

FREE SAMPLE

The opening pages of

1973 Dodge Dart Restoration Guide

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RESTORATIONESSENTIALS

1973 Dodge Dart

Factory-Correct Restoration Guide

Key facts at a glance

restorationessentials.polsia.app

Single-year coverage. Factory-correct specifications. No guesswork.

SAMPLE EXCERPT — full guide available at the link on the cover sheet



Manufacturer History

Dodge began in 1900 as the Dodge Brothers Machine Shop, supplying parts — and then complete cars — with a reputation for overbuilt durability. The first Dodge Brothers automobile appeared in 1914, and the brothers' obsession with quality made 'Dependability' the brand's watchword. After both brothers died in 1920, the company was sold to Chrysler in 1928, becoming the corporation's mainstream, slightly sportier division.

Dodge found its performance voice in the 1950s with the Red Ram Hemi V8 and Exner's Forward Look styling, then doubled down in the 1960s: the 1966 Charger invented the fastback muscle car, the Coronet put big-block power in a mid-size package, and the 1968 Super Bee answered Plymouth's Road Runner with Dodge's own budget brawler. The 1969 Charger Daytona and its Plymouth Superbird sibling took the aero wars to NASCAR's fastest tracks.

Like Plymouth, Dodge benefited from Chrysler's deep engineering bench: the LA small-block, B/RB big-block, and 426 Hemi engines; the A833 four-speed and TorqueFlite automatics; the 8-3/4-inch and Dana 60 rear axles; and torsion-bar front suspension that made Mopars handle. Dodge's muscle cars were typically a half-step more upscale than their Plymouth twins, which is why survivors in factory-correct condition are so prized today.

The muscle era ended with the 1971 model year for high compression, and Dodge pivoted to personal luxury (Charger), compacts (Dart, Colt), and eventually the minivan. But the 1967-1971 B-body performance cars — Coronet R/T, Super Bee, and Charger R/T — are cornerstone collector cars, and their restoration is supported by factory documentation, Galen Govier's decoding references, and a mature reproduction market.

2 — Model History

The 1967 A-body redesign gave the Dart wider frame rails and room for big engines, and Dodge used it. The GTS arrived late in 1967 with the 383; for 1968 the GTS standardized on the new 340 small-block (275 hp) with the 383 as the option - the Dart's entry into the factory muscle wars, complete with Scat Pack bumblebee stripes.

1969 was the peak: the GTS 383 went to 330 hp, the Swinger 340 gave buyers a \$2,836 performance hardtop (16,637 built), and the M-code 440 stuffed the 375-hp big-block into about 640 Darts for the ultimate street sleeper. 1970 brought a facelift, the 198 Slant Six replacing the 170, and the end of the 383 and the convertible in the Dart line.

For 1971 Dodge replaced the Swinger with the fastback Demon - a Duster sibling on a 108-inch wheelbase - and the Demon 340 (10,098 built at \$2,721) became the performance Dart. The Demon continued through 1972 (240 net hp, electronic ignition on the 340), then became the Dart Sport for 1973 when the devil imagery drew complaints. The 340 Sport carried the torch at 240 net horsepower - and the 360 never appeared in a Dart until 1974.

Terminology enforced in this guide: the 1971-1972 Demon is a Dart-line fastback sharing A-body/Duster architecture - not an ordinary Dart model without qualification. And there was no factory 1970 Dart 360 and no 1973 Dart 360; any such claim is builder-grade fiction this guide does not repeat.

3 — What Is Unique About This Model Year

The devil imagery drew complaints, so for 1973 the Demon became the Dart Sport - same 108-inch fastback, new name. The Dart Sport 340 carried the 240-net-horsepower 340 as the performance Dart. Electronic ignition went standard across the line for 1973 - the end of the points era in the Dart. The sliding sunroof joined the option list, and 5-mph bumpers changed the car's face and weight.

Total Dart/Dart Sport production of 134,979 is a secondary estimate - labeled as such in the ledger, not presented as a factory total.



One this guide will not blur: there was no Dart 360 in 1973. The 360 arrived in the Dart for 1974. Any '1973 Dart 360' is a swap or a story.

Year-to-year changes

- Demon becomes the Dart Sport (name change)
- Dart Sport 340: 240 net hp; 318 at 150 net hp
- Electronic ignition standard; sunroof option; 5-mph bumpers
- No Dart 360 until 1974 - stated explicitly

4 — VIN Decoding

1973 Dart Sport VIN pattern: LM29H3B100001. L = Dodge, M = Dart Sport series, 29 = 2-door fastback, H = 340, 3 = 1973, B = Hamtramck, plus sequence.

Sedan/coupe Darts carry year digit 3 with their own series/body codes. Position-5 engine code authenticates across the line - and there is no 360 code for 1973.

5 — Cowl / Fender-Tag Decoding

1973 IBM-card fender tags. Dart Sport 340 equipment must agree across VIN, tag, and broadcast sheet.

1973-only details (5-mph bumpers, sunroof option, electronic ignition) should agree with the build date.

6 — Engines

Factory engine lineup

Engine

Compression

Horsepower

Torque

198 Slant Six

8.2:1

100 hp (net, commonly published)

150 lb-ft (net, commonly published)

225 Slant Six

8.2:1

105 hp (net, commonly published)

170 lb-ft (net, commonly published)

318 2-barrel (LA)

8.5:1

150 hp (net)

260 lb-ft (net, commonly published)

340 4-barrel (Dart Sport 340)

8.5:1

240 hp (net)

290 lb-ft (net, commonly published)

198 Slant Six 198 cu in — bore 3.40 in × stroke 3.64 in, 8.2:1 compression, 100 hp (net, commonly published), 150 lb-ft (net, commonly published), 1bbl. Engine code: -. Base six. Commonly published net