

1984 Chevrolet Corvette

2dr Coupe · 8-cyl. 350cid/205hp CPI

#1 Concours condition

\$32,900

↗ +9.3%

#2 Excellent condition

\$19,400

↗ +9%

#3 Good condition

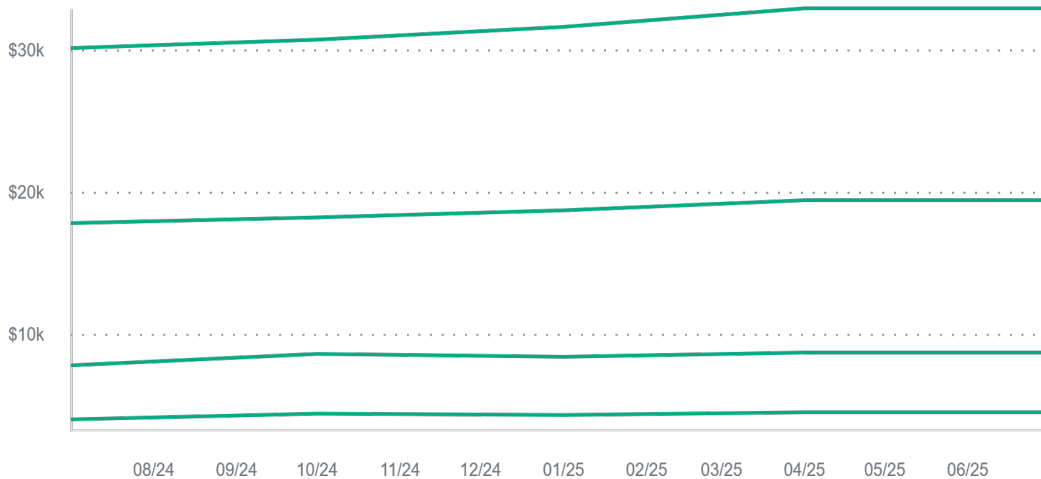
\$8,700*

↗ +11.5%

#4 Fair condition

\$4,500

↗ +12.5%



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

Value adjustments

+\$500
for glass roof.

+\$500
for Z51 suspension
pkg.

-8%
for auto trans.

Model description

The fourth generation (C4) Chevrolet Corvette was introduced for the 1984 production year, replacing the long-in-the-tooth C3 that had bowed out in 1982. There was no 1983 model year for the Corvette. The new 1984 car was instantly recognized as a thoroughly more advanced design, both in terms of the aerodynamic shape and the chassis underneath.

Styling was a futuristic evolution of the traditional Corvette look that dated to 1963 with Corvette hallmarks like flip-up headlights and quad taillights, but the shape was more slippery with a better drag coefficient.

Under the clamshell-style hood and carried over from the old C3 Corvette was the Chevy L83 V-8 displacing 350 cid and making just 205 horsepower. It would be replaced a year later. Power was managed by an odd transmission - the Doug Nash "4+3" which consisted of a four-speed manual, with overdrives on the top three gears. An automatic was also available.

*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.

The C4 Corvette wasn't body-on-frame, nor was it quite a unibody. The C4 had what GM called a "Uniframe" construction. It featured a traditional rail frame, with the windshield frame and B-pillar frame integrated to the frame. The targa top, when installed, connected the windshield and B-frame, thus becoming part of the structure. As a result it did not simply latch in but had to screw in. The C4 also had large side sills which resulted in a big climb in and out. Coil springs were also replaced with a plastic transverse mono leaf-spring, significantly reducing the weight of the suspension components while providing body rigidity.

The interior of the C4 was pure 1980s. Straight lines and right angles dominated the cabin aesthetic, and the digital instrument panel looked like something out of an arcade game.

51,547 examples of the Corvette were sold in 1984, marking the single best sales year for the C4 production run, which ran until 1996. A 1983 issue of Car and Driver exclaimed, "It is hands-down the fastest American automobile." Testing resulted in a top speed of 140 mph a 0-60 time under seven seconds, and a 15.2-second quarter-mile time. Almost 35 years later, your results may vary. If going to test drive a C4, just remember that the emergency brake is located between the driver's seat and the doorsill.

Another thing to note about the C4 Corvettes is that they were gradually and significantly improved over time and the '84 is arguably the least interesting to drive. From a collectability standpoint, it has the significance of being the first year of the fourth generation Corvette. For people who want a C4 to drive and enjoy, though, later model years may be a better choice.

Body styles

2dr Coupe

Engine types

8-cyl. 350cid/205hp CPI

1984-1996 Chevrolet Corvette stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
51,547	\$880,000	\$32	\$26,250	5588

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

Equipment

Additional Info

Drive Type: RWD

Front Tire Size Code: 42

Front Tire Size: 16R255

Manufacturer Code: C137

Manufacturer MSRP: 21800

Market Segmentation: Luxury Sport

Shipping Weight: 3087

Wheel Base Longest - Inches: 96.0

Wheel Base Shortest - Inches: 96.0

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.