Dodge Truck
1972-80 Serial Number

The Serial Number plate is mounted on the driver's side door lock pillar.

D 1 4 A E 5 S 000105

Model
A = 4 Wheel Drive SUV
D = 2 Wheel Drive Truck
E = 2 Wheel Drive SUV
W = 4 Wheel Drive Truck

Chassis Rating
A = 1/2 ton Plymouth
1 = 1/2 ton Dodge
2 = 3/4 ton
3 = 1 ton

Body Code
0 = Ramcharger SUV
3 = Standard Cab Utiline (Stepside)
4 = Standard Cab Sweptline (Fleetside)
5 = Crew Cab Utiline (Stepside)
6 = Crew Cab Sweptline (Fleetside)
7 = Club Cab Sweptline (Fleetside)

GVWR (Gross Vehicle Weight Rating)
A = under 6,000 lbs
B = 6,001 lbs - 10,000 lbs

Engine Code

A =	440-3 V8	1972-78
B =	225-1 6 Cyl	1972-80
C =	225-2 6 Cyl	1972-80
D =	440-1 V8	1972-78
E =	318-1 V8	1972-80
F =	360-1 V8	1972-80
G =	318-3 V8	1971-78
K =	360-3 V8	1974-80
J =	400 V8	1972-78
P =	318-1 V8	1978-80
S =	360 V8	1978-79
T =	360 V8	1974-80

Model Year

2 =	1972	8 =	1978
3 =	1973	9 =	1979
4 =	1974	A =	1980
5 =	1975		
6 =	1976		
7 =	1977		

Assembly Plant
J = Windsor, Ontario (Canada)
S = Warren, Michigan
T = Warren, Michigan
U = St. Louis, Missouri (1972)
V = Warren, Michigan
X = St. Louis, Missouri (1973-80)
K = Windsor, Ontario (Canada)

Sequence Number
000,105

1972-93 Truck History

1972 Models incorporated more comfort, convenience and serviceability. Larger windshield and back window improved outward visibility. Curved door glass added four inches of shoulder room. Gauges were recessed to prevent glare. Fuse box and emergency flashers were located behind the glove box door for easy access. Two-wheel drive models featured coil link front suspension and four-wheel drive models featured leaf spring front suspension, heavy-duty chassis components and larger rear brakes. Available options included power front disc brakes, power steering and cruise control. In-cab fuel tank for standard cab models.

1973 Club Cab introduced, adding 18 more inches of cargo or passenger space. Electronic ignition now available on all engines as an option.

1974 New grille design and optional 440 cubic inch V8 replaced the 400 cubic inch V8. Fuel tank for standard cab trucks relocated inside the frame rail. Ramcharger SUV available only with four-wheel drive and either 318 or 440 cubic inch V8. Factory removable roof was optional.

1975 Revised instrument panel and side molding design. Four-wheel drive models received updated suspension geometry and components. Full-time four-wheel drive standard on all four-wheel drive models. Two-wheel drive Ramcharger model added as well as 225 cubic inch slant six cylinder engine.

1976 Bench seat back now hinged for easier access to storage behind the seat. Glide out spare tire carrier added.

1977 Warlock trim level introduced on standard cab shortbed Utiline pickup, featuring gold spoke wheels, gold pinstriping and real oak bed side boards. A new grille incorporated rectangular parking lights. New seat trim and door panels added.

1978 Macho Power Wagon and Macho Ramcharger introduced. Li'l Red Express Truck added with a heavy-duty 360 cubic inch V8 equipped with four-barrel carburetor backed by a 3.55:1 rear axle. The Midnite Express was available for the 1978 model year only. This truck was equipped much like the Li'l Red Express with exhaust stacks, wheels and gold pinstriping. The Midnite Express was painted black instead of red and featured a "Midnite Express Truck" decal on the door. Most Midnite Express trucks were powered by the 440 engine, instead of the 360 like the Li'l Red Express.

1979 New sheet metal, consisting of hood, cowl panel, grilles and headlights. Top trim levels equipped with four rectangular headlights. Lower trim levels were equipped with two round headlights. Li'l Red Express Truck dropped.

1980 Grille openings painted black. Four-wheel drive models changed to part-time four-wheel drive. D100 model was dropped.

1981 New hood, fender, grille and rectangular headlights created a more sculpted look. New instrument panel. Tailgate redesigned for easier use. Ramcharger updated with an integrated steel roof. Intermittent wipers. Models now referenced as Ram for two-wheel drive models and Power Ram for four-wheel drive models.

1982 Miser option package was offered. Featured 225 slant six engine, bright finish grille, bright wheel covers, ram's head hood ornament, gold body stripes (tape), deluxe pleated vinyl seat, wood-toned instrument panel and color-keyed carpeting.

1983 Auto-locking hubs available for four-wheel drive models.

1984 D100 returns as the entry level model.

1985 Four-wheel drive transfer cases could be shifted into and out of four-wheel drive at speeds up to 55 miles per hour.

1986 New grille style, featuring four large openings and new front bumper, gave the front end a cleaner look. Crew cab and Utiline bed options were dropped.

1987 Full length door panels added. Oil pressure gauge, temperature gauge and trip odometer standard on all trucks.

1988 3.9L V6 introduced. Throttle body injection added to 3.9L and 5.2L engines. 5.2L engines gained a 20 percent increase in power.

1989 5.9L direct injected Cummins turbo diesel engine added. 5.9L gasoline engine received throttle body fuel injection.

1990 Club Cab returns. New heavy-duty four-speed overdrive transmission was optional. Anti-lock rear brakes were standard for Ramcharger models.

1991 New grille design. Air charge intercooler added to diesel models, and modifications to cylinder heads and pistons further reduced emissions on diesel-equipped models. 150S replaces 100 as the entry level model.

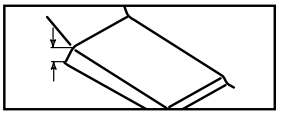
1992 3.9L V6 and 5.2L V8 engines were upgraded to sequential multi-port fuel injection and given the name Magnum. 3.9L V6 power increased 45 percent and 5.2L power increased 30 percent.

1993 5.9L V8 engine is brought into the Magnum engine family, receiving multi-port fuel injection and an increase of 25 horsepower and 30 ft-lbs of torque.

Low and High Hump Transmission Tunnel Cover Identification

Carpet Kits and MIP Mats are often defined as "Low Hump" or "High Hump" or "Small Transmission, Large Transmission." This refers to the size of the Transmission tunnel hump in the floor of the cab. Models originally equipped with 4 wheel drive or floor shift have a larger hump than 2 wheel drive, column shift models. The illustration on the right is a guide to help you verify the type of floor your truck is equipped with.

Low Hump (Small Transmission) 2WD Column Shift



High Hump (Large Transmission) 4WD or Floor Shift

