

# **FREE SAMPLE**

The opening pages of

## **1980 Dodge D150 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

## 1980 Dodge D150 Restoration Guide

Model Years 1980

|             |                                                                           |
|-------------|---------------------------------------------------------------------------|
| Model year  | 1980 - D-Series year 9 of 9 (1972-1980 span)                              |
| Designation | D150 / W150 half-tons (D100 merged into D150 for 1980)                    |
| Engines     | 225 slant six, 318 LA V8, 360 LA V8                                       |
| Front tell  | 1979 grille with openings painted black (the year's only exterior change) |
| Identifiers | Black-painted grille openings = 1980 within this span.                    |

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 1980 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 the final D-Series year: 1980 D150/W150 half-tons (the D100 badge is retired into the D150 this year).

## Where 1980 sits in the run

- **Coming in:** 1979 refreshed the face, galvanized more panels, and ended the big blocks.
- **Leaving:** 1981 renames the line Dodge Ram - new grille, hood, taillights, and interior on the same bones, running to 1993.

## Platform Snapshot

| Fact                   | Detail                                                                    |
|------------------------|---------------------------------------------------------------------------|
| Model year             | 1980                                                                      |
| Designation            | D150 / W150 half-tons (D100 merged into D150 for 1980)                    |
| 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    | 1979 grille with openings painted black (the year's only exterior change) |
| Front brakes           | Front discs (2WD and 4WD); rear drums                                     |
| Ignition               | Electronic ignition standard (gasoline)                                   |
| Beds                   | Sweptline (full-width) or Utiline (stepside)                              |

## The 1980 Register - What Makes a 1980 a 1980

- Final D-Series year - the nameplate that ran from 1961 ends here; Dodge Ram follows for 1981.
- The D100 merges into the D150: D150/W150 is now the entry-level designation across the board, closing the GVWR split that began mid-1977.
- Only exterior change: the grille openings are painted black.
- The three-speed manual is discontinued; the NP435 four-speed becomes the standard manual transmission.
- The 225 slant six is discontinued on Club Cabs and crew cabs.
- The full-time transfer case is replaced by a part-time case on 4WD models.
- Power windows offered for the first time.



## 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 1980 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     | Standard cab only from this year |
| 318 LA V8     | 135 hp       | Volume V8                        |
| 360 LA V8     | Top engine   | As set for 1979                  |

**Engine note.** The 1980 menu is the 1981 Ram menu in rehearsal: 225, 318, 360 - nothing else. Diesel and big-block claims for a 1980 truck are transplants.

## Restoring the 1980 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              |
|------------------------|-------------------------|--------------------------|
| 4-speed manual (NP435) | Floor-shift, granny low | Standard manual for 1980 |
| TorqueFlite 727        | 3-speed automatic       | Optional across the line |

Part-time transfer case replaces the full-time unit - the 1980 W150's defining mechanical change. Expect locking hubs and a conventional front-axle setup; check engagement 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.
- 4WD front: leaf-sprung Dana 44 live axle; rear: Chrysler 8.25 or 9.25 on half-tons.
- Brakes for 1980: front discs (2wd and 4wd); rear drums. 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