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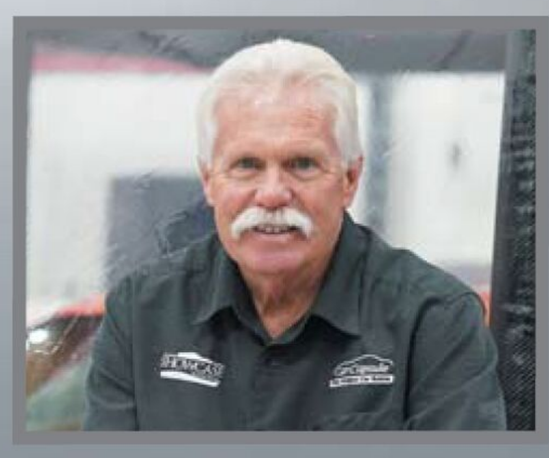


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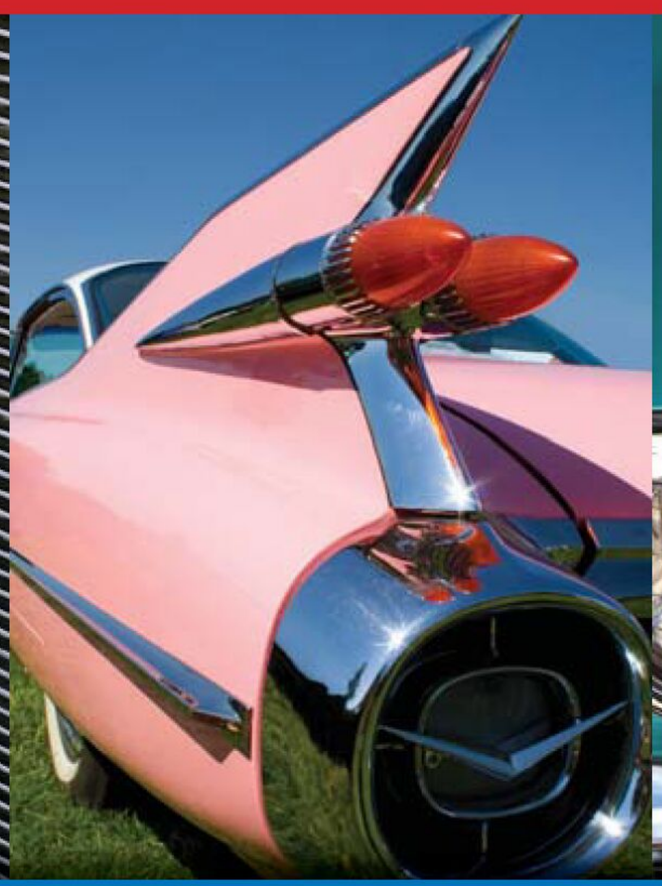
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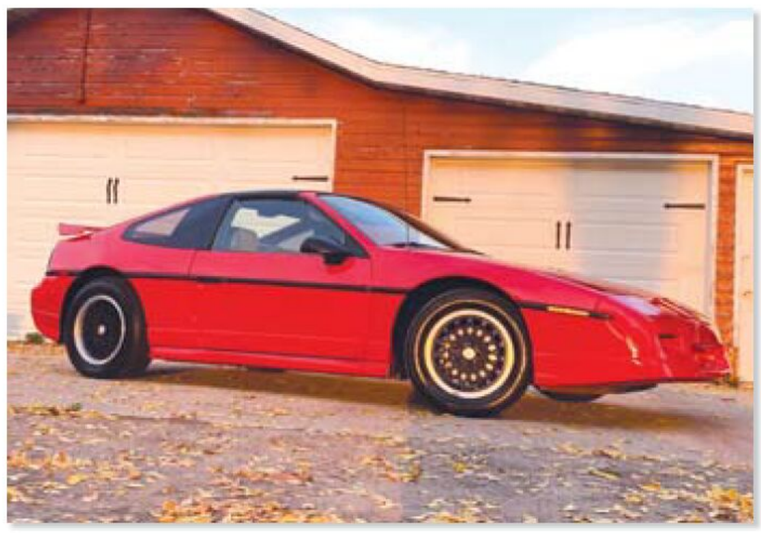
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Fleeting fun with a Fiero

Since about 2017, I've been the concierge – or "car-cierge," if you will – for a 1988 Pontiac Fiero GT owned by a friend who lives out of state. He needed storage while he hid it from his wife, and I had the space. I didn't expect my car-cierge position to last as long as it has, but here we are, six years later. In all that time, I have very rarely driven the car, although my friend hoped I would regularly drive it. However, with life's other duties, finding time to drive someone else's car, let alone my own cars, has been elusive – until now.

To be honest, the thought of driving the Fiero had zero appeal to me. In fact, I avoided it for fear of breaking something while I was behind the wheel, and with a garage full of projects, who has time to fix someone else's car? Plus, anyone who regularly reads this column knows that I'm more of a captain of Cadillac and Caprice land yachts than of diminutive Ferrari or Fiero speed boats. It's not the size of the Fiero that turns me off – there are plenty of small cars on my wish list, though they exceed my financial means – it's just that I can't picture myself behind the wheel of a sporty, wedge-shaped two-seater. But, with the plastic-headed bows of Fiero keys at the ready, and a need to prepare the car for an impending sale, I was recently charged with jockeying the Fiero to repair shops after its long slumber. And it was more fun than I expected.

Falling into the driver's seat is an experience itself, and at 47 years of age, I am probably too old to be getting that close to the ground on a regular basis. But, with a turn of the key, the V-6 has a nice 1980s Pontiac rumble through its quadruple exhaust pipes (think Quad 4 rumble, but deeper). The engine sound quickly reminds you that there's a V-6 behind your brain. The center console is very 1980s Pontiac and perfectly positioned for resting your shifting arm, although this GT is an automatic. No matter – having ridden in a manual-transmission Fiero as a kid, I thought the relatively high position of the shifter may have felt awkward for the driver, though I can't say if that remains true.



There's not a lot of oomph from the 135-hp 2.8-liter V-6 engine, but it was built in the 1980s, after all, and the power is ample for moving the 2,800-lb. car to work or a cruise-in.

If the sound isn't enough to constantly serve as a reminder of the car's mid-engine status, the handling will. The V-6 Fiero feels very light in the front end, even going down the highway, and that can be a bit unnerving in sharper road bends at 70 mph. A friend who once auto-crossed standard Fiero coupes back when they were $300 used cars warned me that they can get away from you, especially on a wet road surface, so there's no relaxing for a Fiero driver.

Even if the Fiero isn't for the inattentive pilot, it certainly draws attention from other drivers. I was surprised to see many people, especially in collector cars, checking out the bright-red Fiero when it passed by. If the measure of a collector car is neck-turning looks, a unique driving experience and a chance to turn back the clock, the Fiero was a winner.

Do I need a Fiero of my own one day? Nah; I've had my fun. And besides, this one is getting sold very soon – before my friend's wife learns they own it.

Angelo Van Bogart

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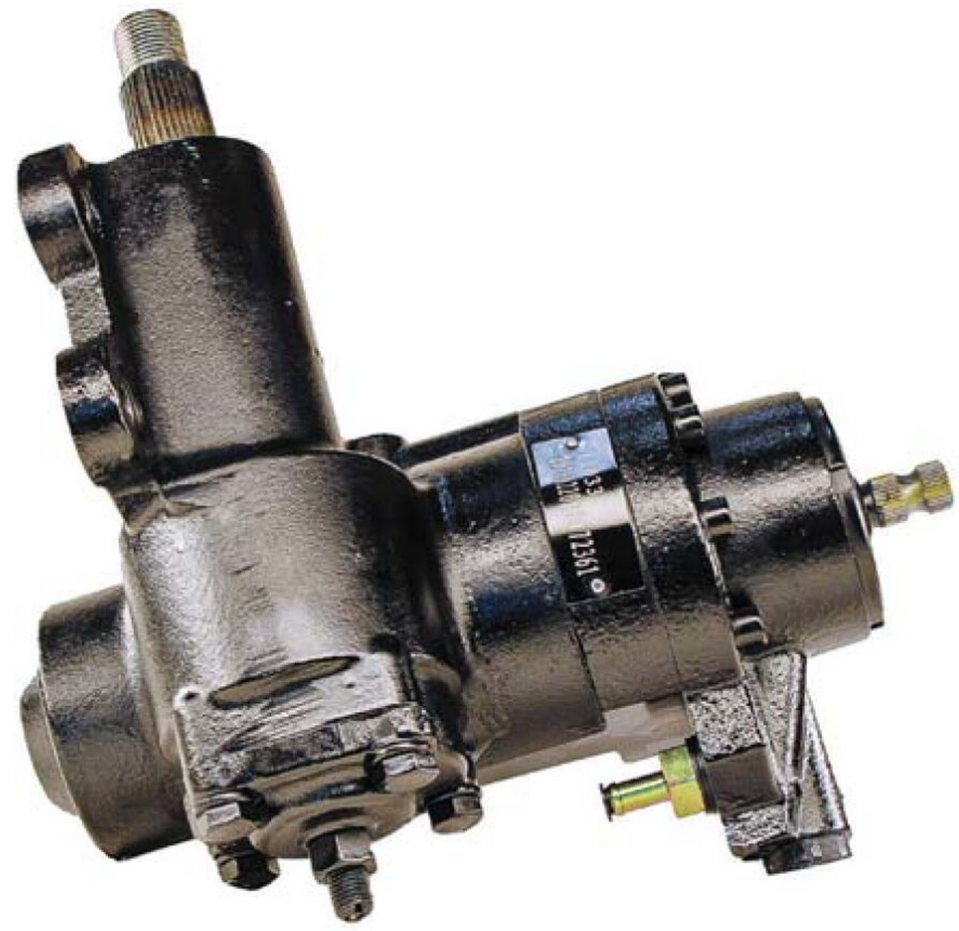
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Sound Your Horn

Meeting John Gunnell

I was very sorry to hear that John "Gunner" Gunnell had passed away. I have been enjoying his writings for many years and considered him an authority on cars in general, but especially older cars, which is where my interest lies. I had the great fortune to meet John many years ago, in the early 1980s, at one of the car shows/auctions at Atlantic City, N.J. Leroi "Tex" Smith was the editor of *Old Cars Weekly* at that time, and he and John were manning the *OCW* booth then. I stopped to talk with them for a while and had a great time hearing some of their car-related stories. I found it necessary to add a few of my own, and we all had some good laughs.

Having met these two gentlemen made reading their articles from then on even more enjoyable. The good news is that you have more of John's car stories to print in the future, and I am looking forward to reading them, even though it will be with a sad heart.

Thanks again for your remembrance of John in the recent *Old Cars* magazine.

Ed Fulmor, via e-mail

One cool (or very hot) Plymouth

My first car was a 1940 Plymouth that my grandma gifted me, and it had the South Wind gas-powered heater that Bill Gillies mentioned was in his 1937 Ford. I loved that Plymouth, even with its issues. The South Wind heater had one speed: on or off. If you could get it lit, it would roast you out. Rolling down the windows was the only adjustment. If the heater wouldn't light, raw gas fumes filled the cabin. I finally ordered a water heater from JC Whiney and it worked pretty well. There was no defroster, of course, and I used a squirt bottle for window washer.

Butch Gordo, Winnemucca, Nev.

Parallel paths with 'Gunner'

The late John "Gunner" Gunnell was a mainstay in our car hobby for much of his storied past, and a great fellow to boot. In the 1970s, he saw one of my articles in a national magazine, contacted me and asked if he could use one of my prewar Pontiac pictures that appeared. I concurred. Then he asked if I wanted to write articles for *Old Cars Weekly*. I had several stockpiled and zipped those his way. He "ran" each one. I've been doing volumes of articles since.

I enjoyed Gunner's insights, his friendship and his professionalism. Such a man comes forward only on occasion, and our crossed paths seemed to parallel toward benefitting the hobby. I consider him to be the archetypal car hobbyist. He shall be missed!

Dr. Gerald Perschbacher, LL.D., via e-mail

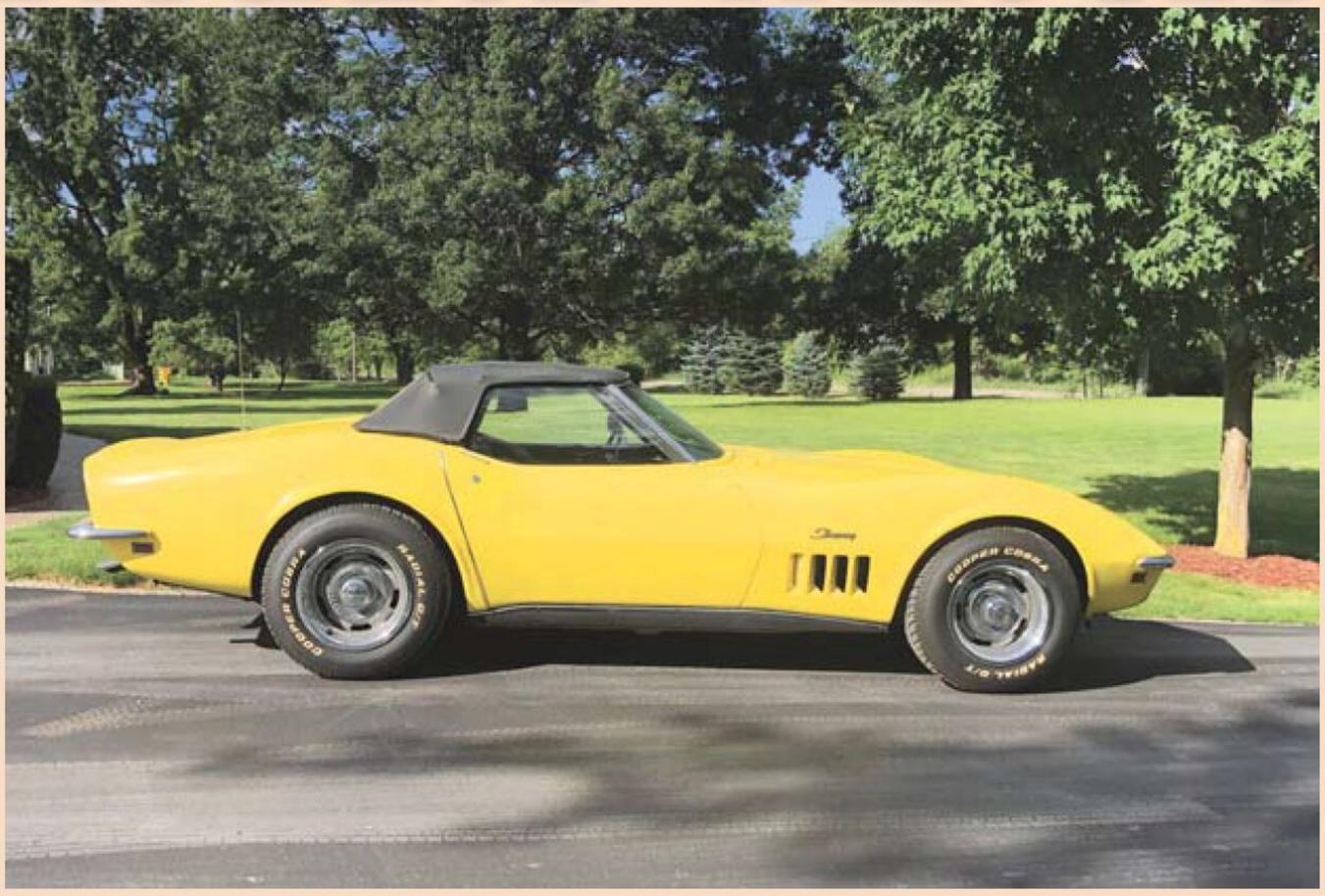
Old Cars: His 'go to' magazine

I just sat down with my latest issue of *Old Cars* and I felt it was time to congratulate you on what has become my "go to" hobby magazine. I say magazine, because over the last year, the publication has become much more than a "news weekly." So, I go back to the days when *OC* was the size of a metropolitan daily newspaper (around 30 x 22 inches) and probably no more than 30 pages! I saved a lot of automobile literature, but unfortunately not any of those "old" *Old Car Weekly* newspapers. I keep back issues now, mostly Ford and especially Thunderbird feature issues, because you just can't keep it all.

Again, I am a tremendous fan of *OC* – keep up the excellent work!

Ed Raabe, via e-mail

Reader Wheels





We're kind of suckers for yellow Corvettes, and apparently *Old Cars* reader Mike LaFalce is, too. He is the proud third owner of this fabulous 1969 convertible, which is equipped with a 350-cid V-8 and four-speed manual transmission. The car shows 82,000 miles on the odometer.

Otto Mechanic

BY JAY PIERSANTI





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The Scoop

Hobby News & Views

Mullin remembered for collecting the best of the best

BIG SUR, Calif. – Peter Mullin, a well-known collector of fabulous automobiles, a philanthropist and the founder of the Mullin Automotive Museum, died Sept. 20 at the age of 82.

Mullin grew up in Southern California and built a financial empire that eventually allowed him to assemble a high-end collection of cars – many of them French machines.



Peter Mullin

"A friend and I were working for an artist, a man of considerable talent, but there came a point where he couldn't afford to pay us," Mullin once said in a story in *Autoweek*. "I realized that something was wrong. Here was this guy who had all this artistic talent, but who couldn't make a living at it. So I went into business instead."

He started a consulting firm and later helped found the M Financial Group.

Mullin had a particular affinity for pre-World War II French cars. His collection included some of the best cars in the world, including Bugattis, Delahayes and Delages. He won Best in Show at Pebble Beach in 2011 for his 1934 Voisin C-25 Aerodyne.

Mullin served two stints as a board member of the Petersen Automotive Museum in Los Angeles, where he was a founding member, then later was chair at the museum. He launched the The Mullin Automotive Museum, in Oxnard, Calif., in 2010, and recently had plans approved to build a second museum in England.

Mullin is survived by his wife, Merle, five children and 13 grandchildren.

House adopts bill to halt California gas vehicle ban

WASHINGTON, D.C. – The U.S. House of Representatives passed legislation Sept. 13 that would prevent bans on the sale of gasoline-powered vehicles with internal combustion engines.

The "Preserving Choice in Vehicle Purchases Act" would keep California from proceeding with an effort that would effectively ban the sale of new internal combustion engine (ICE) cars and light trucks by 2035 in favor of so-called "zero-emission vehicles" (ZEV), like plug-in hybrid, full battery-electric and hydrogen fuel cell vehicles.

Plaque honors legacy of muscle-car icon Don Yenko

CANONSBURG, PA. – Don Yenko and his former Yenko Chevrolet dealership building at 575 West Pike Street in the



Reader Photo

Reader Bruce Dixon shares this photo from the family album that he thinks was taken in about 1920. "The adults in the photo are my grandparents, Charles and Mamie Litchfield," he says. "The little girl is my mother, Charlotte Litchfield, and the three boys are my uncles, John, Kenneth and Francis Litchfield. I am wondering if you might be able to identify the car in the photo. My grandparents never owned an automobile, so the family was probably all posing by a friend or relative's car that arrived in Portland, Ore., for a visit."

We believe the car is a Dodge Brothers, but we'll throw this out to the experts — our readers. If you can identify the car, e-mail us at **oldcars@aimmedia.com**.

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borough of Canonsburg, Pa., were memorialized on Sept. 16 by a new plaque placed there by the Jefferson College Historical Society.

The plaque honors the importance of Yenko and his Yenko Chevrolet dealership and reads, "Yenko Chevrolet was founded in 1947 by Frank & Martha Yenko. Their son, Don, became a franchisee in 1956, and soon formed Yenko Sportscars Inc., selling high performance parts and Corvette racing equipment. Don teamed up with Gulf Oil Research Racing, driving Corvettes, making Yenko known worldwide. In 1965, Don used the COPO program to purchase 100 Corvairs naming them Yenko 'Stingers" modified to race. COPO was used again to create 'Yenko Supercars' on Camaro & Chevelle platforms. Tragically, Don and three others died in an airplane crash in 1987."

"In Canonsburg, a couple years ago, our Jefferson College Historical Society started a plaque campaign where we were putting up cast-aluminum plaques to memorialize important locations throughout the borough," said Mike Roman, a member of the Saltans Car Club and an associate of the Jefferson College Historical Society. "The first year we did 16 plaques at historical sites and the next year, we were talking about doing it again, and I suggested we do Don Yenko and Yenko Chevrolet, because it had a lot of history and it promoted Canonsburg across the country and across the world."

Roman received donations to fund the sign from the Rob Vietmeier Collection, the Sultans Car Club of Canonsburg and Pittsburgh C.A.R.S.

A lifelong resident of Canonsburg, Roman was impacted early in his life by Don Yenko and Yenko Chevrolet.

"When I was a young man – I am 74 – when I was a senior in high school, my best friend, Tom Nickovich, was the lot boy at Yenko Chevrolet, so I spent a lot of time hanging out up there. Tom and I went to different races with Yenkos and were in the pits with these guys and even flew with Don Yenko a couple of times.

"Don Yenko would buy all of these hi-po cars from different dealers for his lot. Say someone traded a GTO at another dealer. Don Yenko would buy it and other hi-po cars from these dealers, He would fly a bunch of us young guys to the cars and we would drive these cars back home. So he was always keeping his lot full of high-performance stuff. He bought anything that was hi-po. I remember once there was a Ford GT40 down there."

For the sign unveiling on Sept. 16, the sign's sponsors were invited to a ceremony at the former dealership building, which is now a full-time motorcycle business.

"The owners of the building right now, Rick and Greg Trunzo, are friends of mine," Roman said. "Rick and I went to high school together, so I cleared it with him so my friends and I could take pictures with our cars (at the sign unveiling) and he let us check out the rooms in the back – the dyno room, the parts room."

Cord driver killed in accident during Hoosier Tour

AUBURN, Ind. – Tragedy struck the annual ACD Festival's Hoosier Tour when a driver crashed his car and was killed.

William Bruce Scranage, 79, of Auburn, Ind., died Saturday, Sept. 9, at St. Vincent Hospital in Indianapolis after crashing his supercharged 1937 Cord 812 Beverly near

Wreck of the Week



Rusty Herlocher collection

The driver of a 1956 Ford Fairlane Victoria two-door hardtop rolled over and skidded into an embankment to avoid hitting a deer along a mountain road one Saturday night in Pennsylvania. Earlier that same day, in exactly the same location, another motorist swerved to avoid a deer and rolled his car over twice.

Best in Des Moines



Des Moines Concours photo

A 1930 Rolls-Royce Phantom II owned by Irving Jensen of Milford, Iowa, was chosen Best In Show at the 2023 Des Moines Concours d'Elegance on Sept. 10. A record-breaking turnout of more than 20,000 attendees visited the heart of downtown Des Moines for the 23rd year of the event.

Noblesville, Ind. His passenger, Carolyn "Punki" Shelton, was injured but survived.

Scranage loved and collected cars, race cars, boats, antique tractors, and "really anything with an engine," stated his obituary. He was very active in the community and served on the board of the DeKalb Humane Society as well as being a member of the Rod and Gun Club and the Auburn Elks. OC

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1 MB or larger, at oldcars@aimmedia.com

Weathered Wheels



"'Weathered Wheels' is one of my favorite features in *Old Cars*," says reader George Noeth. "[Here] is a photo of a mid-1960s Chevrolet COE truck that has been sitting in the same place for 25 years that I know of. It is visible from the road, near Germantown, Ohio. The barn is still in use, and the house is next to it, so I did not go up to it and explore it."

BY GERALD PERSCHBACHER



Albuquerque Model T club pub is motoring along nicely!

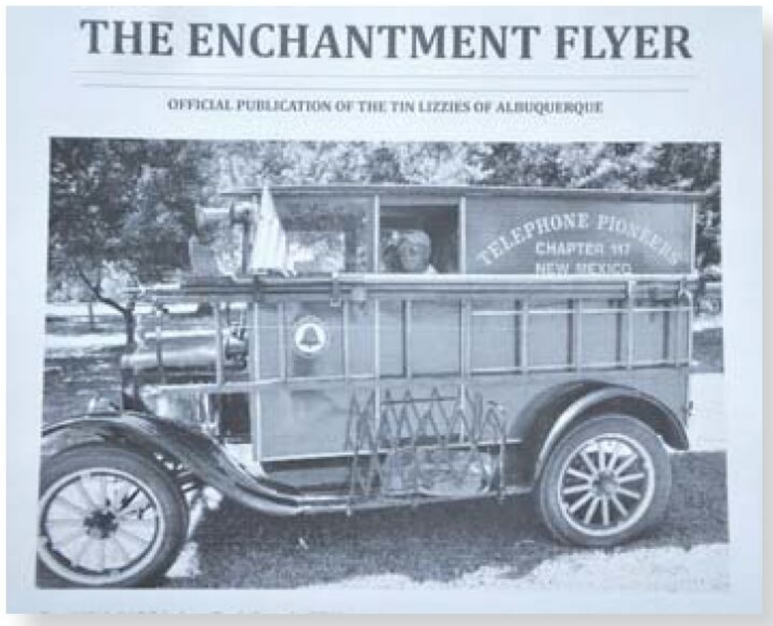
Take a camera, members who like to write, and a club that has activities that need reporting, then blend these with hobbyists who want to augment the best virtues of a grand car club, and chances are good that the results are admirable in every way.

Among clubs that recently realized the virtues of entering the Golden Quill Award competition with "The Enchantment Flyer" is Tin Lizzies of Albuquerque (co-editors Paul & Marilyn Duncan; supervising editor is Paul Duncan). In less than a dozen pages, the spirit and delights of this early Ford club are evident.

A recent issue featured a special T assembled by the Baudoin family in the 1960s that replicated one owned much earlier by another family that served as a telephone service truck. Ownership history is traced, the features of the vehicle are noted, and its present place in hobby history is now secured in print. I have to admire the effort to preserve the history of a vehicle with honest and reliable research behind it.

Along this line is an issue on Dave Ferro's 1924 T touring race car and what it took to get that car into shape for a vintage competition endurance run. Articles reveal the work behind the results and those who made it happen. It's a wonderful blend of photos and updates. Good tips and great reading!

The old-car hobby is humming along in many ways, and car clubs regionally and nationally are major reasons why it happens.


THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE

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Vintage ad of the week

By M.J. Frumkin

Since the inception of *Motor Trend's* "Car of the Year" award in 1949, the Buick Division of General Motors has won that coveted title only twice. The first was for the 1961 Special, and the second was for the hot 1979 Riviera S Type. (The S stands for "Sport.")

An eight-member magazine staff scored the Rivera S Type as the ultimate in five categories (passenger comfort & convenience, ride & drive, quality, styling & design, and dollar value).

This was a trimmer, downsize Riviera that was almost 12 inches shorter than its 1978 predecessor. And, along with its Oldsmobile Toronado and Cadillac Eldorado siblings, Riviera was part of GM's new E-body personal luxury lineup for 1979. All three were *Motor Trend* nominees that year in a field of nine contenders.



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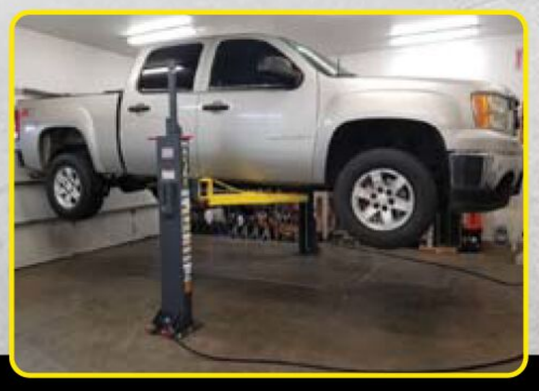
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Q&A

WITH KIT FOSTER

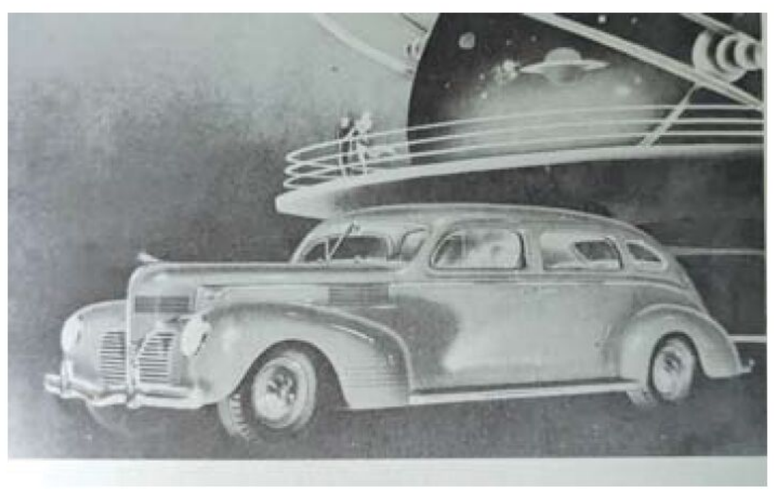


Q. I have a 1956 Continental Mark II. Can anyone tell me who purchased it new or any history on it?

— Herb Green, via e-mail

A. Probably not its history, nor the name of the first owner, but you're in luck on the car's "birth certificate." Production records for a small portion of Ford Motor Co.'s products are available from The Henry Ford, the current brand comprising the Ford Museum and the Benson Ford Research Center. The 1956 Continental Mark II is one of a few models for which build records are available. The others are 1909-'11 Model T Fords, 1936-'39 Lincoln Model Ks, 1940-'48 Lincoln Continentals, and DuPont Motors for 1929-'32. In addition, there are Lincoln ledgers covering the period 1920-'39. Details can be found at www.thehenryford.org/collections-and-research/digital-resources/popular-topics/production-records .

Q. I believe the odd blimp-like object in the Sept. 15 "Q&A" is actually something in the background of the picture of the Dodge. (Sometime pictures have telephone poles coming out of the heads of people, etc.) Perhaps the strange object is an observation tower of some sort? I'm not a Chrysler styling expert, but I was thinking the 1937-'39 Plymouths were the same car design, with the '39 model getting a major restyle ahead of the windshield. The '40 Plymouth was a complete redesign, and that design carried through 1948. I figured the other non-Airflow Chrysler Corp. cars followed the same styling time line with '39 being a major front-end restyle and '40 being a complete redesign.

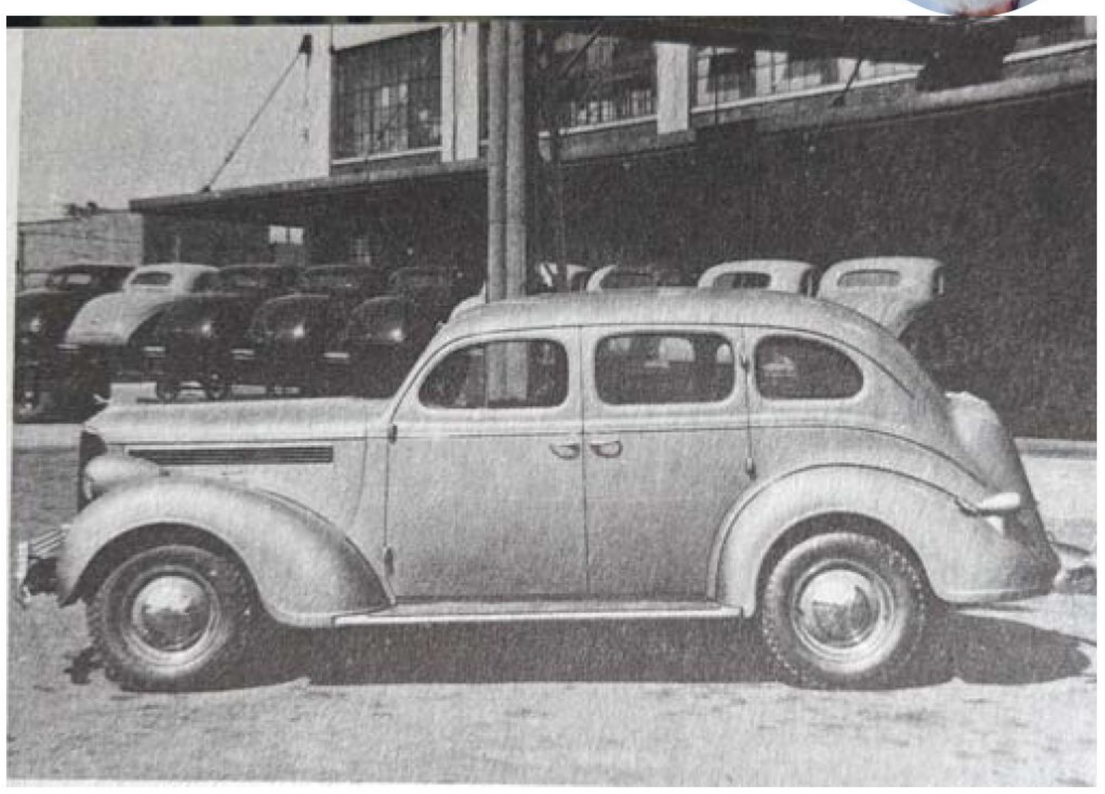


1939 Dodge sedan

— Robert Daly, via e-mail

A. Yes, the mystery blimp might not be attached to the car, but there appears to be a bracket supporting it that must attach to something.

The restyling of the 1939 Chrysler products is covered in many of the histories. The Crestline series of books, in particular, illustrates the various body styles through the years. These photos of the 1938 and '39 Dodges clearly show how the



1938 Dodge sedan

"bustle" trunk of the former gave way to a fastback for 1939. In addition, the "C" post behind the rear door was given a forward cant and, most significantly, the flat windshield of 1938 was replaced by a two-pane angled design. De Sotos and Chryslers followed a similar pattern.

Admittedly, the Plymouth of 1939 retained a bustle and kept the vertical "C" post. However, Plymouth also received the new two-piece windshield, and that alone required new body tooling.

Q. I need help finding a fuel tank for a 1965 Chrysler station wagon. It has the side mount, side neck arrangement. It is not the common tank listed for New Yorker and Newport two-door sedans. I believe the tank I'm looking for was used on some other 1965 and '66 wagons: 1965-'66 Chrysler and Plymouth Fury wagons, 1965 Dodge Polara and 880 station wagons and 1966 Polara and Monaco wagons.

It can be new, used, remanufactured, aftermarket or a solid original candidate to refurbish, seal and use. Any help or hints will be appreciated.

— David Armstrong, Chicago, Ill.

A. Who can help Mr. Armstrong? All replies will be forwarded.

OC

To submit questions to Kit Foster, e-mail oldcars@aimmedia.com



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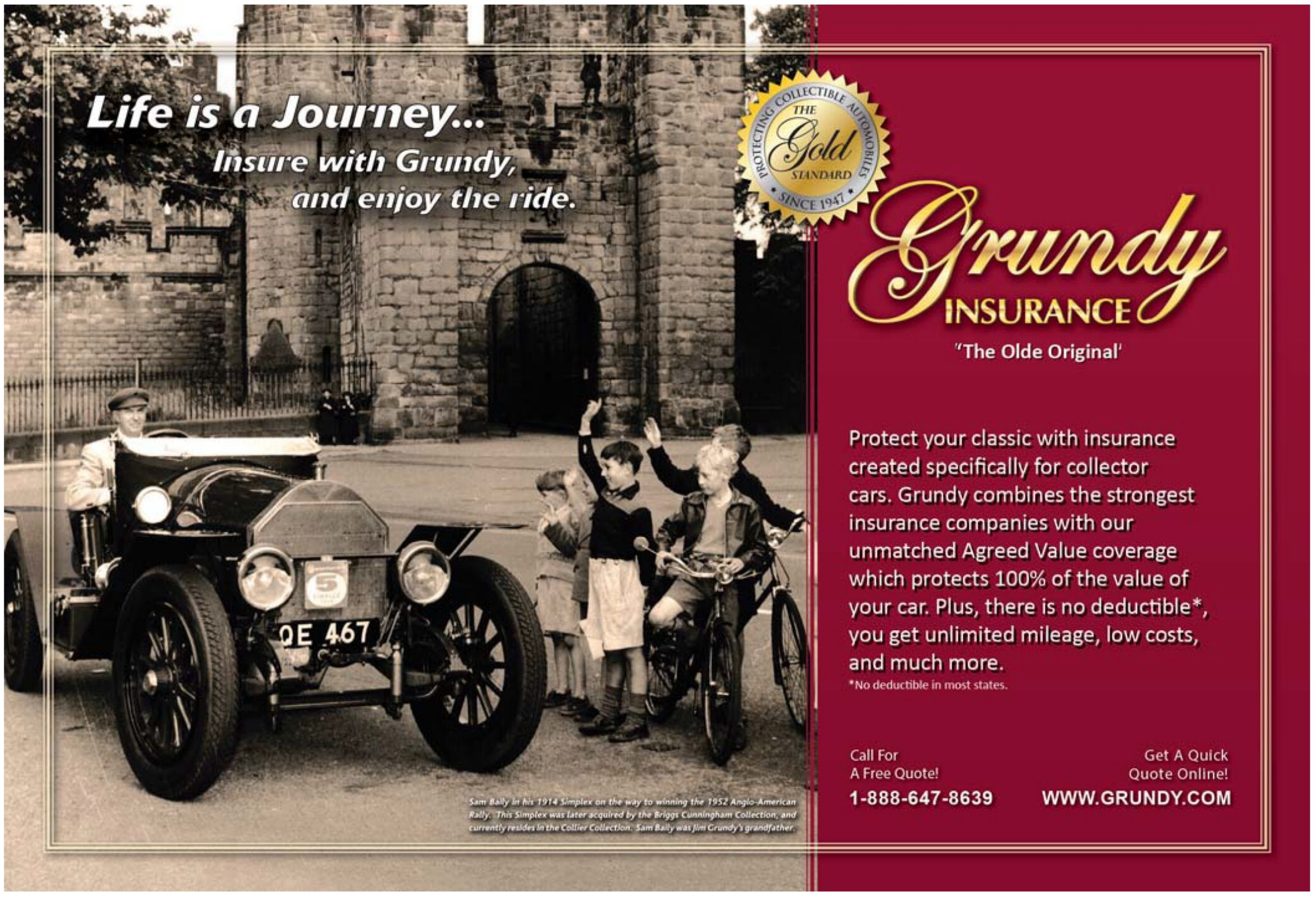
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FITTING TRIBUTE



Building an ode to the family's prewar hot rod

STORY BY ROTTEN RODNEY BAUMAN
PHOTOS BY JIM MILLER AND AUTHOR

Back a few years ago, when third-generation garage owner Willie Martin first expressed interest in building himself a roadster, he wasn't exactly discouraged by friends. What Willie had in mind wouldn't be just another roadster, but rather a close clone of the 1928 Model A that his father and grandfather raced together in the early 1940s.

