

# 1953 Ford Crestline Sunliner

2dr Convertible . 8-cyl. 239cid/110hp 2bbl

#1 Concours condition

**\$50,700**

↗ +10%

#2 Excellent condition

**\$38,200**

↗ +10.1%

#3 Good condition

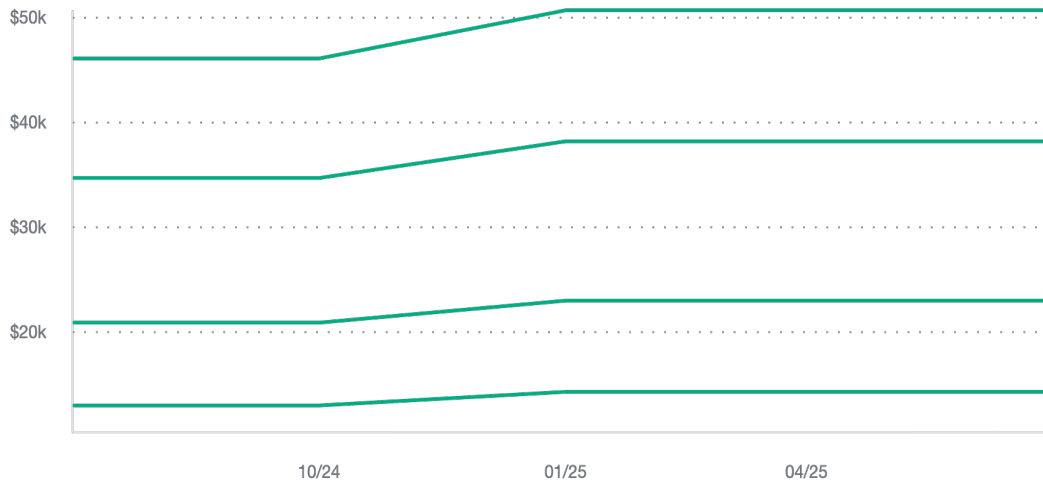
**\$23,000\***

↗ +10%

#4 Fair condition

**\$14,300**

↗ +10%



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

## Value adjustments

**-10%**  
for 6-cyl.

## Model description

Ford introduced all-new models for 1952, beating rival Chevrolet to the punch by a full year. The Crestliner became the Crestline, and continued on as Ford's top-of-the-line model. On the outside, the car was more modern looking, with a wraparound windshield and curved rear glass, a new grille, and more ornamentation to break up the earlier "Shoebox" Ford's look.

The Crestline came standard with a V-8 motor. The 239-cid L-head engine used a two-barrel carburetor like the 1951 Crestliner, though a higher compression ratio moved power up to 110 hp. A three-speed manual transmission was standard, while overdrive and Ford-O-Matic were optional. Body styles included the Victoria two-door hardtop, the Sunliner convertible, and the four-door, wood-clad Country Squire station wagon. The base price for a Crestline Victoria in 1952 was a hair over \$2,100.

\*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.

The 1953 Ford Crestline was largely the same as the previous year, with a slightly simpler grille and different brightwork on the car's side. Body choices and prices were essentially the same, as was the powertrain. Power steering became a welcome option this model year.

The 1954 model year was the last of this generation, as a major redesign was scheduled for 1955. Still, Ford went forward with a host of new mechanicals, including a new suspension setup and a new engine tune. The V-8 now generated 130 hp, and a 115-hp six-cylinder engine became the new standard motor.

The 1954 Ford Crestline received a new model called the Skyliner, which was similar to the Victoria two-door hardtop, only with a Plexiglas panel over the front passengers. New luxury options included power brakes, windows, and front seat. A two-door station wagon also joined the Crestline lineup this year.

The Ford Crestline was a popular model during its run, with more than half a million being produced. Collectors typically seek out the convertible models, though the Skyliner is an interesting model in its own right. The Crestline was a fairly well equipped model for its class, which helps make it enjoyable to drive today. It is also relatively easy to maintain assuming rust and rot are at a minimum. All in all, the car is an affordable way to experience a mainstream 1950s American car.

**Body styles**

2dr Convertible

**Engine types**

8-cyl. 239cid/110hp 2bbl

**1952-1954 Ford Crestline stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$85,120</b>	<b>\$2,340</b>	<b>\$26,250</b>	<b>400</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.

**#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.