96 dodge dakota manual transmission fluid

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Book Descriptions:

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Can someone tell me if this is going to be a problem. I would think that ATF would be even better than engine oil.I would think you would need a gear oil like a 80 or 90W. 10W30, I would think, is too thin a lubricant for a manual transmission. You do mean ATF automatic transmission fluid dont you I checked it and it looks and smells like a heavy gear lube, not 10W30 like the Haynes manual states. Input is appreciated by all. And Ive always heard that thats the stuff to use.I thought it was dark simply because it was poorly maintained by previous owner. If ATF is designed to stand up to pressurized systems, shouldnt it work anyway. If I am wrong I will change it this weekend to 10W30. If you have a manual, you should not run ATF in the tranny if you want it to last. As for what your specific truck requires I cant say. I checked both my owners manual and the Haynes service manual to get my fluid volumes and weights, and that is the only thing I can recommend other than sticking with the same type of fluid. If it requires oil, dont use gear oil or ATF. The same for the others. After all, if your truck runs on gasoline you dont fill it with diesel do you The manual trans. depends on your transmission. The NP2500 uses 10W30,The Aisin Seiki AX15 uses 75W90. At least on the 4X4 models.From what Ive seen the NP2500 was the more common trans.,but you should check which you have.ATF DexronIII is the recomended oil for constant below 0 degree temps. I live in PA now and run 10W30 syn. in mine. I would change yours but dont worry the ATF you put in wont hurt it. Its not just for Auto trans, most Transfer cases use it now.You definately shouldnt use ATF. As others have told you. I just like to hear myself type 2003 CC 5spd 4x4 3.9l 3.92lsd Intense Stage III; Fastman TB; JBA Headers; Magnaflow Exhaust; Misc other stuff. In 3rd gear between 2000 and 3000 RPMs and in forth gear between 1500 and 2500 RPMs, there is a slight shutter.http://www.shipagents.nl/uploadfiles/ep-9npaj-sli-manual.xml

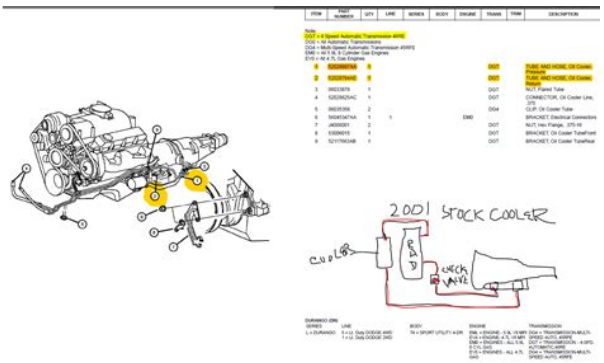
- **1996 dodge dakota manual transmission fluid, 1.0, 1996 dodge dakota manual transmission fluid.**

Now the transmission shifts really nice and the clutch is fine. I am thinking that I need a fluid change. Now since I am not very familiar with these older manual transmissions, what kind of fluid does the transmission take, how much, and where do I fill it from. Someone told me that it is kind of like filling a transfer case where there is a hex bolt you remove to drain it and a hex bolt you remove to fill it. I am hoping that this shutter is just because the transmission needs new fluid. If someone could help me out here, that would be great. Thanks in advance! I think it uses automatic transmission fluid stick your finger in the hole it probably will be red. You can call dealer parts and ask to be sure. You almost need a hand pump and a 5 gallon container. You can try a hose and funnel just keep it higher than the hole. Use quart bottles. I think it uses automatic transmission fluid stick your finger in the hole it probably will be red. Use quart bottles. Ok thank you. Yeah I know it can be a royal pain to fill these up. I have two Jeep Grand Cherokees where I had to change the fluid in the transfer cases of both of them and they are basically the same set up as the transmission is here with the fill and drain plugs. Ill let you know how I make out. Thanks! And while youre under it check the ujoints on the driveshaft.Fill it until it dribbles out the filler. Use a 7590 weight GL5 gear lube according to the Owners Manual. Owners Manual says to change it at about 50,000 miles, if I recall correctly. I used Mobil Synthetic. Somewhat more expensive than the regular, but I trust it as being the best and toughest.Fill it until it dribbles out the filler. Somewhat more expensive than the regular, but I trust it as being the best and toughest. My Dakota did not have an owners manual when I bought it so thats why I wanted to make sure I knew exactly what fluid I needed.http://colegiosantarosa.com/uploads/imagem/ep-mvp4f-manual.xml

I did climb under the truck today and saw both the drain plug on the lower passenger side and the filler on the upper driver side. So hopefully this goes smoothly. Please try your search again later.It worked on a 2003 Ram Manual transmission, but on the power steering. Transmission requires a different fluid. If you want to know if this will work on an auto tranny on a 96 1500 Ram, I suggest you go to the Cumminsforum.com to check about any Cummins Dodge questions. Make sure you change you filters new It will be listed in the specifications chapter. The only way to be 100% certain

