

# 1983 Cadillac Eldorado

2dr Coupe • 8-cyl. 239cid/135hp DFI

#1 Concours condition

**\$30,400**

▼ -17.6%

#2 Excellent condition

**\$19,000**

▼ -17.7%

#3 Good condition

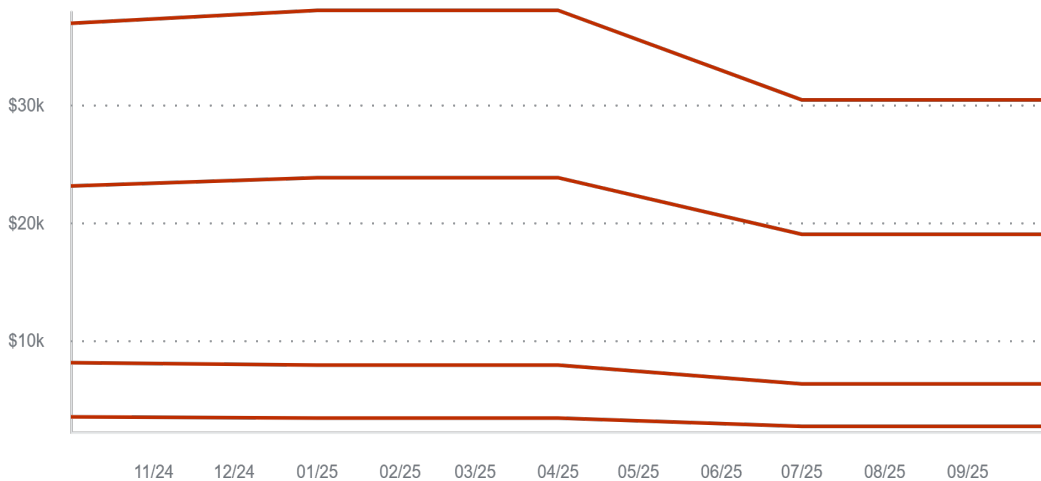
**\$6,300\***

▼ -22.2%

#4 Fair condition

**\$2,700**

▼ -22.9%



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

## Model description

Much like the rest of the American automakers, Cadillac downsized the 1979 Eldorado in response to rising gas prices and shifting consumer preference towards fuel economy. In addition to a smaller and lighter package (more than 1,000 pounds lighter, in fact, and 20 inches shorter), last year's 425-cid V-8 engine was scuttled in favor of a 170-hp, Oldsmobile-built 350-cid mill with fuel-injection. A diesel variant of the 350 was also optional. New for this year was independent rear suspension. The 1979 Eldorado was available only as a two-door coupe, though the Biarritz package added a stainless steel roof over the front occupants.

The 1980 and 1981 models were mostly unchanged, though a complex V-8-6-4 engine system was optional. This unit governed the cylinders' intake and exhaust systems in order to allow the engine to run on only those cylinders that were deemed necessary for the current driving conditions. The engine didn't stay in the lineup long, and was replaced by a 4.1-liter V-8 and a V-6. The 4.1-liter V-8's power was bumped up to 135 for 1983. The Eldorado's base price at this point was \$19,334.

The biggest change during this generation of Eldorado was the reintroduction of a convertible to the model in 1984—the first since the 1976 model. Priced at \$31,286, 3,300 were sold. The 1985 model year was again largely unchanged as Cadillac braced for a drastic redesign for the 1986 model.

All Cadillac Eldorados of this generation had well-equipped interiors, with plush leather seats, climate control, and more. The long hood / short deck proportions are quite different from the more iconic Eldorados of the 1950s and 1960s, but the look has actually aged quite well, and these cars are beginning to see a level of interest they haven't seen since they were new cars. The diesel engines were problematic when new, and only generate slight interest today from those looking for a more economical way to ride in high 1980s style. Instead, the better bet is to find a low-mile and coddled example of the injected cars, of which surprisingly many still exist.

\*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)<sup>®</sup> 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.

**Body styles**

2dr Coupe

**Engine types**

8-cyl. 239cid/135hp DFI

**1979-1985 Cadillac Eldorado stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$57,750</b>	<b>\$848</b>	<b>\$8,085</b>	<b>471</b>

**Equipment**

**Additional Info**

Drive Type: FWD

Front Tire Size Code: 30

Front Tire Size: 15R205

Manufacturer Code: C137

Manufacturer MSRP: 19334

Market Segmentation: Luxury Sport

Shipping Weight: 3748

Wheel Base Longest - Inches: 114.0

Wheel Base Shortest - Inches: 114.0

**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.

**#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.