

# 1956 Ford Thunderbird

2dr Convertible . 8-cyl. 312cid/215hp 4bbl

#1 Concours condition

**\$54,800**

▾ -12.7%

#2 Excellent condition

**\$38,200**

▾ -12.8%

#3 Good condition

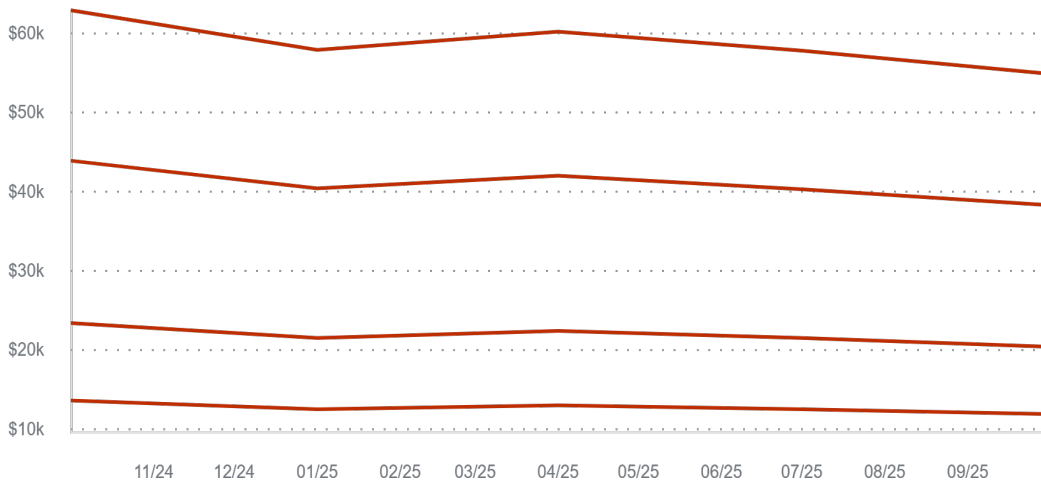
**\$20,300\***

▾ -12.9%

#4 Fair condition

**\$11,800**

▾ -12.6%



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

## Value adjustments

**-\$6,000**  
for hard top only.

**-\$4,000**  
for soft top only.

Prices assume both hard and soft tops. Deductions can never exceed 50% of condition #4 value.

## Model description

For the Ford Thunderbird's sophomore year of 1956, various style changes took place, with the ultimate goal of adding room in the trunk. This was, after all, an upscale luxury cruiser (as opposed to the Corvette's sports car positioning), and there was a good chance the two occupants may be traveling with luggage to their destination.

The added trunk space was achieved by moving the spare wheel to the outside, in its own very stylish container. Additionally, the exhaust outlets, once integrated into the rear fascia on the 1955 model, were now worked into very subtle outlets on the corners of the rear bumper.

The addition of "porthole windows" for the 1956 Thunderbird improved rearward visibility and added one of the T-Bird's signature styling cues. This was a no-cost option.

To improve cabin ventilation, small air vents were added behind the front wheels, which made for another functional component that became a signature stylish touch.

\*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.

V-8 power continued to be standard for the '56 T-Bird, with the 292 cid Y-Block sending 202 horsepower to the rear wheels though either a 3-speed manual or a Ford-O-Matic automatic transmission.

For 1956, Ford added an optional 312 cid version of the Y-Block V-8. This engine put out 260 horsepower with the manual transmission, or 225 horsepower with the Ford-O-Matic. There was a third transmission option – an overdrive transmission with planetary gear-sets. With this transmission, output was just 215 horsepower.

Production volume for the 1956 Ford Thunderbird was 15,631 units, which was the lowest of the first three years of the T-Bird, but still well more than three times higher than the Corvette at the time.

**Body styles**

2dr Convertible

**Engine types**

8-cyl. 292cid/200hp 4bbl

8-cyl. 312cid/215hp 4bbl

**1955-1957 Ford Thunderbird stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$660,000</b>	<b>\$1,100</b>	<b>\$33,600</b>	<b>4777</b>

**Equipment**

**Standard Equipment**

3-Speed Manual Transmission

Bench Seat

Removable Hardtop

Tachometer

**Optional Equipment**

AM

Automatic Transmission

Heater/Defroster

Power Brakes

Power Steering

Power Windows

Seat Belts

Soft Top-Fabric

White Sidewall Tires

**Additional Info**

Shipping Weight: 3088 lbs

Vehicle Length: 175.3 in

Wheelbase - Inches: 102 in

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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.