

1995 Chevrolet Camaro Z/28

2dr Sport Coupe · 8-cyl. 350cid/275hp SFI

#1 Concours condition

\$27,500

↗ +4.2%

#2 Excellent condition

\$14,000

↘ -1.4%

#3 Good condition

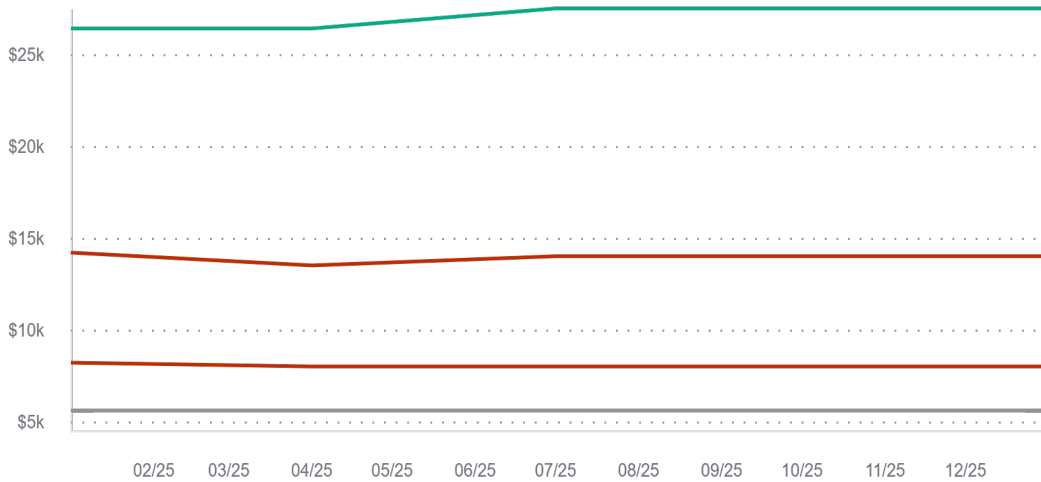
\$8,000*

↘ -2.4%

#4 Fair condition

\$5,600

↔ 0%



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

Value adjustments

+10%
for T-tops.

+15%
for Special
Performance
Package.

-10%
for auto
transmission.

Model description

For the 1995 Chevrolet Camaro, the base V-6 received an upgrade mid-year, and at the other end of the scale tuner Reeves Callaway brought real horsepower to the lineup with his expensive C8 upgrades. These included a 404hp, 350 cid V-8, body kit, Brembo brakes and suspension package.

Overall sales climbed slightly to 122,738 units, with 84,379 base models and 38,359 Z28s. A total of 30,335 customers spent upwards of \$17,915 for a Z28 Coupe while 8,024 stepped up for the \$23,095 Z28 convertible.

Traction control was available for Z28 models for the first time, and 4,380 buyers spent \$450 for the option. Positraction was chosen by 4,380 buyers, who each spent \$450. Matching roof paint was now optional instead of black.

The base V6 Camaro was equipped with a 5-speed manual gearbox as standard, while the Z28 was fitted with a 6-speed manual gearbox. Regardless, 94,928 buyers spent a hefty \$750 for the automatic. The Z28's 275hp, 350 cid LT1 engine similar to the one found in the Corvette was standard on the Z28.

*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.

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.