

# 1967 Ford Mustang

2dr Coupe . 8-cyl. 289cid/225hp 4bbl

#1 Concours condition

**\$46,100**

↗ +8%

#2 Excellent condition

**\$37,000**

↗ +7.9%

#3 Good condition

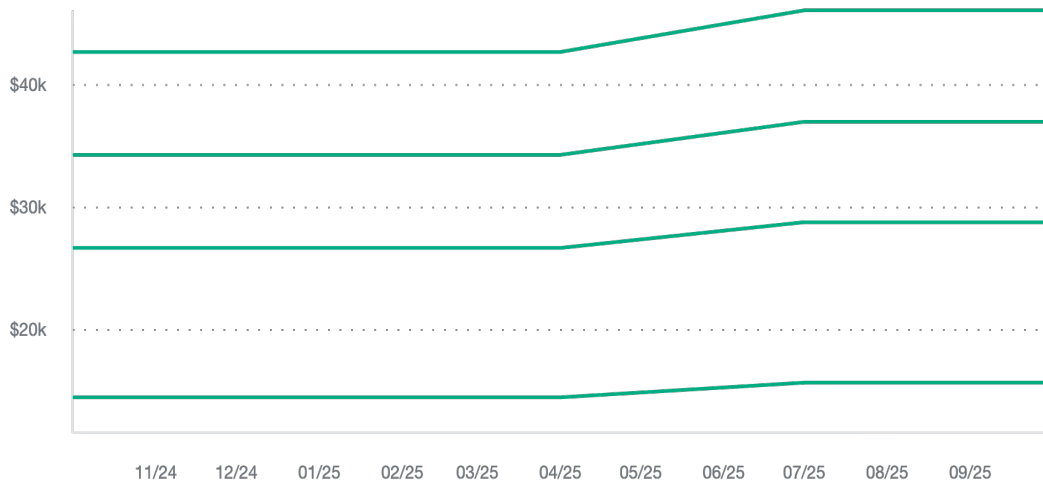
**\$28,800\***

↗ +7.9%

#4 Fair condition

**\$15,700**

↗ +8.3%



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

## Value adjustments

**+10%**  
for 4-spd.

**+6%**  
for a/c.

**-10%**  
for 6-cyl.

**-5%**  
for auto.

## Model description

Ford redesigned the Mustang for 1967, making it longer and wider but with the same 108-inch wheel base. The basic shape was exaggerated to look more aggressive, and flat panels gave way to curves. The front suspension was revised for improved handling and a dual braking system was introduced. Optional disc brakes now had power assist and cruise control was offered, but only with V-8 engines and Cruise-O-Matic transmission.

The grille was enlarged and the rear taillight panel was concave with larger lights. Simulated rear scoops were used on all three body styles and optional recessed panels on the hood featured rear-facing turn signal lights. The dashboard was redesigned and air conditioning was now integrated, instead of looking like an under-dash afterthought.

Production dropped this year to 472,121 units, in large part due to the introduction of the Chevrolet Camaro and Pontiac Firebird. The 1967 Mustang Hardtop Coupe was by far the most popular with 356,271 sold, followed by the Fastback at 71,042 and the Convertible at 44,808. Prices began at \$2,461 for the Hardtop, \$2,592 for the Fastback and \$2,698 for the convertible.

\*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)<sup>®</sup> 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.



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## 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.