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The opening pages of

1967 Plymouth Satellite Restoration Guide

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RESTORATIONESSENTIALS

1967 Plymouth Satellite

Factory-Correct Restoration Guide

Key facts at a glance

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About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1967 Plymouth Satellite — 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: Plymouth

Plymouth was created in 1928 by Walter P. Chrysler as his answer to Ford and Chevrolet: a low-priced car with engineering a step above its price class. The first Plymouth, the Model Q, carried hydraulic brakes at a time when its rivals still used mechanical brakes, and the brand's reputation for value engineering was set early. Through the Depression, Plymouth grew into America's number-three brand by selling honest, durable transportation.

The 1950s brought Virgil Exner's 'Forward Look' styling, tailfins, and torsion-bar front suspension ('Torsion-Aire'), which gave Plymouths handling their competitors could not match. The 1960s were Plymouth's performance decade: the Max Wedge Super Stock cars, the 1964 Barracuda (which beat the Ford Mustang to market by two weeks), the GTX, and the 1968 Road Runner — a back-to-basics muscle car that proved performance could be affordable.

Chrysler's engineering culture shaped every Plymouth of this era: the slant-six, the LA small-block V8 family, the B and RB big-blocks, the 426 Hemi, the TorqueFlite automatic (widely considered the best automatic of its day), and unit-body construction that made Mopars lighter and more rigid than their body-on-frame rivals. For the restorer, this is good news: mechanical parts interchange broadly across the corporation, and factory service manuals are unusually thorough.

The 1970s brought emissions controls, insurance surcharges, and the end of the high-compression era. Plymouth soldiered on with Volare, Horizon, and a string of rebadged Mitsubishis before the brand was discontinued in 2001. But the 1964-1973 performance cars — Barracuda, GTX, Road Runner, Duster 340, and the Superbird — remain the heart of the hobby, and factory-correct restoration of these cars is supported by one of the deepest reproduction ecosystems in the business.

2. Model History: Plymouth Satellite

The Plymouth Satellite arrived for 1965 as the premium model of the Belvedere line — Plymouth's answer



who wanted intermediate size with full-size manners. Offered only as a two-door hardtop and a convertible, the Satellite came standard with bucket seats and a center console, positioning it as the top of the Belvedere ladder and Plymouth's stylish entry in the emerging muscle-car conversation.

For 1966 the Satellite was restyled and, far more importantly, became one of the first Plymouths to offer the 426 Street Hemi — 425 gross horsepower in a mid-size hardtop or convertible. The Hemi's arrival made the Satellite a genuine supercar contender and cemented the nameplate's performance reputation in a single model year.

For 1967 Plymouth introduced the GTX as a new performance flagship above the Satellite, ending the Satellite's two-year reign as the top Belvedere. The Satellite remained the premium trim of the line, gained the 440 big-block as an option, and continued to offer the Hemi — though only three Hemi Satellites were built in 1967. The Satellite name would continue into the 1970s, eventually becoming its own model line.

3. What Makes the 1967 Unique

The 1967 Satellite is the year the hierarchy changed: Plymouth introduced the GTX as a new performance flagship above the Satellite, ending the Satellite's two-year run as the top Belvedere. The Satellite remained the premium trim of the line, but the GTX — with its standard 440 — took the performance crown. A 1967 Satellite is therefore the last of the original top-dog Satellites in spirit, if no longer in the catalog.

The 1967 engine lineup is the broadest of the three years: the 273 2-barrel (D) and the returning 273 4-barrel (D/E, 235 hp), the 318 2-barrel (F), the new 383 2-barrel (G, 270 hp), the 383 4-barrel (H, 325 hp), the new 440 4-barrel (L, 375 hp), and the continuing 426 Hemi (J, 425 hp). The 361 was dropped. Note that the VIN engine codes shifted meaning from 1966 — decode every 1967 car with the 1967 chart, not the 1966 one.

The Hemi continued in 1967 but barely: Hagerty reports just three Hemi Satellites — two hardtops and one convertible — making the 1967 Hemi Satellite one of the rarest Mopars ever built. A documented J-code 1967 Satellite convertible (RP27J7) sold at Barrett-Jackson confirms the combination existed. Any claimed 1967 Hemi Satellite demands the most rigorous documentation in the hobby.

Production totaled 32,378 (30,328 hardtops + 2,050 convertibles) per two independent sources — though one article reports 1,370 convertibles, a discrepancy flagged in Conflicts. The four-speed Hemi and 440 B-bodies used the 3.54 Dana 60 rear axle, per marque references.

1967 Plymouth Satellite

Restoration notes specific to 1967: the 1967-only grille, tail panel, and trim distinguish it from the 1966. Verify the fifth-digit engine code against the 1967 chart — E, F, G, and H all changed meaning from 1966. Documented fender tags show paint codes in 27P/28P format (e.g., Bright Red = PP1) with separate axle, transmission, and trim option codes — the tag is the authority on a 1967 car.

Year-to-year changes at a glance.

- GTX introduced above the Satellite — Satellite no longer the top Belvedere.
- 440 4-barrel (375 hp, VIN code L) and 383 2-barrel (270 hp) added; 361 dropped.
- 273 4-barrel returned; VIN engine codes shifted meaning from 1966 — decode with the 1967 chart.
- Only 3 Hemi Satellites built (2 hardtops, 1 convertible).
- Production: 32,378 (30,328 hardtops + 2,050 convertibles); convertible count disputed — see Conflicts.

4. VIN Decoding

1967 Satellite VINs: RP23 (hardtop) or RP27 (convertible). The fifth digit is the engine code — J is the Hemi, L is the 440.