

# 1977 Chevrolet Corvette

2dr Coupe . 8-cyl. 350cid/210hp 4bbl L82

#1 Concours condition

**\$38,500**

↗ +17.4%

#2 Excellent condition

**\$26,800**

↗ +28.2%

#3 Good condition

**\$15,400\***

↗ +16.7%

#4 Fair condition

**\$8,500**

↗ +13.3%



## Value adjustments

|   |   |                                 |                             |                                 |
|---|---|---------------------------------|-----------------------------|---------------------------------|
| <b>+\$500</b><br>for close ratio 4-spd.   | <b>-8%</b><br>for auto trans.             | <b>+\$200</b><br>for pwr wndws. | <b>+\$1,000</b><br>for a/c. | <b>+\$400</b><br>for alum whls. |
| <b>+\$500</b><br>for gymkhana suspension. | <b>+\$750</b><br>for tilt/tele strng whl. |                                 |                             |                                 |

## Model description

Unfortunately, the Chevy Corvette did not get a horsepower increase for 1977, unlike much of the rest of the Chevrolet range. The base car still produced 180 bhp from its 350 cid V-8 and was fitted with either a wide-ratio M20 4-speed gearbox or 3-speed Turbo Hydra-Matic automatic transmission. Despite the lack of major changes, production climbed again, to 49,213 coupes and the base price jumped a whopping \$1,000 to \$8,647.65.

Most changes for the 1977 Corvette were to the interior, with the steering wheel moved two inches away from the driver, leather seats now fitted as standard and a new console for heater and air-conditioning made deeper so the standard Delco radio could be used. Buyers who didn't order the tilt-telescopic wheel (only about 2,000) got the old 1976 steering wheel.

Headlight and windshield wiper controls were now on the steering column, while the rear view mirror moved to the windshield. Finally, early cars can be told from late cars as the engine color changed from orange to blue between August 23 and September 7 1976.

\*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.

Comfort and convenience trends continued with 44,341 buyers spending \$116 for power windows, 36,763 buying \$22 color keyed floor mats, 45,249 laying out \$553 for air-conditioning, 41,231 picking the Hydra-Matic auto transmission for no extra cost, and 29,161 investing \$88 for speed control. A total of 40,872 cars were fitted with the ZX2 Convenience Group, which added a dome light, headlight warning buzzer, engine inspection light, low fuel light, interior courtesy light and right side mirror.

Sport mirrors were a \$36 option bought by 20,206 customers. The V54 roof rack package was designed to hold the T-Tops to make more room in the trunk, and 16,860 spent \$73 to take the chance their roof panels wouldn't be stolen while they were out to lunch.

Performance options were a minor consideration. Only 7,269 buyers paid \$38 for the gymkhana suspension, 6,148 spent \$495 for the L82 210 bhp engine, and 2,060 bought the close-ratio 4-speed gearbox. A total 289 buyers actually opted for the ZN1 trailer towing package.

Black returned to the color palette again for the 1977 'Vette and was the second most popular choice (6,070), far behind the 9,408 white cars and ahead of Silver (5,518). Corvette Light Blue attracted 5,967 buyers, while Corvette Dark Blue attracted 4,065. Corvette Tan found 4,588 buyers, Corvette Orange 4,012, Corvette Dark Red 3,434 and Corvette Bright Yellow 1,942. Medium Red was bought by 4,057 customers. Rarest colors were Corvette Yellow (71) and Corvette Chartreuse, which attracted one order.

**Body styles**

2dr Coupe

**Engine types**

8-cyl. 350cid/180hp 4bbl L48

8-cyl. 350cid/210hp 4bbl L82

## 1968-1982 Chevrolet Corvette stats

| Number produced ** | Highest sale       | Lowest sale  | Most recent sale | Sales       |
|--------------------|--------------------|--------------|------------------|-------------|
| <b>6148</b>        | <b>\$3,140,000</b> | <b>\$440</b> | <b>\$49,350</b>  | <b>9708</b> |

\*\* Number produced is specific to this year and configuration.

## Equipment

| Standard Equipment          | Optional Equipment         | Additional Info           |
|-----------------------------|----------------------------|---------------------------|
| 4-Speed Manual Transmission | AM/FM                      | Shipping Weight: 3534 lbs |
| Bucket Seats                | Air Conditioning           | Vehicle Length: 185.2 in  |
| Disc Brakes                 | Automatic Transmission     | Wheelbase - Inches: 98 in |
| Heater/Defroster            | Gymkhana Suspension        |                           |
| Seat Belts                  | Power Brakes               |                           |
| Tachometer                  | Power Steering             |                           |
|                             | Power Windows              |                           |
|                             | Speed Control              |                           |
|                             | Telescopic Steering Column |                           |
|                             | White Lettered Tires       |                           |

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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.