

1989 Chrysler TC by Maserati

2dr Convertible · 6-cyl. 3.0L 181cid/141hp

#1 Concours condition

\$17,700

↗ +1.7%

#2 Excellent condition

\$12,800

↘ -3.8%

#3 Good condition

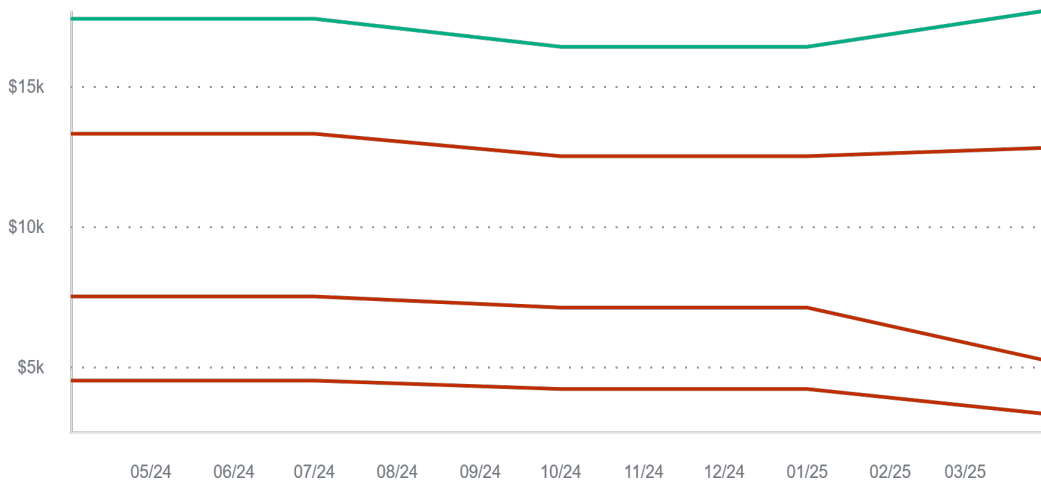
\$5,200*

↘ -30.7%

#4 Fair condition

\$3,300

↘ -26.7%



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

Model description

In 1987, Cadillac had its Allante, a semi-exotic flagship with bodies built in Italy by Pininfarina and shipped to the U.S. for assembly. In 1988, Buick had its Reatta, another two-seat semi-exotic flagship. Planning for Chrysler's own two-seat semi-exotic began in 1984, with the signing of a memorandum of understanding between Chrysler and Alejandro de Tomaso.

The new TC was slated for introduction in 1987, but it took two additional years to hit the market. It debuted after the lower-tier and similarly styled LeBaron convertible, thus denting its flagship status from the start. Instead of the new look being passed from the top down, the public got the chance to buy a lower-priced car with a similar look first. This essentially doomed the TC before it even started.

Still, the TC was a hand-crafted car, with some nice details, especially the leather upholstery. Pricing ran in the \$30,000–\$33,000 range when new, which was about what a standard Corvette cost and half the price of the Allante, though about \$4,000 above the Reatta.

Initially, the TC came with a 160-hp 2.2-liter turbocharged and intercooled four, with the option of a 200-horsepower "Maserati" variant with special 16-valve head and equipped with a German Getrag five-speed transaxle. By the 1990 model year, Chrysler had heard enough from buyers about turbo lag and the rough nature of the engines, and it offered up a Mitsubishi-supplied 3.0-liter single-overhead-camshaft V-6 as found in sedans and minivans. The V-6 replaced the standard four cylinder, and had a new four-speed automatic transaxle. The engine was as smooth but offered up only 141 horsepower. The 200-hp engine and five-speed continued as an option.

Production ended in calendar year 1990, though a few 1991 model-year cars were produced. Approximately 7,300 units were built in total.

The Chrysler TC car had plenty of substance, with technology befitting what the Brits refer to as a "bespoke" high-end vehicle. And it was truly international beyond its styling partnership: A Teves anti-lock braking system was employed, and struts and shocks were specially developed by Fichtel and Sachs. The alloy wheels were fabricated in Italy by Formula One supplier Fondmetal. Forged pistons for the 200-hp engine were supplied by Mahle of Germany, and Japanese firm IHI supplied the turbocharger.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Aficionados consider these to be the best Maserati ever built — certainly less finicky than the high-strung V-6 and V-8-powered true exotics — as well as the best Chrysler ever built. In the current market, they are a hand-built bargain, though restoration candidates will put you underwater fast. Better to buy the best one and take care of it.

Body styles

2dr Convertible

Engine types

6-cyl. 3.0L 181cid/141hp

1989-1991 Chrysler TC by Maserati stats

Highest sale	Lowest sale	Most recent sale	Sales
\$77,000	\$1,200	\$9,555	140

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.