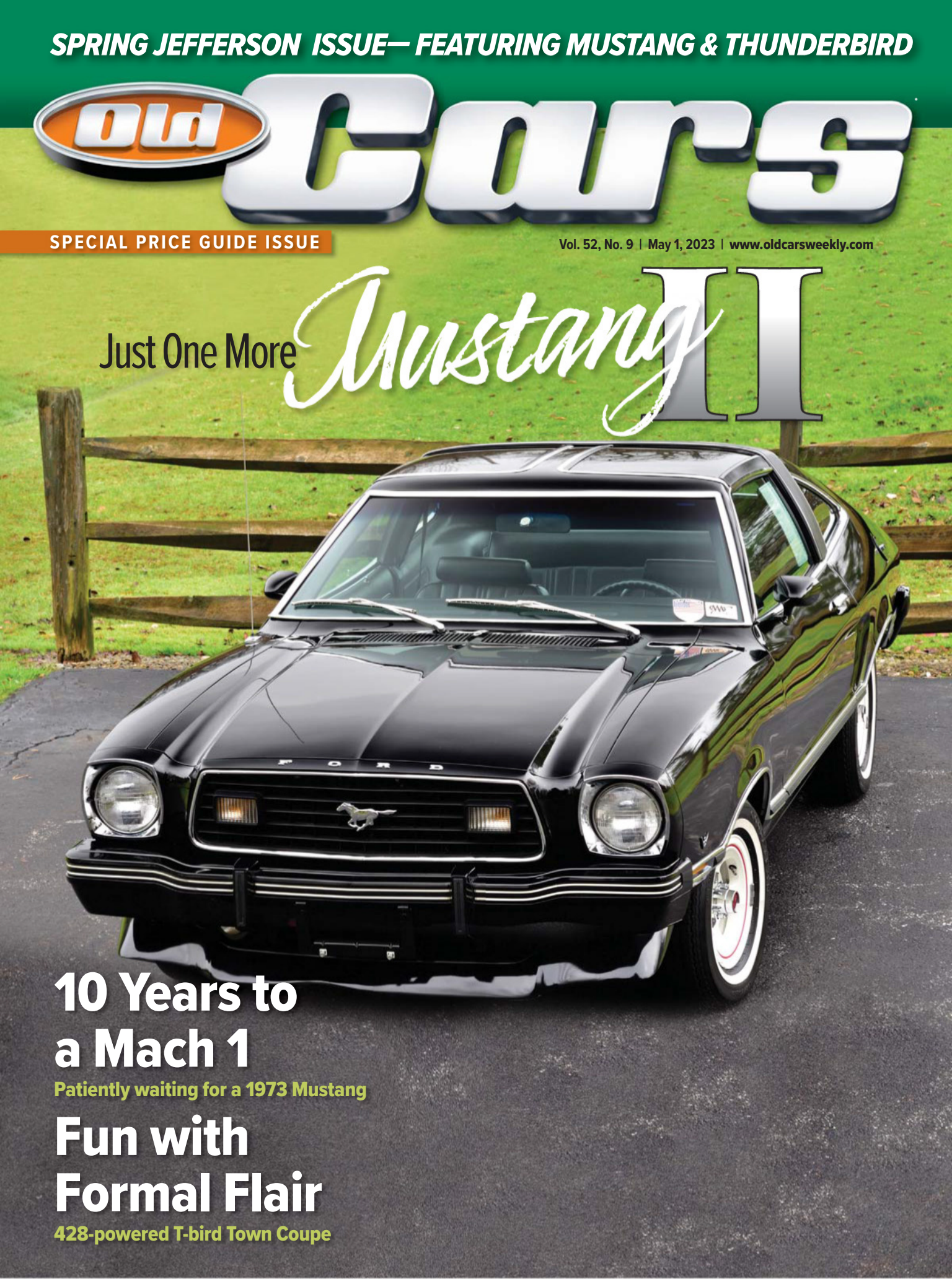
SPRING JEFFERSON ISSUE— FEATURING MUSTANG & THUNDERBIRD

Old Cars

SPECIAL PRICE GUIDE ISSUE

Vol. 52, No. 9 | May 1, 2023 | www.oldcarsweekly.com

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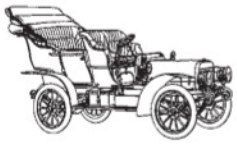
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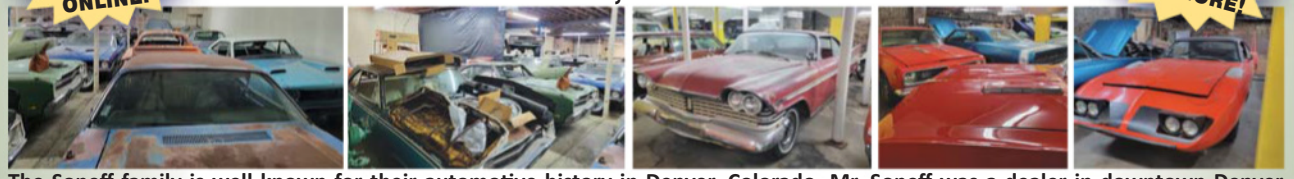
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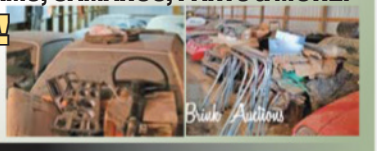
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Old Cars

Reintroducing the Mustang II

By coincidence rather than design, this Thunderbird-and-Mustang-themed issue of *Old Cars* really brings me back, especially the Mustangs featured within. As I've written before, my dad and all but one of his four brothers drove Mustangs when they were in their teens and twenties. I was born early enough to remember most of the Mustangs these men owned in their youth, even if the memories are a bit hazy.

One of the Mustang recollections etched in my early memory is the garage of one of my dad's older brothers. As a very small child, I remember driving up to that uncle's house and seeing not one, but two, ca.-1972 Mustangs in the garage – both painted the mustard-gold color that seemed so popular for that generation. At least one of those was a SportsRoof like the '73 in this issue. How often do you see a garage with matched cars, either then or now? And a matched pair of interesting cars, too?

My dad was among the Mustang owners in his family. His first was an early 1965 coupe, and his second was a 1967 convertible. After the '67's convertible top was sliced open when thieves broke into it, the car was traded in for a new Mustang II coupe. (I also happened to come along that year, so I suppose a convertible in Minnesota wasn't considered the ideal year-round family car.) Dad's 1976 Mustang II was painted a hideous brown color with a complementing tan vinyl top that matched the interior. I remember my mother calling it the "Flying Turd," and I remember being generally unimpressed with it, even if I was a child whose age was but in the single digits. Why couldn't we be as cool as my uncle, who had twin early-1970s Mustangs in *his* garage?

Along with my father, we've lamented the loss of the 1967 Mustang convertible for the 1976 Mustang II – even if I was too young to remember it. I've also recently come to the realization that I was probably too young to appreciate that Mustang II. Given its relatively high fuel-mileage rating, it was the right car at the right time, as it helped keep the Mustang galloping through the fuel crises of the 1970s. And actually, it wasn't a bad-looking car. That became clear to me on a recent walk through my local pull-your-part yard.

Just this winter, I came upon a freshly planted 1976 or so Mustang II coupe parked at the end of the Ford row. As I approached the newly junked Mustang II from the side, my initial thought was that it was right where it belonged. But then I began to appreciate its well-proportioned and handsome silhouette. The giant taillamp lenses no longer seemed as offensive as they did in my childhood, and the front-end design appeared much more pleasing than it had on our brown "Flying Turd." Even deteriorated, the cabin of the junked Mustang II looked inviting with thoughtful chromed die-cast Mustang emblems dressing up the interior and exterior. This example's white and turquoise paint scheme was also much more pleasing than dark brown, which probably helped my reaction to the car. Even if Dad's brown Mustang II was hideous, maybe the Mustang II itself wasn't such a bad-looking car.



I'm sure some folks will wince at the thought of a Mustang II appearing on the cover of *Old Cars*. To them, I suggest they blink a few times, clear their mind and forget its mechanical ties to the Pinto economy car, and really study the style of the stunningly beautiful and well-preserved example on the cover. Even out of the context of its time, the Mustang II can be a great-looking car – especially when it isn't painted brown.

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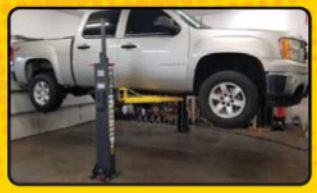


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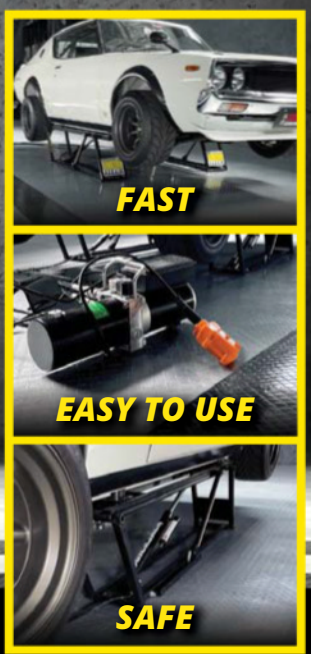
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Sound Your Horn

’60 Ford a No. 1 hogwash?

This is in response to the article on the 1960 Ford Fairlane 500 article by Al Rogers in the Feb. 1, 2023, issue of *Old Cars*. I always liked those Fords way back when they were new, when not everyone shared my opinion. This particular example is definitely a gorgeous car, but its description in the article states that it is “*Old Cars Price Guide* Number 1 condition” in spite of a statement elsewhere in the article saying it is not a “trailer queen” and is driven regularly. This does not jibe with one of the conditions for a No. 1 vehicle in your own price guide which states, in part, that “It is transported to shows in an enclosed trailer — it is not driven.” So, how can you say it is a No.1 car? What am I missing here?

Bob Valeski, Huntington Beach, Calif.

Editor’s reply: Mr. Valeski makes a valid point, and so we should add some further clarification to how the 1960 Ford is used and condition-rated, as this applies to all cars rated in the Old Cars Price Guide *1-6 condition scale.*

The recent owner just purchased the featured 1960 Ford, so his driving has not yet caused the Ford to sustain the kind of road rash that is associated with a vehicle in No. 2 or No. 3 condition. Also, on the few opportunities the owner has had to drive the car since recently purchasing it, he’s only driven it to events a very short distance from his Michigan home. (When we saw the car at a Wisconsin show, the previous owner was unloading it from an enclosed trailer, so we know it has been trailered to events that are long distances from its owner’s home.)

The Old Cars Price Guide *1-6 condition scale expects cars to be gently exercised short distances to maintain their mechanical abilities. From discussions with the story’s author, we surmised the Ford has been driven fewer than 100 miles since its restoration, so we’d still consider it a No. 1 car on the* Old Cars Price Guide *condition scale. Frequent driving, even short distances, will, of course, eventually cause the car to deteriorate to a No. 2 and then No. 3 condition, but this Ford is not yet at that point.*

‘Chrysler was better than a Stutz’

I enjoyed the “Classic Photo Album” in the April 1 issue very much. I have one correction.

The Ford Tudor shown with Frank Dall is a 1928 or 1929 Model A, not a 1931 Model A.

In about 1930, my uncle, George Ryman (b. 1891, d. 1956), of Pittsburgh, bought a used 1929 Stutz sedan similar to the one Frank Dall and Phil Hermann are examining in the photo published in *Old Cars*. Because the Stutz was used, it was affordable. He complained to me that it had special brakes that involved inflated rubber cushions, which would expand from the heat while driving and slow the Stutz, thus requiring him to stop and cool them down. This disappointed him enough that he switched to Chryslers, which is all he had the rest of his life. He told me the Chrysler was a better car than the Stutz.

Don Ryman, Buchanan, Mich.

‘Reader Photo’ Buick, plate from 1922

In regard to the “Reader Photos” submitted by Coy Thomas and published in the April 1 issue, I believe the license plate is from Iowa and I think it is a 1922. My best guess is that the Buick is also a 1922 (earlier Buick radiator tops were rounder). The car also looks new, which further supports the car being a 1922 model.

Tony Zimmerman, Kirkland, Wash.

Reader Wheels



“I inherited this car in 2020 from my parents, who had been given the vehicle in 1987 by my mom’s sister (my aunt),” reports Dearborn, Mich., resident Leon Hunt of his 1957 Plymouth Belvedere. “My parents lived in Michigan, so they flew to California in February of that year. My dad made a couple adjustments, had new (recapped) tires installed, the engine tuned, and drove it back to their home in Michigan, where it sat in a barn. The mechanicals and almost everything needed attention.... The four-door hardtop gets a lot of attention. I have a handicap which limits my ability to motivate at car shows, thus I have this electric cart called a ‘cricket’ painted the same as the Plymouth and trailer (canary and cream). The car is called ‘Lemon Twist,’ the cart is “Lil’ Lemon.’”

BY JAY PIERSANTI



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The Scoop

Hobby News & Views



Camaro production will go on hiatus next year

DETROIT — After nine strong model years in the market, with hundreds of thousands sold, the sixth-generation Chevrolet Camaro will retire at the conclusion of model year 2024. The final sixth-generation Camaros will come off the assembly line at the Lansing Grand River Assembly Plant in Michigan in January 2024.

"As we prepare to say goodbye to the current generation Camaro, it is difficult to overstate our gratitude to every Camaro customer, Camaro assembly line employee and race fan," said Scott Bell, vice president, Global Chevrolet. "While we are not announcing an immediate successor today, rest assured, this is not the end of Camaro's story."

Chevrolet will celebrate this storied nameplate with the addition of the Collector's Edition package on the 2024 Camaro RS and SS, and on a limited number of ZL1-equipped vehicles available in North America. The Collector's Edition pays homage to Camaro, resurfacing ties that date back to the development of the first-generation Camaro in the 1960s, most notably the program's initial code name: Panther.

More information on the 2024 Camaro line and Collector's Edition package will be available closer to the start of orders this summer.

Cadillac plans new facility for custom electric cars

Cadillac has announced the development of Cadillac House at Vanderbilt — a new, state-of-the-art facility "dedicated to the individualized experience of the Cadillac CELESTIQ," which the company is billing as "the world's first all-electric ultra-luxury sedan."

Located on the modernist-style General Motors Global Technical Center campus, in Warren, Mich., Cadillac House at Vanderbilt will welcome clients to collaborate personally with CELESTIQ designers and a concierge for "custom commission experience." Cadillac says it will start the process of

Reader Photo



David S. Clark, of Hickory, N.C., shares this great photo probably taken sometime around 1950 in Marion, W.Va., — the area where he grew up. There are some pretty sweet machines lined up on this narrow street.

How many can you identify?

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selected client engagements in late spring, with the facility welcoming the first clients in late summer.

"Every CELESTIQ is personally commissioned and working onsite with our Cadillac designers provides clients an elevated experience," said Bryan Nesbitt, executive director of Global Cadillac Design. "It's a unique opportunity to collaborate with our design team, enabling clients to directly translate their vision of their CELESTIQ into a one-of-one piece of moving sculpture."

The new Cadillac House will be named after pioneering designer Suzanne Vanderbilt, who was one of only a few women working in automotive design industry-wide after joining GM Design in 1955. Her early work included the design of two unique show vehicles: a 1958 Eldorado Seville Coupe called "Baroness" and the Cadillac "Saxony" convertible.

The building that Cadillac House at Vanderbilt inhabits — located directly across the lake from the main entrance — originally served as Central Restaurant and was an open space, where the brightest creative and technical minds met to collaborate and design the future of transportation. In 1955, the design won an Honor Award from the American Institute of Architects (AIA).

From early indications, the buying experience that Cadillac has prepared for the CELESTIQ echoes at least parts of the coachbuilding experience of the early 20th Century.

Bonhams to sell 'Fast and Furious' Nissan Skyline

While film buffs are looking forward to the latest release from the action series "Fast and Furious 10," one of the franchise's most famous cars, the 2000 Nissan Skyline R34 GT-R driven by the late Paul Walker in "Fast & Furious 4" will have another starring role. It will be featured in a dedicated stand-alone online auction hosted by Bonhams from April 28 to May 5 (www.bonhams.com).

The R34 GT-R appeared on screen in the movie and was featured in the hero shots with Walker, including one scene of the

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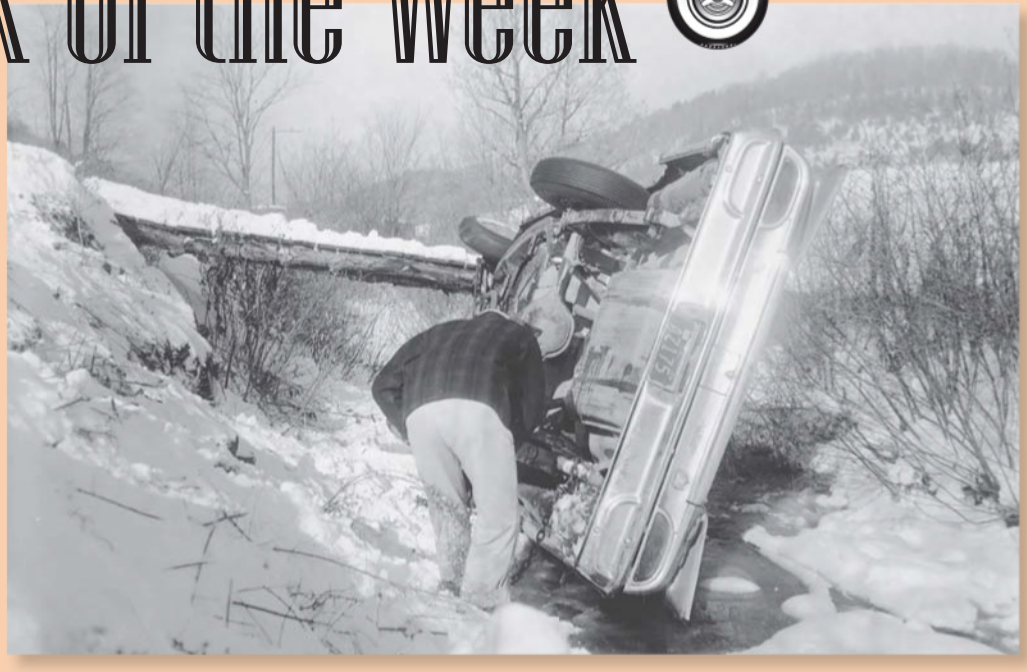
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Wreck of the Week



Rusty Herlocher collection/Lock Haven Express

A 1960 Ford Fairlane Town Sedan exhibits a classic endorsement for "no-fault insurance." The narrow makeshift bridge across this gully would have even been aconditions. When snow-covered, it was an accident waiting to happen.

late actor sitting on its hood. Provided to Universal Film Studios in 2008, the second-generation 2000 GT-R was uniquely customized by Daryl Alison of Kaizo Industries to Paul Walker's personal specification, which is how the car is offered. The conversion work included the installation of a custom roll cage, a bespoke dashboard-mounted PC and OMP custom racing bucket seats – which remain in Paul Walker's seating position today. A Turbonetics intercooler was added to the 2.6-litre twin-turbo straight-six engine, twinned with a six-speed manual transmission. Externally, the GT-R was enhanced with 19 x 11 Volk Racing RE30 wheels and a Nismo NE-1 exhaust. The actor also personally expressed his wish not to drive a "Sticker Bomber," so the car's vinyls and other decorations were removed, highlighting the clean, classic lines of the Bayside Blue Skyline. OC

For further information, richard.stafford@bonhams.com

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Weathered Wheels





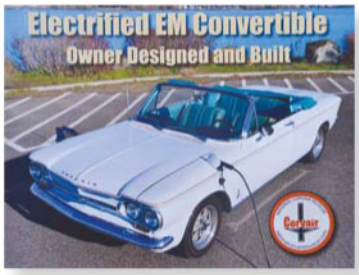
"I was recently reminded how quickly these diamonds in the rough can disappear when some local deems them an eyesore," says *OC* contributor Gregg D. Merksamer. "One recent casualty... was a 1957 Chevy Bel Air wagon that sat for years beside the entrance to a repair shop situated along State Highway 94 in Hamburg, N.J., some 15 miles south of my Warwick, N.Y. home. [It was] Simply gone the last time I drove by."

BY GERALD PERSCHBACHER



Good reading for Corvair, professional car fans

When Summer Schneider bought a 1964 Corvair 900 convertible, it was done without any inkling that someday the car would be converted to electric power. "I loved working on it," Schneider says, and "I took pride when it started right up and idled smoothly, which happened on every occasion." But most of the driving was on short 20-minute errands. The decision was made to go electric.



First step: research. Then action. Key components were purchased. Seven salvaged Tesla battery modules were chosen. An Orion 2 BMS system was used for battery management. After research was completed, cutting and welding commenced. Wisely, pictures traced the progress. The 10-page article by Schneider has ample information. "I think the Corvair is an innovative car and I believe that it is one of the reasons I was so drawn to it. EV technology to explore the future it might hold fits squarely in its DNA, in my opinion" and "would make Ralph Nader proud." The feature is in Vol. 45, No. 2, of *CORSA Communique*, Corvair Society of America, Don Keefe, executive editor (communique@corvair.org).

■ ■ ■

Editor Louis C. Farah of *Professional Car Collector* (procarsinternational@yahoo.com) dedicated seven pages in issue No. 255 to the lead feature on professional car values, subtitled "What is My Car Worth in Today's Economy?" He notes that, although there are reliable value guides on many cars that are collectible, professional cars (such as hearses and ambulances) "are creatures unlike no other." Much construction on special order make a good number of professional cars truly unique. He outlines ideas and observations that are well worth reading on market trends for these specialty vehicles.



Vintage ad of the week

BY *Old Cars* staff

Who the heck is Wayne Wong?

Glad you asked.

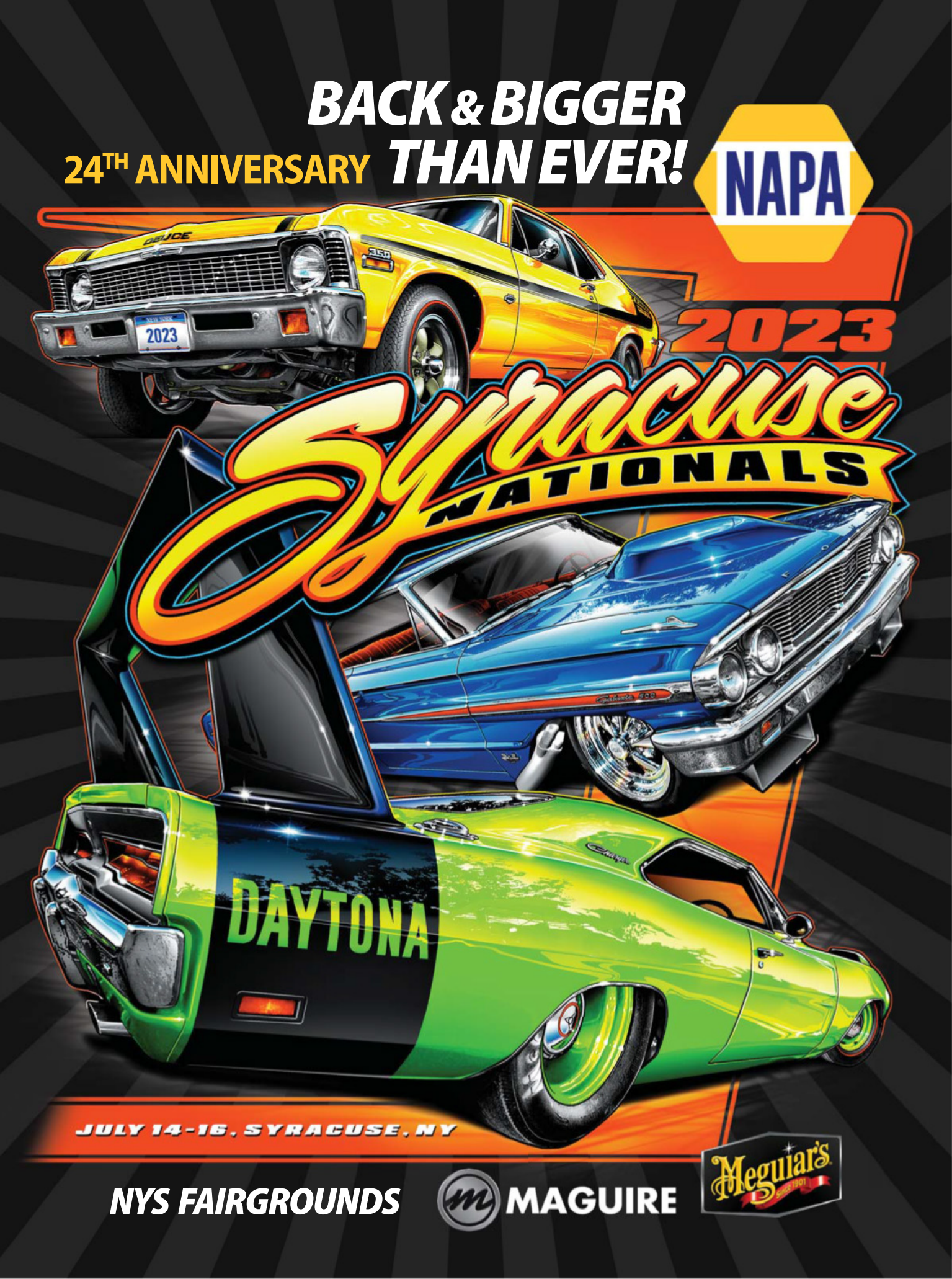
Wong was a flamboyant, pioneering freestyle skier who was well known a few decades ago. He liked to jump over stuff and wow folks with his aerial acrobatics.

Dodge decided to use the colorful Wong to advertise its equally colorful 1976 Aspen R/T, and the pair shared the spotlight in this memorable ad that touted the virtues of *Motor Trend's* "Car of the Year" for 1976. (Actually, the award was shared between the Dodge Aspen and the Plymouth Volaré.)

"Excitement breeds excitement," the ad proclaimed. "This compelling new car boasts racing stripes and sensual lines, and comes equipped with such performance standards as a 318 CID V8 engine, heavy-duty suspension, and rallye road wheels."

We're assuming ol' Wayne had snow tires on his Aspen R/T.




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Q. Regarding Dean Johnson's small-block Chevy engine (Feb. 15), a simple way to find out if it's a 1968-up or a 1967-back is to check the main bearing bore size. Any automotive machine shop should have the specs and equipment to check the size, to determine whether it's a small-journal or a large-journal small-block. I cannot find that block number in any of my interchange books; I suppose it's possible it could have been a warranty replacement block.

— Wade Cline, Taylorsville, N.C.

A. Good suggestion. But wait, there's more!

Q. I've just read the Feb. 15 Q&A regarding identification of Dean Johnson's 1968 small-block Chevy engine. The partial VIN stamping and the engine ID number must have been stamped on the same row such that it blended together. The engine number would have been stamped at the Tonawanda engine plant, but when the engine reached the Van Nuys assembly plant, it was assigned to the exact car in which it was to be installed.

It was at Van Nuys that the partial VIN was stamped on the same pad. Usually, the two sets of numbers would not have been stamped so close together, but the breakdown would be the same: 18L106093 would be the partial VIN, 1= Chevrolet passenger car; 8= model year 1968; L= Van Nuys, Calif., assembly plant; and 106093 would be the sequence number of the car coming down the line that model year, starting with 100001. (Full-size cars started 100001 and Camaros started with 300001 in 1968). This car would have been the 6093rd full-sized Chevrolet off the Van Nuys line for model year 1968.

The T0911HC is decoded as follows: T= Tonawanda, NY engine plant; 0911= the month and day of assembly, Sept. 11, 1967; HC= 327/275 hp with Powerglide transmission. This means the engine came out of a 1968 full-size Chevrolet Impala, Bel Air, Biscayne or Caprice. The casting number H 15 7 equates to Aug. 15, 1967; the casting number 3914660 is for a 327 two-bolt-main block. That casting was only used in 1968.

— Chris Strasburg, Jefferson, Wis.

A. It looks like I decoded correctly, except for the casting number. I take one exception to your explanation, however. We can't be sure the car was the 6093rd full-sized Chevy off the line for 1968. As I understand it from industry veterans, for many years VINs, including the sequence numbers, have been assigned at what I call the "moment of conception," when the build order is created. Cars will go onto and come off the line at varying times, due to supply chain or build quality issues and seldom, if ever, leave in numerical order. The VIN's real purpose, in addition to giving the car a unique identity, is to tie it to its build record, mostly for quality assurance and warranty purposes.

There was a time when cars were numbered as they came off the line. Small-volume manufacturers who built cars by hand could stamp the numbers easily. For volume manufacture, it was more difficult. In the case with which I'm most familiar, Model A Fords, the numbers weren't exactly sequential. Model A's, as built, have matching engine and chassis numbers. Engines were numbered as they were completed, then put into storage. Cars coming down the line would have an engine installed "off the rack." At this point, the left chassis rail would be stamped with the number of the installed engine. However, the chassis number became "secret" once the outer splash aprons were installed, as they covered the stamping. "Matching numbers" on Model A's are seen mostly during a body-off restoration. Early V-8 Fords had no engine numbers and chassis were stamped on the assembly line, the number visible forward of the steering box. They could well have been sequential, although with multiple assembly plants, there were probably blocks of numbers assigned.

Factory records of Model A's were kept by engine number. It's easy to look up engine numbers to within a given month and year. This causes some confusion when an engine dated in 1929 shows up in a 1931 car, for example. Model A engines are easy to swap from car to car, and many were re-powered in that manner back in the day. Most of them seem to be 1929 engines, which is logical: 1929 was the Model A's best year, with more than 1.5 million built.

Q. I am on a search that should be relatively simple, but simple can often be the most elusive and frustrating. I am looking for an inside rearview mirror and bracket for a 1962 Ford Galaxie 500. I have checked Carpenters, Fabulous Fords, and several other parts suppliers who advertise and have come up dry. I have also tried a few local salvage yards, but no one has a '62 Galaxie on their lot. Can someone on your staff or among your readers point me in a successful direction?

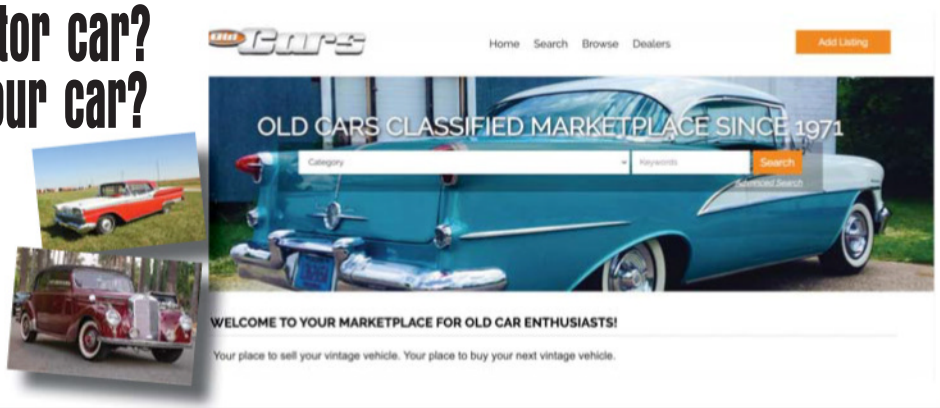
— Dave Snyder, Suffolk, Va.

A. OK, readers. Somebody must know where there's one lurking somewhere. Any and all intelligence will be forwarded.

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars Weekly, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481

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FUN with FORMAL FLAIR



The 1966 Thunderbird's body was in its third and final year, but a new grille and other updates make it easily distinguishable from its predecessors.

A 428 in a 1966 Thunderbird Town Sedan

STORY AND PHOTOS BY BOB TOMAINE

Patrick Flynn knows exactly why having the right friends is so important.

"I got it in 2018," said Flynn, whose 1966 Thunderbird is shown here. "It was a situation in which, when my wife passed away, I started working for a good friend of mine, doing his bookkeeping. He talked me into it, saying, 'You know what you've got to do? You've got to get a nice car and then go to cruises, meet people,' and so on. Basically, this was the idea."

His friend, Hank Antoniolli, had come up with what was, of course, a very good idea, and Flynn began looking at ads. The Thunderbird was for sale in Milford, Pa., about an hour from Flynn's home in Mount Pleasant Township, so the two went to see it. For more than one reason, a Thunderbird of that era was a smart choice.

The personal luxury car is born

The concept of a personal luxury car was already long established by the time Flynn's car was built. Automakers before World War II had tinkered with models that took an approach to luxury and status completely unlike that of a limousine, coming up with such examples as the 1936 Cord convertible coupe (aka Sportsman) and the 1940 Packard Darrin convertible victoria. Immediately after the war, Chrysler converted its Town and Country — previously a wood-bodied station wagon — into two-door convertible or four-door sedan woodies. About this time, Ford and Mercury followed with their Sportsman woodie convertibles while Nash produced its wood-bodied Suburban sedan. That they were all limited-production and costly cars ensured their exclusivity, but by 1954, cost and maintenance demands had conspired to reduce the woodie market to almost nothing, ensuring that only independent builders offered wood station wagon bodies for mounting mostly on commercial chassis.

The woodies' disappearance wasn't the only change in the upscale segment during the early 1950s, as manufacturers began testing the market with other types of high-end cars. Packard's Caribbean, Buick's Skylark and Cadillac's Eldorado of 1953 were the philosophical descendants of cars such as the prewar Cord convertible coupe and Darrin, but Chevrolet had something else in

mind that year when it introduced the Corvette. An open two-seater, it made no pretense of being a luxury car and was instead aimed at drivers who might be considering something like an MG or a Triumph. The Corvette got off to a somewhat rough start, but Ford had nothing to compete with it.

Competition breeds a personal Ford

That changed in 1955 when Ford launched "a new high-spirited personal car that's at home on boulevard or open road" and called it the Thunderbird. While it was a two-passenger open car like the Corvette, the Thunderbird was more genteel with its roll-up windows, exterior door handles and power seats. Civility, though, didn't rule out an appeal to the performance-minded, as the Thunderbird's 292-cid V-8 was its sole available engine, and buyers could choose between three-speed manual, overdrive and automatic transmissions at a time when the Corvette's standard engine was still a six and the 265 V-8 was an option.

Both cars changed and improved over the next two years, but their competition ended in 1958 when Ford's two-seater grew to become "a jewel of a car that's pure Thunderbird in spirit and performance ... with full fine-car room and comfort for four." In other words, it had come close to the package that would later be identified as the personal luxury car. Its closest competitors in that sense were the Studebaker Golden Hawk and its twin, the Packard Hawk.

The Hawk was a Studebaker design from 1953 that had been updated with remarkable effectiveness, but the new Thunderbird was fresh and bore no more than a family resemblance to other Ford products. Its pleasantly aggressive look was long and low with a wraparound bumper up front and round taillamps in rectangular pods at rear. Side spears began behind the A-pillar and trailed rearward. Inside, there was seating for just four with front bucket seats split by a "Panel Console." With annual updates, what became known as the "Squarebird" continued through 1960. Its 1961 replacement retained the semi-formal roofline, but little else from its predecessor. Smoothly sculpted with a pointed nose and gently curving sides ending in large, round taillamp housings suggested a body made of rockets, the look went on through the 1963 Thunderbird.

When the 1964 Thunderbird arrived, advertising proclaimed that "the look is new — yet the look is so typically Thunderbird," a remarkably accurate statement given that it seemed to be an updated Squarebird. The basic lines were about the same as the 1958 version with the biggest differences being a switch to rectangular taillamps and the lack of a wraparound windshield. Annual updates would be relatively minor, but in that body's third and final year, the 1966 Thunderbird managed to look much fresher than might have been expected.

The choice of a convertible or hardtop was still there, but a third possibility was added so that customers who wanted the closed car could have a hardtop with conventional Thunderbird roof styling or an even more formal Town Hardtop. The difference was at the B-pillar, where a hardtop provided a small, triangular window for the rear-



The dashboard still shows a hint of jet-age influence while the console carries an eight-track tape player with a direct connection to aviation via the eight-track system's inventor, Bill Lear, of Learjet fame.



New for 1966, the Thunderbird's taillamp ran the width of the car. The reverse lamp is disguised by the center emblem.

seat passenger while the Town Hardtop, such as Flynn's car, had a solid sail panel reaching right to the trailing edge of the door window. Ford explained that the Town Hardtop's design "adds a dash of ultra-sophistication all its own."

The most obvious change beyond the available rooflines was at the rear, where the taillamps were combined in one unit the width of the car. A new grille-and-bumper combination made almost as much difference at the front. And now, Ford was calling the Thunderbird "America's Personal Luxury Car."

Fun with formal flair

When Flynn studied the photos in the ad for what would become his car, it wasn't just the appearance that caught his attention. He was intrigued by its condition. Antoniolli agreed and they arranged to see the Thunderbird in person.



The optional 428 provides 345 hp, a 30-hp increase over the Thunderbird's base 390. It made the Thunderbird an excellent choice for covering long distances over the Interstate Highway System then under construction.

"Hank looked it over really well, looked underneath it," Flynn recalled, "and he said, 'I'll tell you what — if you don't buy it, I'm going to buy it.' I said, 'Well, that's good for me.' Hank made him an offer, because I was not that familiar (with Thunderbirds) at that point in time ... He said (to the seller), 'I'll make you a deal. You drive it to the location in Honesdale and I'll buy it.' The guy said, 'I have no trouble driving it,' so that was the end of it. He brought the car. His wife followed us and that was it."

Neither the photos in the ad nor the in-person inspection proved to be even slightly misleading, as Flynn said only the starter and the dash pad have since been replaced, and both door panels have been repaired. The carpet and the rest of the interior were in excellent condition, and he believes they had to have been refurbished at some point.

But then there's the car's option list. In place of the standard 390, Flynn's car was ordered with the 345-hp 428-cid V-8. The 428, of course, is more than ample to deal with the air conditioning. Considering those two extras, it's likely that the original owner ordered the car with travel in mind — even though its odometer shows only about 67,000 miles today — and one more option supports that possibility.

"It has the eight-track," Flynn said. "Everybody notices the eight-track and says, 'Wow.'"

The eight-track-player works, he added, but the eight-track tapes themselves were notoriously cantankerous in their day. Many were discarded when they failed rather quickly, and that means finding operational tapes today isn't always easy.

"I was fortunate," Flynn observed, "because my father had a barn sale and when I was cleaning it out after he'd passed, I found a box full of eight-tracks. So I went through them to see which ones still worked, and I have a slew of eight-tracks ...

"Somebody told me that if they don't work, put a matchbook underneath. I'd never heard of that. I'm fortunate, they work." OC

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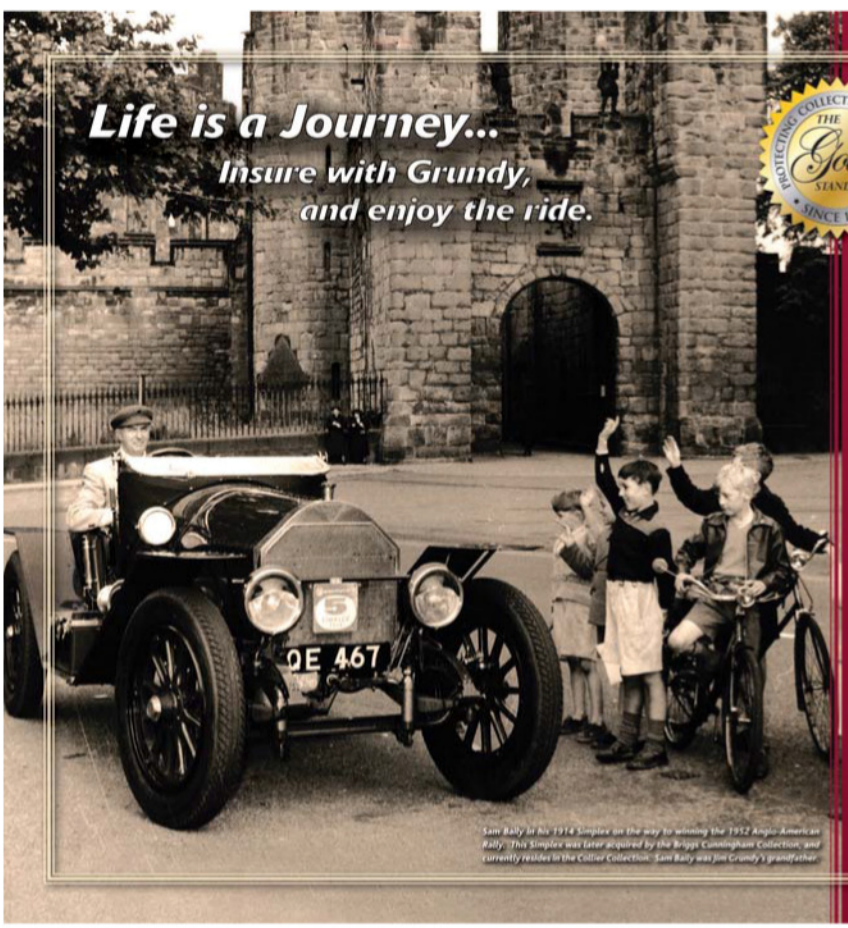
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STORY AND PHOTOS BY AL ROGERS

Terry Sullivan thought his Mustang II collection was complete until he heard about an original, 1,300-mile 1978 2+2 survivor for sale only miles from his northeast Ohio home.

Terry Sullivan's 1,351-mile, black-on-black 1978 Mustang II 2+2 fastback is so original, it retains its factory-applied window sticker on the door glass. The "T Roof Convertible" roof panels appear to have never been removed from the rear compartment.

Terry Sullivan was 5 years old when his father, Terrence, pulled into the family driveway in a brand-new Burnt Amber Metallic 1967 Mustang GT from LJ Trotter Ford in Wickliffe, Ohio. Terrence worked at a local manufacturing facility, and the Mustang GT was his first new car. While taking his first ride in the new Mustang GT, the 5-year-old could tell by the proud look on his father's face that this Mustang was something special, and its purchase had meant a great deal to him.

During one of their weekly road trips of cruising the country back roads to their town's Main Street, Terrence watched in his rearview mirror as a GM muscle car quickly approached. The two cars stopped side by side beneath the stop light on the four-lane road through town. Terrence instructed his son to get low. Doing as he was told, Terry quickly crawled down and laid himself across the floorboard with his mid-section resting on the carpet-cushioned transmission tunnel. From his low position, Terry heard the engine roar and the tires squeal and felt the surge of the Mustang GT taking off. Minutes later, his father told him to sit up and act as though everything was normal.

After that first street-racing experience, 5-year-old Terry would notice his father's demeanor flip like a switch whenever a fast muscle car pulled up next to them at a stop light. Terrence would give his son the look, nod his head, and Terry would immediately and dutifully lay down across the transmission tunnel, knowing it was "game on." When his father's Mustang GT hit second gear, little Terry could sense the speed of his father's pony car. He'd listen to the incredible power coming from the Police Interceptor 390-cid V-8 and feel his father work through each of the car's four gears. It was music to the young boy's ears.

Once the race was finished, Terry's father would tell him, "All clear," and Terry would pop up, assume his normal riding position in the back seat and they'd go about their day, talking about how the Mustang had conquered its competition once again.

However, in 1970, the imaginable happened. Terry's father pulled into the driveway with a 1971 Pinto Squire Station Wagon. He had sold the '67 Mustang GT to his brother, Richard



This 1978 Mustang II 2+2's taillamps and bumper trim remain new-looking to this day.



The 1,351-mile odometer reading is validated by the overall condition of this 1978 Mustang 2+2.



The factory-installed 195/70x13 whitewall radial tires remain new-looking, and the white-painted forged-aluminum wheels with red-line stripes give the Mustang II 2+2 a clean-yet-sporty look.



The fastback was one of two body types available on the Mustang II (the other was a coupe). When the Mustang was shrunk into the Mustang II for '74, a convertible was no longer offered.



The original black interior is in like-new condition, and the passenger side door panel, window crank, armrest and pull handle show no signs of use.

Intorcio, and now-8-year-old Terry was devastated. He had built a special bond with the Mustang GT.

"I had basically grown up with that car," Terry recalls. "Dad buys a four-cylinder Pinto station wagon with a four-speed transmission, and it was the total opposite to the Mustang. It was the slowest automobile I've ever ridden in and couldn't pass anything. I'm saying this from experience: My father tried to pass a car once and couldn't do it. He just said, 'Forget it.'"

Uncle Richard kept the '67 Mustang GT until 1974 when he showed up in a new, black-on-black 1974 Mustang II 2+2. It, too, was bought at LJ Trotter Ford in Wickliffe, Ohio. By this time, Terry was 11 years old and the shiny running horse in the car's grille caught his eye, reminding him of the galloping horse on the '67 Mustang GT's grille. After walking around the new Pinto chassis-based Mustang II a few times, he thought to himself, "That's a cool-looking car. Wish it was ours!"

A second dance with the Mustang II

In 2018, nearly five decades after seeing his uncle's new 1974 Mustang II 2+2, Terry Sullivan bought his first Mustang II, an original-owner, black-on black 1978 King Cobra. That kick-started a collection that has grown to include a black, 5,900-mile 1977 Mustang II Ghia with a chamois tan interior; a red-on-red 1977 Mustang II T-Top hatchback from California; and a 15,000-mile 1978 Mustang II T-top hatchback in silver with a burgundy interior like the cover car on the 1978 Mustang II sales brochure.

"I honestly thought I had the ultimate Mustang II collection," Terry said. "Then this low-mileage, black T-top 1978 Mustang II literally finds me."

After acquiring his fourth Mustang II, Terry says he really thought his collection was complete. When he read on an internet forum that there was a 1,300-

mile Mustang II just 25 miles away from his home, he was caught off guard and overcome with temptation. He couldn't help but reply to the forum post.

The post had been made by Dave Grauel, Jr., the son of the low-mileage Mustang II's owner. He happened to recognize Terry as "Jungle Terry" from the educational animal programs that Terry holds at county fairs and schools across much of the northeast.

Dave explained that his father, David Grauel, Sr., had purchased the Mustang II new and had "rarely driven it." Terry was skeptical. Then Dave called back a year later to say that his father's car was for sale and suggested that Terry stop by to see the car and get a closer look. Terry's curiosity was piqued and a few days after the phone call, he showed up at the Grauel shop to see the car for himself.

"I walked into the shop and locked eyes on a black T-top 2+2 Mustang that looked like it had just left the factory," he recalled. "My immediate thought was, 'If the interior smells like a new car, then it's a low-mileage car.' When I opened the door and looked inside, the new-car smell hit me in the face."

Dave introduced Terry to his father, the Mustang II's original owner, and learned David Grauel, Sr., had ordered and taken delivery of the black-on-black 2+2 at LJ Trotter Ford in May 1978. At 89 years of age, David had decided to sell the Mustang II, along with his 1966 Mustang hardtop, which he had also purchased new. Sometime during the introduction process between Terry and David, Dave informed Terry that he would be keeping his father's '66 Mustang, but the Mustang II was for sale.

After meeting in person and seeing Terry's excitement and passion for the Mustang II, David and Dave were convinced that a Mustang II collector such as Terry would be the ideal caretaker for the low-mile and well-preserved, like-new hatchback. A deal was sealed in the fall of 2022.

The life of a low-mileage original

David explained to Terry that he always had other Mustangs to drive, so the Mustang II was used sparingly. It was occasionally driven on short trips to local car shows, then stowed away in a heated garage as a "keepsake." With only 1,346 miles, the original tires were still on the car and the T-tops had never been removed. Amazingly, the T-top


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The '78 Mustang II's optional 5.0-liter V-8 engine was factory-rated at 139 hp. Every original factory marking, decal and component on this 1,351-mile engine compartment remains, except the battery. After a hard search, owner Terry Sullivan has recently purchased an NOS replacement.

storage bag was still strapped in place in the hatchback area and had apparently never been disturbed since it was installed at the factory.

David had also saved all the paperwork since buying the car new. Even the factory window sticker was never removed from the driver's side door glass. The sticker shows it's a very well-equipped 1978 Mustang II 2+2, carrying 18 factory options that total $2,710 alone, making the total sticker price $6,679 (including transportation and handling charge). In addition to the 302-cid V-8, four-speed transmission and T-top roof, the car is equipped with a front spoiler, clock, power steering and brakes, bumper guards, rear window defroster, AM/FM stereo, leather-wrapped steering wheel and color-keyed bodyside moldings. The optional Rallye Package adds extra cooling, heavy-duty springs, adjustable shocks and dual color-keyed mirrors. The wheels are the optional (and rarely seen) white forged-aluminum versions with red stripes and chrome center cap.

Today, on the Mustang II's lower front fenders (below the bodyside moldings), there are "Mach 1" decals. No, it's not a Mach 1, because, as David explained, he didn't like the two-tone Mach 1 exterior. However, the decals were added by the dealership at David's request, prior to him taking delivery of the car in 1978. The addition of these decals is even documented by a separate 1978 LJ Trotter Ford sales receipt.



The factory-installed window sticker remains intact with no signs of distortion or degradation.

David told Terry that he had previously owned a couple Mach 1s — a 1972 and a 1974 — and thought the silver decals would complement the all-black exterior. The U.S. flag and AAA-Plus decals applied by David also remain on the windshield.

Since taking possession of the low-mileage Mustang II, Terry is still amazed at the car's preservation. Upon acquiring the car, he wiped it down and applied wax to the factory black paint. He noted that the exterior has no nicks, dings or dents. The original Goodyear white-sidewall radial tires still have nubs, and the factory inspection stickers remain under the hood. A factory chalk mark is visible on the spare tire, The engine compartment is pristine with the remarkably preserved, original part number stampings, decals, hoses, clamps, etc.

According to Terry, the 302-cid V-8 engine, with its two-venturi carburetor, runs as well as the rest of the car looks.

"Dave is a mechanic who works on vintage cars, "says Terry. "He drained the old fuel, added new fuel and tweaked the carburetor. On a cold start, just depress the accelerator pedal, hold it down and the engine fires right up.

Kick off the high idle, and it purrs like a kitten."

During the purchase process, Terry also found the car's original starting instruction sleeve that was meant to wrap around the sunvisor, and the car's warranty card.

"While moving paperwork from the car to my office for safekeeping, I found the sunvisor sleeve wrapped in the T-top bag, and the warranty cars stapled inside the owner's manual." The build sheet, however, has not been located. Terry searched all of the common places where a factory worker would have left it on the car during the assembly process, such as under the carpet or under the front seats, but has decided to not disassemble other parts of the chassis or interior in his search.

As of this writing, I'm the only person to see, inspect and photograph Terry's newly acquired, black-on-black 1978 Mustang II 2+2. I had the good fortune to photograph the car before Mother Nature put northeast Ohio under her winter spell. Due to the low mileage and winter environment, I had to roll the dice and do the photo shoot at Terry's residence. Two weeks before the shoot, the area was hit by a snowstorm and there were several inches of snow on the ground. Warmer temperatures rolled in afterward, and we methodically went about the process to complete a thorough photo shoot. During the photo shoot, the car started, stopped and performed without any mechanical issues.

Being afforded the opportunity to see this amazing automobile in person, hear its engine run and watch its proud owner position it in the ideal location for each phase of the photo shoot was a humbling experience.

This 1978 Mustang II 2+2 is stunning. It's truly a benchmark example, and an automobile that the Mustang community needs to see in person to truly appreciate for the care that went into preserving it for nearly five decades.



The spare tire has never been removed, and the T-Roof panels remain in storage bags. A unique belt system holds the panels safely in place.

To date, Terry has only driven the Mustang II about five miles to add fuel at a local gas station, which puts its mileage at 1,351, possibly making it the lowest-mileage – and likely the most-original – Mustang II in existence. Terry plans to show and display his original 1,351-mile Mustang II so enthusiasts – and especially Mustang II owners and restorers – can see what an original, benchmark Mustang II looked like when it was produced at the factory. OC





MAY 1, 2023 EDITION

Bonus Pricing Section

Old Cars

PRICE GUIDE

CONDITIONS RATED ON OUR TRUSTED 1-6 SCALE

Your Non-Biased Authority on Collector-Car Prices for 40+ Years

Trusted by Appraisers, Insurers, Dealers, Collectors and Lenders



1934 Hudson Terraplane

This Edition

1960-1989 Domestic Cars

1905-2000 Light-Duty Trucks

Next edition to include - Import listings

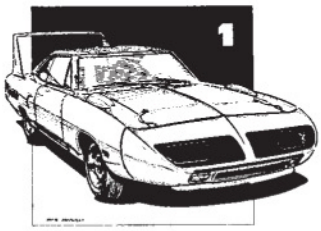
How To Use Price Guide

The worth of an old car is a "ballpark" estimate at best. Our prices come from compilations of national/regional data by the editors of our weekly publication, Old Cars Weekly News & Marketplace.

These data include prices from collector-car auctions, verified reports of private sales and input from experts.

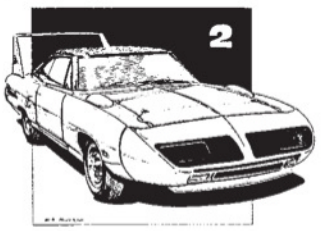
We list values for vehicles in six different states of condition as explained on this page. Values are for complete vehicles, not parts cars, except as noted. Modified-vehicle values are not included, but can be estimated by figuring the cost of restoring to original and deducting from the figures shown within this publication.

Old Cars Report Price Guide condition codes fit the following descriptions:



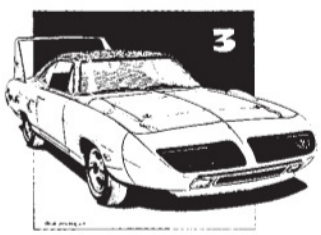
1) EXCELLENT: Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven.

In national show judging, a vehicle in number 1 condition is likely to win top honors in its class. In a sense, it has ceased to be an automobile and has become an object of art. It is transported to shows in an enclosed trailer, and, when not being shown, is stored in a climate-controlled facility. It is not driven. There are few number 1 vehicles. While not restored, exceptionally well-preserved unrestored-original vehicles, usually with very low mileage, may also fetch a number 1 price.



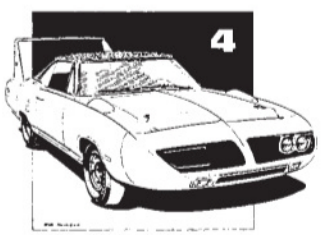
2) FINE: Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing minimal wear.

Except for the closest inspection, a number 2 vehicle may appear as a number 1. The number 2 vehicle will take the top award in many judged shows, except when competing against a number 1 example in its own class. It may also be driven 800-1,000 miles each year to shows, on tours or simply for pleasure.



3) VERY GOOD: Completely operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components; or a partially restored car with all parts necessary to complete it and/or valuable new old stock (NOS) parts.

This is a "20 footer." That is, from 20 feet away it may appear perfect. But as we approach it, we begin to notice that the paint may be getting thin in spots from frequent washing and polishing. Looking inside, we might detect wear on the driver's seat, foot pedals and carpeting. The chrome trim, while still quite presentable, may have lost its sharp, mirror-like reflective quality it had when new. All systems and equipment on the car are in good operating order. In general, most of the vehicles seen at car shows are in number 3 condition.



4) GOOD: A drivable vehicle needing no, or only minor work to be functional. Also, a deteriorated restoration or a poor amateur restoration. All components may need restoration to be "excellent," but the vehicle is mostly usable "as is."

This is a driver. It may be in the process of restoration or its owner may have big plans, but even from 20 feet away, there is no doubt that it needs a lot of help.



5) RESTORABLE: Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weathered, wrecked and/or stripped to the point of being useful only for parts. This car needs everything. It may not be operable, but it is essentially all there with repairable rust, or no rust at all. While presenting a real challenge to the restorer, it won't have him doing a lot of chasing for missing parts.



6) PARTS CAR: May or may not be running, but is weathered, wrecked and/or stripped to the point of being useful primarily for parts.

This is an incomplete or greatly deteriorated, perhaps rusty vehicle that has value only as a parts donor for other restoration projects.

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DOMESTIC CAR

AMC

NOTE: AMC listings follow NASH listings.

BUICK

	6	5	4	3	2	1
1960 LeSabre Series 4400, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	880	2,640	4,400	9,900	15,400	22,000
2d Sed	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
4d Sta Wag	1,360	4,080	6,800	15,300	23,800	34,000
1960 Invicta Series 4600, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,460	4,380	7,300	16,430	25,550	36,500
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
4d Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
1960 Electra Series 4700, V-8						
4d Riv HT 6W	1,200	3,600	6,000	13,500	21,000	30,000
4d HT 4W	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
1960 Electra 225 Series 4800, V-8						
4d Riv HT 6W	1,200	3,600	6,000	13,500	21,000	30,000
4d HT 4W	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	4,840	14,520	24,200	54,450	84,700	121,000
NOTE: Add 5% for bucket seat option.						
1961 Special Series 4000, V-8, 112" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1961 Special DeLuxe Series 4100, V-8, 112" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Skylark Cpe	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
NOTE: Deduct 5% for V-6.						
1961 LeSabre Series 4400, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1961 Invicta Series 4600, V-8						
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1961 Electra Series 4700, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
1961 Electra 225 Series 4800, V-8						
4d Riv HT 6W	880	2,640	4,400	9,900	15,400	22,000
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000
1962 Special Series 4000, V-6, 112.1" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1962 Special DeLuxe Series 4100, V-8, 112.1" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Conv	1,660	4,980	8,300	18,680	29,050	41,500
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1962 Special Skylark Series 4300, V-8, 112.1" wb						
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1962 LeSabre Series 4400, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1962 Invicta Series 4600, V-8						
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT Wildcat	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag*	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 10% for bucket seat option where offered.						
1962 Electra 225 Series 4800, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Riv HT 6W	880	2,640	4,400	9,900	15,400	22,000
4d HT 4W	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	2,640	7,920	13,200	29,700	46,200	66,000
1963 Special Series 4000, V-6, 112" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1963 Special DeLuxe Series 4100, V-6, 112" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1963 Special DeLuxe Series 4100, V-8, 112" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	900	2,700	4,500	10,130	15,750	22,500
1963 Special Skylark Series 4300, V-8, 112" wb						
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1963 LeSabre Series 4400, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d Sed	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1963 Invicta Series 4600, V-8						
4d Sta Wag	1,320	3,960	6,600	14,850	23,100	33,000
1963 Wildcat Series 4600, V-8						
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1963 Electra 225 Series 4800, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT 6W	880	2,640	4,400	9,900	15,400	22,000
4d HT 4W	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	2,720	8,160	13,600	30,600	47,600	68,000
1963 Riviera Series 4700, V-8						
2d HT	1,840	5,520	9,200	20,700	32,200	46,000
1964 Special Series 4000, V-6, 115" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1964 Special Deluxe Series 4100, V-6, 115" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1964 Special Skylark Series 4300, V-6, 115" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1964 Special Series 4000, V-8, 115" wb						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500
4d Sta Wag	900	2,700	4,500	10,130	15,750	22,500
1964 Special DeLuxe Series 4100, V-8, 115" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1964 Skylark Series 4300, V-8, 115" wb						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1964 Skylark Series 4200, V-8, 120" wb						
4d Spt Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Cus Spt Wag	1,080	3,240	5,400	12,150	18,900	27,000
1964 LeSabre Series 4400, V-8						
4d Sed	690	2,060	3,440	7,740	12,040	17,200
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
4d Spt Wag	1,040	3,120	5,200	11,700	18,200	26,000
1964 Wildcat Series 4600, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1964 Electra 225 Series 4800, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT 6W	880	2,640	4,400	9,900	15,400	22,000
4d HT 4W	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	2,640	7,920	13,200	29,700	46,200	66,000
1964 Riviera Series 4700, V-8						
2d HT	1,760	5,280	8,800	19,800	30,800	44,000
1965 Special, V-8, 115" wb						
4d Sed	590	1,760	2,940	6,620	10,290	14,700
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 15% for V-6						
1965 Special DeLuxe, V-8, 115" wb						
4d Sed	640	1,910	3,180	7,160	11,130	15,900
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 15% for V-6						
1965 Skylark, V-8, 115" wb						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Deduct 15% for V-6						
1965 Buick Skylark GS						
2d Cpe	1,400	4,200	7,000	17,500	24,500	35,000
1965 Skylark GS						
2d HT	1,480	4,440	7,400	18,500	25,900	37,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1965 Sport Wagon, V-8, 120" wb						
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
1965 Custom Sport Wagon, V-8, 120" wb						
4d 2S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 3S Sta Wag	920	2,770	4,620	10,400	16,170	23,100
1965 LeSabre, V-8, 123" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,140	3,420	5,700	12,830	19,950	28,500
1965 LeSabre Custom, V-8, 123" wb						
4d Sed	700	2,100	3,500	7,880	12,250	17,500
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1965 Wildcat, V-8, 126" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
1965 Wildcat DeLuxe, V-8, 126" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1965 Wildcat Custom, V-8, 126" wb						
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1965 Electra 225, V-8, 126" wb						
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1965 Electra 225 Custom, V-8, 126" wb						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1965 Riviera, V-8, 117" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d HT GS	4,400	13,200	22,000	49,500	77,000	110,000
NOTE: Add 25% for 425.						
1966 Special, V-8, 115" wb						
4d Sed	590	1,760	2,940	6,620	10,290	14,700
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
NOTE: Deduct 15% for V-6						
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1966 Special DeLuxe, V-8, 115" wb						
4d Sed	640	1,910	3,180	7,160	11,130	15,900
2d Cpe	730	2,190	3,650	8,210	12,780	18,250
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 Skylark, V-8, 115" wb						
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	750	2,260	3,760	8,460	13,160	18,800
2d HT	820	2,460	4,100	9,230	14,350	20,500
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
1966 Skylark Gran Sport, V-8, 115" wb						
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d HT	1,500	4,500	7,500	16,880	26,250	37,500
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1966 Sport Wagon, V-8, 120" wb						
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 2S Cus Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 3S Cus Sta Wag	920	2,770	4,620	10,400	16,170	23,100
1966 LeSabre, V-8, 123" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	670	2,010	3,350	7,540	11,730	16,750
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
1966 LeSabre Custom, V-8, 123" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1966 Wildcat, V-8, 126" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,760	5,280	8,800	19,800	30,800	44,000
1966 Wildcat Custom, V-8, 126" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
NOTE: Add 25% for Wildcat Gran Sport Series.						

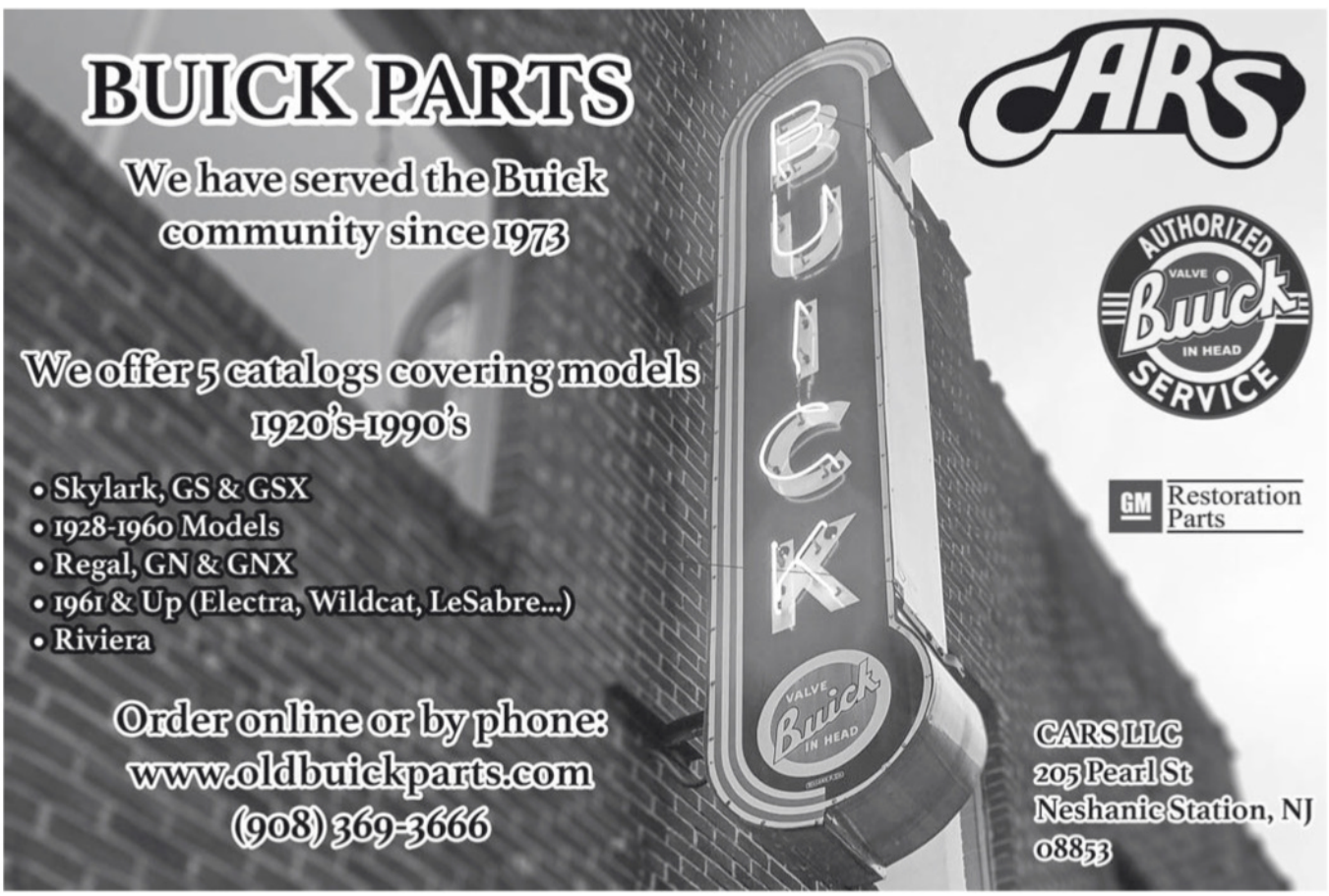


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1966 Electra 225, V-8, 126" wb						
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1966 Electra 225 Custom, V-8						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1966 Riviera, V-8						
2d HT GS	4,400	13,200	22,000	49,500	77,000	110,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 25% for 425 when optional.						
1967 Special, V-8, 115" wb						
4d Sed	560	1,690	2,820	6,350	9,870	14,100
2d Cpe	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 15% for V-6						
1967 Special DeLuxe, V-8, 115" wb						
4d Sed	620	1,860	3,100	6,980	10,850	15,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 15%for V-6						
1967 Skylark, V-8, 115" wb						
4d Sed	620	1,860	3,100	6,980	10,850	15,500
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	750	2,260	3,760	8,460	13,160	18,800
2d HT	820	2,460	4,100	9,230	14,350	20,500
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
1967 Sport Wagon, V-8, 120" wb						
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
1967 Gran Sport 340, V-8, 115" wb						
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
1967 Gran Sport 400, V-8, 115" wb						
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1967 LeSabre, V-8, 123" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	670	2,010	3,350	7,540	11,730	16,750
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1967 LeSabre Custom, V-8, 123" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,030	3,380	7,610	11,830	16,900
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
1967 Wildcat, V-8, 126" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
1967 Wildcat Custom, V-8, 126" wb						
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1967 Electra 225, V-8, 126" wb						
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	770	2,320	3,860	8,690	13,510	19,300
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1967 Electra 225 Custom, V-8, 126" wb						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1967 Riviera Series, V-8						
2d HT GS	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
NOTE: Add 25% for 400. Not available in Riviera.						
1968 Special DeLuxe, V-8, 116" wb, 2d 112" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	760	2,270	3,780	8,510	13,230	18,900
NOTE: Deduct 15% for V-6						
1968 Skylark, V-8, 116" wb, 2d 112" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	660	1,980	3,300	7,430	11,550	16,500
NOTE: Deduct 15% for V-6						
1968 Skylark Custom, V-8, 116" wb, 2d 112" wb						
4d Sed	630	1,890	3,150	7,090	11,030	15,750
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
1968 Skylark, V-8, 116" wb, 2d 112" wb						
2d HT	820	2,460	4,100	9,230	14,350	20,500
1968 Skylark Custom, V-8, 116" wb, 2d 112" wb						
2d Conv	1,620	4,860	8,100	18,230	28,350	40,500
1968 Sport Wagon, V-8, 121" wb						
4d 2S Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 3S Sta Wag	880	2,630	4,380	9,860	15,330	21,900
1968 Gran Sport GS 350, V-8, 112" wb						
2d HT	1,560	4,680	7,800	17,550	27,300	39,000
2d Sed GS California Special	1,700	5,100	8,500	19,130	29,750	42,500
NOTE: Add 50% for Stage 1 pkg.						
1968 Gran Sport GS 400, V-8, 112" wb						
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Add 50% for Stage 1 pkg.						
1968 LeSabre, V-8, 123" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	670	2,010	3,350	7,540	11,730	16,750
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1968 LeSabre Custom, V-8, 123" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,030	3,380	7,610	11,830	16,900
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
1968 Wildcat, V-8, 126" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
1968 Wildcat Custom, V-8, 126" wb						
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1968 Electra 225, V-8, 126" wb						
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1968 Electra 225 Custom, V-8, 126" wb						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1968 Riviera Series, V-8						
2d HT GS	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
NOTE: Add 25% for 400. Not available in Riviera.						
1969 Special DeLuxe, V-8, 116" wb, 2d 112" wb						
4d Sed	580	1,750	2,920	6,570	10,220	14,600
2d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	760	2,270	3,780	8,510	13,230	18,900
1969 Skylark, V-8, 116" wb, 2d 112" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	780	2,340	3,900	8,780	13,650	19,500
NOTE: Deduct 10% for 6-cyl.						
1969 Skylark Custom, V-8, 116" wb, 2d 112" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d HT	860	2,580	4,300	9,680	15,050	21,500
2d Conv	1,620	4,860	8,100	18,230	28,350	40,500
1969 Gran Sport GS 350, V-8, 112" wb						
2d Calif GS	1,700	5,100	8,500	19,130	29,750	42,500
2d HT	1,560	4,680	7,800	17,550	27,300	39,000
1969 Gran Sport GS 400, V-8, 112" wb						
2d HT	2,680	8,040	13,400	30,150	46,900	67,000
2d Conv	3,320	9,960	16,600	37,350	58,100	83,000
NOTE: Add 65% for Stage I option (400 cid/345-hp).						
1969 Sport Wagon, V-8, 121" wb						
4d 2S Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 3S Sta Wag	880	2,630	4,380	9,860	15,330	21,900
1969 LeSabre, V-8, 123.2" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	670	2,010	3,350	7,540	11,730	16,750
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1969 LeSabre Custom, V-8, 123.2" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,030	3,380	7,610	11,830	16,900
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
1969 Wildcat, V-8, 123.2" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,180	3,550	5,920	13,320	20,720	29,600
1969 Wildcat Custom, V-8, 123.2" wb						
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000
1969 Electra 225, V-8, 126.2" wb						
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1969 Electra 225 Custom, V-8, 126.2" wb						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1969 Riviera Series, V-8						
2d GS HT	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
1970 Skylark, V-8, 116" wb, 2d 112" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Sed	620	1,860	3,100	6,980	10,850	15,500
1970 Skylark 350, V-8, 116" wb, 2d 112.2" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	780	2,340	3,900	8,780	13,650	19,500
NOTE: Deduct 10% for 6-cyl.						
1970 Skylark Custom, V-8, 116" wb, 2d 112" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d HT	860	2,580	4,300	9,680	15,050	21,500
2d Conv	1,620	4,860	8,100	18,230	28,350	40,500
1970 Gran Sport GS 350, V-8, 112" wb						
2d HT	1,560	4,680	7,800	17,550	27,300	39,000
1970 Gran Sport GS 455, V-8, 112" wb						
2d HT	2,740	8,220	13,700	30,830	47,950	68,500
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
1970 GSX, V-8, 455, 112" wb						
NOTE: Add 50% for four-speed transmission. Add 65% for Stage 1 option						
1970 Sport Wagon, V-8, 116" wb						
2S Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1970 LeSabre, V-8, 124" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	670	2,010	3,350	7,540	11,730	16,750
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1970 LeSabre Custom, V-8, 124" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,030	3,380	7,610	11,830	16,900
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
1970 Estate Wagon, V-8, 124" wb						
4d 2S Sta Wag	780	2,340	3,900	8,780	13,650	19,500
4d 3S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1970 Wildcat Custom, V-8, 124" wb						
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1970 Electra Custom 225, V-8, 127" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Deduct 5% for Electra 225 models						
1970 Riviera Series, V-8						
2d GS Cpe	1,800	5,400	9,000	20,250	31,500	45,000
2d HT Cpe	1,680	5,040	8,400	18,900	29,400	42,000
NOTE: Add 40% for 455, except when standard.						
1971-72 Skylark Custom, V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d HT	860	2,580	4,300	9,680	15,050	21,500
2d Conv	1,620	4,860	8,100	18,230	28,350	40,500
NOTE: Deduct 10% for base Skylark. Add 15% for 1972 GS350 pkg.						
1971-72 Gran Sport, 350, V-8						
2d HT	1,590	4,770	7,950	17,890	27,830	39,750
2d Conv	1,860	5,580	9,300	20,930	32,550	46,500
(1971) 2d HT GSX (124 built in 1971)	4,000	12,000	20,000	45,000	70,000	100,000
(1972) 2d HT GSX (44 built in 1972)	4,200	12,600	21,000	47,250	73,500	105,000
NOTE: Add 35% for GS-455; Add 70% for Stage 1; Add 15% for Sun Coupe folding sunroof (1972); Add 50% for four-speed transmission						
1971-72 Sport Wagon, V-8, 116" wb						
4d 2S Sta Wag	690	2,070	3,450	7,760	12,080	17,250
1971-72 LeSabre Custom, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Deduct 5% for base LeSabre.						
1971-72 Centurion, V-8						
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500
1971-72 Estate Wagon, V-8, 124" wb						
4d 2S Sta Wag	640	1,920	3,200	7,200	11,200	16,000
4d 3S Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1971-72 Electra Custom 225, V-8						
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Deduct 5% for base Electra 225						
1971-72 Riviera, V-8						
2d HT GS	1,620	4,860	8,100	18,230	28,350	40,500
2d HT	1,450	4,340	7,240	16,290	25,340	36,200
1973 Apollo, V-8						
4d Sed	340	1,020	1,710	3,840	5,970	8,525
2d Sed	410	1,230	2,050	4,610	7,180	10,250
2d HBk	390	1,170	1,950	4,390	6,830	9,750
NOTE: Deduct 10% for 6-cyl.						
1973 Century, V-8, 116" wb, 2d 112" wb						
2d Cpe	430	1,300	2,160	4,860	7,560	10,800
4d Sed	380	1,150	1,920	4,320	6,720	9,600
4d 3S Sta Wag	420	1,260	2,100	4,730	7,350	10,500
1973 Century Luxus, V-8						
4d HT	340	1,020	1,710	3,840	5,970	8,535
2d Cpe	450	1,360	2,270	5,110	7,950	11,350
4d 3S Wag	480	1,440	2,400	5,400	8,400	12,000
1973 Century Regal, V-8						
2d HT	550	1,660	2,770	6,220	9,680	13,825
NOTE: Add 15% for Gran Sport pkg.; 50% for GS Stage 1, 455 option.						
1973 LeSabre, V-8, 124" wb						
4d Sed	340	1,010	1,680	3,780	5,880	8,400
4d HT	380	1,150	1,920	4,320	6,720	9,600
2d HT	490	1,460	2,440	5,490	8,540	12,200
1973 LeSabre Custom, V-8						
4d Sed	360	1,070	1,780	4,010	6,230	8,900
4d HT	400	1,210	2,020	4,550	7,070	10,100
2d HT	510	1,520	2,540	5,720	8,890	12,700
2d Conv	1,250	3,760	6,270	14,100	21,930	31,325
4d 3S Estate Wag	570	1,700	2,840	6,390	9,940	14,200
1973 Centurion, V-8						
4d HT	450	1,340	2,240	5,040	7,840	11,200
2d HT	630	1,880	3,140	7,070	10,990	15,700
2d Conv	1,170	3,520	5,870	13,210	20,550	29,350
1973 Electra Custom 225, V-8						
4d HT	480	1,430	2,380	5,360	8,330	11,900
2d HT	600	1,790	2,980	6,710	10,430	14,900
1973 Riviera, V-8						
2d HT GS	1,340	4,020	6,700	15,080	23,450	33,500
2d HT	1,250	3,760	6,260	14,090	21,920	31,320
NOTE: Add 10% for 458 cid V-8 in all full size Buicks.						
1974 Apollo, V-8, 111" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	450	1,340	2,240	5,040	7,840	11,200
2d HBk	450	1,350	2,250	5,060	7,880	11,250
NOTE: Deduct 10% for 6-cyl.						
1974 Century Luxus, V-8, 112" wb						
2d HT	460	1,380	2,300	5,180	8,050	11,500
4d HT	370	1,120	1,860	4,190	6,510	9,300
4d Sta Wag	460	1,370	2,280	5,130	7,980	11,400
NOTE: Deduct 5% for base Century.						
1974 Gran Sport, V-8 (350-cid)						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
1974 Century Regal, V-8, 112" wb						
2d HT	580	1,750	2,920	6,570	10,220	14,600
1974 LeSabre Luxus, V-8, 123" wb						
4d Sed	320	970	1,620	3,650	5,670	8,100
4d HT	400	1,190	1,980	4,460	6,930	9,900
2d HT	430	1,280	2,140	4,820	7,490	10,700
2d Conv	1,060	3,180	5,300	11,930	18,550	26,500
NOTE: Deduct 5% for base LeSabre.						
1974 Estate Wagon, V-8						
4d Sta Wag	610	1,820	3,040	6,840	10,640	15,200

	6	5	4	3	2	1
1974 Electra Limited, V-8						
2d HT	540	1,610	2,680	6,030	9,380	13,400
4d HT	460	1,380	2,300	5,180	8,050	11,500
NOTE: Deduct 5% for Electra 225 Custom; 10% for base Electra 225.						
1974 Riviera, V-8						
2d HT	640	1,930	3,210	7,220	11,240	16,050
NOTE: Add 10% for Apollo GSX; 15% for Century GS-455; 20% for GS-455 Stage I; 5% for sunroof; 15% for Riviera GS or Stage I.						
1975 Skyhawk, V-6						
2d "S" HBk	270	820	1,360	3,060	4,760	6,800
1975 Apollo, 6-cyl. / V-8						
4d Sed (6-cyl. only)	240	710	1,190	2,680	4,170	5,950
4d "SR" Sed (V-8 only)	250	740	1,240	2,790	4,330	6,190
1975 Skylark, V-8						
2d Cpe	290	860	1,440	3,240	5,040	7,200
2d HBk	260	770	1,290	2,900	4,520	6,450
2d "SR" Cpe	300	900	1,500	3,380	5,250	7,500
2d "SR" HBk	280	840	1,400	3,150	4,900	7,000
1975 Century, V-8						
4d Sed	340	1,010	1,680	3,780	5,880	8,400
2d Cpe	420	1,250	2,080	4,680	7,280	10,400
4d Cus Sed	370	1,100	1,840	4,140	6,440	9,200
2d Cus Cpe	450	1,360	2,260	5,090	7,910	11,300
4d 2S Sta Wag	450	1,340	2,240	5,040	7,840	11,200
4d 3S Sta Wag	450	1,360	2,260	5,090	7,910	11,300
NOTE: Add 20% for Indy Pace Car Edition.						
1975 Regal, V-8						
4d Sed	430	1,300	2,170	4,880	7,600	10,850
2d Cpe	580	1,750	2,920	6,570	10,220	14,600
1975 LeSabre Custom, V-8						
4d Sed	320	970	1,610	3,620	5,640	8,050
4d HT	370	1,120	1,870	4,210	6,550	9,350
2d Cpe	400	1,200	2,010	4,510	7,020	10,025
2d Conv	1,320	3,960	6,600	14,840	23,080	32,975
NOTE: Deduct 5% for base LeSabre.						
1975 Estate Wagon, V-8						
4d 3S Sta Wag	570	1,710	2,850	6,400	9,960	14,225
1975 Electra 225 Limited, V-8						
4d HT	470	1,400	2,340	5,270	8,190	11,700
2d Cpe	550	1,640	2,730	6,140	9,560	13,650
1975 Riviera, V-8						
2d HT	750	2,250	3,750	8,440	13,130	18,750
NOTE: Deduct 5% for Electra 225 Custom. Add 15% for Park Avenue DeLuxe; 10% for Park Avenue, Century, GS or Riviera GS options.						
1976 Skyhawk, V-6						
2d HBk	270	800	1,340	3,020	4,690	6,700
1976 Skylark S, V-8						
2d Cpe	290	860	1,440	3,230	5,020	7,175
4d Sed	250	740	1,240	2,790	4,340	6,200
2d Cpe	310	920	1,540	3,470	5,390	7,700
2d HBk	270	810	1,360	3,050	4,740	6,775
NOTE: Add 5% for SR Trim pkg.						

	6	5	4	3	2	1
1976 Century Custom, V-8						
4d Sed	370	1,100	1,840	4,140	6,440	9,200
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d 3S Sta Wag	430	1,290	2,150	4,840	7,530	10,750
NOTE: Dedict 5% for base Century; 10% for Century Special. Add 20% for Indy Pace Car Edition.						
1976 Regal, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	580	1,740	2,900	6,530	10,150	14,500
1976 LeSabre Custom, V-8						
4d Sed	320	970	1,610	3,620	5,640	8,050
4d HT	390	1,180	1,960	4,410	6,860	9,800
2d Cpe	430	1,290	2,150	4,840	7,530	10,750
NOTE: Deduct 5% for base LeSabre.						
1976 Estate, V-8						
4d 3S Sta Wag	520	1,550	2,590	5,830	9,070	12,950
1976 Electra 225 Limited, V-8						
4d HT	430	1,300	2,160	4,870	7,570	10,815
2d Cpe	500	1,490	2,480	5,580	8,680	12,400
NOTE: Deduct 5% for Electra 225 Custom. Add 10% for Park Ave. Edition.						
1976 Riviera, V-8						
2d Spt Cpe	620	1,860	3,100	6,980	10,850	15,500
NOTE: Deduct 5% for 6-cylinder.						
1977 Skyhawk, V-6						
2d HBk	250	740	1,230	2,770	4,310	6,150
1977 Skylark S, V-8						
2d Cpe	260	780	1,300	2,910	4,530	6,475
1977 Skylark, V-8						
4d Sed	230	680	1,130	2,530	3,940	5,625
2d Cpe	280	840	1,400	3,150	4,900	7,000
2d HBk	230	700	1,170	2,620	4,080	5,825
NOTE: Add 5% for Skylark Custom.						
1977 Century Custom, V-8						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe	250	740	1,230	2,770	4,310	6,150
NOTE: Deduct 5% for base Century; 10% for Century Special.						
1977 Regal, V-8						
4d Sed	350	1,060	1,760	3,960	6,160	8,800
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
1977 LeSabre Custom, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Spt Cpe	560	1,680	2,800	6,300	9,800	14,000
NOTE: Deduct 5% for base LeSabre.						
1977 Electra Limited, V-8						
4d Sed	370	1,100	1,840	4,140	6,440	9,200
2d Cpe	550	1,640	2,740	6,170	9,590	13,700
NOTE: Deduct 5% for base Electra 225. Add 10% for Electra Park Avenue trim option.						
1977 Riviera, V-8						
2d Cpe	490	1,460	2,440	5,490	8,540	12,200
1978 Skyhawk						
2d "S" HBk	230	680	1,140	2,550	3,970	5,675
2d HBk	240	710	1,180	2,640	4,110	5,875

	6	5	4	3	2	1
1978 Skylark Custom						
4d Sed	230	690	1,160	2,600	4,040	5,775
2d Cpe	290	860	1,430	3,220	5,010	7,150
2d HBk	260	770	1,280	2,880	4,480	6,400
NOTE: Deduct 5% for base Skylark models; 10% for Skylark S Coupe.						
1978 Century Custom						
4d Sed	200	590	990	2,220	3,450	4,935
2d Cpe	240	730	1,220	2,740	4,260	6,090
Sta Wag	270	800	1,330	2,980	4,640	6,625
NOTE: Deduct 5% for Century Special.						
1978 Century Sport						
2d Cpe	270	800	1,340	3,000	4,670	6,675
1978 Century Limited						
4d Sed	210	630	1,050	2,360	3,680	5,250
2d Cpe	280	840	1,400	3,150	4,900	7,000
1978 Regal						
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
Spt Cpe	470	1,410	2,350	5,290	8,230	11,750
1978 Regal Limited						
2d Cpe	480	1,450	2,420	5,430	8,450	12,075
1978 LeSabre						
4d Sed	270	820	1,360	3,060	4,760	6,800
2d Cpe	370	1,100	1,830	4,110	6,390	9,125
2d Spt Turbo Cpe	460	1,380	2,300	5,180	8,050	11,500
1978 LeSabre Custom						
4d Sed	290	860	1,430	3,220	5,010	7,150
2d Cpe	410	1,220	2,040	4,580	7,120	10,175
1978 Estate Wagon						
4d Sta Wag	370	1,110	1,850	4,160	6,480	9,250
1978 Electra Park Avenue						
4d Sed	510	1,520	2,540	5,720	8,890	12,700
2d Cpe	550	1,640	2,730	6,140	9,560	13,650
NOTE: Deduct 10% for Electra Limited; 20% for Electra 225.						
1978 Riviera						
2d Cpe	520	1,570	2,620	5,880	9,150	13,075
NOTE: Add 20% for LXXV pkg.						
1979 Skyhawk, V-6						
2d HBk	260	790	1,320	2,970	4,620	6,600
2d "S" HBk	250	740	1,240	2,780	4,320	6,175
1979 Skylark, V-8						
4d Sed	240	730	1,210	2,720	4,240	6,050
2d Cpe	300	910	1,520	3,420	5,320	7,600
2d HBk	270	800	1,330	2,990	4,660	6,650
NOTE: Deduct 5% for Skylark S Coupe. Add 5% for Skylark Custom.						
1979 Century Custom, V-8						
4d Sed	240	730	1,210	2,720	4,240	6,050
2d Cpe	300	910	1,520	3,410	5,300	7,575
4d Sta Wag	340	1,030	1,720	3,870	6,020	8,600
NOTE: Deduct 5% for Century Special.						
1979 Century Sport, V-8						
2d Cpe	310	930	1,560	3,500	5,440	7,775
1979 Century Limited, V-8						
4d Sed	250	760	1,260	2,840	4,410	6,300



	6	5	4	3	2	1
1979 Regal Sport Turbo, V-6						
2d Cpe	600	1,790	2,980	6,690	10,410	14,875
1979 Regal, V-8						
2d Cpe	480	1,440	2,410	5,410	8,420	12,025
NOTE: Deduct 5% for Regal V-6.						
1979 Regal Limited, V-6 & V-8						
2d Cpe V-6	460	1,370	2,290	5,150	8,020	11,450
2d Cpe V-8	500	1,510	2,520	5,670	8,820	12,600
1979 LeSabre Limited, V-8						
4d Sed	280	850	1,420	3,200	4,970	7,100
2d Cpe	400	1,210	2,020	4,530	7,050	10,075
NOTE: Deduct 10% for base LeSabre.						
1979 LeSabre Sport Turbo, V-6						
2d Cpe	440	1,310	2,180	4,890	7,610	10,875
1979 LeSabre Estate Wagon						
4d Sta Wag	370	1,100	1,830	4,110	6,390	9,130
1979 Electra Limited, V-8						
4d Sed	390	1,170	1,950	4,390	6,830	9,750
2d Cpe	470	1,410	2,360	5,300	8,240	11,775
NOTE: Deduct 5% for Electra 225.						
1979 Electra Park Avenue, V-8						
4d Sed	470	1,410	2,360	5,300	8,240	11,775
2d Cpe	510	1,540	2,560	5,760	8,960	12,800
1979 Riviera, V-8						
2d "S" Cpe	540	1,620	2,700	6,080	9,450	13,500
1980 Skyhawk, V-6						
2d HBk S	250	740	1,240	2,790	4,340	6,200
2d HBk	240	710	1,180	2,660	4,130	5,900
1980 Skylark, V-6						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	280	840	1,400	3,150	4,900	7,000
NOTE: Add 5% for Skylark LTO; 10% for Skylark Sport. Deduct 10% for 4-cyl.						
1980 Century, V-8						
4d Sed	220	660	1,100	2,480	3,850	5,500
2d Cpe	300	890	1,480	3,330	5,180	7,400
4d Sta Wag Est	320	970	1,620	3,650	5,670	8,100
2d Cpe Spt	300	900	1,500	3,380	5,250	7,500
NOTE: Deduct 12% for V-6.						
1980 Regal, V-8						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d Cpe LTD	490	1,460	2,440	5,490	8,540	12,200
NOTE: Deduct 12% for V-6.						
1980 Regal Turbo, V-6						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1980 LeSabre, V-8						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe	320	960	1,600	3,600	5,600	8,000
4d Sed LTD	260	780	1,300	2,930	4,550	6,500
2d Cpe LTD	280	840	1,400	3,150	4,900	7,000
4d Sta Wag Est	360	1,080	1,800	4,050	6,300	9,000
1980 LeSabre Turbo, V-6						
2d Cpe Spt	640	1,920	3,200	7,200	11,200	16,000
1980 Electra, V-8						
4d Sed Ltd	340	1,030	1,720	3,870	6,020	8,600
2d Cpe Ltd	360	1,090	1,820	4,100	6,370	9,100
4d Sed Park Ave	360	1,080	1,800	4,050	6,300	9,000
2d Cpe Park Ave	380	1,150	1,920	4,320	6,720	9,600
4d Sta Wag Est	370	1,100	1,840	4,140	6,440	9,200
1980 Riviera S Turbo, V-6						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
1980 Riviera, V-8						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
1981 Skylark, V-6						
4d Sed Spt	190	560	930	2,080	3,240	4,626
2d Cpe Spt	190	570	950	2,130	3,310	4,725
NOTE: Deduct 10% for 4-cyl.; 5% for lesser models.						
1981 Century, V-8						
4d Sed Ltd	170	500	840	1,880	2,920	4,175
4d Sta Wag Est	170	520	860	1,940	3,010	4,300
NOTE: Deduct 12% for V-6; 5% for lesser models.						
1981 Regal, V-8						
2d Cpe	460	1,390	2,310	5,200	8,090	11,550
2d Cpe Ltd	480	1,450	2,420	5,450	8,470	12,100
NOTE: Deduct 12% for V-6.						
1981 Regal Turbo, V-6						
2d Cpe Spt	550	1,650	2,750	6,190	9,630	13,750
1981 LeSabre, V-8						
4d Sed Ltd	220	660	1,100	2,480	3,850	5,500
2d Cpe Ltd	220	670	1,120	2,520	3,920	5,600
4d Sta Wag Est	230	690	1,150	2,580	4,010	5,725
NOTE: Deduct 12% for V-6 except Estate Wag.; 5% for lesser models.						
1981 Electra, V-8						
4d Sed Ltd	220	670	1,120	2,520	3,920	5,600
2d Cpe Ltd	230	690	1,150	2,580	4,010	5,725
4d Sed Park Ave	230	700	1,170	2,620	4,080	5,825
2d Cpe Park Ave	240	710	1,190	2,680	4,170	5,950
4d Sta Wag Est	240	710	1,190	2,680	4,170	5,950
NOTE: Deduct 15% for V-6 except Estate Wag.						
1981 Riviera, V-8						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
1981 Riviera, V-6						
2d Cpe	410	1,240	2,060	4,640	7,210	10,300
2d Cpe Turbo T-Type	440	1,310	2,180	4,910	7,630	10,900
1982 Skyhawk, 4-cyl.						
4d Sed Ltd	170	520	860	1,940	3,010	4,300
2d Cpe Ltd	180	540	900	2,030	3,150	4,500
NOTE: Deduct 5% for lesser models.						
1982 Skylark, V-6						
4d Sed Spt	190	580	970	2,180	3,400	4,850
2d Cpe Spt	200	590	990	2,230	3,470	4,950
NOTE: Deduct 10% for 4-cyl.; 5% for lesser models.						
1982 Regal, V-6						
4d Sed	200	610	1,010	2,270	3,540	5,050
2d Cpe	460	1,390	2,310	5,200	8,090	11,550
2d Cpe Turbo	550	1,650	2,750	6,190	9,630	13,750
2d Grand Natl	880	2,640	4,400	9,900	15,400	22,000
4d Sed Ltd	210	630	1,060	2,370	3,690	5,275
2d Cpe Ltd	340	1,030	1,720	3,860	6,000	8,575
4d Sta Wag	220	650	1,080	2,430	3,780	5,400
NOTE: Add 10% for T-top option; 15% for Turbo GN option.						
1982 Century, V-6						
4d Sed Ltd	220	650	1,080	2,430	3,780	5,400
2d Cpe Ltd	220	660	1,100	2,480	3,850	5,500
NOTE: Deduct 10% for 4-cyl.; 5% for lesser models.						
1982 LeSabre, V-8						
4d Sed Ltd	250	740	1,240	2,780	4,320	6,175
2d Cpe Ltd	250	750	1,260	2,820	4,390	6,275
4d Sta Wag Est	250	750	1,260	2,820	4,390	6,275
NOTE: Deduct 12% for V-6 except Estate Wag.; 5% for lesser models.						
1982 Electra, V-8						
4d Sed Ltd	250	740	1,240	2,780	4,320	6,175
2d Cpe Ltd	260	770	1,280	2,870	4,460	6,375
4d Sed Park Ave	260	780	1,300	2,930	4,550	6,500
2d Cpe Park Ave	270	800	1,340	3,020	4,690	6,700
4d Sta Wag Est	270	800	1,340	3,020	4,690	6,700
NOTE: Deduct 15% for V-6 except Estate Wag.						
1982 Riviera, V-6						
2d Cpe	420	1,250	2,090	4,700	7,320	10,450
2d Cpe T-Type	430	1,290	2,160	4,850	7,540	10,775
2d Conv	920	2,770	4,620	10,400	16,170	23,100
1982 Riviera, V-8						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Conv	970	2,900	4,840	10,890	16,940	24,200
1983 Skyhawk, 4-cyl.						
4d Sed Ltd	190	560	930	2,080	3,240	4,625
2d Cpe Ltd	190	570	950	2,130	3,310	4,725
4d Sta Wag Ltd	190	570	950	2,130	3,310	4,725
2d Cpe T-Type	240	710	1,190	2,680	4,170	5,950
NOTE: Deduct 5% for lesser models.						
1983 Skylark, V-6						
4d Sed Ltd	190	570	950	2,130	3,310	4,725
2d Cpe Ltd	190	570	950	2,130	3,310	4,725
2d Cpe T-Type	250	740	1,230	2,770	4,310	6,150
NOTE: Deduct 10% for 4-cyl except T-Type; 5% for lesser models.						
1983 Century, V-6						
4d Sed T-Type	240	730	1,210	2,720	4,240	6,050
2d Cpe T-Type	260	790	1,320	2,970	4,620	6,600
NOTE: Deduct 12% for 4-cyl except T-Type; 5% for lesser models.						
1983 Regal, V-6						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe T-Type	680	2,050	3,410	7,670	11,940	17,050
4d Sta Wag	220	650	1,080	2,430	3,780	5,400
NOTE: Add 10% for T-Top option. Deduct 5% for lesser models.						
1983 LeSabre, V-8						
4d Sed Ltd	260	780	1,300	2,930	4,550	6,500
2d Cpe Ltd	260	790	1,320	2,970	4,620	6,600
4d Sta Wag	260	790	1,320	2,970	4,620	6,600
NOTE: Deduct 12% for V-6 except Estate; 5% for lesser models.						
1983 Electra, V-8						
4d Sed Ltd	260	780	1,300	2,930	4,550	6,500
2d Cpe Ltd	260	790	1,320	2,970	4,620	6,600
4d Sed Park Ave	270	800	1,340	3,020	4,690	6,700
2d Cpe Park Ave	270	820	1,370	3,070	4,780	6,825
4d Sta Wag Est	270	820	1,370	3,070	4,780	6,825
NOTE: Deduct 15% for V-6.						
1983 Riviera, V-6						
2d Cpe	420	1,250	2,090	4,700	7,320	10,450
2d Conv	920	2,760	4,600	10,350	16,100	23,000
2d T-Type	450	1,360	2,270	5,110	7,950	11,350
1983 Riviera, V-8						
2d Cpe	470	1,400	2,330	5,240	8,160	11,650
2d Conv	970	2,900	4,840	10,890	16,940	24,200
NOTE: Add 20% for XX option.						
1984 Skyhawk Limited, 4-cyl.						
4d Sed	180	530	890	1,990	3,100	4,425
2d Sed	180	530	890	1,990	3,100	4,425
4d Sta Wag	180	530	890	1,990	3,100	4,425
NOTE: Deduct 5% for lesser models.						
1984 Skyhawk T-Type, 4-cyl.						
2d Sed	240	730	1,210	2,720	4,240	6,050
1984 Skylark Limited, V-6						
4d Sed	190	580	970	2,180	3,400	4,850
2d Sed	200	590	990	2,230	3,470	4,950
NOTE: Deduct 5% for lesser models; 8% for 4-cyl.						
1984 Skylark T-Type, V-6						
2d Sed	250	750	1,260	2,820	4,390	6,275
1984 Century Limited, 4-cyl.						
NOTE: Deduct 5% for lesser models; 8% for 4-cyl.						
1984 Century Limited, V-6						
4d Sed	200	590	990	2,230	3,470	4,950
2d Sed	200	610	1,010	2,270	3,540	5,050
4d Sta Wag Est	200	610	1,010	2,270	3,540	5,050
1984 Century T-Type, V-6						
4d Sed	250	740	1,240	2,780	4,320	6,175
2d Sed	270	800	1,340	3,020	4,690	6,700
1984 Regal, V-6						
4d Sed	200	610	1,010	2,270	3,540	5,050
2d Sed	370	1,120	1,870	4,210	6,550	9,350
2d Grand Natl	1,100	3,300	5,500	12,380	19,250	27,500
1984 Regal Limited, V-6						
4d Sed	210	620	1,040	2,330	3,620	5,175
2d Sed	330	1,000	1,670	3,760	5,850	8,350
1984 Regal T-Type, V-6						
2d Sed	700	2,110	3,520	7,920	12,320	17,600
1984 LeSabre Custom, V-8						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Sed	260	780	1,300	2,930	4,550	6,500
1984 LeSabre Limited, V-8						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Sed	260	780	1,300	2,930	4,550	6,500
NOTE: Deduct 10% for V-6.						
1984 Electra Limited, V-8						
4d Sed	280	830	1,390	3,120	4,850	6,925
2d Sed	280	850	1,410	3,170	4,940	7,050
4d Est Wag	280	850	1,410	3,170	4,940	7,050
1984 Electra Park Avenue, V-8						
4d Sed	280	830	1,390	3,120	4,850	6,925
2d Sed	280	850	1,410	3,170	4,940	7,050
NOTE: Deduct 10% for V-6.						
1984 Riviera, V-6						
2d Cpe	420	1,270	2,120	4,760	7,400	10,575
2d Conv	950	2,840	4,730	10,640	16,560	23,650
NOTE: Add 20% for GN V-6 option.						
1984 Riviera, V-8						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Conv	990	2,970	4,950	11,140	17,330	24,750
1984 Riviera T-Type, V-6 Turbo						
2d Cpe	440	1,310	2,180	4,910	7,630	10,900
1985 Skyhawk, 4-cyl.						
4d Sed Ltd	190	580	970	2,180	3,400	4,850
2d Ltd	190	580	970	2,180	3,400	4,850
4d Sta Wag Ltd	190	580	970	2,180	3,400	4,850
2d T-Type	250	740	1,240	2,780	4,320	6,175
NOTE: Deduct 5% for lesser models.						
1985 Skylark, V-6						
4d Cus Sed	190	580	970	2,180	3,400	4,850
4d Sed Ltd	200	590	990	2,230	3,470	4,950
NOTE: Deduct 10% for 4-cyl.						
1985 Century, V-6						
4d Sed Ltd	200	610	1,010	2,270	3,540	5,050
2d Ltd	200	610	1,010	2,270	3,540	5,050
4d Sta Wag Est	210	630	1,060	2,370	3,690	5,275
4d Sed T-Type	2,640	7,920	13,200	29,700	46,200	66,000
2d T-Type	270	820	1,370	3,070	4,780	6,825
NOTE: Deduct 10% for 4-cyl. where available; 5% for lesser models.						
1985 Somerset Regal, V-6						
2d Cus	210	620	1,040	2,330	3,620	5,175
2d Ltd	210	630	1,060	2,370	3,690	5,275
NOTE: Deduct 10% for 4-cyl.						
1985 Regal, V-6						
2d	330	1,000	1,670	3,760	5,850	8,350
2d Ltd	340	1,020	1,700	3,810	5,930	8,475
2d T-Type	700	2,110	3,520	7,920	12,320	17,600
2d T-Type Grand Natl	1,140	3,430	5,720	12,870	20,020	28,600
1985 LeSabre, V-8						
4d Sed Ltd	270	800	1,340	3,020	4,690	6,700
2d Ltd	280	850	1,410	3,170	4,940	7,050
4d Sta Wag Est	280	850	1,410	3,170	4,940	7,050
4d Electra Sta Wag Est	290	860	1,430	3,220	5,010	7,150
NOTE: Add 20% for Ltd Collectors Edition. Deduct 20% for V-6; 5% for lesser models.						
1985 Electra, V-6						
4d Sed	240	730	1,210	2,720	4,240	6,050
2d Sed	250	740	1,230	2,760	4,290	6,130
1985 Electra Park Avenue, V-6						
4d Sed	250	740	1,230	2,770	4,310	6,150
2d Sed	250	750	1,260	2,820	4,390	6,275
1985 Electra T-Type, V-6						
4d Sed	280	830	1,390	3,120	4,850	6,930
2d Sed	280	850	1,410	3,170	4,940	7,050
1985 Riviera T-Type, V-6						
2d Turbo	440	1,310	2,180	4,910	7,630	10,900
1985 Riviera, V-8						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Conv	1,010	3,040	5,060	11,390	17,710	25,300
NOTE: Deduct 30% for diesel where available.						
1986 Skyhawk, 4-cyl.						
4d Cus Sed	190	580	970	2,180	3,400	4,850
2d Cus Cpe	190	570	950	2,130	3,310	4,725
4d Cus Sta Wag	200	590	990	2,230	3,470	4,950
4d Ltd Sed	200	590	990	2,230	3,470	4,950
2d Cpe Ltd	190	580	970	2,180	3,400	4,850
4d Sta Wag Ltd	200	610	1,010	2,270	3,540	5,050
2d Spt HBk	210	620	1,040	2,330	3,620	5,175
2d T-Type HBk	230	700	1,170	2,620	4,080	5,825
2d T-Type Cpe	230	690	1,150	2,580	4,010	5,725
1986 Skylark, V-6						
2d Cus Cpe	190	580	970	2,180	3,400	4,850
4d Sed Ltd	200	590	990	2,230	3,470	4,950
1986 Somerset, V-6						
2d Cus Cpe	210	630	1,060	2,370	3,690	5,275
2d Cpe T-Type	250	750	1,260	2,820	4,390	6,275
1986 Century Custom						
2d Cpe	220	650	1,080	2,430	3,780	5,400
4d Sed	210	630	1,060	2,370	3,690	5,275
4d Sta Wag	220	660	1,100	2,480	3,850	5,500
NOTE: Add 20% for GS Pkg.						
1986 Century Limited, V-6						
2d Cpe	220	660	1,100	2,480	3,850	5,500
4d Sed	220	650	1,080	2,430	3,780	5,400
4d Sta Wag	220	670	1,120	2,520	3,930	5,610
4d Sed T-Type	260	780	1,300	2,930	4,550	6,500
1986 Regal, V-6						
2d Cpe, V-8	400	1,190	1,980	4,460	6,930	9,900
2d Cpe Ltd, V-8	420	1,260	2,100	4,730	7,350	10,500
2d Cpe T-Type	920	2,770	4,620	10,400	16,170	23,100
2d T-Type Grand Natl	1,650	4,950	8,250	18,560	28,880	41,250
1986 LeSabre Custom, V-6						
2d Cpe	240	730	1,210	2,720	4,240	6,050
4d Sed	240	710	1,190	2,680	4,170	5,950
1986 LeSabre Limited						
2d Cpe Grand Natl	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	250	740	1,230	2,770	4,310	6,150
4d Sed	240	730	1,210	2,720	4,240	6,050
4d Sta Wag Est, V-8	260	790	1,320	2,970	4,620	6,600
1986 Electra, V-6						
2d Cpe	250	740	1,240	2,780	4,320	6,175
4d Sed	240	730	1,210	2,720	4,240	6,050
1986 Electra Park Avenue, V-6						
2d Cpe	250	750	1,260	2,820	4,390	6,275
4d Sed	250	750	1,260	2,820	4,390	6,275

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4d Sed T-Type	270	800	1,340	3,020	4,690	6,700
4d Sta Wag Est	270	820	1,370	3,070	4,780	6,825
1986 Riviera, V-6						
2d Cpe	260	790	1,320	2,970	4,620	6,600
2d Cpe T-Type	290	860	1,430	3,220	5,010	7,150
NOTE: Add 10% for deluxe models. Deduct 5% for smaller engines where available.						
1987 Skyhawk, 4-cyl.						
4d Cus Sed	190	580	970	2,180	3,400	4,850
2d Cus Cpe	190	570	950	2,130	3,310	4,725
4d Cus Sta Wag	200	590	990	2,230	3,470	4,950
4d Sed Ltd	200	590	990	2,230	3,470	4,950
2d Cpe Ltd	190	580	970	2,180	3,400	4,850
4d Sta Wag Ltd	200	610	1,020	2,280	3,550	5,075
Spt HBk	210	620	1,040	2,330	3,620	5,175
NOTE: Add 5% for Turbo.						
1987 Somerset, 4-cyl.						
2d Cus Cpe	220	650	1,080	2,430	3,780	5,400
2d Cpe Ltd	220	660	1,100	2,480	3,850	5,500
NOTE: Add 10% for V-6.						
1987 Skylark						
4d Cus Sed	210	630	1,060	2,370	3,690	5,275
4d Sed Ltd	220	650	1,080	2,430	3,780	5,400
NOTE: Add 10% for V-6.						
1987 Century, 4-cyl.						
4d Cus Sed	220	650	1,080	2,430	3,780	5,400
2d Cus Cpe	210	630	1,060	2,370	3,690	5,275
4d Cus Sta Wag	220	660	1,100	2,480	3,850	5,500
4d Sed Ltd	220	660	1,100	2,480	3,850	5,500
2d Cpe Ltd	220	650	1,080	2,430	3,780	5,400
4d Sta Wag Est	220	670	1,120	2,520	3,920	5,600
NOTE: Add 10% for V-6.						
1987 Regal, V-6						
2d Cpe	400	1,190	1,980	4,460	6,930	9,900
2d Cpe Ltd	420	1,250	2,090	4,700	7,320	10,450
1987 Regal, Turbo V-6						
2d Cpe T	1,060	3,170	5,280	11,880	18,480	26,400
2d Cpe T Ltd	1,140	3,430	5,720	12,870	20,020	28,600
2d Cpe Grand Natl	1,760	5,280	8,800	19,800	30,800	44,000
2d Cpe GNX	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 30% for turbo option on base Regal.						
1987 Regal, V-8						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Ltd	460	1,390	2,310	5,200	8,090	11,550
1987 LeSabre, V-6						
4d Sed	240	730	1,210	2,720	4,240	6,050
4d Cus Sed	250	740	1,240	2,780	4,320	6,175
2d Cus Cpe	240	730	1,210	2,720	4,240	6,050
2d Cpe T-Type	270	820	1,370	3,070	4,780	6,825
1987 LeSabre, V-8						
4d Sta Wag	270	800	1,340	3,020	4,690	6,700
1987 Electra, V-6						
4d Sed Ltd	260	770	1,280	2,870	4,460	6,375
4d Sed Park Ave	260	790	1,320	2,970	4,620	6,600
2d Cpe Park Ave	260	780	1,300	2,930	4,550	6,500
4d Sed T-Type	290	860	1,430	3,220	5,010	7,150
1987 Electra, V-8						
4d Sta Wag Est	280	830	1,380	3,090	4,810	6,875
1987 Riviera, V-6						
2d Cpe	260	790	1,320	2,970	4,620	6,600
2d Cpe T-Type	290	860	1,430	3,220	5,010	7,150
1988 Skyhawk, 4-cyl.						
4d Sed	200	610	1,010	2,270	3,540	5,050
2d Cpe	200	590	990	2,230	3,470	4,950
2d Cpe SE	210	630	1,060	2,370	3,690	5,275
4d Sta Wag	210	620	1,040	2,330	3,620	5,175
1988 Skylark, 4-cyl.						
4d Cus Sed	210	620	1,040	2,330	3,620	5,175
2d Cus Cpe	210	630	1,060	2,370	3,690	5,275
4d Sed Ltd	210	630	1,060	2,370	3,690	5,275
2d Cpe Ltd	220	650	1,080	2,430	3,780	5,400
NOTE: Add 10% for V-6.						
1988 Century, 4-cyl.						
4d Cus Sed	210	620	1,040	2,330	3,620	5,175
2d Cus Cpe	210	630	1,060	2,370	3,690	5,275
4d Cus Sta Wag	220	650	1,080	2,430	3,780	5,400
4d Sed Ltd	210	630	1,060	2,370	3,690	5,275
2d Cpe Ltd	220	650	1,080	2,430	3,780	5,400
4d Sta Wag Ltd	220	660	1,100	2,480	3,850	5,500
NOTE: Add 10% for V-6.						
1988 Regal, V-6						
2d Cus Cpe	260	790	1,320	2,970	4,620	6,600
2d Cpe Ltd	290	860	1,430	3,220	5,010	7,150
1988 LeSabre, V-6						
2d Cpe	240	730	1,210	2,720	4,240	6,050
4d Cus Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe Ltd	280	830	1,390	3,120	4,850	6,925
4d Sed Ltd	270	820	1,370	3,070	4,780	6,825
2d Cpe T-Type	290	860	1,430	3,220	5,010	7,150
4d Sta Wag, V-8	290	870	1,450	3,260	5,080	7,250
1988 Electra, V-6						
4d Sed Ltd	260	770	1,280	2,870	4,460	6,375
4d Sed Park Ave	260	790	1,320	2,970	4,620	6,600
4d Sed T-Type	290	860	1,430	3,220	5,010	7,150
4d Sta Wag, V-8	270	820	1,370	3,070	4,780	6,825
1988 Riviera, V-6						
2d Cpe	310	920	1,540	3,470	5,390	7,700
2d Cpe T-Type	330	990	1,650	3,710	5,780	8,250
1988 Reatta, V-6						
2d Cpe	370	1,120	1,870	4,210	6,550	9,350
1989 Skyhawk, 4-cyl.						
4d Sed	210	630	1,060	2,370	3,690	5,275
2d Cpe	210	620	1,040	2,330	3,620	5,175
2d SE Cpe	230	690	1,150	2,580	4,010	5,725
4d Sta Wag	220	660	1,100	2,480	3,850	5,500
1989 Skylark, 4-cyl.						
2d Cus Cpe	220	660	1,100	2,480	3,850	5,500
2d Cpe Ltd	230	690	1,150	2,580	4,010	5,725
4d Cus Sed	240	710	1,190	2,680	4,170	5,950
4d Sed Ltd	250	740	1,240	2,780	4,320	6,175
1989 Skylark, V-6						
2d Cus Cpe	220	670	1,120	2,520	3,930	5,610
2d Cpe Ltd	230	700	1,170	2,620	4,080	5,825
4d Cus Sed	240	730	1,210	2,720	4,240	6,050
4d Sed Ltd	250	750	1,260	2,820	4,390	6,275
1989 Century, 4-cyl.						
4d Cus Sed	230	690	1,150	2,580	4,010	5,725
4d Sed Ltd	240	710	1,190	2,680	4,170	5,950
2d Cus	240	710	1,180	2,640	4,110	5,875
4d Cus Sta Wag	250	740	1,240	2,780	4,320	6,175
4d Sta Wag Ltd	250	750	1,260	2,820	4,390	6,275
1989 Century, V-6						
4d Cus Sed	230	700	1,170	2,620	4,080	5,825
4d Sed Ltd	240	730	1,210	2,720	4,240	6,050
2d Cus	240	710	1,190	2,680	4,170	5,950
4d Cus Sta Wag	250	750	1,260	2,820	4,390	6,275
4d Sta Wag Ltd	260	770	1,280	2,870	4,460	6,375
1989 Regal, V-6						
2d Cus	260	770	1,280	2,870	4,460	6,375
2d Ltd	300	910	1,520	3,420	5,310	7,590
1989 LeSabre, V-6						
2d Cpe	240	730	1,210	2,720	4,240	6,050
2d Ltd	250	750	1,260	2,820	4,390	6,275
2d T-Type	330	990	1,650	3,710	5,780	8,250
4d Cus	240	730	1,210	2,720	4,240	6,050
4d Ltd	240	730	1,210	2,720	4,240	6,050
4d Sta Wag, V-8	280	830	1,380	3,090	4,810	6,875
1989 Electra, V-6						
4d Sed Ltd	260	770	1,280	2,870	4,460	6,375
4d Park Ave	290	860	1,430	3,220	5,010	7,150
4d Park Ave Ultra	310	920	1,540	3,470	5,390	7,700
4d T-Type	310	920	1,540	3,470	5,390	7,700
4d Sta Wag, V-8	460	1,390	2,310	5,200	8,090	11,550
1989 Riviera, V-6						
2d Cpe	260	790	1,320	2,970	4,620	6,600
1989 Reatta, V-6						
2d Cpe	330	990	1,650	3,710	5,780	8,250

CADILLAC

	6	5	4	3	2	1
1960 Series 62, V-8						
4d 4W HT	1,380	4,140	6,900	15,530	24,150	34,500
4d 6W HT	1,320	3,960	6,600	14,850	23,100	33,000
2d HT	2,120	6,360	10,600	23,850	37,100	53,000
2d Conv	5,200	15,600	26,000	58,500	91,000	130,000
1960 Series 63 DeVille, V-8						
4d 4W Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d 6W Sed	1,400	4,200	7,000	15,750	24,500	35,000
2d HT Cpe DeV	2,400	7,200	12,000	27,000	42,000	60,000
1960 Eldorado Series, V-8						
4d HT Brgm	4,600	13,800	23,000	51,750	80,500	115,000
2d HT Sev	3,200	9,600	16,000	36,000	56,000	80,000
2d Brtz Conv	9,000	27,000	45,000	101,250	157,500	225,000
1960 Fleetwood 60 Special, V-8						
4d 6P HT	1,600	4,800	8,000	18,000	28,000	40,000
1960 Fleetwood Series 75, V-8						
4d 9P Sed	2,400	7,200	12,000	27,000	42,000	60,000
4d Limo	2,480	7,440	12,400	27,900	43,400	62,000
NOTE: Add 10% for 3x2V Eldorado engine when optional.						
1961 Series 62, V-8						
4d 4W HT	980	2,940	4,900	11,030	17,150	24,500
4d 6W HT	980	2,930	4,880	10,980	17,080	24,400
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1961 Series 63 DeVille, V-8						
4d 4W HT	990	2,960	4,940	11,120	17,290	24,700
4d 6W HT	980	2,950	4,920	11,070	17,220	24,600
4d HT Sh Dk	980	2,940	4,900	11,030	17,150	24,500
2d HT Cpe DeV	1,560	4,680	7,800	17,550	27,300	39,000
1961 Eldorado Series, V-8						
2d Brtz Conv	4,320	12,960	21,600	54,000	75,600	108,000
1961 Fleetwood 60 Special, V-8						
4d 6P HT	1,560	4,680	7,800	17,550	27,300	39,000
1961 Fleetwood Series 75, V-8						
4d 9P Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d 9P Limo	1,600	4,800	8,000	18,000	28,000	40,000
1962 Series 62, V-8						
4d 4W HT	990	2,960	4,940	11,120	17,290	24,700
4d 6W HT	980	2,940	4,900	11,030	17,150	24,500
4d HT Sh Dk	980	2,940	4,900	11,030	17,150	24,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1962 Series 63 DeVille, V-8						
4d 4W HT	1,160	3,480	5,800	13,050	20,300	29,000
4d 6W HT	1,100	3,300	5,500	12,380	19,250	27,500
4d HT Pk Ave	1,140	3,420	5,700	12,830	19,950	28,500
2d HT Cpe DeV	1,360	4,080	6,800	15,300	23,800	34,000
1962 Eldorado Series, V-8						
2d Brtz Conv	3,720	11,160	18,600	41,850	65,100	93,000
1962 Fleetwood 60 Special, V-8						
4d 6P HT	1,520	4,560	7,600	17,100	26,600	38,000
1962 Fleetwood 75 Series, V-8						
4d 9P Sed	1,440	4,320	7,200	16,200	25,200	36,000
4d 9P Limo	1,600	4,800	8,000	18,000	28,000	40,000
1963 Series 62, V-8						
4d 4W HT	1,000	3,000	5,000	11,250	17,500	25,000
4d 6W HT	980	2,950	4,920	11,070	17,220	24,600
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1963 Series 63 DeVille, V-8						
4d 4W HT	1,040	3,120	5,200	11,700	18,200	26,000
4d 6W HT	1,020	3,070	5,120	11,520	17,920	25,600
4d HT Pk Ave	1,020	3,060	5,100	11,480	17,850	25,500
2d HT Cpe DeV	1,320	3,960	6,600	14,850	23,100	33,000
1963 Eldorado Series, V-8						
2d Brtz Conv	3,680	11,040	18,400	41,400	64,400	92,000
1963 Fleetwood 60 Special, V-8						
4d 6P HT	1,480	4,440	7,400	16,650	25,900	37,000
1963 Fleetwood 75 Series, V-8						
4d 9P Sed	1,400	4,200	7,000	15,750	24,500	35,000
4d 9P Limo	1,520	4,560	7,600	17,100	26,600	38,000

	6	5	4	3	2	1
1964 Series 62, V-8						
4d 4W HT	1,000	3,000	5,000	11,250	17,500	25,000
4d 6W HT	980	2,940	4,900	11,030	17,150	24,500
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1964 Series 63 DeVille, V-8						
4d 4W HT	980	2,940	4,900	11,030	17,150	24,500
4d 6W HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT Cpe DeV	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
1964 Eldorado Series, V-8						
2d Conv	2,680	8,040	13,400	30,150	46,900	67,000
1964 Fleetwood 60 Special, V-8						
4d 6P HT	1,480	4,440	7,400	16,650	25,900	37,000
1964 Fleetwood 75 Series, V-8						
4d 9P Sed	1,360	4,080	6,800	15,300	23,800	34,000
4d 9P Limo	1,480	4,440	7,400	16,650	25,900	37,000
1965 Calais Series, V-8						
4d Sed	800	2,390	3,980	8,960	13,930	19,900
4d HT	830	2,480	4,140	9,320	14,490	20,700
2d HT	1,070	3,200	5,340	12,020	18,690	26,700
1965 DeVille Series, V-8						
6P Sed	900	2,700	4,500	10,130	15,750	22,500
4d HT	900	2,710	4,520	10,170	15,820	22,600
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,220	6,660	11,100	24,980	38,850	55,500
1965 Fleetwood 60 Special, V-8						
4d 6P Sed	1,560	4,680	7,800	17,550	27,300	39,000
4d Brgm Sed	1,600	4,800	8,000	18,000	28,000	40,000
1965 Fleetwood Eldorado, V-8						
2d Conv	2,580	7,740	12,900	29,030	45,150	64,500
1965 Fleetwood 75 Series, V-8						
4d 9P Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d 9P Limo	1,400	4,200	7,000	15,750	24,500	35,000
1966 Calais Series, V-8						
4d Sed	800	2,390	3,980	8,960	13,930	19,900
4d HT	830	2,480	4,140	9,320	14,490	20,700
2d HT	1,070	3,200	5,340	12,020	18,690	26,700
1966 DeVille Series, V-8						
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d HT	900	2,710	4,520	10,170	15,820	22,600
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,220	6,660	11,100	24,980	38,850	55,500
1966 Eldorado, V-8						
2d Conv	2,680	8,040	13,400	30,150	46,900	67,000
1966 Fleetwood Brougham, V-8						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1966 Sixty Special, V-8						
4d Sed	1,560	4,680	7,800	17,550	27,300	39,000
1966 Seventy Five, V-8						
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Limo	1,400	4,200	7,000	15,750	24,500	35,000
1967 Calais, V-8, 129.5" wb						
4d HT	900	2,710	4,520	10,170	15,820	22,600
2d HT	1,070	3,200	5,340	12,020	18,690	26,700

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	6	5	4	3	2	1
1967 DeVille, V-8, 129.5" wb						
4d HT	860	2,590	4,320	9,720	15,120	21,600
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	2,160	6,480	10,800	24,300	37,800	54,000
1967 Fleetwood Eldorado, V-8, 120" wb						
2d HT	1,740	5,220	8,700	19,580	30,450	43,500
1967 Sixty-Special, V-8, 133" wb						
4d Sed	1,560	4,680	7,800	17,550	27,300	39,000
1967 Fleetwood Brougham, V-8, 133" wb						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1967 Seventy-Five Series, V-8, 149.8" wb						
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Limo	1,360	4,080	6,800	15,300	23,800	34,000
1968 Calais, V-8, 129.5" wb						
2d HT	1,070	3,200	5,340	12,020	18,690	26,700
4d HT	860	2,580	4,300	9,680	15,050	21,500
1968 DeVille, V-8, 129.5" wb						
4d Sed	800	2,390	3,980	8,960	13,930	19,900
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,670	5,000	8,340	18,770	29,190	41,700
1968 Fleetwood Eldorado, V-8, 120" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
1968 Sixty-Special, V-8, 133" wb						
4d Sed	1,560	4,680	7,800	17,550	27,300	39,000
1968 Fleetwood Brougham, V-8, 133" wb						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
1968 Series 75, V-8, 149.8" wb						
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Limo	1,360	4,080	6,800	15,300	23,800	34,000
1969-70 Calais, V-8, 129.5" wb						
2d HT	990	2,980	4,960	11,160	17,360	24,800
4d HT	820	2,460	4,100	9,230	14,350	20,500
1969-70 DeVille, V-8, 129.5" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d HT	980	2,950	4,920	11,070	17,220	24,600
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,670	5,000	8,340	18,770	29,190	41,700
1969-70 Fleetwood Eldorado, V-8, 120" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
1969-70 Sixty-Special, V-8, 133" wb						
4d Sed	1,560	4,680	7,800	17,550	27,300	39,000
4d Brgm	1,600	4,800	8,000	18,000	28,000	40,000
1969-70 Series 75, V-8, 149.8" wb						
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Limo	1,360	4,080	6,800	15,300	23,800	34,000
1971-72 Calais						
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	508	1,524	2,540	5,720	8,890	12,700
1971-72 DeVille						
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
1971-72 Fleetwood 60 Special						
4d Brgm	800	2,400	4,000	9,000	14,000	20,000
1971-72 Fleetwood 75						
4d 9P Sed	640	1,920	3,200	7,200	11,200	16,000
4d Limo	1,000	3,000	5,000	11,250	17,500	25,000
1971-72 Fleetwood Eldorado						
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
1973 Calais, V-8						
2d HT	720	2,160	3,600	8,100	12,600	18,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
1973 DeVille, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	640	1,920	3,200	7,200	11,200	16,000
1973 Fleetwood 60S, V-8						
4d Brgm Sed	800	2,400	4,000	9,000	14,000	20,000
1973 Fleetwood Eldorado, V-8						
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,500	4,500	7,500	16,880	26,250	37,500
2d IPC Conv	1,960	5,880	9,800	22,050	34,300	49,000
1973 Fleetwood 75, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Limo	960	2,880	4,800	10,800	16,800	24,000
1974 Calais, V-8						
2d HT	620	1,860	3,100	6,980	10,850	15,500
4d HT	480	1,440	2,400	5,400	8,400	12,000
1974 DeVille, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	640	1,920	3,200	7,200	11,200	16,000
1974 Fleetwood Brougham, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Talisman Sed	840	2,520	4,200	9,450	14,700	21,000
1974 Fleetwood Eldorado, V-8						
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,500	4,500	7,500	16,880	26,250	37,500
1974 Fleetwood 75, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Limo	960	2,880	4,800	10,800	16,800	24,000
1975 Calais, V-8						
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d HT	440	1,320	2,200	4,950	7,700	11,000
1975 DeVille, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	640	1,920	3,200	7,200	11,200	16,000
1975 Fleetwood Brougham, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Talisman Sed	840	2,520	4,200	9,450	14,700	21,000
1975 Fleetwood Eldorado, V-8						
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1975 Fleetwood 75, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Limo	960	2,880	4,800	10,800	16,800	24,000
1976 Calais, V-8						
2d HT	640	1,920	3,200	7,200	11,200	16,000
4d HT	472	1,416	2,360	5,310	8,260	11,800
1976 DeVille, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	640	1,920	3,200	7,200	11,200	16,000
1976 Seville, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
1976 Eldorado, V-8						
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Brtz Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Bicentennial Conv	2,800	8,400	14,000	31,500	49,000	70,000
1976 Fleetwood Brougham, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Talisman Sed	840	2,520	4,200	9,450	14,700	21,000
1976 Fleetwood 75, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Limo	960	2,880	4,800	10,800	16,800	24,000
1977 DeVille, V-8						
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Sed	620	1,860	3,100	6,980	10,850	15,500
1977 Seville, V-8						
4d Sed	710	2,140	3,560	8,010	12,460	17,800
1977 Eldorado, V-8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Brtz Cpe	1,040	3,120	5,200	11,700	18,200	26,000
1977 Fleetwood Brougham, V-8						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
1977 Fleetwood 75, V-8						
4d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Limo	940	2,820	4,700	10,580	16,450	23,500
1978 Seville						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Elegante Sed	900	2,700	4,500	10,130	15,750	22,500
1978 DeVille						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1978 Eldorado						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Brtz Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1978 Fleetwood Brougham						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1978 Fleetwood Limo						
4d	840	2,520	4,200	9,450	14,700	21,000
4d Fml	880	2,640	4,400	9,900	15,400	22,000
1979 Seville, V-8						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Elegante Sed	900	2,700	4,500	10,130	15,750	22,500
1979 DeVille, V-8						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sed Phae Spl	620	1,860	3,100	6,980	10,850	15,500
1979 Eldorado, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Brtz Cpe	960	2,880	4,800	10,800	16,800	24,000
1979 Fleetwood Brougham, V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1979 Fleetwood Limo						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Fml Sed	840	2,520	4,200	9,450	14,700	21,000
NOTE: Deduct 12% for diesel.						
1980 Seville, V-8						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
1980 DeVille, V-8						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed - 2500	560	1,680	2,800	6,300	9,800	14,000
1980 Eldorado, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 15% for Biarritz.						
1980 Fleetwood Brougham, V-8						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1980 Fleetwood, V-8						
4d Limo	560	1,680	2,800	6,300	9,800	14,000
4d Fml	600	1,800	3,000	6,750	10,500	15,000
1981 Seville, V-8						
4d Sed	700	2,100	3,500	7,880	12,250	17,500
1981 DeVille, V-8						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1981 Eldorado, V-8						
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 15% for Biarritz.						
1981 Fleetwood Brougham, V-8						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1981 Fleetwood, V-8						
4d Limo	560	1,680	2,800	6,300	9,800	14,000
4d Fml	600	1,800	3,000	6,750	10,500	15,000
NOTE: Deduct 10% for V-6 where available.						
1982 Cimarron, 4-cyl.						
4d Sed	270	800	1,340	3,020	4,690	6,700
1982 Seville, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1982 DeVille, V-8						
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1982 Eldorado, V-8						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 15% for Biarritz.						
1982 Fleetwood Brougham, V-8						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1982 Fleetwood, V-8						
4d Limo	520	1,560	2,600	5,850	9,100	13,000
4d Fml	560	1,680	2,800	6,300	9,800	14,000
NOTE: Deduct 10% for V-6 where available.						
1983 Cimarron, 4-cyl.						
4d Sed	270	800	1,340	3,020	4,690	6,700
1983 Seville, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1983 DeVille, V-8						
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1983 Eldorado, V-8						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 15% for Biarritz.						
1983 Fleetwood Brougham, V-8						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1983 Fleetwood, V-8						
4d Limo	520	1,560	2,600	5,850	9,100	13,000
4d Fml	560	1,680	2,800	6,300	9,800	14,000
1984 Cimarron, 4-cyl.						
4d Sed	270	800	1,340	3,020	4,690	6,700
1984 Seville, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1984 DeVille, V-8						
2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1984 Eldorado, V-8						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Conv	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 15% for Biarritz.						
1984 Fleetwood Brougham, V-8						
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1984 Fleetwood, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Fml Limo	560	1,680	2,800	6,300	9,800	14,000
1985 Cimarron, V-6						
4d Sed	270	800	1,340	3,020	4,690	6,700
NOTE: Deduct 15% for 4-cyl.						
1985 Seville, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1985 DeVille, V-8						
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed	260	780	1,300	2,930	4,550	6,500
1985 Eldorado, V-8						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
Conv	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 15% for Biarritz.						
1985 Fleetwood, V-8						
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1985 Fleetwood Brougham, V-8						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1985 Fleetwood 75, V-8						
4d Limo	560	1,680	2,800	6,300	9,800	14,000
NOTE: Deduct 30% for diesel where available.						
1986 Cimarron						
4d Sed	280	840	1,400	3,150	4,900	7,000
1986 Seville						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1986 DeVille						
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed	260	780	1,300	2,930	4,550	6,500
1986 Fleetwood						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1986 Fleetwood 75						
4d Limo	560	1,680	2,800	6,300	9,800	14,000
4d Fml Limo	600	1,800	3,000	6,750	10,500	15,000
1986 Fleetwood Brougham						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1986 Eldorado						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
1987 Cimarron						
4d Sed, 4-cyl.	300	900	1,500	3,380	5,250	7,500
4d Sed, V-6	320	960	1,600	3,600	5,600	8,000
1987 Seville, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1987 DeVille, V-8						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
1987 Fleetwood, V-8						
4d Sed d'Elegance	396	1,188	1,980	4,460	6,930	9,900
4d Sed 60 Spl	400	1,200	2,000	4,500	7,000	10,000
1987 Eldorado, V-8						
2d Cpe	524	1,572	2,620	5,900	9,170	13,100
1987 Brougham, V-8						
4d Sed	416	1,248	2,080	4,680	7,280	10,400
1987 Fleetwood 75 Series, V-8						
4d Limo	580	1,740	2,900	6,530	10,150	14,500
4d Fml	560	1,680	2,800	6,300	9,800	14,000
1987 Allante, V-8						
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1988 Cimarron, V-6						
4d Sed	300	900	1,500	3,380	5,250	7,500
1988 Seville, V-8						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
1988 DeVille, V-8						
2d Cpe	424	1,272	2,120	4,770	7,420	10,600
4d Sed	424	1,272	2,120	4,770	7,420	10,600
1988 Fleetwood, V-8						
4d Sed d'Elegance	540	1,620	2,700	6,080	9,450	13,500
4d Sed 60 Spl	580	1,740	2,900	6,530	10,150	14,500
1988 Brougham, V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1988 Eldorado, V-8						
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
1988 Allante, V-8						
2d Conv	840	2,520	4,200	9,450	14,700	21,000
1989 Seville, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1989 DeVille, V-8						
2d Cpe	648	1,944	3,240	7,290	11,340	16,200
4d Sed	644	1,932	3,220	7,250	11,270	16,100

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1989 Fleetwood, V-8						
2d Cpe	700	2,100	3,500	7,880	12,250	17,500
4d Sed	696	2,088	3,480	7,830	12,180	17,400
4d Sed 60 Spl	660	1,970	3,280	7,380	11,480	16,400
1989 Brougham, V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1989 Eldorado, V-8						
2d Cpe	672	2,016	3,360	7,560	11,760	16,800
1989 Allante, V-8						
2d Conv	840	2,520	4,200	9,450	14,700	21,000

CHECKER

1960 Checker Superba Std.						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1960 Checker Superba Spl.						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1961 Checker Superba						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1961 Checker Marathon						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1962 Checker Superba						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1962 Checker Marathon						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1963 Checker Superba						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1963 Checker Marathon						
Sed	700	2,100	3,500	7,880	12,250	17,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
Limo	800	2,400	4,000	9,000	14,000	20,000
1964 Checker Marathon						
Sed	680	2,040	3,400	7,650	11,900	17,000
Sta Wag	700	2,100	3,500	7,880	12,250	17,500
Limo	720	2,160	3,600	8,100	12,600	18,000
Aerobus	800	2,400	4,000	9,000	14,000	20,000
1965 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
Limo	880	2,640	4,400	9,900	15,400	22,000
1966 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
Limo	880	2,640	4,400	9,900	15,400	22,000
1967 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1968 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1969 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
Limo	880	2,640	4,400	9,900	15,400	22,000
1970 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Limo	880	2,640	4,400	9,900	15,400	22,000
1971 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
Limo	880	2,640	4,400	9,900	15,400	22,000
NOTE: Add 5% for V-8.						
1972 Marathon Series						
Sed	740	2,210	3,690	8,290	12,900	18,425
Sta Wag	770	2,310	3,850	8,660	13,480	19,250
DeL Sed	750	2,240	3,740	8,420	13,090	18,700
NOTE: Add 5% for V-8.						
1973 Marathon Series						
Sed	740	2,210	3,690	8,290	12,900	18,425
Sta Wag	770	2,310	3,850	8,660	13,480	19,250
DeL Sed	750	2,240	3,740	8,420	13,090	18,700
NOTE: Add 5% for V-8.						
1974 Marathon Series						
Sed	740	2,210	3,690	8,290	12,900	18,425
Sta Wag	770	2,310	3,850	8,660	13,480	19,250
DeL Sed	750	2,240	3,740	8,420	13,090	18,700
NOTE: Add 5% for V-8.						
1975 Marathon Series						
Sed	750	2,240	3,740	8,420	13,090	18,700
Sta Wag	790	2,380	3,960	8,910	13,860	19,800
DeL Sed	770	2,310	3,850	8,660	13,480	19,250
1976 Marathon Series						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sed DeL	770	2,310	3,850	8,660	13,480	19,250
1977 Marathon Series						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sed DeL	770	2,310	3,850	8,660	13,480	19,250
1978 Marathon Series						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sed DeL	770	2,310	3,850	8,660	13,480	19,250
1979 Marathon Series						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sed DeL	770	2,310	3,850	8,660	13,480	19,250
1980 Marathon Series						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sed DeL	770	2,310	3,850	8,660	13,480	19,250
1981 Marathon Series						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sed DeL	760	2,280	3,800	8,550	13,300	19,000
1982 Marathon Series						
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sed DeL	760	2,280	3,800	8,550	13,300	19,000

CHEVROLET

1960 Biscayne, V-8						
2d Utl Sed	880	2,640	4,400	9,900	15,400	22,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sed	700	2,100	3,500	7,880	12,250	17,500
1960 Biscayne Fleetmaster, V-8						
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1960 Bel Air, V-8						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	730	2,200	3,660	8,240	12,810	18,300
4d HT	1,060	3,180	5,300	11,930	18,550	26,500
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
1960 Impala, V-8						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d HT	3,600	10,800	18,000	40,500	63,000	90,000
2d Conv	3,600	10,800	18,000	40,500	63,000	90,000
1960 Station Wagons, V-8						
2d Brookwood	1,080	3,240	5,400	12,150	18,900	27,000
4d Brookwood	960	2,880	4,800	10,800	16,800	24,000
4d Kingswood	1,320	3,960	6,600	14,850	23,100	33,000
4d Parkwood	1,000	3,000	5,000	11,250	17,500	25,000
4d Nomad	1,480	4,440	7,400	16,650	25,900	37,000
NOTE: Add 10% for A/C; 15% for 4-speed transmission; 50% for 348 Tri-Power set up. Deduct 10% for 6-cyl.						
1961 Biscayne, V-8						
2d Utl Sed	920	2,760	4,600	10,350	16,100	23,000
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	740	2,220	3,700	8,330	12,950	18,500
1961 Bel Air, V-8						
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	770	2,320	3,860	8,690	13,510	19,300
4d HT	1,100	3,300	5,500	12,380	19,250	27,500
2d HT	1,840	5,520	9,200	20,700	32,200	46,000
1961 Impala, V-8						
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	2,440	7,320	12,200	27,450	42,700	61,000
2d Conv	3,640	10,920	18,200	40,950	63,700	91,000
1961 Station Wagons, V-8						
4d Brookwood	1,000	3,000	5,000	11,250	17,500	25,000
4d Parkwood	1,040	3,120	5,200	11,700	18,200	26,000
4d Nomad	1,500	4,500	7,500	16,880	26,250	37,500
NOTE: Add 10% for "Power-Pack" & dual exhaust on 283 V-8; 10% for 4-speed transmission; 15% for A/C; 35% for 348 cid; 40% for Super Sport option; 75% for 409 V-8. Deduct 10% for 6-cyl.						
1962 Chevy II, 4 & 6-cyl.						
2d Sed	720	2,170	3,620	8,150	12,670	18,100
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1962 Biscayne, V-8						
2d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1962 Bel Air, V-8						
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	770	2,320	3,860	8,690	13,510	19,300
2d HT	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Add 10% for "Power-Pack" & dual exhaust on 283 V-8; 15% for A/C; 40% for Super Sport option; 75% for 409 V-8. Deduct 10% for 6-cyl.						
1962 Impala, V-8						
4d Sed	820	2,460	4,100	9,230	14,350	20,500
4d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	2,440	7,320	12,200	27,450	42,700	61,000
2d Conv	3,640	10,920	18,200	40,950	63,700	91,000
4d Sta Wag	1,500	4,500	7,500	16,880	26,250	37,500
NOTE: Add 25% for Super Sport option; 15% for Power-Pack & dual exhaust; 15% for A/C; 75% for 409 cid. Deduct 10% for 6-cyl. except Chevy II.						
1963 Chevy II and Nova, 4 & 6-cyl.						
2d Sed	720	2,170	3,620	8,150	12,670	18,100
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
NOTE: Add 15% for Super Sport option.						
1963 Biscayne, V-8						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500
1963 Bel Air, V-8						
2d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
1963 Impala, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	2,080	6,240	10,400	23,400	36,400	52,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
4d Sta Wag	1,420	4,260	7,100	15,980	24,850	35,500
NOTE: Add 15% for "Power-Pack" & dual exhaust; 15% for A/C; 75% for 409 cid; 25% for Super Sport option. Deduct 10% for 6-cyl. except Chevy II.						
1964 Chevy II and Nova, 4 & 6-cyl.						
2d Sed	720	2,170	3,620	8,150	12,670	18,100
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 10% for 8-cyl.						
1964 Nova Super Sport Series, 6-cyl.						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 25% for V-8; 10% for 4-speed transmission.						
1964 Chevelle						
2d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1964 Malibu Series, V-8						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
NOTE: Add 25% for Super Sport option. Deduct 10% for 6-cyl.						
1964 Biscayne, V-8						
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500
1964 Bel Air, V-8						
2d Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
1964 Impala, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	2,080	6,240	10,400	23,400	36,400	52,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
4d Sta Wag	1,420	4,260	7,100	15,980	24,850	35,500
NOTE: Add 25% for Super Sport option; 15% for Power-Pack & dual exhaust; 15% for A/C; 75% for 409 cid. Deduct 10% for 6-cyl.						
1965 Chevy II, V-8						
4d Sed	504	1,512	2,520	5,670	8,820	12,600
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1965 Nova Series, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500
1965 Nova Super Sport, V-8						
2d Spt Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1965 Chevelle						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	496	1,488	2,480	5,580	8,680	12,400
2d Sta Wag	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1965 Malibu, V-8						
4d Sed	550	1,660	2,760	6,210	9,660	13,800
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1965 Malibu Super Sport, V-8						
2d HT	2,320	6,960	11,600	26,100	40,600	58,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Add 150% for RPO Z16 SS-396 option on hardtop only; 50% for 396 cid, 325-hp.						
1965 Biscayne, V-8						
2d Sed	700	2,100	3,500	7,880	12,250	17,500
4d Sed	580	1,730	2,880	6,480	10,080	14,400
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1965 Bel Air, V-8						
2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	600	1,790	2,980	6,710	10,430	14,900
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500
1965 Impala, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1965 Impala Super Sport, V-8						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000
NOTE: Add 20% for "Power-Pack" & dual exhaust; 15% for A/C; 50% for 396 cid, 325-hp; 75% for 396 cid, 425-hp; 50% for 409 cid, 340-hp; 75% for 409 cid, 400-hp; 10% for Caprice models. Deduct 10% for 6-cyl.						
1966 Chevy II Series 100						
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	504	1,512	2,520	5,670	8,820	12,600
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1966 Nova Series, V-8						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1966 Nova Super Sport						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 60% for High Performance Pkg.						
1966 Chevelle						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	500	1,490	2,480	5,580	8,680	12,400
4d Sta Wag	900	2,700	4,500	10,130	15,750	22,500
1966 Malibu, V-8						
4d Sed	550	1,660	2,760	6,210	9,660	13,800
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 Chevelle Super Sport, "396" V-8						
2d HT	2,320	6,960	11,600	26,100	40,600	58,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Add 25% for 396 cid, 360-hp; 50% for 396 cid, 375-hp. Deduct 10% for 6-cyl. Chevelle.						
1966 Biscayne, V-8						
2d Sed	700	2,100	3,500	7,880	12,250	17,500
4d Sed	580	1,730	2,880	6,480	10,080	14,400
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