As rumor of Willie's intentions spread through his hometown of Riverside, Calif., friends began dropping off parts. In rolled a salvageable frame, then a pair of headlamps, a windshield frame, a usable steering gearbox and so on. The parts pile grew quite rapidly, but a month or so in, one key component just wasn't materializing. Willie still needed a body.

Then, along came Father's Day. During the LA Roadster Show, it happened – at Brookville Roadster's vendor space. As Willie's wife and friends cheered him on, a wallet came out, and the missing puzzle piece was soon after delivered to Willie's shop, the family business established in 1934 and known as the original Ed Martin Garage.

Beginning at the beginning with Ford-brand Model A frame rails, Willie's fabricating friend Jim Grady stepped in to install Dagel's Super X crossmembers and boxing plates. Stance enhancement for the buggy-sprung roadster comes via dropped beam axle the old-fashioned way.

Since the original roadster was four-cylinder "B-banger" powered, so is the clone, but that didn't come without aggravation. Although Willie is an engine builder in his own right, he thought it best to pay up for his own and stay focused on the needs of his customers. Long story short, when alleged banger-building "experts" failed, and also failed to make it right, the barely road-tested roadster was stored for a spell, as it was time to rethink.

Although he could've had a V-8, Willie remained determined to run a B-banger as his father and grandfather had prior to World War II. This time with better parts, Willie went about building his own mill with a Scat crank, H-beam rods, CP pistons, Brierley cam and a Carl Zich-modified oil pump. To top it all off, he ordered up an overhead-valve conversion from Steve Serr's

Many friends came together to initiate the build of this Ford Model A roadster that clones the hot rod once owned by its builder's father and grandfather.

Miller High-Speed Head Co. The same source supplied a dual-Stromberg-compatible intake manifold, a header and a transmission adapter kit. So, the much-better banger is backed by an S10-type BorgWarner T5 this time around.

As an all-around mechanic, Willie Martin can rebuild rear ends, too. With the T5 upgrade, the roadster's banjo would require an open driveline conversion. Whenever possible, Willie goes with who he knows. For that order, and a side-order of Lincoln Bendix-type self-energizing brakes, he telephoned friends at Hot Rod Works. Bringing up the freshened banjo is a Jennings-style torque arm. That's a slick trick involving an extra Model A radius rod.

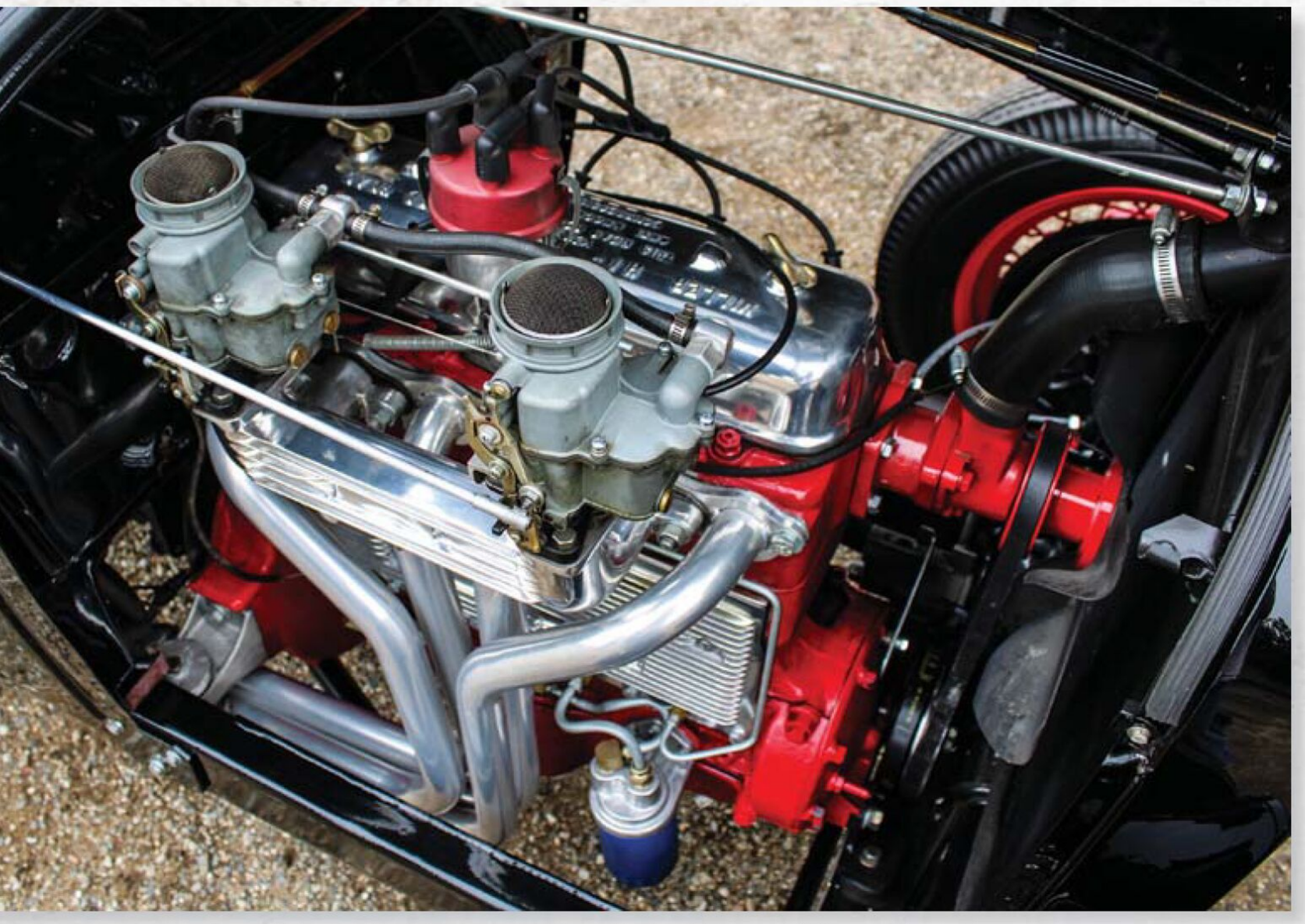
Kelsey-Hayes wire wheels roll with 750-16 and 550-16 Firestones from Coker Tire. Steering those is a reproduction four-spoke Bell wheel atop a 1957-'59 Chevy pickup steering box which, by the way, is an easy swap for a four-banger-powered Model A.

So, as the main preserver of Martin family tradition, how far would Willie go? His elders' roadster featured a



Just like the Martin family's first A hot rod, this roadster has a mahogany instrument panel, but this time the wood wasn't sourced from the family's dining room table.

real Mahogany dashboard, fashioned from the missing leaf of the family's dining room table. Willie's sister is the keeper of the table today. Since she was unwilling to contribute another leaf to the cause, Willie's clone version



Just the original, this A is powered by a built “B-banger” four-cylinder.



Dog-eared 1942 photo showing the Martin family’s original hot rod A.



Squint real hard and you’ll see a World War II-era “A” gas ration sticker on the windshield, just like the original A roadster would have had when Willie’s father and grandfather drove theirs in ’42.

features AutoMeter instrumentation in an Auburn-style bezel with termite-tested faux Mahogany by yours truly on a brand-new Brookville steel dash.

While we’re on the subject of brand-new steel, let’s try to imagine this build without it. Had Willie been able to obtain a Ford-brand body complete with rust and bullet holes, it would’ve required work. The new body did receive some refinement, but only around the edges. The half-hood and radiator shell are Henry’s originals. Those were stripped and straightened, as pounding and painting was a tag-team collaboration between two North County San Diego shops: Bowden’s Auto Body and Gopher Grove Garage.

During the final phases of the build, the clone received a few niceties that the original would’ve also, had it been possible in the ’40s. Perhaps most notably, finished interior trim by The Upholsterers.

If one picture is worth a thousand words, the dog-eared black-and-white by Jim Miller must be priceless. It pictures Willie’s father John Martin and friend John Riordan tightening the first roadster along the rugged road to Bodie, Calif. That was in the summer of 1942. Today, Willie Martin’s close clone — The John Martin Special — is about as fitting as a tribute can be. **OC**

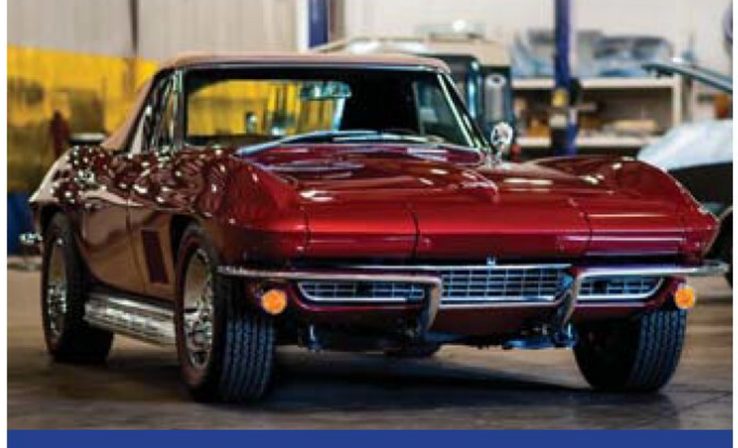
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Legit 1968 Shelby GT350 undergoes the resto-mod treatment

STORY AND PHOTOS BY AL ROGERS

"Are you crazy?!"

Dan Heller admits that's a typical response when admirers learn that his resto-modded 1968 Mustang started life as a real Wimbledon White Shelby GT350 (car No. 02827, to be precise). Heller bought the Shelby 17 years ago from a friend, the car's second owner, who had been the fastback's caretaker for the previous 15 years. After driving the vintage GT350 for eight months, Heller decided that he wanted something more from the Shelby ownership experience.

"I really wanted to drive it," Heller said, "but the more I drove it, the less I liked it." Heller had previously participated in the Hot Rod Power Tour with a factory-stock 1966 Mustang and wasn't pleased with the experience. Remembering the long drive in his 1966 Mustang, plans to drive his newly acquired Shelby on the Power Tour prompted him to consider rebuilding it several steps beyond stock.

While considering his options, one of Heller's employees recommended that he contact Ross Gregory, who owns Marquette Classics of Ionia, Mich. Coincidentally, Gregory's shop is located just 3 miles from the former A.O. Smith facility where the 1968 Shelbys were originally built. Gregory and his team specialize in concours restorations, but have also found a niche in resto-modding vintage American muscle cars. Gregory initially took on Heller's Shelby GT350 project as a restoration.

"Dan didn't like the appearance of the engine bay and he wanted me to spruce up the interior," Gregory said. "During the disassembly, I discovered some rust issues and things evolved

Are you crazy?

into a full-blown rotisserie restoration. We had the car disassembled and apart when Dan stopped by the shop and caught sight of one of our GTO resto-mod projects. He pointed at the GTO and told me, 'I want that!'"

With that statement, the project changed course from a factory-correct restoration to a total resto-mod.

"I wanted the Shelby to drive and handle like a new car with air conditioning, cruise control and all the creature comforts found in the modern cars of today," says Heller, who was born and raised in a Ford "Blue Oval" family and remains involved with the family's two dealerships in Illinois. "I also wanted that aggressive look from the rear of the Shelby with wide tires and a lowered stance. Initially, Ross tried to talk me out of it."

In the end, Gregory agreed to the resto-mod build with Heller's specific instructions to retain the original Shelby look, but to upgrade the car in nearly every other area.

Body repair and prep continued as it would in a typical restoration, with untold hours of fit and finish, particularly for the Shelby fiberglass. But that's where the similarities end. Prior to painting the entire body — including the undercarriage and engine compartment — in a three-stage (base, mid and clear coat) PPG pearl white, the factory shock towers were removed and eliminated to prepare a customized Roadster Shop coil-over front suspension. The rear wheel wells received the mini-tub treatment to allow for the larger wheels and tires. Gregory says he completed some fabrication to the Detroit Speed rear suspension system to make its







TOP LEFT: The custom rear side marker lamp housings and lenses have been given a custom shape and a special “Shelby” insert that illuminates with an LED lamp. They were created in-house at Marquette Classics.

TOP RIGHT: Bullet-shaped outside rearview mirrors give the Shelby GT350 a definite 1960s supercar vibe. These mirrors were produced by Ring Brothers, and the size and shape fit the GT350 well. The two-part design features an outer section that houses the mirror, which is adjustable while the housing remains streamlined and in its location without being tilted or moved.

LEFT: Marquette Classics hand-painted the “GT350” lettering and stripes on Dan Heller’s Shelby, then finished them off in clearcoat. They’re hand applied and painted onto the car, not decals.



LEFT: New wheels retain the Shelby look in a larger, 19-inch diameter.

LOWER LEFT: Everything within the interior cockpit on this GT350 received a custom touch, down to the Dakota gauges, instrument cluster and steering wheel. The lower part of the steering wheel has been straightened to allow for additional leg clearance.

LOWER RIGHT: This one-of-kind door panel features a unique insert panel with custom black fabric and pleats. The pull handle is covered in a synthetic snake skin fabric to give it a special “cobra” look.





functionality more like that of the factory parts. Willwood supplied the power-assisted disc brakes.

Gregory relied on local interior wizard John Wagner to install the one-of-a-kind custom leather interior with a cobra-skin appearance added to the custom dash, door panels and floor console. Classic Instruments supplied the cluster and Dakota the gauges; the Kenwood audio system includes satellite radio, navigation, back-up camera and even a front parking camera in the front valance panel.

Gregory notes that the mini-tub intrusion into the back seat area created a challenge for reinstalling the original fold-down rear seat. The solution was the time-consuming task of narrowing the seat cushions and interior trim panels by 3 inches on each side.

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Marquette Classics has in-house mechanical abilities with master engine builder Bill Swain, who assembled the engine for power and durability starting with a Ford 302 and stroking it to 347 cubic inches. The impressive-looking FAST fuel-injection unit with Inglese stacks can produce more than 500 hp, but Heller says the engine is tuned for 415 hp for better drivability.

"I'm not going to race it," he explains. If he changes his mind, the custom Borla exhaust system is equipped with electronically controlled cut-outs.

Look closer and you'll spot the Shelby's unique and intricate details crafted by Marquette Classics, such as the one-of-kind rear side marker lamps with illuminated "Shelby" lettering and painted side stripes underneath the clear coat. The unique 19-inch wheels add a subtle resto-mod touch; they were custom designed and manufactured by EVOD Industries in a vintage Shelby 10-spoke style.

Gregory was very up front about the challenges behind this unusual project. He says the hardest part of resto-modding the Shelby GT350 was "getting everything to fit to world-class standards," adding, "We like tight margins and panels that fit. The 'Shelby treatment' parts required some finesse, but with some additional work, they fell into place and turned out the way we wanted them to."

His most enjoyable part of the project was, hands down, the engine compartment and how clean it turned out with everything fitting well.

After its completion in 2016, the Shelby debuted at the Detroit Autorama and Chicago World of Wheels. It has also participated in the annual Hot Rod Power Tour with Heller cruising along with vintage Shelby looks and provenance, but with modern comfort and convenience. This GT350 was built to be owner driven, and when people question Heller on his sanity for resto-modding a genuine Shelby, he reminds people,"I didn't do it for anyone other than myself." OC



The GT350 undercarriage is painted in the PPG white tri-coat finish with the engine, oil pan, transmission, drive shaft and other suspension components painted blue with a satin clear coat.



The Wilwood disc brake booster, hood hinge assembly and lines are painted a custom blue PPG paint color with satin clear coat applied to give the parts a flat blue appearance.



Marquette Classics takes pride in its one-of-a-kind engine bays. The result is a clean look that is fully functional and showcases the engine with a color scheme that complements the car.



The custom white PPG pearl paint finish on this 1968 Shelby GT350 resto-mod features a white basecoat, pearl mid-coat and clear top coat. The industry refers to it as a "tri-coat paint application."

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NOVEMBER 1, 2023, EDITION

PRICE GUIDE

CONDITIONS RATED ON OUR TRUSTED 1-6 SCALE

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

1958 BUICK *Limited*



This Edition

1946-1985 Domestic Cars

1946-1985 Light-Duty Trucks

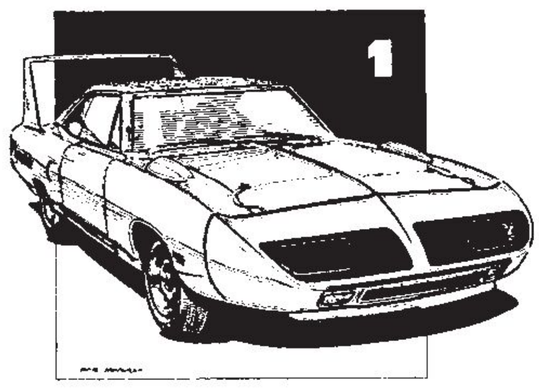
How To Use Price Guide

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.

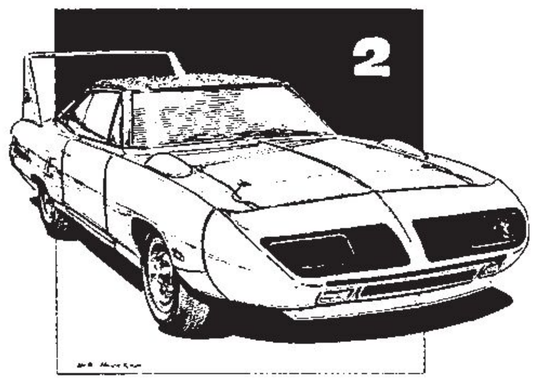
We list values for vehicles in six different states of condition as explained on this page. Values are for complete vehicles, not parts cars, except as noted. Modified-vehicle values are not included, but can be estimated by figuring the cost of restoring to original and deducting from the figures shown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

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



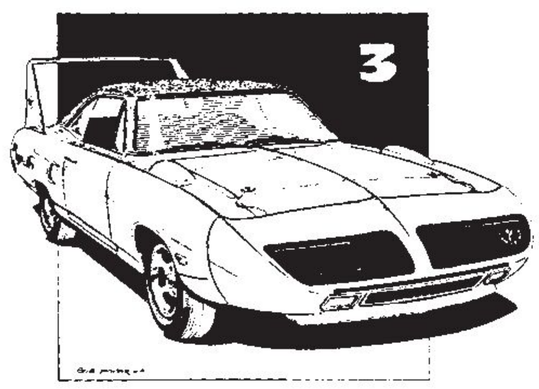
1) EXCELLENT: Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven.

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.



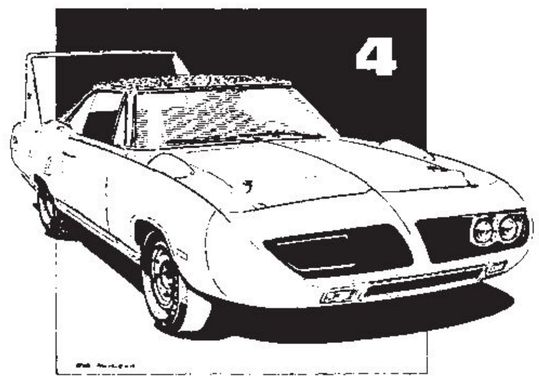
2) FINE: Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing minimal wear.

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.



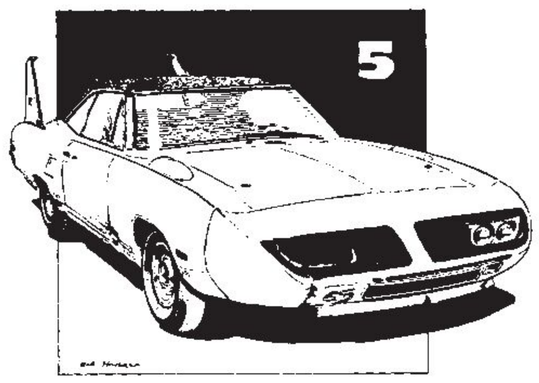
3) VERY GOOD: Completely operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components; or a partially restored car with all parts necessary to complete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

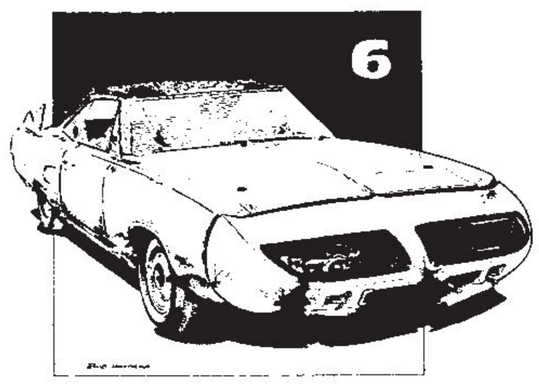


4) GOOD: A drivable vehicle needing no, or only minor work to be functional. Also, a deteriorated restoration or a poor amateur restoration. All components may need restoration to be "excellent," but the vehicle is mostly usable "as is."

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.

KEY TO ABBREVIATIONS

GENERAL

AWD - All Wheel Drive

Brgm - Brougham

Brtz - Biarritz

BT - Boattail

Bus - Business (e.g., Bus Cpe)

Cabr - Cabriolet

CC - Crew Cab Pickup

Cpe - Coupe

COE - Cab-Over-Engine Trk

Cont - Continental

Conv - Convertible

CS - Calif. Special (Mustang)

Cst/10 - Custom 10 (pickup)

Ctry - Country

Cus - Custom

DC - Dual-Cowl

Del - Deluxe

Dly - Delivery

Edn - Edition

Encl - Enclosed

Est - Estate

Exec - Executive

FBk - Fastback

FHC - Fixed Head Coupe

FI - Fuel-Injected

Fml - Formal

FWD - Front-wheel Drive

HBk - Hatchback

HD - Heavy Duty

HT - Hard Top

Imp - Imperial

Int - Interior

IPC - Indy Pace Car

Lan - Landau

Lan'let - Landaulet

LBx - Long Box (pickup bed)

LE - Limited Edition

Leb - Lebaron

Limo - Limousine

Ltd - Limited

Lthr - Leather

LWB - Long Wheelbase

Phae - Phaeton

PU - Pickup Truck

Rbt - Runabout

Rds - Roadster

R/S - Rumbleseat

Saloon - British for sedan

SBx - Short Box (bed)

S/C - Super-Charged

SE - Special Edition

Sed - Sedan

Sednt - Sedanette

Spds - Speedster

Spec or Spl - Special

Spt - Sport

Sq - Squire

S/R - Sunroof

Sta Wag - Station Wagon

Std - Standard

Sub - Suburban

SUV - Sport Utility Vehicle

S/W - Spit Window

SWB - Short Wheelbase

T-top - T-Top Roof

Tr or Trg - Touring

Turbo - Turbocharger(s)

Twn - Town (as in Twn Sed)

Utl - Utility

VIC- Victoria

W - Window (e.g., Ford 3W Cpe)

WW - Wire Wheels

Woodie - Wood-body car

NUMERIC

1/2T - One-Half Ton Pickup

1T - One Ton Pickup

2d - Two-door

2P - Two Passenger

2S - Two-Seat

2V - Two-Barrel Carburetor

2x4V - Two Four-Barrel Carbs

3x2V - Three Two-Barrel Carbs/Tri Power

3W - Three Windows

4d - Four-door

4-Spd - Four Speed

4WD - 4-wheel drive (not FWD)

6-cyl. - Six cylinder

6-Pak - Chrysler 3x2V Carbs

6V - Six Volt

8-cyl - Eight cylinder

8/9P - Eight or Nine Passenger

12V - 12 Volt

TOPS

w/both tops - Hard & Soft Tops

w/soft top only - Soft Top Only

w/HT only - Hard Top Only

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Old Cars PRICE GUIDE

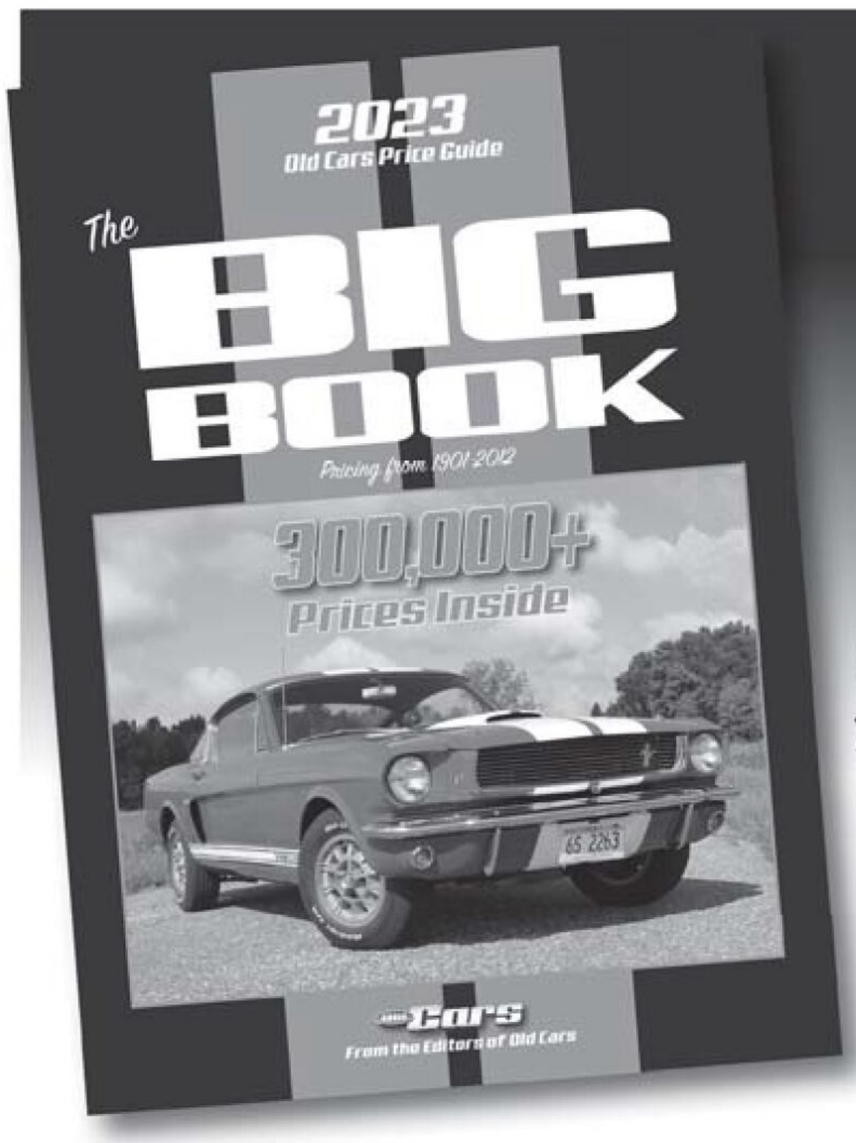
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DOMESTIC CARS

AMC

NOTE: AMC listings follow NASH listings.

BUICK

	6	5	4	3	2	1
1946-48 Special Series 40, 8-cyl.						
2d S'net	1,240	3,720	6,200	13,950	21,700	31,000
4d Sed	920	2,760	4,600	10,350	16,100	23,000
1946-48 Super Series 50, 8-cyl.						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
2d S'net	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Estate Sta Wag	3,860	11,580	19,300	43,430	67,550	96,500
1946-48 Roadmaster Series 70, 8-cyl.						
2d Conv	2,960	8,880	14,800	33,300	51,800	74,000
2d S'net	1,400	4,200	7,000	15,750	24,500	35,000
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
4d Estate Sta Wag (1947-48 only)	4,060	12,180	20,300	45,680	71,050	101,500
1949 Special Series 40, 8-cyl.						
2d S'net	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1949 Super Series 50, 8-cyl.						
2d Conv	3,000	9,000	15,000	33,750	52,500	75,000
2d S'net	1,540	4,620	7,700	17,330	26,950	38,500
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Estate Sta Wag	3,800	11,400	19,000	42,750	66,500	95,000
1949 Roadmaster Series 70, 8-cyl.						
2d Conv	4,480	13,440	22,400	50,400	78,400	112,000
2d Riv HT	1,920	5,760	9,600	21,600	33,600	48,000
2d S'net	1,600	4,800	8,000	18,000	28,000	40,000
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
4d Estate Sta Wag	4,000	12,000	20,000	45,000	70,000	100,000

NOTE: Add 10% for sweap spear side trim on late 1949 Roadmaster models.

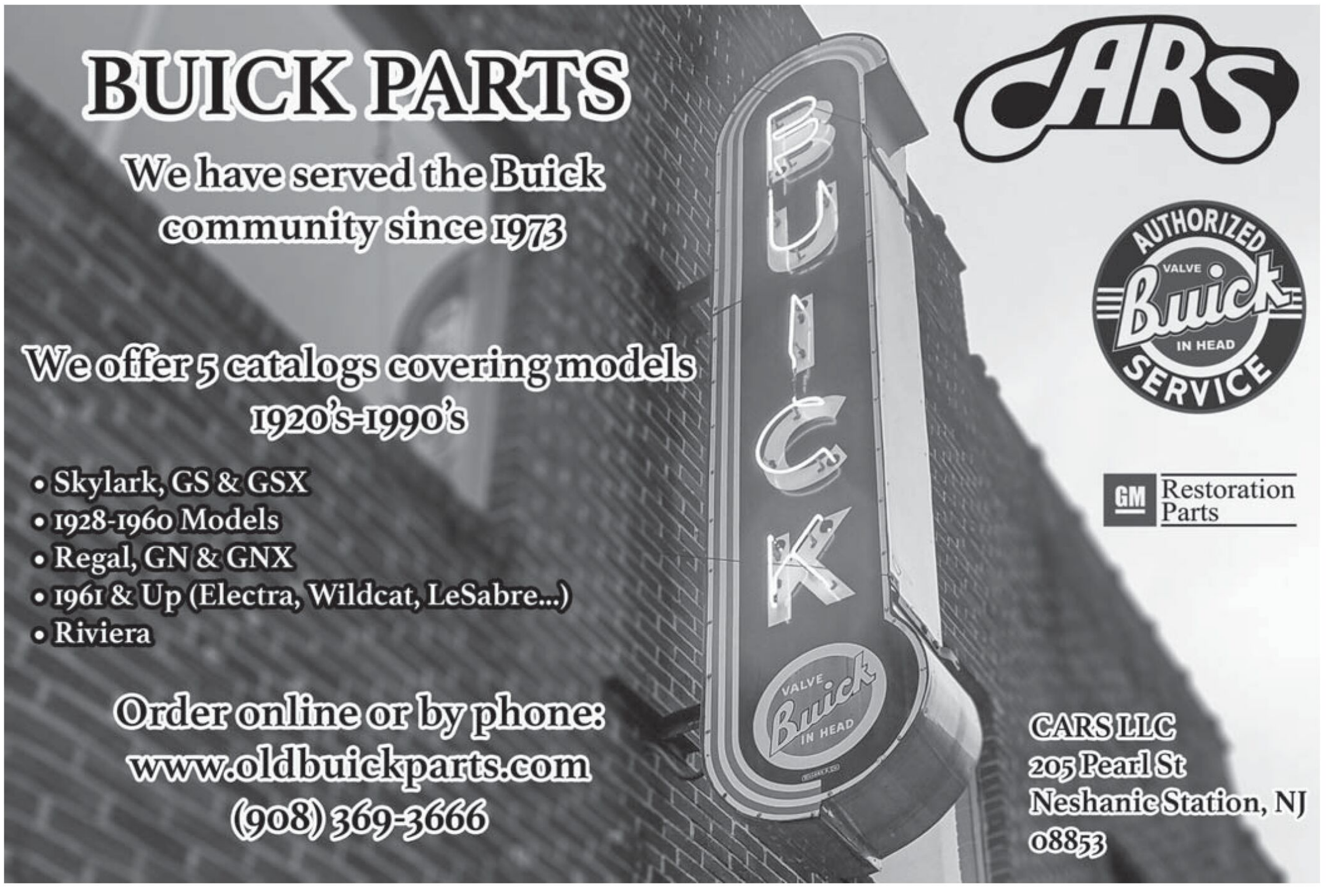
	6	5	4	3	2	1
1950 Special Series 40, 8-cyl., 121-1/2" wb						
2d Bus Cpe	990	2,960	4,940	11,120	17,290	24,700
2d S'net	1,140	3,420	5,700	12,830	19,950	28,500
4d S'net	870	2,620	4,370	9,830	15,300	21,850
4d Tr Sed	760	2,280	3,800	8,550	13,300	19,000
1950 Special DeLuxe Series 40, 8-cyl., 121-1/2" wb						
2d S'net	1,160	3,480	5,800	13,040	20,280	28,975
4d S'net	820	2,450	4,090	9,190	14,300	20,425
4d Tr Sed	780	2,340	3,900	8,760	13,630	19,475
1950 Super Series 50, 8-cyl.						
2d Conv	2,940	8,820	14,700	33,080	51,450	73,500
2d Riv HT	1,370	4,100	6,840	15,390	23,940	34,200
2d S'net	1,370	4,100	6,840	15,390	23,940	34,200
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Estate Sta Wag	3,570	10,720	17,860	40,190	62,510	89,300
1950 Roadmaster Series 70, 8-cyl.						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
2d S'net	1,440	4,330	7,220	16,250	25,270	36,100
4d Sed 71	950	2,850	4,750	10,690	16,630	23,750
4d Sed 72	1,030	3,080	5,130	11,540	17,960	25,650
4d Estate Sta Wag	3,760	11,290	18,810	42,320	65,840	94,050
4d Riv Sed DeL	1,100	3,310	5,510	12,400	19,290	27,550
1951-52 Special Series 40, 8-cyl., 121-1/2" wb						
2d Bus Cpe (1951 only)	9,350	28,050	46,750	105,190	163,630	233,750
2d Sed (1951 only)	760	2,280	3,800	8,550	13,300	19,000
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Spt Cpe	910	2,740	4,560	10,260	15,960	22,800
1951-52 Special DeLuxe Series 40, 8-cyl., 121-1/2" wb						
4d Sed	820	2,450	4,090	9,190	14,300	20,425
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Riv HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,710	8,120	13,540	30,470	47,390	67,700
1951-52 Super Series 50, 8-cyl.						
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000
4d Estate Sta Wag	3,530	10,600	17,670	39,760	61,850	88,350
2d S'net (1951 only)	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1951-52 Roadmaster Series 70, 8-cyl.						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Estate Sta Wag	3,780	11,340	18,900	42,530	66,150	94,500
4d Riv Sed	1,100	3,310	5,510	12,400	19,290	27,550
1953 Special Series 40, 8-cyl.						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Riv HT	1,440	4,330	7,220	16,250	25,270	36,100
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
1953 Super Series 50, V-8						
2d Riv HT	1,630	4,900	8,170	18,380	28,600	40,850
2d Conv	3,600	10,800	18,000	40,500	63,000	90,000
4d Estate Sta Wag	3,530	10,600	17,670	39,760	61,850	88,350
4d Riv Sed	1,030	3,080	5,130	11,540	17,960	25,650
1953 Roadmaster Series 70, V-8						
2d Riv HT	1,790	5,360	8,930	20,090	31,260	44,650
2d Skylark	4,940	14,820	24,700	55,580	86,450	123,500
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
4d Estate Sta Wag	3,530	10,600	17,670	39,760	61,850	88,350
4d Riv Sed	1,030	3,080	5,130	11,540	17,960	25,650
1954 Special Series 40, V-8						
4d Sed	820	2,450	4,090	9,190	14,300	20,425
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1954 Century Series 60, V-8						
4d DeL	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
4d Sta Wag	1,750	5,240	8,740	19,670	30,590	43,700
1954 Super Series 50, V-8						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	3,340	10,020	16,700	37,580	58,450	83,500
1954 Roadmaster Series 70, V-8						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Riv HT	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	4,160	12,480	20,800	46,800	72,800	104,000
1954 Skylark Series, V-8						
2d Spt Conv	4,900	14,700	24,500	55,130	85,750	122,500
1955 Special Series 40, V-8						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
4d Riv HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Century Series 60, V-8						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d Riv HT	970	2,910	4,850	10,900	16,960	24,225
2d Riv HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,750	5,240	8,740	19,670	30,590	43,700
1955 Super Series 50, V-8						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
2d Riv HT	1,620	4,850	8,080	18,170	28,260	40,375
2d Conv	3,990	11,970	19,950	44,890	69,830	99,750
1955 Roadmaster Series 70, V-8						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Riv HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
1956 Special Series 40, V-8						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
4d Riv HT	1,050	3,140	5,230	11,760	18,290	26,125
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Riv HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1956 Century Series 60, V-8						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d Riv HT	970	2,910	4,850	10,900	16,960	24,225
2d Riv HT	1,590	4,780	7,960	17,910	27,860	39,800
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
4d Sta Wag	1,750	5,240	8,740	19,670	30,590	43,700
1956 Super Series 50						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Riv HT	990	2,960	4,940	11,120	17,290	24,700
2d Riv HT	1,620	4,850	8,080	18,170	28,260	40,375
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
1956 Roadmaster Series 70, V-8						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Riv HT	1,200	3,590	5,990	13,470	20,950	29,925
2d Riv HT	2,200	6,610	11,020	24,800	38,570	55,100
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
1957 Special Series 40, V-8						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Riv HT	990	2,960	4,940	11,120	17,290	24,700
2d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Riv HT	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	3,780	11,340	18,910	42,540	66,170	94,525
4d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
4d HT Wag	2,850	8,550	14,250	32,060	49,880	71,250
1957 Century Series 60, V-8						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Riv HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Riv HT	1,650	4,960	8,270	18,600	28,930	41,325
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
4d HT Wag	3,800	11,400	19,000	42,750	66,500	95,000
1957 Super Series 50, V-8						
4d Riv HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Riv HT	1,730	5,190	8,650	19,450	30,260	43,225
2d Conv	4,220	12,650	21,090	47,450	73,820	105,450
1957 Roadmaster Series 70, V-8						
4d Riv HT	1,370	4,100	6,840	15,390	23,940	34,200
2d Riv HT	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,950	14,850	24,750	55,690	86,630	123,750

NOTE: Add 5% for 75 Series.

