

# 1973 Chevrolet Chevelle SS

2dr Coupe · 8-cyl. 350cid/175hp 4bbl L48

#1 Concours condition

**\$30,500**

0%

#2 Excellent condition

**\$25,300**

-4.9%

#3 Good condition

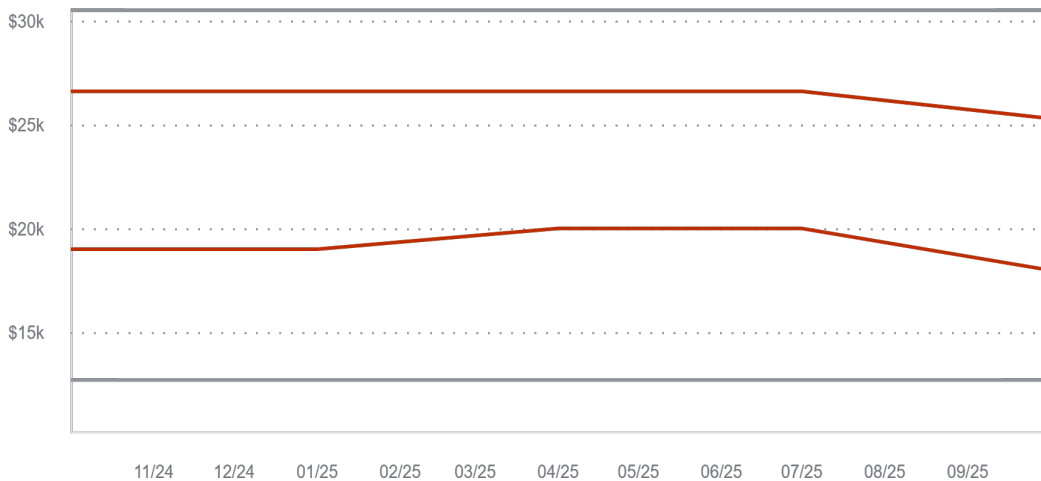
**\$18,000\***

-5.3%

#4 Fair condition

**\$12,700**

0%



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

## Value adjustments

**+15%**  
for 4-spd.

**-50%**  
for 6-cyl.

## Model description

The 1973 Chevelle was big news for Chevrolet. While the muscle car era had suddenly ground to a halt, the new Chevelle, Malibu, and Laguna lines carried the torch of America's best-selling manufacturer's best-selling model. Rather than being the performance benchmark for Chevrolet, which was a difficult proposition given new emissions and safety regulations, the new Chevelle sold on style. The model carried both traditional and "colonnade" styling that was swoopy and attractive, and was applied to four-door sedans, two-door coupes, and four-door stations wagons, with no convertible available this year. The Chevelle line was also outfitted in Deluxe, Malibu, and Laguna trims.

The 1973 Chevelle Laguna sub-series included a body-colored flexible plastic front end with distinctive styling as well as other trim changes, and the car carried a standard V-8. The stalwart 250-cid inline six-cylinder motor was standard on the base Deluxe Chevelle, and the famous small-block Chevrolet V-8s of 307 and 350 cid were optional, as was the big-block 454-cid V-8. An interesting and unusual option was swing-out front high-back bucket seats.

\*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.

By the time 1974 came along the OPEC fuel crisis had hit Detroit hard, but the mid-sized Chevelle actually sold better than it did the previous year, largely due to its small-block V-8s. Some name changes were made this year, with the Deluxe name being dropped, the Malibu gaining a luxury Classic variant, and the Laguna seeing the addition of the S-3 coupe. The S-3 Laguna carried sporty touches, special instruments including a tachometer, and unique exterior graphics. The venerable 307-cid V-8 was dropped this year, leaving buyers to choose between a 250-cid six, a 350-cid V-8, a new-to-Chevelle small-block 400-cid V-8, and the big-block 454 V-8.

Catalytic converters were added to all General Motors vehicles sold in the U.S. and Canada in 1975, and these devices allowed the engines to be tuned for better performance and fuel efficiency. This changeover also marked the switch to unleaded gasoline. The basic Laguna was dropped, and the Laguna S-3's front end was restyled, giving the car a new aerodynamic look. For 1976, the Malibu Classic obtained exclusive stacked headlights. Mileage ratings along with engines were further improved (now 20 mpg on the highway and 14 mpg in the city for the six-cylinder), and a new 305 V8 was introduced.

The 1977 cars were largely carried over in anticipation of all-new downsized cars for 1978. The one big change was that the big-block 454 V8 was now relegated to trucks, and no longer available on any Chevrolet car.

Mid- to late-1970s Chevrolet Chevelles have yet to receive much attention from collectors, which means that prices are still fairly low. The sportier Laguna and Malibu models have the most potential, though station wagons tend to attract nostalgic buyers. Any Chevelle of this era is fairly easy to live with, as parts are plentiful and mechanicals are straightforward. Rust, as on any older car, can be a serious issue, so seek out a car from a dry climate whenever possible.

**Body styles**

2dr Coupe

**Engine types**

8-cyl. 350cid/145hp 2bbl L65

8-cyl. 350cid/175hp 4bbl L48

8-cyl. 454cid/245hp 4bbl LS4

**1973-1977 Chevrolet Chevelle stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$71,375</b>	<b>\$770</b>	<b>\$71,375</b>	<b>77</b>

**Equipment**

**Standard Equipment**

- 3-Speed Manual Transmission
- Bench Seat
- Heater/Defroster
- Power Front Disc Brakes

**Optional Equipment**

- Air Conditioning
- Bucket Seats
- Power Brakes
- Power Steering
- Power Windows
- Speed Control
- Tachometer
- White Sidewall Tires

**Additional Info**

- Shipping Weight: 3636 lbs
- Vehicle Length: 203 in
- Wheelbase - Inches: 112 in

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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.

### #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.