

1990 Chevrolet C1500 454 SS

2dr Short Bed Pickup . 8-cyl. 454cid/230hp TBI OHV

#1 Concours condition

\$90,400

↗ +4%

#2 Excellent condition

\$60,400

↗ +16.2%

#3 Good condition

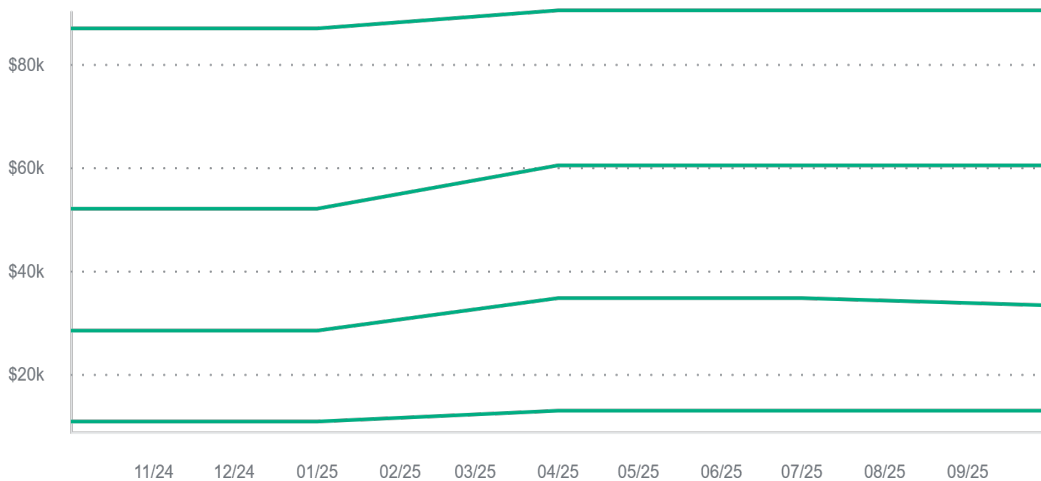
\$33,300*

↗ +17.3%

#4 Fair condition

\$12,900

↗ +19.4%



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

Value adjustments

+10%
for t-tops.

+15%
for Special
Performance Pkg.

-10%
for auto.

Model description

By 1990, the American manufacturers were churning out hundreds of thousands of pickups that were well equipped, comfortable and functional. Performance had for the most part given way to a balance of economy and useable torque. That year, however, one pickup changed all that and greatly influenced the market going forward. This was the Chevrolet 454 SS.

*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.

GM already had a winner with their cleanly styled 1988 C/K1500 series pickups. Sales had been strong with these trucks from the onset, but something seemed to be missing from the domestic auto industry in general by this time, and that was muscle. The few vestiges of the classic muscle cars of the early 1970s were now closer aligned to all-around performance cars, with better handle but less on tap at your right toe. Taking a page from the playbook of Chrysler, who over a decade earlier had built the Dodge Lil' Red Wagon of 1978 & '79, Chevy took the normally unavailable in the C1500 range 454 cid Mark IV big block and put it into their smallest half-ton pickup. Available as a stand-alone model, only in a Fleetside short box in Henry Ford's favorite color (black) with a Silverado grade Garnet red cloth bucket seat and center console interior. Granted, at introduction it was in the same tune as the 454's that were still available in one-ton trucks, but overnight Chevy had a market sensation that saw the few that were built this first year sell for "additional market adjustment" pricing over the window sticker.

For 1991, the 454 SS's big block was exclusively bumped up from 230 hp to 255 hp. By 1992, it could also be painted Victory Red or Summit White, with slightly revised graphics. By the time it was discontinued in 1993, V-8 muscle was seeing a resurgence in the Big Three. 1993 also saw the introduction of Chevy's 350-powered Impala SS as well as the F-150 Lightning from cross-town rival Ford.

Body styles

2dr Short Bed Pickup

Engine types

8-cyl. 454cid/230hp TBI OHV

1990-1993 Chevrolet 454 SS Pickup stats

Highest sale	Lowest sale	Most recent sale	Sales
\$121,000	\$4,800	\$28,875	229

Equipment

Standard Equipment

- 5 Speed Manual
- AM
- Active (Manual) Belts
- None
- Power Brakes
- Power Steering
- Rear Wheel

Optional Equipment

- Air Conditioning
- Power Windows
- Tilt Steering Wheel

Additional Info

- Drive Type: RWD
- Manufacturer Code: C137
- Manufacturer MSRP: 10445
- Market Segmentation: Full Size Half Ton Pickup
- Shipping Weight: 3717
- Truck Front Axle: Standard Axle
- Truck Gross Vehicle Weight Rating Code: 1
- Truck Rear Axle: Single
- Truck Tonnage Rating Code: B
- Truck Tonnage Rating: 1/2
- Wheel Base Longest - Inches: 141.5
- Wheel Base Shortest - Inches: 117.5

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.