

1987 Cadillac Eldorado

2dr Coupe · 8-cyl. 249cid/130hp FI

#1 Concours condition

\$17,200

↘ -3.4%

#2 Excellent condition

\$12,000

↘ -3.2%

#3 Good condition

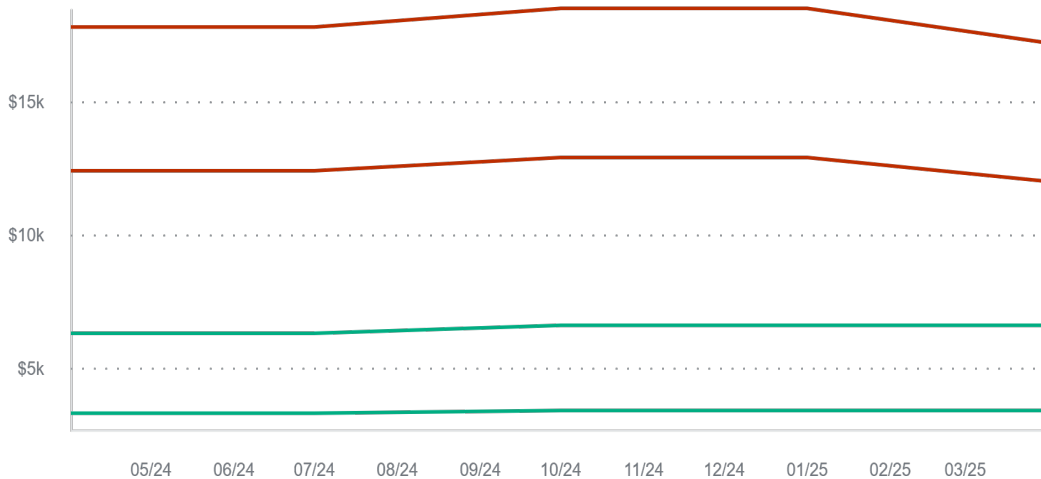
\$6,600*

↗ +4.8%

#4 Fair condition

\$3,400

↗ +3%



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

Model description

Cadillac downsized the Eldorado for this generation, placing the name on a shortened version of the E-body front wheel drive platform shared with the Oldsmobile Toronado and Buick Riviera. But where the other brands offered a V-6 engine, Cadillac used their proprietary 4.1-liter V-8, mounted transversely in the engine bay.

The new Eldorado was available only as a two-door coupe. The prior generation's convertible was discontinued. The 4.1-liter engine produced 130 hp and 200 lb-ft of torque, and the transmission was a four-speed automatic.

Borrowing a page from the Corvette, the rear suspension used a single fiberglass transverse leaf spring for a fully independent rear end. Four wheel disc brakes were standard, along with electronic leveling.

Inside, the 1986 Eldorado offered a fully digital display, bucket seats with lumbar support, cruise control, and all comforts and conveniences of the era. The optional Biarritz edition also featured an upgraded interior.

For 1987, customers could order a "cabriolet" roof – the false convertible look with cloth covering the back half of the roof, and smaller "opera" rear side windows. Buyers could also opt for a built-in cellular telephone in the center console.

1988 saw a mid-generation refresh to the model, and public response was positive. Formerly low sales jumped to over 33,000 units, largely due to the new bodywork adding 3 inches to overall length and a 4.5-liter V-8 with 155 hp and 240 lb-ft of torque. The same four-speed automatic transmission was standard. 1988 options included the Touring Suspension, a \$155 add-on that offered larger wheels and a firmer ride. A vinyl landau roof replaced the optional cabriolet treatment.

1989 models continued mostly unchanged from 1988, but this was the first year that a compact disc player was optional in the sound system for the Eldorado. 1990 saw the introduction of the Eldorado Touring Coupe, which was an extension of the Touring Suspension package, and featured a taller final drive ratio and upgraded suspension.

For the final year of this generation, Cadillac introduced the new 4.9-liter V-8 engine with port fuel injection and a new electronically controlled four-speed automatic. The new engine was good for 200 hp and 275 lb-ft of torque – bringing the Eldorado back at least a share of its past glory.

*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.

Collectors will want to gravitate towards the later years, selecting a 1991 model of the Eldorado Touring Coupe if at all possible. Because these years were transitional for technology such as the digital dashboard, finding a car where all features are still working may be a challenge.

Body styles

2dr Coupe

Engine types

8-cyl. 249cid/130hp FI

1986-1991 Cadillac Eldorado stats

Highest sale	Lowest sale	Most recent sale	Sales
\$23,650	\$1,026	\$9,870	84

Equipment

Standard Equipment

- 4 Speed Automatic
- AM/FM
- Active (Manual) Belts
- Air Conditioning
- Power Brakes
- Power Steering
- Power Windows
- Tilt Steering Wheel

Optional Equipment

- AM/FM CASS
- Manual Sun/Moon Roof

Additional Info

- Drive Type: FWD
- Front Tire Size Code: 19
- Front Tire Size: 14R205
- Manufacturer Code: C137
- Manufacturer MSRP: 23740
- Market Segmentation: Luxury Sport
- Shipping Weight: 3360
- Wheel Base Longest - Inches: 108.0
- Wheel Base Shortest - Inches: 108.0

Vehicle's condition classification

#1. Concours

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

#3. Good

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

#2. Excellent

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

#4. Fair

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