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1966 Bel Air, V-8						
2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	600	1,790	2,980	6,710	10,430	14,900
4d 3S Wag	720	2,160	3,600	8,100	12,600	18,000
1966 Impala, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1966 Impala Super Sport, V-8						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,480	7,440	12,400	27,900	43,400	62,000
1966 Caprice, V-8						
4d HT	880	2,640	4,400	9,900	15,400	22,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 50% for 396 cid; 200% for 427 cid, 390-hp; 300% for 427 cid, 425-hp; 15% for A/C.						
1967 Chevy II, 100, V-8, 110" wb						
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	500	1,510	2,520	5,670	8,820	12,600
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1967 Chevy II Nova, V-8, 110" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1967 Chevy II Nova SS, V-8, 110" wb						
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Add 60% for High Performance Pkg.						
1967 Chevelle 300, V-8, 115" wb						
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	500	1,490	2,480	5,580	8,680	12,400
NOTE: Add 75% for 396 V-8						
1967 Chevelle 300 DeLuxe, V-8, 115" wb						
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
NOTE: Add 75% for 396 V-8						
1967 Chevelle Malibu, V-8, 115" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,300	3,900	6,500	14,630	22,750	32,500
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
4d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
NOTE: Add 75% for 396 V-8. Add 50% for 327 cid, 325-hp.						
1967 Chevelle Concours, V-8, 115" wb						
4d Sta Wag	860	2,580	4,300	9,680	15,050	21,500
NOTE: Add 75% for 396 V-8						
1967 Chevelle Super Sport 396, 115" wb						
2d HT	2,510	7,530	12,550	28,240	43,930	62,750
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Add 35% for 396 cid, 350-hp; 50% for 396 cid, 375-hp.						
1967 Biscayne, V-8, 119" wb						
2d Sed	830	2,480	4,140	9,320	14,490	20,700
NOTE: Add 75% for 396 V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	740	2,220	3,700	8,330	12,950	18,500
NOTE: Add 75% for 396 V-8						
1967 Bel Air, V-8, 119" wb						
2d Sed	850	2,550	4,250	9,550	14,860	21,225
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d 3S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 75% for 396 V-8						
1967 Impala, V-8, 119" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,410	4,230	7,050	15,860	24,680	35,250
4d 3S Sta Wag	860	2,580	4,300	9,680	15,050	21,500
NOTE: Add 75% for 396 V-8						
1967 Impala SS, V-8, 119" wb						
2d HT	1,450	4,350	7,250	16,310	25,380	36,250
2d Conv	1,650	4,960	8,260	18,590	28,910	41,300
NOTE: Add 75% for 396 V-8						
1967 Caprice, V-8, 119" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d HT	960	2,880	4,800	10,790	16,780	23,975
4d 3S Sta Wag	920	2,750	4,590	10,330	16,070	22,950
NOTE: 75% for 396 V-8; 200% for 427 cid, 385-hp; 300% for 427 cid, 425-hp; 15% for A/C.						
1967 Camaro, V-8						
2d IPC	4,000	12,000	20,000	45,000	70,000	100,000
2d Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Z28 Cpe	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Add 15% for Rally Sport Pkg. (when available; except incl. w/Indy Pace Car); 25% for SS-350 (when available; except incl. w/Indy Pace Car); 30% for SS-396 (L-35/325-hp; when available); 40% for SS-396 (L-78/375-hp; when available); 15% for A/C. Deduct 5% for Six, (when available). Due to rarity, Yenko Camaro value inestimable.						
1968 Nova 307, V8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 25% for SS Pkg.; 25% for 327 cid; 30% for 350 cid; 35% for 396 cid engine. Deduct 5% for 4 or 6-cyl. Only 1,270 Nova 4's were built in 1968.						
1968 Chevelle 300						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1968 Chevelle 300 DeLuxe						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500
1968 Chevelle Malibu						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 75% for 396 V-8: NOTE: Add 20% for 396 cid, 350-hp; 30% for 396 cid, 375-hp; 5% for Concourse Pkg.						
1968 Chevelle Concours Estate						
4d Sta Wag	860	2,580	4,300	9,680	15,050	21,500
NOTE: Add 75% for 396 V-8						
1968 Chevelle SS 396						
2d HT	2,600	7,800	13,000	29,250	45,500	65,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1968 Biscayne						
2d Sed	830	2,480	4,140	9,320	14,490	20,700
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	730	2,200	3,670	8,260	12,850	18,350
NOTE: Add 75% for 396 V-8						
1968 Bel Air						
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d 2S Sta Wag	820	2,470	4,120	9,270	14,420	20,600
4d 3S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1968 Impala						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Cus Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,410	4,230	7,050	15,860	24,680	35,250
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	880	2,640	4,400	9,900	15,400	22,000
NOTE: Add 75% for 396 V-8; 200% for Impala SS 427 option with 385-hp; 300% with 425-hp.						
1968 Caprice						
4d HT	960	2,880	4,800	10,790	16,780	23,975
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d 2S Sta Wag	820	2,450	4,080	9,180	14,280	20,400
4d 3S Sta Wag	880	2,630	4,390	9,880	15,370	21,950
NOTE: Add 75% for 396 V-8; 200% for 385-hp 427 cid; 300% for 425-hp 427 cid.						
1968 Camaro, V-8						
2d Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Z28	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Add 10% for A/C; 15% for Rally Sport Pkg. (when available); 25% for SS Pkg.; 15% for SS-350 (when available; except Z-28); 25% for SS-396 (L35/325-hp; when available); 25% for SS-396 (L34/350-hp; when available); 35% for SS-396 (L78/375-hp; when available); 40% for SS-396 (L89; when available); approx. 40% for 427 engine options when available. Deduct 5% for Six (when available). Due to rarity, Yenko Camaro value inestimable.						
1969 Chevy II, Nova V-8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
NOTE: Deduct 10% for 4-cyl.; 5% for 6-cyl. Add 100% for SS pkg.; 15% for 350/255 V-8; 25% for 396/350 V-8; 45% for 396/375 V-8.						
1969 Yenko Nova, V-8						
2d Super Car L78 396	8,000	24,000	40,000	90,000	140,000	200,000
2d Super Car 427	20,000	60,000	100,000	250,000	350,000	500,000
1969 Chevelle 300 DeLuxe, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	860	2,570	4,290	9,650	15,020	21,450
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Nomad Wag	700	2,100	3,500	7,880	12,250	17,500
4d GB Wag	720	2,160	3,600	8,100	12,600	18,000
1969 Chevelle Malibu, Concours, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Concours Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Deduct 10% for 6-cyl. Add 20% for 350/255 V-8; 25% for 350/300 V-8; 30% for 396/265 V-8; 40% for 396/375 V-8.						
1969 Chevelle Malibu SS 396						
2d HT	2,560	7,680	12,800	28,800	44,800	64,000
2d Conv	3,080	9,240	15,400	34,650	53,900	77,000
NOTE: Add 150% for Yenko Hardtop; 10% for 396/375 V-8.						
1969 Biscayne						
2d Sed	830	2,480	4,140	9,320	14,490	20,700
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Brookwood Wag	720	2,160	3,600	8,100	12,600	18,000
1969 Bel Air						
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Townsman Wag	840	2,520	4,200	9,450	14,700	21,000
1969 Impala, V-8						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	780	2,340	3,900	8,780	13,650	19,500
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Cus Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,410	4,230	7,050	15,860	24,680	35,250
4d Kingswood Wag	880	2,640	4,400	9,900	15,400	22,000
1969 Caprice, V-8						
4d HT	960	2,880	4,800	10,790	16,780	23,975
2d Cus Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Kingswood Estate Wag	920	2,760	4,600	10,350	16,100	23,000
1969 Full Size Chevy						
NOTE: Add 10% for 396/265 V-8; 15% for 427/335 V-8; 25% for 427/390 V-8; 50% for Impala SS427; 150% for 427/425 V-8. Deduct 10% for 6-cyl.						
1969 Camaro, V-8						
2d Spt Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Z28	3,400	10,200	17,000	38,250	59,500	85,000
2d Indy Pace Car	3,880	11,640	19,400	43,650	67,900	97,000
2d ZL-1 Spt Cpe	30,000	90,000	150,000	337,500	525,000	750,000
2d Yenko Spt Cpe	14,000	42,000	70,000	157,500	245,000	350,000
2d COPO 427 Cpe	10,000	30,000	50,000	112,500	175,000	250,000
NOTE: Add 10% for 350/255 V-8; 15% for 350/300 V-8; 20% for 396/325 V-8; 30% for 396/350 V-8; 40% for 396/375 V-8; 5% for A/C. Deduct 20% for 6-cyl.						
1970 Nova, V-8						
2d Cpe	900	2,700	4,500	10,130	15,750	22,500
4d Sed	520	1,560	2,600	5,850	9,100	13,000
NOTE: Deduct 10% for 4-cyl.; 5% for 6-cyl. Add 100% for SS pkg.; 15% for 307/200 V-8; 20% for 350/250 V-8; 45% for 396/375 V-8.						
1970 Nova Deuce, V-8						
2d Cpe	8,000	24,000	40,000	90,000	140,000	200,000
1970 Chevelle, V-8						
2d HT	900	2,700	4,500	10,130	15,750	22,500
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Nomad Wag	720	2,160	3,600	8,100	12,600	18,000
1970 Greenbrier, V-8						
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500
1970 Malibu, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Concours Est Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 10% for 6-cyl. Add 10% for 350/250 V-8; 15% for 350/300 V-8; 10% for 400/265 V-8; 200% for 454 V-8.						
1970 Chevelle Malibu SS 396						
2d HT	3,400	10,200	17,000	38,250	59,500	85,000
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 40% for 396/375 V-8; Add 40% for 396/375 V-8.						
1970 Chevelle Malibu SS 454						
2d HT	3,520	10,560	17,600	39,600	61,600	88,000
2d Conv	4,280	12,840	21,400	48,150	74,900	107,000
1970 Chevelle SS 454/LS6						
2d HT	7,800	23,400	39,000	87,750	136,500	195,000
2d Conv	12,080	36,240	60,400	135,900	211,400	302,000
1970 Monte Carlo						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 20% for SS; 15% for 402/230; 30% for 454/360 (LS5); 150% for 454/450 (LS6).						
1970 Biscayne						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
NOTE: Add 100% for 454 cid.						
1970 Bel Air						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Townsman Sta Wag	620	1,860	3,100	6,980	10,850	15,500
NOTE: Add 100% for 454 cid.						
1970 Impala, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d Spt Cpe	1,080	3,240	5,400	12,150	18,900	27,000
2d Cus Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,380	4,140	6,900	15,530	24,150	34,500
4d Kingswood Wag	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 100% for 454 cid.						
1970 Caprice, V-8						
4d HT	960	2,880	4,800	10,800	16,800	24,000
2d Cus Cpe	1,160	3,480	5,800	13,050	20,300	29,000
4d 6P Kingswood Estate Wag	920	2,760	4,600	10,350	16,100	23,000
1970 Full Size Chevrolet						
NOTE: Deduct 10% for 6-cyl. Add 5% for 400/265 V-8; 15% for 454/345 V-8; 20% for 454/360 V-8.						
1970 Camaro, V-8						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Z28	2,480	7,440	12,400	27,900	43,400	62,000
NOTE: Deduct 10% for 6-cyl. Add 70% for 350/300 V-8; 80% for 396/305 V-8; 100% for 396/360 V-8; 10% for SS or base Camaro.						
1971 Vega						
2d Sed	340	1,020	1,700	3,830	5,950	8,500
2d HBk	350	1,060	1,760	3,960	6,160	8,800
2d Kammback	360	1,090	1,820	4,100	6,370	9,100
NOTE: Add 5% for GT.						
1971 Nova, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	920	2,750	4,580	10,310	16,030	22,900
2d SS	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 100% for SS pkg.; 15% for 350/245 V-8. Deduct 5% for 6-cyl.						
1971 Chevelle						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
4d Nomad Wag	520	1,560	2,600	5,850	9,100	13,000
2d Malibu HT	1,060	3,180	5,300	11,930	18,550	26,500
2d Malibu Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Concours Est Wag	1,000	3,000	5,000	11,250	17,500	25,000
1971 All Regular Chevelles						
NOTE: Add 15% for Heavy Chevy; 15% for 350/270 V-8; 25% for 396/300 V-8; 40% for 454/365 LS5 V-8.						
1971 Chevelle Malibu SS						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1971 Chevelle Malibu SS 454						
2d HT	3,280	9,840	16,400	36,900	57,400	82,000
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000
1971 Monte Carlo						
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 40% for SS 454						

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1971 Biscayne, V-8, 121" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
1971 Bel Air, V-8, 121" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1971 Impala, V-8, 121" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT Cus	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
1971 Caprice, V-8, 121" wb						
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
1971 Station Wagons, V-8, 125" wb						
4d Brookwood 2-S	560	1,680	2,800	6,300	9,800	14,000
4d Townsman 3-S	720	2,160	3,600	8,100	12,600	18,000
4d Kingswood 3-S	800	2,400	4,000	9,000	14,000	20,000
4d Est 3-S	880	2,640	4,400	9,900	15,400	22,000
NOTE: Deduct 10% for 6-cyl. Add 15% for 400/255 V-8; 20% for 400/300 V-8; 25% for 454/365 V-8.						
1971 Camaro, V-8						
2d Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Z28	2,480	7,440	12,400	27,900	43,400	62,000
NOTE: Add 40% for SS 350; 50% for SS 396 (402); 20% for RS; 10% for 350/V-8; 15% for 402 (396) V-8. Deduct 10% for 6-cyl.						
1972 Vega, 4-cyl.						
2d Sed	340	1,020	1,700	3,830	5,950	8,500
2d HBk	350	1,060	1,760	3,960	6,160	8,800
2d Kammback	360	1,090	1,820	4,100	6,370	9,100
2d Panel	420	1,260	2,100	4,730	7,350	10,500
NOTE: Add 15% for GT.						
1972 Nova, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	920	2,750	4,580	10,310	16,030	22,900
NOTE: Add 50% for SS; 25% for 350/175 V-8; 15% for folding vinyl sunroof.						
1972 Chevelle						
4d HT	540	1,620	2,700	6,080	9,450	13,500
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Malibu HT	960	2,880	4,800	10,800	16,800	24,000
2d Malibu Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Concours Est Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Nomad Wag	720	2,160	3,600	8,100	12,600	18,000
1972 Chevelle Malibu SS						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1972 Chevelle Malibu SS 454						
2d HT	3,280	9,840	16,400	36,900	57,400	82,000
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000
1972 Monte Carlo						
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 25% for 454 cid engine; 20% for 402 engine option.						
1972 Biscayne, V-8, 121" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
1972 Bel Air, V-8, 121" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1972 Impala, V-8, 121" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT Cus	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
1972 Caprice, V-8, 121" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1972 Station Wagons, V-8, 125" wb						
4d Brookwood	560	1,680	2,800	6,300	9,800	14,000
4d Townsman	720	2,160	3,600	8,100	12,600	18,000
4d Kingswood	800	2,400	4,000	9,000	14,000	20,000
4d Estate	880	2,640	4,400	9,900	15,400	22,000
NOTE: Add 25% for 454 option; 20% for 402 option.						
1972 Camaro, V-8						
2d Cpe	1,160	3,480	5,800	13,050	20,300	29,000
2d Z28	2,300	6,900	11,500	25,880	40,250	57,500
NOTE: Add 40% for SS; 50% for RS/SS; 20% for RS; 10% for 350/200-hp V-8; 15% for 402/240 V-8. Deduct 10% for 6-cyl.						
1973 Vega						
2d Sed	3,400	10,200	17,000	38,250	59,500	85,000
2d HBk	350	1,060	1,760	3,960	6,160	8,800
2d Sta Wag	360	1,090	1,820	4,100	6,370	9,100
2d Panel Express	420	1,260	2,100	4,730	7,350	10,500
1973 Nova Custom V-8						
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HBk	540	1,620	2,700	6,080	9,450	13,500
NOTE: Add 15% for folding vinyl sunroof. Deduct 10% for base Nova.						
1973 Chevelle Malibu V-8						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 10% for SS option; 15% for 380/175 V-8; 20% for 454/295 LS4 V-8.						
1973 Laguna V-8						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
1973 Chevelle Wagons						
4d DeL Sta Wag	520	1,560	2,600	5,850	9,100	13,000
4d Malibu Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d Laguna Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500
1973 Monte Carlo V-8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Cpe Lan	920	2,760	4,600	10,350	16,100	23,000
1973 Bel Air						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Bel Air Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1973 Impala V-8						
2d Cpe Spt	680	2,040	3,400	7,650	11,900	17,000
2d Cpe Cus	740	2,220	3,700	8,330	12,950	18,500
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1973 Caprice Classic V-8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d Estate Wag	600	1,800	3,000	6,750	10,500	15,000
1973 Full-Size Chevrolet						
NOTE: Deduct 10% for 6-cyl. Add 5% for 400 V-8; 15% for 454 V-8.						
1973 Camaro, V-8						
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d LT Cpe	1,220	3,660	6,100	13,730	21,350	30,500
2d Z28	2,060	6,180	10,300	23,180	36,050	51,500
NOTE: Add 20% for RS; 25% for SS; 10% for 350/145 V-8; 20% for 350/175 V-8. Deduct 10% for 6-cyl.						
1974 Vega						
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
2d HBk	350	1,060	1,760	3,960	6,160	8,800
2d Sta Wag	360	1,090	1,820	4,100	6,370	9,100
2d LX Notchback	300	900	1,500	3,380	5,250	7,500
2d Estate	360	1,090	1,820	4,100	6,370	9,100
2d Panel Express	420	1,260	2,100	4,730	7,350	10,500
1974 Nova Custom						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
2d HBk	540	1,620	2,700	6,080	9,450	13,500
4d Sed	520	1,560	2,600	5,850	9,100	13,000
NOTE: Deduct 5% for base Nova. Add 10% for Spirit of America; 25% for SS; 10% for 350/145 V-8; 15% for 350/160 V-8; 20% for 350/185 V-8.						
1974 Malibu Classic						
2d Col Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Lan Cpe	580	1,740	2,900	6,530	10,150	14,500
4d Col Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1974 Malibu Classic Estate						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1974 Laguna Type S-3, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1974 Monte Carlo						
2d "S" Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Lan	800	2,400	4,000	9,000	14,000	20,000
1974 All Mid-Size Chevrolets						
NOTE: Add 10% for 400/150 V-8; 15% for 400/185 V-8; 20% for 454/235 V-8. Deduct 10% for 6-cyl.						
1974 Bel Air						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1974 Impala						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT Sed	540	1,620	2,700	6,080	9,450	13,500
2d Spt Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Cus Cpe	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1974 Caprice Classic						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT Sed	560	1,680	2,800	6,300	9,800	14,000
2d Cus Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Conv	1,220	3,660	6,100	13,730	21,350	30,500
4d Estate Wag	580	1,740	2,900	6,530	10,150	14,500
1974 A Full-Size Chevrolet						
NOTE: Add 10% for Impala Spirit of America; 10% for 400/150 V-8; 15% for 400/185 V-8; 20% for 454/235 V-8. Deduct 10% for 6-cyl.						
1974 Camaro, V-8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d LT Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Z28 Cpe	1,680	5,040	8,400	18,900	29,400	42,000
NOTE: Add 15% for 350/185 V-8. Deduct 10% for 6-cyl.						
1975 Vega						
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
2d HBk	350	1,060	1,760	3,960	6,160	8,800
2d LX Cpe	300	900	1,500	3,380	5,250	7,500
2d Kammback Wag	320	960	1,600	3,600	5,600	8,000
2d Estate Wag	340	1,020	1,700	3,830	5,950	8,500
2d Cosworth	1,400	4,200	7,000	15,750	24,500	35,000
1975 Nova						
2d "S" Cpe	300	900	1,500	3,380	5,250	7,500
2d Cpe	300	910	1,520	3,420	5,320	7,600
2d HBk	280	840	1,400	3,150	4,900	7,000
4d Sed	230	680	1,140	2,570	3,990	5,700
1975 Nova Custom						
2d Cpe	320	960	1,600	3,600	5,600	8,000
2d HBk	320	970	1,620	3,650	5,670	8,100
4d Sed	260	780	1,300	2,930	4,550	6,500
1975 Nova LN, V-8						
4d Sed	270	800	1,340	3,020	4,690	6,700
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for 262/110 V-8; 10% for 350/145 V-8; 25% for Nova SS.						
1975 Monza						
2d 2 plus 2	260	780	1,300	2,930	4,550	6,500
2d Twn Cpe	220	670	1,120	2,520	3,920	5,600
2d S HBk	240	720	1,200	2,700	4,200	6,000
NOTE: Add 10% for Monza V-8.						
1975 Malibu Classic						
2d Col Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Lan	580	1,740	2,900	6,530	10,150	14,500
4d Col Sed	520	1,560	2,600	5,850	9,100	13,000
4d Classic Wag	480	1,440	2,400	5,400	8,400	12,000
4d Estate Wag	600	1,800	3,000	6,750	10,500	15,000
1975 Laguna Type S-3, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1975 Monte Carlo						
2d "S" Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Lan	800	2,400	4,000	9,000	14,000	20,000
1975 Mid-Size Chevrolet & Monte Carlo						
NOTE: Add 10% for 400/175 V-8; 15% for 454/215 V-8. Deduct 10% for 6-cyl.; 10% for base Malibu.						
1975 Bel Air						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1975 Impala						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d Spt Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Cus Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Lan	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1975 Caprice Classic						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Cus HT	560	1,680	2,800	6,300	9,800	14,000
2d Cus Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Lan	700	2,100	3,500	7,880	12,250	17,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Estate Wag	600	1,800	3,000	6,750	10,500	15,000
1975 Full-Size Chevrolet						
NOTE: Add 10% for 400/175 V-8; 15% for 454/215 V-8						
1975 Camaro, V-8						
Cpe	880	2,640	4,400	9,900	15,400	22,000
Type LT	1,120	3,360	5,600	12,600	19,600	28,000
NOTE: Add 10% for RS; 10% for 350/155 V-8. Deduct 10% for 6-cyl.						
1976 Chevette, 4-cyl.						
2d Scooter	230	680	1,140	2,570	3,990	5,700
2d HBk	240	710	1,180	2,660	4,130	5,900
1976 Vega, 4-cyl.						
2d Sed	340	1,020	1,700	3,830	5,950	8,500
2d HBk	350	1,060	1,760	3,960	6,160	8,800
2d Cosworth HBk	1,400	4,200	7,000	15,750	24,500	35,000
2d Sta Wag	300	900	1,500	3,380	5,250	7,500
2d Estate Wag	340	1,020	1,700	3,830	5,950	8,500
1976 Nova Concours, V-8						
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	300	910	1,520	3,420	5,320	7,600
4d Sed	280	840	1,400	3,150	4,900	7,000
NOTE: Deduct 10% for base Nova. Add 5% for SS; 10% for 305/140 V-8; 15% for 350/145 V-8.						
1976 Monza, 4-cyl.						
2d Twn Cpe	220	670	1,120	2,520	3,920	5,600
2d HBk	240	720	1,200	2,700	4,200	6,000
1976 Malibu, V-8						
2d Sed	450	1,340	2,240	5,040	7,840	11,200
4d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Estate Wag	520	1,560	2,600	5,850	9,100	13,000
1976 Malibu Classic, V-8						
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Lan Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sed	440	1,320	2,200	4,950	7,700	11,000
1976 Laguna Type S-3, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1976 Monte Carlo, V-8						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Lan Cpe	720	2,160	3,600	8,100	12,600	18,000
1976 Mid-Size Chevrolet						
NOTE: Add 5% for 350/145 V-8; 10% for 350/165 V-8; 15% for 400/175 V-8. Deduct 10% for 6-cyl.						
1976 Impala, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Spt Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cus Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1976 Caprice Classic, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Spt Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Lan Cpe	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1976 Camaro, V-8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Cpe LT	1,120	3,360	5,600	12,600	19,600	28,000
NOTE: Add 10% for 350/165 V-8. Deduct 10% for 6-cyl.						
1977 Chevette, 4-cyl.						
2d HBk	220	650	1,080	2,430	3,780	5,400
1977 Vega, 4-cyl.						
2d Spt Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	320	960	1,600	3,600	5,600	8,000
2d Sta Wag	300	900	1,500	3,380	5,250	7,500
2d Estate Wag	340	1,020	1,700	3,830	5,950	8,500
1977 Nova, V-8						
2d Cpe	260	790	1,320	2,970	4,620	6,600
2d HBk	260	780	1,300	2,930	4,550	6,500
4d Sed	220	670	1,120	2,520	3,920	5,600
1977 Nova Concours, V-8						
2d Cpe	280	840	1,400	3,150	4,900	7,000
2d HBk	280	850	1,420	3,200	4,970	7,100
4d Sed	260	780	1,300	2,930	4,550	6,500
1977 All Novas						
NOTE: Add 10% for 305/145 V-8; 15% for 350/170 V-8.						
1977 Monza, 4-cyl.						
2d Twn Cpe	220	660	1,100	2,480	3,850	5,500
2d HBk	240	720	1,200	2,700	4,200	6,000
1977 Malibu, V-8						
2d Cpe	450	1,340	2,240	5,040	7,840	11,200
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1977 Malibu Classic, V-8						
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Lan Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Estate Wag	520	1,560	2,600	5,850	9,100	13,000
1977 Monte Carlo, V-8						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
2d Lan Cpe	680	2,040	3,400	7,650	11,900	17,000

	6	5	4	3	2	1
1977 All Mid-Size Chevrolets						
NOTE: Deduct 10% for base Malibu; 10% for V-6. Add 10% for 350/170 V-8 (Monte Carlo).						
1977 Impala, V-8						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1977 Caprice Classic, V-8						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Lan Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Classic Wag	560	1,680	2,800	6,300	9,800	14,000
4d Estate Wag	580	1,740	2,900	6,530	10,150	14,500
1977 Full-Size Chevrolet						
NOTE: Add 10% for 350/170 V-8. Deduct 10% for 6-cyl.						
1977 Camaro, V-8						
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Spt Cpe LT	880	2,640	4,400	9,900	15,400	22,000
2d Spt Cpe Z28	1,060	3,180	5,300	11,930	18,550	26,500
NOTE: Add 30% for RS; 15% for 350/170 V-8. Deduct 10% for 6-cyl.						
1978 Chevette						
2d Scooter	210	620	1,040	2,340	3,640	5,200
2d HBk	220	650	1,080	2,430	3,780	5,400
4d HBk	180	550	920	2,070	3,220	4,600
1978 Nova						
2d Cpe	260	790	1,320	2,970	4,620	6,600
2d HBk	260	780	1,300	2,930	4,550	6,500
4d Sed	220	670	1,120	2,520	3,920	5,600
1978 Nova Custom						
2d Cpe	280	840	1,400	3,150	4,900	7,000
4d Sed	240	720	1,200	2,700	4,200	6,000
1978 All Novas						
NOTE: Add 10% for 305 V-8; 15% for 350 V-8.						
1978 Monza						
2d Cpe 2+2	240	720	1,200	2,700	4,200	6,000
2d "S" Cpe	220	660	1,100	2,480	3,850	5,500
2d Cpe	200	600	1,000	2,250	3,500	5,000
2d Sta Wag	240	730	1,220	2,750	4,270	6,100
2d Est Wag	260	780	1,300	2,930	4,550	6,500
2d Spt Cpe 2+2	250	740	1,240	2,790	4,340	6,200
2d Spt Cpe	240	730	1,220	2,750	4,270	6,100
1978 Malibu						
2d Spt Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1978 Malibu Classic						
2d Spt Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Lan Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1978 Monte Carlo, V-8						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1978 Impala						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1978 Caprice Classic						
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Lan Cpe	580	1,740	2,900	6,530	10,150	14,500
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Estate Wag	560	1,680	2,800	6,300	9,800	14,000
1978 Camaro, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d LT Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Z28 Cpe	1,460	4,380	7,300	16,430	25,550	36,500
1979 Chevette, 4-cyl.						
4d HBk	190	580	960	2,160	3,360	4,800
2d HBk	220	650	1,080	2,430	3,780	5,400
2d Scooter	210	640	1,060	2,390	3,710	5,300
1979 Nova, V-8						
4d Sed	220	670	1,120	2,520	3,920	5,600
2d Sed	260	790	1,320	2,970	4,620	6,600
2d HBk	250	800	1,300	2,930	4,550	6,500
1979 Nova Custom, V-8						
4d Sed	240	710	1,180	2,660	4,130	5,900
2d Sed	280	840	1,400	3,150	4,900	7,000
NOTE: Deduct 5% for 6-cyl.						
1979 Monza, 4-cyl.						
2d 2+2 HBk	220	660	1,100	2,480	3,850	5,500
2d	200	600	1,000	2,250	3,500	5,000
2d Sta Wag	220	660	1,100	2,480	3,850	5,500
2d Spt 2+2 HBk	240	730	1,220	2,750	4,270	6,100
1979 Malibu, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Spt Cpe	450	1,340	2,240	5,040	7,840	11,200
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1979 Malibu Classic, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Spt Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Lan Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
NOTE: Deduct 5% for 6-cyl.						
1979 Monte Carlo, V-8						
2d Spt Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Lan Cpe	640	1,920	3,200	7,200	11,200	16,000
NOTE: Deduct 10% for 6-cyl.						
1979 Impala, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Lan Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1979 Caprice Classic, V-8						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Lan Cpe	580	1,740	2,900	6,530	10,150	14,500
4d Classic Wag	500	1,500	2,500	5,630	8,750	12,500
4d Estate Wag	540	1,620	2,700	6,080	9,450	13,500
NOTE: Deduct 15% for 6-cyl.						
1979 Camaro, V-8						
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Rally Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Berlinetta Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Z28 Cpe	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Add 15% for 350/175 V-8. Deduct 20% for 6-cyl.						
1980 Chevette, 4-cyl.						
2d HBk Scooter	210	640	1,060	2,390	3,710	5,300
2d HBk	220	650	1,080	2,430	3,780	5,400
4d HBk	190	580	960	2,160	3,360	4,800
1980 Citation, 6-cyl.						
4d HBk	140	430	720	1,620	2,520	3,600
2d HBk	140	420	700	1,580	2,450	3,500
2d Cpe	150	440	740	1,670	2,590	3,700
2d Cpe Clb	150	460	760	1,710	2,660	3,800
NOTE: Deduct 10% for 4-cyl.						
1980 Monza, 4-cyl.						
2d HBk 2+2	220	660	1,100	2,480	3,850	5,500
2d HBk Spt 2+2	230	680	1,140	2,570	3,990	5,700
2d Cpe	200	600	1,000	2,250	3,500	5,000
NOTE: Add 10% for V-6.						
1980 Malibu, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Spt Cpe	450	1,340	2,240	5,040	7,840	11,200
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
NOTE: Deduct 10% for 6-cyl.						
1980 Malibu Classic, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Spt Cpe	500	1,500	2,500	5,630	8,750	12,500
2d Lan Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 10% for 6-cyl.						
1980 Camaro, 6-cyl.						
2d Spt Cpe	760	2,280	3,800	8,550	13,300	19,000
2d RS Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Cpe Berlinetta	720	2,160	3,600	8,100	12,600	18,000
1980 Camaro, V-8						
2d Cpe Spt	800	2,400	4,000	9,000	14,000	20,000
2d Cpe RS	840	2,520	4,200	9,450	14,700	21,000
2d Cpe Berlinetta	760	2,280	3,800	8,550	13,300	19,000
2d Cpe Z28	1,400	4,200	7,000	15,750	24,500	35,000
1980 Monte Carlo, 6-cyl.						
2d Cpe Spt	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Lan	480	1,440	2,400	5,400	8,400	12,000
1980 Monte Carlo, V-8						
2d Cpe Spt	500	1,500	2,500	5,630	8,750	12,500
2d Cpe Lan	520	1,560	2,600	5,850	9,100	13,000
1980 Impala, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 12% for 6-cyl. sedan and coupe only.						
1980 Caprice Classic, V-8						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Cpe Lan	560	1,680	2,800	6,300	9,800	14,000
4d 2S Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d 3S Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1981 Chevette, 4-cyl.						
2d HBk Scooter	124	372	620	1,400	2,170	3,100
2d HBk	128	384	640	1,440	2,240	3,200
4d HBk	132	396	660	1,490	2,310	3,300
1981 Citation, 6-cyl.						
4d HBk	144	432	720	1,620	2,520	3,600
2d HBk	140	420	700	1,580	2,450	3,500
NOTE: Deduct 10% for 4-cyl.						
1981 Malibu, V-8						
4d Sed Spt	188	564	940	2,120	3,290	4,700
2d Cpe Spt	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	192	576	960	2,160	3,360	4,800
NOTE: Deduct 10% for 6-cyl.						
1981 Malibu Classic, V-8						
4d Sed Spt	192	576	960	2,160	3,360	4,800
2d Cpe Spt	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Lan	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	196	588	980	2,210	3,430	4,900
1981 Camaro, 6-cyl.						
2d Cpe Spt	360	1,080	1,800	4,050	6,300	9,000
2d Cpe Berlinetta	720	2,160	3,600	8,100	12,600	18,000
1981 Camaro, V-8						
2d Cpe Spt	800	2,400	4,000	9,000	14,000	20,000
2d Cpe Berlinetta	760	2,280	3,800	8,550	13,300	19,000
2d Cpe Z28	1,400	4,200	7,000	15,750	24,500	35,000
1981 Monte Carlo, 6-cyl.						
2d Cpe Spt	380	1,140	1,900	4,280	6,650	9,500
2d Cpe Lan	430	1,290	2,150	4,840	7,530	10,750
1981 Monte Carlo, V-8						
2d Cpe Spt	430	1,290	2,150	4,840	7,530	10,750
2d Cpe Lan	420	1,260	2,100	4,730	7,350	10,500
1981 Impala, V-8						
4d Sed	270	800	1,340	3,020	4,690	6,700
2d Cpe	400	1,210	2,020	4,550	7,070	10,100
4d 2S Sta Wag	192	576	960	2,160	3,360	4,800
4d 3S Sta Wag	196	588	980	2,210	3,430	4,900
NOTE: Deduct 12% for 6-cyl. sedan and coupe only.						
1981 Caprice Classic, V-8						
4d Sed	280	830	1,380	3,110	4,830	6,900
2d Cpe	410	1,240	2,060	4,640	7,210	10,300
2d Cpe Lan	420	1,260	2,100	4,730	7,350	10,500
4d 2S Sta Wag	380	1,140	1,900	4,280	6,650	9,500
4d 3S Sta Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 15% for 6-cyl. sedan and coupe only.						
1982 Chevette, 4-cyl.						
2d HBk	136	408	680	1,530	2,380	3,400
4d HBk	140	420	700	1,580	2,450	3,500
NOTE: Deduct 5% for lesser models.						
1982 Cavalier, 4-cyl.						
4d Sed CL	160	480	800	1,800	2,800	4,000
2d Cpe CL	164	492	820	1,850	2,870	4,100
2d Hatch CL	168	504	840	1,890	2,940	4,200
4d Sta Wag CL	168	504	840	1,890	2,940	4,200
NOTE: Deduct 5% for lesser models.						
1982 Citation, 6-cyl.						
4d HBk	152	456	760	1,710	2,660	3,800
2d HBk	148	444	740	1,670	2,590	3,700
2d Cpe	152	456	760	1,710	2,660	3,800
NOTE: Deduct 10% for 4-cyl.						
1982 Malibu, V-8						
4d Sed	164	492	820	1,850	2,870	4,100
4d Sta Wag	168	504	840	1,890	2,940	4,200
NOTE: Deduct 10% for 6-cyl.						
1982 Celebrity, 6-cyl.						
4d Sed	168	504	840	1,890	2,940	4,200
2d Cpe	172	516	860	1,940	3,010	4,300
NOTE: Deduct 10% for 6-cyl.						
1982 Camaro, 6-cyl.						
2d Cpe Spt	340	1,020	1,700	3,830	5,950	8,500
2d Cpe Berlinetta	380	1,140	1,900	4,280	6,650	9,500
1982 Camaro, V-8						
2d Cpe Spt	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Berlinetta	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Z28	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 20% for Indy Pace Car.						
1982 Monte Carlo, 6-cyl.						
2d Cpe Spt	400	1,200	2,000	4,500	7,000	10,000
1982 Monte Carlo, V-8						
2d Cpe Spt	420	1,260	2,100	4,730	7,350	10,500
1982 Impala, V-8						
4d Sed	280	850	1,420	3,200	4,970	7,100
4d 2S Sta Wag	204	612	1,020	2,300	3,570	5,100
4d 3S Sta Wag	208	624	1,040	2,340	3,640	5,200
NOTE: Deduct 12% for 6-cyl. on sedan only.						
1982 Caprice Classic, V-8						
4d Sed	290	880	1,460	3,290	5,110	7,300
2d Spt Cpe	430	1,300	2,160	4,860	7,560	10,800
4d 3S Sta Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 15% for 6-cyl. sedan and coupe only.						
1983 Chevette, 4-cyl.						
2d HBk	140	420	700	1,580	2,450	3,500
4d HBk	144	432	720	1,620	2,520	3,600
NOTE: Deduct 5% for lesser models.						
1983 Cavalier, 4-cyl.						
4d Sed CS	156	468	780	1,760	2,730	3,900
2d Cpe CS	160	480	800	1,800	2,800	4,000
2d HBk CS	164	492	820	1,850	2,870	4,100
4d Sta Wag CS	164	492	820	1,850	2,870	4,100
NOTE: Deduct 5% for lesser models.						
1983 Citation, 6-cyl.						
4d HBk	152	456	760	1,710	2,660	3,800
2d HBk	148	444	740	1,670	2,590	3,700
2d Cpe	152	456	760	1,710	2,660	3,800
NOTE: Deduct 10% for 4-cyl.						
1983 Malibu, V-8						
4d Sed	168	504	840	1,890	2,940	4,200
4d Sta Wag	172	516	860	1,940	3,010	4,300
NOTE: Deduct 10% for 6-cyl.						
1983 Celebrity, V-6						
4d Sed	172	516	860	1,940	3,010	4,300
2d Cpe	176	528	880	1,980	3,080	4,400
NOTE: Deduct 10% for 4-cyl.						
1983 Camaro, 6-cyl.						
2d Cpe Spt	340	1,020	1,700	3,830	5,950	8,500
2d Cpe Berlinetta	380	1,140	1,900	4,280	6,650	9,500
1983 Camaro, V-8						
2d Cpe Spt	460	1,380	2,300	5,180	8,050	11,500
2d Cpe Berlinetta	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Z28	600	1,800	3,000	6,750	10,500	15,000
1983 Monte Carlo, 6-cyl.						
2d Cpe Spt	400	1,200	2,000	4,500	7,000	10,000
1983 Monte Carlo, V-8						
2d Cpe Spt SS	800	2,400	4,000	9,000	14,000	20,000
2d Cpe Spt	420	1,260	2,100	4,730	7,350	10,500
1983 Impala, V-8						
4d Sed	290	860	1,440	3,240	5,040	7,200
NOTE: Deduct 12% for 6-cyl.						
1983 Caprice Classic, V-8						
4d Sed	300	890	1,480	3,330	5,180	7,400
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 15% for 6-cyl.						
1984 Chevette CS, 4-cyl.						
2d HBk	144	432	720	1,620	2,520	3,600
NOTE: Deduct 10% for V-6 cyl.; 5% for lesser models.						
1984 Cavalier, 4-cyl.						
4d Sed	148	444	740	1,670	2,590	3,700
4d Sta Wag	160	480	800	1,800	2,800	4,000
1984 Cavalier Type 10, 4-cyl.						
2d Sed	152	456	760	1,710	2,660	3,800
2d HBk	156	468	780	1,760	2,730	3,900
2d Conv	260	780	1,300	2,930	4,550	6,500
1984 Cavalier CS, 4-cyl.						
4d Sed	156	468	780	1,760	2,730	3,900
4d Sta Wag	160	480	800	1,800	2,800	4,000
1984 Citation, V-6						
4d HBk	164	492	820	1,850	2,870	4,100
2d HBk	164	492	820	1,850	2,870	4,100
2d Cpe	168	504	840	1,890	2,940	4,200
NOTE: Deduct 5% for 4-cyl.						
1984 Celebrity, V-6						
4d Sed	160	480	800	1,800	2,800	4,000
2d Sed	160	480	800	1,800	2,800	4,000
4d Sta Wag	164	492	820	1,850	2,870	4,100
NOTE: Deduct 5% for 4-cyl.						
1984 Camaro, V-8						
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
2d Cpe Berlinetta	480	1,440	2,400	5,400	8,400	12,000
2d Cpe Z28	600	1,800	3,000	6,750	10,500	15,000
NOTE: Deduct 10% for V-6 cyl.						

	6	5	4	3	2	1
1984 Monte Carlo, V-8						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe SS	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 15% for V-6 cyl.						
1984 Impala, V-8						
4d Sed	290	860	1,440	3,240	5,040	7,200
NOTE: Deduct 10% for V-6 cyl.						
1984 Caprice Classic, V-8						
4d Sed	300	890	1,480	3,330	5,180	7,400
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 10% for V-6 cyl.						
1985 Caprice Classic, V-8						
2d Landau	420	1,260	2,100	4,730	7,350	10,500
1985 Sprint, 3-cyl.						
2d HBk	140	420	700	1,580	2,450	3,500
1985 Chevette, 4-cyl.						
4d HBk	144	432	720	1,620	2,520	3,600
2d HBk	140	420	700	1,580	2,450	3,500
NOTE: Deduct 20% for diesel.						
1985 Spectrum, 4-cyl.						
4d HBk	144	432	720	1,620	2,520	3,600
2d HBk	144	432	720	1,620	2,520	3,600
1985 Nova, 4-cyl.						
4d HBk	144	432	720	1,620	2,520	3,600
1985 Cavalier						
2d T Type Cpe	168	504	840	1,890	2,940	4,200
2d T Type HBk	172	516	860	1,940	3,010	4,300
2d T Type Conv	260	780	1,300	2,930	4,550	6,500
NOTE: Deduct 10% for 4-cyl.; 5% for lesser models.						
1985 Citation, V-6						
4d HBk	168	504	840	1,890	2,940	4,200
2d HBk	168	504	840	1,890	2,940	4,200
NOTE: Deduct 10% for 4-cyl.						
1985 Celebrity, V-6						
4d Sed	172	516	860	1,940	3,010	4,300
2d Cpe	172	516	860	1,940	3,010	4,300
4d Sta Wag	176	528	880	1,980	3,080	4,400
NOTE: Deduct 10% for 4-cyl.; 30% for diesel.						
1985 Camaro, V-8						
2d Cpe Spt	460	1,380	2,300	5,180	8,050	11,500
2d Cpe Berlinetta	490	1,460	2,440	5,490	8,540	12,200
2d Cpe Z28	620	1,860	3,100	6,980	10,850	15,500
2d Cpe IROC-Z	740	2,220	3,700	8,330	12,950	18,500
NOTE: Deduct 30% for 4-cyl.; 20% for V-6.						
1985 Monte Carlo, V-8						
2d Cpe Spt	400	1,200	2,000	4,500	7,000	10,000
2d Cpe SS	820	2,460	4,100	9,230	14,350	20,500
NOTE: Deduct 20% for V-6 where available.						
1985 Impala, V-8						
4d Sed	290	880	1,460	3,290	5,110	7,300
NOTE: Deduct 20% for V-6.						
1985 Caprice Classic, V-8						
4d Sed	300	890	1,480	3,330	5,180	7,400
2d Cpe	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	390	1,160	1,940	4,370	6,790	9,700
NOTE: Deduct 20% for V-6; 30% for diesel.						
2d Landau	420	1,260	2,100	4,730	7,350	10,500
1986 Caprice Classic						
2d Landau	420	1,260	2,100	4,730	7,350	10,500
2d Landau	420	1,260	2,100	4,730	7,350	10,500
1986 Chevette						
2d Cpe	144	432	720	1,620	2,520	3,600
4d Sed	148	444	740	1,670	2,590	3,700
1986 Nova						
4d Sed	148	444	740	1,670	2,590	3,700
4d HBk	152	456	760	1,710	2,660	3,800
1986 Cavalier						
2d Cpe	160	480	800	1,800	2,800	4,000
4d Sed	164	492	820	1,850	2,870	4,100
4d Sta Wag	168	504	840	1,890	2,940	4,200
2d Conv	270	800	1,340	3,020	4,690	6,700
1986 Cavalier Z24						
2d Cpe	260	780	1,300	2,930	4,550	6,500
2d HBk	260	790	1,320	2,970	4,620	6,600
1986 Camaro						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d Cpe Berlinetta	520	1,560	2,600	5,850	9,100	13,000
2d Cpe Z28	640	1,920	3,200	7,200	11,200	16,000
2d Cpe IROC-Z	760	2,280	3,800	8,550	13,300	19,000
1986 Celebrity						
2d Cpe	176	528	880	1,980	3,080	4,400
4d Sed	180	540	900	2,030	3,150	4,500
4d Sta Wag	184	552	920	2,070	3,220	4,600
1986 Monte Carlo						
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
2d Cpe LS	520	1,560	2,600	5,850	9,100	13,000
1986 Monte Carlo SS						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Cpe Aero	840	2,520	4,200	9,450	14,700	21,000
1986 Caprice						
4d Sed	320	970	1,620	3,650	5,670	8,100
1986 Caprice Classic						
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
4d Sed	330	1,000	1,660	3,740	5,810	8,300
4d Sta Wag	268	804	1,340	3,020	4,690	6,700
1986 Caprice Classic Brougham						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
4d Sed LS	268	804	1,340	3,020	4,690	6,700
1987 Sprint, 3-cyl.						
2d HBk	144	432	720	1,620	2,520	3,600
4d HBk	148	444	740	1,670	2,590	3,700
2d HBk ER	148	444	740	1,670	2,590	3,700
2d HBk Turbo	160	480	800	1,800	2,800	4,000
1987 Chevette, 4-cyl.						
2d HBk	144	432	720	1,620	2,520	3,600
4d HBk	148	444	740	1,670	2,590	3,700
1987 Spectrum, 4-cyl.						
2d HBk	156	468	780	1,760	2,730	3,900
4d HBk	156	468	780	1,760	2,730	3,900
2d HBk EX	152	456	760	1,710	2,660	3,800
4d HBk Turbo	170	500	840	1,890	2,940	4,200
1987 Nova, 4-cyl.						
4d HBk	152	456	760	1,710	2,660	3,800
4d Sed	156	468	780	1,760	2,730	3,900
1987 Cavalier, 4-cyl.						
4d Sed	160	480	800	1,800	2,800	4,000
2d Cpe	156	468	780	1,760	2,730	3,900
4d Sta Wag	164	492	820	1,850	2,870	4,100
4d Sed GS	164	492	820	1,850	2,870	4,100
2d HBk GS	160	480	800	1,800	2,800	4,000
4d Sta Wag GS	168	504	840	1,890	2,940	4,200
4d Sed RS	168	504	840	1,890	2,940	4,200
2d Cpe RS	164	492	820	1,850	2,870	4,100
2d HBk RS	164	492	820	1,850	2,870	4,100
2d Conv RS	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	168	504	840	1,890	2,940	4,200
NOTE: Add 10% for V-6.						
1987 Cavalier Z24, V-6						
2d Spt Cpe	240	720	1,200	2,700	4,200	6,000
2d Spt HBk	240	710	1,180	2,660	4,130	5,900
1987 Beretta, 4-cyl.						
2d Cpe	190	560	940	2,120	3,290	4,700
1987 Beretta, V-6						
2d Cpe	200	600	1,000	2,250	3,500	5,000
1987 Corsica, 4-cyl.						
4d Sed	190	580	960	2,160	3,360	4,800
1987 Corsica, V-6						
4d Sed	200	610	1,020	2,300	3,570	5,100
1987 Celebrity, 4-cyl.						
4d Sed	180	550	920	2,070	3,220	4,600
2d Cpe	180	540	900	2,030	3,150	4,500
4d Sta Wag	190	560	940	2,120	3,290	4,700
1987 Celebrity, V-6						
4d Sed	190	580	960	2,160	3,360	4,800
2d Cpe	190	560	940	2,120	3,290	4,700
4d Sta Wag	200	590	980	2,210	3,430	4,900
1987 Camaro, V-6						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe LT	420	1,260	2,100	4,730	7,350	10,500
1987 Camaro, V-8						
2d Cpe	480	1,450	2,420	5,450	8,470	12,100
2d Cpe LT	540	1,630	2,720	6,120	9,520	13,600
2d Cpe Z28	680	2,040	3,400	7,650	11,900	17,000
2d Cpe IROC-Z	760	2,280	3,800	8,550	13,300	19,000
2d Conv IROC-Z	880	2,640	4,400	9,900	15,400	22,000
1987 Camaro						
NOTE: Add 20% for 350 V-8 where available; 10% for Anniversary Edition.						
1987 Monte Carlo, V-6						
2d Cpe LS	360	1,090	1,820	4,100	6,370	9,100
1987 Monte Carlo, V-8						
2d Cpe LS	370	1,120	1,860	4,190	6,510	9,300
2d Cpe SS	760	2,280	3,800	8,550	13,300	19,000
2d Cpe Aero	840	2,520	4,200	9,450	14,700	21,000
1987 Caprice, V-6						
4d Sed	330	980	1,640	3,690	5,740	8,200
1987 Caprice Classic, V-6						
4d Sed	340	1,010	1,680	3,780	5,880	8,400
2d Cpe	410	1,240	2,060	4,640	7,210	10,300
4d Sed Brgm	340	1,020	1,700	3,830	5,950	8,500
2d Cpe Landau	420	1,250	2,080	4,680	7,280	10,400
1987 Caprice, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
1987 Caprice Classic, V-8						
4d Sed	350	1,040	1,740	3,920	6,090	8,700
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
4d Sed Brgm	350	1,060	1,760	3,960	6,160	8,800
2d Cpe Landau	420	1,260	2,100	4,730	7,350	10,500
1988 Sprint, 3-cyl.						
2d HBk	120	360	600	1,350	2,100	3,000
4d HBk	128	384	640	1,440	2,240	3,200
2d Metro	112	336	560	1,260	1,960	2,800
2d Turbo	140	420	700	1,580	2,450	3,500
1988 Spectrum, 4-cyl.						
2d HBk Express	108	324	540	1,220	1,890	2,700
4d Sed	116	348	580	1,310	2,030	2,900
2d HBk	112	336	560	1,260	1,960	2,800
4d Turbo Sed	160	490	820	1,850	2,870	4,100
1988 Nova, 4-cyl.						
5d HBk	140	420	700	1,580	2,450	3,500
4d Sed	136	408	680	1,530	2,380	3,400
4d Sed Twin Cam	180	540	900	2,030	3,150	4,500
1988 Cavalier						
4d Sed	136	408	680	1,530	2,380	3,400
2d Cpe	144	432	720	1,620	2,520	3,600
4d Sta Wag	136	408	680	1,530	2,380	3,400
4d RS Sed	156	468	780	1,760	2,730	3,900
2d RS Cpe	160	480	800	1,800	2,800	4,000
2d Z24 Cpe, V-6	260	790	1,320	2,970	4,620	6,600
2d Z24 Conv, V-6	300	900	1,500	3,380	5,250	7,500
1988 Beretta, 4-cyl.						
2d Cpe	168	504	840	1,890	2,940	4,200
2d Cpe, V-6	180	540	900	2,030	3,150	4,500
1988 Corsica, V-4						
4d Sed	160	480	800	1,800	2,800	4,000
4d Sed, V-6	172	516	860	1,940	3,010	4,300
1988 Celebrity, 4-cyl.						
4d Sed	144	432	720	1,620	2,520	3,600
2d Cpe	140	420	700	1,580	2,450	3,500
4d Sta Wag	156	468	780	1,760	2,730	3,900
4d Sed, V-6	156	468	780	1,760	2,730	3,900
2d Cpe, V-6	152	456	760	1,710	2,660	3,800
4d Sta Wag, V-6	164	492	820	1,850	2,870	4,100
1988 Monte Carlo						
2d LS Cpe, V-6	500	1,500	2,500	5,630	8,750	12,500
2d LS Cpe, V-8	520	1,560	2,600	5,850	9,100	13,000
2d SS Cpe, V-8	760	2,280	3,800	8,550	13,300	19,000
1988 Caprice, V-6						
4d Sed	280	840	1,400	3,150	4,900	7,000
4d Classic Sed	300	900	1,500	3,380	5,250	7,500
4d Brgm Sed	320	960	1,600	3,600	5,600	8,000
4d LS Brgm Sed	340	1,020	1,700	3,830	5,950	8,500
1988 Caprice, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Classic Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
4d Brgm Sed	450	1,340	2,240	5,040	7,840	11,200
4d LS Brgm Sed	460	1,380	2,300	5,180	8,050	11,500
1988 Camaro, V-6						
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
1988 Camaro, V-8						
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Conv	680	2,040	3,400	7,650	11,900	17,000
2d IROC-Z Cpe	760	2,280	3,800	8,550	13,300	19,000
2d IROC-Z Conv	880	2,640	4,400	9,900	15,400	22,000
1989 Cavalier, 4-cyl.						
4d Sed	184	552	920	2,070	3,220	4,600
2d VL Cpe	168	504	840	1,890	2,940	4,200
2d Cpe	180	540	900	2,030	3,150	4,500
4d Sta Wag	200	590	980	2,210	3,430	4,900
2d Z24 Cpe, V-6	280	840	1,400	3,150	4,900	7,000
2d Z24 Conv, V-6	300	900	1,500	3,380	5,250	7,500
1989 Beretta						
2d Cpe, 4-cyl.	208	624	1,040	2,340	3,640	5,200
2d Cpe, V-6	244	732	1,220	2,750	4,270	6,100
2d GT Cpe, V-6	260	780	1,300	2,930	4,550	6,500
1989 Corsica 4-cyl.						
4d NBk	188	564	940	2,120	3,290	4,700
4d HBk	192	576	960	2,160	3,360	4,800
1989 Corsica, V-6						
4d NBk	210	620	1,040	2,340	3,640	5,200
4d NBk LTZ	230	700	1,160	2,610	4,060	5,800
4d HBk	210	640	1,060	2,390	3,710	5,300
1989 Celebrity 4-cyl.						
4d Sed	180	540	900	2,030	3,150	4,500
4d Sta Wag	188	564	940	2,120	3,290	4,700
1989 Caprice, V-6						
4d Sed	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	320	960	1,600	3,600	5,600	8,000
1989 Caprice, V-8						
4d Sed	330	980	1,640	3,690	5,740	8,200
4d Sed Classic	340	1,030	1,720	3,870	6,020	8,600
4d Classic Brgm Sed	370	1,100	1,840	4,140	6,440	9,200
4d Classic Sta Wag	400	1,250	2,100	4,730	7,350	10,500
4d LS Sed	400	1,200	2,000	4,500	7,000	10,000
1989 Camaro, V-6						
2d RS Cpe	400	1,200	2,000	4,500	7,000	10,000
1989 Camaro, V-8						
2d RS Cpe	520	1,560	2,600	5,850	9,100	13,000
2d RS Conv	680	2,040	3,400	7,650	11,900	17,000
2d IROC-Z Cpe	760	2,280	3,800	8,550	13,300	19,000
2d IROC-Z Conv	880	2,640	4,400	9,900	15,400	22,000

CORVAIR

	6	5	4	3	2	1
1960 Standard, 6-cyl.						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
1960 DeLuxe, 6-cyl.						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1960 Monza, 6-cyl.						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1961 Series 500, 6-cyl.						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1961 Series 700, 6-cyl.						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1961 Monza, 6-cyl.						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add $1,200 for A/C.						
1962-63 Series 500, 6-cyl.						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
1962-63 Series 700, 6-cyl.						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
4d Sta Wag (1962 only)	640	1,920	3,200	7,200	11,200	16,000
1962-63 Series 900 Monza, 6-cyl.						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
4d Sta Wag (1962 only)	720	2,160	3,600	8,100	12,600	18,000
1962-63 Monza Spyder, 6-cyl.						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add $1,600 for K.O. wire wheels. Add $1,000 for A/C.						
1964 Series 500, 6-cyl.						
2d Cpe	460	1,390	2,320	5,220	8,120	11,600
1964 Series 700, 6-cyl.						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
1964 Series 900 Monza, 6-cyl.						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
1964 Monza Spyder, 6-cyl.						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add $1,600 for K.O. wire wheels. Add $1,000 for A/C except Spyder.						
1965 Series 500, 6-cyl.						
4d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000

	6	5	4	3	2	1
1965 Monza Series, 6-cyl.						
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add 20% for 140-hp engine.						
1965 Corsa Series, 6-cyl.						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
NOTE: Add 30% for 180-hp engine. Add $1,000 for A/C.						
1966 Series 500, 6-cyl.						
4d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
1966 Monza Series, 6-cyl.						
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add 20% for 140-hp engine.						
1966 Corsa Series, 6-cyl.						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
NOTE: Add 30% for 180-hp engine. Add $1,000 for A/C.						
1967 Series 500, 6-cyl.						
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d HT	400	1,200	2,000	4,500	7,000	10,000
1967 Monza, 6-cyl.						
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add $1,000 for A/C. Add 20% for 140-hp engine.						
1968 Series 500, 6-cyl.						
2d HT	840	2,520	4,200	9,450	14,700	21,000
1968 Monza, 6-cyl.						
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add 20% for 140-hp engine.						
1969 Series 500, 6-cyl.						
2d HT	840	2,520	4,200	9,450	14,700	21,000
1969 Monza						
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add 20% for 140-hp engine.						

CORVETTE

	6	5	4	3	2	1
1960						
Conv	4,800	14,400	24,000	54,000	84,000	120,000
NOTE: Add $3,000 for hardtop; Add $3,000 for 4-spd transmission; 40% for F.I., 275-hp; 60% for F.I., 315-hp; 25% for two 4 barrel carbs, 245-hp; 35% for two 4 barrel carbs, 270-hp.						
1961						
Conv	3,960	11,880	19,800	44,550	69,300	99,000
NOTE: Add $4,000 for hardtop; Add $3,000 for 4-spd transmission; 40% for F.I., 275-hp; 60% for F.I., 315-hp; 25% for two 4 barrel carbs, 245-hp; 35% for two 4 barrel carbs, 270-hp.						
1962						
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add $3,000 for hardtop; Add $2,000 for 4-spd transmission; Add 20% for 327 cid 300hp V-8; Add 40% for 327-cid 340hp V-8; Add 60% for 327 cid 360hp F.I. V-8.						
1963						
Spt Cpe	7,400	22,200	37,000	83,250	129,500	185,000
Conv	4,400	13,200	22,000	49,500	77,000	110,000
GS			value not estimable			
NOTE: Add 60% for F.I.; $4,500 for A/C; 40% for 327 cid, 340-hp; $3,000 for hardtop; $3,000 for knock off wheels. Z06 option, value not estimable; Add $2,500 for 4spd transmission; Add 10% for 327 cid 360hp F.I. V-8.						
1964						
Spt Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 60% for F.I.; $4,500 for A/C; $3,000 for hardtop; $3,000 for knock off wheels; Add $2,500 for 4spd transmission; Add 10% for 327 cid 365hp V-8.						
1965						
Spt Cpe	5,200	15,600	26,000	58,500	91,000	130,000
Conv	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Add 40% for F.I.; $4,500 for A/C; 60% for 396 cid; $3,000 for knock off wheels; $3,000 for hardtop.						
1966						
Spt Cpe	5,240	15,720	26,200	58,950	91,700	131,000
Conv	4,600	13,800	23,000	51,750	80,500	115,000
NOTE: Add $4,500 for A/C; 30% for 427 engine - 390-hp; 50% for 427 engine - 425-hp (L72 listed by Chevrolet as having 425-hp, but, is believed to have more); $3,000 for knock off wheels; $3,000 for hardtop.						
1967						
Spt Cpe	5,800	17,400	29,000	65,250	101,500	145,000
Conv	5,000	15,000	25,000	56,250	87,500	125,000
NOTE: Add $4,500 for A/C. (L88 & L89 option not estimable); 30% for 427 engine - 390-hp; 50% for 427 engine - 400-hp; 75% for 427 engine - 435-hp; $4,000 for aluminum wheels; $3,000 for hardtop.						
1968						
Spt Cpe	2,200	6,600	11,000	24,750	38,500	55,000
Conv	2,640	7,920	13,200	29,700	46,200	66,000
NOTE: Add 80% for L89 427 - 435-hp aluminum head option (L88 engine option not estimable); 30% for 427-390-hp; 40% for 427, 400-hp; 30% for L71 427-435-hp cast head.						
1969						
Spt Cpe	2,200	6,600	11,000	24,750	38,500	55,000
Conv	2,640	7,920	13,200	29,700	46,200	66,000
NOTE: Add 80% for L89 427 - 435-hp aluminum head option (L88 engine option not estimable); 30% for 427-390-hp; 40% for 427, 400-hp; 30% for L71 427-435-hp cast head.						
1970						
Spt Cpe	2,200	6,600	11,000	24,750	38,500	55,000
Conv	2,640	7,920	13,200	29,700	46,200	66,000
NOTE: Add 70% for LT-1 option; 30% for LS5 option. ZR1 option not estimable.						
1971						
Spt Cpe	2,280	6,840	11,400	25,650	39,900	57,000
Conv	2,720	8,160	13,600	30,600	47,600	68,000
NOTE: Add 50% for LT-1 option; 30% for LS5 option; 75% for LS6 option.						
1972						
Spt Cpe	2,320	6,960	11,600	26,100	40,600	58,000
Conv	2,760	8,280	13,800	31,050	48,300	69,000
NOTE: Add 50% for LT-1 option; 30% for LS5 option; 25% for air on LT-1.						
1973						
Spt Cpe	1,760	5,280	8,800	19,800	30,800	44,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 10% for L82; 25% for LS4.						
1974						
Spt Cpe	1,670	5,020	8,360	18,810	29,260	41,800
Conv	2,110	6,340	10,560	23,760	36,960	52,800
NOTE: Add 10% for L82; 25% for LS4.						
1975						
Spt Cpe	1,100	3,300	5,500	12,380	19,250	27,500
Conv	1,800	5,410	9,020	20,300	31,570	45,100
NOTE: Add 10% for L82.						
1976						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500
NOTE: Add 10% for L82.						
1977						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500
NOTE: Add 10% for L82.						
1978						
Cpe	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 10% for Anniversary model; 25% for Pace Car; 10% for L82 engine option.						
1979						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500
NOTE: Add 10% for L82 engine option.						
1980						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500
NOTE: Add 20% for L82 engine option.						
1981						
Cpe	1,010	3,040	5,060	11,390	17,710	25,300
1982						
2d Cpe	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 20% for Collector Edition.						
1983						
NOTE: None manufactured.						
1984						
2d HBk	880	2,640	4,400	9,900	15,400	22,000
1985						
2d HBk	880	2,640	4,400	9,900	15,400	22,000
1986						
2d HBk	950	2,840	4,730	10,640	16,560	23,650
Conv Pace Car	1,080	3,230	5,390	12,130	18,870	26,950
1987						
2d HBk	950	2,840	4,730	10,640	16,560	23,650
Conv	1,080	3,230	5,390	12,130	18,870	26,950
1988						
2d Cpe	950	2,840	4,730	10,640	16,560	23,650
Conv	1,080	3,230	5,390	12,130	18,870	26,950
1989						
2d Cpe	950	2,840	4,730	10,640	16,560	23,650
Conv	1,080	3,230	5,390	12,130	18,870	26,950
Note: Add 20% for Cnetennial Edition; 5% each for Glass Roof, Dual Roof and 6-spd manual trans. Add 8% for Heritage Package. Add 10% for 4LT.						

CHRYSLER

	6	5	4	3	2	1
1960 Windsor Series, V-8						
2d Conv	2,960	8,880	14,800	33,300	51,800	74,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1960 Town & Country Series, V-8						
4d 9P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
4d 6P Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
1960 Saratoga Series, V-8						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	960	2,880	4,800	10,800	16,800	24,000
1960 New Yorker Series, V-8						
2d Conv	3,640	10,920	18,200	40,950	63,700	91,000
2d HT	1,960	5,880	9,800	22,050	34,300	49,000
4d HT	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,280	3,840	6,400	14,400	22,400	32,000
1960 Town & Country Series, V-8, 126" wb						
4d 9P Sta Wag	1,920	5,760	9,600	21,600	33,600	48,000
4d 6P Sta Wag	1,950	5,840	9,740	21,920	34,090	48,700
1960 300 Letter Series "F", V-8						
2d Conv	8,440	25,320	42,200	94,950	147,700	211,000
2d HT	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: 300 Letter Series cars containing the Pont-A-Mousson 4-speed transmission, the value is not estimable.						
1961 Newport Series, V-8						
2d Conv	2,680	8,040	13,400	30,150	46,900	67,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d 6P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
4d 9P Sta Wag	1,620	4,860	8,100	18,230	28,350	40,500
1961 Windsor Series, V-8						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1961 New Yorker Series, V-8						
2d Conv	3,480	10,440	17,400	39,150	60,900	87,000
2d HT	1,920	5,760	9,600	21,600	33,600	48,000
4d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,240	3,720	6,200	13,950	21,700	31,000
4d 6P Sta Wag	1,720	5,160	8,600	19,350	30,100	43,000
4d 9P Sta Wag	1,820	5,460	9,100	20,480	31,850	45,500
1961 300 Letter Series "G", V-8						
2d Conv	7,640	22,920	38,200	85,950	133,700	191,000
2d HT	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Add 20% for 400-hp engine.						
1962 Newport Series, V-8						
4d Sed	620	1,870	3,120	7,020	10,920	15,600
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d 6P HT Wag	1,800	5,400	9,000	20,250	31,500	45,000
4d 9P HT Wag	1,840	5,520	9,200	20,700	32,200	46,000
1962 Sport 300 Series						
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
1962 300 Letter Series "H", V-8						
2d Conv	4,160	12,480	20,800	46,800	72,800	104,000
2d HT	2,280	6,840	11,400	25,650	39,900	57,000
1962 New Yorker Series, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	700	2,100	3,500	7,880	12,250	17,500
4d 6P HT Wag	1,920	5,760	9,600	21,600	33,600	48,000
4d 9P HT Wag	1,960	5,880	9,800	22,050	34,300	49,000
1963 Newport Series, V-8						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d HT	640	1,920	3,200	7,200	11,200	16,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d 6P Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
4d 9P Sta Wag	1,840	5,520	9,200	20,700	32,200	46,000
1963 Sport 300 Series, "383" V-8						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
1963 300 "Pacesetter" Series, "383" V-8						
2d Conv	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
1963 300 Letter Series "J", "413" V-8						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
1963 New Yorker Series, V-8						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	700	2,100	3,500	7,880	12,250	17,500
4d HT Salon	740	2,220	3,700	8,330	12,950	18,500
4d 6P Sta Wag	1,880	5,640	9,400	21,150	32,900	47,000
4d 9P Sta Wag	1,940	5,820	9,700	21,830	33,950	48,500
1964 Newport Series, V-8						
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
4d Sed	680	2,040	3,400	7,650	11,900	17,000
1964 Town & Country Series, V-8						
4d 9P Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000
4d 6P Sta Wag	1,840	5,520	9,200	20,700	32,200	46,000
1964 Sport 300 Series						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	780	2,340	3,900	8,780	13,650	19,500
1964 300 Letter Series "K", V-8						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
NOTE: Add 10% for two 4-barrel carbs. Add 15% for Silver Edition introduced in Spring 1964.						
1964 New Yorker Series, V-8						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	700	2,100	3,500	7,880	12,250	17,500
4d HT Salon	740	2,220	3,700	8,330	12,950	18,500
1964 Town & Country Series, V-8						
4d 9P HT Wag	1,880	5,640	9,400	21,150	32,900	47,000
4d 6P HT Wag	1,920	5,760	9,600	21,600	33,600	48,000
1965 Newport Series, V-8						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d HT	680	2,040	3,400	7,650	11,900	17,000
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d 6W Sed	612	1,836	3,060	6,890	10,710	15,300
1965 Town & Country Series, V-8						
4d 6P Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Wag	880	2,640	4,400	9,900	15,400	22,000
1965 300 Series						
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
4d HT	660	1,980	3,300	7,430	11,550	16,500
1965 300 Letter Series "L", V-8						
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
2d HT	1,260	3,780	6,300	14,180	22,050	31,500
1965 New Yorker Series, V-8						
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
4d 6W Sed	640	1,920	3,200	7,200	11,200	16,000
1965 Town & Country Series, V-8						
4d 6P Wag	960	2,880	4,800	10,800	16,800	24,000
4d 9P Wag	1,000	3,000	5,000	11,250	17,500	25,000
1966 Newport Series, V-8						
2d Conv	900	2,700	4,500	10,130	15,750	22,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d 6W Sed	640	1,920	3,200	7,200	11,200	16,000
1966 Town & Country Series, V-8						
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1966 Chrysler 300, V-8						
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000

	6	5	4	3	2	1
2d HT	920	2,760	4,600	10,350	16,100	23,000
4d HT	650	1,960	3,260	7,340	11,410	16,300
1966 New Yorker, V-8						
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
4d 6W Sed	720	2,160	3,600	8,100	12,600	18,000
1967 Newport, V-8, 124" wb						
2d Conv	860	2,580	4,300	9,680	15,050	21,500
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	520	1,560	2,600	5,850	9,100	13,000
4d Sed	480	1,450	2,420	5,450	8,470	12,100
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1967 Newport Custom, V-8, 124" wb						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	540	1,620	2,700	6,080	9,450	13,500
4d Sed	648	1,944	3,240	7,290	11,340	16,200
1967 300, V-8, 124" wb						
2d Conv	1,040	3,120	5,200	11,700	18,200	26,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
4d HT	720	2,160	3,600	8,100	12,600	18,000
1967 New Yorker, V-8, 124" wb						
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
4d Sed	660	1,980	3,300	7,430	11,550	16,500
1968 Newport, V-8, 124" wb						
2d Conv	880	2,640	4,400	9,900	15,400	22,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	560	1,680	2,800	6,300	9,800	14,000
4d Sed	460	1,380	2,300	5,180	8,050	11,500
1968 Newport Custom, V-8, 124" wb						
2d HT	820	2,460	4,100	9,230	14,350	20,500
4d HT	540	1,620	2,700	6,080	9,450	13,500
4d Sed	590	1,780	2,960	6,660	10,360	14,800
1968 300, V-8, 124" wb						
2d Conv	1,220	3,660	6,100	13,730	21,350	30,500
2d HT	860	2,580	4,300	9,680	15,050	21,500
4d HT	720	2,160	3,600	8,100	12,600	18,000
1968 Town & Country, V-8, 122" wb						
4d Sta Wag	780	2,340	3,900	8,780	13,650	19,500
1968 New Yorker, V-8, 124" wb						
2d HT	720	2,160	3,600	8,100	12,600	18,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1969 Newport, V-8, 124" wb						
2d Conv	860	2,580	4,300	9,680	15,050	21,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d HT	440	1,320	2,200	4,950	7,700	11,000
4d Sed	360	1,080	1,800	4,050	6,300	9,000
1969 Newport Custom, V-8, 124" wb						
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d HT	460	1,380	2,300	5,180	8,050	11,500
4d Sed	370	1,110	1,850	4,160	6,480	9,250
1969 300, V-8, 124" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d HT	780	2,340	3,900	8,780	13,650	19,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
1969 New Yorker, V-8, 124" wb						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	520	1,560	2,600	5,850	9,100	13,000
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1969 Town & Country, V-8, 122" wb						
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1970 Newport, V-8, 124" wb						
2d HT	550	1,640	2,740	6,170	9,590	13,700
2d Conv	800	2,400	4,000	9,000	14,000	20,000
4d HT	440	1,320	2,200	4,950	7,700	11,000
4d Sed	360	1,080	1,800	4,050	6,300	9,000
1970 Newport Custom						
2d HT	560	1,680	2,800	6,300	9,800	14,000
4d HT	460	1,380	2,300	5,180	8,050	11,500
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1970 300, V-8, 124" wb						
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Hurst	2,400	7,200	12,000	27,000	42,000	60,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
4d HT	530	1,580	2,640	5,940	9,240	13,200
1970 New Yorker, V-8, 124" wb						
2d HT	750	2,260	3,760	8,460	13,160	18,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1970 Town & Country, V-8, 122" wb						
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1971 Newport Royal, V-8, 124" wb						
2d HT	540	1,620	2,700	6,080	9,450	13,500
4d HT	430	1,300	2,160	4,860	7,560	10,800
4d Sed	360	1,080	1,800	4,050	6,300	9,000
1971 Newport, V-8, 124" wb						
2d HT	550	1,640	2,740	6,170	9,590	13,700
4d HT	440	1,320	2,200	4,950	7,700	11,000
4d Sed	370	1,100	1,840	4,140	6,440	9,200
1971 Newport Custom						
2d HT	560	1,680	2,800	6,300	9,800	14,000
4d HT	460	1,380	2,300	5,180	8,050	11,500
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1971 300						
2d HT	860	2,580	4,300	9,680	15,050	21,500
4d HT	530	1,580	2,640	5,940	9,240	13,200
1971 New Yorker						
2d HT	750	2,260	3,760	8,460	13,160	18,800
4d HT	500	1,500	2,500	5,630	8,750	12,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1971 Town & Country						
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1972 Newport Royal						
2d HT	480	1,440	2,400	5,400	8,400	12,000
4d HT	410	1,240	2,060	4,640	7,210	10,300
4d Sed	360	1,070	1,780	4,010	6,230	8,900
1972 Newport Custom						
2d HT	500	1,500	2,500	5,630	8,750	12,500
4d HT	420	1,260	2,100	4,730	7,350	10,500
4d Sed	360	1,090	1,820	4,100	6,370	9,100
1972 New Yorker						
2d HT	540	1,620	2,700	6,080	9,450	13,500
4d HT	440	1,320	2,200	4,950	7,700	11,000
4d Sed	370	1,100	1,840	4,600	6,440	9,200
1972 New Yorker Brougham						
2d HT	580	1,740	2,900	6,530	10,150	14,500
4d HT	460	1,380	2,300	5,180	8,050	11,500
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1972 Town & Country						
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1973 Newport, V-8, 124" wb						
2d HT	480	1,440	2,400	5,400	8,400	12,000
4d HT	410	1,240	2,060	4,640	7,210	10,300
4d Sed	360	1,070	1,780	4,010	6,230	8,900
1973 Newport Custom, V-8						
2d HT	490	1,460	2,440	5,490	8,540	12,200
4d HT	420	1,260	2,100	4,730	7,350	10,500
4d Sed	380	1,130	1,880	4,230	6,580	9,400
1973 New Yorker Brougham, V-8						
2d HT	540	1,620	2,700	6,080	9,450	13,500
4d HT	460	1,390	2,320	5,220	8,120	11,600
4d Sed	400	1,210	2,020	4,550	7,070	10,100
1973 Town & Country, V-8						
4d 3S Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1974 Newport, V-8						
2d HT	470	1,400	2,340	5,270	8,190	11,700
4d HT	390	1,170	1,950	4,390	6,830	9,750
4d Sed	350	1,050	1,750	3,940	6,130	8,750
1974 Newport Custom, V-8						
2d HT	480	1,450	2,420	5,450	8,470	12,100
4d HT	410	1,240	2,060	4,640	7,210	10,300
4d Sed	360	1,070	1,780	4,010	6,230	8,900
1974 New Yorker, V-8						
4d Sed	400	1,190	1,990	4,480	6,970	9,950
4d HT	490	1,460	2,440	5,490	8,540	12,200
1974 New Yorker Brougham, V-8						
2d HT	540	1,630	2,720	6,120	9,520	13,600
4d HT	480	1,430	2,380	5,360	8,330	11,900
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1974 Town & Country, V-8						
4d 3S Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1975 Cordoba, V-8						
2d HT	440	1,320	2,200	4,950	7,700	11,000
1975 Newport, V-8						
2d HT	440	1,320	2,200	4,950	7,700	11,000
4d HT	3,400	10,200	17,000	38,250	59,500	85,000
4d Sed	3,000	9,000	15,000	33,750	52,500	75,000
1975 Newport Custom, V-8						
2d HT	460	1,380	2,300	5,180	8,050	11,500
4d HT	360	1,080	1,800	4,050	6,300	9,000
4d Sed	310	920	1,540	3,470	5,390	7,700
1975 New Yorker Brougham, V-8						
2d HT	480	1,440	2,400	5,400	8,400	12,000
4d HT	380	1,140	1,900	4,280	6,650	9,500
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1975 Town & Country, V-8						
4d 3S Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1976 Cordoba, V-8						
2d HT	440	1,320	2,200	4,950	7,700	11,000
1976 Newport, V-8						
2d HT	440	1,320	2,200	4,950	7,700	11,000
4d HT	340	1,020	1,700	3,830	5,950	8,500
4d Sed	300	900	1,500	3,380	5,250	7,500
1976 Newport Custom, V-8						
2d HT	460	1,380	2,300	5,180	8,050	11,500
4d HT	360	1,080	1,800	4,050	6,300	9,000
4d Sed	310	920	1,540	3,470	5,390	7,700
1976 Town & Country, V-8						
4d 2S Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d 3S Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1976 New Yorker Brougham, V-8						
2d HT	480	1,440	2,400	5,400	8,400	12,000
4d HT	380	1,140	1,900	4,280	6,650	9,500
1977 LeBaron, V-8						
2d Cpe	230	680	1,130	2,540	3,960	5,650
4d Sed	200	600	1,000	2,250	3,500	5,000
1977 LeBaron Medallion, V-8						
2d Cpe	250	760	1,260	2,840	4,410	6,300
4d Sed	220	650	1,080	2,430	3,780	5,400
1977 Cordoba, V-8						
2d HT	440	1,320	2,200	4,950	7,700	11,000
1977 Newport, V-8						
2d HT	440	1,320	2,200	4,950	7,700	11,000
4d HT	340	1,020	1,700	3,830	5,950	8,500
4d Sed	300	900	1,500	3,380	5,250	7,500
1977 Town & Country, V-8						
4d 2S Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d 3S Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1977 New Yorker Brougham, V-8						
2d HT	480	1,440	2,400	5,400	8,400	12,000
4d HT	380	1,140	1,900	4,280	6,650	9,500
1978 LeBaron						
2d Cpe	220	660	1,100	2,480	3,850	5,500
2d "S" Cpe	220	670	1,120	2,520	3,920	5,600
4d "S" Cpe	190	580	970	2,180	3,400	4,850
4d Sed	230	680	1,130	2,540	3,960	5,650
1978 Town & Country						
4d Sta Wag	270	820	1,370	3,080	4,800	6,850
1978 LeBaron Medallion						
2d Cpe	250	760	1,260	2,840	4,410	6,300
4d Sed	240	730	1,220	2,750	4,270	6,100
1978 Cordoba						
2d Cpe	390	1,180	1,960	4,410	6,860	9,800
1978 Newport						
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
4d Sed	290	880	1,460	3,290	5,110	7,300
1978 New Yorker Brougham						
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sed	360	1,080	1,800	4,050	6,300	9,000

	6	5	4	3	2	1
1979 LeBaron, V-8						
2d Cpe	230	680	1,130	2,540	3,960	5,650
4d Sed	200	600	1,000	2,250	3,500	5,000
1979 LeBaron Salon, V-8						
2d Cpe	240	720	1,200	2,700	4,200	6,000
4d Sed	210	620	1,030	2,320	3,610	5,150
1979 LeBaron Medallion, V-8						
2d Cpe	250	760	1,260	2,840	4,410	6,300
4d Sed	240	730	1,220	2,750	4,270	6,100
1979 LeBaron Town & Country						
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
1979 Cordoba, V-8						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 25% for 300 pkg.						
1979 Newport, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
1979 New Yorker, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
1980 LeBaron, V-8						
2d Cpe	230	680	1,140	2,570	3,990	5,700
4d Sed	190	580	960	2,160	3,360	4,800
4d Sta Wag T&C	250	740	1,240	2,790	4,340	6,200
1980 Cordoba, V-8						
2d Cpe Specialty	420	1,270	2,120	4,770	7,420	10,600
2d Cpe Spl Crown	430	1,300	2,160	4,860	7,560	10,800
2d Cpe Spl LS	400	1,200	2,000	4,500	7,000	10,000
1980 Newport, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
1980 New Yorker, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1981 LeBaron, V-8						
2d Cpe	210	640	1,060	2,390	3,710	5,300
4d Sed	190	580	960	2,160	3,360	4,800
4d Sta Wag T&C	230	700	1,160	2,610	4,060	5,800
1981 Cordoba, V-8						
2d Cpe Specialty LS	380	1,150	1,920	4,320	6,720	9,600
2d Cpe Specialty	390	1,180	1,960	4,410	6,860	9,800
1981 Newport, V-8						
4d Sed	260	770	1,280	2,880	4,480	6,400
1981 New Yorker, V-8						
4d Sed	310	920	1,540	3,470	5,390	7,700
1981 Imperial, V-8						
2d Cpe	420	1,250	2,080	4,680	7,280	10,400
NOTE: Add 20% for (Frank Sinatra) pkg.						
1982 LeBaron, 4-cyl.						
4d Sed	190	580	960	2,160	3,360	4,800
2d Conv	300	910	1,520	3,420	5,320	7,600
2d Cpe	230	680	1,140	2,570	3,990	5,700
4d Sta Wag T&C	250	760	1,260	2,840	4,410	6,300
1982 Cordoba, V-8						
2d Cpe	390	1,180	1,960	4,410	6,860	9,800
1982 New Yorker, V-8						
4d Sed	310	920	1,540	3,470	5,390	7,700
1982 Imperial, V-8						
2d Cpe Luxury	420	1,250	2,080	4,680	7,280	10,400
NOTE: Add 20% for (Frank Sinatra) pkg.						
1983 LeBaron, 4-cyl.						
2d Conv	300	910	1,520	3,420	5,320	7,600
2d Conv T&C Marc Cross	320	950	1,580	3,560		
5,530	7,900					
2d Cpe	230	680	1,140	2,570	3,990	5,700
4d Sed	190	580	960	2,160	3,360	4,800
4d Sta Wag T&C	250	760	1,260	2,840	4,410	6,300
4d Limo	330	980	1,640	3,690	5,740	8,200
1983 E Class, 4-cyl.						
4d Sed	210	640	1,070	2,410	3,750	5,350
1983 Cordoba, V-8						
2d Cpe	360	1,090	1,820	4,100	6,370	9,100
1983 New Yorker, 4-cyl.						
4d Sed	240	720	1,200	2,700	4,200	6,000
1983 New Yorker Fifth Avenue, V-8						
4d Sed	310	920	1,540	3,470	5,390	7,700
4d Sed Luxury	310	940	1,560	3,510	5,460	7,800
1983 Executive						
4d Limo (131" wb)	330	980	1,640	3,690	5,740	8,200
4d Sed (124" wb)	210	620	1,040	2,340	3,640	5,200
1983 Imperial, V-8						
2d Cpe	430	1,280	2,140	4,820	7,490	10,700
1984 LeBaron, 4-cyl.						
2d Conv	300	910	1,520	3,420	5,320	7,600
2d Conv Marc Cross	320	960	1,600	3,600	5,600	8,000
2d Conv T&C Marc Cross	340	1,010	1,680	3,780		
5,880	8,400					
2d Sed	200	600	1,000	2,240	3,480	4,975
4d Sed	170	500	840	1,890	2,940	4,200
4d Sta Wag T&C	250	760	1,260	2,840	4,410	6,300
1984 Laser, 4-cyl.						
2d HBk	190	560	940	2,120	3,290	4,700
2d HBk XE	190	580	960	2,160	3,360	4,800
1984 E Class, 4-cyl.						
4d Sed	180	540	900	2,030	3,150	4,500
1984 New Yorker, 4-cyl.						
4d Sed	210	620	1,040	2,340	3,640	5,200
1984 New Yorker Fifth Avenue, V-8						
4d Sed	220	660	1,100	2,480	3,850	5,500
1984 Executive						
4d Limo (131" wb)	320	960	1,600	3,600	5,600	8,000
4d Sed (124" wb)	210	620	1,040	2,340	3,640	5,200
1985 LeBaron, 4-cyl.						
2d Conv	300	910	1,520	3,420	5,320	7,600
2d Conv Marc Cross	320	960	1,600	3,600	5,600	8,000
2d Conv T&C Marc Cross	340	1,010	1,680	3,780		
5,880	8,400					
2d Cpe	200	590	980	2,210	3,430	4,900
4d Sed	168	504	840	1,890	2,940	4,200
4d Sta Wag T&C	250	760	1,260	2,840	4,410	6,300
1985 Laser, 4-cyl.						
2d HBk	190	560	940	2,120	3,290	4,700

	6	5	4	3	2	1
2d HBk XE	190	580	960	2,160	3,360	4,800
1985 LeBaron GTS, 4-cyl.						
4d Spt	200	590	990	2,230	3,470	4,950
1985 New Yorker, 4-cyl.						
4d Sed	210	620	1,040	2,340	3,640	5,200
1985 Fifth Avenue, V-8						
4d Sed	270	820	1,360	3,060	4,760	6,800
1986 Laser						
2d HBk	180	530	880	1,980	3,080	4,400
1986 LeBaron						
2d Conv	300	910	1,520	3,420	5,320	7,600
2d Marc Cross Conv	320	960	1,600	3,600	5,600	8,000
2d Conv T&C Marc Cross		340	1,010	1,680	3,780	
5,880	8,400					
2d Cpe	200	590	980	2,210	3,430	4,900
4d Sed	160	490	820	1,850	2,870	4,100
4d T&C Sta Wag	240	720	1,200	2,700	4,200	6,000
1986 New Yorker						
4d Sed	210	620	1,040	2,340	3,640	5,200
1986 Fifth Avenue						
4d Sed	270	820	1,360	3,060	4,760	6,800
1986 Executive						
4d Limo	320	960	1,600	3,600	5,600	8,000
1987 LeBaron						
2d Conv	260	780	1,300	2,930	4,550	6,500
2d Cpe	168	504	840	1,890	2,940	4,200
2d Cpe Premium	172	516	860	1,940	3,010	4,300
4d Sed	172	516	860	1,940	3,010	4,300
4d HBk Spt GTS	180	540	900	2,030	3,150	4,500
4d HBk Spt Prem GTS	180	550	920	2,070	3,220	4,600
4d Sta Wag	220	660	1,100	2,480	3,850	5,500
NOTE: Add 5% for 2.2 Turbo engine.						
1987 Conquest, 4-cyl. Turbo						
2d HBk	172	516	860	1,940	3,010	4,300
1987 New Yorker, 4-cyl.						
4d Sed	220	660	1,100	2,480	3,850	5,500
1987 New Yorker, V-6						
4d Sed	188	564	940	2,120	3,290	4,700
4d Sed Lan	196	588	980	2,210	3,430	4,900
NOTE: Add 5% for 2.2 Turbo engine. Add 10% for V-6.						
1987 Fifth Avenue, V-8						
4d Sed	240	720	1,200	2,700	4,200	6,000
1988 LeBaron, 4-cyl.						
2d Conv	350	1,060	1,760	3,960	6,160	8,800
2d Cpe	152	456	760	1,710	2,660	3,800
2d Cpe Prem	180	540	900	2,030	3,150	4,500
4d Sed	132	396	660	1,490	2,310	3,300
4d HBk GTS	128	384	640	1,440	2,240	3,200
4d HBk Prem GTS	140	420	700	1,580	2,450	3,500
4d Sta Wag T&C	230	700	1,160	2,610	4,060	5,800
1988 Conquest, 4-cyl.						
2d HBk	160	480	800	1,800	2,800	4,000
1988 New Yorker, 4-cyl., Turbo						
4d Sed	184	552	920	2,070	3,220	4,600
1988 New Yorker, V-6						
4d Sed	208	624	1,040	2,340	3,640	5,200
4d Sed Landau	224	672	1,120	2,520	3,920	5,600
1988 Fifth Avenue,V-8						
4d Sed	272	816	1,360	3,060	4,760	6,800
1989 LeBaron, 4-cyl.						
2d Conv	360	1,080	1,800	4,050	6,300	9,000
2d Conv Prem	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	224	672	1,120	2,520	3,920	5,600
2d Prem	232	696	1,160	2,610	4,060	5,800
4d HBk	220	660	1,100	2,480	3,850	5,500
4d HBk Prem	228	684	1,140	2,570	3,990	5,700
2d Conv	360	1,080	1,800	4,050	6,300	9,000
1989 Conquest, 4-cyl.						
2d HBk	170	520	860	1,940	3,010	4,300
1989 New Yorker, V-6						
4d Sed	264	792	1,320	2,970	4,620	6,600
4d Lan Sed	272	816	1,360	3,060	4,760	6,800
1989 Fifth Avenue, V-8						
4d Sed	368	1,104	1,840	4,140	6,440	9,200
1989 TC, 4-cyl. Turbo by Maserati						
2d Conv	600	1,800	3,000	6,750	10,500	15,000

EAGLE

1988 Medallion, 4-cyl.						
4d Sed	170	500	840	1,890	2,940	4,200
4d Sta Wag	160	480	800	1,800	2,800	4,000
4d LX Sed	180	540	900	2,030	3,150	4,500
1988 Premier, V-6						
4d LX Sed	200	600	1,000	2,250	3,500	5,000
4d ES Sed	220	660	1,100	2,480	3,850	5,500
1988 Eagle, 6-cyl.						
4d Ltd Sta Wag	180	540	900	2,030	3,150	4,500
1989 Jeep Summit, 4-cyl.						
4d DL Sed	200	600	1,000	2,250	3,500	5,000
4d LX Sed	220	660	1,100	2,480	3,850	5,500
4d LX Sed DOHC	230	680	1,140	2,570	3,990	5,700
1989 Medallion, 4-cyl.						
4d DL Sed	180	550	920	2,070	3,220	4,600
4d DL Sta Wag	190	560	940	2,120	3,290	4,700
4d LX Sed	190	580	960	2,160	3,360	4,800
4d LX Sta Wag	200	590	980	2,210	3,430	4,900
1989 Premier, V-6						
4d LX Sed, 4-cyl.	200	590	980	2,210	3,430	4,900
4d LX Sed	210	640	1,060	2,390	3,710	5,300
4d ES Sed	220	650	1,080	2,430	3,780	5,400
4d ES Sed Ltd	240	720	1,200	2,700	4,200	6,000

IMPERIAL

1960 Imperial Custom, V-8						
2d HT S Hamp	1,600	4,800	8,000	18,000	28,000	40,000
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	1,160	3,480	5,800	13,050	20,300	29,000
1960 Imperial Crown, V-8						
2d Conv	5,560	16,680	27,800	62,550	97,300	139,000
2d HT S Hamp	2,000	6,000	10,000	22,500	35,000	50,000
4d HT S Hamp	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,400	4,200	7,000	15,750	24,500	35,000
1960 Imperial LeBaron, V-8						
4d Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d HT S Hamp	2,080	6,240	10,400	23,400	36,400	52,000
1960 Crown Imperial Ghia, V-8						
4d Limo	5,560	16,680	27,800	62,550	97,300	139,000
1961 Imperial Custom, V-8						
2d HT S Hamp	1,400	4,200	7,000	15,750	24,500	35,000
4d HT S Hamp	1,140	3,420	5,700	12,830	19,950	28,500
1961 Imperial Crown, V-8						
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
2d HT S Hamp	1,480	4,440	7,400	16,650	25,900	37,000
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
1961 Imperial LeBaron, V-8						
4d HT S Hamp	1,280	3,840	6,400	14,400	22,400	32,000
1961 Crown Imperial Ghia, V-8						
4d Limo	5,560	16,680	27,800	62,550	97,300	139,000
1962 Imperial Custom, V-8						
2d HT S Hamp	1,360	4,080	6,800	15,300	23,800	34,000
4d HT S Hamp	1,140	3,420	5,700	12,830	19,950	28,500
1962 Imperial Crown, V-8						
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
2d HT S Hamp	1,460	4,380	7,300	16,430	25,550	36,500
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
1962 Imperial LeBaron, V-8						
4d HT S Hamp	1,280	3,840	6,400	14,400	22,400	32,000
1963 Imperial Custom, V-8						
2d HT S Hamp	1,320	3,960	6,600	14,850	23,100	33,000
4d HT S Hamp	1,080	3,240	5,400	12,150	18,900	27,000
1963 Imperial Crown, V-8						
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
2d HT S Hamp	1,460	4,380	7,300	16,430	25,550	36,500
4d HT S Hamp	1,200	3,600	6,000	13,500	21,000	30,000
1963 Imperial LeBaron, V-8						
4d HT S Hamp	1,240	3,720	6,200	13,950	21,700	31,000
1963 Crown Imperial Ghia, V-8						
4d 8P Sed	3,560	10,680	17,800	40,050	62,300	89,000
4d 8P Limo	4,000	12,000	20,000	45,000	70,000	100,000
1964 Imperial Crown, V-8						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
1964 Imperial LeBaron, V-8						
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
1964 Crown Imperial Ghia, V-8						
4d Limo	2,760	8,280	13,800	31,050	48,300	69,000
1965 Imperial Crown, V-8						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
1965 Imperial LeBaron, V-8						
4d HT	780	2,340	3,900	8,780	13,650	19,500
1965 Crown Imperial Ghia, V-8						
4d Limo	1,040	3,120	5,200	11,700	18,200	26,000
1966 Imperial Crown, V-8						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	760	2,280	3,800	8,550	13,300	19,000
1966 Imperial LeBaron, V-8						
4d HT	840	2,520	4,200	9,450	14,700	21,000
1967 Imperial, V-8						
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1967 Imperial Crown, V-8						
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	900	2,700	4,500	10,130	15,750	22,500
1967 Imperial LeBaron, V-8						
4d HT	820	2,460	4,100	9,230	14,350	20,500
1968 Imperial Crown, V-8						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	900	2,700	4,500	10,130	15,750	22,500
4d HT	800	2,400	4,000	9,000	14,000	20,000
4d Sed	740	2,220	3,700	8,330	12,950	18,500
1968 Imperial LeBaron, V-8						
4d HT	860	2,580	4,300	9,680	15,050	21,500
1969 Imperial Crown, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
4d Sed	450	1,360	2,260	5,090	7,910	11,300
1969 Imperial LeBaron, V-8						
2d HT	640	1,920	3,200	7,200	11,200	16,000
4d HT	480	1,440	2,400	5,400	8,400	12,000
1970 Imperial Crown, V-8						
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
4d HT	830	2,480	4,140	9,320	14,490	20,700
1970 Imperial LeBaron, V-8						
2d HT	1,100	3,300	5,500	12,380	19,250	27,500
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
1971 Imperial LeBaron, V-8						
2d HT	480	1,440	2,400	5,400	8,400	12,000
4d HT	320	960	1,600	3,600	5,600	8,000
1972 Imperial LeBaron, V-8						
2d HT	380	1,140	1,900	4,280	6,650	9,500
4d HT	320	960	1,600	3,600	5,600	8,000
1973 Imperial LeBaron, V-8						
2d HT	308	924	1,540	3,470	5,390	7,700
4d HT	248	744	1,240	2,790	4,340	6,200
1974 Imperial LeBaron, V-8						
2d HT	276	828	1,380	3,110	4,830	6,900
4d HT	232	696	1,160	2,610	4,060	5,800
1975 Imperial LeBaron, V-8						
2d HT	264	792	1,320	2,970	4,620	6,600
4d HT	220	660	1,100	2,480	3,850	5,500

NOTE: Add 20% for Crown Coupe Pkg. (Orig. price $569.).

DELOREAN

1981-83 DMC-12, V-6						
2d Gullwing Cpe	2,400	7,200	12,000	27,000	42,000	60,000

DESOTO

1960 Fireflite, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d HT	1,960	5,880	9,800	22,050	34,300	49,000
1960 Adventurer, V-8						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d HT	2,800	8,400	14,000	31,500	49,000	70,000
1961 Fireflite, V-8						
4d HT	1,100	3,300	5,500	12,380	19,250	27,500
2d HT	3,000	9,000	15,000	33,750	52,500	75,000

DODGE

1960 Dart,Seneca, V-8, 118" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1960 Dart, Seneca, V-8, 118" wb						
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1960 Dart, Pioneer, V-8, 118" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1960 Dart, Phoenix, V-8, 118" wb						
4d Sed	610	1,820	3,040	6,840	10,640	15,200
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 10% for 361/295 V-8; 20% for 383/325 V-8 or 330 V-8. Deduct 10% for 6-cylinder.						
1960 Matador						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
4d 6P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
4d 9P Sta Wag	980	2,940	4,900	11,030	17,150	24,500
NOTE: Add 20% for 383/325 V-8.						
1960 Polara						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	750	2,260	3,760	8,460	13,160	18,800
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
4d 6P Sta Wag	1,540	4,620	7,700	17,330	26,950	38,500
4d 9P Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
NOTE: Add 15% for 383/330 V-8; $2,000 for swivel bucket seats.						
1961 Lancer, 6-cyl., 106.5" wb						
4d Sed	540	1,630	2,720	6,120	9,520	13,600
2d HT	680	2,040	3,400	7,650	11,900	17,000
2d Spt Cpe	840	2,520	4,200	9,450	14,700	21,000
1961 Lancer 770						
4d Sta Wag	790	2,360	3,940	8,870	13,790	19,700
NOTE: Add 20% for Hyper Pak 170-180-hp engine option; 25% for Hyper Pak 225-200-hp; 10% for Big Six.						
1961 Dart, Seneca, V-8, 118" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1961 Dart, Pioneer, V-8, 118" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1961 Dart, Phoenix, V-8, 118" wb						
4d Sed	610	1,820	3,040	6,840	10,640	15,200
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 15% for 361/265 V-8; 20% for 361/305-325-340 V-8; 35% for 413/350-375 V-8. Deduct 10% for 6-cyl.						
1961 Polara						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	750	2,260	3,760	8,460	13,160	18,800
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
4d 6P Sta Wag	1,540	4,620	7,700	17,330	26,950	38,500
4d 9P Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
1962 Lancer, 6-cyl., 106.5" wb						
4d Sed	540	1,630	2,720	6,120	9,520	13,600
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1962 Lancer 770, 6-cyl., 106.5" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d GT Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1962 Dart, V-8, 116" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1962 Dart 440, V-8, 116" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1962 Polara 500, V-8, 116" wb						
4d HT	750	2,260	3,760	8,460	13,160	18,800
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000

	6	5	4	3	2	1
NOTE: Add 20% for Daytona 500 Pace Car.						
1962 Custom 880, V-8, 122" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d 6P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
NOTE: Deduct 5% for 6-cyl. models. Ramcharger 413 (Max Wedge cars), value inestimable.						
1963 Dart 170, 6-cyl., 111" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1963 Dart 270, 6-cyl., 111" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1963 Dart GT						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1963 Dodge, 330/440, V-8, 119" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	740	2,220	3,700	8,330	12,950	18,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
NOTE: Deduct 10% for 6-cyl. Add 10% for 383/305 V-8; 25% for 383/320 V-8; 200% for Max Wedge 426/425 V-8.						
1963 Dodge 330, Superstock 426/415						
2d Sed	6,800	20,400	34,000	85,000	119,000	170,000
1963 Dodge, 330, Superstock 426/415						
NOTE: Add 20% for 426/425 HEMI.						
1963 Polara, 318 cid V-8, 119" wb						
4d Sed	476	1,428	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
1963 Polara 500, 383 cid V-8, 119" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Deduct 20% for 6-cyl. Add 20% for 383/330 V-8.						
1963 880, V-8, 122" wb						
4d Sed	496	1,488	2,480	5,580	8,680	12,400
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
2d Conv	1,500	4,500	7,500	16,880	26,250	37,500
4d 6P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 9P Sta Wag	920	2,760	4,600	10,350	16,100	23,000
NOTE: Deduct 5% for 6-cyl. models. Ramcharger 426 (Max Wedge cars), value inestimable.						
1964 Dart 170, 6-cyl., 111" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	940	2,830	4,720	10,620	16,520	23,600
1964 Dart 270, 6-cyl., 106" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1964 Dart GT						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 5% for 225/145 6-cyl; 15% for 273/180 V-8.						
1964 Dodge 330/440, V-8, 119" wb						
4d Sed	470	1,400	2,340	5,270	8,190	11,700
2d Sed	460	1,390	2,320	5,220	8,120	11,600
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
NOTE: Deduct 10% for 6-cyl. Add 10% for 361/265 V-8; 15% for 383/305 V-8; 20% for 383/330 V-8; 30% for 426/365 V-8.						
1964 Dodge, 330, Superstock 426/415						
2d Sed	6,800	20,400	34,000	85,000	119,000	170,000
1964 Polara, V-8, 119" wb						
4d Sed	480	1,430	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
NOTE: Dedcut 20% for 6-cyl. Add 20% for 383/330 V-8; 20% for 500 package.						
1964 880, V-8, 122" wb						
4d Sed	500	1,490	2,480	5,580	8,680	12,400
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
2d Conv	1,500	4,500	7,500	16,880	26,250	37,500
4d 6P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d 9P Sta Wag	940	2,830	4,720	10,620	16,520	23,600
NOTE: Add 100% for 426/365 V-8.						
1965 Dart, V8, 106" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	940	2,830	4,720	10,620	16,520	23,600
1965 Dart 270, V-8, 106" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1965 Dart GT						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 15% for 273/180 V-8; 40% for Dart Charger package (54 convertibles & 126 hardtops made)						
1965 Coronet, V-8, 117" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	740	2,220	3,700	8,330	12,950	18,500
1965 Coronet Deluxe, V-8, 117" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1965 Coronet 440, V-8, 117" wb						
4d Sed	550	1,650	2,750	6,190	9,630	13,750
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d 6P Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 9P Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1965 Coronet 500, V-8, 117" wb						
2d HT	1,030	3,090	5,150	11,590	18,030	25,750
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Deduct 10% for 6-cyl. Add 20% for 361/270 V-8; 30% for 383/315 V-8; 50% for 413/340 V-8; 300% for 426/365 V-8.						
1965 Polara, V-8, 121" wb						
4d Sed	480	1,430	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d 6P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
4d 9P Sta Wag	940	2,820	4,700	10,580	16,450	23,500
NOTE: Add 20% for 500 package; 10% for 413/340 V-8; 100% for 426/365 V-8.						
1965 Custom 880, V-8, 121" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
4d HT	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,660	4,980	8,300	18,680	29,050	41,500
4d 6P Sta Wag	900	2,700	4,500	10,130	15,750	22,500
4d 9P Sta Wag	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 100% for 426/365 V-8.						
1965 Monaco, V-8, 121" wb						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 10% for 413/340 V-8.						
1966 Dart, 6-cyl., 111" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	940	2,830	4,720	10,620	16,520	23,600
1966 Dart 270, V-8, 111" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1966 Dart GT, V-8, 111" wb						
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 10% for 273/180 V-8; 30% for 273/235 V-8.						
1966 Coronet, V-8, 117" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1966 Coronet DeLuxe, V-8, 117" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 Coronet 440, V-8, 117" wb						
4d Sed	550	1,650	2,750	6,190	9,630	13,750
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 Coronet 500, V-8, 117" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	1,030	3,090	5,150	11,590	18,030	25,750
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Deduct 10% for 6-cyl. Add 15% for 361/265 V-8; 30% for 383/325 V-8; 300% for 426/425 V-8.						
1966 Polara, V-8, 121" wb						
4d Sed	480	1,430	2,380	5,360	8,330	11,900
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d Sta Wag	940	2,820	4,700	10,580	16,450	23,500
NOTE: Add 10% for 383/325 V-8; 15% for 440/350 V-8.						
1966 Monaco, V-8, 121" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1966 Monaco 500						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 10% for 440/350 V-8.						
1966 Charger, 117" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 15% for 361/265 V-8; 30% for 383/325 V-8; 150% for 426/425 HEMI V-8. Deduct 5% for all Dodge 6-cyl. Autos equipped with 426 Hemi, value inestimable.						
1967 Dart, 6-cyl., 111" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
1967 Dart 270, 6-cyl., 111" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1967 Dart GT, V-8						
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1967 Coronet DeLuxe, V-8, 117" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1967 Coronet 440, V-8, 117" wb						
4d Sed	550	1,650	2,750	6,190	9,630	13,750
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1967 Coronet 500, V-8, 117" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	1,030	3,090	5,150	11,590	18,030	25,750
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
1967 Coronet 500, V-8, 117"wb						
NOTE: Deduct 10% for 6-cyl. Add 10% for 318/230 V-8; 15% for 383/270 V-8; 25% for 383/325 V-8; 300% for 426/425 HEMI; 200% for 440/375 V-8.						
1967 Coronet R/T, V-8, 117" wb						
2d HT	2,310	6,930	11,560	26,000	40,440	57,775
2d Conv	2,820	8,450	14,090	31,700	49,320	70,450
1967 Coronet R/T, V-8, 117"wb						
NOTE: Add 100% for 426/425 HEMI.						
1967 Charger, V-8, 117 " wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
1967 Polara, V-8, 122" wb						
4d Sed	490	1,470	2,450	5,510	8,580	12,250
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d Sta Wag	940	2,820	4,700	10,580	16,450	23,500
1967 Polara 500, V-8, 122" wb						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 10% for 383/325 V-8; 15% for 440/350 V-8; 30% for 440/375 V-8.						
1967 Monaco, V-8, 122" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1967 Monaco 500, V-8, 122" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 10% for 440/350 V-8; 30% for 440/375 V-8.						
1968 Dart, 6-cyl., 111" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
1968 Dart 270, 6-cyl., 111" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	580	1,740	2,900	6,530	10,150	14,500
1968 Dart, V-8, 111" wb						
4d Sed	520	1,560	2,600	5,840	9,080	12,975
2d HT	690	2,070	3,450	7,760	12,080	17,250
1968 Dart GT						
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 30% for 273/235 V-8.						
1968 Dart GT Sport 340, 111" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1968 Dart GT Sport 383, 111" wb						
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
NOTE: Add 30% for 383/300 V-8; 300% for 426/425 HEMI.						
1968 Coronet DeLuxe, V-8, 117" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1968 Coronet 440						
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sed	550	1,650	2,750	6,190	9,630	13,750
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1968 Coronet 500						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	1,070	3,210	5,360	12,050	18,740	26,775
2d Conv	1,360	4,080	6,800	15,300	23,800	34,000
4d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
NOTE: Deduct 10% for 6-cyl. Add 150% for 426/425 HEMI; 50% for 440/375 V-8.						
1968 Coronet Super Bee, V-8, 117" wb						
2d Cpe	2,400	7,200	12,000	27,000	42,000	60,000
1968 Coronet R/T						
2d HT	2,410	7,220	12,030	27,070	42,110	60,150
2d Conv	2,840	8,530	14,220	31,980	49,750	71,075
NOTE: Add 150% for 426/425 HEMI.						
1968 Charger						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 150% for 426/425 HEMI. Deduct 10% for six cyl.						
1968 Charger R/T						
2d HT	2,060	6,180	10,300	23,180	36,050	51,500
1968 Polara, V-8, 122" wb						
4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d Sta Wag	940	2,820	4,700	10,580	16,450	23,500
1968 Polara 500						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Deduct 10% for 6-cyl. Add 10% for 383/290 V-8; 15% for 383/330 V-8; 20% for 440/350 V-8; 30% for 440/375 V-8.						
1968 Monaco						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1968 Monaco 500						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 30% for 440 Magnum when optional; Add 10% for 383/330 V-8; 20% for 440/350 V-8; 30% for 440/375 V-8. Autos equipped with 426 Hemi, value inestimable.						
1969 Dart V-8						
2d HT	920	2,760	4,600	10,350	16,100	23,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1969 Dart Swinger						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1969 Dart Swinger 340						
2d HT	1,100	3,300	5,500	12,380	19,250	27,500
1969 Dart Custom, V-8, 111" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	940	2,820	4,700	10,580	16,450	23,500
1969 Dart GT						
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 10% for 273/235 V-8; 30% for 340/275 V-8; 100% for 383/290 V-8.						

	6	5	4	3	2	1
1969 Dart GTS 340						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1969 Dart GTS 383, 111" wb						
2d HT (383-hp)	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv (330-hp)	2,000	6,000	10,000	22,500	35,000	50,000
1969 Dart GTS 440, 111" wb						
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 60% for 383/290 V-8.						
1969 Coronet DeLuxe, V-8, 117" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1969 Coronet 440						
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sed	550	1,650	2,750	6,190	9,630	13,750
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1969 Coronet 500						
2d HT	1,070	3,210	5,360	12,050	18,740	26,775
2d Conv	1,360	4,080	6,800	15,300	23,800	34,000
4d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
4d Sed	500	1,500	2,500	5,630	8,750	12,500
1969 Coronet Super Bee, V-8						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
2d Cpe (base 440/375)	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Deduct 10% for 6-cyl. Add 40% for 440/375 V-8; 25% for 440/390hp V-8 Super Bee; 100% for 426/425 HEMI.						
1969 Coronet R/T						
2d HT	2,410	7,220	12,030	27,070	42,110	60,150
2d Conv	2,840	8,530	14,220	31,980	49,750	71,075
NOTE: Add 100% for 426/425 HEMI.						
1969 Charger						
2d HT	1,960	5,880	9,800	22,050	34,300	49,000
1969 Charger SE						
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
1969 Charger 500						
2d HT	2,210	6,640	11,060	24,890	38,710	55,300
1969 Charger R/T						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
1969 Charger Daytona						
2d HT	6,160	18,480	30,800	69,300	107,800	154,000
1969 Charger Daytona						
NOTE: Add 100% for 426/425 HEMI. Deduct 20% for 6-cyl.						
1969 Polara, V-8						
4d Sed	530	1,590	2,650	5,960	9,280	13,250
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d Sta Wag	940	2,820	4,700	10,580	16,450	23,500
1969 Polara 500						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 40% for 440/375 V-8						
1969 Monaco						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
4d Sed	490	1,470	2,450	5,510	8,580	12,250
4d Sta Wag	940	2,820	4,700	10,580	16,450	23,500
NOTE: Add 40% for 440/375 V-8.						
1970 Dart, 6-Cyl, 111" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d HT Swinger	800	2,400	4,000	9,000	14,000	20,000
1970 Dart Custom						
4d Sed	570	1,720	2,860	6,440	10,010	14,300
2d HT	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 10% for 318/230 V-8.						
1970 Dart Swinger 340						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
1970 Challenger, V-8, 110" wb						
2d HT	1,690	5,070	8,450	19,000	29,560	42,225
2d HT SE Fml	1,610	4,820	8,040	18,080	28,120	40,175
2d Conv	2,350	7,040	11,740	26,420	41,090	58,700
2d Deputy HT	1,240	3,710	6,180	13,910	21,630	30,900
NOTE: Deduct 10% for 6-cyl. Add 20% for 340/275 V-8. Add 35% for 383 c.i.d. V-8						
1970 Challenger R/T						
2d HT	3,090	9,270	15,450	34,760	54,080	77,250
2d HT SE Fml	2,680	8,040	13,400	30,150	46,900	67,000
2d Conv	4,940	14,820	24,700	55,580	86,450	123,500
1970 Challenger T/A						
2d Cpe	3,910	11,740	19,570	44,030	68,500	97,850
1970 Challenger R/T & T/A						
NOTE: Add 25% for 440/375 V-8; 40% for 440/390 V-8.						
1970 HEMI Challenger R/T						
2d HT	14,420	43,260	72,100	162,230	252,350	360,500
2d Conv	68,000	204,000	340,000	765,000	1,190,000	1,700,000
1970 Coronet, Deluxe V-8, 117" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1970 Coronet 440						
4d Sed	550	1,650	2,750	6,190	9,630	13,750
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1970 Coronet 500						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	1,150	3,450	5,750	12,940	20,130	28,750
2d Conv	1,590	4,770	7,950	17,890	27,830	39,750
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
NOTE: Deduct 10% for 6-cyl. Add 50% for 383/290 V-8; 60% for 440/375 V-8; 90% for 440/390 Six Pack V-8; 200% for 426/425 Hemi.						
1970 Coronet Super Bee						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
2d Cpe	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 100% for 426/425 Hemi, 25% for 440/375 V-8; 40% for 440/390 Six Pack V-8						

	6	5	4	3	2	1
1970 Coronet R/T						
2d HT	2,410	7,220	12,030	27,070	42,110	60,150
2d Conv	2,840	8,520	14,200	31,950	49,700	71,000
NOTE: Add 200% for 426/425 Hemi; 40% for 440/390 Six Pack V-8.						
1970 Charger						
2d HT	1,960	5,880	9,800	22,050	34,300	49,000
2d HT 500	2,330	6,980	11,640	26,190	40,740	58,200
2d HT R/T	3,710	11,120	18,540	41,720	64,890	92,700
NOTE: Add 100% for 426/425 Hemi; 15% for 440/390 Six Pack V-8.						
1970 Polara, V-8, 122" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
2d Conv	1,640	4,920	8,200	18,450	28,700	41,000
4d Sed	530	1,590	2,650	5,960	9,280	13,250
NOTE: Deduct 5% for Polara Special.						
1970 Polara Custom						
4d Sed	570	1,720	2,860	6,440	10,010	14,300
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 20% for 6-cyl. Add 10% for 440/350 V-8.						
1970 Monaco						
4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
4d HT	720	2,160	3,600	8,100	12,600	18,000
4d Sta Wag	940	2,820	4,700	10,580	16,450	23,500
NOTE: Add 20% for 440/350 V-8.						
1971 Colt						
4d Sed	210	640	1,070	2,410	3,750	5,350
2d HT	270	800	1,340	3,020	4,690	6,700
4d Wag	240	720	1,200	2,690	4,180	5,975
2d Cpe	230	690	1,160	2,600	4,040	5,775
1971 Demon						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 340 Cpe	1,800	5,400	9,000	20,250	31,500	45,000
1971 Dart						
4d Cus Sed	350	1,050	1,750	3,940	6,130	8,750
1971 Swinger						
2d HT	780	2,350	3,920	8,810	13,700	19,575
NOTE: Add 10% for 318/230 V-8; 15% Demon Sizzler.						
1971 Challenger						
2d Cpe	1,240	3,710	6,180	13,910	21,630	30,900
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,140	6,430	10,710	24,100	37,490	53,550
2d HT R/T	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 10% for 340/275 V-8 in base challenger; 25% for 440/370 V-8 R/T; 40% for 440/385 Six Pack V-8 in R/T; 600% for 425/426 HEMI in R/T. Deduct 10% for 6-cyl.						
1971 Coronet Brougham						
4d Sed	480	1,450	2,410	5,420	8,440	12,050
4d Crestwood Sta Wag	540	1,610	2,680	6,030	9,370	13,390
NOTE: Deduct 10% for 6-cyl. Add 20% for 440/375 V-8.						
1971 Charger						
2d HT 500	1,560	4,680	7,800	17,550	27,300	39,000
2d HT	1,480	4,440	7,400	16,650	25,900	37,000
2d Super Bee HT	3,710	11,120	18,540	41,720	64,890	92,700
2d HT R/T	2,680	8,030	13,390	30,130	46,870	66,950
2d HT SE	1,520	4,560	7,600	17,100	26,600	38,000
NOTE: Deduct 10% for 6-cyl. Add 25% for 440/375 V-8; 40% for 440/390 Six pack V-8 (except R/T); 15% for 440/390 six pack in V-8 in R/T; 100% for 426/425 V-8 HEMI in R/T.						
1971 Polara Brougham						
4d HT	580	1,730	2,890	6,490	10,100	14,425
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d Polara Custom Sta Wag	600	1,800	3,000	6,750	10,500	15,000
NOTE: Deduct 5% for Polara Custom; 10% for base Polara; 20% for 6-cyl. Add 20% for 440/350 V-8.						
1971 Monaco						
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1971 Full-Size Dodge						
NOTE: Add 5% for 360/255 V-8; 10% for 383 V-8; 15% for 440 V-8.						
1972 Colt						
4d Sed	210	640	1,070	2,410	3,750	5,350
2d Cpe	230	690	1,160	2,600	4,040	5,775
2d HT	270	800	1,340	3,020	4,690	6,700
4d Sta Wag	240	720	1,200	2,690	4,180	5,975
1972 Dart						
4d Sed	3,400	10,200	17,000	38,250	59,500	85,000
2d Demon 340 Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1972 Swinger						
2d HT	780	2,340	3,900	8,780	13,650	19,500
1972 Challenger						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d HT Rallye	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 35% for 340 V-8; $100,000. for Mr. Norm with 440 V-8.						
1972 Coronet						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d Cus Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d Crestwood Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1972 Charger						
2d Sed	1,480	4,440	7,400	16,650	25,900	37,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
2d HT SE	1,540	4,620	7,700	17,330	26,950	38,500
NOTE: Add 10% for Topper pkg.; 20% for Rallye; 10% for 340/240 V-8; 5% for 400/185 V-8; 10% for 400/230 V-8; 25% for 440/280 V-8; 40% for 440 Six-Pack V-8.						
1972 Polara, V-8						
4d Sed	480	1,440	2,400	5,400	8,400	12,000

	6	5	4	3	2	1
4d HT	580	1,740	2,900	6,530	10,150	14,500
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1972 Polara Custom						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	590	1,770	2,950	6,640	10,330	14,750
2d HT	570	1,720	2,860	6,440	10,010	14,300
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1972 Monaco						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1972 Full-Size Dodge						
NOTE: Add 5% for 360 V-8; 10% for 400 V-8; 15% for 440 V-8.						
1973 Colt						
4d Sed	230	680	1,140	2,550	3,970	5,675
2d Cpe	220	670	1,110	2,500	3,890	5,550
2d HT	270	800	1,340	3,020	4,690	6,700
4d Sta Wag	230	680	1,140	2,550	3,970	5,675
2d HT GT	250	740	1,240	2,780	4,320	6,175
1973 Dart						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
1973 Dart Sport						
2d Cpe	390	1,160	1,940	4,370	6,790	9,700
1973 Dart Sport "340"						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1973 Dart Custom						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
1973 Swinger						
2d HT	600	1,800	3,000	6,750	10,500	15,000
2d Spl HT	610	1,840	3,060	6,890	10,710	15,300
1973 Challenger						
2d HT	1,520	4,550	7,580	17,060	26,530	37,900
2d Rallye HT	2,060	6,180	10,300	23,180	36,050	51,500
1973 Coronet						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d Cus Sed	500	1,490	2,480	5,580	8,680	12,400
4d Cus Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d Crestwood Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1973 Charger						
2d Cpe	1,480	4,440	7,400	16,650	25,900	37,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
2d "SE" HT	1,540	4,620	7,700	17,330	26,950	38,500
2d Rallye	1,560	4,680	7,800	17,550	27,300	39,000
1973 Mid-Size Dodge						
NOTE: Add 10% for 340 V-8; 5% for 400/185 V-8; 10% for 400/260 V-8; 15% for 440/225 V-8; 20% for 440/280 V-8.						
1973 Polara						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1973 Polara Custom						
4d Sed	450	1,360	2,270	5,100	7,930	11,325
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1973 Monaco						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1973 Full-Size Dodge						
NOTE: Add 5% for 360 V-8; 5% for 400/185 V-8; 10% for 440/260 V-8; 15% for 440/225 V-8.						
1974 Colt						
4d Sed	210	620	1,030	2,320	3,610	5,150
2d Cpe	220	670	1,110	2,500	3,890	5,550
2d HT	240	710	1,180	2,640	4,110	5,875
4d Sta Wag	210	630	1,050	2,360	3,680	5,250
2d HT GT	260	780	1,300	2,930	4,550	6,500
4d Cus Sta Wag	220	670	1,120	2,510	3,900	5,575
1974 Dart						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Spt Cpe	490	1,460	2,430	5,470	8,510	12,150
1974 Dart Sport "360"						
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
1974 Dart Special Edition						
2d HT	490	1,480	2,470	5,560	8,650	12,350
4d Sed	260	770	1,280	2,880	4,480	6,400
1974 Dart Custom						
4d Sed	260	780	1,300	2,930	4,550	6,500
1974 Swinger						
2d HT	600	1,800	3,000	6,750	10,500	15,000
1974 Swinger Special						
2d HT	620	1,860	3,100	6,980	10,850	15,500
1974 Challenger						
2d HT	1,570	4,700	7,830	17,620	27,410	39,150
1974 Dodge Compacts						
NOTE: Add 10% for 318 V-8 (except Sport 360); 40% for Hang Ten pkg.						
1974 Coronet						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d Cus Sed	500	1,490	2,480	5,580	8,680	12,400
4d Cus Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d Crestwood Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1974 Charger						
2d Cpe	1,480	4,440	7,400	16,650	25,900	37,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
2d "SE" HT	1,540	4,620	7,700	17,330	26,950	38,500
1974 Mid-Size Dodge						
NOTE: Add 10% for 360 V-8; 5% for 400/185 V-8; 15% for 400/260 V-8; 25% for 440/230 V-8.						
1974 Monaco						
4d Sed	480	1,440	2,400	5,400	8,400	12,000

	6	5	4	3	2	1
2d HT Cpe	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1974 Monaco Custom						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	900	2,700	4,500	10,130	15,750	22,500
4d HT	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1974 Monaco Brougham						
4d Sed	510	1,530	2,550	5,740	8,930	12,750
2d HT	910	2,730	4,550	10,240	15,930	22,750
4d HT	550	1,650	2,750	6,190	9,630	13,750
4d Sta Wag	630	1,890	3,150	7,090	11,030	15,750
1974 Full-Size Dodge						
NOTE: Add 5% for 400/205 V-8; 20% for 440/230 V-8.						
1975 Colt						
4d Sed	210	620	1,030	2,320	3,610	5,150
2d Cpe	220	670	1,110	2,500	3,890	5,550
2d HT	230	690	1,160	2,600	4,040	5,775
2d Wag	210	630	1,050	2,360	3,680	5,250
2d GT HT	260	770	1,280	2,870	4,460	6,375
1975 Dart						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1975 Dart Sport						
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
1975 Dart Swinger						
2d HT	600	1,800	3,000	6,750	10,500	15,000
2d Spl HT	620	1,860	3,100	6,980	10,850	15,500
1975 Dart Custom						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d "360" Cpe	680	2,040	3,400	7,650	11,900	17,000
1975 Dart S.E.						
2d HT	360	1,090	1,820	4,100	6,370	9,100
4d Sed	370	1,100	1,840	4,140	6,440	9,200
1975 Dodge Darts						
NOTE: Add 10% for 318 V-8 (except Dart 360); 50% for Hang Ten pkg.						
1975 Coronet						
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1975 Coronet Custom						
2d HT	580	1,740	2,900	6,530	10,150	14,500
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1975 Coronet Brougham						
2d HT	600	1,800	3,000	6,750	10,500	15,000
1975 Crestwood						
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1975 Charger S.E.						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1975 Mid-Size Dodge						
NOTE: Add 10% for 360 V-8; 5% for 400 V-8. Deduct 5% for 6-cyl.						
1975 Monaco						
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1975 Royal Monaco						
2d HT	920	2,760	4,600	10,350	16,100	23,000
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1975 Royal Monaco Brougham						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	630	1,890	3,150	7,090	11,030	15,750
1975 Full-Size Dodge						
NOTE: Add 5% for 360 V-8; 5% for 400 V-8; 25% for 440 V-8.						
1976 Colt, 4-cyl.						
4d Sed	200	610	1,010	2,270	3,540	5,050
2d Cpe	220	650	1,090	2,450	3,820	5,450
2d HT Carousel	230	690	1,160	2,600	4,040	5,775
4d Sta Wag	210	630	1,050	2,360	3,680	5,250
2d GT HT	260	770	1,280	2,870	4,460	6,375
1976 Dart Sport, 6-cyl.						
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
1976 Dart Swinger Special, 6-cyl.						
2d HT	600	1,800	3,000	6,750	10,500	15,000
1976 Dart, 6-cyl.						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Swinger	600	1,800	3,000	6,750	10,500	15,000
1976 Aspen, V-8						
4d Sed	250	740	1,240	2,780	4,320	6,175
2d Spt Cpe	320	950	1,590	3,570	5,550	7,925
4d Sta Wag	340	1,030	1,710	3,850	5,990	8,550
1976 Dodge Aspen						
NOTE: Add 5% for Custom; 5% for Special Edition; 30% for R/T pkg.; 10% for 318 V-8; 15% for 360 V-8.						
1976 Coronet, V-8						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d 2S Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1976 Coronet Brougham, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
1976 Crestwood Coronet, V-8						
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1976 Charger, V-8						
2d HT	580	1,740	2,900	6,530	10,150	14,500
2d HT Spt	600	1,800	3,000	6,750	10,500	15,000
1976 Charger Special Edition, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1976 Mid-Size Dodge						
NOTE: Add 5% for 400/175 V-8; 10% for 400/240 V-8. Deduct 10% for 6-cyl.						
1976 Monaco, V-8						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1976 Royal Monaco, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1976 Royal Monaco Brougham, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1976 Full-Size Dodge						
NOTE: Add 5% for 360 V-8; 5% for 400 V-8; 25% for 440 V-8.						
1977 Colt, 4-cyl.						
4d Sed	200	590	990	2,230	3,470	4,950
2d Cpe	230	680	1,140	2,550	3,970	5,675
2d Cus Cpe	230	690	1,160	2,600	4,040	5,775
2d HT Carousel	250	750	1,260	2,820	4,390	6,275
4d Sta Wag	210	630	1,050	2,360	3,680	5,250
2d GT HT	250	740	1,240	2,780	4,320	6,175
1977 Aspen, V-8						
4d Sed	190	580	970	2,180	3,400	4,850
2d Spt Cpe	250	740	1,240	2,780	4,320	6,175
4d Sta Wag	250	740	1,240	2,780	4,320	6,175
1977 Dodge Aspen						
NOTE: Add 5% for Custom; 10% for Special Edition; 30% for R/T Super Pack; 10% for 318 V-8; 15% for 360 V-8.						
1977 Monaco, V-8						
4d Sed	450	1,360	2,260	5,090	7,910	11,300
2d HT	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1977 Monaco Brougham, V-8						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
1977 Monaco Crestwood, V-8						
4d Sta Wag	590	1,770	2,950	6,640	10,330	14,750
1977 Charger Special Edition, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 5% for 360 V-8; 10% for 400 V-8.						
1977 Diplomat, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
1977 Diplomat Medallion, V-8						
4d Sed	350	1,060	1,760	3,960	6,160	8,800
2d Cpe	390	1,180	1,960	4,410	6,860	9,800
1977 Royal Monaco, V-8						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1977 Full-Size Dodge						
NOTE: Add 5% for Brougham; 10% for 360 V-8; 5% for 400 V-8; 15% for 440 V-8.						
1978 Omni						
4d HBk	170	520	870	1,950	3,030	4,325
1978 Colt						
4d Sed	210	620	1,030	2,320	3,610	5,150
2d Cpe	220	670	1,110	2,500	3,890	5,550
2d Cus Cpe	230	680	1,140	2,550	3,970	5,675
4d Sta Wag	210	630	1,050	2,360	3,680	5,250
1978 Aspen						
4d Sed	200	590	980	2,210	3,430	4,900
2d Cpe	190	560	930	2,080	3,240	4,625
4d Sta Wag	250	740	1,240	2,780	4,320	6,175
1978 Monaco						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	490	1,480	2,460	5,540	8,610	12,300
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
4d Brougham Sed	480	1,440	2,400	5,400	8,400	12,000
2d SS Cpe	580	1,740	2,900	6,530	10,150	14,500
4d Crestwood Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1978 Charger SE						
2d Cpe	1,080	3,240	5,400	12,150	18,900	27,000
1978 Magnum XE						
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
1978 Challenger						
2d Cpe	300	900	1,500	3,380	5,250	7,500
1978 Diplomat						
4d "S" Sed	280	840	1,400	3,150	4,900	7,000
2d "S" Cpe	320	960	1,600	3,600	5,600	8,000
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1978 Diplomat Medallion						
4d Sed	350	1,060	1,760	3,960	6,160	8,800
2d Cpe	390	1,180	1,960	4,410	6,860	9,800
1979 Omni, 4-cyl.						
4d HBk	180	530	880	1,970	3,060	4,375
2d HBk	180	530	890	1,990	3,100	4,425
1979 Colt, 4-cyl.						
2d HBk	170	510	850	1,900	2,960	4,225
2d Cus HBk	170	520	870	1,950	3,030	4,325
2d Cpe	180	530	890	1,990	3,100	4,425
4d Sed	160	480	810	1,810	2,820	4,025
4d Sta Wag	190	560	930	2,080	3,240	4,625
1979 Aspen, V-8						
4d Sed	200	590	990	2,230	3,470	4,950
2d Cpe	270	800	1,340	3,020	4,690	6,700
4d Sta Wag	250	740	1,240	2,780	4,320	6,175
1979 Magnum XE, V-8						
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
1979 Challenger, 4-cyl.						
2d Cpe	310	920	1,540	3,470	5,390	7,700
1979 Diplomat, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	320	960	1,600	3,600	5,600	8,000
1979 Diplomat Salon, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1979 Diplomat Medallion, V-8						
4d Sed	350	1,060	1,760	3,960	6,160	8,800
2d Cpe	390	1,180	1,960	4,410	6,860	9,800
NOTE: Deduct 5% for 6-cyl.						
1979 St. Regis, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000

	6	5	4	3	2	1
1980 Omni, 4-cyl.						
4d HBk	140	430	720	1,620	2,520	3,600
2d HBk 2 plus 2	024160	480	810	1,810	2,820	4,025
1980 Colt, 4-cyl.						
2d HBk	140	420	700	1,580	2,450	3,500
2d HBk Cus	140	430	720	1,620	2,520	3,600
4d Sta Wag	150	440	740	1,670	2,590	3,700
1980 Aspen, V-8						
4d Sed	190	580	970	2,180	3,400	4,850
2d Cpe	240	730	1,220	2,730	4,250	6,075
4d Sta Wag	210	620	1,030	2,320	3,610	5,150
NOTE: Deduct 5% for 6-cyl.						
1980 Challenger						
2d Cpe	310	920	1,540	3,470	5,390	7,700
1980 Diplomat, V-8						
4d Sed Salon	300	900	1,500	3,380	5,250	7,500
2d Cpe Salon	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag Salon	480	1,440	2,400	5,400	8,400	12,000
4d Sed Medallion	350	1,060	1,760	3,960	6,160	8,800
2d Cpe Medallion	390	1,180	1,960	4,410	6,860	9,800
NOTE: Deduct 10% for 6-cyl.; 5% for lesser models.						
1980 Mirada, V-8						
2d Cpe Specialty S	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Specialty	420	1,260	2,100	4,730	7,350	10,500
NOTE: Deduct 5% for 6-cyl.						
1980 St. Regis, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
NOTE: Deduct 12% for 6-cyl.						
1981 Omni, 4-cyl.						
4d HBk	152	456	760	1,710	2,660	3,800
2d HBk 024	164	492	820	1,850	2,870	4,100
NOTE: Deduct 5% for lesser models.						
1981 Colt, 4-cyl.						
2d HBk	140	420	700	1,580	2,450	3,500
2d HBk DeL	144	432	720	1,620	2,520	3,600
2d HBk Cus	148	444	740	1,670	2,590	3,700
1981 Aries, 4-cyl.						
4d Sed SE	156	468	780	1,760	2,730	3,900
2d Sed SE	160	480	800	1,800	2,800	4,000
4d Sta Wag SE	168	504	840	1,890	2,940	4,200
NOTE: Deduct 5% for lesser models.						
1981 Challenger, 4-cyl.						
2d Cpe	310	920	1,540	3,470	5,390	7,700
1981 Diplomat, V-8						
4d Sed Medallion	350	1,060	1,760	3,960	6,160	8,800
2d Cpe Medallion	390	1,180	1,960	4,410	6,860	9,800
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
NOTE: Deduct 10% for 6-cyl.; 5% for lesser models.						
1981 Mirada, V-8						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 12% for 6-cyl.						
1981 St. Regis, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
NOTE: Deduct 12% for 6-cyl.						
1982 Colt, 4-cyl.						
2d HBk Cus	160	480	800	1,800	2,800	4,000
4d HBk Cus	156	468	780	1,760	2,730	3,900
NOTE: Deduct 5% for lesser models.						
1982 Omni, 4-cyl.						
4d HBk Euro	172	516	860	1,940	3,010	4,300
2d HBk 024 Charger	180	540	900	2,030	3,150	4,500
NOTE: Deduct 5% for lesser models.						
1982 Aries, 4-cyl.						
4d Sed SE	156	468	780	1,760	2,730	3,900
2d Cpe SE	168	504	840	1,890	2,940	4,200
4d Sta Wag SE	176	528	880	1,980	3,080	4,400
NOTE: Deduct 5% for lesser models.						
1982 400, 4-cyl.						
2d Cpe Specialty LS	168	504	840	1,890	2,940	4,200
4d Sed LS	172	516	860	1,940	3,010	4,300
2d Conv	220	660	1,100	2,480	3,850	5,500
NOTE: Deduct 5% for lesser models.						
1982 Challenger, 4-cyl.						
2d Cpe	300	900	1,500	3,380	5,250	7,500
1982 Diplomat, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sed Medallion	350	1,060	1,760	3,960	6,160	8,800
NOTE: Deduct 10% for 6-cyl.						
1982 Mirada, V-8						
2d Cpe Specialty	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 12% for 6-cyl.						
1983 Colt, 4-cyl.						
4d HBk Cus	156	468	780	1,760	2,730	3,900
2d HBk Cus	168	504	840	1,890	2,940	4,200
NOTE: Deduct 5% for lesser models.						
1983 Omni, 4-cyl.						
4d HBk	160	480	800	1,800	2,800	4,000
4d HBk Cus	172	516	860	1,940	3,010	4,300
1983 Charger, 4-cyl.						
2d HBk	176	528	880	1,980	3,080	4,400
2d HBk 2 plus 2	184	552	920	2,070	3,220	4,600
2d HBk Shelby	380	1,140	1,900	4,280	6,650	9,500
1983 Aries, 4-cyl.						
4d Sed SE	160	480	800	1,800	2,800	4,000
2d Sed SE	156	468	780	1,760	2,730	3,900
4d Sta Wag SE	180	540	900	2,030	3,150	4,500
NOTE: Deduct 5% for lesser models.						
1983 Challenger, 4-cyl.						
2d Cpe	300	900	1,500	3,380	5,250	7,500
1983 400, 4-cyl.						
4d Sed	168	504	840	1,890	2,940	4,200
2d Cpe	164	492	820	1,850	2,870	4,100
2d Conv	228	684	1,140	2,570	3,990	5,700
1983 600, 4-cyl.						
4d Sed	176	528	880	1,980	3,080	4,400
4d Sed ES	184	552	920	2,070	3,220	4,600
1983 Diplomat, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sed Medallion	350	1,060	1,760	3,960	6,160	8,800
NOTE: Deduct 10% for 6-cyl.						

