

# 1988 Chevrolet Camaro IROC-Z

2dr Convertible . 8-cyl. 305cid/220hp TPI

#1 Concours condition

**\$41,900**

↗ +270.8%

#2 Excellent condition

**\$29,800**

↗ +250.6%

#3 Good condition

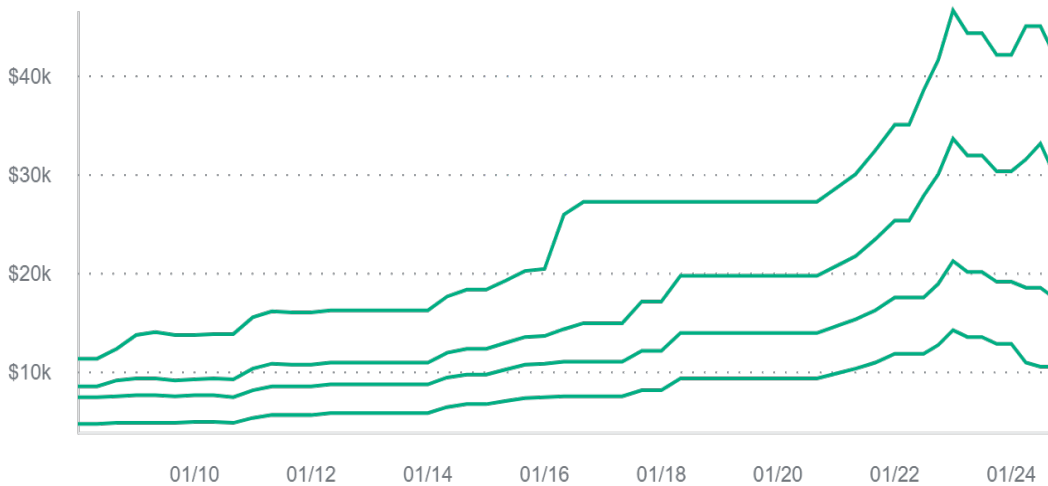
**\$17,400\***

↗ +135.1%

#4 Fair condition

**\$10,500**

↗ +123.4%



## Value adjustments

-30%  
for 6-cyl.

+10%  
for t-tops.

## Model description

Chevrolet purged half of its Camaro models this year, leaving just the Sports Coupe and IROC-Z, although both could be had as a convertible converted by ASC. The LT and Z28 were both discontinued. Production dropped to 96,275 in total, with 42,860 V-6 models and 53,455 with V-8 engines.

Base engine for the '88 Camaro was the 135hp 173 cid V-6, but the 170hp 305 cid V-8 was a \$400 option with the Sport Coupe. IROC-Z coupes and convertibles were fitted with the 170hp V-8, now with fuel injection, and a 230hp 350 cid V-8 was optional on the IROC-Z but only with an automatic transmission.

The base Sport Coupe cost \$10,995 and 66,605 were sold. The Sport Coupe Convertible found 1,859 buyers and cost \$16,255. A total of 24,050 IROC-Z Coupes were sold for \$13,490, while 3,781 buyers spent \$18,015 for an IROC-Z Convertible.

All Camaros were now built in Van Nuys, California and the "sheep in wolf's clothing" RS model, featuring IROC-Z appearance but modest power was available in a few areas, though only 7,038 were sold. Body panels were now standard across the range, though paint schemes differentiated the models. 15-inch alloy wheels were standard, though 16-inchers could be ordered with the IROC-Z.

While specific options could still be ordered, Chevrolet concentrated on four packages for the Sport Coupe and Convertible and three packages for the IROC-Z Coupe and Convertible. The base Group 1 was no charge, but Group 2, 3 and 4 were progressively more expensive, with more standard accessories.

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For example the Sport Coupe Group 2 package cost \$939 and Group 4 was \$1,939. The IROC-Z Group 2 cost \$1,846 and Group 3 totaled \$2,410. Accessories customarily included multiple power assist and luxury options like air conditioning, automatic transmission, power windows, door locks, seats and hatch, cruise control, intermittent wipers, glass T-Tops, and complex stereos. GM had taken a leaf out of Japanese marketing. By including a lot of options the cars were simpler to build, with fewer custom variations. Production was more cost-effective, saving both the company and the customer money.

Paint colors were reduced to nine for the 1988 Chevrolet Camaro, still with the problematic two-tone clear-coat paint. Bright Red was most popular (24,158), followed by Black (17,502), Dark Red (16,199), White (15,864), Medium Gray (8,628), Bright Blue (8,445), Medium Orange (3,010), Silver (1,547) and Yellow (922). All convertible tops were black, and leather interiors were available in Light Brown and Gray and similar cloth tones. Vinyl seats were discontinued.

**Body styles**

2dr Convertible                          2dr Sport Coupe

**Engine types**

8-cyl. 305cid/220hp TPI                          8-cyl. 5.0L 305cid/170hp TBI                          8-cyl. 350cid/230hp TPI

**1982-1992 Chevrolet Camaro stats**

|                  |                |                  |             |
|------------------|----------------|------------------|-------------|
| Highest sale     | Lowest sale    | Most recent sale | Sales       |
| <b>\$102,300</b> | <b>\$1,100</b> | <b>\$38,010</b>  | <b>1226</b> |

**Equipment**

| Standard Equipment    | Optional Equipment  | Additional Info                     |
|-----------------------|---------------------|-------------------------------------|
| 5 Speed Manual        | AM/FM CASS          | Drive Type: RWD                     |
| AM/FM                 | Air Conditioning    | Front Tire Size Code: 17            |
| Active (Manual) Belts | Power Windows       | Front Tire Size: 14R195             |
| None                  | Removable Panels    | Manufacturer Code: C137             |
| Power Brakes          | Tilt Steering Wheel | Manufacturer MSRP: 16255            |
| Power Steering        |                     | Market Segmentation: Mid Size Sport |
|                       |                     | Shipping Weight: 3350               |
|                       |                     | Wheel Base Longest - Inches: 101.0  |
|                       |                     | Wheel Base Shortest - Inches: 101.0 |

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## 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.