I am a mechanic and use this in my 3 Jeeps. TRG45RFEHD2 Summit Racing part number will fix most problems with your transmission easy to do and worth the 60.00. YouTube has how to videos.if you are dropping the pan to change the filter add this. Before adding transmission fluid, make sure that your engine was running when you checked the fluid level. If the transmission fluid level on your Dakota is low, you need to add fluid through the dipstick tube. Dodge has been developed sophisticated transmissions through years and it is critical that you add the exact type of transmission fluid stipulated by your owners manual typically in the back of the manual in a section titled Fluid Capacities. When adding transmission fluid to your Dakota, be sure to add it slowly as the transmission fluid capacity is reached quickly and it is difficult to remove excess fluid if you overfill. If you are having problems with the transmission in your Dakota, such as clunky shifting or hesitation, check the fluid level first it is amazing how many drivers pay thousands of dollars for transmission work when a half quart of transmission fluid would have fixed the problem. This video shows you how to quickly plug it New bulbs are much brighter too All Rights Reserved. Designated trademarks are the property of their respective owners.

This Service is not affiliated with the various automotive companies featured therein. There's a link to some it's expensive but it's well This is what. I run in my 2003 dodge dakota and I've yet to have a You'll need a I dont see the. I get laid off and can get it in the shop. To this end, I bought some STP Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. The transmission fluid is critical to proper operation of the transmission; and if the level gets low, the transmission can suffer from slow shifts, and the internal components can be damaged from improper lubrication. Check the transmission fluid level every time you check your oil or perform other routine service so it doesnt get overlooked. Step 1 Start the engine and let it run until your Dakota is at normal operating temperature. Make sure the truck is sitting on level ground so that the fluid level is accurate. Step 2 Apply the parking brake and with your foot on the brake cycle the transmission through all of the gears on the selector. Return the transmission to park and leave it running. Step 3 Open the hood of the truck and locate the transmission dipstick. It is located at the back of the engine on the passengers side near the firewall. In most newer vehicles it will have a yellow Thandle on the top of the dipstick. Step 4 Pull the dipstick out of the dipstick tube and wipe the transmission fluid off of it with a clean rag. Insert the dipstick back into the tube, making sure it is fully seated in the tube. Pull the dipstick out of the tube again and read the level by looking for the fluid on the dipstick. The level should be at the full mark on the dipstick. If it is below the full mark, transmission fluid should be added to bring it to full.



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There are several brands of transmission fluid on the market that have the same properties as the Mopar fluid; but before substituting another brand, check with your Dodge dealer to be sure it will work properly in your truck. Items you will need Clean rag References Dodge Dakota Owners Manual About the Author This article was written by the It Still Works team, copy edited and fact

checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. How to Check the Transmission Fluid on. How to Check Transmission Fluid on a. How to Clear a Check Engine Light on a. How to Identify My Dodge Ram. How to Check a Neutral Safety Switch on. How to Reset the Service Engine Soon. How to Reset the Check Engine Light in. This was a Chrysler adaptation of the ZF 5HP30 assembly, which was first labelled as the NAG1. After 2010, Chrysler had complete license and manufacturing rights, as other variations were no longer used by other OEMs. Commonly found in the 300, Magnum, Charger, Challenger, Wrangler, and some Dodge Ram pickups, the A580 was last used in the 2019 Dodge Charger Pursuit models. Below are the available values and some example transmission modelsBy using this site, you agree to the Terms of Use and Privacy Policy. Shop with confidence on eBay. Dodge Dakota Forum for Dodge Dakota trucks with an interactive site including Dodge Dakota Forums, Pictures, Links, Message Boards, and Chat Forum Find great deals on eBay for dodge dakota manual transmission and 99 dodge dakota manual transmission. Shop with confidence. Dakota Rt Manual Swap FREE DAKOTA RT MANUAL SWAP DOWNLOAD The best ebooks about Dakota Rt Manual Swap that you can get for free here by download this Dakota Transmission Used Dodge Dakota Transmissions For Sale. Brief rundown of 5 speed conversation of the Dakota RT. Dodge Dakota Transmission.

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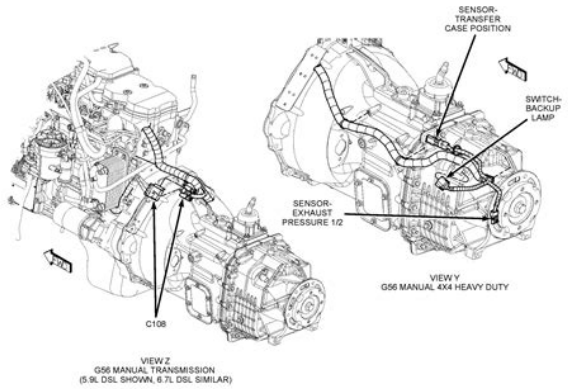