	6	5	4	3	2	1
1983 Mirada, V-8						
2d Cpe Specialty	380	1,140	1,900	4,280	6,650	9,500
NOTE: Deduct 12% for 6-cyl.						
1984 Colt, 4-cyl.						
4d HBk DL	170	500	840	1,890	2,940	4,200
2d HBk DL	164	492	820	1,850	2,870	4,100
4d Sta Wag	160	480	800	1,800	2,800	4,000
NOTE: Deduct 5% for lesser models.						
1984 Omni, 4-cyl.						
4d HBk GLH	168	504	840	1,890	2,940	4,200
NOTE: Deduct 5% for lesser models.						
1984 Charger, 4-cyl.						
2d HBk	176	528	880	1,980	3,080	4,400
2d HBk 2 plus 2	190	560	940	2,120	3,290	4,700
2d HBk Shelby	320	960	1,600	3,600	5,600	8,000
NOTE: Add 10% for Turbo.						
1984 Aries, 4-cyl.						
4d Sed SE	164	492	820	1,850	2,870	4,100
2d Sed SE	168	504	840	1,890	2,940	4,200
4d Sta Wag SE	172	516	860	1,940	3,010	4,300
1984 Conquest, 4-cyl. Turbo						
2d HBk	220	660	1,100	2,480	3,850	5,500
1984 Daytona, 4-cyl.						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d HBk Turbo	240	720	1,200	2,700	4,200	6,000
2d HBk Turbo Z	280	840	1,400	3,150	4,900	7,000
1984 600, 4-cyl.						
4d Sed	176	528	880	1,980	3,080	4,400
2d Sed	176	528	880	1,980	3,080	4,400
4d Sed ES	180	540	900	2,030	3,150	4,500
2d Conv	232	696	1,160	2,610	4,060	5,800
2d Conv ES	248	744	1,240	2,790	4,340	6,200
1984 Diplomat, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sed SE	350	1,050	1,750	3,940	6,130	8,750
1985 Colt, 4-cyl.						
4d Sed DL	156	468	780	1,760	2,730	3,900
2d HBk DL	160	480	800	1,800	2,800	4,000
4d Sed Premiere	160	480	800	1,800	2,800	4,000
4d Sta Wag Vista	180	540	900	2,030	3,150	4,500
4d Sta Wag Vista 4WD	220	660	1,100	2,480	3,850	5,500
NOTE: Deduct 5% for lesser models.						
1985 Omni, 4-cyl.						
4d HBk GLH	172	516	860	1,940	3,010	4,300
NOTE: Deduct 5% for lesser models.						
1985 Charger, 4-cyl.						
2d HBk	196	588	980	2,210	3,430	4,900
2d HBk 2 plus 2	204	612	1,020	2,300	3,570	5,100
2d HBk Shelby	320	960	1,600	3,600	5,600	8,000
1985 Aries, 4-cyl.						
4d Sed LE	168	504	840	1,890	2,940	4,200
2d Sed LE	168	504	840	1,890	2,940	4,200
4d Sta Wag LE	176	528	880	1,980	3,080	4,400
NOTE: Deduct 5% for lesser models.						
1985 Conquest, 4-cyl.						
2d HBk Turbo	220	660	1,100	2,480	3,850	5,500
1985 Daytona, 4-cyl.						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d HBk Turbo	240	720	1,200	2,700	4,200	6,000
2d HBk Turbo Z	280	840	1,400	3,150	4,900	7,000
1985 600, 4-cyl.						
4d Sed SE	180	540	900	2,030	3,150	4,500
2d Sed	184	552	920	2,070	3,220	4,600
Conv	232	696	1,160	2,610	4,060	5,800
Conv ES Turbo	248	744	1,240	2,790	4,340	6,200
1985 Lancer						
4d HBk	200	600	1,000	2,250	3,500	5,000
4d HBk ES	220	660	1,100	2,480	3,850	5,500
1985 Diplomat, V-8						
4d Sed	180	540	900	2,030	3,150	4,500
4d Sed SE	188	564	940	2,120	3,290	4,700
1986 Colt						
4d E Sed	164	492	820	1,850	2,870	4,100
2d E HBk	160	480	800	1,800	2,800	4,000
4d DL Sed	168	504	840	1,890	2,940	4,200
2d DL HBk	164	492	820	1,850	2,870	4,100
4d Premiere Sed	172	516	860	1,940	3,010	4,300
4d Vista Sta Wag	184	552	920	2,070	3,220	4,600
4d Vista Sta Wag 4WD	220	670	1,120	2,520	3,920	5,600
1986 Omni						
4d HBk	168	504	840	1,890	2,940	4,200
4d HBk GLH	180	540	900	2,030	3,150	4,500
2d HBk Charger Shelby	1,000	3,000	5,000	11,250	17,500	25,000
1986 Charger						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d HBk 2 plus 2	212	636	1,060	2,390	3,710	5,300
2d HBk Shelby	320	960	1,600	3,600	5,600	8,000
2d HBk Daytona	216	648	1,080	2,430	3,780	5,400
HBk Daytona Turbo	240	720	1,200	2,700	4,200	6,000
1986 Aries						
2d Sed	172	516	860	1,940	3,010	4,300
4d Sed	172	516	860	1,940	3,010	4,300
1986 Lancer						
4d HBk	200	600	1,000	2,250	3,500	5,000
1986 600						
2d Cpe	180	540	900	2,030	3,150	4,500
2d Conv	240	720	1,200	2,700	4,200	6,000
2d ES Conv	256	768	1,280	2,880	4,480	6,400
4d Sed	184	552	920	2,070	3,220	4,600
1986 Conquest						
2d HBk	236	708	1,180	2,660	4,130	5,900
1986 Diplomat						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 10% for deluxe models. Deduct 5% for smaller engines.						
1987 Colt, 4-cyl.						
4d E Sed	168	504	840	1,890	2,940	4,200
2d E HBk	164	492	820	1,850	2,870	4,100
4d DL Sed	172	516	860	1,940	3,010	4,300
2d DL HBk	168	504	840	1,890	2,940	4,200
4d Sed Premiere	176	528	880	1,980	3,080	4,400
4d Vista Sta Wag	188	564	940	2,120	3,290	4,700
4d Vista Sta Wag 4WD	230	680	1,140	2,570	3,990	5,700
1987 Omni, 4-cyl.						
4d HBk America	168	504	840	1,890	2,940	4,200
2d HBk Charger	200	600	1,000	2,250	3,500	5,000
2d HBk Charger Shelby	1,000	3,000	5,000	11,250	17,500	25,000
1987 Aries, 4-cyl.						
2d Sed	168	504	840	1,890	2,940	4,200
4d Sed	172	516	860	1,940	3,010	4,300
2d LE Sed	172	516	860	1,940	3,010	4,300
4d Sed LE	176	528	880	1,980	3,080	4,400
4d LE Sta Wag	176	528	880	1,980	3,080	4,400
1987 Shadow, 4-cyl.						
2d LBk	172	516	860	1,940	3,010	4,300
4d LBk	176	528	880	1,980	3,080	4,400
NOTE: Add 5% for 2.2 Turbo.						
1987 Daytona, 4-cyl.						
2d HBk	192	576	960	2,160	3,360	4,800
2d HBk Pacifica	228	684	1,140	2,570	3,990	5,700
2d HBk Shelby 2	248	744	1,240	2,790	4,340	6,200
1987 600, 4-cyl.						
4d Sed	180	540	900	2,030	3,150	4,500
4d Sed SE	184	552	920	2,070	3,220	4,600
NOTE: Add 5% for 2.2 Turbo.						
1987 Lancer, 4-cyl.						
4d HBk	188	564	940	2,120	3,290	4,700
4d HBk ES	192	576	960	2,160	3,360	4,800
NOTE: Add 5% for 2.2 Turbo; 15% for Shelby Pkg.						
1987 Diplomat, V-8						
4d Sed	224	672	1,120	2,520	3,920	5,600
4d Sed SE	232	696	1,160	2,610	4,060	5,800
1988 Colt, 4-cyl.						
3d HBk	88	264	440	990	1,540	2,200
4d E Sed	112	336	560	1,260	1,960	2,800
3d E HBk	104	312	520	1,170	1,820	2,600
4d DL Sed	116	348	580	1,310	2,030	2,900
3d DL HBk	112	336	560	1,260	1,960	2,800
4d DL Sta Wag	120	360	600	1,350	2,100	3,000
4d Sed Premiere	140	420	700	1,580	2,450	3,500
4d Vista Sta Wag	160	480	800	1,800	2,800	4,000
4d Vista Sta Wag 4x4	200	600	1,000	2,250	3,500	5,000
1988 Omni, 4-cyl.						
4d HBk	112	336	560	1,260	1,960	2,800
1988 Aries, 4-cyl.						
2d Sed	112	336	560	1,260	1,960	2,800
4d Sed	112	336	560	1,260	1,960	2,800
4d Sta Wag	132	396	660	1,490	2,310	3,300
1988 Shadow, 4-cyl.						
2d HBk	128	384	640	1,440	2,240	3,200
4d HBk	136	408	680	1,530	2,380	3,400
1988 Daytona, 4-cyl.						
2d HBk	180	540	900	2,030	3,150	4,500
2d HBk Pacifica	240	720	1,200	2,700	4,200	6,000
2d HBk Shelby Z	300	900	1,500	3,380	5,250	7,500
1988 600, 4-cyl.						
4d Sed	140	420	700	1,580	2,450	3,500
4d SE Sed	156	468	780	1,760	2,730	3,900
1988 Lancer, 4-cyl.						
4d Spt HBk	168	504	840	1,890	2,940	4,200
4d Spt ES HBk	200	600	1,000	2,250	3,500	5,000
NOTE: Add 5% for 2.2 Turbo; 15% for Shelby Pkg.						
1988 Dynasty						
4d Sed 4-cyl.	160	480	800	1,800	2,800	4,000
4d Sed Prem 4-cyl.	172	516	860	1,940	3,010	4,300
4d Sed V-6	180	540	900	2,030	3,150	4,500
4d Sed Prem V-6	184	552	920	2,070	3,220	4,600
1988 Diplomat, V-8						
4d Sed Salon	152	456	760	1,710	2,660	3,800
4d Sed	132	396	660	1,490	2,310	3,300
4d SE Sed	168	504	840	1,890	2,940	4,200
1989 Colt, 4-cyl.						
2d HBk	152	456	760	1,710	2,660	3,800
2d HBk E	156	468	780	1,760	2,730	3,900
2d HBk GT	164	492	820	1,850	2,870	4,100
4d DL Sta Wag	200	600	1,000	2,250	3,500	5,000
4d DL Sta Wag 4x4	216	648	1,080	2,430	3,780	5,400
4d Vista Sta Wag	208	624	1,040	2,340	3,640	5,200
4d Vista Sta Wag 4x4	220	670	1,120	2,520	3,920	5,600
1989 Omni, 4-cyl.						
4d HBk	144	432	720	1,620	2,520	3,600
1989 Aries, 4-cyl.						
4d Sed	140	420	700	1,580	2,450	3,500
2d Sed	136	408	680	1,530	2,380	3,400
1989 Shadow, 4-cyl.						
4d HBk	168	504	840	1,890	2,940	4,200
2d HBk	164	492	820	1,850	2,870	4,100
1989 Daytona, 4-cyl.						
2d HBk	184	552	920	2,070	3,220	4,600
2d ES HBk	200	600	1,000	2,250	3,500	5,000
2d ES HBk Turbo	240	720	1,200	2,700	4,200	6,000
2d HBk Shelby	320	960	1,600	3,600	5,600	8,000
1989 Spirit, 4-cyl.						
4d Sed	168	504	840	1,890	2,940	4,200
4d LE Sed	180	540	900	2,030	3,150	4,500
4d ES Sed Turbo	204	612	1,020	2,300	3,570	5,100
4d ES Sed V-6	204	612	1,020	2,300	3,570	5,100
1989 Lancer, 4-cyl.						
4d Spt HBk	204	612	1,020	2,300	3,570	5,100
4d Spt HBk ES	212	636	1,060	2,390	3,710	5,300
4d Spt HBk Shelby	280	840	1,400	3,150	4,900	7,000
NOTE: Add 5% for 2.2 Turbo; 15% for Shelby Pkg.						
1989 Dynasty, 4-cyl.						
4d Sed	184	552	920	2,070	3,220	4,600
1989 V-6						
4d Sed	192	576	960	2,160	3,360	4,800
4d LE Sed	216	648	1,080	2,430	3,780	5,400
1989 Diplomat, V-8						
4d Sed Salon	220	660	1,100	2,480	3,850	5,500
4d SE Sed	224	672	1,120	2,520	3,920	5,600

EDSEL

	6	5	4	3	2	1
1960 Ranger Series, V-8, 120" wb						
2d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,560	4,680	7,800	17,550	27,300	39,000
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1960 Station Wagons, V-8, 120" wb						
4d 6P Vill	2,800	8,400	14,000	31,500	49,000	70,000
4d 9P Vill	2,880	8,640	14,400	32,400	50,400	72,000
NOTE: Deduct 5% for 6-cyl.						

EXCALIBUR

	6	5	4	3	2	1
1965 Excalibur I, Chevrolet Corvette V8						
2d SSK Rds 2P	2,000	6,000	10,000	25,000	35,000	50,000
1966 Excalibur I, Chevrolet Corvette V8						
2d SSK Rds 2P	1,800	5,400	9,000	22,500	31,500	45,000
2d SS Rds 2P	1,600	4,800	8,000	18,000	28,000	40,000
1966 Excalibur 35X						
2d Rds 2P	2,000	6,000	10,000	25,000	35,000	50,000
1967 Excalibur Series I, Chevrolet Corvette V8						
2d SSK Rds 2P	1,800	5,400	9,000	22,500	31,500	45,000
2d SS Rds 2P	1,520	4,560	7,600	19,000	26,600	38,000
2d SS Phaeton 4P	1,280	3,840	6,400	16,000	22,400	32,000
1967 Excalibur 35X						
2d Rds 2P	2,000	6,000	10,000	25,000	35,000	50,000
1968 Excalibur Series I, Chevrolet Corvette V8						
2d SSK Rds 2P	1,800	5,400	9,000	22,500	31,500	45,000
2d SS Rds 2P	1,520	4,560	7,600	19,000	26,600	38,000
2d SS Phaeton 4P	1,600	4,800	8,000	18,000	28,000	40,000
1968 Excalibur 35X						
2d Rds 2P	2,000	6,000	10,000	25,000	35,000	50,000
1969 Excalibur Series I, Chevrolet Corvette V8						
2d SSK Rds 2P	1,800	5,400	9,000	22,500	31,500	45,000
2d SS Rds 2P	1,520	4,560	7,600	19,000	26,600	38,000
2d SS Phaeton 4P	1,600	4,800	8,000	18,000	28,000	40,000
1969 Excalibur 35X						
2d Rds 2P	2,000	6,000	10,000	25,000	35,000	50,000
1970 Excalibur Series II, Chevrolet Corvette V8						
2d SSK Rds 2P	1,560	4,670	7,780	17,510	27,230	38,900
2d SS Rds 2P	1,740	5,220	8,700	19,580	30,450	43,500
2d SS Phaeton 4P	1,600	4,800	8,000	18,000	28,000	40,000
1972 Excalibur Series II, Chevrolet Corvette 454 V8						
2d SSK Rds 2P	1,560	4,670	7,780	19,450	27,230	38,900
2d SS Rds 2P	1,740	5,220	8,700	19,580	30,450	43,500
2d SS Phaeton 4P	1,560	4,670	7,780	17,510	27,230	38,900
1973 Excalibur Series II, Chevrolet Corvette 454 V8						
2d SSK Rds 2P	1,600	4,800	8,000	18,000	28,000	40,000
2d SS Rds 2P	1,740	5,220	8,700	19,580	30,450	43,500
2d SS Phaeton 4P	1,520	4,560	7,600	17,100	26,600	38,000
1974 Excalibur Series II, Chevrolet Corvette 454 V8						
2d SS Rds 2P	1,740	5,220	8,700	21,750	30,450	43,500
2d SS Phaeton 4P	1,520	4,560	7,600	17,100	26,600	38,000
1975 Excalibur Series III, Chevrolet Corvette V8						
2d Rds 2P	1,740	5,220	8,700	21,750	30,450	43,500
2d Phaeton 4P	1,520	4,560	7,600	17,100	26,600	38,000
1976 Excalibur Series III, Chevrolet Corvette V8						
2d Rds 2P	1,740	5,220	8,700	21,750	30,450	43,500
2d Phaeton 4P	1,520	4,560	7,600	17,100	26,600	38,000
1977 Excalibur Series III, Chevrolet Corvette V8						
2d Rds 2P	1,740	5,220	8,700	21,750	30,450	43,500
2d Phaeton 4P	1,520	4,560	7,600	17,100	26,600	38,000
1978 Excalibur Series III, Chevrolet Corvette V8						
2d Rds 2P	1,740	5,220	8,700	21,750	30,450	43,500
2d Phaeton 4P	1,520	4,560	7,600	17,100	26,600	38,000
1979 Excalibur Series III, Chevrolet Corvette V8						
2d Rds 2P	1,740	5,220	8,700	21,750	30,450	43,500
2d Phaeton 4P	1,520	4,560	7,600	17,100	26,600	38,000
1980 Excalibur Series IV, Chevrolet Corvette V8						
2d Phaeton 4P	2,000	6,000	10,000	22,500	35,000	50,000
1981 Excalibur Series IV, Chevrolet Corvette V8						
2d Rds 2P	1,920	5,760	9,600	24,000	33,600	48,000
2d Phaeton 4P	1,760	5,280	8,800	22,000	30,800	44,000
1982 Excalibur Series IV, Chevrolet Corvette V8						
2d Rds 2P	1,920	5,760	9,600	24,000	33,600	48,000
2d Phaeton 4P	1,760	5,280	8,800	22,000	30,800	44,000
1983 Excalibur Series IV, Chevrolet Corvette V8						
2d Rds 2P	2,160	6,480	10,800	27,000	37,800	54,000
2d Phaeton 4P	1,840	5,520	9,200	23,000	32,200	46,000
NOTE: 700R automatic transmission adopted.						
1984 Excalibur Series IV, Chevrolet Corvette V8						
2d Rds 2P	2,560	7,680	12,800	32,000	44,800	64,000
2d Phaeton 4P	1,840	5,520	9,200	23,000	32,200	46,000
1984 Excalibur Series IV 20th Anniversary, Chevrolet Corvette V8						
2d Rds 2P	3,000	9,000	15,000	37,500	52,500	75,000
2d Phaeton 4P	2,960	8,880	14,800	37,000	51,800	74,000
1985 Excalibur Signature Series V, Chevrolet Corvette V8						
2d Rds 2P	3,000	9,000	15,000	33,750	52,500	75,000
2d Phaeton 4P	2,960	8,880	14,800	33,300	51,800	74,000
1986 Excalibur Series V, Chevrolet Corvette V8						
2d Rds 2P	1,880	5,640	9,400	23,500	32,900	47,000
2d Phaeton 4P	1,680	5,040	8,400	21,000	29,400	42,000
2d Royal 4P	1,920	5,760	9,600	24,000	33,600	48,000
2d Limited	1,720	5,160	8,600	21,500	30,100	43,000
1987 Excalibur Series V, Chevrolet Corvette V8						
2d Rds 2P	1,880	5,640	9,400	23,500	32,900	47,000
2d Phaeton 4P	1,680	5,040	8,400	21,000	29,400	42,000
1988 Excalibur Series V, Chevrolet Corvette V8						
2d Rds 2P	1,880	5,640	9,400	23,500	32,900	47,000
2d Phaeton 4P	1,680	5,040	8,400	21,000	29,400	42,000
4d Touring Sed 5P	3,200	9,600	16,000	40,000	56,000	80,000
4d Limousine 5P	3,400	10,200	17,000	42,500	59,500	85,000

FORD

	6	5	4	3	2	1
1960 Falcon, 6-cyl., 109.5" wb						
2d Sed	520	1,560	2,600	5,850	9,100	13,000

	6	5	4	3	2	1
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

1960 Fairlane, V-8, 119" wb

2d Bus Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	360	1,080	1,800	4,050	6,300	9,000

1960 Fairlane 500, V-8, 119" wb

2d Sed	460	1,380	2,300	5,180	8,050	11,500
4d Sed	400	1,200	2,000	4,500	7,000	10,000

1960 Galaxie, V-8, 119" wb

2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000

1960 Galaxie Special, V-8, 119" wb

2d Starliner HT	1,800	5,390	8,980	20,210	31,430	44,900
2d Sun Conv	2,000	6,000	10,000	22,500	35,000	50,000

1960 Station Wagons, V-8, 119" wb

2d Ran	900	2,700	4,500	10,130	15,750	22,500
4d Ran	800	2,400	4,000	9,000	14,000	20,000
4d Ctry Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Ctry Sq	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: Add 100% for 352-cid, 360-hp. Deduct 5% average for 6-cyl.

1961 Falcon, 6-cyl., 109.5" wb

2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Futura Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

1961 Fairlane, V-8, 119" wb

2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sed	440	1,320	2,200	4,950	7,700	11,000

NOTE: Add 75% for 390/401 V8s

1961 Galaxie, V-8, 119" wb

2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Vic HT	540	1,620	2,700	6,080	9,450	13,500
2d Vic HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Star HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Sun Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 75% for 390/401 V8s.

1961 Station Wagons, V-8, 119" wb

4d Ran	850	2,550	4,250	9,560	14,880	21,250
2d Ran	880	2,640	4,400	9,900	15,400	22,000
4d 6P Ctry Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Ctry Sq	1,360	4,080	6,800	15,300	23,800	34,000

NOTE: Add 75% for 390 cid, 401-hp; 50% for 390 cid, 375-hp; 50% for 4-speed on either 390-cid, 375-hp or 390-cid, 401-hp. Deduct 5% average for 6-cyl.

1962 Falcon, 6-cyl., 109.5" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Fut Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000

1962 Falcon Station Bus, 6-cyl., 109.5" wb

Sta Bus	580	1,740	2,900	6,530	10,150	14,500
Clb Wag	680	2,040	3,400	7,650	11,900	17,000
DeL Wag	600	1,800	3,000	6,750	10,500	15,000

1962 Fairlane, V-8, 115.5" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	620	1,860	3,100	6,980	10,850	15,500
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000

1962 Galaxie 500, V-8, 119" wb

4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Sun Conv	2,400	7,200	12,000	27,000	42,000	60,000

1962 Galaxie 500 XL, V-8, 119" wb

2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Sun Conv	2,400	7,200	12,000	27,000	42,000	60,000

1962 Station Wagons, V-8, 119" wb

4d Ranch	840	2,520	4,200	9,450	14,700	21,000
4d Ctry Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Ctry Sq	1,320	3,960	6,600	14,850	23,100	33,000

NOTE: Add 50% for 406 V-8 385-hp; 100% for 406 cid, 405-hp; 30% for 390 cid, 330-hp; 20% for 390 cid, 300-hp. Deduct 5% average for 6-cyl.

1963 Falcon/Falcon Futura, 6-cyl., 109.5" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Spt Sed	720	2,160	3,600	8,100	12,600	18,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
2d Spt HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Spt Conv	1,460	4,380	7,300	16,430	25,550	36,500
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for V-8 models.

1963 Station Buses, 6-cyl., 90" wb

Sta Bus	580	1,740	2,900	6,530	10,150	14,500
Clb Wag	600	1,800	3,000	6,750	10,500	15,000
DeL Clb Wag	680	2,040	3,400	7,650	11,900	17,000

1963 Sprint, V-8, 109.5" wb

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1963 Fairlane, V-8, 115.5" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
2d Spt Cpe	920	2,760	4,600	10,350	16,100	23,000
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Cus Ran	840	2,520	4,200	9,450	14,700	21,000

NOTE: Add 20% for 271-hp V-8.

1963 Ford 300, V-8, 119" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	660	1,980	3,300	7,430	11,550	16,500

1963 Galaxie 500, V-8, 119" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d FBk	1,480	4,440	7,400	16,650	25,900	37,000
2d Sun Conv	1,730	5,190	8,650	19,460	30,280	43,250

1963 Galaxie 500 XL, V-8, 119" wb

4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,250	3,750	6,250	14,060	21,880	31,250
2d FBk	1,520	4,560	7,600	17,100	26,600	38,000
2d Sun Conv	1,960	5,880	9,800	22,050	34,300	49,000

1963 Station Wagons, V-8, 119" wb

4d Ctry Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Ctry Sq	1,520	4,560	7,600	17,100	26,600	38,000

NOTE: Add 50% for 406, 385-hp; 100% for 406 cid, 405-hp; 75% for 427, 410-hp; 200% for 427 cid, 425-hp; 5% for V-8 except Sprint; 30% for 390 cid, 330-hp; 20% for 390 cid, 300-hp. Deduct 5% average for 6-cyl.

1964 Falcon/Falcon Futura, 6-cyl., 109.5" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	820	2,460	4,100	9,230	14,350	20,500
2d Spt HT	1,020	3,060	5,100	11,480	17,850	25,500
2d Conv	1,220	3,660	6,100	13,730	21,350	30,500
2d Spt Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Sq Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d DeL Wag	1,020	3,060	5,100	11,480	17,850	25,500
4d Sta	800	2,400	4,000	9,000	14,000	20,000
2d Sta	1,220	3,660	6,100	13,730	21,350	30,500

NOTE: Add 10% for V-8 models.

1964 Station Bus, 6-cyl., 90" wb

Sta Bus	580	1,740	2,900	6,530	10,150	14,500
Clb Wag	600	1,800	3,000	6,750	10,500	15,000
DeL Clb	680	2,040	3,400	7,650	11,900	17,000

1964 Sprint, V-8, 109.5" wb

2d HT	1,020	3,060	5,100	11,480	17,850	25,500
2d Conv	1,820	5,460	9,100	20,480	31,850	45,500

1964 Fairlane, V-8, 115.5" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
2d Spt HT	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500

NOTE: Add 20% for 271-hp V-8.

1964 Fairlane Thunderbolt

2d Sed	14,000	42,000	70,000	157,500	245,000	350,000

1964 Custom, V-8, 119" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	650	1,940	3,240	7,290	11,340	16,200

1964 Custom 500, V-8, 119" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	650	1,960	3,260	7,340	11,410	16,300

1964 Galaxie 500, V-8, 119" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d HT	1,220	3,660	6,100	13,730	21,350	30,500
2d Sun Conv	1,740	5,220	8,700	19,580	30,450	43,500

1964 Galaxie 500XL, V-8, 119" wb

4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Sun Conv	2,000	6,000	10,000	22,500	35,000	50,000

1964 Station Wagons, V-8, 119" wb

4d Ctry Sed	1,340	4,020	6,700	15,080	23,450	33,500
4d Ctry Sq	2,000	6,000	10,000	22,500	35,000	50,000

NOTE: Add 75% for 427 cid, 410-hp; 200% for 427 cid, 425-hp; 30% for 390 cid, 330-hp; 20% for 390 cid, 300-hp; 15% for 390 cid, 275-hp.

1965 Falcon/Falcon Futura, 6-cyl., 109.5" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d Sq Wag	840	2,520	4,200	9,450	14,700	21,000
4d DeL Wag	680	2,040	3,400	7,650	11,900	17,000
4d Sta	640	1,920	3,200	7,200	11,200	16,000
2d Sta	800	2,400	4,000	9,000	14,000	20,000

NOTE: Add 10% for V-8 models.

1965 Sprint, V-8, 109.5" wb

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1965 Falcon Station Buses, 6-cyl., 90" wb

Sta Bus	430	1,300	2,170	4,870	7,580	10,825
Clb Wag	450	1,340	2,230	5,010	7,790	11,125
DeL Wag	450	1,360	2,270	5,100	7,930	11,325

1965 Fairlane, V-8, 116" wb

4d Sed	410	1,240	2,060	4,640	7,210	10,300
2d Sed	580	1,730	2,890	6,490	10,100	14,425
2d HT	940	2,820	4,700	10,580	16,450	23,500
2d Spt HT	1,060	3,180	5,300	11,930	18,550	26,500
4d Sta Wag	620	1,850	3,090	6,950	10,820	15,450

NOTE: Add 10% for 271-hp V-8.

1965 Custom, V-8, 119" wb

4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d Sed	520	1,560	2,600	5,850	9,100	13,000

1965 Custom 500, V-8, 119" wb

4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000

1965 Galaxie 500, V-8, 119" wb

4d Sed	550	1,660	2,760	6,210	9,660	13,800
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	870	2,600	4,330	9,730	15,140	21,625
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000

1965 Galaxie 500 XL, V-8, 119" wb

2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1965 Galaxie 500 LTD, V-8, 119" wb

4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,040	3,120	5,200	11,700	18,200	26,000

1965 Station Wagons, V-8, 119" wb

4d Ran	680	2,030	3,390	7,630	11,870	16,950
4d 9P Ctry Sed	740	2,220	3,700	8,330	12,950	18,500
4d 9P Ctry Sq	780	2,340	3,900	8,780	13,650	19,500

NOTE: Add 200% for 427 cid, 425-hp; 30% for 390 cid, 330-hp; 20% for 390 cid, 300-hp.

1966 Falcon/Falcon Futura, 6-cyl., 110.9" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Clb Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Spt Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d 6P Wag	620	1,860	3,100	6,980	10,850	15,500
4d Sq Wag	680	2,040	3,400	7,650	11,900	17,000

1966 Falcon Station Bus, 6-cyl., 90" wb

Clb Wag	430	1,300	2,170	4,870	7,580	10,825
Cus Clb Wag	460	1,370	2,290	5,140	8,000	11,425
DeL Clb Wag	450	1,360	2,270	5,100	7,930	11,325

1966 Fairlane, V-8, 116" wb

4d Sed	410	1,220	2,040	4,590	7,140	10,200
2d Clb Cpe	580	1,740	2,900	6,530	10,150	14,500

1966 Fairlane 500, V-8

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
2d Conv	1,300	3,900	6,500	14,630	22,750	32,500

1966 Fairlane 500 XL, V-8, 116" wb

2d HT	1,100	3,300	5,500	12,380	19,250	27,500
2d Conv	1,340	4,020	6,700	15,080	23,450	33,500

1966 Fairlane 500 GT, V-8, 116" wb

2d HT	2,040	6,120	10,200	22,950	35,700	51,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000

1966 Station Wagons, V-8, 113" wb

6P DeL	620	1,850	3,090	6,950	10,820	15,450
2d Sq Wag	720	2,160	3,600	8,100	12,600	18,000

1966 Custom, V-8, 119" wb

4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d Sed	520	1,560	2,600	5,850	9,100	13,000

1966 Galaxie 500, V-8, 119" wb

4d Sed	550	1,660	2,760	6,210	9,660	13,800
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1966 Galaxie 500 XL, V-8, 119" wb

2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1966 LTD, V-8, 119" wb

4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000

1966 Galaxie 500, 7-litre V-8, 119" wb

2d HT	4,000	12,000	20,000	45,000	70,000	100,000
2d Conv	5,600	16,800	28,000	63,000	98,000	140,000

NOTE: Add 50% for 427 engine option on 7-litre models.

1966 Station Wagons, V-8, 119" wb

4d Ran Wag	620	1,860	3,100	6,980	10,850	15,500
4d Ctry Sed	640	1,920	3,200	7,200	11,200	16,000
4d Ctry Sq	680	2,040	3,400	7,650	11,900	17,000

NOTE: Add 200% for 427 cid, 425-hp; 75% for 427 cid, 410-hp; 30% for 428 engine option.

1967 Falcon, 6-cyl., 111" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1967 Futura

4d Sed	400	1,210	2,020	4,550	7,070	10,100
2d Clb Cpe	540	1,620	2,700	6,080	9,450	13,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000

1967 Fairlane

4d Sed	410	1,220	2,040	4,590	7,140	10,200
2d Cpe	580	1,740	2,900	6,530	10,150	14,500

1967 Fairlane 500, V-8, 116" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Wag	640	1,920	3,200	7,200	11,200	16,000

1967 Fairlane 500 XL, V-8

2d HT	1,100	3,300	5,500	12,380	19,250	27,500
2d Conv	1,360	4,080	6,800	15,300	23,800	34,000
2d HT GT	2,040	6,120	10,200	22,950	35,700	51,000
2d Conv GT	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: When fitted with automatic transmission, the GT was named GTA.

1967 Fairlane Wagons

4d Sta Wag	620	1,850	3,090	6,950	10,820	15,450
4d 500 Wag	680	2,040	3,400	7,650	11,900	17,000
4d Sq Wag	740	2,220	3,700	8,330	12,950	18,500

1967 Ford Custom

4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d Sed	520	1,560	2,600	5,850	9,100	13,000

1967 Ford Custom 500

4d Sed	530	1,590	2,650	5,960	9,280	13,250
2d Sed	600	1,800	3,000	6,750	10,500	15,000

1967 Galaxie 500, V-8, 119" wb

4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000

1967 Galaxie 500 XL

2d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1967 LTD, V-8, 119" wb

4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000

1967 Station Wagons

4d Ranch	620	1,860	3,100	6,980	10,850	15,500
4d Ctry Sed	640	1,920	3,200	7,200	11,200	16,000
4d Ctry Sq	680	2,040	3,400	7,650	11,900	17,000

NOTE: Add 5% for V-8; 200% for 427 cid, 425-hp; 75% for 427 cid, 410-hp; 40% for 428 cid V-8; 30% for 428 engine option.

	6	5	4	3	2	1
1968 Standard Falcon						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1968 Falcon Futura, 6-cyl., 110.0" wb						
4d Sed	400	1,210	2,020	4,550	7,070	10,100
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Spt Cpe	1,060	3,180	5,300	11,930	18,550	26,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1968 Fairlane						
4d Sed	410	1,220	2,040	4,590	7,140	10,200
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1968 Fairlane 500, V-8, 116" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
2d FBk	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1968 Torino, V-8, 116" wb						
4d Sed	550	1,660	2,770	6,230	9,700	13,850
2d HT	1,100	3,300	5,500	12,380	19,250	27,500
4d Wag	740	2,220	3,700	8,330	12,950	18,500
1968 Torino GT, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d FBk	1,450	4,340	7,240	16,290	25,340	36,200
2d Conv	1,700	5,100	8,500	19,130	29,750	42,500
1968 Custom						
4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d Sed	520	1,560	2,600	5,850	9,100	13,000
1968 Custom 500						
4d Sed	530	1,590	2,650	5,960	9,280	13,250
2d Sed	600	1,800	3,000	6,750	10,500	15,000
1968 Galaxie 500, V-8, 119" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d FBk	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
1968 Galaxie 500 XL						
2d FBk	1,300	3,900	6,500	14,630	22,750	32,500
1968 XL						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1968 LTD						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
1968 Ranch Wagon						
4d Std Wag	620	1,860	3,100	6,980	10,850	15,500
4d 500 Wag	640	1,920	3,200	7,200	11,200	16,000
4d DeL 500 Wag	680	2,040	3,400	7,650	11,900	17,000
1968 Country Sedan						
4d Std Wag	800	2,400	4,000	9,000	14,000	20,000
DeL Wag	860	2,580	4,300	9,680	15,050	21,500
1968 Country Squire						
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d DeL Wag	900	2,700	4,500	10,130	15,750	22,500
NOTE: Add 30% for 429 engine option.						
1969 Falcon Futura, 6-cyl., 111" wb						
2d Spt Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1969 Fairlane 500, V-8, 116" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
2d FBk	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
1969 Torino, V-8, 116" wb						
4d Sed	550	1,660	2,770	6,230	9,700	13,850
2d HT	1,100	3,300	5,500	12,380	19,250	27,500
1969 Torino GT, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d FBk	1,450	4,340	7,240	16,290	25,340	36,200
2d Conv	1,700	5,100	8,500	19,130	29,750	42,500
1969 Cobra						
2d HT	3,200	9,600	16,000	36,000	56,000	80,000
2d FBk	3,320	9,960	16,600	37,350	58,100	83,000
1969 Galaxie 500, V-8, 121" wb						
4d HT	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d FBk	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
1969 XL						
2d FBk	1,300	3,900	6,500	14,630	22,750	32,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 10% for GT option.						
1969 LTD						
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d HT	1,120	3,360	5,600	12,600	19,600	28,000
1969 Falcon Wagon, 6-cyl.						
4d Wag	600	1,800	3,000	6,750	10,500	15,000
4d Futura Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1969 Fairlane, 6-cyl.						
4d Wag	640	1,920	3,200	7,200	11,200	16,000
4d 500 Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d Torino Sta Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 30% for V-8 where available.						
1969 Custom Ranch Wagon, V-8						
4d Wag	620	1,860	3,100	6,980	10,850	15,500
4d 500 Sta Wag 2S	640	1,920	3,200	7,200	11,200	16,000
4d 500 Sta Wag 4S	680	2,040	3,400	7,650	11,900	17,000
NOTE: Deduct 30% for 6-cyl.						
1969 Galaxie 500 Country Sedan, V-8						
4d Wag 2S	800	2,400	4,000	9,000	14,000	20,000
4d Wag 4S	860	2,580	4,300	9,680	15,050	21,500
1969 LTD Country Squire, V-8						
4d Wag 2S	840	2,520	4,200	9,450	14,700	21,000
4d Wag 4S	900	2,700	4,500	10,130	15,750	22,500
NOTE: Add 30% for 428 engine option; 30% for 429 engine option.						

	6	5	4	3	2	1
1970 Falcon, 6-cyl., 110" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Sed	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag	380	1,140	1,900	4,280	6,650	9,500
1970 Futura, 6-cyl., 110" wb						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 10% for V-8.						
1970 Maverick						
2d Sed	380	1,140	1,900	4,280	6,650	9,500
1970 Fairlane 500, V-8, 117" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 100% for Q code 429 V-8 in Fairlane 500.						
1970 Torino, V-8, 117" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	460	1,380	2,300	5,180	8,050	11,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
2d Sports Roof HT	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1970 Torino Brougham, V-8, 117" wb						
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	900	2,700	4,500	10,130	15,750	22,500
4d Squire Wag	640	1,920	3,200	7,200	11,200	16,000
1970 Torino GT, V-8, 117" wb						
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1970 Cobra, V-8, 117" wb						
2d HT	4,000	12,000	20,000	45,000	70,000	100,000
1970 Custom, V-8, 121" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1970 Custom 500, V-8, 121" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Ranch Wag	520	1,560	2,600	5,850	9,100	13,000
1970 Galaxie 500, V-8, 121" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Country Sed Wag	640	1,920	3,200	7,200	11,200	16,000
2d FBk	1,040	3,120	5,200	11,700	18,200	26,000
1970 XL, V-8, 121" wb						
2d FBk	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1970 LTD, V-8, 121" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Country Squire Wag	740	2,220	3,700	8,330	12,950	18,500
NOTE: Add 5% for LTD Brougham; 25% for 429 cid V-8 (all Full-Size Fords).						
1970-1/2 Falcon, 6-cyl., 117" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 5% for V-8; 30% for 429 CJ V-8; 50% for 429 CJR V-8.						
1971 Pinto						
2d Rbt	400	1,200	2,000	4,500	7,000	10,000
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1971 Maverick, 6-cyl.						
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Grabber Sed	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 20% for V-8.						
1971 Torino, V-8, 114" wb, Sta Wag 117" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1971 Torino 500, V-8, 114" wb, Sta Wag 117" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d HT	420	1,260	2,100	4,730	7,350	10,500
2d Formal HT	800	2,400	4,000	9,000	14,000	20,000
2d Sports Roof HT	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
4d HT Brougham	440	1,320	2,200	4,950	7,700	11,000
2d HT Brougham	660	1,980	3,300	7,430	11,550	16,500
4d Squire Sta Wag	690	2,080	3,460	7,790	12,110	17,300
2d HT Cobra	4,000	12,000	20,000	45,000	70,000	100,000
2d GT HT	1,070	3,200	5,340	12,020	18,690	26,700
2d GT Conv	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 30% for 429 CJ V-8; 50% for 429 CJ-R V-8.						
1971 Custom, V-8, 121" wb						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Ranch Wag	500	1,500	2,500	5,630	8,750	12,500
1971 Custom 500, V-8, 121" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Ranch Wag	540	1,620	2,700	6,080	9,450	13,500
1971 Galaxie 500, V-8, 121" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Country Sed Wag	640	1,920	3,200	7,200	11,200	16,000
1971 LTD						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
4d Country Squire Sta Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for LTD Brougham; 25% for 429 cid V-8 (all Full-Size Fords).						
1972 Pinto, 4-cyl.						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
3d HBk	460	1,380	2,300	5,180	8,050	11,500
2d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1972 Maverick, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Grabber Sed	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for Sprint Pkg. Deduct 20% for 6-cyl.						
1972 Torino, V-8, 118" wb, 2d 114" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1972 Gran Torino						
4d Pillared HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
1972 Gran Torino Sport, V-8						
2d Formal HT	630	1,880	3,140	7,070	10,990	15,700
2d Sports Roof HT	900	2,700	4,500	10,130	15,750	22,500
4d Squire Sta Wag	690	2,080	3,460	7,790	12,110	17,300
1972 Custom, V-8, 121" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Ranch Wag	540	1,620	2,700	6,080	9,450	13,500
1972 Custom 500, V-8, 121" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Ranch Wag	520	1,550	2,580	5,790	9,010	12,875
1972 Galaxie 500, V-8, 121" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Country Sed Wag	640	1,920	3,200	7,200	11,200	16,000
1972 LTD, V-8, 121" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,120	3,360	5,600	12,600	19,600	28,000
4d Country Squire Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for LTD Brougham; 25% for 429 engine option.						
1973 Pinto, 4-cyl.						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Rbt	460	1,380	2,300	5,180	8,050	11,500
2d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1973 Maverick, V-8						
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Grabber Sed	560	1,680	2,800	6,300	9,800	14,000
1973 Torino, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1973 Gran Torino, V-8						
4d Pillared HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	690	2,080	3,460	7,790	12,110	17,300
1973 Gran Torino Sport, V-8						
2d Sports Roof HT	900	2,700	4,500	10,130	15,750	22,500
2d Formal HT	600	1,800	3,000	6,750	10,500	15,000
4d Squire Sta Wag	690	2,080	3,460	7,790	12,110	17,300
1973 Gran Torino Brgm, V-8						
4d Pillared HT	540	1,620	2,700	6,080	9,450	13,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
1973 Custom 500, V-8						
4d Pillared HT	480	1,440	2,400	5,400	8,400	12,000
4d Ranch Wag	540	1,620	2,700	6,080	9,450	13,500
1973 Galaxie 500, V-8						
4d Pillared HT	520	1,560	2,600	5,850	9,100	13,000
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
4d Country Sed Wag	640	1,920	3,200	7,200	11,200	16,000
1973 LTD, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
4d Country Squire Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for LTD Brougham; 25% for 429 engine option.						
1974 Pinto						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
3d HBk	460	1,380	2,300	5,180	8,050	11,500
2d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1974 Maverick, V-8						
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Grabber Sed	560	1,680	2,800	6,300	9,800	14,000
1974 Torino, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1974 Gran Torino, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	900	2,700	4,500	10,130	15,750	22,500
4d Sta Wag	690	2,080	3,460	7,790	12,110	17,300
1974 Gran Torino Sport, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
1974 Gran Torino Brgm, V-8						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
1974 Gran Torino Elite, V-8						
2d HT	900	2,700	4,500	10,130	15,750	22,500
1974 Gran Torino Squire, V-8						
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1974 Custom 500						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Ranch Wag	540	1,620	2,700	6,080	9,450	13,500
1974 Galaxie 500, V-8						
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
4d Country Sed Wag	640	1,920	3,200	7,200	11,200	16,000
1974 LTD, V-8						
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Sed	430	1,280	2,140	4,820	7,490	10,700
4d HT	580	1,740	2,900	6,530	10,150	14,500
4d Country Squire Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 5% for LTD Brougham; 15% for 460 engine option.						
1975 Pinto						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
3d HBk	460	1,380	2,300	5,180	8,050	11,500

	6	5	4	3	2	1
2d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1975 Maverick						
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Grabber Sed	550	1,640	2,740	6,170	9,590	13,700
1975 Torino						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	690	2,060	3,440	7,740	12,040	17,200
1975 Gran Torino						
2d Cpe	750	2,240	3,740	8,420	13,090	18,700
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	710	2,120	3,540	7,970	12,390	17,700
1975 Gran Torino Brougham						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1975 Gran Torino Sport						
2d HT	900	2,700	4,500	10,130	15,750	22,500
2d Spt Rf	960	2,880	4,800	10,800	16,800	24,000
1975 Torino Squire						
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1975 Elite						
2d HT	740	2,220	3,700	8,330	12,950	18,500
1975 Granada						
2d Cpe	280	840	1,400	3,150	4,900	7,000
4d Sed	250	760	1,260	2,840	4,410	6,300
2d Ghia Cpe	300	910	1,520	3,420	5,320	7,600
4d Ghia Sed	270	800	1,340	3,020	4,690	6,700
1975 Custom 500						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1975 LTD						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
4d Sed	440	1,320	2,200	4,950	7,700	11,000
1975 LTD Station Wagon						
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
4d Country Squire Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 5% for LTD Brougham; 7% for LTD Landau; 15% for 460 engine option.						
1976 Pinto, 4-cyl.						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Rbt	460	1,380	2,300	5,180	8,050	11,500
2d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
2d Squire Wag	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 10% for V-6.						
1976 Maverick, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Sed	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 5% for 6-cyl.						
1976 Torino, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	600	1,800	3,000	6,750	10,500	15,000
1976 Gran Torino, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	750	2,240	3,740	8,420	13,090	18,700
NOTE: Add 25% for "Starsky & Hutch" Edition.						
1976 Gran Torino Brougham, V-8						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
1976 Station Wagons, V-8						
4d 2S Torino	600	1,800	3,000	6,750	10,500	15,000
4d 2S Gran Torino	680	2,040	3,400	7,650	11,900	17,000
4d 2S Gran Torino Squire	710	2,120	3,540	7,970	12,390	17,700
1976 Granada, V-8						
4d Sed	250	760	1,260	2,840	4,410	6,300
2d Sed	280	840	1,400	3,150	4,900	7,000
1976 Granada Ghia, V-8						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Sed	300	900	1,500	3,380	5,250	7,500
1976 Elite, V-8						
2d HT	720	2,160	3,600	8,100	12,600	18,000
1976 Custom, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1976 LTD, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	680	2,040	3,400	7,650	11,900	17,000
NOTE: Add 5% for LTD Brougham; 7% for LTD Landau; 15% for 460 cid V-8.						
1976 Station Wagons, V-8						
4d Ranch Wag	640	1,920	3,200	7,200	11,200	16,000
4d LTD Wag	700	2,100	3,500	7,880	12,250	17,500
4d Country Squire Wag	760	2,280	3,800	8,550	13,300	19,000
1977 Pinto, 4-cyl.						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Rbt	460	1,380	2,300	5,180	8,050	11,500
2d Sta Wag	400	1,190	1,980	4,460	6,930	9,900
2d Squire Wag	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for V-6.						
1977 Maverick, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Sed	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 5% for 6-cyl.						
1977 Granada, V-8						
4d Sed	250	760	1,260	2,840	4,410	6,300
2d Sed	280	840	1,400	3,150	4,900	7,000
1977 Granada Ghia, V-8						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Sed	300	900	1,500	3,380	5,250	7,500
1977 LTD II "S", V-8						
4d Sed	190	560	930	2,080	3,240	4,625
2d Sed	230	680	1,140	2,550	3,970	5,675
1977 LTD II, V-8						
4d Sed	190	570	950	2,140	3,330	4,750
2d Sed	230	690	1,160	2,600	4,040	5,775
1977 LTD II Brougham, V-8						
4d Sed	210	620	1,030	2,320	3,610	5,150
2d Sed	250	740	1,240	2,780	4,320	6,175
1977 LTD, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	680	2,040	3,400	7,650	11,900	17,000
1977 Station Wagons, V-8						
4d 2S LTD	600	1,800	3,000	6,750	10,500	15,000
4d 3S LTD	640	1,920	3,200	7,200	11,200	16,000
4d 3S Ctry Sq	700	2,100	3,500	7,880	12,250	17,500
NOTE: Add 7% for LTD Landau; 15% for 429 cid V-8 (all Full-Size Fords).						
1978 Fiesta						
2d HBk	170	500	840	1,890	2,940	4,200
1978 Pinto						
2d Sed	280	840	1,400	3,150	4,900	7,000
3d Rbt	310	940	1,560	3,510	5,460	7,800
2d Sta Wag	320	960	1,600	3,600	5,600	8,000
2d Sq Wag	360	1,080	1,800	4,050	6,300	9,000
1978 Fairmont						
4d Sed	170	510	850	1,910	2,980	4,250
2d Sed	210	620	1,040	2,340	3,640	5,200
2d Cpe Futura	260	790	1,320	2,970	4,620	6,600
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
1978 Granada						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Sed	300	900	1,500	3,380	5,250	7,500
1978 LTD II "S"						
4d Sed	180	540	900	2,030	3,150	4,500
2d Cpe	230	680	1,140	2,570	3,990	5,700
1978 LTD II						
4d Sed	190	560	940	2,120	3,290	4,700
2d Cpe	230	700	1,160	2,610	4,060	5,800
1978 LTD II Brougham						
4d Sed	190	580	960	2,160	3,360	4,800
2d Cpe	240	720	1,200	2,700	4,200	6,000
1978 LTD						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
4d 2S Sta Wag	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add 5% for LTD Landau.						
1979 Fiesta, 4-cyl.						
3d HBk	170	500	840	1,890	2,940	4,200
1979 Pinto, V-6						
2d Sed	280	840	1,400	3,150	4,900	7,000
2d Rbt	310	940	1,560	3,510	5,460	7,800
2d Sta Wag	320	960	1,600	3,600	5,600	8,000
2d Sq Wag	360	1,080	1,800	4,050	6,300	9,000
NOTE: Deduct 5% for 4-cyl.						
1979 Fairmont, 6-cyl.						
4d Sed	170	510	850	1,910	2,980	4,250
2d Sed	210	620	1,040	2,340	3,640	5,200
2d Cpe	260	790	1,320	2,970	4,620	6,600
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
4d Sq Wag	300	900	1,500	3,380	5,250	7,500
NOTE: Add 5% for V-8. Deduct 5% for 4-cyl.						
1979 Granada, V-8						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Sed	300	900	1,500	3,380	5,250	7,500
NOTE: Deduct 5% for 6-cyl.						
1979 LTD II, V-8						
4d Sed	190	560	940	2,120	3,290	4,700
2d Sed	230	700	1,160	2,610	4,060	5,800
1979 LTD II Brougham, V-8						
4d Sed	190	580	960	2,160	3,360	4,800
2d Sed	240	720	1,200	2,700	4,200	6,000
1979 LTD, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d 2S Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d 3S Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d 2S Sq Wag	540	1,620	2,700	6,080	9,450	13,500
4d 3S Sq Wag	580	1,740	2,900	6,530	10,150	14,500
1979 LTD Landau						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,330	2,220	5,000	7,770	11,100
1980 Fiesta, 4-cyl.						
2d HBk	170	500	840	1,890	2,940	4,200
1980 Pinto, 4-cyl.						
2d Cpe Pony	280	850	1,420	3,200	4,970	7,100
2d Sta Wag Pony	300	910	1,520	3,420	5,320	7,600
2d Cpe	280	840	1,400	3,150	4,900	7,000
2d HBk	310	940	1,560	3,510	5,460	7,800
2d Sta Wag	310	940	1,560	3,510	5,460	7,800
2d Sta Wag Sq	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 20% for Pinto Cruising Van pkg.						
1980 Fairmont, 6-cyl.						
4d Sed	170	510	850	1,910	2,980	4,250
2d Sed	210	620	1,040	2,340	3,640	5,200
4d Sed Futura	180	540	900	2,030	3,150	4,500
2d Cpe Futura	270	800	1,340	3,020	4,690	6,700
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
NOTE: Add 12% for V-8. Deduct 10% for 4-cyl.						
1980 Granada, V-8						
4d Sed	270	820	1,360	3,060	4,760	6,800
2d Sed	300	900	1,500	3,380	5,250	7,500
4d Sed Ghia	280	830	1,380	3,110	4,830	6,900
2d Sed Ghia	300	910	1,520	3,420	5,320	7,600
4d Sed ESS	280	840	1,400	3,150	4,900	7,000
2d Sed ESS	310	920	1,540	3,470	5,390	7,700
NOTE: Deduct 10% for 6-cyl.						
1980 LTD, V-8						
4d Sed S	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag CS	500	1,500	2,500	5,630	8,750	12,500
1980 LTD Crown Victoria, V-8						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,330	2,220	5,000	7,770	11,100
1981 Escort, 4-cyl.						
2d HBk SS	140	410	680	1,530	2,380	3,400
4d HBk SS	140	430	720	1,620	2,520	3,600
NOTE: Deduct 5% for lesser models.						
1981 Fairmont, 6-cyl.						
2d Sed S	210	620	1,040	2,340	3,640	5,200
4d Sed	170	500	840	1,890	2,940	4,200
2d Sed	210	620	1,040	2,340	3,640	5,200
4d Futura	180	540	900	2,030	3,150	4,500
2d Cpe Futura	270	800	1,340	3,020	4,690	6,700
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
4d Sta Wag Futura	300	910	1,520	3,420	5,320	7,600
NOTE: Add 12% for V-8. Deduct 10% for 4-cyl.						
1981 Granada, 6-cyl.						
4d Sed GLX	280	840	1,400	3,150	4,900	7,000
2d Sed GLX	310	920	1,540	3,470	5,390	7,700
NOTE: Add 12% for V-8.						
1981 LTD, V-8						
4d Sed S	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag S	480	1,440	2,400	5,400	8,400	12,000
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d Country Squire Wag	500	1,500	2,500	5,630	8,750	12,500
1981 LTD Crown Victoria, V-8						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1982 Escort, 4-cyl.						
2d HBk GLX	144	432	720	1,620	2,520	3,600
4d HBk GLX	148	444	740	1,670	2,590	3,700
4d Sta Wag GLX	180	530	880	1,980	3,080	4,400
2d HBk GT	180	540	900	2,030	3,150	4,500
NOTE: Deduct 5% for lesser models.						
1982 EXP, 4-cyl.						
2d Cpe	180	550	920	2,070	3,220	4,600
1982 Fairmont Futura, 4-cyl.						
4d Sed	180	540	900	2,030	3,150	4,500
2d Sed	210	620	1,040	2,340	3,640	5,200
2d Cpe Futura	270	800	1,340	3,020	4,690	6,700
1982 Fairmont Futura, 6-cyl.						
4d Sed	180	550	920	2,070	3,220	4,600
2d Cpe Futura	270	820	1,360	3,060	4,760	6,800
1982 Granada, 6-cyl.						
4d Sed GLX	280	840	1,400	3,150	4,900	7,000
2d Sed GLX	310	920	1,540	3,470	5,390	7,700
1982 Granada Wagon, 6-cyl.						
4d Sta Wag GL	320	960	1,600	3,600	5,600	8,000
1982 LTD, V-8						
4d Sed S	320	960	1,600	3,600	5,600	8,000
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1982 LTD Crown Victoria, V-8						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1982 LTD Station Wagon, V-8						
4d Sta Wag S	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag CS	500	1,500	2,500	5,630	8,750	12,500
NOTE: Deduct 15% for V-6.						
1983 Escort, 4-cyl.						
2d HBk GLX	144	432	720	1,620	2,520	3,600
4d HBk GLX	148	444	740	1,670	2,590	3,700
4d Sta Wag GLX	180	530	880	1,980	3,080	4,400
2d HBk GT	180	540	900	2,030	3,150	4,500
NOTE: Deduct 5% for lesser models.						
1983 EXP, 4-cyl.						
2d Cpe	180	550	920	2,070	3,220	4,600
1983 Fairmont Futura, 6-cyl.						
4d Sed	180	540	900	2,030	3,150	4,500
2d Sed	210	620	1,040	2,340	3,640	5,200
2d Cpe	270	800	1,340	3,020	4,690	6,700
NOTE: Deduct 5% for 4-cyl.						
1983 LTD, 6-cyl.						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed Brgm	340	1,030	1,720	3,870	6,020	8,600
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
NOTE: Deduct 10% for 4-cyl.						
1983 LTD Crown Victoria, V-8						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d Country Squire Wag	480	1,440	2,400	5,400	8,400	12,000
1984 Escort, 4-cyl.						
4d HBk LX	150	440	740	1,670	2,590	3,700
2d HBk LX	140	420	700	1,580	2,450	3,500
4d Sta Wag LX	180	530	880	1,980	3,080	4,400
2d HBk GT	180	540	900	2,030	3,150	4,500
2d HBk Turbo GT	200	600	1,000	2,250	3,500	5,000
NOTE: Deduct 5% for lesser models.						
1984 EXP, 4-cyl.						
2d Cpe	160	490	820	1,850	2,870	4,100
2d Cpe L	168	504	840	1,890	2,940	4,200
2d Cpe Turbo	184	552	920	2,070	3,220	4,600
1984 Tempo, 4-cyl.						
2d Sed GLX	140	420	700	1,580	2,450	3,500
4d Sed GLX	140	420	700	1,580	2,450	3,500
NOTE: Deduct 5% for lesser models.						
1984 LTD, V-6						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed Brgm	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d Sed LX, (V-8)	360	1,080	1,800	4,050	6,300	9,000
NOTE: Deduct 8% for 4-cyl.						
1984 LTD Crown Victoria, V-8						
4d Sed S	320	960	1,600	3,600	5,600	8,000
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag S	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	470	1,410	2,350	5,290	8,230	11,750
4d Country Squire Wag	480	1,440	2,400	5,400	8,400	12,000
1985 Escort, 4-cyl.						
4d HBk LX	150	440	740	1,670	2,590	3,700

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4d Sta Wag LX	180	530	880	1,980	3,080	4,400
2d HBk GT	180	540	900	2,030	3,150	4,500
2d HBk Turbo GT	200	600	1,000	2,250	3,500	5,000
NOTE: Deduct 5% for lesser models.						
1985 EXP, 4-cyl.						
2d Cpe HBk	164	492	820	1,850	2,870	4,100
2d Cpe HBk Luxury	172	516	860	1,940	3,010	4,300
2d Cpe HBk Turbo	188	564	940	2,120	3,290	4,700
NOTE: Deduct 20% for diesel.						
1985 Tempo, 4-cyl.						
2d Sed GLX	140	420	700	1,580	2,450	3,500
4d Sed GLX	140	420	700	1,580	2,450	3,500
NOTE: Deduct 5% for lesser models; 20% for diesel.						
1985 LTD						
4d V-6 Sed	320	960	1,600	3,600	5,600	8,000
4d V-6 Sed Brgm	340	1,020	1,700	3,830	5,950	8,500
4d V-6 Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d V-8 Sed LX	360	1,080	1,800	4,050	6,300	9,000
NOTE: Deduct 20% for 4-cyl. where available.						
1985 LTD Crown Victoria, V-8						
4d Sed S	320	960	1,600	3,600	5,600	8,000
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag S	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	470	1,410	2,350	5,290	8,230	11,750
4d Country Squire Wag	480	1,440	2,400	5,400	8,400	12,000
1986 Escort						
2d HBk	150	440	740	1,670	2,590	3,700
4d HBk	150	440	740	1,670	2,590	3,700
4d Sta Wag	180	530	880	1,980	3,080	4,400
2d GT HBk	190	580	960	2,160	3,360	4,800
1986 EXP						
2d Cpe	184	552	920	2,070	3,220	4,600
1986 Tempo						
2d Sed	144	432	720	1,620	2,520	3,600
4d Sed	144	432	720	1,620	2,520	3,600
1986 Taurus						
4d Sed	200	590	980	2,210	3,430	4,900
4d Sta Wag	200	610	1,020	2,300	3,570	5,100
1986 LTD						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Brgm Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
1986 LTD Crown Victoria						
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d Country Squire Wag	480	1,440	2,400	5,400	8,400	12,000
1987 Escort, 4-cyl.						
2d HBk Pony	148	444	740	1,670	2,590	3,700
2d HBk GL	152	456	760	1,710	2,660	3,800
4d HBk GL	156	468	780	1,760	2,730	3,900
4d Sta Wag GL	180	530	880	1,980	3,080	4,400
2d HBk GT	180	540	900	2,030	3,150	4,500
1987 EXP, 4-cyl.						
2d HBk LX	188	564	940	2,120	3,290	4,700
2d HBk Spt	192	576	960	2,160	3,360	4,800
1987 Tempo						
2d Sed GL	148	444	740	1,670	2,590	3,700
4d Sed GL	152	456	760	1,710	2,660	3,800
2d Sed GL Spt	152	456	760	1,710	2,660	3,800
4d Sed GL Spt	156	468	780	1,760	2,730	3,900
2d Sed LX	156	468	780	1,760	2,730	3,900
4d Sed LX	160	480	800	1,800	2,800	4,000
2d Sed 4WD	180	540	900	2,030	3,150	4,500
4d Sed 4WD	184	552	920	2,070	3,220	4,600
1987 Taurus, 4-cyl.						
4d Sed	192	576	960	2,160	3,360	4,800
4d Sta Wag	200	610	1,020	2,300	3,570	5,100
1987 Taurus, V-6						
4d Sed L	196	588	980	2,210	3,430	4,900
4d Sta Wag L	210	620	1,040	2,340	3,640	5,200
4d Sed GL	200	600	1,000	2,250	3,500	5,000
4d Sta Wag GL	210	640	1,060	2,390	3,710	5,300
4d Sed LX	204	612	1,020	2,300	3,570	5,100
4d Sta Wag LX	220	660	1,100	2,480	3,850	5,500
1987 LTD Crown Victoria, V-8						
4d Sed S	300	900	1,500	3,380	5,250	7,500
4d Sta Wag S	440	1,320	2,200	4,950	7,700	11,000
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag Ctry Sq	500	1,500	2,500	5,630	8,750	12,500
4d Sed LX	300	910	1,520	3,420	5,320	7,600
2d Cpe LX	320	970	1,620	3,650	5,670	8,100
4d Sta Wag LX	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag Ctry Sq LX	510	1,530	2,550	5,740	8,930	12,750
1988 Festiva, 4-cyl.						
2d HBk L	130	380	640	1,440	2,240	3,200
2d HBk L Plus	130	400	660	1,490	2,310	3,300
2d HBk LX	140	410	680	1,530	2,380	3,400
1988 Escort, 4-cyl.						
2d HBk Pony	150	440	740	1,670	2,590	3,700
2d HBk GL	150	460	760	1,710	2,660	3,800
4d HBk GL	160	470	780	1,760	2,730	3,900
4d Sta Wag GL	180	530	880	1,980	3,080	4,400
2d HBk GT	180	540	900	2,030	3,150	4,500
2d HBk LX	160	470	780	1,760	2,730	3,900
4d HBk LX	160	480	800	1,800	2,800	4,000
4d Sta Wag LX	180	540	900	2,030	3,150	4,500
1988 EXP, 4-cyl.						
2d HBk	190	560	940	2,120	3,290	4,700
1988 Tempo, 4-cyl.						
2d Sed GL	150	440	740	1,670	2,590	3,700
4d Sed GL	140	420	700	1,580	2,450	3,500
2d Sed GLS	150	460	760	1,710	2,660	3,800
4d Sed GLS	160	470	780	1,760	2,730	3,900
4d Sed LX	160	480	800	1,800	2,800	4,000
4d Sed 4x4	200	600	1,000	2,250	3,500	5,000
1988 Taurus, 4-cyl., V-6						
4d Sed	190	580	960	2,160	3,360	4,800
4d Sed L	200	590	980	2,210	3,430	4,900
4d Sta Wag L	210	620	1,040	2,340	3,640	5,200
4d Sed GL	200	600	1,000	2,250	3,500	5,000
4d Sta Wag GL	210	640	1,060	2,390	3,710	5,300
4d Sed LX	200	610	1,020	2,300	3,570	5,100
4d Sta Wag LX	220	660	1,100	2,480	3,850	5,500
1988 LTD Crown Victoria, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d Country Squire Wag	500	1,500	2,500	5,630	8,750	12,500
4d Sed S	300	900	1,500	3,380	5,250	7,500
4d Sed LX	300	910	1,520	3,420	5,320	7,600
4d Sta Wag LX	480	1,440	2,400	5,400	8,400	12,000
4d Country Squire Wag	510	1,530	2,550	5,740	8,930	12,750
1989 Festiva, 4-cyl.						
2d HBk L	128	384	640	1,440	2,240	3,200
2d HBk L Plus	132	396	660	1,490	2,310	3,300
2d HBk LX	136	408	680	1,530	2,380	3,400
1989 Escort, 4-cyl.						
2d HBk Pony	150	440	740	1,670	2,590	3,700
2d HBk LX	160	470	780	1,760	2,730	3,900
2d HBk GT	180	540	900	2,030	3,150	4,500
4d HBk LX	160	480	800	1,800	2,800	4,000
4d Sta Wag LX	180	540	900	2,030	3,150	4,500
1989 Tempo, 4-cyl.						
2d Sed GL	150	440	740	1,670	2,590	3,700
4d Sed GL	144	432	720	1,620	2,520	3,600
2d Sed GLS	152	456	760	1,710	2,660	3,800
4d Sed GLS	140	410	680	1,530	2,380	3,400
4d Sed LX	168	504	840	1,890	2,940	4,200
4d Sed 4x4	200	600	1,000	2,250	3,500	5,000
1989 Probe, 4-cyl.						
2d GL HBk	200	600	1,000	2,250	3,500	5,000
2d LX HBk	220	660	1,100	2,480	3,850	5,500
2d GT Turbo HBk	240	720	1,200	2,700	4,200	6,000
1989 Taurus, 4-cyl.						
4d Sed L	180	530	880	1,980	3,080	4,400
4d Sed GL	200	600	1,000	2,250	3,500	5,000
1989 Taurus, V-6						
4d Sed L	200	590	980	2,210	3,430	4,900
4d Sta Wag L	210	620	1,040	2,340	3,640	5,200
4d Sed GL	200	610	1,020	2,300	3,570	5,100
4d Sta Wag GL	220	660	1,100	2,480	3,850	5,500
4d Sed LX	200	610	1,020	2,300	3,570	5,100
4d Sta Wag LX	220	660	1,100	2,480	3,850	5,500
4d Sed SHO	400	1,200	2,000	4,500	7,000	10,000
1989 LTD Crown Victoria, V-8						
4d Sed S	220	660	1,100	2,480	3,850	5,500
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed LX	310	940	1,560	3,510	5,460	7,800
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag LX	480	1,440	2,400	5,400	8,400	12,000
4d Country Squire Wag	500	1,500	2,500	5,630	8,750	12,500
4d Country Squire LX Wag	510	1,540	2,560	5,760	8,960	12,800

MUSTANG

	6	5	4	3	2	1
1964						
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
Conv	2,600	7,800	13,000	29,250	45,500	65,000
NOTE: Add 20% for Challenger Code "K" V-8. First Mustang introduced April 17, 1964 at N.Y. World's Fair; 20% for Indianapolis 500 Pace Car Edition. Deduct 20% for 6-cyl.						
1965						
2d HT	1,380	4,140	6,900	15,530	24,150	34,500
Conv	2,520	7,560	12,600	28,350	44,100	63,000
FBk	2,020	6,050	10,080	22,680	35,280	50,400
NOTE: Add 30% for 271-hp Hi-perf engine; 20% for "GT" Pkg.; 10% for "original pony interior". Deduct 20% for 6-cyl.						
1965 Shelby GT						
350 FBk	26,710	80,140	133,560	300,510	467,460	667,800
1966						
2d HT	1,360	4,080	6,810	15,310	23,820	34,025
Conv	2,600	7,790	12,980	29,200	45,420	64,890
FBk	2,320	6,960	11,590	26,080	40,570	57,960
NOTE: Add 30% for 271-hp Hi-perf engine; 20% for "GT" Pkg.; 10% for "original pony interior". Deduct 20% for 6-cyl.						
1966 Shelby GT						
350 FBk	13,100	39,310	65,520	147,420	229,320	327,600
350H FBk	13,200	39,600	66,000	148,500	231,000	330,000
350 Conv	value not estimable					
1967						
2d HT	1,820	5,450	9,080	20,430	31,770	45,390
Conv	2,470	7,410	12,350	27,780	43,220	61,740
FBk	2,270	6,800	11,340	25,520	39,690	56,700
NOTE: Add 30% for 271-hp Hi-perf engine; 20% for "GT" Pkg.; 10% for "original pony interior". Deduct 20% for 6-cyl. Add 10% for 390 cid V-8 (code "S"). Deduct 15% for 6-cyl.						
1967 Shelby GT						
350 FBk	13,100	39,310	65,520	147,420	229,320	327,600
500 FBk	20,000	60,000	100,000	225,000	350,000	500,000
1968						
2d HT	1,820	5,450	9,080	20,430	31,770	45,390
Conv	2,470	7,410	12,350	27,780	43,220	61,740
FBk	2,270	6,800	11,340	25,520	39,690	56,700
NOTE: Add 30% for 271-hp Hi-perf engine; 20% for "GT" Pkg.; 10% for "original pony interior". Deduct 20% for 6-cyl. Add 10% for GT-390; 30% for 428 cid V-8 (code "R"); 15% for "California Special" trim; 200% for 135 Series.						
1968 Shelby GT						
350 Conv	13,200	39,600	66,000	148,500	231,000	330,000
350 FBk	13,100	39,310	65,520	147,420	229,320	327,600
500 Conv	24,000	72,000	120,000	270,000	420,000	600,000
500 FBk	20,000	60,000	100,000	225,000	350,000	500,000
NOTE: Add 35% for KR models.						
1969						
2d HT	1,820	5,450	9,080	20,430	31,770	45,390
Conv	2,470	7,410	12,350	27,780	43,220	61,740
FBk	2,270	6,800	11,340	25,520	39,690	56,700
NOTE: Deduct 20% for 6-cyl.						
Mach 1	2,890	8,660	14,440	32,490	50,540	72,200
Boss 302	6,280	18,850	31,420	70,680	109,950	157,075
Boss 429	23,100	69,300	115,500	259,880	404,250	577,500
Grande	1,250	3,740	6,240	14,030	21,830	31,185
NOTE: Same as 1968; plus. Add 30% for Cobra Jet V-8; 40% for "Super Cobra Jet" engine.						
1969 Shelby GT						
350 Conv	13,200	39,600	66,000	148,500	231,000	330,000
350 FBk	13,100	39,310	65,520	147,420	229,320	327,600
500 Conv	24,000	72,000	120,000	270,000	420,000	600,000
500 FBk	20,000	60,000	100,000	225,000	350,000	500,000
1970						
2d HT	1,160	3,470	5,780	12,990	20,210	28,875
Conv	1,850	5,540	9,240	20,790	32,340	46,200
FBk	1,500	4,510	7,520	16,920	26,320	37,600
Mach 1	2,890	8,660	14,440	32,490	50,540	72,200
Boss 302	6,280	18,850	31,420	70,680	109,950	157,075
Boss 429	23,100	69,300	115,500	259,880	404,250	577,500
Grande	1,280	3,840	6,400	14,390	22,390	31,985
NOTE: Add 30% for Cobra Jet V-8; 40% for "Super Cobra Jet". Deduct 20% for 6-cyl.						
1970 Shelby GT						
350 Conv	13,200	39,600	66,000	148,500	231,000	330,000
350 FBk	13,100	39,310	65,520	147,420	229,320	327,600
500 Conv	24,000	72,000	120,000	270,000	420,000	600,000
500 FBk	20,000	60,000	100,000	225,000	350,000	500,000
1971						
2d HT	860	2,590	4,320	9,720	15,120	21,600
Grande	1,100	3,300	5,500	12,360	19,230	27,475
Conv	1,790	5,370	8,950	20,130	31,310	44,725
FBk	1,360	4,080	6,810	15,310	23,820	34,025
Mach 1	2,340	7,030	11,720	26,370	41,020	58,600
Boss 351	5,850	17,540	29,230	65,770	102,310	146,150
NOTE: Same as 1970. Add 20% for HO option where available. Deduct 20% for 6-cyl.						
1972						
2d HT	1,030	3,100	5,170	11,620	18,080	25,825
Grande	960	2,870	4,790	10,780	16,770	23,950
FBk	1,290	3,860	6,440	14,480	22,520	32,175
Mach 1	1,890	5,670	9,450	21,260	33,080	47,250
Conv	1,760	5,290	8,820	19,850	30,870	44,100
NOTE: Add 20% for HO option where available. Deduct 20% for 6-cyl.						
1973						
2d HT	860	2,570	4,280	9,620	14,960	21,375
Grande	900	2,700	4,510	10,140	15,770	22,525
FBk	1,110	3,330	5,550	12,480	19,410	27,725
Mach 1	1,630	4,880	8,130	18,290	28,460	40,650
Conv	1,640	4,920	8,200	18,450	28,700	41,000
1974 Mustang II, Mustang Four						
HT Cpe	410	1,220	2,040	4,580	7,120	10,175
FBk	400	1,210	2,010	4,520	7,040	10,050
Ghia	420	1,250	2,080	4,680	7,280	10,400
Note: Add 5% for V6.						
1974 Mach 1, V-6						
FBk	440	1,320	2,200	4,940	7,680	10,975
1975 Mustang II, Six						
HT Cpe	420	1,270	2,120	4,770	7,420	10,600
FBk	430	1,300	2,170	4,870	7,580	10,825
Ghia	440	1,310	2,190	4,930	7,670	10,950
Mach 1	480	1,440	2,400	5,390	8,380	11,975
Note: Deduct 5% for 4-Cyl. Add 15% for V8.						
1976 Mustang II, V-6						
2d	400	1,210	2,020	4,530	7,050	10,075
3d 2 plus 2	500	1,500	2,500	5,620	8,740	12,480
2d Ghia	360	1,090	1,820	4,100	6,370	9,100
NOTE: Add 20% for V-8; 20% for Cobra II. Deduct 20% for 4-cyl.						
1976 Mach 1, V-6						
3d	450	1,360	2,270	5,110	7,950	11,350
1977 Mustang II, V-6						
2d	400	1,210	2,020	4,530	7,050	10,075
3d 2 plus 2	500	1,500	2,500	5,630	8,750	12,500
2d Ghia	430	1,280	2,140	4,820	7,490	10,700
NOTE: Add 30% for Cobra II option; 20% for V-8. Deduct 20% for 4-cyl.						
1977 Mach 1, V-6						
2d	450	1,360	2,270	5,110	7,950	11,350
1978 Mustang II						
Cpe	400	1,210	2,020	4,530	7,050	10,075
3d 2 plus 2	480	1,440	2,400	5,390	8,380	11,975
Ghia Cpe	430	1,280	2,140	4,820	7,490	10,700
1978 Mach 1, V-6						
Cpe	450	1,360	2,270	5,110	7,950	11,350
NOTE: Add 20% for V-8; 30% for Cobra II option; 100% for King Cobra option. Deduct 20% for 4-cyl.						
1979 V-6						
2d Cpe	400	1,210	2,020	4,530	7,050	10,075
3d Cpe	480	1,440	2,400	5,390	8,380	11,975
2d Ghia Cpe	430	1,300	2,170	4,870	7,580	10,826
3d Ghia Cpe	450	1,360	2,270	5,110	7,950	11,350
NOTE: Add 30% for Pace Car Pkg.; 30% for Cobra option; 20% for V-8.						
1980 V-6						
2d Cpe	540	1,620	2,700	6,060	9,430	13,475
2d HBk	580	1,740	2,900	6,530	10,150	14,500
2d Ghia Cpe	550	1,660	2,770	6,230	9,700	13,850
2d Ghia HBk	530	1,590	2,650	5,950	9,260	13,225
1980 6-cyl.						
NOTE: Add 20% for V-8. Deduct 20% for 4-cyl.						
1980 V-6						
3d Cobra Hbk	1,180	3,550	5,920	13,320	20,720	29,600
1981 6-cyl.						
2d S Cpe	300	890	1,490	3,350	5,210	7,440
2d Cpe	300	910	1,510	3,400	5,290	7,560
2d HBk	300	910	1,510	3,400	5,290	7,560
2d Ghia Cpe	310	940	1,560	3,510	5,460	7,800
2d Ghia HBk	320	950	1,580	3,560	5,540	7,920
NOTE: Add 20% for V-8. Deduct 20% for 4-cyl.						

	6	5	4	3	2	1
1982 6-cyl.						
2d L Cpe	300	890	1,490	3,350	5,210	7,440
2d GL Cpe	300	910	1,510	3,400	5,290	7,560
2d GL HBk	300	910	1,510	3,400	5,290	7,560
2d GLX Cpe	310	940	1,560	3,510	5,460	7,800
2d GLX HBk	320	950	1,580	3,560	5,540	7,920
1982 6-cyl						
Note: Deduct 20% for 4-cyl. Add 20% for V-8.						
1982 V-8						
2d GT HBk	470	1,400	2,340	5,270	8,190	11,700
1983 4-cyl.						
2d L Cpe	240	720	1,200	2,700	4,200	6,000
1983 V-6						
2d GL Cpe	300	890	1,490	3,350	5,210	7,440
2d GL HBk	300	910	1,510	3,400	5,290	7,560
2d GLX Cpe	300	910	1,510	3,400	5,290	7,560
2d GLX HBk	310	940	1,560	3,510	5,460	7,800
2d GLX Conv	320	950	1,580	3,560	5,540	7,920
NOTE: Deduct 20% for 4-cyl. Add 20% for V-8.						
1983 V-8						
2d GT HBk	470	1,400	2,340	5,270	8,190	11,700
2d GT Conv	530	1,600	2,670	6,000	9,330	13,325
1984 4-cyl.						
2d L Cpe	230	680	1,130	2,550	3,970	5,670
2d L HBk	230	690	1,150	2,590	4,030	5,750
2d LX Cpe	230	690	1,150	2,590	4,030	5,750
2d LX HBk	240	710	1,180	2,640	4,110	5,875
2d GT Turbo HBk	300	910	1,510	3,400	5,290	7,550
2d GT Turbo Conv	350	1,050	1,750	3,940	6,130	8,750
1984 V-6						
2d L Cpe	230	690	1,150	2,590	4,030	5,750
2d L HBk	240	710	1,180	2,640	4,110	5,875
2d LX Cpe	240	710	1,180	2,640	4,110	5,875
2d LX HBk	240	720	1,200	2,700	4,200	6,000
LX 2d Conv	360	1,080	1,800	4,050	6,300	9,000
1984 V-8						
2d L HBk	240	720	1,200	2,700	4,200	6,000
2d LX Cpe	290	880	1,470	3,300	5,130	7,325
2d LX HBk	290	880	1,470	3,300	5,130	7,325
2d LX Conv	410	1,220	2,040	4,590	7,140	10,200
2d GT HBk	470	1,400	2,340	5,270	8,190	11,700
2d GT Conv	530	1,600	2,670	6,000	9,330	13,325
NOTE: Add 20% for 20th Anniversary Edition; 40% for SVO Model.						
1985 4-cyl.						
2d LX	240	710	1,180	2,640	4,110	5,875
2d LX HBk	240	720	1,200	2,700	4,200	6,000
2d SVO Turbo	340	1,010	1,680	3,780	5,880	8,400
1985 V-6						
2d LX	290	880	1,470	3,300	5,130	7,325
2d LX HBk	250	750	1,250	2,810	4,380	6,250
2d LX Conv	480	1,430	2,380	5,340	8,310	11,875
1985 V-8						
2d LX	260	790	1,320	2,970	4,620	6,600
2d LX HBk	270	810	1,350	3,030	4,710	6,725
2d LX Conv	500	1,510	2,520	5,670	8,820	12,600
2d GT HBk	480	1,440	2,400	5,400	8,400	12,000
2d GT Conv	670	2,020	3,360	7,560	11,760	16,800
NOTE: Add 40% for SVO Model.						
1986 Mustang, 4-cyl.						
2d Cpe	240	720	1,200	2,700	4,200	6,000
2d HBk	240	720	1,200	2,700	4,200	6,000
2d Conv	460	1,370	2,280	5,130	7,980	11,400
2d Turbo HBk	340	1,010	1,680	3,780	5,880	8,400
1986 V-8						
2d HBk	290	860	1,440	3,240	5,040	7,200
2d Conv	500	1,510	2,520	5,670	8,820	12,600
2d GT HBk	480	1,440	2,400	5,400	8,400	12,000
2d GT Conv	670	2,020	3,360	7,560	11,760	16,800
NOTE: Add 40% for SVO Model.						
1987 4-cyl.						
2d LX Sed	240	720	1,200	2,700	4,200	6,000
2d LX HBk	250	740	1,230	2,760	4,290	6,125
2d LX Conv	430	1,300	2,160	4,860	7,560	10,800
1987 V-8						
2d LX Sed	240	720	1,200	2,700	4,200	6,000
2d LX HBk	250	740	1,230	2,760	4,290	6,125
2d LX Conv	510	1,530	2,550	5,730	8,910	12,725
2d GT HBk	470	1,400	2,330	5,240	8,160	11,650
2d GT Conv	670	2,020	3,360	7,560	11,760	16,800
1988 V-6						
2d LX Sed	190	580	960	2,160	3,360	4,800
2d LX HBk	200	610	1,010	2,270	3,540	5,050
2d LX Conv	430	1,300	2,160	4,860	7,560	10,800
1988 V-8						
2d LX Sed	240	720	1,200	2,700	4,200	6,000
2d LX HBk	460	1,370	2,280	5,130	7,980	11,400
2d LX Conv	480	1,440	2,400	5,400	8,400	12,000
2d GT HBk	460	1,370	2,280	5,130	7,980	11,400
2d GT Conv	670	2,020	3,360	7,560	11,760	16,800
1989 4-cyl.						
2d LX Cpe	220	650	1,080	2,430	3,780	5,400
2d LX HBk	230	680	1,130	2,540	3,960	5,650
2d LX Conv	500	1,510	2,520	5,670	8,820	12,600
1989 V-8						
2d LX Spt Cpe	280	850	1,420	3,180	4,950	7,075
2d LX Spt HBk	290	860	1,440	3,240	5,040	7,200
2d LX Spt Conv	670	2,020	3,360	7,560	11,760	16,800
2d GT HBk	470	1,400	2,330	5,240	8,160	11,650
2d GT Conv	820	2,450	4,080	9,180	14,280	20,400
Note: Add 3% for Brembo Brake pkg.						

THUNDERBIRD

	6	5	4	3	2	1
1960 113" wb						
SR HT	1,460	4,380	7,300	16,430	25,550	36,500
2d HT	1,420	4,260	7,100	15,980	24,850	35,500
Conv	2,500	7,500	12,500	28,130	43,750	62,500
NOTE: Add 30% for 430 engine option Code J.						
1961 113" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 35% for Indy Pace Car.						
1962 113" wb						
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Lan HT	1,380	4,140	6,900	15,530	24,150	34,500
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Spt Rds	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Add 40% for M Series option.						
1963 113" wb						
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Lan HT	1,380	4,140	6,900	15,530	24,150	34,500
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Spt Rds	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Add 12% for Monaco option; 40% for M Series option; 10% for 390-330-hp engine.						
1964 113" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Lan HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 10% for Tonneau convertible option; 30% for tonneau option and wire wheels.						
1965 113" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Lan HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 5% for Special Landau option.						
1966 113" wb						
2d HT Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Twn Lan	1,200	3,600	6,000	13,500	21,000	30,000
2d HT Twn	1,240	3,720	6,200	13,950	21,700	31,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 20% for 428 engine.						
1967 117" wb						
4d Lan	680	2,050	3,410	7,670	11,940	17,050
1967 115" wb						
2d Lan	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 30% for 428 engine option.						
1968 117" wb						
4d Lan Sed	680	2,040	3,400	7,650	11,900	17,000
1968 115" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Lan HT	970	2,900	4,830	10,870	16,910	24,150
NOTE: Add 30% for 429 engine option, Code K or 428 engine.						
1969 117" wb						
4d Lan	630	1,890	3,150	7,090	11,030	15,750
1969 115" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Lan HT	970	2,900	4,830	10,870	16,910	24,150
1970 117" wb						
4d Lan	630	1,890	3,150	7,090	11,030	15,750
1970 115" wb						
2d HT	960	2,880	4,800	10,800	16,800	24,000
2d Lan HT	920	2,760	4,600	10,350	16,100	23,000
1971 117" wb						
4d HT	710	2,140	3,570	8,030	12,500	17,850
1971 115" wb						
2d HT	800	2,390	3,990	8,980	13,970	19,950
2d Lan HT	810	2,420	4,030	9,070	14,110	20,150
1972 120" wb						
2d HT	810	2,420	4,030	9,070	14,110	20,150
NOTE: Add 20% for 460 engine option.						
1973 120" wb						
2d HT	710	2,140	3,570	8,030	12,500	17,850
1974 120" wb						
2d HT	720	2,170	3,610	8,120	12,640	18,050
1975 120" wb						
2d HT	680	2,040	3,400	7,650	11,900	17,000
1976 120" wb						
2d HT	720	2,170	3,610	8,120	12,640	18,050
1977 114" wb						
2d HT	500	1,510	2,520	5,670	8,820	12,600
2d Lan	570	1,700	2,840	6,380	9,920	14,175
1978 114" wb						
2d HT	610	1,830	3,050	6,850	10,660	15,225
2d Twn Lan	630	1,890	3,150	7,090	11,030	15,750
2d Diamond Jubilee	710	2,140	3,570	8,030	12,500	17,850
NOTE: Add 5% for T-tops.						
1979 V-8, 114" wb						
2d HT	530	1,580	2,630	5,910	9,190	13,125
2d HT Lan	590	1,760	2,940	6,620	10,290	14,700
2d HT Heritage	710	2,140	3,570	8,030	12,500	17,850
NOTE: Add 5% for T-tops.						
1980 V-8, 108" wb						
2d Cpe	250	760	1,260	2,840	4,410	6,300
2d Twn Lan Cpe	270	800	1,330	2,980	4,640	6,625
2d Silver Anniv. Cpe	270	820	1,370	3,070	4,780	6,825
1981 V-8, 108" wb						
2d Cpe	224	672	1,120	2,520	3,920	5,600
2d Twn Lan Cpe	232	696	1,160	2,610	4,060	5,800
2d Heritage Cpe	236	708	1,180	2,660	4,130	5,900
NOTE: Deduct 15% for 6-cyl.						
1982 V-8, 108" wb						
2d Cpe	232	696	1,160	2,610	4,060	5,800
2d Twn Lan Cpe	240	720	1,200	2,700	4,200	6,000
2d Heritage Cpe	248	744	1,240	2,790	4,340	6,200
NOTE: Deduct 15% for V-6.						
1983 V-6						
2d Cpe	364	1,092	1,820	4,100	6,370	9,100
2d Cpe Heritage	376	1,128	1,880	4,230	6,580	9,400
1983 V-8						
2d Cpe	376	1,128	1,880	4,230	6,580	9,400
2d Cpe Heritage	392	1,176	1,960	4,410	6,860	9,800
1983 4-cyl.						
2d Cpe Turbo	380	1,140	1,900	4,280	6,650	9,500
1984 V-6						
2d Cpe	276	828	1,380	3,110	4,830	6,900
2d Cpe Elan	368	1,104	1,840	4,140	6,440	9,200
2d Cpe Fila	372	1,116	1,860	4,190	6,510	9,300
1984 V-8						
2d Cpe	376	1,128	1,880	4,230	6,580	9,400
2d Cpe Elan	384	1,152	1,920	4,320	6,720	9,600
2d Cpe Fila	388	1,164	1,940	4,370	6,790	9,700
NOTE: Deduct 10% for V-6 non-turbo.						
1984 4-cyl.						
2d Cpe Turbo	376	1,128	1,880	4,230	6,580	9,400
1985 V-8, 104" wb						
2d Cpe	256	768	1,280	2,880	4,480	6,400
2d Elan Cpe	272	816	1,360	3,060	4,760	6,800
2d Fila Cpe	276	828	1,380	3,110	4,830	6,900
1985 4-cyl. Turbo						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for 30th Anniversary Edition. Deduct 10% for V-6 non-turbo.						
1986 104" wb						
2d Cpe	256	768	1,280	2,880	4,480	6,400
2d Elan Cpe	264	792	1,320	2,970	4,620	6,600
2d Turbo Cpe	368	1,104	1,840	4,140	6,440	9,200
1987 V-6, 104" wb						
2d Cpe	260	780	1,300	2,930	4,550	6,500
2d LX Cpe	264	792	1,320	2,970	4,620	6,600
1987 V-8, 104" wb						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
2d Spt Cpe	368	1,104	1,840	4,140	6,440	9,200
2d LX Cpe	372	1,116	1,860	4,190	6,510	9,300
1987 4-cyl. Turbo						
2d Cpe	368	1,104	1,840	4,140	6,440	9,200
1988 V-6						
2d Cpe	260	780	1,300	2,930	4,550	6,500
2d LX Cpe	260	790	1,320	2,970	4,620	6,600
1988 V-8						
2d Spt Cpe	360	1,090	1,820	4,100	6,370	9,100
1988 4-cyl. Turbo						
2d Cpe	350	1,100	1,850	4,140	6,450	9,200
NOTE: Add 20% for V-8 where available.						
1989 V-6						
2d Cpe	272	816	1,360	3,060	4,760	6,800
2d LX Cpe	360	1,080	1,800	4,050	6,300	9,000
2d Sup Cpe	520	1,560	2,600	5,850	9,100	13,000

LINCOLN

	6	5	4	3	2	1
1960 Lincoln, V-8, 131" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1960 Premiere, V-8, 131" wb						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,060	3,180	5,300	11,930	18,550	26,500
1960 Continental Mk V, V-8, 131" wb						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	920	2,760	4,600	10,350	16,100	23,000

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	6	5	4	3	2	1
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
4d Town Car	840	2,520	4,200	9,450	14,700	21,000
4d Limo	1,600	4,800	8,000	18,000	28,000	40,000
1961-63 Continental, V-8, 123" wb						
4d Sed	1,600	4,800	8,000	18,000	28,000	40,000
4d Conv	4,400	13,200	22,000	49,500	77,000	110,000
1964 Continental, V-8, 126" wb						
4d Sed	1,350	4,040	6,740	15,170	23,590	33,700
4d Conv	2,800	8,400	14,000	31,500	49,000	70,000
4d Exec Limo	2,000	6,000	10,000	22,500	35,000	50,000
1965 Continental, V-8, 126" wb						
4d Sed	1,340	4,010	6,680	15,020	23,360	33,375
2d HT	1,470	4,410	7,350	16,530	25,710	36,725
4d Conv	3,530	10,590	17,650	39,700	61,760	88,225
1966 Continental, V-8, 126" wb						
4d Sed	1,380	4,130	6,880	15,470	24,060	34,375
2d HT	1,470	4,410	7,350	16,530	25,710	36,725
4d Conv	3,530	10,590	17,650	39,700	61,760	88,225
1967 Continental, V-8, 126" wb						
4d Sed	1,380	4,130	6,880	15,470	24,060	34,375
2d HT	1,470	4,410	7,350	16,530	25,710	36,725
1968 Continental Mk III, V-8, 117" wb						
2d HT	1,380	4,130	6,880	15,470	24,060	34,375
1969 Continental, V-8, 126" wb						
4d Sed	1,220	3,670	6,120	13,770	21,420	30,600
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
1969 Continental Mk III, V-8, 117" wb						
2d HT	1,490	4,480	7,470	16,800	26,130	37,325
1970 Continental						
4d Sed	850	2,540	4,230	9,510	14,790	21,125
2d HT	930	2,790	4,650	10,460	16,280	23,250
1970 Continental Mk III, V-8, 117" wb						
2d HT	1,510	4,520	7,530	16,940	26,360	37,650
1971 Continental						
4d Sed	850	2,540	4,230	9,510	14,790	21,125
2d HT	930	2,790	4,650	10,460	16,280	23,250
1971 Mk III						
2d HT	1,510	4,520	7,530	16,940	26,360	37,650
1972 Continental						
4d Sed	950	2,840	4,730	10,630	16,540	23,625
2d HT	980	2,940	4,900	11,010	17,130	24,475
1972 Mk IV						
2d HT	1,270	3,800	6,330	14,230	22,140	31,625
1973 Continental, V-8						
2d HT	950	2,840	4,740	10,650	16,570	23,675
4d HT	860	2,570	4,290	9,640	15,000	21,425
1973 Mk IV, V-8						
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
1974 Continental, V-8						
4d Sed	860	2,570	4,290	9,640	15,000	21,425
2d Cpe	950	2,840	4,730	10,630	16,540	23,625
1974 Mk IV, V-8						
2d HT	1,060	3,180	5,310	11,940	18,570	26,525
1975 Continental, V-8						
4d Sed	860	2,570	4,290	9,640	15,000	21,425
2d Cpe	950	2,840	4,740	10,650	16,570	23,675
1975 Mk IV, V-8						
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
1975 MK IV, V8						
2d Diamond Ed	1,250	3,760	6,270	14,100	21,930	31,325
2d Lipstick Ed	12,910	38,740	64,570	145,280	226,000	322,850
1976 Continental, V-8						
4d Sed	860	2,570	4,290	9,640	15,000	21,425
2d Cpe	950	2,840	4,740	10,650	16,570	23,675
1976 Mk IV, V-8						
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000

NOTE: Add 20% for 460 cid engine; 5% for Designer Seriestick, Bill Blass, Cartier, Givenchy or Pucci).

1977 Versailles, V-8

4d Sed	430	1,280	2,140	4,820	7,490	10,700

1977 Continental, V-8

4d Sed	820	2,450	4,080	9,180	14,280	20,400
2d Cpe	920	2,750	4,590	10,330	16,070	22,950

1977 Mk V, V-8

2d Cpe	1,270	3,800	6,330	14,230	22,140	31,625

NOTE: Add 10% for 460 cid engine; 20% for Designer Series.

1978 Versailles

4d Sed	430	1,280	2,140	4,820	7,490	10,700

1978 Continental

4d Sed	820	2,450	4,080	9,180	14,280	20,400
2d Cpe	920	2,750	4,590	10,330	16,070	22,950

1978 Mk V

2d Cpe	1,270	3,800	6,330	14,230	22,140	31,625

NOTE: Add 10% for Diamond Jubilee; 10% for Collector Series; 20% for Designer Series; 10% for 460 cid engine.

1979 Versailles, V-8

4d Sed	430	1,280	2,140	4,820	7,490	10,700

1979 Continental, V-8

4d Sed	820	2,450	4,080	9,180	14,280	20,400
2d Cpe	920	2,750	4,590	10,330	16,070	22,950

1979 Mk V, V-8

2d Cpe	1,270	3,800	6,330	14,230	22,140	31,625

NOTE: Add 10% for Collector Series; 20% for Designer Series.

1980 Versailles, V-8

4d Sed	430	1,280	2,140	4,820	7,490	10,700

1980 Continental, V-8

4d Sed	820	2,450	4,080	9,180	14,280	20,400
2d Cpe	920	2,750	4,590	10,330	16,070	22,950

1980 Mk VI, V-8

4d Sed	530	1,590	2,650	5,960	9,280	13,250
2d Cpe	880	2,640	4,400	9,900	15,400	22,000

NOTE: Add 30% for Signature Series; 10% for Signature Series w/351-cid options.

1981 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000

1981 Mk VI

4d Sed	530	1,590	2,650	5,960	9,280	13,250
2d Cpe	880	2,640	4,400	9,900	15,400	22,000

NOTE: Add 20% for Signature Series.

1982 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000

1982 Mk VI, V-8

4d Sed	530	1,590	2,650	5,960	9,280	13,250
2d Cpe	880	2,640	4,400	9,900	15,400	22,000

NOTE: Add 5% for Designer Series.

1982 Continental, V-8

4d Sed	600	1,800	3,000	6,750	10,500	15,000

1983 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000

1983 Mk VI, V-8

4d Sed	530	1,590	2,650	5,960	9,280	13,250
2d Cpe	880	2,640	4,400	9,900	15,400	22,000

NOTE: Add 5% for Designer Series.

1983 Continental, V-8

4d Sed	600	1,800	3,000	6,750	10,500	15,000

1984 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000

1984 Mk VII, V-8

2d Cpe	530	1,590	2,650	5,960	9,280	13,250
2d LSC Cpe	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 10% for BMW 2.4 liter turbo diesel option.

1984 Continental, V-8

4d Sed	600	1,800	3,000	6,750	10,500	15,000

1985 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000

1985 Mk VII, V-8

2d Cpe	530	1,590	2,650	5,960	9,280	13,250
2d LSC Cpe	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 10% for BMW 2.4 liter turbo diesel option.

1985 Continental, V-8

4d Sed	600	1,800	3,000	6,750	10,500	15,000

1986 Town Car

4d Sed	680	2,040	3,400	7,650	11,900	17,000

1986 Mk VII

2d Cpe	490	1,470	2,450	5,510	8,580	12,250
2d LSC Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe Bill Blass	1,000	3,000	5,000	11,250	17,500	25,000

1986 Continental

4d Sed	600	1,800	3,000	6,750	10,500	15,000

NOTE: Add 20% for Designer Series.

1987 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sed Signature	800	2,400	4,000	9,000	14,000	20,000
4d Sed Cartier	800	2,400	4,000	9,000	14,000	20,000

1987 Mk VII, V-8

2d Cpe	490	1,470	2,450	5,510	8,580	12,250
2d Cpe LSC	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe Bill Blass	1,000	3,000	5,000	11,250	17,500	25,000

1987 Continental, V-8

4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed Givenchy	640	1,920	3,200	7,200	11,200	16,000

1988 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sed Signature	800	2,400	4,000	9,000	14,000	20,000
4d Sed Cartier	800	2,400	4,000	9,000	14,000	20,000

1988 Mk VII, V-8

2d Cpe LSC	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe Bill Blass	1,000	3,000	5,000	11,250	17,500	25,000

1988 Continental,V-6

4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed Signature	640	1,920	3,200	7,200	11,200	16,000

1989 Town Car, V-8

4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sed Signature	800	2,400	4,000	9,000	14,000	20,000
4d Sed Cartier	800	2,400	4,000	9,000	14,000	20,000

1989 Mk VII, V-8

2d Cpe LSC	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe Bill Blass	1,000	3,000	5,000	11,250	17,500	25,000

1989 Continental, V-6

4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed Signature	660	1,980	3,300	7,430	11,550	16,500

MERCURY

1960 Comet, 6-cyl., 114" wb

4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	600	1,790	2,980	6,710	10,430	14,900
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag	640	1,920	3,200	7,200	11,200	16,000

1960 Monterey, V-8, 126" wb

4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000

1960 Country Cruiser Station Wagons, V-8, 126" wb

4d Com HT	1,360	4,080	6,800	15,300	23,800	34,000
4d Col Pk HT	1,700	5,100	8,500	19,130	29,750	42,500

1960 Montclair, V-8, 126" wb

4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000

1960 Park Lane, V-8, 126" wb

4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000

1961 Comet, 6-cyl., 114" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
2d S-22 Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag	640	1,920	3,200	7,200	11,200	16,000

1961 Meteor 600, V-8, 120" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	500	1,500	2,500	5,630	8,750	12,500

1961 Meteor 800, V-8, 120" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	690	2,070	3,450	7,760	12,080	17,250

1961 Monterey, V-8, 120" wb

4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000

1961 Station Wagon, V-8, 120" wb

4d Com	1,360	4,080	6,800	15,300	23,800	34,000
4d Col Pk	1,700	5,100	8,500	19,130	29,750	42,500

1962 Comet, 6-cyl.

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
2d S-22 Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Vill Sta Wag	700	2,100	3,500	7,880	12,250	17,500

NOTE: Add 10% for Custom line.

1962 Meteor, 8-cyl.

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d S-33 Cpe	840	2,520	4,200	9,450	14,700	21,000

NOTE: Add 10% for Custom line. Deduct 10% for 6-cyl.

1962 Monterey, V-8

4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT Sed	920	2,760	4,600	10,350	16,100	23,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,240	3,720	6,200	13,950	21,700	31,000

NOTE: Add 10% for Custom line.

1962 Custom S-55 Sport Series, V-8

2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,960	5,880	9,800	22,050	34,300	49,000

NOTE: Add 40% for 406 cid.

1963 Comet, 6-cyl.

4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Cus Sed	540	1,620	2,700	6,080	9,450	13,500
2d Cus Sed	640	1,920	3,200	7,200	11,200	16,000
2d Cus HT	680	2,040	3,400	7,650	11,900	17,000
2d Cus Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d S-22 Cpe	800	2,400	4,000	9,000	14,000	20,000
2d S-22 HT	1,000	3,000	5,000	11,250	17,500	25,000
2d S-22 Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
2d Cus Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d Cus Sta Wag	580	1,740	2,900	6,530	10,150	14,500
4d Vill Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1963 Meteor, V-8

4d Sed	420	1,270	2,120	4,770	7,420	10,600
2d Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
2d Cus HT	640	1,920	3,200	7,200	11,200	16,000
2d S-33 HT	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 10% for Custom line. Deduct 10% fr 6-cyl.

1963 Monterey, V-8

4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	980	2,940	4,900	11,030	17,150	24,500
2d Cus Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d S-55 HT	1,120	3,360	5,600	12,600	19,600	28,000
2d S-55 Conv	1,960	5,880	9,800	22,050	34,300	49,000
2d Marauder FBk	1,360	4,080	6,800	15,300	23,800	34,000
2d Mar S-55 FBk	1,200	3,600	6,000	13,500	21,000	30,000
4d Col Pk	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 10% for Custom line; 40% for 406 cid; 80% for 427 cid.

1964 Comet, 6-cyl., 114" wb

4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000

1964 Comet 404, 6-cyl., 114" wb

4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
2d HT	680	2,040	3,400	7,650	11,900	17,000
4d DeL Wag	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000

1964 Comet Caliente, V-8 cyl., 114" wb

4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000

1964 Comet Cyclone, V-8 cyl., 114" wb

2d HT	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Deduct 25% for 6-cyl. Caliente.

1964 Monterey, V-8

4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	980	2,940	4,900	11,030	17,150	24,500
2d FBk	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

1964 Montclair, V-8, 120" wb

4d Sed	860	2,580	4,300	9,680	15,050	21,500
4d FBk	880	2,640	4,400	9,900	15,400	22,000
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
2d FBk	1,030	3,090	5,150	11,590	18,030	25,750

1964 Park Lane, V-8, 120" wb

4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	1,010	3,020	5,040	11,340	17,640	25,200
4d FBk	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d FBk	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000

1964 Station Wagon, V-8, 120" wb

4d Col Pk	1,400	4,200	7,000	15,750	24,500	35,000
4d Com	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for Marauder; 5% for bucket seat option where available. 427 Super Marauder, value inestimable.

	6	5	4	3	2	1
1965 Comet 202, V-8, 114" wb						
4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000

NOTE: Deduct 20% for 6-cyl.

1965 Comet 404						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Vill Wag	610	1,820	3,030	6,820	10,610	15,150
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1965 Comet Caliente, V-8, 114" wb						
4d Sed	650	1,940	3,230	7,270	11,310	16,150
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1965 Comet Cyclone, V-8, 114" wb						
2d HT	2,000	6,000	10,000	22,500	35,000	50,000
1965 Monterey, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Brzwy	920	2,760	4,600	10,350	16,100	23,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d HT	990	2,980	4,970	11,180	17,400	24,850
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1965 Montclair, V-8, 123" wb						
4d Brzwy	960	2,880	4,800	10,800	16,800	24,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
1965 Park Lane, V-8, 123" wb						
4d Brzwy	920	2,760	4,600	10,350	16,100	23,000
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,010	3,030	5,050	11,360	17,680	25,250
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1965 Station Wagon, V-8, 119" wb						
4d Col Pk	1,450	4,340	7,230	16,270	25,310	36,150
4d Com	1,410	4,240	7,070	15,910	24,750	35,350

NOTE: Add 80% for 427 cid engine.

1966 Comet Capri, V-8, 116" wb						
4d Sed	440	1,330	2,220	5,000	7,770	11,100
2d HT	550	1,640	2,730	6,130	9,540	13,625
4d Sta Wag	530	1,580	2,630	5,910	9,190	13,125
1966 Comet Caliente, V-8, 116" wb						
4d Sed	650	1,940	3,230	7,270	11,310	16,150
2d HT	730	2,180	3,640	8,180	12,720	18,175
2d Conv	1,010	3,030	5,050	11,360	17,680	25,250
1966 Comet Cyclone, V-8, 116" wb						
2d HT	1,050	3,150	5,250	11,810	18,380	26,250
2d Conv	1,510	4,520	7,530	16,940	26,360	37,650
1966 Comet Cyclone GT/GTA, V-8, 116" wb						
2d HT	1,210	3,640	6,060	13,640	21,210	30,300
2d Conv	1,620	4,850	8,080	18,180	28,280	40,400

NOTE: Add 40% for pace car edition.

1966 Comet 202, V-8, 116" wb						
4d Sed	530	1,580	2,640	5,940	9,240	13,200
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	610	1,820	3,030	6,820	10,610	15,150
1966 Monterey, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Brzwy Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
2d FBk	970	2,910	4,850	10,910	16,980	24,250
2d Conv	1,520	4,550	7,580	17,040	26,510	37,875
1966 Montclair, V-8, 123" wb						
4d Sed	480	1,430	2,390	5,370	8,350	11,925
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,010	3,030	5,050	11,360	17,680	25,250
1966 Park Lane, V-8, 123" wb						
4d Brzwy Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	1,010	3,030	5,050	11,360	17,680	25,250
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
1966 S-55, V-8, 123" wb						
2d HT	1,090	3,270	5,460	12,270	19,090	27,275
2d Conv	2,140	6,420	10,710	24,090	37,470	53,525

NOTE: Add 70% for 428-cid.

1966 Station Wagons, V-8, 123" wb						
4d Comm	1,410	4,240	7,070	15,910	24,750	35,350
4d Col Pk	1,450	4,340	7,230	16,270	25,310	36,150

NOTE: Add 20% for 410 cid engine.

1967 Comet 202, V-8, 116" wb						
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sed	530	1,580	2,640	5,940	9,240	13,200
1967 Capri, V-8, 116" wb						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1967 Caliante, V-8, 116" wb						
4d Sed	650	1,940	3,230	7,270	11,310	16,150
2d HT	810	2,420	4,040	9,090	14,140	20,200
2d Conv	1,210	3,640	6,060	13,640	21,210	30,300
1967 Cyclone, V-8, 116" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1967 Station Wagons, V-8, 113" wb						
4d Voyager	720	2,160	3,600	8,100	12,600	18,000
4d Villager	800	2,400	4,000	9,000	14,000	20,000
1967 Cougar, V-8, 111" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d XR-7 HT	1,800	5,400	9,000	20,250	31,500	45,000
1967 Monterey, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Brzwy	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,700	5,090	8,480	19,090	29,690	42,420
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
1967 Montclair, V-8, 123" wb						
4d Sed	550	1,660	2,770	6,230	9,700	13,850
4d Brzwy	940	2,820	4,700	10,580	16,450	23,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
1967 Park Lane, V-8, 123" wb						
4d Brzwy	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
2d HT	1,010	3,030	5,050	11,360	17,680	25,250
4d HT	890	2,680	4,460	10,040	15,610	22,300
1967 Brougham, V-8, 123" wb						
4d Brzwy	960	2,880	4,800	10,800	16,800	24,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
1967 Marquis, V-8, 123" wb						
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
1967 Station Wagons, 119" wb						
4d Commuter	1,410	4,240	7,070	15,910	24,750	35,350
4d Col Park	1,450	4,340	7,230	16,270	25,310	36,150

NOTE: Add 10% for GT option; 60% for S-55 Performance Pkg.; 80% for 427 cid engine.

1968 Comet, V-8						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1968 Montego, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1968 Montego MX						
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
4d Sed	630	1,880	3,130	7,040	10,960	15,650
2d HT	850	2,540	4,240	9,540	14,840	21,200
2d Conv	1,530	4,590	7,660	17,220	26,790	38,275
1968 Cyclone, V-8						
2d FBk	1,200	3,600	6,000	13,500	21,000	30,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1968 Cyclone GT, V-8						
2d FBk	1,280	3,840	6,400	14,400	22,400	32,000
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
1968 Cougar, V-8						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d XR-7 HT	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Add 140% for GTE-428CJ Pkg; add 300% for GTE-427 Pkg.; add 90% for XR-7G.

1968 Monterey, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
1968 Montclair, V-8						
4d Sed	550	1,660	2,770	6,230	9,700	13,850
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
1968 Park Lane, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
4d HT	920	2,760	4,600	10,350	16,100	23,000
1968 Marquis, V-8						
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
1968 Station Wagons, V-8						
4d Commuter	1,410	4,240	7,070	15,910	24,750	35,350
4d Col Pk	1,450	4,340	7,230	16,270	25,310	36,150

NOTE: Add 5% for Brougham Pkg.; 5% for "yacht paneling"; 80% for 427 cid; 50% for 428 cid. Deduct 5% for 6-cyl.

1969 Comet, 6-cyl.						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1969 Montego, 6-cyl.						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1969 Montego MX, V8						
4d Sed	630	1,880	3,130	7,040	10,960	15,650
2d HT	850	2,540	4,240	9,540	14,840	21,200
2d Conv	1,480	4,430	7,380	16,590	25,810	36,875
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1969 Cyclone, V-8						
2d HT	1,450	4,360	7,270	16,360	25,450	36,360
1969 Cyclone CJ, V-8						
2d HT	1,940	5,820	9,700	21,820	33,940	48,480

NOTE: Add 70% for 429 V-8 GT; 50% for Gurney or Yarborough Editions.

1969 Cougar, V-8						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d XR-7 HT	1,600	4,800	8,000	18,000	28,000	40,000
2d XR-7 Conv	3,000	9,000	15,000	33,750	52,500	75,000
2d Eliminator HT	3,200	9,600	16,000	36,000	56,000	80,000

NOTE: Add 50% for Boss 302; 70% for 428 CJ.

1969 Monterey, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1969 Marauder, V-8						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d X-100 HT	1,160	3,480	5,800	13,050	20,300	29,000
1969 Marquis, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1969 Marquis Brougham, V-8						
4d Sed	590	1,760	2,930	6,590	10,260	14,650
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,160	3,480	5,800	13,050	20,300	29,000

NOTE: Add 10% for Montego/Comet V-8; 15% for GT option; 100% for GT Spoiler II; 10% for bucket seats (except Cougar); 10% for bench seats (Cougar only); 70% for "CJ" 428 V-8; 70% for 429 cid .

1970 Montego						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1970 Montego MX, V-8						
4d Sed	630	1,880	3,130	7,040	10,960	15,650
2d HT	850	2,540	4,240	9,540	14,840	21,200
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1970 Montego MX Brougham, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Vill Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1970 Cyclone, V-8						
2d HT	1,450	4,360	7,270	16,360	25,450	36,360
1970 Cyclone GT, V-8						
2d HT	2,340	7,030	11,720	26,360	41,000	58,575
1970 Cyclone Spoiler, V-8						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: Add 70% for 429 V-8 GT

1970 Cougar, V-8						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,750	5,260	8,770	19,720	30,680	43,825
1970 Cougar XR-7, V-8						
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
2d Eliminator HT	3,200	9,600	16,000	36,000	56,000	80,000
2d Boss 302	5,400	16,200	27,000	60,750	94,500	135,000

NOTE: Add 50% for Boss 302; 70% for 428 CJ.

1970 Monterey, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1970 Monterey Custom, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	880	2,640	4,400	9,900	15,400	22,000
2d HT	980	2,940	4,900	11,030	17,150	24,500
1970 Marauder, V-8						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d X-100 HT	1,160	3,480	5,800	13,050	20,300	29,000
1970 Marquis, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1970 Marquis Brougham, V-8						
4d Sed	590	1,760	2,930	6,590	10,260	14,650
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,160	3,480	5,800	13,050	20,300	29,000

NOTE: Add 70% for any 429 engine option.

1971 Comet, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT GT	800	2,400	4,000	9,000	14,000	20,000
1971 Montego, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1971 Montego MX						
4 Sed	630	1,880	3,130	7,040	10,960	15,650
2d HT	850	2,540	4,240	9,540	14,840	21,200
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1971 Montego MX Brougham						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Villager Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1971 Cyclone, V-8						
2d HT	1,450	4,360	7,270	16,360	25,450	36,360
1971 Cyclone GT, V-8						
2d HT	2,340	7,030	11,720	26,360	41,000	58,575
1971 Cyclone Spoiler, V-8						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: Add 80% for 429 V-8 GT.

1971 Cougar, V-8						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
1971 Cougar XR-7, V-8						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000

Add 250% for 429 CJ

1971 Monterey, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1971 Monterey Custom, V-8						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	880	2,640	4,400	9,900	15,400	22,000
2d HT	980	2,940	4,900	11,030	17,150	24,500
1971 Marquis, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d HT	620	1,870	3,120	7,020	10,920	15,600
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1971 Marquis Brougham						
4d Sed	590	1,760	2,930	6,590	10,260	14,650
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
4d Col Pk	880	2,640	4,400	9,900	15,400	22,000

NOTE: Add 70% for 429.

1972 Comet, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
1972 Montego, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1972 Montego MX, V-8						
4d Sed	630	1,880	3,130	7,040	10,960	15,650
2d HT	850	2,540	4,240	9,540	14,840	21,200
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1972 Montego Brougham, V-8						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000

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4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1972 Montego GT, V-8						
2d HT FBk	2,200	6,600	11,000	24,750	38,500	55,000
1972 Cougar, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
1972 Cougar XR-7, V-8						
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
1972 Monterey, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1972 Monterey Custom, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1972 Marquis, V-8						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	590	1,780	2,960	6,660	10,360	14,800
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1972 Marquis Brougham, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,100	3,300	5,500	12,380	19,250	27,500
4d Col Pk	820	2,460	4,100	9,230	14,350	20,500
1973 Comet, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
1973 Montego, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d HT	780	2,340	3,900	8,780	13,650	19,500
1973 Montego MX, V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
1973 Montego MX Brougham, V-8						
4d Sed	620	1,860	3,100	6,980	10,850	15,500
2d HT	940	2,820	4,700	10,580	16,450	23,500
1973 Montego GT, V-8						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
1973 Montego MX						
4d Village Wag	600	1,800	3,000	6,750	10,500	15,000
1973 Cougar, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
1973 Cougar XR-7, V-8						
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
NOTE: Add 100% for 351 c.i. Windsor V-8						
1973 Monterey, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d HT	900	2,700	4,500	10,130	15,750	22,500
1973 Monterey Custom, V-8						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
1973 Marquis, V-8						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	580	1,740	2,900	6,530	10,150	14,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1973 Marquis Brougham, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
1973 Station Wagon, V-8						
4d Monterey	600	1,800	3,000	6,750	10,500	15,000
4d Marquis	680	2,040	3,400	7,650	11,900	17,000
4d Col Pk	760	2,280	3,800	8,550	13,300	19,000
1974 Comet, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1974 Montego, V-8						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d HT	740	2,220	3,700	8,330	12,950	18,500
1974 Montego MX, V-8						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	760	2,280	3,800	8,550	13,300	19,000
1974 Montego MX Brougham, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d HT	900	2,700	4,500	10,130	15,750	22,500
4d Villager	560	1,680	2,800	6,300	9,800	14,000
1974 Cougar XR-7, V-8						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1974 Monterey, V-8						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
1974 Monterey Custom, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
1974 Marquis, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	520	1,560	2,600	5,850	9,100	13,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
1974 Marquis Brougham, V-8						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d HT	940	2,820	4,700	10,580	16,450	23,500
1974 Station Wagons, V-8						
4d Monterey	520	1,560	2,600	5,850	9,100	13,000
4d Marquis	640	1,920	3,200	7,200	11,200	16,000
4d Col Pk	700	2,100	3,500	7,880	12,250	17,500
1975 Bobcat 4-cyl.						
2d HBk	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1975 Comet, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Sed	380	1,140	1,900	4,280	6,650	9,500
1975 Comet, V8						
Note: Add 25% for Comet GT.						
1975 Monarch, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
1975 Monarch Ghia, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
4d Sed	320	960	1,600	3,600	5,600	8,000
1975 Monarch Ghia, V8						
Note: Add 10% for midyear Gran Monarch Ghia.						
1975 Montego, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d HT	440	1,320	2,200	4,950	7,700	11,000
1975 Montego MX, V-8						
4d Sed	310	940	1,560	3,510	5,460	7,800
2d HT	460	1,380	2,300	5,180	8,050	11,500
1975 Montego Brougham, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d HT	380	1,150	1,920	4,320	6,720	9,600
1975 Station Wagons, V-8						
4d Villager	480	1,440	2,400	5,400	8,400	12,000
1975 Cougar XR-7, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
1975 Marquis, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
1975 Marquis Brougham, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
1975 Grand Marquis, V-8						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
1975 Station Wagons, V-8						
4d Marquis	640	1,920	3,200	7,200	11,200	16,000
4d Col Pk	680	2,040	3,400	7,650	11,900	17,000
1976 Bobcat, 4-cyl.						
3d HBk	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1976 Comet, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Sed	380	1,140	1,900	4,280	6,650	9,500
1976 Monarch, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1976 Monarch Ghia, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1976 Monarch Grand Ghia, V-8						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1976 Montego, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	420	1,270	2,120	4,770	7,420	10,600
1976 Montego MX, V-8						
4d Sed	310	940	1,560	3,510	5,460	7,800
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
1976 Montego Brougham, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Cpe	380	1,150	1,920	4,320	6,720	9,600
1976 Station Wagons, V-8						
4d Montego MX	440	1,320	2,200	4,950	7,700	11,000
4d Montego Vill	480	1,440	2,400	5,400	8,400	12,000
1976 Cougar XR7, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
1976 Marquis, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
1976 Marquis Brougham, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
1976 Grand Marquis, V-8						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
1976 Station Wagons, V-8						
4d Marquis	640	1,920	3,200	7,200	11,200	16,000
4d Col Pk	680	2,040	3,400	7,650	11,900	17,000
1977 Bobcat, 4-cyl.						
3d HBk	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
4d Vill Wag	350	1,060	1,760	3,960	6,160	8,800
NOTE: Add 5% for V-6.						
1977 Comet, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Sed	380	1,140	1,900	4,280	6,650	9,500
1977 Monarch, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1977 Monarch Ghia, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Sed	440	1,320	2,200	4,950	7,700	11,000
1977 Cougar, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	400	1,200	2,000	4,500	7,000	10,000
1977 Cougar Brougham, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	480	1,440	2,400	5,400	8,400	12,000
1977 Cougar XR7, V-8						
2d HT	840	2,520	4,200	9,450	14,700	21,000
1977 Station Wagons, V-8						
4d Cougar	440	1,320	2,200	4,950	7,700	11,000
4d Vill	480	1,440	2,400	5,400	8,400	12,000
1977 Marquis, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	840	2,520	4,200	9,450	14,700	21,000
1977 Marquis Brougham, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
1977 Grand Marquis, V-8						
4d HT	460	1,380	2,300	5,180	8,050	11,500
2d HT	880	2,640	4,400	9,900	15,400	22,000
1977 Station Wagons, V-8						
4d 2S Marquis	640	1,920	3,200	7,200	11,200	16,000
4d 3S Marquis	680	2,040	3,400	7,650	11,900	17,000
1978 Bobcat						
3d Rbt	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	220	660	1,100	2,480	3,850	5,500
1978 Zephyr						
4d Sed	160	480	800	1,800	2,800	4,000
2d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	180	540	900	2,030	3,150	4,500
1978 Monarch						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1978 Cougar						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d HT	400	1,200	2,000	4,500	7,000	10,000
1978 Cougar XR7						
2d HT	840	2,520	4,200	9,450	14,700	21,000
1978 Marquis						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1978 Marquis Brougham						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
1978 Grand Marquis						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
1979 Bobcat, 4-cyl.						
3d Rbt	280	840	1,400	3,150	4,900	7,000
4d Wag	340	1,020	1,700	3,830	5,950	8,500
4d Villager Wag	380	1,140	1,900	4,280	6,650	9,500
1979 Capri, 4-cyl.						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Ghia Cpe	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for 6-cyl.; 8% for V-8.						
1979 Zephyr, 6-cyl.						
4d Sed	160	480	800	1,800	2,800	4,000
2d Cpe	200	600	1,000	2,250	3,500	5,000
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	180	540	900	2,030	3,150	4,500
NOTE: Deduct 10% for 4-cyl.						
1979 Monarch, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
NOTE: Deduct 5% for 6-cyl.						
1979 Cougar, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT XR7	840	2,520	4,200	9,450	14,700	21,000
1979 Marquis, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
1979 Marquis Brougham, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
1979 Grand Marquis, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	880	2,640	4,400	9,900	15,400	22,000
1979 Station Wagons, V-8						
4d 3S Marquis	600	1,800	3,000	6,750	10,500	15,000
4d 3S Colony Park	660	1,980	3,300	7,430	11,550	16,500
1980 Bobcat, 4-cyl.						
2d HBk	280	840	1,400	3,150	4,900	7,000
2d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
2d Sta Wag Villager	380	1,140	1,900	4,280	6,650	9,500
1980 Capri, 6-cyl.						
2d HBk	400	1,200	2,000	4,500	7,000	10,000
2d HBk Ghia	440	1,320	2,200	4,950	7,700	11,000
NOTE: Deduct 10% for 4-cyl.						
1980 Zephyr, 6-cyl.						
4d Sed	160	480	800	1,800	2,800	4,000
2d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe Z-7	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	180	540	900	2,030	3,150	4,500
NOTE: Deduct 10% for 4-cyl.						
1980 Monarch, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
NOTE: Deduct 10% for 4-cyl.						
1980 Cougar XR7, V-8						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
1980 Marquis, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Sed	760	2,280	3,800	8,550	13,300	19,000
1980 Marquis Brougham, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	780	2,340	3,900	8,780	13,650	19,500
1980 Grand Marquis, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag CP	610	1,830	3,050	6,860	10,680	15,250
1981 Lynx, 4-cyl.						
2d HBk RS	148	444	740	1,670	2,590	3,700
4d HBk RS	152	456	760	1,710	2,660	3,800
2d HBk LS	152	456	760	1,710	2,660	3,800
NOTE: Deduct 5% for lesser models.						
1981 Zephyr, 6-cyl.						
4d Sed S	140	420	700	1,580	2,450	3,500
4d Sed	144	432	720	1,620	2,520	3,600
2d Sed	140	420	700	1,580	2,450	3,500
2d Cpe Z-7	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	160	480	800	1,800	2,800	4,000
NOTE: Deduct 10% for 4-cyl.						
1981 Capri, 6-cyl.						
2d HBk	400	1,200	2,000	4,500	7,000	10,000
2d HBk GS	420	1,260	2,100	4,730	7,350	10,500
NOTE: Deduct 10% for 4-cyl.						
1981 Cougar, 6-cyl.						
4d Sed	380	1,140	1,900	4,280	6,650	9,500

	6	5	4	3	2	1
2d Sed	400	1,200	2,000	4,500	7,000	10,000
NOTE: Deduct 10% for 4-cyl.						
1981 Cougar XR7, V-8						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
NOTE: Deduct 12% for 6-cyl.						
1981 Marquis, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
1981 Marquis Brougham, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	780	2,340	3,900	8,780	13,650	19,500
1981 Grand Marquis, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag CP	610	1,830	3,050	6,860	10,680	15,250
1982 Lynx, 4-cyl.						
2d HBk LS	152	456	760	1,710	2,660	3,800
4d HBk LS	156	468	780	1,760	2,730	3,900
4d Sta Wag LS	160	480	800	1,800	2,800	4,000
2d HBk RS	156	468	780	1,760	2,730	3,900
NOTE: Deduct 5% for lesser models.						
1982 LN7, 4-cyl.						
2d HBk	184	552	920	2,070	3,220	4,600
1982 Zephyr, 6-cyl.						
4d Sed	148	444	740	1,670	2,590	3,700
2d Cpe Z-7	240	720	1,200	2,700	4,200	6,000
4d Sed GS	152	456	760	1,710	2,660	3,800
2d Cpe Z-7 GS	250	740	1,240	2,790	4,340	6,200
1982 Capri, 6-cyl.						
2d HBk L	380	1,140	1,900	4,280	6,650	9,500
2d HBk GS	400	1,200	2,000	4,500	7,000	10,000
1982 Capri, V-8						
2d HBk RS	420	1,260	2,100	4,730	7,350	10,500
NOTE: Deduct 10% for 4-cyl.						
1982 Cougar, 6-cyl.						
4d Sed GS	360	1,080	1,800	4,050	6,300	9,000
2d Sed GS	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag GS	320	960	1,600	3,600	5,600	8,000
4d Sed LS	360	1,080	1,800	4,050	6,300	9,000
2d Sed LS	380	1,140	1,900	4,280	6,650	9,500
1982 Cougar XR7, V-8						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe LS	420	1,260	2,100	4,730	7,350	10,500
NOTE: Deduct 10% for 6-cyl.						
1982 Marquis, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1982 Marquis Brougham, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
1982 Grand Marquis, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Cpe	430	1,290	2,150	4,840	7,530	10,750
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag CP	580	1,740	2,900	6,530	10,150	14,500
1983 Lynx, 4-cyl.						
2d HBk LS	152	456	760	1,710	2,660	3,800
4d HBk LS	156	468	780	1,760	2,730	3,900
4d Sta Wag LS	160	480	800	1,800	2,800	4,000
2d HBk RS	156	468	780	1,760	2,730	3,900
4d HBk LTS	160	480	800	1,800	2,800	4,000
NOTE: Deduct 5% for lesser models.						
1983 LN7, 4-cyl.						
2d HBk	188	564	940	2,120	3,290	4,700
2d HBk Spt	192	576	960	2,160	3,360	4,800
2d HBk GS	200	600	1,000	2,250	3,500	5,000
2d HBk RS	208	624	1,040	2,340	3,640	5,200
1983 Zephyr, V-6						
4d Sed	152	456	760	1,710	2,660	3,800
2d Cpe Z-7	240	720	1,200	2,700	4,200	6,000
4d Sed GS	156	468	780	1,760	2,730	3,900
2d Cpe Z-7 GS	260	780	1,300	2,930	4,550	6,500
NOTE: Deduct 10% for 4-cyl.						
1983 Capri, 6-cyl.						
2d HBk L	400	1,200	2,000	4,500	7,000	10,000
2d HBk GS	420	1,260	2,100	4,730	7,350	10,500
1983 Capri, V-8						
2d HBk RS	430	1,290	2,150	4,840	7,530	10,750
NOTE: Deduct 10% for 4-cyl.						
1983 Cougar, V-8						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
2d Cpe LS	380	1,140	1,900	4,280	6,650	9,500
NOTE: Deduct 15% for V-6.						
1983 Marquis, 4-cyl.						
4d Sed	300	900	1,500	3,380	5,250	7,500
4d Brgm	340	1,020	1,700	3,830	5,950	8,500
1983 Marquis, 6-cyl.						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	350	1,060	1,760	3,960	6,160	8,800
4d Sed Brgm	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag Brgm	390	1,180	1,960	4,410	6,860	9,800
1983 Grand Marquis, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
4d Sed LS	350	1,050	1,750	3,940	6,130	8,750
2d Cpe LS	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1984 Lynx, 4-cyl.						
4d HBk LTS	140	420	700	1,580	2,450	3,500
2d HBk RS	144	432	720	1,620	2,520	3,600
2d HBk RS Turbo	152	456	760	1,710	2,660	3,800
NOTE: Deduct 5% for lesser models.						
1984 Topaz, 4-cyl.						
2d Sed	132	396	660	1,490	2,310	3,300
4d Sed	132	396	660	1,490	2,310	3,300
2d Sed GS	136	408	680	1,530	2,380	3,400
4d Sed GS	136	408	680	1,530	2,380	3,400
1984 Capri, 4-cyl.						
2d HBk GS	390	1,180	1,960	4,410	6,860	9,800
2d HBk RS Turbo	480	1,440	2,400	5,400	8,400	12,000
2d HBk GS, V-6	400	1,200	2,000	4,500	7,000	10,000
2d HBk GS, V-8	420	1,260	2,100	4,730	7,350	10,500
2d HBk RS, V-8	430	1,290	2,150	4,840	7,530	10,750
1984 Cougar, V-6						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
2d Cpe LS	380	1,140	1,900	4,280	6,650	9,500
1984 Cougar, V-8						
2d Cpe	370	1,100	1,840	4,140	6,440	9,200
2d Cpe LS	390	1,180	1,960	4,410	6,860	9,800
2d Cpe XR7	400	1,200	2,000	4,500	7,000	10,000
1984 Marquis, 4-cyl.						
4d Sed	300	900	1,500	3,380	5,250	7,500
4d Sed Brgm	340	1,020	1,700	3,830	5,950	8,500
1984 Marquis, V-6						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed Brgm	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag	350	1,060	1,760	3,960	6,160	8,800
4d Sta Wag Brgm	380	1,140	1,900	4,280	6,650	9,500
1984 Grand Marquis, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sed LS	350	1,050	1,750	3,940	6,130	8,750
2d Sed LS	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag Colony Park	420	1,260	2,100	4,730	7,350	10,500
1985 Lynx, 4-cyl.						
2d HBk GS	136	408	680	1,530	2,380	3,400
4d HBk GS	140	420	700	1,580	2,450	3,500
4d Sta Wag GS	140	420	700	1,580	2,450	3,500
NOTE: Deduct 20% for diesel; 5% for lesser models.						
1985 Topaz, 4-cyl.						
2d Sed	136	408	680	1,530	2,380	3,400
4d Sed	136	408	680	1,530	2,380	3,400
2d Sed LS	136	408	680	1,530	2,380	3,400
4d Sed LS	140	420	700	1,580	2,450	3,500
NOTE: Deduct 20% for diesel.						
1985 Capri, 4-cyl.						
2d HBk GS	390	1,180	1,960	4,410	6,860	9,800
2d HBk GS, V-6	400	1,200	2,000	4,500	7,000	10,000
2d HBk GS, V-8	420	1,260	2,100	4,730	7,350	10,500
2d HBk 5.0 liter, V-8	430	1,290	2,150	4,840	7,530	10,750
1985 Cougar, V-6						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
2d Cpe LS	380	1,140	1,900	4,280	6,650	9,500
2d Cpe, V-8	370	1,100	1,840	4,140	6,440	9,200
2d Cpe LS, V-8	390	1,180	1,960	4,410	6,860	9,800
2d Cpe XR7 Turbo, 4-cyl.	400	1,200	2,000	4,500	7,000	10,000
1985 Marquis, V-6						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sed Brgm	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag	350	1,060	1,760	3,960	6,160	8,800
4d Sta Wag Brgm	380	1,140	1,900	4,280	6,650	9,500
NOTE: Deduct 20% for 4-cyl. where available.						
1985 Grand Marquis, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sed LS	350	1,050	1,750	3,940	6,130	8,750
2d Sed LS	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag Colony Park	420	1,260	2,100	4,730	7,350	10,500
1986 Lynx						
2d HBk	140	420	700	1,580	2,450	3,500
4d HBk	148	444	740	1,670	2,590	3,700
4d Sta Wag	148	444	740	1,670	2,590	3,700
1986 Capri						
2d HBk	390	1,180	1,960	4,410	6,860	9,800
1986 Topaz						
2d Sed	144	432	720	1,620	2,520	3,600
4d Sed	144	432	720	1,620	2,520	3,600
1986 Marquis						
4d Sed	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1986 Marquis Brougham						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1986 Cougar						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
2d LS Cpe	380	1,140	1,900	4,280	6,650	9,500
XR7 2d Cpe	400	1,200	2,000	4,500	7,000	10,000
1986 Sable, V-6						
4d Sed GS	200	600	1,000	2,250	3,500	5,000
4d Sed LS	200	610	1,020	2,300	3,570	5,100
4d Sta Wag GS	200	610	1,020	2,300	3,570	5,100
4d Sta Wag LS	210	620	1,040	2,340	3,640	5,200
1986 Grand Marquis						
2d Sed	420	1,260	2,100	4,730	7,350	10,500
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	420	1,260	2,100	4,730	7,350	10,500
NOTE: Add 10% for deluxe models. Deduct 5% for smaller engines.						
1987 Lynx, 4-cyl.						
2d HBk L	148	444	740	1,670	2,590	3,700
2d HBk GS	152	456	760	1,710	2,660	3,800
4d HBk GS	156	468	780	1,760	2,730	3,900
4d Sta Wag GS	156	468	780	1,760	2,730	3,900
2d HBk XR3	160	480	800	1,800	2,800	4,000
1987 Topaz, 4-cyl.						
2d Sed GS	152	456	760	1,710	2,660	3,800
4d Sed GS	156	468	780	1,760	2,730	3,900
2d Sed GS Spt	156	468	780	1,760	2,730	3,900
4d Sed GS Spt	160	480	800	1,800	2,800	4,000
4d Sed LS	164	492	820	1,850	2,870	4,100
1987 Cougar						
2d Cpe LS, V-6	360	1,080	1,800	4,050	6,300	9,000
2d Cpe LS, V-8	380	1,140	1,900	4,280	6,650	9,500
2d Cpe XR7, V-8	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 10% for Anniversary Model.						
1987 Sable, V-6						
4d Sed GS	200	600	1,000	2,250	3,500	5,000
4d Sed LS	204	612	1,020	2,300	3,570	5,100
4d Sta Wag GS	204	612	1,020	2,300	3,570	5,100
4d Sta Wag LS	208	624	1,040	2,340	3,640	5,200
1987 Grand Marquis, V-8						
4d Sed GS	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag Col Park GS	420	1,260	2,100	4,730	7,350	10,500
2d Sed LS	420	1,260	2,100	4,730	7,350	10,500
4d Sed LS	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag Col Park LS	440	1,320	2,200	4,950	7,700	11,000
1988 Tracer, 4-cyl.						
2d HBk	120	360	600	1,350	2,100	3,000
4d HBk	124	372	620	1,400	2,170	3,100
4d Sta Wag	132	396	660	1,490	2,310	3,300
1988 Topaz, 4-cyl.						
2d Sed	128	384	640	1,440	2,240	3,200
4d Sed	132	396	660	1,490	2,310	3,300
4d Sed LS	144	432	720	1,620	2,520	3,600
4d Sed LTS	152	456	760	1,710	2,660	3,800
2d Sed XR5	160	480	800	1,800	2,800	4,000
1988 Cougar						
2d LS V-6	360	1,070	1,780	4,010	6,230	8,900
2d LS V-8	380	1,130	1,880	4,230	6,580	9,400
2d XR7 V-8	390	1,180	1,960	4,410	6,860	9,800
1988 Sable, V-6						
4d Sed GS	200	600	1,000	2,250	3,500	5,000
4d Sta Wag GS	200	610	1,020	2,300	3,570	5,100
4d Sed LS	200	610	1,020	2,300	3,570	5,100
4d Sta Wag LS	210	620	1,040	2,340	3,640	5,200
1988 Grand Marquis, V-8						
4d Sed GS	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag Col Park GS	420	1,260	2,100	4,730	7,350	10,500
4d Sed LS	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag Col Park LS	440	1,320	2,200	4,950	7,700	11,000
1989 Tracer, 4-cyl.						
4d HBk	120	370	620	1,400	2,170	3,100
2d HBk	120	360	600	1,350	2,100	3,000
4d Sta Wag	130	400	660	1,490	2,310	3,300
1989 Topaz, 4-cyl.						
2d Sed GS	130	380	640	1,440	2,240	3,200
4d Sed GS	130	400	660	1,490	2,310	3,300
4d Sed LS	140	430	720	1,620	2,520	3,600
4d Sed LTS	150	460	760	1,710	2,660	3,800
2d Sed XR5	160	480	800	1,800	2,800	4,000
1989 Cougar, V-6						
2d Cpe LS	360	1,070	1,780	4,010	6,230	8,900
2d Cpe XR7	390	1,180	1,960	4,410	6,860	9,800
1989 Sable, V-6						
4d Sed GS	200	600	1,000	2,250	3,500	5,000
4d Sta Wag GS	200	610	1,020	2,300	3,570	5,100
4d Sed LS	200	610	1,020	2,300	3,570	5,100
4d Sta Wag LS	210	620	1,040	2,340	3,640	5,200
1989 Grand Marquis, V-8						
4d Sed GS	340	1,020	1,700	3,830	5,950	8,500
4d Sed LS	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag Col Park GS	420	1,260	2,100	4,730	7,350	10,500
4d Sta Wag Col Park LS	440	1,320	2,200	4,950	7,700	11,000
Add 70% for 428 V-8 Gt; Add 50% for Gurney or Yarborough Editions						

Add 70% for 428 V-8 GT; Add 50% for Gurney or Yarborough Editions

AMC

	6	5	4	3	2	1
1960 American DeLuxe, 6-cyl.						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1960 American Super, 6-cyl.						
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1960 American Custom, 6-cyl.						
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1960 Rambler DeLuxe, 6-cyl.						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1960 Rambler Super, 6-cyl.						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d 6P Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500
4d 8P Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1960 Rambler Custom, 6-cyl.						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	460	1,380	2,300	5,180	8,050	11,500
4d 6P Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d 8P Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
1960 Rebel Super, V-8						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d 6P Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
4d 8P Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1960 Rebel Custom, V-8						
4d Sed	560	1,670	2,780	6,260	9,730	13,900
4d HT	560	1,680	2,800	6,300	9,800	14,000
4d 6P Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
4d 8P Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
1960 Ambassador Super, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d 6P Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000
4d 8P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1960 Ambassador Custom, V-8						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
4d 6P Sta Wag	1,010	3,020	5,040	11,340	17,640	25,200
4d HT Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 8P Sta Wag	1,020	3,050	5,080	11,430	17,780	25,400
1961 American						
4d DeL Sed	440	1,320	2,200	4,950	7,700	11,000
2d DeL Sed	460	1,380	2,300	5,180	8,050	11,500
4d DeL Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d DeL Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d Sup Sed	460	1,380	2,300	5,180	8,050	11,500
2d Sup Sed	480	1,440	2,400	5,400	8,400	12,000

