

1955 Ford Thunderbird

2dr Convertible . 8-cyl. 292cid/198hp 4bbl

#1 Concours condition

\$55,400

▾ -13.8%

#2 Excellent condition

\$37,600

▾ -4.1%

#3 Good condition

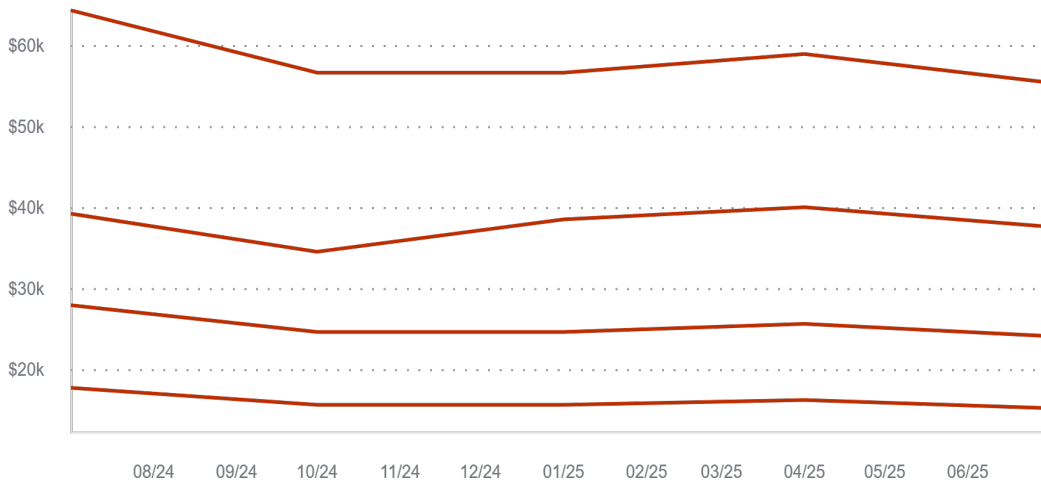
\$24,100*

▾ -13.6%

#4 Fair condition

\$15,200

▾ -14.1%



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

The now-famous 1955 Ford Thunderbird's origins came from the 1953 Ford Vega concept (not to be confused with the GM product of the 1970s). Ford's Vega was a one-off, but generated some interest, which moved it from concept to reality as Ford's stylish two-seater offering for the budding sporty two-seater market.

While the Corvette struggled in its inaugural year, the Thunderbird soared. Much of that had to do with how the car was marketed. It was a sporty "personal car," rather than an out-and-out "sports car," as the Corvette was positioned. The body-on-frame chassis used existing Ford parts, and had a wheelbase that spanned 102 inches – identical to that of the Corvette.

Meanwhile, the Thunderbird was a more dignified, personal luxury cruiser. It had roll-up windows and standard V-8 power, both things that were not available on the first Corvettes. Other features included a removable fiberglass top, a fabric convertible top, and fender skirts for the rear wheels.

*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.

There was one engine for the first 1955 T-Birds, and it was the 292 cid Y-Block V-8 fitted with a single four-barrel carburetor. With the standard 3-speed manual transmission, this engine made 193 horsepower, and with the optional Ford-o-Matic transmission, it made 198 horses. The exhaust pipes for the Thunderbird were integrated into the rear fascia and above the rear bumper, giving it an unmistakable Jet-Age look.

In just the first five days of being on sale, over 3,500 orders were placed for the 1955 Ford Thunderbird, indicating hot demand. Ford had planned to build 10,000 in its first year, but ended up selling 16,155 in its first year of production.

Body styles

2dr Convertible

Engine types

8-cyl. 292cid/198hp 4bbl

1955-1957 Ford Thunderbird stats

Highest sale	Lowest sale	Most recent sale	Sales
\$660,000	\$1,100	\$31,762	4723

Equipment

Standard Equipment

3-Speed Manual Transmission
 Bench Seat
 Tachometer

Optional Equipment

AM
 Automatic Transmission
 Heater/Defroster
 Power Brakes
 Power Steering
 Power Windows
 White Sidewall Tires

Additional Info

Shipping Weight: 2980 lbs
 Vehicle Length: 175.3 in
 Wheelbase - Inches: 102 in

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.

#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.

#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.

#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.