

1996 Chevrolet Impala SS

4dr Sedan • 8-cyl. 350cid/260hp SFI

#1 Concours condition

\$54,900

↗ +0.7%

#2 Excellent condition

\$32,400

↗ +0.6%

#3 Good condition

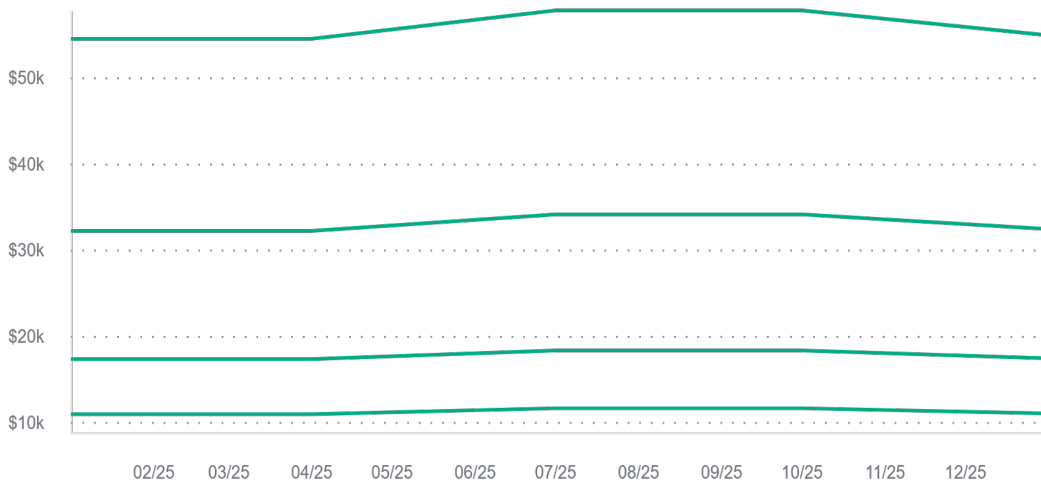
\$17,400*

↗ +0.6%

#4 Fair condition

\$11,000

↗ +0.9%



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

Model description

Derived from the Caprice and built on the GM B-body platform, the 1994-96 Chevrolet Impala SS was first teased as a concept car at the 1992 Detroit Auto Show. The production version differed little from the concept and was produced at GM's facility in Arlington, Texas. It was equipped with the Caprice's 9C1 police package, which included such goodies as beefed up suspension, a high-capacity cooling system, dual exhaust, a transmission cooler and larger disc brakes. A limited-slip rear differential was standard, and the SS rode on 17-inch alloy wheels. Prices started at around \$22,500.

Under the hood was GM's 5.7-liter LT1 V-8 also used by the Corvette and Camaro. In the Impala, however, the LT1 had cast iron cylinder heads instead of aluminum as well as a different camshaft set up for usable torque rather than peak power and two-bolt main bearing caps instead of the four on the Corvette. Horsepower was 260, but torque was an impressive 330 lb-ft. At 4,300 pounds, the Impala SS was hefty, but it was lighter on its feet than it looked thanks to bits from the 9C1 package, and it would do 0-60 in seven seconds and the quarter mile in 15.3 seconds.

1994 models were only available in black with a gray interior, and just 6,300 were sold in that shortened model year. In 1995, the similarly sinister shades of Dark Grey Green and Dark Cherry Metallic were added, and over 21,000 were sold. In 1996, a further 42,000 Impala SSs were sold, and revisions included a redesigned instrument panel with tachometer and relocating the shifter from the column to the floor. The car's days were numbered, however, as the whole B-body line was discontinued after 1996, making this the last of the rear-wheel drive Impalas.

These cars make solid, comfortable cruisers and they're quicker than most people would guess. Other than general 1990s GM build quality issues, the Optispark ignition fitted to the LT1 is prone to failure, although many have been fixed or retrofitted with a better system by now. After an absence of a few years, Chevy brought back the Impala for the year 2000 as a front-wheel drive V-6 sedan. There was an SS model, but most people see these 1994-96 cars as the end of an era.

*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.

Body styles

4dr Sedan

Engine types

8-cyl. 350cid/260hp SFI

1994-1996 Chevrolet Impala SS stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
41,941	\$85,800	\$3,190	\$36,300	459

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

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.