

1966 Chevrolet Caprice

2dr Coupe . 8-cyl. 427cid/390hp 4bbl L36

#1 Concours condition

\$54,500

↗ +11.9%

#2 Excellent condition

\$36,800

↗ +4%

#3 Good condition

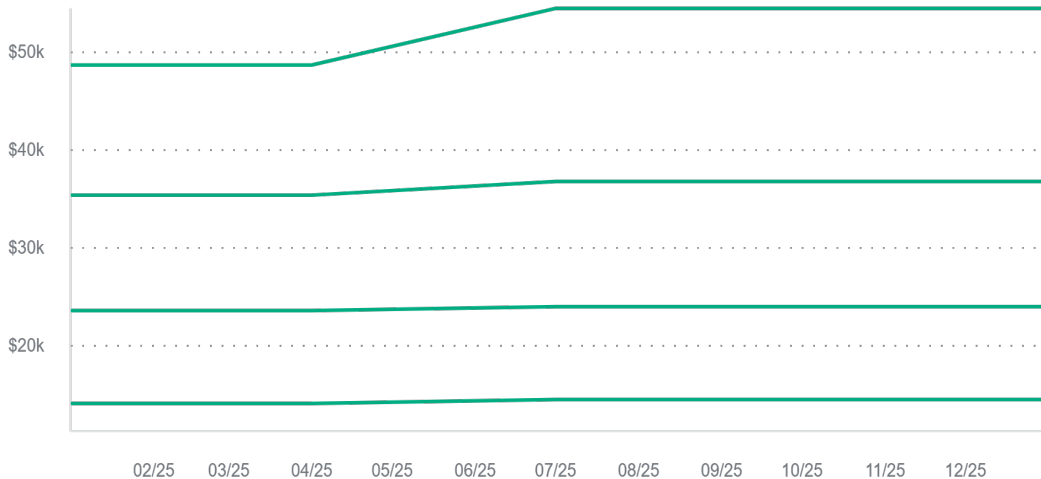
\$24,000*

↗ +1.7%

#4 Fair condition

\$14,500

↗ +2.8%



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

Value adjustments

+10%
for 4-speed.

Model description

First offered as a sport sedan option in 1965, the Caprice became its own luxury series in 1966, with a host of accessories. Similar to the Impala in four-door hardtop and six- and nine-passenger station wagons, the two-door hardtop had its own formal roofline.

The Caprice line was aimed at Ford's LTD, and 181,000 Caprices were sold in 1966, excluding station wagons. Engines ranged from 283-cid, 327-cid, and 396-cid V-8s, with a 390-hp 427-cid option at the top.

Along with the rest of the full-size Chevrolet line, Caprices were completely re-skinned for 1967, with bodies being smoothed out, the grille wrapping around the front fenders, a pinch added to the "coke bottle" rear fender line, and a smoother flowing roofline. As before, the two-door hardtop Caprice had a unique formal roof, shared with no other model. Caprice hardtop and coupe production totaled 124,500 for 1967.

*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 1968 Caprice was stretched two inches and wore a new grille, offering the option of hidden headlights. The covered headlights are a rare option to find now, as few buyers plunked down the extra \$82. The rear bumper was redesigned as a huge single beam with integrated taillights, which made for expensive rear-end repairs. Caprices remained V-8 powered, though the new base engine was a bigger 307-cid unit.

The Caprice was redesigned again in 1969, with a loop front bumper being the prominent new feature, but the cars retained the chrome beam with inset lights at the rear. The sides of the car were sculptured around the wheel wells. Engines ranged from the 327-cid V-8 to 427-cid big block.

The 1970 model year was the last variation of the 1966 Caprice body style, and the new 1971 models would be vastly different and substantially larger. The 1970 models can be recognized by fenders capped over the headlights and a return to a simple front bumper.

Body styles

2dr Coupe 4dr Hardtop Sedan 4dr Station Wagon, 2-Seat

Engine types

8-cyl. 283cid/195hp 2bbl L32 8-cyl. 283cid/220hp 4bbl L77 8-cyl. 327cid/275hp 4bbl L30 8-cyl. 396cid/325hp 4bbl L35
 8-cyl. 427cid/390hp 4bbl L36 8-cyl. 427cid/425hp 4bbl L72

1966-1970 Chevrolet Caprice stats

Highest sale	Lowest sale	Most recent sale	Sales
\$71,500	\$2,200	\$34,100	281

Equipment

Additional Info

Vehicle Length: 213.2 in
 Wheelbase - Inches: 119 in

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.