	6	5	4	3	2	1
1958 Special Series 40, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Riv HT	950	2,850	4,750	10,690	16,630	23,750
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Riv HT	1,460	4,390	7,320	16,460	25,600	36,575
2d Conv	3,370	10,110	16,850	37,920	58,990	84,265
4d Sta Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d HT Wag	2,090	6,270	10,450	23,510	36,580	52,250
1958 Century Series 60, V-8						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Riv HT	1,060	3,190	5,320	11,970	18,620	26,600
2d Riv HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Conv	3,610	10,830	18,050	40,610	63,180	90,250
4d HT Wag	2,930	8,780	14,630	32,920	51,210	73,150
1958 Super Series 50, V-8						
4d Riv HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Riv HT	1,620	4,850	8,080	18,170	28,260	40,375
1958 Roadmaster Series 75, V-8						
4d Riv HT	1,350	4,050	6,750	15,180	23,610	33,725
2d Riv HT	1,750	5,240	8,740	19,670	30,590	43,700
2d Conv	4,560	13,680	22,800	51,300	79,800	114,000
1958 Limited Series 700, V-8						
4d Riv HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Riv HT	1,860	5,590	9,310	20,950	32,590	46,550
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
1959 LeSabre Series 4400, V-8						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d HT	840	2,510	4,180	9,410	14,630	20,900
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
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
1959 Invicta Series 4600, V-8						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
4d HT	950	2,850	4,750	10,690	16,630	23,750
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	1,520	4,560	7,600	17,100	26,600	38,000
1959 Electra Series 4700, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,440	4,330	7,220	16,250	25,270	36,100
1959 Electra 225 Series 4800, V-8						
4d Riv HT 6W	1,140	3,420	5,700	12,830	19,950	28,500
4d HT 4W	950	2,850	4,750	10,690	16,630	23,750
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1960 LeSabre Series 4400, V-8						
4d Sed	800	2,400	4,000	9,000	14,000	20,000



	6	5	4	3	2	1
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



	6	5	4	3	2	1
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
4d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
NOTE: Deduct 15% for V-6						
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.						
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 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

	6	5	4	3	2	1
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
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.						
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
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

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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
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 Sp t	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 Spt640	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 Spt1	90	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 Riv era, 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 Sp t	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	260	790	1,320	2,970	4,200	6,000
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.						

	6	5	4	3	2	1
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.						

CADILLAC

	6	5	4	3	2	1
1946-47 Series 61, V-8, 126" wb						
2d FBk	1,720	5,160	8,600	19,350	30,100	43,000
4d FBk	1,240	3,720	6,200	13,950	21,700	31,000
1946-47 Series 62, V-8, 129" wb						
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000
2d FBk	1,760	5,280	8,800	19,800	30,800	44,000
4d 5P Sed	1,280	3,840	6,400	14,400	22,400	32,000
1946-47 Series 60 Special, V-8, 133" wb, Fleetwood						
4d 6P Sed	1,360	4,080	6,800	15,300	23,800	34,000
1946-47 Series 75, V-8, 136" wb, Fleetwood						
4d 5P Sed	1,440	4,320	7,200	16,200	25,200	36,000
4d 7P Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d 7P Imp Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d 9P Bus Sed	1,480	4,440	7,400	16,650	25,900	37,000
4d 9P Bus Imp	1,560	4,680	7,800	17,550	27,300	39,000
1948 Series 61, V-8, 126" wb						
2d FBk	1,600	4,800	8,000	18,000	28,000	40,000
4d 5P Sed	1,280	3,840	6,400	14,400	22,400	32,000
1948 Series 62, V-8, 126" wb						
2d Conv	4,240	12,720	21,200	47,700	74,200	106,000
2d Clb Cpe	2,200	6,600	11,000	24,750	38,500	55,000
4d 5P Sed	1,360	4,080	6,800	15,300	23,800	34,000
1948 Series 60 Special, V-8, 133" wb, Fleetwood						
4d Sed	2,160	6,480	10,800	24,300	37,800	54,000
1948 Series 75, V-8, 136" wb, Fleetwood						
4d 5P Sed	1,640	4,920	8,200	18,450	28,700	41,000
4d 7P Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d 7P Imp Sed	1,840	5,520	9,200	20,700	32,200	46,000
4d 9P Bus Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d 9P Bus Imp	1,760	5,280	8,800	19,800	30,800	44,000
1949 Series 61, V-8, 126" wb						
2d FBk	2,120	6,360	10,600	23,850	37,100	53,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
1949 Series 62, V-8, 126" wb						
2d FBk	2,320	6,960	11,600	26,100	40,600	58,000
4d 5P Sed	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	3,040	9,120	15,200	34,200	53,200	76,000
2d Conv	4,240	12,720	21,200	47,700	74,200	106,000
1949 Series 60 Special, V-8, 133" wb, Fleetwood						
4d 5P Sed	2,080	6,240	10,400	23,400	36,400	52,000
1949 Series 75, V-8, 136" wb, Fleetwood						
4d 5P Sed	1,680	5,040	8,400	18,900	29,400	42,000
4d 7P Sed	1,720	5,160	8,600	19,350	30,100	43,000
4d 7P Imp Sed	1,880	5,640	9,400	21,150	32,900	47,000
4d 9P Bus Sed	1,720	5,160	8,600	19,350	30,100	43,000
4d 9P Bus Imp	1,800	5,400	9,000	20,250	31,500	45,000
1950-51 Series 61, V-8						
4d 5P Sed	1,100	3,310	5,510	12,400	19,290	27,550
2d HT Cpe	1,560	4,670	7,790	17,530	27,270	38,950
1950-51 Series 62, V-8						
4d 5P Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d HT Cpe	1,680	5,040	8,400	18,900	29,400	42,000
2d HT Cpe DeV	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,600	13,800	23,000	51,750	80,500	115,000
1950-51 Series 60S, V-8						
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
1950-51 Series 75, Fleetwood						
4d 8P Sed	1,440	4,330	7,220	16,250	25,270	36,100
1950-51 Series 75 Fleetwood						
4d 8P Imp	1,500	4,500	7,510	16,890	26,270	37,525
1952 Series 62, V-8						
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,600	13,800	23,000	51,750	80,500	115,000
1952 Series 60S, V-8						
4d Sed	1,330	3,990	6,650	14,960	23,280	33,250
1952 Series 75, V-8, Fleetwood						
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
4d Imp Sed	1,440	4,330	7,220	16,250	25,270	36,100
1953 Series 62, V-8						
4d Sed	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,700	14,100	23,500	52,880	82,250	117,500
2d Eldo Conv	10,450	31,350	52,250	117,560	182,880	261,250
1953 Series 60S, V-8						
4d Sed	1,560	4,670	7,790	17,530	27,270	38,950
1953 Series 75, V-8, Fleetwood						
4d 7P Sed	1,630	4,900	8,170	18,380	28,600	40,850
4d Imp Sed	1,710	5,130	8,550	19,240	29,930	42,750
1954 Series 62, V-8						
4d Sed	990	2,970	4,950	11,140	17,330	24,750
2d HT	1,440	4,330	7,220	16,250	25,270	36,100
2d HT Cpe DeV	1,680	5,040	8,400	18,900	29,400	42,000
2d Conv	4,700	14,100	23,500	52,880	82,250	117,500
2d Eldo Conv	7,200	21,600	36,000	81,000	126,000	180,000
1954 Series 60S, V-8						
4d Sed	1,440	4,330	7,220	16,250	25,270	36,100
1954 Series 75, V-8, Fleetwood						
4d 7P Sed	1,410	4,220	7,030	15,820	24,610	35,150
4d 7P Imp Sed	1,440	4,330	7,220	16,250	25,270	36,100
1955 Series 62, V-8						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	5,200	15,600	26,000	58,500	91,000	130,000
2d Eldo Conv	8,800	26,400	44,000	99,000	154,000	220,000
1955 Series 60S, V-8						
4d Sed	1,520	4,560	7,600	17,100	26,600	38,000
1955 Series 75, V-8, Fleetwood						
4d 7P Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 7P Imp Sed	1,560	4,670	7,790	17,530	27,270	38,950
NOTE: Add 10% for 2x4V Eldorado engine when optional.						
1956 Series 62, V-8						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
4d HT Sed DeV	1,330	3,990	6,650	14,960	23,280	33,250
2d HT Cpe DeV	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	5,200	15,600	26,000	58,500	91,000	130,000
2d HT Eldo Sev	3,200	9,600	16,000	36,000	56,000	80,000
2d Conv Eldo Brtz	8,800	26,400	44,000	99,000	154,000	220,000
1956 Series 60S, V-8						
4d Sed	1,440	4,330	7,220	16,250	25,270	36,100
1956 Series 75, V-8, Fleetwood						
4d 7P Sed	1,480	4,450	7,410	16,670	25,940	37,050
4d 7P Imp Sed	1,440	4,330	7,220	16,250	25,270	36,100
NOTE: Add 10% for 2x4V Eldorado engine when optional.						
1957 Series 62, V-8						
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	2,090	6,270	10,450	23,510	36,580	52,250
4d HT Sed DeV	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	5,260	15,790	26,320	59,210	92,100	131,575
1957 Eldorado, V-8						
2d HT Sev	3,420	10,260	17,100	38,480	59,850	85,500
2d Brtz Conv	8,930	26,790	44,650	100,460	156,280	223,250
1957 Fleetwood 60 Special, V-8						
4d HT	1,710	5,130	8,550	19,240	29,930	42,750
1957 Eldorado Brougham, V-8						
4d HT	6,460	19,380	32,300	72,680	113,050	161,500
NOTE: Add 25% for complete Vanity Pkg.						
1957 Series 75						
4d 8P Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 8P Imp Sed	1,560	4,670	7,790	17,530	27,270	38,950
NOTE: Add 10% for 2x4V Eldorado engine when optional.						
1958 Series 62, V-8 & Series 63, V-8						
4d HT Sh Dk	840	2,510	4,180	9,410	14,630	20,900
4d 6W Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed DeV	1,330	3,990	6,650	14,960	23,280	33,250
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d HT Cpe DeV	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	5,260	15,790	26,320	59,210	92,100	131,575
1958 Eldorado, V-8						
2d HT Sev	3,230	9,690	16,150	36,340	56,530	80,750
2d Brtz Conv	8,740	26,220	43,700	98,330	152,950	218,500
1958 Fleetwood 60 Special, V-8						
4d HT	1,710	5,130	8,550	19,240	29,930	42,750
1958 Eldorado Brougham, V-8						
4d HT	6,460	19,380	32,300	72,680	113,050	161,500
NOTE: Add 25% for complete Vanity Pkg.						
1958 Series 75						
4d 8P Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d 8P Imp Sed	1,560	4,670	7,790	17,530	27,270	38,950
NOTE: Add 10% for 3x2V Eldorado engine when optional.						
1959 Series 62, V-8						
4d 4W HT	1,620	4,850	8,080	18,170	28,260	40,375
4d 6W HT	1,520	4,560	7,600	17,100	26,600	38,000
2d HT	2,280	6,840	11,400	25,650	39,900	57,000
2d Conv	6,650	19,950	33,250	74,810	116,380	166,250
1959 Series 63 DeVille, V-8						
2d HT Cpe DeV	2,470	7,410	12,350	27,790	43,230	61,750
4d 4W HT	1,710	5,130	8,550	19,240	29,930	42,750
4d 6W HT	1,630	4,900	8,170	18,380	28,600	40,850
1959 Series Eldorado, V-8						
4d HT Brgm	4,750	14,250	23,750	53,440	83,130	118,750
2d HT Sev	38,000	114,000	190,000	427,500	665,000	950,000
2d Brtz Conv	11,400	34,200	57,000	128,250	199,500	285,000
1959 Fleetwood 60 Special, V-8						
4d 6P Sed	1,710	5,130	8,550	19,240	29,930	42,750
1959 Fleetwood Series 75, V-8						
4d 9P Sed	2,770	8,320	13,860	31,190	48,510	69,300
4d Limo	2,850	8,550	14,250	32,060	49,880	71,250
NOTE: Add 10% for 3x2V Eldorado engine when optional.						
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



	6	5	4	3	2	1
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
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
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

	6	5	4	3	2	1
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.						

CHECKER

	6	5	4	3	2	1
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
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

	6	5	4	3	2	1
1946-48 Stylemaster, 6-cyl.						
2d Bus Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Twn Sed	680	2,040	3,400	7,650	11,900	17,000
4d Spt Sed	680	2,050	3,420	7,700	11,970	17,100
1946-48 Fleetmaster, 6-cyl.						
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Twn Sed	700	2,090	3,480	7,830	12,180	17,400
4d Spt Sed	700	2,100	3,500	7,880	12,250	17,500
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
1946-48 Fleetline, 6-cyl.						
2d Aero	760	2,280	3,800	8,550	13,300	19,000
4d Spt Mstr	720	2,160	3,600	8,100	12,600	18,000
NOTE: Country Club Wood Kit is not a GM/Chevrolet option, but rather an aftermarket offering installed by Chevy dealers, on Aero sedans beginning in 1947 and '48.						
1949-50 Styleline Special, 6-cyl.						
2d Bus Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Spt Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	730	2,180	3,630	8,160	12,690	18,130
1949-50 Fleetline Special, 6-cyl.						
2d Sed	890	2,670	4,450	10,000	15,560	22,225
4d Sed	750	2,240	3,740	8,420	13,090	18,700
1949-50 Styleline DeLuxe, 6-cyl.						
Spt Cpe	990	2,960	4,940	11,120	17,290	24,700
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed	850	2,560	4,270	9,600	14,940	21,340
2d HT Bel Air (1950 only)	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	2,320	6,950	11,590	26,080	40,570	57,950
4d Woodie Wag (1949 only)	4,070	12,200	20,330	45,740	71,160	101,650
4d Mtl Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1949-50 Fleetline DeLuxe, 6-cyl.						
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1951-52 Styleline Special, 6-cyl.						
2d Bus Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Spt Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1951-52 Styleline DeLuxe, 6-cyl.						
2d Spt Cpe	990	2,960	4,940	11,120	17,290	24,700
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed	860	2,580	4,310	9,690	15,080	21,540
2d HT Bel Air	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	2,440	7,320	12,200	27,450	42,700	61,000
1951-52 Fleetline Special, 6-cyl.						
2d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sed (1951 only)	750	2,240	3,740	8,420	13,090	18,700
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1951-52 Fleetline DeLuxe, 6-cyl.						
2d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Sed (1951 only)	790	2,380	3,960	8,910	13,860	19,800
1953 Special 150, 6-cyl.						
2d Bus Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
1953 DeLuxe 210, 6-cyl.						
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	750	2,240	3,740	8,420	13,090	18,700
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,040	6,120	10,200	22,950	35,700	51,000
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
4d 210 Townsman Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1953 Bel Air						
2d Sed	980	2,930	4,880	10,990	17,090	24,415
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d HT	1,720	5,160	8,600	19,350	30,100	43,000
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1954 Special 150, 6-cyl.						
2d Utl Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
1954 Special 210, 6-cyl.						
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed Delray	920	2,760	4,600	10,350	16,100	23,000
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1954 Bel Air, 6-cyl.						
2d Sed	970	2,920	4,860	10,940	17,020	24,320
4d Sed	830	2,480	4,140	9,300	14,470	20,675
2d HT	1,630	4,900	8,170	18,380	28,600	40,850
2d Conv	2,170	6,500	10,830	24,370	37,910	54,150
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1955 Model 150, V-8						
2d Utl Sed	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	1,630	4,900	8,160	18,360	28,560	40,800
4d Sed	860	2,570	4,280	9,620	14,960	21,375
2d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Model 210, V-8						
2d Sed	1,790	5,360	8,930	20,090	31,260	44,650
2d Sed Delray	1,860	5,590	9,310	20,950	32,590	46,550
4d Sed	1,160	3,480	5,800	13,040	20,280	28,975
2d HT	1,900	5,700	9,500	21,380	33,250	47,500
2d Sta Wag	1,670	5,020	8,360	18,810	29,260	41,800
4d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
1955 Bel Air, V-8						
2d Sed	1,860	5,590	9,310	20,950	32,590	46,550

	6	5	4	3	2	1
4d Sed	1,160	3,480	5,800	13,040	20,280	28,975
2d HT	3,040	9,120	15,200	34,200	53,200	76,000
2d Conv	5,320	15,960	26,600	59,850	93,100	133,000
2d Nomad	3,600	10,800	18,000	40,500	63,000	90,000
4d Sta Wag	1,820	5,470	9,120	20,520	31,920	45,600

NOTE: Add 10% for A/C; 25% for "Power-Pack". Deduct 10% for 6-cyl.

1956 Model 150, V-8

2d Utl Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150

1956 Model 210, V-8

2d Sed	1,820	5,470	9,120	20,520	31,920	45,600
2d Sed Delray	1,790	5,360	8,930	20,090	31,260	44,650
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d HT	1,860	5,590	9,310	20,950	32,590	46,550
2d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
4d 9P Sta Wag	1,560	4,670	7,790	17,530	27,270	38,950

1956 Bel Air, V-8

2d Sed	1,790	5,360	8,930	20,090	31,260	44,650
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d HT	1,820	5,470	9,120	20,520	31,920	45,600
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	5,170	15,500	25,840	58,140	90,440	129,200
2d Nomad	3,420	10,260	17,100	38,480	59,850	85,500
4d 9P Sta Wag	1,800	5,400	9,000	20,250	31,500	45,000

NOTE: Add 10% for A/C; 25% for "Power-Pack"; 100% for dual 4 barrel carbs. Deduct 10% for 6-cyl.

1957 Model 150, V-8

2d Utl Sed	1,390	4,160	6,940	15,600	24,270	34,675
2d Sed	1,880	5,640	9,410	21,160	32,920	47,025
4d Sed	1,180	3,530	5,890	13,250	20,620	29,450
2d Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325

1957 Model 210, V-8

2d Sed	1,910	5,730	9,550	21,490	33,430	47,750
2d Sed Delray	1,820	5,470	9,120	20,520	31,920	45,600
4d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d HT	1,840	5,530	9,220	20,730	32,250	46,075
2d HT	2,380	7,130	11,880	26,720	41,560	59,375
2d Sta Wag	2,280	6,840	11,400	25,650	39,900	57,000
4d Sta Wag	1,790	5,380	8,970	20,180	31,400	44,850
4d 9P Sta Wag	1,840	5,510	9,180	20,640	32,110	45,875

1957 Bel Air, V-8

2d Sed	2,510	7,520	12,540	28,220	43,890	62,700
4d Sed	1,500	4,500	7,510	16,890	26,270	37,525
4d HT	2,550	7,640	12,730	28,640	44,560	63,650
2d HT	3,230	9,690	16,150	36,340	56,530	80,750
2d Conv	5,510	16,530	27,550	61,990	96,430	137,750
2d Nomad	4,290	12,880	21,470	48,310	75,150	107,350
4d Sta Wag	1,900	5,700	9,500	21,380	33,250	47,500

NOTE: Add 10% for A/C; 15% for "Power-Pack"; 75% for F.I.; 25% for dual 4 barrel carbs. Deduct 10% for 6-cyl.

1958 Delray, V-8

2d Utl Sed	870	2,620	4,370	9,830	15,300	21,850
2d Sed	900	2,700	4,510	10,140	15,770	22,525
4d Sed	840	2,510	4,180	9,410	14,630	20,900

1958 Biscayne, V-8

2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	820	2,450	4,090	9,200	14,320	20,450

1958 Bel Air, V-8

2d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,900	5,700	9,500	21,380	33,250	47,500
2d Impala	2,850	8,550	14,250	32,060	49,880	71,250
2d Imp Conv	3,800	11,400	19,000	42,750	66,500	95,000

1958 Station Wagons, V-8

2d Yeo	1,140	3,420	5,700	12,830	19,950	28,500
4d Yeo	950	2,850	4,750	10,690	16,630	23,750
4d 6P Brookwood	1,330	3,990	6,650	14,960	23,280	33,250
4d 9P Brookwood	1,390	4,160	6,940	15,600	24,270	34,675
4d Nomad	1,670	5,020	8,360	18,810	29,260	41,800

NOTE: Add 10% for "Power-Pack" & dual exhaust on 283 V-8; 75% for F.I.; 20% for 348; 50% for 348 Tri-Power set up; 15% for A/C. Deduct 10% for 6-cyl.

1959 Biscayne, V-8

2d Utl Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	970	2,900	4,830	10,860	16,890	24,125
4d Sed	690	2,080	3,460	7,790	12,110	17,300

1959 Bel Air, V-8

2d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	710	2,130	3,560	8,000	12,440	17,775
4d HT	1,060	3,190	5,320	11,970	18,620	26,600

1959 Impala, V-8

4d Sed	780	2,340	3,900	8,760	13,630	19,475
4d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
2d Conv	3,610	10,830	18,050	40,610	63,180	90,250

1959 Station Wagons, V-8

2d Brookwood	1,060	3,190	5,320	11,970	18,620	26,600
4d Brookwood	950	2,850	4,750	10,690	16,630	23,750
4d Parkwood	1,010	3,020	5,040	11,330	17,620	25,175
4d Kingswood	1,330	3,990	6,650	14,960	23,280	33,250
4d Nomad	1,480	4,440	7,400	16,650	25,900	37,000

NOTE: Add 10% for A/C; 10% for 4-speed transmission; 75% for F.I.; 50% for 348 Tri-Power set up. Deduct 10% for 6-cyl.

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

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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
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
*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
*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 50% for 327-cid, 325-hp. Add 75% for 396 V-8						
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
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: Add 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
*Add 75% for 396 V-8						
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
NOTE: Add 75% for 396 V-8						
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 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
NOTE: Add 75% for 396 V-8						
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: 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 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

	6	5	4	3	2	1
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

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

	6	5	4	3	2	1
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 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
4d Sed	220	670	1,120	2,520	3,920	5,600
2d HBK	280	840	1,400	3,150	4,900	7,000
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, 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
2d Sed	260	790	1,320	2,970	4,620	6,600
2d HBK	250	800	1,300	2,930	4,550	6,500

1977 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
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

1979 Impala, V-8

NOTE: Deduct 10% for 6-cyl.

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

1979 Monte Carlo, V-8

NOTE: Deduct 5% for 6-cyl.

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

1979 Malibu Classic, 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, V-8

2d Spt Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Spt 2+2 HBK	240	730	1,220	2,750	4,270	6,100
2d Sta Wag	220	660	1,100	2,480	3,850	5,500
2d	200	600	1,000	2,250	3,500	5,000
2d 2+2 HBK	220	660	1,100	2,480	3,850	5,500

1979 Monza, 4-cyl.

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
2d Lan Cpe	560	1,680	2,800	6,300	9,800	14,000
2d Spt Cpe	540	1,620	2,700	6,080	9,450	13,500
2d Cpe	800	2,400	4,000	9,000	14,000	20,000

1978 Camaro, V-8

4d Estate Wag	560	1,680	2,800	6,300	9,800	14,000
2d Sed	420	1,260	2,100	4,730	7,350	10,500
2d Lan Cpe	580	1,740	2,900	6,530	10,150	14,500
2d Cpe	540	1,620	2,700	6,080	9,450	13,500

1978 Caprice Classic

4d Sta Wag	540	1,620	2,700	6,080	9,450	13,500
4d Sed	380	1,140	1,900	4,280	6,650	9,500
2d Cpe	480	1,440	2,400	5,400	8,400	12,000

1978 Impala

2d Cpe	600	1,800	3,000	6,750	10,500	15,000

1978 Monte Carlo, V-8

4d HBK	180	550	920	2,070	3,220	4,600

1978 Nova

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	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

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.

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

NOTE: Add 10% for 305 V-8; 15% for 350 V-8.

1978 All Novas

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 Nova Custom

4d Sed	220	670	1,120	2,520	3,920	5,600
2d HBK	260	780	1,300	2,930	4,550	6,500
2d Cpe	260	790	1,320	2,970	4,620	6,600

1978 Monza, 4-cyl.

2d HBK	220	660	1,100	2,480	3,850	5,500
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

1979 Monza, 4-cyl.

2d 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

1979 Monza, 4-cyl.

2d 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

1979 Monza, 4-cyl.

2d HBK	220	660	1,100	2,480	3,850	5,500

	6	5	4	3	2	1
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 Spt340	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 Spt420	1,260	2,100	4,730	7,350	10,500	

	6	5	4	3	2	1
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.						
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

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
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
1953						
6-cyl. Conv	14,000	42,000	70,000	157,500	245,000	350,000
1954						
6-cyl. Conv	4,400	13,200	22,000	49,500	77,000	110,000

NOTE: Add $3,000 for hardtop.

	6	5	4	3	2	1
1955						
6-cyl. Conv	4,400	13,200	22,000	49,500	77,000	110,000
8-cyl. Conv	7,000	21,000	35,000	78,750	122,500	175,000

NOTE: Add $3,000 for hardtop.

	6	5	4	3	2	1
1956						
Conv	5,500	16,500	27,500	61,880	96,250	137,500

NOTE: Add 40% for 265-cid 225-hp V-8. Add 50% for 265-cid 24-hp V-8. Add $3,000 for hard top.

	6	5	4	3	2	1
1957						
Conv	10,000	30,000	50,000	112,500	175,000	250,000

NOTE: Add $3,000 for hardtop or power top. Add $3,000 for 4spd transmission. Add 10% for 283-cid 245-hp V-8. Add 30% for 283-cid 270-hp V-8. Add 50% for 283-cid 250 F.I. V-8. Add 60% for 283-cid 283 F.I. V-8.

	6	5	4	3	2	1
1958						
Conv	4,800	14,400	24,000	54,000	84,000	120,000

NOTE: Add $3,000 for hardtop or power top; Add $3,000 for 4 spd transmission; 25% for two 4 barrel carbs, 245-hp; 35% for two 4 barrel carbs, 270-hp; 40% for F.I., 250-hp; 60% for F.I., 290-hp.

	6	5	4	3	2	1
1959						
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., 250-hp; 60% for F.I., 290-hp; 25% for two 4 barrel carbs, 245-hp; 35% for two 4 barrel carbs, 270-hp.

	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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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 30-hp V-8; Add 40% for 327-cid 34-hp V-8; Add 60% for 327-cid 36-hp F.I. V-8.

	6	5	4	3	2	1
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 36-hp F.I. V-8.

	6	5	4	3	2	1
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 365-hp V-8.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
1976						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500

NOTE: Add 10% for L82.

	6	5	4	3	2	1
1977						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500

NOTE: Add 10% for L82.

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
1979						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500

NOTE: Add 10% for L82 engine option.

	6	5	4	3	2	1
1980						
Cpe	1,100	3,300	5,500	12,380	19,250	27,500

NOTE: Add 20% for L82 engine option.

	6	5	4	3	2	1
1981						
Cpe	1,010	3,040	5,060	11,390	17,710	25,300

	6	5	4	3	2	1
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.

	6	5	4	3	2	1
1984						
2d HBk	880	2,640	4,400	9,900	15,400	22,000

Note: Add 20% for Cnetennial Edition; 5% each for Glass Roof, Dual Roof and 6-speed manual trans. Add 8% for Heritage Package. Add 10% for 4LT.

	6	5	4	3	2	1
1985						
2d HBk	880	2,640	4,400	9,900	15,400	22,000

Note: Add 20% for Cnetennial Edition; 5% each for Glass Roof, Dual Roof and 6-speed manual trans. Add 8% for Heritage Package. Add 10% for 4LT.

CHRYSLER

	6	5	4	3	2	1
1946-48 Royal Series, 6-cyl., 121.5" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
2d Clb Cpe	900	2,700	4,500	10,130	15,750	22,500
2d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1946-48 Royal Series, 6-cyl., 139.5" wb						
4d Sed	960	2,880	4,800	10,800	16,800	24,000
4d Limo	1,040	3,120	5,200	11,700	18,200	26,000
1946-48 Windsor Series, 6-cyl., 121.5" wb						
2d Conv	1,320	3,960	6,600	14,850	23,100	33,000
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Clb Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Trav Sed	840	2,520	4,200	9,450	14,700	21,000
1946-48 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	980	2,940	4,900	11,030	17,150	24,500
4d Limo	960	2,880	4,800	10,800	16,800	24,000
1946-48 Saratoga Series, 8-cyl., 127.5" wb						
2d 3P Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Clb Cpe	960	2,880	4,800	10,800	16,800	24,000
2d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1946-48 New Yorker, 8-cyl., 127.5" wb						
2d Conv	1,440	4,320	7,200	16,200	25,200	36,000
2d Cpe	920	2,760	4,600	10,350	16,100	23,000
2d Clb Cpe	940	2,820	4,700	10,580	16,450	23,500
2d Sed	840	2,520	4,200	9,450	14,700	21,000
4d Sed	860	2,580	4,300	9,680	15,050	21,500
1946-48 Town & Country						
2d Conv	9,000	27,000	45,000	101,250	157,500	225,000
4d Sed	6,000	18,000	30,000	67,500	105,000	150,000
1946-48 Imperial C-40						
4d Limo	1,120	3,360	5,600	12,600	19,600	28,000
4d 8P Sed	1,080	3,240	5,400	12,150	18,900	27,000
1949 Royal - Second Series, 6-cyl., 125.5" wb						
First Series 1949 is the same as 1948.						
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sta Wag (wood body)	3,400	10,200	17,000	38,250	59,500	85,000
1949 Royal - Second Series, 6-cyl., 139.5" wb						
4d Sed	752	2,256	3,760	8,460	13,160	18,800
1949 Windsor - Second Series, 6-cyl., 125.5" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Cpe	820	2,460	4,100	9,230	14,350	20,500
4d Sed	748	2,244	3,740	8,420	13,090	18,700
1949 Windsor - Second Series, 6-cyl., 139.5" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Limo	840	2,520	4,200	9,450	14,700	21,000
1949 Saratoga - Second Series, 8-cyl., 131.5" wb						
2d Clb Cpe	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1949 New Yorker - Second Series, 8-cyl., 131.5" wb						
2d Conv	3,200	9,600	16,000	36,000	56,000	80,000
2d Clb Cpe	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	900	2,700	4,500	10,130	15,750	22,500
1949 Town & Country - Second Series, 8-cyl., 131.5" wb						
2d Conv	4,000	12,000	20,000	45,000	70,000	100,000
1949 Imperial - Second Series, 8-cyl., 131.5" wb						
4d Sed Der	920	2,760	4,600	10,350	16,100	23,000
1949 Crown Imperial, 8-cyl., 145.5" wb						
4d 8P Sed	960	2,880	4,800	10,800	16,800	24,000
4d Limo	1,040	3,120	5,200	11,700	18,200	26,000
1950 Royal Series, 6-cyl., 125.5" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Stl T&C Sta Wag	3,760	11,290	18,810	42,320	65,840	94,050
4d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1950 Royal Series, 6-cyl., 139.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 Windsor Series, 6-cyl., 125.5" wb						
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
2d Newport HT	1,030	3,080	5,130	11,540	17,960	25,650
2d Clb Cpe8	70	2,620	4,370	9,830	15,300	21,850
4d Sed	710	2,130	3,550	7,990	12,430	17,750
4d Trav Sed	840	2,510	4,180	9,410	14,630	20,900
1950 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Limo	800	2,390	3,990	8,980	13,970	19,950
1950 Saratoga, 8-cyl., 131.5" wb						
2d Clb Cpe	990	2,960	4,940	11,120	17,290	24,700
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 New Yorker, 8-cyl., 131.5" wb						
2d Conv	1,330	3,980	6,630	14,920	23,210	33,150
2d Newport HT	1,120	3,360	5,600	12,600	19,600	28,000
2d Clb Cpe1,	180	3,530	5,890	13,250	20,620	29,450
4d Sed	850	2,540	4,230	9,510	14,790	21,125
1950 Town & Country, 8-cyl., 131.5" wb						
2d Newport HT	3,800	11,400	19,000	42,750	66,500	95,000
1950 Imperial, 8-cyl., 131.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1950 Crown Imperial, 8-cyl., 145.5" wb						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Limo	990	2,960	4,940	11,120	17,290	24,700
1951-52 Windsor Series, 6-cyl., 125.5" wb						
2d Clb Cpe	910	2,740	4,560	10,260	15,960	22,800
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d T&C Sta Wag	2,010	6,040	10,070	22,660	35,250	50,350
1951-52 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
1951-52 Windsor DeLuxe, 6-cyl., 125.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Newport HT	910	2,740	4,560	10,260	15,960	22,800
2d Clb Cpe (1951 only)	760	2,280	3,800	8,550	13,300	19,000
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d Trav Sed (1951 only)	790	2,380	3,960	8,910	13,860	19,800
1951-52 Windsor DeLuxe, 6-cyl., 139.5" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d Limo	760	2,280	3,800	8,550	13,300	19,000
1951-52 Saratoga, V-8, 125.5" wb						
2d Clb Cpe	990	2,960	4,940	11,120	17,290	24,700
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d T&C Sta Wag (1951 only)	1,200	3,600	6,000	13,500	21,000	30,000
1951-52 Saratoga, V-8, 139.5" wb						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Limo (1951 only)	840	2,510	4,180	9,410	14,630	20,900
1951-52 New Yorker, V-8, 131.5" wb						
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Clb Cpe (1951 only)	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d T&C Sta Wag (1951 only)	1,710	5,130	8,550	19,240	29,930	42,750
1951-52 Imperial, V-8, 131.5" wb						
2d Conv (1951 only)	2,660	7,980	13,300	29,930	46,550	66,500
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	860	2,570	4,280	9,620	14,960	21,375
1951-52 Crown Imperial, V-8, 145.5" wb						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d Limo	990	2,960	4,940	11,120	17,290	24,700
1953 Windsor Series, 6-cyl., 125.5" wb						
2d Clb Cpe	910	2,740	4,560	10,260	15,960	22,800
4d Sed	790	2,380	3,960	8,910	13,860	19,800

	6	5	4	3	2	1
4d T&C Sta Wag	1,900	5,700	9,500	21,380	33,250	47,500
1953 Windsor Series, 6-cyl., 139.5" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
1953 Windsor DeLuxe Series, 6-cyl., 125.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d HT	950	2,850	4,750	10,690	16,630	23,750
4d Sed	810	2,420	4,030	9,060	14,090	20,125
1953 New Yorker, V-8, 125.5" wb						
2d Clb Cpe	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d T&C Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1953 New Yorker Deluxe, V-8, 125.5" wb						
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1953 Custom Imperial Series, V-8, 133.5" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d Twn Limo	970	2,910	4,850	10,900	16,960	24,225
1953 Custom Imperial, V-8, 131.5" wb						
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
1953 Crown Imperial, V-8, 145.5" wb						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Limo	990	2,960	4,940	11,120	17,290	24,700
1954 Windsor DeLuxe Series, 6-cyl., 125.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d HT	1,010	3,020	5,040	11,330	17,620	25,175
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
4d Sed	850	2,540	4,230	9,510	14,790	21,125
4d T&C Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
1954 Windsor DeLuxe Series, 6-cyl., 139.5" wb						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
1954 New Yorker Series, V-8, 125.5" wb						
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Clb Cpe	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d T&C Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1954 New Yorker Series, V-8, 139.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1954 New Yorker DeLuxe Series, V-8, 125.5" wb						
2d Conv	1,860	5,590	9,310	20,950	32,590	46,550
2d HT	1,240	3,710	6,180	13,890	21,610	30,875
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1954 Custom Imperial, V-8, 133.5" wb						
4d Sed	850	2,560	4,270	9,600	14,930	21,325
4d Limo	970	2,910	4,850	10,900	16,960	24,225
1954 Custom Imperial, V-8, 131" wb						
2d HT Newport	1,330	3,990	6,650	14,960	23,280	33,250
1954 Crown Imperial, V-8, 145.5" wb						
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Limo	990	2,960	4,940	11,120	17,290	24,700

NOTE: In 1955, Imperial became a separate division of Chrysler Corporation, and was no longer just a model of Chrysler. 1955-1975 Imperial listings directly follow Chrysler\Eagle listings.

1955 Windsor DeLuxe Series, V-8, 126" wb						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d HT Newport	1,330	3,990	6,650	14,960	23,280	33,250
2d HT Nassau	1,480	4,450	7,410	16,670	25,940	37,050
4d Sed	990	2,960	4,940	11,120	17,290	24,700
4d T&C Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
1955 Windsor DeLuxe Series, V-8, 126"						

Note: Add 5% for Windsor Green Falcon or Blue Herron. Add 5% for St. Regis trim.

