

# 1982 Chevrolet Corvette

2dr Coupe . 8-cyl. 350cid/200hp CPI

#1 Concours condition

**\$40,500**

↗ +10.1%

#2 Excellent condition

**\$27,800**

↗ +10.3%

#3 Good condition

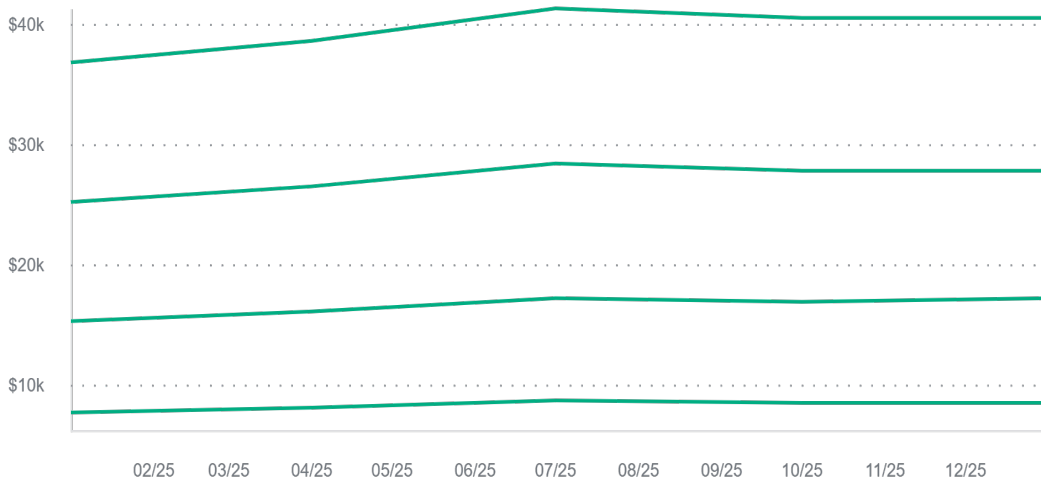
**\$17,200\***

↗ +12.4%

#4 Fair condition

**\$8,500**

↗ +10.4%



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

## Value adjustments

**+2%**  
for gymkhana  
suspension.

## Model description

The year 1982 was the last for the C3 Corvette, whose body dated back to 1968 but whose basic chassis design went back to the C2 of 1963. Chevrolet offered a "Collector's Edition" for \$22,537, which was the first Corvette to cost more than \$20,000, but there were no 4-speed manual gearboxes at all this year and no optional L82 engine. One consolation was that the automatic was now a 4-speed unit. A 200-bhp 350 cubic-inch Chevy small-block V-8 was the only engine available. Sales dropped to 25,407 as Corvette fans waited for the next model. It would be delayed for a year, finally arriving in 1984.

Of the 1982 Corvettes built, 18,648 were basic coupes while 6,759 were the Collector Edition, which also offered the first opening hatchback. Collector Editions also had optional special wheels which resembled the 1967 "bolt-on" wheels. The model also had special silver-beige paint, matching leather interior, and cloisonné emblems.

\*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.

Chevrolet also introduced "Cross-Fire" fuel injection, which combined two fuel injectors for better mileage – a far cry from the Rochester unit last seen in 1965, whose sole job was to get as much fuel into the engine as possible. The Computer Command Central injection system was refined from 1981 and could now make 80 adjustments per second, compared with 10 in 1982.

The base 1982 Chevrolet Corvette Coupe cost \$18,290 and all were built in Bowling Green, Ky. Much equipment had little to do with performance. The biggest seller was cruise control (2,414 buyers), which cost \$165, followed by power door locks (23,936) for \$155, power driver's seat (22,585) for \$197, AM/FM cassette stereo (23,555) for \$423, electric sport mirrors (20,301) for \$125, white letter tires P255 6015 (19,070) for \$542, rear window de-fogger (16,886) for \$129, and power antenna (15,557) for \$60. The 1982 Corvette was the last model with an optional 8-track tape player. A total of 923 buyers paid \$386 for that already obsolete combination. The only options remotely connected to performance were the FE7 gymkhana suspension (5,547) for \$61, and the radio delete (150, who got a \$124 credit).

Not surprisingly, the Silver Beige color of the Collector's Edition Corvette was the top color (6,759), while the rest were well behind with some low numbers. White (2,975) was followed by Black (2,357), Red (2,155), Charcoal (1,093), Dark Claret (853), Silver Green (723), Silver (711), Gold (648), Bright Blue (567) and Dark Blue (562). There were four two-tones available: Silver Blue/Dark Blue (1,667), Silver/Dark Claret (1,301), Silver/Charcoal (1,239) and White/Silver (664).

**Body styles**

2dr Coupe

**Engine types**

8-cyl. 350cid/200hp CPI

**1968-1982 Chevrolet Corvette stats**

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
<b>18,648</b>	<b>\$3,140,000</b>	<b>\$440</b>	<b>\$97,650</b>	<b>10,000</b>

\*\* Number produced is specific to this year and configuration.

**Equipment**

**Additional Info**

Drive Type: RWD

Front Tire Size Code: 32

Front Tire Size: 15R225

Manufacturer Code: C137

Manufacturer MSRP: 18290

Market Segmentation: Luxury Sport

Shipping Weight: 3331

Wheel Base Longest - Inches: 98.0

Wheel Base Shortest - Inches: 98.0

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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.

### #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.