

2004 Chevrolet SSR

2dr Pickup . 8-cyl. 325cid/300hp SFI OHV

#1 Concours condition

\$41,000

0%

#2 Excellent condition

\$30,800

+1%

#3 Good condition

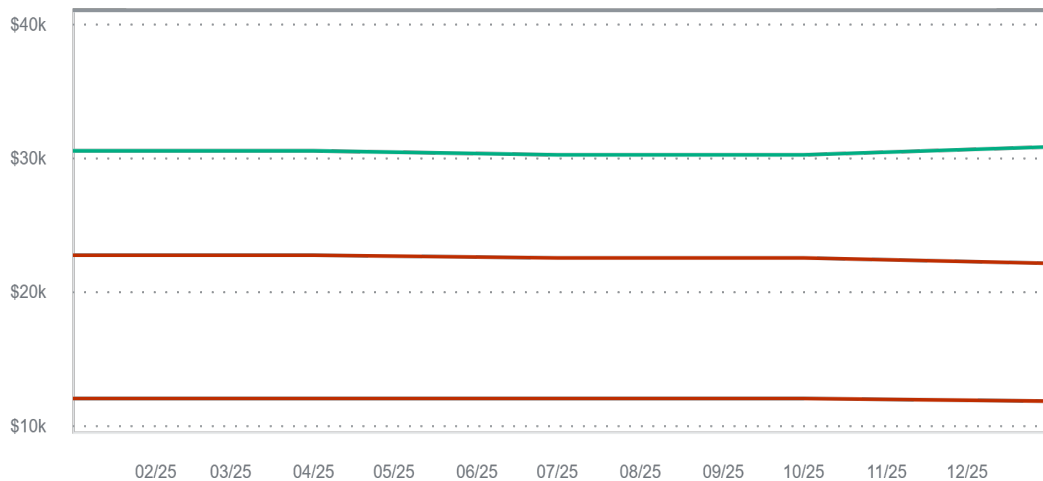
\$22,100*

-2.6%

#4 Fair condition

\$11,800

-1.7%



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

Model description

When Chevrolet first introduced the SSR (Super Sport Roadster) as a concept car at the Detroit Auto Show in 2000, it was so ridiculous that few people thought that GM would actually build it. A flashy, retro-styled two-seater convertible pickup just seemed too crazy for series production, but Chevy did indeed build such a vehicle from 2003 to 2006.

Underneath, the Chevrolet SSR shared a platform with the TrailBlazer EXT. It also got the same 5.3-liter V-8 with 300hp, which was good enough for 0-60 mph in 7.7 seconds and the quarter-mile in 15.9 seconds. The only available gearbox was a 4-speed auto.

The retro 1950s styling of the SSR and of course its retractable hardtop roof caused something of a sensation upon its introduction. *Car and Driver* said the SSR looked "part roadster, part truck, and part Van Halen, it's a retro Yankee wrapped in concept-car spandex." An SSR even served as the pace car at the 2003 Indy 500. Unfortunately, many customers and members of the press felt the SSR was lacking in the performance department, much like the similarly retro Plymouth Prowler and Ford Thunderbird.

Chevy addressed these concerns with the 2005 SSR, which got the LS2 V-8 also found in the C6 Corvette and Pontiac GTO. Power was up to 390hp and 405 lb-ft of torque, and a Tremec 6-speed manual was added to the list of options. Power was raised further still with the 2006 model, with 400hp for the manual-equipped SSR and 395hp for the automatic version. That was enough for the SSR to keep up with most mid-level sports cars – in a straight line at least.

While eye-catching and more than fast enough to have fun with, the SSR cost over \$40,000 and wasn't a sales success. It was too expensive and impractical for the truck crowd, and the typical buyer of a convertible performance car had little interest in a pickup. About 24,000 were built in total, but while not exactly rare and certainly not all that elegant, the SSR offers ample V-8 power and a sure way to attract attention all at a relatively modest price.

Body styles

2dr Pickup

*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.

Engine types

8-cyl. 325cid/300hp SFI OHV

2003-2006 Chevrolet SSR stats

Highest sale	Lowest sale	Most recent sale	Sales
\$137,500	\$11,000	\$27,500	909

Equipment

Standard Equipment

- 4 Speed Automatic
- AM/FM CD
- Air Conditioning
- All Wheel
- Daytime Running Lights
- Dual Air Bags Front and Sides/Active Belts
- Live
- Pass Key
- Power Brakes
- Power Steering
- Power Windows
- Retractable Roof Panel
- Tilt Steering Wheel

Optional Equipment

- 6 Speed Manual

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 63
- Front Tire Size: 19R255
- Manufacturer Code: C137
- Manufacturer MSRP: 41620
- Market Segmentation: Mid Size Pickup
- Rear Tire Size Code: 76
- Rear Tire Size: 20R295
- Shipping Weight: 4760
- Truck Front Axle: Unknown
- Truck Gross Vehicle Weight Rating Code: 2
- Truck Rear Axle: Unknown
- Truck Tonnage Rating Code: B
- Truck Tonnage Rating: 1/2
- Vehicle Height: 64.2
- Wheel Base Longest - Inches: 116.0
- Wheel Base Shortest - Inches: 116.0

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.

#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.