

# 1998 Dodge Viper GTS

2dr Coupe • 10-cyl. 488cid/450hp SFI

#1 Concours condition

**\$106,000**

↗ +156%

#2 Excellent condition

**\$65,200**

↗ +73.4%

#3 Good condition

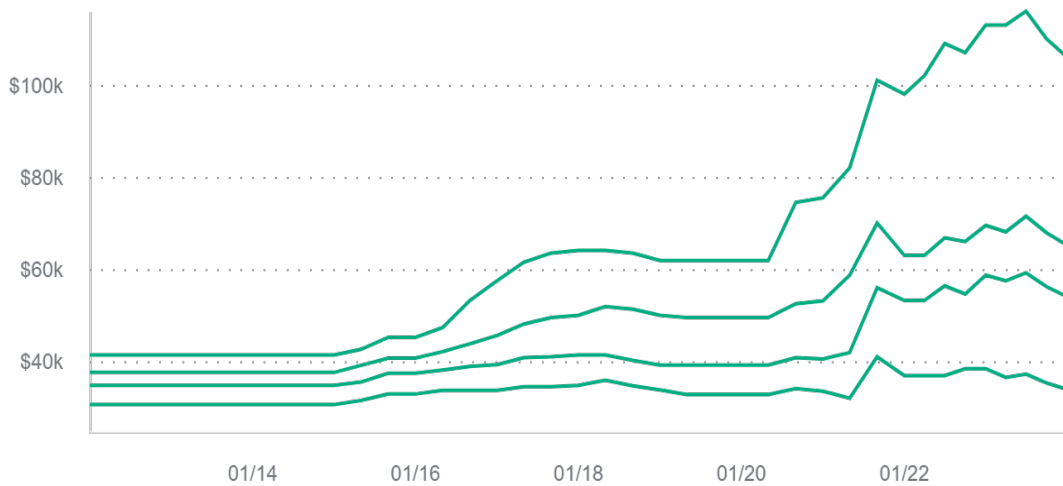
**\$54,000\***

↗ +55.2%

#4 Fair condition

**\$33,900**

↗ +10.8%



## Value adjustments

**+5%**  
for silver w/blue stripes and red w/silver stripes.

## Model description

An all-new Dodge Viper bowed in 1996, marking an evolution from a barely tamed brute of a machine to a more usable car than it had been in its first incarnation. Although the second generation Viper looks the same, it's a very different car underneath.

For the Viper's second generation, Dodge redesigned the chassis, suspension, and brakes to make the car more manageable without losing its over-the-top performance. Engine power was still provided courtesy of an 8-liter V-10 engine with 415 hp for the roadster version, and 450 hp for the new Viper GTS coupe. The roadster received the updated engine in 1998 and thereafter.

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The Viper GTS coupe was an instant hit with performance enthusiasts who weren't sold on the Viper roadster's all-weather open top idea. The coupe roof design includes two "bubbles" over the seats to accommodate drivers wearing racing helmets, and that wasn't just a gimmick, as Viper coupes found immediate success in sports car racing. Both in SCCA national championship racing and in the professional World Challenge series, the Viper was the first car to seriously challenge the Chevrolet Corvette for dominance.

Chrysler released an "American Club Racing" version of the Viper in 1999, specifically designed for use in SCCA racing. The ACR included an alternate air intake that bumped hp to 460. More than 50 pounds of weight was removed – generally by omitting interior trim and the stock fog lights. On the underside, the ACR received a stiffer racing suspension. Most of these cars went straight to SCCA racers and have never seen street use.

Vipers from 1996 to 2002 received dual front airbags, but in keeping with the Viper's pure sports car creed, the Viper did not include anti-lock brakes until 2001, and has never included traction or stability control. Still, the second generation Viper could make 0-60 in 4 seconds flat, 0-100 in 8.6 seconds, and turn a quarter-mile in 12.2 seconds. With an honest top speed of 185 mph and 1.01g on the skid pad, performance enthusiasts are hard pressed to find a more gutsy sports car.

Street-minded collectors should look for 1999 Vipers featuring the Cognac Connolly leather option, or 2001-2002 Vipers with anti-lock brakes. Performance enthusiasts should scour the race car sites for a well-loved and un-crashed Viper ACR coupe. Regardless of the model, the best advice is to sit down, strap in, and hold on tight.

**Body styles**

2dr Coupe

**Engine types**

10-cyl. 488cid/450hp SFI

**1996-2002 Dodge Viper stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$236,500</b>	<b>\$9,900</b>	<b>\$92,925</b>	<b>701</b>

**Equipment**

<b>Standard Equipment</b>	<b>Additional Info</b>
6 Speed Manual	Drive Type: RWD
AM/FM CD	Front Tire Size Code: 50
Air Conditioning	Front Tire Size: 17R275
Dual Front Air Bags/Active Seat Belts/Pass Deactivate/Cutoff	Manufacturer Code: C212
Other	Manufacturer MSRP: 66500
Power Brakes	Market Segmentation: Luxury Sport
Power Steering	Shipping Weight: 3342
Power Windows	Wheel Base Longest - Inches: 96.6
Tilt Steering Wheel	Wheel Base Shortest - Inches: 96.6

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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.