

# 1990 Chevrolet Corvette ZR-1

2dr Coupe · 8-cyl. 350cid/375hp TPI

#1 Concours condition

**\$71,800**

↗ +9%

#2 Excellent condition

**\$48,400**

↗ +9%

#3 Good condition

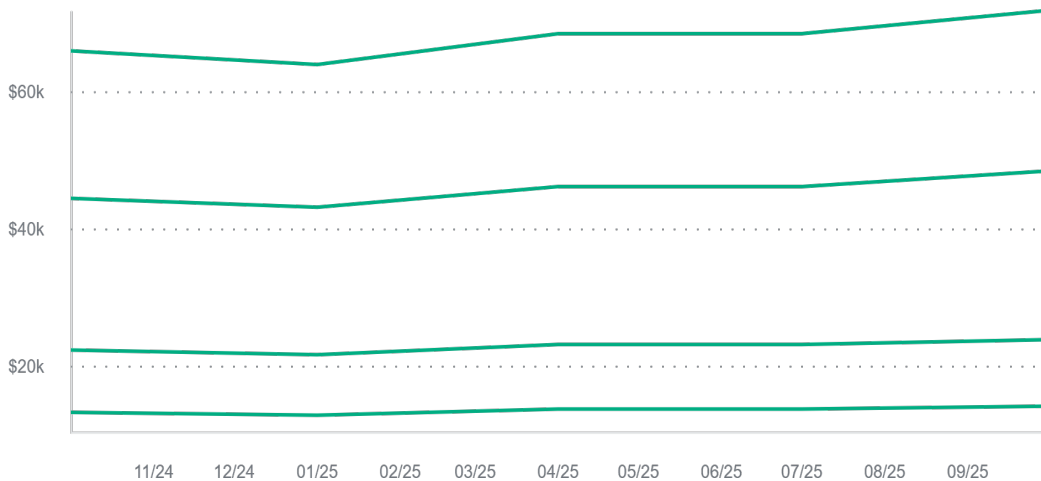
**\$23,800\***

↗ +6.7%

#4 Fair condition

**\$14,100**

↗ +6.8%



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

## Model description

Seven years into its 13-year production run, the 1990 Chevrolet Corvette received some considerable updates as well as the addition of what has become a very special model within the Corvette community.

1990 marked the introduction of the Corvette ZR-1, aka the "King of the Hill" for performance Corvettes of the day. Under the hood lived a 350 cid V-8 designed by Lotus in England (owned by General Motors at the time) and built by Mercury Marine in Oklahoma. Dubbed LT5, the new unit featured dual overhead cams and produced 375 horsepower. This engine was bolted only to the 6-speed manual transmission and the ZR-1 was only available as a coupe.

Non-ZR-1 engines received a revised camshaft, increased compression ratio, and air intake speed density control system. The result was a bump in output to 245 hp.

For all models, an engine cooler now came standard, as did a driver's side airbag, 17-inch wheels, and ABS-II anti-lock brakes. The Corvette also introduced the Supplemental Inflatable Airbag system – the first of its kind.

To accommodate its wider rear wheels and tires, the ZR-1 received a new rear end with wider fenders. The ZR-1's rear end was also convex and featured semi-rectangular taillights, replacing the concave tail with circular lights. The FX3 package, a Selective Ride Adjustment system, was also standard equipment on the ZR-1, allowing drivers to select the stiffness of their ride.

The cabin of the 1990 Corvette was thoroughly revised. It was still a tight squeeze with the wide sills and the tall transmission tunnel, but it ditched many of the all-too-'80s right angles of previous models. The new interior design featured the curving, driver-centric layout that would be honored in the interior of the later C7 Corvette, and for the 1990 model, the Chevy Corvette also received a new instrument panel. The fully digital setup of previous models was replaced with a setup that was still part digital but also part conventionally analog.

Despite all these updates, sales of the 1990 Corvette was still hovering around roughly 26,000, though 3,032 of those were the ZR-1, making 1990 the best sales year for the C4 ZR-1. Their rarity, complexity and completely different level of performance make the ZR-1 much more valuable to collectors today. And although GM had their own factory hotted up 'Vette to take to market in the ZR-1, the Callaway "B2K" Twin Turbo Corvettes remained available.

\*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.

**Body styles**

2dr Coupe

**Engine types**

8-cyl. 350cid/375hp TPI

**1984-1996 Chevrolet Corvette stats**

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
<b>3049</b>	<b>\$880,000</b>	<b>\$32</b>	<b>\$18,900</b>	<b>5628</b>

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

**Equipment**

**Standard Equipment**

- 4 Speed Automatic
- AM/FM
- Air Conditioning
- All Wheel
- Driver Front Air Bag/Passenger Active Belts
- Pass Key
- Power Brakes
- Power Steering
- Power Windows
- Removable Panels
- Tilt Steering Wheel

**Optional Equipment**

- 6 Speed Manual

**Additional Info**

- Drive Type: RWD
- Front Tire Size Code: U
- Front Tire Size: Unknown
- Manufacturer Code: C137
- Manufacturer MSRP: 58995
- Market Segmentation: Luxury Sport
- Shipping Weight: 3465
- Wheel Base Longest - Inches: 96.2
- Wheel Base Shortest - Inches: 96.2

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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.

### #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.