

1992 Chevrolet Corvette

2dr Convertible • 8-cyl. 350cid/300hp MPFI

#1 Concours condition

\$36,300

↗ +6.1%

#2 Excellent condition

\$26,300

↗ +9.6%

#3 Good condition

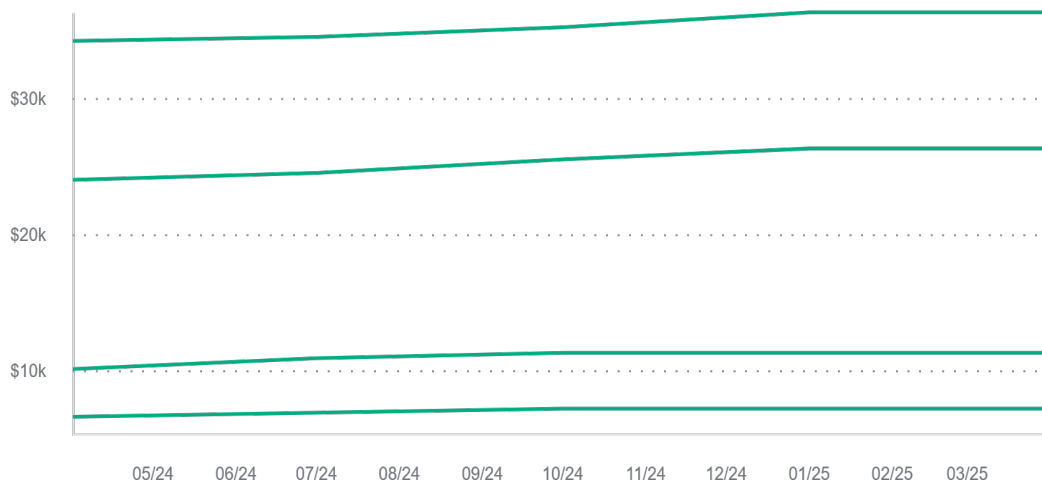
\$11,300*

↗ +11.9%

#4 Fair condition

\$7,200

↗ +9.1%



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

Value adjustments

+\$500
for glass roof on
cpe.

+\$1,000
for hard top on conv.

-10%
for auto trans.

Model description

By 1992, the C4 Chevrolet Corvette had evolved into a thoroughly modern sports car for the time. With the ZR-1-inspired exterior from 1991 and the updated interior from 1990, the only remaining component was a new engine to replace the adequate but unremarkable L98.

This year brought the LT1 to the Corvette; a second-generation small-block Chevy V-8. It still displaced 350 cid and focused on fuel and air management as well as engine cooling. As a result, the LT1 was 20 percent more powerful, making 300 horsepower and 330 lb-ft of torque. Additionally, the introduction of synthetic oils meant that oil coolers were no longer needed. Finally, a limiter automatically shut fuel off above 5,850 RPM to prevent over revving and the potential for engine damage.

In addition to making a lot more power, this new engine had better fuel economy than the outgoing L98 V8, and met higher emissions standards. This was a cleaner, meaner 'Vette.

*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.

All Corvettes now came with a new Acceleration Slip Regulation system as standard equipment. It used throttle adjustments and braking to help improve traction, but is easily defeat-able with an in-cabin switch.

The cabin of the 1992 Corvette was further improved with revised weather stripping and additional insulation. Buttons on the instrument panel were changed to black in an attempt to make them easier to read. While there was a power delay feature for accessories in previous models, the 1992 version allowed some accessories to run briefly even after the key was removed.

1992 marked the slowest sales year for the C4 Corvette, with 20,479 examples sold. Of that, 502 'Vettes were the ZR-1 high-performance model. The millionth Chevy Corvette sold was a 1992 C4.

Body styles

2dr Convertible 2dr Coupe

Engine types

8-cyl. 350cid/300hp MPFI

1984-1996 Chevrolet Corvette stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
5875	\$880,000	\$32	\$9,585	4959

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

Equipment

Standard Equipment

4 Speed Automatic
AM/FM CASS
Air Conditioning
All Wheel
Driver Front Air Bag/Passenger Active Belts
Pass Key
Power Brakes
Power Steering
Power Windows
Removable Panels
Tilt Steering Wheel

Optional Equipment

AM/FM CD

Additional Info

Drive Type: RWD
Front Tire Size Code: 50
Front Tire Size: 17R275
Manufacturer Code: C137
Manufacturer MSRP: 40145
Market Segmentation: Luxury Sport
Shipping Weight: 3269
Wheel Base Longest - Inches: 96.2
Wheel Base Shortest - Inches: 96.2

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.