1955 New Yorker Deluxe Series, V-8, 126" wb						
2d Conv	4,920	14,760	24,600	55,350	86,100	123,000
2d HT St. Regis	2,510	7,520	12,540	28,220	43,890	62,700
2d HT Newport	2,130	6,380	10,640	23,940	37,240	53,200
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
4d T&C Sta Wag	1,630	4,900	8,170	18,380	28,600	40,850
1955 300 Series, V-8, 126" wb						
2d Spt Cpe	5,130	15,390	25,650	57,710	89,780	128,250
1956 Windsor Series, V-8						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d HT Newport	1,440	4,330	7,220	16,250	25,270	36,100
2d HT Nassau	1,480	4,440	7,400	16,650	25,900	37,000
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d T&C Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
1956 New Yorker Series, V-8						
2d Conv	4,260	12,770	21,280	47,880	74,480	106,400
2d HT St. Regis	2,510	7,520	12,540	28,220	43,890	62,700
2d HT Newport	2,280	6,840	11,400	25,650	39,900	57,000
4d HT	1,350	4,060	6,770	15,220	23,680	33,825
4d Sed	1,330	3,990	6,650	14,960	23,280	33,250
4d T&C Sta Wag	1,620	4,850	8,080	18,170	28,260	40,375
1956 300 Letter Series "B", V-8						
2d HT	5,130	15,390	25,650	57,710	89,780	128,250
1957 Windsor Series, V-8						
2d HT	1,670	5,020	8,360	18,810	29,260	41,800
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d T&C Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1957 Saratoga Series, V-8						
2d HT	2,110	6,330	10,550	23,730	36,910	52,725
4d HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Sed	1,130	3,400	5,660	12,740	19,810	28,300
1957 New Yorker Series, V-8						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
4d HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	1,410	4,220	7,030	15,820	24,610	35,150
4d T&C Sta Wag	1,980	5,930	9,880	22,230	34,580	49,400
1957 300 Letter Series "C", V-8						
2d Conv	6,080	18,240	30,400	68,400	106,400	152,000
2d HT	3,420	10,260	17,100	38,480	59,850	85,500
1958 Windsor Series, V-8						
2d HT	1,670	5,020	8,360	18,810	29,260	41,800
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d T&C Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1958 Saratoga Series, V-8						
2d HT	2,090	6,270	10,450	23,510	36,580	52,250
4d HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
1958 New Yorker Series, V-8						
2d Conv	4,180	12,540	20,900	47,030	73,150	104,500
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
4d HT	1,410	4,220	7,030	15,820	24,610	35,150
4d Sed	1,220	3,650	6,080	13,680	21,280	30,400
4d 6P T&C Sta Wag	1,900	5,700	9,500	21,380	33,250	47,500
4d 9P T&C Sta Wag	1,920	5,760	9,600	21,600	33,600	48,000
1958 300 Letter Series "D"						
2d Conv	6,080	18,240	30,400	68,400	106,400	152,000
2d HT	3,420	10,260	17,100	38,480	59,850	85,500

NOTE: With EFI, value inestimable.

1959 Windsor Series, V-8						
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
4d HT	1,180	3,530	5,890	13,250	20,620	29,450
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1959 Windsor, V-8						
4d 6P Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
4d 9P Sta Wag	1,560	4,670	7,790	17,530	27,270	38,950
1959 Saratoga Series, V-8						
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
4d HT	1,480	4,450	7,410	16,670	25,940	37,050
2d HT	2,110	6,340	10,570	23,780	37,000	52,850
1959 New Yorker Series, V-8						
2d Conv	4,100	12,310	20,520	46,170	71,820	102,600
2d HT	2,390	7,180	11,970	26,930	41,900	59,850
4d HT	1,410	4,220	7,030	15,820	24,610	35,150
4d Sed	1,220	3,650	6,080	13,680	21,280	30,400
1959 Town & Country, V-8						
4d 6P Sta Wag	1,900	5,700	9,500	21,380	33,250	47,500
4d 9P Sta Wag	1,940	5,810	9,690	21,800	33,920	48,450
1959 300 Letter Series "E", V-8						
2d Conv	6,270	18,810	31,350	70,540	109,730	156,750
2d HT	3,460	10,370	17,290	38,900	60,520	86,450
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 Ne w 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

	6	5	4	3	2	1
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
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
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.						

	6	5	4	3	2	1
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
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

IMPERIAL

	6	5	4	3	2	1
1955 Imperial, V-8						
4d Sed	1,250	3,760	6,270	14,110	21,950	31,350
2d HT Newport	3,040	9,120	15,200	34,200	53,200	76,000
1955 Crown Imperial, V-8						
4d 8P Sed	3,800	11,400	19,000	42,750	66,500	95,000
4d 8P Limo	4,370	13,110	21,850	49,160	76,480	109,250
1956 Imperial, V-8						
4d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d HT S Hamp	1,900	5,700	9,500	21,380	33,250	47,500
2d HT S Hamp	2,430	7,300	12,160	27,360	42,560	60,800
1956 Crown Imperial, V-8						
4d 8P Sed	3,420	10,260	17,100	38,480	59,850	85,500
4d 8P Limo	4,370	13,110	21,850	49,160	76,480	109,250
1957 Imperial Custom, V-8						
2d HT S Hamp	2,280	6,840	11,400	25,650	39,900	57,000
4d HT S Hamp	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,290	3,880	6,460	14,540	22,610	32,300
1957 Imperial Crown, V-8						
2d Conv	5,430	16,300	27,170	61,130	95,100	135,850
2d HT S Hamp	2,470	7,410	12,350	27,790	43,230	61,750
4d HT S Hamp	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	1,480	4,450	7,410	16,670	25,940	37,050
1957 Imperial LeBaron, V-8						
4d Sed	1,710	5,130	8,550	19,240	29,930	42,750
4d HT S Hamp	1,670	5,020	8,360	18,810	29,260	41,800
1957 Crown Imperial Ghia, V-8						
4d 8P Limo	5,600	16,800	28,000	63,000	98,000	140,000
1958 Imperial Custom, V-8						
2d HT S Hamp	2,010	6,040	10,070	22,660	35,250	50,350
4d HT S Hamp	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,370	4,100	6,840	15,390	23,940	34,200
1958 Imperial Crown, V-8						
2d Conv	5,430	16,300	27,170	61,130	95,100	135,850
2d HT S Hamp	2,360	7,070	11,780	26,510	41,230	58,900
4d HT S Hamp	1,820	5,470	9,120	20,520	31,920	45,600
4d Sed	1,600	4,790	7,980	17,960	27,930	39,900
1958 Imperial LeBaron, V-8						
4d Sed	1,630	4,900	8,170	18,380	28,600	40,850
4d HT S Hamp	1,670	5,020	8,360	18,810	29,260	41,800
1958 Crown Imperial Ghia, V-8						
4d Limo	5,600	16,800	28,000	63,000	98,000	140,000
1959 Imperial Custom, V-8						
4d Sed	1,180	3,530	5,890	13,250	20,620	29,450
4d HT S Hamp	1,560	4,670	7,790	17,530	27,270	38,950
2d HT S Hamp	2,280	6,840	11,400	25,650	39,900	57,000
1959 Imperial Crown, V-8						
2d Conv	7,220	21,660	36,100	81,230	126,350	180,500
2d HT S Hamp	2,620	7,870	13,110	29,500	45,890	65,550
4d Sed	1,480	4,450	7,410	16,670	25,940	37,050
4d HT S Hamp	1,630	4,900	8,170	18,380	28,600	40,850
1959 Imperial LeBaron, V-8						
4d Sed	1,330	3,990	6,650	14,960	23,280	33,250
4d HT S Hamp	1,670	5,020	8,360	18,810	29,260	41,800
1959 Crown Imperial Ghia, V-8						
4d Limo	5,600	16,800	28,000	63,000	98,000	140,000
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	70,0001	00,000
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.)

CROSLEY

	6	5	4	3	2	1
1946 Series CC, 4-cyl., 80" wb						
2d Conv	660	1,980	3,300	7,430	11,550	16,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
1947 Series CC, 4-cyl., 80" wb						
2d Conv	660	1,980	3,300	7,430	11,550	16,500
2d Sed	540	1,620	2,700	6,080	9,450	13,500
2d Sta Wag	580	1,740	2,900	7,250	10,150	14,500
1948 Series CC, 4-cyl., 80" wb						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d Sport Utility	840	2,520	4,200	9,450	14,700	21,000
1949 Standard Series, 4-cyl., 80" wb						
2d Conv	1,000	3,000	5,000	11,250	17,500	25,000
Sed	660	1,980	3,300	7,430	11,550	16,500
Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1949 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
1949 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,200	3,600	6,000	13,500	21,000	30,000
1950 Standard Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	800	2,390	3,990	8,980	13,970	19,950
1950 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1950 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,320	3,960	6,600	14,850	23,100	33,000
2d Super Hotshot Rds	1,330	3,990	6,650	14,960	23,280	33,250
1951 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
2d Bus Cpe	730	2,180	3,630	8,170	12,710	18,150
1951 Super Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sta Wag	800	2,390	3,990	8,980	13,970	19,950
1951 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Super Sports Rds	1,180	3,530	5,890	13,250	20,620	29,450
1952 Deluxe Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	820	2,460	4,100	9,230	14,350	20,500
2d Bus Cpe	730	2,180	3,630	8,170	12,710	18,150
1952 Super Series CD, 4-cyl., 80" wb						
2d Conv	1,200	3,600	6,000	13,500	21,000	30,000
2d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sta Wag	800	2,390	3,990	8,980	13,970	19,950

	6	5	4	3	2	1
1952 Series VC, 4-cyl., 85" wb						
Hotshot Rds	1,200	3,600	6,000	13,500	21,000	30,000
2d Super Sports Rds	1,180	3,530	5,890	13,250	20,620	29,450

DELOREAN

	6	5	4	3	2	1
1981-83 DMC-12, V-6						
2d Gullwing Cpe	2,400	7,200	12,000	27,000	42,000	60,000

DESOTO

	6	5	4	3	2	1
1946-48 S-11 DeLuxe, 6-cyl.						
2d Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	652	1,956	3,260	7,340	11,410	16,300
1946-48 S-11 Custom, 6-cyl.						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Sed	652	1,956	3,260	7,340	11,410	16,300
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d 7P Sed	680	2,040	3,400	7,650	11,900	17,000
4d Limo	840	2,520	4,200	9,450	14,700	21,000
4d Sub	940	2,820	4,700	10,580	16,450	23,500
1949 S-13 DeLuxe, 6-cyl.						
First Series values and same as 1947-48.						
2d Clb Cpe	720	2,160	3,600	8,100	12,600	18,000
4d Sed	640	1,920	3,200	7,200	11,200	16,000
4d C-A Sed	680	2,040	3,400	7,650	11,900	17,000
4d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1949 S-13 Custom, 6-cyl.						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d 8P Sed	740	2,220	3,700	8,330	12,950	18,500
4d Sub	1,000	3,000	5,000	11,250	17,500	25,000
1950 S-14 DeLuxe, 6-cyl.						
2d Clb Cpe	790	2,380	3,960	8,910	13,860	19,800
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d C-A Sed	750	2,240	3,740	8,420	13,090	18,700
4d 8P Sed	810	2,440	4,070	9,160	14,250	20,350
1950 S-14 Custom, 6-cyl.						
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
2d HT Sptman	1,200	3,600	6,000	13,500	21,000	30,000
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d 6P Sta Wag	3,040	9,120	15,200	34,200	53,200	76,000
4d Stl Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d 8P Sed	810	2,440	4,070	9,160	14,250	20,350
4d Sub Sed	760	2,280	3,800	8,550	13,300	19,000
1951-52 DeLuxe, 6-cyl., 125.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	790	2,380	3,960	8,910	13,860	19,800
4d C-A Sed	750	2,240	3,740	8,420	13,090	18,700
1951-52 DeLuxe, 6-cyl., 139.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
1951-52 Custom, 6-cyl., 125.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d HT Sptman	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
4d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1951-52 Custom, 6-cyl., 139.5" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d Sub	760	2,280	3,800	8,550	13,300	19,000
1951-52 Firedome, V-8, 125.5" wb (1952 only)						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d HT Sptman	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Sta Wag	1,440	4,330	7,220	16,250	25,270	36,100
1951-52 Firedome, V-8, 139.5" wb (1952 only)						
4d 8P Sed	800	2,400	4,000	9,000	14,000	20,000
1953-54 Powermaster Six, 6-cyl., 125.5" wb						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
4d Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
2d HT Sptman (1953 only)	1,250	3,760	6,270	14,110	21,950	31,350
1953-54 Powermaster Six, 6-cyl., 139.5" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1953-54 Firedome, V-8, 125.5" wb						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1953-54 Firedome, V-8, 139.5" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
1955 Firedome, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d HT Sptman	1,800	5,400	9,000	20,250	31,500	45,000
2d Conv	4,800	14,400	24,000	54,000	84,000	120,000
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1955 Fireflite, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT Sptman	1,820	5,470	9,120	20,520	31,920	45,600
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
1956 Firedome, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT Sev	1,330	3,990	6,650	14,960	23,280	33,250
4d HT Sptman	930	2,790	4,650	10,460	16,280	23,250
2d HT Sev	1,440	4,320	7,200	16,200	25,200	36,000
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1956 Fireflite, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	1,140	3,420	5,700	12,830	19,950	28,500
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
2d Conv IPC	6,000	18,000	30,000	67,500	105,000	150,000
1956 Adventurer						
2d HT	5,000	15,000	25,000	56,250	87,500	125,000
1957 Firesweep, V-8, 122" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT Sptman	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,590	4,780	7,960	17,910	27,860	39,800
4d 2S Sta Wag	1,600	4,790	7,980	17,960	27,930	39,900
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1957 Firedome, V-8, 126" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	910	2,740	4,560	10,260	15,960	22,800
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1957 Fireflite, V-8, 126" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT Sptman	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Sptman	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	5,330	16,000	26,670	60,000	93,330	133,325
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1957 Fireflite Adventurer, 126" wb						
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
1958 Firesweep, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT Sptman	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	4,750	14,250	23,750	53,440	83,130	118,750
4d 2S Sta Wag	1,620	4,850	8,080	18,170	28,260	40,375
4d 3S Sta Wag	1,690	5,070	8,460	19,020	29,590	42,275
1958 Firedome, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	910	2,740	4,560	10,260	15,960	22,800
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1958 Fireflite, V-8						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT Sptman	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Sptman	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	5,440	16,320	27,200	61,200	95,200	136,000
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1958 Adventurer, V-8						
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	6,000	18,000	30,000	67,500	105,000	150,000
NOTE: With EFI, value inestimable.						
1959 Firesweep, V-8						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d HT Sptman	950	2,850	4,750	10,690	16,630	23,750
2d HT Sptman	1,820	5,470	9,120	20,520	31,920	45,600
2d Conv	4,750	14,250	23,750	53,440	83,130	118,750
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1959 Firedome, V-8						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT Sptman	910	2,740	4,560	10,260	15,960	22,800
2d HT Sptman	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	5,400	16,200	27,000	60,750	94,500	135,000
1959 Fireflite, V-8						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT Sptman	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Sptman	1,790	5,360	8,930	20,090	31,260	44,650
2d Conv	5,440	16,320	27,200	61,200	95,200	136,000
4d 2S Sta Wag	1,650	4,960	8,270	18,600	28,930	41,325
4d 3S Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1959 Adventurer, V-8						
2d HT	2,960	8,890	14,820	33,350	51,870	74,100
2d Conv	5,600	16,800	28,000	63,000	98,000	140,000
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

	6	5	4	3	2	1
1946-48 DeLuxe Series D24, 6-cyl., 119.5" wb						
2d Cpe	676	2,028	3,380	7,610	11,830	16,900
2d Sed	608	1,824	3,040	6,840	10,640	15,200
4d Sed	612	1,836	3,060	6,890	10,710	15,300
1946-48 Custom Series D24, 6-cyl., 119.5" wb - 137.5" wb, (*)						
2d Conv	1,160	3,480	5,800	13,050	20,300	29,000
2d Clb Cpe	660	1,980	3,300	7,430	11,550	16,500
4d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Twn Sed	624	1,872	3,120	7,020	10,920	15,600
4d 7P Sed (*)	628	1,884	3,140	7,070	10,990	15,700
1949 Series D29 Wayfarer, 6-cyl., 115" wb						
NOTE: First Series 1949 is the same as 1948.						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Bus Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Sed	644	1,932	3,220	7,250	11,270	16,100
1949 Series D30 Meadowbrook, 6-cyl., 123.5" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
1949 Series D30 Coronet, 6-cyl., 123.5" wb - 137.5" wb						
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d Clb 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
4d Twn Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	3,600	10,800	18,000	40,500	63,000	90,000
4d 8P Sed (*)	540	1,620	2,700	6,080	9,450	13,500
1950 Series D33 Wayfarer, 6-cyl., 115" wb						
2d Rds	1,800	5,400	9,000	20,250	31,500	45,000
2d Cpe	770	2,310	3,850	8,660	13,480	19,250
2d Sed	750	2,240	3,740	8,420	13,090	18,700
1950 Series D34 Meadowbrook, 6-cyl., 123.5" wb						
4d Sed	570	1,720	2,860	6,440	10,010	14,300
1950 Series D34 Coronet, 123.5" wb - 137.5" wb						
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
2d Clb Cpe	750	2,240	3,740	8,420	13,090	18,700
2d HT Dipl	950	2,850	4,750	10,690	16,630	23,750
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d Twn Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	3,420	10,260	17,100	38,480	59,850	85,500
4d Mtl Sta Wag	760	2,280	3,800	8,550	13,300	19,000
4d 8P Sed (*)	640	1,920	3,200	7,200	11,200	16,000
1951-52 Wayfarer Series D41, 6-cyl., 115" wb						
2d Rds (1951 only)	1,800	5,400	9,000	20,250	31,500	45,000
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Cpe	770	2,310	3,850	8,660	13,480	19,250
1951-52 Meadowbrook Series D42, 6-cyl., 123.5" wb						
4d Sed	590	1,780	2,970	6,680	10,400	14,850
1951-52 Coronet Series D42, 6-cyl., 123.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	750	2,240	3,740	8,420	13,090	18,700
2d HT Dipl	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
4d Mtl Sta Wag	800	2,400	4,000	9,000	14,000	20,000
4d 8P Sed	640	1,920	3,200	7,200	11,200	16,000
1953 Meadowbrook Special, 6-cyl., disc 4/53						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
1953 Series D46 Meadowbrook, 6-cyl., 119" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
2d Sub	760	2,280	3,800	8,550	13,300	19,000
1953 Coronet, 6-cyl., 119" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	720	2,160	3,600	8,100	12,600	18,000
1953 Series D44 Coronet, V-8, 119" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Clb Cpe	740	2,220	3,700	8,330	12,950	18,500
1953 Series D48 Coronet, V-8, 119" wb - 114" wb, (*)						
2d HT Dipl	1,000	3,000	5,000	11,250	17,500	25,000
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1954 Series D51-1 Meadowbrook, 6-cyl., 119" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	780	2,340	3,910	8,790	13,670	19,525
1954 Series D51-2 Coronet, 6-cyl., 119" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	780	2,340	3,910	8,790	13,670	19,525
1954 Series D52 Coronet, 6-cyl., 114" wb						
2d Sub	730	2,180	3,630	8,170	12,710	18,150
4d 6P Sta Wag	840	2,510	4,180	9,410	14,630	20,900
4d 8P Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1954 Series D50-1 Meadowbrook, V-8, 119" wb						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
1954 Series D50-2 Coronet, V-8, 119" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Clb Cpe	780	2,340	3,910	8,790	13,670	19,525
1954 Series D53-2 Coronet, V-8, 114" wb						
2d Sub	730	2,180	3,630	8,170	12,710	18,150
4d 2S Sta Wag	840	2,510	4,180	9,410	14,630	20,900
4d 3S Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1954 Series D50-3 Royal, V-8, 119" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050

	6	5	4	3	2	1
2d Clb Cpe	790	2,380	3,960	8,910	13,860	19,800

1954 Series D53-3 Royal, V-8, 114" wb

2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,980	5,930	9,880	22,230	34,580	49,400
2d Pace Car Replica Conv	2,320	6,950	11,590	26,080	40,570	57,950

1955 Coronet, V-8, 120" wb

4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	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
2d Sub Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 6P Sta Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d 8P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400

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

1955 Royal, V-8, 120" wb

4d Sed	690	2,080	3,470	7,800	12,130	17,325
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d 6P Sta Wag	1,270	3,820	6,370	14,320	22,280	31,825
4d 8P Sta Wag	1,290	3,880	6,460	14,540	22,610	32,300

1955 Custom Royal, V-8, 120" wb

4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d Lancer	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Conv	2,850	8,550	14,250	32,060	49,880	71,250

NOTE: Add 25% for La-Femme. Deduct 5% for 6-cyl. models.

1956 Coronet, V-8, 120" wb

4d Sed	650	1,950	3,250	7,300	11,360	16,225
4d HT	700	2,110	3,520	7,920	12,320	17,600
2d Clb Sed	1,250	3,760	6,270	14,110	21,950	31,350
2d HT	1,390	4,180	6,970	15,690	24,410	34,865
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d Sub Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 6P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400
4d 8P Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350

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

1956 Royal, V-8, 120" wb

4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	750	2,250	3,750	8,440	13,130	18,750
2d HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Sub Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d 6P Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
4d 8P Sta Wag	1,430	4,280	7,130	16,030	24,940	35,625

1956 Custom Royal, V-8, 120" wb

4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d HT	750	2,240	3,740	8,420	13,090	18,700
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750

NOTE: Add 30% for D500 option; 20% for Golden Lancer; 20% for La-Femme or Texan options; 20% for 315/218 V-8 in Coronet.

1957 Coronet, V-8, 122" wb

4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d HT	770	2,310	3,850	8,660	13,480	19,250
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,410	4,220	7,030	15,820	24,610	35,150

NOTE: Deduct 20% for 6-cyl. models.Add 30% for 325/310 V-8.

1957 Coronet Lancer

2d Conv	2,660	7,980	13,300	29,930	46,550	66,500

1957 Royal, V-8, 122" wb

4d Sed	730	2,180	3,630	8,170	12,710	18,150
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000

1957 Royal Lancer

2d Conv	2,960	8,890	14,820	33,350	51,870	74,100

NOTE: Add 30% for 325/310 V-8.

1957 Custom Royal, V-8, 122" wb

4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	850	2,560	4,270	9,600	14,930	21,325
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400
2d Sub Sta Wag	1,120	3,360	5,610	12,610	19,620	28,025

1957 Custom Royal Lancer

2d Conv	4,400	13,200	22,000	49,500	77,000	110,000

NOTE: Add 35% for D500 option on Royal/Club Sedan & convertible; 30% for 325/310 V-8.

1958 Coronet, V-8, 122" wb

4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d HT	770	2,310	3,850	8,660	13,480	19,250
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500

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

1958 Royal

4d Sed	730	2,180	3,630	8,170	12,710	18,150
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000

1958 Custom Royal

4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000
4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,220	3,650	6,080	13,680	21,280	30,400
4d 6P Cus Wag	1,220	3,650	6,080	13,680	21,280	30,400
4d 9P Cus Wag	1,250	3,760	6,270	14,110	21,950	31,350
2d Sub Sta Wag	1,120	3,360	5,610	12,610	19,620	28,025

NOTE: Add 20% for Regal Lancer;30% for 325/210 V-8; 35% for D500 option. Super D500 with EFI, value inestimable.

1959 Coronet, V-8

4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	810	2,440	4,070	9,160	14,250	20,350
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500

1959 Royal, V-8

4d Sed	730	2,180	3,630	8,170	12,710	18,150
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,520	4,560	7,600	17,100	26,600	38,000

1959 Custom Royal, V-8

4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	4,400	13,200	22,000	49,500	77,000	110,000

1959 Sierra, V-8

4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,160	3,480	5,800	13,040	20,280	28,975
4d 6P Cus Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d 9P Cus Wag	1,200	3,590	5,990	13,470	20,950	29,925

NOTE: Add 30% for D500 option; 30% for 383/345 V-8; $2,000 for swivel bucket seats. Deduct 10% for 6-cyl. models.

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 Cpe840	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-cylinder.

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

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-cylinder. 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-cylinder. 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-cylinder; 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-cylinder. 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

	6	5	4	3	2	1

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-cylinder. 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-cylinder. 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-cylinder. 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

NOTE: Deduct 10% for 6-cylinder. 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-cylinder. 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-cylinder. 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.

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-cylinder. Add 40% for 440/375 V-8; 25% for 440/39-hp 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

	6	5	4	3	2	1
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-cylinder.						
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-cylinder. 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-cylinder. 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						
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-cylinder. 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-cylinder.						
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-cylinder. 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-cylinder. 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-cylinder. 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
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
2d HT	600	1,800	3,000	6,750	10,500	15,000
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
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.						

	6	5	4	3	2	1
1974 Monaco						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
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 Cpe250	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
1980 Omni, 4-cyl.						
4d HBk	140	430	720	1,620	2,520	3,600
2d HBk 2 plus 2 024	160	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

	6	5	4	3	2	1
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.						
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

EDSEL

	6	5	4	3	2	1
1958 Ranger Series, V-8, 118" wb						
2d Sed	730	2,190	3,650	8,210	12,780	18,250
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	730	2,180	3,630	8,170	12,710	18,150
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1958 Pacer Series, V-8, 118" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d HT	750	2,240	3,740	8,420	13,090	18,700
2d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
1958 Corsair Series, V-8, 124" wb						
4d HT	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
1958 Citation Series, V-8, 124" wb						
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,230	9,690	16,150	36,340	56,530	80,750
1958 Station Wagons, V-8						
4d Vill	2,660	7,980	13,300	29,930	46,550	66,500
4d Ber	2,850	8,550	14,250	32,060	49,880	71,250
4d 9P Vill	2,740	8,210	13,680	30,780	47,880	68,400
4d 9P Ber	3,040	9,120	15,200	34,200	53,200	76,000
2d Rdup	2,680	8,040	13,400	30,150	46,900	67,000
1959 Ranger Series, V-8, 120" wb						
2d Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	730	2,180	3,630	8,170	12,710	18,150
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1959 Corsair Series, V-8, 120" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d HT	790	2,380	3,960	8,910	13,860	19,800
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	2,510	7,520	12,540	28,220	43,890	62,700
1959 Station Wagons, V-8, 118" wb						
4d Vill	2,660	7,980	13,300	29,930	46,550	66,500
4d 9P Vill	2,720	8,160	13,600	30,600	47,600	68,000
NOTE: Deduct 5% for 6-cyl.						
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
1952 Excalibur I, Willys F-Head 4-cyl.						
2d Rds	11,400	34,200	57,000	128,250	199,500	285,000
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

FORD

	6	5	4	3	2	1
1946-48 Model 89A DeLuxe, V-8						
3P Cpe	1,240	3,720	6,200	13,950	21,700	31,000
2d Sed	760	2,290	3,820	8,600	13,370	19,100
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1946-48 Model 89A Super DeLuxe, V-8						
2d Conv	2,080	6,240	10,400	23,400	36,400	52,000
2d Sptman Conv	8,380	25,140	41,900	94,280	146,650	209,500
2d 3P Cpe	1,280	3,840	6,400	14,400	22,400	32,000
2d 5P Cpe	1,320	3,960	6,600	14,850	23,100	33,000
2d Sed	780	2,350	3,920	8,820	13,720	19,600
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d Sta Wag	3,720	11,160	18,600	41,850	65,100	93,000
NOTE: Deduct 5% average for 6-cyl.						
1949-50 DeLuxe, V-8, 114" wb						
2d Bus Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	680	2,040	3,400	7,650	11,900	17,000
1949-50 Custom DeLuxe, V-8, 114" wb						
2d Clb Cpe	1,030	3,080	5,130	11,540	17,960	25,650
2d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Crest (1950 only)	1,060	3,190	5,320	11,970	18,620	26,600
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sta Wag	4,750	14,250	23,750	53,440	83,130	118,750
NOTE: Deduct 5% average for 6-cyl.						
1951 DeLuxe, V-8, 114" wb						
2d Bus Cpe	1,030	3,080	5,130	11,540	17,960	25,650
2d Sed	1,130	3,380	5,630	12,670	19,710	28,150
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1951 Custom DeLuxe, V-8, 114" wb						
2d Clb Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Crest	1,100	3,310	5,510	12,400	19,290	27,550
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d Ctry Sq Sta Wag	4,750	14,250	23,750	53,440	83,130	118,750
NOTE: Deduct 5% average for 6-cyl.						

	6	5	4	3	2	1
1952-53 Mainline, V-8, 115" wb						
2d Bus Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	800	2,390	3,980	8,950	13,920	19,890
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1952-53 Customline, V-8, 115" wb						
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	810	2,440	4,070	9,160	14,250	20,350
4d Sed	680	2,050	3,410	7,670	11,940	17,050
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1952-53 Crestline, 8-cyl., 115" wb						
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
4d Ctry Sq Sta Wag	2,090	6,270	10,450	23,510	36,580	52,250
NOTE: Add 50% for 1953 Indy Pace Car replica convertible. Deduct 5% average for 6-cyl.						
1954 Mainline, 8-cyl., 115.5" wb						
2d Bus Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	790	2,380	3,960	8,910	13,860	19,800
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1954 Customline, V-8, 115.5" wb						
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	810	2,440	4,070	9,160	14,250	20,350
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2/4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1954 Crestline, V-8, 115.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Sky Cpe	1,670	5,020	8,360	18,810	29,260	41,800
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
4d Ctry Sq Sta Wag	2,090	6,270	10,450	23,510	36,580	52,250
NOTE: Deduct 5% average for 6-cyl.						
1955 Mainline, V-8, 115.5" wb						
2d Bus Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1955 Customline, V-8, 115.5" wb						
2d Sed	860	2,570	4,290	9,650	15,020	21,450
4d Sed	700	2,110	3,520	7,920	12,320	17,600
1955 Fairlane, V-8, 115.5" wb						
2d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d HT Vic	1,200	3,600	6,000	13,500	21,000	30,000
2d Crn Vic	1,760	5,280	8,800	19,800	30,800	44,000
2d Crn Vic Plexi-top	1,820	5,470	9,120	20,520	31,920	45,600
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1955 Station Wagon, V-8, 115.5" wb						
2d Custom Ran Wag	1,030	3,080	5,130	11,540	17,960	25,650
2d Ran Wag	950	2,850	4,750	10,690	16,630	23,750
4d Ctry Sed Customline	1,330	3,990	6,650	14,960	23,280	33,250
4d Ctry Sed Fairlane	1,370	4,100	6,840	15,390	23,940	34,200
4d Ctry Sq	1,900	5,700	9,500	21,380	33,250	47,500
NOTE: Deduct 5% average for 6-cyl.						
1956 Mainline, V-8, 115.5" wb						
2d Bus Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1956 Customline, V-8, 115.5" wb						
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d HT Vic	950	2,850	4,750	10,690	16,630	23,750
1956 Fairlane, V-8, 115.5" wb						
2d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	780	2,340	3,900	8,780	13,650	19,500
4d HT Vic	1,030	3,080	5,130	11,540	17,960	25,650
2d HT Vic	1,200	3,600	6,000	13,500	21,000	30,000
2d Crn Vic	1,760	5,280	8,800	19,800	30,800	44,000
2d Crn Vic Plexi-top	1,900	5,700	9,500	21,380	33,250	47,500
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
1956 Station Wagons, V-8, 115.5" wb						
2d Ran Wag	990	2,960	4,940	11,120	17,290	24,700
2d Parklane	1,250	3,760	6,270	14,110	21,950	31,350
4d Ctry Sed Customline	1,330	3,990	6,650	14,960	23,280	33,250
4d Ctry Sed Fairlane	1,370	4,100	6,840	15,390	23,940	34,200
4d Ctry Sq	1,900	5,700	9,500	21,380	33,250	47,500
NOTE: Add 10% for "T-Bird Special" V-8; 100% for 312-cid with dual four-barrel carbs. Deduct 5% average for 6-cyl.						
1957 Custom, V-8, 116" wb						
2d Bus Cpe	860	2,570	4,290	9,650	15,020	21,450
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1957 Custom 300, V-8, 116" wb						
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	740	2,210	3,680	8,270	12,860	18,375
1957 Fairlane, V-8, 118" wb						
2d Sed	820	2,450	4,090	9,200	14,320	20,450
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT Vic	1,050	3,140	5,230	11,770	18,310	26,150
2d Vic HT	950	2,850	4,750	10,690	16,630	23,750
1957 Fairlane 500, V-8, 118" wb						
2d Sed	820	2,450	4,090	9,190	14,300	20,425
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT Vic	1,060	3,190	5,320	11,970	18,620	26,600
2d HT Vic	1,180	3,530	5,890	13,250	20,620	29,450
2d Sun Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sky HT Conv	2,470	7,410	12,350	27,790	43,230	61,750
1957 Station Wagons, 8-cyl., 116" wb						
2d Ran Wag	1,520	4,560	7,600	17,100	26,600	38,000
2d DeL Rio Ran	1,710	5,130	8,550	19,240	29,930	42,750
4d Ctry Sed	1,820	5,470	9,120	20,520	31,920	45,600
4d Ctry Sq	1,940	5,810	9,690	21,800	33,920	48,450
NOTE: Add 100% for "T-Bird Special" V-8 (Code E); 200% for Supercharged V-8 (Code F). Deduct 5% average for 6-cyl.						
1958 Custom 300, V-8, 116.03" wb						
2d Bus Cpe	790	2,380	3,960	8,910	13,860	19,800
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	730	2,190	3,650	8,210	12,780	18,250
1958 Fairlane, V-8, 116.03" wb						
2d Sed	820	2,450	4,090	9,190	14,300	20,425
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	950	2,850	4,750	10,690	16,630	23,750
1958 Fairlane 500, V-8, 118.04" wb						
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sun Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sky HT Conv	2,470	7,410	12,350	27,790	43,230	61,750
1958 Station Wagons, V-8, 116.03" wb						
2d Ran	1,410	4,220	7,030	15,820	24,610	35,150
4d Ran	1,330	3,990	6,650	14,960	23,280	33,250
4d Ctry Sed	1,600	4,790	7,980	17,960	27,930	39,900
2d DeL Rio Ran	1,690	5,070	8,460	19,020	29,590	42,275
4d Ctry Sq	1,900	5,700	9,500	21,380	33,250	47,500
NOTE: Deduct 5% average for 6-cyl.						
1959 Custom 300, V-8, 118" wb						
2d Bus Cpe	810	2,440	4,070	9,160	14,250	20,350
2d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Sed	750	2,240	3,740	8,420	13,090	18,700
1959 Fairlane, V-8, 118" wb						
2d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Sed	680	2,050	3,410	7,670	11,940	17,050
1959 Fairlane 500, V-8, 118" wb						
2d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Sun Conv	2,360	7,070	11,780	26,510	41,230	58,900
2d Sky HT Conv	2,680	8,040	13,400	30,150	46,900	67,000
1959 Galaxie, V-8, 118" wb						
2d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Sun Conv	2,360	7,070	11,780	26,510	41,230	58,900
2d Sky HT Conv	2,550	7,640	12,730	28,640	44,560	63,650
1959 Station Wagons, V-8, 118" wb						
2d Ran	1,430	4,280	7,140	16,050	24,970	35,675
4d Ran	1,350	4,050	6,750	15,180	23,610	33,725
2d Ctry Sed	1,620	4,850	8,080	18,170	28,260	40,375
4d Ctry Sed	1,630	4,900	8,170	18,380	28,600	40,850
4d Ctry Sq	1,940	5,810	9,690	21,800	33,920	48,450
NOTE: Deduct 5% average for 6-cyl.						
1960 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 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						

	6	5	4	3	2	1

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.

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

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	6	5	4	3	2	1
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.						
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
1971 LTD						
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
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.						

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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
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

MUSTANG

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-Po 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.

	6	5	4	3	2	1

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 4	30	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

	6	5	4	3	2	1

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.

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.

NOTE Add 3% for Brembo Brake pkg.

THUNDERBIRD

1955 102" wb

Conv	3,040	9,120	15,200	34,200	53,200	76,000

NOTE: Add $1,800 for hardtop.

1956 102" wb

Conv	3,040	9,120	15,200	34,200	53,200	76,000

NOTE: Add $1,800 for hardtop; 10% for 312 engine.

1957 102" wb

Conv	3,420	10,260	17,100	38,480	59,850	85,500

NOTE: Add $1,800 for hardtop; 100% for supercharged V-8 (Code F); 50% for "T-Bird Special" V-8 (Code E).

1958 113" wb

2d HT	1,330	3,990	6,650	14,960	23,280	33,250
Conv	1,560	4,670	7,780	17,510	27,230	38,900

1959 113" wb

2d HT	1,330	3,990	6,650	14,960	23,280	33,250
Conv	2,360	7,070	11,780	26,510	41,230	58,900

NOTE: Add 30% for 430 engine option.

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.

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	6	5	4	3	2	1
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.						

