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Dodge Coronet Rt 1967

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About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1967 Dodge Coronet R/T — one model, one year, nothing else. Every specification in this guide was checked against marque references, factory literature excerpts, and enthusiast documentation before it was written.

Our operating ethic is simple: we don't lie and we don't steal, we offer value. That means three things for this guide. First, no invented specifications — every number has a source. Second, where reputable sources disagree, the disagreement is disclosed in the text and in the Sources, Conflicts & Omissions section rather than papered over. Third, where a detail could not be verified, it is omitted and the omission is recorded — an honest gap beats a confident fabrication.

How to use this guide: start with the VIN and fender-tag (or door data plate) decoding sections to establish exactly what your car was when it left the factory. Use the engine, transmission, axle, paint, and casting sections to verify that what is on the car today matches what should be there. Use the rust and restoration-sequence sections to plan the work. And keep this guide in the shop — it is a working document, not a coffee-table book.

A final note: these cars are sixty years old. Parts have been swapped, tags have been lost, and memories have faded. Trust

the metal — casting numbers, date codes, and stampings — over stories. When in doubt, photograph everything and verify

against the factory service manual for your year.

1. Manufacturer History: Dodge

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

1967 Dodge Coronet R/T 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: Dodge Coronet R/T

The Coronet R/T arrived for 1967 as Dodge's top-dog B-body: R/T stood for Road/Track, and the package



business — the 440 Magnum V8 (375 hp) standard, heavy-duty suspension and brakes, and bold R/T badging. Where the Super Bee (arriving in 1968) was the budget brawler, the R/T was the gentleman's muscle car: full trim, full equipment, and the biggest engine as standard rather than optional. The formula never changed across the R/T's four-year run (1967-1970): the 440 Magnum standard, the 426 Hemi as the sole engine option, and the Coronet's mid-size B-body platform underneath. What changed was the wrapper — the 1966-1967 B-body's crisp lines, the 1968-1969's Coke-bottle curves, and the 1970's dramatic loop-bumper front end.

The 440 Magnum deserves its reputation: 4.32-inch bore, 3.75-inch stroke, 10.1:1 compression, 375 horsepower at 4,600 rpm, and 480 lb-ft of torque at 3,200 rpm. It was the largest standard engine in any intermediate muscle car, and it gave the R/T effortless, big-block thrust. The Hemi option — 425 hp, dual four-barrels, and a price tag that doubled the cost of the performance — was for the serious and the wealthy.

R/T production was always limited: under 11,000 in 1967, similar in 1968, just over 7,000 in 1969, and about 2,600 in the final year of 1970. Hemi R/Ts are among the rarest Mopars ever built — reported at 287 (1967), 229 (1968), 107 (1969), and either 16 or 14 (1970) depending on the source. The 1970 figure is genuinely disputed, and this series' 1970 guide says so openly.

For the restorer, the Coronet R/T is pure B-body Mopar at its most refined: 440 or Hemi power, A833 or TorqueFlite, 8-3/4-inch or Dana 60 rear, torsion-bar front suspension. The R/T-specific trim — badges, hood scoops, stripe options, and the R/T-only interior details — is the originality battleground, because the mechanical parts interchange across the B-body line while the trim does not.

3. What Makes the 1967 Unique

The 1967 Coronet R/T is the original R/T — the car that launched Dodge's Road/Track performance brand. The package was straightforward: the 440 Magnum (375 hp) standard, the 426 Hemi optional, heavy-duty suspension with the R/T handling package, heavy-duty brakes, and distinctive R/T badging including the twin simulated hood scoops. It was available as a hardtop (WS23) and a convertible (WS27). The 1967 cars wear the 1966-1967 B-body's crisp, angular styling — the last year before the 1968 redesign's curves. 1967-only details include the grille treatment, the taillight panel, and the interior trim. The 1967 R/T is distinguished from the 1968 by its sharper lines and its one-year trim parts.

1967 Dodge Coronet R/T

VIN coding for 1967: WS23L7 (hardtop) and WS27L7 (convertible) — W = Coronet, S = Special (R/T), 23/27 = body, L = 440 Magnum, 7 = 1967. Hemi cars substitute J for L (WS23J7/WS27J7). The L-code is the R/T's signature: the 440 was standard, not optional.

Production for 1967 was under 11,000 cars (approximate — exact figures vary by source), with a reported 287 Hemi cars. The 1967 R/T's significance is foundational: it established the R/T brand that would spread across the Dodge lineup, and it gave Dodge a genuine competitor to the Pontiac GTO at the top of the intermediate market.

Restoration notes specific to 1967: the 1967-only grille, trim, and interior parts are the sourcing challenge. The R/T-specific equipment — hood scoops, badges, heavy-duty suspension components — is the value driver. Verify the L-code (or J-code) in the VIN and the R/T equipment on the fender tag; Coronet 500s with added R/T badges are common.

Year-to-year changes at a glance.

- All-new R/T (Road/Track) package — Dodge's top-dog B-body.
- Standard: 440 Magnum (375 hp) — largest standard engine in the class.
- Only option: 426 Hemi (425 hp). Hardtop (WS23) and convertible (WS27).
- Crisp 1966-67 B-body styling; R/T hood scoops and badging.