

FREE SAMPLE

The opening pages of

1967 Buick Wildcat Restoration Guide

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Factory-Correct Restoration Reference

1967 Buick Wildcat Restoration Guide

Model Years 1967

Model	Buick Wildcat — full-size performance series
Body / frame	126-in wheelbase
Engine	430 V8, 360 hp / 475 lb-ft — the only Wildcat engine
Transmission	Super Turbine 400 automatic
Production	68,095 (see note in text)
Identity	The 430 arrives; the Nailhead and the four-speed leave

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

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1. What this guide is — and is not

This is a single-year guide. It covers model year 1967 only. Where a neighbouring year differs, the difference is stated as a difference — the other year's parts, ratings and trim are never silently borrowed. Shared platform engineering is shared honestly; the specification table, the year-change register and the finishes in this guide are this year's own.

2. The year in brief

Everything mechanical changed for 1967 while the showroom story stayed calm. The Nailhead — Buick's V8 architecture since 1953 — was replaced by an all-new big-valve engine, the 430, rated 360 hp with 475 lb-ft of torque at a 10.25:1 compression ratio. It became the Wildcat's only engine. The four-speed manual left the order book the same year, and the body was elegantly restyled with the sculptured sweepspear lines Buick had revived from its 1950s vocabulary.

Series coverage shifted too: Custom cars came as two- and four-door hardtops, while the base series carried the sedan, the hardtops and a convertible built in small numbers (2,276 recorded). Federal safety equipment expanded across the line for 1967, as it did industry-wide. Production is most often tabulated at 68,095; one marque history says 'nearly 71,000' — this guide uses the tabulated figure and flags the difference rather than hiding it.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1967 car and a car that merely looks like one from across the street.

Item	1966	This year (1967)
Engine	401/425 Nailhead	430 big-valve V8, 360 hp — only engine in the line
Manual gearbox	Rare four-speed offered	Discontinued — automatic only in practice
Styling	1965–66 design	Restyled: sculptured sweepspear body sides
Custom series bodies	Coupe and convertible	Two- and four-door hardtops
Base convertible	Offered	Offered, rare: 2,276 built
Safety equipment	1966 standard	Expanded federally mandated safety equipment



4. Specification table — 1967

Item	Specification
Wheelbase	126 in
Engine	430 cu in V8, 360 hp @ 5,000 rpm, 475 lb-ft @ 3,200 rpm (gross)
Compression	10.25:1
Transmission	Super Turbine 400 automatic
Induction	Single four-barrel carburettor
Production	68,095 (tabulated); see conflict note in Chapter 2

5. Numbers, tags and identity

- The 430 has nothing in common with the Nailhead at the parts counter: verify the engine by its stampings before ordering anything, because a generation of swaps runs in both directions.
- Body-plate discipline is unchanged: series, body style, paint and trim come off the Fisher plate, and 1967 Custom coverage (hardtops only) makes body style a value fact, not a detail.
- Document the federal safety equipment as built — steering column and interior hardware are year-specific on 1967 cars.

6. Engines and transmissions

- **430 V8.** 360 hp, 475 lb-ft, 10.25:1 compression, hydraulic lifters, five main bearings. Larger valves than the Nailhead by design — 'better breathing' was the engineering brief, and the torque figure is the result.
- One engine simplifies the restoration and sharpens it: there is no 'wrong engine option' defence for a Nailhead or a 455 found in a 1967 car.
- Super Turbine 400 automatic throughout; the manual gearbox was eliminated with the 1967 mechanical simplification.

7. Paint, trim and finishes

The 1967 restyle is the year to get right panel by panel: the sweepspear sculpture is the car's signature, and filler-heavy repairs erase it. Buy trim against 1967 listings specifically — the Custom's bright side trim over the body contour is a 1967 identifier.

8. Rust and inspection map

Same full-size traps as 1965–66, with one addition: restyled panels mean restyled seams. Check the sweepspear character line for filler before assuming a straight car.

- Lower front fenders behind the wheel openings, and the fender 'gill' trim area on cars that carry it — trim traps moisture against the panel.
- Rocker panels, inner and outer, and the rear quarter panels ahead of and behind the rear wheels.
- Trunk floor, spare-tyre well and the trunk drop-offs at the quarter-panel seams.
- Floor pans at the seat-belt anchors and under the rear seat; check with the carpets lifted, not by tapping from below.