

FREE SAMPLE

The opening pages of

1967 Chevrolet Caprice Restoration Guide

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Factory-Correct Restoration Reference

1967 Chevrolet Caprice Restoration Guide

Model Years 1967

Model	Chevrolet Caprice (second year of the series)
Body / frame	119-in wheelbase; fully reskinned body
Engines	283 (195 hp); 327 (275 hp); 396 (325 hp); 427 (385 hp)
Transmissions	Manuals rare; Powerglide; Turbo Hydra-Matic
Production	124,500 coupes and hardtops
Identity	The Coke-bottle reskin year; front discs arrive as an option

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

Chevrolet reskinned the whole full-size line for 1967 and the Caprice came out smoother: the grille wraps around the front fenders, the rear quarters gain the pinched 'Coke-bottle' line, and the roof flows faster — except on the Caprice coupe, which keeps its exclusive formal roofline, shared with no other model. Underneath, the year matters mechanically: front disc brakes became available on the full-size line from 1967, an option that transforms a driven restoration and that later-year hardware must not be allowed to impersonate.

The engine sheet narrows at the top compared with 1966: the 427 is the 385 hp version this year, over the 396 at 325 hp, the 327 at 275 hp and the base 283 at 195 hp; the full-size line's six (250, 155 hp) existed in the range but Caprice volume was V8. Federally driven safety equipment — energy-absorbing steering column, recessed controls, shoulder-belt anchors — arrived across all 1967 American cars and is part of this year's correct specification. Coupe and hardtop production totalled 124,500.

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)
Body	1965–66 shell	Full reskin: wraparound grille corners, Coke-bottle rear quarters, smoother roofline
Formal coupe roof	Exclusive to Caprice	Retained — still Caprice-only
Front disc brakes	Drums only	Optional from 1967
Top engine	427 L72, 425 hp	427, 385 hp
Safety equipment	1966 standard	Energy-absorbing column, recessed knobs, shoulder-belt anchors
Production	181,000 (1966, excl. wagons)	124,500 coupes/hardtops

4. Specification table — 1967

Item	Specification
Wheelbase	119 in
Base V8	283 cu in, 195 hp (gross)
Options	327, 275 hp; 396, 325 hp; 427, 385 hp
Brakes	11-in drums standard; front discs optional
Production	124,500 (coupes and hardtops)



5. Numbers, tags and identity

- Body codes separate the formal coupe from the hardtops — the roofline is a code, not an impression, and the code is where a 1967 Caprice's identity starts.
- Disc-brake originality: the option was new this year, so verify the car's build evidence before crediting factory discs; conversions are common and usually better hidden than documented.
- Engine suffix discipline as 1966: the 427/385 is this year's top code — do not let a 1966 L72 story attach itself to a 1967 car.

6. Engines and transmissions

- **283 V8.** 195 hp — base engine, final full year before the 307 replaces it for 1968.
- **327 V8.** 275 hp in Caprice tune — the balanced choice most buyers took.
- **396 / 427 Turbo-Jets.** 325 hp and 385 hp; big-block cars carry the 12-bolt axle and the Turbo Hydra-Matic as the usual automatic.
- All ratings are SAE gross; the safety-era changes are in the cabin, not the dyno sheet.

7. Paint, trim and finishes

Reskinned panels mean 1967-only pressings: the wraparound grille corners and the pinched rear quarters are the panels to protect. The formal roof's trim remains Caprice-only. Inside, the safety hardware (padded surfaces, recessed controls, column) is 1967 specification — restoring it away makes the car wrong, not cleaner.

8. Rust and inspection map

The Coke-bottle pinch traps mud at the rear quarters in a way the straighter 1966 car does not. Add it to the standard map and check the quarters from inside the trunk.

- Frame rails at the body mounts and rear kick-up — the perimeter frame rots from inside; probe, do not just look.
- Trunk floor and drop-offs, rear quarter panels low behind the wheels, and the valance behind the rear bumper.
- Floor pans at the front seat mounts and under the rear seat; lift the carpets on any car being valued.
- Lower front fenders and the cowl sides behind them; formal-roof cars add the C-pillar and rear-window channel.
- Wagon tailgate and spare-tyre well on Estate cars; the well is a water trap by design.
- Bumper-integral taillight housings (1968–69): the beam that carries the lamps corrodes from behind and is expensive to replace well.

9. Restoration priorities for this year

- Decide the brake question from evidence: factory discs documented, or an honest conversion declared. Do not pay for undocumented originality.
- Protect the reskin-only panels during teardown — grille corners and quarters are the scarce sheet metal.
- Keep the 1967 safety specification intact; it is factory equipment, not clutter.
- 427 cars: suffix and casting verification before valuation, as always with big-block Chevrolets.