

HAGERTY PRICE GUIDE



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Your valuation report for a:

1986 Porsche 944 Turbo

Body Type: Coupe Engine Specification: 4-cyl. 2479cc/217hp Bosch DME FI

Your annual Hagerty Insurance amount would be:

\$254/year*

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Welcome to Hagerty Price Guide, the most accurate, up-to-date, and relevant price guide for those involved in the post-war classic car marketplace. Hagerty Price Guide was originally published under the name of Cars That Matter in August of 2006, and was later renamed Hagerty's Cars That Matter in September of 2008. Currently, Hagerty Price Guide is published three times a year, and it has quickly become an authoritative and respected resource for valuing classic, collectible, and historic vehicles.

Model History

No image available.

Specifications:

- 4-cyl. 2479cc/217hp Bosch DME FI

After three decades of producing rear-engined, air-cooled cars, Porsche began experimenting with more mainstream configurations in the late 1970s with an eye towards mass appeal. The Stuttgart company released a series of front-engine, water-cooled cars, first with the 924 in 1976, then with the 928 in 1978. The Porsche 944 appeared in 1982 as a more performance-oriented take on what the 924 initiated.

While the 924 was most often criticized for uncharacteristic performance courtesy of its Audi four-cylinder, Porsche equipped the 944 with a more powerful alloy 2.5-liter four-cylinder engine. To counter some of the vibration that was associated with the 924, Porsche installed a Mitsubishi-patented Lanchester balance shaft. The overall unit was descended from the 928 and was good for 143 hp and a 0-60 time of 8.3 seconds.

Better than its speed or power was the 944's handling. In 1984, Car and Driver named the 944 the "Best Handling Production Car in America." A four-wheel disc brake setup and wide 215/60-15 tires complemented its balanced chassis, and wide fender flares reminiscent of Audi's Ur-Quattro helped the car look the part. All the same, dyed-in-the-wool Porschephiles tended to shun the model as a mainstream compromise.

Halfway through the 1985 model year, Porsche revamped the car's interior to match the 911 and 928. A redesigned dash improved ventilation, better seats were installed, as were a new steering wheel and an antenna in the windshield. The traditional Fuchs wheels were replaced with "phone dial" mags.

Several mechanical upgrades also accompanied the mid-year make-over. The engine was significantly modified, with the valves, pistons and combustion chambers revised to the tune of an extra 15 hp. The oil pump was redesigned and oil capacity was increased to six quarts. The radiator was improved and suspension pieces were lightened and strengthened. Antilock brakes became optional in 1987, and 1988's standard dual airbags were cutting edge.

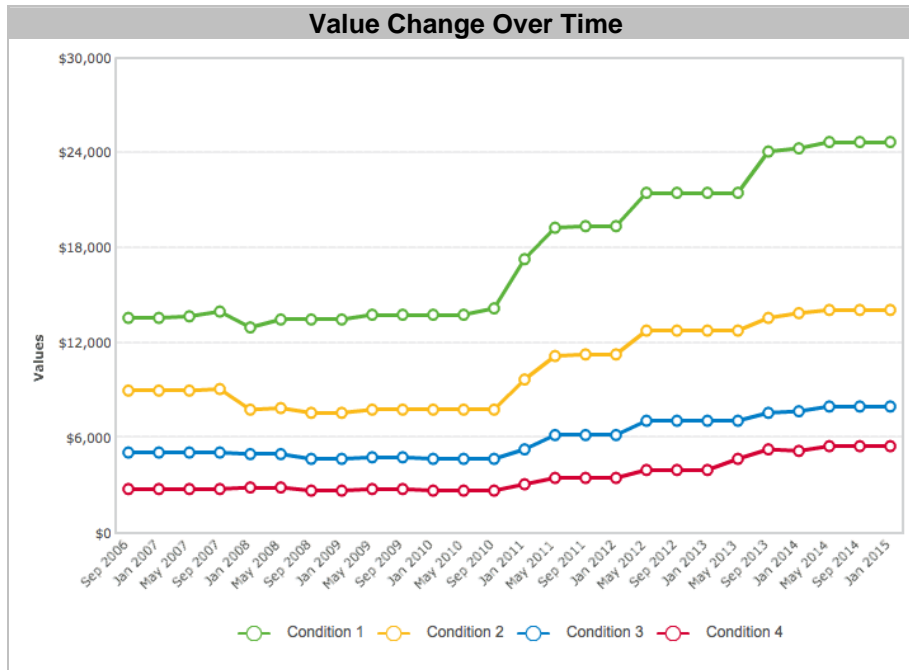
*Figure based on Ohio rates with \$100/\$300k liability/UM/UIM limits. Actual costs vary depending on the coverage selected, vehicle condition, state and other factors.

