

# 1987 GMC R1500 1/2 Ton

2dr Pickup . 8-cyl. 350cid/210hp TBI OHV

#1 Concours condition

**\$35,300**

↗ +226.9%

#2 Excellent condition

**\$22,400**

↗ +250%

#3 Good condition

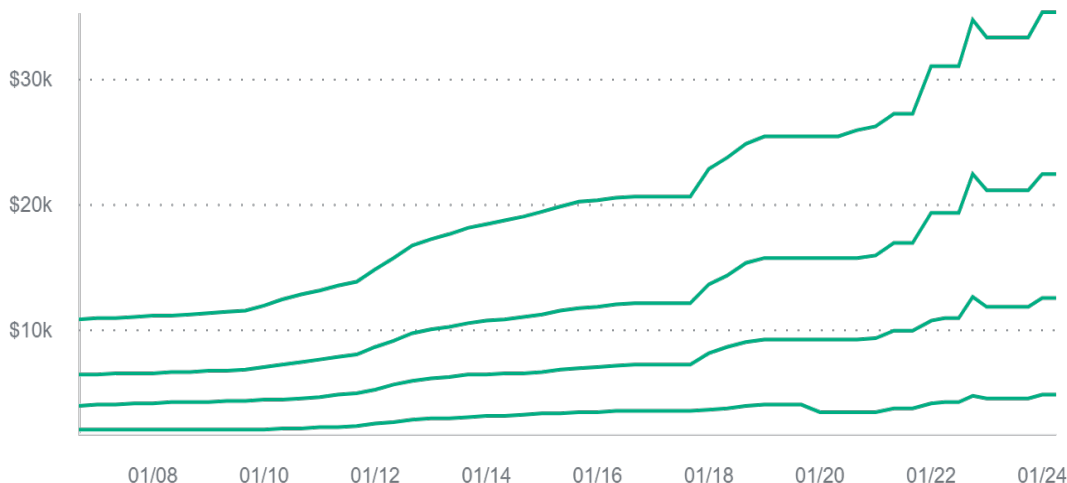
**\$12,500\***

↗ +220.5%

#4 Fair condition

**\$4,800**

↗ +140%



## Model description

Thoroughly redesigned from stem to stern, the all-new trucks for 1973 proved to be the longest lived series in GMC's history and is the one to have for fans of three-box styling. Aside from wheels and hubcaps, there aren't many curves in the design, unless you count the body sides that feature a sculpted character line with a central plateau body panel and the first use of curved side glass on a GM truck.

This platform also featured GM's first in-house built crew cab, along with the Suburban's finally getting four doors like a normal station wagon. GMC also offered this cab with only a single front bench seat beginning in 1976 as the Bonus Cab, as something of a competitor to the Dodge Club Cab and Ford SuperCab.

Trim lines ranged from the entry level Custom, Custom Super, Sierra, to top end Sierra Grande. Names were revised in 1975, with the hierarchy going from Sierra, Sierra Grande, High Sierra, to Sierra Classic. This remained in effect through 1982, when the High Sierra was dropped, with the others continuing through the end of series production. 1975 also saw a one-year only "Gentleman Jim" package.

1980 had a one-year only front end, with a flatter front grille and square headlights. It proved to be a preview for 1981 and the rest of the production run, with an all new simplified front clip, new hood and single plane grille. Powertrains generally continued as before 1973, except that the 454 cid big block replaced the previous 402. In 1978, GM's infamous 350 V-8 diesel pickup was introduced. 1982 saw a vastly improved 6.2-liter diesel introduced as its replacement.

The 1987 model year - the final year of production - saw the series designators changed. The two-wheel-drive C-series became the R-series, then the four-wheel-drive K-series was renamed the V-series. This was done to allow for concurrent production of its replacement early in 1987 of the all-new C and K models.

### Body styles

2dr Pickup

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## Engine types

6-cyl. 262cid/160hp TBI OHV

8-cyl. 305cid/170hp TBI OHV

8-cyl. 350cid/210hp TBI OHV

8-cyl. 379cid/130hp MFI OHV  
Diesel

## 1973-1991 GMC C/K Series Pickup stats

Highest sale

**\$165,000**

Lowest sale

**\$650**

Most recent sale

**\$35,000**

Sales

**570**

## Equipment

## Standard Equipment

3 Speed Manual

Active (Manual) Belts

None

## Optional Equipment

Air Conditioning

Power Brakes

Power Steering

Power Windows

Tilt Steering Wheel

## Additional Info

Drive Type: RWD

Manufacturer Code: C137

Manufacturer MSRP: 8554

Market Segmentation: Full Size Half Ton  
Pickup

Shipping Weight: 3301

Truck Front Axle: Standard Axle

Truck Gross Vehicle Weight Rating Code:  
Indeterminate

Truck Gross Weight Rating: Indeterminate

Truck Rear Axle: Single

Truck Tonnage Rating Code: B

Truck Tonnage Rating: 1/2

Wheel Base Longest - Inches: 131.5

Wheel Base Shortest - Inches: 117.5

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## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.