

1986 Chevrolet Corvette

2dr Convertible • 8-cyl. 350cid/230hp FI

#1 Concours condition

\$33,000

↗ +7.8%

#2 Excellent condition

\$26,700

↗ +8.1%

#3 Good condition

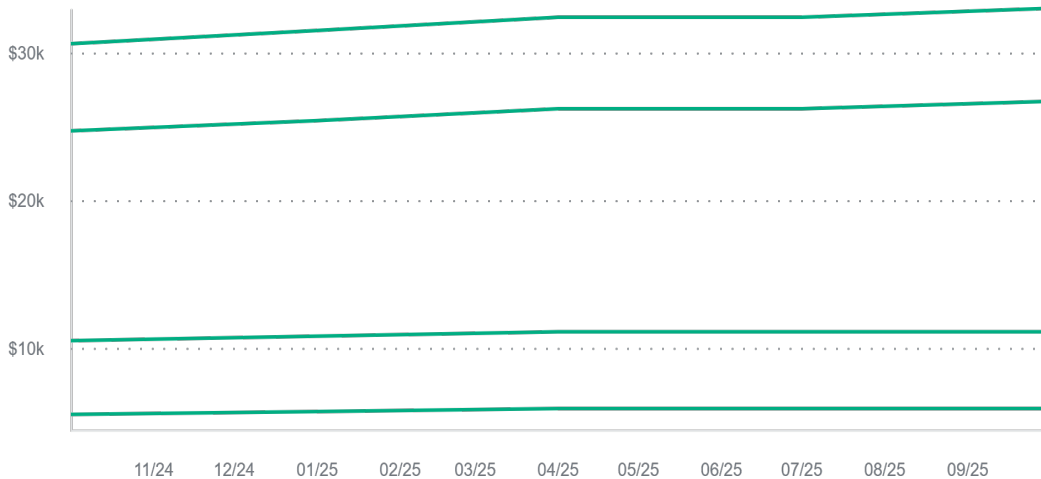
\$11,100*

↗ +5.7%

#4 Fair condition

\$5,900

↗ +7.3%



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

Value adjustments

<p>+\$500 for Z51 suspension pkg.</p>	<p>-8% for auto trans.</p>
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Model description

1986 re-introduced something that had been missing from the Chevrolet Corvette franchise since 1975— a true convertible. Considering the B-pillar and connecting material were integral to the Corvette Coupe's structure, the frame was considerably reworked and it actually resulted in the 'vette emitting less creaks over bumps. A C4 Convertible was the official pace car at the Indy 500 that year, and all 7,315 Corvette Convertibles in 1986 were shipped with the "Official Pace Car" decal in the trunk so the owner could decide to add it or not.

For the L98 engine, new aluminum heads replaced the cast iron ones, resulting in a bump of about 5 hp. Early 1986 Corvette heads proved too thin, though, and there are cracking issues under high load. These heads were later upgraded to thicker ones later in the production run, and you can tell these heads by their larger intake ports and centrally located, copper-core spark plugs. Triple catalytic converters were also added for 1986 to keep up with EPA regulations and the gas tank on automatic models was reduced by two gallons.

*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.

#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.

#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.

#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.