

FREE SAMPLE

The opening pages of

1974 Dodge D100 Restoration Guide

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so you can judge the depth before you spend a dollar.

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RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

1974 Dodge D100 Restoration Guide

Model Years 1974

Model year	1974 - D-Series year 3 of 9 (1972-1980 span)
Designation	D100 (2WD) / W100 (4WD) half-ton
Engines	225 slant six, 318 LA V8, 360 LA V8, 440 RB V8
Front tell	Refreshed grille (new for 1974); round headlights
Identifiers	Refreshed 1974 grille - the first change to the 1972 face.

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

Published by RestorationEssentials

How This Guide Works

This is a **single-year restoration** guide for the 1974 Dodge D100 and W100 - one year of the third-generation D-Series (1972-1980), covered on its own because that is how these trucks were built, badged, and optioned, and how they must be restored. Specifications were checked against the marque model history, MotorTrend's Dodge truck centennial history, and factory literature. Where sources disagree, this guide prints the disagreement instead of guessing.



Scope. Covers 1974 D100/W100 half-tons, standard cab and Club Cab (the Club Cab reaches the W100 this year). The Dyna-Trac dual-rear-wheel option is a D300 story, noted where it touches the half-tons.

Where 1974 sits in the run

- **Coming in:** 1973 added the Club Cab, 2WD front discs, and optional electronic ignition.
- **Leaving:** 1975 refreshes the panel and moldings, puts front discs on 4WD trucks, and makes the full-time transfer case standard on W models.

Platform Snapshot

Fact	Detail
Model year	1974
Designation	D100 (2WD) / W100 (4WD) half-ton
Platform	Chrysler AD, body-on-frame
Wheelbases	115 / 131 in standard cab; 133 / 149 in Club Cab
Front suspension (2WD)	Double-wishbone, coil springs (independent)
Front suspension (4WD)	Leaf-sprung live axle (Dana 44)
Grille / front tell	Refreshed grille (new for 1974); round headlights
Front brakes	Front discs on 2WD; 4WD keeps front drums (discs for 1975)
Ignition	Electronic ignition standard on gasoline trucks (new)
Beds	Sweptline (full-width) or Utiline (stepside)

The 1974 Register - What Makes a 1974 a 1974

- The 440 RB V8 joins the option list - per the marque history it replaces the 400 as the big-block option this year (the 400 returns for 1976).
- Grille refreshed for 1974.
- Electronic ignition becomes standard on all gasoline trucks.
- The standard fuel tank moves from inside the cab to the frame - a restoration tell you can check from outside the truck.
- Club Cab becomes available on W100 and W200 models.
- Dyna-Trac dual rear wheels debut on the D300 - the line's heavy-duty headline for the year.

VIN, Fender Tag, and Broadcast Sheet

The VIN is stamped on the frame and carried on the door tag; the fender tag under the hood carries the option codes, and the broadcast (build) sheet - hunt under the seats, behind the glovebox, above the fuel tank - is the truck's birth certificate. Decode all three before ordering year-specific parts: on these trucks the tag adjudicates disputes, and the tag plus the broadcast sheet ends them.



Engines: The 1974 Menu

All ratings are SAE net, as published for the year. The engine in the truck is what the fender tag and the block stampings say it is - decode both before ordering parts.

Engine	Output (net)	Notes
225 slant six	Base six	1-barrel
318 LA V8	150 hp	Volume V8
360 LA V8	180 hp	Top small block
440 RB V8	225 hp	New top engine for 1974

Engine note. Engine-menu conflict, printed honestly: the marque history says the 440 replaced the 400 as the big-block option for 1974, and the 400 was 'made available again' for 1976. Treat a claimed factory 1974-75 400 with extra care and let the fender tag decide.

Restoring the 1974 engines

- 225 slant six: the leaning tower of power - simple, durable, and cheap to rebuild correctly. Check the exhaust manifold for cracks and the carburetor for worn throttle shafts.
- 318/360 LA small blocks: the volume engines. The 360 is externally balanced - keep its balancer and converter hardware with it.
- Big blocks (where fitted): verify the radiator is the correct big-block unit; a small-block radiator doing its best is an overheating truck.
- Casting numbers and date codes: the casting date should precede the truck's build date by weeks, not follow it.

Transmissions and Transfer Cases

Unit	Type	Application
3-speed manual	Column-shift	Base, light-duty
4-speed manual (NP435)	Floor-shift, granny low	Heavy-duty / 4WD favorite
TorqueFlite 727	3-speed automatic	Optional across the line

W100 continues part-time four-wheel drive. The full-time case becomes standard for 1975, with the 440 and a front sway bar newly optional on 4WD trucks that year.

Axles, Suspension, and Brakes

- 2WD front: double-wishbone independent suspension with coil springs - bushings, ball joints, and shocks are the wear items, all standard Mopar hardware, all available.
- 4WD front: leaf-sprung Dana 44 live axle; rear: Chrysler 8.25 or 9.25 on half-tons.
- Brakes for 1974: front discs on 2wd; 4wd keeps front drums (discs for 1975). Restoration doctrine: everything rubber or hydraulic is done - master, calipers or wheel cylinders, every hose, steel lines in factory routing. A truck that sat needs the whole system, not a bleed.
- Steering: check the box for play and, on 1976-and-later 4WD trucks, the raised tie rods for bends.