From 1986 through 1991, 944s came in a vast array of configurations, including Turbo, S, Turbo S and S2 models, and a Cabriolet (in 1991). Depending on the trip, up to 250 hp was available out of the four-banger. Prices climbed even faster than horsepower, though, with the Turbo costing \$29,000 in 1986 and the Turbo S skyrocketing to \$45,275 in 1988. By way of comparison, a Chevrolet Camaro IROC-Z cost just \$13,490.

In addition to unfavorable exchange rates, competition from the Nissan 300ZX Turbo (MSRP \$33,500) and Toyota Supra Turbo (MSRP \$23,760) hurt sales. The 944 departed quietly in 1991, followed by the similar, slow-selling 968, in 1993.

Porsche later went on to build water-cooled 911s and front-engine SUVs, so period objections to the 944's "purity" don't really resonate in hindsight—nonetheless, the market and values haven't really warmed up. As such, the 944 represents an affordable and entertaining entry point to Porsche ownership. Second generation cars have held up particularly well, as performance was better than earlier models. Check for oil leaks and service history, and make sure the timing belt is recent, as replacing one costs more than \$1,000. The Turbo's superior performance warrants its premium over the S, but finding one that has been well maintained can be difficult. An easier option is to find a non-turbo, four-valve S model instead.

Vehicle Values*



Value Change Over Time

This graph provides a visual representation of how the values for this vehicle have changed since Hagerty Price Guide first began publishing details for it. Prices assume that the car is a “no-stories” example and that no major modifications to the vehicle are present.

| Vehicle Value Detail | | | | | |
|----------------------|-------------|-------------|-------------|-------------|------------|
| Date | Condition 4 | Condition 3 | Condition 2 | Condition 1 | Notes/Buzz |
| Jan-15 | \$5,500 | \$8,000 | \$14,100 | \$24,700 | |
| Sep-14 | \$5,500 | \$8,000 | \$14,100 | \$24,700 | |
| May-14 | \$5,500 | \$8,000 | \$14,100 | \$24,700 | |
| Jan-14 | \$5,200 | \$7,700 | \$13,900 | \$24,300 | |
| Sep-13 | \$5,300 | \$7,600 | \$13,600 | \$24,100 | |
| May-13 | \$4,700 | \$7,100 | \$12,800 | \$21,500 | |
| Jan-13 | \$4,000 | \$7,100 | \$12,800 | \$21,500 | |
| Sep-12 | \$4,000 | \$7,100 | \$12,800 | \$21,500 | |
| May-12 | \$4,000 | \$7,100 | \$12,800 | \$21,500 | |
| Jan-12 | \$3,500 | \$6,200 | \$11,300 | \$19,400 | |
| Sep-11 | \$3,500 | \$6,200 | \$11,300 | \$19,400 | |
| May-11 | \$3,500 | \$6,200 | \$11,200 | \$19,300 | |
| Jan-11 | \$3,100 | \$5,300 | \$9,700 | \$17,300 | |
| Sep-10 | \$2,700 | \$4,700 | \$7,800 | \$14,200 | |
| May-10 | \$2,700 | \$4,700 | \$7,800 | \$13,800 | |
| Jan-10 | \$2,700 | \$4,700 | \$7,800 | \$13,800 | |
| Sep-09 | \$2,800 | \$4,800 | \$7,800 | \$13,800 | |
| May-09 | \$2,800 | \$4,800 | \$7,800 | \$13,800 | |
| Jan-09 | \$2,700 | \$4,700 | \$7,600 | \$13,500 | |
| Sep-08 | \$2,700 | \$4,700 | \$7,600 | \$13,500 | |
| May-08 | \$2,900 | \$5,000 | \$7,900 | \$13,500 | |
| Jan-08 | \$2,900 | \$5,000 | \$7,800 | \$13,000 | |
| Sep-07 | \$2,800 | \$5,100 | \$9,100 | \$14,000 | |
| May-07 | \$2,800 | \$5,100 | \$9,000 | \$13,700 | |
| Jan-07 | \$2,800 | \$5,100 | \$9,000 | \$13,600 | |
| Sep-06 | \$2,800 | \$5,100 | \$9,000 | \$13,600 | |

