

# 1970 Chevrolet El Camino SS 396

2dr Pickup · 8-cyl. 396cid/350hp 4bbl L34

#1 Concours condition

**\$70,600**

0%

#2 Excellent condition

**\$41,800**

0%

#3 Good condition

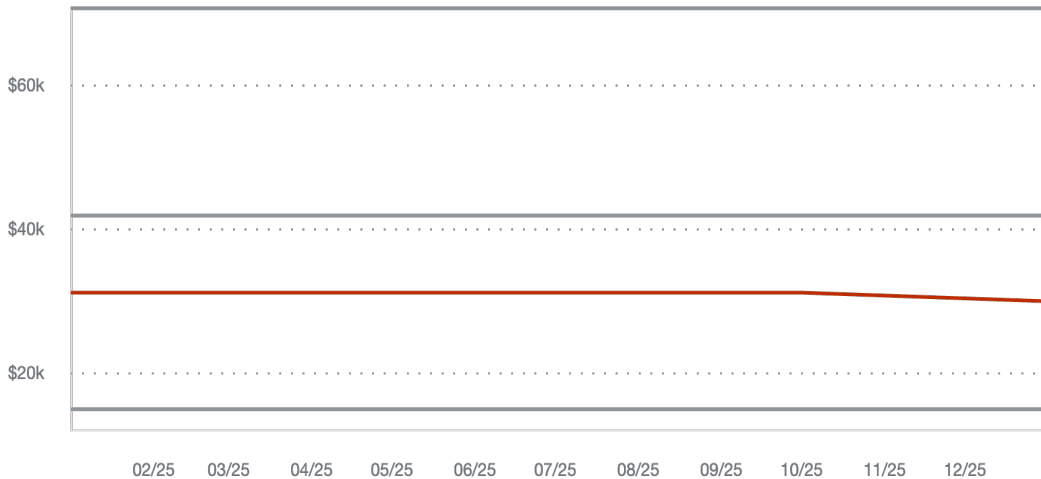
**\$29,900\***

-3.9%

#4 Fair condition

**\$14,900**

0%



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

## Model description

A redesigned A-body platform translated into a longer wheelbase for Chevrolet's 1968 El Camino. Sales went up by 20 percent to 41,791 – a new high for the car. That record then soared to more than 57,000 in 1972, the last year for the Coke-bottle-shaped Chevelle body that had debuted four years before.

Popularity of V-8 engines was on the rise, and by 1969, 94 percent of that year's El Camino run was ordered with either a small-block or big-block. The latter group consisted of the SS 396 rendition, introduced the year before. Like its Malibu-based counterpart, the SS 396 El Camino came standard with a blacked-out grille, bulging hood and a 325-horsepower 396-cid Mk IV V-8. Again like its passenger-car cousin, the Super Sport El Camino appeared in two forms in 1970: an SS 396 and SS 454. Most prized in the latter ranks were the super-rare LS6 version and their 450 wild horses.

### Body styles

2dr Pickup

### Engine types

8-cyl. 396cid/350hp 4bbl L34

8-cyl. 396cid/375hp 4bbl L78

\*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)<sup>®</sup> 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.

## 1968-1972 Chevrolet El Camino stats

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$286,000</b>	<b>\$2,660</b>	<b>\$55,000</b>	<b>1388</b>

## 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.