

FREE SAMPLE

The opening pages of

1975 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

1975 Dodge D100 Restoration Guide

Model Years 1975

Model year	1975 - D-Series year 4 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	1974-pattern grille carried over; round headlights
Identifiers	Front discs on a W100 are correct from 1975 - a drum-front W100 is 1974 or earlier hardware.

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 1975 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 1975 D100/W100 half-tons in standard and Club Cab form. The nine-foot Utiline bed's deletion is a 300-series fact, noted for context.

Where 1975 sits in the run

- **Coming in:** 1974 refreshed the grille, added the 440, standardized electronic ignition, and moved the tank to the frame.
- **Leaving:** 1976 raises the frame tank, adds corrosion protection and a sunroof option, brings back the 400, and previews the Warlock.

Platform Snapshot

Fact	Detail
Model year	1975
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	1974-pattern grille carried over; round headlights
Front brakes	Front discs on 2WD and now on 4WD (new); rear drums
Ignition	Electronic ignition standard (gasoline)
Beds	Sweptline (full-width) or Utiline (stepside)

The 1975 Register - What Makes a 1975 a 1975

- Instrument panel and side moldings refreshed.
- 4WD front brakes swap drums for discs, matching the 2WD trucks.
- W100/W200 suspension reworked for ride: longer leaf springs, softer rates, new shock absorbers.
- A full-time transfer case becomes standard on 4WD models; the 440 and a front sway bar become optional on 4WD trucks.
- Catalytic converters arrive on trucks up to 6,000 lb GVWR - emissions hardware is now part of a correct restoration for those trucks.
- The nine-foot Utiline bed on 300-series models is discontinued.



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 1975 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	Top engine; now optional on 4WD too

Engine note. The 400 sits out 1975 on the verified record used here (see the 1974 engine note); it returns for 1976. The fender tag is the authority for any individual truck.

Restoring the 1975 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

1975 is the full-time changeover year for W trucks: the full-time transfer case is standard, with the front-disc and suspension revisions arriving in the same year. Full-time trucks wear their front-axle and case components differently - inspect the case chain and the front driveshaft joints on any survivor.

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.