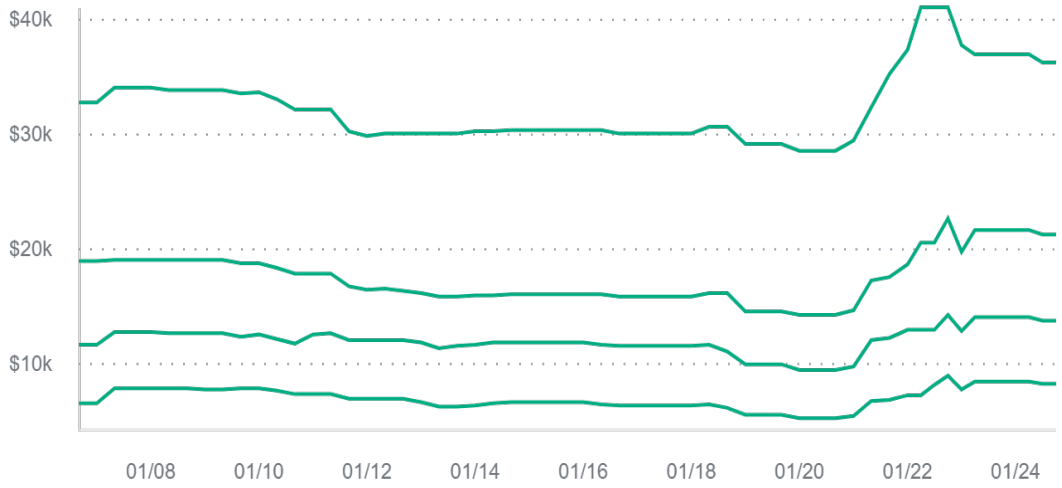
1975 Chevrolet Corvette

2dr Coupe . 8-cyl. 350cid/165hp 4bbl L48

#1 Concours condition	#2 Excellent condition	#3 Good condition	#4 Fair condition
$36,200	**$21,200**	**$13,700***	**$8,200**
+10.7%	+12.2%	+18.1%	+26.2%



Value adjustments

+$500 for close ratio 4-spd.	**-8%** for auto trans.	**+$200** for pwr wndws.	**+$1,000** for a/c.	**+$1,850** for hard top.
+$2,500 for pwr strg.	**+$500** for gymkhana suspension.	**+$750** for tilt/tele strng whl.		

Model description

In the mid-1970s, Chevrolet was expanding its line as catalytic converters were introduced to clean up exhausts and “no points” high-energy electronic ignition (HEI) was soon standardized. Dual exhausts were fed into one converter, then divided into dual exhausts again.

C3 Corvette production rose to 38,465 units, but only 4,629 were convertibles and this would be the last year for a soft top until 1986. The rest were T-top coupes. The soft bumpers were redesigned, with a honeycomb core up front and internal shock absorbers at the back.

Only one engine size was offered for the 1975 Corvette. Base horsepower dropped to a fairly disappointing 165 bhp from the 350 cubic-inch V-8, with a wide-ratio 4-speed gearbox. A total of 2,372 buyers spent an extra $336 for the 205 bhp L82 engine and 1,057 ordered the close-ratio 4-speed gearbox at no extra charge. The mechanical tachometer was dropped in favor of an electronic unit. The coupe now cost $6,810, with the convertible at $6,550.

As performance dropped and the engine options dwindled, America’s sports car became more of a boulevard cruiser, and this is reflected in buyers’ option choices. In 1975, 28,743 units were built with the Turbo Hydra-Matic auto transmission, 28,745 with power windows, 35,842 with power brakes, 31,830 with tilt-telescopic steering wheel and 37,591 favoring power steering. White letter tires were fitted to 30,407 cars.

*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.

Performance packages, such as they were, included the Z07 package with L82 engine, with the M21 close-ratio 4-speed and the FE7 gymkhana package added stiffer front stabilizer bar and springs. It was included with the Z07 package but only 144 buyers took the option. The fuel bladder was used inside the fuel tank for the first time.

There were 10 colors again and this year the numbers sold were recorded. Classic White led the list with 8,007 built. It was followed by Silver (4,710) Medium Saddle (3,403), Mille Miglia Red (3,355), Dark Red (3,342), Orange Flame (3,030), Bright Yellow (2,883), Bright Blue (2,869), Bright Green (1,664) and Steel Blue (1,268), which was only available for three months. Custom interior trim could be ordered with leather seats in black, dark blue, dark red saddle and silver.

Body styles

2dr Convertible

2dr Coupe

Engine types

8-cyl. 350cid/165hp 4bbl L48

8-cyl. 350cid/205hp 4bbl L82

1968-1982 Chevrolet Corvette stats

Highest sale	Lowest sale	Most recent sale	Sales
$3,140,000	**$440**	**$30,450**	**9691**

Equipment

Standard Equipment

4-Speed Manual Transmission

Bucket Seats

Disc Brakes

Heater/Defroster

Seat Belts

Tachometer

Optional Equipment

AM/FM

Air Conditioning

Automatic Transmission

Auxiliary Hard Top

Gymkhana Suspension

Power Brakes

Power Steering

Power Windows

Telescopic Steering Column

White Sidewall Tires

Additional Info

Vehicle Length: 185.2 in

Wheelbase - Inches: 98 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.

#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.