

1980 GMC Caballero (Truck)

2dr Pickup . 8-cyl. 267cid/120hp 2bbl

#1 Concours condition

\$26,000

0%

#2 Excellent condition

\$18,100

0%

#3 Good condition

\$10,700*

-6.1%

#4 Fair condition

\$5,600

-3.4%

Value adjustments

-10%
for 6-cyl.

+15%
for Diablo Pkg.

+15%
for Loreda Pkg.

+15%
for Amarillo Pkg.

Model description

Following in the footsteps of the larger 1972-77 GMC Sprint came the new, down-sized GMC Cabellero. Unlike Chevrolet's El Camino, on which both were based, GMC Truck Division chose to give their sporty light truck a new moniker when it debuted in the fall of 1977. The trucks utilized Chevy Malibu front sheetmetal, Monte Carlo doors, rear bumper and tailgate from the Malibu station wagon and essentially only the bed, roof and non-windshield glass were exclusive.

What was surprising was that it took until as late as 1972 for GMC to get a car-based pickup at all. After all, the El Camino originally came out in 1959 to take on the Ford Ranchero.

Being based upon the all-new A-body, the 1978 Cabellero had a co-exclusive 117-inch wheelbase shared with the El Camino. The extra length was handily used in the bed region, which was the same length as the prior year. Initially the Cabellero came standard with the Chevrolet Division 200 cid V-6, which was a small-block V-8 engineered with two fewer cylinders. Optional was the Buick Division 231 cid V-6 (with automatic transmission only), providing 105 hp versus the standard 95 hp. The Chevrolet small-block V-8 of 305 cubic inches was also optional, producing 145 hp. A four-barrel 350 with 165 hp was available for extra cost.

For 1979, a 267 V-8 of 125 hp was added, and for 1980 the 200 cid V-6 was upsized to 229 cid 115 hp, with the Buick V-6 relegated to California-only duty. A Diablo sports version with hood graphics and extra trim was available right from the beginning. By 1985, El Camino and thus Cabellero production had been moved to GM's plant facilities in Mexico, so the name was now even more fitting.

*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.

The 1979 trucks were virtually unchanged from the 1978's, and for 1980 a hood ornament and grille change were the only noteworthy changes. For 1981, the grille went back to resembling the 1979, and for 1982 a new front-end was adopted, which persisted to the end.

There are no break-outs of 1978 GMC sales, but for 1979, the Caballero sold 6,412 copies; for 1980, 4463; for 1981, 3994; for 1982, 2573; for 1983, 2160; for 1984, 2702; for 1985, 3057; for 1986, 2795; and the final 1987 year, unknown.

Body styles

2dr Pickup

Engine types

8-cyl. 267cid/120hp 2bbl

8-cyl. 305cid/155hp 4bbl

1978-1987 GMC Caballero Pickups stats

Highest sale	Lowest sale	Most recent sale	Sales
\$27,500	\$3,300	\$12,100	75

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.