	6	5	4	3	2	1
4d Sup Sta Wag	820	2,460	4,100	9,230	14,350	20,500
2d Sup Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d Cus Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cus Conv	840	2,520	4,200	9,450	14,700	21,000
4d Cus Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Cus Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 400 Sed	400	1,200	2,000	4,500	7,000	10,000
2d 400 Conv	1,000	3,000	5,000	11,250	17,500	25,000
1961 Rambler Classic						
4d DeL Sed	380	1,140	1,900	4,280	6,650	9,500
4d DeL Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d Sup Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sup Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d Cus Sed	420	1,260	2,100	4,730	7,350	10,500
4d Cus Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d 400 Sed	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for V-8.						
1961 Ambassador						
4d DeL Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sup Sed	480	1,440	2,400	5,400	8,400	12,000
5d Sup Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d Sup Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
5d Cus Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d Cus Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 400 Sed	520	1,560	2,600	5,850	9,100	13,000
1962 American						
4d DeL Sed	440	1,320	2,200	4,950	7,700	11,000
2d DeL Sed	460	1,380	2,300	5,180	8,050	11,500
4d DeL Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d DeL Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d Cus Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
4d Cus Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Cus Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 400	400	1,200	2,000	4,500	7,000	10,000
2d 400	460	1,380	2,300	5,180	8,050	11,500
2d 400 Conv	1,000	3,000	5,000	11,250	17,500	25,000
4d 400 Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1962 Classic						
4d DeL Sed	370	1,120	1,860	4,190	6,510	9,300
2d DeL Sed	400	1,200	2,000	4,500	7,000	10,000
4d DeL Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d Cus Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cus Sed	460	1,380	2,300	5,180	8,050	11,500
4d Cus Sta Wag	760	2,280	3,800	8,550	13,300	19,000
5d Cus Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d 400 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 400	460	1,380	2,300	5,180	8,050	11,500
4d 400 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 5% for V-8.						
1962 Ambassador						
4d Cus Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cus Sed	520	1,560	2,600	5,850	9,100	13,000
4d Cus Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 400 Sed	520	1,560	2,600	5,850	9,100	13,000
2d 400 Sed	560	1,680	2,800	6,300	9,800	14,000
4d 400 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
5d 400 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1963 American						
4d 220 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 220 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 220 Bus Sed	400	1,200	2,000	4,500	7,000	10,000
4d 220 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d 220 Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 330 Sed	460	1,380	2,300	5,180	8,050	11,500
2d 330 Sed	480	1,440	2,400	5,400	8,400	12,000
4d 330 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
2d 330 Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d 440 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 440 Sed	520	1,560	2,600	5,850	9,100	13,000
2d 440 HT	800	2,400	4,000	9,000	14,000	20,000
2d 440-H HT	880	2,640	4,400	9,900	15,400	22,000
2d 440 Conv	1,000	3,000	5,000	11,250	17,500	25,000
4d 440 Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1963 Classic						
4d 550 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 550 Sed	400	1,200	2,000	4,500	7,000	10,000
4d 550 Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d 660 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 660 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 660 Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 770 Sed	480	1,440	2,400	5,400	8,400	12,000
2d 770 Sed	500	1,500	2,500	5,630	8,750	12,500
4d 770 Sta Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for V-8 models.						
1963 Ambassador						
4d 800 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 800 Sed	520	1,560	2,600	5,850	9,100	13,000
4d 880 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 880 Sed	520	1,560	2,600	5,850	9,100	13,000
2d 880 Sed	540	1,620	2,700	6,080	9,450	13,500
4d 880 Sta Wag	820	2,460	4,100	9,230	14,350	20,500
4d 990 Sed	540	1,620	2,700	6,080	9,450	13,500
2d 990 Sed	560	1,680	2,800	6,300	9,800	14,000
5d 990 Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 990 Sta Wag	860	2,580	4,300	9,680	15,050	21,500
1964 American						
4d 220 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 220 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 220 Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 330 Sed	460	1,380	2,300	5,180	8,050	11,500
2d 330 Sed	480	1,440	2,400	5,400	8,400	12,000
4d 330 Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d 440 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 440 HT	800	2,400	4,000	9,000	14,000	20,000
2d 440-H HT	880	2,640	4,400	9,900	15,400	22,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
1964 Classic						
4d 550 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 550 Sed	400	1,200	2,000	4,500	7,000	10,000
4d 550 Sta Wag	640	1,920	3,200	7,200	11,200	16,000
4d 660 Sed	440	1,320	2,200	4,950	7,700	11,000
2d 660 Sed	460	1,380	2,300	5,180	8,050	11,500
4d 660 Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 770 Sed	480	1,440	2,400	5,400	8,400	12,000
2d 770 Sed	500	1,500	2,500	5,630	8,750	12,500
2d 770 HT	720	2,160	3,600	8,100	12,600	18,000
2d 770 Typhoon HT	1,000	3,000	5,000	11,250	17,500	25,000
4d 770 Sta Wag	760	2,280	3,800	8,550	13,300	19,000
NOTE: Add 5% for V-8 models.						
1964 Ambassador						
4d 990 Sed	280	850	1,420	3,200	4,970	7,100
2d 990 HT	330	1,000	1,660	3,740	5,810	8,300
2d 990-H HT	600	1,800	3,000	6,750	10,500	15,000
4d 990 Sta Wag	350	1,040	1,740	3,920	6,090	8,700
1965 American						
4d 220 Sed	370	1,120	1,860	4,190	6,510	9,300
2d 220 Sed	380	1,140	1,900	4,280	6,650	9,500
4d 220 Sta Wag	380	1,150	1,910	4,300	6,690	9,550
4d 330 Sed	380	1,130	1,880	4,230	6,580	9,400
2d 330 Sed	380	1,150	1,910	4,300	6,690	9,550
4d 330 Sta Wag	390	1,160	1,930	4,340	6,760	9,650
4d 440 Sed	400	1,200	2,000	4,500	7,000	10,000
2d 440 HT	390	1,180	1,960	4,410	6,860	9,800
2d 440-H HT	390	1,180	1,960	4,410	6,860	9,800
2d 440 Conv	600	1,800	3,000	6,750	10,500	15,000
1965 Classic						
4d 550 Sed	380	1,130	1,880	4,230	6,580	9,400
2d 550 Sed	380	1,150	1,920	4,320	6,720	9,600
4d 550 Sta Wag	390	1,160	1,930	4,340	6,760	9,650
4d 660 Sed	380	1,130	1,890	4,250	6,620	9,450
2d 660 Sed	390	1,160	1,940	4,370	6,790	9,700
4d 660 Sta Wag	390	1,170	1,950	4,380	6,810	9,725
4d 770 Sed	380	1,150	1,910	4,300	6,690	9,550
2d 770 HT	420	1,250	2,080	4,680	7,280	10,400
2d 770-H HT	400	1,200	2,000	4,500	7,000	10,000
2d 770 Conv	600	1,800	3,000	6,750	10,500	15,000
4d 770 Sta Wag	400	1,190	1,980	4,460	6,930	9,900
NOTE: Add 5% for V-8 models.						
1965 Ambassador						
4d 880 Sed	380	1,130	1,890	4,250	6,620	9,450
2d 880 Sed	390	1,160	1,930	4,340	6,760	9,650
4d 880 Sta Wag	320	960	1,600	3,600	5,600	8,000
4d 990 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 990 HT	400	1,210	2,020	4,550	7,070	10,100
2d 990-H HT	600	1,800	3,000	6,750	10,500	15,000
2d 990 Conv	650	1,950	3,250	7,310	11,380	16,250
4d 990 Sta Wag	400	1,190	1,990	4,480	6,970	9,950
1965 Marlin						
2d FBk	930	2,790	4,650	10,460	16,280	23,250
NOTE: Deduct 5% for 6-cyl.						
1966 American						
4d 220 Sed	370	1,120	1,860	4,190	6,510	9,300
2d 220 Sed	380	1,140	1,900	4,280	6,650	9,500
4d 220 Wag	380	1,150	1,910	4,300	6,690	9,550
4d 440 Sed	380	1,130	1,880	4,230	6,580	9,400
2d 440 Sed	390	1,160	1,930	4,340	6,760	9,650
2d 440 Conv	600	1,800	3,000	6,750	10,500	15,000
4d 440 Wag	380	1,150	1,920	4,320	6,720	9,600
2d 440 HT	400	1,200	2,000	4,500	7,000	10,000
2d Rogue HT	600	1,800	3,000	6,750	10,500	15,000
1966 Classic						
4d 550 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 550 Sed	390	1,160	1,940	4,370	6,790	9,700
4d 550 Sta Wag	390	1,160	1,930	4,340	6,760	9,650
4d 770 Sed	380	1,150	1,910	4,300	6,690	9,550
2d 770 HT	420	1,250	2,080	4,680	7,280	10,400
2d 770 Conv	640	1,920	3,200	7,200	11,200	16,000
4d 770 Sta Wag	400	1,190	1,980	4,460	6,930	9,900
1966 Rebel						
2d HT	640	1,920	3,200	7,200	11,200	16,000
1966 Marlin						
2d FBk	960	2,880	4,800	10,800	16,800	24,000
1966 Ambassador						
4d 880 Sed	380	1,130	1,890	4,250	6,620	9,450
2d 880 Sed	390	1,160	1,930	4,340	6,760	9,650
4d 880 Sta Wag	320	960	1,600	3,600	5,600	8,000
4d 990 Sed	380	1,140	1,900	4,280	6,650	9,500
2d 990 HT	400	1,210	2,020	4,550	7,070	10,100
2d 990 Conv	650	1,950	3,250	7,310	11,380	16,250
4d 990 Sta Wag	400	1,190	1,990	4,480	6,970	9,950
1966 DPL (Diplomat)						
2d DPL HT	520	1,560	2,600	5,850	9,100	13,000
1967 American 220						
4d Sed	370	1,120	1,860	4,190	6,510	9,300
2d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	380	1,150	1,910	4,300	6,690	9,550
1967 American 440						
4d Sed	380	1,130	1,880	4,230	6,580	9,400
2d Sed	390	1,160	1,930	4,340	6,760	9,650
2d HT	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	380	1,150	1,920	4,320	6,720	9,600
1967 American Rogue						
2d HT	600	1,800	3,000	6,750	10,500	15,000
2d Conv	740	2,220	3,700	8,330	12,950	18,500
1967 Rebel 550						
4d Sed	380	1,150	1,920	4,320	6,720	9,600
2d Sed	390	1,160	1,940	4,370	6,790	9,700
4d Sta Wag	400	1,190	1,980	4,460	6,930	9,900
1967 Rebel 770						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
2d HT	640	1,920	3,200	7,200	11,200	16,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1967 Rebel SST						
2d HT	660	1,980	3,300	7,430	11,550	16,500
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
1967 Rambler Marlin						
2d FBk	960	2,880	4,800	10,800	16,800	24,000
1967 Ambassador 880						
4d Sed	380	1,130	1,890	4,250	6,620	9,450
2d Sed	390	1,160	1,930	4,340	6,760	9,650
4d Sta Wag	320	960	1,600	3,600	5,600	8,000
1967 Ambassador 990						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d HT	400	1,210	2,020	4,550	7,070	10,100
4d Sta Wag	400	1,190	1,990	4,480	6,970	9,950
1967 Ambassador DPL						
2d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	800	2,400	4,000	9,000	14,000	20,000
1968 American 220						
4d Sed	370	1,120	1,860	4,190	6,510	9,300
2d Sed	380	1,140	1,900	4,280	6,650	9,500
1968 American 440						
4d Sed	380	1,130	1,880	4,230	6,580	9,400
4d Sta Wag	380	1,150	1,920	4,320	6,720	9,600
1968 Rogue						
2d HT	600	1,800	3,000	6,750	10,500	15,000
1968 Rebel 550						
4d Sed	380	1,150	1,920	4,320	6,720	9,600
2d Conv	640	1,920	3,200	7,200	11,200	16,000
4d Sta Wag	400	1,190	1,980	4,460	6,930	9,900
2d HT	600	1,800	3,000	6,750	10,500	15,000
1968 Rebel 770						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
2d HT	640	1,920	3,200	7,200	11,200	16,000
1968 Rebel SST						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	660	1,980	3,300	7,430	11,550	16,500
1968 Ambassador						
4d Sed	380	1,130	1,890	4,250	6,620	9,450
2d HT	400	1,200	2,000	4,500	7,000	10,000
1968 Ambassador DPL						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
2d HT	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	400	1,210	2,020	4,550	7,070	10,100
1968 Ambassador SST						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	600	1,800	3,000	6,750	10,500	15,000
1968 Javelin						
2d FBk	1,040	3,120	5,200	11,700	18,200	26,000
1968 Javelin SST						
2d FBk	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 25% for GO Pkg.; 30% for Big Bad Pkg.						
1968 AMX						
2d FBk	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 30% for Craig Breedlove Edition.						
1969 Rambler						
4d Sed	370	1,120	1,860	4,190	6,510	9,300
2d Sed	380	1,140	1,900	4,280	6,650	9,500
1969 Rambler 440						
4d Sed	380	1,130	1,880	4,230	6,580	9,400
2d Sed	390	1,160	1,930	4,340	6,760	9,650
1969 Rambler Rogue						
2d HT	600	1,800	3,000	6,750	10,500	15,000
1969 Rambler Hurst S/C						
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
1969 Rebel						
4d Sed	380	1,150	1,920	4,320	6,720	9,600
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	400	1,190	1,980	4,460	6,930	9,900
1969 Rebel SST						
4d Sed	390	1,160	1,940	4,370	6,790	9,700
2d HT	620	1,870	3,120	7,020	10,920	15,600
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1969 AMX						
2d FBk	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 30% for Big Bad Pkg.; 300% for Hurst-built SS/AMX.						
1969 Javelin						
2d FBk	1,040	3,120	5,200	11,700	18,200	26,000
1969 Javelin SST						
2d FBk	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 25% for GO Pkg.; 30% for Big Bad Pkg.						
1969 Ambassador						
4d Sed	380	1,130	1,890	4,250	6,620	9,450
1969 Ambassador DPL						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d Sta Wag	400	1,210	2,020	4,550	7,070	10,100
2d HT	520	1,560	2,600	5,850	9,100	13,000
1969 Ambassador SST						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	600	1,800	3,000	6,750	10,500	15,000
1970 Hornet						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Sed	260	790	1,320	2,970	4,620	6,600
1970 Hornet SST						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Sed	270	800	1,340	3,020	4,690	6,700
1970 Rebel						
4d Sed	380	1,150	1,920	4,320	6,720	9,600
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	400	1,190	1,980	4,460	6,930	9,900
1970 Rebel SST						
4d Sed	390	1,160	1,940	4,370	6,790	9,700
2d HT	620	1,870	3,120	7,020	10,920	15,600
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1970 Rebel "Machine"						
2d HT	2,600	7,800	13,000	29,250	45,500	65,000
1970 AMX						
2d FBk	2,000	6,000	10,000	22,500	35,000	50,000
1970 Gremlin						
2d Comm	590	1,770	2,950	6,640	10,330	14,750
2d Sed	600	1,800	3,000	6,750	10,500	15,000
1970 Javelin						
2d FBk	1,040	3,120	5,200	11,700	18,200	26,000
1970 Javelin SST						
2d FBk	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 25% for GO Pkg.; 30% for Big Bad Pkg.						
1970 "Trans Am"						
2d FBk	2,600	7,800	13,000	29,250	45,500	65,000
1970 "Mark Donohue"						
2d FBk	2,400	7,200	12,000	27,000	42,000	60,000

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1970 Ambassador						
4d Sed	380	1,130	1,890	4,250	6,620	9,450
1970 Ambassador DPL						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
2d HT	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	400	1,210	2,020	4,550	7,070	10,100
1970 Ambassador SST						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	430	1,300	2,160	4,860	7,560	10,800
1971 Gremlin						
2d Comm	590	1,770	2,950	6,640	10,330	14,750
2d Sed	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 10% for X Pkg.						
1971 Hornet						
2d Sed	260	780	1,300	2,930	4,550	6,500
4d Sed	260	790	1,320	2,970	4,620	6,600
1971 Hornet SST						
2d Sed	270	800	1,340	3,020	4,690	6,700
4d Sed	260	790	1,320	2,970	4,620	6,600
4d SportAbout Sta Wag	290	880	1,460	3,290	5,110	7,300
1971 Hornet SC/360						
2d HT	760	2,280	3,800	8,550	13,300	19,000
1971 Javelin						
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d SST HT	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 40% for 401 V-8; 40% for Police Special 401 V-8.						
1971 Javelin AMX						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 25% for GO Pkg.; 40% for 401 V-8.						
1971 Matador						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d HT	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1971 Ambassador DPL						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
1971 Ambassador SST						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	430	1,300	2,160	4,860	7,560	10,800
NOTE: Add 10% to Ambassador SST for Broughams.						
1972 Hornet SST						
2d Sed	270	800	1,340	3,020	4,690	6,700
4d Sed	260	790	1,320	2,970	4,620	6,600
4d Sta Wag	320	970	1,620	3,650	5,670	8,100
2d Gucci	320	960	1,600	3,600	5,600	8,000
4d DeL Wag	330	1,000	1,670	3,760	5,850	8,350
4d "X" Wag	340	1,020	1,700	3,830	5,950	8,500
1972 Matador						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d HT	580	1,740	2,900	6,530	10,150	14,500
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1972 Gremlin						
2d Sed	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 10% for X Pkg.; 20% for V-8.						
1972 Javelin						
2d SST	1,160	3,480	5,800	13,050	20,300	29,000
2d Go "360"	1,180	3,540	5,900	13,280	20,650	29,500
2d Go "401"	800	2,400	4,000	9,000	14,000	20,000
2d Cardin	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 40% for 401 V-8; 40% for 401 Police Special V-8; 25% for GO Pkg.						
1972 Javelin AMX, V-8						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 25% for GO Pkg.; 40% for 401 V-8.						
1972 Ambassador SST						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	430	1,300	2,160	4,860	7,560	10,800
1972 Ambassador Brougham, V-8						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	630	1,890	3,150	7,090	11,030	15,750
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
1973 Gremlin, V-8						
2d Sed	580	1,740	2,900	6,530	10,150	14,500
NOTE: Add 10% for X Pkg. Deduct 20% for 6-cyl.						
1973 Hornet, V-8						
2d Sed	260	780	1,300	2,930	4,550	6,500
4d Sed	260	770	1,280	2,880	4,480	6,400
2d HBk	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	320	960	1,600	3,600	5,600	8,000
1973 Javelin, V-8						
2d HT	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 20% for Trans Am Victory Javelin; 40% for 401 V-8.						
1973 Javelin AMX, V-8						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
NOTE: Add 40% for 401 V-8.						
1973 Matador, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d HT	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	390	1,160	1,940	4,370	6,790	9,700
1973 Ambassador Brougham, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d HT	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	420	1,260	2,100	4,730	7,350	10,500
1974 Gremlin, V-8						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for X Pkg. Deduct 20% for 6-cyl.						
1974 Hornet						
4d Sed	250	760	1,260	2,840	4,410	6,300
2d Sed	260	770	1,280	2,880	4,480	6,400
2d HBk	280	830	1,380	3,110	4,830	6,900
4d Sta Wag	320	950	1,580	3,560	5,530	7,900
1974 Javelin						
2d FBk	800	2,400	4,000	9,000	14,000	20,000
NOTE: Add 30% for 401 V-8. Add 15% for GO Package.						
1974 Javelin AMX						
2d FBk	1,520	4,560	7,600	17,100	26,600	38,000
NOTE: Add 30% for 401 V-8.						
1974 Matador						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	380	1,140	1,900	4,280	6,650	9,500
1974 Matador Brougham						
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 10% for Oleg Cassini coupe.						
1974 Matador "X"						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
1974 Ambassador Brougham						
4d Sed	380	1,130	1,880	4,230	6,580	9,400
4d Sta Wag	380	1,150	1,920	4,320	6,720	9,600
1975 Gremlin, V-8						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for Levis Pkg.; 15% for X Pkg. Deduct 20% for 6-cyl.						
1975 Hornet						
4d Sed	250	760	1,260	2,840	4,410	6,300
2d Sed	260	770	1,280	2,880	4,480	6,400
2d HBk	280	830	1,380	3,110	4,830	6,900
4d Sta Wag	320	950	1,580	3,560	5,530	7,900
1975 Pacer						
2d Sed	700	2,100	3,500	7,880	12,250	17,500
NOTE: Add 15% for X Pkg.; 20% for D/L Pkg.						
1975 Matador						
4d Sed	300	890	1,480	3,330	5,180	7,400
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	380	1,130	1,880	4,230	6,580	9,400
1976 Gremlin, V-8						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for Levis Pkg.; 15% for X Pkg. Deduct 20% for 6-cyl.						
1976 Hornet, V-8						
4d Sed	250	760	1,260	2,840	4,410	6,300
2d Sed	260	770	1,280	2,880	4,480	6,400
2d HBk	270	820	1,360	3,060	4,760	6,800
4d Sptabt	320	960	1,600	3,600	5,600	8,000
1976 Pacer, 6-cyl.						
2d Sed	700	2,100	3,500	7,880	12,250	17,500
NOTE: Add 15% for X Pkg.; 20% for D/L Pkg.						
1976 Matador, V-8						
4d Sed	300	890	1,480	3,330	5,180	7,400
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	380	1,130	1,880	4,230	6,580	9,400
NOTE: Deduct 10% for 6-cylinder.						
1977 Gremlin, V-8						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 15% for X Pkg. Deduct 20% for 6-cyl.						
1977 Hornet, V-8						
4d Sed	250	760	1,260	2,840	4,410	6,300
2d Sed	260	770	1,280	2,880	4,480	6,400
2d HBk	270	820	1,360	3,060	4,760	6,800
4d Sta Wag	320	960	1,600	3,600	5,600	8,000
NOTE: Add 10% for AMX Pkg.						
1977 Pacer, 6-cyl.						
2d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
1977 Matador, V-8						
4d Sed	300	890	1,480	3,330	5,180	7,400
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	380	1,130	1,880	4,230	6,580	9,400
NOTE: Add 10% for AMX Pkg. Deduct 10% for 6-cyl.						
1978 Gremlin, V-8						
2d Sed	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 15% for X Pkg.; 20% for GT Pkg. Deduct 20% for 6-cyl.						
1978 Concord						
4d Sed	140	430	720	1,620	2,520	3,600
2d Sed	150	440	740	1,670	2,590	3,700
2d HBk	150	450	750	1,690	2,630	3,750
4d Sta Wag	200	600	1,000	2,250	3,500	5,000
1978 Pacer						
2d HBk	700	2,100	3,500	7,880	12,250	17,500
4d Sta Wag	640	1,920	3,200	7,200	11,200	16,000
1978 AMX						
2d HBk	720	2,160	3,600	8,100	12,600	18,000
1978 Matador						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	380	1,140	1,900	4,280	6,650	9,500
1979 Spirit, 6-cyl.						
2d HBk	140	420	700	1,580	2,450	3,500
2d Sed	140	410	680	1,530	2,380	3,400
1979 Spirit DL, 6-cyl.						
2d HBk	140	430	720	1,620	2,520	3,600
2d Sed	140	420	700	1,580	2,450	3,500
1979 Spirit Ltd, 6-cyl.						
2d HBk	150	440	740	1,670	2,590	3,700
2d Sed	140	430	720	1,620	2,520	3,600
NOTE: Deduct 10% for 4-cyl.						
1979 Concord, V-8						
4d Sed	140	430	720	1,620	2,520	3,600
2d Sed	150	440	740	1,670	2,590	3,700
2d HBk	150	450	750	1,690	2,630	3,750
4d Sta Wag	200	600	1,000	2,250	3,500	5,000
1979 Concord DL, V-8						
4d Sed	150	440	740	1,670	2,590	3,700
2d Sed	150	460	760	1,710	2,660	3,800
2d HBk	150	460	770	1,730	2,700	3,850
4d Sta Wag	210	640	1,060	2,390	3,710	5,300
1979 Concord Ltd, V-8						
4d Sed	150	460	760	1,710	2,660	3,800
2d Sed	160	470	780	1,760	2,730	3,900
4d Sta Wag	220	660	1,100	2,480	3,850	5,500
NOTE: Deduct 5% for 6-cyl.						
1979 Pacer DL, V-8						
2d HBk	700	2,100	3,500	7,880	12,250	17,500
2d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
1979 Pacer Ltd, V-8						
2d HBk	710	2,130	3,550	7,990	12,430	17,750
2d Sta Wag	670	2,000	3,330	7,490	11,660	16,650
NOTE: Deduct 5% for 6-cyl.						
1979 AMX, V-8						
2d HBk	720	2,160	3,600	8,100	12,600	18,000
NOTE: Deduct 7% for 6-cyl.						
1980 Spirit, 6-cyl.						
2d HBk	160	480	800	1,800	2,800	4,000
2d Cpe	156	468	780	1,760	2,730	3,900
2d HBk DL	164	492	820	1,850	2,870	4,100
2d Cpe DL	160	480	800	1,800	2,800	4,000
2d HBk Ltd	172	516	860	1,940	3,010	4,300
2d Cpe Ltd	168	504	840	1,890	2,940	4,200
NOTE: Deduct 10% for 4-cyl.						
1980 Concord, 6-cyl.						
4d Sed	144	432	720	1,620	2,520	3,600
2d Cpe	140	420	700	1,580	2,450	3,500
4d Sta Wag	148	444	740	1,670	2,590	3,700
4d Sed DL	148	444	740	1,670	2,590	3,700
2d Cpe DL	144	432	720	1,620	2,520	3,600
4d Sta Wag DL	152	456	760	1,710	2,660	3,800
4d Sed Ltd	156	468	780	1,760	2,730	3,900
2d Cpe Ltd	152	456	760	1,710	2,660	3,800
4d Sta Wag Ltd	156	468	780	1,760	2,730	3,900
1980 Pacer, 6-cyl.						
2d HBk DL	710	2,130	3,550	7,990	12,430	17,750
2d Sta Wag DL	660	1,980	3,300	7,430	11,550	16,500
2d HBk Ltd	710	2,140	3,570	8,030	12,500	17,850
2d Sta Wag Ltd	670	2,010	3,350	7,540	11,730	16,750
1980 AMX, 6-cyl.						
2d HBk	720	2,160	3,600	8,100	12,600	18,000
1980 Eagle 4x4, 6-cyl.						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
4d Sed Ltd	540	1,620	2,700	6,080	9,450	13,500
2d Cpe Ltd	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag Ltd	660	1,980	3,300	7,430	11,550	16,500
1981 Spirit, 4-cyl.						
2d HBk	148	444	740	1,670	2,590	3,700
2d Cpe	144	432	720	1,620	2,520	3,600
2d HBk DL	156	468	780	1,760	2,730	3,900
2d Cpe DL	152	456	760	1,710	2,660	3,800
1981 Spirit, 6-cyl.						
2d HBk	164	492	820	1,850	2,870	4,100
2d Cpe	160	480	800	1,800	2,800	4,000
2d HBk DL	172	516	860	1,940	3,010	4,300
2d Cpe DL	168	504	840	1,890	2,940	4,200
1981 Concord, 6-cyl.						
4d Sed	148	444	740	1,670	2,590	3,700
2d Cpe	144	432	720	1,620	2,520	3,600
4d Sta Wag	152	456	760	1,710	2,660	3,800
4d Sed DL	152	456	760	1,710	2,660	3,800
2d Cpe DL	148	444	740	1,670	2,590	3,700
4d Sta Wag DL	156	468	780	1,760	2,730	3,900
4d Sed Ltd	156	468	780	1,760	2,730	3,900
2d Cpe Ltd	152	456	760	1,710	2,660	3,800
4d Sta Wag Ltd	160	480	800	1,800	2,800	4,000
NOTE: Deduct 12% for 4-cyl.						
1981 Eagle 50 4x4, 4-cyl.						
2d HBk SX4	380	1,140	1,900	4,280	6,650	9,500
2d HBk	360	1,080	1,800	4,050	6,300	9,000
2d HBk SX4 DL	420	1,260	2,100	4,730	7,350	10,500
2d HBk DL	400	1,200	2,000	4,500	7,000	10,000
1981 Eagle 50 4x4, 6-cyl.						
2d HBk SX4	540	1,620	2,700	6,080	9,450	13,500
2d HBk	520	1,560	2,600	5,850	9,100	13,000
2d HBk SX4 DL	560	1,680	2,800	6,300	9,800	14,000
2d HBk DL	540	1,620	2,700	6,080	9,450	13,500
1982 Spirit, 6-cyl.						
2d HBk	168	504	840	1,890	2,940	4,200
2d Cpe	164	492	820	1,850	2,870	4,100
2d HBk DL	176	528	880	1,980	3,080	4,400
2d Cpe DL	172	516	860	1,940	3,010	4,300
NOTE: Deduct 10% for 4-cyl.						
1982 Concord, 6-cyl.						
4d Sed	152	456	760	1,710	2,660	3,800
2d Cpe	148	444	740	1,670	2,590	3,700
4d Sta Wag	156	468	780	1,760	2,730	3,900
4d Sed DL	156	468	780	1,760	2,730	3,900
2d Cpe DL	152	456	760	1,710	2,660	3,800
4d Sta Wag DL	160	480	800	1,800	2,800	4,000
4d Sed Ltd	160	480	800	1,800	2,800	4,000
2d Cpe Ltd	156	468	780	1,760	2,730	3,900
4d Sta Wag Ltd	164	492	820	1,850	2,870	4,100
NOTE: Deduct 12% for 4-cyl.						
1982 Eagle 50 4x4, 4-cyl.						
2d HBk SX4	360	1,080	1,800	4,050	6,300	9,000
2d HBk	380	1,140	1,900	4,280	6,650	9,500
2d HBk SX4 DL	400	1,200	2,000	4,500	7,000	10,000
2d HBk DL	420	1,260	2,100	4,730	7,350	10,500
1982 Eagle 50 4x4, 6-cyl.						
2d HBk SX4	380	1,140	1,900	4,280	6,650	9,500
2d HBk	400	1,200	2,000	4,500	7,000	10,000
2d HBk SX4 DL	420	1,260	2,100	4,730	7,350	10,500
2d HBk DL	440	1,320	2,200	4,950	7,700	11,000
1982 Eagle 30 4x4, 4-cyl.						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	350	1,050	1,750	3,940	6,130	8,750
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
4d Sed Ltd	380	1,140	1,900	4,280	6,650	9,500
2d Cpe Ltd	390	1,170	1,950	4,390	6,830	9,750
4d Sta Wag Ltd	400	1,200	2,000	4,500	7,000	10,000
1982 Eagle 30 4x4, 6-cyl.						
4d Sed	350	1,040	1,740	3,920	6,090	8,700
2d Cpe	350	1,050	1,750	3,940	6,130	8,750
4d Sta Wag	370	1,100	1,840	4,140	6,440	9,200
4d Sed Ltd	390	1,160	1,940	4,370	6,790	9,700
2d Cpe Ltd	390	1,180	1,970	4,430	6,900	9,850
4d Sta Wag Ltd	420	1,260	2,100	4,730	7,350	10,500

	6	5	4	3	2	1
1983 Spirit, 6-cyl.						
2d HBk DL	172	516	860	1,940	3,010	4,300
2d HBk GT	176	528	880	1,980	3,080	4,400
1983 Concord, 6-cyl.						
4d Sed	156	468	780	1,760	2,730	3,900
4d Sta Wag	160	480	800	1,800	2,800	4,000
4d Sed DL	160	480	800	1,800	2,800	4,000
4d Sta Wag DL	164	492	820	1,850	2,870	4,100
4d Sta Wag Ltd	172	516	860	1,940	3,010	4,300
1983 Alliance, 4-cyl.						
2d Sed	144	432	720	1,620	2,520	3,600
4d Sed L	148	444	740	1,670	2,590	3,700
2d Sed L	148	444	740	1,670	2,590	3,700
4d Sed DL	152	456	760	1,710	2,660	3,800
2d Sed DL	152	456	760	1,710	2,660	3,800
4d Sed Ltd	156	468	780	1,760	2,730	3,900
1983 Eagle 50 4x4, 4-cyl.						
2d HBk SX4	360	1,080	1,800	4,050	6,300	9,000
2d HBk SX4 DL	380	1,140	1,900	4,280	6,650	9,500
1983 Eagle 50 4x4, 6-cyl.						
2d HBk SX4	380	1,140	1,900	4,280	6,650	9,500
2d HBk SX4 DL	420	1,260	2,100	4,730	7,350	10,500
1983 Eagle 30 4x4, 4-cyl.						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag Ltd	360	1,090	1,820	4,100	6,370	9,100
1983 Eagle 30 4x4, 6-cyl.						
4d Sed	350	1,040	1,740	3,920	6,090	8,700
4d Sta Wag	370	1,100	1,840	4,140	6,440	9,200
4d Sta Wag Ltd	420	1,260	2,100	4,730	7,350	10,500
1984 Alliance, 4-cyl.						
2d Sed	150	440	740	1,670	2,590	3,700
1984 L						
4d Sed	150	460	760	1,710	2,660	3,800
2d Sed	150	460	760	1,710	2,660	3,800
1984 DL						
4d Sed	160	470	780	1,760	2,730	3,900
2d Sed	160	470	780	1,760	2,730	3,900
1984 Ltd						
4d Sed	160	480	800	1,800	2,800	4,000
1984 Encore, 4-cyl.						
2d Liftback	136	408	680	1,530	2,380	3,400
1984 S						
2d Liftback	140	420	700	1,580	2,450	3,500
4d Liftback	140	420	700	1,580	2,450	3,500
1984 LS						
2d Liftback	144	432	720	1,620	2,520	3,600
4d Liftback	144	432	720	1,620	2,520	3,600
1984 GS						
2d Liftback	148	444	740	1,670	2,590	3,700
1984 Eagle 4WD, 4-cyl.						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag Ltd	400	1,200	2,000	4,500	7,000	10,000
1984 Eagle 4WD, 6-cyl.						
4d Sed	350	1,040	1,740	3,920	6,090	8,700
4d Sta Wag	370	1,100	1,840	4,140	6,440	9,200
4d Sta Wag Ltd	420	1,270	2,120	4,770	7,420	10,600
1985 Alliance						
2d Sed	104	312	520	1,170	1,820	2,600
4d Sed L	112	336	560	1,260	1,960	2,800
2d Sed L	116	348	580	1,310	2,030	2,900
Conv L	148	444	740	1,670	2,590	3,700
4d Sed DL	128	384	640	1,440	2,240	3,200
2d Sed DL	140	420	700	1,580	2,450	3,500
Conv DL	164	492	820	1,850	2,870	4,100
4d Ltd Sed	156	468	780	1,760	2,730	3,900
1985 Eagle 4WD						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
4d Ltd Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1986 Encore 90						
2d HBk	140	420	700	1,580	2,450	3,500
4d HBk	144	432	720	1,620	2,520	3,600
1986 Alliance						
2d Sed	144	432	720	1,620	2,520	3,600
4d Sed	148	444	740	1,670	2,590	3,700
Conv	220	660	1,100	2,480	3,850	5,500
1986 Eagle						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
4d Ltd Sta Wag	400	1,200	2,000	4,500	7,000	10,000

NOTE: Add 10% for deluxe models. Deduct 5% for smaller engines.

1987 Eagle						
4d Sed	350	1,040	1,740	3,920	6,090	8,700
4d Sta Wag	370	1,100	1,840	4,140	6,440	9,200
4d Sta Wag Ltd	420	1,270	2,120	4,770	7,420	10,600

METROPOLITAN

1960 Series 1500, (AMC), 4-cyl., 85" wb, 55-hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1961 Series 1500, (AMC), 4-cyl., 85" wb, 55-hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1962 Series 1500, (AMC), 4-cyl., 85" wb, 55-hp						
HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,000	6,000	10,000	22,500	35,000	50,000

OLDSMOBILE

1960 Series Dynamic 88, V-8, 123" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Holiday HT	1,120	3,360	5,600	12,600	19,600	28,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1960 Series Super 88, V-8, 123" wb						
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
2d Holiday HT	1,320	3,960	6,600	14,850	23,100	33,000
4d Holiday HT	1,160	3,480	5,800	13,050	20,300	29,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1960 Series 98, V-8, 126.3" wb						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
1961 F-85, V-8, 112" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Clb Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1961 Dynamic 88, V-8, 123" wb						
2d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Holiday HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1961 Super 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Holiday HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
2d Starfire Conv	2,640	7,920	13,200	29,700	46,200	66,000
1961 Series 98, V-8, 126" wb						
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Spt Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000

NOTE: Add 10% for Cutlass. Deduct 10% for std. line values.

1962 F-85 Series, V-8, 112" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cutlass Cpe	620	1,860	3,100	6,980	10,850	15,500
2d Cutlass Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1962 Jetfire Turbo-charged, V-8, 112" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1962 Dynamic 88, V-8, 123" wb						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Holiday HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1962 Super 88, V-8, 123" wb						
4d Sed	940	2,820	4,700	10,580	16,450	23,500
4d Holiday HT	1,160	3,480	5,800	13,050	20,300	29,000
2d Holiday HT	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1962 Starfire, 345-hp V-8, 123" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1962 Series 98, V-8, 126" wb						
4d Twn Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Spt Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Holiday Spt HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1963 F-85 Series, V-8, 112" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cutlass Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Cutlass Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

NOTE: Deduct 5% for V-6 engine.

1963 Jetfire Series, V-8, 112" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1963 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Holiday HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1963 Super 88, V-8, 123" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Holiday HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Holiday HT	1,680	5,040	8,400	18,900	29,400	42,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1963 Starfire, V-8, 123" wb						
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1963 Series 98, V-8, 126" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d 4W Holiday HT	1,260	3,780	6,300	14,180	22,050	31,500
4d 6W Holiday HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Holiday HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Cus Spt HT	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
1964 F-85 Series, V-8, 115" wb						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500

NOTE: Deduct 5% for V-6 engine.

1964 Cutlass Series, V-8						
2d Spt Cpe	680	2,040	3,400	7,650	11,900	17,000
2d HT	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1964 Cutlass 4-4-2						
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1964 Vista Cruiser, V-8, 120" wb						
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Cus Wag	1,080	3,240	5,400	12,150	18,900	27,000
1964 Jetstar, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1964 Jetstar I, V-8, 123" wb						
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
1964 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1964 Super 88, V-8, 123" wb						
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	1,200	3,600	6,000	13,500	21,000	30,000
1964 Starfire, 123" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 20% for J code engine. Deduct 10% for 3 speed trans.

1964 Series 98, V-8, 126" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d 6W HT	1,280	3,840	6,400	14,400	22,400	32,000
4d 4W HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Cus Spt HT	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
1965 F-85 Series, V-8, 115" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
4d DeL Sed	480	1,440	2,400	5,400	8,400	12,000
4d DeL Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1965 Cutlass Series, V-8, 115" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
2d HT	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1965 Cutlass 4-4-2						
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
1965 Vista Cruiser, V-8, 120" wb						
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1965 Jetstar Series, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1965 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1965 Delta 88, V-8, 123" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d HT	1,150	3,450	5,750	12,940	20,130	28,750
2d HT	1,300	3,900	6,500	14,630	22,750	32,500
1965 Jetstar I, V-8, 123" wb						
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
1965 Starfire, 123" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
1965 Series 98, V-8, 126" wb						
4d Twn Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
1966 F-85 Series, Standard V-8, 115" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1966 F-85 Series, Deluxe, V-8, 115" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1966 Cutlass, V-8, 115" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
2d HT	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1966 Cutlass 4-4-2						
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000

NOTE: Add 30% for triple two-barrel carbs; 90% for W-30.

1966 Vista Cruiser, V-8, 120" wb						
4d 3S Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Cus Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d 2S Cus Sta Wag	960	2,880	4,800	10,800	16,800	24,000
1966 Jetstar 88, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
1966 Dynamic 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1966 Delta 88, V-8, 123" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d HT	1,150	3,450	5,750	12,940	20,130	28,750
2d HT	1,300	3,900	6,500	14,630	22,750	32,500
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1966 Starfire, V-8, 123" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1966 Ninety-Eight, V-8, 126" wb						
4d Twn Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000

	6	5	4	3	2	1
1966 Toronado, FWD V-8, 119" wb						
2d Spt HT	1,660	4,980	8,300	18,680	29,050	41,500
2d Cus HT	1,740	5,220	8,700	19,580	30,450	43,500
1967 F-85 Series, Standard, V-8, 115" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d 2S Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1967 Cutlass, V-8, 115" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d HT	680	2,040	3,400	7,650	11,900	17,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d 2S Sta Wag	600	1,800	3,000	6,750	10,500	15,000
NOTE: Deduct 20% for 6-cyl.						
1967 Cutlass Supreme, V-8, 115" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d Cpe	580	1,740	2,900	6,530	10,150	14,500
2d HT	680	2,040	3,400	7,650	11,900	17,000
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
1967 Cutlass 4-4-2						
2d Sed	2,040	6,120	10,200	22,950	35,700	51,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Add 70% for W-30.						
1967 Vista Cruiser, V-8, 120" wb						
4d 3S Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d 2S Cus Sta Wag	960	2,880	4,800	10,800	16,800	24,000
4d 3S Cus Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1967 Delmont 88, 330 V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	820	2,460	4,100	9,230	14,350	20,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
1967 Delmont 88, 425 V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1967 Delta 88, V-8, 123" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d HT	1,150	3,450	5,750	12,940	20,130	28,750
2d HT	1,300	3,900	6,500	14,630	22,750	32,500
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1967 Delta 88, Custom V-8, 123" wb						
4d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
1967 Ninety-Eight, V-8, 126" wb						
4d Twn Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1967 Toronado, V-8, 119" wb						
2d HT	1,660	4,980	8,300	18,680	29,050	41,500
2d Cus HT	1,740	5,220	8,700	19,580	30,450	43,500
NOTE: Add 10% for "425" Delmont Series; 30% for W-30.						
1968 F-85, V-8, 116" wb, 2d 112" wb						
4d Sed	470	1,400	2,340	5,270	8,190	11,700
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
1968 Cutlass, V-8, 116" wb, 2d 112" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d Cpe S	600	1,800	3,000	6,750	10,500	15,000
2d HT S	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv S	1,280	3,840	6,400	14,400	22,400	32,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1968 Cutlass Supreme, V-8, 116" wb, 2d 112" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d HT	720	2,160	3,600	8,100	12,600	18,000
NOTE: Deduct 5% for 6-cyl.						
1968 4-4-2, V-8, 112" wb						
2d Cpe	2,060	6,180	10,300	23,180	36,050	51,500
2d HT	2,240	6,720	11,200	25,200	39,200	56,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
1968 Hurst/Olds						
2d HT	4,400	13,200	22,000	49,500	77,000	110,000
2d Sed	3,800	11,400	19,000	42,750	66,500	95,000
1968 Vista Cruiser, V-8, 121" wb						
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1968 Delmont 88, V-8, 123" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
1968 Delta 88, V-8, 123" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
2d HT	1,300	3,900	6,500	14,630	22,750	32,500
4d HT	1,160	3,480	5,800	13,050	20,300	29,000
1968 Delta 88, Custom V-8, 123" wb						
4d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1968 Ninety-Eight, V-8, 126" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d HT	1,260	3,780	6,300	14,180	22,050	31,500
2d HT	1,640	4,920	8,200	18,450	28,700	41,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1968 Toronado, V-8, 119" wb						
2d Cus Cpe	1,680	5,040	8,400	18,900	29,400	42,000
NOTE: Add 40% for W-30; 20% for 455 when not standard; 20% for W-34 option on Toronado.						
1969 F-85, V-8, 116" wb, 2d 112" wb						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
1969 Cutlass, V-8, 116" wb, 2d 112" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d HT	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1969 Cutlass S						
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000
1969 Cutlass Supreme, V-8, 116" wb, 2d 112" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
1969 4-4-2, V-8, 112" wb						
2d Cpe	2,160	6,480	10,800	24,300	37,800	54,000
2d HT	2,400	7,200	12,000	27,000	42,000	60,000
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
1969 Hurst/Olds						
2d HT	4,400	13,200	22,000	49,500	77,000	110,000
1969 Vista Cruiser						
4d 2S Sta Wag	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1969 Delta 88, V-8, 124" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
1969 Delta 88 Custom, V-8, 124" wb						
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1969 Delta 88 Royale, V-8, 124" wb						
2d HT	1,500	4,500	7,500	16,880	26,250	37,500
1969 Ninety-Eight, V-8, 127" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Lux HT	1,280	3,840	6,400	14,400	22,400	32,000
4d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,220	6,660	11,100	24,980	38,850	55,500
2d Cus Cpe	1,680	5,040	8,400	18,900	29,400	42,000
1969 Toronado, V-8, 119" wb						
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
NOTE: Add 40% for W-30; 30% for W-31; 20% for W-34 option on Toronado; 20% for 455 when not standard.						
1970 F-85, 350/250 V-8, 116" wb, 2d 112" wb						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
1970 Cutlass, 350/250 V-8, 116" wb, 2d 112" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d HT	700	2,100	3,500	7,880	12,250	17,500
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
2d "S" Cpe	720	2,160	3,600	8,100	12,600	18,000
2d "S" HT	1,100	3,300	5,500	12,380	19,250	27,500
1970 Cutlass Supreme, 350/310 V-8, 112" wb						
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
1970 4-4-2, 455/365 V-8, 112" wb						
2d Cpe	2,200	6,600	11,000	24,750	38,500	55,000
2d HT	2,440	7,320	12,200	27,450	42,700	61,000
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1970 Cutlass Vista Cruiser, 350/250 V-8, 121" wb						
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
NOTE: Deduct 10% for 6-cyl. Add 20% for 4-speed; 50% for Indy Pace Car; 50% for W45 Rallyee 350 with 350/310 V-8 (F-85 & Cutlass); 5% for 350/310 V-8 (std. Cutlass Supreme); 10% for 350/325 V-8; 50% for W31 pkg. with 350 OAI V-8 and more; 10% for SX; 20% for 455/320 V-8; 25% for 455/365 V-8 (std. in 4-4-2); 100% for W30 pkg. with 455/370 OAI V-8 and more.						
1970 Delta 88, 350/250 V-8 124" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
1970 Delta 88, 350/250 V-8, 124" wb						
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1970 Delta 88 Royale, 350/250 V-8, 124" wb						
2d HT	1,500	4,500	7,500	16,880	26,250	37,500
1970 Ninety-Eight, 455/390 V-8, 127" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
4d HT	1,280	3,840	6,400	14,400	22,400	32,000
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
4d Lux Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Lux HT	1,280	3,840	6,400	14,400	22,400	32,000
1970 Full-size options (all options may not be available on all models)						
NOTE: Deduct 10% for 6-cyl. Add 10% for Delta 88 Custom; 15% for 455/310 V-8; 20% for 455/365 V-8; 60% for W33 pkg. that includes 455/390 V-8 and more.						
1970 Toronado, 455/375 V-8, 119" wb						
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
2d Cus HT	1,800	5,400	9,000	20,250	31,500	45,000
1970 Toronado options						
NOTE: Add 20% for GT						
1971 F-85, 350/240 V-8, 116" wb, 2d 112" wb						
4d Town Sed	480	1,440	2,400	5,400	8,400	12,000
1971 Cutlass, 350/240 V-8, 116" wb, 2d 112" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d Cruiser Wag	600	1,800	3,000	6,750	10,500	15,000
2d "S" Cpe	720	2,160	3,600	8,100	12,600	18,000
2d "S" HT	1,120	3,360	5,600	12,600	19,600	28,000
1971 Cutlass Supreme, 350/260 V-8, 112" wb						
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
1971 4-4-2, 455/340 V-8, 112" wb						
2d HT	2,480	7,440	12,400	27,900	43,400	62,000
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1971 Cutlass Vista Cruiser, 350/240 V-8, 121" wb						
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
NOTE: Deduct 10% for 6-cyl. Add 20% for 4-speed; 5% for 350/260 V-8 (std. Cutlass Supreme); 20% for 455/320 V-8; 25% for 455/340 V-8 (std. in 4-4-2); 100% for W30 pkg. with 455/340 OAI V-8 and more						
1971 Delta 88, 350/250 V-8, 124" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
1971 Delta 88 Royale, 350/250 V-8, 124" wb						
2d HT	1,500	4,500	7,500	16,880	26,250	37,500
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1971 Ninety-Eight, 455/320 V-8, 127" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
4d Lux Sed	1,060	3,190	5,320	11,970	18,620	26,600
2d Lux HT	1,280	3,840	6,400	14,400	22,400	32,000
1971 Custom Cruiser, 350/250 V-8, 127" wb						
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1971 Full-size options (all options may not be available on all models)						
NOTE: Add 10% for Delta 88 Custom; 15% for 455/280 V-8; 20% for 455/320 V-8; 60% for W33 pkg. that includes 455/390 V-8 and more.						
1971 Toronado, 455/350 V-8, 122" wb						
2d Cus HT	1,840	5,520	9,200	20,700	32,200	46,000
1971 Toronado options						
NOTE: Add 5% for Brougham						
1972 F-85, 350/160 V-8, 116" wb, 2d 112" sb						
4d Town Sed	480	1,440	2,400	5,400	8,400	12,000
1972 Cutlass, 350/160 V-8, 116" wb, 2d 112" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1972 Cutlass "S", 350/160 V-8, 116" wb, 112" wb						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
1972 Cutlass Supreme, 350/180 V-8, 112" wb						
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,500	4,500	7,500	16,880	26,250	37,500
1972 Hurst/Olds, 455/270 V-8, 112" wb						
2d HT	2,560	7,680	12,800	28,800	44,800	64,000
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000
1972 Cutlass Vista Cruiser, 121" wb						
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 10% for 6-cyl. Add 20% for 4-speed; 5% for 350/180 V-8 (std. Cutlass Supreme); 15% for 350/200 V-8 (std. Cutlass Supreme); 20% for 455/270 V-8; 25% for 455/300 V-8; 50% for W30 pkg. (includes 455/300 V-98 and more); 50% for 4-4-2 pkg. (RPO W29 - the 442 option was not only a trim pkg. available on the Cutlass (with 350 2V V-8), Cutlass S (with 350 2V V-8) and Cutlass Supreme convertible (with 350 4V V-8)						
1972 Delta 88, 350/160 V-8, 124" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
1972 Delta 88 Royale, 350/160 124" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d HT	1,120	3,360	5,600	12,600	19,600	28,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1972 Custom Cruiser, 455/225 V-8, 127" wb						
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1972 Ninety-Eight, 455/225 V-8, 127" wb						
4d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
4d Lux Sed	1,060	3,190	5,320	11,970	18,620	26,600
2d Lux HT	1,280	3,840	6,400	14,400	22,400	32,000
1972 Full-size options (all options may not be available on all models)						
NOTE: Add 10% for Regency 75th Anniversary pkg.; 10% for 350/180 V-8; 15% for 455/225 V-8; 20% for 455/250 V-8; 60% for W33 pkg. that includes 455/390 V-8 and more.						
1972 Toronado, 455/225 V-8, 122" wb						
2d Cus HT	1,840	5,520	9,200	20,700	32,200	46,000
1972 Toronado options						
NOTE: Add 5% for Brougham; 20% for 455/250 V-8						
1973 Omega, 350/180 V-8, 111" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	280	840	1,400	3,150	4,900	7,000
1973 Omega options						
NOTE: Deduct 10% for 6-cyl.						
1973 Cutlass, 350/180 V-8, 116" wb, 2d 112" wb						
4d Colonnade	600	1,800	3,000	6,750	10,500	15,000
2d Colonnade	720	2,160	3,600	8,100	12,600	18,000
1973 Cutlass "S", 350/180 V-8, 116" wb, 112" wb						
2d Colonnade	780	2,340	3,900	8,780	13,650	19,500
1973 Cutlass Supreme, 350/180 V-8, 112" wb						
4d Colonnade	620	1,860	3,100	6,980	10,850	15,500
2d Colonnade	800	2,400	4,000	9,000	14,000	20,000
1973 Cutlass Vista Cruiser, 350/180 V-8, 116" wb						
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1973 Hurst/Olds (based on Cutlass "S" cpe) 455/250 V-8, 112" wb						
2d Colonnade	1,400	4,200	7,000	15,750	24,500	35,000
1973 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for 6-cyl. Add 20% for 4-speed; 5% for 350/180 V-8 (std. Cutlass Supreme); 15% for 350/200 V-8 (std. Cutlass Supreme); 20% for 455/270 V-8 (with 4-speed manual transmission only); 25% for 455/300 V-8; 50% for W30 pkg. (includes 455/300 V-98 and more; 50% for 4-4-2 pkg. (RPO W29 - the 442 option was now a trim pkg. on the Cutlass, Cutlass "S" and Cutlass Supreme convertible. Engines: 350/180, 350/200, 455/250, plus 455/270 with 4-speed only.						
1973 Delta 88, 350/160 V-8, 124" wb						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000

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1973 Delta 88 Royale, 350/160 V-8, 124" wb						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	940	2,820	4,700	10,580	16,450	23,500
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1973 Custom Cruiser, 455/225 V-8, 127" wb						
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1973 Ninety-Eight, 455/225 V-8, 127" wb						
4d HT	960	2,880	4,800	10,800	16,800	24,000
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
4d Lux Sed	1,060	3,190	5,320	11,970	18,620	26,600
2d Lux HT	1,280	3,840	6,400	14,400	22,400	32,000
4d Regency Sed	1,040	3,120	5,200	11,700	18,200	26,000
1973 Full-size options (all options may not be available on all models)						
NOTE: Add 10% for Regency 75th Anniversary pkg.						
1973 Toronado, 455/250 V-8, 122" wb						
2d Cus HT	1,600	4,800	8,000	18,000	28,000	40,000
1973 Toronado options						
NOTE: Add 5% for Brougham.						
1974 Omega, 260/110 V-8, 111" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	280	840	1,400	3,150	4,900	7,000
1974 Omega options						
NOTE: Deduct 10% for 6-cyl.						
1974 Cutlass, 350/180 V-8, 116" wb, 2d 112" wb						
4d Colonnade	600	1,800	3,000	6,750	10,500	15,000
2d Colonnade	720	2,160	3,600	8,100	12,600	18,000
1974 Cutlass "S", 350/180 V-8, 116" wb, 2d 112" wb						
2d Colonnade	780	2,340	3,900	8,780	13,650	19,500
1974 Cutlass Supreme, 350/180 V-8, 112" wb						
4d Colonnade	620	1,860	3,100	6,980	10,850	15,500
2d Colonnade	800	2,400	4,000	9,000	14,000	20,000
1974 Station Wagons, 350/180 V-8, 116" wb						
4d Cruiser	640	1,920	3,200	7,200	11,200	16,000
4d Vista Cruiser	720	2,160	3,600	8,100	12,600	18,000
1974 Hurst/Olds (based on Cutlass "S" cpe) 455/250 V-8, 112" wb						
2d Colonnade	1,400	4,200	7,000	15,750	24,500	35,000
1974 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for 6-cyl. Add 15% for 350/200 V-8 (std. Cutlass Supreme); 20% for 455/230 V-8; 25% for 455/275 V-8; 50% for 4-4-2 pkg.; 15% for Indy Pace Car pkg.						
1974 Delta 88, 350/160 V-8, 124" wb						
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1974 Delta 88 Royale, 350/160 V-8, 124" wb						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	940	2,820	4,700	10,580	16,450	23,500
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1974 Custom Cruiser, 455/225 V-8, 127" wb						
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1974 Ninety-Eight, 455/225 V-8, 127" wb						
4d HT	960	2,880	4,800	10,800	16,800	24,000
4d Lux HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Lux HT	1,280	3,840	6,400	14,400	22,400	32,000
4d Regency HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Regency HT	1,320	3,960	6,600	14,850	23,100	33,000
1974 Full-size options (all options may not be available on all models)						
NOTE: Add 50% for Indy Festival car; 10% for 350/200 V-8 (dual exhaust); 15% for 455/210 V-8; 20% for 455/230 V-8 (dual exhaust)						
1974 Toronado, 455/250 V-8, 122" wb						
2d Cus HT	1,600	4,800	8,000	18,000	28,000	40,000
1974 Toronado options						
NOTE: Add 5% for Brougham; 20% for 455/275 V-8.						
1975 Starfire, 231/110 V-6, 97" wb						
2d Cpe	240	720	1,200	2,700	4,200	6,000
2d Spt Cpe	280	840	1,400	3,150	4,900	7,000
1975 Omega, 260/110 V-8, 111" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	280	840	1,400	3,150	4,900	7,000
1975 Omega options						
NOTE: Deduct 10% for 6-cyl. Add 10% for Omega Salon.						
1975 Cutlass, 260/110 V-8, 116" wb, 2d 112" wb						
2d Colonnade	680	2,040	3,400	7,650	11,900	17,000
4d Colonnade	560	1,680	2,800	6,300	9,800	14,000
1975 Cutlass "S", 260/110 V-8, 116" wb, 2d 112" wb						
2d Colonnade	720	2,160	3,600	8,100	12,600	18,000
1975 Cutlass Supreme, 260/110 V-8, 112" wb						
2d Colonnade	760	2,280	3,800	8,550	13,300	19,000
4d Colonnade	600	1,800	3,000	6,750	10,500	15,000
1975 Station Wagons, 350/170 V-8, 116" wb						
4d Cruiser	620	1,860	3,100	6,980	10,850	15,500
4d Vista Cruiser	680	2,040	3,400	7,650	11,900	17,000
1975 Hurst/Olds, 350/170 v-8, 112" wb						
2d Colonnade	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Deduct 10% for 6-cyl. Add 50% for 4-4-2 pkg; 10% for 350/170 V-8 (std. for Hurst/Olds); 15% for 455/190 V-8 (add 20% for Hurst/Olds).						
1975 Delta 88, 350/170 V-8, 124" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
4d HT	920	2,760	4,600	10,350	16,100	23,000
1975 Delta 88 Royale, 350/170 V-8, 124" wb						
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	940	2,820	4,700	10,580	16,450	23,500
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1975 Custom Cruiser, 455/190 V-8, 127" wb						
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500
1975 Ninety-Eight, 455/190 V-8, 127" wb						
2d Lux HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Lux HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Regency HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Regency HT	960	2,880	4,800	10,800	16,800	24,000
1975 Full-size options (all options may not be available on all models)						
NOTE: Add 10% for 400/185 V-8 (dual exhaust); 15% for 455/185 V-8 (std. Custom Cruiser and 98).						
1975 Toronado, 455/230 V-8, 122" wb						
2d Cus HT	1,480	4,440	7,400	16,650	25,900	37,000
1975 Toronado options						
NOTE: Add 5% for Brougham						
1976 Starfire, 231/105 V-6, 97" wb						
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d Spt Cpe SX	270	820	1,360	3,060	4,760	6,800
1976 Omega F-85, 260/110 V-8, 111" wb						
2d Sed	300	900	1,500	3,380	5,250	7,500
1976 Omega, 260/110 V-8, 111" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	280	840	1,400	3,150	4,900	7,000
1976 Omega options						
NOTE: Deduct 10% for 6-cyl. Add 5% for Omega Brougham; 10% for 350/140 V-8; 15% for 350/155 V-8.						
1976 Cutlass "S", 260/110 V-8, 116" wb, 2d 112" wb						
4d Colonnade	520	1,560	2,600	5,850	9,100	13,000
2d Colonnade	720	2,160	3,600	8,100	12,600	18,000
1976 Cutlass, 260/110 V-8, 116" wb, 2d 112" wb						
4d Colonnade	560	1,680	2,800	6,300	9,800	14,000
2d Colonnade	680	2,040	3,400	7,650	11,900	17,000
1976 Cutlass Supreme, 260/110 V-8, 112" wb						
4d Colonnade	600	1,800	3,000	6,750	10,500	15,000
2d Colonnade	720	2,160	3,600	8,100	12,600	18,000
1976 Cutlass Supreme Brougham, 260/110 V-8, 112" wb						
2d Colonnade	760	2,280	3,800	8,550	13,300	19,000
1976 Cutlass Supreme Salon, 260/110 V-8, 112" wb						
4d Colonnade	620	1,860	3,100	6,980	10,850	15,500
2d Colonnade	800	2,410	4,020	9,050	14,070	20,100
1976 Vista Cruiser, 350/170 V-8, 116" wb						
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1976 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for 6-cyl. (260/110 V-8 std. with Cutlass Salon). Add 50% for 4-4-2 pkg.; 10% for 350/170 V-8 (std. in Vista Cruiser); 15% for 455/190 V-8.						
1976 Delta 88, 350/170 V-8, 124" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,320	3,960	6,600	14,850	23,100	33,000
1976 Delta 88 Royale, 350/170 V-8, 124" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
1976 Custom Cruiser, 455/190 V-8, 127" wb						
4d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
4d Vista Cruiser	680	2,040	3,400	7,650	11,900	17,000
1976 Ninety-Eight, 455/190 V-8, 127" wb						
4d Lux HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Lux HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Regency HT	920	2,760	4,600	10,350	16,100	23,000
2d Regency HT	1,200	3,600	6,000	13,500	21,000	30,000
1976 Full-size options (all options may not be available on all models)						
NOTE: Add 15% for 455/190 V-8 (std. Custom Cruiser and 98).						
1976 Toronado, 455/215 V-8, 122" wb						
2d Cus HT	1,400	4,200	7,000	15,750	24,500	35,000
1976 Toronado options						
NOTE: Add 5% for Brougham.						
1977 Starfire, 231/105 V-6, 97" wb						
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d Spt Cpe SX	270	820	1,360	3,060	4,760	6,800
1977 Starfire options						
NOTE: Deduct 10% for 4-cyl.						
1977 Omega F85, 260/110 V-8, 111" wb						
4d Sed	300	900	1,500	3,380	5,250	7,500
1977 Omega, 260/110 V-8, 111" wb						
4d Sed	270	810	1,350	3,040	4,730	6,750
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	280	840	1,400	3,150	4,900	7,000
1977 Omega options						
NOTE: Deduct 10% for 6-cyl. Add 5% for Omega Brougham; 10% for 305/145 V-8, 15% for 350/170 V-8.						
1977 Cutlass "S", 260/110 V-8, 116" wb, 2d 112" wb						
4d Colonnade	500	1,500	2,500	5,630	8,750	12,500
2d Colonnade	620	1,860	3,100	6,980	10,850	15,500
1977 Cutlass Supreme, 260/110 V-8, 112" wb						
4d Colonnade	580	1,740	2,900	6,530	10,150	14,500
2d Colonnade	700	2,100	3,500	7,880	12,250	17,500
1977 Cutlass Salon, 260/110 V-8, 112" wb						
2d Colonnade	780	2,340	3,900	8,780	13,650	19,500
1977 Cutlass Supreme Brougham, 260/110 V-8, 112" wb						
4d Colonnade	580	1,740	2,900	6,530	10,150	14,500
2d Colonnade	740	2,220	3,700	8,330	12,950	18,500
1977 Cutlass Supreme Cruiser, 350/170 V-8, 116" wb						
4d Sta Wag	660	1,980	3,300	7,430	11,550	16,500
1977 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6 (260/110 V-8 std. with Cutlass Salon). Add 70% for 4-4-2 pkg.; 10% for 350/170 V-8 (std. in Vista Cruiser); 15% for 403/185 V-8.						
1977 Delta 88, 350/160 V-8, 116" wb						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
2d Cpe	1,300	3,900	6,500	14,630	22,750	32,500
1977 Delta 88 Royale, 350/160 V-8, 116" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Cpe	1,280	3,840	6,400	14,400	22,400	32,000
1977 Custom Cruiser, 350/170 V-8, 116" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1977 Ninety-Eight, 350/170 V-8, 119" wb						
4d Lux Sed	960	2,880	4,800	10,800	16,800	24,000
2d Lux Cpe	1,080	3,240	5,400	12,150	18,900	27,000
4d Regency Sed	980	2,940	4,900	11,030	17,150	24,500
2d Regency Cpe	1,120	3,360	5,600	12,600	19,600	28,000
1977 Full-size options (all options may not be available on all models)						
NOTE: Add 15% for 403/185 V-8 (std. Custom Cruiser and 98)						
1977 Toronado, 403/200 V-8, 122" wb						
2d XSR HT	1,360	4,080	6,800	15,300	23,800	34,000
2d Cus HT	1,320	3,960	6,600	14,850	23,100	33,000
1978 Starfire, 305/145 V-8, 97" wb						
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d Spt Cpe SX	270	820	1,360	3,060	4,760	6,800
1978 Starfire options						
NOTE: Deduct 10% for 4-cyl.; 5% for V-6. Add 20% for Firenza						
1978 Omega, 305/145 V-8, 111" wb						
4d Sed	270	810	1,350	3,040	4,730	6,750
2d Cpe	300	900	1,500	3,380	5,250	7,500
NOTE: Deduct 10% for 6-cyl. Add 5% for Omega Brougham; 15% for 350/170 V-8.						
1978 Cutlass Salon, 260/110 V-8, 108.1" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
1978 Cutlass Salon Brougham, 260/110 V-8, 108.1" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1978 Cutlass "S", 260/110 V-8, 116" wb, 2d 108.1" wb						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1978 Cutlass Supreme, 260/110 V-8, 108.1" wb						
2d Cpe	650	1,950	3,250	7,310	11,380	16,250
1978 Cutlass Calais, 260/110 V-8, 108.1" wb						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1978 Cutlass Supreme Brougham, 260/110 V-8, 108.1" wb						
2d Cpe	800	2,410	4,020	9,050	14,070	20,100
1978 Cutlass Cruiser, 260/110 V-8, 108.1" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1978 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6. Add 70% for 4-4-2 pkg.; 5% for 305/145 V-8; 10% for 305/165 V-8; 15% for 350/170 V-8.						
1978 Delta 88, 350/160 V-8, 116" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	640	1,920	3,200	7,200	11,200	16,000
1978 Delta 88 Royale, 350/160 V-8, 116" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	640	1,920	3,200	7,200	11,200	16,000
1978 Custom Cruiser, 350/170 V-8, 116" wb						
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1978 Ninety-Eight, 350/170 V-8, 119" wb						
4d Lux Sed	520	1,560	2,600	5,850	9,100	13,000
2d Lux Cpe	710	2,120	3,540	7,970	12,390	17,700
4d Regency Sed	530	1,590	2,650	5,960	9,280	13,250
2d Regency Cpe	740	2,220	3,700	8,330	12,950	18,500
1978 Full-size options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 5% for optional 260/110 V-8; 20% for 350/120 V-8 diesel. Add 15% for 403/190 V-8.						
1978 Toronado, 403/190 V-8, 122" wb						
2d Brougham HT	1,320	3,960	6,600	14,850	23,100	33,000
2d XSR HT	1,360	4,080	6,800	15,300	23,800	34,000
1979 Starfire, 305/130 V-8, 97" wb						
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d Spt Cpe SX	270	820	1,360	3,060	4,760	6,800
1979 Starfire options						
NOTE: Deduct 10% for 4-cyl.; 5% for V-6. Add 20% for Firenza.						
1979 Omega, 305/130 V-8, 111" wb						
4d Sed	270	810	1,350	3,040	4,730	6,750
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	290	860	1,440	3,240	5,040	7,200
1979 Omega options						
NOTE: Deduct 10% for 6-cyl. Add 5% for Omega Brougham; 15% for 350/165 V-8.						
1979 Cutlass Salon, 260/105 V-8, 108.1" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Cpe	620	1,860	3,100	6,980	10,850	15,500
1979 Cutlass Salon Brougham, 260/105 V-8, 108.1" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1979 Cutlass Supreme, 260/105 V-8, 108.1" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
1979 Cutlass Calais, 260/105 V-8, 108.1" wb						
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
1979 Cutlass Supreme Brougham, 260/105 V-8, 108.1" wb						
2d Cpe	780	2,350	3,920	8,820	13,720	19,600
1979 Cutlass Cruiser, 260/105 V-8, 108.1" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d Brgm Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1979 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 20% for 260/90 V-8 diesel (not available in Cutlass Cruiser); 20% for 350/125 V-8 diesel. Add 70% for 4-4-2 pkg.; 5% for 305/160 V-8; 15% for 350/165 V-8 (Cutlass Cruiser only).						
1979 Delta 88, 260/105 V-8, 116" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	640	1,920	3,200	7,200	11,200	16,000
1979 Delta 88 Royale, 260/105 V-8, 116" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	660	1,980	3,300	7,430	11,550	16,500
1979 Custom Cruiser, 350/125 V-8, 116" wb						
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500

	6	5	4	3	2	1
1979 Ninety-Eight, 350/170 v-8, 119" wb						
4d Lux Sed	520	1,560	2,600	5,850	9,100	13,000
2d Lux Cpe	710	2,120	3,540	7,970	12,390	17,700
4d Regency Sed	530	1,590	2,650	5,960	9,280	13,250
2d Regency Cpe	720	2,160	3,600	8,100	12,600	18,000
1979 Toronado Brougham, 350/165 V-8, 114" wb						
2d Cpe	1,300	3,900	6,500	14,630	22,750	32,500
1979 Toronado option						
NOTE: Deduct 20% for 350/125 V-8 diesel.						
1980 Starfire, 231/110 V-6, 97" wb						
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d Spt Cpe SX	270	820	1,360	3,060	4,760	6,800
1980 Starfire options						
NOTE: Deduct 10% for 4-cyl. Add 20% for Firenza.						
1980 Omega, 173/115 V-6, 104.8" wb						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Cpe	290	880	1,460	3,290	5,110	7,300
1980 Omega options						
NOTE: Deduct 12% for 4-cyl. Add 5% for Omega Brougham						
1980 Cutlass, 260/105 V-8, 108.1" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1980 Cutlass Salon, 260/105 V-8, 108.1" wb						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
1980 Cutlass Salon Brougham, 260/105 V-8, 108.1" wb						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
1980 Cutlass Supreme, 260/105 V-8, 108.1" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
1980 Cutlass LS, 260/105 V-8, 108.1" wb						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
1980 Cutlass Calais, 260/105 V-8, 108.1" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
1980 Cutlass Brougham, 260/105 V-8, 108.1" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1980 Cutlass Cruiser, 260/105 V-8, 108.1" wb						
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
4d Brgm Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1980 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 20% for 350/195 V-8 diesel. Add 70% for 4-4-2 pkg.; 5% for 305/155 V-8; 15% for 350/160 V-8.						
1980 Delta 88, 265/120 V-8, 116" wb						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d HT	580	1,740	2,900	6,530	10,150	14,500
1980 Delta 88 Royale, 265/120 V-8, 116" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	640	1,920	3,200	7,200	11,200	16,000
1980 Custom Cruiser, 307/150 V-8, 116" wb						
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1980 Ninety Eight, 307/150 V-8, 119" wb						
4d Lux Sed	500	1,500	2,500	5,630	8,750	12,500
1980 Ninety-Eight, 307/150 V-8, 119" wb						
4d Regency Sed	520	1,560	2,600	5,850	9,100	13,000
2d Regency Cpe	720	2,160	3,600	8,100	12,600	18,000
1980 Full-size options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 20% for 350/105 V-8 diesel. Add 10% for Delta 88 Royale Bougham; 5% for 307/150 V-8 (std. in Custom Cruiser and 98, optional in other models); 15% for 350/160 V-8.						
1980 Toronado Brougham, 307/150 V-8, 114" wb						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1980 Toronado options						
NOTE: Deduct 20% for 350/105 V-8 diesel. Add 10% for X5C; 15% for 350/160 V-8.						
1981 Omega, 173/110 V-6, 104.9" wb						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Cpe	290	880	1,460	3,290	5,110	7,300
1981 Omega options						
NOTE: Deduct 12% for 4-cyl. Add 5% for Omega Brougham.						
1981 Cutlass, 260/100 V-8, 108.1" wb						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1981 Cutlass Supreme, 260/100 V-8, 108.1" wb						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1981 Cutlass LS, 260/100 V-8, 108.1" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1981 Cutlass Calais, 260/100 V-8, 108.1" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
1981 Cutlass Supreme Brougham, 260/100 V-8, 108.1" wb						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1981 Cutlass Brougham, 260/100 V-8, 108.1" wb						
4d Sed	410	1,220	2,040	4,590	7,140	10,200
1981 Cutlass Cruiser Brougham, 260/100 V-8, 108.1" wb						
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
1981 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 20% for 350/105 V-8 diesel. Add 5% for 307/140 V-8.						
1981 Delta 88, 260/100 V-8, 116" wb						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d HT	580	1,740	2,900	6,530	10,150	14,500
1981 Custom Cruiser, 307/140 V-8, 116" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1981 Ninety-Eight, 307/140 V-8, 119" wb						
4d Lux Sed	480	1,440	2,400	5,400	8,400	12,000
4d Regency Sed	520	1,560	2,600	5,850	9,100	13,000
2d Regency Cpe	720	2,160	3,600	8,100	12,600	18,000
1981 Full-size options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 20% for 350/105 V-8 diesel. Add 5% for Delta 88 Royale; 10% for Delta 88 Royale Brougham; 5% for 307/150 V-8 (std. in Custom Cruiser and 98, optional in other models).						
1981 Toronado Brougham, 307/140 V-8, 114" wb						
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
1981 Toronado options						
NOTE: Deduct 10% for V-6. Add 10% for 350/105 V-8 diesel.						
1982 Firenza, 112/84-88 L4, 101.2" wb						
4d Sed	180	540	900	2,030	3,150	4,500
2d "S" Cpe	240	720	1,200	2,700	4,200	6,000
4d "LX" Sed	180	550	920	2,070	3,220	4,600
2d "SX" Cpe	250	740	1,240	2,790	4,340	6,200
1982 Omega, 173/112 V-6, 104.9" wb						
4d Sed	220	660	1,100	2,480	3,850	5,500
2d Cpe	240	730	1,220	2,750	4,270	6,100
1982 Omega options						
NOTE: Deduct 12% for 4-cyl. Add 5% for Omega Brougham.						
1982 Cutlass Supreme, 260/100 V-8, 108.1" wb						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1982 Cutlass Supreme Brougham, 260/100 V-8, 108.1" wb						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
4d Sed	410	1,230	2,050	4,610	7,180	10,250
1982 Cutlass Calais, 260/100 V-8, 108.1" wb						
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
1982 Cutlass Brougham, 260/100 V-8, 108.1" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1982 Cutlass Cruiser, 260/100 V-8, 108.1" wb						
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1982 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 20% for V-6 diesel; 20% for 350/105 V-8 diesel. Add 5% for 307/140 V-8 (Cutlass Cruiser only).						
1982 Cutlass Ciera, 181/110 V-6, 104.9" wb						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
4d Sed	240	720	1,200	2,700	4,200	6,000
1982 Cutlass Ciera options						
NOTE: Deduct 10% for 4-cyl.; 20% for 262/85 V-6 diesel. Add 5% for Cutlass Ciera LS; 10% for Cutlass Ciera Brougham.						
1982 Delta 88, 260/100 V-8, 116" wb						
2d Sed	380	1,140	1,900	4,280	6,650	9,500
1982 Delta 88 Royale, 260/100 V-8, 116" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
1982 Custom Cruiser, 307/140 V-8, 116" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1982 Ninety Eight Regency, 307/140 V-8, 119" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1982 Ninety-Eight Regency, 307/140 V-8, 119" wb						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Brgm Sed	540	1,620	2,700	6,080	9,450	13,500
1982 Full-size options (all options may not be available on all models)						
NOTE: Deduct 10% for V-6; 20% for 350/105 V-8 diesel. Add 10% for Delta 88 Royale Brougham; 5% for 307/140 V-8 (std. in Custom Cruier, optional in other models).						
1982 Toronado Brougham, 307/140 V-8, 114" wb						
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
1982 Toronado options						
NOTE: Deduct 10% for V-6; 20% for 350/105 V-8 diesel.						
1983 Firenza, 4-cyl., 101.2" wb						
4d LX Sed	180	550	920	2,070	3,220	4,600
2d SX Cpe	210	620	1,040	2,340	3,640	5,200
4d LX Sta Wag	210	620	1,030	2,320	3,610	5,150
1983 Firenza options						
NOTE: Deduct 5% for lesser models.						
1983 Omega, V-6, 104.9" wb						
4d Sed	220	670	1,120	2,520	3,920	5,600
2d Cpe	250	750	1,250	2,810	4,380	6,250
1983 Omega options						
NOTE: Deduct 10% for 4-cyl. Add 5% for Omega Brougham						
1983 Cutlass Supreme, V-8, 108.1" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1983 Cutlass Supreme Brougham, V-8, 108.1" wb						
4d Sed	410	1,230	2,050	4,610	7,180	10,250
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
1983 Cutlass Calais, V-8, 108.1" wb						
2d Cpe Hurst/Olds	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe	660	1,980	3,300	7,430	11,550	16,500
1983 Cutlass Cruiser, V-8, 108.1" wb						
4d Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1983 Cutlass options						
NOTE: Deduct 5% for V-6; 20% for V-8 diesel. Add 10% for 5.0L V-8.						
1983 Cutlass Ciera, V-6, 108.1" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
1983 Cutlass Ciera Brougham, V-6, 104.9" wb						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
1983 Cutlass Ciera options						
NOTE: Deduct 5% for 4-cyl.; 20% for V-6 diesel.						
1983 Delta 88, V-8, 116" wb						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
1983 Delta 88 Royale, V-8, 116" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
1983 Custom Cruiser, V-8, 116" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1983 Ninety-Eight Regency, V-8, 116" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed Brgm	540	1,620	2,700	6,080	9,450	13,500
1983 Full-size options						
NOTE: Deduct 20% for 5.7L V-8 diesel. Add 10% for 5.0L V-8; 10% for Delta 88 Royale Brougham.						
1983 Toronado Brougham, V-8, 114" wb						
2d Cus Cpe	760	2,280	3,800	8,550	13,300	19,000
1983 Toronado options						
NOTE: Deduct 10% for V-6; 20% for V-8 diesel.						
1984 Firenza, 4-cyl.						
4d LX Sed	190	560	940	2,120	3,290	4,700
2d LX Cpe	220	670	1,120	2,520	3,920	5,600
4d LX Sta Wag Cruiser	240	730	1,220	2,750	4,270	6,100
1984 Omega, V-6						
2d Cpe	250	740	1,240	2,790	4,340	6,200
4d Sed	220	660	1,100	2,480	3,850	5,500
1984 Omega options						
NOTE: Deduct 5% for 4-cyl. Add 5% for Omega Brougham.						
1984 Cutlass, V-8, 108.1" wb						
4d Sed Supreme Brgm	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Supreme Brgm	640	1,920	3,200	7,200	11,200	16,000
2d Sed Calais	600	1,800	3,000	6,750	10,500	15,000
2d Sed Calais Hurst/Olds 21,000	1,200	3,600	6,000	13,500	30,000	
1984 Cutlass Supreme options						
NOTE: Deduct 20'% for V-6 diesel; 20% for V-8 diesel. Add 10% for 5.0L V-8.						
1984 Cutlass Ciera, V-8, 104.9" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
4d Sed Brgm	260	780	1,300	2,930	4,550	6,500
2d Cpe Brgm	380	1,140	1,900	4,280	6,650	9,500
1984 Cutlass Ciera options						
NOTE: Deduct 10% for 4-cyl.; 20% for V-6 diesel; 5% for V-6.						
1984 Delta 88 Royale, V-8, 116" wb						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sed Brgm	330	980	1,640	3,690	5,740	8,200
2d Cpe Brgm	410	1,230	2,050	4,610	7,180	10,250
4d Cus Sta Wag Cruiser	600	1,800	3,000	6,750	10,500	15,000
1984 Delta 88 Royale, V-8						
4d LS Sed	360	1,080	1,800	4,050	6,300	9,000
1984 Ninety-Eight Regency, V-8, 119" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed Brgm	540	1,620	2,700	6,080	9,450	13,500
1984 Toronado Brougham, 114.9" wb						
2d V-8 Cpe	760	2,280	3,800	8,550	13,300	19,000
1984 Full-size options						
NOTE: Deduct 5% for V-6; 20% for V-8 diesel; 20% for V-6 diesel.						
1985 Firenza, V-6, 101.2" wb						
4d LX Sed	190	580	960	2,160	3,360	4,800
2d LX Sed	220	670	1,120	2,520	3,920	5,600
4d LX Sta Wag	240	730	1,220	2,750	4,270	6,100
1985 Cutlass Supreme, V-8, 108.1" wb						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe	500	1,510	2,520	5,670	8,820	12,600
1985 Cutlass Supreme Brougham, V-8, 108.1" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
1985 Cutlass Salon, V-8, 108.1" wb						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d 4-4-2 Cpe	720	2,160	3,600	8,100	12,600	18,000
1985 Cutlass Supreme options						
NOTE: Deduct 5% for V-6; 20% for V-8 diesel.						
1985 Cutlass Calais, V-6, 103.4" wb						
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
2d Cpe Brgm	370	1,110	1,850	4,160	6,480	9,250
1985 Cutlass Calais options						
NOTE: Deduct 5% for diesel. Add 50% for Indy Pace Car; 5% for GT; 50% for 4-4-2.						
1985 Cutlass Ciera, V-6, 104.9" wb						
4d Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1985 Cutlass Ciera options						
NOTE: Deduct 10% for 4-cyl.; 20% for diesel. Add 10% for Brougham.						
1985 Delta 88 Royale, V-8, 116" wb						
4d Sed	330	980	1,640	3,690	5,740	8,200
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sed Brgm	340	1,010	1,680	3,780	5,880	8,400
2d Cpe Brgm	410	1,230	2,050	4,610	7,180	10,250
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1985 Ninety-Eight Regency, V-6, 110" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed Brgm	540	1,620	2,700	6,080	9,450	13,500
2d Cpe Brgm	740	2,220	3,700	8,330	12,950	18,500
1985 Full-size options						
NOTE: Deduct 20% for V-8 diesel; 10% for V-6.						
1985 Toronado, V-8, 114" wb						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
1986 Firenza, 4-cyl., 101.2" wb						
4d Sed	150	440	740	1,670	2,590	3,700
2d Cpe	190	560	940	2,120	3,290	4,700
2d HBk	160	480	800	1,800	2,800	4,000
4d Sed LX	160	470	780	1,760	2,730	3,900
2d Cpe LC	200	590	980	2,210	3,430	4,900
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
2d HBk GT V-6	170	500	840	1,890	2,940	4,200
1986 Cutlass Supreme V-6, 108.1" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	500	1,510	2,520	5,670	8,820	12,600
4d Sed Brgm	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Brgm	640	1,920	3,200	7,200	11,200	16,000
1986 Cutlass Salon, V-6, 108.1" wb						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Cpe 4-4-2-V-8	720	2,160	3,600	8,100	12,600	18,000
1986 Cutlass Salon option						
NOTE: Add 20% for V-8.						
1986 Calais, 4-cyl., 103.4" wb						
4d Sed	260	790	1,320	2,970	4,620	6,600

	6	5	4	3	2	1
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
4d Sed Supreme	280	840	1,400	3,150	4,900	7,000
2d Cpe Supreme	380	1,150	1,920	4,320	6,720	9,600

1986 Calais option

NOTE: Add 10% for V-6.

1986 Cutlass Ciera, V-6, 104.9" wb						
4d Sed LS	240	720	1,200	2,700	4,200	6,000
2d Cpe LS	360	1,080	1,800	4,050	6,300	9,000
2d Cpe S LS	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag LS	340	1,020	1,700	3,830	5,950	8,500
4d Sed Brgm	280	840	1,400	3,150	4,900	7,000
2d Cpe Brgm	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Brgm SL	400	1,200	2,000	4,500	7,000	10,000
1986 Delta 88, V-8, 116" wb						
4d Sed	330	1,000	1,660	3,740	5,810	8,300
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sed Brgm	340	1,030	1,720	3,870	6,020	8,600
2d Cpe Brgm	410	1,230	2,050	4,610	7,180	10,250
1986 Custom Cruiser, V-8, 116" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1986 Ninety-Eight Regency, 110.8" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed Brgm	540	1,620	2,700	6,080	9,450	13,500
2d Cpe Brgm	740	2,220	3,700	8,330	12,950	18,500
1986 Toronado, V-8, 107.9" wb						
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
1987 Firenza, 4-cyl., 101.2" wb						
4d Sed	140	420	700	1,580	2,450	3,500
2d Cpe	190	560	940	2,120	3,290	4,700
2d HBk S	160	480	800	1,800	2,800	4,000
4d Sed LX	140	430	720	1,620	2,520	3,600
2d Cpe LC	190	580	960	2,160	3,360	4,800
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
2d HBk GT	160	490	820	1,850	2,870	4,100
1987 Cutlass Supreme, V-6, 108" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	500	1,510	2,520	5,670	8,820	12,600
1987 Cutlass Supreme, V-8, 108" wb						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	520	1,570	2,620	5,900	9,170	13,100
2d Cpe 4-4-2	800	2,400	4,000	9,000	14,000	20,000
1987 Cutlass Supreme Brougham, V-6, 108" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	510	1,520	2,540	5,720	8,890	12,700
1987 Cutlass Supreme Brougham, V-8, 108" wb						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	520	1,550	2,580	5,810	9,030	12,900
1987 Cutlass Salon, 108" wb						
2d Cpe V-6	400	1,200	2,000	4,500	7,000	10,000
2d Cpe V-8	440	1,330	2,220	5,000	7,770	11,100
1987 Calais, 4-cyl., 103.4" wb						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe	360	1,080	1,800	4,050	6,300	9,000
1987 Calais, V-6, 103.4" wb						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe	360	1,090	1,820	4,100	6,370	9,100
1987 Calais Supreme, 4-cyl., 103.4" wb						
4d Sed	270	820	1,360	3,060	4,760	6,800
2d Cpe	370	1,120	1,860	4,190	6,510	9,300
1987 Calais Supreme, V-6, 103.4" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	380	1,150	1,920	4,320	6,720	9,600
1987 Cutlass Ciera, 4-cyl., 104.9" wb						
4d Sed	220	660	1,100	2,480	3,850	5,500
2d Cpe	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	320	970	1,620	3,650	5,670	8,100
1987 Cutlass Ciera, V-6, 104.9" wb						
4d Sed	230	680	1,140	2,570	3,990	5,700
2d Cpe	330	980	1,640	3,690	5,740	8,200
4d Sta Wag	330	990	1,650	3,710	5,780	8,250
1987 Cutlass Ciera Brougham, 4-cyl., 104.9" wb						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe SL	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1987 Cutlass Ciera Brougham, V-6, 104.9" wb						
4d Sed	290	860	1,440	3,240	5,040	7,200
1987 Cutlass Ciera Brougham, V-6, 104.9" wb						
4d Sta Wag	350	1,040	1,740	3,920	6,090	8,700
1987 Delta 88 Royale, V-6, 116" wb						
4d Sed	340	1,010	1,680	3,780	5,880	8,400
2d Cpe	410	1,220	2,040	4,590	7,140	10,200
4d Sed Brgm	350	1,060	1,760	3,960	6,160	8,800
2d Cpe Brgm	420	1,260	2,100	4,730	7,350	10,500
1987 Custom Cruiser, V-8, 116" wb						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1987 Ninety-Eight, V-6, 110.8" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sed Regency Brgm	480	1,440	2,400	5,400	8,400	12,000
2d Sed Regency Brgm	720	2,160	3,600	8,100	12,600	18,000
1987 Toronado, V-6, 108" wb						
2d Cpe Brgm	760	2,280	3,800	8,550	13,300	19,000
1987 Toronado option						

NOTE: Add 25% for Trofeo option.

1988 Firenza, 4-cyl., 101.2" wb						
2d Cpe	140	420	700	1,580	2,450	3,500
4d Sed	190	560	940	2,120	3,290	4,700
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
1988 Cutlass Calais, 4-cyl.						
2d Cpe	320	960	1,600	3,600	5,600	8,000
4d Sed	220	650	1,080	2,430	3,780	5,400
2d SL Cpe	340	1,010	1,680	3,780	5,880	8,400
4d SL Sed	230	700	1,160	2,610	4,060	5,800
2d Int'l Cpe	360	1,090	1,820	4,100	6,370	9,100
4d Int'l Sed	240	720	1,200	2,700	4,200	6,000
2d Cpe, V-6	360	1,080	1,800	4,050	6,300	9,000
4d Sed, V-6	260	790	1,320	2,970	4,620	6,600
2d SL Cpe, V-6	370	1,110	1,850	4,160	6,480	9,250
4d SL Sed, V-6	270	820	1,370	3,080	4,800	6,850
1988 Cutlass Ciera, 4-cyl.						
2d Cpe	320	960	1,600	3,600	5,600	8,000
4d Sed	220	660	1,100	2,480	3,850	5,500
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
1988 Cutlass Ciera Brougham, 4-cyl.						
2d Cpe	380	1,140	1,900	4,280	6,650	9,500
4d SL Sed	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	320	960	1,600	3,600	5,600	8,000
1988 Cutlass Ciera, V-6						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sed	290	860	1,440	3,240	5,040	7,200
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1988 Cutlass Ciera Brougham, V-6						
2d Cpe SL	400	1,200	2,000	4,500	7,000	10,000
4d Sed	290	880	1,460	3,290	5,110	7,300
4d Sta Wag	340	1,020	1,700	3,830	5,950	8,500
2d Int'l Cpe	420	1,260	2,100	4,730	7,350	10,500
4d Int'l Sed	350	1,050	1,750	3,940	6,130	8,750
1988 Cutlass Supreme, V-6						
2d Cpe	380	1,140	1,900	4,280	6,650	9,500
2d SL Cpe	420	1,260	2,100	4,730	7,350	10,500
2d Int'l Cpe	440	1,320	2,200	4,950	7,700	11,000
1988 Cutlass Supreme, V-8						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe Brgm	420	1,260	2,100	4,730	7,350	10,500
1988 Delta 88 Royale, V-6						
2d Cpe	410	1,240	2,060	4,640	7,210	10,300
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe Brgm	420	1,260	2,100	4,730	7,350	10,500
4d Sed Brgm	350	1,040	1,740	3,920	6,090	8,700
1988 Custom Cruiser, V-8						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1988 Ninety-Eight, V-6						
4d Sed Regency	440	1,320	2,200	4,950	7,700	11,000
4d Sed Regency Brgm	480	1,440	2,400	5,400	8,400	12,000
4d Trg Sed	500	1,500	2,500	5,630	8,750	12,500
1988 Toronado, V-6						
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Cpe Trofeo	800	2,400	4,000	9,000	14,000	20,000
1989 Cutlass Calais, 4-cyl.						
4d Sed	220	650	1,080	2,430	3,780	5,400
2d Cpe	320	960	1,600	3,600	5,600	8,000
4d Sed S	220	670	1,120	2,520	3,920	5,600
2d Cpe S	330	980	1,640	3,690	5,740	8,200
4d Sed SL	230	700	1,160	2,610	4,060	5,800
2d Cpe SL	340	1,010	1,680	3,780	5,880	8,400
4d Sed Int'l Series	240	720	1,200	2,700	4,200	6,000
2d Cpe Int'l Series	360	1,090	1,820	4,100	6,370	9,100
1989 Cutlass Calais, V-6						
4d Sed S	230	680	1,140	2,570	3,990	5,700
2d Cpe S	330	1,000	1,660	3,740	5,810	8,300
4d Sed SL	240	710	1,180	2,660	4,130	5,900
2d Cpe SL	340	1,020	1,700	3,830	5,950	8,500
1989 Cutlass Ciera, 4-cyl.						
4d Sed	220	650	1,080	2,430	3,780	5,400
2d Cpe	320	960	1,600	3,600	5,600	8,000
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
4d Sed SL	230	700	1,160	2,610	4,060	5,800
2d Cpe SL	340	1,010	1,680	3,780	5,880	8,400
4d Sta Wag SL	320	960	1,600	3,600	5,600	8,000
1989 Cutlass Ciera, V-6						
4d Sed	220	670	1,120	2,520	3,920	5,600
2d Cpe	330	980	1,640	3,690	5,740	8,200
4d Sta Wag	300	900	1,500	3,380	5,250	7,500
4d Sed SL	240	720	1,200	2,700	4,200	6,000
2d Cpe SL	340	1,030	1,720	3,870	6,020	8,600
4d Sta Wag SL	320	970	1,620	3,650	5,670	8,100
4d Sed Int'l Series	270	800	1,340	3,020	4,690	6,700
2d Cpe Int'l Series	360	1,080	1,800	4,050	6,300	9,000
1989 Cutlass Supreme, V-6						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe SL	420	1,260	2,100	4,730	7,350	10,500
2d Cpe Int'l Series	430	1,290	2,150	4,840	7,530	10,750
1989 Eighty-Eight Royale, V-6						
4d Sed	350	1,060	1,760	3,960	6,160	8,800
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
4d Sed Brgm	350	1,060	1,760	3,960	6,160	8,800
2d Cpe Brgm	420	1,260	2,100	4,730	7,350	10,500
1989 Custom Cruiser, V-8						
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1989 Ninety-Eight, V-6						
4d Sed Regency	440	1,320	2,200	4,950	7,700	11,000
4d Sed Regency Brgm	480	1,440	2,400	5,400	8,400	12,000
4d Sed Trg	500	1,500	2,500	5,630	8,750	12,500
1989 Toronado, V-6						
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
2d Cpe Trofeo	760	2,280	3,800	8,550	13,300	19,000

PLYMOUTH

1960 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1960 Valiant 200, 6-cyl., 106" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500
1960 Fleet Special, V8, 118" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
1960 Savoy, V-8, 118" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	680	2,040	3,400	7,650	11,900	17,000
1960 Belvedere, V-8, 118" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Sed	700	2,100	3,500	7,880	12,250	17,500
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
1960 Fury, V-8, 118" wb						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1960 Fury, V-8, 118" wb (conv. avail. as V-8 only)						
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
1960 Suburban, V-8, 122" wb						
4d DeL Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
2d DeL Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Cus Sta Wag	1,360	4,080	6,800	15,300	23,800	34,000
4d 9P Spt Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000

NOTE: Deduct 20% for 6-cyl. model except Valiant. Add 10% for 361-cid/310-hp V8. Add 15% for 383/325-hp V8. Add 20% for 383/330-hp V-8.

1961 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1961 Valiant 200, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500

NOTE: Add 20% for Hyper Pak 170 cid/148-hp; 30% for Hyper Pak 225 cid/220-hp.

1961 Fleet Special, V8, 118" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1961 Savoy, V-8, 118" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1961 Belvedere, V-8, 118" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Clb Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
1961 Fury, V-8, 118" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1961 Suburban, V-8, 122" wb						
4d 6P DeL Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
2d 6P DeL Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 6P Cus Sta Wag	1,360	4,080	6,800	15,300	23,800	34,000
4d 9P Spt Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000

Note: Add 10 pecent for 360-cid/305-hp V-8. Add 15% for 383/325-hp V-8. Add 20% for 383/330-hp V-8. Add 25% for 383/340-hp V-8. Add 30% for 413-cid/350-hp V-8. Add 35% for 413-cid/375-hp V-8 (dual quad).

1962 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1962 Valiant 200, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	610	1,840	3,060	6,890	10,710	15,300
1962 Valiant Signet, 6-cyl., 106.5" wb						
2d HT	740	2,220	3,700	8,330	12,950	18,500

NOTE: Add 30% for Hyper Pak 170 cid/148-hp; 50% for Hyper Pak 225 cid/200-hp.

1962 Fleet Special, V8, 116" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1962 Savoy, V-8, 116" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1962 Belvedere, V-8, 116" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	580	1,740	2,900	6,530	10,150	14,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1962 Fury, V-8, 116" wb						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d HT	860	2,580	4,300	9,680	15,050	21,500
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
1962 Sport Fury, V-8, 116" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1962 Suburban, V-8, 116" wb						
4d 6P Savoy Sta Wag	1,100	3,300	5,500	12,380	19,250	27,500
4d 6P Belv Sta Wag	1,220	3,660	6,100	13,730	21,350	30,500
4d 9P Fury Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000

NOTE: Add 30% for Golden Commando 361 ci; 50% for Golden Commando 383 ci. Deduct 10% for 6-cyl. models. Autos equipped with Super Stock 413 (Max Wedge cars), value inestimable.

1963 Valiant 100, 6-cyl., 106.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1963 Valiant 200, 6-cyl., 106.5" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Conv	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1963 Valiant Signet, 6-cyl., 106.5" wb						
2d HT	740	2,220	3,700	8,330	12,950	18,500
2d Conv	920	2,760	4,600	10,350	16,100	23,000
1963 Savoy, V-8, 116" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d 6P Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1963 Belvedere, V-8, 116" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d HT	820	2,460	4,100	9,230	14,350	20,500
4d 6P Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1963 Fury, V-8, 116" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,760	5,280	8,800	19,800	30,800	44,000

	6	5	4	3	2	1
4d 9P Sta Wag	1,240	3,720	6,200	13,950	21,700	31,000

1963 Sport Fury, V-8, 116" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 5% for 361-cid/265-hp V-8. Add 10 perc3ent for 383/330-hp V-8. Add 50% for 426/415-hp "Max Wedge" V-8. Add 75% for 426/425-hp "Max Wedge" V-8. Deduc 10 pecent for 6-cyl.

1964 Valiant 100, 6-cyl., 106.5" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500

1964 Valiant 200, 6 or V-8, 106.5" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Conv	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1964 Valiant Signet, V-8, 106.5" wb

2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d Barracuda	1,200	3,600	6,000	13,500	21,000	30,000

1964 Savoy, V-8, 116" wb

4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d 6P Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

1964 Belvedere, V-8, 116" wb

2d HT	820	2,460	4,100	9,230	14,350	20,500
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d 6P Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000

1964 Fury, V-8, 116" wb

4d Sed	600	1,800	3,000	6,750	10,500	15,000
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d 9P Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000

1964 Sport Fury, V-8, 116" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 75% for 426-415 Max Wedge III; 75% for 426 street wedge. Deduct 10% for 6-cyl. models. Autos equipped with 426 Hemi, value inestimable. Value inestimable on autos equipped at factory with Max Wedge engine option.

1965 Valiant 100, V-8, 106" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500

1965 Valiant 200, V-8, 106" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
2d Conv	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1965 Valiant Signet, V-8, 106" wb

2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000

1965 Barracuda, V-8, 106" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for Formula S option.

1965 Belvedere I, V-8, 116" wb

4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000

1965 Belvedere II, V-8, 116" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d 9P Sta Wag	600	1,800	3,000	6,750	10,500	15,000
4d 6P Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1965 Satellite, V-8, 116"wb

2d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000

1965 Fury, V-8, 119" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	430	1,300	2,160	4,860	7,560	10,800

1965 Fury, V-8, 119" wb, Sta Wag 121" wb

4d Sta Wag	660	1,980	3,300	7,430	11,550	16,500

1965 Fury II, V-8, 119" wb

4d Sed	430	1,280	2,140	4,820	7,490	10,700
2d Sed	440	1,320	2,200	4,950	7,700	11,000

1965 Fury II, V-8, 119" wb, Sta Wag 121" wb

4d 9P Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 6P Sta Wag	660	1,980	3,300	7,430	11,550	16,500

1965 Fury III, V-8, 119" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000

1965 Fury III, V-8, 119" wb, Sta Wag 121" wb

4d 9P Sta Wag	640	1,920	3,200	7,200	11,200	16,000
4d 6P Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1965 Sport Fury, V-8

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 60% for 383 Commando engine option. Deduct 5% for 6-cyl. models. Autos equipped with 426 Hemi, value inestimable.

1966 Valiant 100, V-8, 106" wb

4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500

1966 Valiant 200, V-8, 106" wb

4d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1966 Valiant Signet, V-8, 106" wb

2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000

1966 Barracuda, V-8, 106" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for Formula S.

1966 Belvedere I, V-8, 116" wb

4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000

1966 Belvedere II, V-8, 116" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1966 Satellite, V-8, 116" wb

2d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000

1966 Fury I, V-8, 119" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	430	1,300	2,160	4,860	7,560	10,800
4d 6P Sta Wag	660	1,980	3,300	7,430	11,550	16,500

NOTE: Deduct 5% for 6-cyl. models.

1966 Fury II, V-8, 119" wb

4d Sed	430	1,280	2,140	4,820	7,490	10,700
2d Sed	440	1,320	2,200	4,950	7,700	11,000
4d 9P Sta Wag	740	2,220	3,700	8,330	12,950	18,500

1966 Fury III, V-8, 119" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d 9P Sta Wag	640	1,920	3,200	7,200	11,200	16,000

1966 Sport Fury, V-8, 119" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000

1966 VIP, V-8, 119" wb

4d HT	580	1,740	2,900	6,530	10,150	14,500
2d HT	1,180	3,540	5,900	13,280	20,650	29,500

NOTE: Autos equipped with 426 Street Hemi or Race Hemi, value inestimable.

1967 Valiant 100, V-8, 108" wb

4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sed	500	1,500	2,500	5,630	8,750	12,500

1967 Valiant Signet, V-8, 108" wb

4d Sed	490	1,470	2,450	5,510	8,580	12,250
2d Sed	510	1,530	2,550	5,740	8,930	12,750

1967 Barracuda, V-8, 108" wb

2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d FBk	2,000	6,000	10,000	22,500	35,000	50,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: Add 10% for Formula S; 40% for 383 cid.

1967 Belvedere I, V-8, 116" wb

4d Sed	370	1,100	1,840	4,140	6,440	9,200
2d Sed	380	1,150	1,920	4,320	6,720	9,600
4d 6P Sta Wag	480	1,440	2,400	5,400	8,400	12,000

1967 Belvedere II, V-8, 116" wb

4d Sed	380	1,130	1,880	4,230	6,580	9,400
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d 9P Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1967 Satellite, V-8, 116" wb

2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000

1967 GTX, V-8, 116" wb

2d HT	3,000	9,000	15,000	33,750	52,500	75,000
2d Conv	3,600	10,800	18,000	40,500	63,000	90,000

1967 Fury I, V-8, 122" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	420	1,260	2,100	4,730	7,350	10,500
4d 6P Sta Wag	620	1,860	3,100	6,980	10,850	15,500

1967 Fury II, V-8, 122" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	430	1,290	2,150	4,840	7,530	10,750
4d 9P Sta Wag	630	1,890	3,150	7,090	11,030	15,750

1967 Fury III, V-8, 122" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d 9P Sta Wag	600	1,800	3,000	6,750	10,500	15,000

1967 Sport Fury, V-8, 119" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d FBk	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000

1967 VIP, V-8, 119" wb

4d HT	560	1,680	2,800	6,300	9,800	14,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000

NOTE: Add 50% for 440 engine. Add 100% for 426/425 HEMI V8

1968 Valiant 100, V-8, 108" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d Sed	460	1,380	2,300	5,180	8,050	11,500

1968 Valiant Signet, V-8, 108" wb

4d Sed	450	1,350	2,250	5,060	7,880	11,250
2d Sed	470	1,410	2,350	5,290	8,230	11,750

1968 Barracuda, V-8, 108" wb

2d HT	1,760	5,280	8,800	19,800	30,800	44,000
2d FBk	2,000	6,000	10,000	22,500	35,000	50,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: Add 10% for Barracuda/Formula S; 30% for 383 cid.

1968 Belvedere, V-8, 116" wb

4d Sed	360	1,090	1,820	4,100	6,370	9,100
2d Sed	380	1,140	1,900	4,280	6,650	9,500
4d 6P Sta Wag	450	1,340	2,240	5,040	7,840	11,200

1968 Satellite, V-8, 116" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	1,180	3,540	5,900	13,280	20,650	29,500
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500

NOTE: Add 20% for 383 V-8; $100,000. for Hemi V-8.

1968 Sport Satellite, V-8, 116" wb

2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	2,080	6,240	10,400	23,400	36,400	52,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000

NOTE: Add 20% for 383 V-8; $100,000. for Hemi V-8.

1968 Road Runner, V-8, 116" wb

2d Cpe	2,240	6,720	11,200	25,200	39,200	56,000
2d HT	2,480	7,440	12,400	27,900	43,400	62,000

NOTE: Add 20% for 383 V-8; $100,000. for Hemi V-8.

1968 GTX, V-8, 116" wb

2d HT	3,000	9,000	15,000	33,750	52,500	75,000
2d Conv	3,600	10,800	18,000	40,500	63,000	90,000

NOTE: Add 20% for 383 V-8; $100,000. for Hemi V-8.

1968 Fury I, V-8, 119" & 122" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	420	1,270	2,120	4,770	7,420	10,600

1968 Fury II, V-8, 119" & 122" wb

4d Sed	390	1,160	1,940	4,370	6,790	9,700
2d Sed	410	1,230	2,050	4,610	7,180	10,250
4d Sta Wag	430	1,300	2,160	4,860	7,560	10,800

1968 Fury III, V-8, 119" & 122" wb

4d Sed	370	1,120	1,860	4,190	6,510	9,300
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d FBk	1,160	3,480	5,800	13,050	20,300	29,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500

1968 Suburban, V-8, 121" wb

4d Cus Sta Wag	510	1,540	2,560	5,760	8,960	12,800
4d Spt Sta Wag	520	1,560	2,600	5,850	9,100	13,000

1968 Sport Fury, V-8, 119" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d FBk	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000

1968 VIP, V-8, 119" wb

4d HT	560	1,680	2,800	6,300	9,800	14,000
2d FBk	1,180	3,540	5,900	13,280	20,650	29,500

1968 Full-Size Plymouth

NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 20% for 440/350 V-8; 30% for 440/375 V-8.

1969 Valiant Signet, V-8, 108" wb

4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Sed	360	1,090	1,820	4,100	6,370	9,100

NOTE: Add 10% for 273/190 V-8; 15% for 318/230 V-8. Deduct 10% for 6-cyl.

1969 Barracuda, V-8, 108" wb

2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d FBk	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 20% for 340/275 V-8; 30% for 383/330 V-8; 60% for 440/375 V-8. Deduct 10% for 6-cyl.

1969 Belvedere, V-8, 117" wb

4d Sed	360	1,090	1,820	4,100	6,370	9,100
2d Sed	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	450	1,340	2,240	5,040	7,840	11,200

NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 60% for 440/390 V-8; 100% for Hemi.

1969 Satellite, V-8, 116" & 117" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000

NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 60% for 440/390 V-8; 100% for Hemi.

1969 Sport Satellite, V-8, 116" & 117" wb

4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,680	5,040	8,400	18,900	29,400	42,000
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000

NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 60% for 440/390 V-8; 100% for Hemi.

1969 Road Runner, V-8, 116" wb

2d Sed	2,240	6,720	11,200	25,200	39,200	56,000
2d HT	2,600	7,800	13,000	29,250	45,500	65,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000

NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 60% for 440/390 V-8; 100% for Hemi.

1969 GTX, V-8, 116" wb

2d HT	3,000	9,000	15,000	33,750	52,500	75,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000

NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 60% for 440/390 V-8; 100% for Hemi.

1969 Fury I, V-8, 120" & 122" wb

4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Sed	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	420	1,270	2,120	4,770	7,420	10,600

1969 Fury II, V-8, 120" & 122" wb

4d Sed	390	1,160	1,940	4,370	6,790	9,700
2d Sed	410	1,230	2,050	4,610	7,180	10,250
4d Sta Wag	430	1,300	2,160	4,860	7,560	10,800

1969 Fury III, V-8, 120" & 122" wb

4d Sed	380	1,140	1,900	4,280	6,650	9,500
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000

1969 Sport Fury

2d HT	1,320	3,960	6,600	14,850	23,100	33,000
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000

1969 VIP

4d HT	590	1,760	2,940	6,620	10,290	14,700
2d FBk	1,180	3,540	5,900	13,280	20,650	29,500
2d Formal	1,120	3,360	5,600	12,600	19,600	28,000

1969 Full-Size Plymouths

NOTE: Add 10% for 383/290 V-8; 20% for 383/330 V-8; 30% for 440/375 V-8.

1970 Valiant

4d Sed	360	1,080	1,800	4,050	6,300	9,000

1970 Valiant Duster

2d Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Cpe Gold Duster	620	1,860	3,100	6,980	10,850	15,500

	6	5	4	3	2	1
1970 Valiants						
NOTE: Add 5% for big 6; 10% for 318 V-8.						
1970 Duster "340"						
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1970 Barracuda						
2d HT	2,000	6,000	10,000	22,500	35,000	50,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1970 Barracuda, Gran Coupe						
2d HT	2,190	6,580	10,960	24,660	38,360	54,800
2d Conv	3,110	9,340	15,560	35,010	54,460	77,800
1970 'Cuda						
2d HT	2,980	8,940	14,900	33,530	52,150	74,500
2d Conv	11,200	33,600	56,000	126,000	196,000	280,000
1970 All Barracuda / Cuda						
NOTE: Add 10% for 340/275 V-8; 15% for 383/290 V-8; 20% for 383/330 V-8; 40% for 440/375 V-8; 50% for 440/390 V-8. Deduct 10% for 6-cyl.						
1970 Hemi 'Cuda, V-8						
2d HT	12,200	36,600	61,000	137,250	213,500	305,000
2d Conv	108,000	324,000	540,000	1,215,000	1,890,000	2,700,000
1970 'Cuda AAR						
2d HT	4,200	12,600	21,000	47,250	73,500	105,000
1970 Belvedere						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
1970 Road Runner						
2d Cpe	2,700	8,100	13,500	30,380	47,250	67,500
2d HT	2,980	8,940	14,900	33,530	52,150	74,500
2d Superbird	10,400	31,200	52,000	117,000	182,000	260,000
2d Conv	3,400	10,200	17,000	38,250	59,500	85,000
1970 Satellite						
4d Sed	520	1,570	2,620	5,900	9,170	13,100
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	1,760	5,280	8,800	19,800	30,800	44,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1970 Sport Satellite						
4d Sed	550	1,640	2,740	6,170	9,590	13,700
2d HT	1,480	4,440	7,400	16,650	25,900	37,000
4d Sta Wag	580	1,740	2,900	6,530	10,150	14,500
1970 GTX						
2d HT	3,160	9,470	15,780	35,510	55,230	78,900
1970 All Mid-Size Plymouth						
NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 40% for 440/390 V-8; $100,000. for Hemi V-8. Deduct 10% for 6-cyl.						
1970 Fury I						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1970 Fury II						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Sed	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
1970 Gran Coupe						
2d Sed	600	1,800	3,000	6,750	10,500	15,000
1970 Fury III						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d Fml	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
1970 Sport Fury						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d HT	580	1,740	2,900	6,530	10,150	14,500
2d Fml	1,020	3,060	5,100	11,480	17,850	25,500
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1970 Fury S-23						
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
1970 Fury GT						
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
1970 All Full-Size Plymouths						
NOTE: Add 10% for 383/290 V-8; 15% for 383/330 V-8; 15% for 440/350 V-8 (except GT); 40% for 440/375 V-8; 60% for 440/390 V-8 (GT only). Deduct 10% for 6-cyl.						
1971 Valiant						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
1971 Valiant Duster						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1971 Scamp						
2d HT	870	2,600	4,340	9,770	15,190	21,700
1971 Valiant / Duster / Scamp						
NOTE: Add 10% for 318 V-8.						
1971 Duster "340"						
2d Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1971 Barracuda						
2d Cpe	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1971 Barracuda, Gran Coupe						
2d HT	2,190	6,580	10,960	24,660	38,360	54,800
1971 'Cuda						
2d HT	2,980	8,940	14,900	33,530	52,150	74,500
2d Conv	11,200	33,600	56,000	126,000	196,000	280,000
1971 All Barracuda / 'Cuda						
NOTE: Add 10% for 340/275 (except 'Cuda); 10% for 383/275; 15% for 383/300; 40% for 440/375; 50% for 440/385 ('Cuda only).						
1971 Hemi 'Cuda, V-8						
2d HT	12,240	36,720	61,200	137,700	214,200	306,000
2d Conv	108,000	324,000	540,000	1,215,000	1,890,000	2,700,000
1971 Satellite						
4d Sed	520	1,570	2,620	5,900	9,170	13,100
2d Cpe	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1971 Satellite Sebring						
2d HT	1,480	4,440	7,400	16,650	25,900	37,000
1971 Satellite Custom						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	530	1,600	2,660	5,990	9,310	13,300
1971 Road Runner						
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
1971 Sebring Plus						
2d HT	3,120	9,360	15,600	35,100	54,600	78,000
1971 Satellite Brougham						
4d Sed	550	1,640	2,740	6,170	9,590	13,700
1971 Regent Wagon						
4d Sta Wag	570	1,700	2,840	6,390	9,940	14,200
1971 GTX						
2d HT	3,160	9,470	15,780	35,510	55,230	78,900
1971 All Mid-Size Plymouths						
NOTE: Add 20% for 383/270 V-8; 25% for 440/370 V-8 (except GTX); 30% for 440/285 V-8; $100,000. for Hemi V-8. Deduct 10% for 6-cyl.						
1971 Fury I						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Sed	420	1,260	2,100	4,730	7,350	10,500
1971 Fury Custom						
4d Sed	410	1,240	2,060	4,640	7,210	10,300
2d Sed	430	1,300	2,160	4,860	7,560	10,800
1971 Fury II						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	640	1,920	3,200	7,200	11,200	16,000
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000
1971 Fury III						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d Fml Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1971 Sport Fury						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	580	1,740	2,900	6,530	10,150	14,500
2d Fml Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	560	1,680	2,800	6,300	9,800	14,000
1971 Sport Fury "GT"						
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
1971 All Full-Size Plymouths						
NOTE: Add 10% for 360/255 V-8; 15% for 383/275 V-8; 30% for 440/335 V-8. Deduct 10% for 6-cyl.						
1972 Valiant						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
1972 Duster						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
2d "340" Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1972 Scamp						
2d HT	870	2,600	4,340	9,770	15,190	21,700
1972 Valiant / Duster / Scamp						
NOTE: Add 10% for 318 V-8 (except Duster "340").						
1972 Barracuda						
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
1972 'Cuda						
2d HT	2,980	8,940	14,900	33,530	52,150	74,500
1972 Barracuda / 'Cuda						
NOTE: Add 10% for 340/240 V-8.						
1972 Satellite						
4d Sed	520	1,570	2,620	5,900	9,170	13,100
2d Cpe	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1972 Satellite Sebring						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
1972 Satellite Custom						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	530	1,600	2,660	5,990	9,310	13,300
1972 Sebring-Plus						
2d HT	3,120	9,360	15,600	35,100	54,600	78,000
1972 Regent						
4d Sta Wag	570	1,700	2,840	6,390	9,940	14,200
1972 Road Runner						
2d HT	2,000	6,000	10,000	22,500	35,000	50,000
1972 Mid-Size Plymouth						
NOTE: Add 20% for 360/175 V-8; 20% for 400/190 V-8; 25% for 440/280 V-8; 25% for GTX; 50% for 440/335 V-8. Deduct 10% for 6-cyl.; 10% for 340/240 V-8 (in Road Runner).						
1972 Fury I						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
1972 Fury II						
4d Sed	410	1,240	2,060	4,640	7,210	10,300
2d HT	640	1,920	3,200	7,200	11,200	16,000
1972 Fury III						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	560	1,680	2,800	6,300	9,800	14,000
2d Fml Cpe	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1972 Gran Fury						
4d HT	600	1,800	3,000	6,750	10,500	15,000
2d Fml Cpe	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,240	3,720	6,200	13,950	21,700	31,000
1972 Suburban						
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
4d Cus Wag	540	1,620	2,700	6,080	9,450	13,500
4d Spt Wag	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 25% for 440 engine where available.						
1973 Valiant, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
1973 Duster, V-8						
2d Cpe Sport	780	2,340	3,900	8,780	13,650	19,500
2d "340" Cpe Spt	1,600	4,800	8,000	18,000	28,000	40,000
1973 Scamp, V-8						
2d HT	560	1,680	2,800	6,300	9,800	14,000
1973 Valiant / Duster / Scamp						
NOTE: Add 10% for 318 V-8 (except Duster "340").						
1973 Barracuda, V-8						
2d HT	1,680	5,040	8,400	18,900	29,400	42,000
2d 'Cuda HT	2,600	7,800	13,000	29,250	45,500	65,000
NOTE: Add 20% for 340/240-hp V-8.						
1973 Satellite Custom, V-8						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
4d Sta Wag Regent	560	1,670	2,780	6,260	9,730	13,900
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1973 Road Runner, V-8						
2d Cpe	1,560	4,680	7,800	17,550	27,300	39,000
NOTE: Add 25% for GTX Pkg.						
1973 Satellite Sebring Plus, V-8						
2d HT	980	2,940	4,900	11,030	17,150	24,500
1973 Satellite Sebring, V-8						
2d HT	940	2,820	4,700	10,580	16,450	23,500
1973 Mid-Size Plymouth						
NOTE: Add 20% for 340/240 V-8; 10% for 400/175 V-8; 20% for 440/260 V-8; 25% for 440/280 V-8.						
1973 Fury I, V-8						
4d Sed	370	1,120	1,860	4,190	6,510	9,300
1973 Fury II, V-8						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
1973 Fury III, V-8						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	510	1,540	2,560	5,760	8,960	12,800
1973 Gran Fury, V-8						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	580	1,740	2,900	6,530	10,150	14,500
1973 Fury Suburban, V-8						
4d Spt Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1973 All Full-Size Plymouth						
NOTE: Add 10% for 360/170 V-8; 10% for 400/185 V-8; 25% for 440/230 V-8.						
1974 Valiant						
4d Sed	320	970	1,620	3,650	5,670	8,100
1974 Duster						
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
NOTE: Add 10% for Gold Duster.						
1974 Scamp						
2d HT	560	1,680	2,800	6,300	9,800	14,000
1974 Duster "360"						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1974 Valiant Brougham						
4d Sed	330	990	1,650	3,710	5,780	8,250
2d HT	600	1,800	3,000	6,750	10,500	15,000
1974 Valiant / Duster / Scamp						
NOTE: Add 5% for 318 V-8.						
1974 Barracuda						
2d Spt Cpe	1,600	4,800	8,000	18,000	28,000	40,000
1974 'Cuda						
2d Spt Cpe	2,600	7,800	13,000	29,250	45,500	65,000
1974 Barracuda / 'Cuda						
NOTE: Add 10% for 360/245 V-8.						
1974 Satellite						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
1974 Satellite Custom						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
1974 Sebring						
2d HT	940	2,820	4,700	10,580	16,450	23,500
1974 Sebring Plus						
2d HT	980	2,940	4,900	11,030	17,150	24,500
1974 Road Runner						
2d Cpe	1,560	4,680	7,800	17,550	27,300	39,000
1974 Satellite Wagon						
4d Sta Wag	520	1,560	2,600	5,850	9,100	13,000
4d Cus Wag	540	1,620	2,700	6,080	9,450	13,500
4d Regent	560	1,670	2,780	6,260	9,730	13,900
1974 All Mid-Size Plymouth						
NOTE: Add 20% for 340/245 V-8; 10% for 400/175 V-8; 15% for 400/260 V-8; 25% for 440/280 V-8. Deduct 10% for 6-cyl.						
1974 Fury I						
4d Sed	370	1,120	1,860	4,190	6,510	9,300
1974 Fury II						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
1974 Fury III						
4d Sed	420	1,260	2,100	4,730	7,350	10,500
2d HT	760	2,280	3,800	8,550	13,300	19,000
4d HT	510	1,540	2,560	5,760	8,960	12,800
1974 Gran Fury						
2d HT	800	2,400	4,000	9,000	14,000	20,000
4d HT	580	1,740	2,900	6,530	10,150	14,500
1974 Suburban						
4d Sta Wag	5,000	15,000	25,000	56,250	87,500	125,000
4d Cus Wag	510	1,530	2,550	5,740	8,930	12,750
4d Spt Wag	520	1,560	2,600	5,850	9,100	13,000
1974 All Full-Size Plymouths						
NOTE: Add 10% for 400/250 V-8; 20% for 440/230 V-8.						
1975 Valiant						
4d Sed	320	970	1,620	3,650	5,670	8,100
4d Cus Sed	340	1,020	1,700	3,830	5,950	8,500
1975 Duster						
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Cus	800	2,400	4,000	9,000	14,000	20,000
2d "360" Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1975 Scamp						
2d HT	560	1,680	2,800	6,300	9,800	14,000
2d Brghm	580	1,740	2,900	6,530	10,150	14,500
1975 Fury						
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Cus HT	800	2,400	4,000	9,000	14,000	20,000
2d Spt HT	840	2,520	4,200	9,450	14,700	21,000
4d Sed	3,920	11,760	19,600	44,100	68,600	98,000
4d Cus Sed	400	1,200	2,000	4,500	7,000	10,000
1975 Fury Brougham						
4d Sed	410	1,240	2,060	4,640	7,210	10,300
2d HT	780	2,340	3,900	8,780	13,650	19,500
1975 Road Runner						
2d HT	1,560	4,680	7,800	17,550	27,300	39,000

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1975 Gran Fury						
4d Sed	430	1,300	2,160	4,860	7,560	10,800
1975 Gran Fury Custom						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	740	2,220	3,700	8,330	12,950	18,500
1975 Gran Fury Brougham						
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d HT	800	2,400	4,000	9,000	14,000	20,000
1975 Suburban						
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d Cus Wag	510	1,530	2,550	5,740	8,930	12,750
4d Spt Wag	520	1,560	2,600	5,850	9,100	13,000
1975 All Full-Size Plymouths						
NOTE: Add 10% for 360/190 V-8; 5% for 400/175 V-8; 10% for 400/195 V-8; 20% for 440/215 V-8.						
1976 Arrow, 4-cyl.						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d GT HBk	2,200	6,600	11,000	24,750	38,500	55,000
1976 Valiant, 6-cyl.						
2d Duster Spt Cpe	740	2,220	3,700	8,330	12,950	18,500
1976 Valiant, 6-cyl						
2d Feather Duster	750	2,250	3,750	8,440	13,130	18,750
1976 Valiant, 6-cyl.						
4d Sed Valiant	260	780	1,300	2,930	4,550	6,500
2d HT Scamp Spec	560	1,680	2,800	6,300	9,800	14,000
2d HT Scamp	600	1,800	3,000	6,750	10,500	15,000
1976 Valiant, 6-Cyl						
Note: Add 25% for 360 V8.						
1976 Volare, V-8						
4d Sed	190	580	960	2,160	3,360	4,800
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	270	800	1,340	3,020	4,690	6,700
NOTE: Add 10% for Premier; 5% for Custom; 10% for 318 V-8; 20% for 360 V-8; 50% for Road Runner.						
1976 Fury, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d HT	400	1,200	2,000	4,500	7,000	10,000
4d Sed Salon	380	1,140	1,900	4,280	6,650	9,500
2d HT Spt	600	1,800	3,000	6,750	10,500	15,000
4d Suburban	320	960	1,600	3,600	5,600	8,000
4d Spt Suburban	360	1,080	1,800	4,050	6,300	9,000
1976 Gran Fury, V-8						
4d Sed	310	920	1,540	3,470	5,390	7,700
1976 Gran Fury Custom, V-8						
4d Sed	320	960	1,600	3,600	5,600	8,000
2d HT	440	1,320	2,200	4,950	7,700	11,000
1976 Gran Fury Brougham, V-8						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
2d HT	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1976 Full-Size Plymouth						
NOTE: Add 10% for 400/185 V-8; 20% for 400/205 V-8.						
1977 Arrow, 4-cyl.						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d GS HBk	210	630	1,050	2,360	3,680	5,250
2d GT HBk	220	660	1,100	2,480	3,850	5,500
1977 Volare, V-8						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
NOTE: Add 5% for Custom; 10% for Premier; 50% for Road Runner; 10% for 318 V-8; 15% for 400 V-8.						
1977 Fury, V-8						
4d Spt Sed	380	1,140	1,900	4,280	6,650	9,500
2d Spt HT	600	1,800	3,000	6,750	10,500	15,000
4d Sub	350	1,060	1,760	3,960	6,160	8,800
4d Spt Sub	360	1,080	1,800	4,050	6,300	9,000
1977 Gran Fury, V-8						
4d Sed	310	920	1,540	3,470	5,390	7,700
2d HT	620	1,860	3,100	6,980	10,850	15,500
1977 Gran Fury Brougham, V-8						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	580	1,740	2,900	6,530	10,150	14,500
1977 Station Wagons, V-8						
2S Gran Fury	480	1,440	2,400	5,400	8,400	12,000
3S Gran Fury Spt	500	1,500	2,500	5,630	8,750	12,500
1977 Fury						
NOTE: Add 10% for 400/190 V-8; 15% for 400/195 V-8.						
1978 Horizon						
4d HBk	170	510	850	1,910	2,980	4,250
1978 Arrow						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d GS HBk	210	630	1,050	2,360	3,680	5,250
2d GT HBk	220	660	1,100	2,480	3,850	5,500
1978 Volare						
4d Sed	200	600	1,000	2,250	3,500	5,000
Spt Cpe	260	780	1,300	2,930	4,550	6,500
Sta Wag	250	740	1,240	2,790	4,340	6,200
NOTE: Add 50% for optional Road Runner Pkg.; 15% for 360 V-8.						
1978 Sapporo						
Cpe	180	540	900	2,030	3,150	4,500
1978 Fury						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d HT	400	1,200	2,000	4,500	7,000	10,000
4d Salon	380	1,140	1,900	4,280	6,650	9,500
2d Spt HT	600	1,800	3,000	6,750	10,500	15,000
1978 Station Wagons						
4d Fury Sub	320	960	1,600	3,600	5,600	8,000
4d Spt Fury Sub	360	1,080	1,800	4,050	6,300	9,000
1979 Champ, 4-cyl.						
2d HBk	150	460	760	1,710	2,660	3,800
2d Cus HBk	170	520	860	1,940	3,010	4,300
1979 Horizon, 4-cyl.						
4d HBk	170	510	850	1,910	2,980	4,250
TC 3 HBk	170	520	860	1,940	3,010	4,300
1979 Fire-Arrow, 4-cyl.						
2d HBk	200	600	1,000	2,250	3,500	5,000
2d GS HBk	170	510	850	1,910	2,980	4,250
2d GT HBk	220	660	1,100	2,480	3,850	5,500
1979 Volare, V-8						
Sed	200	600	1,000	2,250	3,500	5,000
Spt Cpe	260	780	1,300	2,930	4,550	6,500
Sta Wag	250	740	1,240	2,790	4,340	6,200
NOTE: Add 50% for optional Road Runner Pkg.						
1979 Sapporo, 4-cyl.						
Cpe	180	540	900	2,030	3,150	4,500
1980 Champ, 4-cyl.						
2d HBk	150	460	760	1,710	2,660	3,800
2d Cus HBk	170	520	860	1,940	3,010	4,300
1980 Horizon, 4-cyl.						
4d HBk	170	510	850	1,910	2,980	4,250
2d HBk 2 plus 2 TC3	170	520	860	1,940	3,010	4,300
1980 Arrow, 4-cyl.						
2d HBk	200	600	1,000	2,250	3,500	5,000
1980 Fire Arrow, 4-cyl.						
2d HBk	220	660	1,100	2,480	3,850	5,500
1980 Volare, V-8						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	250	740	1,240	2,790	4,340	6,200
NOTE: Add 50% for optional Road Runner Pkg. Deduct 10% for 6-cyl.						
1980 Sapporo, 4-cyl.						
2d Cpe	180	540	900	2,030	3,150	4,500
1980 Gran Fury, V-8						
4d Sed	280	840	1,400	3,150	4,900	7,000
NOTE: Deduct 10% for 6-cyl.						
1980 Gran Fury Salon, V-8						
4d Sed	310	920	1,540	3,470	5,390	7,700
NOTE: Deduct 10% for 6-cyl.						
1981 Champ, 4-cyl.						
2d HBk	136	408	680	1,530	2,380	3,400
2d DeL HBk	140	420	700	1,580	2,450	3,500
2d Cus HBk	144	432	720	1,620	2,520	3,600
1981 Horizon, 4-cyl.						
4d Miser HBk	140	420	700	1,580	2,450	3,500
4d Miser HBk TC3	152	456	760	1,710	2,660	3,800
4d HBk	148	444	740	1,670	2,590	3,700
2d HBk TC3	160	480	800	1,800	2,800	4,000
1981 Reliant, 4-cyl.						
4d Sed	136	408	680	1,530	2,380	3,400
2d Cpe	140	420	700	1,580	2,450	3,500
1981 Reliant Custom, 4-cyl.						
4d Sed	140	420	700	1,580	2,450	3,500
2d Cpe	144	432	720	1,620	2,520	3,600
4d Sta Wag	152	456	760	1,710	2,660	3,800
1981 Reliant SE, 4-cyl.						
4d Sed	144	432	720	1,620	2,520	3,600
2d Cpe	148	444	740	1,670	2,590	3,700
4d Sta Wag	156	468	780	1,760	2,730	3,900
1981 Sapporo, 4-cyl.						
2d HT	160	480	800	1,800	2,800	4,000
1981 Gran Fury, V-8						
4d Sed	240	720	1,200	2,700	4,200	6,000
NOTE: Deduct 10% for 6-cyl.						
1982 Champ, 4-cyl.						
4d Cus HBk	144	432	720	1,620	2,520	3,600
2d Cus HBk	148	444	740	1,670	2,590	3,700
NOTE: Deduct 5% for lesser models.						
1982 Horizon, 4-cyl.						
4d Miser HBk	144	432	720	1,620	2,520	3,600
2d Miser HBk TC3	156	468	780	1,760	2,730	3,900
4d Cus HBk	148	444	740	1,670	2,590	3,700
2d Cus HBk	152	456	760	1,710	2,660	3,800
4d E-Type HBk	156	468	780	1,760	2,730	3,900
1982 Turismo, 4-cyl.						
2d HBk TC3	180	540	900	2,030	3,150	4,500
1982 Reliant, 4-cyl.						
4d Sed	144	432	720	1,620	2,520	3,600
2d Cpe	148	444	740	1,670	2,590	3,700
1982 Reliant Custom, 4-cyl.						
4d Sed	148	444	740	1,670	2,590	3,700
2d Cpe	152	456	760	1,710	2,660	3,800
4d Sta Wag	156	468	780	1,760	2,730	3,900
1982 Reliant SE, 4-cyl.						
4d Sed	152	456	760	1,710	2,660	3,800
2d Cpe	156	468	780	1,760	2,730	3,900
4d Sta Wag	160	480	800	1,800	2,800	4,000
1982 Sapporo						
2d HT	188	564	940	2,120	3,290	4,700
1982 Gran Fury, V-8						
4d Sed	220	660	1,100	2,480	3,850	5,500
NOTE: Deduct 10% for 6-cyl.						
1983 Colt, 4-cyl.						
4d Cus HBk	160	480	800	1,800	2,800	4,000
2d Cus HBk	164	492	820	1,850	2,870	4,100
1983 Horizon, 4-cyl.						
4d HBk	152	456	760	1,710	2,660	3,800
4d Cus HBk	156	468	780	1,760	2,730	3,900
1983 Turismo, 4-cyl.						
2d HBk	180	540	900	2,030	3,150	4,500
2d HBk 2 plus 2	192	576	960	2,160	3,360	4,800
1983 Reliant, 4-cyl.						
4d Sed	148	444	740	1,670	2,590	3,700
2d Cpe	152	456	760	1,710	2,660	3,800
4d Sta Wag	160	480	800	1,800	2,800	4,000
1983 Reliant SE, 4-cyl.						
4d Sed	152	456	760	1,710	2,660	3,800
2d Cpe	156	468	780	1,760	2,730	3,900
4d Sta Wag	164	492	820	1,850	2,870	4,100
1983 Sapporo, 4-cyl.						
2d HT	192	576	960	2,160	3,360	4,800
1983 Gran Fury, V-8						
4d Sed	220	650	1,080	2,430	3,780	5,400
NOTE: Deduct 10% for 6-cyl.						
1984 Colt, 4-cyl.						
4d HBk DL	148	444	740	1,670	2,590	3,700
2d HBk DL	148	444	740	1,670	2,590	3,700
4d Sta Wag Vista	148	444	740	1,670	2,590	3,700
NOTE: Deduct 5% for lesser models.						
1984 Horizon, 4-cyl.						
4d HBk	152	456	760	1,710	2,660	3,800
4d HBk SE	156	468	780	1,760	2,730	3,900
1984 Turismo, 4-cyl.						
2d HBk	188	564	940	2,120	3,290	4,700
2d HBk 2 plus 2	192	576	960	2,160	3,360	4,800
1984 Reliant, 4-cyl.						
4d Sed	144	432	720	1,620	2,520	3,600
2d Sed	144	432	720	1,620	2,520	3,600
4d Sta Wag	148	444	740	1,670	2,590	3,700
1984 Conquest, 4-cyl.						
2d HBk	180	540	900	2,030	3,150	4,500
1984 Gran Fury, V-8						
4d Sed	220	660	1,100	2,480	3,850	5,500
1985 Colt, 4-cyl.						
4d HBk E	148	444	740	1,670	2,590	3,700
2d HBk E	148	444	740	1,670	2,590	3,700
4d Sed DL	152	456	760	1,710	2,660	3,800
2d HBk DL	152	456	760	1,710	2,660	3,800
4d Sed Premier	152	456	760	1,710	2,660	3,800
4d Sta Wag Vista	156	468	780	1,760	2,730	3,900
4d Sta Wag Vista 4WD	190	560	940	2,120	3,290	4,700
1985 Horizon, 4-cyl.						
4d HBk	156	468	780	1,760	2,730	3,900
4d HBk SE	160	480	800	1,800	2,800	4,000
1985 Turismo, 4-cyl.						
2d HBk	192	576	960	2,160	3,360	4,800
2d HBk 2 plus 2	196	588	980	2,210	3,430	4,900
1985 Reliant, 4-cyl.						
4d Sed	148	444	740	1,670	2,590	3,700
2d Sed	148	444	740	1,670	2,590	3,700
4d Sed SE	152	456	760	1,710	2,660	3,800
2d Sed SE	152	456	760	1,710	2,660	3,800
4d Sta Wag SE	152	456	760	1,710	2,660	3,800
4d Sed LE	156	468	780	1,760	2,730	3,900
2d Sed LE	156	468	780	1,760	2,730	3,900
4d Sta Wag LE	156	468	780	1,760	2,730	3,900
1985 Conquest, 4-cyl.						
2d HBk Turbo	188	564	940	2,120	3,290	4,700
1985 Caravelle, 4-cyl.						
4d Sed SE	164	492	820	1,850	2,870	4,100
NOTE: Add 10% for turbo.						
1985 Gran Fury, V-8						
4d Sed Salon	200	600	1,000	2,250	3,500	5,000
1986 Colt						
4d Sed E	164	492	820	1,850	2,870	4,100
2d HBk E	160	480	800	1,800	2,800	4,000
4d Sed DL	168	504	840	1,890	2,940	4,200
2d HBk DL	164	492	820	1,850	2,870	4,100
4d Sed Premier	172	516	860	1,940	3,010	4,300
4d Vista Sta Wag	184	552	920	2,070	3,220	4,600
4d Vista Sta Wag 4WD	220	670	1,120	2,520	3,920	5,600
1986 Horizon						
4d HBk	160	480	800	1,800	2,800	4,000
1986 Turismo						
2d HBk	196	588	980	2,210	3,430	4,900
1986 Reliant						
2d Sed	152	456	760	1,710	2,660	3,800
4d Sed	156	468	780	1,760	2,730	3,900
1986 Conquest, 4-cyl.						
2d HBk Turbo	190	560	940	2,120	3,290	4,700
1986 Caravelle						
4d Sed	168	504	840	1,890	2,940	4,200
1986 Gran Fury						
4d Salon Sed	190	560	940	2,120	3,290	4,700
NOTE: Add 10% for deluxe models. Deduct 5% for smaller engines.						
1987 Colt, 4-cyl.						
4d Sed E	168	504	840	1,890	2,940	4,200
2d HBk E	164	492	820	1,850	2,870	4,100
4d Sed DL	172	516	860	1,940	3,010	4,300
2d HBk DL	168	504	840	1,890	2,940	4,200
4d Sed Premier	176	528	880	1,980	3,080	4,400
4d Vista Sta Wag	188	564	940	2,120	3,290	4,700
4d Vista Sta Wag 4WD	230	680	1,140	2,570	3,990	5,700
1987 Horizon, 4-cyl.						
4d HBk	168	504	840	1,890	2,940	4,200
1987 Turismo, 4-cyl.						
2d HBk	180	540	900	2,030	3,150	4,500
1987 Sundance, 4-cyl.						
2d LBk	172	516	860	1,940	3,010	4,300
4d LBk	176	528	880	1,980	3,080	4,400
NOTE: Add 5% for 2.2 Turbo.						
1987 Reliant, 4-cyl.						
2d Sed	168	504	840	1,890	2,940	4,200
4d Sed	172	516	860	1,940	3,010	4,300
2d Sed LE	172	516	860	1,940	3,010	4,300
4d Sed LE	176	528	880	1,980	3,080	4,400
4d Sta Wag LE	176	528	880	1,980	3,080	4,400
1987 Caravelle, 4-cyl.						
4d Sed	180	540	900	2,030	3,150	4,500
4d Sed SE	184	552	920	2,070	3,220	4,600
NOTE: Add 5% for 2.2 Turbo.						
1987 Gran Fury, V-8						
4d Sed	190	560	940	2,120	3,290	4,700
1988 Colt, 4-cyl.						
3d HBk	88	264	440	990	1,540	2,200
4d Sed E	112	336	560	1,260	1,960	2,800
3d HBk E	104	312	520	1,170	1,820	2,600
4d Sed DL	116	348	580	1,310	2,030	2,900
3d HBk DL	112	336	560	1,260	1,960	2,800
4d Sta Wag DL	120	360	600	1,350	2,100	3,000
4d Sed Premier	140	420	700	1,580	2,450	3,500
4d Sta Wag Vista	160	480	800	1,800	2,800	4,000
4d Sta Wag Vista 4x4	200	600	1,000	2,250	3,500	5,000
1988 Horizon, 4-cyl.						
4d HBk	112	336	560	1,260	1,960	2,800

	6	5	4	3	2	1
1988 Reliant, 4-cyl.						
2d Sed	112	336	560	1,260	1,960	2,800
4d Sed	116	348	580	1,310	2,030	2,900
4d Sta Wag	132	396	660	1,490	2,310	3,300
1988 Sundance, 4-cyl.						
2d HBk	128	384	640	1,440	2,240	3,200
4d HBk	136	408	680	1,530	2,380	3,400
1988 Caravelle, 4-cyl.						
4d Sed	140	420	700	1,580	2,450	3,500
4d Sed SE	156	468	780	1,760	2,730	3,900
1988 Gran Fury, V-8						
4d Salon	190	560	940	2,120	3,290	4,700
4d SE	200	590	980	2,210	3,430	4,900
1989 Colt, 4-cyl.						
2d HBk	152	456	760	1,710	2,660	3,800
2d HBk E	156	468	780	1,760	2,730	3,900
2d HBk GT	164	492	820	1,850	2,870	4,100
4d Sta Wag DL	200	600	1,000	2,250	3,500	5,000
4d Sta Wag DL 4x4	216	648	1,080	2,430	3,780	5,400
4d Sta Wag Vista	208	624	1,040	2,340	3,640	5,200
4d Sta Wag Vista 4x4	220	670	1,120	2,520	3,920	5,600
1989 Horizon, 4-cyl.						
4d HBk	144	432	720	1,620	2,520	3,600
1989 Reliant, 4-cyl.						
4d Sed	140	420	700	1,580	2,450	3,500
2d Sed	136	408	680	1,530	2,380	3,400
1989 Sundance, 4-cyl.						
4d HBk	168	504	840	1,890	2,940	4,200
2d HBk	164	492	820	1,850	2,870	4,100
1989 Acclaim, 4-cyl.						
4d Sed	208	624	1,040	2,340	3,640	5,200
4d Sed LE	212	636	1,060	2,390	3,710	5,300
1989 Gran Fury, V-8						
4d Sed Salon	216	648	1,080	2,430	3,780	5,400

PONTIAC

	6	5	4	3	2	1
1960 Catalina, V-8, 122" wb						
4d Sed	700	2,100	3,500	7,880	12,250	17,500
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	1,100	3,300	5,500	12,380	19,250	27,500
2d HT	1,360	4,080	6,800	15,300	23,800	34,000
2d Conv	2,440	7,320	12,200	27,450	42,700	61,000
1960 Safari, V-8, 122" wb						
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
4d 6P Sta Wag	1,220	3,660	6,100	13,730	21,350	30,500
1960 Ventura, V-8, 122" wb						
4d HT	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
1960 Star Chief, V-8, 124" wb						
4d Sed	900	2,700	4,500	10,130	15,750	22,500
4d HT	980	2,940	4,900	11,030	17,150	24,500
2d Sed	1,120	3,360	5,600	12,600	19,600	28,000
1960 Bonneville, V-8, 124" wb						
4d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1960 Bonneville Safari, V-8, 122" wb						
4d Sta Wag	1,280	3,840	6,400	14,400	22,400	32,000

NOTE: Add 5 perecent for 389-cid-283-hp V-8. Add 10% for 389/303-hp V-8. Add 15% for 389/315-hp Tri-Power V-8. Add 20% for 389/345 "NASCAR" four-barrel V-8. Add 30% for 389/348-hp Tri-Power V-8.

