

# 1976 Chevrolet C10 1/2 Ton

2dr Fleetside Long Bed Pickup • 6-cyl. 250cid/105hp 1bbl

#1 Concours condition

**\$29,200**

0%

#2 Excellent condition

**\$19,700**

0%

#3 Good condition

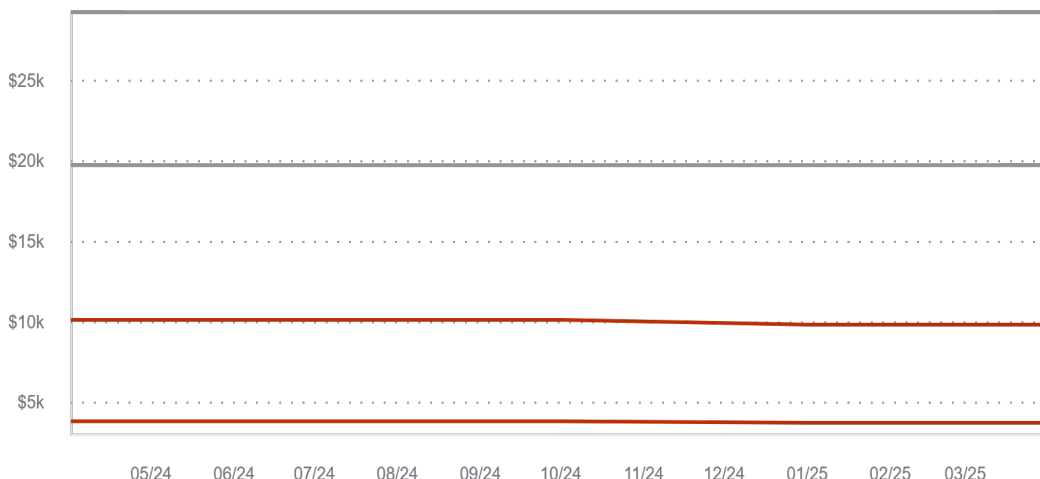
**\$9,800\***

-3%

#4 Fair condition

**\$3,700**

-2.6%



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

## Model description

Thoroughly redesigned from stem to stern, the all-new third generation C/K trucks for 1973 proved to be the longest lived series in Chevrolet's history and the three-box styling has proved quite popular since. Aside from wheels and hubcaps, there really wasn't much that was round anywhere in the design other than the body sides that featured a sculpted character line with a central plateau panel as well as curved side glass, a first on a GM truck.

This platform also featured GM's first in-house built crew cab, and the Suburban finally got four doors like a normal station wagon. Chevrolet offered this cab with only a single front bench seat beginning in 1976. Called the "Bonus Cab", it was something of a competitor to the Dodge Club Cab and Ford SuperCab.

Trim lines were also revamped, ranging from the entry-level Custom to the Custom Deluxe, Cheyenne and top-end Cheyenne Super. They were shuffled for 1975, with the Scottsdale moniker replacing the Cheyenne Super as the top-of-the-line package, while the Custom series was deleted. The next year, Chevy was back up to four trim lines with the addition of the Silverado at the top of the series. By and large, this remained the trim hierarchy for the remainder of series production.

1980 had a one-year-only front end with a flatter front grille and square headlights. It proved to be a preview for 1981 and the rest of the production run, with an all new simplified front clip, new hood, and single plane grille.

Powertrains generally continued as before, except that the 454 cubic inch big block replaced the previous 402. In 1978, GM's 350 cubic inch V-8 diesel pickup was introduced, but 1982 saw a vastly improved 6.2-liter diesel introduced as its needed replacement. This engine was a contributing factor for GM to bid on a Department of Defense contract for the Commercial Utility Cargo Vehicle (CUCV), yielding a contract to build the military specification M-1008 and M-1028 pickups, M1010 ambulance, M1030 cab & chassis, plus M-2009 Command Vehicle (Blazer) from 1983-86.

The 1987 model year - the final year of production - saw the series designators changed. The rear-wheel drive C-series became the R-series, then the four-wheel drive K-series were renamed the V-series. This was done to allow for concurrent production of its replacement early in 1987 of the all-new C and K models. 1988 then saw the introduction of the fourth generation C/K, which would itself continue until 2002.

\*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.

**Body styles**

2dr Fleetside Long Bed Pickup

2dr Fleetside Short Bed Pickup

2dr Stepside Long Bed

2dr Stepside Pickup

**Engine types**

6-cyl. 250cid/105hp 1bbl

8-cyl. 350cid/145hp 2bbl

8-cyl. 350cid/165hp 4bbl

8-cyl. 454cid/215hp 4bbl

## 1973-1991 Chevrolet C/K Series Pickup stats

Highest sale

**\$228,250**

Lowest sale

**\$160**

Most recent sale

**\$56,700**

Sales

**3362**

## 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.