HUDSON

	6	5	4	3	2	1
1946-47 Super Series, 6-cyl., 121" wb						
2d Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Clb Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d Sed	670	2,020	3,360	7,560	11,760	16,800
4d Sed	680	2,030	3,380	7,610	11,830	16,900
1946-47 Commodore Series, 6-cyl., 121" wb						
2d Clb Cpe	780	2,350	3,920	8,820	13,720	19,600
4d Sed	720	2,160	3,600	8,100	12,600	18,000
1946-47 Super Series, 8-cyl., 121" wb						
2d Clb Cpe	790	2,360	3,940	8,870	13,790	19,700
4d Sed	730	2,180	3,640	8,190	12,740	18,200
1946-47 Commodore Series, 8-cyl., 121" wb						
2d Clb Cpe	810	2,440	4,060	9,140	14,210	20,300
2d Conv	1,840	5,520	9,200	20,700	32,200	46,000
4d Sed	750	2,260	3,760	8,460	13,160	18,800
1948-49 Super Series, 6-cyl., 124" wb						
2d Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Clb Cpe	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1948-49 Commodore Series, 6-cyl., 124" wb						
2d Clb Cpe	1,120	3,360	5,600	12,600	19,600	28,000
2d Conv	2,520	7,560	12,600	28,350	44,100	63,000
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1948-49 Super Series, 8-cyl., 124" wb						
2d Clb Cpe	1,020	3,060	5,100	11,480	17,850	25,500
2d Sed (1949 only)	820	2,460	4,100	9,230	14,350	20,500
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1948-49 Commodore Series, 8-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	2,560	7,680	12,800	28,800	44,800	64,000
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1950 Pacemaker Series 500, 6-cyl., 119" wb						
2d Bus Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 DeLuxe Series 50A, 6-cyl., 119" wb						
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Conv	2,170	6,500	10,830	24,370	37,910	54,150
2d Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	770	2,320	3,860	8,690	13,510	19,300
1950 Super Six Series 501, 6-cyl., 124" wb						
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1950 Commodore Series 502, 6-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1950 Super Series 503, 8-cyl., 124" wb						
2d Sed	820	2,450	4,090	9,190	14,300	20,425
2d Clb Cpe	970	2,910	4,850	10,900	16,960	24,225
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
1950 Commodore Series 504, 8-cyl., 124" wb						
2d Clb Cpe	1,080	3,250	5,420	12,180	18,950	27,075
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d Sed	860	2,570	4,280	9,620	14,960	21,375
1951 Pacemaker Custom Series 4A, 6-cyl., 119" wb						
2d Cpe	820	2,450	4,090	9,190	14,300	20,425
2d Clb Cpe	860	2,570	4,280	9,620	14,960	21,375
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d Sed	800	2,410	4,020	9,050	14,070	20,100
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1951 Super Custom Series 5A, 6-cyl., 124" wb						
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Hlywd HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sed	820	2,460	4,100	9,230	14,350	20,500
1951 Commodore Custom Series 6A, 6-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Hlywd HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,390	7,180	11,970	26,930	41,900	59,850
4d Sed	860	2,580	4,290	9,660	15,030	21,470
1951 Hornet Series 7A, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	950	2,850	4,750	10,690	16,630	23,750
1951 Commodore Custom Series 8A, 8-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Hlywd HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
4d Sed	890	2,670	4,450	10,010	15,570	22,240
1952 Pacemaker Series 4B, 6-cyl., 119" wb						
2d Cpe	820	2,470	4,120	9,270	14,420	20,600
2d Clb Cpe	830	2,480	4,140	9,320	14,490	20,700
2d Sed	780	2,350	3,920	8,810	13,700	19,575
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1952 Wasp Series 5B, 6-cyl., 119" wb						
2d Clb Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Hlywd HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sed	780	2,350	3,920	8,810	13,700	19,575
1952 Commodore Series 6B, 6-cyl., 124" wb						
2d Clb Cpe	840	2,520	4,200	9,450	14,700	20,995
2d Hlywd HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1952 Hornet Series 7B, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	860	2,570	4,280	9,620	14,960	21,375
1952 Commodore Series 8B, 8-cyl., 124" wb						
2d Clb Cpe	1,060	3,190	5,320	11,970	18,620	26,600
2d Hlywd HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1953 Jet Series 1C, 6-cyl., 105" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900

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1953 Super Jet Series 2C, 6-cyl., 105" wb						
2d Clb Sed	800	2,390	3,990	8,980	13,970	19,950
4d Sed	770	2,320	3,870	8,710	13,550	19,350
1953 Wasp Series 4C, 6-cyl., 119" wb						
2d Clb Cpe	790	2,370	3,950	8,890	13,830	19,750
2d Sed	860	2,590	4,310	9,700	15,090	21,550
4d Sed	860	2,570	4,290	9,650	15,020	21,450
1953 Super Wasp Series 5C, 6-cyl., 119" wb						
2d Clb Cpe	800	2,390	3,990	8,980	13,970	19,950
2d Hlywd HT	1,220	3,650	6,080	13,680	21,280	30,400
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Sed	870	2,600	4,340	9,750	15,170	21,675
4d Sed	860	2,590	4,310	9,700	15,090	21,550
1953 Hornet Series 7C, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1954 Jet Series 1D, 6-cyl., 105" wb						
2d Utl Sed	840	2,510	4,180	9,410	14,630	20,900
2d Clb Sed	860	2,570	4,290	9,650	15,020	21,450
4d Sed	850	2,560	4,270	9,610	14,950	21,350
1954 Super Jet Series 2D, 6-cyl., 105" wb						
2d Clb Sed	780	2,330	3,890	8,750	13,620	19,450
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1954 Jet Liner Series 3D, 6-cyl., 105" wb						
2d Clb Sed	860	2,570	4,280	9,620	14,960	21,375
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1954 Wasp Series 4D, 6-cyl., 119" wb						
2d Clb Cpe	800	2,400	4,000	9,000	14,000	20,000
2d Clb Sed	860	2,590	4,310	9,700	15,090	21,550
4d Sed	850	2,550	4,250	9,550	14,860	21,225
1954 Super Wasp Series 5D, 6-cyl., 119" wb						
2d Clb Cpe	790	2,360	3,940	8,850	13,770	19,675
2d Hlywd HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Clb Sed	860	2,590	4,310	9,700	15,090	21,550
4d Sed	860	2,570	4,290	9,650	15,020	21,450
1954 Hornet Special Series 6D, 6-cyl., 124" wb						
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
2d Clb Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	810	2,440	4,060	9,140	14,210	20,300
1954 Hornet Series 7D, 6-cyl., 124" wb						
2d Clb Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Hlywd HT	2,090	6,270	10,450	23,510	36,580	52,250
2d Brgm Conv	2,580	7,750	12,920	29,070	45,220	64,600
4d Sed	780	2,350	3,920	8,810	13,700	19,575
1954 Italia, 6-cyl.						
2d Cpe	12,430	37,280	62,130	139,790	217,460	310,650
1955 Super Wasp, 6-cyl., 114" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1955 Custom Wasp, 6-cyl., 114" wb						
2d Hlywd HT	800	2,390	3,990	8,980	13,970	19,950
4d Sed	730	2,190	3,650	8,210	12,780	18,250
1955 Hornet Super, 6-cyl., 121" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1955 Hornet Custom, 6-cyl., 121" wb						
2d Hlywd HT	910	2,740	4,560	10,260	15,960	22,800
4d Sed	810	2,440	4,070	9,160	14,250	20,350
1955 Italia, 6-cyl.						
2d Cpe	12,430	37,280	62,130	139,790	217,460	310,650

NOTE: Add 5% for V-8. For Hudson Rambler prices see Nash section same year.

1956 Super Wasp, 6-cyl., 114" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
1956 Super Hornet, 6-cyl., 121" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1956 Custom Hornet, 6-cyl., 121" wb						
2d Hlywd HT	950	2,850	4,750	10,690	16,630	23,750
4d Sed	790	2,380	3,960	8,910	13,860	19,800
1956 Hornet Super Special, 8-cyl., 114" wb						
2d Hlywd HT	950	2,850	4,750	10,690	16,630	23,750
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1956 Hornet Custom, 8-cyl., 121" wb						
2d Hlywd HT	990	2,960	4,940	11,120	17,290	24,700
4d Sed	800	2,400	4,000	9,000	14,000	20,000

NOTE: For Hudson Rambler prices see Nash section same year.

1957 Hornet Super, 8-cyl., 121" wb						
2d Hlywd HT	1,060	3,190	5,320	11,970	18,620	26,600
4d Sed	800	2,390	3,990	8,980	13,970	19,950
1957 Hornet Custom, 8-cyl., 121" wb						
2d Hlywd HT	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	840	2,510	4,180	9,410	14,630	20,900

NOTE: For Hudson Rambler prices see Nash section same year.

KAISER

1947-48 Special, 6-cyl.						
4d Sed	780	2,340	3,900	8,780	13,650	19,500
1947-48 Custom, 6-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1949-50 Special, 6-cyl.						
4d Sed	812	2,436	4,060	9,140	14,210	20,300
1949-50 Traveler, 6-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
1949-50 DeLuxe, 6-cyl.						
4d Sed	832	2,496	4,160	9,360	14,560	20,800
4d Conv Sed	2,580	7,750	12,920	29,070	45,220	64,600
1949-50 Vagabond, 6-cyl.						
4d Sed	930	2,790	4,660	10,470	16,290	23,275
1949-50 Virginian, 6-cyl.						
4d Sed HT	1,240	3,710	6,180	13,890	21,610	30,875
1951 Special, 6-cyl.						
4d Sed	780	2,340	3,900	8,760	13,630	19,475
4d Trav Sed	790	2,370	3,950	8,890	13,830	19,750
2d Sed	780	2,350	3,920	8,810	13,700	19,575
2d Trav Sed	800	2,390	3,990	8,980	13,970	19,950
2d Bus Cpe	860	2,570	4,280	9,620	14,960	21,375
1951 DeLuxe						
4d Sed	780	2,350	3,920	8,810	13,700	19,575
4d Trav Sed	800	2,410	4,010	9,020	14,040	20,050
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Trav Sed	810	2,420	4,030	9,070	14,110	20,150
2d Clb Cpe	930	2,790	4,660	10,470	16,290	23,275
1952 Kaiser DeLuxe, 6-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
Ta Sed	7,980	23,940	39,900	89,780	139,650	199,500
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Trav	820	2,450	4,090	9,190	14,300	20,425
2d Bus Cpe	910	2,740	4,560	10,260	15,960	22,800
1952 Kaiser Manhattan, 6-cyl.						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Clb Cpe	1,330	3,990	6,650	14,960	23,280	33,250
1952 Virginian, 6-cyl.						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Sed	844	2,532	4,220	9,500	14,770	21,100
2d Clb Cpe	890	2,680	4,470	10,050	15,630	22,325
1953 Carolina, 6-cyl.						
2d Sed	832	2,496	4,160	9,360	14,560	20,800
4d Sed	828	2,484	4,140	9,320	14,490	20,700
1953 Deluxe						
2d Clb Sed9	90	2,960	4,940	11,120	17,290	24,700
4d Trav Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	836	2,508	4,180	9,410	14,630	20,900
1953 Manhattan, 6-cyl.						
2d Clb Sed	1,030	3,080	5,130	11,540	17,960	25,650
4d Sed	840	2,520	4,200	9,450	14,700	21,000
1953 Dragon 4d Sed, 6-cyl.						
4d Sed	1,920	5,760	9,600	21,590	33,580	47,975
1954 Early Special, 6-cyl.						
4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Clb Sed	840	2,530	4,220	9,500	14,770	21,100
1954 Late Special, 6-cyl.						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Clb Sed	1,010	3,020	5,040	11,330	17,620	25,175
1954 Manhattan, 6-cyl.						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d Clb Sed	1,050	3,140	5,230	11,760	18,290	26,125
1954 Kaiser Darrin Spts Car, 6-cyl.						
2d Spt Car	6,950	20,860	34,770	78,230	121,700	173,850
1955 Manhattan, 6-cyl.						
4d Sed	990	2,960	4,940	11,120	17,290	24,700
2d Clb Sed	1,050	3,140	5,230	11,760	18,290	26,125

FRAZER

1947-48						
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1947-48 Manhattan, 6-cyl.						
4d Sed	3,120	9,350	15,580	35,060	54,530	77,900
1949-50 Manhattan, 6-cyl.						
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d Conv Sed	3,120	9,350	15,580	35,060	54,530	77,900
1951 Manhattan, 6-cyl.						
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
4d Vag	950	2,850	4,750	10,690	16,630	23,750
4d Sed HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Conv Sed	3,120	9,350	15,580	35,060	54,530	77,900

HENRY J

1951 Four						
2d Sed	800	2,390	3,990	8,980	13,970	19,950
1951 DeLuxe Six						
2d Sed	1,220	3,650	6,080	13,680	21,280	30,400
1952 Vagabond, 4-cyl.						
2d Sed	950	2,850	4,750	10,690	16,630	23,750
1952 Vagabond, 6-cyl.						
2d Sed	1,220	3,650	6,080	13,680	21,280	30,400
1952 Corsair, 4-cyl.						
2d Sed	990	2,960	4,940	11,120	17,290	24,700
1952 Corsair, 6-cyl.						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
1952 Allstate						
2d 4-cyl	990	2,960	4,940	11,120	17,290	24,700
2d DeL Six	1,220	3,650	6,080	13,680	21,280	30,400
1953 Corsair, 4-cyl.						
2d Sed	990	2,960	4,940	11,120	17,290	24,700
1953 Corsair, 6-cyl.						
2d DeL Sed	1,250	3,760	6,270	14,110	21,950	31,350
1953 Allstate						
2d Sed 4-cyl	990	2,960	4,940	11,120	17,290	24,700
2d Sed DeL Six	1,220	3,650	6,080	13,680	21,280	30,400
1954 Corsair, 4-cyl.						
2d Sed	1,140	3,420	5,700	12,830	19,950	28,500
1954 Corsair Deluxe, 6-cyl.						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350

LINCOLN

1946-48 8th Series, V-12, 125" wb						
2d Clb 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
4d Sed	1,440	4,320	7,200	16,200	25,200	36,000
2d Cont Cpe	2,000	6,000	10,000	22,500	35,000	50,000
2d Cont Conv	3,040	9,120	15,200	34,200	53,200	76,000
1949-50 Model 9EL/OEL, V-8, 121" wb						
4d Spt Sed	1,060	3,190	5,320	11,970	18,620	26,600
2d Cpe	1,140	3,420	5,700	12,830	19,950	28,500
2d Lido Cpe (1950 only)	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv (1949 only)	2,950	8,840	14,730	33,130	51,540	73,625
1949-50 Cosmopolitan, V-8, 125" wb						
4d Town Sed (1949 only)	1,060	3,190	5,320	11,970	18,620	26,600
4d Spt Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	1,180	3,530	5,890	13,250	20,620	29,450
2d Capri (1950 only)	1,270	3,820	6,370	14,320	22,280	31,825
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
1951 Model 1EL, V-8, 121" wb						
4d Spt Sed	1,060	3,190	5,320	11,970	18,620	26,600
2d Cpe	1,180	3,530	5,890	13,250	20,620	29,450
2d Lido Cpe	1,330	3,990	6,650	14,960	23,280	33,250
1951 Cosmopolitan, V-8, 125" wb						
4d Spt Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Cpe	1,180	3,530	5,890	13,250	20,620	29,450
2d Capri	1,350	4,060	6,770	15,220	23,680	33,825
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
1952-53 Cosmopolitan Model BH, V-8, 123" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
1952-53 Capri, V-8, 123" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	2,360	7,070	11,780	26,510	41,230	58,900
1954 Cosmopolitan, V-8, 123" wb						
4d Sed	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
1954 Capri, V-8, 123" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,240	3,710	6,180	13,890	21,610	30,875
2d Conv	2,430	7,300	12,160	27,360	42,560	60,800
1955 Cosmopolitan, V-8, 123" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
1955 Capri, V-8, 123" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,410	4,220	7,030	15,820	24,610	35,150
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
1956 Capri, V-8, 126" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
1956 Premiere, V-8, 126" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,270	3,820	6,370	14,320	22,280	31,825
2d Conv	2,550	7,640	12,730	28,640	44,560	63,650
1956 Continental Mk II, V-8, 126" wb						
2d HT	3,800	11,400	19,000	42,750	66,500	95,000
1957 Capri, V-8, 126" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,220	3,650	6,080	13,680	21,280	30,400
1957 Premiere, V-8, 126" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,270	3,820	6,370	14,320	22,280	31,825
2d Conv	2,550	7,640	12,730	28,640	44,560	63,650
1957 Continental Mk II, V-8, 126" wb						
2d HT	3,800	11,400	19,000	42,750	66,500	95,000
1958-59 Capri, V-8, 131" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	920	2,760	4,600	10,350	16,100	23,000
1958-59 Premiere, V-8, 131" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
4d HT	820	2,450	4,090	9,190	14,300	20,425
2d HT	950	2,850	4,750	10,690	16,630	23,750
1958-59 Continental Mk III and IV, V-8, 131" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Conv	2,660	7,980	13,300	29,930	46,550	66,500
4d Town Car (1959 only)	1,180	3,530	5,890	13,250	20,620	29,450
4d Limo (1959 only)	1,520	4,560	7,600	17,100	26,600	38,000

	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
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

MERCURY

	6	5	4	3	2	1
1946-48 Series 69M, V-8, 118" wb						
2d Conv	2,100	6,300	10,500	23,630	36,750	52,500
2d 6P Cpe	840	2,520	4,200	9,450	14,700	21,000
2d Sed	830	2,480	4,140	9,320	14,490	20,700
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sta Wag	4,260	12,780	21,300	47,930	74,550	106,500
2d Sptsman Conv (1946 only)	14,720	44,160	73,600	165,600	257,600	368,000
1949-50 Series OCM, V-8, 118" wb						
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2d Clb Cpe	1,600	4,790	7,980	17,960	27,930	39,900
2d Mon Cpe (1950 only)	1,900	5,700	9,500	21,380	33,250	47,500
4d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Sta Wag	3,990	11,970	19,950	44,890	69,830	99,750
NOTE: A Mercury convertible was the official Pace Car of the 1950 Indianapolis 500.						
1951 Mercury, V-8, 118" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cpe	1,520	4,560	7,600	17,100	26,600	38,000
2d Conv	3,800	11,400	19,000	42,750	66,500	95,000
2d Sta Wag	3,990	11,970	19,950	44,890	69,830	99,750
1951 Monterey, V-8, 118" wb						
2d Clth Cpe	1,900	5,700	9,500	21,380	33,250	47,500
2d Lthr Cpe	1,940	5,810	9,690	21,800	33,920	48,450
1952-53 Mercury Custom, V-8, 118" wb						
4d Sta Wag (1952 only)	3,800	11,400	19,000	42,750	66,500	95,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1952-53 Monterey Special Custom, V-8, 118" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
4d Sta Wag (1953 only)	1,520	4,560	7,600	17,100	26,600	38,000
1954 Mercury Custom, V-8, 118" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1954 Monterey Special Custom, V-8, 118" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d HT SV	2,670	8,000	13,330	29,990	46,660	66,650
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Custom Series, V-8, 119" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,520	4,560	7,600	17,100	26,600	38,000
1955 Monterey Series, V-8, 119" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,520	4,560	7,600	17,100	26,600	38,000
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1955 Montclair Series, V-8, 119" wb						
4d Sed	930	2,790	4,660	10,470	16,290	23,275
2d HT	2,280	6,840	11,400	25,650	39,900	57,000
2d HT SV	2,850	8,550	14,250	32,060	49,880	71,250
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
1956 Medalist Series, V-8, 119" wb						
4d Sed	820	2,470	4,120	9,270	14,420	20,600
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d HT	950	2,850	4,750	10,690	16,630	23,750
4d Phae HT	1,050	3,140	5,230	11,760	18,290	26,125
1956 Custom Series, V-8, 119" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Sed	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Phae HT	1,040	3,120	5,200	11,700	18,200	26,000
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d Sta Wag 8P	1,440	4,330	7,220	16,250	25,270	36,100
4d Sta Wag 9P	1,540	4,620	7,700	17,310	26,930	38,475
1956 Monterey Series, V-8, 119" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Spt Sed	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
4d Phae HT	1,100	3,310	5,510	12,400	19,290	27,550
4d Sta Wag	1,670	5,020	8,360	18,810	29,260	41,800
1956 Montclair Series, V-8, 119" wb						
4d Spt Sed	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Phae HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
1957 Monterey Series, V-8, 122" wb						
4d Sed	850	2,550	4,260	9,570	14,890	21,275
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
1957 Montclair Series, V-8, 122" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	1,030	3,080	5,130	11,540	17,960	25,650
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
1957 Turnpike Cruiser, V-8, 122" wb						
4d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	3,040	9,120	15,200	34,200	53,200	76,000
NOTE: Add 200% for pace car edition.						
1957 Station Wagons, V-8, 122" wb						
2d Voy HT	1,790	5,360	8,930	20,090	31,260	44,650
4d Voy HT	1,460	4,390	7,320	16,460	25,600	36,575
2d Com HT	1,810	5,420	9,030	20,310	31,590	45,125
4d Com HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Col Pk HT	1,900	5,700	9,500	21,380	33,250	47,500
1958 Mercury, V-8, 122" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Sed	890	2,680	4,470	10,050	15,630	22,325
1958 Monterey, V-8, 122" wb						
4d Sed	850	2,550	4,260	9,570	14,890	21,275
2d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	990	2,960	4,940	11,120	17,290	24,700
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600
1958 Montclair, V-8, 122" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d HT	1,030	3,080	5,130	11,540	17,960	25,650
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,100	6,300	10,510	23,640	36,780	52,540
1958 Turnpike Cruiser, V-8, 122" wb						
4d HT	1,220	3,650	6,080	13,680	21,280	30,400
2d HT	1,480	4,450	7,410	16,670	25,940	37,050
1958 Station Wagons, V-8, 122" wb						
2d Voy HT	1,790	5,360	8,930	20,090	31,260	44,650
4d Voy HT	1,440	4,330	7,220	16,250	25,270	36,100
2d Com HT	1,810	5,420	9,030	20,310	31,590	45,125
4d Com HT	1,480	4,450	7,410	16,670	25,940	37,050

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	6	5	4	3	2	1
4d Col Pk HT	1,900	5,700	9,500	21,380	33,250	47,500
1958 Park Lane, V-8, 125" wb						
4d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
1959 Monterey, V-8, 126" wb						
4d Sed	780	2,340	3,900	8,760	13,630	19,475
2d Sed	930	2,790	4,660	10,470	16,290	23,275
4d HT	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1959 Montclair, V-8, 126" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950
4d HT	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,200	3,600	6,000	13,500	21,000	30,000
1959 Park Lane, V-8, 128" wb						
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,440	4,330	7,220	16,250	25,270	36,100
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
1959 Country Cruiser Station Wagons, V-8, 126" wb						
2d Com HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Com HT	1,310	3,930	6,560	14,750	22,940	32,775
4d Voy HT	930	2,790	4,650	10,460	16,280	23,250
4d Col Pk HT	1,710	5,130	8,550	19,240	29,930	42,750
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.						
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	10,130	15,750	22,500
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

	6	5	4	3	2	1
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
4d Col Pk	880	2,640	4,400	9,900	15,400	22,000
1970 Marquis Brougham, V-8						
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
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
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

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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 2	80	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
1979 Grand Marquis, 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 Station Wagons, V-8						
4d Sed	400	1,200	2,000	4,500	7,000	10,000
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 Sed	400	1,200	2,000	4,500	7,000	10,000
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
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

	6	5	4	3	2	1
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
Add 70% for 428 V-8 Gt; Add 50% for Gurney or Yarborough Editions						

NASH

	6	5	4	3	2	1
1946 600, 6-cyl.						
2d Brgm	664	1,992	3,320	7,470	11,620	16,600
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Trk Sed	672	2,016	3,360	7,560	11,760	16,800
1946 Ambassador, 6-cyl.						
2d Brgm	720	2,160	3,600	8,100	12,600	18,000
4d Sed	724	2,172	3,620	8,150	12,670	18,100
4d Trk Sed	728	2,184	3,640	8,190	12,740	18,200
4d Sed Suburban	4,060	12,180	20,300	45,680	71,050	101,500
1947 600, 6-cyl.						
2d Brgm	664	1,992	3,320	7,470	11,620	16,600
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Trk Sed	672	2,016	3,360	7,560	11,760	16,800
1947 Ambassador, 6-cyl.						
2d Brgm	720	2,160	3,600	8,100	12,600	18,000
4d Sed	724	2,172	3,620	8,150	12,670	18,100
4d Trk Sed	728	2,184	3,640	8,190	12,740	18,200
4d Sed Suburban	4,060	12,180	20,300	45,680	71,050	101,500
1948 600, 6-cyl.						
DeL Bus Cpe	1,280	3,840	6,400	14,400	22,400	32,000
4d Sup Sed	940	2,820	4,700	10,580	16,450	23,500
4d Sup Trk Sed	960	2,880	4,800	10,800	16,800	24,000
2d Sup Brgm	1,120	3,360	5,600	12,600	19,600	28,000
4d Cus Sed	1,060	3,180	5,300	11,930	18,550	26,500
4d Cus Trk Sed	1,060	3,180	5,300	11,930	18,550	26,500
2d Cus Brgm	940	2,820	4,700	10,580	16,450	23,500
1948 Ambassador, 6-cyl.						
4d Sed	1,200	3,600	6,000	13,500	21,000	30,000
4d Trk Sed	1,240	3,720	6,200	13,950	21,700	31,000
2d Brgm	1,060	3,180	5,300	11,930	18,550	26,500
4d Sed Suburban	4,100	12,300	20,500	46,130	71,750	102,500
1948 Custom Ambassador, 6-cyl.						
4d Sed	1,260	3,780	6,300	14,180	22,050	31,500
4d Trk Sed	1,140	3,420	5,700	12,830	19,950	28,500
2d Brgm	1,100	3,300	5,500	12,380	19,250	27,500
2d Cabr	3,000	9,000	15,000	33,750	52,500	75,000
1949 600 Super, 6-cyl.						
4d Sed	900	2,700	4,500	10,130	15,750	22,500
2d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Brgm	1,120	3,360	5,600	12,600	19,600	28,000
1949 600 Super Special, 6-cyl.						
4d Sed	920	2,760	4,600	10,350	16,100	23,000
2d Sed	940	2,820	4,700	10,580	16,450	23,500
2d Brgm	1,140	3,420	5,700	12,830	19,950	28,500
1949 600 Custom, 6-cyl.						
4d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Sed	960	2,880	4,800	10,800	16,800	24,000
2d Brgm	1,160	3,480	5,800	13,050	20,300	29,000
1949 Ambassador Super, 6-cyl.						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Brgm	1,200	3,600	6,000	13,500	21,000	30,000
1949 Ambassador Super Special, 6-cyl.						
4d Sed	1,080	3,240	5,400	12,150	18,900	27,000
2d Sed	1,020	3,060	5,100	11,480	17,850	25,500
2d Brgm	1,220	3,660	6,100	13,730	21,350	30,500
1949 Ambassador Custom, 6-cyl.						
4d Sed	1,120	3,360	5,600	12,600	19,600	28,000
2d Sed	1,040	3,120	5,200	11,700	18,200	26,000
2d Brgm	1,280	3,840	6,400	14,400	22,400	32,000
1950 Rambler Custom, 6-cyl.						
2d Conv Lan	1,710	5,130	8,550	19,240	29,930	42,750
2d Sta Wag	1,290	3,880	6,460	14,540	22,610	32,300
1950 Nash Super Statesman, 6-cyl.						
2d DeL Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	910	2,740	4,560	10,260	15,960	22,800
2d Clb Cpe	930	2,790	4,660	10,470	16,290	23,275
1950 Nash Custom Statesman, 6-cyl.						
4d Sed	780	2,340	3,900	8,760	13,630	19,475
2d Sed	930	2,790	4,660	10,470	16,290	23,275
2d Clb Cpe	950	2,850	4,750	10,690	16,630	23,750
1950 Ambassador, 6-cyl.						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
2d Sed	990	2,960	4,940	11,120	17,290	24,700
2d Clb Cpe	1,010	3,020	5,040	11,330	17,620	25,175
1950 Ambassador Custom, 6-cyl.						
4d Sed	930	2,790	4,660	10,470	16,290	23,275
2d Sed	1,010	3,020	5,040	11,330	17,620	25,175
2d Clb Cpe	1,030	3,080	5,130	11,540	17,960	25,650
1951 Rambler, 6-cyl.						
2d Utl Wag	1,290	3,880	6,460	14,540	22,610	32,300
2d Sta Wag	1,310	3,930	6,560	14,750	22,940	32,775
2d Cus Clb Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cus Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Ctry Clb HT	950	2,840	4,740	10,670	16,590	23,700
2d Cus Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1951 Nash Statesman, 6-cyl.						
2d DeL Bus Cpe	760	2,280	3,800	8,550	13,300	19,000
4d Sup Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sup	910	2,740	4,560	10,260	15,960	22,800
2d Sup Cpe	930	2,790	4,660	10,470	16,290	23,275
2d Cus Cpe	990	2,960	4,940	11,120	17,290	24,700
2d Cus Sed	910	2,740	4,560	10,260	15,960	22,800
4d Cus Sed	870	2,620	4,370	9,830	15,300	21,850
1951 Ambassador, 6-cyl.						
4d Sup Sed	910	2,740	4,560	10,260	15,960	22,800
2d Sup	990	2,960	4,940	11,120	17,290	24,700
2d Sup Cpe	1,010	3,020	5,040	11,330	17,620	25,175
4d Cus Sed	1,030	3,080	5,130	11,540	17,960	25,650
2d Cus Sed	1,030	3,080	5,130	11,540	17,960	25,650
2d Cus Cpe	1,050	3,140	5,230	11,760	18,290	26,125
1951 Nash-Healey						
Spt Rds	5,800	17,400	29,000	65,250	101,500	145,000
1952-53 Rambler, 6-cyl.						
2d Utl Wag	1,290	3,880	6,460	14,540	22,610	32,300
2d Sta Wag	1,310	3,930	6,560	14,750	22,940	32,775
2d Cus Clb Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cus Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Cus Ctry Clb HT	950	2,850	4,750	10,690	16,630	23,750
2d Cus Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
1952-53 Nash Statesman, 6-cyl.						
2d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Sed	890	2,670	4,450	10,010	15,560	22,235
2d Cus Ctry Clb	1,030	3,080	5,130	11,540	17,960	25,650
NOTE: Add 10% for Custom.						
1952-53 Ambassador, 6-cyl.						
2d Sed	990	2,960	4,940	11,120	17,290	24,700
4d Sed	910	2,740	4,560	10,260	15,960	22,800
2d Cus Ctry Clb	1,060	3,190	5,320	11,970	18,620	26,600
NOTE: Add 10% for Custom.						
1952-53 Nash-Healey						
2d Cpe (1953 only)	4,600	13,800	23,000	51,750	80,500	115,000
2d Spt Rds	5,800	17,400	29,000	65,250	101,500	145,000
1954 Rambler, 6-cyl.						
2d DeL Clb Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sup Clb Sed	870	2,620	4,370	9,830	15,300	21,850
2d Sup Ctry Clb HT	840	2,510	4,180	9,410	14,630	20,900
2d Sup Suburban Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d Sup Sed (108")	760	2,280	3,800	8,550	13,300	19,000
2d Cus Ctry Clb HT	950	2,840	4,740	10,670	16,590	23,700
2d Cus Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Cus Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d Cus Sed (108")	840	2,510	4,180	9,410	14,630	20,900
4d Cus Wag (108")	1,250	3,760	6,270	14,110	21,950	31,350
2d Cus Wag (108")	1,330	3,990	6,650	14,960	23,280	33,250
1954 Nash Statesman, 6-cyl.						
4d Sup Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sup Sed	910	2,740	4,560	10,260	15,960	22,800
4d Cus Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cus Ctry Clb HT	950	2,850	4,750	10,690	16,630	23,750
1954 Nash Ambassador, 6-cyl.						
4d Sup Sed	910	2,740	4,560	10,260	15,960	22,800
2d Sup Sed	990	2,960	4,940	11,120	17,290	24,700
4d Cus Sed	930	2,790	4,660	10,470	16,290	23,275
2d Cus Ctry Clb HT	1,030	3,080	5,130	11,540	17,960	25,650
1954 Nash-Healey						
2d Cpe	4,600	13,800	23,000	51,750	80,500	115,000
NOTE: Add 5% for LeMans option.						
1955 Rambler, 6-cyl.						
2d DeL Clb Sed	840	2,510	4,180	9,410	14,630	20,900
2d DeL Bus Sed	840	2,510	4,180	9,410	14,630	20,900
4d DeL Sed (108")	700	2,110	3,520	7,920	12,320	17,600

	6	5	4	3	2	1
2d Sup Clb Sed	860	2,570	4,290	9,650	15,020	21,450
2d Sup Sta Wag	750	2,240	3,740	8,420	13,090	18,700
4d Sup Sed (108")	730	2,180	3,630	8,170	12,710	18,150
4d Sup Crs Ctry (108")	910	2,740	4,560	10,260	15,960	22,800
2d Cus Ctry Clb HT	800	2,390	3,990	8,980	13,970	19,950
4d Cus Sed (108")	770	2,300	3,830	8,620	13,410	19,150
4d Cus Crs Ctry (108")	1,250	3,760	6,270	14,110	21,950	31,350
1955 Nash Statesman, 6-cyl.						
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
4d Cus Sed	920	2,760	4,600	10,350	16,100	23,000
2d Cus Ctry Clb	1,000	3,000	5,000	11,250	17,500	25,000
1955 Nash Ambassador, 6-cyl.						
4d Sup Sed	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	980	2,940	4,900	11,030	17,150	24,500
2d Cus Ctry Clb	1,080	3,240	5,400	12,150	18,900	27,000
1955 Nash Ambassador, 8-cyl.						
4d Sup Sed	980	2,940	4,900	11,030	17,150	24,500
4d Cus Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Cus Ctry Clb	1,120	3,360	5,600	12,600	19,600	28,000
1956 Rambler, 6-cyl.						
4d DeL Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sup Crs Ctry	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	840	2,520	4,200	9,450	14,700	21,000
4d Cus HT	1,040	3,120	5,200	11,700	18,200	26,000
4d Cus Crs Ctry	1,040	3,120	5,200	11,700	18,200	26,000
4d HT Wag	1,200	3,600	6,000	13,500	21,000	30,000
1956 Nash Statesman, 6-cyl.						
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
1956 Nash Ambassador, 6-cyl.						
4d Sup Sed	960	2,880	4,800	10,800	16,800	24,000
1956 Nash Ambassador, 8-cyl.						
4d Sup Sed	980	2,940	4,900	11,030	17,150	24,500
4d Cus Sed	1,000	3,000	5,000	11,250	17,500	25,000
2d Cus HT 1,120	3,360	5,600	12,600	19,600	28,000	
1957 Rambler, 6-cyl.						
4d DeL Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sup Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sup HT 960	2,880	4,800	10,800	16,800	24,000	
4d Sup Crs Ctry	960	2,880	4,800	10,800	16,800	24,000
4d Cus Sed	840	2,520	4,200	9,450	14,700	21,000
4d Cus Crs Ctry	1,040	3,120	5,200	11,700	18,200	26,000
1957 Rambler, 8-cyl.						
4d Sup Sed	820	2,460	4,100	9,230	14,350	20,500
4d Sup Crs Ctry Wag	980	2,940	4,900	11,030	17,150	24,500
4d Cus Sed	860	2,580	4,300	9,680	15,050	21,500
4d Cus HT	960	2,880	4,800	10,800	16,800	24,000
4d Cus Crs Ctry Wag	1,040	3,120	5,200	11,700	18,200	26,000
4d Cus HT Crs Ctry	1,120	3,360	5,600	12,600	19,600	28,000
1957 Rebel, 8-cyl.						
4d HT	1,600	4,800	8,000	18,000	28,000	40,000
1957 Nash Ambassador, 8-cyl.						
4d Sup Sed	980	2,940	4,900	11,030	17,150	24,500
2d Sup HT	1,200	3,600	6,000	13,500	21,000	30,000
4d Cus Sed	920	2,760	4,600	10,350	16,100	23,000
2d Cus HT	1,240	3,720	6,200	13,950	21,700	31,000

AMC

	6	5	4	3	2	1
1958-59 American DeLuxe, 6-cyl.						
2d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sta Wag (1959 only)	760	2,280	3,800	8,550	13,300	19,000
1958-59 American Super, 6-cyl.						
2d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sta Wag (1959 only)	820	2,460	4,100	9,230	14,350	20,500
1958-59 Rambler DeLuxe, 6-cyl.						
4d Sed	440	1,320	2,200	4,950	7,700	11,000
4d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1958-59 Rambler Super, 6-cyl.						
4d Sed	460	1,390	2,310	5,200	8,090	11,550
4d HT	510	1,520	2,530	5,690	8,860	12,650
4d Sta Wag	970	2,910	4,850	10,900	16,960	24,225
1958-59 Rambler Custom, 6-cyl.						
4d Sed	480	1,450	2,420	5,450	8,470	12,100
4d HT	530	1,580	2,640	5,940	9,240	13,200
4d Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000
1958-59 Rebel Super V-8						
4d Sed DeL (1958 only)	510	1,520	2,530	5,690	8,860	12,650
4d Sed	530	1,580	2,640	5,940	9,240	13,200
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
1958-59 Rebel Custom, V-8						
4d Sed	610	1,840	3,060	6,890	10,710	15,300
4d HT	620	1,850	3,080	6,930	10,780	15,400
4d Sta Wag	1,050	3,140	5,230	11,760	18,290	26,125
1958-59 Ambassador Super, V-8						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
1958-59 Ambassador Custom, V-8						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
4d HT	680	2,050	3,410	7,670	11,940	17,050
4d Sta Wag	1,070	3,220	5,360	12,060	18,760	26,800
4d HT Sta Wag	1,080	3,250	5,420	12,180	18,950	27,075
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
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

	6	5	4	3	2	1
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 Ram bler 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
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

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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 1	50	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

	6	5	4	3	2	1
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
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

	6	5	4	3	2	1
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

METROPOLITAN

	6	5	4	3	2	1
1954 Series E, (Nash), 4-cyl., 85" wb, 42-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
1955 Series A & B, Nash/Hudson, 4-cyl., 85" wb, 42-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
1956 Series 1500, Nash/Hudson, 4-cyl., 85" wb, 52-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
1956 Series A, Nash/Hudson, 4-cyl., 85" wb, 42-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
1957 Series 1500, Nash/Hudson, 4-cyl., 85" wb, 52-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
1957 Series A-85, Nash/Hudson, 4-cyl., 85" wb, 42-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
1958 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
1959 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
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

