

1972 Dodge Dart Demon 340

2dr Coupe • 8-cyl. 340cid/240hp 4bbl

#1 Concours condition

\$75,700

↗ +26%

#2 Excellent condition

\$52,500

↗ +25.9%

#3 Good condition

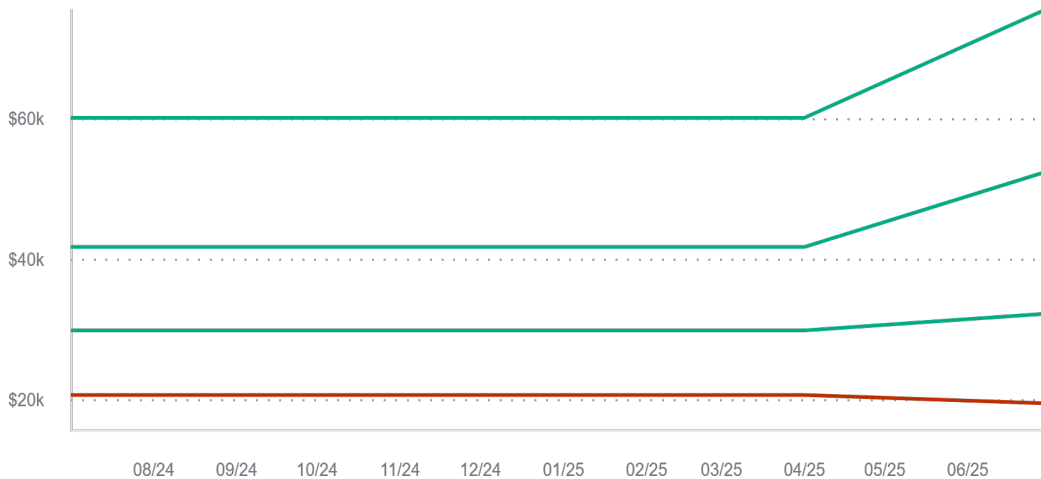
\$32,200*

↗ +8.1%

#4 Fair condition

\$19,400

↘ -5.8%



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

Model description

Following the great sales success of the compact Dodge Dart from 1963 to 1966, Dodge upsized the car in nearly every way for 1967. Most important to enthusiasts, perhaps, the Dart's engine bay could now handle bigger V-8s.

Initially, Dodge offered three models, available in coupe, sedan, and convertible body styles: the base (previously called the 170), a 270, and the GT. Engine options included a 101-hp 170-cid or 145-hp 225-cid slant six, and a 273-cid V-8 producing either 180 or 235 hp.

Late in 1967, Dodge introduced a new Dart GTS model to compete against the Chevrolet Nova SS. By 1968, it would carry either a 275-hp 340-cid V-8 or a 300-hp 383-cid V-8, while the base V-8 was increased to a 318. The GTS weighed less than 3,000 pounds and included a high-flow exhaust system and Rallye suspension. Transmission options included a Torque-Flite automatic, Hurst four-speed on the floor, or a three-speed column shift manual. A small number of Darts were specially built for drag racing by Michigan-based Hurst-Campbell with 440-cid engines. Similarly, some Darts were fitted with Dodge's 426-cid Hemi and stripped of several interior bits in an effort to save weight.

For 1969, Dodge introduced the Dart Swinger 340, a two-door hardtop coupe that included a Hurst four-speed, vinyl upholstery, Rallye suspension, bumble bee stripes, unique colors, and wide 14-inch wheels and tires. The GTS continued on, and the big news was more power from the 383—now up to 330 hp.

Dodge revised front and rear styling on the Dart for 1970, and the base 170 V-8 was replaced by a larger 198-cid unit. In the Swinger 340 a three-speed manual and front disc brakes became standard. But the following year the Swinger 340 was gone, replaced by the Demon, which was essentially a Plymouth Duster. The Swinger name lived on in what had been the Dart Custom hardtop.

*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.

In 1972, the Dart received several changes, both inside and out. Interiors were revised, as were the front grille and most exterior lighting. Underhood, the cars carried a better alternator and the transmissions were upgraded to offer a smoother, quieter ride. The 340 cars got electronic ignition, which would make its way into the entire range for 1973. Also available in 1973 was a sliding sunroof on two-door cars.

Few changes were incorporated into the Dart in 1974, though the following year Dodge offered a revised cabin heating system, and also introduced cruise control on select models. By 1976, Dart sales fell to their lowest total since 1963 (still an impressive 100,000 units), and the model was discontinued in favor of the Dodge Aspen. During its final throes, the Dart received unusual modifications in the form of the "Convertriple" and "Hang Ten" (Darts with added cargo capabilities), a patriotic "Spirit of '76", and the "Dart Lite" (a fuel efficient Dart that was similar to Plymouth's Feather Duster).

Today the Dart name is typically associated with its low price when new and its reputation for reliability, but enthusiasts understand that the high-performance variants of the model can be loads of fun for pennies on the dollar.

Body styles

2dr Coupe

Engine types

8-cyl. 340cid/240hp 4bbl

1967-1976 Dodge Dart stats

Highest sale	Lowest sale	Most recent sale	Sales
\$330,000	\$2,000	\$35,700	862

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.