

FREE SAMPLE

The opening pages of

1977 Dodge D100/D150 Restoration Guide

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

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Factory-Correct Restoration Reference

1977 Dodge D100/D150 Restoration Guide

Model Years 1977

Model year	1977 - D-Series year 6 of 9 (1972-1980 span)
Designation	D100/W100; mid-year, trucks over 6,000 lb GVWR redesignated D150/W150
Engines	225 slant six, 318 LA V8, 360 LA V8, 400 B V8, 440 RB V8
Front tell	Facelift grille: rectangular turn signals, DODGE embossed at top (new)
Identifiers	Rectangular turn signals in the grille and embossed DODGE lettering = the 1977 facelift.

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.

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How This Guide Works

This is a **single-year restoration** guide for the 1977 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 1977 D100/W100 half-tons, including trucks redesignated D150/W150 mid-year by GVWR. The badges are a date-and-rating question, answered in the register.

Where 1977 sits in the run

- **Coming in:** 1976 brought the eggcrate grille, the returning 400, and the limited-production Warlock.
- **Leaving:** 1978 adds tilt wheel and a factory hitch, the Mitsubishi diesel option, and the Li'l Red Express - and closes the big-block era.

Platform Snapshot

Fact	Detail
Model year	1977
Designation	D100/W100; mid-year, trucks over 6,000 lb GVWR redesignated D150/W150
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	Facelift grille: rectangular turn signals, DODGE embossed at top (new)
Front brakes	Front discs (2WD and 4WD); rear drums
Ignition	Electronic ignition standard (gasoline)
Beds	Sweptline (full-width) or Utiline (stepside)

The 1977 Register - What Makes a 1977 a 1977

- Facelift year: updated grille with rectangular turn signal lights and the DODGE name embossed at the top; body moldings refreshed.
- Adventurer Sport trim discontinued. Interior updated: two-tone instrument panel, new seat and door trim.
- Fuel Pacer economy indicator introduced.
- The 225 slant six above 6,000 lb GVWR gains a two-barrel carburetor.
- Mid-1977: D100/W100 models above 6,000 lb GVWR are redesignated D150/W150. Lighter trucks keep D100/W100 badges - both badges are correct on 1977 trucks, decided by GVWR and build date, not by trim.
- Warlock moves to regular production; the Macho Power Wagon joins the Adult Toys line on the W series.
- A new W400 chassis-cab (11,000 lb GVWR, dual rear wheels, 360 standard) tops the 4WD line - context for the half-tons, not part of them.



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 1977 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	2-barrel above 6,000 lb GVWR (new)
318 LA V8	150 hp	Final year at this rating; drops for 1978
360 LA V8	180 hp class	Top small block
400 B V8	185-250 hp by tune	Big block
440 RB V8	225 hp	Top engine

Engine note. The D150 question, settled plainly: the range guide printed 'D100 became D150 for 1977.' The verified record is narrower - mid-1977, and only for trucks above 6,000 lb GVWR. The full merge into D150 happens for 1980.

Restoring the 1977 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

Full-time case standard on W models; the Macho Power Wagon's arrival makes 1977 the year W-truck trim starts mattering as much as hardware.