

1986 Chevrolet K10 Blazer Custom Deluxe

2dr Sport Utility Vehicle 4x4 · 8-cyl. 350cid/165hp 4bbl OHV

#1 Concours condition

\$46,100

▼ -8%

#2 Excellent condition

\$37,700

▼ -8%

#3 Good condition

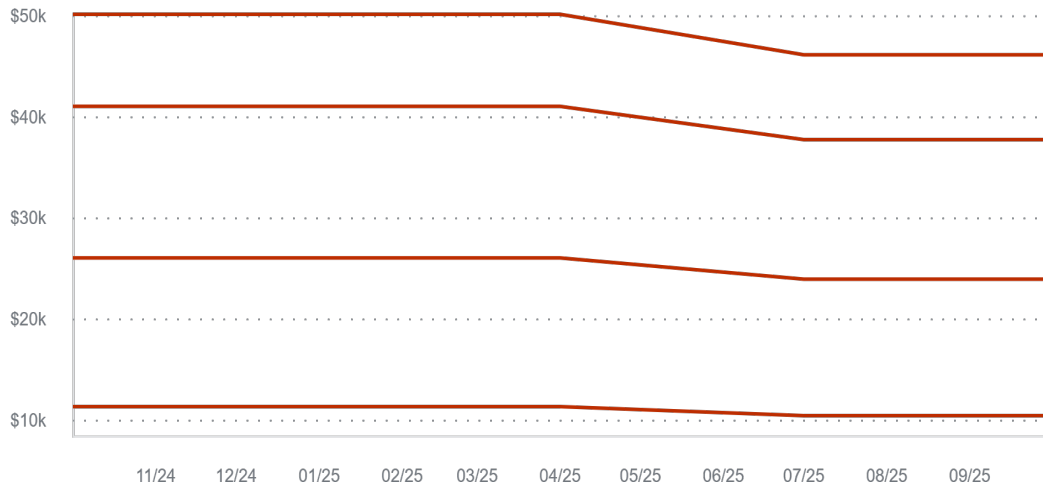
\$23,900*

▼ -8.1%

#4 Fair condition

\$10,400

▼ -8%



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

Model description

While Jeep, International, and Ford had been making small off-road-oriented but decidedly on-road used multi-purpose vehicles, it was GM who super-sized them to the half-ton pickup platform. Essentially a K-10 pickup with a very short integral box as part of the interior, the K-5 Blazer pioneered the pickup-based SUV. While retaining the stock pickup doors, the standard top was made out of fiberglass and could be unbolted. The Blazer was also available without a top or with a vinyl soft top, but the hard top was by far the most popular choice. All Blazers had a tailgate/lift gate configuration in the back. Both model range and powertrain availability also mirrored the half-ton pickups.

The Blazer proved successful enough that when GM redesigned their trucks for 1973, the Blazer was part of the program. For the second generation Chevrolet Blazer the top was abbreviated, just covering the rear section aft of the cab. Again, model range and powertrains mirrored the pickups. It was also successful enough that it was copied by Chrysler with the Dodge Ramchager and Plymouth Trailduster in 1974 and by Ford with the second-generation of the popular Bronco in 1978.

The Blazer also got pressed into military service as part of the U.S. Department of Defense CUCV (Commercial Utility Cargo Vehicle) program for civilian based tactical trucks in the early 1980s. The M-2009 Command Vehicle, built from 1983-86, was nothing more than a very heavy duty Blazer with military-specific components and chemical resistant paint. All were fitted with 6.2-liter diesel V-8s and TH400 automatic transmissions, making them the only Blazers rated as ¾-tons.

The Blazer had been successful enough for GM that the same basic design of 1973 lasted all the way until 1991.

Body styles

2dr Sport Utility Vehicle 4x4

*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.

Engine types

8-cyl. 305cid/160hp 4bbl OHV

8-cyl. 350cid/165hp 4bbl OHV

8-cyl. 379cid/130hp MFI OHV Diesel

1973-1991 Chevrolet C/K Blazer stats

Highest sale	Lowest sale	Most recent sale	Sales
\$214,500	\$358	\$34,650	986

Equipment

Standard Equipment

- 4 Speed Manual
- Active (Manual) Belts
- None
- Power Brakes
- Power Steering

Optional Equipment

- 4 Speed Automatic
- Air Conditioning
- Power Windows
- Tilt Steering Wheel

Additional Info

- Drive Type: 4RD
- Manufacturer Code: C137
- Manufacturer MSRP: 12085
- Market Segmentation: Lower Mid Size Utility
- Shipping Weight: 4228
- Truck Front Axle: Unknown
- Truck Gross Vehicle Weight Rating Code: 2
- Truck Rear Axle: Unknown
- Truck Tonnage Rating Code: B
- Truck Tonnage Rating: 1/2
- Wheel Base Longest - Inches: 106.5
- Wheel Base Shortest - Inches: 106.5

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.