Vehicle Value Detail

The Vehicle Value Detail table enumerates all four condition values for this vehicle since Hagerty Price Guide first began publishing details for it. Prices assume that the car is a “no-stories” example and that no major modifications to the vehicle are present. Review possible equipment that may impact this vehicle’s value under the “Notes/Buzz” heading.

**Please note: All prices shown here are based on various data sources, as detailed in About Our Prices. For all Hagerty Insurance 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 Hagerty Insurance policy, please call us at 877-922-9701.*

Vehicle Condition Ratings:

Condition 1:

Condition #1 vehicles are the best in the world. The visual image is of the best car, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the car 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. The one word description for #1 cars is "concours."

Condition 2:

#2 cars could win a local or regional show. They can be former #1 cars that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and interior will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine compartment. The vehicle will drive as a new car of its era would. The one word description for #2 cars is "excellent."

Condition 3:

#3 cars could possess some, but not all of the issues of a #4 car, but they will be balanced by other factors such as a fresh paint job or a new, correct interior. #3 cars drive and run well, but might have some incorrect parts. These cars are not used for daily transportation but are ready for a long tour without excuses, and the casual passerby will not find any visual flaws. "Good" is the one word description of a #3 car.

Condition 4:

#4 cars are daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the fender has a minor dent. The interior could have split seams or a cracked dash. No major parts are missing, but the wheels could differ from the originals, or the interior might not be stock. A #4 car can also be a deteriorated restoration. "Fair" is the one word that describes a #4 car.

Vehicle Identification Number

| | | | | | | | | | | | | | | | | |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| W | P | 0 | A | A | 0 | 9 | 5 | 8 | G | N | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

VIN Details:

- 1 – [Country: Germany]
- 2-3 – [Make] - *Porsche*
- 4 – [Body Style] - *Coupe*
- 5 – [Engine] - *4-cyl. 2479cc/217hp Bosch DME FI*
- 6 – [Restraint System: Active Belts]
- 7-8 – [Model] - *944*
- 9 – [Check Digit]
- 10 – [Year] - *1986*
- 11 – [Assembly Plant] - *Neckarsulm, Germany*
- 12-17 – [Serial Number]

A vehicle identification number, or VIN, can reveal a lot about a car: manufacturer, model, build date, plant of origin, body type, and even engine in many cases. But standardization wasn't introduced to VINs globally until 1981, and early vehicles' VINs were composed of nothing more than a serial number. Over time more information has been introduced to VINs, but what information is carried in a VIN is largely left to the discretion of the manufacturer. Because of the variance in VIN structures prior to 1981, there are few comprehensive VIN decoders in use today for the majority of collector cars, and many decoders focus solely on a single brand or nameplate. In an effort to better understand all the information that is embedded in a vehicle's VIN number, regardless of the year that vehicle was manufactured, Hagerty has developed a collector car VIN decoder that grows in coverage on a daily basis. Today Hagerty's VIN decoder covers more than 22,100 vehicles from 1945 to present. Hagerty's collector car VIN decoder can be a valuable resource when buying a car because it indicates details about how a vehicle was originally constructed. Differences between a car's original and current configuration can have a tremendous impact on value, and those differences should be disclosed by a seller when they are known. Utilize the Hagerty VIN Decoder to better understand cars you are considering buying, and see if you know the whole story.

FOR SALE

1986 Porsche 944 Turbo

Body Type: Coupe Engine Specification: 4-cyl. 2479cc/217hp Bosch DME FI

VIN:

Notes:

Odometer:

Contact Name:

Phone Number:

Email:

Price:

Fueled by:

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