1961 Tempest Compact, 4-cyl.						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	490	1,460	2,440	5,490	8,540	12,200
2d Cus Cpe	540	1,620	2,700	6,080	9,450	13,500
4d Safari Wag	530	1,590	2,650	5,960	9,280	13,250

NOTE: Add 20% for 215-cid/155-hp V-8.

1961 Catalina, V-8, 119" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d HT	1,340	4,020	6,700	15,080	23,450	33,500
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Safari Wag	1,200	3,600	6,000	13,500	21,000	30,000
2d HT421 Super Duty	10,000	30,000	50,000	125,000	175,000	250,000
1961 Ventura, V-8, 119" wb						
4d HT	900	2,700	4,500	10,130	15,750	22,500
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
1961 Star Chief, V-8, 123" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
4d HT	860	2,580	4,300	9,680	15,050	21,500
1961 Bonneville, V-8, 123" wb						
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1961 Bonneville Safari, V-8, 119" wb						
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 5% for 389-cid/230-hp V-8. Add 10% for 389/23-hp V-8. Add 10 pecent for 389-cid/267-hp v-8. Add 15% for 389/283-hp V-8. Add 20% for 389/303-hp V-8. Add 25% for 389/303-hp V-8. Add 25% for 389/318-hp Tri-Power V-8. Add 30 pecent for 389/333-hp V-8. Add 35% for 389/348-hp Tri-Powe V-8. Add 40% for 421-cid/405-p dual quad V-8. Add 25% for aluminum front sheet metal. Add 10 pecent for 4-speed manual transmission. Add 5% for 3-lug wheels.

1962 Tempest, 4-cyl., 122" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	490	1,460	2,440	5,490	8,540	12,200
2d HT	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
4d Safari	530	1,590	2,650	5,960	9,280	13,250

NOTE: Add 10% for 215-cid/155-hp V-8. Add 20 pecent for 215-cid/215-hp V-8.

1962 Catalina, V-8, 120" wb						
4d Sed	680	2,040	3,400	7,650	11,900	17,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,340	4,020	6,700	15,080	23,450	33,500
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed (421/405)	7,000	21,000	35,000	78,750	122,500	175,000
1962 Star Chief, V-8, 123" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
1962 Bonneville, V-8, 123" wb, Sta Wag 119" wb						
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1962 Grand Prix, V-8, 120" wb						
2d HT	1,600	4,800	8,000	18,000	28,000	40,000

NOTE: Add 5% for 389-cid/230-hp V-8. Add 10% for 389/235-hp V-8. Add 15% for 389/267-hp V-8. Add 20 pecent for 389/283-hp V-8. Add 25% ofor 389/303-hp V-8. Add 30% for 389/333-hp V-8. Add 40% for 389/348-hp Tri-Power V-8. Add 35% for 389-cid/318-hp Tri-Power V-8. Add 45% for 389/385-hp V-8. Add 50% for 421-cid/405-hp V-8. Add 10% for 8-lug wheels..

1963 Tempest (Compact), 4-cyl., 112" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
2d Conv	1,100	3,300	5,500	12,380	19,250	27,500
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1963 LeMans, V-8, 112" wb						
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for 326-cid/260-hp V-8.

1963 Catalina, V-8, 119" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1963 Catalina Super-Duty						
2d HT (421/405)	8,000	24,000	40,000	90,000	140,000	200,000
2d HT (421/410)	8,400	25,200	42,000	94,500	147,000	210,000
2d Sed (421/405)	7,800	23,400	39,000	87,750	136,500	195,000
2d Sed (421/410)	7,840	23,520	39,200	88,200	137,200	196,000

NOTE: Add 5% for 4-speed.

1963 Star Chief, V-8, 123" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	880	2,640	4,400	9,900	15,400	22,000
1963 Bonneville, V-8, 123" wb						
2d HT	1,880	5,640	9,400	21,150	32,900	47,000
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
4d Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000
1963 Grand Prix, V-8, 120" wb						
2d HT	1,680	5,040	8,400	18,900	29,400	42,000

NOTE: Add 5% for 389-cid/230-hp V-8. Add 10% for 389/235-hp Bonneville V-8. Add 15% for 389/267-hp V-8. Add 15% for 389/283-hp V-8. Add 20% for 389/303-hp V-8. Add 25% for 389/313-hp Tri-Power V-8. Add 30% for 421-cid/353-hp Tri-Power V-8. Add 35% for 421/370-hp Tri-Power V-8. Add 40% for 421/390-hp V-8. Add 45% for 421/405-hp dual-quad V-8. Add 50% for 421/410-hp Tri-Power V-8.

1964 Tempest Custom 21, V-8, 115" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d HT	840	2,520	4,200	9,450	14,700	21,000
2d Conv	1,100	3,300	5,500	12,380	19,250	27,500
4d Sta Wag	600	1,800	3,000	6,750	10,500	15,000
1964 LeMans, V-8, 115" wb						
2d HT	960	2,880	4,800	10,800	16,800	24,000
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d GTO Cpe	2,000	6,000	10,000	22,500	35,000	50,000

Note: Add 5% for 326-cid/250-hp V-8. Add 10% for 326/280-hp V-8. Add 40% for GTO with 389/340-hp Tri-Power V-8.

2d GTO Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d GTO HT	2,200	6,600	11,000	24,750	38,500	55,000

NOTE: Add 10% for 326/250 V-8. Add 20% for 326/280 V-8. Deduct 10% for six. Add 20% for GTO tri-power V-8.

1964 Catalina, V-8, 120" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d HT	680	2,040	3,400	7,650	11,900	17,000
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1d Sed 421 Super Duty	8,000	24,000	40,000	100,000	140,000	200,000
2d HT 421 Super Duty	8,400	25,200	42,000	105,000	147,000	210,000
1964 Star Chief, V-8, 123" wb						
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d HT	880	2,640	4,400	9,900	15,400	22,000
1964 Bonneville, V-8, 123" wb						
4d HT	840	2,520	4,200	9,450	14,700	21,000
2d HT	1,880	5,640	9,400	21,150	32,900	47,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
4d Sta Wag	1,120	3,360	5,600	12,600	19,600	28,000
1964 Grand Prix, V-8, 120" wb						
2d HT	1,680	5,040	8,400	18,900	29,400	42,000

NOTE: Deduct 5% for 389-cid/230-hp Economy V-8 Add 10% for 389/306-hp V-8. Add 15% for 421/320-hp V-8. Add 20% 389/330-hp Tri-Power V-8. Add 25% for 421/350-hp Tri-Power V-8. Add 20% for Catalina 2+2.

1965 Tempest, 115" wb						
4d Sed	780	2,350	3,920	8,820	13,720	19,600
2d Spt Cpe	940	2,830	4,720	10,620	16,520	23,600
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1965 LeMans, 115" wb						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
2d GTO Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d GTO HT	2,200	6,600	11,000	24,750	38,500	55,000
2d GTO Cpe	1,920	5,760	9,600	21,600	33,600	48,000

NOTE: Add 20% for 326/250 V-8. Add 25% for 320/285 V-8. Add 20% for GTO 389/360 tri-power. Add 10% for Rally Rims. Add 10% for 4-speed.

1965 Catalina, V-8, 121" wb						
4d Sed	392	1,176	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500
1965 Star Chief, V-8, 123" wb						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
1965 Bonneville, V-8, 123" wb						
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d 2S Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1965 Grand Prix, 120" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 10% for 389/335 V-8. Add 20% for 389/360 tri-power V-8. Add 15% for 421/338 V-8. Add 20% for 421/356 tri-power V-8. Add 30% for 421/376 tri-power V-8. Add 20% for 2+2 option.

1966 Tempest Custom, OHC-6, 115" wb						
4d Sed	780	2,350	3,920	8,820	13,720	19,600
4d HT	830	2,480	4,140	9,320	14,490	20,700
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe	940	2,830	4,720	10,620	16,520	23,600
2d Conv	1,360	4,080	6,800	15,300	23,800	34,000
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1966 LeMans, OHC-6, 115" wb						
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
1966 GTO, V-8, 115" wb						
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Cpe	1,920	5,760	9,600	21,600	33,600	48,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 5% for 4-speed. Add 10% for Rally Rims. Add 20% for 326/250 V-8. Add 25% for 326/285 V-8. Add 25% for GTO 389/360 tri power V-8. Add 30% for tri power option.

1966 Catalina, V-8, 121" wb						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	700	2,100	3,500	7,880	12,250	17,500
1966 2 Plus 2, V-8, 121" wb						
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1966 Executive, V-8, 124" wb						
4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
1966 Bonneville, V-8, 124" wb						
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1966 Grand Prix, V-8, 121" wb						
2d HT	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 10% for 389/325 V-8. Add 20% for 421/338 V-8. Add 30% for 421/356 V-8 tri-power. Add 40% for 421/376 V-8 tri-power. Add 10% for Venture Custom (Catalina)

1967 Tempest, 6-cyl., 115" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1967 Tempest Custom, 6-cyl., 115" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
4d HT	830	2,480	4,140	9,320	14,490	20,700
4d Sed	780	2,350	3,920	8,820	13,720	19,600
4d Sta Wag	740	2,220	3,700	8,330	12,950	18,500
1967 Lemans, 6-cyl., 115" wb						
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,360	4,080	6,800	15,300	23,800	34,000

NOTE: Add 20% for V-8.

1967 Tempest Safari, 6-cyl., 115" wb						
4d Sta Wag	800	2,400	4,000	9,000	14,000	20,000

NOTE: Add 10% for Sprint 6. Add 20% for 326/255. Add 25% for 326/285.

1967 GTO, V-8, 115" wb						
2d Cpe	1,960	5,880	9,800	22,050	34,300	49,000
2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 30% for 400/360 V-8. Add 40% for Ram Air V-8. Deduct 10% for 400/255 V-8.

1967 Catalina, V-8, 121" wb						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
1967 2 Plus 2, V-8, 121" Wb						
2d HT	1,160	3,480	5,800	13,050	20,300	29,000

	6	5	4	3	2	1
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
4d 3S Sta Wag	780	2,340	3,900	8,780	13,650	19,500

1967 Executive, V-8, 124" wb, Sta Wag 121" wb

4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d 3S Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1967 Bonneville, V-8, 124" wb

4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	820	2,460	4,100	9,230	14,350	20,500

1967 Grand Prix, V-8, 121" wb

2d HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	1,600	4,800	8,000	18,000	28,000	40,000

NOTE: Add 25% for Catalina 2+2. Add 20% for 400/333 V-8. Add 30% for 428/360 V-8. Add 40% for 428/376 V-8. Add 10% for Ventura Custom.

1967 Firebird, V-8, 108" wb

2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000

NOTE: Deduct 10% for 230/165 OHC Six. Deduct 5% for 230/215 Sprint Six. Add 10% for 326/285 V-8. Add 30% for 400/325 V-8.

1968 Tempest, 6-cyl., 112" wb

2d Spt Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Cus "S" Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Cus "S" HT	800	2,400	4,000	9,000	14,000	20,000
2d Cus "S" Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d LeMans	760	2,280	3,800	8,550	13,300	19,000
2d LeMans Spt Cpe	920	2,760	4,600	10,350	16,100	23,000
2d LeMans Conv	1,080	3,240	5,400	12,150	18,900	27,000

NOTE: Add 20% for V-8. Add 10% for 350/265 V-8. Add 25% for 350/320 V-8. Deduct 5% for 230/215 OHC-6.

1968 GTO, V-8, 112" wb

2d HT	2,160	6,480	10,800	24,300	37,800	54,000
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 25% for Ram Air I; 40% for Ram Air II. Deduct 10% for 400/265 V-8. Add 30% for 400/360 H.O. V-8.

1968 Catalina, V-8, 122" wb

4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000

1968 Executive, V-8, 124" wb, Sta Wag 121" wb

4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d 3S Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1968 Bonneville, V-8, 125" wb

4d Sed	470	1,410	2,350	5,290	8,230	11,750
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	820	2,460	4,100	9,230	14,350	20,500

1968 Grand Prix, V-8, 118" wb

2d HT	1,080	3,240	5,400	12,150	18,900	27,000

NOTE: Add 15% for 400/340 V-8. Add 20% for 428/375 V-8. Add 30% for 428/390 V-8.

1968 Firebird, V-8, 108" wb

2d Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000

NOTE: Add 10% for 350/320 V-8. Add 25% for 400/330 V-8. Add 30% for 400/335 RA V-8. Deduct 10% for 250/175 OHC-6. Deduct 5% for 250/215 OHC-6.

1969 Tempest, V-8, 116" wb, 2d 112" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000

1969 Tempest "S" Custom, V-8, 116" wb, 2d 112" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000

1969 Tempest Lemans, V-8, 116" wb, 2d 112" wb

4d HT	540	1,620	2,700	6,080	9,450	13,500
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,360	4,080	6,800	15,300	23,800	34,000

1969 Tempest Safari, V-8, 116" wb

4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500

NOTE: Add 5% for 250/230 Sprint OHC-6. Add 10% for 350/265 V-8. Add 25% for 350/330 V-8.

1969 GTO, V-8, 112" wb

2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d Judge HT	3,800	11,400	19,000	42,750	66,500	95,000
2d Judge Conv	4,400	13,200	22,000	49,500	77,000	110,000

NOTE: Add 40% for Ram Air III. Add 50% for Ram Air IV. Deduct 10% for 400/265 V-8. Ram Air III V-8 standard in GTO Judge.

1969 Catalina, V-8, 122" wb

4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d 3S Sta Wag	720	2,160	3,600	8,100	12,600	18,000

1969 Executive, V-8, 125" wb, Sta Wag 122" wb

4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d 3S Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1969 Bonneville, V-8, 125" wb

4d Sed	470	1,410	2,350	5,290	8,230	11,750
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	820	2,460	4,100	9,230	14,350	20,500

1969 Grand Prix, V-8, 118" wb

2d HT	960	2,880	4,800	10,800	16,800	24,000

NOTE: Add 20% for 428/360 V-8. Add 25% for 428-370 V-8. Add 30% for 428/390 V-8.

1969 Firebird, V-8, 108" wb

2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,400	4,200	7,000	15,750	24,500	35,000
2d Trans Am Cpe	2,600	7,800	13,000	29,250	45,500	65,000
2d Trans Am Conv (8 produced)	40,000	120,000	200,000	450,000	700,000	1,000,000

NOTE: Deduct 20% for 250/175 OHC-6. Deduct 5% for 250/230 OHC-6 (Sprint). Add 10% for 350/325 V-8. Add 60% for 400/335 V-8. Add 70% for 400/345 Ram Air V-8.

1970 Tempest, V-8, 116" wb, 2d 112" wb

4d Sed	440	1,320	2,200	4,950	7,700	11,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe	680	2,040	3,400	7,650	11,900	17,000

1970 LeMans, V-8, 116" wb, 2d 112" wb

4d Sed	480	1,440	2,400	5,400	8,400	12,000
4d HT	540	1,620	2,700	6,080	9,450	13,500
2d Cpe	720	2,160	3,600	8,100	12,600	18,000
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
4d Sta Wag	440	1,320	2,200	4,950	7,700	11,000

1970 LeMans Sport, V-8, 116" wb, 2d 112" wb

4d HT	520	1,560	2,600	5,850	9,100	13,000
2d Cpe	740	2,220	3,700	8,330	12,950	18,500
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500

1970 LeMans GT 37, V-8, 112" wb

2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d HT	1,140	3,420	5,700	12,830	19,950	28,500

NOTE: Add 10% for 400/265 V-8. Add 25% for 400/330 V-8.

1970 GTO, V-8, 112" wb

2d HT	2,400	7,200	12,000	27,000	42,000	60,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
2d Judge HT	3,800	11,400	19,000	42,750	66,500	95,000
2d Judge Conv	6,000	18,000	30,000	67,500	105,000	150,000

NOTE: Add 75% for Ram Air IV. Add 40% for Ram Air III (std. in GTO Judge)

1970 Catalina, V-8, 122" wb

4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
4d 3S Sta Wag	720	2,160	3,600	8,100	12,600	18,000

1970 Executive, V-8, 125" wb, Sta Wag 122" wb

4d Sed	460	1,380	2,300	5,180	8,050	11,500
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d 3S Sta Wag	800	2,400	4,000	9,000	14,000	20,000

1970 Bonneville, V-8, 125" wb, Sta Wag 122" wb

4d Sed	470	1,410	2,350	5,290	8,230	11,750
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
4d 3S Sta Wag	820	2,460	4,100	9,230	14,350	20,500

NOTE: Add 30% for 428/360 V-8. Add 35% for 428/370 V-8. Add 40% for 455/370 V-8.

1970 Grand Prix, V-8, 118" wb

2d Hurst "SSJ" HT	2,000	6,000	10,000	22,500	35,000	50,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 25% for SJ; 10% for 455/370 V-8.

1970 Firebird, V-8, 108" wb

2d Firebird	1,000	3,000	5,000	11,250	17,500	25,000
2d Esprit	1,040	3,120	5,200	11,700	18,200	26,000
2d Formula 400	2,000	6,000	10,000	22,500	35,000	50,000
2d Trans Am	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 75% for Ram Air IV. Add 40% for Ram Air III.

1971 Ventura II, V-8, 111" wb

2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sed	300	900	1,500	3,380	5,250	7,500

NOTE: Deduct 10% for 6-cyl. Add 10% for Sprint package.

1971 LeMans T37, V-8, 116" wb, 2d 112" wb

2d Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d HT	800	2,400	4,000	9,000	14,000	20,000

1971 LeMans, V-8, 116" wb, 2d 112" wb

2d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sed	420	1,260	2,100	4,730	7,350	10,500
4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d 3S Sta Wag	460	1,380	2,300	5,180	8,050	11,500
4d 2S Sta Wag	470	1,420	2,360	5,310	8,260	11,800

NOTE: Deduct 10% for 6-cyl.

1971 LeMans Sport, V-8, 116" wb, 2d 112" wb

4d HT	430	1,300	2,160	4,860	7,560	10,800
2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000

1971 LeMans GT 37, V-8, 112" wb

2d HT	1,020	3,060	5,100	11,480	17,850	25,500

Note: Add 5% for 400/265 V-8. Add 10% for 400/300 V-8. Add 20% for 455/325 V-8. Add 30% for 455/335 V-8. Deduct 20% for 6-cyl.

1971 GTO

2d HT	2,400	7,200	12,000	27,000	42,000	60,000
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
2d Judge HT	5,000	15,000	25,000	56,250	87,500	125,000
2d Judge Conv	14,600	43,800	73,000	164,250	255,500	365,000

NOTE: Add 20% for 455/325 V-8. Add 30% for 455/335 H.O. V-8. 17 Judge Convertibles made.

1971 Catalina

4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

1971 Safari, V-8, 127" wb

4d 2S Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d 3S Sta Wag	740	2,220	3,700	8,330	12,950	18,500

1971 Catalina Brougham, V-8, 123" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	940	2,820	4,700	10,580	16,450	23,500

1971 Grand Safari, V-8, 127" wb

4d 2S Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 3S Sta Wag	760	2,280	3,800	8,550	13,300	19,000

1971 Bonneville

4d Sed	470	1,410	2,350	5,290	8,230	11,750
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000

1971 Grandville

4d HT	660	1,980	3,300	7,430	11,550	16,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000

1971 Grand Prix

2d HT	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 10% for SJ package.

1971 Firebird, V-8, 108" wb

2d Firebird	1,000	3,000	5,000	11,250	17,500	25,000
2d Esprit	1,080	3,240	5,400	12,150	18,900	27,000
2d Formula	2,000	6,000	10,000	22,500	35,000	50,000
2d Trans Am	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Deduct 20% for 6-cyl. Add 10% for 400/265 V-8. Add 25% for Forumula 455.

1972 Ventura, V-8, 111" wb

4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	400	1,200	2,000	4,500	7,000	10,000

NOTE: Deduct 10% for 6-cyl.

1972 LeMans, V-8

2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d HT	480	1,440	2,400	5,400	8,400	12,000
4d Sed	300	900	1,500	3,380	5,250	7,500

1972 LeMans Sport, V-8

2d HT	1,080	3,240	5,400	12,150	18,900	27,000
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000

1972 Luxury LeMans, V-8

4d HT	440	1,320	2,200	4,950	7,700	11,000
2d HT	920	2,760	4,600	10,350	16,100	23,000

NOTE: Add 5% for GT package. Add 10% for 400/175 V-8. Add 20% for 400/200 V-8. Add 10% for 455/250 V-8. Add 20% for 455/250/ V-8. Add 35% for 455/360 V-8. Deduct 10% for 6-cyl.

1972 GTO

2d HT	2,200	6,600	11,000	24,750	38,500	55,000
2d Sed	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Add 15% for 455/300hp V-8 in GTO models.

1972 Catalina, V-8, 123" wb

4d Sed	390	1,180	1,960	4,410	6,860	9,800
4d HT	480	1,440	2,400	5,400	8,400	12,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000

1972 Catalina Brougham, V-8, 123" wb

4d Sed	400	1,200	2,000	4,500	7,000	10,000
4d HT	500	1,500	2,500	5,630	8,750	12,500
2d HT	960	2,880	4,800	10,800	16,800	24,000

1972 Bonneville

4d Sed	470	1,410	2,350	5,290	8,230	11,750
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000

1972 Grandville

4d HT	660	1,980	3,300	7,430	11,550	16,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000

1972 Safari, V-8, 127" wb

4d 2S Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d 3S Sta Wag	740	2,220	3,700	8,330	12,950	18,500

1972 Grand Safari, V-8, 127" wb

4d 2S Sta Wag	780	2,340	3,900	8,780	13,650	19,500
4d 3S Sta Wag	840	2,520	4,200	9,450	14,700	21,000

NOTE: Add 5% for 400/200 V-8. Add 10% for 400/240 V-8. Add 10% for 455/220 V-8. Add 20% for 455/250 V-8.

1972 Grand Prix

2d HT	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 5% for 400/240 V-8. Add 10% for 455/250 V-8.

1972 Firebird, V-8, 108" wb

2d Firebird	1,000	3,000	5,000	11,250	17,500	25,000
2d Esprit	1,080	3,240	5,400	12,150	18,900	27,000
2d Formula	2,000	6,000	10,000	22,500	35,000	50,000
2d Trans Am	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 30% for 455 cid V-8. Deduct 10% for 6-cyl.

1973 Ventura, V-8

4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d HBk Cpe	400	1,200	2,000	4,500	7,000	10,000

NOTE: Add 10% for Ventura Custom. Deduct 10% for 6-cyl.

1973 LeMans

4d Sed	280	840	1,400	3,150	4,900	7,000
2d HT	960	2,880	4,800	10,800	16,800	24,000

1973 LeMans Spt

2d Cpe	960	2,880	4,800	10,800	16,800	24,000

1973 Luxury LeMans

2d HT	840	2,520	4,200	9,450	14,700	21,000
4d HT	400	1,200	2,000	4,500	7,000	10,000

1973 LeMans Safari, V-8, 116" wb

4d 2S Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d 3S Sta Wag	500	1,500	2,500	5,630	8,750	12,500

1973 Grand Am

2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d GTO Spt Cpe	1,260	3,780	6,300	14,180	22,050	31,500

NOTE: Add 30% for 455 V-8.

1973 Catalina

4d HT	460	1,380	2,300	5,180	8,050	11,500
2d HT	920	2,760	4,600	10,350	16,100	23,000

1973 Bonneville

4d Sed	470	1,410	2,350	5,290	8,230	11,750
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000

1973 Safari, V-8, 127" wb

4d 2S Sta Wag	720	2,160	3,600	8,100	12,600	18,000

	6	5	4	3	2	1
4d 3S Sta Wag	740	2,220	3,700	8,330	12,950	18,500
1973 Grand Safari, V-8, 127" wb						
4d 2S Sta Wag	740	2,220	3,700	8,330	12,950	18,500
4d 3S Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1973 Grandville						
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
1973 Grand Prix						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1973 Firebird, V-8, 108" wb						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Esprit	1,080	3,240	5,400	12,150	18,900	27,000
2d Formula	2,000	6,000	10,000	22,500	35,000	50,000
2d Formula SD-455	6,000	18,000	30,000	67,500	105,000	150,000
2d Trans Am	2,600	7,800	13,000	29,250	45,500	65,000
2d Trans Am SD-455	8,000	24,000	40,000	90,000	140,000	200,000

NOTE: Add $500. for Firebird hood decal. Deduct 10% for 6-cyl. Firebird / Esprit.

1974 Ventura, V-8						
4d Sed	300	900	1,500	3,380	5,250	7,500
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d HBk	400	1,200	2,000	4,500	7,000	10,000
2d GTO Cpe	1,400	4,200	7,000	15,750	24,500	35,000
1974 Ventura						
2d GTO HBK	1,400	4,200	7,000	15,750	24,500	35,000
1974 Ventura, V-8						

NOTE: Add 5% for Custom model; 30% for GTO pkg. Deduct 10% for 6-cyl.

1974 LeMans						
4d HT	360	1,080	1,800	4,050	6,300	9,000
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1974 LeMans Sport						
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
1974 Luxury LeMans						
4d HT	400	1,200	2,000	4,500	7,000	10,000
2d HT	840	2,520	4,200	9,450	14,700	21,000
4d Safari	500	1,500	2,500	5,630	8,750	12,500

NOTE: Add 10% for GT option.

1974 Grand Am						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d HT	800	2,400	4,000	9,000	14,000	20,000
1974 Catalina						
4d HT	460	1,380	2,300	5,180	8,050	11,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
4d Sed	340	1,020	1,700	3,830	5,950	8,500
4d Safari	580	1,740	2,900	6,530	10,150	14,500
1974 Bonneville						
4d Sed	470	1,410	2,350	5,290	8,230	11,750
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d HT	1,020	3,060	5,100	11,480	17,850	25,500
1974 Grandville						
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000
4d 2S Grand Safari Wag	740	2,220	3,700	8,330	12,950	18,500
4d 3S Grand Safari Wag	760	2,280	3,800	8,550	13,300	19,000
1974 Grand Prix						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
1974 Firebird, V-8, 108" wb						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Esprit	1,080	3,240	5,400	12,150	18,900	27,000
2d Formula	1,840	5,520	9,200	20,700	32,200	46,000
2d Formula SD-455	4,800	14,400	24,000	54,000	84,000	120,000
2d Trans Am	2,600	7,800	13,000	29,250	45,500	65,000
2d Trans Am SD-455	7,000	21,000	35,000	78,750	122,500	175,000

NOTE: Add $500. for Firebird hood decal. Deduct 10% for 6-cyl. (Firebird / Esprit).

1975 Astre S						
2d Cpe	260	780	1,300	2,930	4,550	6,500
2d HBk	270	800	1,340	3,020	4,690	6,700
2d Safari	300	900	1,500	3,380	5,250	7,500
1975 Astre						
2d HBk	280	840	1,400	3,150	4,900	7,000
2d Safari	310	920	1,540	3,470	5,390	7,700

NOTE: Add 10% for Astre "SJ".

1975 Ventura						
4d Sed	280	840	1,400	3,150	4,900	7,000
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d HBk	400	1,200	2,000	4,500	7,000	10,000

NOTE: Add 15% for Ventura "SJ"; 5% for Ventura Custom. Deduct 5% for Ventura "S".

1975 LeMans						
4d HT	360	1,080	1,800	4,050	6,300	9,000
2d HT	960	2,880	4,800	10,800	16,800	24,000
4d Safari	480	1,440	2,400	5,400	8,400	12,000

NOTE: Add 10% for Grand LeMans.

1975 LeMans Sport						
2d HT Cpe	960	2,880	4,800	10,800	16,800	24,000
1975 Grand Am						
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000

NOTE: Add 5% for 4-speed; 20% for 455 HO V-8.

1975 Catalina						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d Safari	580	1,740	2,900	6,530	10,150	14,500
1975 Bonneville						
4d HT	620	1,860	3,100	6,980	10,850	15,500
2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
4d Gr Safari Wag	680	2,040	3,400	7,650	11,900	17,000
1975 Grand Ville Brougham						
4d HT	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,240	3,720	6,200	13,950	21,700	31,000

NOTE: Add 20% for 455 V-8.

1975 Grand Prix						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d "LJ" Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d "SJ" Cpe	1,400	4,200	7,000	15,750	24,500	35,000

NOTE: Add 12% for 455 V-8.

1975 Firebird, V-8, 108" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Esprit	1,000	3,000	5,000	11,250	17,500	25,000
2d Formula	1,800	5,400	9,000	20,250	31,500	45,000
Trans Am	2,600	7,800	13,000	29,250	45,500	65,000

NOTE: Add 20% for 455 HO V-8; 10% for 4-speed; $150 for Honeycomb wheels. Deduct 25% for 6-cyl.

1976 Astre, 4-cyl.						
2d Cpe	280	840	1,400	3,150	4,900	7,000
2d HBk	280	840	1,400	3,150	4,900	7,000
2d Sta Wag	300	900	1,500	3,380	5,250	7,500
1976 Sunbird, 4-cyl.						
2d Cpe	300	900	1,500	3,380	5,250	7,500
1976 Ventura, V-8						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe	260	780	1,300	2,930	4,550	6,500
2d HBk	260	780	1,300	2,930	4,550	6,500
1976 Ventura SJ, V-8						
4d Sed	220	660	1,100	2,480	3,850	5,500
2d Cpe	280	840	1,400	3,150	4,900	7,000
2d HBk	280	840	1,400	3,150	4,900	7,000
1976 LeMans, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
4d 2S Safari Wag	480	1,440	2,400	5,400	8,400	12,000
4d 3S Safari Wag	500	1,500	2,500	5,630	8,750	12,500
1976 LeMans Sport Cpe, V-8						
2d Cpe	960	2,880	4,800	10,800	16,800	24,000
1976 Grand LeMans, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Sed	860	2,580	4,300	9,680	15,050	21,500
4d 2S Safari Wag	500	1,500	2,500	5,630	8,750	12,500
4d 3S Safari Wag	520	1,560	2,600	5,850	9,100	13,000
1976 Catalina, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d 2S Safari Wag	580	1,740	2,900	6,530	10,150	14,500
4d 3S Safari Wag	600	1,800	3,000	6,750	10,500	15,000
1976 Bonneville, V-8						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
1976 Bonneville Brougham, V-8						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Cpe	1,060	3,180	5,300	11,930	18,550	26,500
1976 Grand Safari, V-8						
4d 2S Sta Wag	660	1,980	3,300	7,430	11,550	16,500
4d 3S Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1976 Grand Prix, V-8						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe SJ	1,440	4,320	7,200	16,200	25,200	36,000
2d Cpe LJ	960	2,880	4,800	10,800	16,800	24,000

NOTE: Add 10% for T-tops & Anniversary model.

1976 Firebird, V-8						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Esprit Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Formula Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Trans Am Cpe	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: Add 20% for 455 HO V-8; 10% for 4-speed; $150 for Honeycomb wheels; 20% for Limited Edition. Deduct 25% for 6-cyl.

1977 Astre, 4-cyl.						
2d Cpe	280	840	1,400	3,150	4,900	7,000
2d HBk	280	840	1,400	3,150	4,900	7,000
2d Sta Wag	300	900	1,500	3,380	5,250	7,500
1977 Sunbird, 4-cyl.						
2d Cpe	300	900	1,500	3,380	5,250	7,500
2d HBk	300	900	1,500	3,380	5,250	7,500
1977 Phoenix, V-8						
4d Sed	180	540	900	2,030	3,150	4,500
2d Cpe	200	600	1,000	2,250	3,500	5,000
1977 Ventura, V-8						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe	260	780	1,300	2,930	4,550	6,500
2d HBk	260	780	1,300	2,930	4,550	6,500
1977 Ventura SJ, V-8						
4d Sed	220	660	1,100	2,480	3,850	5,500
2d Cpe	280	840	1,400	3,150	4,900	7,000
2d HBk	280	840	1,400	3,150	4,900	7,000
1977 LeMans, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
4d 2S Sta Wag	480	1,440	2,400	5,400	8,400	12,000
4d 3S Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1977 LeMans Sport Cpe, V-8						
2d Cpe	960	2,880	4,800	10,800	16,800	24,000

NOTE: Add 100% for Can Am option.

1977 Grand LeMans, V-8						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Cpe	860	2,580	4,300	9,680	15,050	21,500
4d 2S Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d 3S Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1977 Catalina, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
4d 2S Safari Wag	500	1,500	2,500	5,630	8,750	12,500
4d 3S Safari Wag	520	1,560	2,600	5,850	9,100	13,000
1977 Bonneville, V-8						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Cpe	1,020	3,060	5,100	11,480	17,850	25,500
1977 Bonneville Brougham, V-8						
4d Sed	580	1,740	2,900	6,530	10,150	14,500
2d Cpe	1,040	3,120	5,200	11,700	18,200	26,000
1977 Grand Safari						
4d 2S Sta Wag	560	1,680	2,800	6,300	9,800	14,000
4d 3S Sta Wag	680	2,040	3,400	7,650	11,900	17,000

	6	5	4	3	2	1
1977 Grand Prix, V-8						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe LJ	960	2,880	4,800	10,800	16,800	24,000
2d Cpe SJ	1,440	4,320	7,200	16,200	25,200	36,000
1977 Firebird, V-8						
2d Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Esprit Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Formula Cpe	1,600	4,800	8,000	18,000	28,000	40,000
2d Trans Am Cpe	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: Add 10% for 4-speed; 10% for L78 option.

1978 Sunbird						
2d Cpe	240	720	1,200	2,700	4,200	6,000
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d Spt HBk	240	720	1,200	2,700	4,200	6,000
4d Spt Wag	280	840	1,400	3,150	4,900	7,000
1978 Phoenix						
4d Sed	180	540	900	2,030	3,150	4,500
2d Cpe	190	580	960	2,160	3,360	4,800
2d HBk	200	590	980	2,210	3,430	4,900
1978 Phoenix LJ						
4d Sed	190	580	960	2,160	3,360	4,800
2d Cpe	200	600	1,000	2,250	3,500	5,000
1978 LeMans						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d 2S Sta Wag	390	1,180	1,960	4,410	6,860	9,800
1978 Grand LeMans						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
4d 2S Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1978 Grand Am						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
1978 Catalina						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
4d 2S Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1978 Bonneville						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
4d 2S Sta Wag	520	1,560	2,600	5,850	9,100	13,000
1978 Bonneville Brougham						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
1978 Grand Prix						
2d Cpe	650	1,940	3,240	7,290	11,340	16,200
2d Cpe LJ	840	2,520	4,200	9,450	14,700	21,000
2d Cpe SJ	1,200	3,600	6,000	13,500	21,000	30,000
1978 Firebird, V-8, 108" wb						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Esprit Cpe	930	2,780	4,640	10,440	16,240	23,200
2d Formula Cpe	1,200	3,600	6,000	13,500	21,000	30,000
2d Trans Am Cpe	2,320	6,960	11,600	26,100	40,600	58,000

NOTE: Add 10% for 4-speed; 10% for L78 option.

1979 Sunbird						
2d Cpe	240	720	1,200	2,700	4,200	6,000
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d HBk	240	720	1,200	2,700	4,200	6,000
4d Sta Wag	280	840	1,400	3,150	4,900	7,000
1979 Phoenix						
2d Sed	190	580	960	2,160	3,360	4,800
2d Cpe	200	590	980	2,210	3,430	4,900
2d HBk	200	600	1,000	2,250	3,500	5,000
1979 Phoenix LJ						
4d Sed	180	540	900	2,030	3,150	4,500
2d Cpe	200	600	1,000	2,250	3,500	5,000
1979 LeMans						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	390	1,180	1,960	4,410	6,860	9,800
1979 Grand LeMans						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	460	1,380	2,300	5,180	8,050	11,500
1979 Grand Am						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
1979 Catalina						
4d Sed	260	790	1,320	2,970	4,620	6,600
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
4d Sta Wag	480	1,440	2,400	5,400	8,400	12,000
1979 Bonneville						
4d Sed	390	1,180	1,960	4,410	6,860	9,800
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag	500	1,500	2,500	5,630	8,750	12,500
1979 Bonneville Brougham						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
1979 Grand Prix						
2d Cpe	650	1,940	3,240	7,290	11,340	16,200
2d LJ Cpe	840	2,520	4,200	9,450	14,700	21,000
2d SJ Cpe	1,200	3,600	6,000	13,500	21,000	30,000
1979 Firebird, V-8, 108" wb						
2d Cpe	890	2,680	4,460	10,040	15,610	22,300
2d Esprit Cpe	930	2,780	4,640	10,440	16,240	23,200
2d Formula Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d Trans Am Cpe	2,200	6,600	11,000	24,750	38,500	55,000

NOTE: Add 25% for 10th Anniversary Edition; 10% for 4-speed.

1980 Sunbird, V-6						
2d Cpe	240	720	1,200	2,700	4,200	6,000
2d HBk	240	720	1,200	2,700	4,200	6,000
2d Spt Cpe	260	780	1,300	2,930	4,550	6,500
2d Cpe HBk	260	780	1,300	2,930	4,550	6,500

NOTE: Deduct 10% for 4-cyl.

1980 Phoenix, V-6						
2d Cpe	190	580	960	2,160	3,360	4,800
4d Sed HBk	160	480	800	1,800	2,800	4,000

NOTE: Deduct 10% for 4-cyl.

1980 Phoenix LJ, V-6						
2d Cpe	200	600	1,000	2,250	3,500	5,000
4d Sed HBk	180	540	900	2,030	3,150	4,500

NOTE: Deduct 10% for 4-cyl.

	6	5	4	3	2	1
1980 LeMans, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	390	1,180	1,960	4,410	6,860	9,800
NOTE: Deduct 10% for V-6.						
1980 Grand LeMans, V-8						
4d Sed	340	1,030	1,720	3,870	6,020	8,600
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
4d Sta Wag	360	1,080	1,800	4,050	6,300	9,000
NOTE: Deduct 10% for V-6.						
1980 Grand Am, V-8						
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
1980 Firebird, V-8						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Cpe Esprit	920	2,760	4,600	10,350	16,100	23,000
2d Cpe Formula	1,280	3,840	6,400	14,400	22,400	32,000
2d Cpe Trans Am	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 10% for Indy Pace Car. Deduct 15% for V-6.						
1980 Catalina, V-8						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d 2S Sta Wag	440	1,320	2,200	4,950	7,700	11,000
4d 3S Sta Wag	460	1,380	2,300	5,180	8,050	11,500
NOTE: Deduct 10% for V-6.						
1980 Bonneville, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
4d 2S Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d 3S Sta Wag	510	1,520	2,540	5,720	8,890	12,700
NOTE: Deduct 10% for V-6.						
1980 Bonneville Brougham, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Cpe	530	1,580	2,640	5,940	9,240	13,200
NOTE: Deduct 10% for V-6.						
1980 Grand Prix, V-8						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Cpe LJ	800	2,400	4,000	9,000	14,000	20,000
2d Cpe SJ	1,080	3,240	5,400	12,150	18,900	27,000
NOTE: Deduct 10% for V-6.						
1981 T1000, 4-cyl.						
2d Sed HBk	140	420	700	1,580	2,450	3,500
4d Sed HBk	144	432	720	1,620	2,520	3,600
1981 Phoenix, V-6						
2d Cpe	160	480	800	1,800	2,800	4,000
4d Sed HBk	160	480	800	1,800	2,800	4,000
NOTE: Deduct 10% for 4-cyl.						
1981 Phoenix LJ, V-6						
2d Cpe	160	490	820	1,850	2,870	4,100
4d Sed HBk	160	490	820	1,850	2,870	4,100
NOTE: Deduct 10% for 4-cyl.						
1981 LeMans, V-8						
4d Sed	200	590	980	2,210	3,430	4,900
4d Sed LJ	200	600	1,000	2,250	3,500	5,000
2d Cpe	280	840	1,400	3,150	4,900	7,000
4d Sta Wag	220	660	1,100	2,480	3,850	5,500
NOTE: Deduct 10% for V-6.						
1981 Grand LeMans, V-8						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe	290	860	1,440	3,240	5,040	7,200
4d Sta Wag	220	650	1,080	2,430	3,780	5,400
NOTE: Deduct 10% for V-6.						
1981 Firebird, V-8						
2d Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Cpe Esprit	860	2,580	4,300	9,680	15,050	21,500
2d Cpe Formula	1,200	3,600	6,000	13,500	21,000	30,000
2d Cpe Trans Am	1,400	4,200	7,000	15,750	24,500	35,000
2d Cpe Trans Am SE	1,520	4,560	7,600	17,100	26,600	38,000
NOTE: Deduct 15% for V-6.						
1981 Catalina, V-8						
4d Sed	260	780	1,300	2,930	4,550	6,500
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d 2S Sta Wag	440	1,320	2,200	4,950	7,700	11,000
4d 3S Sta Wag	460	1,380	2,300	5,180	8,050	11,500
NOTE: Deduct 10% for V-6.						
1981 Bonneville, V-8						
4d Sed	340	1,020	1,700	3,830	5,950	8,500
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
4d 2S Sta Wag	500	1,500	2,500	5,630	8,750	12,500
4d 3S Sta Wag	510	1,520	2,540	5,720	8,890	12,700
NOTE: Deduct 10% for V-6.						
1981 Bonneville Brougham, V-8						
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Cpe	530	1,580	2,640	5,940	9,240	13,200
1981 Grand Prix, V-8						
2d Cpe	600	1,800	3,000	6,750	10,500	15,000
2d Cpe LJ	720	2,160	3,600	8,100	12,600	18,000
2d Cpe Brgm	760	2,280	3,800	8,550	13,300	19,000
NOTE: Deduct 10% for V-6.						
1982 T1000, 4-cyl.						
4d Sed HBk	148	444	740	1,670	2,590	3,700
2d Cpe HBk	144	432	720	1,620	2,520	3,600
1982 J2000 S, 4-cyl.						
4d Sed	156	468	780	1,760	2,730	3,900
2d Cpe	160	480	800	1,800	2,800	4,000
4d Sta Wag	160	480	800	1,800	2,800	4,000
1982 J2000, 4-cyl.						
4d Sed	160	480	800	1,800	2,800	4,000
2d Cpe	164	492	820	1,850	2,870	4,100
2d Cpe HBk	168	504	840	1,890	2,940	4,200
4d Sta Wag	168	504	840	1,890	2,940	4,200
1982 J2000 LE, 4-cyl.						
4d Sed	164	492	820	1,850	2,870	4,100
2d Cpe	168	504	840	1,890	2,940	4,200
1982 J2000 SE, 4-cyl.						
2d Cpe HBk	176	528	880	1,980	3,080	4,400
1982 Phoenix, V-6						
4d Sed HBk	160	480	800	1,800	2,800	4,000
2d Cpe	160	480	800	1,800	2,800	4,000
NOTE: Deduct 10% for 4-cyl.						

	6	5	4	3	2	1
1982 Phoenix LJ, V-6						
4d Sed HBk	156	468	780	1,760	2,730	3,900
2d Cpe	160	480	800	1,800	2,800	4,000
NOTE: Deduct 10% for 4-cyl.						
1982 Phoenix SJ, V-6						
4d Sed HBk	160	480	800	1,800	2,800	4,000
2d Cpe	164	492	820	1,850	2,870	4,100
1982 6000, V-6						
4d Sed	168	504	840	1,890	2,940	4,200
2d Cpe	172	516	860	1,940	3,010	4,300
NOTE: Deduct 10% for 4-cyl.						
1982 6000 LE, V-6						
4d Sed	172	516	860	1,940	3,010	4,300
2d Cpe	176	528	880	1,980	3,080	4,400
NOTE: Deduct 10% for 4-cyl.						
1982 Firebird, V-8						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d Cpe SE	540	1,620	2,700	6,080	9,450	13,500
2d Cpe Trans Am	640	1,920	3,200	7,200	11,200	16,000
NOTE: Deduct 15% for V-6.						
1982 Bonneville, V-6						
4d Sed	210	620	1,040	2,340	3,640	5,200
4d Sta Wag	210	640	1,060	2,390	3,710	5,300
1982 Bonneville Brougham						
4d Sed	210	640	1,060	2,390	3,710	5,300
1982 Grand Prix, V-6						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe LJ	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Brgm	560	1,680	2,800	6,300	9,800	14,000
1983 1000, 4-cyl.						
4d Sed HBk	152	456	760	1,710	2,660	3,800
2d Cpe	148	444	740	1,670	2,590	3,700
1983 2000, 4-cyl.						
4d Sed	160	480	800	1,800	2,800	4,000
2d Cpe	164	492	820	1,850	2,870	4,100
2d Cpe HBk	168	504	840	1,890	2,940	4,200
4d Sta Wag	168	504	840	1,890	2,940	4,200
1983 2000 LE, 4-cyl.						
4d Sed	168	504	840	1,890	2,940	4,200
2d Cpe	172	516	860	1,940	3,010	4,300
4d Sta Wag	172	516	860	1,940	3,010	4,300
1983 2000 SE, 4-cyl.						
2d Cpe HBk	180	540	900	2,030	3,150	4,500
1983 Sunbird, 4-cyl.						
2d Conv	340	1,020	1,700	3,830	5,950	8,500
1983 Phoenix, V-6						
4d Sed HBk	160	490	820	1,850	2,870	4,100
2d Cpe	160	490	820	1,850	2,870	4,100
NOTE: Deduct 10% for 4-cyl.						
1983 Phoenix LJ, V-6						
4d Sed HBk	160	480	800	1,800	2,800	4,000
2d Cpe	164	492	820	1,850	2,870	4,100
NOTE: Deduct 10% for 4-cyl.						
1983 Phoenix SJ, V-6						
4d Sed HBk	164	492	820	1,850	2,870	4,100
2d Cpe	168	504	840	1,890	2,940	4,200
1983 6000, V-6						
4d Sed	172	516	860	1,940	3,010	4,300
2d Cpe	176	528	880	1,980	3,080	4,400
NOTE: Deduct 10% for 4-cyl.						
1983 6000 LE, V-6						
4d Sed	176	528	880	1,980	3,080	4,400
2d Cpe	180	540	900	2,030	3,150	4,500
NOTE: Deduct 10% for 4-cyl.						
1983 6000 STE, V-6						
4d Sed	188	564	940	2,120	3,290	4,700
1983 Firebird, V-8						
2d Cpe	500	1,500	2,500	5,630	8,750	12,500
2d Cpe SE	560	1,680	2,800	6,300	9,800	14,000
2d Cpe Trans Am	660	1,980	3,300	7,430	11,550	16,500
NOTE: Add 25% for Daytona 500 Limited Edition. Pkg. on Trans Am. Deduct 15% for V-6.						
1983 Bonneville, V-8						
4d Sed	210	640	1,060	2,390	3,710	5,300
4d Brgm	220	650	1,080	2,430	3,780	5,400
4d Sta Wag	220	660	1,100	2,480	3,850	5,500
NOTE: Deduct 10% for V-6.						
1983 Grand Prix, V-8						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe LJ	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Brgm	560	1,680	2,800	6,300	9,800	14,000
1984 1000, 4-cyl.						
4d HBk	152	456	760	1,710	2,660	3,800
2d HBk	148	444	740	1,670	2,590	3,700
1984 Sunbird 2000, 4-cyl.						
4d Sed LE	164	492	820	1,850	2,870	4,100
2d Sed LE	170	500	840	1,890	2,940	4,200
2d Conv LE	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag LE	168	504	840	1,890	2,940	4,200
4d Sed SE	168	504	840	1,890	2,940	4,200
2d Sed SE	180	540	900	2,030	3,150	4,500
2d HBk SE	180	540	900	2,030	3,150	4,500
NOTE: Add 10% for turbo where available. Deduct 5% for lesser models.						
1984 Phoenix, 4-cyl.						
2d Sed	160	490	820	1,850	2,870	4,100
4d HBk	160	490	820	1,850	2,870	4,100
2d Sed LE	170	500	840	1,890	2,940	4,200
4d HBk LE	170	500	840	1,890	2,940	4,200
1984 Phoenix, V-6						
2d Sed	170	500	840	1,890	2,940	4,200
4d HBk	168	504	840	1,890	2,940	4,200
2d Sed LE	170	520	860	1,940	3,010	4,300
4d HBk LE	172	516	860	1,940	3,010	4,300
2d Sed SE	176	528	880	1,980	3,080	4,400
1984 6000, 4-cyl.						
4d Sed LE	180	540	900	2,030	3,150	4,500
2d Sed LE	184	552	920	2,070	3,220	4,600
4d Sta Wag LE	188	564	940	2,120	3,290	4,700
NOTE: Deduct 5% for lesser models.						

	6	5	4	3	2	1
1984 6000, V-6						
4d Sed LE	184	552	920	2,070	3,220	4,600
2d Sed LE	188	564	940	2,120	3,290	4,700
4d Sta Wag LE	192	576	960	2,160	3,360	4,800
4d Sed STE	196	588	980	2,210	3,430	4,900
NOTE: Deduct 5% for lesser models.						
1984 Fiero, 4-cyl.						
2d Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Spt	520	1,560	2,600	5,850	9,100	13,000
2d Cpe SE	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 40% for Indy Pace Car.						
1984 Firebird, V-6						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d Cpe SE	580	1,740	2,900	6,530	10,150	14,500
1984 Firebird, V-8						
2d Cpe	520	1,560	2,600	5,850	9,100	13,000
2d Cpe SE	580	1,740	2,900	6,530	10,150	14,500
2d Cpe TA	720	2,160	3,600	8,100	12,600	18,000
1984 Bonneville, V-6						
4d Sed	230	700	1,160	2,610	4,060	5,800
4d Sed LE	230	700	1,170	2,630	4,100	5,850
4d Sed Brgm	240	710	1,180	2,660	4,130	5,900
1984 Bonneville, V-8						
4d Sed	240	710	1,180	2,660	4,130	5,900
4d Sed LE	240	710	1,190	2,680	4,170	5,950
4d Sed Brgm	240	720	1,200	2,700	4,200	6,000
1984 Grand Prix, V-6						
2d Cpe	380	1,140	1,900	4,280	6,650	9,500
2d Cpe LE	420	1,260	2,100	4,730	7,350	10,500
2d Cpe Brgm	540	1,620	2,700	6,080	9,450	13,500
1984 Grand Prix, V-8						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe LE	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Brgm	560	1,680	2,800	6,300	9,800	14,000
1984 Parisienne, V-6						
4d Sed	240	710	1,180	2,660	4,130	5,900
4d Sed Brgm	240	720	1,200	2,700	4,200	6,000
1984 Parisienne, V-8						
4d Sed	260	770	1,280	2,880	4,480	6,400
4d Sed Brgm	260	780	1,300	2,930	4,550	6,500
4d Sta Wag	250	760	1,260	2,840	4,410	6,300
1985 1000, 4-cyl.						
4d Sed	152	456	760	1,710	2,660	3,800
2d Sed	148	444	740	1,670	2,590	3,700
2d HBk	156	468	780	1,760	2,730	3,900
4d Sta Wag	160	480	800	1,800	2,800	4,000
1985 Sunbird, 4-cyl.						
4d Sed	164	492	820	1,850	2,870	4,100
2d Cpe	170	500	840	1,890	2,940	4,200
Conv	340	1,020	1,700	3,830	5,950	8,500
4d Sta Wag	168	504	840	1,890	2,940	4,200
4d Sed SE	168	504	840	1,890	2,940	4,200
2d Cpe SE	170	520	860	1,940	3,010	4,300
2d HBk SE	172	516	860	1,940	3,010	4,300
NOTE: Add 20% for turbo.						
1985 Grand Am, V-6						
2d Cpe	190	560	940	2,120	3,290	4,700
2d Cpe LE	200	590	980	2,210	3,430	4,900
NOTE: Deduct 15% for 4-cyl.						
1985 6000, V-6						
4d Sed LE	184	552	920	2,070	3,220	4,600
2d Sed LE	188	564	940	2,120	3,290	4,700
4d Sta Wag LE	192	576	960	2,160	3,360	4,800
4d Sed STE	196	588	980	2,210	3,430	4,900
NOTE: Deduct 20% for 4-cyl. where available; 5% for lesser models.						
1985 Fiero, V-6						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d Cpe Spt	540	1,620	2,700	6,080	9,450	13,500
2d Cpe SE	600	1,800	3,000	6,750	10,500	15,000
2d Cpe GT	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 20% for 4-cyl. where available.						
1985 Firebird, V-8						
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Cpe SE	600	1,800	3,000	6,750	10,500	15,000
2d Cpe Trans Am	750	2,260	3,760	8,460	13,160	18,800
NOTE: Deduct 30% for V-6 where available.						
1985 Bonneville, V-8						
4d Sed	230	700	1,160	2,610	4,060	5,800
4d Sed LE	230	700	1,170	2,630	4,100	5,850
4d Sed Brgm	240	710	1,180	2,660	4,130	5,900
NOTE: Deduct 25% for V-6.						
1985 Grand Prix, V-8						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d Cpe LE	440	1,320	2,200	4,950	7,700	11,000
2d Cpe Brgm	560	1,680	2,800	6,300	9,800	14,000
NOTE: Deduct 25% for V-6.						
1985 Parisienne, V-8						
4d Sed	240	720	1,200	2,700	4,200	6,000
4d Sed Brgm	240	730	1,220	2,750	4,270	6,100
4d Sta Wag	230	700	1,160	2,610	4,060	5,800
NOTE: Deduct 20% for V-6 where available; 30% for diesel.						
1986 Fiero, V-6						
2d Cpe Spt	500	1,500	2,500	5,630	8,750	12,500
2d Cpe SE	620	1,860	3,100	6,980	10,850	15,500
2d Cpe GT	820	2,460	4,100	9,230	14,350	20,500
NOTE: Deduct 20% for 4-cyl. where available.						
1986 1000, 4-cyl.						
2d HBk	160	470	780	1,760	2,730	3,900
4d HBk	160	470	780	1,760	2,730	3,900
1986 Sunbird						
2d Cpe	170	500	840	1,890	2,940	4,200
2d HBk	170	500	840	1,890	2,940	4,200
2d Conv	344	1,032	1,720	3,870	6,020	8,600
4d GT Sed	180	540	900	2,030	3,150	4,500
2d GT Conv	360	1,080	1,800	4,050	6,300	9,000
1986 Grand Am						
2d Cpe	190	580	960	2,160	3,360	4,800
4d Sed	190	560	930	2,090	3,260	4,650
1986 Firebird						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000

	6	5	4	3	2	1
2d SE V-8 Cpe	620	1,860	3,100	6,980	10,850	15,500
Trans Am Cpe	800	2,400	4,000	9,000	14,000	20,000
1986 6000						
2d Cpe	192	576	960	2,160	3,360	4,800
4d Sed	188	564	940	2,120	3,290	4,700
4d Sta Wag	192	576	960	2,160	3,360	4,800
4d STE Sed	200	600	1,000	2,250	3,500	5,000
1986 Grand Prix						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
1986 Bonneville						
4d Sed	240	710	1,180	2,660	4,130	5,900
1986 Parisienne						
4d Sed	240	730	1,220	2,750	4,270	6,100
4d Sta Wag	240	710	1,180	2,660	4,130	5,900
4d Brgm Sed	250	740	1,240	2,790	4,340	6,200
NOTE: Add 10% for deluxe models.						
1986-1/2 Grand Prix 2 plus 2						
2d Aero Cpe	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Deduct 5% for smaller engines.						
1987 1000, 4-cyl.						
2d HBk	160	470	780	1,760	2,730	3,900
4d HBk	156	468	780	1,760	2,730	3,900
1987 Sunbird, 4-cyl.						
4d Sed	160	480	800	1,800	2,800	4,000
4d Sta Wag	160	480	800	1,800	2,800	4,000
2d SE Cpe	160	480	800	1,800	2,800	4,000
2d SE HBk	168	504	840	1,890	2,940	4,200
2d SE Conv	360	1,080	1,800	4,050	6,300	9,000
4d GT Turbo Sed	200	600	1,000	2,250	3,500	5,000
2d GT Turbo Cpe	220	660	1,100	2,480	3,850	5,500
2d GT Turbo HBk	220	660	1,100	2,480	3,850	5,500
2d GT Turbo Conv	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 5% for Turbo on all models except GT.						
1987 Grand Am, 4-cyl.						
4d Sed	192	576	960	2,160	3,360	4,800
2d Cpe	196	588	980	2,210	3,430	4,900
4d LE Sed	196	588	980	2,210	3,430	4,900
2d LE Cpe	200	600	1,000	2,250	3,500	5,000
4d SE Sed	204	612	1,020	2,300	3,570	5,100
2d SE Cpe	208	624	1,040	2,340	3,640	5,200
1987 Grand Am, V-6						
4d Sed	196	588	980	2,210	3,430	4,900
2d Cpe	200	600	1,000	2,250	3,500	5,000
4d LE Sed	200	600	1,000	2,250	3,500	5,000
2d LE Cpe	204	612	1,020	2,300	3,570	5,100
4d SE Sed	212	636	1,060	2,390	3,710	5,300
2d SE Cpe	216	648	1,080	2,430	3,780	5,400
1987 6000, 4-cyl.						
4d Sed	200	600	1,000	2,250	3,500	5,000
2d Cpe	196	588	980	2,210	3,430	4,900
4d Sta Wag	204	612	1,020	2,300	3,570	5,100
4d LE Sed	204	612	1,020	2,300	3,570	5,100
4d LE Sta Wag	208	624	1,040	2,340	3,640	5,200
1987 6000, V-6						
4d Sed	204	612	1,020	2,300	3,570	5,100
2d Cpe	200	600	1,000	2,250	3,500	5,000
4d Sta Wag	208	624	1,040	2,340	3,640	5,200
4d LE Sed	208	624	1,040	2,340	3,640	5,200
4d LE Sta Wag	212	636	1,060	2,390	3,710	5,300
4d SE Sed	212	636	1,060	2,390	3,710	5,300
4d SE Sta Wag	216	648	1,080	2,430	3,780	5,400
4d STE Sed	260	780	1,300	2,930	4,550	6,500
1987 Fiero, V-6						
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
2d Spt Cpe	500	1,500	2,500	5,630	8,750	12,500
2d SE Cpe	620	1,860	3,100	6,980	10,850	15,500
NOTE: Deduct 20% for 4-cyl.						
2d GT Cpe	820	2,460	4,100	9,230	14,350	20,500
1987 Firebird, V-6						
2d Cpe	320	960	1,600	3,600	5,600	8,000
1987 Firebird, V-8						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Cpe Formula	600	1,800	3,000	6,750	10,500	15,000
2d Cpe Trans Am	800	2,400	4,000	9,000	14,000	20,000
2d Cpe GTA	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 10% for 5.7 liter V-8 where available.						
1987 Bonneville, V-6						
4d Sed	220	660	1,100	2,480	3,850	5,500
4d LE Sed	240	710	1,180	2,660	4,130	5,900
1987 Grand Prix, V-6						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d LE Cpe	420	1,260	2,100	4,730	7,350	10,500
2d Brgm Cpe	430	1,290	2,150	4,840	7,530	10,750
1987 Grand Prix, V-8						
2d Cpe	420	1,260	2,100	4,730	7,350	10,500
2d LE Cpe	440	1,320	2,200	4,950	7,700	11,000
2d Brgm Cpe	460	1,380	2,300	5,180	8,050	11,500
1987 Safari, V-8						
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
1988 LeMans, 4-cyl.						
3d HBk	100	300	500	1,130	1,750	2,500
4d Sed	110	340	560	1,260	1,960	2,800
4d SE Sed	120	360	600	1,350	2,100	3,000
1988 Sunbird, 4-cyl.						
4d Sed	136	408	680	1,530	2,380	3,400
2d SE Cpe	160	480	800	1,800	2,800	4,000
4d SE Sed	160	470	780	1,760	2,730	3,900
4d Sta Wag	160	470	780	1,760	2,730	3,900
2d GT Cpe	220	660	1,100	2,480	3,850	5,500
2d GT Conv	360	1,080	1,800	4,050	6,300	9,000
1988 Grand Am, 4-cyl.						
2d Cpe	190	580	960	2,160	3,360	4,800
4d Sed	190	560	930	2,090	3,260	4,650
2d LE Cpe	200	600	1,000	2,250	3,500	5,000
4d Sed LE	190	580	960	2,160	3,360	4,800
2d SE Turbo Cpe	280	830	1,380	3,110	4,830	6,900
4d SE Turbo Sed	260	770	1,280	2,880	4,480	6,400
1988 6000, 4-cyl.						
4d Sed	200	600	1,000	2,250	3,500	5,000
4d Sta Wag	200	610	1,020	2,300	3,570	5,100
4d LE Sed	210	620	1,040	2,340	3,640	5,200
4d LE Sta Wag	210	640	1,060	2,390	3,710	5,300
1988 6000, V-6						
4d Sed	200	610	1,020	2,300	3,570	5,100
4d Sta Wag	210	620	1,040	2,340	3,640	5,200
4d Sed LE	210	620	1,040	2,340	3,640	5,200
4d LE Sta Wag	210	640	1,060	2,390	3,710	5,300
4d SE Sed	210	640	1,060	2,390	3,710	5,300
4d SE Sta Wag	220	660	1,100	2,480	3,850	5,500
4d STE Sed	288	864	1,440	3,240	5,040	7,200
1988 Fiero, V-6						
2d Cpe III	480	1,440	2,400	5,400	8,400	12,000
2d Formula Cpe	520	1,560	2,600	5,850	9,100	13,000
2d GT Cpe	550	1,640	2,740	6,170	9,590	13,700
1988 Firebird, V-6						
2d Cpe	320	960	1,600	3,600	5,600	8,000
1988 Firebird, V-8						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Formula Cpe	600	1,800	3,000	6,750	10,500	15,000
2d Cpe Trans Am	800	2,400	4,000	9,000	14,000	20,000
2d Cpe GTA	1,000	3,000	5,000	11,250	17,500	25,000
1988 Bonneville, V-6						
4d LE Sed	240	720	1,200	2,700	4,200	6,000
4d SE Sed	300	900	1,500	3,380	5,250	7,500
4d SSE Sed	520	1,560	2,600	5,850	9,100	13,000
1988 Grand Prix, V-6						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d LE Cpe	420	1,260	2,100	4,730	7,350	10,500
2d SE Cpe	430	1,290	2,150	4,840	7,530	10,750
1989 LeMans, 4-cyl.						
2d HBk	108	324	540	1,220	1,890	2,700
2d LE HBk	116	348	580	1,310	2,030	2,900
2d GSE HBk	136	408	680	1,530	2,380	3,400
4d LE Sed	132	396	660	1,490	2,310	3,300
4d SE Sed	140	420	700	1,580	2,450	3,500
1989 Sunbird, 4-cyl.						
4d LE Sed	184	552	920	2,070	3,220	4,600
2d LE Cpe	180	540	900	2,030	3,150	4,500
2d SE Cpe	188	564	940	2,120	3,290	4,700
2d GT Turbo Cpe	268	804	1,340	3,020	4,690	6,700
2d GT Turbo Conv	400	1,200	2,000	4,500	7,000	10,000
1989 Grand Am, 4-cyl.						
4d LE Sed	224	672	1,120	2,520	3,920	5,600
2d LE Cpe	220	660	1,100	2,480	3,850	5,500
4d SE Sed	252	756	1,260	2,840	4,410	6,300
2d SE Cpe	248	744	1,240	2,790	4,340	6,200
1989 6000, 4-cyl.						
4d Sed LE	228	684	1,140	2,570	3,990	5,700
1989 6000, V-6						
4d LE Sed	244	732	1,220	2,750	4,270	6,100
4d LE Sta Wag	256	768	1,280	2,880	4,480	6,400
4d STE Sed, AWD	300	950	1,600	3,600	5,600	8,000
1989 Firebird, V-6						
2d Cpe	320	960	1,600	3,600	5,600	8,000
1989 Firebird, V-8						
2d Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Formula Cpe	600	1,800	3,000	6,750	10,500	15,000
2d Trans Am Cpe	800	2,400	4,000	9,000	14,000	20,000
2d GTA Cpe	1,000	3,000	5,000	11,250	17,500	25,000
1989 Firebird, V-6						
2d Trans Am Cpe	550	1,700	2,800	6,300	9,800	14,000
1989 Bonneville, V-6						
4d LE Sed	272	816	1,360	3,060	4,760	6,800
4d SE Sed	312	936	1,560	3,510	5,460	7,800
4d SSE Sed	520	1,560	2,600	5,850	9,100	13,000
1989 Grand Prix, V-6						
2d Cpe	400	1,200	2,000	4,500	7,000	10,000
2d LE Cpe	420	1,260	2,100	4,730	7,350	10,500
2d SE Cpe	430	1,290	2,150	4,840	7,530	10,750
NOTE: Add 40% for McLaren Turbo Cpe.						
1989 Safari, V-8						
4d Sta Wag	240	720	1,200	2,700	4,200	6,000
1989-1/2 Firebird Trans Am Pace Car, V-6 Turbo						
Cpe	1,320	3,960	6,600	14,850	23,100	33,000

STUDEBAKER

	6	5	4	3	2	1
1959-60 Lark DeLuxe, V-8, 108.5" wb						
4d Sed	570	1,720	2,860	6,440	10,010	14,300
2d Sed	590	1,780	2,970	6,680	10,400	14,850
4d Sta Wag (1960 only)	790	2,380	3,960	8,910	13,860	19,800
2d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1959-60 Lark Regal, V-8, 108.5" wb						
4d Sed	600	1,800	3,010	6,760	10,520	15,025
2d HT	830	2,480	4,140	9,320	14,490	20,700
2d Conv (1960 only)	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	810	2,440	4,070	9,160	14,250	20,350
NOTE: Deduct 5% for 6-cyl. models.						
1959-60 Hawk, V-8, 120.5" wb						
2d Spt Cpe	1,710	5,130	8,550	19,240	29,930	42,750
1961 Lark DeLuxe, V-8, 108.5" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1961 Lark Regal, V-8, 108.5" wb						
4d Sed	550	1,640	2,730	6,140	9,560	13,650
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,080	3,240	5,400	12,150	18,900	27,000
1961 Lark Cruiser, V-8, 113" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
1961 Station Wagons, V-8, 113" wb						
4d DeL	600	1,800	3,000	6,750	10,500	15,000
2d	560	1,680	2,800	6,300	9,800	14,000
4d Reg	530	1,600	2,670	6,000	9,340	13,340
1961 Hawk, 8-cyl., 120.5" wb						
2d Spt Cpe	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: First year for 4-speed Hawks, add 5%. Deduct 5% for 6-cyl; 5% for 1959 Hawk with 6-cyl.						
1962 Lark DeLuxe, V-8, 109" - 113" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	740	2,220	3,700	8,330	12,950	18,500
1962 Lark Regal, V-8, 109" - 113" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,040	3,120	5,200	11,700	18,200	26,000
4d Sta Wag	740	2,220	3,700	8,330	12,950	18,500
1962 Lark Daytona, V-8, 109" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
1962 Lark Cruiser, V-8, 113" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
1962 Gran Turismo Hawk, V-8, 120.5" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 5% for 4-speed. Deduct 5% for 6-cyl.						
1963 Lark Standard, V-8, 109" - 113" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Wagonaire Sta Wag	680	2,040	3,400	7,650	11,900	17,000
1963 Lark Regal, V-8, 109" - 113" wb						
4d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sed	580	1,740	2,900	6,530	10,150	14,500
4d Wagonaire Sta Wag	720	2,160	3,600	8,100	12,600	18,000
1963 Lark Custom, V-8, 109" - 113" wb						
4d Sed	560	1,680	2,800	6,300	9,800	14,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
1963 Lark Daytona, V-8, 109" - 113" wb						
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Wagonaire Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1963 Cruiser, V-8, 113" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1963 Gran Turismo Hawk, V-8, 120.5" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 25% for R1 engine option; 60% for R2 engine option; Due to rarity, R3 engine option inestimable. 5% for 6-cyl.						
1964 Challenger, V-8, 109" - 113" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sed	520	1,560	2,600	5,850	9,100	13,000
4d Wagonaire Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1964 Commander, V-8, 109" - 113" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Wagonaire Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1964 Daytona, V-8, 109" - 113" wb						
4d Sed	520	1,560	2,600	5,850	9,100	13,000
2d HT	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,480	4,440	7,400	16,650	25,900	37,000
4d Wagonaire Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1964 Cruiser, V-8, 113" wb						
4d Sed	600	1,800	3,000	6,750	10,500	15,000
1964 Gran Turismo Hawk, V-8, 120.5" wb						
2d HT	1,800	5,400	9,000	20,250	31,500	45,000
NOTE: Add 25% for R1 engine option; 60% for R2 engine; Due to rarity, R3 engine option inestimable.. Deduct 5% for 6-cyl.						
1965 Commander, V-8, 109" - 113" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
4d Wagonaire Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1965 Daytona, V-8, 109" - 113" wb						
4d Spt Sed	560	1,680	2,800	6,300	9,800	14,000
4d Wagonaire Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Spt Sed	720	2,160	3,600	8,100	12,600	18,000
1965 Cruiser, V-8, 113" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
NOTE: Deduct 10% for 6-cyl. models.						
1966 Commander, V-8, 109" wb						
4d Sed	500	1,500	2,500	5,630	8,750	12,500
2d Sed	560	1,680	2,800	6,300	9,800	14,000
1966 Daytona, V-8, 109" - 113" wb						
2d Spt Sed	580	1,740	2,900	6,530	10,150	14,500
1966 Cruiser, V-8, 113" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
1966 Wagonaire, V-8, 113" wb						
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000

AVANTI

	6	5	4	3	2	1
1963 Avanti, V-8, 109" wb						
2d Spt Cpe	2,000	6,000	10,000	22,500	35,000	50,000
1964 Avanti, V-8, 109" wb						
2d Spt Cpe	2,400	7,200	12,000	27,000	42,000	60,000
NOTE: Add 40% for R2 engine option; 50% for R4 engine option; 60% for R3 engine option.						

AVANTI II

	6	5	4	3	2	1
Avanti II, V-8, 109" wb						
1965 2d Spt Cpe	1,850	5,560	9,270	20,860	32,450	46,350
NOTE: Five (5) prototypes made.						
1966 2d Spt Cpe	1,850	5,560	9,270	20,860	32,450	46,350
1967 2d Spt Cpe	1,850	5,560	9,270	20,860	32,450	46,350
1968 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1969 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1970 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1971 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1972 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1973 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1974 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1975 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1976 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
NOTE: Add 5% for leather upholstery; 5% for sunroof; 6% for wire wheels.						

	6	5	4	3	2	1
1977 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1978 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1979 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1980 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1981 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1982 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1983 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1984 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
1985 2d Spt Cpe	1,320	3,950	6,590	14,830	23,070	32,950
NOTE: No Avanti II models manufactured in 1986.						
1987 2d Spt Cpe	1,150	3,460	5,770	12,980	20,200	28,850
1987 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625
1988 2d Spt Cpe	1,150	3,460	5,770	12,980	20,200	28,850
1988 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625
1989 2d Spt Cpe	1,150	3,460	5,770	12,980	20,200	28,850
1989 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625
1990 4d Sed	1,150	3,460	5,770	12,980	20,200	28,850
1991 2d Conv	2,310	6,920	11,530	25,930	40,340	57,625

TRUCKS

ACURA TRUCKS

	6	5	4	3	2	1
1998 SLX, V-6, 4x4						
4d Utility	220	660	1,100	2,480	3,850	5,500
1999 SLX, V-6, 4x4						
4d Utility	240	720	1,200	2,700	4,200	6,000
2000						
NOTE: The SLX SUV was not continued in 2000, and its replacement, the MDX was released as a 2001 model.						

AMERICAN AUSTIN TRUCKS

	6	5	4	3	2	1
1932 Series A, 4-cyl., 14-hp, 75" wb						
2d Rds PU	1,440	4,320	7,200	16,200	25,200	36,000
2d Panel Dly	1,440	4,320	7,200	16,200	25,200	36,000
2d Bantam Van	1,620	4,860	8,100	18,230	28,350	40,500
1933 Series 275, 4-cyl., 14-hp, 75" wb						
2d PU	1,520	4,560	7,600	17,100	26,600	38,000
2d Rds PU	1,440	4,320	7,200	16,200	25,200	36,000
2d Panel Dly	1,440	4,320	7,200	16,200	25,200	36,000
2d Bantam Van	1,620	4,860	8,100	18,230	28,350	40,500
1934 Series 375, 4-cyl., 14-hp, 75" wb						
2d PU	1,370	4,100	6,840	15,390	23,940	34,200
2d Panel Dly	1,440	4,320	7,200	16,200	25,200	36,000
2d Pony Exp	1,620	4,860	8,100	18,230	28,350	40,500
1935 Series 475, 4-cyl., 14-hp, 75" wb						
2d PU	1,370	4,100	6,840	15,390	23,940	34,200

AMERICAN BANTAM TRUCKS

	6	5	4	3	2	1
1938 Model 60, 4-cyl., 20-hp, 75" wb						
2d PU	1,370	4,100	6,840	15,390	23,940	34,200
2d Panel Exp	1,520	4,560	7,600	17,100	26,600	38,000
1939 Model 60, 4-cyl., 20-hp, 75" wb						
2d PU	1,400	4,200	7,000	15,750	24,500	35,000
2d Panel Exp	1,520	4,560	7,600	17,100	26,600	38,000
2d Blvd Dly	2,160	6,480	10,800	24,300	37,800	54,000
2d Del Blvd Dly	2,340	7,020	11,700	26,330	40,950	58,500
1940 Model 65 Super 4, 4-cyl., 22-hp, 75" wb						
2d PU	1,620	4,860	8,100	18,230	28,350	40,500
2d Panel Exp	1,660	4,980	8,300	18,680	29,050	41,500

BMW TRUCKS

	6	5	4	3	2	1
2000 X5, V-8, 4x4						
4.4i SUV	280	850	1,420	3,200	4,970	7,100
NOTE: Add 5% for Spt pkg.						

CADILLAC TRUCKS

	6	5	4	3	2	1
1999 Escalade, V-8, 4x4						
4d SUV	240	720	1,200	2,700	4,200	6,000
2000 Escalade, V-8, 4x4						
4d SUV	260	780	1,300	2,930	4,550	6,500

CHEVROLET TRUCKS

	6	5	4	3	2	1
1918 Series "490"						
1/2-Ton Light Dly	1,160	3,480	5,800	13,050	20,300	29,000
1918 Series "T"						
1-Ton Flare Exp	640	1,920	3,200	7,200	11,200	16,000
1-Ton Covered Flare	680	2,040	3,400	7,650	11,900	17,000
1919 Series "490"						
1/2-Ton Light Dly	1,160	3,480	5,800	13,050	20,300	29,000
1919 Series "T"						
1-Ton Flare Exp	640	1,920	3,200	7,200	11,200	16,000
1-Ton Covered Flare	680	2,040	3,400	7,650	11,900	17,000
1920 Series "490"						
Light Dly Wag 1-Seat	1,160	3,480	5,800	13,050	20,300	29,000
Light Dly Wag 2-Seat	1,180	3,540	5,900	13,280	20,650	29,500
1920 Model T						
Flareboard Exp	640	1,920	3,200	7,200	11,200	16,000
Covered Flare	680	2,040	3,400	7,650	11,900	17,000
1921 Series "490"						
Open Exp	1,120	3,360	5,600	12,600	19,600	28,000
Canopy Exp 3 Seat	1,160	3,480	5,800	13,050	20,300	29,000
1921 Series G						
Open Exp	1,120	3,360	5,600	12,600	19,600	28,000
Canopy Exp	1,160	3,480	5,800	13,050	20,300	29,000
1921 Series T						
Open Exp	1,120	3,360	5,600	12,600	19,600	28,000
Canopy Exp	1,160	3,480	5,800	13,050	20,300	29,000
1922 Series "490"						
Dly Wag	1,160	3,480	5,800	13,050	20,300	29,000
Panel Dly	1,160	3,480	5,800	13,050	20,300	29,000
Sta Wag	1,160	3,480	5,800	13,050	20,300	29,000
1922 Series G						
Exp	640	1,920	3,200	7,200	11,200	16,000
Canopy Exp	680	2,040	3,400	7,650	11,900	17,000
1922 Series T						
Open Exp	1,120	3,360	5,600	12,600	19,600	28,000
Canopy Exp	1,160	3,480	5,800	13,050	20,300	29,000
Canopy Exp w/curtains	1,180	3,540	5,900	13,280	20,650	29,500
1923 Series B Superior						
Canopy Exp	800	2,400	4,000	9,000	14,000	20,000
Panel Dly	800	2,400	4,000	9,000	14,000	20,000
Sta Wag	940	2,820	4,700	10,580	16,450	23,500
1923 Series D Superior						
Utl Dly (Exp)	1,080	3,240	5,400	12,150	18,900	27,000
Cattle Body (Stake)	1,000	3,000	5,000	11,250	17,500	25,000
Dly Wag	660	1,980	3,300	7,430	11,550	16,500
Panel Body	920	2,760	4,600	10,350	16,100	23,000
Gravity Dump	720	2,160	3,600	8,100	12,600	18,000
Petroleum Tanker	640	1,920	3,200	7,200	11,200	16,000
1924 Series F						
Open Exp	660	1,980	3,300	7,430	11,550	16,500
Canopy Exp	700	2,100	3,500	7,880	12,250	17,500
Panel Dly	720	2,160	3,600	8,100	12,600	18,000
Sta Wag	860	2,580	4,300	9,680	15,050	21,500
1924 Series H						
Open Cab Grain/Stock Body	540	1,630	2,720	6,120	9,520	13,600
Closed Cab Grain/Stock Body	550	1,640	2,740	6,170	9,590	13,700
Flareboard Exp	580	1,730	2,880	6,480	10,080	14,400
Panel Body	630	1,900	3,160	7,110	11,060	15,800
Dump/Coal Body	570	1,720	2,860	6,440	10,010	14,300
Tanker (3 compartment)	600	1,790	2,980	6,710	10,430	14,900
1925 Series M, 1924-25, 1-Ton						
Flareboard Exp	600	1,790	2,980	6,710	10,430	14,900
Panel Body	560	1,670	2,780	6,260	9,730	13,900
1925 Series K, 1/2-Ton						
Flareboard Exp	620	1,850	3,080	6,930	10,780	15,400
Panel Body	600	1,800	3,000	6,750	10,500	15,000
Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1925 Series R, 1-Ton						
Flareboard Exp	610	1,840	3,070	6,910	10,750	15,350
Panel Body	590	1,780	2,970	6,680	10,400	14,850
Grain Body	520	1,570	2,610	5,870	9,140	13,050
Stake-Platform	520	1,550	2,590	5,830	9,070	12,950
Tanker (3 compartment)	550	1,660	2,770	6,230	9,700	13,850
Dump Body	530	1,590	2,650	5,960	9,280	13,250
Wrecker	590	1,780	2,970	6,680	10,400	14,850
1926 Series V						
Rds PU (Factory)	840	2,520	4,200	9,450	14,700	21,000
Commercial Rds (Factory)	640	1,920	3,200	7,200	11,200	16,000
Hercules Panel Dly	620	1,860	3,100	6,980	10,850	15,500
Springfield Ctry Clb Sub	800	2,400	4,000	9,000	14,000	20,000
Springfield Panel Dly	720	2,160	3,600	8,100	12,600	18,000
1926 Series X, 1926-27						
Flareboard Exp (Factory) 10,500	600	1,800	3,000	6,750 15,000		
Canopy Exp (Factory)	620	1,860	3,100	6,980	10,850	15,500
Screenside Exp (Factory) 10,850	620	1,860	3,100	6,980 15,500		
Peddler's Wag (Factory)	620	1,870	3,120	7,020	10,920	15,600
Mifflinburg Depot Hack	720	2,160	3,600	8,100	12,600	18,000
Springfield 12P Sub	720	2,160	3,600	8,100	12,600	18,000
Proctor-Keefe Dump	630	1,880	3,140	7,070	10,990	15,700
Mifflinburg Jitney/Exp	620	1,860	3,100	6,980	10,850	15,500
Platform Stake	610	1,840	3,060	6,890	10,710	15,300
Rack Body w/Coach Front 10,710	610	1,840	3,060	6,890 15,300		
1927-28						
Rds PU	890	2,670	4,450	10,010	15,580	22,250
Commercial Rds	850	2,550	4,250	9,560	14,880	21,250
Open Exp	770	2,310	3,850	8,660	13,480	19,250
Sta Wag	960	2,880	4,800	10,800	16,800	24,000
Panel Dly	810	2,430	4,050	9,110	14,180	20,250
Closed Cab PU	820	2,460	4,100	10,250	14,350	20,500
1929-30						
Rds w/Slip-in Cargo Box	1,120	3,360	5,580	12,560	19,530	27,900
Rds w/Panel Carrier	1,120	3,350	5,580	12,560	19,530	27,900
Open Exp	980	2,930	4,880	10,980	17,080	24,400
Canopy Exp	1,020	3,050	5,080	11,430	17,780	25,400
Sed Dly	1,100	3,290	5,480	12,330	19,180	27,400
Screenside Exp	1,060	3,170	5,280	11,880	18,480	26,400
Panel Dly	1,060	3,170	5,280	11,880	18,480	26,400
Ambassador Panel Dly	1,100	3,290	5,480	12,330	19,180	27,400
Closed Cab PU	1,020	3,060	5,100	12,750	17,850	25,500
1931-32						
Open Cab PU	1,600	4,800	8,000	18,000	28,000	40,000
Closed Cab PU	1,520	4,560	7,600	17,100	26,600	38,000
Panel Dly	1,600	4,800	8,000	18,000	28,000	40,000
Canopy Dly (curtains)	1,680	5,040	8,400	18,900	29,400	42,000
Canopy Dly (screens)	1,640	4,920	8,200	18,450	28,700	41,000
Sed Dly	1,800	5,400	9,000	20,250	31,500	45,000
DeL Sta Wag	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 5% for Deluxe 1/2-Ton models; 5% for Special Equipment on models other than those noted as "Specials" above; 20% for Canopy Tops on both pickups.						
1933-36						
Sed Dly	1,640	4,920	8,200	18,450	28,700	41,000
Spl Sed Dly	1,720	5,160	8,600	19,350	30,100	43,000
Closed Cab PU	1,480	4,440	7,400	16,650	25,900	37,000
Panel Dly	1,540	4,620	7,700	17,330	26,950	38,500
Spl Panel Dly	1,560	4,680	7,800	17,550	27,300	39,000
Canopy Exp	1,600	4,800	8,000	18,000	28,000	40,000
Spl Canopy Exp	1,620	4,860	8,100	18,230	28,350	40,500
Screenside Exp	1,680	5,040	8,400	18,900	29,400	42,000
NOTE: Add 20% for canopied pickups.						
1937-40						
Sed Dly	1,920	5,760	9,600	21,600	33,600	48,000
PU	1,800	5,400	9,000	20,250	31,500	45,000
Panel	1,840	5,520	9,200	20,700	32,200	46,000
Canopy Exp	1,880	5,640	9,400	21,150	32,900	47,000
Carryall Suburban	2,000	6,000	10,000	22,500	35,000	50,000
1937-40 1/2-Ton						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Stake	1,200	3,600	6,000	13,500	21,000	30,000
1937-40 3/4-Ton						
PU	1,720	5,160	8,600	19,350	30,100	43,000
Stake	1,240	3,720	6,200	13,950	21,700	31,000
1941-47 1/2-Ton						
PU	2,200	6,600	11,000	24,750	38,500	55,000
Panel Dly	2,120	6,360	10,600	23,850	37,100	53,000
Canopy	2,160	6,480	10,800	24,300	37,800	54,000
Suburban	2,240	6,720	11,200	25,200	39,200	56,000
1941-47 3/4-Ton						
Cpe PU	2,200	6,600	11,000	24,750	38,500	55,000
Sed Dly	1,920	5,760	9,600	21,600	33,600	48,000
1948-53 1/2-Ton						
Sed Dly	1,880	5,640	9,400	21,150	32,900	47,000
PU	2,800	8,400	14,000	31,500	49,000	70,000
Panel	2,600	7,800	13,000	29,250	45,500	65,000
Canopy Exp	2,600	7,800	13,000	29,250	45,500	65,000
Suburban	2,600	7,800	13,000	29,250	45,500	65,000
1948-53 3/4-Ton						
PU	2,160	6,480	10,800	24,300	37,800	54,000
Platform	1,400	4,200	7,000	15,750	24,500	35,000
Stake	1,400	4,200	7,000	15,750	24,500	35,000
1948-53 1-Ton						
PU	2,120	6,360	10,600	23,850	37,100	53,000
Panel	2,240	6,720	11,200	25,200	39,200	56,000
Canopy Exp	2,280	6,840	11,400	25,650	39,900	57,000
Platform	1,320	3,960	6,600	14,850	23,100	33,000
Stake	1,320	3,960	6,600	14,850	23,100	33,000
1954						
Sed Dly	1,920	5,760	9,600	21,600	33,600	48,000
1954 - First Series 1955 1/2-Ton						
PU	2,800	8,400	14,000	31,500	49,000	70,000
Panel	2,600	7,800	13,000	29,250	45,500	65,000
Canopy	2,600	7,800	13,000	29,250	45,500	65,000
Suburban	2,600	7,800	13,000	29,250	45,500	65,000
NOTE: Add 10% for "big window" pickup.						
1954 - First Series 1955 3/4-Ton						
PU	2,240	6,720	11,200	25,200	39,200	56,000
Platform	1,440	4,320	7,200	16,200	25,200	36,000
Stake	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Add 10% for "big window" pickup.						
1954 - First Series 1955 1-Ton						
PU	2,160	6,480	10,800	24,300	37,800	54,000
Panel	2,280	6,840	11,400	25,650	39,900	57,000
Canopy	2,320	6,960	11,600	26,100	40,600	58,000
Platform	1,360	4,080	6,800	15,300	23,800	34,000
Stake	1,360	4,080	6,800	15,300	23,800	34,000
NOTE: Add 10% for "big window" pickup.						
1955-57 - Second Series 1/2-Ton, V-8						
Sed Dly	2,040	6,120	10,200	22,950	35,700	51,000
PU	2,200	6,600	11,000	24,750	38,500	55,000
Cus Cab PU	2,400	7,200	12,000	27,000	42,000	60,000
Panel Dly	2,240	6,720	11,200	25,200	39,200	56,000
Suburban	2,200	6,600	11,000	24,750	38,500	55,000
Cameo Carrier	4,400	13,200	22,000	49,500	77,000	110,000
Cantrell Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
NOTE: Deduct 20% for 6-cyl.						
1958-59 1/2-Ton, V-8						
Sed Dly	1,800	5,400	9,000	20,250	31,500	45,000
El Camino - 1959 only	3,800	11,400	19,000	42,750	66,500	95,000
Stepside PU	2,200	6,600	11,000	24,750	38,500	55,000
Fleetside PU	2,080	6,240	10,400	23,400	36,400	52,000
Cameo PU - 1958 only	4,400	13,200	22,000	49,500	77,000	110,000
Panel	1,600	4,800	8,000	18,000	28,000	40,000
Suburban	2,000	6,000	10,000	22,500	35,000	50,000
Fleetside (LBx)	1,760	5,280	8,800	19,800	30,800	44,000
NOTE: 1955-up prices based on top of the line models. Deduct 20% for 6-cyl., except Cameo deduct 10%.						
1960-66 1/2-Ton, V-8						
Sed Dly (1960 only)	1,800	5,400	9,000	20,250	31,500	45,000
El Camino	3,200	9,600	16,000	36,000	56,000	80,000
Stepside PU	2,200	6,600	11,000	24,750	38,500	55,000
Fleetside PU	2,080	6,240	10,400	23,400	36,400	52,000
Panel	1,600	4,800	8,000	18,000	28,000	40,000
Suburban	2,000	6,000	10,000	22,500	35,000	50,000
1960-66 "Long Box", 1/2-Ton, V-8						
Stepside PU	1,720	5,160	8,600	19,350	30,100	43,000
Fleetside PU	1,440	4,320	7,200	16,200	25,200	36,000
1960-66 3/4-Ton, V-8						
Stepside PU	1,400	4,200	7,000	15,750	24,500	35,000
Fleetside PU	1,400	4,200	7,000	15,750	24,500	35,000
8-ft. Stake	880	2,640	4,400	9,900	15,400	22,000
NOTE: Deduct 20% for 6-cyl.						
1961-65 Corvair Series 95, 61-64						
Loadside	1,200	3,600	6,000	13,500	21,000	30,000
Rampside	1,400	4,200	7,000	15,750	24,500	35,000
1961-65 Corvan Series, 61-64						
Corvan Panel	1,000	3,000	5,000	11,250	17,500	25,000
Greenbriar Spt Van	1,100	3,300	5,500	12,380	19,250	27,500

	6	5	4	3	2	1
1964-1965 El Camino						
2d	1,680	5,040	8,400	21,000	29,400	42,000
1967 El Camino Series, V-8						
Spt PU	1,720	5,160	8,600	19,350	30,100	43,000
Cus Spt PU	1,680	5,040	8,400	18,900	29,400	42,000
1967-68 Fleetside Pickups, V-8						
C10 PU (SBx)	2,000	6,000	10,000	22,500	35,000	50,000
C10 PU (LBx)	1,600	4,800	8,000	18,000	28,000	40,000
K10 PU (SBx)	2,080	6,240	10,400	23,400	36,400	52,000
K10 PU (LBx)	1,680	5,040	8,400	18,900	29,400	42,000
C20 PU (LBx)	1,560	4,680	7,800	17,550	27,300	39,000
C20 PU (8-1/2 ft. bed)	1,560	4,680	7,800	17,550	27,300	39,000
K20 PU (LBx)	1,600	4,800	8,000	18,000	28,000	40,000
K20 PU (8-1/2 ft. bed)	1,600	4,800	8,000	18,000	28,000	40,000
1967-68 Stepside Pickups, V-8						
C10 PU (SBx)	2,080	6,240	10,400	23,400	36,400	52,000
C10 PU (LBx)	1,680	5,040	8,400	18,900	29,400	42,000
C20 PU (LBx)	1,640	4,920	8,200	18,450	28,700	41,000
K10 PU (SBx)	2,160	6,480	10,800	24,300	37,800	54,000
K20 PU (LBx)	1,680	5,040	8,400	18,900	29,400	42,000
1967-68 Panel/Suburbans, Stakes, V-8						
C10 Panel	1,480	4,440	7,400	16,650	25,900	37,000
C10 Suburban	1,600	4,800	8,000	18,000	28,000	40,000
C20 Panel	1,400	4,200	7,000	15,750	24,500	35,000
C20 Suburban	1,440	4,320	7,200	16,200	25,200	36,000
1968-70 El Camino Series, V-8						
Spt PU	1,080	3,240	5,400	12,150	18,900	27,000
Cus Spt PU	1,280	3,840	6,400	14,400	22,400	32,000
NOTE: Add 25% for SS-396 option; 45% for 454 engine option.						
1969-70 Blazer Series, 4x4						
Blazer, V-8	1,800	5,400	9,000	20,250	31,500	45,000
1969-70 Fleetside Series, V-8						
C10 PU (SBx)	2,000	6,000	10,000	22,500	35,000	50,000
C10 PU (LBx)	1,600	4,800	8,000	18,000	28,000	40,000
K10 PU (SBx)	2,080	6,240	10,400	23,400	36,400	52,000
K10 PU (LBx)	1,680	5,040	8,400	18,900	29,400	42,000
C20 PU (LBx)	1,560	4,680	7,800	17,550	27,300	39,000
C20 PU (long horn)	1,640	4,920	8,200	18,450	28,700	41,000
K20 PU (LBx)	1,600	4,800	8,000	18,000	28,000	40,000
K20 PU (long horn)	1,800	5,400	9,000	20,250	31,500	45,000
1969-70 Stepside Series, V-8						
C10 PU (SBx)	1,280	3,840	6,400	14,400	22,400	32,000
C10 PU (LBx)	1,680	5,040	8,400	18,900	29,400	42,000
K10 PU (SBx)	2,160	6,480	10,800	24,300	37,800	54,000
K10 PU (LBx)	2,000	6,000	10,000	22,500	35,000	50,000
C20 PU (LBx)	1,640	4,920	8,200	18,450	28,700	41,000
C20 PU (long horn)	1,560	4,680	7,800	17,550	27,300	39,000
K20 PU (LBx)	1,440	4,320	7,200	16,200	25,200	36,000
K20 PU (long horn)	1,440	4,320	7,200	16,200	25,200	36,000
1969-70 Panel/Suburban Series C10/K10, V-8, 115" wb						
C10 Suburban	1,600	4,800	8,000	18,000	28,000	40,000
K10 Suburban	16,800	50,400	84,000	189,000	294,000	420,000
1969-70 Panel/Suburban Series C20/K20, V-8, 127" wb						
C20 Suburban	1,440	4,320	7,200	16,200	25,200	36,000
K20 Suburban	1,480	4,440	7,400	16,650	25,900	37,000
1971-72 Vega, 1/2-Ton, V-8						
Panel Exp	520	1,560	2,600	5,850	9,100	13,000
1971-72 LUV Pickup, 1/2-Ton, 1972 only						
PU	350	1,060	1,760	3,960	6,160	8,800
1971-72 El Camino, V-8						
Spt PU	1,680	5,040	8,400	18,900	29,400	42,000
Cus Spt PU	2,000	6,000	10,000	22,500	35,000	50,000
SS PU	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Add 30% for 350; 40% for 402; 45% for 454 engine. Deduct 20% for 6-cyl.						
1971-72 Blazer, 4x4						
C10 Blazer, V-8 (1972 only)	2,400	7,200	12,000	27,000	42,000	60,000
K10 Blazer, V-8	2,800	8,400	14,000	31,500	49,000	70,000
1971-72 Fleetside Pickups, V-8						
C10 PU (SBx)	2,080	6,240	10,400	23,400	36,400	52,000
C10 PU (LBx)	1,680	5,040	8,400	18,900	29,400	42,000
K10 PU (SBx)	2,160	6,480	10,800	24,300	37,800	54,000
K10 PU (LBx)	1,760	5,280	8,800	19,800	30,800	44,000
C20 PU (SBx)	2,000	6,000	10,000	22,500	35,000	50,000
C20 PU (LBx)	1,640	4,920	8,200	18,450	28,700	41,000
K20 PU (SBx)	1,680	5,040	8,400	18,900	29,400	42,000
K20 PU (LBx)	1,600	4,800	8,000	18,000	28,000	40,000
1971-72 Stepside Pickups, V-8						
C10 PU (SBx)	2,160	6,480	10,800	24,300	37,800	54,000
C10 PU (LBx)	1,600	4,800	8,000	18,000	28,000	40,000
K10 PU (SBx)	1,680	5,040	8,400	18,900	29,400	42,000
K10 PU (LBx)	1,600	4,800	8,000	18,000	28,000	40,000
K20 PU (LBx)	1,440	4,320	7,200	16,200	25,200	36,000
1971-72 Suburban, V-8						
C10 Suburban	1,600	4,800	8,000	18,000	28,000	40,000
K10 Suburban	1,560	4,680	7,800	17,550	27,300	39,000
C20 Suburban	1,560	4,680	7,800	17,550	27,300	39,000
K20 Suburban	1,520	4,560	7,600	17,100	26,600	38,000
NOTE: 1955-up prices based on top of the line models. Add 15% for 4x4. Deduct 20% for 6-cyl.						
1973-77 El Camino, V-8						
PU	600	1,800	3,000	6,750	10,500	15,000
Cus PU	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 25% for 454 engine option.						
1973-80 Vega						
Panel	520	1,560	2,600	5,850	9,100	13,000
1973-80 LUV						
PU	310	940	1,560	3,510	5,460	7,800
1973-80 Blazer K10, V-8						
Blazer 2WD	1,600	4,800	8,000	18,000	28,000	40,000
Blazer (4x4)	1,960	5,880	9,800	22,050	34,300	49,000
1973-80 C10, 1/2-Ton, V-8						
Stepside (SBx)	780	2,340	3,900	8,780	13,650	19,500
Stepside (LBx)	740	2,220	3,700	8,330	12,950	18,500
Fleetside (SBx)	740	2,220	3,700	8,330	12,950	18,500
Fleetside (LBx)	720	2,160	3,600	8,100	12,600	18,000
Suburban	740	2,220	3,700	8,330	12,950	18,500
1973-80 K10, 4x4, 1/2-Ton, V-8						
Stepside (SBx)	800	2,400	4,000	9,000	14,000	20,000
Stepside (LBx)	780	2,340	3,900	8,780	13,650	19,500
Fleetside (SBx)	760	2,280	3,800	8,550	13,300	19,000
Fleetside (LBx)	740	2,220	3,700	8,330	12,950	18,500
Suburban	760	2,280	3,800	8,550	13,300	19,000
1973-80 C20, 3/4-Ton						
Stepside (LBx)	680	2,040	3,400	7,650	11,900	17,000
Fleetside (LBx)	660	1,980	3,300	7,430	11,550	16,500
6P (LBx)	600	1,800	3,000	6,750	10,500	15,000
Suburban	680	2,040	3,400	7,650	11,900	17,000
1973-80 K20, 4x4, 3/4-Ton, V-8						
Stepside (LBx)	760	2,280	3,800	8,550	13,300	19,000
Fleetside (LBx)	720	2,160	3,600	8,100	12,600	18,000
6P (LBx)	560	1,680	2,800	6,300	9,800	14,000
Suburban	740	2,220	3,700	8,330	12,950	18,500
NOTE: Deduct 20% for 6-cyl.						
1978-80 El Camino, V-8						
PU	600	1,800	3,000	6,750	10,500	15,000
Cus PU	640	1,920	3,200	7,200	11,200	16,000
NOTE: Deduct 20% for V-6.						
1981-82 Luv, 1/2-Ton, 104.3" or 117.9" wb						
PU (SBx)	300	910	1,520	3,420	5,320	7,600
PU (LBx)	310	920	1,540	3,470	5,390	7,700
1981-82 El Camino, 1/2-Ton, V-8, 117" wb						
PU	600	1,800	3,000	6,750	10,500	15,000
SS PU	700	2,100	3,500	7,880	12,250	17,500
1981-82 Blazer K10, 1/2-Ton, V-8, 106.5" wb						
Blazer (4x4), V-8	1,600	4,800	8,000	18,000	28,000	40,000
1981-82 C10, 1/2-Ton, V-8, 117" or 131" wb						
Stepside PU (SBx)	960	2,880	4,800	10,800	16,800	24,000
Stepside PU (LBx)	900	2,700	4,500	10,130	15,750	22,500
Fleetside PU (SBx)	920	2,760	4,600	10,350	16,100	23,000
Fleetside PU (LBx)	880	2,640	4,400	9,900	15,400	22,000
Suburban	710	2,120	3,540	7,970	12,390	17,700
1981-82 C20, 3/4-Ton, V-8, 131" or 164" wb						
Stepside PU (LBx)	980	2,940	4,900	11,030	17,150	24,500
Fleetside PU (LBx)	920	2,760	4,600	10,350	16,100	23,000
Fleetside PU Bonus Cab (LBx)	840	2,530	4,220	9,500	14,770	21,100
Fleetside PU Crew Cab (LBx)	920	2,770	4,620	10,400	16,170	23,100
Suburban	770	2,320	3,860	8,690	13,510	19,300
NOTE: Add 15% for 4x4. Deduct 20% for 6-cyl.						
1983-87 El Camino, 1/2-Ton, 117" wb						
PU	520	1,560	2,600	5,850	9,100	13,000
SS PU	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 30% for ChooChoo model where available. Deduct 20% for V-6.						
1983-87 S10, 1/2-Ton, 100.5" wb						
Blazer 2WD	340	1,010	1,680	3,780	5,880	8,400
Blazer (4x4)	360	1,070	1,780	4,010	6,230	8,900
1983-87 Blazer K10, 1/2-Ton, 106.5" wb						
Blazer (4x4)	1,400	4,200	7,000	15,750	24,500	35,000
1983-87 S10, 1/2-Ton, 108" or 122" wb						
Fleetside PU (SBx)	370	1,100	1,840	4,140	6,440	9,200
Fleetside PU (LBx)	370	1,120	1,860	4,190	6,510	9,300
Fleetside PU Ext Cab	380	1,140	1,900	4,280	6,650	9,500
1983-87 C10, 1/2-Ton, 117" or 131" wb						
Stepside PU (SBx)	1,000	3,000	5,000	11,250	17,500	25,000
Fleetside PU (SBx)	920	2,760	4,600	10,350	16,100	23,000
Fleetside PU (LBx)	920	2,760	4,600	10,350	16,100	23,000
Suburban	720	2,160	3,600	8,100	12,600	18,000
1983-87 C20, 3/4-Ton, 131" or 164" wb						
Stepside PU (LBx)	1,000	3,000	5,000	11,250	17,500	25,000
Fleetside PU (LBx)	920	2,760	4,600	10,350	16,100	23,000
Fleetside PU Bonus Cab (LBx)	840	2,520	4,200	9,450	14,700	21,000
Fleetside PU Crew Cab (LBx)	920	2,760	4,600	10,350	16,100	23,000
Suburban	780	2,340	3,900	8,780	13,650	19,500
NOTE: Add 15% for 4x4. Deduct 20% for 6-cyl. on full-size vehicles.						
1988-91 Blazer, 106.5" wb						
V10 (4x4)	1,800	5,400	9,000	20,250	31,500	45,000
S10 2WD	480	1,440	2,400	5,400	8,400	12,000
S10 (4x4)	600	1,800	3,000	6,750	10,500	15,000
1988-91 S10 Pickup, 108.3" or 122.9" wb						
Fleetside (SBx)	280	840	1,400	3,150	4,900	7,000
Fleetside (LBx)	290	860	1,440	3,240	5,040	7,200
Fleetside Ext Cab	300	900	1,500	3,380	5,250	7,500
1988-91 C1500, 1/2-Ton, 117.5" or 131" wb						
Sportside PU (SBx)	400	1,200	2,000	4,500	7,000	10,000
SS 454 PU (SBx), 1990 & 1991 only	1,800	5,400	9,000	20,250	31,500	45,000
Fleetside PU (SBx)	400	1,200	2,000	4,500	7,000	10,000
Fleetside PU (LBx)	420	1,260	2,100	4,730	7,350	10,500
Fleetside PU Ext Cab (LBx)	460	1,380	2,300	5,180	8,050	11,500
Suburban	800	2,400	4,000	9,000	14,000	20,000
1988-91 C2500, 3/4-Ton, 129.5" or 164.5" wb						
Stepside PU (LBx)	520	1,560	2,600	5,850	9,100	13,000
Fleetside PU (LBx)	520	1,560	2,600	5,850	9,100	13,000
Bonus Cab PU (LBx)	460	1,380	2,300	5,180	8,050	11,500
Crew Cab PU (LBx)	472	1,416	2,360	5,310	8,260	11,800
Suburban	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 25% for 4x4.						
1992 K1500 Blazer, V-8						
2d SUV (4x4)	720	2,160	3,600	8,100	12,600	18,000
1992 S10 Blazer, V-6						
2d SUV	360	1,080	1,800	4,050	6,300	9,000
2d SUV (4x4)	400	1,200	2,000	4,500	7,000	10,000
4d SUV	580	1,740	2,900	6,530	10,150	14,500
4d SUV (4x4)	600	1,800	3,000	6,750	10,500	15,000
1992 Astro Van, V-6						
3d Van	250	800	1,350	3,020	4,700	6,700
1992 Lumina, V-6						
3d Van	250	800	1,300	2,930	4,550	6,500
1992 Suburban 1500, V-8						
4d Sta Wag	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag (4x4)	720	2,160	3,600	8,100	12,600	18,000
1992 Suburban 2500, V-8						
4d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d Sta Wag (4x4)	760	2,280	3,800	8,550	13,300	19,000
1992 S10, 1/2-Ton, V-6						
2d PU (SBx)	400	1,200	2,000	4,500	7,000	10,000
2d PU (LBx)	400	1,200	2,000	4,500	7,000	10,000
1992 C1500, 1/2-Ton, V-8						
2d Sportside PU (SBx)	480	1,440	2,400	5,400	8,400	12,000
2d Fleetside PU (SBx)	480	1,440	2,400	5,400	8,400	12,000
2d Fleetside PU (LBx)	500	1,500	2,500	5,630	8,750	12,500
NOTE: Add $2,000 for 4x4; 25% for 454 SS Pkg.						
1992 C2500, 3/4-Ton, V-8						
2d Fleetside PU (LBx)	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 25% for 4x4						
1993 K1500 Blazer, V-8						
2d SUV 4x4	680	2,040	3,400	7,650	11,900	17,000
1993 S10 Blazer, V-6						
2d SUV 2WD	350	1,000	1,700	3,830	5,950	8,500
4d SUV 2WD	350	1,050	1,750	3,960	6,150	8,800
2d SUV 4x4	500	1,500	2,500	5,630	8,750	12,500
4d SUV 4x4	520	1,560	2,600	5,850	9,100	13,000
1993 Astro, V-6						
Van	250	700	1,200	2,700	4,200	6,000
1993 Lumina, V-6, FWD						
Van	250	700	1,200	2,700	4,200	6,000
1993 G Van, V-8						
Spt Van	250	800	1,300	2,930	4,550	6,500
1993 Suburban C1500/C2500, V-8						
4d Sta Wag 1500	720	2,160	3,600	8,100	12,600	18,000
4d Sta Wag 2500	720	2,160	3,600	8,100	12,600	18,000
1993 S10, V-6						
2d PU (SBx)	350	1,100	1,850	4,140	6,450	9,200
2d PU (LBx)	400	1,150	1,900	4,280	6,650	9,500
1993 C1500/C2500, V-8						
2d PU 1500 (SBx)	490	1,460	2,440	5,490	8,540	12,200
2d PU 1500 (LBx)	500	1,500	2,500	5,630	8,750	12,500
2d PU 2500 (SBx)	500	1,500	2,500	5,630	8,750	12,500
2d PU 2500 (LBx)	510	1,520	2,540	5,720	8,890	12,700
NOTE: Add 25% for 4x4.						
1994 K1500 Blazer, V-8						
2d SUV 4x4	640	1,920	3,200	7,200	11,200	16,000
1994 S10 Blazer, V-6						
2d SUV	320	960	1,600	3,600	5,600	8,000
4d SUV	330	980	1,640	3,690	5,740	8,200
2d SUV 4x4	400	1,200	2,000	4,500	7,000	10,000
4d SUV 4x4	440	1,320	2,200	4,950	7,700	11,000
1994 Astro, V-6						
Cargo Van	350	1,000	1,700	3,830	5,950	8,500
Cargo Van LWB	350	1,100	1,800	4,050	6,300	9,000
CS Van	400	1,150	1,900	4,280	6,650	9,500
CS Van LWB	380	1,140	1,900	4,280	6,650	9,500
1994 Lumina, V-6						
Cargo Van	280	840	1,400	3,150	4,900	7,000
Window Van	340	1,020	1,700	3,830	5,950	8,500
1994 G10, V-8						
Van	380	1,140	1,900	4,280	6,650	9,500
1994 G20, V-8						
Van	440	1,320	2,200	4,950	7,700	11,000
Van Spt	480	1,440	2,400	5,400	8,400	12,000
1994 Suburban, V-8						
4d C1500	680	2,040	3,400	7,650	11,900	17,000
4d C2500	720	2,160	3,600	8,100	12,600	18,000
1994 S10, V-6						
2d PU 6 ft.	300	900	1,500	3,380	5,250	7,500
2d PU 7-1/2 ft.	300	900	1,500	3,420	5,300	7,600
2d PU 6 ft. Ext Cab	400	1,150	1,900	4,280	6,650	9,500
1994 C1500, V-8						
2d PU 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
2d PU 8 ft.	340	1,020	1,700	3,830	5,950	8,500
2d PU 6-1/2 ft. Ext Cab	460	1,380	2,300	5,180	8,050	11,500
2d PU 8 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
NOTE: Deduct 10% for V-6.						
1994 C2500, V-8						
2d PU 8 ft.	360	1,080	1,800	4,050	6,300	9,000
2d PU 6 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
2d PU 8 ft. Ext Cab	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 25% for 4x4.						
1995 Tahoe, V-8						
LS 4d SUV	480	1,440	2,400	5,400	8,400	12,000
2d SUV, 4x4	500	1,500	2,500	5,630	8,750	12,500
LS 2d SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
LS 4d SUV, 4x4	560	1,680	2,800	6,300	9,800	14,000
1995 Blazer, V-6						
2d SUV	280	840	1,400	3,150	4,900	7,000
4d SUV	320	960	1,600	3,600	5,600	8,000
2d SUV, 4x4	330	1,000	1,660	3,740	5,810	8,300
4d SUV, 4x4	370	1,120	1,860	4,190	6,510	9,300
1995 Astro, V-6						
Cargo Van	350	1,000	1,700	3,830	5,950	8,500

	6	5	4	3	2	1
CS Van	400	1,150	1,900	4,280	6,650	9,500
1995 Lumina, V-6						
Cargo Van	300	850	1,400	3,150	4,900	7,000
Window Van	350	1,000	1,700	3,830	5,950	8,500
1995 G-10, V-8						
Van	380	1,140	1,900	4,280	6,650	9,500
1995 G-20, V-8						
Van	440	1,320	2,200	4,950	7,700	11,000
Van Spt	480	1,440	2,400	5,400	8,400	12,000
1995 Suburban, V-8						
4d C1500	640	1,920	3,200	7,200	11,200	16,000
4d C1500 LS	660	1,980	3,300	7,430	11,550	16,500
4d C1500 LT	680	2,040	3,400	7,650	11,900	17,000
4d C2500	680	2,040	3,400	7,650	11,900	17,000
4d C2500 LS	700	2,100	3,500	7,880	12,250	17,500
4d C2500 LT	720	2,160	3,600	8,100	12,600	18,000
1995 S-10, V-6						
2d PU, 6 ft.	300	900	1,500	3,380	5,250	7,500
2d PU, 7-1/2 ft.	300	900	1,500	3,420	5,300	7,600
2d PU, 6 ft. Ext Cab	340	1,020	1,700	3,830	5,950	8,500
NOTE: Deduct 10% for 4-cyl.						
1995 C1500, V-8						
2d Fleetside WT PU, 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
2d Fleetside WT PU, 8 ft.	340	1,020	1,700	3,830	5,950	8,500
2d Sportside PU, 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d Fleetside PU, 6-1/2 ft.	380	1,140	1,900	4,280	6,650	9,500
2d Fleetside PU, 8 ft.	400	1,200	2,000	4,500	7,000	10,000
2d Fleetside PU, 6-1/2 ft. Ext Cab	460	1,380	2,300	5,180	8,050	11,500
2d Fleetside PU, 8 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
2d Sportside PU, 6-1/2 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
NOTE: Deduct 10% for V-6.						
1995 C2500, V-8						
2d Fleetside PU, 8 ft.	360	1,080	1,800	4,050	6,300	9,000
2d Fleetside PU, 6-1/2 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
2d Fleetside PU, 8 ft. Ext Cab	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 25% for 4x4.						
1996 Tahoe, V-8						
2d SUV	390	1,180	1,960	4,410	6,860	9,800
LS 2d SUV	420	1,260	2,100	4,730	7,350	10,500
LS 4d SUV	440	1,320	2,200	4,950	7,700	11,000
2d SUV, 4x4	460	1,380	2,300	5,180	8,050	11,500
LS 2d SUV, 4x4	480	1,440	2,400	5,400	8,400	12,000
LS 4d SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 10% for turbo diesel V-8.						
1996 Blazer, V-6						
2d SUV	300	850	1,400	3,150	4,900	7,000
4d SUV	300	950	1,600	3,600	5,600	8,000
2d SUV, 4x4	350	1,000	1,650	3,740	5,800	8,300
4d SUV, 4x4	350	1,100	1,850	4,190	6,500	9,300
1996 Astro, V-6						
Cargo Van	300	900	1,500	3,380	5,250	7,500
Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 15% for 4x4.						
1996 Lumina, V-6						
Cargo Van	250	700	1,200	2,700	4,200	6,000
Window Van	300	900	1,500	3,380	5,250	7,500
1996 G10, V-8						
Van	340	1,020	1,700	3,830	5,950	8,500
Express Van	380	1,140	1,900	4,280	6,650	9,500
1996 G20, V-8						
Van	400	1,200	2,000	4,500	7,000	10,000
Express Van	440	1,320	2,200	4,950	7,700	11,000
1996 Suburban, V-8						
4d C1500	600	1,800	3,000	6,750	10,500	15,000
4d C1500 LS	620	1,860	3,100	6,980	10,850	15,500
4d C1500 LT	640	1,920	3,200	7,200	11,200	16,000
4d C2500	640	1,920	3,200	7,200	11,200	16,000
4d C2500 LS	660	1,980	3,300	7,430	11,550	16,500
4d C2500 LT	680	2,040	3,400	7,650	11,900	17,000
NOTE: Add 10% for turbo diesel V-8; 25% for 4x4.						
1996 S10, V-6						
2d PU, 6 ft.	250	800	1,300	2,930	4,550	6,500
2d PU, 7-1/2 ft.	250	800	1,300	2,970	4,600	6,600
2d PU, 6 ft. Ext Cab	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 25% for 4x4. Deduct 10% for 4-cyl.						
1996 C1500, V-8						
2d Fleetside WT PU, 6-1/2 ft.	300	950	1,600	3,600	5,600	8,000
2d Fleetside WT PU, 8 ft.	340	1,020	1,700	3,830	5,950	8,500
2d Sportside PU, 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d Fleetside PU, 6-1/2 ft.	380	1,140	1,900	4,280	6,650	9,500
2d Fleetside PU, 8 ft.	400	1,200	2,000	4,500	7,000	10,000
2d Fleetside PU, 6-1/2 ft. Ext Cab	460	1,380	2,300	5,180	8,050	11,500
2d Fleetside PU, 8 ft. Ext. Cab	480	1,440	2,400	5,400	8,400	12,000
2d Sportside PU, 6-1/2 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
1996 C2500, V-8						
2d Fleetside PU, 8 ft.	360	1,080	1,800	4,050	6,300	9,000
2d Fleetside PU, 6-1/2 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
2d Fleetside PU, 8 ft. Ext Cab	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 25% for 4x4; 10% for turbo diesel V-8.						
1997 Tahoe, V-8						
2d SUV	390	1,180	1,960	4,410	6,860	9,800
LS 2d SUV	420	1,260	2,100	4,730	7,350	10,500
LS 4d SUV	440	1,320	2,200	4,950	7,700	11,000
2d SUV, 4x4	460	1,380	2,300	5,180	8,050	11,500
LS 2d SUV, 4x4	480	1,440	2,400	5,400	8,400	12,000
LS 4d SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 10% for turbo diesel V-8.						
1997 Blazer, V-6						
2d SUV	280	840	1,400	3,150	4,900	7,000
4d SUV	320	960	1,600	3,600	5,600	8,000
2d SUV, 4x4	332	996	1,660	3,740	5,810	8,300
4d SUV, 4x4	372	1,116	1,860	4,190	6,510	9,300
1997 Astro, V-6						
Cargo Van	300	900	1,500	3,380	5,250	7,500
Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 15% for 4x4.						
1997 Venture, V-6						
2d Van	240	720	1,200	2,700	4,200	6,000
4d Van	300	900	1,500	3,380	5,250	7,500
NOTE: Add 5% for extended model.						
1997 G Series, V-8						
G10 Van	340	1,020	1,700	3,830	5,950	8,500
G10 Express Van	380	1,140	1,900	4,280	6,650	9,500
G20 Van	400	1,200	2,000	4,500	7,000	10,000
G20 Express Van	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 10% for turbo diesel V-8; 5% for 7.4L V-8.						
1997 Suburban, V-8						
4d C1500	600	1,800	3,000	6,750	10,500	15,000
4d C1500 LS	620	1,860	3,100	6,980	10,850	15,500
4d C1500 LT	640	1,920	3,200	7,200	11,200	16,000
4d C2500	640	1,920	3,200	7,200	11,200	16,000
4d C2500 LS	660	1,980	3,300	7,430	11,550	16,500
4d C2500 LT	680	2,040	3,400	7,650	11,900	17,000
4d K1500	620	1,860	3,100	6,980	10,850	15,500
4d K1500 LS	640	1,920	3,200	7,200	11,200	16,000
4d K1500 LT	680	2,040	3,400	7,650	11,900	17,000
4d K2500	660	1,980	3,300	7,430	11,550	16,500
4d K2500 LS	700	2,100	3,500	7,880	12,250	17,500
4d K2500 LT	720	2,160	3,600	8,100	12,600	18,000
NOTE: Add 10% for turbo diesel V-8; 25% for 4x4.						
1997 S10, V-6						
2d PU, 6 ft.	260	780	1,300	2,930	4,550	6,500
2d PU, 7-1/2 ft.	264	792	1,320	2,970	4,620	6,600
2d PU, 6 ft. Ext Cab	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 25% for 4x4. Deduct 10% for 4-cyl.						
1997 C1500, V-8						
2d Fleetside WT PU, 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
2d Fleetside WT PU, 8 ft.	340	1,020	1,700	3,830	5,950	8,500
2d Sportside PU, 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d Fleetside PU, 6-1/2 ft.	380	1,140	1,900	4,280	6,650	9,500
2d Fleetside PU, 8 ft.	400	1,200	2,000	4,500	7,000	10,000
2d Fleetside PU, 6-1/2 ft. Ext Cab	460	1,380	2,300	5,180	8,050	11,500
2d Fleetside PU, 8 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
2d Sportside PU, 6-1/2 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add 25% for 4x4; 10% for turbo diesel V-8.						
1997 C2500, V-8						
2d Fleetside PU, 8 ft.	360	1,080	1,800	4,050	6,300	9,000
2d Fleetside PU, 6-1/2 ft. Ext Cab	480	1,440	2,400	5,400	8,400	12,000
2d Fleetside PU, 8 ft. Ext Cab	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 25% for 4x4; 10% for turbo diesel V-8.						
1998 Tracker, 4-cyl.						
2d Utly Conv	210	620	1,040	2,340	3,640	5,200
4d SUV	230	680	1,140	2,570	3,990	5,700
2d Utly Conv, 4x4	250	740	1,240	2,790	4,340	6,200
4d SUV, 4x4	270	800	1,340	3,020	4,690	6,700
1998 Tahoe, V-8						
2d SUV	390	1,180	1,960	4,410	6,860	9,800
LS 2d SUV	420	1,260	2,100	4,730	7,350	10,500
LS 4d SUV	440	1,320	2,200	4,950	7,700	11,000
2d SUV, 4x4	460	1,380	2,300	5,180	8,050	11,500
LS 2d SUV, 4x4	480	1,440	2,400	5,400	8,400	12,000
LS 4d SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 10% for turbo diesel V-8.						
1998 Blazer, V-6						
2d SUV	280	840	1,400	3,150	4,900	7,000
4d SUV	320	960	1,600	3,600	5,600	8,000
2d SUV, 4x4	330	1,000	1,660	3,740	5,810	8,300
4d SUV, 4x4	370	1,120	1,860	4,190	6,510	9,300
1998 Astro, V-6						
Cargo Van	300	900	1,500	3,380	5,250	7,500
Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 15% for 4x4.						
1998 Venture, V-6						
2d Van	240	720	1,200	2,700	4,200	6,000
4d Van	300	900	1,500	3,380	5,250	7,500
NOTE: Add 5% for extended model.						
1998 G Series, V-8						
G15 Van	340	1,020	1,700	3,830	5,950	8,500
G15 Express Van	380	1,140	1,900	4,280	6,650	9,500
G20 Van	400	1,200	2,000	4,500	7,000	10,000
G20 Express Van	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for extended model; 10% for turbo diesel V-8; 5% for 7.4L V-8.						
1998 Suburban, V-8						
4d C1500	600	1,800	3,000	6,750	10,500	15,000
4d C1500 LS	620	1,860	3,100	6,980	10,850	15,500
4d C1500 LT	640	1,920	3,200	7,200	11,200	16,000
4d C2500	640	1,920	3,200	7,200	11,200	16,000
4d C2500 LS	660	1,980	3,300	7,430	11,550	16,500
4d C2500 LT	680	2,040	3,400	7,650	11,900	17,000
4d K1500	620	1,860	3,100	6,980	10,850	15,500
4d K1500 LS	640	1,920	3,200	7,200	11,200	16,000
4d K1500 LT	680	2,040	3,400	7,650	11,900	17,000
4d K2500	660	1,980	3,300	7,430	11,550	16,500
4d K2500 LS	700	2,100	3,500	7,880	12,250	17,500
4d K2500 LT	720	2,160	3,600	8,100	12,600	18,000
NOTE: Add 10% for turbo diesel V-8; 25% for 4x4.						
1998 S10, V-6						
2d PU, 6 ft.	260	780	1,300	2,930	4,550	6,500
2d PU, 7-1/2 ft.	260	790	1,320	2,970	4,620	6,600
2d PU, 6 ft. Ext Cab	340	1,020	1,700	3,830	5,950	8,500
2d PU, 7-1/2 ft. Ext Cab	340	1,030	1,720	3,870	6,020	8,600
NOTE: Add 25% for 4x4. Deduct 10% for 4-cyl.						
1998 C1500, V-8						
2d Fleetside WT PU (V-6)	320	960	1,600	3,600	5,600	8,000
2d Fleetside PU	360	1,080	1,800	4,050	6,300	9,000
2d Sportside PU	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for extended cab; 25% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8.						
1998 C2500, V-8						
2d Fleetside PU	400	1,200	2,000	4,500	7,000	10,000
2d HD Fleetside PU	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for extended cab; 25% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8.						
1999 Tracker, 4-cyl.						
2d Utly Conv	170	500	840	1,890	2,940	4,200
4d SUV	190	560	940	2,120	3,290	4,700
2d Utly Conv, 4x4	240	730	1,220	2,750	4,270	6,100
4d SUV, 4x4	260	790	1,320	2,970	4,620	6,600
1999 Tahoe, V-8						
2d SUV	390	1,160	1,940	4,370	6,790	9,700
LS 2d SUV	420	1,250	2,080	4,680	7,280	10,400
LS 4d SUV	440	1,310	2,180	4,910	7,630	10,900
LT 2d SUV	460	1,370	2,280	5,130	7,980	11,400
LT4d SUV	480	1,430	2,380	5,360	8,330	11,900
2d SUV, 4x4	460	1,370	2,280	5,130	7,980	11,400
LS 2d SUV, 4x4	480	1,430	2,380	5,360	8,330	11,900
LS 4d SUV, 4x4	520	1,550	2,580	5,810	9,030	12,900
LT 2d SUV, 4x4	520	1,550	2,580	5,810	9,030	12,900
LT 4d SUV, 4x4	540	1,610	2,680	6,030	9,380	13,400
NOTE: Add 10% for turbo diesel V-8.						
1999 Blazer, V-6						
2d SUV	280	830	1,380	3,110	4,830	6,900
4d SUV	320	950	1,580	3,560	5,530	7,900
2d SUV, 4x4	330	980	1,640	3,690	5,740	8,200
4d SUV, 4x4	370	1,100	1,840	4,140	6,440	9,200
NOTE: Add 5% for LS, LT, Trailblazer or ZR2 Pkgs.						
1999 Astro, V-6						
Cargo Van	300	890	1,480	3,330	5,180	7,400
Van	340	1,010	1,680	3,780	5,880	8,400
NOTE: Add 15% for 4x4; 5% for LS or LT Pkgs.						
1999 Venture, V-6						
2d Van	240	710	1,180	2,660	4,130	5,900
4d Van	300	890	1,480	3,330	5,180	7,400
NOTE: Add 5% for extended model; 5% for LS or LT Pkgs.						
1999 G Series, V-8						
G15 Van	340	1,010	1,680	3,780	5,880	8,400
G15 Express Van	380	1,130	1,880	4,230	6,580	9,400
G25 Van	400	1,190	1,980	4,460	6,930	9,900
G25 Express Van	440	1,310	2,180	4,910	7,630	10,900
NOTE: Add 5% for extended model; 5% for LS Pkg.; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.						
1999 Suburban, V-8						
4d C1500	600	1,790	2,980	6,710	10,430	14,900
4d C1500 LS	620	1,850	3,080	6,930	10,780	15,400
4d C1500 LT	640	1,910	3,180	7,160	11,130	15,900
4d C2500	640	1,910	3,180	7,160	11,130	15,900
4d C2500 LS	660	1,970	3,280	7,380	11,480	16,400
4d C2500 LT	680	2,030	3,380	7,610	11,830	16,900
4d K1500	620	1,850	3,080	6,930	10,780	15,400
4d K1500 LS	640	1,910	3,180	7,160	11,130	15,900
4d K1500 LT	680	2,030	3,380	7,610	11,830	16,900
4d K2500	660	1,970	3,280	7,380	11,480	16,400
4d K2500 LS	700	2,090	3,480	7,830	12,180	17,400
4d K2500 LT	720	2,150	3,580	8,060	12,530	17,900
NOTE: Add 10% for turbo diesel V-8; 25% for 4x4; 5% for 7.4L V-8.						
1999 S10, V-6						
2d Fleetside PU	260	770	1,280	2,880	4,480	6,400
2d Sportside PU	260	780	1,300	2,930	4,550	6,500
2d Fleetside Ext Cab PU	340	1,010	1,680	3,780	5,880	8,400
2d Sportside Ext Cab PU	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for LS, Extreme or ZR2 Pkgs.; 25% for 4x4. Deduct 10% for 4-cyl.						
1999 C1500, V-8						
2d LS Ext Cab PU	400	1,190	1,980	4,460	6,930	9,900

	6	5	4	3	2	1
2d Silverado Fleetside PU	360	1,070	1,780	4,010	6,230	8,900
2d Silverado Sportside PU	400	1,190	1,980	4,460	6,930	9,900

NOTE: Add 5% for Silverado extended cab; 5% for LS or LT Pkgs.; 25% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.

1999 C2500, V-8

2d Fleetside PU	400	1,190	1,980	4,460	6,930	9,900
2d HD Fleetside PU (6.0L V-8)	420	1,250	2,080	4,680	7,280	10,400
4d Fleetside Crew Cab PU	440	1,310	2,180	4,910	7,630	10,900

NOTE: Add 5% for extended cab; 5% for LS or LT Pkgs.; 25% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8.

2000 Tracker, 4-cyl.

2d Utly Conv	110	340	560	1,260	1,960	2,800
4d SUV	80	250	420	950	1,470	2,100
2d Utly Conv, 4x4	130	400	660	1,490	2,310	3,300
4d SUV, 4x4	110	320	530	1,190	1,860	2,650

NOTE: Add 5% for Hang Ten Edition.

2000 Tahoe, V-8

Limited 4d SUV	140	410	680	1,530	2,380	3,400
Z71 4d SUV, 4x4	140	430	720	1,620	2,520	3,600

2000 New Tahoe, V-8

4d SUV	120	360	600	1,350	2,100	3,000
LS 4d SUV	140	420	700	1,580	2,450	3,500
4d SUV, 4x4	140	410	680	1,530	2,380	3,400
LS 4d SUV, 4x4	160	470	780	1,760	2,730	3,900

NOTE: Add 20% for LT Pkg. on LS.

2000 Blazer, V-6

LS 2d SUV	90	270	450	1,010	1,580	2,250
LS 4d SUV	90	270	450	1,010	1,580	2,250
LS 2d SUV, 4x4	100	310	520	1,170	1,820	2,600
LS 4d SUV, 4x4	110	320	530	1,190	1,860	2,650

NOTE: Add 5% for LT, Trailblazer or ZR2 Pkgs.

2000 Astro, V-6

Cargo Van	110	340	560	1,260	1,960	2,800
Van	110	340	560	1,260	1,960	2,800

NOTE: Add 15% for 4x4; 5% for LS or LT Pkg.

2000 Venture, V-6

4d Van	80	250	420	950	1,470	2,100

NOTE: Add 5% for extended model; 5% for LS or LT Pkgs.; 5% for Warner Bros. Edition.

2000 G Series, V-8

G1500 Van	130	400	660	1,490	2,310	3,300
G1500 Express Van	140	430	720	1,620	2,520	3,600
G2500 Van	160	480	800	1,800	2,800	4,000
G2500 Express Van	170	520	860	1,940	3,010	4,300

NOTE: Add 5% for extended model; 5% for LS Pkg.; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.

2000 Suburban, V-8

4d C1500	110	320	540	1,220	1,890	2,700
4d C1500 LS	130	380	640	1,440	2,240	3,200
4d C1500 LT	150	460	770	1,730	2,700	3,850
4d C2500	120	350	590	1,330	2,070	2,950
4d C2500 LS	140	410	690	1,550	2,420	3,450
4d C2500 LT	160	490	820	1,850	2,870	4,100
4d K1500	130	390	650	1,460	2,280	3,250
4d K1500 LS	150	450	750	1,690	2,630	3,750
4d K1500 LT	170	520	870	1,960	3,050	4,350
4d K2500	140	430	720	1,620	2,520	3,600
4d K2500 LS	160	480	800	1,800	2,800	4,000
4d K2500 LT	180	550	920	2,070	3,220	4,600

NOTE: Add 25% for 4x4.

2000 S10, V-6

2d Fleetside PU	120	350	580	1,310	2,030	2,900
2d Sportside PU	110	340	560	1,260	1,960	2,800
2d Fleetside Ext Cab PU	140	420	700	1,580	2,450	3,500
2d Sportside Ext Cab PU	140	410	680	1,530	2,380	3,400

NOTE: Add 5% for LS, Extreme or ZR2 Pkgs.; 25% for 4x4. Deduct 10% for 4-cyl.

2000 C1500, V-8

2d Silverado Fleetside PU	140	410	680	1,530	2,380	3,400
2d Silverado Sportside PU	150	440	740	1,670	2,590	3,700

NOTE: Add 20% for Silverado extended cab; 5% for Z71, LS or LT Pkgs.; 25% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.

2000 C2500, V-8

2d Fleetside PU	150	460	760	1,710	2,660	3,800
2d HD Fleetside PU	160	490	810	1,820	2,840	4,050
4d Fleetside Crew Cab PU	190	580	960	2,160	3,360	4,800

NOTE: Add 5% for dual rear wheels; 5% for Z71, LS or LT Pkgs.; 25% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8.
NOTE: add 8% for AWD, NOTE: Add 8% for AWE

CHRYSLER TRUCKS

1990 Town & Country

Window Van	230	680	1,140	2,570	3,990	5,700

1991 Town & Country

Window Van	250	740	1,240	2,790	4,340	6,200

1992 Town & Country

Window Van	290	860	1,440	3,240	5,040	7,200

NOTE: Add 5% for 4x4.

1993 Town & Country

Window Van	320	950	1,580	3,560	5,530	7,900

NOTE: Add 5% for 4x4.

1994 Town & Country

Window Van	390	1,160	1,940	4,370	6,790	9,700

NOTE: Add 5% for 4x4.

1995 Town & Country

Window Van	390	1,160	1,940	4,370	6,790	9,700

NOTE: Add 5% for 4x4.

1996 Town & Country, V-6

Window Van LX	370	1,100	1,840	4,140	6,440	9,200
Window Van LXi	410	1,240	2,060	4,640	7,210	10,300

NOTE: Add 5% for 4x4.

1997 Town & Country, V-6

Window Van SX	320	960	1,600	3,600	5,600	8,000
Window Van LX	360	1,080	1,800	4,050	6,300	9,000
Window Van LXi	410	1,240	2,060	4,640	7,210	10,300

NOTE: Add 5% for 4x4.

1998 Town & Country, V-6

Window Van SX	320	960	1,600	3,600	5,600	8,000
Window Van LX	360	1,080	1,800	4,050	6,300	9,000
Window Van LXi	410	1,240	2,060	4,640	7,210	10,300

NOTE: Add 5% for 4x4.

1999 Town & Country, V-6

Window Van SX	320	960	1,600	3,600	5,600	8,000
Window Van LX	360	1,080	1,800	4,050	6,300	9,000
Window Van LXi	410	1,240	2,060	4,640	7,210	10,300

NOTE: Add 5% for 4x4.

2000 Voyager, V-6

Voyager (4-cyl.)	240	720	1,200	2,700	4,200	6,000
Voyager SE (4-cyl.)	250	740	1,240	2,790	4,340	6,200
Grand Voyager	290	860	1,440	3,240	5,040	7,200
Grand Voyager SE	300	890	1,480	3,330	5,180	7,400

2000 Town & Country, V-6

SX	320	960	1,600	3,600	5,600	8,000
LX	330	980	1,640	3,690	5,740	8,200
LXi	370	1,100	1,840	4,140	6,440	9,200
Limited	410	1,220	2,040	4,590	7,140	10,200

NOTE: Add 5% for 4x4.

CROFTON TRUCKS

1959-62 Bug Series, 4-cyl., 63" wb

Bug Utl	520	1,560	2,600	5,850	9,100	13,000
Brawny Bug Utl	560	1,680	2,800	6,300	9,800	14,000

CROSLEY TRUCKS

1940 Series C2A, 2-cyl., 80" wb

2d Parkway Dly	800	2,400	4,000	9,000	14,000	20,000

1941 Series CB41, 2-cyl., 80" wb

2d PU Dly	720	2,160	3,600	8,100	12,600	18,000
2d Parkway Dly	800	2,400	4,000	9,000	14,000	20,000
2d Panel Dly	720	2,160	3,600	8,100	12,600	18,000

1942 Series CB42, 2-cyl., 80" wb

2d PU Dly	720	2,160	3,600	8,100	12,600	18,000
2d Parkway Dly	800	2,400	4,000	9,000	14,000	20,000
2d Panel Dly	640	1,920	3,200	7,200	11,200	16,000

1947 Series CC, 4-cyl., 80" wb

2d PU	800	2,400	4,000	9,000	14,000	20,000
2d Panel	680	2,040	3,400	7,650	11,900	17,000

1948 Series CC, 4-cyl., 80" wb

2d PU	420	1,270	2,120	4,760	7,400	10,575
2d Panel	440	1,320	2,210	4,960	7,720	11,025

1949 Standard Series CD, 4-cyl., 80" wb

2d PU	800	2,400	4,000	9,000	14,000	20,000
2d Panel	680	2,040	3,400	7,650	11,900	17,000

1949 Deluxe Series CD, 4-cyl., 80" wb

2d PU	840	2,520	4,200	9,450	14,700	21,000
2d Panel	720	2,160	3,600	8,100	12,600	18,000

1950 Standard Series CD, 4-cyl., 80" wb

2d PU	800	2,400	4,000	9,000	14,000	20,000
2d Panel	680	2,040	3,400	7,650	11,900	17,000

1950 Deluxe Series CD, 4-cyl., 80" wb

2d PU	840	2,520	4,200	9,450	14,700	21,000
2d Panel	720	2,160	3,600	8,100	12,600	18,000

1950 Series FR, 4-cyl., 63" wb

FarmOroad	600	1,800	3,000	6,750	10,500	15,000

1951 Deluxe Series CD, 4-cyl., 80" wb

2d PU	840	2,520	4,200	9,450	14,700	21,000
2d Panel	720	2,160	3,600	8,100	12,600	18,000

1951 Super Series CD, 4-cyl., 80" wb

2d PU	880	2,640	4,400	9,900	15,400	22,000
2d Panel	760	2,280	3,800	8,550	13,300	19,000

1951 Series FR, 4-cyl., 63" wb

FarmOroad	600	1,800	3,000	6,750	10,500	15,000

1952 Deluxe Series CD, 4-cyl., 80" wb

2d PU	840	2,520	4,200	9,450	14,700	21,000
2d Panel	720	2,160	3,600	8,100	12,600	18,000

1952 Super Series CD, 4-cyl., 80" wb

2d PU	880	2,640	4,400	9,900	15,400	22,000
2d Panel	760	2,280	3,800	8,550	13,300	19,000

1952 Series FR, 4-cyl., 63" wb

FarmOroad	600	1,800	3,000	6,750	10,500	15,000

DAIHATSU TRUCKS

1991 Rocky

SE 2d Utly Conv	180	540	900	2,030	3,150	4,500
SE 2d Utly	190	580	960	2,160	3,360	4,800
SX 2d Utly	190	560	930	2,090	3,260	4,650

1992 Rocky, 4-cyl.

SE 2d Utly Conv	180	540	900	2,030	3,150	4,500
SE 2d Utly HT	190	560	930	2,090	3,260	4,650
SX 2d Utly HT	200	610	1,020	2,300	3,570	5,100

DODGE TRUCKS

1917 Commercial Car, 1/2-Ton

Screenside	1,020	3,060	5,100	11,480	17,850	25,500

1918 Commercial/Business Car, 1/2-Ton

Screenside	1,020	3,060	5,100	11,480	17,850	25,500

1919 Commercial/Business Car, 1/2-Ton

Panel	990	2,970	4,950	11,140	17,330	24,750
Screenside	1,020	3,060	5,100	11,480	17,850	25,500

1920 Commercial/Business Car, 1/2-Ton

Panel	990	2,970	4,950	11,140	17,330	24,750
Screenside	960	2,880	4,800	10,800	16,800	24,000

1921 Commercial/Business Car, 1/2-Ton

Panel	960	2,880	4,800	10,800	16,800	24,000
Screenside	960	2,880	4,800	10,800	16,800	24,000

1922 Commercial/Business Car, 1/2-Ton

Panel	960	2,880	4,800	10,800	16,800	24,000
Screenside	960	2,880	4,800	10,800	16,800	24,000
Panel	960	2,880	4,800	10,800	16,800	24,000

1923 Commercial/Business Car, 3/4-Ton

Screenside	910	2,740	4,570	10,270	15,980	22,825
Panel	900	2,690	4,480	10,080	15,680	22,400

1924 Commercial/Business Car, 3/4-Ton

Screenside	910	2,740	4,570	10,270	15,980	22,825
Panel	900	2,690	4,480	10,080	15,680	22,400

1925 Commercial/Business Car, 3/4-Ton

Screenside	910	2,740	4,570	10,270	15,980	22,825
Panel	900	2,690	4,480	10,080	15,680	22,400

1926 Commercial/Business Car, 3/4-Ton, 116" wb

Screenside	880	2,650	4,420	9,950	15,470	22,100
Panel (72" wb)	830	2,500	4,160	9,360	14,560	20,800

1926 Business Car, 3/4-Ton, 140" wb

Panel (96" wb)	830	2,500	4,160	9,360	14,560	20,800

1927 Series DC, 3/4-Ton, 116" wb

Exp	820	2,450	4,080	9,180	14,280	20,400
Canopy	860	2,570	4,290	9,650	15,020	21,450
Screen	830	2,480	4,140	9,300	14,470	20,675
Panel	830	2,500	4,160	9,360	14,560	20,800

1927 Series BD, 1-Ton, 126" wb

Exp	780	2,340	3,900	8,780	13,650	19,500
Farm Box	750	2,260	3,770	8,480	13,200	18,850
Canopy	830	2,480	4,140	9,300	14,470	20,675
Panel	770	2,310	3,850	8,660	13,480	19,250
Stake	750	2,260	3,770	8,480	13,200	18,850

1927 Series ID, 1-Ton,137" wb

Exp	780	2,330	3,880	8,720	13,560	19,375
Canopy	820	2,470	4,110	9,250	14,390	20,550
Panel	780	2,340	3,900	8,780	13,650	19,500

1928-29 Series SE, 1/2-Ton

Panel	810	2,420	4,030	9,070	14,110	20,150

1928-29 Series DA-120, 3/4-Ton

PU Exp	810	2,420	4,030	9,070	14,110	20,150
Canopy Dly	850	2,540	4,240	9,540	14,840	21,200
Screen Dly	810	2,430	4,060	9,130	14,200	20,280
Panel Dly	790	2,370	3,950	8,890	13,830	19,750
Platform	780	2,340	3,900	8,780	13,650	19,500
Stake	780	2,330	3,880	8,720	13,560	19,375

1928-29 Series DA-130, 1-Ton

PU Exp	720	2,160	3,600	8,100	12,600	18,000
Farm	700	2,090	3,480	7,830	12,180	17,400
Canopy Dly	760	2,270	3,790	8,530	13,270	18,950
Screen Dly	730	2,180	3,630	8,160	12,690	18,125
Panel Dly	710	2,120	3,530	7,940	12,360	17,650
Platform	700	2,090	3,480	7,830	12,180	17,400
Stake	700	2,090	3,480	7,830	12,180	17,400

1928-29 Series DA-140, 1-Ton

PU Exp	720	2,160	3,600	8,100	12,600	18,000
Canopy Dly	750	2,260	3,770	8,480	13,200	18,850
Screen Dly	720	2,160	3,600	8,100	12,600	18,000
Panel Dly	700	2,100	3,510	7,890	12,270	17,525
Side Door Panel	700	2,090	3,480	7,830	12,180	17,400
Carryall	700	2,100	3,510	7,890	12,270	17,525
Platform	690	2,070	3,460	7,770	12,090	17,275
Stake	690	2,070	3,460	7,770	12,090	17,275

1929 Merchant's Exp, 1/2-Ton, 109" wb

Panel	740	2,230	3,720	8,370	13,020	18,600

1930 Series UI-A-109, 1/2-Ton

PU	920	2,750	4,580	10,290	16,010	22,875
Canopy	950	2,860	4,760	10,710	16,660	23,800
Screen	910	2,720	4,530	10,180	15,840	22,625
Panel	910	2,730	4,550	10,240	15,930	22,750

1930 Series UI-B-124, 3/4-Ton, 4-cyl.

PU	860	2,590	4,320	9,720	15,120	21,600
Canopy	850	2,560	4,270	9,610	14,950	21,350
Screen	810	2,430	4,060	9,120	14,190	20,275
Panel	820	2,450	4,080	9,180	14,280	20,400
Platform	770	2,300	3,840	8,640	13,440	19,200
Stake	780	2,330	3,890	8,750	13,620	19,450

1930 Series DA1-B-124, 3/4-Ton, 6-cyl., Note 1 Series UI-C-133, 1-Ton, 4-cyl.

Farm	770	2,320	3,870	8,700	13,530	19,325
Exp	810	2,430	4,060	9,120	14,190	20,275
Canopy	850	2,550	4,250	9,560	14,880	21,250
Screen	810	2,420	4,030	9,070	14,110	20,150
Panel	820	2,450	4,080	9,180	14,280	20,400
Platform	760	2,290	3,820	8,580	13,350	19,075
Stake	770	2,320	3,870	8,700	13,530	19,325

1930 Series DA1-C-133, 1-Ton, 6-cyl., Note 2 Series DA1-C-140, 1-Ton, 140" wb

Exp	770	2,320	3,870	8,700	13,530	19,325
Canopy	850	2,550	4,250	9,560	14,880	21,250
Screen	810	2,420	4,030	9,070	14,110	20,150

	6	5	4	3	2	1
Panel	820	2,450	4,080	9,180	14,280	20,400
Side Door Panel	790	2,380	3,960	8,910	13,860	19,800
Carryall	860	2,590	4,320	9,720	15,120	21,600
Platform	760	2,290	3,820	8,580	13,350	19,075
Stake	770	2,320	3,870	8,700	13,530	19,325

NOTE 1: For 6-cyl. models, add 5% from figure given for equivalent 4-cyl. (UI-B-124). NOTE 2: For 6-cyl. models, add 5% from figure given for equivalent 4-cyl. (UI-C-133).