	6	5	4	3	2	1
1946-47 Special Series 66, 6-cyl.						
2d Conv	1,880	5,640	9,400	21,150	32,900	47,000
2d Clb Cpe	3,020	9,070	15,120	34,020	52,920	75,600
2d Clb Sed	1,020	3,050	5,080	11,430	17,780	25,400
4d Sed	812	2,436	4,060	9,140	14,210	20,300
4d Sta Wag	2,800	8,400	14,000	31,500	49,000	70,000
1946-47 Special Series 68, 8-cyl.						
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
2d Clb Cpe	1,020	3,070	5,120	11,520	17,920	25,600
2d Clb Sed	1,060	3,170	5,280	11,880	18,480	26,400
4d Sed	852	2,556	4,260	9,590	14,910	21,300
4d Sta Wag	2,860	8,580	14,300	32,180	50,050	71,500
1946-47 Dynamic Cruiser, Series 76, 6-cyl.						
2d Clb Sed	1,030	3,080	5,140	11,570	17,990	25,700
2d DeL Clb Sed (1947 only)	1,030	3,100	5,160	11,610	18,060	25,800
4d Sed	824	2,472	4,120	9,270	14,420	20,600
4d DeL Sed (1947 only)	830	2,480	4,140	9,320	14,490	20,700
1946-47 Dynamic Cruiser Series 78, 8-cyl.						
2d Clb Sed	1,070	3,200	5,340	12,020	18,690	26,700
2d DeL Clb Sed (1947 only)	1,070	3,220	5,360	12,060	18,760	26,800
4d Sed	864	2,592	4,320	9,720	15,120	21,600
4d DeL Sed (1947 only)	870	2,600	4,340	9,770	15,190	21,700
1946-47 Custom Cruiser Series 98, 8-cyl.						
2d Conv	1,920	5,760	9,600	21,600	33,600	48,000
2d Clb Sed	1,100	3,300	5,500	12,380	19,250	27,500
4d Sed	888	2,664	4,440	9,990	15,540	22,200
1948 Dynamic Series 66, 6-cyl., 119" wb						
2d Conv	1,720	5,160	8,600	19,350	30,100	43,000
2d Clb Cpe	1,000	3,000	5,000	11,250	17,500	25,000
2d Clb Sed	980	2,940	4,900	11,030	17,150	24,500
4d Sed	800	2,400	4,000	9,000	14,000	20,000
4d Sta Wag	3,000	9,000	15,000	33,750	52,500	75,000
1948 Dynamic Series 68, 8-cyl., 119" wb						
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Cpe	1,060	3,180	5,300	11,930	18,550	26,500
2d Clb Sed	1,050	3,160	5,260	11,840	18,410	26,300
4d Sed	920	2,760	4,600	10,350	16,100	23,000
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1948 Dynamic Series 76, 6-cyl., 125" wb						
2d Clb Sed	960	2,880	4,800	10,800	16,800	24,000
4d Sed	720	2,160	3,600	8,100	12,600	18,000
1948 Dynamic Series 78, 8-cyl., 125" wb						
2d Clb Sed	1,040	3,120	5,200	11,700	18,200	26,000
4d Sed	760	2,280	3,800	8,550	13,300	19,000
1948 Futuramic Series 98, 8-cyl., 125" wb						
2d Conv	2,240	6,720	11,200	25,200	39,200	56,000
2d Clb Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sed	880	2,640	4,400	9,900	15,400	22,000
1949 Futuramic 76, 6-cyl., 119.5" wb						
2d Conv	2,120	6,360	10,600	23,850	37,100	53,000
2d Clb Cpe	1,480	4,440	7,400	16,650	25,900	37,000
2d Sed	1,280	3,840	6,400	14,400	22,400	32,000
4d Sed	1,000	3,000	5,000	11,250	17,500	25,000
4d Sta Wag	2,480	7,440	12,400	27,900	43,400	62,000
NOTE: Deduct 25% for all-steel station wagon introduced late in the model year.						
1949 Futuramic Series 88, V-8, 119.5" wb						
2d Conv	2,200	6,600	11,000	24,750	38,500	55,000
2d Clb Cpe	1,560	4,680	7,800	17,550	27,300	39,000
2d Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
4d Sed	1,320	3,960	6,600	14,850	23,100	33,000
4d Sta Wag	2,560	7,680	12,800	28,800	44,800	64,000
NOTE: Deduct 25% for all-steel station wagon introduced late in the model year.						
1949 Futuramic Series 98, V-8, 125" wb						
2d Conv	2,600	7,800	13,000	29,250	45,500	65,000
2d Holiday HT	1,800	5,400	9,000	20,250	31,500	45,000
2d Clb Sed	1,560	4,680	7,800	17,550	27,300	39,000
4d Sed	1,360	4,080	6,800	15,300	23,800	34,000
1950 Futuramic 76, 6-cyl., 119.5" wb						
2d Conv	2,010	6,040	10,070	22,660	35,250	50,350
2d Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
2d Clb Cpe	1,410	4,220	7,030	15,820	24,610	35,150
2d Sed	1,220	3,650	6,080	13,680	21,280	30,400
2d Clb Sed	1,240	3,710	6,180	13,890	21,610	30,875
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sta Wag	2,360	7,070	11,780	26,510	41,230	58,900
1950 Futuramic 88, V-8, 119.5" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d DeL Holiday HT	1,670	5,020	8,360	18,810	29,260	41,800
2d DeL Clb Cpe	1,480	4,450	7,410	16,670	25,940	37,050
2d DeL	1,290	3,880	6,460	14,540	22,610	32,300
2d DeL Clb Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d DeL Sed	1,030	3,080	5,130	11,540	17,960	25,650
4d DeL Sta Wag	2,420	7,260	12,100	27,230	42,350	60,500
1950 Futuramic 98, V-8, 122" wb						
2d DeL Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d DeL Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Holiday HT	1,690	5,070	8,460	19,020	29,590	42,275
2d DeL Clb Sed	1,520	4,560	7,600	17,100	26,600	38,000
2d DeL FBk	1,520	4,560	7,600	17,100	26,600	38,000
4d DeL FBk	1,330	3,990	6,650	14,960	23,280	33,250
4d DeL Sed	1,110	3,330	5,550	12,490	19,430	27,750
4d DeL Twn Sed	1,140	3,420	5,700	12,830	19,950	28,500
NOTE: Deduct 10% for 6-cyl.						
1951-52 Standard 88, V-8, 119.5" wb						
2d Sed (1951 only)	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed (1951 only)	950	2,850	4,750	10,690	16,630	23,750
1951-52 DeLuxe 88, V-8, 120" wb						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	990	2,960	4,940	11,120	17,290	24,700
1951-52 Super 88, V-8, 120" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Clb Cpe	1,410	4,220	7,030	15,820	24,610	35,150
2d Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,430	4,280	7,130	16,040	24,960	35,650
1951-52 Series 98, V-8, 122" wb						
2d Conv	2,470	7,400	12,340	27,770	43,190	61,700
2d DeL Holiday HT ('51)	1,710	5,130	8,550	19,240	29,930	42,750
2d Holiday HT	1,690	5,070	8,460	19,020	29,590	42,275
4d Sed	1,110	3,330	5,550	12,490	19,430	27,750
1953 Series 88, V-8, 120" wb						
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	990	2,960	4,940	11,120	17,290	24,700
1953 Series Super 88, V-8, 120" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
2d Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,100	3,310	5,510	12,400	19,290	27,550
1953 Classic 98, V-8, 124" wb						
2d Conv	2,470	7,410	12,350	27,790	43,230	61,750
2d Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
4d Sed	1,110	3,330	5,550	12,490	19,430	27,750
1953 Fiesta 98, V-8, 124" wb						
2d Conv	10,000	30,000	50,000	112,500	175,000	250,000
1954 Series 88, V-8, 122" wb						
2d Holiday HT	1,480	4,450	7,410	16,670	25,940	37,050
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	990	2,960	4,940	11,120	17,290	24,700
1954 Series Super 88, V-8, 122" wb						
2d Conv	2,140	6,420	10,700	24,080	37,450	53,500
2d Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
2d Sed	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,100	3,310	5,510	12,400	19,290	27,550
1954 Classic 98, V-8, 126" wb						
2d Starfire Conv	3,520	10,560	17,600	39,600	61,600	88,000
2d DeL Holiday HT	1,630	4,900	8,170	18,380	28,600	40,850
2d Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1955 Series 88, V-8, 122" wb						
2d DeL Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
1955 Series Super 88, V-8, 122" wb						
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d DeL Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Holiday HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	1,270	3,820	6,370	14,330	22,300	31,850
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
1955 Classic 98, V-8, 126" wb						
2d Starfire Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d DeL Holiday HT	1,630	4,900	8,170	18,380	28,600	40,850
4d DeL Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1956 Series 88, V-8, 122" wb						
2d Holiday HT	1,600	4,800	8,000	18,000	28,000	40,000
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
2d Sed	1,250	3,760	6,270	14,110	21,950	31,350
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
1956 Series Super 88, V-8, 122" wb						
2d Conv	2,130	6,380	10,640	23,940	37,240	53,200
2d Holiday HT	1,560	4,670	7,790	17,530	27,270	38,950
4d Holiday HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
1956 Series 98, V-8, 126" wb						
2d Starfire Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d DeL Holiday HT	1,630	4,900	8,170	18,380	28,600	40,850
4d DeL Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1957 Series 88, V-8, 122" wb						
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
2d Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
4d Holiday HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Sed	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
4d HT Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,290	3,880	6,460	14,540	22,610	32,300
1957 Series Super 88, V-8, 122" wb						
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
2d Holiday HT	1,750	5,240	8,740	19,670	30,590	43,700
4d Holiday HT	1,370	4,100	6,840	15,390	23,940	34,200
2d Sed	1,270	3,820	6,370	14,320	22,280	31,825
4d Sed	1,050	3,140	5,230	11,760	18,290	26,125
4d HT Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150
1957 Series 98, V-8, 126" wb						
2d Starfire Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d Holiday HT	1,710	5,130	8,550	19,240	29,930	42,750
4d Holiday HT	1,410	4,220	7,030	15,820	24,610	35,150
4d Sed	1,140	3,420	5,700	12,830	19,950	28,500
NOTE: Add 40% for J-2 option.						
1958 Series 88, V-8, 122.5" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,480	4,450	7,410	16,670	25,940	37,050
4d Holiday HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Sed	990	2,960	4,940	11,120	17,290	24,700
4d HT Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
1958 Series Super 88, V-8, 122.5" wb						
2d Conv	2,580	7,750	12,920	29,070	45,220	64,600
2d Holiday HT	1,670	5,020	8,360	18,810	29,260	41,800
4d Holiday HT	1,220	3,650	6,080	13,680	21,280	30,400
4d Sed	1,030	3,080	5,130	11,540	17,960	25,650
4d HT Sta Wag	1,370	4,100	6,840	15,390	23,940	34,200
1958 Series 98, V-8, 126.5" wb						
2d Conv	3,420	10,260	17,100	38,480	59,850	85,500
2d Holiday HT	1,600	4,790	7,980	17,960	27,930	39,900
4d Holiday HT	1,290	3,880	6,460	14,540	22,610	32,300
4d Sed	1,060	3,190	5,320	11,970	18,620	26,600
NOTE: Add 30% for J-2 option.						
1959 Series 88, V-8, 123" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Holiday HT	1,240	3,720	6,200	13,950	21,700	31,000
4d Holiday HT	1,060	3,190	5,320	11,970	18,620	26,600
4d Sed	870	2,620	4,370	9,830	15,300	21,850
4d Sta Wag	1,080	3,250	5,420	12,180	18,950	27,075
1959 Series Super 88, V-8, 123" wb						
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
2d Holiday HT	1,250	3,760	6,270	14,110	21,950	31,350
4d Holiday HT	1,100	3,310	5,510	12,400	19,290	27,550
4d Sed	890	2,680	4,470	10,050	15,630	22,325
4d Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
1959 Series 98, V-8, 126.3" wb						
2d Conv	2,090	6,270	10,450	23,510	36,580	52,250
2d Holiday HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Holiday HT	1,140	3,420	5,700	12,830	19,950	28,500
4d Sed	910	2,740	4,560	10,260	15,960	22,800

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NOTE: Add 10% for-hp option.						
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 Holi day 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
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.						

	6	5	4	3	2	1
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
1970 Cutlass Options (all options may not be available on all models)						
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
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
1971 Cutlass options (all options may not be available on all models)						
NOTE: Deduct 10% for 6-cyl. Add 20% for 4-speed; 5% for 350/260 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						
1971 Toronado, 455/350 V-8, 122" wb						
2d Cus HT	1,840	5,520	9,200	20,700	32,200	46,000
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
1972 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; 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
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
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
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

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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
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
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
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
1975 Cutlass options (all options may not be available on all models)						
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
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
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
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
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
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 Sed520		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
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
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

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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
1979 Ninety-Eight, 350/170 v-8, 119" wb						
4d Lux Sed520	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
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
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
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
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
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
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
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
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
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
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
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
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	1,200	3,600	6,000	13,500	21,000	30,000
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
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
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
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

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PACKARD

	6	5	4	3	2	1
1946 21st Series Clipper, 6-cyl., 120" wb, 2100						
Clb Sed	800	2,400	4,000	9,000	14,000	20,000
Sed	760	2,280	3,800	8,550	13,300	19,000
1946 21st Series Clipper, 6-cyl., 120" wb, 2130						
4d Taxi	880	2,640	4,400	9,900	15,400	22,000
1946 21st Series Clipper, 8-cyl., 120" wb, 2101						
Tr Sed	840	2,530	4,220	9,500	14,770	21,100
1946 21st Series Clipper, DeLuxe, 8-cyl., 120" wb, 2111						
Clb Sed	1,020	3,060	5,100	11,480	17,850	25,500
Tr Sed	880	2,640	4,400	9,900	15,400	22,000
1946 21st Series Clipper, Super 8, 127" wb, 2103						
Clb Sed	1,040	3,120	5,200	11,700	18,200	26,000
Tr Sed	900	2,700	4,500	10,130	15,750	22,500
1946 21st Series Clipper, Super 8, 127" wb, 2106 Custom						
Clb Sed	1,070	3,220	5,360	12,060	18,760	26,800
Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1946 21st Series Clipper, Super, 148" wb, 2126 Custom						
8P Sed	1,120	3,360	5,600	12,600	19,600	28,000
Limo	1,320	3,960	6,600	14,850	23,100	33,000
1947 21st Series Clipper, 6-cyl., 120" wb, 2100						
Clb Sed	880	2,640	4,400	9,900	15,400	22,000
Tr Sed	840	2,520	4,200	9,450	14,700	21,000
1947 21st Series Clipper, DeLuxe, 8-cyl., 120" wb, 2111						
Clb Sed	1,100	3,300	5,500	12,380	19,250	27,500
Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1947 21st Series Clipper, Super 8, 127" wb, 2103						
Clb Sed	1,120	3,360	5,600	12,600	19,600	28,000
Tr Sed	960	2,880	4,800	10,800	16,800	24,000
1947 21st Series Clipper, Super 8, 127" wb, 2106 Custom						
Clb Sed	1,160	3,480	5,800	13,050	20,300	29,000
Tr Sed	980	2,940	4,900	11,030	17,150	24,500
1947 21st Series Clipper, Super 8, 148" wb, 2126 Custom						
7P Sed	1,200	3,600	6,000	13,500	21,000	30,000
Limo	1,400	4,200	7,000	15,750	24,500	35,000
1948 & Early 1949 22nd Series Model 2201, 8-cyl., 120" wb						
Clb Sed	880	2,640	4,400	9,900	15,400	22,000
Sed	840	2,520	4,200	9,450	14,700	21,000
Sta Sed	3,000	9,000	15,000	33,750	52,500	75,000
1948 & Early 1949 22nd Series Model 2211, DeLuxe, 8-cyl., 120" wb						
Clb Sed	1,100	3,300	5,500	12,380	19,250	27,500
Tr Sed	920	2,760	4,600	10,350	16,100	23,000
1948 & Early 1949 22nd Series Super 8, 120" wb, 2202						
Clb Sed	1,160	3,480	5,800	13,050	20,300	29,000
Sed	980	2,940	4,900	11,030	17,150	24,500
1948 & Early 1949 22nd Series Super 8, 120" wb, 2232						
Conv	2,000	6,000	10,000	22,500	35,000	50,000
1948 & Early 1949 22nd Series Super 8, 141" wb, 2222						
Sed	1,200	3,600	6,000	13,500	21,000	30,000
Limo	1,400	4,200	7,000	15,750	24,500	35,000
1948 & Early 1949 22nd Series Super 8, DeLuxe, 141" wb						
Sed	1,240	3,720	6,200	13,950	21,700	31,000
Limo	1,440	4,320	7,200	16,200	25,200	36,000
1948 & Early 1949 22nd Series Custom 8, 127" wb, 2206						
Clb Sed	1,160	3,480	5,800	13,050	20,300	29,000
Tr Sed	1,120	3,360	5,600	12,600	19,600	28,000
1948 & Early 1949 22nd Series Custom 8, 127" wb, 2233						
Conv	2,200	6,600	11,000	24,750	38,500	55,000
1948 & Early 1949 22nd Series Custom 8, 148" wb, 2226						
7P Sed	1,320	3,960	6,600	14,850	23,100	33,000
Limo	1,440	4,320	7,200	16,200	25,200	36,000
1949-50 23rd Series Model 2301, 120" wb						
Clb Sed	840	2,510	4,180	9,410	14,630	20,900
Sed	800	2,390	3,990	8,980	13,970	19,950
Sta Sed	2,850	8,550	14,250	32,060	49,880	71,250
1949-50 23rd Series 2301 DeLuxe, 120" wb						
Clb Sed	870	2,620	4,370	9,830	15,300	21,850
Sed	840	2,510	4,180	9,410	14,630	20,900
1949-50 23rd Series Super 8, 127" wb, 2302						
Clb Sed	1,030	3,080	5,130	11,540	17,960	25,650
Sed	910	2,740	4,560	10,260	15,960	22,800
1949-50 23rd Series Super 8, 2302 DeLuxe						
Clb Sed	1,100	3,310	5,510	12,400	19,290	27,550
Sed	930	2,790	4,660	10,470	16,290	23,275
1949-50 23rd Series Super 8, Super DeLuxe, 127" wb, 2332						
Conv	2,090	6,270	10,450	23,510	36,580	52,250
1949-50 23rd Series Super 8, 141" wb, 2322						
7P Sed	1,140	3,420	5,700	12,830	19,950	28,500
Limo	1,370	4,100	6,840	15,390	23,940	34,200
1949-50 23rd Series Custom 8, 127" wb, 2306						
Sed	1,060	3,190	5,320	11,970	18,620	26,600
1949-50 23rd Series Custom 8, 127" wb, 2333						
Conv	2,280	6,840	11,400	25,650	39,900	57,000
1951 24th Series 300 127" wb, 2402						
Derham Fam Sed w/partition	10,120	30,370	50,610	113,870	177,140	253,050
1951 24th Series 200, Standard, 122" wb, 2401						
Bus Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
Sed	840	2,510	4,180	9,410	14,630	20,900
1951 24th Series 200, DeLuxe						
2d Sed	920	2,770	4,620	10,400	16,170	23,100
Sed	840	2,520	4,200	9,450	14,700	21,000
1951 24th Series 122" wb, 2402						
Mayfair HT	1,200	3,600	6,000	13,500	21,000	30,000
Conv	2,090	6,270	10,450	23,510	36,580	52,250
1951 24th Series 300, 127" wb, 2402						
Sed	990	2,970	4,950	11,140	17,330	24,750
1951 24th Series Patrician, 400, 127" wb, 2406						
Sed	990	2,970	4,950	11,140	17,330	24,750
1952 25th Series Patrician, 400, 127" wb, 2506						
1952 25th Series 200, Std., 122" wb, 2501						
2d Sed	920	2,760	4,600	10,350	16,100	23,000
Sed	840	2,510	4,180	9,410	14,630	20,900
1952 25th Series 200, DeLuxe						
2d Sed	980	2,940	4,900	11,030	17,150	24,500
Sed	760	2,280	3,800	8,550	13,300	19,000
1952 25th Series 122" wb, 2531						
Conv	2,090	6,270	10,450	23,510	36,580	52,250
Mayfair HT	1,200	3,600	6,000	13,500	21,000	30,000
1952 25th Series 300, 122" wb, 2502						
Sed	970	2,900	4,840	10,890	16,940	24,200
1952 25th Series Patrician, 400, 127" wb, 2506						
Sed	990	2,970	4,950	11,140	17,330	24,750
Der Cus Sed	1,520	4,560	7,600	17,100	26,600	38,000
1953 26th Series Clipper, 122" wb, 2601						
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Sed	920	2,770	4,620	10,400	16,170	23,100
Sed	840	2,510	4,180	9,410	14,630	20,900
1953 26th Series Clipper DeLuxe						
2d Sed	1,030	3,080	5,130	11,540	17,960	25,650
Sed	960	2,880	4,800	10,800	16,800	24,000
1953 26th Series Cavalier, 127" wb, 2602						
Cav Sed	970	2,900	4,840	10,890	16,940	24,200
1953 26th Series Packard 8, 122" wb, 2631						
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Caribbean Conv	4,200	12,600	21,000	47,250	73,500	105,000
Mayfair HT	1,200	3,600	6,000	13,500	21,000	30,000
1953 26th Series Patrician, 127" wb, 2606						
Sed	970	2,900	4,840	10,890	16,940	24,200
Der Fml Sed	1,520	4,560	7,600	17,100	26,600	38,000
1953 26th Series 149" wb, 2626						
Exec Sed	1,060	3,190	5,320	11,970	18,620	26,600
Corp Limo	1,140	3,420	5,700	12,830	19,950	28,500
1954 54th Series Clipper, 122" wb, DeLuxe 5401						
2d HT	950	2,850	4,750	10,690	16,630	23,750
Clb Sed	950	2,850	4,750	10,690	16,630	23,750
Sed	840	2,510	4,180	9,410	14,630	20,900
1954 54th Series Clipper Super 5411						
Pan HT	1,200	3,600	6,000	13,500	21,000	30,000
Clb Sed	970	2,900	4,840	10,890	16,940	24,200
Sed	980	2,940	4,900	11,030	17,150	24,500
1954 54th Series Cavalier, 127" wb, 5402						
Sed	970	2,900	4,840	10,890	16,940	24,200
1954 54th Series Packard 8, 122" wb, 5431						
Pac HT	1,320	3,960	6,600	14,850	23,100	33,000
Conv	2,200	6,600	11,000	24,750	38,500	55,000
Caribbean Conv	4,200	12,600	21,000	47,250	73,500	105,000
1954 54th Series Patrician, 127" wb, 5406						
Sed	990	2,960	4,940	11,120	17,290	24,700
Der Cus Sed	1,520	4,560	7,600	17,100	26,600	38,000
1954 54th Series 149" wb, 5426						
8P Sed	1,060	3,190	5,320	11,970	18,620	26,600
Limo	1,200	3,600	6,000	13,500	21,000	30,000
1955 55th Series Clipper, DeLuxe, 122" wb, 5540						
Sed	800	2,400	4,000	9,000	14,000	20,000
1955 55th Series Clipper, Super, 5540						
Pan HT	1,200	3,600	6,000	13,500	21,000	30,000
Sed	840	2,510	4,180	9,410	14,630	20,900
1955 55th Series Clipper Custom 5560 (352-cid V-8)						
Con HT	1,200	3,600	6,000	13,500	21,000	30,000
Sed	880	2,640	4,400	9,900	15,400	22,000
1955 55th Series Packard, 400, 127" wb, 5580						
"400" HT	1,360	4,080	6,800	15,300	23,800	34,000
1955 55th Series Caribbean 5580						
Conv	4,000	12,000	20,000	45,000	70,000	100,000
1955 55th Series Patrician 5580						
Sed	950	2,850	4,750	10,690	16,630	23,750
1956 56th Series Clipper, DeLuxe, 122" wb, 5640						
Sed	840	2,510	4,180	9,410	14,630	20,900
1956 56th Series Clipper, Super, 5640						
HT	1,330	3,990	6,650	14,960	23,280	33,250
Sed	880	2,640	4,400	9,900	15,400	22,000
1956 56th Series Clipper, Custom, 5660						
Con HT	1,200	3,600	6,000	13,500	21,000	30,000
Sed	900	2,700	4,500	10,130	15,750	22,500
1956 56th Series Clipper Executive						
HT	1,440	4,320	7,200	16,200	25,200	36,000
Sed	920	2,770	4,620	10,400	16,170	23,100
1956 56th Series Packard, 400, 127" wb, 5680						
"400" HT	1,410	4,220	7,030	15,820	24,610	35,150
1956 56th Series Caribbean, 5688						
Conv	4,000	12,000	20,000	45,000	70,000	100,000
HT	1,520	4,560	7,600	17,100	26,600	38,000
1956 56th Series Patrician, 5680						
Sed	910	2,740	4,560	10,260	15,960	22,800
1957 57th L Series Clipper						
Hawk	1,980	5,930	9,880	22,230	34,580	49,400
1957 57th L Series Clipper						
Sed	800	2,400	4,000	9,000	14,000	20,000
Sta Wag	1,630	4,900	8,170	18,380	28,600	40,850
1958 58th L Series Clipper						
HT	1,750	5,260	8,770	19,730	30,700	43,850
Sed	800	2,400	4,000	9,000	14,000	20,000
Sta Wag	1,630	4,900	8,170	18,380	28,600	40,850
Hawk	3,420	10,260	17,100	38,480	59,850	85,500

PLYMOUTH

	6	5	4	3	2	1
1946-48 P15 DeLuxe, 6-cyl., 117" wb						
2d Cpe	680	2,040	3,400	7,650	11,900	17,000
2d Clb Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	640	1,910	3,180	7,160	11,130	15,900
1946-48 P15 Special DeLuxe, 6-cyl., 117" wb						
2d Conv	1,280	3,840	6,400	14,400	22,400	32,000
2d Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Clb Cpe	720	2,160	3,600	8,100	12,600	18,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sed	660	1,970	3,280	7,380	11,480	16,400
4d Sta Wag	3,400	10,200	17,000	38,250	59,500	85,000
1949 DeLuxe, 6-cyl., 111" wb						
First Series 1949 is the same as 1948 Second Series.						
2d Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Sed	680	2,040	3,400	7,650	11,900	17,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000
1949 DeLuxe, 6-cyl., 118.5" wb						
2d Clb 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
1949 Special DeLuxe, 6-cyl., 118.5" wb						
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
2d Clb Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	560	1,680	2,800	6,300	9,800	14,000
4d Sta Wag	1,080	3,240	5,400	12,150	18,900	27,000
1950 DeLuxe, 6-cyl., 111" wb						
2d Cpe	700	2,110	3,520	7,920	12,320	17,600
2d Sed	750	2,240	3,740	8,420	13,090	18,700
2d Sta Wag	1,050	3,140	5,230	11,760	18,290	26,125
1950 DeLuxe, 6-cyl., 118.5" wb						
2d Clb Cpe	760	2,270	3,780	8,510	13,230	18,900
4d Sed	570	1,720	2,860	6,440	10,010	14,300
1950 Special DeLuxe, 6-cyl., 118.5" wb						
2d Conv	1,710	5,130	8,550	19,240	29,930	42,750
2d Clb Cpe	870	2,620	4,370	9,830	15,300	21,850
4d Sed	620	1,850	3,080	6,930	10,780	15,400
4d Sta Wag	1,090	3,280	5,470	12,310	19,150	27,350
NOTE: Add 5% for P-19 Special DeLuxe Suburban.						
1951-52 P22 Concord, 6-cyl., 111" wb						
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Cpe	680	2,050	3,410	7,670	11,940	17,050
2d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1951-52 P23 Cambridge, 6-cyl., 118.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	750	2,240	3,740	8,420	13,090	18,700
1951-52 P23 Cranbrook, 6-cyl., 118.5" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
2d HT	760	2,280	3,800	8,550	13,300	19,000
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
1953 P24-1 Cambridge, 6-cyl., 114" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Bus Cpe	640	1,920	3,200	7,200	11,200	16,000
2d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1953 P24-2 Cranbrook, 6-cyl., 114" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Cpe	770	2,310	3,850	8,660	13,480	19,250
2d HT	800	2,390	3,990	8,980	13,970	19,950
2d Sta Wag	810	2,440	4,070	9,160	14,250	20,350
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
1954 P25-1 Plaza, 6-cyl., 114" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Bus Cpe	660	1,980	3,300	7,430	11,550	16,500
2d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
1954 P25-2 Savoy, 6-cyl., 114" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Clb Cpe	730	2,180	3,630	8,170	12,710	18,150
2d Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1954 P25-3 Belvedere, 6-cyl., 114" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
2d HT	950	2,850	4,750	10,690	16,630	23,750
2d Conv	1,330	3,990	6,650	14,960	23,280	33,250
2d Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1955 Plaza, V-8, 115" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sta Wag	910	2,740	4,560	10,260	15,960	22,800
4d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1955 Savoy, V-8, 115" wb						
4d Sed	800	2,410	4,020	9,050	14,070	20,100
2d Sed	800	2,390	3,990	8,980	13,970	19,950
1955 Belvedere, V-8, 115" wb						
4d Sed	800	2,390	3,990	8,980	13,970	19,950

	6	5	4	3	2	1
2d Sed	970	2,910	4,850	10,900	16,960	24,225
2d HT	1,180	3,530	5,890	13,250	20,620	29,450
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
4d Sta Wag	950	2,850	4,750	10,690	16,630	23,750

NOTE: Deduct 10% for 6-cyl. models.

1956 Plaza, V-8, 115" wb

4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Sed	800	2,390	3,990	8,980	13,970	19,950
2d Bus Cpe	870	2,620	4,370	9,830	15,300	21,850

1956 Savoy, V-8, 115" wb

4d Sed	840	2,520	4,200	9,450	14,700	21,000
2d Sed	820	2,450	4,090	9,200	14,320	20,450
2d HT	1,200	3,600	6,000	13,500	21,000	30,000

1956 Belvedere, V-8, 115" wb

4d Sed	820	2,450	4,090	9,200	14,320	20,450
4d HT	860	2,570	4,280	9,620	14,960	21,375
2d Sed	840	2,510	4,180	9,410	14,630	20,900
2d HT	1,250	3,760	6,270	14,110	21,950	31,350

1956 Belvedere, V-8, 115" wb (conv. avail. as 8-cyl. only)

2d Conv	1,710	5,130	8,550	19,240	29,930	42,750

1956 Suburban, V-8, 115" wb

4d DeL Sta Wag	870	2,620	4,370	9,830	15,300	21,850
2d Cus Sta Wag	930	2,790	4,660	10,470	16,290	23,275
4d Cus Sta Wag	930	2,790	4,660	10,470	16,290	23,275
4d Spt Sta Wag	1,040	3,120	5,200	11,700	18,200	26,000

1956 Fury, V-8, (avail. as V-8 only)

2d HT	3,080	9,240	15,400	34,650	53,900	77,000

NOTE: Add 60% for V-8 equipped with optional dual four-barrel carbs.

1957-58 Plaza, V-8, 118" wb

4d Sed	850	2,540	4,240	9,540	14,840	21,200
2d Sed	890	2,680	4,470	10,050	15,630	22,325
2d Bus Cpe	910	2,740	4,560	10,260	15,960	22,800

1957-58 Savoy, V-8

4d Sed	820	2,450	4,090	9,190	14,300	20,425
4d HT	890	2,680	4,470	10,050	15,630	22,325
2d Sed	820	2,450	4,080	9,180	14,280	20,400
2d HT	1,280	3,840	6,400	14,400	22,400	32,000

1957-58 Belvedere, V-8, 118" wb

4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d Spt HT	930	2,780	4,640	10,430	16,220	23,175
2d Sed	930	2,790	4,660	10,470	16,290	23,275
2d HT	1,480	4,450	7,410	16,670	25,940	37,050

1957-58 Belvedere, V-8, 118" wb (conv. avail. as 8-cyl. only)

2d Conv	1,920	5,760	9,600	21,600	33,600	48,000

1957-58 Suburban, V-8, 122" wb

4d Cus Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
2d Cus Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
4d Spt Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500

1957-58 Fury, V-8, 118" wb

2d HT	2,400	7,200	12,000	27,000	42,000	60,000

NOTE: Add 25% for 318-cid/290-hp V-8 (except Fury) or 350-cid/305-hp V-8 (1958). Deduct 10% for 6-cyl. models. 1958 Furys equipped with Bendix EFI, value inestimable.

1959 Savoy, 6-cyl., 118" wb

4d Sed	820	2,450	4,090	9,200	14,320	20,450
2d Sed	840	2,510	4,180	9,410	14,630	20,900

1959 Belvedere, V-8, 118" wb

4d Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	1,010	3,020	5,040	11,330	17,620	25,175
2d Sed	930	2,790	4,660	10,470	16,290	23,275
2d HT	1,480	4,450	7,410	16,670	25,940	37,050
2d Conv	1,820	5,470	9,120	20,520	31,920	45,600

1959 Fury, V-8, 118" wb

4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d HT	1,140	3,420	5,700	12,830	19,950	28,500
2d HT	1,630	4,900	8,170	18,380	28,600	40,850

1959 Sport Fury, V-8, 118" wb (260-hp, V-8 offered)

2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	2,400	7,200	12,000	27,000	42,000	60,000

1959 Suburban, V-8, 122" wb

4d Spt Sta Wag	1,330	3,990	6,650	14,960	23,280	33,250
2d Cus Sta Wag	1,370	4,100	6,840	15,390	23,940	34,200
4d Cus Sta Wag	1,410	4,220	7,030	15,820	24,610	35,150

NOTE: Add 30% for Golden Commando V-8. Deduct 10% for 6-cyl. models.

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% 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
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% 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. Deduct 10% 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

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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
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.						

	6	5	4	3	2	1
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
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

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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
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

PONTIAC

1946 Torpedo, 8-cyl.						
2d Conv	1,980	5,940	9,900	22,280	34,650	49,500
2d Bus Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Spt Cpe	720	2,160	3,600	8,100	12,600	18,000
2d 5P Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	644	1,932	3,220	7,250	11,270	16,100
1946 Streamliner, 8-cyl.						
5P Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	652	1,956	3,260	7,340	11,410	16,300
4d Sta Wag	3,120	9,360	15,600	35,100	54,600	78,000
4d DeL Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Deduct 5% for 6-cyl. models.						
1947 Torpedo, 8-cyl.						
2d Conv	1,980	5,940	9,900	22,280	34,650	49,500
2d DeL Conv	2,040	6,120	10,200	22,950	35,700	51,000
2d Bus Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Spt Cpe	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe	760	2,280	3,800	8,550	13,300	19,000
2d Sed	640	1,920	3,200	7,200	11,200	16,000
4d Sed	684	2,052	3,420	7,700	11,970	17,100
1947 Streamliner, 8-cyl.						
2d Cpe	780	2,340	3,900	8,780	13,650	19,500
4d Sed	700	2,100	3,500	7,880	12,250	17,500
4d Sta Wag	3,120	9,360	15,600	35,100	54,600	78,000
4d DeL Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Deduct 5% for 6-cyl. models.						
1948 Torpedo, 8-cyl.						
2d Bus Cpe	740	2,220	3,700	8,330	12,950	18,500
2d Spt Cpe	760	2,280	3,800	8,550	13,300	19,000

