

1989 Chevrolet Corvette

2dr Convertible • 8-cyl. 350cid/245hp FI

#1 Concours condition

\$34,300

↗ +5.2%

#2 Excellent condition

\$25,400

↗ +5%

#3 Good condition

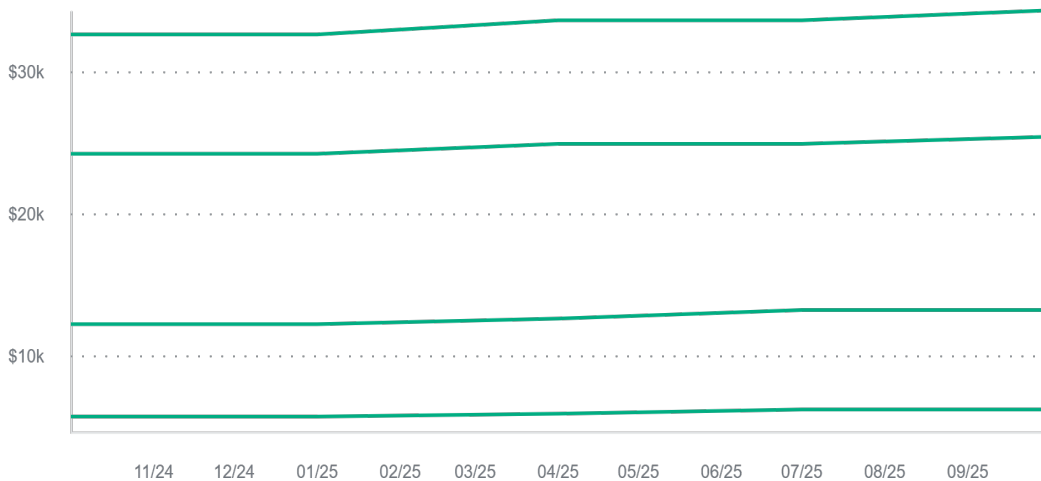
\$13,200*

↗ +8.2%

#4 Fair condition

\$6,200

↗ +8.8%



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

Value adjustments

+\$1,000 for hard top.	+\$500 for Z51 suspension pkg.	-8% for auto trans.
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Model description

1989 was the last year before a mid-cycle refresh for the Chevrolet Corvette, and while the high-performance four-cam ZR-1 was heavily promoted, it would not actually arrive until 1990. That said, the 1989 Corvette was not without its advancements.

A ZF 6-speed manual replaced the quirky Doug Nash 4+3 transmission, but the ZF unit was not without its quirks. It featured a Computer Aided Gear Selection (CAGS) 1-to-4 lockout that, if under light acceleration, would lock out second and third gears and force a shift from first to fourth. Under hard acceleration, though, all gears were available. This, of course, was for fuel economy purposes, and high-performance GM cars have since used the system on other manual transmissions. Thankfully, it can be defeated with a few bucks and a few minutes under the transmission. In general, the ZF 6-speed was a major improvement over the old 4+3, and manual transmission cars tend to command a price premium over automatics.

*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.

The Z52 package that was optional on previous model years of the Corvette became standard equipment for 1989. That meant all '89 Corvette's received the upgraded 17-inch wheels, tighter-ratio steering, Delco-Bilstein shocks and front-end reinforcements. Models with the optional Z51 performance package were also available with upgraded leather seats.

For 1989, Corvette began to introduce the FX3 Selective Ride Control system as an option. Only available with models optioned with the Z51 package, the FX3 system allowed the driver to adjust the firmness of the suspension system. 1989 would also mark the last year for the SCCA's Corvette Challenge. 60 cars were built, and their engines were swapped out with higher-performance units.

For convertible models, a bolt-on hardtop was available, providing more protection from the elements. Chevrolet sold 26,412 Corvettes for the 1989 model year. 69 were the Callaway Twin-Turbo Corvettes and 1,573 Corvette convertibles featured the bolt-on top.

Body styles

2dr Convertible 2dr Coupe

Engine types

8-cyl. 350cid/245hp FI

1984-1996 Chevrolet Corvette stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
9749	\$880,000	\$32	\$82,425	5715

** Number produced is specific to this year and configuration.

Equipment

Standard Equipment

- 4 Speed Automatic
- AM/FM
- Active (Manual) Belts
- Air Conditioning
- All Wheel
- Pass Key
- Power Brakes
- Power Steering
- Power Windows
- Removable Panels
- Tilt Steering Wheel

Optional Equipment

- AM/FM CASS

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 50
- Front Tire Size: 17R275
- Manufacturer Code: C137
- Manufacturer MSRP: 36785
- Market Segmentation: Luxury Sport
- Shipping Weight: 3269
- Wheel Base Longest - Inches: 96.0
- Wheel Base Shortest - Inches: 96.0

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.