1931 Series UF-10, 1/2-Ton, 4-cyl.

PU	910	2,740	4,560	10,260	15,960	22,800
Canopy	770	2,320	3,870	8,700	13,530	19,325
Screen	780	2,330	3,890	8,750	13,620	19,450
Panel	790	2,380	3,960	8,910	13,860	19,800

1931 Series F-10, 1/2-Ton, 6-cyl., Note 1 Series UI-B-124, 3/4-Ton, 4-cyl.

PU	860	2,590	4,320	9,720	15,120	21,600
Canopy	730	2,200	3,670	8,260	12,850	18,350
Screen	740	2,220	3,700	8,310	12,930	18,475
Panel	790	2,380	3,960	8,910	13,860	19,800
Platform	700	2,090	3,480	7,830	12,180	17,400
Stake	710	2,120	3,530	7,940	12,360	17,650
Exp	740	2,220	3,700	8,310	12,930	18,475
Farm	700	2,100	3,510	7,890	12,270	17,525
Canopy	730	2,190	3,650	8,210	12,780	18,250
Screen	730	2,200	3,670	8,260	12,850	18,350

1931 Series DA1-B-124, 3/4-Ton, 6-cyl., Note 2 Series UI-C-133, 1-Ton, 4-cyl.

Panel	740	2,230	3,720	8,370	13,020	18,600
Platform	690	2,070	3,460	7,770	12,090	17,275
Stake	690	2,070	3,450	7,760	12,080	17,250

1931 Series DA1-C-133, 1-Ton, 6-cyl., Note 3

NOTE 1: For 6-cyl. model F-10, add 5% from figure given for equivalent 4-cyl. (UF-10). NOTE 2: For 6-cyl. model DA1-B-124, add 5% from figure given for equivalent 4-cyl. (UI-B-124). NOTE 3: For 6-cyl. model DA1-C-133, add 5% from figure given for equivalent 4-cyl. (UI-C-133).

1932 Series UF-10, 1/2-Ton, 4-cyl.

PU	1,060	3,190	5,320	11,970	18,620	26,600
Canopy	900	2,710	4,510	10,150	15,790	22,550
Screen	910	2,720	4,540	10,200	15,870	22,675
Panel	920	2,770	4,620	10,400	16,170	23,100

1932 Series F-10, 1/2-Ton, 6-cyl., Note 1 Series UI-B-124, 3/4-Ton, 4-cyl.

PU	1,010	3,020	5,040	11,340	17,640	25,200
Canopy	860	2,570	4,290	9,640	15,000	21,425
Screen	860	2,590	4,310	9,700	15,090	21,550
Panel	880	2,640	4,400	9,890	15,380	21,975
Platform	810	2,440	4,060	9,140	14,210	20,300
Stake	820	2,470	4,120	9,260	14,400	20,575

1932 Series DA1-B-124, 3/4-Ton, 6-cyl., Note 2 Series UI-C-133, 1-Ton, 4-cyl.

Exp	860	2,590	4,310	9,700	15,090	21,550
Farm	820	2,450	4,090	9,200	14,320	20,450
Canopy	850	2,550	4,260	9,570	14,890	21,275
Screen	860	2,570	4,290	9,640	15,000	21,425
Panel	880	2,640	4,400	9,890	15,380	21,975
Platform	810	2,420	4,030	9,070	14,110	20,150
Stake	820	2,450	4,090	9,200	14,320	20,450

1932 Series DA1-C-133, 1-Ton, 6-cyl., Note 3

NOTE 1: For 6-cyl. model F-10, add 5% from figure given for equivalent 4-cyl. (UF-10). NOTE 2: For 6-cyl. model DA1-B-124, add 5% from figure given for equivalent 4-cyl. (UI-B-124). NOTE 3: For 6-cyl. model DA1-C-133, add 5% from figure given for equivalent 4-cyl. (UI-C-133).

1933-35 1/2-Ton, 111.25" wb

PU	920	2,760	4,600	10,350	16,100	23,000
Canopy	860	2,590	4,320	9,720	15,120	21,600
Comm Sed	770	2,320	3,860	8,690	13,510	19,300
Panel	770	2,320	3,860	8,690	13,510	19,300

1933-35 1/2-Ton, 119" wb

Panel	770	2,300	3,840	8,640	13,440	19,200

1933-35 1/2-Ton, 109" wb

PU	920	2,760	4,600	10,350	16,100	23,000
Canopy	840	2,520	4,200	9,450	14,700	21,000
Screen	780	2,330	3,880	8,730	13,580	19,400
Panel	770	2,320	3,860	8,690	13,510	19,300

1933-35 3/4-Ton, 131" wb

Panel	760	2,280	3,800	8,550	13,300	19,000

1936-38 1/2-Ton

PU	1,290	3,870	6,450	14,510	22,580	32,250
Canopy	1,150	3,440	5,730	12,890	20,060	28,650
Screen	1,150	3,460	5,760	12,960	20,160	28,800
Comm Sed	1,160	3,470	5,790	13,030	20,270	28,950
Panel	1,140	3,420	5,700	12,830	19,950	28,500
Westchester Suburban	2,880	8,640	14,400	32,400	50,400	72,000

1936-38 3/4-Ton, 136" wb

PU	1,320	3,960	6,600	14,850	23,100	33,000
Canopy	1,230	3,690	6,150	13,840	21,530	30,750
Screen	1,160	3,490	5,820	13,100	20,370	29,100
Panel	1,130	3,400	5,670	12,760	19,850	28,350
Platform	1,030	3,100	5,160	11,610	18,060	25,800
Stake	1,040	3,130	5,220	11,750	18,270	26,100

1939-42, 1946-47 1/2-Ton, 116" wb

PU	1,350	4,050	6,750	15,190	23,630	33,750
Canopy	1,250	3,740	6,230	14,010	21,790	31,125
Screen	1,190	3,580	5,970	13,430	20,900	29,850
Panel	1,210	3,620	6,030	13,570	21,110	30,150

1939-42, 1946-47 3/4-Ton, 120" wb

PU	1,320	3,960	6,600	14,850	23,100	33,000
Platform	1,120	3,370	5,610	12,620	19,640	28,050
Stake	1,120	3,370	5,610	12,620	19,640	28,050

1946-49 Power Wagon, 1-Ton, 126" wb

PU	4,000	12,000	20,000	45,000	70,000	100,000

1948-49 1/2-Ton, 108" wb

PU	1,350	4,050	6,750	15,190	23,630	33,750
Panel	1,210	3,620	6,030	13,570	21,110	30,150

1948-49 3/4-Ton, 116" wb

PU	1,320	3,960	6,600	14,850	23,100	33,000
Platform	1,120	3,370	5,610	12,620	19,640	28,050
Stake	1,120	3,370	5,610	12,620	19,640	28,050

1950-52 1/2-Ton, 108" wb

PU	1,350	4,050	6,750	15,190	23,630	33,750
Panel	1,210	3,620	6,030	13,570	21,110	30,150

1950-52 3/4-Ton, 116" wb

PU	1,320	3,960	6,600	14,850	23,100	33,000
Platform	1,120	3,370	5,610	12,620	19,640	28,050
Stake	1,120	3,370	5,610	12,620	19,640	28,050

1950-52 Power-Wagon, 1-Ton, 126" wb

PU	4,000	12,000	20,000	45,000	70,000	100,000

NOTE: Add 3% for Fluid Drive; Add 10% for pilot house cab.

1953-54 1/2-Ton, 108" wb

PU	1,350	4,050	6,750	15,190	23,630	33,750
Panel	1,210	3,620	6,030	13,570	21,110	30,150

1953-54 1/2-Ton, 116" wb

PU	1,340	4,020	6,700	15,080	23,450	33,500

1953-54 3/4-Ton, 116" wb

PU	1,250	3,740	6,240	14,040	21,840	31,200
Platform	960	2,890	4,810	10,820	16,840	24,050
Stake	960	2,890	4,810	10,820	16,840	24,050

NOTE: Add 3% for Fluid Drive; 10% for V-8; 5% for automatic transmission.

1953-54 Power-Wagon, 1-Ton, 126" wb

PU	4,000	12,000	20,000	45,000	70,000	100,000

1955-57 1/2-Ton, 108" wb

Lowside PU	1,500	4,500	7,500	16,880	26,250	37,500
Highside PU	1,560	4,680	7,800	17,550	27,300	39,000
Panel	1,620	4,860	8,100	18,230	28,350	40,500

1955-57 1/2-Ton, 116" wb

Lowside PU	1,440	4,320	7,200	16,200	25,200	36,000
Highside PU	1,500	4,500	7,500	16,880	26,250	37,500
Sweptside PU, 1957 only 42,000	2,400	7,200	12,000	27,000	60,000	
Platform	1,200	3,600	6,000	13,500	21,000	30,000
Stake	1,260	3,780	6,300	14,180	22,050	31,500

1955-57 3/4-Ton, 116" wb

PU	1,380	4,140	6,900	15,530	24,150	34,500
Platform	1,140	3,420	5,700	12,830	19,950	28,500
Stake	1,200	3,600	6,000	13,500	21,000	30,000

NOTE: Add 10% for V-8 engine; 5% for automatic transmission; Add 25% for HEMI engine.

1955-57 Power-Wagon, 1-Ton, 126" wb

PU	4,000	12,000	20,000	45,000	70,000	100,000

1958-60 1/2-Ton, 108" wb

PU	1,320	3,960	6,600	14,850	23,100	33,000
Twn Panel	1,200	3,600	6,000	13,500	21,000	30,000
6P Wag	1,200	3,600	6,000	13,500	21,000	30,000
8P Wag	1,260	3,780	6,300	14,180	22,050	31,500

1958-60 1/2-Ton, 116" wb

PU	1,260	3,780	6,300	14,180	22,050	31,500
Sweptside PU (1958-1959) 47,250	2,700	8,100	13,500	30,380	67,500	
Platform	900	2,700	4,500	10,130	15,750	22,500
Stake	960	2,880	4,800	10,800	16,800	24,000

1958-60 3/4-Ton, 116" wb

PU	1,200	3,600	6,000	13,500	21,000	30,000
Platform	840	2,520	4,200	9,450	14,700	21,000
Stake	900	2,700	4,500	10,130	15,750	22,500

NOTE: Add 10% for V-8 engine; 5% for automatic transmission; Add 25% for HEMI engine.

1958-60 Power-Wagon, 1-Ton, 126" wb

PU	4,000	12,000	20,000	45,000	70,000	100,000

1961-71 1/2-Ton, 114" wb

Utiline PU	1,140	3,420	5,700	12,830	19,950	28,500
Sweptline PU	1,130	3,380	5,640	12,690	19,740	28,200
Twn Panel	1,200	3,600	6,000	13,500	21,000	30,000
6P Wag	1,200	3,600	6,000	13,500	21,000	30,000
8P Wag	1,250	3,760	6,260	14,090	21,910	31,300

1961-71 1/2-Ton, 122" wb Power-Wagon, 1-Ton, 126" wb

PU	3,200	9,600	16,000	36,000	56,000	80,000
Utiline PU	3,000	9,000	15,000	33,750	52,500	75,000
Sweptline PU	3,000	9,000	15,000	33,750	52,500	75,000
Platform	2,400	7,200	12,000	27,000	42,000	60,000
Stake	2,400	7,200	12,000	27,000	42,000	60,000

1961-71 3/4-Ton, 122" wb

Utiline PU	1,090	3,280	5,460	12,290	19,110	27,300
Sweptline PU	1,080	3,240	5,400	12,150	18,900	27,000
Platform	890	2,660	4,440	9,990	15,540	22,200
Stake	900	2,700	4,500	10,130	15,750	22,500

NOTE: Add 10% for V-8 engine; 5% for automatic transmission.

1964-71 A100, 90" wb

PU	890	2,670	4,450	10,010	15,580	22,250
Van	670	2,020	3,360	7,560	11,760	16,800
Wag	700	2,100	3,500	7,880	12,250	17,500

NOTE: Add 10% for Sportsman models.

1972-80 1/2-Ton

Van (109" wb)	630	1,880	3,130	7,040	10,960	15,650
Van (127" wb)	650	1,960	3,270	7,350	11,430	16,325

1972-80 3/4-Ton

Van (109" wb)	600	1,790	2,990	6,730	10,470	14,950
Van (127" wb)	630	1,880	3,130	7,040	10,960	15,650
Maxivan	650	1,960	3,270	7,350	11,430	16,325

1972-80 1-Ton

Van (109" wb)	570	1,710	2,860	6,420	9,990	14,275
Van (127" wb)	600	1,790	2,990	6,730	10,470	14,950
Maxivan	610	1,840	3,060	6,890	10,710	15,300

1972-80 1/2-Ton

Utiline PU (115" wb)	990	2,980	4,970	11,170	17,380	24,825
Sweptline PU (115" wb)	980	2,940	4,900	11,010	17,130	24,475
Utiline PU (131" wb)	980	2,940	4,900	11,010	17,130	24,475
Sweptline PU (131" wb)	990	2,980	4,970	11,170	17,380	24,825

NOTE: Add 20% for Macho Power Wagon Pkg.

1972-80 3/4-Ton, 131" wb

Utiline PU	950	2,860	4,760	10,710	16,660	23,800
Sweptline PU	970	2,900	4,830	10,870	16,910	24,150

1972-80 Crew Cab, 3/4-Ton

Utiline PU (149" wb)	790	2,370	3,950	8,880	13,810	19,725
Sweptline PU (149" wb)	800	2,410	4,020	9,030	14,050	20,075
Utiline PU (165" wb)	780	2,330	3,880	8,720	13,560	19,375
Sweptline PU (165" wb)	790	2,370	3,950	8,880	13,810	19,725
1978 Little Red Express PU 25,550	1,460	4,380	7,300	16,430	36,500	
1979 Little Red Express PU 25,550	1,460	4,380	7,300	16,430	36,500	

NOTE: Add 10% for V-8 engine; 20% for Warlock Pkg. (1977).

1981-91 Rampage

PU	440	1,320	2,200	4,950	7,700	11,000

1981-91 Ram 50

Cus PU	220	660	1,100	2,480	3,850	5,500
Royal PU	220	660	1,100	2,480	3,850	5,500
Spt PU	230	680	1,140	2,570	3,990	5,700

1981-91 Ramcharger

2WD	1,000	3,000	5,000	11,250	17,500	25,000
4x4	1,040	3,120	5,200	11,700	18,200	26,000

1981-91 B150

Van	220	660	1,100	2,480	3,850	5,500
Long Range Van	212	636	1,060	2,390	3,710	5,300
Wag	256	768	1,280	2,880	4,480	6,400
Mini-Ram Wag	252	756	1,260	2,840	4,410	6,300

1981-91 B250

Van	216	648	1,080	2,430	3,780	5,400
Wag	256	768	1,280	2,880	4,480	6,400
Mini-Ram Wag	252	756	1,260	2,840	4,410	6,300

1981-91 B350

Van	216	648	1,080	2,430	3,780	5,400
Wag	256	768	1,280	2,880	4,480	6,400

1981-91 D150

Utiline PU (SBx)	220	650	1,080	2,430	3,780	5,400
Sweptline PU (SBx)	220	660	1,100	2,480	3,850	5,500
Clb Cab PU (SBx)	240	710	1,180	2,660	4,130	5,900
Utiline PU (LBx)	220	660	1,100	2,480	3,850	5,500
Sweptline PU (LBx)	220	670	1,120	2,520	3,920	5,600
Clb Cab PU (LBx)	240	720	1,200	2,700	4,200	6,000

1981-91 D250

Utiline PU (LBx)	210	640	1,060	2,390	3,710	5,300
Sweptline PU (LBx)	220	650	1,080	2,430	3,780	5,400
Clb Cab PU (LBx)	240	710	1,180	2,660	4,130	5,900
Crew Cab PU (SBx)	230	700	1,160	2,610	4,060	5,800
Crew Cab PU (LBx)	240	710	1,180	2,660	4,130	5,900

NOTE: Add 15% for 4x4.

1981-91 Dakota, 1/2-Ton, V-6, 1987-91

PU (SBx)	220	660	1,100	2,480	3,850	5,500
PU (LBx)	220	650	1,080	2,430	3,780	5,400
PU Spt Conv (1989-91)	360	1,080	1,800	4,050	6,300	9,000

NOTE: Add 30% for V-8 (1991); 5% for 2.2 Turbo; 15% for Shelby Pkg. (1987, 1988 & 1989 only). Deduct 10% for 4-cyl.

1984-91

Caravan	190	580	960	2,160	3,360	4,800
Caravan SE	200	610	1,020	2,300	3,570	5,100
Caravan LE	212	636	1,060	2,390	3,710	5,300

1984-91 Caravan, V-6

Sta Wag	232	696	1,160	2,610	4,060	5,800
Sta Wag SE	236	708	1,180	2,660	4,130	5,900
Sta Wag LE	240	720	1,200	2,700	4,200	6,000

NOTE: Add 5% for 4x4.

1992 Ram 50, 1/2-Ton, 4-cyl.

2d PU	220	660	1,100	2,480	3,850	5,500
2d LB PU	210	640	1,060	2,390	3,710	5,300
2d SE PU	260	780	1,300	2,930	4,550	6,500

1992 Ramcharger, V-8

2d 150S SUV	720	2,160	3,600	8,100	12,600	18,000
2d 150S SUV (4x4)	820	2,460	4,100	9,230	14,350	20,500
2d 150 SUV	780	2,340	3,900	8,780	13,650	19,500
2d 150 SUV (4x4)	860	2,580	4,300	9,680	15,050	21,500

1992 Caravan, V-6

3d CV Van	228	684	1,140	2,570	3,990	5,700
3d SE Van	232	696	1,160	2,610	4,060	5,800
3d LE Van	236	708	1,180	2,660	4,130	5,900
3d ES Van	240	720	1,200	2,700	4,200	6,000

NOTE: Add 10% for Grand models; 5% for 4x4.

1992 B Series Van, V-8

B150 Van	280	840	1,400	3,150	4,900	7,000
B150 Wag	300	900	1,500	3,380	5,250	7,500
B250 Van	300	900	1,500	3,380	5,250	7,500
B250 Sta Wag	320	960	1,600	3,600	5,600	8,000
B250 Maxi Van	320	960	1,600	3,600	5,600	8,000
B250 Maxi Wag	340	1,020	1,700	3,830	5,950	8,500

1992 Dakota, 1/2-Ton

2d PU (SBx)	260	780	1,300	2,930	4,550	6,500
2d PU (LBx)	260	790	1,320	2,970	4,620	6,600

NOTE: Add 10% for V-8; 5% for 4x4.

1992 D Series, V-8

2d D150 PU	340	1,020	1,700	3,830	5,950	8,500
2d D250 PU	360	1,080	1,800	4,050	6,300	9,000

1993 Ram 50, 4-cyl.

2d PU SBx	208	624	1,040	2,340	3,640	5,200
2d PU LBx	212	636	1,060	2,390	3,710	5,300

1993 Ramcharger, V-8

2d SUV 2WD	720	2,160	3,600	8,100	12,600	18,000
2d SUV 4x4	820	2,460	4,100	9,230	14,350	20,500

	6	5	4	3	2	1
1993 Caravan, V-6						
Sta Wag	272	816	1,360	3,060	4,760	6,800
1993 B150/250						
Window Van	276	828	1,380	3,110	4,830	6,900
1993 Dakota, V-8						
2d PU SBx	260	780	1,300	2,930	4,550	6,500
2d PU LBx	264	792	1,320	2,970	4,620	6,600
1993 D150/250, V-8						
2d PU SBx D150	340	1,020	1,700	3,830	5,950	8,500
2d PU LBx D150	320	960	1,600	3,600	5,600	8,000
2d PU SBx D250	360	1,080	1,800	4,050	6,300	9,000
2d PU LBx D250	360	1,070	1,780	4,010	6,230	8,900
1994						
Caravan	200	550	900	2,030	3,150	4,500
Caravan LWB	250	700	1,200	2,700	4,200	6,000
Caravan SE	300	850	1,400	3,150	4,900	7,000
Caravan LE	300	900	1,500	3,380	5,250	7,500
Caravan ES	300	950	1,600	3,600	5,600	8,000
Caravan Grand SE	300	900	1,500	3,380	5,250	7,500
Caravan Grand LE	300	950	1,600	3,600	5,600	8,000
Caravan Grand ES	350	1,000	1,700	3,830	5,950	8,500
1994 B150 & B250, V-8						
Window Van	400	1,200	2,000	4,500	7,000	10,000
Van	360	1,080	1,800	4,050	6,300	9,000
Maxi Van	440	1,320	2,200	4,950	7,700	11,000
1994 Dakota, V-6						
2d PU 6 ft.	250	800	1,300	2,930	4,550	6,500
2d PU 8 ft.	250	800	1,350	3,020	4,700	6,700
2d PU Spt 6 ft.	300	900	1,500	3,380	5,250	7,500
2d PU Spt 8 ft.	300	950	1,600	3,600	5,600	8,000
1994 Ram 1500 & 2500, V-8						
2d Pu 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d PU 8 ft.	380	1,140	1,900	4,280	6,650	9,500
1995						
Caravan C/V	150	400	700	1,580	2,450	3,500
Caravan C/V, LWB	150	500	850	1,940	3,000	4,300
Caravan	200	550	900	2,030	3,150	4,500
Caravan SE	300	850	1,400	3,150	4,900	7,000
Caravan LE	300	900	1,500	3,380	5,250	7,500
Caravan ES	300	950	1,600	3,600	5,600	8,000
Grand Caravan	300	850	1,400	3,150	4,900	7,000
Grand Caravan SE	300	900	1,500	3,380	5,250	7,500
Grand Caravan LE	300	950	1,600	3,600	5,600	8,000
Grand Caravan ES	350	1,000	1,700	3,830	5,950	8,500
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						
1995 Ram Van 1500 & 2500, V-8						
Window Van	400	1,200	2,000	4,500	7,000	10,000
Van	360	1,080	1,800	4,050	6,300	9,000
Maxi Van	440	1,320	2,200	4,950	7,700	11,000
1995 Dakota, V-6						
2d PU, 6-1/2 ft.	250	800	1,300	2,930	4,550	6,500
2d PU, 8 ft.	250	800	1,350	3,020	4,700	6,700
2d PU Spt, 6-1/2 ft.	300	900	1,500	3,380	5,250	7,500
Club Cab PU, 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
Club Cab Spt PU, 6-1/2 ft.	300	950	1,600	3,650	5,650	8,100
1995 Ram 1500 & 2500, V-8						
2d PU, 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d PU, 8 ft.	380	1,140	1,900	4,280	6,650	9,500
Club Cab PU, 6-1/2 ft.	440	1,320	2,200	4,950	7,700	11,000
Club Cab PU, 8 ft.	450	1,340	2,240	5,040	7,840	11,200
1996 Caravan, V-6						
Caravan	200	550	900	2,030	3,150	4,500
Caravan SE	300	850	1,400	3,150	4,900	7,000
Caravan LE	300	900	1,500	3,380	5,250	7,500
Caravan ES	300	950	1,600	3,600	5,600	8,000
Grand Caravan	300	850	1,400	3,150	4,900	7,000
Grand Caravan SE	300	900	1,500	3,380	5,250	7,500
Grand Caravan LE	300	950	1,600	3,600	5,600	8,000
Grand Caravan ES	350	1,000	1,700	3,830	5,950	8,500
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						
1996 Ram Van 1500 & 2500, V-8						
Window Van	400	1,200	2,000	4,500	7,000	10,000
Van	360	1,080	1,800	4,050	6,300	9,000
Maxi Van	440	1,320	2,200	4,950	7,700	11,000
1996 Dakota, V-6						
2d PU, 6-1/2 ft.	250	800	1,300	2,930	4,550	6,500
2d PU, 8 ft.	250	800	1,350	3,020	4,700	6,700
2d PU Spt, 6-1/2 ft.	300	900	1,500	3,380	5,250	7,500
Club Cab PU, 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
Club Cab Spt PU, 6-1/2 ft.	300	950	1,600	3,650	5,650	8,100
NOTE: Add $2,000 for 4x4. Add 5% for V-8.						
1996 Ram 1500 & 2500, V-8						
2d PU, 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d PU, 8 ft.	380	1,140	1,900	4,280	6,650	9,500
Club Cab PU, 6-1/2 ft.	440	1,320	2,200	4,950	7,700	11,000
Club Cab PU, 8 ft.	450	1,340	2,240	5,040	7,840	11,200
NOTE: Add $2,000 for 4x4. Add 5% for V-10.						
1997 Caravan, V-6						
Caravan	180	540	900	2,030	3,150	4,500
Caravan SE	280	840	1,400	3,150	4,900	7,000
Caravan LE	300	900	1,500	3,380	5,250	7,500
Caravan ES	320	960	1,600	3,600	5,600	8,000
Grand Caravan	280	840	1,400	3,150	4,900	7,000
Grand Caravan SE	300	900	1,500	3,380	5,250	7,500
Grand Caravan LE	320	960	1,600	3,600	5,600	8,000
Grand Caravan ES	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for 4x4. Deduct 5% fo 4-cyl.						
1997 Ram Van 1500 & 2500, V-8						
Window Van	400	1,200	2,000	4,500	7,000	10,000
Van	360	1,080	1,800	4,050	6,300	9,000
Maxi Van	440	1,320	2,200	4,950	7,700	11,000
NOTE: Deduct 5% for V-6.						
1997 Dakota, V-6						
2d PU, 6-1/2 ft.	260	780	1,300	2,930	4,550	6,500
2d PU, 8 ft.	268	804	1,340	3,020	4,690	6,700
Club Cab 2d PU, 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
1997 Ram 1500 & 2500, V-8						
2d PU, 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d PU, 8 ft.	380	1,140	1,900	4,280	6,650	9,500
Club Cab PU, 6-1/2 ft.	440	1,320	2,200	4,950	7,700	11,000
Club Cab PU, 8 ft.	450	1,340	2,240	5,040	7,840	11,200
NOTE: Add $2,000 for 4x4; 5% for V-10; 25% for turbo diesel V-8.						
1998 Caravan, V-6						
Caravan	180	540	900	2,030	3,150	4,500
Caravan SE	280	840	1,400	3,150	4,900	7,000
Caravan LE	300	900	1,500	3,380	5,250	7,500
Grand Caravan	280	840	1,400	3,150	4,900	7,000
Grand Caravan SE	300	900	1,500	3,380	5,250	7,500
Grand Caravan LE	320	960	1,600	3,600	5,600	8,000
Grand Caravan ES	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						
1998 Durango, V-8, 4x4						
SLT 4d SUV	340	1,020	1,700	3,830	5,950	8,500
1998 Ram Van 1500 & 2500, V-8						
Window Van	400	1,200	2,000	4,500	7,000	10,000
Van	360	1,080	1,800	4,050	6,300	9,000
Maxi Van	440	1,320	2,200	4,950	7,700	11,000
NOTE: Deduct 5% for V-6.						
1998 Dakota, V-6						
2d PU	260	780	1,300	2,930	4,550	6,500
R/T Spt 2d PU	330	980	1,640	3,690	5,740	8,200
Club Cab 2d PU	320	960	1,600	3,600	5,600	8,000
R/T Spt Club Cab 2d PU	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add $2,000 for 4x4; 5% for V-8. Deduct 5% for 4-cyl.						
1998 Ram 1500 & 2500, V-8						
2d PU WS (V-6)	280	840	1,400	3,150	4,900	7,000
2d PU	320	960	1,600	3,600	5,600	8,000
2d PU HD	360	1,080	1,800	4,050	6,300	9,000
Club Cab PU	400	1,200	2,000	4,500	7,000	10,000
Club Cab PU HD	420	1,260	2,100	4,730	7,350	10,500
Quad Cab PU	400	1,200	2,000	4,500	7,000	10,000
Quad Cab PU HD	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add $2,000 for 4x4; 5% for V-10; 25% for turbo diesel 6-cyl.; 5% for SST Pkg.						
1999 Caravan, V-6						
Caravan	180	540	900	2,030	3,150	4,500
Caravan SE	280	840	1,400	3,150	4,900	7,000
Caravan LE	300	900	1,500	3,380	5,250	7,500
Grand Caravan	280	840	1,400	3,150	4,900	7,000
Grand Caravan SE	300	900	1,500	3,380	5,250	7,500
Grand Caravan LE	320	960	1,600	3,600	5,600	8,000
Grand Caravan ES	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for Sport Pkg.; 5% for 4x4. Deduct 5% for 4-cyl.						
1999 Durango, V-8						
SLT 4d SUV	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for 4x4.						
1999 Ram Van 1500 & 2500, V-8						
Window Van	400	1,200	2,000	4,500	7,000	10,000
Van	360	1,080	1,800	4,050	6,300	9,000
Maxi Van	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for Premium Pkg. Deduct 5% for V-6.						
1999 Dakota, V-6						
2d Sweptline PU	260	780	1,300	2,930	4,550	6,500
2d Sweptline R/T Spt PU	330	980	1,640	3,690	5,740	8,200
2d Club Cab PU	320	960	1,600	3,600	5,600	8,000
2d Club Cab R/T Spt PU	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add $2,000 for 4x4; 5% for V-8; 5% for SLT Pkg. Deduct 5% for 4-cyl.						
1999 Ram 1500 & 2500, V-8						
2d Sweptline PU	320	960	1,600	3,600	5,600	8,000
2d Sweptline HD PU	360	1,080	1,800	4,050	6,300	9,000
Club Cab PU	400	1,200	2,000	4,500	7,000	10,000
HD Club Cab PU	420	1,260	2,100	4,730	7,350	10,500
Quad Cab PU	400	1,200	2,000	4,500	7,000	10,000
HQ Quad Cab PU	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add $2,000 for 4x4; 5% for V-10; 25% for turbo diesel 6-cyl.; 5% for Sport or Laramie SLT Pkgs.						
2000 Caravan, V-6						
Caravan	150	460	770	1,730	2,700	3,850
Caravan SE	240	730	1,220	2,750	4,270	6,100
Grand Caravan	240	730	1,220	2,750	4,270	6,100
Grand Caravan SE	260	790	1,310	2,950	4,590	6,550
Grand Caravan LE	280	840	1,400	3,150	4,900	7,000
Grand Caravan ES	300	890	1,490	3,350	5,220	7,450
NOTE: Add 5% for Sport Pkg.; 5% for 4x4. Deduct 5% for 4-cyl.						
2000 Durango, V-8						
Sport 4d SUV	280	840	1,400	3,150	4,900	7,000
SLT 4d SUV	300	890	1,490	3,350	5,220	7,450
SLT Plus 4d SUV	320	950	1,580	3,560	5,530	7,900
R/T Sport 4d SUV	390	1,160	1,940	4,370	6,790	9,700
NOTE: Add 5% for 4x4.						
2000 Ram Van 1500 & 2500, V-8						
Window Van	350	1,060	1,760	3,960	6,160	8,800
Van	320	950	1,580	3,560	5,530	7,900
Maxi Van	390	1,160	1,940	4,370	6,790	9,700
NOTE: Add 5% for Premium Pkg. Deduct 5% for V-6.						
2000 Dakota, V-6						
2d Sweptline PU	230	680	1,130	2,540	3,960	5,650
2d Sweptline PU R/T Spt PU	230	690	1,150	2,590	4,030	5,750
2d Club Cab PU	280	840	1,400	3,150	4,900	7,000
2d Club Cab R/T Spt PU	350	1,060	1,760	3,960	6,160	8,800
Quad Cab Sport SLT PU	330	1,000	1,670	3,760	5,850	8,350
NOTE: Add $2,000 for 4x4; 5% for V-8; 5% for SLT or Sport Pkgs. Deduct 5% for 4-cyl.						
2000 Ram 1500 & 2500, V-8						
2d Sweptline PU	280	840	1,400	3,150	4,900	7,000
2d Sweptline HD PU	320	950	1,580	3,560	5,530	7,900
Club Cab PU	350	1,060	1,760	3,960	6,160	8,800
Quad Cab PU	350	1,060	1,760	3,960	6,160	8,800
HD Quad Cab PU	350	1,060	1,760	3,960	6,160	8,800
NOTE: Add $2,000 for 4x4; 5% for V-10; 25% for turbo diesel V-8; 5% for Sport, SLT Plus or Laramie SLT Pkgs. Deduct 5% for V-6.						

FORD TRUCKS

	6	5	4	3	2	1
1905 Model E, 78" wb						
Dly Car	1,400	4,200	7,000	15,750	24,500	35,000
1906 Model N, 84" wb						
PU	1,360	4,080	6,800	15,300	23,800	34,000
Dly Van	1,400	4,200	7,000	15,750	24,500	35,000
1907 Model N, 84" wb						
PU	1,360	4,080	6,800	15,300	23,800	34,000
Dly Van	1,400	4,200	7,000	15,750	24,500	35,000
1908 Model N, 84" wb						
PU	1,360	4,080	6,800	15,300	23,800	34,000
Dly Van	1,400	4,200	7,000	15,750	24,500	35,000
1909 Model T, 100" wb						
PU	1,360	4,080	6,800	15,300	23,800	34,000
Dly Van	1,400	4,200	7,000	15,750	24,500	35,000
1910 Model T, 100" wb						
PU	1,360	4,080	6,800	15,300	23,800	34,000
Dly Van	1,400	4,200	7,000	15,750	24,500	35,000
1911 Model T, 100" wb						
PU	1,360	4,080	6,800	15,300	23,800	34,000
Dly Van	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: The 1906-1911 Ford trucks were commercial adaptations of passenger car chassis. As there were no factory truck bodies, the above prices should be used as a general guide only.						
1912 Model T, 84" wb						
Commercial Rds	1,480	4,440	7,400	16,650	25,900	37,000
Dly Van	1,360	4,080	6,800	15,300	23,800	34,000
NOTE: In 1912 the company marketed a true commercial roadster and also builit Delivery Car (Van) prototypes that were listed by firms such as Bell Telephone, John Wanamaker and Milwaukee Novelty Dye Works.						
1913 Model T, 84" wb						
Dly Van	1,400	4,200	7,000	15,750	24,500	35,000
Panel truck	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Ford again stopped making factory truck bodies. Trucks built on the 1913-1916 Model T chassis have aftermarket bodies. Therefore, prices given here should be considered only a general guide to typical body styles that exist.						
1914 Model T, 84" wb						
C-Cab Dly	800	2,400	4,000	9,000	14,000	20,000
Panel truck	640	1,920	3,200	7,200	11,200	16,000
Fire truck (TT)	720	2,160	3,600	8,100	12,600	18,000
1915 Model T, 84" wb						
C-Cab Dly	680	2,040	3,400	7,650	11,900	17,000
Panel truck	640	1,920	3,200	7,200	11,200	16,000
Express	640	1,920	3,200	7,200	11,200	16,000
1916 Model T, 100" wb						
Panel truck	640	1,920	3,200	7,200	11,200	16,000
Swellside Panel	640	1,920	3,200	7,200	11,200	16,000
Fire truck	720	2,160	3,600	8,100	12,600	18,000
1917 Model T, 100" wb						
Box Body Dly	640	1,920	3,200	7,200	11,200	16,000
Open Front Panel	640	1,920	3,200	7,200	11,200	16,000
Enclosed Panel	640	1,920	3,200	7,200	11,200	16,000
Huckster	760	2,280	3,800	8,550	13,300	19,000
1917 Model TT, 124" wb						
Exp	560	1,680	2,800	6,300	9,800	14,000
Stake	560	1,680	2,800	6,300	9,800	14,000
Open Front Panel	600	1,800	3,000	6,750	10,500	15,000
Enclosed Panel	560	1,680	2,800	6,300	9,800	14,000
1918-20 Model T, 100" wb						
Rds PU	1,080	3,240	5,400	12,150	18,900	27,000
Box Body Dly	700	2,100	3,500	7,880	12,250	17,500
Open Front Panel	720	2,160	3,600	8,100	12,600	18,000
Enclosed Panel	680	2,040	3,400	7,650	11,900	17,000
Huckster	880	2,640	4,400	9,900	15,400	22,000
1918-20 Model TT, 124" wb						
Exp	620	1,860	3,100	6,980	10,850	15,500
Stake	600	1,800	3,000	6,750	10,500	15,000
Open Front Panel	660	1,980	3,300	7,430	11,550	16,500
Enclosed Panel	620	1,860	3,100	6,980	10,850	15,500
Huckster	1,000	3,000	5,000	11,250	17,500	25,000
1921-27 Model T, 100" wb						
Rds PU	1,080	3,240	5,400	12,150	18,900	27,000
Box Body Dly	620	1,860	3,100	6,980	10,850	15,500
Open Front Panel	720	2,160	3,600	8,100	12,600	18,000
Enclosed Panel	680	2,040	3,400	7,650	11,900	17,000
Huckster	1,000	3,000	5,000	11,250	17,500	25,000
1921-27 Model TT, 124" wb						
Exp	640	1,920	3,200	7,200	11,200	16,000
Stake	620	1,860	3,100	6,980	10,850	15,500
Open Front Panel	700	2,100	3,500	7,880	12,250	17,500
Enclosed Panel	660	1,980	3,300	7,430	11,550	16,500
Huckster	1,000	3,000	5,000	11,250	17,500	25,000
1928-29 Model A, 103" wb						
Sed Dly	1,180	3,550	5,920	13,310	20,700	29,575
Open Cab PU	1,380	4,130	6,880	15,470	24,060	34,375

	6	5	4	3	2	1
Closed Cab PU	1,390	4,160	6,940	15,600	24,270	34,675
Canopy Exp	1,390	4,160	6,940	15,600	24,270	34,675
Screenside Exp	1,390	4,160	6,940	15,600	24,270	34,675
Panel	1,140	3,430	5,710	12,850	19,990	28,550
1930-31 Model A, 103" wb						
Sed Dly	1,180	3,550	5,920	13,310	20,700	29,575
Twn Car Dly	1,380	4,130	6,880	15,470	24,060	34,375
Open Cab PU	2,240	6,730	11,220	25,250	39,270	56,100
Closed Cab PU	1,310	3,920	6,530	14,690	22,860	32,650
Panel	1,140	3,430	5,710	12,850	19,990	28,550
NOTE: Sedan Delivery officially called "Deluxe Delivery".						
1932 Model B, 4-cyl., 106" wb						
Sed Dly	2,520	7,560	12,600	28,350	44,100	63,000
Open Cab PU	1,890	5,670	9,450	21,260	33,080	47,250
Closed Cab PU	1,760	5,290	8,820	19,850	30,870	44,100
Std Panel	1,260	3,780	6,300	14,180	22,050	31,500
DeL Panel	1,390	4,160	6,930	15,590	24,260	34,650
1932 Model B-18, V-8, 106" wb						
Sed Dly	2,730	8,190	13,650	30,710	47,780	68,250
Open Cab PU	2,020	6,050	10,080	22,680	35,280	50,400
Closed Cab PU	1,890	5,670	9,450	21,260	33,080	47,250
Std Panel	1,470	4,410	7,350	16,540	25,730	36,750
DeL Panel	1,600	4,790	7,980	17,960	27,930	39,900
1933-34 Model 46, 4-cyl., 112" wb						
Sed Dly	2,350	7,040	11,740	26,420	41,090	58,700
Panel	1,240	3,710	6,180	13,910	21,630	30,900
DeL Panel	1,360	4,080	6,800	15,300	23,790	33,990
PU	1,650	4,940	8,240	18,540	28,840	41,200
1933-34 Model 46, V-8, 112" wb						
Sed Dly	2,430	7,290	12,160	27,350	42,540	60,775
Panel	1,360	4,080	6,800	15,300	23,800	34,000
DeL Panel	1,440	4,330	7,210	16,220	25,240	36,050
PU	1,750	5,250	8,760	19,700	30,640	43,775
1935 Model 48, V-8, 112" wb						
Sed Dly	2,430	7,290	12,160	27,350	42,540	60,775
1935 Model 50, V-8, 112" wb						
Panel	1,360	4,080	6,800	15,300	23,800	34,000
DeL Panel	1,470	4,410	7,350	16,540	25,730	36,750
PU	1,750	5,250	8,760	19,700	30,640	43,775
1936 Model 68, V-8, 112" wb						
Sed Dly	2,430	7,290	12,160	27,350	42,540	60,775
1936 Model 67, V-8, 112" wb						
Panel	1,360	4,080	6,800	15,300	23,800	34,000
DeL Panel	1,470	4,410	7,350	16,540	25,730	36,750
PU	1,750	5,250	8,760	19,700	30,640	43,775
1937-39 V-8, 60-hp, 112" wb						
Cpe PU	1,810	5,440	9,070	20,400	31,730	45,325
Sed Dly	1,400	4,200	7,010	15,760	24,520	35,025
1937-39 V-8, 60-hp, 142" wb						
PU	970	2,900	4,840	10,890	16,940	24,200
Platform	780	2,350	3,920	8,810	13,700	19,575
Stake	7,830	23,490	39,150	88,090	137,030	195,754
Panel	1,400	4,200	7,000	15,750	24,500	35,000
DeL Panel	1,600	4,800	8,000	18,000	28,000	40,000
1937-39 V-8, 85-hp, 112" wb						
Cpe PU	1,810	5,440	9,070	20,400	31,730	45,325
DeL Cpe PU	1,900	5,700	9,500	21,380	33,250	47,500
Sed Dly	2,430	7,290	12,160	27,350	42,540	60,775
PU	1,760	5,280	8,800	19,800	30,800	44,000
Platform	800	2,400	4,000	9,000	14,000	20,000
Stake	800	2,400	4,000	9,000	14,000	20,000
Panel	1,400	4,200	7,000	15,750	24,500	35,000
DeL Panel	1,600	4,800	8,000	18,000	28,000	40,000
1937-39 3/4-Ton, 85-hp, 122" wb (1939)						
PU Exp	1,600	4,800	8,000	18,000	28,000	40,000
NOTE: Deduct 10% for 60-hp V-8.						
1940-41 1/2-Ton, 112" wb						
PU	2,600	7,800	13,000	29,250	45,500	65,000
Platform	1,120	3,360	5,600	12,600	19,600	28,000
Stake	1,120	3,360	5,600	12,600	19,600	28,000
Panel	2,000	6,000	10,000	22,500	35,000	50,000
Sed Dly	2,200	6,600	11,000	24,750	38,500	55,000
1940-41 3/4-Ton, 122" wb						
Platform	840	2,520	4,200	9,450	14,700	21,000
PU Exp	1,850	5,560	9,270	20,860	32,450	46,350
Stake	870	2,600	4,330	9,730	15,140	21,625
Panel	1,850	5,560	9,270	20,860	32,450	46,350
NOTE: Deduct 5% for 60-hp V-8 where available; 10% for 4-cyl. (1941 only) where available.						
1942-47 1/2-Ton, 6-cyl., 114" wb						
Sed Dly	2,060	6,180	10,300	23,180	36,050	51,500
1942-47 1/2-Ton, 114" wb						
PU	2,270	6,800	11,330	25,490	39,660	56,650
Platform	880	2,640	4,400	9,900	15,400	22,000
Stake	880	2,640	4,400	9,900	15,400	22,000
Panel	1,600	4,800	8,000	18,000	28,000	40,000
1942-47 3/4-Ton, 122" wb						
Platform	920	2,760	4,600	10,350	16,100	23,000
PU Exp	1,800	5,400	9,000	20,250	31,500	45,000
Stake	780	2,350	3,920	8,810	13,700	19,575
Panel	1,760	5,280	8,800	19,800	30,800	44,000
NOTE: Deduct 10% for 4-cyl. (1942 only) where available.						
1948-50 F-1 Model 8HC, 1/2-Ton, V-8, 114" wb						
DeL Sed Dly	2,060	6,180	10,300	23,180	36,050	51,500
PU	2,280	6,840	11,400	25,650	39,900	57,000
Platform	920	2,760	4,600	10,350	16,100	23,000
Stake	920	2,760	4,600	10,350	16,100	23,000
Panel	1,650	4,940	8,240	18,540	28,840	41,200
1948-50 F-2 Model 8HD, 3/4-Ton, V-8, 112" wb						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Platform	880	2,640	4,400	9,900	15,400	22,000
Stake	880	2,640	4,400	9,900	15,400	22,000
1948-50 F-3 Model 8HY, HD 3/4-Ton, V-8, 122" wb						
PU	1,680	5,040	8,400	18,900	29,400	42,000
Platform	920	2,760	4,600	10,350	16,100	23,000
Stake	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 10% for 6-cyl.						
1951-52 Courier Sed Dly 6-cyl., 115" wb						
1952 only	2,000	6,000	10,000	22,500	35,000	50,000
1951-52 F-1 Model 1HC, 1/2-Ton, V-8, 114" wb						
PU	2,200	6,600	11,000	24,750	38,500	55,000
Platform	880	2,640	4,400	9,900	15,400	22,000
Stake	880	2,640	4,400	9,900	15,400	22,000
Panel	1,680	5,040	8,400	18,900	29,400	42,000
1951-52 F-2 Model 1HD, 3/4-Ton, V-8, 122" wb						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Platform	880	2,640	4,400	9,900	15,400	22,000
Stake	880	2,640	4,400	9,900	15,400	22,000
1951-52 F-3 Model 1HY, Heavy 3/4-Ton, 6-cyl., 112" wb						
PU	1,920	5,760	9,600	21,600	33,600	48,000
Platform	920	2,760	4,600	10,350	16,100	23,000
Stake	920	2,760	4,600	10,350	16,100	23,000
1951-52 F-3 Model 1HJ, 104" wb; Model 1H2J, 122" wb 3/4-Ton, 6-cyl.						
Parcel Dly	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 10% for V-8.						
1953-54 Courier Series, 1/2-Ton, 6-cyl., 115" wb						
Sed Dly	2,080	6,240	10,400	23,400	36,400	52,000
1953-55 F-100 Series, 1/2-Ton, 6-cyl., 110" wb						
PU	2,400	7,200	12,000	27,000	42,000	60,000
Platform	920	2,760	4,600	10,350	16,100	23,000
Stake	920	2,760	4,600	10,350	16,100	23,000
Panel	1,800	5,400	9,000	20,250	31,500	45,000
1953-55 F-250 Series, 3/4-Ton, 6-cyl., 118" wb						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Platform	880	2,640	4,400	9,900	15,400	22,000
Stake	880	2,640	4,400	9,900	15,400	22,000
NOTE: Add 10% for V-8.						
1955 Courier Series, 1/2-Ton, 6-cyl., 115.5" wb						
Sed Dly	2,260	6,780	11,300	25,430	39,550	56,500
1956 F-100 Series, 1/2-Ton, 6-cyl., 110" wb						
PU	2,600	7,800	13,000	29,250	45,500	65,000
PU (118" wb)	2,640	7,920	13,200	29,700	46,200	66,000
Platform	1,120	3,360	5,600	12,600	19,600	28,000
Stake	1,120	3,360	5,600	12,600	19,600	28,000
Panel	2,000	6,000	10,000	22,500	35,000	50,000
Cus Panel	2,120	6,360	10,600	23,850	37,100	53,000
1956 F-250 Series, 3/4-Ton, 6-cyl., 118" wb						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Platform	1,040	3,120	5,200	11,700	18,200	26,000
Stake	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Add 10% for V-8.						
1957-59 Ranchero Series, 1/2-Ton, 6-cyl., 116" wb						
PU	3,120	9,360	15,600	35,100	54,600	78,000
Cus PU	3,360	10,080	16,800	37,800	58,800	84,000
1957-60 Courier Series, 1/2-Ton, 6-cyl., 116" wb						
Sed Dly	2,320	6,960	11,600	26,100	40,600	58,000
1957-60 F-100 Series, 1/2-Ton, 6-cyl., 110" wb						
Flareside PU	2,760	8,280	13,800	31,050	48,300	69,000
Styleside PU (118" wb)	2,680	8,040	13,400	30,150	46,900	67,000
Styleside PU	2,720	8,160	13,600	30,600	47,600	68,000
Platform	1,120	3,360	5,600	12,600	19,600	28,000
Stake	1,120	3,360	5,600	12,600	19,600	28,000
Panel	2,000	6,000	10,000	22,500	35,000	50,000
1957-60 F-250 Series, 3/4-Ton, 6-cyl., 118" wb						
Flareside PU	1,880	5,640	9,400	21,150	32,900	47,000
Styleside PU	1,800	5,400	9,000	20,250	31,500	45,000
Platform	920	2,760	4,600	10,350	16,100	23,000
Stake	920	2,760	4,600	10,350	16,100	23,000
NOTE: Add 10% for V-8.						
1960-65 Falcon Series, 1/2-Ton, 6-cyl., 109.5" wb						
Ranchero PU	1,440	4,320	7,200	16,200	25,200	36,000
1960-66 Falcon Series, 1/2-Ton, 6-cyl., 109.5" wb						
Sed Dly (1961 to 1965)	1,440	4,320	7,200	16,200	25,200	36,000
1961-66 Econoline, Series E-100 1/2-Ton, 6-cyl., 90" wb						
PU	1,200	3,600	6,000	13,500	21,000	30,000
Van	1,100	3,310	5,520	12,420	19,320	27,600
Station Bus	1,150	3,460	5,760	12,960	20,160	28,800
1961-66 F-100 Series, 1/2-Ton, 6-cyl., 110" wb						
Styleside PU, 6-1/2 ft.	2,600	7,800	13,000	29,250	45,500	65,000
Flareside PU, 6-1/2 ft.	2,640	7,920	13,200	29,700	46,200	66,000
Platform	1,120	3,360	5,600	12,600	19,600	28,000
Stake	1,120	3,360	5,600	12,600	19,600	28,000
Panel	2,000	6,000	10,000	22,500	35,000	50,000
Styleside PU, 8 ft.	2,720	8,160	13,600	30,600	47,600	68,000
Flareside PU, 8 ft.	2,800	8,400	14,000	31,500	49,000	70,000
NOTE: Add 10% for Intergal Body PU 1961-1964. Deduct 5% for F-250.						
1966 Bronco U-100, 1/2-Ton, 4x4, 6-cyl., 90" wb						
Rds	4,320	12,960	21,600	48,600	75,600	108,000
Spt Utl	4,800	14,400	24,000	54,000	84,000	120,000
Wag	4,800	14,400	24,000	54,000	84,000	120,000
1966 Fairlane Ranchero, 1/2-Ton, 113" wb						
PU	3,120	9,360	15,600	35,100	54,600	78,000
Cus PU	3,360	10,080	16,800	37,800	58,800	84,000
NOTE: Add 10% for V-8; Add 15% for 390 V-8; Add 20% for 427 V-8.						
1967-72 Bronco U-100, 1/2-Ton, 113" wb						
Rds	4,200	12,600	21,000	47,250	73,500	105,000
Spt Utl	4,600	13,800	23,000	51,750	80,500	115,000
Wag	4,600	13,800	23,000	51,750	80,500	115,000
1967-72 Econoline E-100, 1/2-Ton, 6-cyl.						
PU	1,200	3,600	6,000	13,500	21,000	30,000
Van	1,100	3,310	5,520	12,420	19,320	27,600
Sup Van	1,120	3,360	5,600	12,600	19,600	28,000
Panel Van	1,120	3,360	5,600	12,600	19,600	28,000
Sup Panel Van	1,140	3,420	5,700	12,830	19,950	28,500
1967-72 Ranchero, 1/2-Ton, 6-cyl.						
PU (1967-1971)	3,120	9,360	15,600	35,100	54,600	78,000
500 PU	3,160	9,480	15,800	35,550	55,300	79,000
500 XL PU (1967 only)	3,200	9,600	16,000	36,000	56,000	80,000
500 GT PU (1968-1972)	3,300	9,900	16,500	37,130	57,750	82,500
500 Squire PU (1970-1972)	3,240	9,720	16,200	36,450	56,700	81,000
NOTE: Add 10% for V-8.						
1967-72 F-100/ Model F-101, 1/2-Ton, 6-cyl.						
Flareside PU, 6-1/2 ft.	1,650	4,950	8,250	18,560	28,880	41,250
Styleside PU, 6-1/2 ft.	1,600	4,800	8,000	18,000	28,000	40,000
Platform	900	2,700	4,500	10,130	15,750	22,500
Stake	900	2,700	4,500	10,130	15,750	22,500
Flareside, 8 ft.	1,600	4,800	8,000	18,000	28,000	40,000
Styleside, 8 ft.	1,560	4,680	7,800	17,550	27,300	39,000
1967-72 F-250, 3/4-Ton, 6-cyl.						
Flareside PU, 8 ft.	1,500	4,500	7,500	16,880	26,250	37,500
Styleside PU, 8 ft.	1,450	4,350	7,250	16,310	25,380	36,250
Platform	700	2,100	3,500	7,880	12,250	17,500
Stake	700	2,100	3,500	7,880	12,250	17,500
NOTE: Add 10% for V-8; 5% for 4x4.						
1973-79 Courier, 1/2-Ton, 4-cyl.						
PU	440	1,320	2,200	4,950	7,700	11,000
1973-79 Fairlane/Torino, 1/2-Ton, V-8						
Ranchero 500 PU	1,980	5,940	9,900	22,280	34,650	49,500
Ranchero Squire PU	2,200	6,600	11,000	24,750	38,500	55,000
Ranchero GT PU	2,420	7,260	12,100	27,230	42,350	60,500
NOTE: Deduct 5% for 6-cyl.						
1973-79 Club Wagon E-100, 1/2-Ton, 6-cyl.						
Clb Wag	440	1,320	2,200	4,950	7,700	11,000
Cus Clb Wag	480	1,450	2,420	5,450	8,470	12,100
Chateau Wag	530	1,580	2,640	5,940	9,240	13,200
1973-79 Bronco U-100, 1/2-Ton, 6-cyl.						
Wag	2,860	8,580	14,300	32,180	50,050	71,500
1973-79 Econoline E-100, 1/2-Ton, 6-cyl.						
Cargo Van	880	2,640	4,400	9,900	15,400	22,000
Window Van	970	2,900	4,840	10,890	16,940	24,200
Display Van	1,010	3,040	5,060	11,390	17,710	25,300
1973-79 Econoline E-200, 3/4-Ton, 6-cyl.						
Cargo Van	840	2,510	4,180	9,410	14,630	20,900
Window Van	920	2,770	4,620	10,400	16,170	23,100
Display Van	970	2,900	4,840	10,890	16,940	24,200
1973-79 Econoline E-300, HD 3/4-Ton, 6-cyl.						
Cargo Van	790	2,380	3,960	8,910	13,860	19,800
Window Van	880	2,640	4,400	9,900	15,400	22,000
Display Van	920	2,770	4,620	10,400	16,170	23,100
1973-79 F-100, 1/2-Ton, 6-cyl.						
Flareside PU, 6-1/2 ft.	860	2,570	4,290	9,650	15,020	21,450
Styleside PU, 6-1/2 ft.	810	2,440	4,070	9,160	14,250	20,350
Flareside PU, 8 ft.	920	2,770	4,620	10,400	16,170	23,100
Styleside PU, 8 ft.	840	2,510	4,180	9,410	14,630	20,900
1973-79 F-250, 3/4-Ton, 6-cyl.						
Flareside PU	880	2,640	4,400	9,900	15,400	22,000
Styleside PU	840	2,510	4,180	9,410	14,630	20,900
Platform	530	1,580	2,640	5,940	9,240	13,200
Stake	530	1,580	2,640	5,940	9,240	13,200
1973-79 F-350, HD 3/4-Ton, 6-cyl.						
Flareside PU	790	2,380	3,960	8,910	13,860	19,800
Styleside PU	770	2,310	3,850	8,660	13,480	19,250
Platform	480	1,450	2,420	5,450	8,470	12,100
Stake	480	1,450	2,420	5,450	8,470	12,100
NOTE: Add 5% for base V-8; 10% for optional V-8; 5% for 4x4 on F-250 and F-350 models only.						
1975-82 F-150, 1/2-Ton						
Flareside PU (SBx)	880	2,640	4,400	9,900	15,400	22,000
Styleside PU (SBx)	840	2,510	4,180	9,410	14,630	20,900
Styleside PU (LBx)	880	2,640	4,400	9,900	15,400	22,000
Styleside PU Sup Cab (SBx)	920	2,770	4,620	10,400	16,170	23,100
Styleside PU Sup Cab (LBx)	970	2,900	4,840	10,890	16,940	24,200
1980-83 F-100, 1/2-Ton						
Flareside PU	780	2,340	3,900	8,780	13,650	19,500
Styleside PU	740	2,220	3,700	8,330	12,950	18,500
Sup Cab	800	2,400	4,000	9,000	14,000	20,000
NOTE: F-100 was discontinued after 1983.						
1980-86 Courier to 1982, replaced by Ranger 1983-1986						
PU	330	990	1,660	3,720	5,790	8,275
1980-86 Bronco						
Wag	2,120	6,360	10,600	23,850	37,100	53,000
1980-86 Econoline E-100						
Cargo Van	380	1,150	1,910	4,300	6,690	9,550
Window Van	390	1,170	1,950	4,390	6,830	9,750
Display Van	390	1,180	1,970	4,430	6,900	9,850
Clb Wag	420	1,270	2,120	4,770	7,420	10,600
Cus Clb Wag	470	1,400	2,330	5,240	8,160	11,650
Chateau Clb Wag	640	1,910	3,180	7,160	11,130	15,900
1980-86 Econoline E-200						
Cargo Van	360	1,080	1,800	4,050	6,300	9,000
Window Van	370	1,110	1,850	4,150	6,460	9,225
Display Van	370	1,120	1,870	4,200	6,530	9,325
1980-86 Econoline E-300						
Cargo Van	340	1,020	1,700	3,810	5,930	8,475
Window Van	350	1,040	1,740	3,920	6,090	8,700
Display Van	810	2,420	4,030	9,070	14,110	20,150
1980-86 F-250, 3/4-Ton						
Flareside PU	760	2,290	3,820	8,580	13,350	19,075
Styleside PU	720	2,160	3,610	8,110	12,620	18,025

	6	5	4	3	2	1
Sup Cab	850	2,540	4,240	9,540	14,840	21,200
1980-86 F-350, 1-Ton						
PU	720	2,160	3,610	8,110	12,620	18,025
Crew Cab PU	760	2,290	3,820	8,580	13,350	19,075
Stake	640	1,910	3,180	7,160	11,130	15,900
NOTE: Add 10% for 4x4.						
1983-86 F-150, 1/2-Ton						
Flareside PU (SBx)	720	2,160	3,600	8,100	12,600	18,000
Styleside PU (SBx)	640	1,920	3,200	7,200	11,200	16,000
Styleside PU (LBx)	680	2,040	3,400	7,650	11,900	17,000
Styleside PU Sup Cab (SBx)	760	2,280	3,800	8,550	13,300	19,000
Styleside PU Sup Cab (LBx)	800	2,400	4,000	9,000	14,000	20,000
1983-91 Bronco, 1/2-Ton, 105" wb						
Wag (4x4)	1,400	4,200	7,000	15,750	24,500	35,000
1987-91 Bronco II, 1/2-Ton, 94" wb						
Wag	600	1,800	3,000	6,750	10,500	15,000
Wag (4x4)	680	2,040	3,400	7,650	11,900	17,000
1987-91 Aerostar, 1/2-Ton, 119" wb						
Cargo Van	300	900	1,500	3,380	5,250	7,500
Wag	260	780	1,300	2,930	4,550	6,500
Window Van	320	960	1,600	3,600	5,600	8,000
1987-91 Club Wagon, 138" wb						
E-150 Wag	400	1,200	2,000	4,500	7,000	10,000
E-250 Wag	390	1,180	1,960	4,410	6,860	9,800
E-350 Sup Clb Wag	380	1,150	1,920	4,320	6,720	9,600
1987-91 Econoline E-150, 1/2-Ton, 124" or 138" wb						
Cargo Van	360	1,080	1,800	4,050	6,300	9,000
Sup Cargo Van	380	1,140	1,900	4,280	6,650	9,500
1987-91 Econoline E-250, 3/4-Ton, 138" wb						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
Sup Cargo Van	360	1,080	1,800	4,050	6,300	9,000
1987-91 Econoline E-350, 1-Ton , 138" or 176" wb						
Cargo Van	320	960	1,600	3,600	5,600	8,000
Sup Cargo Van	340	1,020	1,700	3,830	5,950	8,500
1987-91 Ranger, 1/2-Ton, 108" or 125" wb						
Styleside PU (SBx)	400	1,200	2,000	4,500	7,000	10,000
Styleside PU (LBx)	420	1,260	2,100	4,730	7,350	10,500
Styleside PU Sup Cab	480	1,440	2,400	5,400	8,400	12,000
1987-91 F-150, 1/2-Ton, 116" or 155" wb						
Flareside PU (SBx)	720	2,160	3,600	8,100	12,600	18,000
Styleside PU (SBx)	640	1,920	3,200	7,200	11,200	16,000
Styleside PU (LBx)	680	2,040	3,400	7,650	11,900	17,000
Styleside PU Sup Cab (SBx)	720	2,160	3,600	8,100	12,600	18,000
Styleside PU Sup Cab (LBx)	760	2,280	3,800	8,550	13,300	19,000
1987-91 F-250, 3/4-Ton, 133" or 155" wb						
Styleside PU (LBx)	600	1,800	3,000	6,750	10,500	15,000
Styleside PU Sup Cab (LBx)	680	2,040	3,400	7,650	11,900	17,000
1987-91 F-350, 1-Ton , 133" or 168.4" wb						
Styleside PU (LBx)	560	1,680	2,800	6,300	9,800	14,000
Styleside PU Crew Cab	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 15% for 4x4.						
1992 Explorer, V-6						
2d SUV	650	1,950	3,250	7,310	11,380	16,250
4d SUV	680	2,030	3,380	7,590	11,810	16,875
2d SUV, 4x4	680	2,030	3,380	7,590	11,810	16,875
4d SUV, 4x4	700	2,100	3,500	7,880	12,250	17,500
1992 Bronco, V-8						
2d SUV	1,400	4,200	7,000	15,750	24,500	35,000
1992 Aerostar, V-6						
Van	350	1,000	1,700	3,830	5,950	8,500
Window Van	350	1,100	1,800	4,050	6,300	9,000
Ext Van	350	1,100	1,800	4,050	6,300	9,000
Ext Window Van	400	1,150	1,900	4,280	6,650	9,500
NOTE: Add 5% for 4x4.						
1992 E Series, V-8						
Cargo Van	500	1,500	2,500	5,630	8,750	12,500
1992 Club Wagon, V-8						
E-150 Wag	520	1,560	2,600	5,850	9,100	13,000
1992 Ranger, 1/2-Ton, V-6						
2d PU (SBx)	420	1,260	2,100	4,730	7,350	10,500
2d PU (LBx)	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for 4x4.						
1992 F-150, F-250, V-8						
2d PU 1/2-Ton (SBx)	600	1,800	3,000	6,750	10,500	15,000
2d PU 1/2-Ton (LBx)	560	1,680	2,800	6,300	9,800	14,000
2d PU 3/4-Ton (SBx)	560	1,680	2,800	6,300	9,800	14,000
2d PU 3/4-Ton (LBx)	580	1,740	2,900	6,530	10,150	14,500
NOTE: Add 5% for 4x4.						
1993 Explorer, V-6						
2d SUV 2WD	650	1,950	3,250	7,310	11,380	16,250
4d SUV 2WD	680	2,030	3,380	7,590	11,810	16,875
2d SUV, 4x4	680	2,030	3,380	7,590	11,810	16,875
4d SUV, 4x4	700	2,100	3,500	7,880	12,250	17,500
1993 Bronco, V-8						
2d SUV	1,400	4,200	7,000	15,750	24,500	35,000
1993 Aerostar, V-6						
Window Van	340	1,020	1,700	3,830	5,950	8,500
1993 E150/250 Van, V-8						
Window Van	360	1,080	1,800	4,050	6,300	9,000
1993 Ranger, V-6						
2d PU SBx	380	1,140	1,900	4,280	6,650	9,500
2d PU LBx	380	1,140	1,900	4,280	6,650	9,500
1993 F150/F250, V-8						
2d PU SBx F150	600	1,800	3,000	6,750	10,500	15,000
2d PU LBx F150	560	1,680	2,800	6,300	9,800	14,000
2d PU SBx F250	560	1,680	2,800	6,300	9,800	14,000
2d PU LBx F250	580	1,740	2,900	6,530	10,150	14,500
NOTE: Add 25% for F150 Lightning option.						

	6	5	4	3	2	1
1994 Explorer, V-6						
2d SUV	550	1,640	2,730	6,140	9,560	13,650
4d SUV	570	1,700	2,840	6,380	9,920	14,175
2d SUV, 4x4	570	1,700	2,840	6,380	9,920	14,175
4d SUV, 4x4	590	1,760	2,940	6,620	10,290	14,700
1994 Bronco, V-8						
2d SUV	1,240	3,720	6,200	13,950	21,700	31,000
1994 Aerostar, V-6						
Cargo Van	300	900	1,500	3,380	5,250	7,500
Window Van	340	1,020	1,700	3,830	5,950	8,500
Cargo Van LWB	320	960	1,600	3,600	5,600	8,000
Window Van LWB	360	1,080	1,800	4,050	6,300	9,000
1994 E150/250, V-8						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
Window Van	360	1,080	1,800	4,050	6,300	9,000
Club Wag	400	1,200	2,000	4,500	7,000	10,000
1994 Ranger, V-6						
2d PU	340	1,020	1,700	3,830	5,950	8,500
2d PU 4x4	380	1,140	1,900	4,280	6,650	9,500
2d PU Sup Cab 4x4	420	1,260	2,100	4,730	7,350	10,500
1994 F150/250, V-8						
2d PU XL 6 ft.	660	1,980	3,300	7,430	11,550	16,500
2d PU XL 8 ft.	640	1,920	3,200	7,200	11,200	16,000
2d PU Sup Cab XL 6 ft.	620	1,860	3,100	6,980	10,850	15,500
2d PU Sup Cab XL 8 ft.	630	1,880	3,140	7,070	10,990	15,700
NOTE: Add 10% for 4x4; 25% for F150 Lightning option.						
1995 Explorer, V-6						
2d SUV	520	1,560	2,600	5,850	9,100	13,000
4d SUV	540	1,620	2,700	6,080	9,450	13,500
2d SUV, 4x4	540	1,620	2,700	6,080	9,450	13,500
4d SUV, 4x4	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 5% for Spt, XLT, Eddie Bauer, Ltd or Expedition Trim Pkg..						
1995 Bronco, V-8						
2d SUV	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 5% for XL or Eddie Bauer Trim Pkg.						
1995 Aerostar, V-6						
Cargo Van	300	890	1,480	3,330	5,180	7,400
XLT Van	340	1,020	1,700	3,830	5,950	8,500
XLT Van, LWB	350	1,040	1,740	3,920	6,090	8,700
NOTE: Add 10% for 4x4.						
1995 Windstar, V-6						
Cargo Van	250	760	1,260	2,840	4,410	6,300
GL Van	310	940	1,560	3,510	5,460	7,800
LX Van	370	1,120	1,860	4,190	6,510	9,300
1995 E150 & E250, V-8						
Cargo Van	370	1,120	1,860	4,190	6,510	9,300
Window Van	390	1,180	1,960	4,410	6,860	9,800
Club Wag	470	1,420	2,360	5,310	8,260	11,800
1995 Ranger, 4-cyl. & V-6						
2d PU	350	1,050	1,750	3,940	6,130	8,750
2d LB PU	360	1,080	1,800	4,050	6,300	9,000
2d Splash	400	1,190	1,990	4,480	6,970	9,950
2d Sup Cab PU	470	1,410	2,350	5,290	8,230	11,750
2d Splash Sup Cab PU	520	1,550	2,590	5,830	9,070	12,950
NOTE: Add 5% for XLT, Spt or STX Trim Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1995 F150 & F250, V-8						
2d XL PU, 6-3/4 ft.	570	1,720	2,860	6,440	10,010	14,300
2d XL PU, 8 ft.	590	1,780	2,960	6,660	10,360	14,800
2d Lightning PU, 6-3/4 ft.	800	2,400	4,000	9,000	14,000	20,000
2d Sup Cab XL PU, 6-3/4 ft.	610	1,820	3,040	6,840	10,640	15,200
2d Sup Cab XL PU, 8 ft.	620	1,850	3,080	6,930	10,780	15,400
NOTE: Add 10% for 4x4.						
1996 Explorer, V-6						
2d SUV	510	1,520	2,540	5,720	8,890	12,700
4d SUV	530	1,580	2,640	5,940	9,240	13,200
2d SUV, 4x4	530	1,580	2,640	5,940	9,240	13,200
4d SUV, 4x4	550	1,640	2,740	6,170	9,590	13,700
NOTE: Add 5% for Sport, XLT, Eddie Bauer or Limited Pkg.						
1996 Bronco, V-8						
2d SUV	1,140	3,420	5,700	12,830	19,950	28,500
NOTE: Add 5% for XLT or Eddie Bauer Pkg.						
1996 Aerostar, V-6						
Cargo Van	280	850	1,420	3,200	4,970	7,100
XLT Van	330	980	1,640	3,690	5,740	8,200
XLT Van, LWB	340	1,010	1,680	3,780	5,880	8,400
NOTE: Add 10% for 4x4.						
1996 Windstar, V-6						
Cargo Van	240	720	1,200	2,700	4,200	6,000
GL Van	300	900	1,500	3,380	5,250	7,500
LX Van	360	1,080	1,800	4,050	6,300	9,000
1996 E150 & E250, V-8						
Cargo Van	360	1,080	1,800	4,050	6,300	9,000
Sup Cargo Van	380	1,140	1,900	4,280	6,650	9,500
Club Wag	460	1,380	2,300	5,180	8,050	11,500
1996 Ranger, 4-cyl. & V-6						
2d PU	340	1,010	1,680	3,780	5,880	8,400
2d LB PU	350	1,040	1,730	3,890	6,060	8,650
2d Splash	380	1,150	1,920	4,320	6,720	9,600
2d Sup Cab PU	460	1,370	2,280	5,130	7,980	11,400
2d Splash Sup Cab PU	510	1,530	2,550	5,730	8,910	12,725
NOTE: Add 5% for XLT, Sport or STX Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1996 F150 & F250, V-8						
2d PU, 6-3/4 ft.	350	1,050	1,750	3,940	6,130	8,750
2d PU, 8 ft.	360	1,080	1,800	4,050	6,300	9,000
2d XL PU, 6-3/4 ft.	410	1,230	2,050	4,610	7,180	10,250
2d XL PU, 8 ft.	440	1,310	2,180	4,890	7,610	10,875

	6	5	4	3	2	1
2d Sup Cab XL PU, 6-3/4 ft.	490	1,460	2,430	5,460	8,490	12,125
2d Sup Cab XL PU, 8 ft.	540	1,610	2,680	6,020	9,360	13,375
2d Heavy-Duty Sup Cab XL PU, 6-3/4 ft.	590	1,760	2,930	6,580	10,240	14,625
2d Heavy-Duty Sup Cab XL PU, 8 ft.	640	1,910	3,180	7,140	11,110	15,875
NOTE: Add 10% for 4x4; 15% for turbo diesel V-8.						
1997 Explorer, V-6						
2d SUV	520	1,560	2,600	5,850	9,100	13,000
4d SUV	540	1,620	2,700	6,080	9,450	13,500
2d SUV, 4x4	540	1,620	2,700	6,080	9,450	13,500
4d SUV, 4x4	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 5% for Sport, XLT, Eddie Bauer or Limited Pkg.; 5% for V-8.						
1997 Expedition, V-8						
XLT SUV	500	1,500	2,500	5,630	8,750	12,500
Eddie Bauer SUV	540	1,620	2,700	6,080	9,450	13,500
XLT SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
Eddie Bauer, 4x4	540	1,620	2,700	6,080	9,450	13,500
NOTE: Deduct 5% for 4.6L V-8.						
1997 Aerostar, V-6						
Cargo Van	270	820	1,360	3,060	4,760	6,800
XLT Van	320	950	1,580	3,560	5,530	7,900
XLT Van, LWB	320	970	1,620	3,650	5,670	8,100
NOTE: Add 10% for 4x4.						
1997 Windstar, V-6						
Cargo Van	240	720	1,200	2,700	4,200	6,000
GL Van	290	880	1,460	3,290	5,110	7,300
LX Van	340	1,020	1,700	3,830	5,950	8,500
1997 E150 & E250, V-8						
Cargo Van	380	1,150	1,920	4,310	6,700	9,575
Sup Cargo Van	410	1,220	2,030	4,560	7,090	10,125
Club Wag	490	1,480	2,470	5,550	8,630	12,325
1997 Ranger, V-6						
2d PU	300	890	1,480	3,320	5,160	7,375
2d LBx PU	300	910	1,520	3,420	5,320	7,600
2d Splash	340	1,020	1,700	3,810	5,930	8,475
2d Sup Cab PU	410	1,220	2,030	4,560	7,090	10,125
2d Splash Sup Cab PU	450	1,350	2,250	5,050	7,860	11,225
NOTE: Add 5% for XLT or STX Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1997 F150 & F250, V-6						
2d PU, 6-3/4 ft.	340	1,010	1,680	3,770	5,860	8,375
2d PU, 8 ft.	350	1,040	1,730	3,880	6,040	8,625
2d XL PU, 6-3/4 ft.	400	1,190	1,980	4,440	6,910	9,875
2d XL PU, 8 ft.	420	1,260	2,100	4,730	7,350	10,500
2d Sup Cab XL PU, 6-3/4 ft.	470	1,410	2,350	5,290	8,230	11,750
2d Sup Cab XL PU, 8 ft.	520	1,560	2,600	5,850	9,100	13,000
2d Heavy-Duty Sup Cab XL PU, 6-3/4 ft.	570	1,710	2,850	6,410	9,980	14,250
2d Heavy-Duty Sup Cab XL PU, 8 ft.	620	1,860	3,100	6,980	10,850	15,500
NOTE: Add 10% for 4x4; 15% for turbo diesel V-8; 5% for 7.5L V-8.						
1998 Explorer, V-6						
2d Spt SUV	520	1,560	2,600	5,850	9,100	13,000
4d SUV	540	1,620	2,700	6,080	9,450	13,500
2d Spt SUV, 4x4	540	1,620	2,700	6,080	9,450	13,500
4d SUV, 4x4	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 5% for XLT, Eddie Bauer or Limited Pkg.; 5% for V-8.						
1998 Expedition, V-8						
XLT SUV	500	1,500	2,500	5,630	8,750	12,500
Eddie Bauer SUV	540	1,620	2,700	6,080	9,450	13,500
XLT SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
Eddie Bauer, 4x4	540	1,620	2,700	6,080	9,450	13,500
NOTE: Deduct 5% for 4.6L V-8.						
1998 Windstar, V-6						
Cargo Van	240	720	1,200	2,700	4,200	6,000
GL Van	290	880	1,460	3,290	5,110	7,300
LX Van	340	1,020	1,700	3,830	5,950	8,500
Ltd Van	400	1,200	2,000	4,500	7,000	10,000
1998 E150 & E250, V-8						
Cargo Van	380	1,150	1,920	4,310	6,700	9,575
Sup Cargo Van	410	1,220	2,030	4,560	7,090	10,125
Club Wag	490	1,480	2,470	5,550	8,630	12,325
NOTE: Add 5% for Chateau or XLT Pkg.; 5% for V-10; 10% for turbo diesel V-8. Deduct 5% for V-6.						
1998 Ranger, V-6						
2d PU	300	890	1,480	3,320	5,160	7,375
2d Splash PU	340	1,020	1,700	3,810	5,930	8,475
2d Sup Cab PU	410	1,220	2,030	4,560	7,090	10,125
2d Splash Sup Cab PU	450	1,350	2,250	5,050	7,860	11,225
NOTE: Add 5% for XLT Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1998 F150 & F250, V-8						
S 2d PU	340	1,010	1,680	3,770	5,860	8,375
XL 2d PU	400	1,190	1,980	4,440	6,910	9,875
S 2d Sup Cab PU	470	1,410	2,350	5,290	8,230	11,750
XL 2d Sup Cab PU	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 5% for Lariat, STX or XLT Pkg.; 10% for 4x4. Deduct 5% for V-6.						
1999 Explorer, V-6						
2d Spt SUV	520	1,560	2,600	5,850	9,100	13,000
4d SUV	540	1,620	2,700	6,080	9,450	13,500
2d Spt SUV, 4x4	540	1,620	2,700	6,080	9,450	13,500
4d SUV, 4x4	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 5% for XLS, XLT, Eddie Bauer or Limited Pkgs.; 5% for V-8.						
1999 Expedition, V-8						
XLT SUV	500	1,500	2,500	5,630	8,750	12,500
Eddie Bauer SUV	540	1,620	2,700	6,080	9,450	13,500
XLT SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
Eddie Bauer, 4x4	540	1,620	2,700	6,080	9,450	13,500

	6	5	4	3	2	1
NOTE: Deduct 5% for 4.6L V-8.						
1999 Windstar, V-6						
Cargo Van	240	720	1,200	2,700	4,200	6,000
LX Van	290	880	1,460	3,290	5,110	7,300
SE Van	340	1,020	1,700	3,830	5,950	8,500
SEL Van	400	1,200	2,000	4,500	7,000	10,000
1999 E150 & E250, V-8						
Cargo Van	380	1,150	1,920	4,310	6,700	9,575
Ext Cargo Van	410	1,220	2,030	4,560	7,090	10,125
Club Wag	490	1,480	2,470	5,550	8,630	12,325
NOTE: Add 5% for Chateau or XLT Pkg.; 5% for V-10; 20% for turbo diesel V-8. Deduct 5% for V-6.						
1999 Ranger, V-6						
2d Styleside PU	400	1,190	1,980	4,440	6,910	9,875
2d Flareside PU	400	1,190	1,980	4,440	6,910	9,875
2d Styleside Sup Cab PU	470	1,400	2,340	5,270	8,190	11,700
2d Flareside Sup Cab PU	470	1,400	2,340	5,270	8,190	11,700
4d Styleside Sup Cab PU	510	1,520	2,540	5,720	8,890	12,700
4d Flareside Sup Cab PU	510	1,520	2,540	5,720	8,890	12,700
NOTE: Add 5% for XLT Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1999 F150 & F250, V-8						
2d Styleside XL PU	310	930	1,550	3,490	5,430	7,750
2d Flareside XL PU	310	940	1,560	3,510	5,460	7,800
Styleside XL Sup Cab PU	350	1,060	1,760	3,960	6,160	8,800
Flareside XL Sup Cab PU	350	1,060	1,760	3,960	6,160	8,800
2d Flareside Lightning PU	800	2,400	4,000	9,000	14,000	20,000
4d XL Crew Cab PU (F250 only)	530	1,600	2,660	5,990	9,310	13,300
NOTE: Add 5% for Lariat or XLT Pkg.; 10% for 4x4; 5% for V-10; 25% for turbo diesel V-8; 5% for dually version. Deduct 5% for V-6.						
2000 Explorer, V-6						
2d Spt SUV	520	1,560	2,600	5,850	9,100	13,000
4d XL SUV	540	1,620	2,700	6,080	9,450	13,500
2d Spt SUV, 4x4	540	1,620	2,700	6,080	9,450	13,500
4d XL SUV, 4x4	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 5% for XLS, XLT, Eddie Bauer or Limited Pkgs.; 5% for V-8.						
2000 Expedition, V-8						
XLT SUV	500	1,500	2,500	5,630	8,750	12,500
Eddie Bauer SUV	540	1,620	2,700	6,080	9,450	13,500
XLT SUV, 4x4	520	1,560	2,600	5,850	9,100	13,000
Eddie Bauer, 4x4	540	1,620	2,700	6,080	9,450	13,500
NOTE: Deduct 5% for 4.6L V-8.						
2000 Excursion, V-10						
XLT SUV	500	1,510	2,520	5,670	8,820	12,600
Limited SUV	540	1,630	2,720	6,120	9,520	13,600
XLT SUV (turbo diesel)	520	1,570	2,620	5,900	9,170	13,100
Limited SUV (turbo diesel)	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for 4x4. Deduct 5% for 4.6L V-8.						
2000 Windstar, V-6						
Cargo Van	240	720	1,200	2,700	4,200	6,000
Window Van	280	840	1,400	3,150	4,900	7,000
LX Van	290	880	1,460	3,290	5,110	7,300
SE Van	340	1,020	1,700	3,830	5,950	8,500
SEL Van	400	1,200	2,000	4,500	7,000	10,000
Limited Van	410	1,230	2,050	4,610	7,180	10,250
2000 E150 & E250, V-8						
Cargo Van	3,830	11,490	19,150	43,090	67,020	95,745
Ext Cargo Van	410	1,220	2,030	4,560	7,090	10,125
Club Wag	490	1,480	2,470	5,550	8,630	12,325
NOTE: Add 5% for Chateau or XLT Pkgs.; 5% for V-10; 20% for turbo diesel V-8. Deduct 5% for V-6.						
2000 Ranger, V-6						
2d Styleside PU	400	1,190	1,980	4,440	6,910	9,875
2d Flareside PU	400	1,190	1,980	4,440	6,910	9,875
2d Styleside Sup Cab PU	470	1,400	2,340	5,270	8,190	11,700
2d Flareside Sup Cab PU	470	1,400	2,340	5,270	8,190	11,700
4d Styleside Sup Cab PU	510	1,520	2,540	5,720	8,890	12,700
4d Flareside Sup Cab PU	510	1,520	2,540	5,720	8,890	12,700
NOTE: Add 5% for XLT Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
2000 F150 & F250, V-8						
2d Styleside XL PU	310	930	1,550	3,490	5,430	7,750
2d Flareside XL PU	310	940	1,560	3,510	5,460	7,800
Styleside XL Sup Cab PU	350	1,060	1,760	3,960	6,160	8,800
Flareside XL Sup Cab PU	350	1,060	1,760	3,960	6,160	8,800
2d Flareside Lightning PU	800	2,400	4,000	9,000	14,000	20,000
4d XL Crew Cab PU (F250 only)	540	1,610	2,680	6,030	9,380	13,400
Flareside XL Sup Cab Harley PU (F150 only)	840	2,520	4,200	9,450	14,700	21,000
NOTE: Add 5% for Lariat or XLT Pkgs.; 10% for 4x4; 5% for V-10; 25% for turbo diesel V-8; 5% for dually version. Deduct 5% for V-6.						

GEO TRUCKS

	6	5	4	3	2	1
1991						
2d Utility 4x4	200	550	950	2,120	3,300	4,700
2d Conv 2x4	250	700	1,150	2,570	4,000	5,700
2d Conv 4x4	250	700	1,200	2,660	4,150	5,900
1992 Tracker, 4-cyl.						
2d Utility Conv 2x4	150	500	850	1,890	2,950	4,200
2d Utility HT 4x4	200	600	1,050	2,340	3,650	5,200
2d Utility Conv 4x4	250	700	1,150	2,570	4,000	5,700
1993 Tracker, 4-cyl.						
2d Utility Conv 2x4	150	500	850	1,940	3,000	4,300
2d Utility HT 4x4	200	650	1,100	2,430	3,800	5,400
2d Utility Conv 4x4	250	700	1,200	2,660	4,150	5,900
1994 Tracker						
2d Utility Conv	200	600	1,050	2,340	3,650	5,200
2d Utility HT 4x4	250	750	1,250	2,790	4,350	6,200
2d Utility Conv 4x4	250	800	1,350	3,020	4,700	6,700
1995 Tracker, 4-cyl.						
2d Utility Conv	200	600	1,050	2,340	3,650	5,200
2d Utility HT 4x4	250	750	1,250	2,790	4,350	6,200
2d Utility Conv 4x4	250	800	1,350	3,020	4,700	6,700
1996 Tracker, 4-cyl.						
2d Utility Conv	200	600	1,050	2,340	3,650	5,200
2d Utility HT	250	700	1,150	2,570	4,000	5,700
2d Utility Conv 4x4	250	750	1,250	2,790	4,350	6,200
2d Utility HT 4x4	250	800	1,350	3,020	4,700	6,700
1997 Tracker, 4-cyl.						
2d Utility Conv	208	624	1,040	2,340	3,640	5,200
2d Utility HT	228	684	1,140	2,570	3,990	5,700
2d Utility Conv 4x4	248	744	1,240	2,790	4,340	6,200
2d Utility HT 4x4	268	804	1,340	3,020	4,690	6,700

GMC TRUCKS

	6	5	4	3	2	1
1920-26						
Canopy	820	2,460	4,100	9,230	14,350	20,500
1927-29 Light Duty						
PU	820	2,460	4,100	9,230	14,350	20,500
Panel	810	2,430	4,050	9,110	14,180	20,250
1930-33 Light Duty						
PU	1,520	4,560	7,600	17,100	26,600	38,000
Panel	1,600	4,800	8,000	18,000	28,000	40,000
Stake	1,160	3,480	5,800	13,050	20,300	29,000
1934-35 Light Duty						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Panel	1,840	5,520	9,200	20,700	32,200	46,000
1936-40 Light Duty						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Panel	1,840	5,520	9,200	20,700	32,200	46,000
1940 Light Duty, 1/2-Ton, 113.5" wb						
Canopy Dly	1,880	5,640	9,400	21,150	32,900	47,000
Screenside Dly	1,880	5,640	9,400	21,150	32,900	47,000
Suburban	2,240	6,720	11,200	25,200	39,200	56,000
1941-42, 1946-47 Light Duty, 1/2-Ton, 115" wb						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Panel	1,840	5,520	9,200	20,700	32,200	46,000
Canopy Dly	1,880	5,640	9,400	21,150	32,900	47,000
Screenside Dly	1,880	5,640	9,400	21,150	32,900	47,000
Suburban (Woody)	4,000	12,000	20,000	45,000	70,000	100,000
Stake	1,160	3,480	5,800	13,050	20,300	29,000
1941-42, 1946-47 Light Duty, 1/2-Ton, 125" wb						
PU	1,800	5,400	9,000	20,250	31,500	45,000
Panel	1,840	5,520	9,200	20,700	32,200	46,000
Stake	1,160	3,480	5,800	13,050	20,300	29,000
1941-42, 1946-47 Medium Duty, 3/4-Ton, 125" wb						
PU	1,720	5,160	8,600	19,350	30,100	43,000
Panel	2,240	6,720	11,200	25,200	39,200	56,000
Stake	1,160	3,480	5,800	13,050	20,300	29,000
1948-53 Light Duty, 1/2-Ton						
PU	2,200	6,600	11,000	24,750	38,500	55,000
Panel	2,240	6,720	11,200	25,200	39,200	56,000
Canopy Exp	2,280	6,840	11,400	25,650	39,900	57,000
Suburban	2,320	6,960	11,600	26,100	40,600	58,000
1948-53 Medium Duty, 3/4-Ton						
PU	2,160	6,480	10,800	24,300	37,800	54,000
Stake	1,400	4,200	7,000	15,750	24,500	35,000
1948-53 Heavy Duty, 1-Ton						
PU	2,120	6,360	10,600	23,850	37,100	53,000
Stake	1,360	4,080	6,800	15,300	23,800	34,000
1954-55 First Series Light Duty, 1/2-Ton						
PU	2,200	6,600	11,000	24,750	38,500	55,000
Panel	2,240	6,720	11,200	25,200	39,200	56,000
Canopy Dly	2,280	6,840	11,400	25,650	39,900	57,000
Suburban	2,320	6,960	11,600	26,100	40,600	58,000
PU (LWB)	2,120	6,360	10,600	23,850	37,100	53,000
Stake Rack	1,400	4,200	7,000	15,750	24,500	35,000
1954-55 First Series Medium Duty, 3/4-Ton						
PU	2,160	6,480	10,800	24,300	37,800	54,000
Stake Rack	1,440	4,320	7,200	16,200	25,200	36,000
1954-55 First Series Heavy Duty, 1-Ton						
PU	2,120	6,360	10,600	23,850	37,100	53,000
Panel	2,160	6,480	10,800	24,300	37,800	54,000
Canopy Exp	2,160	6,480	10,800	24,300	37,800	54,000
Stake Rack	1,360	4,080	6,800	15,300	23,800	34,000
Platform	1,360	4,080	6,800	15,300	23,800	34,000
1955-57 Second Series Light Duty, 1/2-Ton, V-8						
PU	2,200	6,600	11,000	24,750	38,500	55,000
Panel	2,240	6,720	11,200	25,200	39,200	56,000
DeL Panel	2,280	6,840	11,400	25,650	39,900	57,000
Suburban PU	4,000	12,000	20,000	45,000	70,000	100,000
Suburban	2,320	6,960	11,600	26,100	40,600	58,000
1955-57 Second Series Medium Duty, 3/4-Ton, V-8						
PU	2,000	6,000	10,000	22,500	35,000	50,000
Stake Rack	1,200	3,600	6,000	13,500	21,000	30,000
1955-57 Second Series Heavy Duty, 1-Ton, V-8						
PU	1,920	5,760	9,600	21,600	33,600	48,000
Panel	2,200	6,600	11,000	24,750	38,500	55,000
DeL Panel	2,240	6,720	11,200	25,200	39,200	56,000
Stake Rack	1,200	3,600	6,000	13,500	21,000	30,000
Platform	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Deduct 20% for 6-cyl.						
1958-59 Light Duty, 1/2-Ton, V-8						
PU	2,200	6,600	11,000	24,750	38,500	55,000
Wide-Side PU	2,080	6,240	10,400	23,400	36,400	52,000
PU (LWB)	2,120	6,360	10,600	23,850	37,100	53,000
Wide-Side PU (LWB)	2,040	6,120	10,200	22,950	35,700	51,000
Panel	1,600	4,800	8,000	18,000	28,000	40,000
Panel DeL	1,680	5,040	8,400	18,900	29,400	42,000
Suburban	2,000	6,000	10,000	22,500	35,000	50,000
1958-59 Medium Duty, 3/4-Ton, V-8						
PU	1,440	4,320	7,200	16,200	25,200	36,000
Wide-Side PU	1,400	4,200	7,000	15,750	24,500	35,000
Stake Rack	880	2,640	4,400	9,900	15,400	22,000
1958-59 V-8						
Panel, 8 ft.	1,440	4,320	7,200	16,200	25,200	36,000
Panel, 10 ft.	1,440	4,320	7,200	16,200	25,200	36,000
Panel, 12 ft.	1,320	3,960	6,600	14,850	23,100	33,000
1958-59 Heavy Duty, 1-Ton, V-8						
PU	1,340	4,020	6,700	15,080	23,450	33,500
Panel	1,420	4,260	7,100	15,980	24,850	35,500
Panel DeL	1,400	4,200	7,000	15,750	24,500	35,000
Stake Rack	800	2,400	4,000	9,000	14,000	20,000
NOTE: Deduct 20% for 6-cyl.						
1960-66 95" wb						
Dly Van	840	2,520	4,200	9,450	14,700	21,000
1960-66 1/2-Ton, 6-cyl., 115" wb						
Fender-Side PU	2,120	6,360	10,600	23,850	37,100	53,000
Wide-Side PU	2,080	6,240	10,400	23,400	36,400	52,000
1960-66 1/2-Ton, 6-cyl., 127" wb						
Fender-Side PU	1,760	5,280	8,800	19,800	30,800	44,000
Wide-Side PU	1,680	5,040	8,400	18,900	29,400	42,000
Panel	1,520	4,560	7,600	17,100	26,600	38,000
Suburban	1,920	5,760	9,600	21,600	33,600	48,000
1960-66 3/4-Ton, 6-cyl., 127" wb						
Fender-Side PU	1,390	4,160	6,930	15,590	24,260	34,650
Wide-Side PU	1,340	4,030	6,720	15,120	23,520	33,600
Stake	880	2,640	4,400	9,900	15,400	22,000
1960-66 1-Ton, 6-cyl., 121" or 133" wb						
PU	1,300	3,900	6,500	14,630	22,750	32,500
Panel	1,520	4,560	7,600	17,100	26,600	38,000
Stake	880	2,640	4,400	9,900	15,400	22,000
NOTE: Add 10% for V-6, when used instead of inline 6.						
1967-68 1/2-Ton, 90" wb						
Handi Van	640	1,920	3,200	7,200	11,200	16,000
Handi Bus	600	1,800	3,000	6,750	10,500	15,000
1967-68 1/2-Ton, 102" wb						
Van	560	1,680	2,800	6,300	9,800	14,000
1967-68 1/2-Ton, V-8, 115" wb						
Fender-Side PU	2,000	6,000	10,000	22,500	35,000	50,000
Wide-Side PU	1,920	5,760	9,600	21,600	33,600	48,000
1967-68 1/2-Ton, V-8, 127" wb						
Fender-Side PU	1,520	4,560	7,600	17,100	26,600	38,000
Wide-Side PU	1,600	4,800	8,000	18,000	28,000	40,000
Panel	1,400	4,200	7,000	15,750	24,500	35,000
Suburban	1,520	4,560	7,600	17,100	26,600	38,000
1967-68 3/4-Ton, V-8, 127" wb						
Fender-Side PU	1,560	4,680	7,800	17,550	27,300	39,000
Wide-Side PU	1,480	4,440	7,400	16,650	25,900	37,000
Panel	1,360	4,080	6,800	15,300	23,800	34,000
Suburban	1,480	4,440	7,400	16,650	25,900	37,000
Stake	840	2,520	4,200	9,450	14,700	21,000
1967-68 1-Ton, V-8, 133" wb						
PU	1,200	3,600	6,000	13,500	21,000	30,000
Stake Rack	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 5% for 4x4 where available. Deduct 20% for 6-cyl.						
1969-70 1/2-Ton, 90" wb						
Handi Van	640	1,920	3,200	7,200	11,200	16,000
Handi Bus DeL	600	1,800	3,000	6,750	10,500	15,000
1969-70 1/2-Ton, 102" wb						
Van	560	1,680	2,800	6,300	9,800	14,000
1969-70 1/2-Ton, V-8, 115" wb						
Fender-Side PU	2,040	6,120	10,200	22,950	35,700	51,000
Wide-Side PU	1,960	5,880	9,800	22,050	34,300	49,000
1969-70 1/2-Ton, V-8, 127" wb						
Fender-Side PU	1,680	5,040	8,400	18,900	29,400	42,000
Wide-Side PU	1,600	4,800	8,000	18,000	28,000	40,000
Panel	1,480	4,440	7,400	16,650	25,900	37,000
Suburban	1,600	4,800	8,000	18,000	28,000	40,000
1969-70 3/4-Ton, V-8, 127" wb						
Fender-Side PU	1,640	4,920	8,200	18,450	28,700	41,000
Wide-Side PU	1,560	4,680	7,800	17,550	27,300	39,000
Panel	1,400	4,200	7,000	15,750	24,500	35,000
Suburban	1,600	4,800	8,000	18,000	28,000	40,000
Stake	880	2,640	4,400	9,900	15,400	22,000
1969-70 1-Ton, V-8, 133" wb						
PU	1,280	3,840	6,400	14,400	22,400	32,000
Stake Rack	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Add 5% for 4x4 where available. Deduct 20% for 6-cyl.						
1971-72 Sprint, 1/2-Ton, V-8						
PU	1,680	5,040	8,400	18,900	29,400	42,000
Cus PU	1,760	5,280	8,800	19,800	30,800	44,000
NOTE: Add 30% for 350; 40% for 402; 45% for 454 engine options.						
1971-72 1/2-Ton, 90" wb						
Handi Van	640	1,920	3,200	7,200	11,200	16,000
Handi Bus DeL	600	1,800	3,000	6,750	10,500	15,000

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1971-72 1/2-Ton, 102" wb						
Van	560	1,680	2,800	6,300	9,800	14,000
1971-72 1/2-Ton, V-8, 115" wb						
Fender-Side PU	1,640	4,920	8,200	18,450	28,700	41,000
Wide-Side PU	1,560	4,680	7,800	17,550	27,300	39,000
1971-72 1/2-Ton, V-8, 127" wb						
Fender-Side PU	1,600	4,800	8,000	18,000	28,000	40,000
Wide-Side PU	1,520	4,560	7,600	17,100	26,600	38,000
Suburban	1,600	4,800	8,000	18,000	28,000	40,000
1971-72 3/4-Ton, V-8, 127" wb						
Fender-Side PU	1,640	4,920	8,200	18,450	28,700	41,000
Wide-Side PU	1,720	5,160	8,600	19,350	30,100	43,000
Suburban	1,840	5,520	9,200	20,700	32,200	46,000
Stake	1,160	3,480	5,800	13,050	20,300	29,000
1971-72 1-Ton, V-8, 133" wb						
PU	1,440	4,320	7,200	16,200	25,200	36,000
Stake Rack	1,040	3,120	5,200	11,700	18,200	26,000
1971-72 Jimmy, V-8, 104" wb						
Jimmy (2WD)	1,800	5,400	9,000	20,250	31,500	45,000
Jimmy (4x4)	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Add 5% for 4x4 where available. Deduct 20% for 6-cyl.						
1973-77 Sprint 1/2-Ton, V-8, 116" wb						
Sprint Cus	1,080	3,240	5,400	12,150	18,900	27,000
1973-80 Jimmy, 1/2-Ton, V-8, 106" wb						
Jimmy (2WD)	1,180	3,540	5,900	13,280	20,650	29,500
Jimmy (4x4)	1,340	4,020	6,700	15,080	23,450	33,500
1973-80 1/2-Ton, V-8, 110" wb						
Rally Van	370	1,100	1,840	4,140	6,440	9,200
1973-80 1/2-Ton, V-8, 117" wb						
Fender-Side PU	1,160	3,480	5,800	13,050	20,300	29,000
Wide-Side PU	1,160	3,480	5,800	13,050	20,300	29,000
1973-80 1/2-Ton, V-8, 125" wb						
Fender-Side PU	1,200	3,600	6,000	13,500	21,000	30,000
Wide-Side PU	1,200	3,600	6,000	13,500	21,000	30,000
Suburban	1,040	3,120	5,200	11,700	18,200	26,000
1973-80 3/4-Ton, V-8, 125" wb						
Fender-Side PU	1,240	3,720	6,200	13,950	21,700	31,000
Wide-Side PU	1,240	3,720	6,200	13,950	21,700	31,000
Suburban	1,080	3,240	5,400	12,150	18,900	27,000
1973-80 1-Ton, V-8, 125" or 135" wb						
PU	1,160	3,480	5,800	13,050	20,300	29,000
Crew Cab PU	1,320	3,960	6,600	14,850	23,100	33,000
NOTE: Add 5% for 4x4 where available. Deduct 20% for 6-cyl.						
1978 Vandura V-8 110" wb						
Van	790	2,380	3,960	8,910	13,860	19,800
1978-80 Caballero, V-8						
PU	1,240	3,720	6,200	13,950	21,700	31,000
Cus PU	1,280	3,840	6,400	14,400	22,400	32,000
NOTE: Deduct 20% for V-6.						
1981-82 Caballero, 1/2-Ton, 117" wb						
Caballero PU	1,200	3,600	6,000	13,500	21,000	30,000
Diablo PU	1,400	4,200	7,000	15,750	24,500	35,000
1981-82 K1500, 1/2-Ton, 106.5" wb						
Jimmy (4x4)	1,560	4,680	7,800	17,550	27,300	39,000
Jimmy Conv. Top (4x4)	1,600	4,800	8,000	18,000	28,000	40,000
1981-82 G1500 Van, 1/2-Ton, 110" or 125" wb						
Vandura	520	1,560	2,600	5,850	9,100	13,000
Rally	600	1,800	3,000	6,750	10,500	15,000
Rally Cus	600	1,800	3,000	6,750	10,500	15,000
Rally STX	720	2,160	3,600	8,100	12,600	18,000
1981-82 G2500 Van, 3/4-Ton, 110" or 125" wb						
Vandura	480	1,440	2,400	5,400	8,400	12,000
Rally	560	1,680	2,800	6,300	9,800	14,000
Rally Cus	600	1,800	3,000	6,750	10,500	15,000
Rally STX	680	2,040	3,400	7,650	11,900	17,000
Gaucho	760	2,280	3,800	8,550	13,300	19,000
1981-82 G3500 Van, 1-Ton, 125" or 146" wb						
Vandura	440	1,320	2,200	4,950	7,700	11,000
Vandura Spl	460	1,380	2,300	5,180	8,050	11,500
Rally Camper Spl	500	1,500	2,500	5,630	8,750	12,500
Rally	520	1,560	2,600	5,850	9,100	13,000
Rally Cus	560	1,680	2,800	6,300	9,800	14,000
Rally STX	640	1,920	3,200	7,200	11,200	16,000
Magna Van 10 ft.	720	2,160	3,600	8,100	12,600	18,000
Magna Van 12 ft.	750	2,260	3,760	8,460	13,160	18,800
1981-82 C1500, 1/2-Ton, 117.5" or 131.5" wb						
Fender-Side PU (SBx)	1,000	3,000	5,000	11,250	17,500	25,000
Wide-Side PU (SBx)	960	2,880	4,800	10,800	16,800	24,000
Wide-Side PU (LBx)	920	2,760	4,600	10,350	16,100	23,000
Suburban 4d	1,040	3,120	5,200	11,700	18,200	26,000
1981-82 C2500, 3/4-Ton, 131" wb						
Fender-Side PU (LBx)	940	2,820	4,700	10,580	16,450	23,500
Wide-Side PU (LBx)	910	2,740	4,570	10,280	16,000	22,850
Bonus Cab 2d PU (LBx)	940	2,810	4,680	10,530	16,380	23,400
Crew Cab 4d PU (LBx)	930	2,780	4,630	10,410	16,190	23,125
Suburban 4d	1,080	3,250	5,410	12,170	18,940	27,050
1981-82 C3500, 1-Ton, 131.5" or 164.5" wb						
Fender-Side PU (LBx)	930	2,780	4,640	10,430	16,220	23,175
Wide-Side PU (LBx)	930	2,790	4,660	10,470	16,290	23,275
Bonus Cab 2d PU (LBx)	900	2,690	4,480	10,080	15,680	22,400
Crew Cab 4d PU (LBx)	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 5% for 4x4. Deduct 20% for 6-cyl.						
1983-87 Caballero, V-8						
PU	1,200	3,600	6,000	13,500	21,000	30,000
Cus PU	1,280	3,840	6,400	14,400	22,400	32,000
NOTE: Deduct 20% for V-6. Add 30% for Choo Choo model where available.						
PU	1,200	3,600	6,000	13,500	21,000	30,000
1983-87 Caballero, V-8						
Cus PU	1,000	3,000	5,000	11,250	17,500	25,000
1983-87 Caballero, V-8						
NOTE: Add 30% for Choo Choo model where available. Deduct 20% for V-6.						
1983-87 S15, 1/2-Ton, 100.5" wb						
Jimmy (2WD)	1,200	3,600	6,000	13,500	21,000	30,000
Jimmy (4x4)	1,400	4,200	7,000	15,750	24,500	35,000
1983-87 K1500, 1/2-Ton, 106.5" wb						
Jimmy (4x4)	1,560	4,680	7,800	17,550	27,300	39,000
1983-87 G1500 Van, 1/2-Ton, 110" or 125" wb						
Vandura	440	1,320	2,200	4,950	7,700	11,000
Rally	520	1,560	2,600	5,850	9,100	13,000
Rally Cus	560	1,680	2,800	6,300	9,800	14,000
Rally STX	640	1,920	3,200	7,200	11,200	16,000
1983-87 G2500 Van, 3/4-Ton, 110" or 125" wb						
Vandura	400	1,200	2,000	4,500	7,000	10,000
Rally	520	1,560	2,600	5,850	9,100	13,000
Rally Cus	520	1,560	2,600	5,850	9,100	13,000
Rally STX	600	1,800	3,000	6,750	10,500	15,000
1983-87 G3500 Van, 1-Ton, 125" or 146" wb						
Vandura	380	1,140	1,900	4,280	6,650	9,500
Rally	460	1,380	2,300	5,180	8,050	11,500
Rally Cus	500	1,500	2,500	5,630	8,750	12,500
Rally STX	580	1,740	2,900	6,530	10,150	14,500
Magna Van 10 ft.	640	1,920	3,200	7,200	11,200	16,000
Magna Van 12 ft.	660	1,980	3,300	7,430	11,550	16,500
1983-87 S15, 1/2-Ton, 108.3" or 122.9" wb						
Wide-Side PU (SBx)	620	1,860	3,100	6,980	10,850	15,500
Wide-Side PU (LBx)	650	1,940	3,230	7,260	11,290	16,125
Wide-Side Ext Cab PU	680	2,040	3,400	7,650	11,900	17,000
1983-87 C1500, 1/2-Ton, 117.5" or 131.5" wb						
Fender-Side PU (SBx)	840	2,520	4,200	9,450	14,700	21,000
Wide-Side PU (SBx)	920	2,760	4,600	10,350	16,100	23,000
Wide-Side PU (LBx)	840	2,520	4,200	9,450	14,700	21,000
Suburban 4d	1,080	3,240	5,400	12,150	18,900	27,000
1983-87 C2500, 3/4-Ton, 131" wb						
Fender-Side PU (LBx)	860	2,580	4,300	9,680	15,050	21,500
Wide-Side PU (LBx)	890	2,660	4,440	9,990	15,540	22,200
Bonus Cab 2d PU (LBx)	920	2,760	4,600	10,350	16,100	23,000
Crew Cab 4d PU (LBx)	920	2,770	4,620	10,400	16,170	23,100
Suburban 4d	1,000	3,000	5,000	11,250	17,500	25,000
1983-87 C3500, 1-Ton, 131.5" or 164.5" wb						
Fender-Side PU (LBx)	800	2,400	4,000	9,000	14,000	20,000
Wide-Side PU (LBx)	930	2,780	4,640	10,440	16,240	23,200
Bonus Cab 2d PU (LBx)	930	2,790	4,650	10,460	16,280	23,250
Crew Cab 4d PU (LBx)	1,010	3,030	5,050	11,360	17,680	25,250
NOTE: Add 5% for 4x4.						
1988-91 V1500 Jimmy, 1/2-Ton, 106.5" wb						
Wag (4x4)	1,200	3,600	6,000	13,500	21,000	30,000
1988-91 S15, 1/2-Ton, 100.5" wb						
Wag	390	1,160	1,940	4,370	6,790	9,700
Wag (4x4)	400	1,190	1,980	4,460	6,930	9,900
1988-91 Safari, 1/2-Ton, 111" wb						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
SLX Van	460	1,380	2,300	5,180	8,050	11,500
SLE Van	500	1,500	2,500	5,630	8,750	12,500
SLT Van	580	1,740	2,900	6,530	10,150	14,500
1988-91 G1500 Van, 1/2-Ton, 110" or 125" wb						
Vandura	380	1,140	1,900	4,280	6,650	9,500
Rally	460	1,380	2,300	5,180	8,050	11,500
Rally Cus	500	1,500	2,500	5,630	8,750	12,500
Rally STX	580	1,740	2,900	6,530	10,150	14,500
1988-91 G2500 Van, 3/4-Ton, 110" or 125" wb						
Vandura	340	1,020	1,700	3,830	5,950	8,500
Rally	420	1,260	2,100	4,730	7,350	10,500
Rally Cus	490	1,460	2,440	5,490	8,540	12,200
Rally STX	530	1,580	2,640	5,940	9,240	13,200
1988-91 G3500, 1-Ton, 125" or 146" wb						
Vandura	390	1,160	1,940	4,370	6,790	9,700
Rally	450	1,340	2,240	5,040	7,840	11,200
Rally Cus	530	1,580	2,640	5,940	9,240	13,200
Rally STX	550	1,640	2,740	6,170	9,590	13,700
Magna Van 10 ft.	480	1,440	2,400	5,400	8,400	12,000
Magna Van 12 ft.	520	1,560	2,600	5,850	9,100	13,000
1988-91 S15, 1/2-Ton, 108.3" or 122.9" wb						
Wide-Side PU (SBx)	600	1,800	3,000	6,750	10,500	15,000
Wide-Side PU (LBx)	620	1,860	3,100	6,980	10,850	15,500
Wide-Side Ext Cab PU (SBx)	650	1,960	3,260	7,340	11,410	16,300
1988-91 C1500, 1/2-Ton, 117.5" or 131.5" wb						
Fender-Side PU (SBx)	400	1,210	2,020	4,530	7,050	10,075
Wide-Side PU (SBx)	400	1,210	2,020	4,530	7,050	10,075
Wide-Side PU (LBx)	420	1,250	2,080	4,680	7,280	10,400
Wide-Side Clb Cab PU (LBx)	460	1,380	2,300	5,180	8,050	11,500
Suburban	620	1,860	3,100	6,980	10,850	15,500
1988-91 C2500, 3/4-Ton, 117.5" or 131.5" wb						
Fender-Side PU (LBx)	450	1,340	2,230	5,010	7,790	11,125
Wide-Side PU (LBx)	450	1,340	2,230	5,010	7,790	11,125
Wide-Side Bonus Cab (LBx)	470	1,400	2,340	5,250	8,170	11,675
Wide-Side Crew Cab (LBx)	480	1,440	2,400	5,390	8,380	11,975
Suburban	720	2,160	3,600	8,100	12,600	18,000
Wide-Side PU (LBx)	470	1,400	2,340	5,250	8,170	11,675
1988-91 C2500, 1-Ton, 131.5" or 164.5" wb						
Wide-Side Clb Cpe PU (LBx)	410	1,230	2,050	4,610	7,180	10,250
Wide-Side Bonus Cab (LBx)	410	1,230	2,050	4,610	7,180	10,250
Wide-Side Crew Cab (LBx)	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for 4x4.						
1992 Yukon, V-8						
2d SUV	600	1,800	3,000	6,750	10,500	15,000
1992 Jimmy, V-6						
2d SUV	320	960	1,600	3,600	5,600	8,000
4d SUV	360	1,080	1,800	4,050	6,300	9,000
2d SUV (4x4)	500	1,500	2,500	5,630	8,750	12,500
4d SUV (4x4)	540	1,620	2,700	6,080	9,450	13,500
2d Typhoon SUV (4x4)	720	2,160	3,600	8,100	12,600	18,000
1992 Safari, V-6						
3d Van	340	1,020	1,700	3,830	5,950	8,500
3d SLX Van	380	1,140	1,900	4,280	6,650	9,500
1992 G Series, V-8						
G150 Van	340	1,020	1,700	3,830	5,950	8,500
G250 Van	360	1,080	1,800	4,050	6,300	9,000
1992 Suburban 1500, V-8						
4d	640	1,920	3,200	7,200	11,200	16,000
4d (4x4)	680	2,040	3,400	7,650	11,900	17,000
1992 Suburban 2500, V-8						
4d	680	2,040	3,400	7,650	11,900	17,000
4d (4x4)	720	2,160	3,600	8,100	12,600	18,000
1992 Sonoma, 1/2-Ton, V-6						
2d PU (SBx)	350	1,100	1,800	4,050	6,300	9,000
2d PU (LBx)	350	1,100	1,800	4,050	6,300	9,000
2d Syclone PU (AWD) (1991-1992 only)	900	2,700	4,500	10,130	15,700	22,500
NOTE: Add 5% for 4x4.						
1992 Sierra 1500, 1/2-Ton, V-8						
2d Sportside PU (SBx)	440	1,320	2,200	4,950	7,700	11,000
2d Fleetside PU (SBx)	440	1,320	2,200	4,950	7,700	11,000
2d Fleetside PU (LBx)	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add 5% for 4x4.						
1992 Sierra 2500, 3/4-Ton, V-8						
2d Fleetside PU (SBx)	480	1,440	2,400	5,400	8,400	12,000
2d Fleetside PU (LBx)	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 5% for 4x4.						
1993 Yukon, V-8						
2d SUV (4x4)	600	1,800	3,000	6,750	10,500	15,000
1993 Jimmy, V-6						
2d SUV 2WD	300	900	1,500	3,380	5,250	7,500
4d SUV 2WD	310	940	1,560	3,510	5,460	7,800
2d SUV (4x4)	480	1,440	2,400	5,400	8,400	12,000
4d SUV (4x4)	520	1,560	2,600	5,850	9,100	13,000
1993 Safari, V-6						
Window Van	280	840	1,400	3,150	4,900	7,000
1993 G Van, V-8						
Window Van	300	900	1,500	3,380	5,250	7,500
1993 Suburban C1500/C2500						
4d Sta Wag 1500	640	1,920	3,200	7,200	11,200	16,000
4d Sta Wag 2500	680	2,040	3,400	7,650	11,900	17,000
1993 Sonoma, V-6						
2d PU (SBx)	350	1,060	1,760	3,960	6,160	8,800
2d PU (LBx)	360	1,070	1,780	4,010	6,230	8,900
1993 Sierra 1500/2500, V-8						
2d PU 1500 (SBx)	490	1,460	2,440	5,490	8,540	12,200
2d PU 1500 (LBx)	500	1,500	2,500	5,630	8,750	12,500
2d PU 2500 (SBx)	500	1,500	2,500	5,630	8,750	12,500
2d PU 2500 (LBx)	510	1,520	2,540	5,720	8,890	12,700
1994 Yukon, V-8						
2d SUV 4x4	600	1,800	3,000	6,750	10,500	15,000
1994 Jimmy, V-6						
2d SUV	320	960	1,600	3,600	5,600	8,000
2d SUV 4x4	330	980	1,640	3,690	5,740	8,200
4d SUV	400	1,200	2,000	4,500	7,000	10,000
4d SUV 4x4	440	1,320	2,200	4,950	7,700	11,000
1994 Safari, V-6						
Van Cargo	300	900	1,500	3,380	5,250	7,500
Van Cargo XT	320	960	1,600	3,600	5,600	8,000
Van SLX	340	1,020	1,700	3,830	5,950	8,500
Van SLX XT	380	1,140	1,900	4,280	6,650	9,500
1994 G1500/G2500, V-8						
Van	380	1,140	1,900	4,280	6,650	9,500
Rally (G2500 only)	440	1,320	2,200	4,950	7,700	11,000
1994 Suburban, V-8						
4d C1500	600	1,800	3,000	6,750	10,500	15,000
4d C2500	680	2,040	3,400	7,650	11,900	17,000
1994 Sonoma, V-6						
2d PU 6 ft.	300	900	1,500	3,380	5,250	7,500
2d PU 7 ft.	300	900	1,500	3,420	5,300	7,600
2d PU Club Cab 6 ft.	380	1,140	1,900	4,280	6,650	9,500
1994 Sierra 1500/2500, V-8						
2d PU 6 ft.	320	960	1,600	3,600	5,600	8,000
2d PU 8 ft.	440	1,320	2,200	4,950	7,700	11,000
2d PU Club Cab 6 ft.	480	1,440	2,400	5,400	8,400	12,000
2d PU Club Cab 8 ft.	520	1,560	2,600	5,850	9,100	13,000
1995 Yukon, V-8						
2d SUV, 4x4	600	1,800	3,000	6,750	10,500	15,000
4d SUV, 4x4	620	1,860	3,100	6,980	10,850	15,500

	6	5	4	3	2	1
NOTE: Add 10% for turbo diesel.						
1995 Jimmy, V-6						
2d SUV	320	960	1,600	3,600	5,600	8,000
4d SUV	400	1,200	2,000	4,500	7,000	10,000
2d SUV, 4x4	330	980	1,640	3,690	5,740	8,200
4d SUV, 4x4	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for SLS, SLE or SLT Trim Pkg.						
1995 Safari, V-6						
Cargo Van XT	320	960	1,600	3,600	5,600	8,000
Van SLX XT	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 5% for SLE or SLT Trim Pkg.; 10% for 4x4.						
1995 G1500 & G2500, V-8						
Van	380	1,140	1,900	4,280	6,650	9,500
Rally (G2500 only)	440	1,320	2,200	4,950	7,700	11,000
1995 Suburban, V-8						
C1500	600	1,800	3,000	6,750	10,500	15,000
C2500	680	2,040	3,400	7,650	11,900	17,000
NOTE: Add 10% for 4x4; 10% for turbo diesel.						
1995 Sonoma, 4-cyl. & V-6						
2d PU, 6 ft.	300	900	1,500	3,380	5,250	7,500
2d PU, 7-1/2 ft.	300	900	1,500	3,420	5,300	7,600
Club Cab PU, 6 ft.	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 5% SLS or SLE Trim Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1995 Sierra 1500 & 2500, V-6 & V-8						
2d PU, 6-1/2 ft.	360	1,080	1,800	4,050	6,300	9,000
2d PU, 8 ft.	440	1,320	2,200	4,950	7,700	11,000
Club Cab PU, 6-1/2 ft.	480	1,440	2,400	5,400	8,400	12,000
Club Cab PU, 8 ft.	520	1,560	2,600	5,850	9,100	13,000
NOTE: Add 5% for SLE or SLT Trim Pkg.; 10% for 4x4; 10% for turbo diesel. Deduct 5% for V-6.						
1996 Yukon, V-8						
2d SUV	520	1,560	2,600	5,850	9,100	13,000
SLE 2d SUV	540	1,620	2,700	6,080	9,450	13,500
SLE 4d SUV	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for turbo diesel V-8; 10% for 4x4.						
1996 Jimmy, V-6						
2d SUV	280	840	1,400	3,150	4,900	7,000
4d SUV	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for SLS, SLE or SLT Pkg.; 10% for 4x4.						
1996 Safari, V-6						
Cargo Van	280	840	1,400	3,150	4,900	7,000
SLX Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4.						
1996 G1500 & G2500, V-8						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
Savana Van	400	1,200	2,000	4,500	7,000	10,000
1996 Suburban, V-8						
C1500	560	1,680	2,800	6,300	9,800	14,000
C2500	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4; 10% for turbo diesel V-8.						
1996 Sonoma, 4-cyl. & V-6						
2d PU, 6 ft.	250	800	1,300	2,930	4,550	6,500
2d PU, 7-1/2 ft.	250	800	1,300	2,970	4,600	6,600
Club Cab PU, 6 ft.	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% SLS or SLE Trim Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1996 Sierra 1500 & 2500, V-6 & V-8						
2d PU, 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
2d PU, 8 ft.	400	1,200	2,000	4,500	7,000	10,000
Club Cab PU, 6-1/2 ft.	440	1,320	2,200	4,950	7,700	11,000
Club Cab PU, 8 ft.	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4; 10% for turbo diesel V-8. Deduct 5% for V-6.						
1997 Yukon, V-8						
2d SUV	520	1,560	2,600	5,850	9,100	13,000
SLE 2d SUV	540	1,620	2,700	6,080	9,450	13,500
SLE 4d SUV	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for turbo diesel V-8; 10% for 4x4.						
1997 Jimmy, V-6						
2d SUV	280	840	1,400	3,150	4,900	7,000
4d SUV	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for SLS, SLE or SLT Pkg.; 10% for 4x4.						
1997 Safari, V-6						
Cargo Van	280	840	1,400	3,150	4,900	7,000
SLX Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4.						
1997 G1500 & G2500, V-8						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
Savana Van	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for extended model; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.						
1997 Suburban, V-8						
C1500	560	1,680	2,800	6,300	9,800	14,000
C2500	600	1,800	3,000	6,750	10,500	15,000
K1500	620	1,860	3,100	6,980	10,850	15,500
K2500	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8.						
1997 Sonoma, V-6						
2d PU, 6 ft.	260	780	1,300	2,930	4,550	6,500
2d PU, 7-1/2 ft.	264	792	1,320	2,970	4,620	6,600
Club Cab PU, 6 ft.	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% SLS or SLE Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1997 Sierra 1500 & 2500, V-8						
2d PU, 6-1/2 ft.	320	960	1,600	3,600	5,600	8,000
2d PU, 8 ft.	400	1,200	2,000	4,500	7,000	10,000
Club Cab PU, 6-1/2 ft.	440	1,320	2,200	4,950	7,700	11,000
Club Cab PU, 8 ft.	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.						
1998 Yukon, V-8						
SLE 4d SUV	560	1,680	2,800	6,300	9,800	14,000
NOTE: Add 10% for 4x4.						
1998 Jimmy, V-6						
2d SUV	280	840	1,400	3,150	4,900	7,000
4d SUV	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for SLS, SLE or SLT Pkg.; 10% for 4x4.						
1998 Envoy, V-6, 4x4						
4d SUV	360	1,080	1,800	4,050	6,300	9,000
1998 Safari, V-6						
Cargo Van	280	840	1,400	3,150	4,900	7,000
SLX Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4.						
1998 G1500 & G2500, V-8						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
Savana Van	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for extended model; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.						
1998 Suburban, V-8						
C1500	560	1,680	2,800	6,300	9,800	14,000
C2500	600	1,800	3,000	6,750	10,500	15,000
K1500	620	1,860	3,100	6,980	10,850	15,500
K2500	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 5% for SLE or SLT Pkg.; 10% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8.						
1998 Sonoma, V-6						
2d Wideside PU	260	780	1,300	2,930	4,550	6,500
2d Sportside PU	260	790	1,320	2,970	4,620	6,600
NOTE: Add 5% for extended cab; 5% for SLE, SLS or ZR2 Highrider Pkg.; 10% for 4x4. Deduct 5% for 4-cyl.						
1998 Sierra 1500 & 2500, V-8						
WS 2d PU (V-6)	240	720	1,200	2,700	4,200	6,000
2d Wideside PU	320	960	1,600	3,600	5,600	8,000
2d Sportside PU	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for SLE or SLT Pkg.; 5% for extended cab; 10% for 4x4; 10% for Heavy Duty Pkg.; 10% for turbo diesel V-8; 5% for 7.4L V-8; 5% for dual rear wheels. Deduct 5% for V-6.						
1999 Yukon, V-8						
SLE 4d SUV	480	1,440	2,400	5,400	8,400	12,000
SLT 4d SUV	500	1,500	2,500	5,630	8,750	12,500
NOTE: Add 10% for 4x4.						
1999 Jimmy, V-6						
2d SUV	240	720	1,200	2,700	4,200	6,000
4d SUV	320	960	1,600	3,600	5,600	8,000
4d Envoy SUV 4x4	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for SLE or SLT Pkgs.; 10% for 4x4.						
1999 Denali, V-8, 4x4						
4d SUV	460	1,380	2,300	5,180	8,050	11,500
1999 Safari, V-6						
Cargo Van	280	840	1,400	3,150	4,900	7,000
SL Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for SLE or SLT Pkgs.; 10% for 4x4.						
1999 G1500 & G2500, V-8						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
Savana Van	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for SLE Pkg.; 5% for extended model; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.						
1999 Suburban, V-8						
C1500	560	1,680	2,800	6,300	9,800	14,000
C2500	600	1,800	3,000	6,750	10,500	15,000
K1500	620	1,860	3,100	6,980	10,850	15,500
K2500	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 5% for SLE or SLT Pkgs.; 10% for 4x4; 10% for turbo diesel V-8; 5% for 7.4L V-8.						
1999 Sonoma, V-6						
2d Wideside PU	260	780	1,300	2,930	4,550	6,500
2d Sportside PU	260	790	1,320	2,970	4,620	6,600
NOTE: Add 5% for extended cab; 5% SLE or ZR2 Pkgs.; 10% for 4x4. Deduct 5% for 4-cyl.						
1999 Sierra 1500 & 2500, V-8						
2d Wideside PU	320	960	1,600	3,600	5,600	8,000
2d Sportside PU	400	1,200	2,000	4,500	7,000	10,000
4d Crew Cab PU (2500 only)	440	1,320	2,200	4,950	7,700	11,000
NOTE: Add 5% for SLE or SLT Pkgs.; 5% for extended cab; 10% for 4x4; 10% for Heavy Duty Pkg.; 10% for turbo diesel V-8; 5% for 7.4L V-8; 5% for dually version. Deduct 5% for V-6.						
2000 Yukon, V-8						
SLE 4d SUV	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add 5% for SLT Pkg.; 10% for 4x4.						
2000 Jimmy, V-6						
2d SLS SUV	240	720	1,200	2,700	4,200	6,000
4d SLE SUV	320	960	1,600	3,600	5,600	8,000
4d Diamond SUV	330	980	1,640	3,690	5,740	8,200
4d Envoy SUV (4x4 only)	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for SLT Pkg.; 10% for 4x4.						
2000 Denali, V-8, 4x4						
4d SUV	460	1,380	2,300	5,180	8,050	11,500
2000 Safari, V-6						
Cargo Van	280	840	1,400	3,150	4,900	7,000
SL Van	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for SLE or SLT Pkgs.; 10% for 4x4.						
2000 G1500 & G2500, V-8						
Cargo Van	340	1,020	1,700	3,830	5,950	8,500
Savana Van	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 5% for SLE Pkg.; 5% for extended model; 10% for turbo diesel V-8; 5% for 7.4L V-8. Deduct 5% for V-6.						
2000 Yukon XL, V-8						
C1500 SLE SUV	480	1,440	2,400	5,400	8,400	12,000
C1500 SLT SUV	500	1,500	2,500	5,630	8,750	12,500
C2500 SLE SUV	500	1,510	2,520	5,670	8,820	12,600
C2500 SLT SUV	520	1,560	2,600	5,850	9,100	13,000
K1500 SLE SUV, 4x4	540	1,620	2,700	6,080	9,450	13,500
K1500 SLT SUV, 4x4	560	1,680	2,800	6,300	9,800	14,000
K2500 SLE SUV, 4x4	580	1,740	2,900	6,530	10,150	14,500
K2500 SLT SUV, 4x4	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 10% for C Series 4x4.						
2000 Sonoma, V-6						
2d Wideside PU	260	780	1,300	2,930	4,550	6,500
2d Sportside PU	260	790	1,320	2,970	4,620	6,600
NOTE: Add 5% for extended cab; 5% SLE, SLS or ZR2 Pkgs.; 10% for 4x4. Deduct 5% for 4-cyl.						
2000 New Sierra 1500, V-8						
2d Wideside PU	320	960	1,600	3,600	5,600	8,000
2d Sportside PU	400	1,200	2,000	4,500	7,000	10,000
2000 Classic Seirra 2500, V-8						
2d Wideside PU	360	1,080	1,800	4,050	6,300	9,000
2d Wideside Crew Cab PU	440	1,320	2,200	4,950	7,700	11,000
2000 New Seirra 2500, V-8						
2d Wideside PU	410	1,220	2,040	4,590	7,140	10,200
NOTE (all Sierra): Add 5% for Z71, SLE or SLT Pkgs.; 5% for extended cab; 10% for 4x4; 10% for Heavy Duty Pkg.; 10% for turbo diesel V-8; 5% for 7.4L V-8; 5% for dually version. Deduct 5% for V-6.						

