

1969 Dodge Coronet Super Bee

2dr Hardtop Coupe • 8-cyl. 440cid/390hp 3x2bbl Six Pack

#1 Concours condition

\$157,000

↗ +12.1%

#2 Excellent condition

\$103,000

↗ +18.4%

#3 Good condition

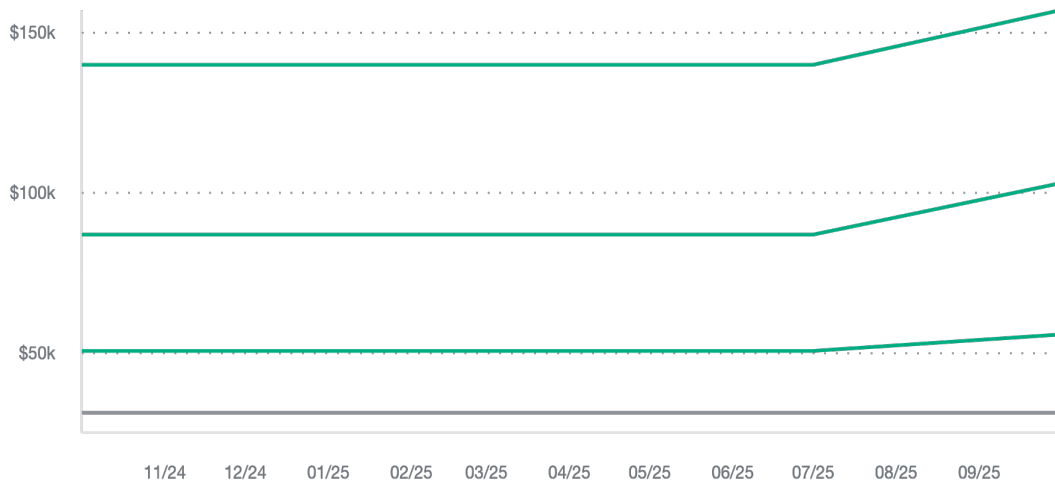
\$55,800*

↗ +10.1%

#4 Fair condition

\$31,400

↔ 0%



NOTE: The chart displays price changes for the last year.

Value adjustments

+15%
for 4-spd.

Colors can make an astonishing difference in both value and salability. Note: 440/390 Super Bee was a mid-model year introduction.

Model description

The Dodge Coronet's roots go back to 1949, when it debuted as one of the company's first postwar models. By the time the late 1960s rolled around, the Coronet was bonafide muscle.

For 1968, the car received updated exterior styling. Gone were the straight lines and sharp edges, replaced by a rounder, more "Coke bottle" look. The Coronet was still offered in a range of body styles, including two- and four-door sedans, a four-door wagon, a two-door hardtop, and a convertible. Engines, too, ran the gamut from mild to wild, and the Coronet could be as staid or as heavy-duty as buyers pleased.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

At the bottom of the range was the Coronet Deluxe, which came powered either by a 225-c.i. slant-six or optional 180-hp 273-c.i. V-8. Next was the Coronet 440, which had six-cylinder power, though most were ordered with either the 273- or 440-c.i. V-8, which made 375 hp. Further up the range you found the Coronet 500, which benefitted from one of several V-8s, including the standard 318-c.i. unit, a 330-hp, 383-c.i. unit, or the 440. Beyond that was the R/T, with the 440 standard and the 426-c.i. Hemi V-8 with dual quad carburetors and 425 hp as an option. TorqueFlite three-speed automatic transmissions were standard. Mid-year, Dodge also introduced the Coronet Super Bee (easily recognized by dual stripes around the tail). It was a stripped-down Coronet, available only as a two-door hardtop coupe, with standard 383 power mated to a four-speed transmission. The 440 Magnum engine was optional.

Standard equipment in the 1968 Coronets included floor mats, heater/defroster, and window trim, among other items. The Coronet 440 added a vinyl bench seat (in hardtops and wagons), as well as dual horns and carpeting. The 500 models also featured vinyl bucket seats in the hardtops and sedans, while the R/T featured a 150 mph speedometer, heavy-duty battery, suspension and brakes, and bodyside stripes. Super Bees were appointed with dual exhaust, heavy-duty suspension, and a power bulge hood.

Dodge added a new engine mid-year 1969—the 440-c.i. V-8 with three two-barrel carbs. Known as the 440 Six Pack, the engine produced 390 hp and 490 ft-lb of torque and was available only on the Super Bee. The four-barrel 440-cid Magnum was standard on the R/T. Also new was a fresh-air induction system, which came standard on Hemi-powered cars. It featured twin air scoops.

A new front end characterized the Coronet R/T for 1970, which featured a split grille. Faux, rear fender scoops became standard. All powertrains carried over, and while muscle was at its peak, the decline would come quickly, thanks to toughening emissions restrictions and the oil crisis. Just 14 Hemi Coronet R/Ts were built in 1970, and 36 Hemi Super Bees. After 1970, Dodge discontinued both the R/T and convertible, leaving only the four-door sedan and station wagon to carry the Coronet torch.

Today the Coronet is best remembered in its tire-smoking R/T and Super Bee trim, and is one of the better expressions of pure American muscle Mopar put on the street.

Body styles

2dr Hardtop Coupe

Engine types

8-cyl. 383cid/335hp 4bbl Hi-Perf

8-cyl. 426cid/425hp 2x4bbl Hemi

8-cyl. 440cid/390hp 3x2bbl Six Pack

1968-1970 Dodge Coronet stats

Highest sale	Lowest sale	Most recent sale	Sales
\$687,500	\$1,375	\$63,000	959

Equipment

Additional Info

Vehicle Length: 206.6 in

Wheelbase - Inches: 117 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.