

1994 Chevy Impala SS For Sale



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Manufacturer info on this car: (see next page for specific info on this car)

Standard Features

Bucket Seats

Limited Slip Differential

Power Brakes

Tinted Glass

17 Inch Wheels

5.7L V8 OHV 16V FI Engine

Premium Unleaded Fuel Required

4-Speed Automatic Transmission

Clock

Alloy Wheels

4-Wheel ABS

Driver and Passenger Front Airbags

Anti-Theft Alarm System

Leather Seating

Power Driver's Seat

Cruise Control

Power Steering

Remote Trunk Release

Tilt Steering Wheel

Air Conditioning

Intermittent Windshield Wipers

Power Windows

Power Door Locks

Power Exterior Mirrors

AM/FM/Cassette Audio System

Rear Spoiler

Available Optional Features

Optional

Power Heated Mirrors

Keyless Entry System

Power Antenna

Rear Window Defroster

Power Front Passenger Seat

AM/FM/CD Audio System

Mileage: 155,000

Owned: 14 years

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Asking: \$6,900

Specific info on this car:

Reliable, fast and fun. This classic Chevy has been a part of our family for the last 14 years. Adult owned and driven, it has been well cared for its whole life. Stock in appearance but significant upgrades have been made where it counts.

The transmission was expertly rebuilt by Dial Transmissions in 2009. A shift kit was installed and the super low 1200 rpm converter was replaced with an 1800 rpm converter. The transmission now operates flawlessly and shifts are crisp and precise.

The posi-traction rear end was completely rebuilt and the stock 3.08 gears were replaced with Richmond 3.73's. The correct reluctor was installed to permit the ABS to work properly and the computer was re-programmed so the speedometer reads correctly and the transmission shifts when it should.

Brian Herter from PCMs for Less reprogrammed the computer while the car was run on a chassis dyno. The mixture was optimized, shifts were firmed up and the top-speed limiter was removed.

The entire suspension was completely rebuilt a few years ago. Global West tubular lower trailing arms were installed along with beefy Herb Adams style sway bars, Bilstein Sport shocks, B-Body rear frame brace and full polyurethane suspension and body bushings throughout. This big car handles more like a sports car than a muscle car.

The car has a full stainless steel, true dual exhaust system with cross-over pipe and Magnaflow mufflers. It has a nice, deep rumble that's not loud and obnoxious.

The engine has been left stock to ensure reliability and because the stock power output was more than adequate for me. Even at over 150,000 miles this engine starts super-reliably, runs smoothly and pulls strongly through all the gears. It also has a brand new water pump and a new Optispark distributor. A quick search of the LT1 V8 engine online will show that this engine readily accepts a multitude of performance upgrades ... if you like.

The interior is clean, complete and free of any rips, cracks or stains. The only deviation from stock is an upgraded stereo with 4 JBL speakers.

The car has never been in any accidents; it's never been down a drag strip and never been street-raced. The paint has a great shine to it that is clearly shown in the photos. There are only a few scratches, a couple of barely visible door dings and a scrape along the lower left quarter panel from a very short, oddly placed gas station pole.

Aside from what I've mentioned above, the only other issues are the gas gauge reads high (½ a tank = almost empty) and there's a metal spring-bushing in driver's door that clicks when you open the door. Other than that this car needs nothing.



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