

FREE SAMPLE

The opening pages of

1968 Dodge Dart Restoration Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: <https://restoreessentials.com/product/RE-GD-1968-DODGE-DART>

RestorationEssentials — instant PDF download after checkout.



RESTORATIONESSENTIALS

1968 Dodge Dart

Factory-Correct Restoration Guide

Key facts at a glance

restorationessentials.polsia.app

Single-year coverage. Factory-correct specifications. No guesswork.

SAMPLE EXCERPT — full guide available at the link on the cover sheet



Manufacturer History

Dodge began in 1900 as the Dodge Brothers Machine Shop, supplying parts — and then complete cars — with a reputation for overbuilt durability. The first Dodge Brothers automobile appeared in 1914, and the brothers' obsession with quality made 'Dependability' the brand's watchword. After both brothers died in 1920, the company was sold to Chrysler in 1928, becoming the corporation's mainstream, slightly sportier division.

Dodge found its performance voice in the 1950s with the Red Ram Hemi V8 and Exner's Forward Look styling, then doubled down in the 1960s: the 1966 Charger invented the fastback muscle car, the Coronet put big-block power in a mid-size package, and the 1968 Super Bee answered Plymouth's Road Runner with Dodge's own budget brawler. The 1969 Charger Daytona and its Plymouth Superbird sibling took the aero wars to NASCAR's fastest tracks.

Like Plymouth, Dodge benefited from Chrysler's deep engineering bench: the LA small-block, B/RB big-block, and 426 Hemi engines; the A833 four-speed and TorqueFlite automatics; the 8-3/4-inch and Dana 60 rear axles; and torsion-bar front suspension that made Mopars handle. Dodge's muscle cars were typically a half-step more upscale than their Plymouth twins, which is why survivors in factory-correct condition are so prized today.

The muscle era ended with the 1971 model year for high compression, and Dodge pivoted to personal luxury (Charger), compacts (Dart, Colt), and eventually the minivan. But the 1967-1971 B-body performance cars — Coronet R/T, Super Bee, and Charger R/T — are cornerstone collector cars, and their restoration is supported by factory documentation, Galen Govier's decoding references, and a mature reproduction market.

2 — Model History

The 1967 A-body redesign gave the Dart wider frame rails and room for big engines, and Dodge used it. The GTS arrived late in 1967 with the 383; for 1968 the GTS standardized on the new 340 small-block (275 hp) with the 383 as the option - the Dart's entry into the factory muscle wars, complete with Scat Pack bumblebee stripes.

1969 was the peak: the GTS 383 went to 330 hp, the Swinger 340 gave buyers a \$2,836 performance hardtop (16,637 built), and the M-code 440 stuffed the 375-hp big-block into about 640 Darts for the ultimate street sleeper. 1970 brought a facelift, the 198 Slant Six replacing the 170, and the end of the 383 and the convertible in the Dart line.

For 1971 Dodge replaced the Swinger with the fastback Demon - a Duster sibling on a 108-inch wheelbase - and the Demon 340 (10,098 built at \$2,721) became the performance Dart. The Demon continued through 1972 (240 net hp, electronic ignition on the 340), then became the Dart Sport for 1973 when the devil imagery drew complaints. The 340 Sport carried the torch at 240 net horsepower - and the 360 never appeared in a Dart until 1974.

Terminology enforced in this guide: the 1971-1972 Demon is a Dart-line fastback sharing A-body/Duster architecture - not an ordinary Dart model without qualification. And there was no factory 1970 Dart 360 and no 1973 Dart 360; any such claim is builder-grade fiction this guide does not repeat.

3 — What Is Unique About This Model Year

1968 is the first full year of the GTS formula: the 340 small-block standard (275 hp, 340 lb-ft, 10.5:1, 4.04 x 3.31) with the 383 four-barrel (300 hp) as the option. The 340's 3.23 standard axle with 3.55 and 3.91 optional tells you exactly how Dodge expected these cars to be driven.

The Scat Pack arrived for 1968 - Dodge's performance marketing umbrella, with the bumblebee stripe around the tail as its signature. A 1968 GTS with its original stripe is a different car from one without.

The GT continued as the civilized Dart with 273 (now 190 hp) and 318 (230 hp) V8s, while the 170 and 225



ended the economy end. The federal VIN plate moved to the door jamb for 1968 - check plate, title, and hidden stampings.

1968 is the last year of the 1967-69 body cycle's original face and the first year of federal safety equipment - a transition year in the details that judging notices.

Year-to-year changes

■ GTS standardized on the 340 (275 hp); 383 (300 hp) optional

■ Scat Pack bumblebee stripes arrive

■ Federal VIN plate on door jamb; side marker lights

■ GT: 273 (190 hp) / 318 (230 hp); sixes continue

4 — VIN Decoding

1968 Dart VINs are 13 digits with an engine code. Pattern: LS23H8B100001.

Position 1: L = Dodge. Position 2: series (S = Dart line; verify against factory docs). Positions 3-4: body style - 23 = 2-door hardtop, 21 = 2-door sedan, 41 = 4-door sedan, 27 = convertible.

Position 5: ENGINE CODE - A = 170, C = 225, D = 273, G = 318, H = 340, P = 383 4-barrel (verify 383 coding against Govier/factory references). The H code is the GTS 340 authentication.

Position 6: 8 = 1968. Position 7: plant (B = Hamtramck). Positions 8-13: sequence.

5 — Cowl / Fender-Tag Decoding

1968 fender tags are the IBM-card style: paint, trim, engine, transmission, axle, and option codes in Chrysler's standard layout.

The GTS equipment (340 engine code, hood scoops, stripe, heavy-duty suspension) must agree across the VIN, tag, and broadcast sheet.

Build date should fall within the 1968 model year; date-coded components cluster before it.

6 — Engines

Factory engine lineup

Engine

Compression

Horsepower

Torque

170 Slant Six

8.2:1

115 hp

155 lb-ft

225 Slant Six

8.2:1

145 hp

215 lb-ft

273 2-barrel

8.8:1

190 hp

260 lb-ft

318 2-barrel (LA)

9.2:1

230 hp

320 lb-ft

340 4-barrel (GTS)