

1984 Chevrolet Monte Carlo SS

2dr Coupe · 8-cyl. 305cid/180hp 4bbl HO

#1 Concours condition

\$37,300

▾ -13.9%

#2 Excellent condition

\$25,900

▾ -13.7%

#3 Good condition

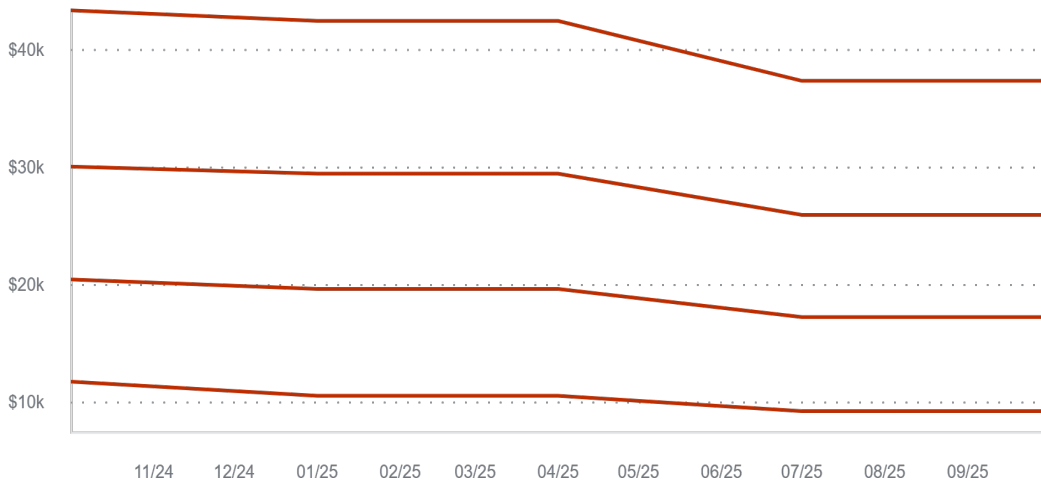
\$17,200*

▾ -15.7%

#4 Fair condition

\$9,200

▾ -21.4%



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

Value adjustments

+5%
for T-top.

Model description

For 1978, all GM intermediate cars were downsized. 700 pounds and 15 inches of length off of the Chevrolet Monte Carlo, but at the same time added more interior and trunk space. For the 1978 model year, the third generation Chevy Monte Carlo could be had with a 231 cubic inch V-6 from Buick or a Chevy 305 V-8. A 3-speed manual came standard, but V-8 and Landau models came with the auto and the V-8 could be ordered with a 4-speed.

For 1979 there were minor trim changes and a change from the 231 Buick to a 200 cid Chevrolet V-6 as the base engine. The V-8's performance jumped slightly to 160 hp. Manual transmissions had proven unpopular on the Monte Carlo and were discontinued after 1979. 1980 saw a more notable change visually with new quad headlights up front, and under the hood there was a new base V-6, a 231 cid turbocharged V-6 that made 170 hp, and 267 or 305 cid versions of the Chevrolet small block V-8.

*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.

1981 saw another restyle, although the engines remained the same as the year before, including the turbo V-6. The turbo was discontinued after 1982, though, and new powerplants included a 260 cid V-6 and an Oldsmobile 350 V-8, which were both diesels. For 1983, a Super Sport package called the Z65 was introduced and included a new front fascia, rear spoiler and the small-block V-8. The 1984 Monte Carlo SS got a slight bump in power, and came with Strato bucket seats and a center console. 1985 added available T-tops to the SS as well as more available colors and a 3.73 rear axle. As for the rest of the Monte Carlo range, the diesel engines were gone and the remaining engines got a slight bump in power.

1986 introduced the interesting Aerocoupe model, which had a Monte Carlo SS body but with sloping rear glass and a small trunk spoiler. Only 200 were sold in order to homologate the body style for NASCAR, where the elongated rear window had an aerodynamic advantage. The Aerocoupe proved to be a popular choice in 1987, however, as over 6,000 sold out of just over 39,000 total Monte Carlo SSs sold that year.

While Monte Carlo has been the body style to beat in NASCAR during much of the 1970s, the shorter third generation cars did not prove all that competitive. The Monte Carlo returned to glory, however, with the introduction of the Aerocoupe. Darrell Waltrip won 12 races, including the 1989 Daytona 500, in a Monte Carlo Aerocoupe.

The last year for this generation Monte Carlo was 1988, and this would also be the last of the rear-wheel drive Monte Carlos. For many, the move to a transversely mounted and front-drive with the fifth generation was effectively the death of the model.

Body styles

2dr Coupe

Engine types

8-cyl. 305cid/180hp 4bbl HO

1978-1988 Chevrolet Monte Carlo stats

Highest sale	Lowest sale	Most recent sale	Sales
\$100,000	\$320	\$20,842	568

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.