	6	5	4	3	2	1
2d 5P Cpe	780	2,340	3,900	8,780	13,650	19,500
2d Sed	660	1,980	3,300	7,430	11,550	16,500
4d Sed	680	2,050	3,420	7,700	11,970	17,100
1948 DeLuxe Torpedo, 8-cyl.						
2d Conv	2,020	6,060	10,100	22,730	35,350	50,500
2d Spt Cpe	800	2,400	4,000	9,000	14,000	20,000
2d 5P Cpe	810	2,440	4,060	9,140	14,210	20,300
4d Sed	710	2,120	3,540	7,970	12,390	17,700
1948 DeLuxe Streamliner, 8-cyl.						
2d Cpe	820	2,460	4,100	9,230	14,350	20,500
4d Sed	720	2,160	3,600	8,100	12,600	18,000
4d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
NOTE: Deduct 5% for 6-cyl. models.						
1949-50 Streamliner, 8-cyl.						
2d Cpe Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sed	700	2,110	3,520	7,920	12,320	17,600
4d Sta Wag	790	2,380	3,960	8,910	13,860	19,800
4d Wood Sta Wag ('49 only)	2,560	7,680	12,800	28,800	44,800	64,000
1949-50 Streamliner DeLuxe, 8-cyl.						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Cpe Sed	750	2,240	3,740	8,420	13,090	18,700
4d Stl Sta Wag	810	2,440	4,060	9,140	14,210	20,300
4d Woodie (1949 only)	2,640	7,920	13,200	29,700	46,200	66,000
2d Sed Dely	1,600	4,800	8,000	18,000	28,000	40,000
1949-50 Chieftain, 8-cyl.						
4d Sed	690	2,070	3,460	7,770	12,090	17,275
2d Sed	690	2,070	3,450	7,760	12,080	17,250
2d Cpe Sed	690	2,070	3,450	7,760	12,080	17,250
2d Bus Cpe	660	1,980	3,300	7,430	11,550	16,500
1949-50 Chieftain DeLuxe, 8-cyl.						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Bus Cpe (1949 only)	750	2,240	3,740	8,420	13,090	18,700
2d HT (1950 only)	1,000	3,000	5,000	11,250	17,500	25,000
2d Cpe Sed	710	2,140	3,570	8,020	12,480	17,825
2d Sup HT (1950 only)	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
NOTE: Deduct 5% for 6-cyl. models.						
1951-52 Streamliner, 8-cyl. (1951 only)						
2d Cpe Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sta Wag	1,710	5,130	8,550	19,240	29,930	42,750
1951-52 Streamliner DeLuxe, 8-cyl. (1951 only)						
2d Cpe Sed	690	2,070	3,450	7,760	12,080	17,250
4d Sta Wag	1,860	5,590	9,310	20,950	32,590	46,550
2d Sed Dely	1,600	4,800	8,000	18,000	28,000	40,000
1951-52 Chieftain, 8-cyl.						
4d Sed	690	2,070	3,450	7,760	12,080	17,250
2d Sed	690	2,070	3,450	7,760	12,080	17,250
2d Cpe Sed	690	2,070	3,460	7,770	12,090	17,275
2d Bus Cpe	750	2,240	3,740	8,420	13,090	18,700
1951-52 Chieftain DeLuxe, 8-cyl.						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Cpe Sed	710	2,140	3,570	8,020	12,480	17,825
2d HT	1,160	3,480	5,800	13,050	20,300	29,000
2d HT Sup	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
NOTE: Deduct 5% for 6-cyl. models.						
1953 Chieftain, 8-cyl., 122" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Sed	730	2,180	3,630	8,170	12,710	18,150
4d Paint Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
4d Woodgrain Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
2d Sed Dely	1,710	5,130	8,550	19,240	29,930	42,750
1953 Chieftain DeLuxe, 8-cyl.						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sed	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	1,860	5,590	9,310	20,950	32,590	46,550
4d Mtl Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d Sim W Sta Wag	1,370	4,100	6,840	15,390	23,940	34,200
1953 Custom Catalina, 8-cyl.						
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
NOTE: Deduct 5% for 6-cyl. models.						
1954 Chieftain, 8-cyl., 122" wb						
4d Sed	680	2,050	3,410	7,670	11,940	17,050
2d Sed	730	2,180	3,630	8,170	12,710	18,150
4d Sta Wag	1,060	3,190	5,320	11,970	18,620	26,600
1954 Chieftain DeLuxe, 8-cyl.						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
2d Sed	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
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1954 Custom Catalina, 8-cyl.						
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
1954 Star Chief DeLuxe, 8-cyl.						
4d Sed	800	2,400	4,000	9,000	14,000	20,000
2d Conv	1,800	5,400	9,000	20,250	31,500	45,000
1954 Star Custom Chief, 8-cyl.						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1954 Star Chief Custom Catalina						
2d HT	1,480	4,440	7,400	16,650	25,900	37,000
NOTE: Deduct 5% for 6-cyl. models.						
1955 Chieftain 860, V-8						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sta Wag	1,180	3,530	5,890	13,250	20,620	29,450
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
1955 Chieftain 870, V-8, 122" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,100	3,310	5,510	12,400	19,290	27,550
1955 Star Chief Custom Safari, 122" wb						
2d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1955 Star Chief, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Conv	2,000	6,000	10,000	22,500	35,000	50,000
1955 Star Chief Custom, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
1955 Star Chief Custom Catalina						
2d HT	1,480	4,450	7,410	16,670	25,940	37,050
Note: Add 5% for 287-cid/200-hp V-8.						
1956 Chieftain 860, V-8, 122" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	860	2,570	4,290	9,650	15,020	21,450
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
1956 Chieftain 870, V-8, 122" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,330	3,990	6,650	14,960	23,280	33,250
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1956 Star Chief Custom Safari, V-8, 122" wb						
2d Sta Wag	3,200	9,600	16,000	36,000	56,000	80,000
1956 Star Chief, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Conv	1,900	5,700	9,500	21,380	33,250	47,500
1956 Star Chief Custom Catalina, V-8, 124" wb						
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,600	4,790	7,980	17,960	27,930	39,900
NOTE: Add 5% for 317-cid/205-hp V-8. Add 10% for 317/216-hp V-8. Add 15% for 317/227-hp V-8. Add 25% for 317/285-hp "NASCAR" V-8.						
1957 Chieftain, V-8, 122" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
4d HT	860	2,570	4,290	9,650	15,020	21,450
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,400	4,200	7,000	15,750	24,500	35,000
4d Sta Wag	1,030	3,080	5,130	11,540	17,960	25,650
2d Sta Wag	1,200	3,600	6,000	13,500	21,000	30,000
1957 Super Chief, V-8, 122" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
4d HT	800	2,400	4,000	9,000	14,000	20,000
2d HT	1,440	4,320	7,200	16,200	25,200	36,000
4d Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
1957 Star Chief Custom Safari, V-8, 122" wb						
4d Sta Wag	2,220	6,660	11,100	24,980	38,850	55,500
2d Sta Wag	4,000	12,000	20,000	45,000	70,000	100,000
1957 Star Chief, V-8, 124" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Conv	3,020	9,060	15,110	33,990	52,870	75,525
2d Bonneville Conv*	7,030	21,090	35,150	79,090	123,030	175,750
1957 Star Chief Custom, V-8, 124" wb						
4d Sed	910	2,740	4,560	10,260	15,960	22,800
4d HT	800	2,390	3,990	8,980	13,970	19,950
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
NOTE: Add 5% for 347-cid/244-hp V-8. Add 10% for 347-cid/252-hp V-8. Add 15% for 347/270-hp V-8. Add 25% for 347/317-hp "NASCAR" V-8. Add 30% for 347/317-hp "NASCAR" V-8 dual points.						
1958 Chieftain, V-8, 122" wb						
4d Sed	750	2,240	3,740	8,420	13,090	18,700
4d HT	840	2,510	4,180	9,410	14,630	20,900
2d Sed	1,030	3,080	5,130	11,540	17,960	25,650
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Conv	2,280	6,840	11,400	25,650	39,900	57,000
4d 9P Safari	950	2,850	4,750	10,690	16,630	23,750
1958 Super-Chief, V-8, 122" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d HT	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
1958 Star Chief, V-8, 124" wb						
4d Cus Sed	840	2,510	4,180	9,410	14,630	20,900
4d HT	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
4d Cus Safari	1,250	3,760	6,270	14,110	21,950	31,350
1958 Bonneville, V-8, 122" wb						
2d HT	2,800	8,400	14,000	31,500	49,000	70,000
2d Conv	5,000	15,000	25,000	56,250	87,500	125,000
NOTE: Add 10% for 285-hp 4V. Add 20% for 30-hp tri-power. Add 40% for PK or PM Nascar V-8. Add 50% for fuel-injection Bonneville; 40% for tri-power option.						
1959 Catalina, V-8, 122" wb						
4d Sed	770	2,310	3,850	8,660	13,480	19,250
4d HT	780	2,330	3,890	8,750	13,620	19,450
2d Sed	1,050	3,140	5,230	11,760	18,290	26,125
2d HT	1,290	3,880	6,460	14,540	22,610	32,300
2d Conv	2,320	6,950	11,590	26,080	40,570	57,950
1959 Safari, V-8, 124" wb						
4d 6P Sta Wag	1,140	3,420	5,700	12,830	19,950	28,500
4d 9P Sta Wag	1,160	3,480	5,800	13,040	20,280	28,975
1959 Star Chief, V-8, 124" wb						
4d Sed	860	2,570	4,280	9,620	14,960	21,375
4d HT	930	2,790	4,660	10,470	16,290	23,275
2d Sed	1,060	3,190	5,320	11,970	18,620	26,600
1959 Bonneville, V-8, 124" wb						
4d HT	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,710	5,130	8,550	19,240	29,930	42,750
2d Conv	2,800	8,400	14,000	31,500	49,000	70,000
1959 Custom Safari, V-8, 122" wb						
4d Sta Wag	1,250	3,760	6,270	14,110	21,950	31,350
NOTE: Add 10% for 8 lugs. Add 15% for 300 tri-power. Add 25% for 320 4V engine. Add 30% for 345-hp tri-power						
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% 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% 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% 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% 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 HT (421/405)	8,000	24,000	40,000	90,000	140,000	200,000
2d Sed (421/405)	7,000	21,000	35,000	78,750	122,500	175,000

	6	5	4	3	2	1
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% 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
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

	6	5	4	3	2	1
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 25 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 455/30-hp 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
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

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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

	6	5	4	3	2	1
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
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

	6	5	4	3	2	1
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.						

	6	5	4	3	2	1
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.						
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.						
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.						
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

	6	5	4	3	2	1
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.						

STUDEBAKER

	6	5	4	3	2	1
1946 Skyway Champion, 6-cyl., 109.5" wb						
2d 3P Cpe	680	2,040	3,400	7,650	11,900	17,000
2d 5P Cpe	700	2,100	3,500	7,880	12,250	17,500
2d Sed	608	1,824	3,040	6,840	10,640	15,200
4d Sed	616	1,848	3,080	6,930	10,780	15,400
1947-49 Champion, 6-cyl., 112" wb						
2d 3P Cpe	640	1,920	3,200	7,200	11,200	16,000
2d 5P Cpe Starlight	840	2,520	4,200	9,450	14,700	21,000
2d Sed	600	1,800	3,000	6,750	10,500	15,000
4d Sed	592	1,776	2,960	6,660	10,360	14,800
2d Conv	1,520	4,560	7,600	17,100	26,600	38,000
1947-49 Commander, 6-cyl., 119" wb						
2d 3P Cpe	680	2,040	3,400	7,650	11,900	17,000
2d 5P Cpe Starlight	880	2,640	4,400	9,900	15,400	22,000
2d Sed	620	1,860	3,100	6,980	10,850	15,500
4d Sed	612	1,836	3,060	6,890	10,710	15,300
2d Conv	1,560	4,680	7,800	17,550	27,300	39,000
1947-49 Land Cruiser, 6-cyl., 123" wb						
4d Ld Crs Sed	800	2,400	4,000	9,000	14,000	20,000
1950 Champion, 6-cyl., 113" wb						
2d 3P Cpe	790	2,380	3,960	8,910	13,860	19,800
2d 5P Cpe Starlight	950	2,850	4,750	10,690	16,630	23,750
2d Sed	800	2,390	3,980	8,960	13,930	19,900
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Conv	1,480	4,450	7,410	16,670	25,940	37,050
1950 Commander, 6-cyl., 120" - 124" wb						
2d 3P Cpe	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe Starlight	990	2,960	4,940	11,120	17,290	24,700
2d Sed	800	2,400	4,010	9,010	14,020	20,025
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1950 Land Cruiser, 6-cyl., 124" wb						
4d Ld Crs Sed	950	2,850	4,750	10,690	16,630	23,750
1951 Champion Custom, 6-cyl., 115" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sed	840	2,510	4,180	9,410	14,630	20,900
2d 5P Cpe Starlight	970	2,910	4,850	10,900	16,960	24,225
2d 3P Cpe	810	2,440	4,070	9,160	14,250	20,350
1951 Champion DeLuxe, 6-cyl., 115" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Sed	860	2,570	4,290	9,650	15,020	21,450
2d 5P Cpe Starlight	1,010	3,020	5,040	11,330	17,620	25,175
2d 3P Cpe	840	2,510	4,180	9,410	14,630	20,900
1951 Champion Regal, 6-cyl., 115" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe Starlight	1,050	3,140	5,240	11,780	18,320	26,175
2d 3P Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Conv	1,600	4,800	8,000	18,000	28,000	40,000
1951 Commander Regal, V-8, 115" wb						
4d Sed	780	2,330	3,890	8,750	13,620	19,450
2d Sed	840	2,510	4,180	9,410	14,630	20,900
2d 5P Cpe Starlight	1,060	3,190	5,320	11,970	18,620	26,600
1951 Commander State, V-8, 115" wb						
4d Sed	820	2,450	4,090	9,200	14,320	20,450
2d Sed	860	2,570	4,280	9,620	14,960	21,375
2d 5P Cpe Starlight	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	1,600	4,790	7,980	17,960	27,930	39,900
1951 Land Cruiser, V-8, 119" wb						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
1952 Champion Custom, 6-cyl., 115" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Sed	740	2,220	3,710	8,340	12,970	18,525
2d 5P Cpe Starlight	990	2,960	4,940	11,120	17,290	24,700
1952 Champion DeLuxe, 6-cyl., 115" wb						
4d Sed	720	2,170	3,610	8,120	12,640	18,050
2d Sed	870	2,610	4,350	9,780	15,210	21,725
2d 5P Cpe Starlight	1,030	3,080	5,130	11,540	17,960	25,650
1952 Champion Regal, 6-cyl., 115" wb						
Sed	740	2,220	3,710	8,340	12,970	18,525
2d Sed	820	2,460	4,100	9,230	14,350	20,500
2d 5P Cpe Starlight	1,080	3,250	5,420	12,180	18,950	27,075
2d Star HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Conv	1,560	4,670	7,790	17,530	27,270	38,950
1952 Commander Regal, V-8, 115" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d 5P Cpe Starlight	1,100	3,310	5,510	12,400	19,290	27,550
1952 Commander State, V-8, 115" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cpe Starlight	1,140	3,420	5,700	12,830	19,950	28,500
2d Star HT	1,240	3,720	6,200	13,950	21,700	31,000
2d Conv	1,630	4,900	8,170	18,380	28,600	40,850
1952 Land Cruiser, V-8, 119" wb						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
1953-54 Champion Custom, 6-cyl., 116.5" wb						
4d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Sed	720	2,170	3,610	8,120	12,640	18,050
1953-54 Champion DeLuxe, 6-cyl., 116.5" - 120.5" wb						
4d Sed	810	2,440	4,070	9,160	14,250	20,350
2d Sed	740	2,220	3,710	8,340	12,970	18,525
2d Cpe	840	2,510	4,180	9,410	14,630	20,900
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1953-54 Champion Regal, 6-cyl., 116.5" - 120.5" wb						
4d Sed	720	2,170	3,610	8,120	12,640	18,050
2d Sed	760	2,280	3,800	8,550	13,300	19,000
2d 5P Cpe	870	2,620	4,370	9,830	15,300	21,850
2d HT	1,050	3,140	5,230	11,760	18,290	26,125
2d Sta Wag (1954 only)	890	2,680	4,470	10,050	15,630	22,325
1953-54 Commander DeLuxe, V-8, 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Sed	870	2,610	4,350	9,780	15,210	21,725
2d Cpe	890	2,680	4,470	10,050	15,630	22,325
Sta Wag (1954 only)	910	2,740	4,560	10,260	15,960	22,800
1953-54 Commander Regal, V-8, 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Cpe	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,100	3,310	5,510	12,400	19,290	27,550
2d Sta Wag (1954 only)	930	2,790	4,660	10,470	16,290	23,275
1953-54 Land Cruiser, V-8, 120.5" wb						
4d Sed	950	2,850	4,750	10,690	16,630	23,750
4d Reg Sed (1954 only)	990	2,960	4,940	11,120	17,290	24,700
1955 Champion Custom, 6-cyl., 116.5" wb						
4d Sed	700	2,110	3,520	7,920	12,320	17,600
2d Sed	750	2,240	3,740	8,420	13,090	18,700
1955 Champion DeLuxe, 6-cyl., 116.5" - 120.5" wb						
4d Sed	730	2,180	3,630	8,170	12,710	18,150
2d Sed	860	2,570	4,290	9,650	15,020	21,450
2d Cpe	950	2,840	4,740	10,670	16,590	23,700
1955 Champion Regal, 6-cyl., 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Cpe	760	2,280	3,800	8,550	13,300	19,000
2d HT	1,060	3,190	5,320	11,970	18,620	26,600
2d Sta Wag	910	2,740	4,560	10,260	15,960	22,800
1955 Commander Custom, V-8, 116.5" wb						
4d Sed	860	2,570	4,290	9,650	15,020	21,450
2d Sed	820	2,460	4,100	9,230	14,350	20,500
1955 Commander DeLuxe, V-8, 116.5" - 120.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
2d Sed	790	2,380	3,960	8,910	13,860	19,800
2d Cpe	910	2,740	4,560	10,260	15,960	22,800
Sta Wag	930	2,790	4,660	10,470	16,290	23,275
1955 Commander Regal, V-8, 116.5" - 120.5" wb						
4d Sed	840	2,510	4,180	9,410	14,630	20,900
2d Cpe	910	2,740	4,560	10,260	15,960	22,800
2d HT	1,160	3,480	5,800	13,040	20,280	28,975
2d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1955 President DeLuxe, V-8, 120.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
1955 President State, V-8, 120.5" wb						
4d Sed	870	2,620	4,370	9,830	15,300	21,850
2d Cpe	950	2,850	4,750	10,690	16,630	23,750
2d HT	1,250	3,760	6,270	14,110	21,950	31,350
2d Spds HT	2,280	6,840	11,400	25,650	39,900	57,000
NOTE: Deduct $200 for Champion models in all series.						
1956 Champion, 6-cyl., 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sed	660	1,980	3,300	7,430	11,550	16,500
1956 Flight Hawk, 6-cyl., 120.5" wb						
2d Cpe	880	2,640	4,400	9,900	15,400	22,000
1956 Champion Pelham, 6-cyl., 116.5" wb						
Sta Wag	860	2,570	4,280	9,620	14,960	21,375
1956 Commander, V-8, 116.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d Sed	730	2,190	3,650	8,210	12,780	18,250
1956 Power Hawk, V-8, 120.5" wb						
2d Cpe	950	2,850	4,750	10,690	16,630	23,750
1956 Commander Parkview, V-8, 116.5" wb						
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1956 President, V-8, 116.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Classic	820	2,460	4,100	9,230	14,350	20,500
2d Sed	840	2,510	4,180	9,410	14,630	20,900
1956 Sky Hawk, V-8, 120.5" wb						
2d HT	1,030	3,080	5,130	11,540	17,960	25,650
1956 President Pinehurst, V-8, 116.5" wb						
4d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1956 Golden Hawk, V-8, 120.5" wb						
2d HT	1,900	5,700	9,500	21,380	33,250	47,500
1957 Champion Scotsman, 6-cyl., 116.5" wb						
4d Sed	590	1,780	2,970	6,680	10,400	14,850
2d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1957 Champion Custom, 6-cyl., 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Sed	640	1,930	3,210	7,220	11,240	16,050
1957 Champion DeLuxe, 6-cyl., 116.5" wb						
4d Sed	640	1,930	3,210	7,220	11,240	16,050
2d Clb Sed	660	1,980	3,300	7,430	11,550	16,500
1957 Silver Hawk, 6-cyl., 120.5" wb						
2d Cpe	1,330	3,990	6,650	14,960	23,280	33,250
1957 Champion Pelham, 6-cyl., 116.5" wb						
Sta Wag	840	2,510	4,180	9,410	14,630	20,900
1957 Commander Custom, V-8, 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d Clb Sed	660	1,980	3,300	7,430	11,550	16,500
1957 Commander DeLuxe, V-8, 116.5" wb						
4d Sed	640	1,920	3,200	7,200	11,200	16,000
2d Clb Sed	680	2,050	3,410	7,670	11,940	17,050
1957 Commander Station Wagons, V-8, 116.5" wb						
4d Park	870	2,620	4,370	9,830	15,300	21,850
4d Prov	870	2,620	4,370	9,830	15,300	21,850
1957 President, V-8, 116.5" wb						
4d Sed	760	2,280	3,800	8,550	13,300	19,000
4d Classic	820	2,460	4,100	9,230	14,350	20,500
2d Clb Sed	840	2,510	4,180	9,410	14,630	20,900
1957 Silver Hawk, V-8, 120.5" wb						
2d Cpe	1,320	3,960	6,600	14,850	23,100	33,000
1957 President Broadmoor, V-8, 116.5" wb						
4d Sta Wag	910	2,740	4,560	10,260	15,960	22,800
1957 Golden Hawk, V-8, 120.5" wb						
2d Spt HT	2,090	6,270	10,450	23,510	36,580	52,250
1958 Champion Scotsman, 6-cyl., 116.5" wb						
4d Sed	470	1,410	2,360	5,300	8,240	11,775
2d Sed	480	1,430	2,380	5,340	8,310	11,875
4d Sta Wag	530	1,580	2,640	5,940	9,240	13,200
1958 Champion, 6-cyl., 116.5" wb						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Sed	470	1,410	2,360	5,300	8,240	11,775

	6	5	4	3	2	1
1958 Silver Hawk, 6-cyl., 120.5" wb						
2d Cpe	1,250	3,760	6,270	14,110	21,950	31,350
1958 Commander, V-8, 116.5" wb						
4d Sed	620	1,850	3,080	6,930	10,780	15,400
2d HT	680	2,050	3,410	7,670	11,940	17,050
4d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1958 President, V-8, 120.5" & 116.5" wb						
4d Sed	660	1,980	3,300	7,430	11,550	16,500
2d HT	840	2,510	4,180	9,410	14,630	20,900
1958 Silver Hawk, V-8, 120.5" wb						
2d Cpe	1,270	3,820	6,370	14,330	22,300	31,850
1958 Golden Hawk, V-8, 120.5" wb						
2d Spt HT	2,130	6,380	10,640	23,940	37,240	53,200
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 option; 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

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

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.						
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

WILLYS

1946-47 Willys 4-63, 4-cyl., 104" wb, 63-hp						
2d Sta Wag	760	2,280	3,800	8,550	13,300	19,000
1948 Willys 4-63, 4-cyl., 104" wb, 63-hp						
2d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
2d Jeepster	1,160	3,480	5,800	13,050	20,300	29,000
1948 Willys 6-63, 6-cyl., 104" wb, 75-hp						
2d Sta Sed	880	2,640	4,400	9,900	15,400	22,000
2d Jeepster	1,200	3,600	6,000	13,500	21,000	30,000
1949 Willys 4X463, 4-cyl., 104.5" wb, 63-hp						
2d FWD Sta Wag	800	2,400	4,000	9,000	14,000	20,000
1949 Willys VJ3, 4-cyl., 104" wb, 63-hp						
2d Phae	1,120	3,360	5,600	12,600	19,600	28,000
1949 Willys 463, 4-cyl., 104" wb, 63-hp						
2d Sta Wag	840	2,520	4,200	9,450	14,700	21,000
1949 Willys Six, 6-cyl., 104" wb, 75-hp						
2d Phae	1,240	3,720	6,200	13,950	21,700	31,000
2d Sta Sed	940	2,820	4,700	10,580	16,450	23,500
2d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1950-51 Willys 473SW, 4-cyl., 104" wb, 63-hp						
2d Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1950-51 Willys 4X473SW, 4-cyl., 104.5" wb, 63-hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
1950-51 Willys 473VJ, 4-cyl., 104" wb, 63-hp						
2d Phae	1,330	3,990	6,650	14,960	23,280	33,250
NOTE: Add 10% for 6-cyl.						
1952 Willys Aero, 6-cyl., 108" wb, 75-hp						
2d Lark	790	2,380	3,960	8,910	13,860	19,800
2d Wing	800	2,410	4,020	9,030	14,050	20,075
2d Ace	820	2,450	4,090	9,200	14,320	20,450
2d HT Eagle	800	2,400	4,000	9,000	14,000	20,000
1952 Willys Four, 4-cyl., 104"-104.5" wb, 63-hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1952 Willys Six, 6-cyl., 104" wb, 75-hp						
2d Sta Wag	890	2,680	4,470	10,050	15,630	22,325
NOTE: Deduct 10% for standard models.						
1953 Willys Aero, 6-cyl., 108" wb, 90-hp						
4d H.D. Aero	790	2,380	3,960	8,910	13,860	19,800
4d DeL Lark	810	2,440	4,070	9,160	14,250	20,350
2d DeL Lark	860	2,570	4,290	9,650	15,020	21,450
4d Falcon	770	2,320	3,870	8,710	13,550	19,350
2d Falcon	1,100	3,310	5,510	12,400	19,290	27,550
4d Ace	820	2,450	4,090	9,200	14,320	20,450
2d Ace	860	2,590	4,310	9,700	15,090	21,550
2d HT Eagle	800	2,390	3,990	8,980	13,970	19,950
1953 Willys Four, 4-cyl., 104"-104.5" wb, 72-hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1953 Willys Six, 6-cyl., 104" wb, 90-hp						
2d Sta Wag	890	2,680	4,470	10,050	15,630	22,325
1954 Willys, 6-cyl., 108" wb, 90-hp						
4d DeL Ace	840	2,510	4,180	9,410	14,630	20,900
2d DeL Ace	800	2,400	4,000	9,000	14,000	20,000
2d HT DeL Eagle	800	2,390	3,990	8,980	13,970	19,950
2d HT Cus Eagle	820	2,450	4,090	9,200	14,320	20,450
4d Lark	810	2,440	4,070	9,160	14,250	20,350
2d Lark	840	2,510	4,180	9,410	14,630	20,900
4d Ace	820	2,450	4,090	9,200	14,320	20,450
2d Ace	860	2,590	4,310	9,700	15,090	21,550
2d HT Eagle	820	2,450	4,090	9,190	14,300	20,425
1954 Willys Four, 4-cyl., 104"-104.5" wb, 72-hp						
2d Sta Wag	870	2,620	4,370	9,830	15,300	21,850
1954 Willys Six, 6-cyl., 104" wb, 90-hp						
2d FWD Sta Wag	950	2,850	4,750	10,690	16,630	23,750
2d Sta Wag	920	2,760	4,600	10,350	16,100	23,000
1955 Willys Six, 6-cyl., 108" wb, 90-hp						
4d Cus Sed	760	2,280	3,800	8,550	13,300	19,000
2d Cus 800	2,400	4,000	9,000	14,000	20,000	
2d HT Bermuda	960	2,880	4,800	10,800	16,800	24,000
1955 Willys Six, 6-cyl., 104"-104.5" wb, 90-hp						
2d FWD Sta Wag	920	2,760	4,600	10,350	16,100	23,000
2d Sta Wag	1,000	3,000	5,000	11,250	17,500	25,000

TRUCKS

CHEVROLET TRUCKS

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

	6	5	4	3	2	1
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

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.
NOTE: add 8% for AWD

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

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

	6	5	4	3	2	1
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

DODGE TRUCKS

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	2,400	7,200	12,000	27,000	42,000	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)	2,700	8,100	13,500	30,380	47,250	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	1,460	4,380	7,300	16,430	25,550	36,500
1979 Little Red Express PU	1,460	4,380	7,300	16,430	25,550	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.						

FORD TRUCKS

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

	6	5	4	3	2	1
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 7	90	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
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

GMC TRUCKS

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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
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.						

HUDSON TRUCKS

1946-47 Cab Pickup Series 178						
Cab PU	1,420	4,260	7,100	15,980	24,850	35,500

IHC TRUCKS

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

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	6	5	4	3	2	1
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 Series A-120, 3/4-Ton						
PU (7 ft.)	1,780	5,340	8,900	20,030	31,150	44,500
Cus PU (7 ft.)	1,830	5,490	9,150	20,590	32,030	45,750
Panel (7 ft.)	1,490	4,480	7,460	16,790	26,110	37,300
Travelall (7 ft.)	1,740	5,210	8,680	19,530	30,380	43,400
PU (8-1/2 ft.)	1,820	5,460	9,100	20,480	31,850	45,500
Utl PU (6 ft.)	1,620	4,860	8,100	18,230	28,350	40,500
Cus Utl PU (6 ft.)	1,700	5,100	8,500	19,130	29,750	42,500
1959-60 Series B-100/B-102, 3/4-Ton						
PU (7 ft.)	1,840	5,510	9,180	20,660	32,130	45,900
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.						
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."						

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.						

WILLYS OVERLAND JEEP/TRUCKS (1945-1962)

	6	5	4	3	2	1
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

	6	5	4	3	2	1
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
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

	6	5	4	3	2	1
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

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

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

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.

MITSUBISHI TRUCKS

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.

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.						

PLYMOUTH TRUCKS

	6	5	4	3	2	1
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 2	52	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.						

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

STUDEBAKER TRUCKS

	6	5	4	3	2	1
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

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
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

	6	5	4	3	2	1
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.						
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Wag	1,440	4,320	7,200	16,200	25,200	36,000
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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.						

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

	6	5	4	3	2	1
NOTE: Add 5% for extra seats sta wag.						
1962 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
1963 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
1964 Station Wagons, 1200 Series, 4-cyl., 94.5" wb, 40-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
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
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: Deduct 5% for diesel. 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.						
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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.						

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WITH MICHAEL PETTI

A Macho Power Wagon with 'True Spirit'

Back when I was a radio disc jockey on a progressive rock format, I was required to play everything from folk to fusion jazz and everything between, including heavy metal, glitter and electronic music. Perhaps as a carryover from my DJ days, I try to write about all variations of light-duty trucks, from primitives to work horses to muscle pickups.

While I have featured in this column the 1940s Dodge Power Wagon that was discontinued in 1968, I was asleep at the wheel regarding the Dodge W150 Power Wagon that brought back the hallowed "Power Wagon" name. Fortunately for readers, I woke up and found a rare example of the latter owned by Power Wagon lover Alex Fanelli, who located and landed a 1978 version near her home.

Alex and her husband, Frank, regularly scan KSL.com, a Utah website similar to CraigsList.com, so they don't miss out on a worthy project vehicle. It was on this website that Alex found this rare 1978 Power Wagon W-150 with both the Macho and True Spirit packages.



Rare 1978 Dodge Power Wagon has both Macho and True Spirit packages.



Owners Frank and Alex Fanelli look under the hood of their project truck that they've wholeheartedly begun tearing into for a complete rebuild.

Frank, who's known for his work at Kindig-it Design and as a TV personality on "Bitchin' Rides," mentioned that Alex loves Power Wagons, and is particularly obsessed with shortbed versions of Dodge's rugged four-wheel-drive truck.

"Alex knew it was a rare truck just by the appearance and package," Frank said. "The photos also proved it was really clean and rust free. She spoke to the seller and found out it was a big-block four-wheel drive and told me about it. We went to look at it and fell in love with it."

Dodge's bold and beautiful trucks

For 1972, Dodge's pickup received a styling overhaul with an extensive appearance change. The new look was inspired by



Interior with a seat cover in orange, black, and white. Note the painted metal ceiling so there's no headliner to sag.

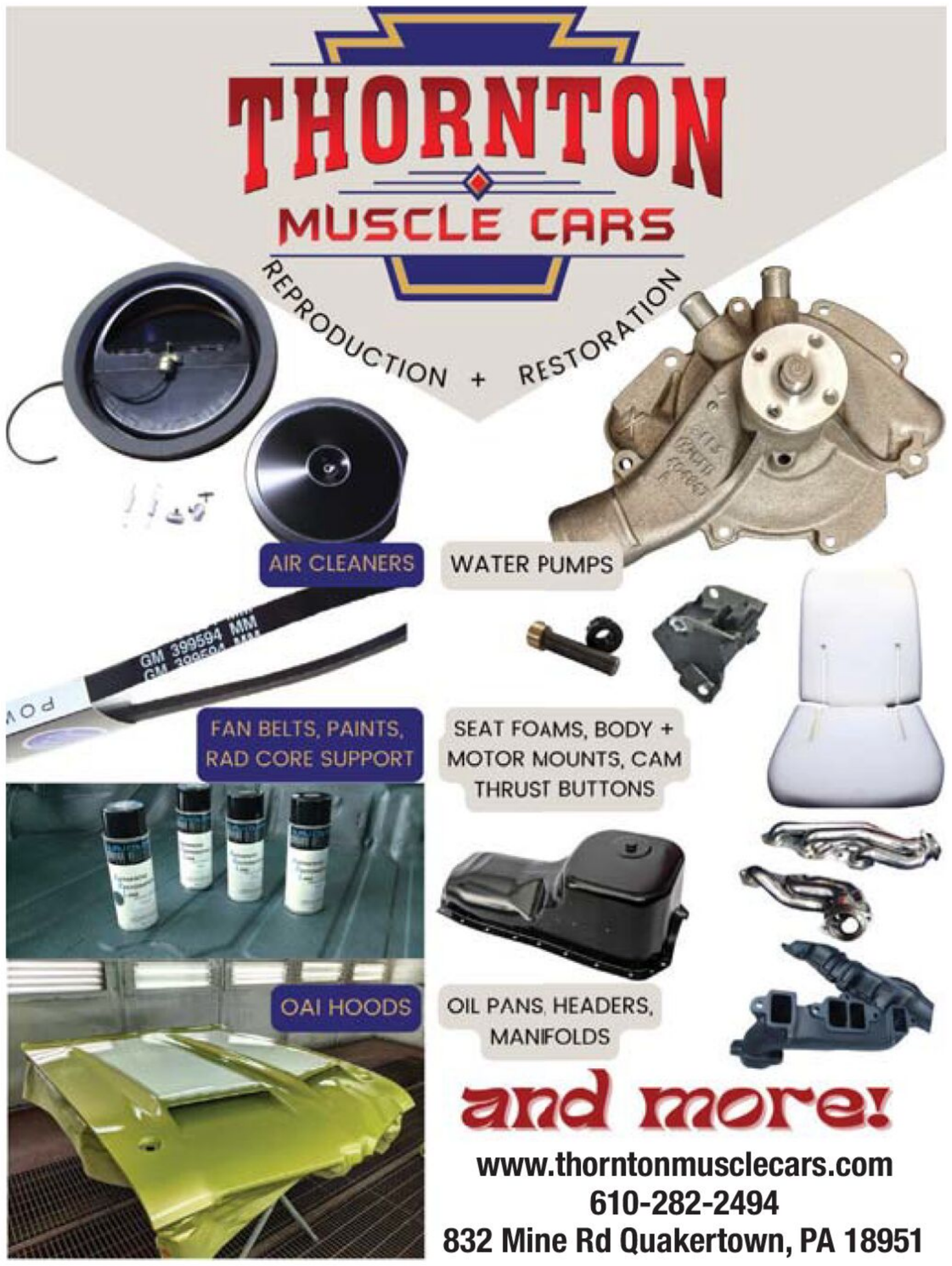
MoPar's fuselage styling that came and went on all of the Chrysler Corp.'s brands – Plymouth, Dodge, Chrysler and Imperial – starting as early as 1969 and ending as late as 1974, depending on the model. With the fuselage style, the vehicle's body sides were curved, as on a plane. The side glass curved in at the top of the greenhouse, while the lower body sides bowed inward at the rocker panels. The fuselage car's beltline was very high so that the side windows were diminutive. Fortunately, this gun-sight vision did not occur on the Dodge pickup. In fact, windshield and back window areas significantly increased with the 1972 redesign. Like the cars, the Dodge pickup had a starched, slab-sided look with the A and B pillars smoothly melded with the lower body. This envelope, rectangular style stayed around for 20 years until the "big rig"-designed Dodge Ram came along in 1994.

From 1977 to 1980, Dodge rewrote the truck rule book for the in-crowd by building far-out trucks with bright and bold graphic packages and mag wheels that were holdovers from its Super Bee- and Challenger R/T-building muscle car days. Dodge's "adult toy" trucks of the late 1970s began with the Street Van that was often further tricked out by "van hippies;" the Warlock stepside pickup with wood bed trim and gold spike wheels and accent striping; and Macho versions of the Ramcharger sport-utility and Power Wagon. In 1978, the Dodge Li'l Red Express pickup with bed-side exhaust stacks, gold graphics and wood trim was introduced. By 1981, all were history.

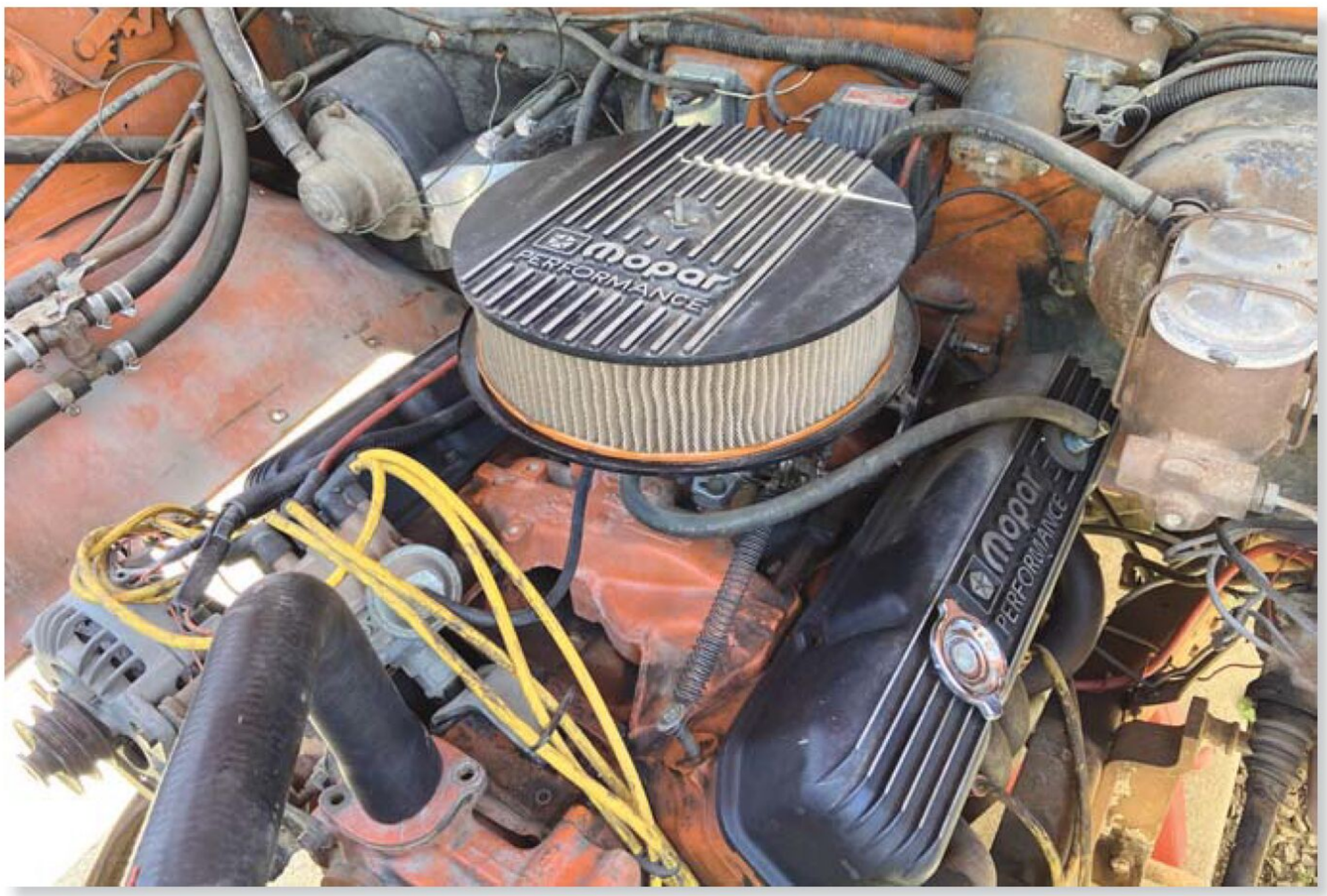
A Macho with True Spirit

Alex and Frank's Power Wagon comes from the peak of Dodge's graphic-happy truck period. These colorful and striped trucks are getting hotter by the day, but the couple thinks their truck remained available upon their discovery because it needed work.

"The truck likely appeared to be a headache to other buyers, as the seller was halfway between finishing the axle swap he started, and the brake and fuel system were not present," Frank said. "We saw a diamond in the rough. Alex and I restore classic muscle cars and trucks at Fanelli Restorations in Murray, Utah, so we were ready for the challenge. I once worked on custom cars at Kindig-it Design and formerly did metal fabrication bodywork on the show 'Bitchin' Rides.' I left both venues to go on an active Army tour.







The truck now has a 383-cid V-8 from a 1970 Challenger pumping out 335 hp.



The truck wears its original paint and has the white pinstriping found on a Power Wagon with the rare True Spirit package, and the rollbar, sidesteps and front bumper bars of the Macho package.

Alex has a background in upholstery and general mechanics."

The Fanellis are saving this rare Power Wagon from going to the great interstate in the sky. So far, they have rebuilt the Dana 60 rear axle and are completing a rebuild of the front Dana 44 axle. The driveshaft has been refurbished and the chassis has been painted. When Alex and Frank purchased the pickup, it came with a burly 335-hp 383-cid V-8 engine transplanted from a 1970 Dodge Challenger. A Mopar A-727 automatic currently transfers those horses to the pavement. However, the seller gave Frank and Alex the truck's original 440-cid V-8 engine block as well as a four-speed transmission.