HONDA TRUCKS

	6	5	4	3	2	1
1997 CR-V, 4-cyl.						
4d Utility	280	840	1,400	3,150	4,900	7,000
1997 Passport, V-6						
4d LX Utility	160	480	800	1,800	2,800	4,000
4d EX Utility	180	540	900	2,030	3,150	4,500
4d LX Utility 4x4	190	570	950	2,140	3,330	4,750
4d EX Utility 4x4	200	600	1,000	2,250	3,500	5,000
1997 Odyssey, 4-cyl.						
4d LX Window Van	200	610	1,020	2,300	3,570	5,100
4d EX Window Van	210	630	1,050	2,360	3,680	5,250
1998 CR-V, 4-cyl.						
LX 4d Utility	240	720	1,200	2,700	4,200	6,000
EX 4d Utility	260	780	1,300	2,930	4,550	6,500
NOTE: Add 5% for 4x4.						
1998 Passport, V-6						
4d LX Utility	160	480	800	1,800	2,800	4,000
4d EX Utility	170	520	860	1,940	3,010	4,300
NOTE: Add 5% for 4x4.						
1998 Odyssey, 4-cyl.						
4d LX Window Van	200	610	1,020	2,300	3,570	5,100
4d EX Window Van	210	630	1,050	2,360	3,680	5,250
1999 CR-V, 4-cyl.						
LX 4d Utility	240	720	1,200	2,700	4,200	6,000
EX 4d Utility	260	780	1,300	2,930	4,550	6,500
NOTE: Add 5% for 4x4.						
1999 Passport, V-6						
4d LX Utility	160	480	800	1,800	2,800	4,000
4d EX Utility	180	540	900	2,030	3,150	4,500
NOTE: Add 5% for 4x4.						
1999 Odyssey, 4-cyl.						
4d LX Van	200	610	1,020	2,300	3,570	5,100
4d EX Van	210	630	1,050	2,360	3,680	5,250
2000 CR-V, 4-cyl.						
LX 4d Utility	240	720	1,200	2,700	4,200	6,000
EX 4d Utility	260	780	1,300	2,930	4,550	6,500
SE 4d Utility	270	810	1,350	3,040	4,730	6,750
NOTE: Add 5% for 4x4.						
2000 Passport, V-6						
4d LX Utility	160	480	800	1,800	2,800	4,000
4d EX Utility	180	540	900	2,030	3,150	4,500
NOTE: Add 5% for 4x4.						
2000 Odyssey, V-6						
4d LX Van	200	610	1,020	2,300	3,570	5,100
4d EX Van	210	630	1,050	2,360	3,680	5,250

HUDSON TRUCKS

	6	5	4	3	2	1
1929 Dover Series						
Canopy Exp	740	2,220	3,700	8,330	12,950	18,500
Screenside Dly	740	2,220	3,700	8,330	12,950	18,500
Panel Dly	740	2,220	3,700	8,330	12,950	18,500
Flareboard PU	780	2,340	3,900	8,780	13,650	19,500
Bed Rail PU	860	2,580	4,300	9,680	15,050	21,500
Sed Dly	780	2,340	3,900	8,780	13,650	19,500
Mail Truck w/sl doors	1,020	3,060	5,100	11,480	17,850	25,500
1930-31 Essex Commercial Car Series						
PU	1,050	3,160	5,260	11,840	18,410	26,300
Canopy Exp	1,000	3,000	5,000	11,250	17,500	25,000
Screenside Exp	1,010	3,040	5,060	11,390	17,710	25,300
Panel Exp	1,030	3,100	5,160	11,610	18,060	25,800
Sed Dly	1,070	3,220	5,360	12,060	18,760	26,800
1933 Essex-Terraplane Series						
PU Exp	1,000	3,000	5,000	11,250	17,500	25,000
Canopy Dly	980	2,940	4,900	11,030	17,150	24,500
Screenside Dly	990	2,980	4,960	11,160	17,360	24,800
Panel Dly	1,000	3,010	5,020	11,300	17,570	25,100
DeL Panel Dly	1,010	3,040	5,060	11,390	17,710	25,300
Sed Dly	1,030	3,100	5,160	11,610	18,060	25,800
Mail Dly Van	1,190	3,580	5,960	13,410	20,860	29,800
1934 Terraplane Series						
Cab PU	1,080	3,240	5,400	12,150	18,900	27,000
Sed Dly	1,030	3,100	5,160	11,610	18,060	25,800
Cantrell Sta Wag	2,360	7,080	11,800	26,550	41,300	59,000
Cotton Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
1935-36 Terraplane Series GU						
Cab PU	1,100	3,310	5,510	12,400	19,290	27,550
Sed Dly	1,040	3,130	5,210	11,720	18,240	26,050

	6	5	4	3	2	1
1937 Terraplane Series 70, 1/2-Ton						
Utl Cpe PU	990	2,970	4,950	11,140	17,330	24,750
1937 Terraplane Series 70, 3/4-Ton						
Cab PU	1,060	3,190	5,310	11,950	18,590	26,550
Panel Dly	990	2,980	4,970	11,180	17,400	24,850
1937 "Big Boy" Series 78, 3/4-Ton						
Cab PU	960	2,880	4,800	10,800	16,800	24,000
Cus Panel Dly	980	2,940	4,900	11,030	17,150	24,500
1938 Hudson-Terraplane Series 80						
Cab PU	1,020	3,070	5,110	11,500	17,890	25,550
Cus Panel Dly	960	2,890	4,810	10,820	16,840	24,050
1938 Hudson "Big Boy" Series 88						
Cab PU	980	2,940	4,900	11,030	17,150	24,500
Cus Panel Dly	1,000	3,000	5,000	11,250	17,500	25,000
1938 Hudson 112 Series 89						
Cab PU	940	2,830	4,710	10,600	16,490	23,550
Panel Dly	960	2,890	4,810	10,820	16,840	24,050
1939 Hudson 112 Series						
PU	860	2,590	4,310	9,700	15,090	21,550
Cus Panel	880	2,650	4,410	9,920	15,440	22,050
1939 Hudson "Big Boy" Series						
PU	920	2,760	4,600	10,350	16,100	23,000
Cus Panel	940	2,820	4,700	10,580	16,450	23,500
1939 Hudson Pacemaker Series						
Cus Panel	1,200	3,600	6,000	13,500	21,000	30,000
1940 Hudson Six Series						
PU	1,090	3,280	5,460	12,290	19,110	27,300
Panel Dly	1,070	3,220	5,360	12,060	18,760	26,800
1940 "Big Boy" Series						
PU	1,110	3,340	5,560	12,510	19,460	27,800
Panel Dly	1,090	3,280	5,460	12,290	19,110	27,300
1941 Hudson Six Series						
PU	1,070	3,220	5,360	12,060	18,760	26,800
All-Purpose Dly	1,080	3,230	5,380	12,110	18,830	26,900
1941 "Big Boy" Series						
PU	1,090	3,280	5,460	12,290	19,110	27,300
1942 Hudson Six Series						
PU	1,070	3,220	5,360	12,060	18,760	26,800
1942 Hudson "Big Boy" Series						
PU	1,090	3,280	5,460	12,290	19,110	27,300
1946-47 Cab Pickup Series 178						
Cab PU	1,420	4,260	7,100	15,980	24,850	35,500

HUMMER

1999 H1, 4WD V8 Diesel						
2d Hardtop	2,740	8,220	13,710	30,840	47,970	68,525
4d Open Top	3,020	9,070	15,120	37,800	52,920	75,600
4d Hardtop	2,910	8,720	14,540	36,340	50,870	72,675
4d Wagon	3,410	10,220	17,040	42,600	59,640	85,200
2000 H1, 4WD V8 Turbo Diesel						
2d Hardtop	2,910	8,740	14,560	32,760	50,960	72,800
4d Open Top	3,300	9,900	16,500	37,130	57,750	82,500
4d Hardtop	3,660	10,980	18,300	41,180	64,050	91,500
4d Wagon	3,820	11,450	19,080	47,700	66,780	95,400
4d Slantback	3,920	11,760	19,600	49,000	68,600	98,000

IHC TRUCKS

1909-11 Model A Series						
Auto Wag / Auto Buggy	1,640	4,920	8,200	18,450	28,700	41,000
NOTE: Both versions were used commercially.						
1912 Series AA						
Dly Wag	1,600	4,800	8,000	18,000	28,000	40,000
1912 Series MW						
Dly Wag	1,560	4,680	7,800	17,550	27,300	39,000
Panel Exp	1,520	4,560	7,600	17,100	26,600	38,000
1912 Series AW						
Panel Exp	1,500	4,500	7,500	16,880	26,250	37,500
1913-14 Series AA						
Panel Exp	1,600	4,800	8,000	18,000	28,000	40,000
1913-14 Series AW						
Panel Exp	1,500	4,500	7,500	16,880	26,250	37,500
1913-14 Series MA						
Panel Exp	1,600	4,800	8,000	18,000	28,000	40,000
1913-14 Series MW						
Panel Exp	1,500	4,500	7,500	16,880	26,250	37,500
1915 Model M						
1/2-Ton Chassis	1,600	4,800	8,000	18,000	28,000	40,000
1915 Model E						
3/4-Ton Chassis	1,520	4,560	7,600	17,100	26,600	38,000
1915 Model F						
1-Ton Chassis	1,400	4,200	7,000	15,750	24,500	35,000
1916-20 Model F						
1-Ton Chassis	1,400	4,200	7,000	15,750	24,500	35,000
1916-20 Model H						
3/4-Ton Chassis	1,480	4,440	7,400	16,650	25,900	37,000
1921 Model S Series, 3/4-Ton						
PU	1,520	4,560	7,600	17,100	26,600	38,000
Exp	1,480	4,440	7,400	16,650	25,900	37,000
Stake	1,480	4,440	7,400	16,650	25,900	37,000
Ambulance	1,520	4,560	7,600	17,100	26,600	38,000
Panel	1,520	4,560	7,600	17,100	26,600	38,000
1921 Model 21 Series, 1-Ton						
Exp	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,360	4,080	6,800	15,300	23,800	34,000
Stake	1,400	4,200	7,000	15,750	24,500	35,000
Dump	1,440	4,320	7,200	16,200	25,200	36,000
Tank	1,480	4,440	7,400	16,650	25,900	37,000
1922 Model S Series, 3/4-Ton						
PU	1,520	4,560	7,600	17,100	26,600	38,000
Exp	1,480	4,440	7,400	16,650	25,900	37,000
Panel	1,520	4,560	7,600	17,100	26,600	38,000
Stake	1,480	4,440	7,400	16,650	25,900	37,000
Ambulance	1,520	4,560	7,600	17,100	26,600	38,000
1922 Model 21 Series, 1-Ton						
Exp	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,440	4,320	7,200	16,200	25,200	36,000
Stake	1,400	4,200	7,000	15,750	24,500	35,000
Dump	1,440	4,320	7,200	16,200	25,200	36,000
Tank	1,480	4,440	7,400	16,650	25,900	37,000
1923 Model S Series, 3/4-Ton						
PU	1,520	4,560	7,600	17,100	26,600	38,000
Exp	1,480	4,440	7,400	16,650	25,900	37,000
Panel	1,520	4,560	7,600	17,100	26,600	38,000
Stake	1,480	4,440	7,400	16,650	25,900	37,000
Ambulance	1,520	4,560	7,600	17,100	26,600	38,000
1923 Model 21 Series, 1-Ton						
Exp	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,440	4,320	7,200	16,200	25,200	36,000
Stake	1,400	4,200	7,000	15,750	24,500	35,000
Dump	1,440	4,320	7,200	16,200	25,200	36,000
Tank	1,480	4,440	7,400	16,650	25,900	37,000
1925 Special Delivery Series, 3/4-Ton						
Panel Dly	1,480	4,440	7,400	16,650	25,900	37,000
1925 Model S Series, 1-Ton						
PU	1,480	4,440	7,400	16,650	25,900	37,000
Exp	1,440	4,320	7,200	16,200	25,200	36,000
Panel	1,320	3,960	6,600	14,850	23,100	33,000
Stake	1,440	4,320	7,200	16,200	25,200	36,000
Ambulance	1,480	4,440	7,400	16,650	25,900	37,000
Lang Bus	1,280	3,840	6,400	14,400	22,400	32,000
1925 Model SD Series, 1-Ton						
Truck	1,280	3,840	6,400	14,400	22,400	32,000
1925 Model SL Series, 1-Ton						
Truck	1,280	3,840	6,400	14,400	22,400	32,000
1927-28 Series S, 3/4-Ton						
PU	1,440	4,320	7,200	16,200	25,200	36,000
Canopy Dly	1,410	4,220	7,040	15,840	24,640	35,200
Screen Dly	1,380	4,130	6,880	15,480	24,080	34,400
Panel Dly	1,470	4,420	7,360	16,560	25,760	36,800
Sed Dly	1,510	4,540	7,560	17,010	26,460	37,800
1929 Series S, 3/4-Ton						
PU	1,430	4,300	7,160	16,110	25,060	35,800
Canopy Dly	1,410	4,220	7,040	15,840	24,640	35,200
Screen Dly	1,380	4,130	6,880	15,480	24,080	34,400
Panel Dly	1,470	4,420	7,360	16,560	25,760	36,800
Sed Dly	1,510	4,540	7,560	17,010	26,460	37,800
1930 Series AW-1, 3/4-Ton, 134" wb						
PU	1,420	4,270	7,120	16,020	24,920	35,600
Canopy Dly	1,420	4,270	7,120	16,020	24,920	35,600
Screen Dly	1,400	4,200	7,000	15,750	24,500	35,000
Panel Dly	1,480	4,440	7,400	16,650	25,900	37,000
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1930 Series AW-1, 3/4-Ton, 136" wb						
PU	1,410	4,220	7,040	15,840	24,640	35,200
Canopy Dly	1,380	4,130	6,880	15,480	24,080	34,400
Screen Dly	1,340	4,030	6,720	15,120	23,520	33,600
Panel Dly	1,440	4,320	7,200	16,200	25,200	36,000
Sed Dly	1,480	4,440	7,400	16,650	25,900	37,000
1931 Series AW-1, 3/4-Ton						
PU	1,480	4,440	7,400	16,650	25,900	37,000
Canopy Dly	1,470	4,420	7,360	16,560	25,760	36,800
Screen Dly	1,420	4,270	7,120	16,020	24,920	35,600
Panel	1,400	4,200	7,000	15,750	24,500	35,000
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1931 Series A-1, 3/4-Ton						
Truck	1,320	3,960	6,600	14,850	23,100	33,000
1932 Series AW-1, 3/4-Ton						
Chassis	1,360	4,080	6,800	15,300	23,800	34,000
PU	1,480	4,440	7,400	16,650	25,900	37,000
Canopy Dly	1,470	4,420	7,360	16,560	25,760	36,800
Screen Dly	1,420	4,270	7,120	16,020	24,920	35,600
Panel	1,400	4,200	7,000	15,750	24,500	35,000
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1932 Series A-1, 3/4-Ton						
PU	1,400	4,200	7,000	15,750	24,500	35,000
Canopy Dly	1,390	4,180	6,960	15,660	24,360	34,800
Screen Dly	1,340	4,030	6,720	15,120	23,520	33,600
Panel	1,320	3,960	6,600	14,850	23,100	33,000
Sed Dly	1,440	4,320	7,200	16,200	25,200	36,000
1932 Series M-2, 1-Ton						
Truck	1,300	3,910	6,520	14,670	22,820	32,600
1933 Series D-1, 1/2-Ton						
PU	1,370	4,100	6,840	15,390	23,940	34,200
Canopy Dly	1,360	4,080	6,800	15,300	23,800	34,000
Screen Dly	1,310	3,940	6,560	14,760	22,960	32,800
Panel	1,290	3,860	6,440	14,490	22,540	32,200
Sed Dly	1,410	4,220	7,040	15,840	24,640	35,200
1933 Series A-1, 3/4-Ton						
PU	1,410	4,220	7,040	15,840	24,640	35,200
Canopy Dly	1,400	4,200	7,000	15,750	24,500	35,000
Screen Dly	1,340	4,020	6,700	15,080	23,450	33,500
Panel	1,320	3,960	6,600	14,850	23,100	33,000
Sed Dly	1,490	4,460	7,440	16,740	26,040	37,200
1933 Series M-2, 1-Ton						
Truck	1,520	4,560	7,600	17,100	26,600	38,000
1934-36 Series D-1, 1/2-Ton						
PU	1,450	4,340	7,240	16,290	25,340	36,200
Canopy Dly	1,440	4,320	7,200	16,200	25,200	36,000
Screen Dly	1,480	4,440	7,400	16,650	25,900	37,000
Panel	1,440	4,320	7,200	16,200	25,200	36,000
Sed Dly	1,330	3,980	6,640	14,940	23,240	33,200
1934-36 Series C-1, 1/2-Ton						
PU (113" wb)	1,480	4,440	7,400	16,650	25,900	37,000
Stake	1,480	4,440	7,400	16,650	25,900	37,000
Ambulance	1,520	4,560	7,600	17,100	26,600	38,000
1922 Model 21 Series, 1-Ton						
Exp	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,440	4,320	7,200	16,200	25,200	36,000
Stake	1,400	4,200	7,000	15,750	24,500	35,000
Dump	1,440	4,320	7,200	16,200	25,200	36,000
Tank	1,480	4,440	7,400	16,650	25,900	37,000
1923 Model S Series, 3/4-Ton						
PU	1,520	4,560	7,600	17,100	26,600	38,000
Exp	1,480	4,440	7,400	16,650	25,900	37,000
Panel	1,520	4,560	7,600	17,100	26,600	38,000
Stake	1,480	4,440	7,400	16,650	25,900	37,000
Ambulance	1,520	4,560	7,600	17,100	26,600	38,000
1923 Model 21 Series, 1-Ton						
Exp	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,440	4,320	7,200	16,200	25,200	36,000
Stake	1,400	4,200	7,000	15,750	24,500	35,000
Dump	1,440	4,320	7,200	16,200	25,200	36,000
Tank	1,480	4,440	7,400	16,650	25,900	37,000
1925 Special Delivery Series, 3/4-Ton						
Panel Dly	1,480	4,440	7,400	16,650	25,900	37,000
1925 Model S Series, 1-Ton						
PU	1,480	4,440	7,400	16,650	25,900	37,000
Exp	1,440	4,320	7,200	16,200	25,200	36,000
Panel	1,320	3,960	6,600	14,850	23,100	33,000
Stake	1,440	4,320	7,200	16,200	25,200	36,000
Ambulance	1,480	4,440	7,400	16,650	25,900	37,000
Lang Bus	1,280	3,840	6,400	14,400	22,400	32,000
1925 Model SD Series, 1-Ton						
Truck	1,280	3,840	6,400	14,400	22,400	32,000
1925 Model SL Series, 1-Ton						
Truck	1,280	3,840	6,400	14,400	22,400	32,000
1927-28 Series S, 3/4-Ton						
PU	1,440	4,320	7,200	16,200	25,200	36,000
Canopy Dly	1,410	4,220	7,040	15,840	24,640	35,200
Screen Dly	1,380	4,130	6,880	15,480	24,080	34,400
Panel Dly	1,470	4,420	7,360	16,560	25,760	36,800
Sed Dly	1,510	4,540	7,560	17,010	26,460	37,800
1929 Series S, 3/4-Ton						
PU	1,430	4,300	7,160	16,110	25,060	35,800
Canopy Dly	1,410	4,220	7,040	15,840	24,640	35,200
Screen Dly	1,380	4,130	6,880	15,480	24,080	34,400
Panel Dly	1,470	4,420	7,360	16,560	25,760	36,800
Sed Dly	1,510	4,540	7,560	17,010	26,460	37,800
1930 Series AW-1, 3/4-Ton, 134" wb						
PU	1,420	4,270	7,120	16,020	24,920	35,600
Canopy Dly	1,420	4,270	7,120	16,020	24,920	35,600
Screen Dly	1,400	4,200	7,000	15,750	24,500	35,000
Panel Dly	1,480	4,440	7,400	16,650	25,900	37,000
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1930 Series AW-1, 3/4-Ton, 136" wb						
PU	1,410	4,220	7,040	15,840	24,640	35,200
Canopy Dly	1,380	4,130	6,880	15,480	24,080	34,400
Screen Dly	1,340	4,030	6,720	15,120	23,520	33,600
Panel Dly	1,440	4,320	7,200	16,200	25,200	36,000
Sed Dly	1,480	4,440	7,400	16,650	25,900	37,000
1931 Series AW-1, 3/4-Ton						
PU	1,480	4,440	7,400	16,650	25,900	37,000
Canopy Dly	1,470	4,420	7,360	16,560	25,760	36,800
Screen Dly	1,420	4,270	7,120	16,020	24,920	35,600
Panel	1,400	4,200	7,000	15,750	24,500	35,000
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1931 Series A-1, 3/4-Ton						
Truck	1,320	3,960	6,600	14,850	23,100	33,000
1932 Series AW-1, 3/4-Ton						
Chassis	1,360	4,080	6,800	15,300	23,800	34,000
PU	1,480	4,440	7,400	16,650	25,900	37,000
Canopy Dly	1,470	4,420	7,360	16,560	25,760	36,800
Screen Dly	1,420	4,270	7,120	16,020	24,920	35,600
Panel	1,400	4,200	7,000	15,750	24,500	35,000
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1932 Series A-1, 3/4-Ton						
PU	1,400	4,200	7,000	15,750	24,500	35,000
Canopy Dly	1,390	4,180	6,960	15,660	24,360	34,800
Screen Dly	1,340	4,030	6,720	15,120	23,520	33,600
Panel	1,320	3,960	6,600	14,850	23,100	33,000
Sed Dly	1,440	4,320	7,200	16,200	25,200	36,000
1932 Series M-2, 1-Ton						
Truck	1,300	3,910	6,520	14,670	22,820	32,600
1933 Series D-1, 1/2-Ton						
PU	1,370	4,100	6,840	15,390	23,940	34,200
Canopy Dly	1,360	4,080	6,800	15,300	23,800	34,000
Screen Dly	1,310	3,940	6,560	14,760	22,960	32,800
Panel	1,290	3,860	6,440	14,490	22,540	32,200
Sed Dly	1,410	4,220	7,040	15,840	24,640	35,200
1933 Series A-1, 3/4-Ton						
PU	1,410	4,220	7,040	15,840	24,640	35,200
Canopy Dly	1,400	4,200	7,000	15,750	24,500	35,000
Screen Dly	1,340	4,020	6,700	15,080	23,450	33,500
Panel	1,320	3,960	6,600	14,850	23,100	33,000
Sed Dly	1,490	4,460	7,440	16,740	26,040	37,200
1933 Series M-2, 1-Ton						
Truck	1,520	4,560	7,600	17,100	26,600	38,000
1934-36 Series D-1, 1/2-Ton						
PU	1,450	4,340	7,240	16,290	25,340	36,200
Canopy Dly	1,440	4,320	7,200	16,200	25,200	36,000
Screen Dly	1,480	4,440	7,400	16,650	25,900	37,000
Panel	1,440	4,320	7,200	16,200	25,200	36,000
Sed Dly	1,330	3,980	6,640	14,940	23,240	33,200
1934-36 Series C-1, 1/2-Ton						
PU (113" wb)	1,480	4,440	7,400	16,650	25,900	37,000
1934-36 Series A-1, 3/4-Ton						
PU	1,440	4,320	7,200	16,200	25,200	36,000
Canopy Dly	1,400	4,200	7,000	15,750	24,500	35,000
Screen Dly	1,460	4,370	7,280	16,380	25,480	36,400
Panel	1,440	4,320	7,200	16,200	25,200	36,000
Sed Dly	1,480	4,440	7,400	16,650	25,900	37,000
1937-40 Series D-2, 6-cyl., 1/2-Ton, 113" wb						
Exp	1,420	4,270	7,120	16,020	24,920	35,600
Canopy Exp	1,430	4,300	7,160	16,110	25,060	35,800
Panel	1,440	4,320	7,200	16,200	25,200	36,000
DM Body	1,400	4,200	7,000	15,750	24,500	35,000
DB Body	1,400	4,200	7,000	15,750	24,500	35,000
Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
Metro	620	1,860	3,100	6,980	10,850	15,500
1937-40 Series D-2, 6-cyl., 1-Ton, 125" wb						
Exp	1,440	4,320	7,200	16,200	25,200	36,000
Canopy Exp	1,540	4,620	7,700	17,330	26,950	38,500
Panel	1,410	4,220	7,040	15,840	24,640	35,200
Stake	1,380	4,130	6,880	15,480	24,080	34,400
1941-42, 1946-49 Series K-1, 1/2-Ton, 113" wb						
PU	1,080	3,230	5,380	12,090	18,810	26,875
1941-42, 1946-49 Series K-1, 1/2-Ton, 125" wb						
Canopy	1,090	3,260	5,430	12,210	18,990	27,125
Panel	1,080	3,240	5,400	12,150	18,900	27,000
Milk Dly	950	2,850	4,750	10,690	16,630	23,750
Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
PU	1,080	3,230	5,380	12,090	18,810	26,875
Canopy	1,080	3,230	5,380	12,090	18,810	26,875
Panel	1,050	3,150	5,250	11,810	18,380	26,250
Stake	980	2,930	4,880	10,970	17,060	24,375
Bakery Dly	940	2,820	4,700	10,580	16,450	23,500
1941-42, 1946-49 Series K-2, 3/4-Ton, 125" wb						
PU	1,580	4,740	7,900	17,780	27,650	39,500
Canopy	1,000	2,990	4,990	11,230	17,470	24,950
Panel	1,590	4,760	7,940	17,870	27,790	39,700
Stake	960	2,890	4,820	10,830	16,850	24,075
Bakery Dly	920	2,770	4,620	10,380	16,150	23,075
1950-52 Series L-110/L-111, 1/2-Ton						
PU (6-1/2 ft.)	1,640	4,920	8,200	18,450	28,700	41,000
PU (8 ft.)	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,920	5,760	9,600	21,600	33,600	48,000
Panel (7-1/2 ft.)	1,760	5,280	8,800	19,800	30,800	44,000
1950-52 Series L-112, 3/4-Ton						
PU (6-1/2 ft.)	1,620	4,860	8,100	18,230	28,350	40,500
PU (8 ft.)	1,640	4,920	8,200	18,450	28,700	41,000
Sta Wag	1,880	5,640	9,400	21,150	32,900	47,000
1950-52 Series L-120, 3/4-Ton						
PU (6-1/2 ft.)	1,680	5,040	8,400	18,900	29,400	42,000
PU (8 ft.)	1,700	5,100	8,500	19,130	29,750	42,500
Panel (7-1/2 ft.)	1,820	5,460	9,100	20,480	31,850	45,500
1953-55 Series R-100 Light Duty, 1/2-Ton, 115" wb						
PU (6-1/2 ft.)	1,920	5,760	9,600	21,600	33,600	48,000
1953-55 Series R-110 Heavy Duty, 1/2-Ton, 115" or 127" wb						
PU (6-1/2 ft.)	1,680	5,040	8,400	18,900	29,400	42,000
Panel (7-1/2 ft.)	1,820	5,460	9,100	20,480	31,850	45,500
PU (8 ft.)	1,940	5,820	9,700	21,830	33,950	48,500
Stake	1,180	3,540	5,900	13,280	20,650	29,500
1953-55 Series R-120, 3/4-Ton, 115" or 127" wb						
PU (6-1/2 ft.)	1,690	5,070	8,450	19,010	29,580	42,250
Panel (7-1/2 ft.)	1,830	5,490	9,150	20,590	32,030	45,750
PU (8 ft.)	1,950	5,850	9,750	21,940	34,130	48,750
Stake	1,220	3,660	6,100	13,730	21,350	30,500
1956-57 Series S-100, 1/2-Ton, 115" wb						
PU (6-1/2 ft.)	2,040	6,110	10,180	22,910	35,630	50,900
1956-57 Series S-110, Heavy Duty 1/2-Ton, 115" or 127" wb						
PU (6-1/2 ft.)	2,050	6,150	10,250	23,060	35,880	51,250
Panel	1,540	4,620	7,700	17,330	26,950	38,500
Travelall	1,620	4,860	8,100	18,230	28,350	40,500
PU (8 ft.)	2,060	6,180	10,300	23,180	36,050	51,500
Stake	1,180	3,540	5,900	13,280	20,650	29,500
Platform	1,180	3,540	5,900	13,280	20,650	29,500
1956-57 Series S-120, 3/4-Ton, 115" or 127" wb						
PU (6-1/2 ft.)	2,060	6,170	10,280	23,130	35,980	51,400
Panel	1,580	4,740	7,900	17,780	27,650	39,500
Travelall	1,700	5,100	8,500	19,130	29,750	42,500
PU (8 ft.)	2,080	6,240	10,400	23,400	36,400	52,000
Stake	1,220	3,660	6,100	13,730	21,350	30,500
1957-1/2 - 1958 Series A-100, 1/2-Ton, 7 ft.						
PU	1,820	5,460	9,100	20,480	31,850	45,500
Cus PU	2,070	6,210	10,350	23,290	36,230	51,750
Panel	1,530	4,590	7,650	17,210	26,780	38,250
Travelall	1,580	4,740	7,900	17,780	27,650	39,500
1957-1/2 - 1958 Series A-110, Heavy Duty, 1/2-Ton						
PU (7 ft.)	1,870	5,610	9,350	21,040	32,730	46,750
Cus PU (7 ft.)	1,960	5,880	9,800	22,050	34,300	49,000
Panel (7 ft.)	1,520	4,560	7,600	17,100	26,600	38,000
Travelall	1,570	4,710	7,850	17,660	27,480	39,250
PU (8-1/2 ft.)	1,900	5,700	9,500	21,380	33,250	47,500
Utl PU (6 ft.)	1,470	4,410	7,350	16,540	25,730	36,750
Cus Utl PU (6 ft.)	1,670	5,010	8,350	18,790	29,230	41,750
**1957-1/2 - 1958

	6	5	4	3	2	1
Panel (7 ft.)	1,500	4,500	7,500	16,880	26,250	37,500
Travelall	1,750	5,250	8,750	19,690	30,630	43,750
1959-60 Series B-110/B-112, Heavy Duty, 1/2-Ton						
PU (7 ft.)	1,860	5,580	9,300	20,930	32,550	46,500
Panel	1,540	4,620	7,700	17,330	26,950	38,500
Travelall	1,820	5,460	9,100	20,480	31,850	45,500
PU (8-1/2 ft.)	1,890	5,670	9,450	21,260	33,080	47,250
Travelette	1,580	4,740	7,900	17,780	27,650	39,500
NOTE: Add 10% for Custom Trim Pkg.						
1959-60 Series B-120/B-122, 3/4-Ton						
PU (7 ft.)	1,900	5,700	9,500	21,380	33,250	47,500
Panel (7 ft.)	1,580	4,740	7,900	17,780	27,650	39,500
Travelall	1,860	5,580	9,300	20,930	32,550	46,500
PU (8-1/2 ft.)	1,940	5,820	9,700	21,830	33,950	48,500
Travelette (6 ft.)	1,610	4,830	8,050	18,110	28,180	40,250
NOTE: Add 5% for 4x4 trucks.						
1959-60 Series B-130/B-132, 1-Ton						
PU (8-1/2 ft.)	1,920	5,760	9,600	21,600	33,600	48,000
Travelette	1,660	4,980	8,300	18,680	29,050	41,500
NOTE: Add 5% for V-8 engines.						
1961-64 Series 80 Scout, 1/4-Ton, 5 ft.						
PU	1,280	3,830	6,380	14,360	22,330	31,900
PU (4x4)	1,520	4,560	7,600	17,100	26,600	38,000
NOTE: Add 5% for Vinyl Sport-Top (full enclosure); 4% for Steel Travel-Top.						
1961-68 Series C-100/C-1000 (1963-'68), 1/2-Ton						
PU (7 ft.)	1,460	4,390	7,320	16,470	25,620	36,600
Panel (7 ft.)	1,080	3,240	5,400	12,150	18,900	27,000
Travelall	1,600	4,800	8,000	18,000	28,000	40,000
Cus Travelall	1,670	5,010	8,350	18,790	29,230	41,750
1961-68 Series C-110/C-1100 (1963-'68), Heavy Duty, 1/2-Ton						
PU (7 ft.)	1,480	4,450	7,420	16,700	25,970	37,100
Panel (7 ft.)	1,080	3,240	5,400	12,150	18,900	27,000
Travelall	1,630	4,890	8,150	18,340	28,530	40,750
Cus Travelall	1,660	4,980	8,300	18,680	29,050	41,500
PU (8-1/2 ft.)	1,500	4,500	7,500	16,880	26,250	37,500
Travelette PU	1,580	4,740	7,900	17,780	27,650	39,500
1961-68 Series C-120/C-1200 (1963-'68), 3/4-Ton						
PU (7 ft.)	1,900	5,700	9,500	21,380	33,250	47,500
Panel (7 ft.)	1,580	4,740	7,900	17,780	27,650	39,500
Travelall	1,860	5,580	9,300	20,930	32,550	46,500
Cus Travelall	1,910	5,730	9,550	21,490	33,430	47,750
PU (8-1/2 ft.)	1,940	5,820	9,700	21,830	33,950	48,500
Travelette PU	1,660	4,980	8,300	18,680	29,050	41,500
NOTE: Add 5% for Vinyl Sport-Top (full enclosure); 4% for Steel Travel-Top.						
1965-69 Series 80 Scout, 1/4-Ton, 5 ft.						
PU	1,220	3,660	6,100	13,730	21,350	30,500
PU (4x4)	1,370	4,110	6,850	15,410	23,980	34,250
NOTE: Add 10% for 1966-on Sport-Top.						
1969-70 Scout 800A and 1971 800B Series						
PU	1,280	3,840	6,400	14,400	22,400	32,000
Rds	1,220	3,660	6,100	13,730	21,350	30,500
Travel-Top	1,300	3,900	6,500	14,630	22,750	32,500
Aristocrat	1,420	4,260	7,100	15,980	24,850	35,500
NOTE: Add 45% for 4x4.						

	6	5	4	3	2	1
1969-75 Metro Series						
M-1100 Panel	290	880	1,470	3,300	5,130	7,325
M-1200 Panel	290	880	1,470	3,300	5,130	7,325
MA-1200 Panel	300	890	1,490	3,350	5,220	7,450
1969-75 Series 1000D						
PU (6-1/2 ft.)	1,460	4,380	7,300	16,430	25,550	36,500
Bonus Load PU (6-1/2 ft.)	1,480	4,440	7,400	16,650		
25,900	37,000					
PU (8 ft.)	1,500	4,500	7,500	16,880	26,250	37,500
Bonus Load PU (8 ft.)	1,520	4,560	7,600	17,100	26,600	38,000
Panel	1,420	4,260	7,100	15,980	24,850	35,500
1969-75 Series 1100D						
PU (6-1/2 ft.)	1,480	4,440	7,400	16,650	25,900	37,000
Bonus Load PU (6-1/2 ft.)	1,500	4,500	7,500	16,880		
26,250	37,500					
PU (8 ft.)	1,520	4,560	7,600	17,100	26,600	38,000
Bonus Load PU (8 ft.)	1,540	4,620	7,700	17,330	26,950	38,500
Panel	1,460	4,380	7,300	16,430	25,550	36,500
1969-75 Series 1200D						
PU (6-1/2 ft.)	1,500	4,500	7,500	16,880	26,250	37,500
Bonus Load PU (6-1/2 ft.)	1,520	4,560	7,600	17,100		
26,600	38,000					
PU (8 ft.)	1,540	4,620	7,700	17,330	26,950	38,500
Bonus Load PU (8 ft.)	1,560	4,680	7,800	17,550	27,300	39,000
Panel	1,480	4,440	7,400	16,650	25,900	37,000
Travelette (6-1/2 ft.)	1,580	4,740	7,900	17,780	27,650	39,500
BL Travelette (8 ft.)	1,380	4,140	6,900	15,530	24,150	34,500
1969-75 Series 1300D						
PU (9 ft.)	1,220	3,660	6,100	13,730	21,350	30,500
Travelette	1,380	4,140	6,900	15,530	24,150	34,500
B.L. Travelette (6-1/2 ft.)	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: See 1967 for% additions for special equipment, optional engines and 4x4 models (all series).						
1971-75 Scout II						
Travel-Top (2WD)	870	2,610	4,350	9,790	15,230	21,750
Travel-Top (4x4)	890	2,670	4,450	10,010	15,580	22,250
PU (2WD)	820	2,460	4,100	9,230	14,350	20,500
PU (4x4)	840	2,520	4,200	9,450	14,700	21,000
1976-80 Scout II						
Travel-Top (2WD)	840	2,520	4,200	9,450	14,700	21,000
Travel-Top (4x4)	860	2,580	4,300	9,680	15,050	21,500
1976-80 Scout II Diesel						
Travel-Top (2WD)	820	2,460	4,100	9,230	14,350	20,500
Travel-Top (4x4)	880	2,640	4,400	9,900	15,400	22,000
1976-80 Terra						
PU (2WD)	1,040	3,120	5,200	11,700	18,200	26,000
PU (4x4)	1,060	3,180	5,300	11,930	18,550	26,500
1976-80 Terra Diesel						
PU (2WD)	1,050	3,140	5,240	11,790	18,340	26,200
PU (4x4)	1,100	3,300	5,500	12,380	19,250	27,500
1976-80 Traveler						
Sta Wag (2WD)	1,100	3,300	5,500	12,380	19,250	27,500
Sta Wag (4x4)	1,140	3,420	5,700	12,830	19,950	28,500
1976-80 Traveler Diesel						
Sta Wag (2WD)	1,120	3,360	5,600	12,600	19,600	28,000
Sta Wag (4x4)	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 3% for V-8 engines; 3% for 4-speed transmission; 6% for Rally Pkg.; 4% for Custom trim; 2% for Deluxe trim.						
1977-79 Scout SS-II, 4x4 only						
Rds	1,620	4,860	8,100	18,230	28,350	40,500
NOTE: Add 15% for MAX or MWX (x = widetrack) versions through 1915. IHC designated their trucks through 1915 as "Auto Wagons."						

INFINITI TRUCKS

	6	5	4	3	2	1
1998 QX4, V-6, 4x4						
4d Utility	190	580	970	2,180	3,400	4,850

ISUZU TRUCKS

	6	5	4	3	2	1
1981 1/2-Ton						
PU SBx	40	130	220	500	770	1,100
PU LBx	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1982 1/2-Ton						
PU SBx	40	130	220	500	770	1,100
PU LBx	50	140	240	540	840	1,200
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1983 1/2-Ton						
PU SBx	50	140	240	540	840	1,200
PU LBx	50	160	260	590	910	1,300
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1984 1/2-Ton						
PU SBx	50	140	240	540	840	1,200
PU LBx	60	180	300	680	1,050	1,500
NOTE: Add 10% for 4x4. Deduct 5% for diesel.						
1984 Trooper II 4x4						
Wag	120	360	600	1,350	2,100	3,000
NOTE: Prices based on deluxe model.						
1985 1/2-Ton						
PU SBx	60	190	320	720	1,120	1,600
PU LBx	90	270	450	1,010	1,580	2,250
NOTE: Add 10% for 4x4. Deduct 5% for diesel.						
1985 Trooper II 4x4						
Wag	120	360	600	1,350	2,100	3,000
NOTE: Prices based on deluxe model.						
1986 1/2-Ton						
PU SBx	80	240	400	900	1,400	2,000
PU LBx	80	250	420	950	1,470	2,100
PU Space Cab	90	280	460	1,040	1,610	2,300
NOTE: Add 10% for 4x4. Deduct 5% for diesel.						
1986 Trooper II 4x4						
Wag	120	370	620	1,400	2,170	3,100
NOTE: Prices based on deluxe model.						
1987 Pickup						
PU	60	180	300	680	1,050	1,500
PU LBx	70	210	350	790	1,230	1,750
PU LS	80	230	380	860	1,330	1,900
PU MPG (Diesel)	60	170	290	650	1,020	1,450
PU LBx (Diesel)	60	180	300	680	1,050	1,500
PU Space Cab	70	210	350	790	1,230	1,750
PU Space Cab DeL	80	240	400	900	1,400	2,000
PU LS Space Cab	90	270	450	1,010	1,580	2,250
PU 4x4	100	290	480	1,080	1,680	2,400
PU LS 4x4	100	300	500	1,130	1,750	2,500
PU LS Space Cab 4x4	100	300	500	1,130	1,750	2,500
PU LBx (4WD)	110	340	560	1,260	1,960	2,800
1987 Trooper II 4x4						
2d DeL	130	390	650	1,460	2,280	3,250
4d DeL	140	420	700	1,580	2,450	3,500
1988 Pickup						
PU S	80	250	410	920	1,440	2,050
PU S LBx	90	260	430	970	1,510	2,150
1-Ton PU S LBx	90	270	450	1,010	1,580	2,250
PU LS	100	290	480	1,080	1,680	2,400
PU LS Space Cab	110	320	530	1,190	1,860	2,650
PU S 4x4	130	380	640	1,440	2,240	3,200
PU LS Space Cab 4x4	150	450	750	1,690	2,630	3,750
1988 Trooper II 4x4						
2d S	160	480	800	1,800	2,800	4,000
4d S	170	510	850	1,910	2,980	4,250
4d Ltd	270	810	1,350	3,040	4,730	6,750
1989 Amigo						
Utly S	130	390	650	1,460	2,280	3,250
Utly XS	140	420	700	1,580	2,450	3,500
Utly S 4x4	290	860	1,430	3,220	5,010	7,150
Utly XS 4x4	290	860	1,430	3,220	5,010	7,150
1989 Pickup						
PU S	90	270	450	1,010	1,580	2,250
PU S LBx	100	300	500	1,130	1,750	2,500
1-Ton PU S LBx	110	330	550	1,240	1,930	2,750
PU LS	110	330	550	1,240	1,930	2,750
PU LS Space Cab	120	360	600	1,350	2,100	3,000
PU S 4x4	140	430	720	1,620	2,520	3,600
PU LS Space Cab 4x4	150	460	770	1,730	2,700	3,850
1989 Trooper II 4x4						
2d S	310	920	1,540	3,470	5,390	7,700
4d S	300	890	1,480	3,330	5,180	7,400
1990 Amigo						
2d S SUV	180	530	880	1,980	3,080	4,400
2d XS SUV	180	530	890	2,000	3,120	4,450
2d S SUV 4x4	300	910	1,520	3,420	5,320	7,600
2d XS SUV 4x4	310	920	1,530	3,440	5,360	7,650
1990 Trooper						
2d RS Sta Wag	300	900	1,500	3,380	5,250	7,500
4d S Sta Wag	310	930	1,550	3,490	5,430	7,750
1991 Amigo						
S 2d Utly	130	390	650	1,460	2,280	3,250
XS 2d Utly	140	410	690	1,550	2,420	3,450
S 2d Utly 4x4	150	440	730	1,640	2,560	3,650
XS 2d Utly 4x4	180	530	880	1,980	3,080	4,400
1991 Rodeo						
S 4d Utly	160	480	800	1,800	2,800	4,000
XS 4d Utly V-6	260	780	1,300	2,930	4,550	6,500
LS 4d Utly 2x4	260	780	1,300	2,930	4,550	6,500
S 4d Utly 4x4	310	920	1,540	3,470	5,390	7,700
XS 4d Utly 4x4	320	960	1,600	3,590	5,580	7,975
LS 4d Utly 4x4	330	990	1,650	3,710	5,780	8,250
1991 Pickup						
S 2d PU	90	270	450	1,010	1,580	2,250
SLB 2d PU	90	280	460	1,040	1,610	2,300
S 2d PU Space Cab	90	280	470	1,060	1,650	2,350
S 2d PU 4x4	140	430	720	1,620	2,520	3,600
LS 2d PU Space Cab 4x4	170	500	830	1,860		
2,890	4,125					
1991 Trooper						
4d Utly 4x4	180	530	880	1,980	3,080	4,400
XS 4d Utly V-6 4x4	290	860	1,430	3,220	5,010	7,150
SE 4d Utly V-6 4x4	290	860	1,430	3,220	5,010	7,150
LS 4d Utly V-6 4x4	290	870	1,450	3,260	5,080	7,250
1992 Amigo, 4-cyl.						
S 2d Utly 2x4	130	390	650	1,460	2,280	3,250
XS 2d Utly 2x4	140	410	680	1,530	2,380	3,400
S 2d Utly 4x4	180	530	880	1,980	3,080	4,400
XS 2d Utly 4x4	190	560	940	2,100	3,270	4,675
1992 Rodeo						
S 4d Utly 4-cyl. 2x4	140	420	700	1,580	2,450	3,500
XS 4d Utly 2x4	140	430	720	1,620	2,520	3,600
LS 4d Utly 2x4	150	450	750	1,690	2,630	3,750
S 4d Utly 4x4	190	560	940	2,100	3,270	4,675
XS 4d Utly 4x4	190	570	960	2,150	3,340	4,775
LS 4d Utly 4x4	290	860	1,430	3,220	5,010	7,150
1992 Trooper, V-6						
S 4d Utly 4x4	300	890	1,490	3,340	5,200	7,425
LS 4d Utly 4x4	320	960	1,600	3,590	5,580	7,975
1992 Pickups, V-6						
S PU	100	300	500	1,130	1,750	2,500
S PU LBx	100	310	520	1,170	1,820	2,600
S PU LS	130	390	650	1,460	2,280	3,250
PU LS 4x4	300	890	1,490	3,340	5,200	7,425
S PU 4x4	290	860	1,430	3,220	5,010	7,150
1993 Amigo 4-cyl.						
2d SUV 2WD	110	330	550	1,240	1,930	2,750
2d SUV 4x4	140	430	720	1,610	2,500	3,575
1993 Rodeo V-6						
4d SUV 2WD	110	340	570	1,280	2,000	2,850
4d SUV 4x4	150	440	740	1,670	2,590	3,700
1993 Trooper V-6						
2d SUV 4x4	300	890	1,490	3,340	5,200	7,425
4d SUV 4x4	300	900	1,510	3,390	5,270	7,525
1993 Pickup 4-cyl.						
2d PU SBx	100	290	480	1,080	1,680	2,400
2d PU LBx	100	290	490	1,100	1,720	2,450
2d PU 4x4	130	390	650	1,460	2,280	3,250
1994 Amigo						
2d SUV	160	480	800	1,800	2,800	4,000
2d SUV 4x4	200	590	990	2,230	3,470	4,950
1994 Rodeo, V-6						
4d SUV	130	380	640	1,440	2,240	3,200
4d SUV 4x4	150	450	750	1,690	2,630	3,750
1994 Trooper, V-6						
2d SUV 4x4	160	470	790	1,780	2,770	3,950
4d SUV 4x4	170	500	840	1,880	2,920	4,175
1994 Pickup, 4-cyl.						
2d PU S	140	420	700	1,580	2,450	3,500
2d PU LBx	140	430	720	1,620	2,520	3,600
2d PU Space Cab	150	460	760	1,710	2,660	3,800
2d PU 4x4	180	530	880	1,980	3,080	4,400
1995 Rodeo, V-6						
4d SUV	140	430	720	1,620	2,520	3,600
4d SUV 4x4	170	500	840	1,880	2,920	4,175
1995 Trooper, V-6						
4d SUV 4x4	190	560	930	2,080	3,240	4,625
1995 Pickup, 4-cyl.						
2d S PU	160	470	780	1,760	2,730	3,900
2d S PU LBx	160	480	800	1,800	2,800	4,000
2d S PU 4x4	190	580	970	2,180	3,400	4,850
1996 Oasis, 4-cyl.						
4d S Sta Wag	110	320	540	1,220	1,890	2,700
4d LS Sta Wag	120	360	600	1,350	2,100	3,000
1996 Rodeo, V-6						
4d S SUV (4-cyl.)	150	440	740	1,670	2,590	3,700
4d S SUV	130	400	660	1,490	2,310	3,300
4d LS SUV	140	420	700	1,580	2,450	3,500
4d S SUV 4x4	190	560	930	2,080	3,240	4,625
4d LS SUV 4x4	200	590	990	2,230	3,470	4,950
1996 Trooper, V-6						
4d S SUV 4x4	190	560	930	2,080	3,240	4,625
4d LS SUV 4x4	200	590	990	2,230	3,470	4,950
4d Ltd SUV 4x4	210	630	1,060	2,370	3,690	5,275

	6	5	4	3	2	1
4d SE SUV 4x4	220	660	1,100	2,480	3,850	5,500
1996 Hombre, 4-cyl.						
2d S PU	150	440	740	1,670	2,590	3,700
2d XS PU	150	460	760	1,710	2,660	3,800
1997 Oasis, 4-cyl.						
4d S Sta Wag	110	340	560	1,260	1,960	2,800
4d LS Sta Wag	120	370	620	1,400	2,170	3,100
1997 Rodeo, V-6						
4d S SUV (4-cyl.)	130	400	660	1,490	2,310	3,300
4d S SUV	140	410	680	1,530	2,380	3,400
4d LS SUV	140	430	720	1,620	2,520	3,600
4d S SUV 4x4	190	570	950	2,130	3,310	4,725
4d LS SUV 4x4	200	610	1,010	2,270	3,540	5,050
1997 Trooper, V-6						
4d S SUV 4x4	190	570	950	2,130	3,310	4,725
4d LS SUV 4x4	200	610	1,010	2,270	3,540	5,050
4d Ltd SUV 4x4	220	650	1,080	2,430	3,780	5,400
1997 Hombre, 4-cyl.						
2d S PU	150	440	740	1,670	2,590	3,700
2d XS PU	150	460	760	1,710	2,660	3,800
NOTE: Add 10% for ext cab XS. Add 10% for V-6.						
1998 Amigo, 4-cyl.						
2d Utility	180	530	880	1,980	3,080	4,400
NOTE: Add 10% for V-6. Add 5% for 4x4.						
1998 Oasis, 4-cyl.						
4d S Sta Wag	120	350	580	1,310	2,030	2,900
4d LS Sta Wag	130	380	640	1,440	2,240	3,200
1998 Rodeo, V-6						
4d S SUV	140	410	680	1,530	2,380	3,400
4d LS SUV	140	410	680	1,530	2,380	3,400
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						
1998 Trooper, V-6, 4x4						
4d S SUV	190	580	970	2,180	3,400	4,850
4d Performance SUV	200	590	990	2,230	3,470	4,950
4d Luxury SUV	200	610	1,010	2,270	3,540	5,050
1998 Hombre, 4-cyl.						
2d S PU	150	460	760	1,710	2,660	3,800
2d XS PU	160	470	780	1,760	2,730	3,900
NOTE: Add 10% for extended cab. Add 10% for V-6. Add 5% for 4x4.						
1999 Amigo, 4-cyl.						
2d Utility	180	540	900	2,030	3,150	4,500
NOTE: Add 10% for V-6. Add 5% for 4x4.						
1999 Oasis, 4-cyl.						
4d S Sta Wag	120	360	600	1,350	2,100	3,000
1999 Rodeo, V-6						
4d S SUV	140	420	700	1,580	2,450	3,500
4d LS SUV	150	460	760	1,710	2,660	3,800
4d LSE SUV	160	480	800	1,800	2,800	4,000
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						
1999 Trooper, V-6, 4x4						
4d S SUV	200	590	990	2,230	3,470	4,950
4d Performance SUV	200	610	1,010	2,270	3,540	5,050
4d Luxury SUV	190	560	940	2,120	3,290	4,700
1999 Hombre, 4-cyl.						
2d S PU	160	470	780	1,760	2,730	3,900
2d XS PU	160	480	800	1,800	2,800	4,000
NOTE: Add 10% for extended cab. Add 5% for V-6. Add 10% for 4x4.						
1999 Vehicross, V-6, 4x4						
2d Utility	270	820	1,370	3,070	4,780	6,825
2000 Amigo, 4-cyl.						
2d Utility	180	550	920	2,070	3,220	4,600
NOTE: Add 10% for V-6. Add 5% for 4x4. Add 10% for automatic transmission.						
2000 Rodeo, V-6						
4d S SUV	140	420	700	1,580	2,450	3,500
4d LS SUV	150	460	760	1,710	2,660	3,800
4d LSE SUV	160	480	800	1,800	2,800	4,000
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						
2000 Trooper, V-6						
4d S SUV	180	540	900	2,030	3,150	4,500
4d LS SUV	190	560	940	2,120	3,290	4,700
4d Limited SUV	190	580	960	2,160	3,360	4,800
NOTE: Add 5% for 4x4.						
2000 Hombre, 4-cyl.						
2d S PU	160	470	780	1,760	2,730	3,900
2d XS PU	160	480	800	1,800	2,800	4,000
NOTE: Add 10% for extended cab. Add 5% for V-6. Add 10% for 4x4. Add 5% for automatic transmission.						
2000 Vehicross, V-6, 4x4						
2d Utility	270	820	1,370	3,070	4,780	6,825

WILLYS OVERLAND JEEP/TRUCKS (1945-1962)

	6	5	4	3	2	1
1945 Jeep Series, 4x4						
NOTE: All Jeep prices in this catalog are for civilian models unless noted otherwise. Military Jeeps may sell for higher prices.						
CJ-2 Jeep (1,824 produced)	1,800	5,400	9,000	20,250	31,500	45,000
1947 Willys Jeep, 4x4						
CJ-2 Jeep	1,800	5,400	9,000	20,250	31,500	45,000
1947 Willys Jeep, 2WD						
Panel	1,400	4,200	7,000	15,750	24,500	35,000
1947 Willys Truck, 4x4						
PU	1,500	4,500	7,500	16,880	26,250	37,500
1948 Jeep Series, 4x4						
CJ-2 Jeep	1,800	5,400	9,000	20,250	31,500	45,000
1948 Willys Jeep, 2WD						
PU	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,400	4,200	7,000	15,750	24,500	35,000
1948 Willys Truck, 4x4						
PU	1,500	4,500	7,500	16,880	26,250	37,500
1949 Jeep Series, 4x4						
CJ-2 Jeep	1,800	5,400	9,000	20,250	31,500	45,000
CJ-3 Jeep	1,700	5,100	8,500	19,130	29,750	42,500
1949 Willys Truck, 2WD						
PU	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,500	4,500	7,500	16,880	26,250	37,500
1949 Willys Truck, 4x4						
PU	1,400	4,200	7,000	15,750	24,500	35,000
1950 Jeep Series, 4x4						
CJ-3 Jeep	1,700	5,100	8,500	19,130	29,750	42,500
1950 Willys Truck, 2WD						
PU	1,400	4,200	7,000	15,750	24,500	35,000
Panel	1,500	4,500	7,500	16,880	26,250	37,500
1950 Jeep Truck, 4x4						
PU	1,500	4,500	7,500	16,880	26,250	37,500
Utl Wag	1,500	4,500	7,500	16,880	26,250	37,500
1951 Jeep Series, 4x4						
Farm Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-3 Jeep	1,700	5,100	8,500	19,130	29,750	42,500
1951 Jeep Trucks, 2WD						
PU	1,400	4,200	7,000	15,750	24,500	35,000
Sed Dly	1,400	4,200	7,000	15,750	24,500	35,000
1951 Jeep Trucks, 4x4						
PU	1,500	4,500	7,500	16,880	26,250	37,500
Utl Wag	1,550	4,650	7,750	17,440	27,130	38,750
1952 Jeep Series, 4x4						
CJ-3 Open	1,700	5,100	8,500	19,130	29,750	42,500
1952 Jeep Trucks, 2WD						
Sed Dly	1,450	4,350	7,250	16,310	25,380	36,250
1952 Jeep Trucks, 4x4						
PU	1,500	4,500	7,500	16,880	26,250	37,500
Utl Wag	1,550	4,650	7,750	17,440	27,130	38,750
1953 Jeep Series, 4x4						
CJ-3B Jeep	1,700	5,100	8,500	19,130	29,750	42,500
CJ-3B Farm Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-3A Jeep	1,700	5,100	8,500	19,130	29,750	42,500
1953 Jeep Trucks, 2WD						
Sed Dly	1,400	4,200	7,000	15,750	24,500	35,000
1953 Jeep Trucks, 4x4						
Sed Dly	1,450	4,350	7,250	16,310	25,380	36,250
PU	1,500	4,500	7,500	16,880	26,250	37,500
Utl Wag	1,500	4,500	7,500	16,880	26,250	37,500
1954 Jeep Series, 4x4						
Open Jeep	1,700	5,100	8,500	19,130	29,750	42,500
Farm Jeep	1,750	5,250	8,750	19,690	30,630	43,750
1954 Jeep Trucks, 2WD						
Sed Dly	1,400	4,200	7,000	15,750	24,500	35,000
1954 Jeep Trucks, 4x4						
PU	1,500	4,500	7,500	16,880	26,250	37,500
Sed Dly	1,450	4,350	7,250	16,310	25,380	36,250
Utl Wag	1,600	4,790	7,980	17,940	27,910	39,875
1955 Jeep Series, 4x4						
CJ-3B	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
1955 Jeep Trucks, 2WD						
Sed Dly	1,450	4,350	7,250	16,310	25,380	36,250
Utl Wag	1,400	4,200	7,000	15,750	24,500	35,000
1955 Jeep Trucks, 4x4						
Sed Dly	1,450	4,350	7,250	16,310	25,380	36,250
Utl Wag	1,600	4,790	7,980	17,940	27,910	39,875
1956 Jeep Series, 4x4						
CJ-3B	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6	1,320	3,970	6,620	14,880	23,150	33,075
1956 Dispatcher Series, 2WD						
Open Jeep	1,460	4,380	7,300	16,430	25,550	36,500
Canvas Top	1,490	4,460	7,440	16,730	26,020	37,175
HT	1,550	4,650	7,750	17,440	27,130	38,750
1956 Jeep Trucks, 2WD						
Utl Wag	1,400	4,200	7,000	15,750	24,500	35,000
Sed Dly	1,400	4,200	7,000	15,750	24,500	35,000
1956 Jeep Trucks, 4x4						
Sed Dly	1,450	4,350	7,250	16,310	25,380	36,250
Sta Wag	1,550	4,650	7,750	17,440	27,130	38,750
PU	1,500	4,500	7,500	16,880	26,250	37,500
1957 Jeep Series, 4x4						
CJ-3B	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6	1,580	4,730	7,880	17,720	27,560	39,375
1957 Dispatcher Series, 2WD						
Open Jeep	1,460	4,380	7,300	16,430	25,550	36,500
Soft Top	1,490	4,460	7,440	16,730	26,020	37,175
HT	1,550	4,650	7,750	17,440	27,130	38,750
1957 Jeep Trucks, 2WD						
Dly	1,400	4,200	7,000	15,750	24,500	35,000
Utl Wag	1,400	4,200	7,000	15,750	24,500	35,000
1957 Jeep Trucks, 4x4						
Dly	1,450	4,350	7,250	16,310	25,380	36,250
PU	1,500	4,500	7,500	16,880	26,250	37,500
Utl Wag	1,550	4,650	7,750	17,440	27,130	38,750
1957 Forward Control, 4x4						
3/4-Ton PU	1,750	5,250	8,750	19,690	30,630	43,750
1-Ton PU	1,500	4,500	7,500	16,880	26,250	37,500
1958 Jeep Series, 4x4						
CJ-3B	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6	1,580	4,730	7,880	17,720	27,560	39,375
1958 Dispatcher Series, 2WD						
Open Jeep	1,460	4,380	7,300	16,430	25,550	36,500
Soft Top	1,490	4,460	7,440	16,730	26,020	37,175
HT	1,550	4,650	7,750	17,440	27,130	38,750
1958 Jeep Trucks, 2WD						
Dly	1,400	4,200	7,000	15,750	24,500	35,000
Utl Wag	1,400	4,200	7,000	15,750	24,500	35,000
1958 Jeep Trucks, 4x4						
Dly	1,450	4,350	7,250	16,310	25,380	36,250
Utl Wag	1,550	4,650	7,750	17,440	27,130	38,750
1958 Forward Control, 4x4						
3/4-Ton PU	1,750	5,250	8,750	19,690	30,630	43,750
1-Ton PU	1,500	4,500	7,500	16,880	26,250	37,500
NOTE: Add 3% for 6-cyl. trucks, not available in Jeeps.						
1959 Jeep Series, 4x4						
CJ-3	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6	1,580	4,730	7,880	17,720	27,560	39,375
1959 Dispatcher Series, 2WD						
Soft Top	1,460	4,380	7,300	16,430	25,550	36,500
HT	1,550	4,650	7,750	17,440	27,130	38,750
1959 Jeep Trucks, 2WD						
Utl Wag	1,400	4,200	7,000	15,750	24,500	35,000
Dly	1,400	4,200	7,000	15,750	24,500	35,000
1959 Jeep Trucks, 4x4						
Utl Dly	1,160	3,480	5,800	13,050	20,300	29,000
PU	1,500	4,500	7,500	16,880	26,250	37,500
Utl Wag	1,550	4,650	7,750	17,440	27,130	38,750
1959 Forward Control, 4x4						
3/4-Ton PU	1,750	5,250	8,750	19,690	30,630	43,750
1-Ton PU	1,500	4,500	7,500	16,880	26,250	37,500
NOTE: Add 3% for 6-cyl. trucks, not available for Jeeps; 5% for Maverick.						
1960 Jeep Series, 4x4						
CJ-3	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6	1,580	4,730	7,880	17,720	27,560	39,375
1960 Dispatcher Series, 2WD						
Soft Top	1,490	4,460	7,430	16,710	25,990	37,125
HT	1,550	4,650	7,750	17,440	27,130	38,750
Surrey	1,850	5,550	9,250	20,810	32,380	46,250
1960 Jeep Trucks, 2WD						
Economy Dly	1,280	3,830	6,380	14,340	22,310	31,875
Sta Wag	1,550	4,650	7,750	17,440	27,130	38,750
Utl Wag	1,390	4,160	6,930	15,580	24,240	34,625
Utl Dly	1,390	4,160	6,930	15,580	24,240	34,625
1960 Jeep Trucks, 4x4						
Utl Wag	1,440	4,310	7,180	16,140	25,110	35,875
Utl Dly	1,440	4,310	7,180	16,140	25,110	35,875
1960 Forward Control, 4x4						
3/4-Ton PU	1,750	5,250	8,750	19,690	30,630	43,750
1-Ton PU	1,500	4,500	7,500	16,880	26,250	37,500
NOTE: Add 3% for 6-cyl. trucks; 5% for custom two-tone trim.						
1961 Jeep Series, 4x4						
CJ-3	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6	1,580	4,730	7,880	17,720	27,560	39,375
1961 Dispatcher Series, 2WD						
Jeep (Open)	1,460	4,380	7,300	16,430	25,550	36,500
Soft Top	1,490	4,460	7,440	16,730	26,020	37,175
HT	1,550	4,650	7,750	17,440	27,130	38,750
Surrey	1,850	5,550	9,250	20,810	32,380	46,250
1961 Jeep Trucks, 2WD						
Fleetvan	1,190	3,570	5,950	13,390	20,830	29,750
Economy Dly	1,280	3,830	6,380	14,340	22,310	31,875
Sta Wag	1,550	4,650	7,750	17,440	27,130	38,750
Utl Wag	1,390	4,160	6,930	15,580	24,240	34,625
Utl Dly	1,390	4,160	6,930	15,580	24,240	34,625
1961 Jeep Trucks, 4x4						
Utl Wag	1,440	4,310	7,180	16,140	25,110	35,875
Utl Dly	1,440	4,310	7,180	16,140	25,110	35,875
1-Ton PU	1,290	3,870	6,450	14,510	22,580	32,250
1961 Forward Control, 4x4						
3/4-Ton PU	1,750	5,250	8,750	19,690	30,630	43,750
1-Ton PU	1,500	4,500	7,500	16,880	26,250	37,500
NOTE: Add 3% for 6-cyl. trucks.						
1962 Jeep Series, 4x4						
CJ-3	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6	1,580	4,730	7,880	17,720	27,560	39,375
1962 Dispatcher Series, 2WD						
Basic Jeep	1,490	4,460	7,430	16,710	25,990	37,125
Jeep w/Soft Top	1,490	4,460	7,430	16,710	25,990	37,125
Jeep w/HT	1,550	4,650	7,750	17,440	27,130	38,750
Surrey	1,850	5,550	9,250	20,810	32,380	46,250
1962 Jeep Trucks, 2WD						
Fleetvan	1,190	3,570	5,950	13,390	20,830	29,750
Economy Dly	1,280	3,830	6,380	14,340	22,310	31,875
Sta Wag	1,550	4,650	7,750	17,440	27,130	38,750
Utl Wag	1,390	4,160	6,930	15,580	24,240	34,625
Utl Dly	1,390	4,160	6,930	15,580	24,240	34,625
1962 Jeep Trucks, 4x4						
Utl Wag	1,440	4,310	7,180	16,140	25,110	35,875
Utl Dly	1,440	4,310	7,180	16,140	25,110	35,875
1962 Forward Control, 4x4						
3/4-Ton PU	1,750	5,250	8,750	19,690	30,630	43,750
1-Ton PU	1,600	4,800	8,000	18,000	28,000	40,000
NOTE: Add 3% for 6-cyl. trucks.						

KAISER JEEP

	6	5	4	3	2	1
1963 Jeep Universal, 4x4						
CJ-3B Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6 Jeep	1,580	4,730	7,880	17,720	27,560	39,375

	6	5	4	3	2	1
1963 Dispatcher, 2WD						
Jeep	1,490	4,460	7,430	16,710	25,990	37,125
HT	1,550	4,650	7,750	17,440	27,130	38,750
Soft Top	1,490	4,460	7,430	16,710	25,990	37,125
1963 Dispatcher Series, 2WD						
Surrey	1,850	5,550	9,250	20,810	32,380	46,250
1963 "Jeep" Wagons and Trucks, 1/2-Ton						
Sta Wag	1,550	4,650	7,750	17,440	27,130	38,750
Traveller	1,600	4,800	8,000	18,000	28,000	40,000
Utl (2WD)	1,390	4,160	6,930	15,580	24,240	34,625
Utl (4x4)	1,440	4,310	7,180	16,140	25,110	35,875
Panel (2WD)	1,390	4,160	6,930	15,580	24,240	34,625
Panel (4x4)	1,440	4,310	7,180	16,140	25,110	35,875
1963 "Jeep" Wagons and Truck, 1-Ton						
PU (4WD)	1,350	4,050	6,750	15,190	23,630	33,750
NOTE: Add 3% for L-Head 6-cyl.; 4% for OHC 6-cyl.						
1963 Forward-Control, 4x4, 3/4-Ton						
PU	1,750	5,250	8,750	19,690	30,630	43,750
1963 Forward-Control, 4x4, 1-Ton						
PU	1,600	4,800	8,000	18,000	28,000	40,000
1963 Forward-Control, 1-Ton						
PU	1,600	4,800	8,000	18,000	28,000	40,000
Stake	1,680	5,040	8,400	18,900	29,400	42,000
HD PU	1,580	4,740	7,900	17,780	27,650	39,500
1963 Gladiator/Wagoneer, 1/2-Ton						
2d Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Wag	1,280	3,840	6,400	14,400	22,400	32,000
2d Cus Wag	1,460	4,380	7,300	16,430	25,550	36,500
4d Cus Wag	1,450	4,350	7,250	16,310	25,380	36,250
Panel Dly	1,350	4,050	6,750	15,190	23,630	33,750
1963 Gladiator, 1/2-Ton, 120" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1963 Gladiator, 1/2-Ton, 126" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1963 Gladiator, 3/4-Ton, 120" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
1963 Gladiator, 1-Ton, 126" wb						
PU	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 5% for 4x4.						
1964 Jeep Universal, 4x4						
CJ-3B Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-5A Tuxedo Park	1,750	5,250	8,750	19,690	30,630	43,750
CJ-6 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6A Jeep Tuxedo Park	1,800	5,400	9,000	20,250	31,500	45,000
1964 Dispatcher, 2WD						
Jeep	1,490	4,460	7,430	16,710	25,990	37,125
HT	1,550	4,650	7,750	17,440	27,130	38,750
Soft Top	1,490	4,460	7,430	16,710	25,990	37,125
Surrey	1,850	5,550	9,250	20,810	32,380	46,250
1964 "Jeep" Wagons and Trucks, 1/2-Ton						
Sta Wag	1,550	4,650	7,750	17,440	27,130	38,750
Utl (2WD)	1,390	4,160	6,930	15,580	24,240	34,625
Utl (4x4)	1,440	4,310	7,180	16,140	25,110	35,875
Traveler (2WD)	1,600	4,800	8,000	18,000	28,000	40,000
Traveler (4x4)	1,760	5,280	8,800	19,800	30,800	44,000
Panel (2WD)	1,390	4,160	6,940	15,600	24,270	34,675
Panel (4x4)	1,440	4,310	7,180	16,140	25,110	35,875
1964 "Jeep" Wagons and Trucks, 1-Ton, 4x4						
PU	1,350	4,050	6,750	15,190	23,630	33,750
NOTE: Add 3% for L-Head 6-cyl.; 4% for OHC 6-cyl.						
1964 Forward-Control, 3/4-Ton, 4x4						
PU	1,750	5,250	8,750	19,690	30,630	43,750
1964 Forward-Control, 1-Ton, 4x4						
Stake	1,600	4,800	8,000	18,000	28,000	40,000
1964 Forward-Control, 3/4-Ton, 4x4						
PU	1,750	5,250	8,750	19,690	30,630	43,750
HD PU	1,640	4,920	8,200	18,450	28,700	41,000
1964 Gladiator/Wagoneer, 1/2-Ton						
2d Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Wag	1,280	3,840	6,400	14,400	22,400	32,000
2d Cus Wag	1,460	4,380	7,300	16,430	25,550	36,500
4d Cus Wag	1,450	4,350	7,250	16,310	25,380	36,250
Panel Dly	1,350	4,050	6,750	15,190	23,630	33,750
1964 Gladiator/Wagoneer 1/2-ton						
Note: Add $500 for Gladiator/Wagoneer 4x4						
1964 Gladiator Pickup Truck, 1/2-Ton, 120" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
Note: Add $500 for 4x4 (All Gladiators)						
1964 Gladiator Pickup Truck, 1/2-Ton, 126" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1964 Gladiator Pickup Truck, 3/4-Ton, 120" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
1964 1964 Gladiator Pickup Truck, 3/4-Ton, 120" wb						
Note: Addd $50 for 4x4 (All Gladiators)						
1964 Gladiator Pickup Truck, 3/4-Ton, 126" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	780	2,340	3,900	8,780	13,650	19,500
1965 Jeep Universal, 4x4						
CJ-3B Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-5A Tuxedo Park	1,750	5,250	8,750	19,690	30,630	43,750
CJ-6 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6A Tuxedo Park	1,800	5,400	9,000	20,250	31,500	45,000
1965 Dispatcher, 2WD						
DJ-5 Courier	1,490	4,460	7,430	16,710	25,990	37,125
DJ-6 Courier	1,550	4,650	7,750	17,440	27,130	38,750
DJ-3A Jeep	1,500	4,500	7,500	16,880	26,250	37,500
DJ-3A HT	1,600	4,800	8,000	18,000	28,000	40,000
1965 "Jeep" Wagons and Trucks, 1/2-Ton						
Sta Wag	1,550	4,650	7,750	17,440	27,130	38,750
Utl Wag (4x4)	1,440	4,310	7,180	16,140	25,110	35,875
Traveler (4x4)	1,760	5,280	8,800	19,800	30,800	44,000
Panel (2WD)	1,390	4,160	6,940	15,600	24,270	34,675
Panel (4x4)	1,440	4,310	7,180	16,140	25,110	35,875
1965 "Jeep" Wagons and Trucks, 1-Ton, 4x4						
PU	1,350	4,050	6,750	15,190	23,630	33,750
NOTE: Add 3% for L-Head 6-cyl. engine.						
1965 Forward-Control, 4x4, 3/4-Ton						
PU	1,750	5,250	8,750	19,690	30,630	43,750
1965 Forward-Control, 4x4, 1-Ton						
PU	1,600	4,800	8,000	18,000	28,000	40,000
1965 Gladiator/Wagoneer, 1/2-Ton						
2d Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Wag	1,280	3,840	6,400	14,400	22,400	32,000
2d Cus Wag	1,460	4,380	7,300	16,430	25,550	36,500
4d Cus Wag	1,450	4,350	7,250	16,310	25,380	36,250
Panel Dly	1,350	4,050	6,750	15,190	23,630	33,750
1965 Gladiator Pickup Truck, 1/2-Ton, 120" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1965 Gladiator Pickup Truck, 1/2-Ton, 126" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1965 Gladiator Pickup Truck, 3/4-Ton, 120" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
1965 Gladiator Pickup Truck, 3/4-Ton, 126" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	780	2,340	3,900	8,780	13,650	19,500
1965 Gladiator Pickup Truck, 3/4-Ton, 120" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	800	2,410	4,020	9,050	14,070	20,100
NOTE: Add 5% for 4x4; 5% for V-8. For "First Series" 1965 Gladiators, refer to 1964 prices.						
1966 Jeep Universal, 4x4						
CJ-3B Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-5 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-5A Tuxedo Park	1,750	5,250	8,750	19,690	30,630	43,750
CJ-6 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6A Tuxedo Park	1,800	5,400	9,000	20,250	31,500	45,000
1966 Dispatcher, 2WD						
DJ-5 Courier	1,490	4,460	7,430	16,710	25,990	37,125
DJ-6 Courier	1,550	4,650	7,750	17,440	27,130	38,750
DJ-3A Jeep	1,500	4,500	7,500	16,880	26,250	37,500
DJ-3A HT	1,600	4,800	8,000	18,000	28,000	40,000
1966 Forward-Control, 4x4, 3/4-Ton						
PU	1,750	5,250	8,750	19,690	30,630	43,750
PU	1,600	4,800	8,000	18,000	28,000	40,000
1966 Wagoneer, 1/2-Ton						
2d Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Wag	1,280	3,840	6,400	14,400	22,400	32,000
2d Cus Sta Wag	1,460	4,380	7,300	16,430	25,550	36,500
4d Cus Sta Wag	1,450	4,350	7,250	16,310	25,380	36,250
Panel Dly	1,350	4,050	6,750	15,190	23,630	33,750
4d Super Wag	1,520	4,560	7,600	17,100	26,600	38,000
1966 Gladiator, 1/2-Ton, 120" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1966 Gladiator, 1/2-Ton, 126" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1966 Gladiator, 3/4-Ton, 120" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
1966 Gladiator, 3/4-Ton, 126" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 5% for 4x4; 5% for V-8.						
1967 Jeep Universal, 4x4						
CJ-5 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-5A Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-6 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6A Jeep	1,800	5,400	9,000	20,250	31,500	45,000
1967 Dispatcher, 2WD						
DJ-5 Courier	1,490	4,460	7,430	16,710	25,990	37,125
DJ-6 Courier	1,550	4,650	7,750	17,440	27,130	38,750
1967 Jeepster Commando, 4x4						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,350	4,050	6,750	15,190	23,630	33,750
Cpe-Rds	1,520	4,560	7,600	17,100	26,600	38,000
PU	1,200	3,600	6,000	13,500	21,000	30,000
1967 Wagoneer						
2d Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Wag	1,280	3,840	6,400	14,400	22,400	32,000
2d Cus Sta Wag	1,460	4,380	7,300	16,430	25,550	36,500
4d Cus Sta Wag	1,450	4,350	7,250	16,310	25,380	36,250
Panel Dly	1,350	4,050	6,750	15,190	23,630	33,750
4d Sup Wag	1,520	4,560	7,600	17,100	26,600	38,000
1967 Gladiator, 4x4, 1/2-Ton, 120" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1967 Gladiator, 3/4-Ton, 120" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
1967 Gladiator, 1/2-Ton, 126" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1967 Gladiator, 3/4-Ton, 126" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 5% for V-8 (except Super V-8); 5% for 2WD (Series 2500 only); 4% for V-6 engine; 5% for 4x4.						
1968 Jeep Universal, 4x4						
CJ-5 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-5A Jeep	1,750	5,250	8,750	19,690	30,630	43,750
CJ-6 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6A Jeep	1,800	5,400	9,000	20,250	31,500	45,000
1968 Dispatcher, 2WD						
DJ-5 Courier	1,490	4,460	7,430	16,710	25,990	37,125
DJ-6 Courier	1,550	4,650	7,750	17,440	27,130	38,750
NOTE: Add 4% for V-6 engine; 5% for diesel engine.						
1968 Wagoneer, V-8, 4x4						
4d Sta Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag Cus	1,450	4,350	7,250	16,310	25,380	36,250
4d Sta Wag Sup	1,520	4,560	7,600	17,100	26,600	38,000
1968 Jeepster Commando, 4x4						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,350	4,050	6,750	15,190	23,630	33,750
Cpe-Rds	1,520	4,560	7,600	17,100	26,600	38,000
PU	1,440	4,320	7,200	16,200	25,200	36,000
NOTE: Add 4% for V-6 engine.						
1969 Jeep						
CJ-5 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
CJ-6 Jeep	1,600	4,800	8,000	18,000	28,000	40,000
DJ-5 Courier	1,490	4,460	7,430	16,710	25,990	37,125
1969 Jeepster Commando, 4x4						
Conv	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag	1,350	4,050	6,750	15,190	23,630	33,750
Cpe-Rds	1,520	4,560	7,600	17,100	26,600	38,000
PU	1,440	4,320	7,200	16,200	25,200	36,000
1969 Wagoneer						
4d Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Cus Wag	1,450	4,350	7,250	16,310	25,380	36,250
1969 Gladiator, 1/2-Ton, 120" wb						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,280	3,840	6,400	14,400	22,400	32,000
1969 Gladiator, 3/4-Ton, 120" wb						
Thriftside PU	1,360	4,080	6,800	15,300	23,800	34,000
Townside PU	1,240	3,720	6,200	13,950	21,700	31,000
1969 Gladiator, 1/2-Ton, 126" wb						
Townside	1,280	3,840	6,400	14,400	22,400	32,000
1969 Gladiator, 3/4-Ton, 126" wb						
Townside	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 4% for V-6; 5% for V-8; 10% for factory Camper Pkg.						

AMC JEEP

	6	5	4	3	2	1
1970-76 Model J-100, 110" wb						
PU	1,400	4,200	7,000	15,750	24,500	35,000
4d Cus Sta Wag	1,440	4,320	7,200	16,200	25,200	36,000
1970-76 Model J-100, 101" wb						
4d Cust Sta Wag	1,420	4,260	7,100	15,980	24,850	35,500
1970-76 Jeepster Commando, 101" wb						
Sta Wag	1,350	4,050	6,750	15,190	23,630	33,750
Rds	1,550	4,640	7,730	17,380	27,040	38,625
Pickup	1,440	4,320	7,200	16,200	25,200	36,000
1970-76 Jeepster						
Conv	1,520	4,560	7,600	17,100	26,600	38,000
Conv Commando	1,600	4,800	8,000	18,000	28,000	40,000
1970-76 CJ-5, 1/4-Ton, 81" wb						
Jeep	1,400	4,200	7,000	15,750	24,500	35,000
Renegade	1,460	4,380	7,300	16,430	25,550	36,500
1970-76 CJ-6, 101" wb						
Jeep	1,280	3,840	6,400	14,400	22,400	32,000
1970-76 CJ-7, 94" wb						
Jeep	1,380	4,140	6,900	15,530	24,150	34,500
1970-76 DJ-5, 1/4-Ton, 81" wb						
Jeep	1,360	4,080	6,800	15,300	23,800	34,000
1970-76 Jeepster, 1/4-Ton, 101" wb						
PU	1,320	3,960	6,600	14,850	23,100	33,000
1970-76 Wagoneer, V-8						
4d Cus Sta Wag	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Deduct 10% for 6-cyl.						
1970-76 Wagoneer, V8						
4d Wagon	1,320	3,960	6,600	14,850	23,100	33,000
1970-76 Series J-2500						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU	1,400	4,200	7,000	15,750	24,500	35,000
1970-76 Series J-2600						
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
Thriftside PU	1,400	4,200	7,000	15,750	24,500	35,000
1970-76 Series J-2700, 3/4-Ton						
Thriftside PU	1,440	4,320	7,200	16,200	25,200	36,000
Thriftside PU	1,440	4,320	7,200	16,200	25,200	36,000
1970-76 Series J-3500, 1/2-Ton						
Townside PU	1,480	4,440	7,400	16,650	25,900	37,000
1970-76 Series J-3600, 1/2-Ton						
Townside PU	1,480	4,450	7,410	16,670	25,940	37,050
1970-76 Series J-3700, 3/4-Ton						
Townside PU	1,480	4,450	7,420	16,700	25,970	37,100
1977-80 Wagoneer, V-8						
4d Sta Wag	1,320	3,960	6,600	14,850	23,100	33,000
1977-80 Cherokee, 6-cyl.						
2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
2d "S" Sta Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	1,400	4,200	7,000	15,750	24,500	35,000

	6	5	4	3	2	1
1977-80 CJ-5, 1/4-Ton, 84" wb						
Jeep	1,400	4,200	7,000	15,750	24,500	35,000
1977-80 CJ-7, 1/4-Ton, 94" wb						
Jeep	1,280	3,840	6,400	14,400	22,400	32,000
1977-80 Series J-10, 1/2-Ton, 119" or 131" wb						
Townside PU, SWB	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU, LWB	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU, LWB	1,400	4,200	7,000	15,750	24,500	35,000
1981-83 Wagoneer, 108.7" wb						
4d Sta Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Brgm Sta Wag	1,420	4,260	7,100	15,980	24,850	35,500
4d Ltd Sta Wag	1,460	4,380	7,300	16,430	25,550	36,500
1981-83 Cherokee						
2d Sta Wag	1,240	3,720	6,200	13,950	21,700	31,000
2d Sta Wag, Chief	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wagon Pioneer	1,600	4,800	8,000	18,000	28,000	40,000
1981-83 CJ Scrambler, 1/2-Ton, 104" wb						
PU	1,440	4,320	7,200	16,200	25,200	36,000
1981-83 CJ-5, 1/4-Ton, 84" wb						
Jeep	1,400	4,200	7,000	15,750	24,500	35,000
1981-83 CJ-7, 1/4-Ton, 94" wb						
Jeep	1,280	3,840	6,400	14,400	22,400	32,000
1981-83 Series J-10, 1/2-Ton, 119" or 131" wb						
Townside PU, SWB	1,400	4,200	7,000	15,750	24,500	35,000
Townside PU, LWB	1,400	4,200	7,000	15,750	24,500	35,000
1981-83 Series J-20, 3/4-Ton, 131" wb						
Townside PU	1,440	4,320	7,200	16,200	25,200	36,000
1983-85 Wagoneer, 4-cyl.						
4d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
4d Ltd Sta Wag	1,240	3,720	6,200	13,950	21,700	31,000
1983-85 Wagoneer, 6-cyl.						
4d Brgm Sta Wag	1,400	4,200	7,000	15,750	24,500	35,000
4d Ltd Sta Wag	1,460	4,380	7,300	16,430	25,550	36,500
1983-85 Grand Wagoneer, V-8						
4d Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
1983-85 Cherokee, 4-cyl.						
2d Sta Wag	1,240	3,720	6,200	13,950	21,700	31,000
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1983-85 Cherokee, 6-cyl.						
2d Sta Wag	1,280	3,840	6,400	14,400	22,400	32,000
4d Sta Wag	1,560	4,680	7,800	17,550	27,300	39,000
1983-85 Scrambler, 1/2-Ton, 103.4" wb						
PU	1,440	4,320	7,200	16,200	25,200	36,000
1983-85 CJ-7, 1/4-Ton, 93.4" wb						
Jeep	1,280	3,840	6,400	14,400	22,400	32,000
1983-85 Series J-10, 1/2-Ton, 119" or 131" wb						
Townside PU	1,400	4,200	7,000	15,750	24,500	35,000
1983-85 Series J-20, 3/4-Ton, 131" wb						
Townside PU	1,400	4,200	7,000	15,750	24,500	35,000
1986-87 Wagoneer, 1/2-Ton, 4x4						
4d Sta Wag	1,270	3,820	6,370	14,330	22,300	31,850
4d Ltd Sta Wag	1,360	4,090	6,820	15,350	23,870	34,100
4d Grand Sta Wag	1,430	4,290	7,150	16,090	25,030	35,750
1986-87 Cherokee, V-6						
2d Sta Wag 2WD	540	1,620	2,700	6,080	9,450	13,500
4d Sta Wag 2WD	550	1,660	2,770	6,230	9,700	13,850
2d Sta Wag (4x4)	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag (4x4)	570	1,720	2,870	6,460	10,050	14,350
1986-87 Wrangler, 1/4-Ton, 93.4" wb						
Jeep 2WD	670	2,000	3,340	7,520	11,690	16,700
1986-87 Wrangler. 1/4-Ton, 93.4" wb						
Jeep CJ Scrambler	670	2,000	3,330	8,330	11,660	16,650
1986-87 Comanche, 120" wb, 4x2						
PU	480	1,440	2,400	5,400	8,400	12,000
1986-87 CJ-7, 1/4-Ton, 93.5" wb, 4x4						
Jeep	670	2,010	3,350	7,540	11,730	16,750
1986-87 Series J-10, 1/2-Ton, 131" wb, 4x4						
Townside PU	600	1,800	3,000	6,750	10,500	15,000
1986-87 Series J-20, 3/4-Ton, 131" wb, 4x4						
Townside PU	550	1,660	2,760	6,210	9,660	13,800

CHRYSLER JEEP

	6	5	4	3	2	1
1988 Jeep Cherokee, 6-cyl.						
2d Sta Wag 2WD	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag 2WD	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag, 4x4	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag, 4x4	860	2,580	4,300	9,680	15,050	21,500
2d Limited Sta Wag, 4x4	880	2,640	4,400	9,900	15,400	22,000
4d Limited Sta Wag, 4x4	900	2,700	4,500	10,130	15,750	22,500
NOTE: Deduct 7% for 4-cyl. models.						
1988 Wrangler, 4x4, 93.5" wb						
Jeep	800	2,400	4,000	9,000	14,000	20,000
Jeep S	840	2,520	4,200	9,450	14,700	21,000
1988 Comanche, 113" or 120" wb						
PU (SBx)	800	2,400	4,000	9,000	14,000	20,000
PU (LBx)	820	2,460	4,100	9,230	14,350	20,500
1988 J10, 131" wb						
PU	820	2,460	4,100	9,230	14,350	20,500
PU	780	2,340	3,900	8,780	13,650	19,500
1988 Jeep Cherokee, 6-cyl.						
4d Sta Wag, 4x4	860	2,580	4,300	9,680	15,050	21,500
1988 Wrangler, 4x4, 93.5" wb						
Jeep S	840	2,520	4,200	9,450	14,700	21,000
1988 Comanche, 113" or 120" wb						
PU (SBx)	800	2,400	4,000	9,000	14,000	20,000
1989 Jeep Wagoneer						
4d Sta Wag, V-6	1,280	3,840	6,400	14,400	22,400	32,000
4d Grand Wagoneer, V-8	1,480	4,440	7,400	16,650	25,900	37,000
1989 Jeep Cherokee, 4-cyl.						
2d Sta Wag 2WD	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag 2WD	840	2,520	4,200	9,450	14,700	21,000
2d Sta Wag, 4x4	820	2,460	4,100	9,230	14,350	20,500
4d Sta Wag, 4x4	920	2,760	4,600	10,350	16,100	23,000
1989 Jeep Cherokee, 6-cyl.						
2d Sta Wag 2WD	820	2,460	4,100	9,230	14,350	20,500
4d Sta Wag 2WD	620	1,860	3,100	6,980	10,850	15,500
2d Sta Wag, 4x4	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag, 4x4	860	2,580	4,300	9,680	15,050	21,500
2d Limited Sta Wag, 4x4	880	2,640	4,400	9,900	15,400	22,000
4d Limited Sta Wag, 4x4	900	2,700	4,500	10,130	15,750	22,500
1989 Jeep						
2d Wrangler, 4x4	800	2,400	4,000	9,000	14,000	20,000
2d Laredo Sta Wag, 4x4	880	2,640	4,400	9,900	15,400	22,000
4d Laredo Sta Wag, 4x4	900	2,700	4,500	10,130	15,750	22,500
1989 Jeep Cherokee, 6-cyl.						
4d Limited Sta Wag, 4x4	1,000	3,000	5,000	11,250	17,500	25,000
1989 Jeep						
2d Wrangler, 4x4	800	2,400	4,000	9,000	14,000	20,000
2d Laredo Sta Wag, 4x4	880	2,640	4,400	9,900	15,400	22,000
1990 Wrangler, 6-cyl., 4x4						
Jeep	980	2,940	4,900	11,030	17,150	24,500
Jeep S	820	2,460	4,100	9,230	14,350	20,500
1990 Comanche, 6-cyl.						
PU	800	2,400	4,000	9,000	14,000	20,000
PU (LBx)	820	2,460	4,100	9,230	14,350	20,500
1990 Wagoneer, 6-cyl., 4x4						
4d Sta Wag	1,280	3,840	6,400	14,400	22,400	32,000
1990 Grand Wagoneer, V-8, 4x4						
4d Sta Wag	1,480	4,440	7,400	16,650	25,900	37,000
1990 Cherokee, 4-cyl.						
4d Sta Wag, 2x4	860	2,580	4,300	9,680	15,050	21,500
2d Sta Wag, 2x4	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag, 4x4	840	2,520	4,200	9,450	14,700	21,000
2d Sta Wag, 4x4	980	2,940	4,900	11,030	17,150	24,500
1990 Cherokee, 6-cyl.						
4d Sta Wag, 2x4	840	2,520	4,200	9,450	14,700	21,000
2d Sta Wag, 2x4	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag, 4x4	880	2,640	4,400	9,900	15,400	22,000
2d Sta Wag, 4x4	860	2,580	4,300	9,680	15,050	21,500
4d Limited Sta Wag, 4x4	900	2,700	4,500	10,130	15,750	22,500
2d Limited Sta Wag, 4x4	920	2,760	4,600	10,350	16,100	23,000
1991 Wrangler Jeep, 6-cyl.						
2d Jeep	800	2,400	4,000	9,000	14,000	20,000
2d Sahara	920	2,760	4,600	10,350	16,100	23,000
2d Renegade	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Deduct 5% for 4-cyl.						
1991 Comanche, 6-cyl.						
2d PU	800	2,400	4,000	9,000	14,000	20,000
2d PU (LBx)	820	2,460	4,100	9,230	14,350	20,500
NOTE: Deduct 5% for 4-cyl.						
1991 Wagoneer, V-6, 4x4						
4d Limited Sta Wag	1,280	3,840	6,400	14,400	22,400	32,000
1991 Grand Wagoneer, V-8, 4x4						
4d Sta Wag	1,480	4,440	7,400	16,650	25,900	37,000
1991 Cherokee, 4-cyl.						
2d Sta Wag 2WD	840	2,520	4,200	9,450	14,700	21,000
4d Sta Wag 2WD	860	2,580	4,300	9,680	15,050	21,500
2d Sta Wag, 4x4	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag, 4x4	980	2,940	4,900	11,030	17,150	24,500
1991 Cherokee, 6-cyl.						
2d Sta Wag, 2x4	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag, 4x4	840	2,520	4,200	9,450	14,700	21,000
1991 Cherokee, 4x4						
2d Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
4d Limited Sta Wag	900	2,700	4,500	10,130	15,750	22,500
4d Briarwood Sta Wag	960	2,880	4,800	10,800	16,800	24,000
2d Sta Wag	860	2,580	4,300	9,680	15,050	21,500
4d Sta Wag	880	2,640	4,400	9,900	15,400	22,000
1992 Wrangler, 4-cyl.						
Jeep S	720	2,160	3,600	8,100	12,600	18,000
Jeep	840	2,520	4,200	9,450	14,700	21,000
Jeep, 6-cyl.	920	2,760	4,600	10,350	16,100	23,000
1992 Cherokee, 4-cyl.						
2d SUV	740	2,220	3,700	8,330	12,950	18,500
4d SUV	760	2,280	3,800	8,550	13,300	19,000
2d SUV, 4x4	740	2,220	3,700	8,330	12,950	18,500
4d SUV, 4x4	780	2,340	3,900	8,780	13,650	19,500
NOTE: Add 10% for 6-cyl.; 5% for Deluxe models.						
1992 Comanche, 6-cyl.						
2d PU (SBx)	780	2,340	3,900	8,780	13,650	19,500
2d PU (LBx)	820	2,460	4,100	9,230	14,350	20,500
NOTE: Add 5% for 4x4.						
1993 Wrangler, 6-cyl.						
Jeep	800	2,400	4,000	9,000	14,000	20,000
1993 Cherokee, 6-cyl.						
2d SUV 2WD	800	2,400	4,000	9,000	14,000	20,000
4d SUV 2WD	840	2,520	4,200	9,450	14,700	21,000
2d SUV, 4x4	880	2,640	4,400	9,900	15,400	22,000
4d SUV, 4x4	940	2,820	4,700	10,580	16,450	23,500
1993 Grand Cherokee, V-8						
4d Sta Wag, 4x4	940	2,820	4,700	10,580	16,450	23,500
4d Sta Wag 2WD 6-cyl.	860	2,580	4,300	9,680	15,050	21,500
4d Sta Wag 2WD 6-cyl.	860	2,580	4,300	9,680	15,050	21,500
1994 Wrangler 4x4						
2d Jeep S	800	2,400	4,000	9,000	14,000	20,000
2d Jeep Sahara	920	2,760	4,600	10,350	16,100	23,000
2d Jeep Renegade	1,040	3,120	5,200	11,700	18,200	26,000
1994 Cherokee, 6-cyl.						
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Sta Wag, 4x4	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag, 4x4	940	2,820	4,700	10,580	16,450	23,500
1994 Grand Cherokee 4x4, V-8						
4d Sta Wag Laredo	1,000	3,000	5,000	11,250	17,500	25,000
4d Limited Sta Wag	1,020	3,060	5,100	11,480	17,850	25,500
1995 Wrangler 4x4						
2d Jeep S, 4-cyl.	800	2,400	4,000	9,000	14,000	20,000
2d Jeep SE, 6-cyl.	820	2,460	4,100	9,230	14,350	20,500
2d Jeep Sahara, 6-cyl.	920	2,760	4,600	10,350	16,100	23,000
NOTE: Add 5% for Spt or Rio Grande Trim Pkg.						
1995 Cherokee, 4-cyl. & 6-cyl.						
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Sta Wag, 4x4	880	2,640	4,400	9,900	15,400	22,000
4d Sta Wag, 4x4	940	2,820	4,700	10,580	16,450	23,500
NOTE: Deduct 5% for 4-cyl.						
1995 Grand Cherokee, 6-cyl. & V-8						
4d SE Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d SE Sta Wag, 4x4	920	2,760	4,600	10,350	16,100	23,000
4d Laredo Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Laredo Sta Wag, 4x4	1,000	3,000	5,000	11,250	17,500	25,000
4d Limited Sta Wag	960	2,880	4,800	10,800	16,800	24,000
4d Limited Sta Wag, 4x4	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Deduct 5% for 6-cyl.						
1996 Cherokee, 4-cyl. & 6-cyl.						
2d Sta Wag	720	2,160	3,600	8,100	12,600	18,000
4d Sta Wag	740	2,220	3,700	8,330	12,950	18,500
2d Sta Wag, 4x4	760	2,280	3,800	8,550	13,300	19,000
4d Sta Wag, 4x4	780	2,340	3,900	8,780	13,650	19,500
1996 Grand Cherokee, 6-cyl. & V-8						
4d Laredo Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Laredo Sta Wag, 4x4	1,000	3,000	5,000	11,250	17,500	25,000
4d Limited Sta Wag	600	1,790	2,990	6,730	10,470	14,950
4d Limited Sta Wag, 4x4	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Deduct 5% for 6-cyl.						
1997 Wrangler, 6-cyl.						
SE Utly (4-cyl. only)	820	2,460	4,100	9,230	14,350	20,500
Sport Utly	840	2,520	4,200	9,450	14,700	21,000
Sahara Utly	920	2,760	4,600	10,350	16,100	23,000
NOTE: Add 5% for detachable HT.						
1997 Cherokee, 6-cyl.						
2d SE Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d SE Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Sport Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Sport Sta Wag	960	2,880	4,800	10,800	16,800	24,000
4d Country Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
NOTE: Add 10% for 4x4. Deduct 5% for 4-cyl.						
1997 Grand Cherokee, 6-cyl.						
4d Laredo Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d TSi Sta Wag	960	2,880	4,800	10,800	16,800	24,000
4d Limited Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 10% for 4x4; 5% for V-8.						
1998 Wrangler, 6-cyl., 4x4						
SE Utly (4-cyl. only)	820	2,460	4,100	9,230	14,350	20,500
Sport Utly	840	2,520	4,200	9,450	14,700	21,000
Sahara Utly	920	2,760	4,600	10,350	16,100	23,000
NOTE: Add 5% for detachable HT.						
1998 Cherokee, 6-cyl.						
2d SE Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d SE Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Sport Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Sport Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Classic Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Classic Sta Wag	1,060	3,180	5,300	11,930	18,550	26,500
NOTE: Add 10% for 4x4. Deduct 5% for 4-cyl.						
1998 Grand Cherokee, V-8						
4d Laredo Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d TSi Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d SE Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Limited Sta Wag	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 10% for 4x4. Deduct 5% for 6-cyl.						
1999 Wrangler, 6-cyl., 4x4						
SE Utly (4-cyl. only)	820	2,460	4,100	9,230	14,350	20,500
Sport Utly	840	2,520	4,200	9,450	14,700	21,000
Sahara Utly	920	2,760	4,600	10,350	16,100	23,000
NOTE: Add 5% for detachable HT.						
1999 Cherokee, 6-cyl.						
2d SE Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d SE Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Sport Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Sport Sta Wag	960	2,880	4,800	10,800	16,800	24,000
4d Classic Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
4d Limited Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Add 10% for 4x4. Deduct 5% for 4-cyl.						
1999 Grand Cherokee, 6-cyl.						
4d Laredo Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Limited Sta Wag	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 10% for 4x4; 10% for V-8.						
1999 Wrangler, 6-cyl., 4x4						
SE Utly (4-cyl. only)	820	2,460	4,100	9,230	14,350	20,500

	6	5	4	3	2	1
1999 Cherokee, 6-cyl.						
4d SE Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2000 Grand Cherokee, 6-cyl.						
4d Laredo Sta Wag	920	2,760	4,600	10,350	16,100	23,000
4d Limited Sta Wag	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 10% for 4x4; 10% for V-8.						

LEXUS TRUCKS

1998 LX470, V-8, 4x4						
4d SUV	420	1,260	2,100	4,730	7,350	10,500
1999 RX300, V-6						
4d SUV	460	1,380	2,300	5,180	8,050	11,500
NOTE: Add 5% for 4x4.						
1999 LX470, V-8, 4x4						
4d SUV	500	1,500	2,500	5,630	8,750	12,500
2000 RX300, V-6						
4d SUV	500	1,500	2,500	5,630	8,750	12,500
NOTE: Add 5% for 4x4.						
2000 LX470, V-8, 4x4						
4d SUV	540	1,620	2,700	6,080	9,450	13,500

LINCOLN TRUCKS

1998 Navigator, V-8						
4d SUV	500	1,500	2,500	5,630	8,750	12,500
NOTE: Add 10% for 4x4.						
1999 Navigator, V-8, 4x4						
4d SUV	500	1,500	2,500	5,630	8,750	12,500
NOTE: Add 10% for 4x4.						
2000 Navigator, V-8, 4x4						
4d SUV	500	1,500	2,500	5,630	8,750	12,500
NOTE: Add 10% for 4x4.						

MAZDA TRUCKS

1972-76 B1600, 1/2-Ton						
PU	290	880	1,470	3,310	5,150	7,350
NOTE: Deduct 10% for rotary engine. Prices based on deluxe model.						
1977 B1800, 1/2-Ton						
PU	290	880	1,470	3,310	5,150	7,350
NOTE: Deduct 10% for rotary engine. Prices based on deluxe model.						
1978 B1800, 1/2-Ton						
PU SBx	290	880	1,470	3,310	5,150	7,350
PU LBx	290	860	1,430	3,220	5,010	7,150
NOTE: Prices based on deluxe model.						
1979 B2000, 1/2-Ton						
PU SBx	280	830	1,390	3,120	4,850	6,925
PU LBx	290	860	1,430	3,220	5,010	7,150
NOTE: Prices based on deluxe model.						
1980 B2000, 1/2-Ton						
PU	280	830	1,390	3,120	4,850	6,925
Sundowner PU SBx	290	860	1,430	3,220	5,010	7,150
Sundowner PU LBx	290	880	1,470	3,310	5,150	7,350
NOTE: Prices based on deluxe model.						
1981 B2000, 1/2-Ton						
PU	270	810	1,350	3,030	4,710	6,725
Sundowner PU SBx	290	880	1,470	3,310	5,150	7,350
Sundowner PU LBx	280	830	1,390	3,120	4,850	6,925
NOTE: Prices based on deluxe model.						
1982 B2000 Sundowner, 1/2-Ton						
PU SBx	280	830	1,390	3,120	4,850	6,925
PU LBx	290	860	1,430	3,220	5,010	7,150
NOTE: Deduct 20% for diesel. Prices based on deluxe model.						
1983 B2000 Sundowner, 1/2-Ton						
PU SBx	280	830	1,390	3,120	4,850	6,925
PU LBx	290	860	1,430	3,220	5,010	7,150
NOTE: Deduct 20% for diesel. Prices based on deluxe model.						
1984 B2000 Sundowner, 1/2-Ton						
PU SBx	280	830	1,390	3,120	4,850	6,925
PU LBx	290	860	1,430	3,220	5,010	7,150
NOTE: Deduct 20% for diesel. Prices based on deluxe model.						
1986 B2000, 1/2-Ton						
PU SBx	290	860	1,430	3,220	5,010	7,150
PU LBx	290	880	1,470	3,310	5,150	7,350
PU Cab Plus	320	960	1,600	3,590	5,580	7,975
NOTE: Prices based on deluxe model.						
1987 Light Trucks						
PU	290	860	1,440	3,240	5,040	7,200
PU LBx	290	870	1,450	3,260	5,080	7,250
PU Cab Plus	280	840	1,410	3,160	4,920	7,025
1987 LX						
PU	290	870	1,450	3,260	5,080	7,250
PU LBx	290	880	1,460	3,290	5,110	7,300
PU Cab Plus	280	850	1,420	3,180	4,950	7,075
1987 Light Trucks 4x4						
PU	290	870	1,450	3,260	5,080	7,250
PU LBx	300	900	1,500	3,380	5,250	7,500
PU Cab Plus	290	870	1,450	3,260	5,080	7,250
1987 LX 4x4						
PU	310	920	1,540	3,450	5,370	7,675
PU LBx	320	950	1,580	3,540	5,510	7,875
PU Cab Plus	300	890	1,490	3,350	5,220	7,450
1988 Light Trucks						
PU	290	870	1,450	3,260	5,080	7,250
PU LBx	290	870	1,450	3,260	5,080	7,250
PU Cab Plus	280	840	1,410	3,160	4,920	7,025
1988 LX						
PU	300	890	1,490	3,350	5,220	7,450
PU LBx	300	900	1,500	3,380	5,250	7,500
PU Cab Plus	290	870	1,450	3,260	5,080	7,250
1988 Light Trucks 4x4						
PU	310	930	1,560	3,500	5,440	7,775
PU LBx	310	940	1,570	3,520	5,480	7,825
PU Cab Plus	300	910	1,510	3,400	5,290	7,550
1988 LX, 4x4						
PU	340	1,010	1,680	3,780	5,880	8,400
PU LBx	340	1,030	1,720	3,870	6,020	8,600
PU Cab Plus	320	960	1,600	3,590	5,580	7,975
1989 Light Trucks						
PU	300	910	1,510	3,400	5,290	7,550
PU LBx	300	910	1,520	3,420	5,320	7,600
PU 4x4	320	950	1,580	3,540	5,510	7,875
1989 LX						
PU Cab Plus	310	930	1,560	3,500	5,440	7,775
PU Cab Plus 4x4	340	1,020	1,700	3,830	5,950	8,500
1990 Light Trucks						
2d PU	310	920	1,540	3,450	5,370	7,675
2d PU LBx	310	920	1,540	3,470	5,390	7,700
2d PU Clb Cab	320	970	1,620	3,630	5,650	8,075
2d PU 4x4	330	980	1,640	3,690	5,740	8,200
2d PU CLB Cab 4x4	320	960	1,600	3,590	5,580	7,975
1990 MPV						
Cargo Van	160	470	790	1,770	2,750	3,925
Mini Van	160	490	820	1,850	2,870	4,100
Mini Van V-6 4x4	190	560	930	2,080	3,240	4,625
1991 MPV						
3d Cargo Van	150	440	740	1,650	2,570	3,675
3d Sta Wag	200	600	1,000	2,250	3,500	5,000
3d Sta Wag V-6 4x4	200	610	1,010	2,270	3,540	5,050
1991 Pickup						
2d PU	320	950	1,580	3,540	5,510	7,875
LB 2d PU	320	960	1,600	3,590	5,580	7,975
2d PU Crew Cab	300	910	1,510	3,400	5,290	7,550
2d PU 4x4	330	980	1,640	3,690	5,740	8,200
2d PU Crew Cab 4x4	320	950	1,580	3,540	5,510	7,875
1991 Navajo						
2d Utly 4x4	220	660	1,100	2,480	3,850	5,500
1992 Navajo, V-6						
2d Utly DX 2x4	210	620	1,040	2,330	3,620	5,175
4d Utly LX 2x4	210	630	1,060	2,370	3,690	5,275
2d Utly DX 4x4	220	670	1,120	2,520	3,920	5,600
4d Utly LX 4x4	230	690	1,150	2,580	4,010	5,725
1992 MPV, 4-cyl.						
Van 2x4	160	490	820	1,850	2,870	4,100
Sta Wag 2x4	210	630	1,060	2,370	3,690	5,275
Sta Wag V-6 4x4	220	650	1,080	2,430	3,780	5,400
1992 Pickups, 4-cyl.						
PU 2x4	320	960	1,600	3,590	5,580	7,975
PU LB 2x4	320	970	1,620	3,630	5,650	8,075
PU 4x4	350	1,040	1,740	3,920	6,090	8,700
PU LB 4x4	350	1,060	1,760	3,960	6,160	8,800
1993 Navajo, V-6						
4d SUV 2WD	240	710	1,190	2,680	4,170	5,950
4d SUV 4x4	260	790	1,320	2,970	4,620	6,600
1993 MPV, 4-cyl.						
4d Sta Wag	150	440	740	1,650	2,570	3,675
4d Sta Wag V-6 4x4	180	530	880	1,980	3,080	4,400
1993 Pickup						
2d PU SBx	320	970	1,620	3,630	5,650	8,075
2d PU LBx	330	980	1,640	3,690	5,740	8,200
2d PU 4x4	350	1,060	1,760	3,960	6,160	8,800
1994 Navajo, V-6						
2d Utly DX	230	690	1,160	2,600	4,040	5,775
2d Utly LX	240	710	1,180	2,640	4,110	5,875
2d Utly DX 4x4	260	770	1,280	2,870	4,460	6,375
2d Utly LX 4x4	260	780	1,300	2,930	4,550	6,500
1994 MPV, 4-cyl.						
Van	170	520	860	1,940	3,010	4,300
Wag	150	450	760	1,700	2,640	3,775
Wag 4x4	180	540	900	2,030	3,150	4,500
1994 Pickup						
2d PU B2300, 4-cyl.	330	980	1,640	3,690	5,740	8,200
2d PU SE B2300, 4-cyl.	330	990	1,650	3,710	5,780	8,250
2d PU Club Cab B2300, 4-cyl.	330	1,000	1,660	3,740	5,810	8,300
2d PU SE B3000, V-6	330	1,000	1,670	3,760	5,850	8,350
2d PU Club Cab B3000, V-6	340	1,010	1,680	3,780	5,880	8,400
2d PU Club Cab 4x4 B3000, V-6	340	1,020	1,700	3,830	5,950	8,500
2d PU SE LB, V-6	330	1,000	1,670	3,760	5,850	8,350
2d PU SE Club Cab, V-6	340	1,010	1,680	3,780	5,880	8,400
2d PU LE Club Cab 4x4, V-6	360	1,080	1,810	4,060	6,320	9,025
1995 MPV, V-6						
4d Sta Wag	160	470	780	1,740	2,710	3,875
4d Sta Wag 4x4	190	560	930	2,080	3,240	4,625
1995 Pickup						
2d PU B2300, 4-cyl.	330	1,000	1,660	3,740	5,810	8,300
2d PU B2300 4x4, 4-cyl.	330	1,000	1,670	3,760	5,850	8,350
2d PU B2300 SE, 4-cyl.	340	1,010	1,680	3,780	5,880	8,400
2d PU B2300 Club Cab, 4-cyl.	340	1,030	1,720	3,870	6,020	8,600
2d PU B3000 SE, V-6	360	1,070	1,790	4,020	6,250	8,925
2d PU B3000 Club Cab, V-6	380	1,130	1,890	4,250	6,620	9,450
2d PU B3000 Club Cab 4x4, V-6	420	1,250	2,090	4,700	7,320	10,450
2d PU B4000 SE Club Cab, V-6	380	1,130	1,890	4,250	6,620	9,450
2d PU B4000 SE Club Cab 4x4, V-6	440	1,320	2,200	4,950	7,700	11,000
2d PU B4000 LE Club Cab, V-6	400	1,200	2,000	4,490	6,980	9,975
2d PU B4000 LE Club Cab 4x4, V-6	530	1,580	2,640	5,940	9,240	13,200
1996 MPV, V-6						
4d DX Sta Wag	400	1,200	2,000	4,490	6,980	9,975
4d LX Sta Wag	420	1,260	2,100	4,730	7,350	10,500
4d ES Sta Wag	440	1,320	2,210	4,960	7,720	11,025
4d LX Sta Wag 4x4	530	1,580	2,640	5,940	9,240	13,200
4d ES Sta Wag 4x4	570	1,720	2,860	6,440	10,010	14,300
1996 B2300 Pickup, 4-cyl.						
2d PU	330	1,000	1,660	3,740	5,810	8,300
2d PU 4x4	370	1,120	1,870	4,210	6,550	9,350
2d Cab Plus PU	380	1,130	1,880	4,230	6,580	9,400
2d SE PU	380	1,130	1,880	4,230	6,580	9,400
2d SE Cab Plus PU	380	1,130	1,890	4,250	6,620	9,450
1996 B3000 Pickup, V-6						
2d SE Cab Plus PU	400	1,190	1,990	4,470	6,950	9,925
2d Cab Plus 4x4	400	1,200	2,000	4,500	7,000	10,000
1996 B4000 Pickup, V-6						
2d SE PU 4x4	420	1,250	2,090	4,700	7,320	10,450
2d SE Cab Plus PU 4x4	480	1,440	2,400	5,400	8,400	12,000
2d LE Cab Plus PU	440	1,320	2,200	4,940	7,680	10,975
2d LE Cab Plus PU 4x4	560	1,680	2,800	6,300	9,800	14,000
1997 MPV, V-6						
LX Sta Wag	190	570	950	2,130	3,310	4,725
4d ES Sta Wag	190	580	970	2,170	3,380	4,825
4d LX Sta Wag 4x4	260	790	1,320	2,970	4,620	6,600
4d ES Sta Wag 4x4	280	850	1,410	3,170	4,940	7,050
1997 B2300 Pickup, 4-cyl.						
2d PU	340	1,020	1,700	3,830	5,950	8,500
2d SE PU	340	1,030	1,720	3,870	6,020	8,600
2d SE Cab Plus PU	350	1,060	1,760	3,970	6,170	8,820
1997 B4000 Pickup, V-6						
2d SE Cab Plus PU	350	1,060	1,760	3,970	6,170	8,820
2d PU 4x4	250	760	1,260	2,840	4,410	6,300
2d Cab Plus PU 4x4	280	850	1,410	3,170	4,940	7,050
2d SE Cab Plus PU 4x4	440	1,320	2,200	4,950	7,700	11,000
1998 MPV, V-6						
4d LX Sta Wag	170	520	860	1,940	3,010	4,300
4d ES Sta Wag	190	570	950	2,130	3,310	4,725
NOTE: Add 5% for 4x4.						
1998 B2500, 4-cyl.						
2d SX PU	250	760	1,260	2,840	4,410	6,300
2d SE PU	330	1,000	1,670	3,760	5,850	8,350
NOTE: Add 10% for extended cab.						
1998 B3000, V-6						
2d SX PU	360	1,070	1,790	4,020	6,250	8,925
2d SE PU	340	1,010	1,680	3,780	5,880	8,400
NOTE: Add 10% for extended cab. Add 5% for 4x4.						
1998 B4000, V-6						
2d SE Cab Plus PU	360	1,070	1,790	4,020	6,250	8,925
NOTE: Add 5% for 4x4.						
1999 B2500, 4-cyl.						
2d SX PU	350	1,060	1,760	3,960	6,160	8,800
2d SE PU	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 10% for extended cab.						
1999 B3000, V-6						
2d SE PU	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 10% for extended cab. Add 5% for 4x4.						
1999 B4000, V-6						
2d SE PU	390	1,180	1,970	4,420	6,880	9,825
NOTE: Add 10% for extended cab. Add 5% for 4x4.						
2000 MPV, V-6						
4d DX SUV	240	710	1,180	2,660	4,130	5,900
4d LX SUV	240	720	1,200	2,700	4,200	6,000
4d EX SUV	260	770	1,280	2,880	4,480	6,400
2000 B2500, 4-cyl.						
2d SX PU	390	1,180	1,960	4,410	6,860	9,800
2d SE PU	400	1,200	2,000	4,500	7,000	10,000
NOTE: Add 10% for extended cab.						
2000 B3000, V-6						
2d SX PU	400	1,200	2,000	4,500	7,000	10,000
2d SE PU	420	1,260	2,100	4,730	7,350	10,500
NOTE: Add 10% for extended cab. Add 5% for 4x4.						
2000 B4000, V-6						
2d SE PU	420	1,260	2,100	4,730	7,350	10,500
NOTE: Add 10% for extended cab. Add 5% for 4x4.						

MERCEDES-BENZ TRUCKS

1998 ML320, V-6, 4x4						
4d Utility	600	1,800	3,000	6,750	10,500	15,000
1999 M Class, V-6/V-8, 4x4						
ML320 4d Utility	600	1,800	3,000	6,750	10,500	15,000
ML430 4d Utility	680	2,040	3,400	7,650	11,900	17,000
2000 M Class, V-6/V-8, 4x4						
ML55/AMG 4d Utility (V-8 only)	1,000	3,000	5,000	11,250	17,500	25,000

MERCURY TRUCKS

1993 Villager FWD, V-6						
GS Sta Wag	320	960	1,600	3,600	5,600	8,000
LS Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1994 Villager, V-6						
GS Window Van	360	1,080	1,800	4,050	6,300	9,000

	6	5	4	3	2	1
LS Window Van	430	1,300	2,160	4,860	7,560	10,800
Nautica Window Van	440	1,320	2,200	4,950	7,700	11,000
1995 Villager, V-6						
GS Window Van	360	1,080	1,800	4,050	6,300	9,000
LS Window Van	430	1,300	2,160	4,860	7,560	10,800
Nautica Window Van	440	1,320	2,200	4,950	7,700	11,000
1996 Villager, V-6						
GS Window Van	360	1,080	1,800	4,050	6,300	9,000
LS Window Van	430	1,300	2,160	4,860	7,560	10,800
Nautica Window Van	440	1,320	2,200	4,950	7,700	11,000
1997 Villager, V-6						
GS Window Van	360	1,080	1,800	4,050	6,300	9,000
LS Window Van	430	1,300	2,160	4,860	7,560	10,800
Nautica Window Van	440	1,320	2,200	4,950	7,700	11,000
1997 Mountaineer, V-8						
4d Wag	280	840	1,400	3,150	4,900	7,000
NOTE: Add 10% for AWD.						
1998 Villager, V-6						
GS Window Van	360	1,080	1,800	4,050	6,300	9,000
LS Window Van	430	1,300	2,160	4,860	7,560	10,800
Nautica Window Van	440	1,320	2,200	4,950	7,700	11,000
1998 Mountaineer, V-6						
4d Wag	280	840	1,400	3,150	4,900	7,000
NOTE: Add 10% for AWD. Add 5% for V-8.						
1999 Villager, V-6						
Van	280	840	1,400	3,150	4,900	7,000
Sport Van	320	960	1,600	3,600	5,600	8,000
Estate Van	340	1,020	1,700	3,830	5,950	8,500
1999 Mountaineer, V-6						
4d SUV	280	840	1,400	3,150	4,900	7,000
NOTE: Add 10% for 4x4. Add 5% for V-8.						
2000 Villager, V-6						
Van	280	840	1,400	3,150	4,900	7,000
Sport Van	320	960	1,600	3,600	5,600	8,000
Estate Van	340	1,020	1,700	3,830	5,950	8,500
2000 Mountaineer, V-6						
4d SUV	280	840	1,400	3,150	4,900	7,000
NOTE: Add 10% for 4x4. Add 5% for V-8.						

MITSUBISHI TRUCKS

	6	5	4	3	2	1
1983-85 Montero 4x4						
Wag	130	380	630	1,420	2,210	3,150
NOTE: Prices based on deluxe model.						
1983-86 1/2-Ton						
PU	150	440	740	1,650	2,570	3,675
NOTE: Add 15% for 4x4. Prices based on deluxe model.						
1986 Montero, 4x4						
Wag	230	690	1,160	2,600	4,040	5,775
NOTE: Prices based on deluxe model.						
1987 Mighty Max						
PU	110	320	530	1,180	1,840	2,625
1-Ton LBx	110	340	570	1,270	1,980	2,825
Spt	120	370	610	1,370	2,130	3,045
Spt LBx	130	380	630	1,420	2,210	3,150
PU, 4x4	130	400	670	1,510	2,350	3,350
PU LBx 4x4	140	420	700	1,560	2,430	3,475
1987 SPX						
PU	130	390	650	1,460	2,280	3,250
PU 4WD	140	430	720	1,610	2,500	3,575
1987 Montero						
4x4	170	500	840	1,890	2,940	4,200
1988 Mighty Max						
PU	170	500	840	1,890	2,940	4,200
1-Ton LBx	180	550	920	2,080	3,230	4,620
Spt	190	570	950	2,130	3,310	4,725
Spt LBx	190	580	970	2,170	3,380	4,825
Macrocab	190	570	950	2,130	3,310	4,725
PU 4x4	228	684	1,140	2,570	3,990	5,700
Spt LBx 4x4	252	756	1,260	2,840	4,410	6,300
1988 SPX						
Macrocab	208	624	1,040	2,340	3,640	5,200
Macrocab 4x4	276	828	1,380	3,110	4,830	6,900
4x4	256	768	1,280	2,880	4,480	6,400
1988 Montero - Van - Wagon						
SP 4x4	300	900	1,500	3,380	5,250	7,500
Spt 4x4	340	1,020	1,700	3,830	5,950	8,500
Cargo Van	228	684	1,140	2,570	3,990	5,700
Wag	300	900	1,500	3,380	5,250	7,500
1989 Mighty Max						
PU	200	600	1,000	2,250	3,500	5,000
1-Ton LBx	208	624	1,040	2,340	3,640	5,200
Spt	216	648	1,080	2,430	3,780	5,400
Spt LBx	228	684	1,140	2,570	3,990	5,700
Macrocab	224	672	1,120	2,520	3,920	5,600
PU 4x4	240	720	1,200	2,700	4,200	6,000
Spt LBx 4x4	260	780	1,300	2,930	4,550	6,500
1989 SPX						
PU 4x4	280	840	1,400	3,150	4,900	7,000
Macrocab 4x4	292	876	1,460	3,290	5,110	7,300
1989 Montero - Van - Wagon						
SP 4x4	160	480	800	1,800	2,800	4,000
Spt 4x4	160	490	820	1,850	2,870	4,100
4d 4x4	170	520	860	1,940	3,010	4,300
Cargo Van	160	490	820	1,850	2,870	4,100
Wag	170	500	840	1,890	2,940	4,200
1990 Light Trucks						
2d Mighty Max	120	360	600	1,350	2,100	3,000
2d Mighty Max 4x4	140	420	700	1,580	2,450	3,500
1990 Montero, 4x4						
2d Std Utly	170	500	840	1,890	2,940	4,200
2d Spt Utly	170	520	860	1,940	3,010	4,300
4d Std Utly	180	540	900	2,030	3,150	4,500
RS 4d Utly	190	560	940	2,120	3,290	4,700
1991 Light Trucks						
2d PU	120	360	600	1,350	2,100	3,000
2d PU Crew Cab	130	400	660	1,490	2,310	3,300
1-Ton 2d PU LBx	120	370	620	1,400	2,170	3,100
2d PU V-6 4x4	130	380	630	1,420	2,210	3,150
1991 Montero						
4d Utly 4x4	170	520	860	1,940	3,010	4,300
RS 4d Utly 4x4	180	540	900	2,030	3,150	4,500
LS 4d Utly 4x4	190	560	940	2,120	3,290	4,700
1992 Montero, V-6						
4d Utly 4x4	180	530	880	1,980	3,080	4,400
4d Utly RS 4x4	180	550	920	2,070	3,220	4,600
4d Utly LS 4x4	190	580	960	2,160	3,360	4,800
4d Utly SR 4x4	200	590	980	2,210	3,430	4,900
1992 Pickups, 4-cyl.						
PU Mighty Max	130	380	640	1,440	2,240	3,200
PU Mighty Max LB	130	400	660	1,490	2,310	3,300
PU Mighty Max 4x4 V-6	140	420	700	1,580	2,450	3,500
1993 Montero, V-6						
4d SUV 4x4	180	540	900	2,030	3,150	4,500
1993 Pickup						
2d PU SBx	130	380	640	1,440	2,240	3,200
2d PU LBx	130	400	660	1,490	2,310	3,300
2d PU 4x4	140	420	700	1,580	2,450	3,500
1994 Montero, V-6						
4d Utly LS 4x4	140	430	720	1,620	2,520	3,600
4d Utly SR 4x4	150	440	740	1,670	2,590	3,700
1994 Pickups						
2d PU Mighty Max, 4-cyl.	150	460	760	1,710	2,660	3,800
2d PU Mighty Max Club Cab, 4-cyl.	140	410	680	1,530	2,380	3,400
2d PU Mighty Max 4x4, V-6	150	460	760	1,710	2,660	3,800
1995 Montero, V-6						
4d Utly LS 4x4	150	460	760	1,710	2,660	3,800
4d Utly SR 4x4	160	470	780	1,760	2,730	3,900
1995 Pickup, 4-cyl.						
2d PU Mighty Max	140	410	680	1,530	2,380	3,400
1996 Montero, V-6						
4d LS SUV 4x4	150	460	760	1,710	2,660	3,800
4d SR SUV 4x4	160	470	780	1,760	2,730	3,900
1996 Pickup, 4-cyl.						
2d Mighty Max PU	140	410	680	1,530	2,380	3,400
1997 Montero Sport, V-6						
4d ES SUV (4-cyl.)	150	460	760	1,710	2,660	3,800
4d LS SUV	160	480	800	1,800	2,800	4,000
4d LS SUV 4x4	180	540	900	2,030	3,150	4,500
4d XLS SUV 4x4	220	660	1,100	2,480	3,850	5,500
1997 Montero, V-6						
4d LS SUV 4x4	160	470	780	1,760	2,730	3,900
4d SR SUV 4x4	160	490	820	1,850	2,870	4,100
1998 Montero Sport, V-6						
ES SUV (4-cyl.)	160	480	800	1,800	2,800	4,000
LS SUV	170	500	840	1,890	2,940	4,200
XLS SUV	230	680	1,140	2,570	3,990	5,700
NOTE: Add 5% for 4x4.						
1998 Montero, V-6, 4x4						
4d Utility	160	490	820	1,850	2,870	4,100
1999 Montero Sport, V-6						
ES SUV (4-cyl.)	170	500	840	1,890	2,940	4,200
LS SUV	180	530	880	1,980	3,080	4,400
XLS SUV	220	660	1,100	2,480	3,850	5,500
Limited	240	720	1,200	2,700	4,200	6,000
NOTE: Add 5% for 4x4.						
1999 Montero, V-6, 4x4						
4d Utility	170	520	860	1,940	3,010	4,300
2000 Montero Sport, V-6						
ES SUV	180	540	900	2,030	3,150	4,500
LS SUV	190	560	940	2,120	3,290	4,700
XLS SUV	230	700	1,160	2,610	4,060	5,800
Limited SUV	250	760	1,260	2,840	4,410	6,300
NOTE: Add 5% for 4x4.						
2000 Montero, V-6, 4x4						
4d Utility	180	530	880	1,980	3,080	4,400
4d Endeavor Utility	200	600	1,000	2,250	3,500	5,000

NISSAN TRUCKS

	6	5	4	3	2	1
1967-74						
1/2-Ton PU	110	340	570	1,270	1,980	2,825
1975 1/2-Ton						
PU SBx	110	340	570	1,270	1,980	2,825
PU LBx	120	350	590	1,330	2,070	2,950
1976 1/2-Ton						
PU SBx	120	350	590	1,330	2,070	2,950
PU LBx	120	370	610	1,370	2,140	3,050
1977 1/2-Ton						
PU SBx	120	350	590	1,330	2,070	2,950
PU LBx	120	370	610	1,370	2,140	3,050
PU King Cab	130	380	630	1,420	2,210	3,150
1978 1/2-Ton						
PU SBx	120	350	590	1,330	2,070	2,950
PU LBx	120	370	610	1,370	2,140	3,050
PU King Cab	130	380	630	1,420	2,210	3,150
1979 1/2-Ton						
PU SBx	120	370	610	1,370	2,140	3,050
PU LBx	130	380	630	1,420	2,210	3,150
PU King Cab	130	390	650	1,460	2,280	3,250
1980 1/2-Ton						
PU SBx	120	370	610	1,370	2,140	3,050
PU LBx	130	380	630	1,420	2,210	3,150
PU King Cab	130	390	650	1,460	2,280	3,250
NOTE: Add 10% for 4x4.						
1981 1/2-Ton						
PU SBx	110	320	530	1,180	1,840	2,625
PU LBx	110	330	550	1,230	1,910	2,725
PU King Cab	140	430	720	1,610	2,500	3,575
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1982 1/2-Ton						
PU SBx	110	340	570	1,270	1,980	2,825
PU LBx	120	370	610	1,370	2,140	3,050
PU King Cab	160	470	780	1,740	2,710	3,875
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1983 1/2-Ton						
PU SBx	130	380	630	1,420	2,210	3,150
PU LBx	130	400	670	1,510	2,350	3,350
PU King Cab	150	500	850	1,890	2,950	4,200
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1984 1/2-Ton						
PU SBx	130	400	670	1,510	2,350	3,350
PU LBx	160	470	780	1,740	2,710	3,875
PU King Cab	190	560	940	2,120	3,290	4,700
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1985 1/2-Ton						
PU SBx	160	470	780	1,740	2,710	3,875
PU LBx	150	500	800	1,800	2,800	4,000
PU King Cab	200	600	1,000	2,210	3,450	4,900
NOTE: Add 10% for 4x4. Prices based on deluxe model.						
1986 1/2-Ton						
PU SBx	200	550	900	2,030	3,150	4,500
PU LBx	200	600	1,000	2,210	3,450	4,900
PU King Cab	250	750	1,300	2,880	4,500	6,400
NOTE: Add 10% for 4x4. Deduct 10% for diesel where applied. Prices based on deluxe model.						
1987 Light Trucks						
PU Std	180	540	900	2,030	3,150	4,500
PU E	188	564	940	2,120	3,290	4,700
PU SE (6-cyl.)	200	650	1,100	2,480	3,850	5,500
PU E LBx	212	636	1,060	2,390	3,710	5,300
PU XE LBx	220	660	1,100	2,480	3,850	5,500
PU E King Cab	220	660	1,100	2,480	3,850	5,500
PU XE King Cab	240	720	1,200	2,700	4,200	6,000
PU SE King Cab (6-cyl.)	240	720	1,200	2,700	4,200	6,000
PU E	260	780	1,300	2,930	4,550	6,500
PU SE (6-cyl.)	300	850	1,400	3,150	4,900	7,000
PU XE LBx	272	816	1,360	3,060	4,760	6,800
PU XE King Cab	288	864	1,440	3,240	5,040	7,200
PU SE King Cab (6-cyl.)	280	840	1,400	3,150	4,900	7,000
1987 Van						
XE	260	780	1,300	2,930	4,550	6,500
1987 Pathfinder 4x4						
E	340	1,020	1,700	3,830	5,950	8,500
XE	520	1,560	2,600	5,850	9,100	13,000
SE (6-cyl.)	600	1,800	3,000	6,750	10,500	15,000
1988 Light Trucks						
PU Std	180	540	900	2,030	3,150	4,500
PU E	188	564	940	2,120	3,290	4,700
PU E LBx	192	576	960	2,160	3,360	4,800
PU E King Cab	208	624	1,040	2,340	3,640	5,200
PU XE King Cab	236	708	1,180	2,660	4,130	5,900
PU SE King Cab (6-cyl.)	260	780	1,300	2,930	4,550	6,500
PU E	300	900	1,500	3,380	5,250	7,500
PU E (6-cyl.)	300	950	1,600	3,600	5,600	8,000
PU SE (6-cyl.)	300	850	1,400	3,150	4,900	7,000
PU E King Cab	340	1,020	1,700	3,830	5,950	8,500
PU XE King Cab	520	1,560	2,600	5,850	9,100	13,000
PU SE King Cab (6-cyl.)	600	1,800	3,000	6,750	10,500	15,000
1988 Van						
XE	300	900	1,500	3,380	5,250	7,500
1988 Pathfinder 4x4						
XE	520	1,560	2,600	5,850	9,100	13,000
SE	600	1,800	3,000	6,750	10,500	15,000
1989 Light Trucks						
PU Std	220	660	1,100	2,480	3,850	5,500
PU Spl	228	684	1,140	2,570	3,990	5,700
PU LBx (6-cyl.)	250	700	1,150	2,570	4,000	5,700
PU Spl LBx (6-cyl.)	250	700	1,150	2,610	4,050	5,800
PU King Cab	240	720	1,200	2,700	4,200	6,000
PU Spl King Cab	260	780	1,300	2,930	4,550	6,500
PU SE King Cab (6-cyl.)	300	900	1,500	3,380	5,250	7,500
1989 Light Trucks 4x4						
PU	280	840	1,400	3,150	4,900	7,000
PU Spl	340	1,020	1,700	3,830	5,950	8,500
PU (6-cyl.)	300	900	1,500	3,380	5,250	7,500
PU Spl (6-cyl.)	350	1,050	1,750	3,960	6,150	8,800
PU King Cab	320	960	1,600	3,600	5,600	8,000
PU Spl King Cab	340	1,020	1,700	3,830	5,950	8,500
PU SE King Cab	380	1,140	1,900	4,280	6,650	9,500
1989 Pathfinder						
XE 2x4	600	1,800	3,000	6,750	10,500	15,000
XE 4x4	680	2,040	3,400	7,650	11,900	17,000
SE 4x4	720	2,160	3,600	8,100	12,600	18,000
1990 Light Trucks						
2d PU	228	684	1,140	2,570	3,990	5,700
2d PU LBx V-6	236	708	1,180	2,660	4,130	5,900
2d PU Clb Cab	232	696	1,160	2,610	4,060	5,800
2d PU Clb Cab SE V-6	240	720	1,200	2,700	4,200	6,000
2d PU 4x4	280	840	1,400	3,150	4,900	7,000
2d PU 4x4 V-6	288	864	1,440	3,240	5,040	7,200
2d PU Clb Cab 4x4	296	888	1,480	3,330	5,180	7,400

	6	5	4	3	2	1
2d PU Clb Cab 4x4 V-6	304	912	1,520	3,420	5,320	7,600
1990 Van						
Mini Van XE	264	792	1,320	2,970	4,620	6,600
Mini Van GXE	268	804	1,340	3,020	4,690	6,700
1990 Pathfinder						
4d Spt Utly XE 2WD	620	1,860	3,100	6,980	10,850	15,500
4d Spt Utly XE 4x4	680	2,040	3,400	7,650	11,900	17,000
4d Spt Utly SE 4x4	720	2,160	3,600	8,100	12,600	18,000
2d Spt Utly SE 4x4	700	2,100	3,500	7,880	12,250	17,500
1991 Pathfinder						
XE 4d Utly 2x4	560	1,680	2,800	6,300	9,800	14,000
XE 4d Utly 4x4	680	2,040	3,400	7,650	11,900	17,000
SE 4d Utly 4x4	720	2,160	3,600	8,100	12,600	18,000
1991 Light Trucks						
2d PU	240	720	1,200	2,700	4,200	6,000
LBx 2d PU V-6	300	850	1,400	3,150	4,900	7,000
2d PU Crew Cab	300	900	1,500	3,380	5,250	7,500
SE 2d PU Crew Cab V-6	320	960	1,600	3,600	5,600	8,000
2d PU 4x4	520	1,560	2,600	5,850	9,100	13,000
2d PU Crew Cab 4x4	540	1,620	2,700	6,080	9,450	13,500
2d PU Crew Cab V-6 4x4		560	1,680	2,800	6,300	
9,800	14,000					
1992 Pathfinder, V-6						
XE 4d Utly 2x4	580	1,740	2,900	6,530	10,150	14,500
XE 4d Utly 4x4	700	2,100	3,500	7,880	12,250	17,500
SE 4d Utly 4x4	740	2,220	3,700	8,330	12,950	18,500
1992 Pickups						
PU Std 4x4	340	1,020	1,700	3,830	5,950	8,500
PU LBx 4x4	360	1,080	1,800	4,050	6,300	9,000
SE PU 4x4	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 10% for V-6. Deduct 10% for 2x4.						
1993 Pathfinder, V-6						
4d SUV 2WD	600	1,800	3,000	6,750	10,500	15,000
4d SUV 4x4	720	2,160	3,600	8,100	12,600	18,000
1993 Quest, V-6						
Van	310	920	1,540	3,470	5,390	7,700
1993 Pickup, V-6						
2d PU SBx	340	1,020	1,700	3,830	5,950	8,500
2d PU LBx	350	1,040	1,740	3,920	6,090	8,700
2d PU 4x4	380	1,140	1,900	4,280	6,650	9,500
1994 Pathfinder, V-6						
4d Utly XE	600	1,800	3,000	6,750	10,500	15,000
4d Utly XE 4x4	720	2,160	3,600	8,100	12,600	18,000
1994 Quest, V-6						
Window Van XE	320	960	1,600	3,600	5,600	8,000
Window Van GXE	400	1,200	2,000	4,500	7,000	10,000
1994 Pickups						
2d PU XE	340	1,030	1,720	3,870	6,020	8,600
2d PU LBx, V-6	360	1,080	1,800	4,050	6,300	9,000
2d PU Club Cab	380	1,140	1,900	4,280	6,650	9,500
2d PU Club Cab, V-6	390	1,170	1,950	4,390	6,830	9,750
2d PU Club Cab 4x4, V-6		430	1,290	2,150	4,840	
7,530	10,750					
1995 Pathfinder, V-6						
4d Utly XE	600	1,800	3,000	6,750	10,500	15,000
4d Utly XE 4x4	720	2,160	3,600	8,100	12,600	18,000
4d Utly LE	640	1,920	3,200	7,200	11,200	16,000
4d Utly SE 4x4	660	1,980	3,300	7,430	11,550	16,500
4d Utly LE 4x4	720	2,160	3,600	8,100	12,600	18,000
1995 Quest, V-6						
Window Van XE	320	960	1,600	3,600	5,600	8,000
Window Van GXE	400	1,200	2,000	4,500	7,000	10,000
1995 Pickup						
PU XE, 4-cyl.	340	1,030	1,720	3,870	6,020	8,600
PU LBx, V-6	360	1,080	1,800	4,050	6,300	9,000
PU Club Cab, 4-cyl.	380	1,140	1,900	4,280	6,650	9,500
PU Club Cav, V-6	390	1,170	1,950	4,390	6,830	9,750
PU Club Cab 4x4, V-6						
	430	1,290	2,150	4,840	7,530	10,750
1996 Pathfinder, V-6						
4d XE SUV	600	1,800	3,000	6,750	10,500	15,000
4d XE SUV 4x4	720	2,160	3,600	8,100	12,600	18,000
4d LE SUV	640	1,920	3,200	7,200	11,200	16,000
4d SE SUV 4x4	680	2,040	3,400	7,650	11,900	17,000
4d LE SUV 4x4	720	2,160	3,600	8,100	12,600	18,000
1996 Quest, V-6						
XE Window Van	350	1,060	1,770	3,980	6,200	8,850
GXE Window Van	410	1,230	2,050	4,610	7,180	10,250
1996 Pickup, 4-cyl.						
PU	260	780	1,300	2,930	4,550	6,500
XE PU	350	1,060	1,760	3,960	6,160	8,800
XE King Cab PU	360	1,070	1,780	4,010	6,230	8,900
SE King Cab PU	360	1,080	1,800	4,050	6,300	9,000
XE PU 4x4	380	1,150	1,920	4,320	6,720	9,600
XE King Cab PU 4x4	400	1,200	2,000	4,500	7,000	10,000
SE King Cab PU 4x4	420	1,260	2,100	4,730	7,350	10,500
1997 Pathfinder, V-6						
4d XE SUV	610	1,830	3,050	6,860	10,680	15,250
4d LE SUV	650	1,950	3,250	7,310	11,380	16,250
4d XE SUV 4x4	720	2,170	3,620	8,150	12,670	18,100
4d SE SUV 4x4	690	2,070	3,450	7,760	12,080	17,250
4d LE SUV 4x4	730	2,190	3,650	8,210	12,780	18,250
1997 Quest, V-6						
XE Window Van	330	990	1,650	3,710	5,780	8,250
GXE Window Van	410	1,230	2,050	4,610	7,180	10,250
1997 Pickup, 4-cyl.						
PU	260	790	1,320	2,970	4,620	6,600
XE PU	360	1,070	1,780	4,010	6,230	8,900
XE King Cab PU	360	1,080	1,800	4,050	6,300	9,000
SE King Cab PU	360	1,090	1,820	4,100	6,370	9,100
XE PU 4x4	370	1,100	1,840	4,140	6,440	9,200
XE King Cab PU 4x4	410	1,220	2,040	4,590	7,140	10,200
SE King Cab PU 4x4	420	1,270	2,120	4,770	7,420	10,600
1998 Pathfinder, V-6						
XE 4d SUV	610	1,840	3,060	6,890	10,710	15,300
SE 4d SUV	620	1,860	3,100	6,980	10,850	15,500
LE 4d SUV	650	1,960	3,260	7,340	11,410	16,300
NOTE: Add 5% for 4x4.						
1998 Quest, V-6						
XE Window Van	330	990	1,650	3,710	5,780	8,250
GXE Window Van	410	1,230	2,050	4,610	7,180	10,250
GLE Window Van	450	1,360	2,260	5,090	7,910	11,300
1998 Frontier, 4-cyl.						
PU	270	800	1,340	3,020	4,690	6,700
XE PU	360	1,080	1,800	4,050	6,300	9,000
SE King Cab PU	3,680	11,040	18,400	41,400	64,400	92,000
NOTE: Add 10% for extended cab (XE only). Add 5% for 4x4.						
1999 Pathfinder, V-6						
XE 4d SUV	640	1,910	3,180	7,160	11,130	15,900
SE 4d SUV	620	1,860	3,100	6,980	10,850	15,500
LE 4d SUV	650	1,960	3,260	7,340	11,410	16,300
NOTE: Add 5% for 4x4.						
1999 Quest, V-6						
GXE Van	410	1,230	2,050	4,610	7,180	10,250
SE Van	380	1,150	1,920	4,320	6,720	9,600
GLE Van	450	1,360	2,260	5,090	7,910	11,300
1999 Frontier, 4-cyl.						
XE PU	360	1,080	1,800	4,050	6,300	9,000
SE King Cab PU	370	1,100	1,840	4,140	6,440	9,200
NOTE: Add 10% for extended cab (XE only). Add 5% for V-6. Add 5% for 4x4.						
2000 Pathfinder, V-6						
XE 4d SUV	610	1,840	3,060	6,890	10,710	15,300
SE 4d SUV	620	1,860	3,100	6,980	10,850	15,500
LE 4d SUV	650	1,960	3,260	7,340	11,410	16,300
NOTE: Add 5% for 4x4.						
2000 Quest, V-6						
GXE Van	410	1,230	2,050	4,610	7,180	10,250
SE Van	380	1,150	1,920	4,320	6,720	9,600
GLE Van	450	1,360	2,260	5,090	7,910	11,300
2000 Frontier, V-6						
XE PU	360	1,080	1,800	4,050	6,300	9,000
XE King Cab PU	370	1,100	1,840	4,140	6,440	9,200
SE King Cab PU	370	1,120	1,860	4,190	6,510	9,300
XE Crew Cab PU	400	1,200	2,000	4,500	7,000	10,000
SE Crew Cab PU	420	1,260	2,100	4,730	7,350	10,500
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						
2000 Xterra, V-6						
XE Utility	360	1,080	1,800	4,050	6,300	9,000
SE Utility	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 5% for 4x4. Deduct 5% for 4-cyl.						

OLDSMOBILE TRUCKS

	6	5	4	3	2	1
1990 Silhouette FWD, V-6						
Sta Wag	280	840	1,400	3,150	4,900	7,000
1991 Bravada 4x4, V-6						
Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1991 Silhouette FWD, V-6						
Sta Wag	300	900	1,500	3,380	5,250	7,500
1992 Bravada 4x4, V-6						
Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1992 Silhouette FWD, V-6						
Sta Wag	320	960	1,600	3,600	5,600	8,000
1993 Bravada 4x4, V-6						
Sta Wag	400	1,200	2,000	4,500	7,000	10,000
1993 Silhouette FWD, V-6						
Sta Wag	340	1,020	1,700	3,830	5,950	8,500
1994 Bravada, V-6						
4d Utility	420	1,260	2,100	4,730	7,350	10,500
1994 Silhouette, V-6						
Window Van	380	1,140	1,900	4,280	6,650	9,500
1995 Silhouette, V-6						
Window Van	380	1,140	1,900	4,280	6,650	9,500
1996 Silhouette, V-6						
Window Van	380	1,140	1,900	4,280	6,650	9,500
1996 Bravada, V-6						
4d SUV	420	1,260	2,100	4,730	7,350	10,500
1997 Silhouette, V-6						
Window Van	340	1,020	1,700	3,830	5,950	8,500
GL Window Van	380	1,140	1,900	4,280	6,650	9,500
GLS Window Van	440	1,320	2,200	4,950	7,700	11,000
1997 Bravada, V-6						
4d SUV	420	1,260	2,100	4,730	7,350	10,500
1998 Silhouette, V-6						
GS Window Van	320	960	1,600	3,600	5,600	8,000
GL Window Van	360	1,080	1,800	4,050	6,300	9,000
GLS Window Van	420	1,260	2,100	4,730	7,350	10,500
1998 Bravada, V-6, 4x4						
4d SUV	400	1,200	2,000	4,500	7,000	10,000
1999 Silhouette, V-6						
GS Van	320	960	1,600	3,600	5,600	8,000
GL Van	360	1,080	1,800	4,050	6,300	9,000
GLS Van	380	1,140	1,900	4,280	6,650	9,500
Premiere Van	400	1,200	2,000	4,500	7,000	10,000
1999 Bravada, V-6, 4x4						
4d SUV	320	960	1,600	3,600	5,600	8,000
2000 Silhouette, V-6						
GL Van	360	1,080	1,800	4,050	6,300	9,000
GLS Van	380	1,140	1,900	4,280	6,650	9,500
Premiere Van	400	1,200	2,000	4,500	7,000	10,000
2000 Bravada, V-6, 4x4						
4d SUV	320	960	1,600	3,600	5,600	8,000

PLYMOUTH TRUCKS

	6	5	4	3	2	1
1930-31 Series 30U						
Commercial Sed	1,140	3,420	5,700	12,830	19,950	28,500
1935 Series PJ						
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1936 Series P-1						
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1937 Series PT-50						
PU	1,540	4,620	7,700	17,330	26,950	38,500
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1938 Series PT-57						
PU	1,540	4,620	7,700	17,330	26,950	38,500
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1939 Series PT-81						
PU	1,540	4,620	7,700	17,330	26,950	38,500
Sed Dly	1,280	3,840	6,400	14,400	22,400	32,000
1940 Series PT-105						
PU	1,540	4,620	7,700	17,330	26,950	38,500
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
1941 Series PT-125						
Sed Dly	1,520	4,560	7,600	17,100	26,600	38,000
PU	1,540	4,620	7,700	17,330	26,950	38,500
1974-91 Scamp (1983 only)						
PU	188	564	940	2,120	3,290	4,700
1974-91 Trail Duster, (4x4), 1/2-Ton						
Utl	840	2,520	4,200	9,450	14,700	21,000
1974-91 PB-100 Voyager Van, 1/2-Ton, 109" wb						
Wag	260	780	1,300	2,930	4,550	6,500
1984-91 Voyager, V-6						
Sta Wag	252	756	1,260	2,840	4,410	6,300
SE Sta Wag	256	768	1,280	2,880	4,480	6,400
LE Sta Wag	260	780	1,300	2,930	4,550	6,500
NOTE: Add 5% for 4x4.						
1992 Voyager, V-6						
3d Van	248	744	1,240	2,790	4,340	6,200
SE 3d Van	252	756	1,260	2,840	4,410	6,300
LE 3d Van	256	768	1,280	2,880	4,480	6,400
NOTE: Add 5% for Grand Pkg.; 5% for 4x4.						
1993 Voyager, V-6						
Window Van	292	876	1,460	3,290	5,110	7,300
NOTE: Add 5% for 4x4.						
1994 Voyager, V-6						
Window Van Voyager	280	840	1,400	3,150	4,900	7,000
SE Window Van Voyager	300	900	1,500	3,380		
5,250	7,500					
LE Window Van Voyager	320	960	1,600	3,600		
5,600	8,000					
Window Van Grand Voyager	320	960	1,600	3,600		
5,600	8,000					
SE Window Van Grand Voyager	340	1,020	1,700	3,830		
5,950	8,500					
LE Window Van Grand Voyager	360	1,080	1,800	4,050		
6,300	9,000					
Window Van Grand Voyager 4x4		420	1,260	2,100		
4,730	7,350	10,500				
NOTE: Add 5% for 4x4.						
1995 Voyager, 4-cyl. & V-6						
Window Van	280	840	1,400	3,150	4,900	7,000
SE Window Van	300	900	1,500	3,380	5,250	7,500
LE Window Van	320	960	1,600	3,600	5,600	8,000
Grand Voyager Window Van						
	320	960	1,600	3,600	5,600	8,000
SE Grand Voyager Window Van	340	1,020	1,700	3,830		
5,950	8,500					
LE Grand Voyager Window Van						
	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 10% for 4x4. Deduct 5% for 4-cyl.						
1996 Voyager, 4-cyl. & V-6						
Window Van	280	840	1,400	3,150	4,900	7,000
SE Window Van	300	900	1,500	3,380	5,250	7,500
Grand Voyager Window Van						
	320	960	1,600	3,600	5,600	8,000
Grand Voyager SE Window Van						
	340	1,020	1,700	3,830	5,950	8,500
NOTE: Deduct 5% for 4-cyl.						
1997 Voyager, V-6						
Window Van	280	840	1,400	3,150	4,900	7,000
SE Window Van	300	900	1,500	3,380	5,250	7,500
Grand Voyager Window Van						
	320	960	1,600	3,600	5,600	8,000
Grand Voyager SE Window Van						
	340	1,020	1,700	3,830	5,950	8,500
NOTE: Deduct 5% for 4-cyl.						
1998 Voyager, V-6						
Window Van	260	780	1,300	2,930	4,550	6,500
SE Window Van	280	840	1,400	3,150	4,900	7,000
Expresso Window Van						
	290	870	1,450	3,260	5,080	7,250
Grand Voyager Window Van						
	300	900	1,500	3,380	5,250	7,500
Grand Voyager SE Window Van						
	320	960	1,600	3,600	5,600	8,000
Grand Voyager Expresso Window Van						
	330	990	1,650	3,710	5,780	8,250
NOTE: Deduct 5% for 4-cyl.						
1999 Voyager, V-6						
Van	260	780	1,300	2,930	4,550	6,500
SE Van	280	840	1,400	3,150	4,900	7,000
Expresso Van	290	870	1,450	3,260	5,080	7,250
Grand Voyager Van	300	900	1,500	3,380	5,250	7,500

	6	5	4	3	2	1
Grand Voyager SE Van	320	960	1,600	3,600	5,600	8,000
Grand Voyager Expresso Van	330	990	1,650	3,710	5,780	8,250

NOTE: Deduct 5% for 4-cyl.
NOTE: Plymouth Voyager vans were produced only to December 1999, and then were badged as Chryslers, as Plymouth ceased truck production.

