

1983 Chevrolet El Camino Conquista

2dr Pickup . 8-cyl. 305cid/145hp 4bbl

#1 Concours condition

\$23,900

0%

#2 Excellent condition

\$19,400

0%

#3 Good condition

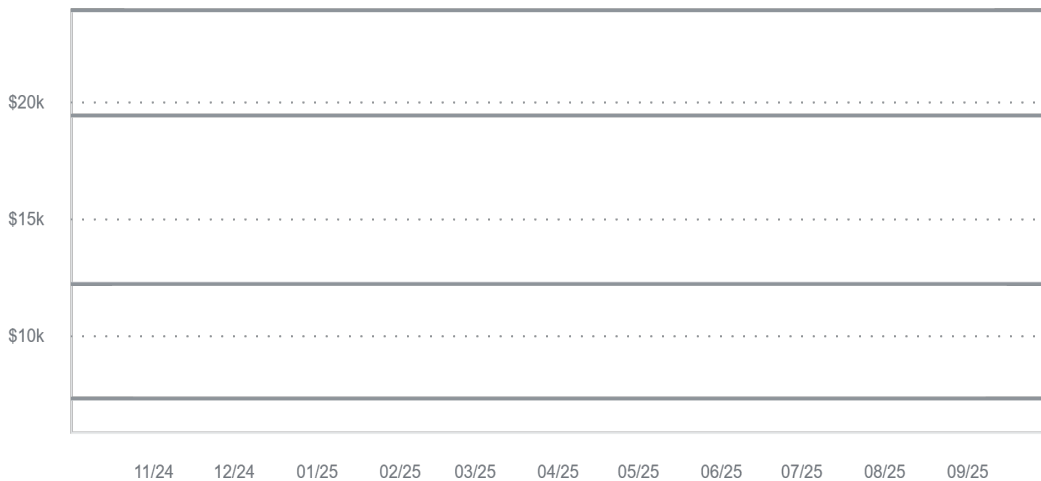
\$12,200*

0%

#4 Fair condition

\$7,300

0%



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

Value adjustments

+\$1,000
for hard top.

-10%
for auto trans.

Model description

The Chevrolet El Camino was GM's response to the success of the 1957 Ford Ranchero. The idea of a car-based light duty pickup or coupe utility had been played around with prior to World War II but it seemed to have been forgotten until the 1950s when the success of the "gentleman" pickups like the Chevy Cameo indicated that the market was ready for an even more car-like pickup truck.

The idea lasted well into the 1980s with the final down-sized Malibu-based generation that bowed in 1978. It was a trim and handsome vehicle, although it lacked the classic status of the earlier Chevelle-based El Caminos. Like nearly everything else built during the malaise-era, the choice of powertrains was a bit uninspiring. Nonetheless, payload was still a hefty 800 pounds, which made the car a flexible and practical choice.

*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.

Obviously, the big block options were long gone. The most powerful engine available was a 350-c.i. V-8 that made 170 hp. The base engine was a V-6 that started at 200 cubic inches and was later enlarged to 229 – a welcome change as the 200 made only 95 hp whereas the larger 229 made 115 hp. A 267-c.i. and 305-c.i. V-8 came and went in the mix as well with the 267 making more torque but little more power than the V-6. Both three-speed and four-speed floor-shift manual transmissions were available.

Perhaps the oddest engine choice available was the ill-fated Oldsmobile diesel. While efficiency was great, warranty claims were through the roof and the engine was quickly consigned to history after effectively killing the market for diesels in the U.S.

The 1982-87 El Camino sported the same quad headlight front end as the corresponding Malibu sedan. Perhaps the most collectible El Camino of this era is the 1984-87 SS, which had a NASCAR inspired aerodynamic front end, upfitted by ChooChoo Customs. Other notable variants include the decal-laden Black Knight and Royal Knight SS models, and the two-tone Conquista trim.

Fifth generation El Caminos are an inexpensive way to buy a collectible that is both practical and a certain attention-getter.

Body styles

2dr Pickup

Engine types

8-cyl. 305cid/145hp 4bbl

1978-1987 Chevrolet El Camino stats

Highest sale	Lowest sale	Most recent sale	Sales
\$72,360	\$795	\$8,400	736

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.