

# 1971 Dodge Charger R/T

2dr Hardtop Coupe • 8-cyl. 440cid/370hp 4bbl Hi-Perf

#1 Concours condition

**\$88,100**

↗ +5%

#2 Excellent condition

**\$68,300**

↗ +5.1%

#3 Good condition

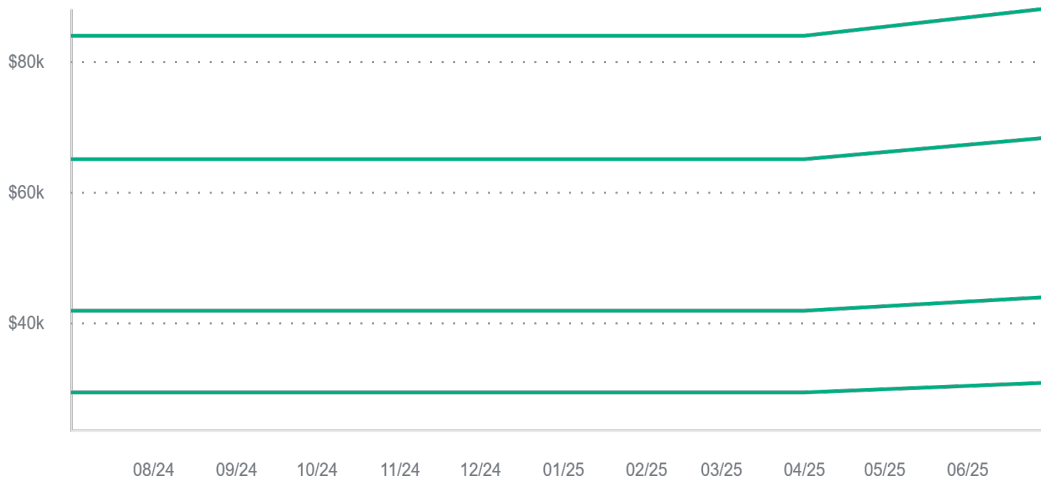
**\$43,900\***

↗ +5%

#4 Fair condition

**\$30,800**

↗ +5.1%



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

## Model description

Dodge divided the Coronet and Charger lines in 1971, redesigning both models and separating them. The Coronet now featured only sedans and wagons, while the Charger was available as a coupe and two-door hardtop

The 1971 Dodge Charger models on offer included base, Charger SE, Charger Super Bee and Charger R/T. The Charger was completely redesigned with a semi-fastback roofline, trunk lid with integral spoiler and six square taillights in an oval rear bumper. The wheelbase was shorter, but the car was wider and the front overhang was longer. The base engine was an unpopular slant-six or a 230 bhp 318 cid V-8.

The Charger 500 was the same package with more options and the Super Bee was a Plain Jane high-performance package with a 300 bhp 383 cid V-8. The SE featured luxury options like a leather interior, more trim and wood applique, and the R/T was top of the line with a 370 bhp 440 cid V-8, heavy duty suspension and brakes and luxurious interior. Optional engines included the 385 bhp "six-pack" 440 V-8 with triple two-barrel carburetors, and of course the thundering 425 bhp 426 cid Street Hemi V-8. This was the last year of the famed Hemi, as insurance rates and 1972 rules requiring regular gasoline effectively canceled it when compression ratios were cut to 8.5:1 in 1972.

Other options included air conditioning, power steering, power brakes, power front disc brakes, power seats, console, power windows, AM/FM 8-track, cruise control, rally suspension, and vinyl roof.

Dodge offered lots of exterior colors for the 1971 Charger, including Light Gunmetal, Gunmetal Gray, Light Blue, Bright Blue, Dark Blue, Plum Crazy, Indigo, Bright Red, Burgundy, Light Green, Dark Green, Lime Green, Green-Go, Dark Bronze, Butterscotch, Panther Pink, Turquoise, Tan, Dark Tan, Hemi Orange, White, Brite White, Black, Top Banana, Citron Yella, Light Gold Gold, Dark Gold, Bahama Yellow, Orange, and Rally Green.

Motor Trend did an extensive survey of high-performance Chargers for 1971. It recorded 0-60 mph in seven seconds for the Charger SE with the 370 bhp 440 Magnum and a quarter-mile in 14.93 seconds at 96.4 mph. A Super Bee with the 385 bhp 440 managed 0-60 mph in 6.9 seconds and quarter-mile in 14.74 seconds at 97.3 mph. Meanwhile, a Hemi-powered Super Bee managed 0-60 mph in 5.7 seconds and a quarter-mile in 13.73 seconds at 104 mph.

\*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.

**Body styles**

2dr Hardtop Coupe

**Engine types**

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

8-cyl. 440cid/370hp 4bbl Hi-Perf

8-cyl. 440cid/385hp 3x2bbl Six Pack

**1971-1974 Dodge Charger stats**

|                  |                |                  |            |
|------------------|----------------|------------------|------------|
| Highest sale     | Lowest sale    | Most recent sale | Sales      |
| <b>\$550,000</b> | <b>\$4,200</b> | <b>\$44,000</b>  | <b>566</b> |

**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.