PONTIAC TRUCKS

	6	5	4	3	2	1
1949-51 Streamliner Series 6						
Sed Dly	1,200	3,600	6,000	13,500	21,000	30,000
1949-51 Streamliner Series 8						
Sed Dly	1,200	3,600	6,000	13,500	21,000	30,000
1952-53 Chieftain Series 6						
Sed Dly	1,200	3,600	6,000	13,500	21,000	30,000
1952-53 Chieftain Series 8						
Sed Dly	1,280	3,840	6,400	14,400	22,400	32,000
1990 Trans Sport FWD, V-6						
Sta Wag	260	780	1,300	2,930	4,550	6,500
SE Sta Wag	280	840	1,400	3,150	4,900	7,000
1991 Trans Sport FWD, V-6						
Sta Wag	300	900	1,500	3,380	5,250	7,500
SE Sta Wag	320	960	1,600	3,600	5,600	8,000
1992 Trans Sport FWD, V-6						
SE Sta Wag	352	1,056	1,760	3,960	6,160	8,800
GS Sta Wag	360	1,080	1,800	4,050	6,300	9,000
1993 Trans Sport FWD, V-6						
SE Sta Wag	372	1,116	1,860	4,190	6,510	9,300
1994 Trans Sport, V-6						
SE Window Van	380	1,140	1,900	4,280	6,650	9,500
1995 Trans Sport, V-6						
SE Window Van	380	1,140	1,900	4,280	6,650	9,500
1996 Trans Sport, V-6						
SE Window Van	380	1,140	1,900	4,280	6,650	9,500
1997 Trans Sport, V-6						
SE Window Van	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add 5% for extended model.						
1998 Trans Sport, V-6						
SE Window Van	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for extended model; 5% for Montana Pkg.						
1999 Montana, V-6						
Van	260	780	1,300	2,930	4,550	6,500
NOTE: Add 5% for extended model.						
2000 Montana, V-6						
Van	260	780	1,300	2,930	4,550	6,500
NOTE: Add 5% for extended model; 5% for Luxury Pkg.						

STUDEBAKER TRUCKS

	6	5	4	3	2	1
1937 Model 5A/6A, Dictator Six						
Cpe Exp	1,660	4,980	8,300	18,680	29,050	41,500
1938 Model 7A, Commander Six						
Cpe Exp	1,660	4,980	8,300	18,680	29,050	41,500
1939 Model 9A, Commander Six						
Cpe Exp	1,660	4,980	8,300	18,680	29,050	41,500
1941-42, 1946-48 Six-cyl., 113" wb						
1/2-Ton	920	2,760	4,600	10,350	16,100	23,000
1949-53 Pickup, 1/2-Ton, 6-cyl.						
2R5	1,040	3,120	5,200	11,700	18,200	26,000
2R6	1,060	3,180	5,300	11,930	18,550	26,500
1949-53 Pickup, 3/4-Ton, 6-cyl.						
2R10	1,000	3,000	5,000	11,250	17,500	25,000
2R11	1,040	3,120	5,200	11,700	18,200	26,000
1954 Pickup, 1/2-Ton, 6-cyl.						
3R5	1,040	3,120	5,200	11,700	18,200	26,000
3R6	1,060	3,180	5,300	11,930	18,550	26,500
1954 Pickup, 3/4-Ton, 6-cyl.						
3R10	1,000	3,000	5,000	11,250	17,500	25,000
3R11	1,040	3,120	5,200	11,700	18,200	26,000
1955 Pickup, 1/2-Ton, 6-cyl.						
E5	1,040	3,120	5,200	11,700	18,200	26,000
E7	1,060	3,180	5,300	11,930	18,550	26,500
1955 Pickup, 3/4-Ton, 6-cyl.						
E10	1,000	3,000	5,000	11,250	17,500	25,000
E12	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Add 10% for V-8.						
1956-58 Pickup, 1/2-Ton, 6-cyl.						
2E5 (SWB)	1,080	3,240	5,400	12,150	18,900	27,000
2E5 (LWB)	1,120	3,360	5,600	12,600	19,600	28,000
2E7 (SWB)	1,160	3,480	5,800	13,050	20,300	29,000
2E7 (LWB)	1,200	3,600	6,000	13,500	21,000	30,000
1956-58 Pickup, 3/4-Ton, 6-cyl.						
2E12	1,040	3,120	5,200	11,700	18,200	26,000
NOTE: Add 10% for V-8; Add 10% for NAP OO 4x4 option; Add 10% for Trans Star.						
1959-64 Pickup, 1/2-Ton, 6-cyl.						
4E1 (SWB)	1,080	3,240	5,400	12,150	18,900	27,000
4E1 (LWB)	1,100	3,300	5,500	12,380	19,250	27,500
4E5 (SWB)	1,140	3,420	5,700	12,830	19,950	28,500
4E5 (LWB)	1,140	3,420	5,700	12,830	19,950	28,500
4E6 (SWB)	1,180	3,540	5,900	13,280	20,650	29,500
4E6 (LWB)	1,180	3,540	5,900	13,280	20,650	29,500
4E7 (SWB)	1,200	3,600	6,000	13,500	21,000	30,000
4E7 (LWB)	1,400	4,200	7,000	15,750	24,500	35,000
NOTE: Add 10% for V-8; Add 10% for 4x4.						
1959-64 Pickup, 3/4-Ton, 6-cyl.						
4E11	1,080	3,240	5,400	12,150	18,900	27,000
4E12	1,160	3,480	5,800	13,050	20,300	29,000
NOTE: Add 10% for V-8; Add 10% for 4x4.						

SUBARU TRUCKS

	6	5	4	3	2	1
1978 1/4-Ton 4x4						
Brat PU	1,600	4,800	8,000	18,000	28,000	40,000
NOTE: Prices based on deluxe model.						
1979 1/4-Ton 4x4						
Brat PU	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Prices based on deluxe model.						
1980 1/4-Ton 4x4						
Brat PU	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Prices based on deluxe model.						
1981 1/4-Ton 4x4						
Brat PU	1,120	3,360	5,600	12,600	19,600	28,000
NOTE: Prices based on deluxe model.						
1982 1/4-Ton 4x4						
Brat PU	1,120	3,360	5,600	12,600	19,600	28,000
NOTE: Prices based on deluxe model.						
1983 1/4-Ton 4x4						
Brat PU	1,040	3,120	5,200	11,700	18,200	26,000
1984 1/4-Ton 4x4						
Brat PU	920	2,760	4,600	10,350	16,100	23,000
1985 1/4-Ton 4x4						
Brat PU	920	2,760	4,600	10,350	16,100	23,000
1986 1/4-Ton 4x4						
Brat PU	920	2,760	4,600	10,350	16,100	23,000
NOTE: Prices based on deluxe model.						
1987 1/4-Ton 4x4						
Brat GL	1,120	3,360	5,600	12,600	19,600	28,000

SUZUKI TRUCKS

	6	5	4	3	2	1
1986-89 Samurai (4x4)						
Utl HT	420	1,260	2,100	4,730	7,350	10,500
Utl Conv	400	1,200	2,000	4,500	7,000	10,000
1989 Sidekick (4x4)						
JA Utl Conv	180	550	910	2,050	3,190	4,550
JX Utl HT	200	590	980	2,210	3,430	4,900
JX Utl Conv	190	560	940	2,120	3,290	4,700
1991 Samurai						
JA 2d Utly Conv 2x4	260	790	1,320	2,970	4,620	6,600
JS 2d Utly Conv 2x4	300	900	1,500	3,380	5,250	7,500
JA 2d Utly Conv 4x4	380	1,140	1,900	4,280	6,650	9,500
1991 Sidekick						
JS 2d Utly Conv 2x4	170	500	830	1,860	2,890	4,125
JL 2d Utly Conv 4x4	170	520	870	1,950	3,030	4,325
JX 2d Utly Conv 4x4	180	550	910	2,050	3,190	4,550
JX 4d Utly 4x4	190	580	960	2,160	3,360	4,800
JLX 4d Utly 4x4	200	600	1,000	2,250	3,500	5,000
1992 Samurai, 4-cyl.						
JA 2d Utly Conv 2x4	260	790	1,320	2,970	4,620	6,600
JL 2d Utly Conv 4x4	300	900	1,500	3,380	5,250	7,500
1992 Sidekick, 4-cyl.						
JS 2d Utly Conv 2x4	170	500	830	1,860	2,890	4,125
JX 2d Utly Conv 4x4	180	550	910	2,050	3,190	4,550
JX 4d Utly HT 4x4	190	580	960	2,160	3,360	4,800
JLX 4d Utly HT 4x4	200	600	1,000	2,250	3,500	5,000
1993 Samurai, 4-cyl.						
SUV 2WD	260	790	1,320	2,970	4,620	6,600
SUV 4x4	300	900	1,500	3,380	5,250	7,500
1993 Sidekick, 4-cyl.						
2d SUV 2WD	170	500	830	1,860	2,890	4,125
4d SUV 2WD	170	520	870	1,950	3,030	4,325
2d SUV 4x4	180	550	910	2,050	3,190	4,550
4d SUV 4x4	190	580	960	2,160	3,360	4,800
1994 Samurai, 4-cyl.						
2d Utly	300	900	1,500	3,380	5,250	7,500
1994 Sidekick, 4-cyl.						
2d Utly JS Conv	170	500	830	1,860	2,890	4,125
2d Utly JX Conv 4x4	180	550	910	2,050	3,190	4,550
4d Utly JS HT 4x4	170	520	870	1,950	3,030	4,325
4d Utly JX HT 4x4	180	550	910	2,050	3,190	4,550
4d Utly JLX HT 4x4	200	600	1,000	2,250	3,500	5,000
1995 Samurai, 4-cyl.						
JL 2d Utly Conv 4x4	300	900	1,500	3,380	5,250	7,500
1995 Sidekick, 4-cyl.						
JS 2d Utly Conv 2x4	170	500	830	1,860	2,890	4,125
JS 4d Utly HT 2x4	170	520	870	1,950	3,030	4,325
JX 2d Utly Conv 4x4	180	530	890	2,000	3,120	4,450
JX 4d Utly HT 4x4	180	550	910	2,050	3,190	4,550
JLX 4d Utly HT 4x4	200	600	1,000	2,250	3,500	5,000
1996 X-90, 4-cyl.						
2d Utly	180	540	900	2,030	3,150	4,500
2d Utly 4x4	220	660	1,100	2,480	3,850	5,500
1996 Sidekick, 4-cyl.						
2d JS Utly Conv	170	500	830	1,860	2,890	4,125
4d JS Utly HT	170	520	860	1,940	3,010	4,300
4d JS Spt Utly HT	180	530	880	1,980	3,080	4,400
2d JX Utly Conv 4x4	180	540	900	2,030	3,150	4,500
4d JX Utly HT 4x4	180	550	920	2,070	3,220	4,600
4d JX Spt Utly HT 4x4	220	660	1,100	2,480	3,850	5,500
4d JLX Spt Utly HT 4x4	260	780	1,300	2,930	4,550	6,500
1997 X-90, 4-cyl.						
2d Utly	180	540	900	2,030	3,150	4,500
2d Utly 4x4	220	660	1,100	2,480	3,850	5,500
1997 Sidekick, 4-cyl.						
2d JS Utly Conv	170	500	830	1,860	2,890	4,125
4d JS Utly HT	170	520	860	1,940	3,010	4,300
4d JS Spt Utly HT	180	530	880	1,980	3,080	4,400
2d JX Utly Conv 4x4	180	540	900	2,030	3,150	4,500
4d JX Utly HT 4x4	180	550	920	2,070	3,220	4,600
4d JX Spt Utly HT 4x4	220	660	1,100	2,480	3,850	5,500
4d JLX Spt Utly HT 4x4	260	780	1,300	2,930	4,550	6,500

	6	5	4	3	2	1
1998 X-90, 4-cyl.						
2d Utility	190	560	940	2,120	3,290	4,700
NOTE: Add 5% for 4x4.						
1998 Sidekick, 4-cyl.						
2d JS Utly Conv	170	520	860	1,940	3,010	4,300
4d JS Utly HT	180	540	900	2,030	3,150	4,500
4d JS Spt Utly HT	180	550	920	2,070	3,220	4,600
2d JX Utly Conv	190	560	940	2,120	3,290	4,700
4d JX Utly HT	190	580	960	2,160	3,360	4,800
4d JX Spt Utly HT	230	680	1,140	2,570	3,990	5,700
4d JLX Spt Utly HT	280	840	1,400	3,150	4,900	7,000
NOTE: Add 5% for 4x4.						
1999 Vitara, 4-cyl.						
JS 1.6 Utility	160	480	800	1,800	2,800	4,000
JS 2.0 Utility	180	540	900	2,030	3,150	4,500
JX 1.6 Utility	200	600	1,000	2,250	3,500	5,000
JX 2.0 Utility	220	660	1,100	2,480	3,850	5,500
NOTE: Add 5% for 4x4.						
1999 Grand Vitara, V-6						
4d JS Utility	260	780	1,300	2,930	4,550	6,500
4d JLX Utility	280	840	1,400	3,150	4,900	7,000
NOTE: Add 5% for Plus model. Add 5% for 4x4.						
2000 Vitara, 4-cyl.						
2d JS Utility	160	480	800	1,800	2,800	4,000
2d JLS Utility	180	540	900	2,030	3,150	4,500
2d JX Utility	200	600	1,000	2,250	3,500	5,000
4d JS Utility	220	660	1,100	2,480	3,850	5,500
4d JLS Utility	240	720	1,200	2,700	4,200	6,000
4d JX Utility	260	780	1,300	2,930	4,550	6,500
4d JLX Utility	280	840	1,400	3,150	4,900	7,000
NOTE: Add 5% for 4x4.						
2000 Grand Vitara, V-6						
4d JLS Utility	260	780	1,300	2,930	4,550	6,500
4d JLX Utility	320	960	1,600	3,600	5,600	8,000
4d Limited Utility	360	1,080	1,800	4,050	6,300	9,000
NOTE: Add 5% for Plus model. Add 5% for 4x4.						

TOYOTA TRUCKS

	6	5	4	3	2	1
1967 Landcruiser, 4x4						
No Top	3,400	10,200	17,000	38,250	59,500	85,000
Soft-Top	3,600	10,800	18,000	40,500	63,000	90,000
HdTp	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1968 1/2-Ton						
PU	1,000	3,000	5,000	11,250	17,500	25,000
1968 Landcruiser, 4x4						
No Top	3,400	10,200	17,000	38,250	59,500	85,000
Soft-Top	3,600	10,800	18,000	40,500	63,000	90,000
HT	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1969 1/2-Ton						
PU	1,000	3,000	5,000	11,250	17,500	25,000
1969 Landcruiser, 4x4						
No Top	3,400	10,200	17,000	38,250	59,500	85,000
Soft-Top	3,600	10,800	18,000	40,500	63,000	90,000
HT	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1970 1/2-Ton						
PU	1,000	3,000	5,000	11,250	17,500	25,000
1970 Landcruiser, 4x4						
No Top	3,400	10,200	17,000	38,250	59,500	85,000
Soft-Top	3,600	10,800	18,000	40,500	63,000	90,000
HT	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1971 1/2-Ton						
PU	1,000	3,000	5,000	11,250	17,500	25,000
1971 Landcruiser, 4x4						
Soft-Top	3,400	10,200	17,000	38,250	59,500	85,000
HT	3,600	10,800	18,000	40,500	63,000	90,000
Wag	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1972 1/2-Ton						
PU	1,000	3,000	5,000	11,250	17,500	25,000
1972 Landcruiser, 4x4						
Soft-Top	3,400	10,200	17,000	38,250	59,500	85,000
HT	3,600	10,800	18,000	40,500	63,000	90,000
Wag	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1973 1/2-Ton						
PU	1,000	3,000	5,000	11,250	17,500	25,000
1973 Landcruiser, 4x4						
Soft-Top	3,400	10,200	17,000	38,250	59,500	85,000
HT	3,600	10,800	18,000	40,500	63,000	90,000
Wag	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1974 1/2-Ton						
PU SBx	1,000	3,000	5,000	11,250	17,500	25,000
PU LBx	1,000	3,000	5,000	11,250	17,500	25,000
1974 Landcruiser, 4x4						
Soft-Top	3,400	10,200	17,000	38,250	59,500	85,000
HT	3,600	10,800	18,000	40,500	63,000	90,000
Wag	3,800	11,400	19,000	42,750	66,500	95,000
NOTE: Prices based on deluxe model.						
1975 1/2-Ton						
PU SBx	1,000	3,000	5,000	11,250	17,500	25,000
PU LBx	1,000	3,000	5,000	11,250	17,500	25,000
1975 Landcruiser, 4x4						
Soft-Top	2,200	6,600	11,000	24,750	38,500	55,000
HT	2,400	7,200	12,000	27,000	42,000	60,000
Wag	2,600	7,800	13,000	29,250	45,500	65,000
1976 1/2-Ton						
PU SBx	1,000	3,000	5,000	11,250	17,500	25,000

	6	5	4	3	2	1
PU LBx	1,000	3,000	5,000	11,250	17,500	25,000
1976 Landcruiser - (4WD)						
HT	2,400	7,200	12,000	27,000	42,000	60,000
Wag	2,600	7,800	13,000	29,250	45,500	65,000
NOTE: Prices based on deluxe model.						
1977 1/2-Ton						
PU SBx	1,000	3,000	5,000	11,250	17,500	25,000
PU LBx	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 15% for 4x4.						
NOTE: Add 15% for 4x4.						
1978 Landcruiser, 4x4						
HT	2,000	6,000	10,000	22,500	35,000	50,000
Wag	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Prices based on deluxe model.						
NOTE: Prices based on deluxe model.						
1979 1/2-Ton						
PU SBx	1,000	3,000	5,000	11,250	17,500	25,000
PU LBx	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 15% for 4x4.						
1979 Landcruiser, 4x4						
HT	2,000	6,000	10,000	22,500	35,000	50,000
Wag	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Prices based on deluxe model.						
1980 1/2-Ton						
PU SBx	1,000	3,000	5,000	11,250	17,500	25,000
PU LBx	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 15% for 4x4.						
1980 Landcruiser, 4x4						
HT	2,000	6,000	10,000	22,500	35,000	50,000
Wag	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Prices based on deluxe model.						
1981 1/2-Ton						
PU SBx	1,000	3,000	5,000	11,250	17,500	25,000
PU LBx	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 15% for 4x4.						
1981 Landcruiser, 4x4						
HT	2,000	6,000	10,000	22,500	35,000	50,000
Wag	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Prices based on deluxe model.						
1982 1/2-Ton						
PU SBx	1,200	3,600	6,000	13,500	21,000	30,000
PU LBx	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 15% for 4x4.						
1982 Landcruiser, 4x4						
HT	2,000	6,000	10,000	22,500	35,000	50,000
Wag	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Prices based on deluxe model.						
1983 1/2-Ton						
PU SBx	1,200	3,600	6,000	13,500	21,000	30,000
PU LBx	1,200	3,600	6,000	13,500	21,000	30,000
NOTE: Add 15% for 4x4.						
1983 Landcruiser, 4x4						
HT	2,000	6,000	10,000	22,500	35,000	50,000
Wag	2,200	6,600	11,000	24,750	38,500	55,000
NOTE: Prices based on deluxe model.						
1984 1/2-Ton						
PU SBx	1,200	3,600	6,000	13,500	21,000	30,000
PU LBx	1,200	3,600	6,000	13,500	21,000	30,000
PU Xcab	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 15% for 4x4.						
1984 4Runner, 4x4						
Wag	1,440	4,320	7,200	16,200	25,200	36,000
1984 Vans						
Cargo	130	400	660	1,490	2,310	3,300
DeL	180	530	880	1,980	3,080	4,400
LE	200	600	1,000	2,250	3,500	5,000
NOTE: Add 15% for 4x4.						
1984 Landcruiser, 4x4						
Wag	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Prices based on deluxe model.						
1985 1/2-Ton						
PU SBx	1,200	3,600	6,000	13,500	21,000	30,000
PU LBx	1,200	3,600	6,000	13,500	21,000	30,000
PU Xcab	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 15% for 4x4.						
1985 4Runner, 4x4						
Wag	1,440	4,320	7,200	16,200	25,200	36,000
1985 Vans						
Cargo	130	400	660	1,490	2,310	3,300
DeL	180	530	880	1,980	3,080	4,400
LE	200	600	1,000	2,250	3,500	5,000
1985 Landcruiser, 4x4						
Wag	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Prices based on deluxe model.						
1986 1/2-Ton						
PU SBx	1,200	3,600	6,000	13,500	21,000	30,000
PU LBx	1,200	3,600	6,000	13,500	21,000	30,000
PU Xcab	1,240	3,720	6,200	13,950	21,700	31,000
NOTE: Add 15% for 4x4.						
1986 4Runner						
Wag	1,440	4,320	7,200	16,200	25,200	36,000
1986 Vans						
Cargo	130	400	660	1,490	2,310	3,300
DeL	180	530	880	1,980	3,080	4,400
LE	200	600	1,000	2,250	3,500	5,000
1986 Landcruiser, 4x4						
Wag	2,000	6,000	10,000	22,500	35,000	50,000
NOTE: Prices based on deluxe model.						
1987 Light Trucks						
PU	800	2,400	4,000	9,000	14,000	20,000
PU LBx	800	2,400	4,000	9,000	14,000	20,000
PU DeL LBx	960	2,880	4,800	10,800	16,800	24,000
PU Xcab LBx	980	2,940	4,900	11,030	17,150	24,500
PU DeL Xcab LBx	1,000	3,000	5,000	11,250	17,500	25,000
PU SR5 Xcab	1,040	3,120	5,200	11,700	18,200	26,000
PU SR5 Xcab (Turbo)	1,120	3,360	5,600	12,600	19,600	28,000
PU 1-Ton LBx	1,000	3,000	5,000	11,250	17,500	25,000
1987 Light Trucks 4x4						
PU Std	200	600	1,000	2,250	3,500	5,000
PU (Turbo)	220	660	1,100	2,480	3,850	5,500
PU DeL LBx	224	672	1,120	2,520	3,920	5,600
PU DeL Xcab	240	720	1,200	2,700	4,200	6,000
PU SR5	248	744	1,240	2,790	4,340	6,200
PU SR5 Xcab	260	780	1,300	2,930	4,550	6,500
PU SR5 Xcab (Turbo)	280	840	1,400	3,150	4,900	7,000
1987 4Runner, 4x4						
DeL	1,440	4,320	7,200	16,200	25,200	36,000
SR5	1,480	4,440	7,400	16,650	25,900	37,000
SR5 Wag	1,520	4,560	7,600	17,100	26,600	38,000
SR5 Wag (Turbo)	1,600	4,800	8,000	18,000	28,000	40,000
1987 Vans						
Window	140	420	700	1,580	2,450	3,500
Panel	156	468	780	1,760	2,730	3,900
DeL	160	480	800	1,800	2,800	4,000
LE	200	600	1,000	2,250	3,500	5,000
Panel 4x4	180	540	900	2,030	3,150	4,500
LE 4x4	220	660	1,100	2,480	3,850	5,500
1987 Landcruiser 4x4						
Wag	2,000	6,000	10,000	22,500	35,000	50,000
1988 Light Trucks						
PU	800	2,400	4,000	9,000	14,000	20,000
PU LBx	800	2,400	4,000	9,000	14,000	20,000
PU DeL LBx	960	2,880	4,800	10,800	16,800	24,000
PU Xcab LBx	980	2,940	4,900	11,030	17,150	24,500
PU DeL Xcab LBx	1,000	3,000	5,000	11,250	17,500	25,000
PU SR5 Xcab	1,040	3,120	5,200	11,700	18,200	26,000
PU SR5 Xcab (Turbo)	1,120	3,360	5,600	12,600	19,600	28,000
PU 1-Ton LBx	1,000	3,000	5,000	11,250	17,500	25,000
1988 Light Trucks 4x4						
PU Std	240	720	1,200	2,700	4,200	6,000
PU DeL LBx	268	804	1,340	3,020	4,690	6,700
PU DeL Xcab	280	840	1,400	3,150	4,900	7,000
PU SR5	300	900	1,500	3,380	5,250	7,500
PU SR5 Xcab	320	960	1,600	3,600	5,600	8,000
1988 4Runner 4x4						
DeL	1,440	4,320	7,200	16,200	25,200	36,000
SR5	1,480	4,440	7,400	16,650	25,900	37,000
DeL Wag	1,480	4,440	7,400	16,650	25,900	37,000
SR5 Wag (6-cyl.)	1,520	4,560	7,600	17,100	26,600	38,000
1988 Vans						
Window	140	420	700	1,580	2,450	3,500
Panel	160	470	780	1,760	2,730	3,900
DeL	160	480	800	1,800	2,800	4,000
LE	200	600	1,000	2,250	3,500	5,000
Panel 4x4	180	540	900	2,030	3,150	4,500
Panel LE 4x4	220	660	1,100	2,480	3,850	5,500
1988 Landcruiser 4x4						
Wag	2,000	6,000	10,000	22,500	35,000	50,000
1989 Light Trucks						
PU	800	2,400	4,000	9,000	14,000	20,000
PU DeL	840	2,520	4,200	9,450	14,700	21,000
PU DeL LBx	960	2,880	4,800	10,800	16,800	24,000
PU SR5 LBx	1,000	3,000	5,000	11,250	17,500	25,000
PU DeL Xcab	1,000	3,000	5,000	11,250	17,500	25,000
PU SR5 Xcab	1,040	3,120	5,200	11,700	18,200	26,000
PU DeL 1-Ton LBx (6-cyl.)		1,000	3,000	5,000	11,250	
17,500	25,000					
1989 Light Trucks 4x4						
PU DeL	300	900	1,500	3,380	5,250	7,500
PU DeL LBx	320	960	1,600	3,600	5,600	8,000
PU SR5	344	1,032	1,720	3,870	6,020	8,600
PU DeL Xcab	340	1,020	1,700	3,830	5,950	8,500
PU SR5 Xcab	520	1,560	2,600	5,850	9,100	13,000
1989 4Runner 4x4						
DeL	1,440	4,320	7,200	16,200	25,200	36,000
DeL Wag	1,480	4,440	7,400	16,650	25,900	37,000
SR5 Wag	1,520	4,560	7,600	17,100	26,600	38,000
1989 Vans						
Window	140	420	700	1,580	2,450	3,500
Panel	160	470	780	1,760	2,730	3,900
DeL	160	480	800	1,800	2,800	4,000
LE	200	600	1,000	2,250	3,500	5,000
Panel 4x4	180	540	900	2,030	3,150	4,500
DeL 4x4	190	580	960	2,160	3,360	4,800
LE 4x4	220	660	1,100	2,480	3,850	5,500
1989 Landcruiser 4x4						
Wag	2,000	6,000	10,000	22,500	35,000	50,000
1990 Light Trucks						
2d PU	800	2,400	4,000	9,000	14,000	20,000
2d PU Dix	840	2,520	4,200	9,450	14,700	21,000
2d PU SR5	1,000	3,000	5,000	11,250	17,500	25,000
2d PU SR5 Clb Cab	1,040	3,120	5,200	11,700	18,200	26,000
2d PU Dix 4x4	960	2,880	4,800	10,800	16,800	24,000
2d PU Dix Clb Cab 4x4	1,040	3,120	5,200	11,700	18,200	26,000
2d PU SR5 Clb Cab 4x4	1,160	3,480	5,800	13,050	20,300	29,000
1990 4Runner SR5						
2d Spt Utly 4x4	1,200	3,600	6,000	13,500	21,000	30,000
4d Spt Utly 4x4	1,240	3,720	6,200	13,950	21,700	31,000
4d Spt Utly 2x4	1,000	3,000	5,000	11,250	17,500	25,000
1990 Landcruiser						
4d Spt Utly 4x4	2,000	6,000	10,000	22,500	35,000	50,000
1991 Previa						
DX 3d Van	540	1,620	2,700	6,080	9,450	13,500
LE 3d Van	560	1,680	2,800	6,300	9,800	14,000
DX 3d Van 4x4	600	1,800	3,000	6,750	10,500	15,000
LE 3d Van 4x4	620	1,860	3,100	6,980	10,850	15,500
1991 Light Trucks						
2d PU	800	2,400	4,000	9,000	14,000	20,000
DX 2d PU	840	2,520	4,200	9,450	14,700	21,000
DX 2d PU LBx	840	2,520	4,200	9,450	14,700	21,000
DX 2d PU Crew Cab	880	2,640	4,400	9,900	15,400	22,000
SR5 2d PU Crew Cab V-6	1,000	3,000	5,000	11,250		
17,500	25,000					
1991 Pickup 4x4						
DX 2d PU	320	960	1,600	3,600	5,600	8,000
DX-LB 2d PU	340	1,020	1,700	3,830	5,950	8,500
DX 2d PU Crew Cab	520	1,560	2,600	5,850	9,100	13,000
SR5 2d PU Crew Cab	560	1,680	2,800	6,300	9,800	14,000
1991 4Runner						
SR5 2d Sta Wag 4x4	1,200	3,600	6,000	13,500	21,000	30,000
SR5 4d Sta Wag 2x4	1,000	3,000	5,000	11,250	17,500	25,000
SR5 4d Sta Wag 4x4	1,240	3,720	6,200	13,950	21,700	31,000
1991 Land Cruiser						
4d Sta Wag 4x4	2,000	6,000	10,000	22,500	35,000	50,000
1992 4Runner, V-6						
SR5 2d Sta Wag 4x4	1,200	3,600	6,000	13,500	21,000	30,000
SR5 4d Sta Wag 2x4	1,000	3,000	5,000	11,250	17,500	25,000
SR5 4d Sta Wag 4x4	1,240	3,720	6,200	13,950	21,700	31,000
1992 Land Cruiser, 6-cyl.						
4d Sta Wag 4x4	2,000	6,000	10,000	22,500	35,000	50,000
1992 Previa						
DX Van	558	1,674	2,790	6,280	9,765	13,950
LE Van	628	1,884	3,140	7,070	10,990	15,700
DX Van 4x4	620	1,860	3,100	6,980	10,850	15,500
LE Van 4x4	692	2,076	3,460	7,790	12,110	17,300
1992 Pickups, 4-cyl.						
DX PU	840	2,520	4,200	9,450	14,700	21,000
DX PU LB	840	2,520	4,200	9,450	14,700	21,000
DX PU LB 1-Ton	1,000	3,000	5,000	11,250	17,500	25,000
SR5 PU	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 10% for 4x4. Add 10% for V-6.						
1993 4Runner, V-6						
4d Sta Wag 2WD	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag 4x4	1,240	3,720	6,200	13,950	21,700	31,000
1993 Land Cruiser, 6-cyl.						
4d Sta Wag 4x4	2,000	6,000	10,000	22,500	35,000	50,000
1993 Previa, 4-cyl.						
Window Van	520	1,560	2,600	5,850	9,100	13,000
1993 Pickup						
2d PU SBx	800	2,400	4,000	9,000	14,000	20,000
2d PU LBx	800	2,400	4,000	9,000	14,000	20,000
T-100 2d PU V-6 2WD	880	2,640	4,400	9,900	15,400	22,000
T-100 2d PU V-6 4x4	1,000	3,000	5,000	11,250	17,500	25,000
1994 4Runner						
4d Utly SR5 2x4, V-6	1,000	3,000	5,000	11,250	17,500	25,000
4d Utly SR5 4x4, 4-cyl.	1,080	3,240	5,400	12,150	18,900	27,000
4d Utly SR5 4x4, V-6	1,240	3,720	6,200	13,950	21,700	31,000
1994 Land Cruiser, 6-cyl.						
4d Utly	2,000	6,000	10,000	22,500	35,000	50,000
1994 Previa, 4-cyl.						
Window Van DX	480	1,440	2,400	5,400	8,400	12,000
Window Van LE	500	1,500	2,500	5,630	8,750	12,500
Window Van DX 4x4	540	1,620	2,700	6,080	9,450	13,500
Window Van LE 4x4	560	1,680	2,800	6,300	9,800	14,000
1994 Pickups, 4-cyl.						
2d PU	720	2,160	3,600	8,100	12,600	18,000
2d PU DX	800	2,400	4,000	9,000	14,000	20,000
2d PU DX Club Cab	880	2,640	4,400	9,900	15,400	22,000
2d PU SR5 Club Cab, V-6	960	2,880	4,800	10,800		
16,800	24,000					
2d PU DX 4x4	920	2,760	4,600	10,350	16,100	23,000
2d PU SR5 Club Cab 4x4, V-6	1,060	3,180	5,300	11,930	18,550	26,500
1994 T100 Pickups						
2d PU, 4-cyl.	880	2,640	4,400	9,900	15,400	22,000
2d PU DX, V-6	1,000	3,000	5,000	11,250	17,500	25,000
2d PU SR5, V-6	1,040	3,120	5,200	11,700	18,200	26,000
2d PU DX 4x4, V-6	1,100	3,300	5,500	12,380	19,250	27,500
2d PU SR5 4x4, V-6	1,140	3,420	5,700	12,830	19,950	28,500
1995 4Runner, V-6						
4d Utly SR5 2x4, V-6	1,000	3,000	5,000	11,250	17,500	25,000
4d Utly SR5 4x4, 4-cyl.	1,080	3,240	5,400	12,150	18,900	27,000
4d Utly SR5 4x4, V-6	1,240	3,720	6,200	13,950	21,700	31,000
1995 Land Cruiser, 6-cyl.						
4d Utly 4x4	2,000	6,000	10,000	22,500	35,000	50,000
1995 Previa, 4-cyl.						
Window Van DX	500	1,450	2,400	5,400	8,400	12,000
Window Van LE	500	1,500	2,500	5,630	8,750	12,500
Window Van DX 4x4	540	1,620	2,700	6,080	9,450	13,500
Window Van LE 4x4	560	1,680	2,800	6,300	9,800	14,000
1995 Pickup						
PU DX	760	2,280	3,800	8,550	13,300	19,000
PU DX Club Cab	840	2,520	4,200	9,450	14,700	21,000
PU DX Club Cab 4x4	880	2,640	4,400	9,900	15,400	22,000
PU SR5 Club Cab, V-6	920	2,760	4,600	10,350	16,100	23,000
PU SR5 Club Cab 4x4, V-6	1,020	3,060	5,100	11,480	17,850	25,500
1995 Tacoma Pickup, 4-cyl.						
PU 4x4	400	1,200	2,000	4,500	7,000	10,000
PU Club Cab 4x4	480	1,440	2,400	5,400	8,400	12,000
PU SR5 Club Cab 4x4, V-6	540	1,620	2,700	6,080	9,450	13,500
1995 T100 Pickup, V-6						
PU, 4-cyl.	840	2,520	4,200	9,450	14,700	21,000

	6	5	4	3	2	1
PU DX	960	2,880	4,800	10,800	16,800	24,000
PU DX Club Cab	960	2,880	4,800	10,800	16,800	24,000
PU DX Club Cab 4x4	1,040	3,120	5,200	11,700	18,200	26,000
PU SR5 Club Cab	1,000	3,000	5,000	11,250	17,500	25,000
PU SR5 Club Cab 4x4	1,080	3,240	5,400	12,150	18,900	27,000
1996 4Runner, V-6						
4d Utly, 4-cyl.	880	2,640	4,400	9,900	15,400	22,000
4d Utly 4x4, 4-cyl.	940	2,820	4,700	10,580	16,450	23,500
4d Utly SR5	1,000	3,000	5,000	11,250	17,500	25,000
4d Utly SR5 4x4	1,100	3,300	5,500	12,380	19,250	27,500
4d Utly Ltd 4x4	1,140	3,420	5,700	12,830	19,950	28,500
1996 Land Cruiser, 6-cyl.						
4d Utly 4x4	1,920	5,760	9,600	21,600	33,600	48,000
1996 Previa, 4-cyl.						
DX Window Van	500	1,450	2,400	5,400	8,400	12,000
LE Window Van	500	1,500	2,500	5,630	8,750	12,500
DX Window Van 4x4	540	1,620	2,700	6,080	9,450	13,500
LE Window Van 4x4	560	1,680	2,800	6,300	9,800	14,000
1996 RAV4, 4-cyl.						
2d Utly	360	1,080	1,800	4,050	6,300	9,000
2d Utly 4x4	400	1,200	2,000	4,500	7,000	10,000
4d Utly	360	1,080	1,800	4,050	6,300	9,000
4d Utly 4x4	400	1,200	2,000	4,500	7,000	10,000
1996 Tacoma Pickup, 4-cyl.						
PU	720	2,160	3,600	8,100	12,600	18,000
PU X Cab	760	2,280	3,800	8,550	13,300	19,000
PU 4x4	840	2,520	4,200	9,450	14,700	21,000
PU X Cab 4x4	900	2,700	4,500	10,130	15,750	22,500
SR5 PU X Cab 4x4, V-6	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 5% for V-6, exc. SR5.						
1996 T100 Pickup, V-6						
PU, 4-cyl.	840	2,520	4,200	9,450	14,700	21,000
PU X Cab PU	900	2,700	4,500	10,130	15,750	22,500
SR5 PU X Cab	920	2,760	4,600	10,350	16,100	23,000
PU X Cab PU 4x4	980	2,940	4,900	11,030	17,150	24,500
SR5 PU X Cab 4x4	1,000	3,000	5,000	11,250	17,500	25,000
1997 4Runner, V-6						
4d Utly, 4-cyl.	800	2,400	4,000	9,000	14,000	20,000
4d Utly 4x4, 4-cyl.	860	2,580	4,300	9,680	15,050	21,500
4d Utly SR5	940	2,820	4,700	10,580	16,450	23,500
4d Utly SR5 4x4	1,060	3,180	5,300	11,930	18,550	26,500
4d Utly Ltd	1,080	3,240	5,400	12,150	18,900	27,000
4d Utly Ltd 4x4	1,100	3,300	5,500	12,380	19,250	27,500
1997 Land Cruiser, 6-cyl.						
4d Utly 4x4	1,840	5,520	9,200	20,700	32,200	46,000
1997 Previa, 4-cyl.						
DX Window Van	480	1,440	2,400	5,400	8,400	12,000
LE Window Van	500	1,500	2,500	5,630	8,750	12,500
DX Window Van AWD	540	1,620	2,700	6,080	9,450	13,500
LE Window Van AWD	560	1,680	2,800	6,300	9,800	14,000
1997 RAV4, 4-cyl.						
2d Utly	340	1,020	1,700	3,830	5,950	8,500
2d Utly 4x4	380	1,140	1,900	4,280	6,650	9,500
4d Utly	340	1,020	1,700	3,830	5,950	8,500
4d Utly 4x4	380	1,140	1,900	4,280	6,650	9,500
1997 Tacoma Pickup, 4-cyl.						
PU	680	2,040	3,400	7,650	11,900	17,000
PU X Cab	720	2,160	3,600	8,100	12,600	18,000
PU 4x4	800	2,400	4,000	9,000	14,000	20,000
PU X Cab 4x4	860	2,580	4,300	9,680	15,050	21,500
SR5 PU X Cab 4x4, V-6	960	2,880	4,800	10,800	16,800	24,000
NOTE: Add 5% for V-6, exc. SR5.						
1997 T100 Pickup, V-6						
PU, 4-cyl.	800	2,400	4,000	9,000	14,000	20,000
PU X Cab PU	860	2,580	4,300	9,680	15,050	21,500
SR5 PU X Cab	880	2,640	4,400	9,900	15,400	22,000
PU X Cab PU 4x4	940	2,820	4,700	10,580	16,450	23,500
SR5 PU X Cab 4x4	960	2,880	4,800	10,800	16,800	24,000
1998 4Runner, V-6						
4d Utility (4-cyl.)	760	2,280	3,800	8,550	13,300	19,000
SR5 4d Utility	820	2,460	4,100	9,230	14,350	20,500
Limited 4d Utility	900	2,700	4,500	10,130	15,750	22,500
NOTE: Add 5% for 4x4.						
1998 Land Cruiser, V-8, 4x4						
4d Utility	1,800	5,400	9,000	20,250	31,500	45,000
1998 Sienna, V-6						
CE Window Van	480	1,440	2,400	5,400	8,400	12,000
LE Window Van	500	1,500	2,500	5,630	8,750	12,500
XLE Window Van	520	1,560	2,600	5,850	9,100	13,000
1998 RAV4, 4-cyl.						
2d Utility	340	1,020	1,700	3,830	5,950	8,500
4d Utility	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for 4x4.						
1998 Tacoma, 4-cyl.						
PU	680	2,040	3,400	7,650	11,900	17,000
PreRunner X Cab PU	860	2,580	4,300	9,680	15,050	21,500
Limited X Cab PU	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 5% for SR5 or TRD Pkg. Add 10% for extended cab (base PU only). Add 5% for 4x4. Add 5% for V-6, exc. Limited.						
1998 T100, V-6						
PU (4-cyl.)	800	2,400	4,000	9,000	14,000	20,000
X Cab PU	860	2,580	4,300	9,680	15,050	21,500
SR5 X Cab PU	880	2,640	4,400	9,900	15,400	22,000
NOTE: Add 5% for 4x4.						
1999 4Runner, V-6						
4d Utility (4-cyl.)	760	2,280	3,800	8,550	13,300	19,000
SR5 4d Utility	820	2,460	4,100	9,230	14,350	20,500
Limited 4d Utility	900	2,700	4,500	10,130	15,750	22,500
NOTE: Add 5% for 4x4.						
1999 Land Cruiser, V-8, 4x4						
4d Utility	1,800	5,400	9,000	20,250	31,500	45,000
1999 Sienna, V-6						
CE Van	440	1,320	2,200	4,950	7,700	11,000
LE Van	460	1,380	2,300	5,180	8,050	11,500
XLE Van	480	1,440	2,400	5,400	8,400	12,000
1999 RAV4, 4-cyl.						
2d Utility	340	1,020	1,700	3,830	5,950	8,500
4d Utility	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for L Pkg. Add 5% for 4x4.						
1999 Tacoma, 4-cyl.						
PU	680	2,040	3,400	7,650	11,900	17,000
PreRunner X Cab PU	860	2,580	4,300	9,680	15,050	21,500
Limited X Cab PU	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 5% for SR5 or TRD Pkgs. Add 10% for extended cab. Add 5% for 4x4. Add 5% for V-6, excl Limited.						
2000 4Runner, V-6						
4d Utility (4-cyl.)	760	2,280	3,800	8,550	13,300	19,000
SR5 4d Utility	820	2,460	4,100	9,230	14,350	20,500
Limited 4d Utility	900	2,700	4,500	10,130	15,750	22,500
NOTE: Add 5% for 4x4.						
2000 Land Cruiser, V-8, 4x4						
4d Utility	1,800	5,400	9,000	20,250	31,500	45,000
2000 Sienna, V-6						
CE Van	440	1,320	2,200	4,950	7,700	11,000
LE Van	460	1,380	2,300	5,180	8,050	11,500
XLE Van	480	1,440	2,400	5,400	8,400	12,000
2000 RAV4, 4-cyl.						
4d Utility	340	1,020	1,700	3,830	5,950	8,500
NOTE: Add 5% for L Pkg. Add 5% for 4x4.						
2000 Tacoma, 4-cyl.						
PU	680	2,040	3,400	7,650	11,900	17,000
PreRunner X Cab PU	860	2,580	4,300	9,680	15,050	21,500
Limited X Cab PU (V-6 only)	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 5% for SR5 or TRD pkgs. Add 10% for extended cab. Add 5% for 4x4.						
2000 Tundra, V-8						
PU	760	2,280	3,800	8,550	13,300	19,000
SR5 PU	940	2,820	4,700	10,580	16,450	23,500
Limited X Cab PU	1,000	3,000	5,000	11,250	17,500	25,000
NOTE: Add 5% for TRD pkg. Add 5% for 4x4. Deduct 5% for V-6.						

VOLKSWAGEN TRUCKS

	6	5	4	3	2	1
1950 Transporter, 4-cyl., 94.5" wb, 25-hp						
DeL Van	3,200	9,600	16,000	36,000	56,000	80,000
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
1951-52 Transporter, 4-cyl., 94.5" wb, 25-hp						
DeL Van	3,200	9,600	16,000	36,000	56,000	80,000
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
NOTE: Overdrive is standard equipment.						
1952-53 Transporter, 4-cyl., 94.5" wb, 25-hp						
DeL Van	3,200	9,600	16,000	36,000	56,000	80,000
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
1953 (Serial Nos. later than March 1953.) Transporter, 4-cyl., 94.5" wb, 25-hp						
DeL Van	3,200	9,600	16,000	36,000	56,000	80,000
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
1954 Station Wagons, 4-cyl., 94.5" wb, 30-hp						
Microbus	3,800	11,400	19,000	42,750	66,500	95,000
Micro DeL	4,000	12,000	20,000	45,000	70,000	100,000
NOTE: Microbus 165" overall. DeLuxe Microbus 166.1" overall.						
1955 Station Wagons, 4-cyl., 94.5" wb, 36-hp						
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
Microbus	3,800	11,400	19,000	42,750	66,500	95,000
Micro DeL	4,000	12,000	20,000	45,000	70,000	100,000
1956 Station Wagons, 4-cyl., 94.5" wb, 36-hp						
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
Microbus	3,800	11,400	19,000	42,750	66,500	95,000
Micro DeL	4,000	12,000	20,000	45,000	70,000	100,000
1957 Station Wagons, 4-cyl., 94.5" wb, 36-hp						
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
Microbus	3,800	11,400	19,000	42,750	66,500	95,000
Micro SR DeL	4,000	12,000	20,000	45,000	70,000	100,000
Camper	3,920	11,760	19,600	44,100	68,600	98,000
1958 Station Wagons, 4-cyl., 94.5" wb, 36-hp						
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
Microbus	3,800	11,400	19,000	42,750	66,500	95,000
Micro SR DeL	4,000	12,000	20,000	45,000	70,000	100,000
Camper	3,920	11,760	19,600	44,100	68,600	98,000
1959 Station Wagons, 4-cyl., 94.5" wb, 36-hp						
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
Micro	3,800	11,400	19,000	42,750	66,500	95,000
Micro SR DeL	4,000	12,000	20,000	45,000	70,000	100,000
Camper	3,920	11,760	19,600	44,100	68,600	98,000
1960 Station Wagons, 4-cyl., 94.5" wb, 36-hp						
Kombi	3,600	10,800	18,000	40,500	63,000	90,000
Micro	3,800	11,400	19,000	42,750	66,500	95,000
Micro SR DeL	4,000	12,000	20,000	45,000	70,000	100,000
Camper	3,920	11,760	19,600	44,100	68,600	98,000
1961 Station Wagons, 4-cyl., 94.5" wb, 40-hp						
Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
Kombi	3,400	10,200	17,000	38,250	59,500	85,000
Sta Wag DeL	3,800	11,400	19,000	42,750	66,500	95,000
Camper	3,680	11,040	18,400	41,400	64,400	92,000
NOTE: Add 5% for extra seats sta wag.						
1962 Station Wagons, 4-cyl., 94.5" wb, 40-hp						
Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
Kombi	3,800	11,400	19,000	42,750	66,500	95,000
Sta Wag DeL	3,680	11,040	18,400	41,400	64,400	92,000
Camper	3,600	10,800	18,000	40,500	63,000	90,000
1963 Station Wagons, 4-cyl., 94.5" wb, 40-hp						
Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
Kombi	3,800	11,400	19,000	42,750	66,500	95,000
Sta Wag DeL	3,600	10,800	18,000	40,500	63,000	90,000
1964 Station Wagons, 1200 Series, 4-cyl., 94.5" wb, 40-hp						
Wag	3,400	10,200	17,000	38,250	59,500	85,000
Kombi w/Seats	3,800	11,400	19,000	42,750	66,500	95,000
Sta Wag DeL	3,800	11,400	19,000	42,750	66,500	95,000
1964 Station Wagons, 1500 Series, 4-cyl., 94.5" wb, 50-hp						
Wag	3,600	10,800	18,000	40,500	63,000	90,000
Kombi w/Seats	3,400	10,200	17,000	38,250	59,500	85,000
Sta Wag DeL	3,800	11,400	19,000	42,750	66,500	95,000
1965 Station Wagons, 1500 Series, 4-cyl., 94.5" wb, 40-hp						
Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
Kombi w/Seats	3,400	10,200	17,000	38,250	59,500	85,000
Sta Wag DeL	3,800	11,400	19,000	42,750	66,500	95,000
1965 Commercial, 1500 Series, 4-cyl., 94.5" wb, 40-hp						
Panel	2,600	7,800	13,000	29,250	45,500	65,000
PU	3,200	9,600	16,000	36,000	56,000	80,000
Dbl Cab PU	3,400	10,200	17,000	38,250	59,500	85,000
1966 Station Wagons, 57-hp						
Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
Kombi w/Seats	3,400	10,200	17,000	38,250	59,500	85,000
DeL Sta Wag	3,800	11,400	19,000	42,750	66,500	95,000
1966 Commercial						
Panel	2,600	7,800	13,000	29,250	45,500	65,000
PU	3,200	9,600	16,000	36,000	56,000	80,000
Dbl Cab PU	3,400	10,200	17,000	38,250	59,500	85,000
1967 Station Wagons, 57-hp						
Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
Kombi w/Seats	3,400	10,200	17,000	38,250	59,500	85,000
Sta Wag DeL	3,800	11,400	19,000	42,750	66,500	95,000
1967 Commercial						
Panel	2,600	7,800	13,000	29,250	45,500	65,000
PU	3,200	9,600	16,000	36,000	56,000	80,000
Dbl Cab PU	3,400	10,200	17,000	38,250	59,500	85,000
1968 Station Wagons, 57-hp						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi w/Seats	2,800	8,400	14,000	31,500	49,000	70,000
1968 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
PU	3,000	9,000	15,000	33,750	52,500	75,000
Dbl Cab PU	3,200	9,600	16,000	36,000	56,000	80,000
1969 Station Wagons, 57-hp						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi w/Seats	2,800	8,400	14,000	31,500	49,000	70,000
Camper	3,400	10,200	17,000	38,250	59,500	85,000
1969 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
PU	3,000	9,000	15,000	33,750	52,500	75,000
Dbl Cab PU	3,200	9,600	16,000	36,000	56,000	80,000
1970 Station Wagons, 60-hp						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi w/Seats	2,800	8,400	14,000	31,500	49,000	70,000
Camper	3,400	10,200	17,000	38,250	59,500	85,000
1970 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
PU	3,000	9,000	15,000	33,750	52,500	75,000
Dbl Cab PU	3,200	9,600	16,000	36,000	56,000	80,000
1971 Transporter						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi w/Seats	2,800	8,400	14,000	31,500	49,000	70,000
Sta Wag SR	2,680	8,040	13,400	30,150	46,900	67,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
1971 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
PU	3,000	9,000	15,000	33,750	52,500	75,000
Dbl Cab PU	3,200	9,600	16,000	36,000	56,000	80,000
1972 Transporter						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
1972 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
PU	3,000	9,000	15,000	33,750	52,500	75,000
Dbl Cab PU	3,200	9,600	16,000	36,000	56,000	80,000
1973 Transporter						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
1973 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
1974 Transporter						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
1974 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
1975 Transporter - Type II						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000

	6	5	4	3	2	1
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
1975 Commercial						
Panel	2,400	7,200	12,000	27,000	42,000	60,000
1976 Transporter						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
1977 Transporter						
Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
1978 Transporter - Type II						
5P Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
7P Sta Wag	2,640	7,920	13,200	29,700	46,200	66,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Prices based on deluxe model.						
1979 Transporter - Type II						
5P Sta Wag	2,600	7,800	13,000	29,250	45,500	65,000
Kombi	2,800	8,400	14,000	31,500	49,000	70,000
7P Sta Wag	2,640	7,920	13,200	29,700	46,200	66,000
Campmobile	3,400	10,200	17,000	38,250	59,500	85,000
NOTE: Prices based on deluxe model.						
1980 Pickup (FWD)						
Cus PU	200	590	990	2,220	3,450	4,925
LX PU	200	610	1,010	2,270	3,540	5,050
Spt PU	210	620	1,030	2,320	3,610	5,150
1980 Vanagon Transporter Type II						
5P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Kombi	1,400	4,200	7,000	15,750	24,500	35,000
7P Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
Campmobile	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Prices based on deluxe model.						
1981 Pickup						
PU	200	590	990	2,220	3,450	4,925
LX PU	200	610	1,010	2,270	3,540	5,050
Spt PU	210	620	1,030	2,320	3,610	5,150
1981 Vanagon Transporter Type II						
5P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Kombi	1,400	4,200	7,000	15,750	24,500	35,000
7P Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
Campmobile	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Deduct 5% for diesel. Prices based on deluxe model.						
1982 Pickup, FWD						
PU	200	590	990	2,220	3,450	4,925
LX PU	200	610	1,010	2,270	3,540	5,050
Spt PU	210	620	1,030	2,320	3,610	5,150
1982 Vanagon						
5P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
7P Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
Campmobile	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Deduct 5% for diesel. Prices based on deluxe model.						
1983 Pickup, FWD						
PU	200	590	990	2,220	3,450	4,925
LX PU	200	610	1,010	2,270	3,540	5,050
Spt PU	210	620	1,030	2,320	3,610	5,150
1983 Vanagon						
5P Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
7P Sta Wag	1,640	4,920	8,200	18,450	28,700	41,000
Campmobile	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Deduct 5% for diesel. Prices based on deluxe model.						
1984 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Campmobile	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Deduct 5% for diesel. Prices based on deluxe model.						
1985 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Campmobile	1,720	5,160	8,600	19,350	30,100	43,000
NOTE: Deduct 5% for diesel. Prices based on deluxe model.						
1986 Vanagon						
Sta Wag	400	1,250	2,100	4,730	7,350	10,500
Campmobile	500	1,500	2,500	5,630	8,750	12,500
NOTE: Deduct 5% for diesel. Prices based on deluxe model.						
1987 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag GL	1,680	5,040	8,400	18,900	29,400	42,000
Camper	1,720	5,160	8,600	19,350	30,100	43,000
Camper GL	1,800	5,400	9,000	20,250	31,500	45,000
1987 Vanagon (4WD)						
Sta Wag GL	1,680	5,040	8,400	18,900	29,400	42,000
Camper	1,720	5,160	8,600	19,350	30,100	43,000
Camper GL	1,800	5,400	9,000	20,250	31,500	45,000
1988 Vanagon						
Sta Wag GL	1,680	5,040	8,400	18,900	29,400	42,000
Camper GL	1,800	5,400	9,000	20,250	31,500	45,000
1989 Vanagon						
Sta Wag GL	650	2,000	3,300	7,430	11,600	16,500
Camper GL	800	2,350	3,900	8,780	13,700	19,500
Sta Wag Carat	1,920	5,760	9,600	21,600	33,600	48,000
1989 Vanagon (4WD)						
Sta Wag GL	1,680	5,040	8,400	18,900	29,400	42,000
Camper GL	1,800	5,400	9,000	20,250	31,500	45,000
1990 Vanagon						
Sta Wag	1,600	4,800	8,000	18,000	28,000	40,000
Sta Wag Syncro	1,640	4,920	8,200	18,450	28,700	41,000
Sta Wag GL	1,680	5,040	8,400	18,900	29,400	42,000
Sta Wag Carat	1,920	5,760	9,600	21,600	33,600	48,000
Camper GL	1,800	5,400	9,000	20,250	31,500	45,000
Camper GL Syncro	1,640	4,920	8,200	18,450	28,700	41,000
1991 Vanagon						
3d Van	1,600	4,800	8,000	18,000	28,000	40,000
3d Syncro Van	1,640	4,920	8,200	18,450	28,700	41,000
GL 3d Van	1,680	5,040	8,400	18,900	29,400	42,000
Carat 3d Van	1,920	5,760	9,600	21,600	33,600	48,000
GL 3d Camper Van	1,600	4,800	8,000	18,000	28,000	40,000
GL 3d Syncro Van	1,640	4,920	8,200	18,450	28,700	41,000
1993 Eurovan, 5-cyl.						
Window Van	300	950	1,550	3,510	5,450	7,800

WILLYS OVERLAND TRUCKS(1911-1942)

	6	5	4	3	2	1
1911-12 Overland "37"						
Dly	820	2,460	4,100	9,230	14,350	20,500
Spl Dly	860	2,580	4,300	9,680	15,050	21,500
1911-12 Overland						
1-Ton Truck	740	2,220	3,700	8,330	12,950	18,500
1911-12 Gramm						
1-Ton Truck	760	2,280	3,800	8,550	13,300	19,000
1913 Overland						
Open Exp	780	2,340	3,900	8,780	13,650	19,500
Full Panel	800	2,400	4,000	9,000	14,000	20,000
1913 Gramm						
Chassis (1-Ton)	760	2,280	3,800	8,550	13,300	19,000
1913 Willys						
Chassis (3/4-Ton)	760	2,280	3,800	8,550	13,300	19,000
1914 Overland "79"						
Exp	780	2,340	3,900	8,780	13,650	19,500
Panel	800	2,400	4,000	9,000	14,000	20,000
1914 Willys Utility "65"						
Exp	800	2,400	4,000	9,000	14,000	20,000
Panel	810	2,430	4,050	9,110	14,180	20,250
1915 Willys Utility						
3/4-Ton Exp	800	2,400	4,000	9,000	14,000	20,000
1916 Overland "83"						
Exp Dly	700	2,100	3,500	7,880	12,250	17,500
Spl Dly	740	2,220	3,700	8,330	12,950	18,500
Open Exp	680	2,040	3,400	7,650	11,900	17,000
1916 Overland "75"						
Screen	740	2,230	3,720	8,370	13,020	18,600
Panel	750	2,240	3,740	8,420	13,090	18,700
1917 Overland "90"						
Panel	720	2,160	3,600	8,100	12,600	18,000
1918 Overland "90"						
Exp (800 lbs.)	700	2,110	3,520	7,920	12,320	17,600
Panel (800 lbs.)	720	2,160	3,600	8,100	12,600	18,000
Exp (1200 lbs.)	680	2,040	3,400	7,650	11,900	17,000
1919 Overland Light Four						
Exp (800 lbs.)	700	2,110	3,520	7,920	12,320	17,600
Panel (800 lbs.)	720	2,160	3,600	8,100	12,600	18,000
Exp (1200 lbs.)	680	2,040	3,400	7,650	11,900	17,000
1920 Overland Model 5 - ("Light Four")						
Exp (800 lbs.)	710	2,120	3,540	7,970	12,390	17,700
Panel (800 lbs.)	730	2,180	3,640	8,190	12,740	18,200
Exp (1000 lbs.)	640	1,930	3,220	7,250	11,270	16,100
1921 Overland Model Four						
Exp (800 lbs.)	590	1,760	2,940	6,620	10,290	14,700
Panel (800 lbs.)	610	1,820	3,040	6,840	10,640	15,200
Exp (1000 lbs.)	560	1,690	2,820	6,350	9,870	14,100
1922 Overland Model Four						
Exp (800 lbs.)	670	2,000	3,340	7,520	11,690	16,700
Panel (800 lbs.)	690	2,060	3,440	7,740	12,040	17,200
Exp (1000 lbs.)	640	1,930	3,220	7,250	11,270	16,100
1923 Overland "91CE"						
Exp	670	2,000	3,340	7,520	11,690	16,700
Canopy	710	2,120	3,540	7,970	12,390	17,700
Screen	680	2,040	3,400	7,650	11,900	17,000
Panel	690	2,060	3,440	7,740	12,040	17,200
1924 Overland "91CE"						
Exp	670	2,000	3,340	7,520	11,690	16,700
Canopy	680	2,040	3,400	7,650	11,900	17,000
Screen	680	2,030	3,380	7,610	11,830	16,900
Panel	690	2,060	3,440	7,740	12,040	17,200
1925 Overland "91CE"						
Open Exp	670	2,000	3,340	7,520	11,690	16,700
Canopy	680	2,040	3,400	7,650	11,900	17,000
Screen	680	2,030	3,380	7,610	11,830	16,900
Panel	690	2,060	3,440	7,740	12,040	17,200
.						
NOTE: With aftermarket bodies.						
1926 Overland Model 91						
Open Exp	670	2,000	3,340	7,520	11,690	16,700
Canopy	680	2,040	3,400	7,650	11,900	17,000
Screen	680	2,030	3,380	7,610	11,830	16,900
Panel	690	2,060	3,440	7,740	12,040	17,200
NOTE: With aftermarket bodies.						
1927 Whippet Model 96						
PU	580	1,740	2,900	6,530	10,150	14,500
Canopy	600	1,800	3,000	6,750	10,500	15,000
Screen	590	1,780	2,960	6,660	10,360	14,800
Panel	600	1,800	3,000	6,750	10,500	15,000
Sed Dly	620	1,850	3,080	6,930	10,780	15,400
NOTE: Add 12% for 6-cyl. engine.						
1928 Whippet Series 96						
PU	580	1,740	2,900	6,530	10,150	14,500
Canopy	600	1,800	3,000	6,750	10,500	15,000
Screen	590	1,780	2,960	6,660	10,360	14,800
Panel	600	1,800	3,000	6,750	10,500	15,000
Sed Dly	620	1,850	3,080	6,930	10,780	15,400
NOTE: Add 12% for 6-cyl. engine.						
1929 Whippet Series 96, 100" wb						
PU	580	1,740	2,900	6,530	10,150	14,500
Screen	590	1,760	2,940	6,620	10,290	14,700
Canopy	600	1,800	3,000	6,750	10,500	15,000
Panel	600	1,800	3,000	6,750	10,500	15,000
Sed Dly	620	1,850	3,080	6,930	10,780	15,400
1929 Whippet Series 96A, 103" wb						
PU	580	1,740	2,900	6,530	10,150	14,500
Canopy	600	1,800	3,000	6,750	10,500	15,000
Screen	600	1,800	3,000	6,750	10,500	15,000
Panel	610	1,820	3,040	6,840	10,640	15,200
Sed Dly	620	1,870	3,120	7,020	10,920	15,600
NOTE: Add 12% for Whippet Six.						
1929 Willys Series 98B						
PU	620	1,850	3,080	6,930	10,780	15,400
Canopy	620	1,860	3,100	6,980	10,850	15,500
Screenside	630	1,880	3,140	7,070	10,990	15,700
Panel	640	1,910	3,180	7,160	11,130	15,900
Sed Dly	660	1,980	3,300	7,430	11,550	16,500
1930 Whippet Series 96A						
PU	580	1,740	2,900	6,530	10,150	14,500
Canopy	600	1,800	3,000	6,750	10,500	15,000
Screenside	600	1,800	3,000	6,750	10,500	15,000
Panel	610	1,820	3,040	6,840	10,640	15,200
Screen Dly	620	1,870	3,120	7,020	10,920	15,600
1931 Whippet Series 96						
PU	580	1,740	2,900	6,530	10,150	14,500
Canopy	600	1,800	3,000	6,750	10,500	15,000
Screenside	600	1,800	3,000	6,750	10,500	15,000
Panel	610	1,820	3,040	6,840	10,640	15,200
Sed Dly	620	1,870	3,120	7,020	10,920	15,600
NOTE: Add 12% for Whippet Six.						
1931 Willys Series 98B						
PU	610	1,840	3,060	6,890	10,710	15,300
Canopy	620	1,850	3,080	6,930	10,780	15,400
Screenside	620	1,870	3,120	7,020	10,920	15,600
Panel	630	1,900	3,160	7,110	11,060	15,800
Sed Dly	660	1,970	3,280	7,380	11,480	16,400
1931 Willys Series C-113						
PU	550	1,660	2,760	6,210	9,660	13,800
Canopy	560	1,670	2,780	6,260	9,730	13,900
Screenside	560	1,680	2,800	6,300	9,800	14,000
Panel	570	1,700	2,840	6,390	9,940	14,200
Sed Dly	580	1,740	2,900	6,530	10,150	14,500
1932 Willys Series C-113						
PU	630	1,900	3,160	7,110	11,060	15,800
Canopy	640	1,910	3,180	7,160	11,130	15,900
Screenside	640	1,920	3,200	7,200	11,200	16,000
Panel	650	1,940	3,240	7,290	11,340	16,200
Sed Dly	660	1,980	3,300	7,430	11,550	16,500
1933 Willys "77"						
Panel	1,450	4,360	7,260	16,340	25,410	36,300
1934 Willys Model 77						
Panel	1,450	4,360	7,260	16,340	25,410	36,300
1935 Willys Model 77						
PU	1,410	4,240	7,060	15,890	24,710	35,300
Panel	1,450	4,360	7,260	16,340	25,410	36,300
1936 Willys Model 77						
PU	1,410	4,240	7,060	15,890	24,710	35,300
Panel	1,450	4,360	7,260	16,340	25,410	36,300
1937 Willys Model 77						
PU	1,620	4,850	8,080	18,180	28,280	40,400
Panel	1,640	4,910	8,180	18,410	28,630	40,900
1938 Willys Model 38						
PU	1,620	4,850	8,080	18,180	28,280	40,400
Stake	1,180	3,530	5,880	13,230	20,580	29,400
Panel	1,240	3,710	6,180	13,910	21,630	30,900
1939 Willys Model 38						
PU	1,620	4,850	8,080	18,180	28,280	40,400
Stake	1,180	3,530	5,880	13,230	20,580	29,400
Panel	1,240	3,710	6,180	13,910	21,630	30,900
1939 Willys Model 48						
PU	1,640	4,910	8,180	18,410	28,630	40,900
Stake	1,180	3,530	5,880	13,230	20,580	29,400
Panel	1,240	3,710	6,180	13,910	21,630	30,900
1940 Willys Model 440						
PU	1,660	4,970	8,280	18,630	28,980	41,400
Panel Dly	1,260	3,770	6,280	14,130	21,980	31,400
1941 Willys Model 441						
PU	1,740	5,210	8,680	19,530	30,380	43,400
Panel Dly	1,340	4,010	6,680	15,030	23,380	33,400
1942 Willys Model 442						
PU	1,740	5,210	8,680	19,530	30,380	43,400
Panel Dly	1,340	4,010	6,680	15,030	23,380	33,400



Patient for a Mach 1

A 1973 Ford Mustang worth the wait

STORY AND PHOTOS BY BOB TOMAINE

Several generations removed from the original Mustang, the 1973 model is easily recognizable. The Mustang was, according to Ford, "a beautiful experience."

Lou Edelman clearly remembers the day he first saw his 1973 Mach 1, which is pretty impressive since that day was about 30 years ago and he didn't see the Mustang again for more than a decade.

"I'd started a new job where I'm working now," Edelman recalled. "I was a few minutes early, so I was sitting in the parking lot, waiting to go into the plant, and I saw this car pull into the parking lot. I had one when I was 16, similar, a '72, and I thought, 'That's a neat car.' I approached the guy and I said, 'If you ever want to sell it, let me know. I'd be interested in it.'

"Well, I didn't know this, but that afternoon, he was parking it in his sister's garage, and it sat in his sister's garage for 10 years."

His coworker was the second owner, Edelman said, and probably had plans for the car given that every indication is that the first owner took very good care of it. That's not hard to understand as Mustangs, from their earliest days, have earned a dedicated following. It actually happened right at the April 17, 1964, introduction.

The pony car grows up, then out

Everything under the skin of the original Mustang was well-proven since it was based on the Falcon, a car so successful that Ford sold 435,676 examples of it in 1960, its first model year. The Falcon had been conceived by Ford Division General Manager Robert S. McNamara as an efficient and practical piece of basic transportation. The sedan and wagon were joined by a two-door hardtop and a convertible, as well as a V-8 option in 1963, by which time McNamara was long gone.

In his place was Lee Iacocca, whose focus matched that of McNamara, but on a different target. Iacocca's concept would lead to a car far different from the Falcon whose platform it would use — one that would, in fact, be far different from anything then on the road, thanks to Iacocca's perception that America needed a car that would appeal to youthful buyers. It would have to be sporty and fun without sacrificing affordability and practicality. Visionary or not, even Iacocca probably didn't realize that his project was about to create a completely new slot in the market — the pony car market.

When the Mustang arrived, the most casual driver could see that it was something very new. Available only as a coupe or convertible, it carried the long-hood-short-deck proportions seen on the Continental Mark II almost a decade earlier. True to Iacocca's plan, it could be ordered with a 170-cid six good for just 101 hp, or a 271-hp 289-cid V-8 in addition to several choices between those extremes. Transmission choices similarly covered a broad range, from the base three-speed manual through a four-speed to an automatic.

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All of that began with a base price for the coupe of $2,368, or about $22,329 today. For not too much more money — $2,425 or about $22,867 — a driver could have ordered a Falcon Sprint two-door hardtop, but he wouldn't have gotten a Mustang. Instead, he'd be driving a car that most would see as not much different from an entry-level grocery-getter.

Just about any car of the time could have been optioned with whatever the buyer wanted and was willing to pay for, but Ford masterfully made that a selling point when it described the Mustang as "the car designed to be designed by you." Advertising explained that, "we hope we're not immodest, but the Mustang four-seater starts life with the kind of equipment and options some cars take years to come by ... Come down to your Ford dealer's and take a long careful look. If we've skipped anything that would make your heart glad, we'd like to hear about it — but what could it be?" It worked. Ford sold 121,538 Mustangs from the April introduction through the following September.

Ford was careful with updates so as



Even in 1973, the Mach 1 was still a muscle car, so stripes and engine call-outs were key. Ford efficiently integrated both on the hood.



Fastbacks are attractive, but many of them limit visibility to the rear.

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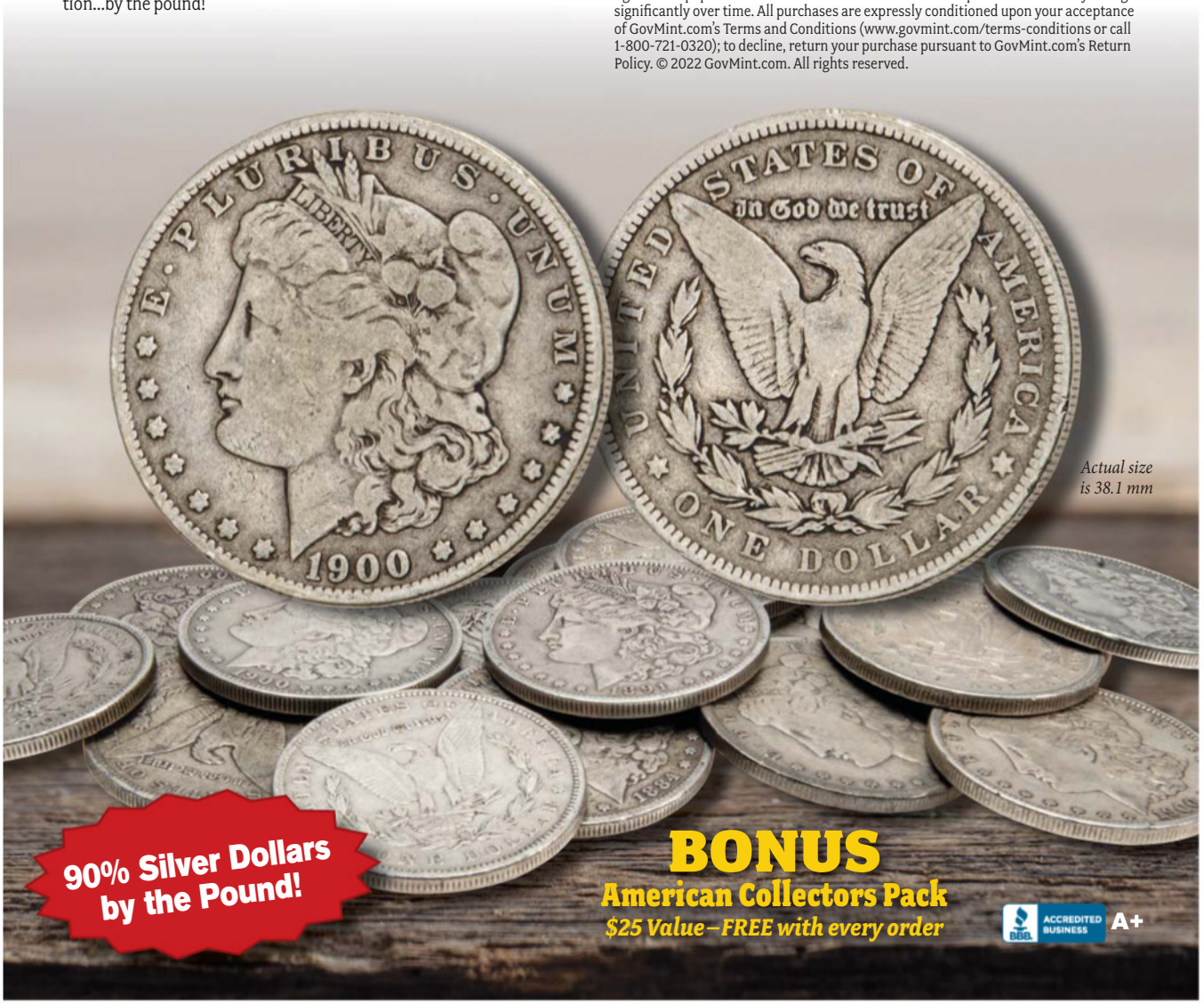
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The feature car's 351 had survived years of sitting unused with no apparent ill effects.



Ford advertising called the Mustang's basic interior "a beautiful combination of ease and elegance." The Mach 1 Sports Interior Option added a tach and additional gauges.

not to interfere with such breathtaking success. The fastback appeared for 1965 to immediately outsell the convertible, and a tradition of offering more and more engines was launched. In 1967, the Mustang was given its first significant changes with a careful restyling, becoming slightly longer overall and receiving an updated grille and taillamps that further made it look bigger. Ford wanted to be certain that, despite the changes, a Mustang was still viewed as a Mustang. To make the point, advertising showed illustrations of marks for Wedgwood china, Sterling silver and Mustang. Captions stated that only the genuine items carried those marks, and the text took a shot at the competition by noting, "The mark of the original protects you from imitations — with Mustang as with any product that is first in its field."

Mustang grew by several more inches two years later, although it still rode on a 108-inch wheelbase. The restyling was obvious, but the result was once again easily identified. When the restyled 1971 models arrived, they'd become 1 inch longer in wheelbase, and at 187.5 inches, they were now about 6 inches longer than the original. As from the start, it was again possible to order a Mustang with a six, but it was equally possible to progress through the list of bigger and bigger engines to reach the 375-hp 429. For 1972, the Mustang looked about the same, but the world was becoming less friendly toward performance cars as tightening regulations and rising insurance costs began taking their toll. That became clear in the number of available engines and the fact that they topped out with the 266-hp High-Output 351 Cleveland. The switch from gross to net horsepower ratings made things seem even worse, since the net numbers are lower.

The following year, a Mustang brochure spoke of "an experience in control and balance" ... "roadability" ... "luxury characteristics" and the curiously ambiguous statement that "Mustang offers more styling than any other car of its kind." Performance wasn't emphasized in that brochure, but Ford reached into the past with the statement that "almost a decade ago, Mustang was a car designed to be designed by you. It still is." And it still had both the look and the mystique, which probably explains how Edelman's Mach 1 survived in surprisingly good condition. In short, it's probably been more than just a car to everyone who's owned it.

Make his a Mach 1

"I think the first owner took really good care of the car," Edelman said. "The second owner, the guy I bought it off of, I don't think he put a lot of miles on it."

And the second owner likely wanted to preserve it, based on the fact that he was about to put it away on the day that Edelman first saw it. Unfortunately, things don't always work out.

"His sister, 10 years later, told him he had to get it out, because she was moving," Edelman continued. "So he had it towed, because it hadn't been driven in 10 years. He had it towed to his house, put it in his backyard with a tarp over it for another two or three years.

"So that's 12 or 13 years now since I'd seen it. He came to me at work and he said, 'I'm interested in selling that car. Are you interested in buying it?' I'd seen him every day, and every now and then, I'd reminded him. I said, 'Yeah. Let me come up and look at it.' So I went up to his house and he pulled the tarp off of it."

It didn't look good. The tires were flat and it had sunken into the ground, but the seller came up with a reasonable asking price. Edelman made the deal, returned the next day and spent some time working on it before driving it to his home in Alburtis, Pa.

"It wasn't far from the house," he explained.

He parked the 90,000-mile Mustang in his garage, where the combination of the work it needed and his young family ensured that it would remain for the next decade or so. He worked on it when he had the time, and there was plenty of work to be done, as both quarter panels and part of the trunk floor

needed to be replaced, some minor rust spots were addressed and he had to install a new interior, including the dash pad and the door panels.

"I replaced the door panels," he said, "but the woodgrain? Those are the original ones from the original door panels. They pop out. Those are inserts. What you see there, I put them in from my old ones. The original panels were wavy, but they weren't bad. It was cheaper for me to buy new ones and put the original trim back on. It wasn't that hard.

"The headliner I replaced. On that car, you're supposed to take the glass out and I didn't do that. I got it as good as I could. I made sure all the ribs were still in the right places and I got it as good as I could."

The better news was the condition of the 351.

"The motor just needed maintenance," Edelman said. "I never opened it up. I changed the oil a couple of times in it just to make sure it was all cleaned out, using fresh oil. The cooling system, I had to replace the radiator that was plugged up. I still have the original one. I'm going to have it flushed out, cleaned out really well, and I'm going to put the original one back in. I believe in the originality of the car."

By April 2018, it was ready for paint, the only step he didn't perform. When it came back from the painter, he reinstalled the grille, bumpers, lights and trim. He and his wife then took it for a drive, but they kept close to home.

"I was kind of nervous about going too far with it," he confessed. "It was just a ride. No problems. With every ride, we ventured a little bit farther."

Each time it's been out, he said, it's noticed and usually – but not always – identified correctly. Some remember Mustangs owned by friends or family members, some just remember Mustangs.

"Not everybody has that Mustang taste," Edelman said, "but I do, and probably because I had one when I was a kid."

With the car back on the road, the work's been replaced by shows, cruises and drives.

"For some reason," Edelman observed, "things went right for me to own this car ... After 10 or 12 years of working on it, we finally got it done. When my wife and I take it out now, we can't believe it was sitting there in our garage for all those years, and all the fun we're having now." OC

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STORY AND PHOTOS BY JIM MOTAVALLI

Upon surveying his packed concours d'elegance show field at the Ritz-Carlton in Amelia Island, Fla., McKeel Hagerty, chairman of The Amelia concours and CEO of insurer Hagerty, said, "I think we've finally broken through to what you see in Monterey (at Pebble Beach). Four related auction events, Cars & Community, The Hangar." He said the auctions during concours week set four different records for marques represented at the sales.

At its sale held during The Amelia, Gooding & Company sold a Ferrari 250 GT California Spider, stunning in turquoise and one of only 37 with covered headlamps, for just over $18 million. It became the most valuable car sold all week, and also the priciest car ever sold at auction at Amelia Island. Two Ferrari Dinos also set records, with one selling for $967,600. Also, two AMG Mercedes-Benz Hammers smashed previous top sales, with a coupe selling for $885,000. Meanwhile, an Acura Integra Type-R climbed to $151,200.

Overall, auction sales were record-setting, reaching $178 million altogether. Sell-through was 84 percent at the auctions, down slightly from the previous year.

With results such as those, Hagerty said the market is still strong, but is off moderately since Pebble Beach; he's seeing higher prices paid for more modern sports and supercars. And pinches in the financial markets, he said, have led some big-ticket buyers to have to "move money around" before making a multi-million-dollar purchase.

"It's a changing dynamic of how cars are bought," he said.

Hagerty now runs three concours events; in addition to The Amelia, there's another in Greenwich, Conn., and a third in Detroit, and Hagerty said no other acquisitions are currently in the works.

"Those three came to us," he said. "Concours events are not money makers, they're more a labor of love. We'd only take on something else if we could be assured it would be sustainable long-term."



McKeel Hagerty, CEO of Hagerty: "This is the happiest day of my year, right here."

"To you, it's the perfect lift chair. To me, it's the best sleep chair I've ever had."

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In addition, Hagerty has entered the live auction arena, and this year, its Broad Arrow Auctions sale was the official auction of The Amelia.

Will online auctions overtake live auctions? Hagerty said that, within a year, he expects online sales overall will surpass results from live auction events. Transportation costs have made getting cars to in-person events a challenge, he said, but there is still plenty of life in the traditional approach. In 2022, online sales were $1.5 billion, and live auctions totaled $1.8 billion, Hagerty said.

Fielding winners

The concours field of The Amelia was full of spectacular cars in interesting classes: Porsche 959s; Rolls-Royce Silver Ghosts; Le Mans winners (including both Jaguar C- and D-Types); historic '50s customs (including a wild George Barris 1955 Chevrolet Bel Air that was once briefly owned by a murderer on the lam); "Fiberglass Dreams" (including rare examples from Siebler and Devin); and a slew of race categories that included Corvettes at Le Mans (including the Cunningham car that came in eighth overall in 1960). One never expects to see one of these cars, let alone rows of them.

Individual cars impressed. An unusual 1954 Siata 208 CS with disappearing headlamps was one of 11. It was essentially wrecked in 2017 when a Toyota operated by a cellphone-distracted driver hit it in Stratford, Conn., but now it's better than new.

A huge 1921 Hispano-Suiza H6B Tourer by Chevet was proudly unrestored. A 1936 Derby Bentley 4-1/4-liter had unusual rear-sliding doors. Ever heard of Bucciali? On the field was a 1931 Bucciali TAV3. Like Bugatti, Bucciali was a car made by Italians in France. Built until 1933, Buccialis sported front-wheel drive and a very early automatic transmission. A 1931 Rolls-Royce Riviera town car featured fetching basket-weave decoration on its back section. Drivers sat on leather, passengers on cloth — a once-common town car feature still seen on some modern Rolls-Royce models such as the Platino, which features bamboo-derived fabrics.

Also present was Amelia Earhart's supercharged 1937 Cord 812 Phaeton, which was delivered to her in 1936, a year before her disappearance. Her Cord was built late that year, equipped with a no-brainer accessory — a compass. The car looks gorgeous now.

From 1956 came GM design chief Bill Mitchell's Buick *Century X* with 225 innovations, including eight-way swivel seats and power headrests (*Old Cars*, May 1, 2019). It was amazing, but not quite as crazy as Peter Mullin's 1935 Voisin C25 Aerodyne, a unique car from almost every angle. Details of this Paris show car included chrome straps between the fenders and grille, and an almost garish black, white and grey art deco interior. The design was quirky but right, and among the more conservative of the Voisins. It was unmistakably French, and deservedly earned The Amelia's Best of Show Concours d'Elegance.

A display of Volkswagen Transporters included work vans, a version with tank-type treads, a Jerry Garcia art tribute and the Woodstock Bus — famously photographed there, and now fully restored and a documentary subject. The historic models framed the ID. Buzz, VW's 2024 electric retro version of the original Microbus.

General Motors had an impressive stand featuring electric models both in production (the Hummer, the Lyriq, the Celestiq), and in concept (the *Wildcat* EV and two *E-Ray* Corvettes). The *Wildcat* was considerably more fanciful while the *E-Rays* looked ready for the showroom.

The Auction Action

The auction sheds were full this year, both with cars and bidders as the crowds returned. At Gooding & Company, the California Spider was the unquestioned star — and on a pedestal to prove it. A passerby asked what set it apart from much cheaper Ferraris (a '64 500 Superfast that sold for just over $2 million and a '67 275 GTB/4 sold for $3.5 million across the way). The aggressive good looks, unique color, period auto show exhibition, awards won, convertible top, "California" mystique and one-of-37 explained it.

Gooding's 1949 Alfa-Romeo 6C 2500 Super Sport Cabriolet, bodied by Pinin Farina, sold for $434,000. It was gorgeous — and typical of the period. Auto plants in Italy, Germany and France were in ruins after the war,







TOP: The Amelia record-setting Ferrari 250 GT California Spider at Gooding & Company auction. It brought $18 million.

MIDDLE: Amelia Earhart's Cord 812; she took delivery in 1936.

BOTTOM: This VW Microbus was a media star at Woodstock in 1969. It sat next to the 2024 ID. Buzz, VW's retro bus with electric power.

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Line of Rolls-Royce Silver Ghosts was led off by this rakish phaeton.



Row of Denzels, with decidedly Porsche-inspired styling.



This 1954 Siata 208 CS was hit by a Toyota in 2017; now it's been comprehensively restored in its original blue.

and engineering had come to a standstill, so prewar chassis were clothed in modern bodywork. Somehow it worked. Glimpsed in downtown Fernandina Beach and on the show field was another 6C 2500-powered special with much rarer Riva Merate coachwork. The racy Alfa, with echoes of Pegaso, had onlookers scratching their heads. The car had won concours awards in 1950.

Some of the entrants would appeal to bidders with big checkbooks. A short-wheelbase 1965 Mercedes-Benz 600 with fraying cloth upholstery had a note affixed saying it needed "hydraulic work for windows, rear seat and trunk." Such work doesn't come cheap, but the sale price was "just" $78,400.

Fascinating at Bonhams was a brace of derelict, out-of-the-barn Jaguar XKs and an E-Type that were part of the Thomas C. Hendricks Collection. One of these was a rare XK-120 factory lightweight raced by Phil Hill and others in period. It was in tatters, with that long-neglected look. But a factory lightweight is very valuable, decrepit or not, and thus a $400,000 to $600,000 valuation.

A big attraction at RM Sotheby's, which is leaving The Amelia after this year, was a spectacular 2010 Pagani Zonda R Evolution racer, which sold for $5,340,000. A 1931 Duesenberg Model J Murphy convertible coupe reached $4,295,000. Someone paid $3,965,000 for a 1985 Ferrari 288 GTO coupe there, and another paid $2.590,000 for a 1953 Maserati A6GCS.53 Spyder.

But for pure astonishment, there was a 1934 Tatra T77, with its massive tail fin, rounded bodywork (in 1934!) and rear-mounted V-8. It was beautifully restored, and offered at $500,000 to $700,000.

At the RM Sotheby's auction, founder Bill Warner was honored, and Rob Myers, the company's CEO, led an effort that raised $1.2 million for spina bifida, a primary cause for Warner and his retirement focus.

An interesting find at the Broad Arrow auction was a pristine 1967 Saab V-4 wagon, estimated at $40,000 to $60,000 (it sold for $47,040). They were once commonplace, but how often do you see one now? Competitive with contemporary Bentley racers was a marque not as storied today — Vauxhall. The 1924 Vauxhall 30-98 OE Type Velox boasted 112 hp and was the world's first 200 mph car, the signage said. Estimated at $500,000 to $600,000, it failed to sell. Of considerably more recent vintage was a 1964 Jaguar 3.8 Series 1 with a useful five-speed manual, listed at $160,000 to $200,000 (and sold for $145,600). Younger still was a 1991 BMW 850i 12-cylinder with less than 2,000 kilometers on the clock, sold for $162,500 — well over its estimate of $125,000 to $150,000.

Ancillary Amelia events

The Amelia cars tour the island on the Friday before the concours, and stop in downtown Fernandina Beach for lunch where they are met with massive crowds. There were many highlights, but perhaps the most significant car there was a red racing MG-Cooper with British JOY 500 registration. The car's styling would be instantly recognizable to fans of the AC Cobra, the car it preceded and inspired. But even the Cooper had Ferrari styling roots. The Cooper was a very successful racer in Britain, and gets credit as the Cobra's granddaddy. And there it was parked in downtown Fernandina Beach, among the Delahayes and Buick Roadmasters.

Austria's Denzel, which built cars closely resembling the contemporary Porsche 356, with Volkswagen, Porsche and, yes, Denzel power, was a featured marque at The Amelia, and four or five of the 1,300 models in road and racing form made it downtown. Considering that only 62 were built to 1960, the showing of the little bathtubs was impressive.

Rolls-Royce brought the company's design director, Anders Warming, to the Ritz-Carlton to talk about the electric Spectre, which hits the market in the fourth quarter of this year. The very slippery (0.25 coefficient of drag) Spectre will have an estimated 260-mile range. It's a clean sheet of paper for Rolls, and Warming pointed to the illuminated waterfall grille and stars in the door panels as company firsts. Could the grille have been eliminated entirely, since there's no radiator?

"It's an icon for the marque, and what makes a Rolls-Royce a Rolls-Royce," Warming said. The taillamps sit flush in the rear panels like "islands in the lake," he said.

Held on the Saturday night before the concours was the first Hangar event, held at the airport's Bent Wing Flight Services. The cars, an eclectic bunch, sat alongside vintage airplanes, such as a 1938 Lockheed 12A. Looking right at home was an unrestored Delage that Connecticut's Redline Restorations found in pieces in a French barn. Other highlights were a rare 1960 DKW 1000 that was the spitting image of a 1957 Thunderbird, and a super-exclusive Spyker. OC

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It was tough to beat a 1994 Mustang GT for sporty transportation three decades ago. The Mustang GT's sweat looks and excellent road manners earned it "Car of the Year" honors from *Motor Trend*. Paul Stewart, of Greenfield, Wis., bought one new as a teenager, and now he is enjoying a second '94 that is almost identical to his first.

Round 2 with a cool '94 Mustang GT is ...

No Accident

STORY AND PHOTOS BY BRIAN EARNEST

You'd think Paul Stewart would have some bad memories of his 1994 Ford Mustang GT convertible. Sure, it was his first new car, and it was a very cool ride for a young car geek to get his hands on. But the car didn't have a very long life, and its last day on the road was not a pleasant one.

"I bought it brand new in the spring of 1995. It was a dealer demo car, had 6,000 miles on it," recalls Stewart, a resident of Greendale, Wis. "... It was one of the Indy Pace Car festival cars, so it was one of 1,000 cars that they made just to take celebrities around and what-not during the race, and then distributed them to dealerships to sell.

"I drove it almost 9,000 miles that first summer and fall, and I drove it that entire next summer and I was getting ready to put it into storage and an 84-year-old guy ran a stop sign and T-boned me. He hit me on one side and pushed me into another car. So I got hit by an F-150 on one side and another guy on the other side, so the car was completely totaled out."

Stewart is a consummate car guy; he figures he's bought and sold about 40 of them over the years. He's done meticulous ground-up restorations and resurrected hot MoPars to concours quality. He's had beaters, drivers, show cars and everything between over the years. He's had several hot Mustangs, too, but he never realized how much he wanted to replace his bright-red '94 Mustang GT convertible until a friend told him about one he had seen for sale.

"As you get older, you start getting nostalgic and that was my very first car I bought brand new, and it was the first convertible I ever had," he says. "So finally a friend of mine said, 'Hey, there is one for sale on Facebook Marketplace, you should check it out.' So I went and looked at it and the rest is history. I bought it and drove it home.

"I hadn't really been looking; that one just came out of the blue. I couldn't pass it up. It was an original-owner car. The guy I bought it from, his mother-in-law bought it brand new. When she couldn't drive it anymore he took it over from her. It was in a small town just east of Indianapolis. It was about a four-hour

drive one way to get there. This was in October of 2021. I hadn't really been looking, but this one was the exact same color combination, same options, everything, as my other one. It just fit the bill perfectly. I got real nostalgic real fast!"

Coincidentally, Stewart says he wasn't really looking for a '94 Mustang GT the first time he bought one, either. Both of them have sort of turned out to be impulse buys.

"I was always in love with those Fox bodies, but when they redesigned this car, it was completely different. I fell in love with it. This was on the lot [back in 1995] when I was going to look at a Fox body that they had, and I looked at both of them together and just fell in love with this. It was 'Car of the Year' back in 1994... but it's completely different from the Fox body, and it drives like a Cadillac."

The Big 3-0

Automakers don't often want to mess with a good thing, but for 1994, Mustang's 30th anniversary, FoMoCo decided to end the Fox body's run and unveil a whole new high-tech pony car.

"Team Mustang," a group of Ford employees dedicated to the new car's concept and design, set up camp in an old Montgomery Ward warehouse south of Dearborn late in 1990. While the project was referred to as "SN-95" (sporty, North American market, concept no. 95), the platform on which the new car was designed was known as the Fox-4. Of the SN-95's 1,850 parts, 1,330 were new. The new bodies were made stiffer in a variety of ways, including bonding the windshield and backlight to their frames with a rigid urethane adhesive and by enlarging certain box sections such as the rocker panels and roof rails. On the V-8 GT models, there was a bolt-in brace tying the front strut towers and cowl/firewall together. This was supposed to take the flex out of the car under hard cornering. The open-air convertible used a thicker gauge of metal in the rocker panels (from 0.8 to 2.3 mm) as well as other stress-bearing panels. To reduce noise, a 25-pound tuned mass damper was installed inside the right front fender well.

The Mustang's new appearance was not radical in any particular way, and the hope was that it would appeal to almost any potential buyer. Aerodynamic headlamps sat on either side of a curved grille cavity that, when combined with the smooth bumper cover and integrated air dam, provided a pleasant, smiling face. The sloping hood was in better proportion to the rest of the car, and the curvy top complemented the rounder body. Three-element taillamps (lying horizontal on the 1994, unlike the 1965's vertical units) recalled some of the Mustang's early heritage and contributed to the impression of great body width when viewed from directly behind. A classic twin-cockpit theme ran throughout the new interior.

The 1994 Mustang measured 2.4 inches longer (181.5 inches bumper-to-bumper) than the first Fox-body. Wheelbase increased between the two models by 0.9 inches to a total of 101.3. The most striking dimension change was in the width, wherein the 1994 was a muscular 71.9 inches compared to the slab-sided 1979's 69.1 inches. The 1994 Mustang's roofline was 1.4 inches higher than the 1979 at 52.9 inches.

Engines were upgraded slightly, with the four-cylinder now gone, replaced by the same 3.8-liter 145-hp V-6 that was already doing duty in Ford's Taurus, Thunderbird, and Lincoln Continental. At 215 hp at 4,200 rpm, the 5.0-liter H.O. V-8 grew hotter, thanks to a low-profile intake manifold and lighter pistons.

Buyers of the base V-6 cars received 15-inch steel wheels with plastic covers and 205/65-15 all-season black sidewall Goodyear Eagle GA tires. As an option, those tires could be mounted on three-spoke, 15-inch alloy wheels. Standard GT wheels were five-spoke, 16-inch rims wearing 225/55-16 Firestone Firehawk rubber. An optional upgrade for the GT was a set of three-spoke 17-inchers shod with 245/45-17 Goodyear Eagle GTs. Four-wheel disc brakes were applied to factory Mustangs for the first time in 1994 on both base and GT cars. This piece of standard equipment had been long in coming, as far as Mustang fans were concerned. ABS was an extra-cost option.





The more low-slung profile of the '94 Mustang was quite different from its long-running Fox-body predecessors. The cars were more akin looks-wise to the Camaros and Firebirds of the day. This droptop came with a handsome tan leather interior. For now, Stewart's unmolested survivor wears some nice aftermarket Shelby-style rims.

Convertibles also had a power retractable soft top with a hard convertible top boot, illuminated visor mirrors, power deck lid release, power door locks and power side windows. The 1994 was Ford's first post-1973 Mustang convertible to be originally engineered as a topless car; original Fox-body ragtops started life as coupes and had their roofs removed. A glass backlight was standard, with a built-in defroster costing extra. Convertible tops came in black, white or saddle.

The automotive trend toward bright, vibrant colors was not lost on Ford's planners. The 1994 Mustang could be ordered in one of 11 eye-catching hues, including Canary Yellow (GT only), Vibrant Red (GT only), Rio Red, Laser Red, Iris, Bright Blue, Deep Forest Green, Teal, Black, Opal Frost and Crystal White. Interiors were available in five colors: Bright Red, Saddle, Opal Grey, Black and White (convertible only).

In addition to (or in place of) standard equipment, the GT coupe ($17,270) and convertible ($21,960) had front and rear fascias with GT nomenclature and a black finish on the lower rear end; Mustang GT fender badges; fog lamps; a single-wing rear spoiler; 16x7.5-inch-wide five-spoke cast-aluminum wheels with locks; a 150-mph speedometer; GT bucket seats with cloth trim, cloth head restraints, adjustable cushions, power lumbar support and a four-way power driver's seat; a leather-wrapped steering wheel; a Traction-Lok rear axle; handling brace to stiffen the engine compartment ("similar to those utilized by Ford NASCAR teams," said the brochure); stainless-steel dual exhaust system; GT suspension package with variable-rate coil springs, unique-calibrated gas struts and shocks and Quadra-shock rear suspension with strut lever brace; and illuminated visor mirrors with hard covers.



One option that will be of particular interest to collectors is the short-lived removable hardtop offered to convertible buyers. Supply problems and the high cost of the option killed the company's enthusiasm and only 499 were delivered—all on the pricier SVT Cobras, and not until the 1995 model year.

The 1994 Mustang was also the first Ford to offer a dealer-installed mini-disc sound system, as well as a new Mach 460 system that used eight speakers to put out 460 peak watts of sound. The all-new Mustang readily won *Motor Trend* magazine's "Car of the Year" award, and it became the Indianapolis 500 pace car for the third time since 1964.

The model year closed with a total sales run of 123,198 units. That number included 42,883 base coupes ($13,355), 18,333 base convertibles ($20,150), 30,592 GT coupes ($17,270), 25,381 GT convertibles ($21,950), 5,009 Cobra coupes ($21,300) and 10,000 Cobra convertibles ($25,605).

Return to the '90s

Stewart's second 1994 Mustang GT is exactly like his first one, except for the Indy Pace Car graphics — which he never stuck on his first one, anyway. It's a convertible with an automatic transmission, leather interior and Mach 460 Sound System. The only change he has made to the car is swapping out the rims and tires. "The original Tri-Bars were cool back in the day, but they are heavy and kind of clunky, and the tires that were on it were clunky tires, so I definitely thought we needed some new shoes," he says. "I got all new rotors, calipers, rims and tires. These are larger 19-inch [rims], so it has a little nicer ride, and these tires are much nicer than the ones that were on it. It's more of a modern Shelby-style rim — that's why I opted for that."

Stewart is one of those super-tidy, uber-organized guys who keeps everything squeaky clean. You could eat pancakes off his garage floor. He pretty much treats his red Mustang the same way, and it is in impeccable shape.

"I'm done with it. There is not much more I can do to it," he laughs. "I've got the engine cleaned up, got the interior cleaned up. Buffed the paint really well. It's looking a heckuva lot nicer than when I got it. Just a lot of cleaning and detailing, that was really all that needed to be done to the car. It's looking good."

Stewart has had more than his share of rough, rowdy 1960s and early-'70s muscle cars over the years — cars that you frankly wouldn't want to drive too long or too far these days. His '94 Mustang GT is totally different. It's a car he's eager to jump in any day there isn't salt or snow on the road and drive pretty much anywhere.

"It's so comfortable. You can ride it in all day," he says. "It's a beautiful car to drive. They always had a nice sound, and it's aerodynamic when you are on the freeway with the top down; you don't get any turbulence in the cabin. It's just a pleasure to drive."

Stewart chuckles at the thought that 1990s Mustang GTs, which seemed hot and new not that long ago, have now graduated into the collector car realm. It makes guys like him enjoy them even more — as hobby toys and as regular transportation.

"Now they are getting past 25 years old — once you get to that 25-, 30-year mark you start getting people wanting to relive their old days," he says. "Back when I was young and single. Young and single, and a fat wallet!" OC

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Old Cars Calendar

NOTE: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed the Old Cars Calendar, email us at oldcars@aimmedia.com

SHOWS

ARKANSAS

May 6 AR, Conway. 38th Annual Toad Suck Antique Car and Truck Show. 7am-4pm. 501-358-0436

Jun 14-17 AR, Morrilton. 65th Annual Petit Jean Show 2023. Museum of Automobiles, 8 Jones Lane. 501-727-5427, info@motaa.com, www.motaa.com, www.museumofautos.com

CALIFORNIA

Apr 19-22 CA, Plymouth. Camp Plymouth Military Vehicle Show & Swap Meet. 49er Village RV Resort and adjacent Amador County Fairgrounds. www.mvccnews.net, Chris Thomas 559-871-6507.

Apr 21-23 CA, La Jolla. 17th Annual La Jolla Concours d'Elegance. www.lajollaconcours.com

Apr 30 CA, Half Moon Bay. Pacific Coast Dream Machines Show. Half Moon Bay Airport. 10am-4pm. www.eventbrite.com/e/482826074787

May 20 CA, Long Beach. 27th Annual ToyotaFest. Marina Green Park - 386 E. Shoreline Drive. 9am-3pm. www.toyotaclub.org

May 28 CA, Valley Center. Fallbrook Vintage Car Club Vintage Car Show. Bates Nut Farm, 15954 Wood Valley Road. 10am-3pm. Gary 510-714-4004. www.fallbrookvintagecarclub.org/carshow, registration Mike Simpson 442-444-0450, registration@fallbrookvintagecarclub.org

Jun 9-11 CA, Modesto. The 24th annual American Graffiti Festival & Car Show, sponsored by the North Modesto Kiwanis Club. Friday evening parade, followed by festival & car show on Saturday & Sunday. www.americangraffitifestival.com or email nmkcarshow@gmail.com. Festival phone 209-447-5962.

Jun 10 CA, Walnut Creek. Walnut Creek Elk's Lodge #1811 Classic Car Show. 1475 Creekside Drive. 10am-3pm. Register at Bpoe1811.square.site, Judy Godar 925-937-8995, WCElksCarShow2023@gmail.com. 925-935-1811

COLORADO

Jun 14-17 CO, Cripple Creek. The Rocky Mountain Region's Largest Mustang Event. Pikes Peak International Raceway/Show n' Shine will take place along Bennett Ave. www.rockymountainmustangroundup.org

CONNECTICUT

May 21 CT, Litchfield. Car,bike and truck show located at the Litchfield High School- Constitution Way. 9am-2pm. Gary 860-797-1563.

ILLINOIS

Apr 23 IL, Elmhurst. Northern Illinois Region WPC Club 37th Annual Car Show Larry Roesch Truck / Collision Center, 150 W. Grand Ave. 8am-3pm. Guy 630-721-0662

Apr 29 IL, Farmington. 1st Annual Car Show. Farmington United Methodist Church. 1-4pm. 585-398-2626, www.farmingtonumc.com/

May 7 IL, Sauget. 54th Annual Swap Meet and Garage Sale. 6am-4pm. GCS Credit Union Ballpark - 2301 Grizzlie Bear Blvd. Exit 15 on I-255. 4 miles east of east of downtown St. Louis on I-255. 314-830-0873, www.stlmodeltclub.org. Model T Ford Club of Greater St. Louis.

May 20, IL, Belvedere. The Rockford Model T Ford Club 58th Annual Little Hershey Swap Meet & Cruise In. Boone County Fairgrounds - 8791 Illinois 76, Belvidere, IL 61008. Vintage Car Cruise for makes 1998 & older. Vendor gate opens Friday May 19th for setup 10am to 6pm. Dave Lantz 815-979-4544.

Jun 3 IL, Staunton. Country Classic Cars 1st Annual Summer Classic on Historic Route 66. Country Classics - 2149 E Frontage Road. 10am-3pm. 618-635-7056 www.country-classiccars.com, sales@countryclassiccars.com

INDIANA

Jun 2-4 IN, Auburn. 2nd Annual Meet in the Middle Micro Car/Mini Car 2023 Meet. www.MicroCarMeet.com, www.Facebook.com/microcarmeets

Jun 3 IN, Lebanon. Indian Region Cadillac & LaSalle Club 35th Annual Buick-Olds-Pontiac-Cadillac Car Show. Memorial Park - 130 East Glen Drive. 9am-3pm. Jim Smith 317-847-5565, jjsmith3739@gmail.com

IOWA

May 13 IA, Central City. 47th Annual Swap Meet & Marketplace. Linn County Fairgrounds. 8am-4pm. Edd Carlson 319-854-6240, www.hawkamodelaclub.org

KANSAS

May 6 KS, McPerson. 23rd Annual McPherson College CARS Club Motoring Festival. www.mcpherson.edu/autorestoration/cars/registration

MAINE

Jul 15 ME, South Paris. 44th Annual Founder's Day & Classic Car Exhibit. Hamlin Memorial Library & Museum, 16 Hannibal Hamlin Drive. 9am-5pm, www.hamlin.lib.me.us/founders_day.html

MASSACHUSETTS

May 21 MA, Wellesley. Annual Wheels of Wellesley/Modifiers Car Club Show. Central Street/Wellesley Square. Richard Barrack rwbsls@aol.com or 781-789-8262

MICHIGAN

Apr 16 MI, Monroe. Monroe's Spring Swap Meet. Monroe County Fairgrounds - 3775 S. Custer Rd. Nick 419-579-4845 or Sue 419-579-6815, monroeautoswapmeet.net. Facebook: Monroe Auto Swap

May 7 MI, Mendon. Dust Off old car show - 60th Anniversary. Mendon High School - 148 Kirby Road, 8am-3pm. Admission $3,12 and under FREE. Vendor spaces $15. Three Rivers Classic and Antique Restorers Club at c.a.r.clubdustoff@gmail.com , text or call 269-615-9686.

May 13 MI, Hickory Corners. Vintage Boat Show & Travel Trailer Rally. Combined show featuring classic boats, travel trailers and RVs.Gilmore Car Museum. www.GilmoreCarMuseum.org, 269-671-5089 or email info@gilmorecarmuseum.org.

May 20 MI, Hickory Corners. Congress of Motorcars, Family Day, and Dollar Hot Dogs. Pre-1942 gas, steam, & electric cars. Gilmore Car Museum. www.GilmoreCarMuseum.org, 269-671-5089 or email info@gilmorecarmuseum.org.

May 20 MI, Kalamazoo. Kalamazoo Spring Antique & Collectible Toy Show. Kalamazoo County Expo Center - 2900 Lake Street. 9am-2pm. www.uniqueeventsshows.com

MINNESOTA

May 7 MN, St. Paul. Gopher State Chapter, Buick Club of America Spring Extravaganza Car Show & Swap Meet. Minnesota State Fairgrounds. 8am-3pm. 651-770-8096, www.gopherstatebuick.org

MISSOURI

Apr 22-23 MO, Owensville. GTA Springfest and Cars show. First Street. 8am-4pm. 314-578-7203, www.gtacarclub.com

Jun 3 MO, Springfield. 2023 MoPars on Route 66. Corwin Chrysler Dodge Jeep Ram - 3306 E Kearney St, Springfield, Missouri. Open to all MoPar vehicles manufactured or sold by Chrysler Corp. and powered by a MoPar engine. www.route66moparclub.com

The Gopher State Chapter, Buick Club of America will host its 36th Annual

SPRING EXTRAVAGANZA

CAR SHOW & SWAP MEET

on **Sunday, May 7**, **8 AM to 3 PM**
at the **Minnesota State Fairgrounds**
in **St. Paul** (rain or shine).

Machinery Hill and the Northeast Parking lot.
All show vehicles 2005 & older,
plus any year Buick, are welcome.
Trophies for Top 21 - participant voted,
plus Top 5 Buicks and Best of Show

Day of Show costs:
$20 per vehicle, driver and one passenger;
$30 per 25' long x 15' deep swap space;
and $10 per spectator over age 12.

Spectator parking available
south of Larpenteur Avenue (NW lot)

For flyer & more info, *including early registration discounts*, contact us:

Spring Show – G.S.C.B.C.A
P.O. Box 130067 Roseville, MN 55113
Our 24-hour HOTLINE is **651-770-8096**
www.gopherstatebuick.org

NEW JERSEY

Apr 22 NJ, Egg Harbor Twp. South Jersey Mopar Connection at Chickie's & Pete's 2023 Spring Kick-Off Car Show. English Creek Shopping Center. All makes & models welcome. 609-226-3816, sjmoparconnection@gmail.com

Apr 29 NJ, Roebling. 13th Annual Roebling Museum Car Show. Roebling Museum-100 Second Ave. 9am-3pm, all years makes & models, foreign & domestic "Rat Rods" welcome. Bobbi 215-752-0484, 215-820-3276, www.movinonkruzers.com. movin'onkruzers@inbox.com

May 7 NJ, Hanover. New Jersey region AACA's 70th Annual Spring Meet. Nelson Dodge, Chrysler, Ram - 175 Route 10. Field opens at 9am. Vince DeList 908-803-1570, vincentdelisi@comcast.net, www.njregionaaca.com, njaaa@gmail.com

May 18 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

May 20 NJ, Voorhees. 7th Annual Voorhees Township Police Foundation Benefit Car Show. All makes, models and years cars and trucks. 2400 Voorhees Town Center. 11am-3pm. Hosted by the South Jersey Pontiac Club. Chuck Catalano 856-904-4843, catalano112@verizon.net, Tom Szymczyk 856-524-2588 (calls only), goatguytom@aol.com.

May 28, NJ, North Haledon. 47th Annual Motorama Car Show, Craft and Auto Flea Market. High Mountain School, 515 High Mountain Rd. 8am-4pm. Jersey Lakeland Region, Vintage Chevrolet Club of America. Open to all years of vehicles. Registration forms at: www.jlrvcca.org.

NEW HAMPSHIRE

Jun 3 NH, Goffstown. Goffstown NH Rotary Club's 10th Anniversary Car Show. 2 Parson's Drive. Saturday, 9am-2pm. email goffstownrotary@gmail.com.

NEW YORK

Apr 23 NY, Monorville. The Fabulous 50s&60s Nostalgia Car Club annual Car Show . 9am-3pm, The Maples, 10 Ryerson Ave. Frank 631-402-2798, Dan 631- 631-672-6182, Arthur 631-463-4983

May 21 NY, Nesconset. The Fabulous 50s&60s Nostalgia Car Club "The Paws of War" Judged Car Show. Show runs from 9am-3pm, 127-7 Smithtown Blvd., at Nesconset Plaza. Frank 631-402-2798, Ray 631-624-4126, Dan 631- 631-672-6182, Arthur 631-463-4983

NORTH CAROLINA

Apr 13-16 NC, Charlotte. AACA Hornet's Nest Regional Spring Charlotte, Charlotte AutoFair. Charlotte Motor Speedway. 704-841-1990. www.charlotte-autofair.com

ROLLING ANTIQUER'S OLD CAR CLUB
★★★★★ 56TH ANNUAL ★★★★★
Auto Show
CAR PARTS, ANTIQUES & COLLECTIBLES MARKET
Chenango County Fairgrounds, Norwich, NY
MEMORIAL DAY WEEKEND 2023
Sat., May 27th Muscle Cars & Street Rods
Sun., May 28th Antique & Classic Cars
Motorcycles • Military Vehicles • Antique Engines
Food & Beverages • DJ Music Service • Free Shuttle Bus
Open Daily 8 am - 5 pm • General Admission $10
Children under 12 free - No pets No refunds.
MUSCLE CARS (2018 & OLDER): 607-226-4919
ANTIQUE AUTOS (1998 & OLDER): 607-336-2277
CAR PARTS & CORRAL/ANTIQUE ENGINE DISPLAY: 607-895-5424
ANTIQUE & COLLECTIBLES: 607-334-5038
Pre-Show Registration due by May 1, 2023
Show Forms at www.raocc.org

OHIO

May 26-28 OH, Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark Co. Fairgrounds. 937-376-0111, www.ohioswapmeet.com

PENNSYLVANIA

Apr 16 PA, Landenberg. Brandywine Regional AACA 2023 Swap Meet. New Garden Township Hall - 299 Starr Road. Dave Meyers 302-230-1393 braaca1957@gmail.com

Apr 19-23 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

May 12-13 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

CHICKASHA
SWAP MEET
May 11, 12 & 13, 2023
Rain or Shine Outside Event
• Parts • Classics • Antiques
• Street Rods • Muscle Cars
For info Call: 405-224-6552
Chickashaauto@sbcglobal.net
www.chickashaautoswapmeet.com
712 East Choctaw, Chickasha, OK

The PREMIER Pontiac Event
32nd Annual
Ames Performance
PONTIAC
Nationals
July 21 - 23, 2023
Summit Motorsports Park
Norwalk, OH
60th Anniversary
Super Duty Car Display
See 25-plus '62 and '63
Super Duty Cars on display,
the majority from the collection
of Mike Huffman.
3 Days of Drag Racing!
Car Show!
Huge Swap Meet!
Super Duty Promotions
(567) 227-9011
www.pontiacnationals.com

May 17 - May 21 PA, Hershey. Chrysler 300 Club International Inc., 52nd Annual Spring Meet. SpringHill Suites by Marriott Hershey Near the Park -115 Museum Drive, www.hersheytrolleyworks.com/, hersheystory.org/tour-high-point-mansion, www.chrysler300club.com/ Hank Hallowell 717-571-7838, hank@hallowellbrooks.com

May 20 PA, Mars. Old Union Church 6TH Annual Car Show & Blessing of the Vehicles. Old Union Church, 200 Union Church Rd (https://goo.gl/maps/XLv69hQJSqgyWZhPA), 10am–2pm, spring shine and show, cruise and is open to all vehicles. www.oldunionchurch.com/ OldUnionChurch@gmail.com, Lorene Winner 724-538-4694, Will Burns 724-822-4201.

May 27 PA, Morgantown. 43rd Annual CCAC Car Show. Classic Auto Mall - 6180 Morgantown Road. 9am-3pm. www.ccacc.club

May 28 PA, Bristol. 8th Annual Nirvana Family Fitness Center Car Show. Nirvana Family Fitness 1222 New Rodgers Road (Rt. 413 one light south of I-95 interchange) 9am-3pm. Bobbi (h) 215-752-0484, (C) 215-820-3276 or www.movinonkruzers.com, movin'onkruzers@inbox.com

TENNESSEE

Apr 23 TN, Savannah. 16th Annual Hardin County Bank Cruz'n For a Kids Cure Car Show. The Hardin County Bank. 8am. St. Jude Children's Research Hospital. Kelly Dunn 731-926-7933, Kelly.Dunn@hardincountybank.com

TEXAS

May 6 TX, Cleveland. Liberty Church 8th Annual Car, Bike & Powersport Show. Check in 10am, judging starts at noon. www. lccleveland.com.

May 6 TX, Plano. Monthly Muscle Car Show on first Saturday of each month thru November. Gazeebo Burger - 6009 Parker Rd. 4-7:30pm. www.facebook.com/monthlymuscle/ John 214-707-6348

WISCONSIN

Apr 16 WI, Waukesha. Milwaukee Miniature Motors Show. Waukesha Exposition Center - 1000 North View Road. 10am-2pm. www.uniqueeventsshows.com

Apr 28-30 WI, Jefferson. 46th Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Saturday & Sunday only). Featuring Mustangs , all makes models welcome. Madison Classics, P.O. Box 7414, Madison Wi. 53707 or call 608-244-8416, www.madisonclassics.com

May 19-21 WI, Elkhart Lake. SVRA Vintage Festival Weekend. Road America. 800-365-7223, www.roadamerica.com

May 20 WI, Hillsboro. Crossmembers CC Wisconsin Hot Rod Hundred. Starting @ Greg's Speed Shop in Waupaca, WI & ending @ Hillsboro Drag-Awaywww.hotrodhundred.com, 322neil@gmail.com, 920-222-2615

May 21 WI, Cudahy. Wisconsin Early Mustangers 41st Annual All Ford Car Show - Celebrating 75 years of the "F" Series Ford Trucks. Venus Ford 2727 E. Layton Ave. 8am-3pm. Don 414-331-4946, Don@DJShultz.net, www.wemustangers.com

May 27 WI, Humbird. North Branch Rod & Gun 4th Annual Car Show. 9am-3pm. 715-299-1527

Jun 3 WI, Elkhart Lake. MotoAmerica Superbikes & Vintage MotoFest. Road America. 800-365-7223, www.roadamerica.com

Jun 4 WI, Union Grove. Union Grove Lions Club's 43rd Annual Car, Van & Motorcycle Show. Racine County Fairgrounds - 19805 Durand Ave. 10:30am-3:30pm. Tom Spiering 262-492-1160

AUCTIONS

APRIL

Apr 15 WI, Two Rivers. 789 - Estate of Zell D White Motorcycle and Automobile Collection. Live and Online Auction. Lighthouse Inn; 1515 Memorial Dr. 9am CST. www.Yodersold.com

Apr 16 UK, Chichester. Goodwood Members Meeting Sale. www.bonhams.com

Apr 20-21 PA, Carlisle. Spring Carlisle Collector Car Auction. 4175 Medulla Road. 717-243-7855, www.carlisleauctions.com

Apr 21-22 MS, Biloxi. Vicari Auction at MS Coast Coliseum & Conv. Center during the Crawfish Music Festival. Collector Cars and Memorabilia. Opens 8:30am both days. Vicari Auction 504-264-CARS (2277), info@vicariauction.com, www.vicariauction.com

Apr 22 UT, Sandy. 8th Annual Salt Lake City Classic Car Auction. Mountain America Expo Center. 10AM, Classic Car Auction Group www.classiccarauction.us

Apr 22-23 UK, Stafford. The Spring Sale, UK Motorcycles. bonhams.com

Apr 29 RI, Newport. The Two Generations Collection. www.bonhams.com

MAY

May 6 AL, Birmingham. Collector Motor Series Auction. Barber Vintage Motorsports Museum. Henderson Auctions www.hendersonauctions.com

May 19-20 OR, Salem. MAG Road to Salem Auction. Oregon State Fair and Expo Center. www.motorsportauctiongroup.com/ 1-888-330-0749

JUNE

Jun 2-3 MN, Winona. Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, www.remlingerauctions.com

Jun 4 CT, Greenwich. The Greenwich Auction. bonhams.com

Jun 18-19 Switzerland, Cheserex. The Bonmont Sale. bonhams.com

CRUISES

YEAR ROUND

Mondays FL, Fort Meyers. Applebee's Cruise-In.15151 North Cleveland Ave. 4pm. - 7pm.

Tuesdays CA, Granada Hills. Granada Hills Cruiz-In. Park between Baskin Robins & Carl's Jr. 6pm

Tuesdays IN, Michigan City. Great Lakers Auto Club Tuesday Night Cruise-In. Al's Super Market - 421 South Franklin Street. Darrell M Stahoviak 219-785-4530

Second and Fourth Tuesdays WI, Oconto. Cruise with The Rev. Second and fourth Tuesdays. Leaves from former Koehn Auto on South Main St. Assorted destinations. Starts 4pm.

3rd Tuesday of the month CA, Yucca Valley. Route 62 Cruisers Cruise-in. Firehouse Subs - 58709 Palms Hwy. Ste. F. 5:30pm

Wednesdays FL, Kissimmee, Old Town Kissimmee Themed Car Shows. 5pm. https://myoldtownusa.com/events/wednesday-night-car-show/

Wednesdays MD, Upper Marlboro. PAR-A-DIGM Presents High Heels & Corvettes Sophistication Meets Power. 5010 Brown Station Road. Randy 240-354- 4752

Wednesday Nights WI, Howard. Duck Creek A & W Cruise Nites. Velp Ave. Every Wednesday night. 4 pm-dark.

Wednesday Nights PA, Morgantown. Cruise-In Car Show. Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA (behind McDonald's and Holiday Inn) 4-8pm. 610-901-3804

Wednesday Nights Starting May 4th. Slinger, WI. Raceway Wednesday Night Car Show. Raceway Bar & Grill - 711 E. Washington. 5-9pm 1-262-297-1700 or 1-262-388-3570.

Wednesdays starting May 4th MI, Hickory Corners. Weekly Gilmore Wednesday Night Cruise-In. Gilmore Car Museum. 5-8pm. www.gilmorecarmuseum.org

First Thursday of the month through November. CA, Fair Oaks. Food Truck Mania and Classic Car Show. Fair Oaks Park/ 5-8pm, https://sactomofo.com/calendar

First and Third Thursdays WI, Oconto, Oldies with The Rev. Shake-A-Burger. 107 Brazeau Ave. Starts 4 pm. 929-834-6200.

Second Thursday of each month: BCAAC Monthly Meeting PA, Altoona. Bavarian Aid Society, 7pm to 8pm, 814-937-1890

Thursday mornings CA, Chatsworth. Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. https://www.facebook.com/Earls-Donuts-109491522422562, 818-341-2869

Thursdays FL Ft. Myers. Larry's Cruise-In. U.S. 41N. 4pm. - 7pm. Contact 239-995-3999 www.shellfactory.com

Thursdays East Coast Drifters Cruise-In. Wendy's in Mannokeek Shopping Center - W. 228 Accokeek. 6-9pm. Bobby 240-682- 6432

Last Thursday of Every Month. CA, Santa Monica. West End Santa Monica Car Club Mel's Drive-in Cruise Night. 1670 Lincoln Blvd. -7-9pm.

Fridays FL, Kissimmee, Old Town Kissimmee Muscle Car Show & Cruise. 3pm. https://myoldtownusa.com/events/wednesday-night-car-show/

Fridays Year Round MD, Laytonsville. Laytonsville Cruise-In. 6840 Olney-Laytonsville Road. Members meet in Italian restaurant during poor weather conditions. 5-8pm

Fridays MD, Glen Burnie. Friday Cruise Nights. 6711 Ritchie Hwy, All vehicles Allowed, Tom 443-838-0948

First Friday of the month, NV. Las Vegas "Breakfast Starter" Mad Matty's, 8100 W. Sahara Ave. 8- 10:30am. Hosted by Cadillac DropTops.Hal Sheaks halscars@cox.net 702 203-0035

Friday Nights CA, Northridge. Cruise Night. Bob's Big Boy - 8876 Corbin Ave. 4pm

Friday Nights CA, Burbank. Valley Cruise Nights. Fosters Freeze - 201 South Glenn Oaks Blvd. 7-9pm

Friday Nights CA, Los Angeles. Rollin Heaps Friday Night Roll In. Pep Boys Speed Shop on corner of Oxnard and Lankershim Blvd. 7-10pm.

Friday Evenings MD, Laytonsville. (Year Round Cruise-in): Laytonsville Cruise-In Members meet in Italian resturant during poor weather conditions. 6840 Olney-Laytonsville Road, Laytonsville, MD 20882. 5-8pm. www.cruisein.us or email inex01@verizon.net

Friday nights May thru September Covington, WA. 4-7pm. 17432 SE 270th PL (behind Walmart) Howard Van Erem 425-891-5013 havanerem54@gmail.com www.maplevalleystreetrats.com

Saturdays FL, Kissimmee, Old Town Kissimmee Classic Car Car Show & Cruise. 1pm. https://myoldtownusa.com/events/wednesday-night-car-show/

Saturdays FL, Kissimmee, Show Car Saturday nights. Promenade at Sunset Walk. 4-8pm. www.sunsetwalk.com/events/show-car-saturday-nights/

Saturdays VA, Sterling. Potomac Falls Cars and Coffee. Calvary Temple - 50214 Triple Seven Road. 7-9am. 703-430-7307, www.calvarytemple.org

First Saturday of the Month CA, Rolling Hills. Peninsula Cars & Coffee. Promenade on the Peninsula's Top Deck of the Parking Structure - 550 Deep Valley Road. 7-9pm. www.pvconcours.org

Saturdays CA, Ventura. American Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 - 10269 Telephone Road. 8:30-11:30am.

Saturdays MD, Brookville. Silo Cars N Coffee. 19501 Georgia Ave., 9-noon

Saturdays MD, Damascus. Cars & Coffee. By the Dunkin Donuts in the Safeway shopping center off Main Street. 7:30-10:30am.

Saturdays MD, Bethesda. Cars N Coffee. Corner Bakery - 10327 Westlake Drive. 8-10am



SHOW US YOUR WHEELS!!

Got a cool car?
The editors at
Old Cars want to see it!
E-mail us a photo,
1 MB or larger, at
oldcars@aimmedia.com.

8990 1980'S CARS



This car, once lovely, is totally shot. However there are perfectly straight parts galore. Unless one wants to sink $30,000 into it, it's a parts car. I would prefer to keep its molecules intact, so it's free to whomever. It's near Round Lake, NY. If interested, please contact me @ (518) 502-6476. oc3304

9000 AMC-NASH CARS FOR SALE

WANTED: NASH-HEALEY, any year, any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970573

countryclassiccars.com



1947 Nash 600 resto mod. covered in a copper metallic paint with chrome accents. Powered by small block Chevrolet 350ci engine featuring Weiand aluminum riser intake, dual carburetors, Offenhauser valve covers, MSD ignition, dual electric cooling fans, dual exhaust w/ Gibson chrome tips all mated to an automatic transmission.

$35,850.00

(618) 635-7056

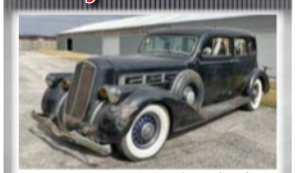
9010 ANTIQUE CARS TO 1948 FOR SALE

WANTED DELAHAYE, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA.Please call Peter Kumar at 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970563

WANTED: SUNBEAM from 1900 to 1968, Tigers only; any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970644

WANTED: TRIUMPH TR2, TR3, TR4; any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970647

countryclassiccars.com



1936 Pierce-Arrow eight enclosed limousine. Built on the 144-inch-wheelbase chassis. dual side-mounted spares with metal covers, window shades, rear jump seats, and pressed steel artillery wheels.

$19,750.00

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9015 ANTIQUE CARS 1949-1966 FOR SALE

WANTED DUALGHIA, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar 1-800-452-9910 or email:PeterKumar@GullwingMotorCars.com 3970565

9020 ANTIQUE CARS WANTED

project - project. an original and complete brass era auto needing a total restoration. odd make possibly. leo@lewarren.com oc3311

Wanted: 1959 impala convertible - Looking for classic cars, one in particular 1959 impala convertible also looking for cutlass, caprice, impala Chevelle classic cars please text or call 414-514-6958 Ron oc3296

9030 ANTIQUE PARTS FOR

BATTLESHIP LINOLEUM
for runningboards and floorboards. Gray, black, brown and green. Cut to size.
Call for free samples.
Tony Lauria
511 Church Hill Rd
Landenberg, PA 19350
610-268-3441
www.battleshiplinoleum.com

***FOR SALE:** EARLY AMERICAN JACKS 1900 - 1950 & CAST IRON IMPLEMENT SEATS * Approximately 150 Jacks- Many are Featured in The Larry Olsen Book - Also Available Cast Iron Implement Seats- 920-819-7120 oc3294

9045 AUBURN

WANTED AUBURN from 1900 to 1936, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: at peterkumar@gullwingmotorcars.com 3970556

9060 AUTOMOTIVE ART

75 Year Jeepster Commemorative Medallion Challenge Coin - Get your 1 1/2' Custom design, limited run. Mail Check or Money Order Payable to: Pete Mozzone, 167 Worcester St., Taunton, MA 02780-2088. See JeepsterGuy.com or email JeepsterMe@aol.com oc3308

9070 BOOKS & LITERATURE FOR SALE

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HUGE SELECTION
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E-mail: pjsautolit@aol.com

9080 BUICK CARS FOR SALE



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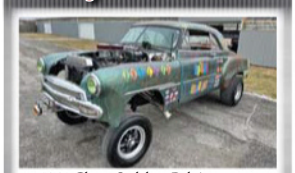
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Email: Peterkumar@gullwingmotorcars.com
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9270 JAGUAR CARS

WANTED: JAGUAR XKE S-I, S-II, S-III coupe and convertible; XK-120, 140, 150, MK-II, MK-IV, MK-V, SS; any year, any model, any condition, top dollar paid. We will pick up from anywhere in the US. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970607

WANTED: JAGUARS, all XKEs, E-types and XK 120, XK 140, XK 150s, all roadsters and coupes, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039416

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9310 MG CARS

WANTED: MG-A, TA, VA, TD, TC, TF and any other classic British car, any condition, any MG s 1900-1962; top dollar paid. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970612

WANTED: MGA, TA, VA, TC, TD, TF. We buy British sports cars in any condition, top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC8177198

9320 MERCEDES CARS

WANTED: 190SL, 230SL, 280SL, 250SL, 280SE coupes & convertibles, 220A cabrio & coupes, Gullwing, 300SL, 300S convertibles & 300S coupes, all 300 Series coupes, convertibles, sedans 500, 540K, 280SE coupes & convertibles, any classic Mercedes in any condition, we will pick up from anywhere in the US, top dollar paid, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039402

WANTED: MERCEDES 300 Gullwing, 300SL, 300S convertibles and 300S coupes; 500, 540K, 280SE coupes and convertibles, 220A Cabrio and coupes; 190SL, 280SL, 250SL, 230SL; any classic Mercedes in any condition, all 300 Series coupes, convertibles, sedans, any condition, top dollars paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970680

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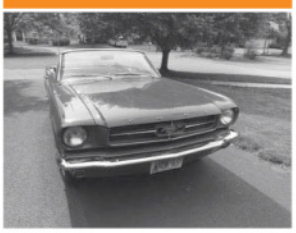
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9380 PACKARD CARS FOR SALE

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9405 PIERCE ARROW

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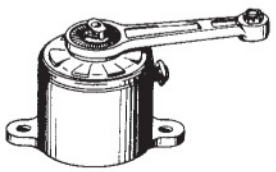
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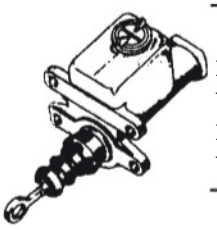
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ANY CONDITION
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Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
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WANTED BMW 502, 503, 507, 327, 328 and Isetta, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970558

WANTED: Alfa Romeos, from 1900-1969 all classic and vintage cars, any condition, anywhere, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431318

WANTED: ALPHA Romeo, 1900 to 1969, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970675

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ANY CONDITION
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Email: Peterkumar@gullwingmotorcars.com
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ANY CONDITION
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WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid
34 Years Experience
GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

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AUSTIN-HEALEY
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100-6 & 3000
Beverly Hills CAR CLUB
FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From Anywhere in the USA
Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED: Aston Martin DB2, DB4, DB5 and DB6, any Aston Martin, any condition. Top dollar paid, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431306

WANTED: ASTON Martin, DB2, DB4, DB5, DB6, any other Aston Martin, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970554

WANTED: AUSTIN-HEALEY 100-4, 100-6 or 3000, MK I, II and III, in any condition; top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com 0-1000 FWC8039513

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WANTED: BMW 502,503,507,327,328, Isetta, top dollar paid; in any condition, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431311

WANTED: BUGATTI from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970666

WANTED: DELOREAN, any condition, running or not; top dollar paid; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; or email: continental5000@gmail.com FWC9430365

WANTED: DELOREAN, any year, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970591

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246, 250, 275, 330, 365, & 512. Any Ferrari from 1947 Thru 2007
ANY CONDITION
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34 Years Experience
GULLWING
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Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

WANTED
LAMBORGHINI
350GT, 400GT, Espada, Miura, Jarama, Coutach & any other Lamborghinis
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WANTED
LAMBORGHINI
Lamborghini from 1900 to 1989, 400GT, Miura, Espada, Jarama, Coutach and any other Lamborghini
ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid
34 Years Experience
GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

WANTED: DeTomaso, any Pantera, any condition, anywhere, top dollar paid, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446835

WANTED: DETOMASO, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970673

WANTED: Excalibur top dollar paid in any condition, any model and will pick up from anywhere in the USA, please call Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446857

WANTED: EXCALIBUR, any model, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail:PeterKumar@GullwingMotorCars.com 3970678

WANTED: FERRARI 246, 250, 275, 330 365 Series, top price paid, any Ferrari from 1950 to 2006, any condition, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039533

WANTED: FERRARI- 246, 250, 275, 330, 365 Series, all Ferrari s from 1950 to 2005, any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970671

WANTED: FIAT, Jolly and Topolino, any year, any model, any condition. Top dollars paid. We will pick up anywhere in U.S.A. Please call Peter Kumar at 1-800-452-9910. E-mail:PeterKumar@GullwingMotorCars.com 3970579

WANTED: Fiat, Jolly, Topolino, any model top dollar paid in any condition, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446863

WANTED: LAMBORGHINI from 1900 to 1989, 400-GT, Mura, Espada, Jarama, Countach, and any other Lamborghini, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970662

WANTED: Lamborghini, Miura, Espada, Jarama, Countach, all other Lamborghini; top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446834

WANTED: MASERATI 3500 GT, Ghibli, Mistral, Indy, Merak, Bora, Khamsin, and any other Maserati, any year, any condition. We pay top dollar, and will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail:PeterKumar@GullwingMotorCars.com 3970658

WANTED: MORGAN from 1900 to 1990, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970641

WANTED: Morgan top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446917

WANTED: PEGASO, any year, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970670

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WANTED
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3500GT, Sebring, Mistral, Mexico, Ghibli, Bora Khamsin. Any Maserati from 1946 Thru 1978
ANY CONDITION
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Issue Dates 2023

Father's Day Gift Guide/Carlisle Ford (Bonus Distro)
Cover: May 15, 2023

Ad Deadline	Mail Date
4/10/2023	4/21/2023

Back to '50s/Hot Rods/Customs/'50s Cars (Bonus Distro)
Cover: June 1, 2023

Ad Deadline	Mail Date
5/1/2023	5/12/2023

Carlisle Chrysler/Chrysler Autos (Bonus Distro)
Cover: June 15, 2023

Ad Deadline	Mail Date
5/15/2023	5/26/2023

Iola Show Issue/Muscle Cars (Bonus Distro)
Cover: July 1, 2023

Ad Deadline	Mail Date
5/30/2023	6/9/2023

Carlisle Truck Nationals/Trucks (Bonus Distro)
Cover: July 15, 2023

Ad Deadline	Mail Date
6/12/2023	6/23/2023

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6/26/2023	7/7/2023

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July 2023	6-5-23	6-13-23

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August 2023	7-3-23	7-11-23

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	Ad Deadline	Mail Date
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Holiday Special and Gift Guide

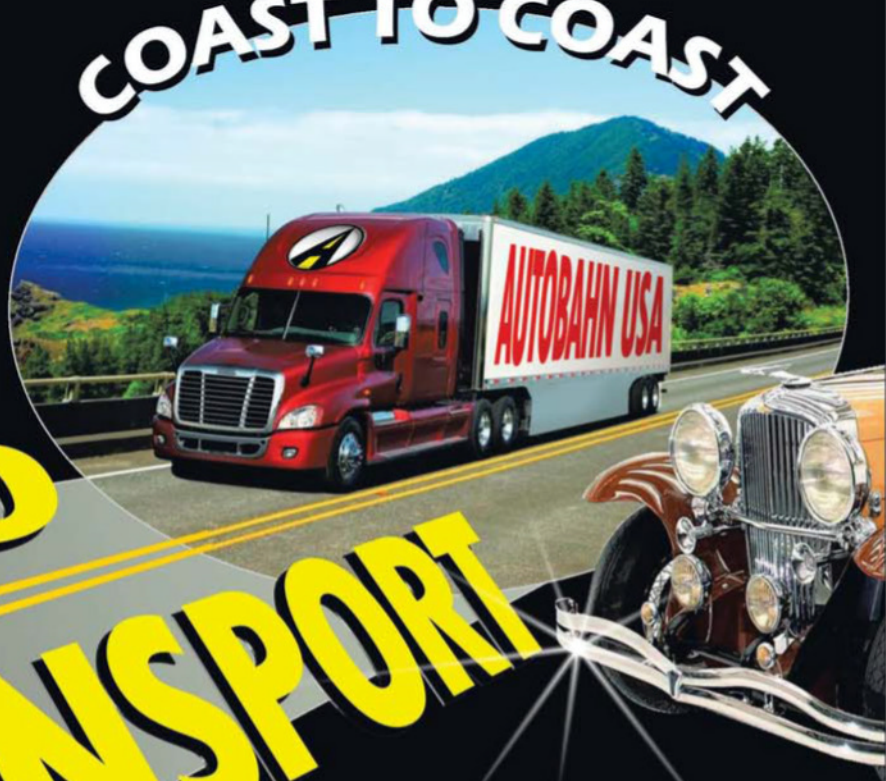
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