After buying the pickup, Alex and Frank fitted it with new wheels and meaty tires. When we last checked in with them, they were preparing to plumb the fuel system and rebuild the brake system.

"The exterior is the original Sunburst Orange paint while the interior is black and tan," Frank said. The instrument cluster and steering wheel are black, while the door panels are tan. At some point, the original bench seat was replaced with a seat from an '80s Dodge truck. Alex installed an orange, black and white cover over it.

"We refreshed the interior, gathered parts to complete the dash and gauges to proper factory appearance," Alex said. The interior typifies the simplicity of an earlier time; this is typified by the painted metal panel on the inside of the cab roof. As a plus, there's no fabric headliner that might sag.

"The truck presents a bit of a conundrum, as it has a white stripe kit on the sides of the exterior similar to the California dealer-only True Spirit package, yet bears front bumper bars, side steps and stainless rollbar in the bed like a Macho Power Wagon, another rare dealer option of the era," Frank said. "This truck came from Arizona, and we believe the dealer or original owner chose to dress it up as so. It's a hybrid of the True Spirit and Macho packages, so I have joked it is the 'True Macho' Power Wagon.

"The truck has an interesting history," Frank added. "It came from Burge Motor Company in Kingman, Arizona. The original dealer sticker is still on the driver side of the tailgate showing this. It was owned by a woman who got into trouble with her life choices and had to relinquish the truck as collateral for the debts to her drug dealer. Then the dealer sold the truck to the man we purchased the truck from. Amazingly, the truck only bears a dent along the driver's rocker panel for being owned by such a tumultuous original owner."

The Fanellis recently welcomed their first child, so the Power Wagon project has been slightly delayed. We're sure they'll have it back on the road soon enough to drive their child to preschool in true macho style. **OC**

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Speedsters UNITE

Veteran driver Seth Hammond makes a run in this era-inspired speedster crafted by hot rod and custom car designer Chip Foose. It runs a rare McDowell dual-overhead-cam (DOHC) conversion on its four-cylinder engine.

Hillclimb relives early days at Speedster Reunion

STORY AND PHOTOS BY JOHN LEE

The Model T Ford is credited with allowing nearly anyone to own a personal automobile. And with anyone owning a car, rivalries soon gave birth to contests to find out which one was the fastest!

One of the popular early speed contests was the hillclimb to determine, first of all, if the vehicle had enough power and the right gearing to actually climb the area's steepest hill and, if so, which car could do it in the shortest time.

Those enthusiasts who continue to build, restore and tinker with early automobiles still figure the best way to test their creations is the way their dads and granddads did it back in the day – with a hillclimb.

So, a hillclimb contest was a must-do activity during the International Speedsters Trials and Reunion held June 21-24. The event to celebrate the "hot rods" of the Model T and Model A era is hosted every other year by the Speedway Motors Museum of American Speed in Lincoln, Nebr.

Thirty-two of the stripped-down racers spent Friday of the event making timed runs up a suitable incline located a few miles from the reunion headquarters at the Speedway



Timed hillclimb trials were open to all comers, including a restored Model A coupe and a Model T Express truck since they used vintage four-cylinder power.



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Motors campus. The vehicles compete individually for the best time in 20 different classes. The powerplants are nearly all based on Ford Model T, A and B four-cylinders, from mildly hopped up with dual carburetors, exhaust headers and hot ignition, to overhead-valve and overhead-cam conversions and various other modifications.

Well-known hot rod and custom car designer Chip Foose brought to the reunion his concept of a contemporary speedster, running a rare McDowell dual-overhead-cam (DOHC) conversion on its four-





Mike King has his '30 Model A roadster powered by a Model T four-cylinder with a Rutker OHV head and dual Winfield carburetors and running 16-inch wire wheels.



Don McCarthy's '30 Model A roadster pickup could have been at home on a 1950s drag strip with its modified four-cylinder Model T engine, mid-1930s wire wheels and louvered hood.

cylinder engine. Driver Seth Hammond drove it to first place in the Historic Overhead Class.

When trophies were awarded at a Saturday evening banquet, Don Krout emerged as "King of the Hill" with the best time of 8.366 seconds at 66.37mph, and also a first-in-class trophy with his 1915 Model T-bodied speedster powered by a Model B engine with an overhead-valve conversion.

Among the spectators at the trials was Ed Iskenderian, a pioneer in the hot rodding industry



Bill Weiskopf's custom-bodied speedster is based on a Model T chassis, a T four-cylinder with Model A crankshaft and U&J carburetor, plus as original T high-low transmission.





Al Abrahamson's special has a brass Maxwell radiator and the body copied from a 1915-'16 Maxwell Grand Prix racer. A Ford Model T block with a custom head, Gemsa cam and dual Winfield carbs provide motivation through a much-later Borg-Warner T5 transmission.



RIGHT: Message cast into the Miller overhead valve conversion reads, "MILLER HI-SPEED HEAD, Ventura, CA. This head designed to use anti-knock fuel & high compression plugs." So there! It's fitted to a Ford Model B block with twin Stromberg 94 carbs and dry-sump oiling in a Model A chassis with a 1927 T body and an Overland radiator shell. It climbed the hill in 8.885 seconds at 65.67 mph for owner John Cammack!





Martin Helgerson had his grandsons Erik and Noah rode shotgun on two of the timed runs in his very classic Deuce roadster. The street rod has a Burtz Model A block with Miller overhead-valve head built by Steve Serr (inset photo).

whose company supplied Isky racing camshafts and other speed parts. Mere days short of his 102nd birthday, Iskenderian was a special guest at his second speedster reunion, participating in one of the tech seminars, greeting fans and "visiting" his own early-vintage Model T hot rod that is on display in the museum.

The reunion's 141 participants, representing 23 states plus Canada and New Zealand, had kicked off the four-day event with a 180-mile road tour along rural Nebraska byways. A stop at Rock Creek Station Historical Park at the site of a pioneer stagecoach and Pony Express station was included.

The speedsters were the special attraction on Saturday when more than 700 hot rods, customs and special-interest cars from the area turned out for the museum's monthly Cars & Coffee event. **OC**

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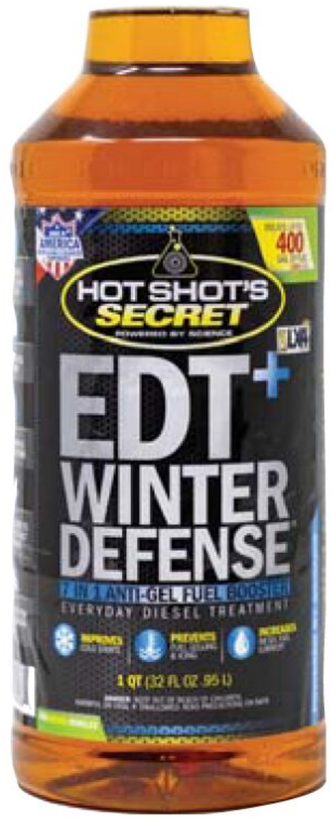
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For more information on AirSept's Broken Line Emergency Kit, visit www.airsept.com, or call toll free 800.999.1051.



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Early Bird SPECIAL

1967 Firebird (with a 6!) is a unique one-family survivor

STORY AND PHOTOS BY BRIAN EARNEST

It took quite a while, but Bill Person Jr. and his dad, Bill Sr., eventually put Grandma's Firebird back on the road.

It all started when Milwaukee, Wis., resident Shirley Nelson cracked up her car back 1967. The little mishap changed her life in more ways than one.

"She had a car accident, and that's how she met my soon-to-be-grandfather," chuckles Bill, Jr. "She eventually married the gentleman, and I was born three years later, and I knew him as my grandfather until he died in 1986.

"So she wound up searching for a replacement car, and she bought this new on April 28, 1967," he adds proudly, pointing at the silver 1967 Firebird coupe that is still in the family.

From there, the car went to Bill Jr.'s mother. Sort of.



"The car started rotting out and they wanted something newer, and my mother, at the time, did not have her license, and in 1978 my dad bought the car from my grandmother so my mother could learn how to drive," Person recalls. "Well, she never drove the Firebird. It sat in the garage. My dad drove it for a little while, but mostly it just sat there."

That went on for about 10 years, and then young and ambitious Bill Jr. decided that the car was worth restoring and took it all apart. He had it almost completely disassembled, sandblasted the subframe and did some other heavy lifting before he eventually wound up running low on time and resources to continue the restoration. "I was an 18-, 19-year-old kid and life happens, you know?" he laughs. "It was terrible. The rear quarters

were all rotted out. No exhaust on it. The front fenders had holes in 'em. The doors had holes in 'em. The only saving grace was one time she had the oil changed in the motor and they didn't put the drain plug in tight enough. The drain plug came off and coated the whole undercarriage with oil and she seized the motor. So she had the motor rebuilt before my dad got it, and the only saving grace to it is the car has all its original floor pans, because they were coated with oil. And the rockers are original, too."

Person says the car remained in pieces for more than 25 years until Bill Sr. finally came to the Firebird's rescue for good. "In about 2015 he decided, 'I'm gonna stick some money into it and restore it,' and I'm like, 'Go for it! I seem to have failed.'" With that, the pair gathered up the entire project and handed it off to TLC Restorations, an excellent collector resto shop in Milton, Wis. By the time TLC was done with it, the 80,000-mile Firebird looked almost new again. The end result gave both father and son plenty of affirmation that the '67 was worth keeping in the family.

BRINGING BACK THE 'BIRD

Ford changed the landscape of American car-building for good with the mid-1964 introduction of the Mustang. General Motors delivered an answer within three years, and part of its reply was the Firebird, which officially arrived on Feb. 23, 1967. It was Pontiac's version of Chevy's new Camaro dressed up with a Poncho-style split grille, different engines and transmissions and a few suspension tweaks.

Pontiac offered the sporty 'Bird in five flavors – base, Spring, 326, 326 H.O. and 400 – created by tacking regular production options onto the same basic car. The options created distinctive packages that were merchandised as separate models. Bucket seats were standard in all Firebirds (a bench seat cost extra). Design characteristics of the '67s included vent windows and three vertical air slots on the fear fenders.

The base 230-cid six-cylinder produced a modest 165 hp. The more spirted Sprints featured a 215-hp overhead-cam six with a four-barrel carburetor. A floor-mounted three-speed manual gearbox and heavy-duty suspension were standard. A Firebird Sprint convertible cost $3,019 and a coupe was $2,782.

Firebird 326s featured a 250-hp version of the 326-cid Tempest V-8 with a two-barrel carburetor. The convertible cost $2,998 and the coupe was $2,761. Firebird 326 H.O.s used a 285-hp version of the same V-8 with a 10.5:1 compression ratio and four-barrel carburetor. A column-shifted three-speed manual transmission, dual exhausts, H.O. stripes, a heavy-duty battery and wide-oval tires were standard. The H.O. convertible cost $3,062 and the coupe cost $2,825.

The performance version of the 1967 Firebird was the 400. It featured a 325-hp version of the 400-cid GTO V-8. Standard equipment included a dual-scoop hood, chrome engine parts, three-speed heavy-duty floor shift and sport-type suspension. Prices were about $100 higher than a comparable 326 H.O. Options on the 400 included Ram-Air induction, which cost more than $600.



Only 10,454 of the more than 82,000 first-year Pontiac Firebirds carried the base overhead-valve six-cylinder engine. This one was purchased new in Milwaukee, Wis., by Shirley Nelson and is still in the family.



Much of this Pontiac's interior remains original, including the ribbed low-back bucket seats and door panels. The Firebird still carries its original AM radio. There's no floor shifter to be found — this baby has its two-speed automatic transmission selector on the column.

Other popular add-ons included air-conditioning ($355.98); power brakes ($41.60); front disc brakes ($63,19); power steering ($94.97); power windows ($100.05); power top ($52.66); vinyl top ($84.26); fold-down rear seat ($36.86); hood tachometer ($63.19); console with bucket seats and floor shift ($47.39); cruise control ($53); headrests ($42); remote control trunk lid ($13); rally gauge cluster ($84); reclining right-hand seat ($84); AM/FM radio ($134); stereo tape player ($128); tilt steering ($42); 3-speed with floor shift ($42); 3-speed synchromesh ($84); 4-speed manual ($184); automatic transmission with V-8 ($195); wire wheel discs ($53); Rally 1 wheels ($40); and Rally II wheels ($56).



A SILVER HEIRLOOM

Time and Wisconsin winters did a number of the sheet metal of the Persons' Pontiac, but the interior remains almost all-original, as is the drive train (although the engine was rebuilt after the oil plug mishap). The Firebird's condition is truly impressive; it would make no apologies on any show field. And the fact that it is a very well-restored six-cylinder makes it even more unique.

"The seats are original. The door panels are all original. The arm rests are reproduction," Bill Jr. says. "The carpet is reproduction. It came with floor mats and these are reproduction floor mats. We do have one floor mat left, but it's in really bad shape. The original spare is still in the trunk! The clock doesn't work. I'm going to get a quartz kit one of these days and fix that. It hasn't worked in a long time. The AM radio does work, but it's got a replacement speaker. The windshield glass is new, otherwise all the glass is original.

"Everything is pretty much as stock. Two-speed automatic. Super-Turbine 300 transmission with its original 2.56 open rear end. This thing is so great on the highway! If I hold her to the board, she'll do 60 [mph] and then shift into second!"

Bill Sr. decided to swap out the original front drum brakes in favor of power disc units. That's about the only nod to non-originality on the entire car. Bill Jr. says the car is a hoot to drive when it's running right, but it was probably a little temperamental towards Grandma on the chilliest days of winter.

"She's a cold-blooded b—h. She does not like to run cold," he chuckles. "But once she's warmed up and running down the road, she runs great."

There were plenty of early Firebirds that qualified as muscle cars back in the day. The debut six-cylinder Firebird was not one of them, but it certainly was a sweet-looking and sweet-driving car for its time. The fact that the go-fast crowd all seemed to opt for the V-8s at the dealers – or in engine swaps later on – has made the surviving sixes scarce these days. One-family trophies like the Person family's eye-catching silver '67 stand out in any crowd.

"[The sixes] are starting to become a little more prevalent," Bill Jr. says. "Ten years ago, there wasn't many, but they are starting to become a little more popular, and people are starting to appreciate them." OC

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The twin-horizontal-taillamp design on the early Firebirds had been tried on other popular Pontiacs of the 1960s, including the GTO, and it sure looked right at home on the ’67s.



The OHC6 engine was only offered from the 1966 through 1969 model years as the base engine for Tempest, LeMans and Firebird. The “Sprint” option was also offered on those cars, but usually included a 3-speed floor shift and heavy-duty suspension. Many of these early sixes wound up being discarded after engine swaps.





The early Firdbirds certainly had a lot of things in common with their debut Camaro cousins. Among the major cosmetic differences were the calling-card Pontiac split grille and the fake louvers ahead of the rear wheels.

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

ARIZONA

Oct 14 AZ, Phoenix. RADwood Phoenix. https://www.radwood.com/schedule

CALIFORNIA

Oct 21 CA, Chico. Chico Concours car show. Butte Creek Country Club / driving range - 175 Estates Dr. 10am-4pm, www.chicoconcours.com, facebook, www.facebook.com/events/771188780854119, concourschico@gmail.com

Nov 11 CA, Los Angles. RADwood California. www.radwood.com/schedule

Apr 19-21, 2024 CA, La Jolla. 18th La Jolla Concours d'Elegance & La Jolla Motor Car Classic at the Concours. www.lajollaconcours.com

FLORIDA

Oct 26-28 FL, Zephyr Hills. Swap Meet and Car Corral. Gates open at 8am. Vendors Joe 813-312-4009, www.zhillsclassiccarauction.com

Oct 27 FL, Fort Lauderdale. 3rd Annual Fort Lauderdale Concours. Superyacht Village, 2150 SE 17th St, Fort Lauderdale, FL 33316, www.ftlconcours.com

Oct 28 FL, Zephyr Hills. Car Show. 10am. www.zhillsclassiccarauction.com

Nov 19 FL, Lakewood Ranch. Mustang Club of West Florida's 31st Annual Ponies Under the Palms Mustang and Ford Show. Main Street. Check-in 8-10am. www.mustangclubofwestcentralflorida.com, Tracey 920-944-8137, trabin2137@gmail.com. www.eventbrite.com/e/2023-ponies-under-the-palms-tickets-677598384007?aff=oddtdtcreator

GEORGIA

Nov 17-19 GA, Moultrie. 33rd AnnualFall Moultrie Automotive Swap Meet. Spence Field. Fi. & Sat. 8am-6pm, Sun. 9am-4pm. Jerry Kelley 229-896-2150

ILLINOIS

Oct 15 IL, Countryside. Countryside Collectors Classic Show. Park Place of Countryside - 6200 Joliet Road. www.uniqueeventsshows.com

Dec 10 IL, Tinley Park. Tinley Park Annual Holiday Show. Tinley Park High School - 6111 West 175th Street. 10am-2pm. www.uniqueeventsshows.com/shows-1/tinley-park-annual-holiday-show-

IOWA

Oct 15 IA, Monticello. 39th annual Fall Auto Parts Swap Meet and Cars For Sale Corral. 7:30am-1pm. Fairgrounds parking lot, 700 North Maple Street. 319-465-5119.

MICHIGAN

Oct 14 MI, Hickory Corners. Deutsche Marques Oktoberfest featuring German cars. Gilmore Car Museum. www.GilmoreCarMuseum.org, call 269-671-5089 or email info@gilmorecarmuseum.org.

Nov 25 MI, Kalamazoo. Kalamazoo Fall Antique & Collectible Toy Show. Kalamazoo County Expo Center - 2900 Lake Street. 9am-2pm. www.uniqueeventsshows.com/shows-1/kalamazoo-antique-%26-collectible-toy-show--

MISSISSIPPI

Oct 13-14 MS, Ridgeland. 16th Annual Euro Fest. All-European automobile and motorcycle show. Renaissance at Colony Park. www.euro-fest.net/?/ridgeland

NEVADA

Oct 31-Nov 1 NV, Las Vegas. SEMA Show. Las Vegas Convention Center. 1-909-610-2030. www.semashow.com

Nov 3-4 NV, Henderson. 17th Annual AMCRC Southwest Regional aka Las Vegas AMC Reunion. Railroad Pass Hotel & Casino - 1500 Railroad Pass Casino Rd. www.snamc.amcrc.com/carshow.html

NEW YORK

Oct 14 NY, Stony Brook. 19th Vintage European Sports Car and Motorcycle display. Community Church - Christian Ave. noon-4pm, open to all pre-1984 European cars and motorcycles, 631-751-1097

Oct 17-20 NY, Sarasota Springs. Road & Track Hudson Quattrocento Roadtrip. www.experiences.roadandtrack.com/hudson-quattrocento-2023?utm_source=Email_HQ_Saratoga&utm_medium=Email_HQ_Saratoga&utm_campaign=Email_HQ_Saratoga

NORTH CAROLINA

Oct 21 NC, Moorhead City. 50th Anniversary Auto Show. AACA Moorhead City Chapter. Otis Landing on Shepard Street. 8:30am-2:30pm. tyson.pat@gmail.com, jules4524@yahoo.com

OHIO

Oct 14 OH, Delaware. Performance Charity Car Show. 7am-4pm. Jeff Brashares 614-361-7299, www.performancecharitycarshow.com

OKLAHOMA

Oct 19-21 OK,Chickasha. 2023 Fall Swap Meet. 712 East Choctaw Ave. www.chickashaautoswapmeet.com

OREGON

Nov 18 OR, Albany. The Enduring A's Chapter of MAFCA's annual Albany Indoor Swap Meet. Linn County Fair/Expo Center. Opens at 8am. Automotive swap meet (cars, car parts, reproduction vendors, memorabilia). Glen Osborn 541-928-1218, albanyswapmeet@comcast.net

PENNSYLVANIA

Oct 14 PA, Richeyville. Saint James and Saint Katharine Drexel Parishes' Classic Car and Foliage Tour. 2-7pm. RSVP: jhirst@stjameswashpa.org or 724-225-1425 x 402 ask for Deacon Jeff

TENNESSEE

Oct 13-15 TN, Chattanooga. Chattanooga Motorcar Festival. www.chattanoogamotorcar.com

TEXAS

Oct 14 TX, Colony. Bubba's 33 Car & Truck show. 4025 SH 12. 9am-2pm. 217-707-6348, www.monthlymuscle.com

Nov 11 TX, Colony. Bubba's 33 Car & Truck show. 4025 SH 12. 9am-2pm, 217-707-6348, www.monthlymuscle.com

VERMONT

Oct 15 VT, Middlebury. Car Show & Fall Festival, hosted by the Addison County Chamber of Commerce and the Better Middlebury Partnership. www.addisoncounty.com/middleburycarfest

VIRGINIA

Oct 15 VA, Richmond. Richmond's 33rd BOPC Show, sponsored by the Old Dominion Chapter, POCI. Haley Buick-GMC Airport - 5500 S. Laburnum Ave. Open to all Buicks, Olds, Pontiacs, & GMC Trucks. www.olddominionpoci.org or contact Mike Abernathy 804-328-1419, bigchf2011@gmail.com

WISCONSIN

Oct 14 WI, Readfield. Hunters Sports Bar Car Show, Hwy 96 @ Hwy W, Readfield 10am-2pm

Oct 15 WI, Sturgeon Bay. All European Coffee & Classics, Yacht Club in Sturgeon Bay, 9-11am

Oct 22 WI, Waukesha. Brew City Advertising Show. Waukesha Exposition Center - 1000 North View Road. 10am-2pm. www.uniqueeventsshows.com

AUCTIONS

OCTOBER

Oct 13-14 MN, Winona. Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, www.remlingerauctions.com

Oct 13-14 TN, Chattanooga. Chattanooga Motorcar Festival Auction. Chattanooga Convention Center - One Carter Plaza. Gates open at 8am. www.mecum.com

The Brew City Advertising Show

Sunday, Nov. 19, 2023 - WI

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Waukesha Exposition Center
1000 North View Road
Waukesha, WI 53188

For table reservations or more show information
Call **262-366-1314** or visit the show web site:
www.uniqueeventsshows.com

Calendar

Oct 14 MO, Excelsior Springs. Collector Cars! Bob's Collison. 3010 E. State Route 10. 605-201-7005, 507-673-2517, www.vanderbrinkauctions.com

Oct 14-15 UK, Stafford. The Autumn Sale, Stafford, UK Motorcycles. bonhams.com

Oct 20-21 MO, Branson. The Branson Auction. Branson Convention Center. 800-335-3063, www.bransonauction.com

Oct 24 WI, Wautoma. W Yoder online only Classic Car Auction. 6pm. Wayne 9210-295-2644, Heather 920-240-9185, www.yodersold.com

Oct 26-27 NE, Sidney. Nebraska Truck Hoard Auction Part II. 308-262-1150, www.netruckhoard.com

Oct 28 AL, Birmingham. Collector Motor Series Auction. Barber Vintage Motorsports Museum. Benjamin However 225-363-8488, www.motor-series.com

Oct 28 FL, Zephyr Hills. Classic Car Auction. 10am. Consigners & bidders 727-233-9799, www.zhillsclassiccarauction.com

Oct 28 TN, Nashville. 58th Semi-Annual Music City Classic. Held at Thoroughbred Auto Auction. George Eber 615-496-2277, www.southernclassicauction.com

Oct 30-31 IL, Carthage. 2-Day Timed Online Collector Car & Truck Auction. Both days starting at 9am. 844-847-2161, cars@sullivanAuctioneers.com, www.sullivanAuctioneers.com

NOVEMBER

Nov 2-4 NC, Greensboro. GAA Classic Car Auction. 301 Norwalk Street. 855-862-2257. www.gaaclassiccars.com/

Nov 3 UK, London. The Golden Age of Motoring Sale. bonhams.com

Nov 4 OH, Wooster. Richard & Mary Lou Taylor Lifetime Collection Absolute Auction. RES Yard - 375 Fry Road. 10am. 833-SOLD-RES, www.RES.bid

Nov 9-11 NV, Las Vegas. Mecum Las Vegas Sale. www.mecum.com

Nov 10-11 FL, Lakeland. Lakeland Fall Collector Car Auction. 4175 Medulla Road. 717-243-7855, www.carlisleauctions.com

Nov 17-19 CA, Palm Springs. McCormick's Palm Springs Car Auction. Palm Springs Convention Center - 277 N. Avenida Caballeros. 760-320-3290, www.classic-carauction.com

Nov 24 United Arab Emirates, Abu Dhabi. F1 Abu Dhabi. bonhams.com

Nov 30- Dec 2 MO, Kansas City. Mecum Kansas City Sale. www.mecum.com

DECEMBER

Dec 1-2 NC, Youngsville. Raleigh Classic Car Auctions. Capital Auto Auction - 2380 Long Mill Road. 919-269-5271, www.raleighclassic.com

CRUISES

YEAR ROUND

Mondays FL, Fort Meyers. Applebee's Cruise-In.15151 North Cleveland Ave. 4-7pm.

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

Tuesdays NJ, West Milford NJ Cruise Night. Every Tuesday until weather turns cold. 5pm until dark. Information: deansmart1@gmail.com. Cosmos parking lot, 1926 Union Valley Rd, Hewitt, NJ 07421.

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. 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 WI, Slinger. Raceway Wednesday Night Car Show. Raceway Bar & Grill - 711 E. Washington. 5-9pm 1-262-297-1700 or 1-262-388-3570.

Wednesdays MI, Hickory Corners. Weekly Gilmore Wednesday Night Cruise-In. Gilmore Car Museum. 5-8pm. www.gilmorecarmuseum.org

Second Wednesday of the month IL, New Lenox. American Legion Post 1977 Cars & Stripes Cruise Nights - 14412 Ford Drive. 5pm.

First Thursday of the month through November, CA, Fair Oaks. Food Truck Mania and Classic Car Show. Fair Oaks Park/ 5-8pm. 5-8pm, www.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, 814-937-1890

Thursday mornings CA, Chatsworth. Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. www.facebook.com/Earls-Donuts-109491522422562, 818-341-2869

Thursdays FL Ft. Myers. Larry's Cruise-In. U.S. 41N. 4pm-7pm. 239-995-3999 www.shellfactory.com

Thursdays East Coast Drifters Cruise-In, MD, Accokeek. 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. www.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

Friday, MD, Glen Burnie. Friday Cruise Nights. 6711 Ritchie Hwy, Tom 443-838-0948

First Friday of the Month, NV, Las Vegas. "Breakfast Starter" Mad Matty's, 8100 W. Sahara Ave. 8am. 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 WA, Convington. 4-7pm. 17432 SE 270th PL (behind Walmart) Howard Van Erem 425-891-5013 havanerem54@gmail.com www.maplevalleystreetrats.com

Saturdays April through October (weather permitting) VA, Chester. Southern Knights Cruisers Cruise-In. Hardees - 1901 West Hundred Rd. www.southernknightscruisers.com

Saturdays NJ, Branchville. Wanderers Car Club Saturday Cruise-In. 3pm till close. JumboLand Diner- 438 Route 206 North

Saturdays FL, Kissimmee, Old Town Kissimmee Classic Car Car Show & Cruise. 1pm. www.myoldtownusa.com/events/wednesday-night-car-show/



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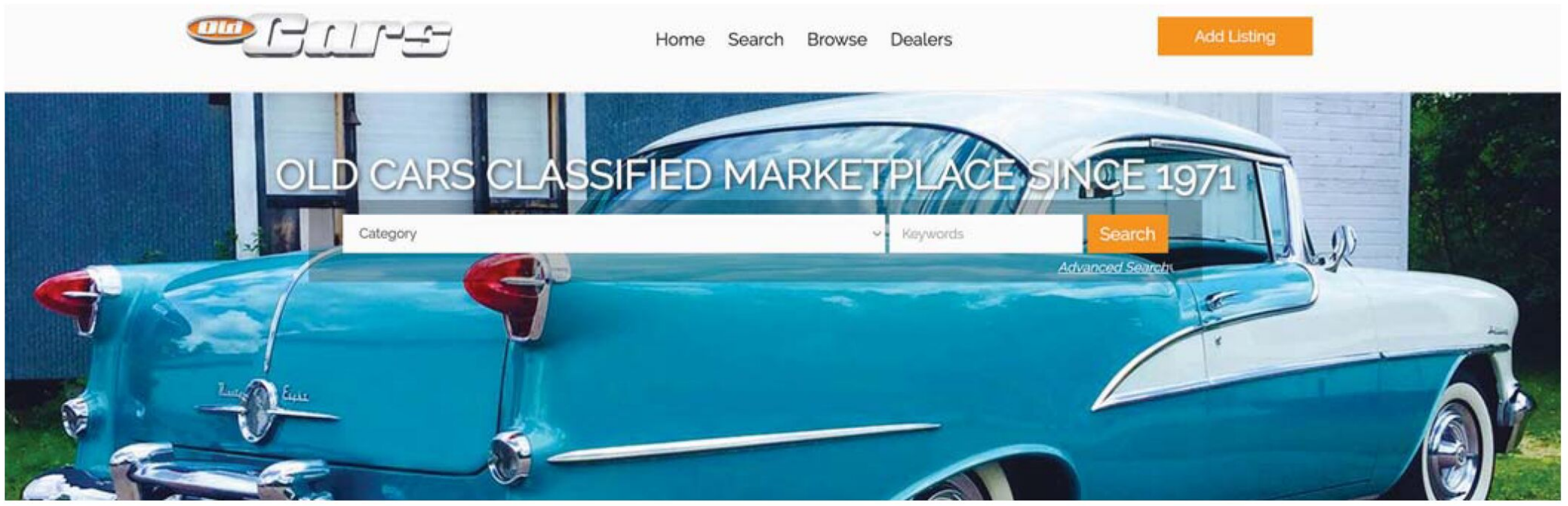
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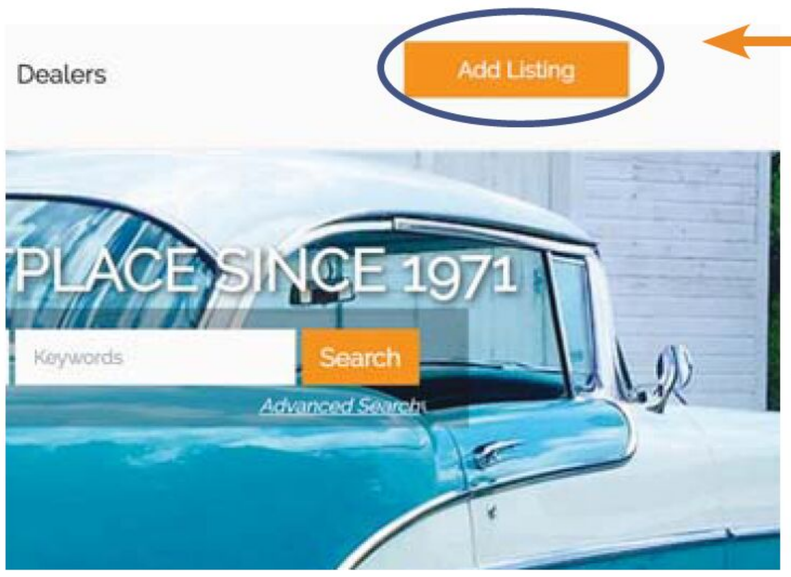
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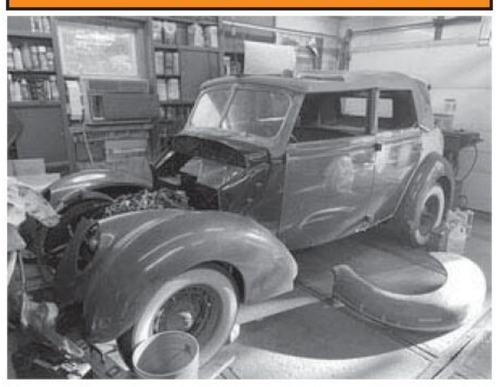
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WANTED: Duesenberg from 1900-1948, and model, any condition; top dollar paid, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11447021

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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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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

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9320 MERCEDES CARS

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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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WANTED: MUSTANGS from 1965 to 1970, fastbacks and convertibles, in any condition; top dollar paid, serious buyer, will pick up from anywhere in the US, please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC8039420

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9370 OLDSMOBILE CARS FOR SALE

WANTED: OLDSMOBILE from 1900 to 1957, 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 3970642

9422 PONTIAC PARTS FOR SALE

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WANTED: PACKARD, any year, 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 3970650

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WANTED PORSCHE 356A, B, C & SC, 911, Speedster, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: gullwingny@aol.com 3970557

WANTED: PORSCHE 356, 356A, 356B, 356C, 356SC, 911, 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 FWC8041803

9440 ROLLS-ROYCE CARS

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WANTED: ROLLS Royce Silver Ghost, 20-25, 25-30, Wraith, Silver Wraith, Phantom-I, II, III, IV, & V; Cloud-I, II, III and any Rolls Royce from 1900 to 2003, in 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 3970636

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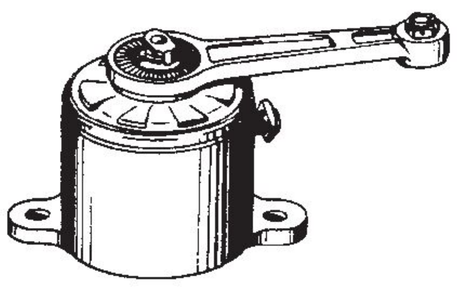
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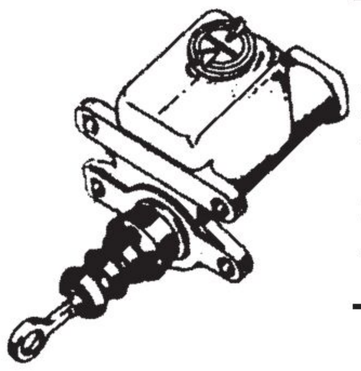
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WANTED AUSTIN Healey 100-4, 100-6 and 3000, Mk.I, II and III, any year, any condition. Top dollar paid. We pick from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970553

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100-6 & 3000

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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

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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

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

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Ask for Peter Kumar

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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Website: GullwingMotorCars.com
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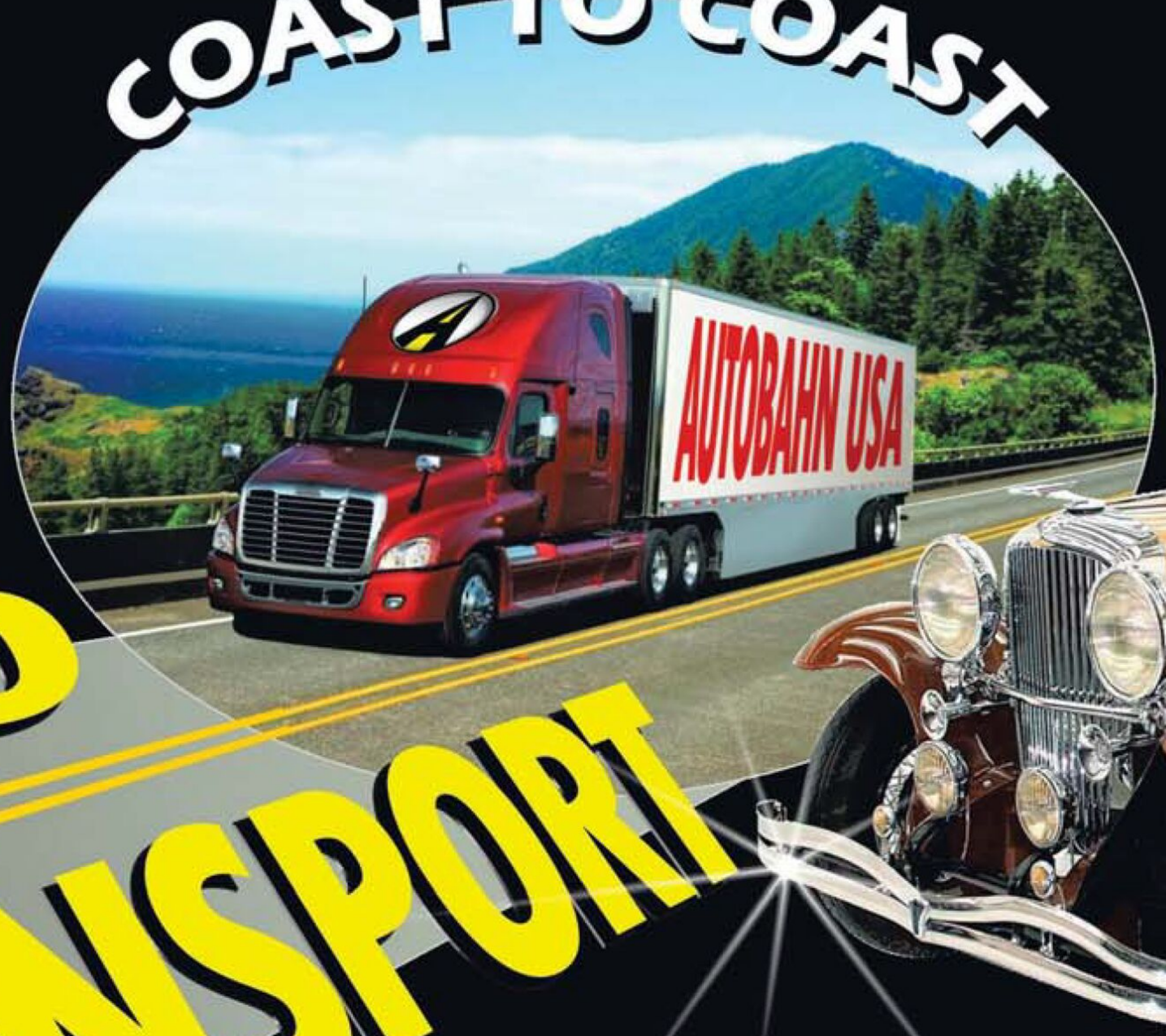
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