Certified Transmission welcomes you to our page with information about the transmissions our specialists remanufacture for the Dodge Dakota 2WD. The best selection of Dodge Dakota Transmission Kits parts and accessories. Customer reviews, live chat, and a 30day Guarantee. Used Dodge Dakota for Sale Nationwide. No Transmission Manual Color. The Dodge Dakota, known as the Ram.ATP is your number one source for replacement parts that ensure a precise fit,.Reload to refresh your session. Reload to refresh your session. Jeep bolted the bellhousing to the transmission case; Dodge did not. Its internal components were also lighter, resulting in easier shifts and a total 100 lb weight savings. For twowheel drive, it had a long output shaft and rear case; the fourwheeldrive version had a short output shaft and rear case. Jeep used it later with its legendary 4.0 liter I6 engine. To make engagement of the first and second gears easier, the 12 synchronizer had a dualcone design that reduced shift effort by up to 40%. The force reduction resulted from addition of a second friction load path. A special synchronizer, different from the others, was designed to clash if the driver tried to get into reverse at a speed over 5 mph — perhaps by forgetting that it was a fivespeed and not a sixspeed. Finer pitch placed more teeth in mesh at the same time, distributing the loads to reduce noise. If a leak shows up at the rear of the extension or adapter housing, it is likely from the housing seals; if it shows up at the front, it could be the front bearing retainer or the retainer seal. Other leaks, where components meet, could be due to problems with the sealer or incorrect bolt tightening. Leaks can cause extensive damage if not fixed

and can destroy the clutch. Hard shifting, noise, wear, and internal binding are usually caused by lubricant issues — dirty gear oil, low levels, or the wrong lubricant. Hard shifting can also be caused by clutch maladjustments or damaged clutch components.

https://jdlgroup.ca/images/canon-powershot-g2-user-manual.pdf

Less expensive alternatives certified to meet Chrysler MS9224 and GM 9985648 include AMSOIL Synthetic Synchromech Transmission Fluid MTF, Pennzoil Synchromesh Fluid, or Royal Purple Synchromax. Its capacity is 4.2 pints dry, which is stated in the owner and service manuals. See Vince Spinelli's gear oil article Also, additives in the standard gear and the axle lubes will etch the bronze synchronizers and 80W oil does not flow properly into the NV3500 bearings. The use of regular gear and axle lubricants in this transmission can cause destruction. A reverse synchronizer and a slight offset between two shift gates prevented shifting to reverse while moving forward; it used a ninedegree cone angle and would clash if a shift to reverse about 5 mph was attempted. Three shiftfork assemblies were controlled by a single rail in the NV3500, and the shift forks each controlled shifts in two different gears. The NV3500 used three synchronizer assemblies that were on the output shaft assembly 12, 34, and 5reverse. The transmission had a clutchstarter interlock system to prevent the engine from starting while the clutch was engaged; it had a nonadjusting clutch pedal position switch on the clutch master cylinder push rod and was wired in series with the ignition switch and starter relay coil. The clutch master cylinder used DOT 3 brake fluid. The NV3500's slave cylinder assembly was on the outside of the front case. The fourpocket, dualdamper spring clutch disc had nonasbestos friction material and was about 11 inches in diameter. The fewer springs allowed the springs to be longer and dampen vibrations better, reducing gear rattle. The vented clutch housing reduced heat and improved clutch life; it had a machined notch for the crankshaft position sensor.

The output shaft assembly also transmitted input torque either to the propeller shaft twowheel drive; shaft was longer than fourwheel drive's and had vehicle speed sensor drive gear attached or the transfer case fourwheel drive. The Dakota's shift lever extension was round with a threaded bore that screwed onto the shift lever. Between the shift lever and the extension, a rubber isolator kept transmission noise and vibration from entering the passenger compartment. V6 Dakotas used the AS82 fivespeed transmission which had a narrower range. A wrecking yard or dealer should have an interchange guide. All rights reserved. Dodge, Jeep, Chrysler, Ram, and Mopar are trademarks of Fiat Chrysler Automobiles. More Mopar Car and Truck News. Oil has a limited life span and should be changed according to the maintenance schedule in your Owner's Manual. For some, an oil change is like heading to the dentist inconvenient but necessary. Thanks to more exacting standards in enginebuilding technology, the quality of the synthetic oils has improved. And there's another

factor more than half of today's new cars have monitoring systems that give you a headsup when it's time to change the oil. If you just drive around town and put 6,000 miles or so on the odometer every six months, you might change the oil twice a year. If you do a lot of highway or longdistance running or operate your vehicle in sandy or dusty surroundings like the deserts of Nevada or Arizona, you might be a candidate for more frequent changes. That was mostly a marketing ploy. Lately, with the use of synthetic blends and full synthetic oils, owners are now able to push out or extend the vehicle's oil life further to 10,000 miles or even as much as 15,000 miles. For more ways to do this, see How to Maintain the Value of Your Car. This entails draining the oil, replacing the filter and refilling the engine with new lubricant. Conventional oils are derived directly from crude oil.

Newer synthetic oils are a blend of traditional oil with lubricants and other additives that enhance its performance, but comes at a higher price, on average, than regular oils. Inside you will find the type, grade, and frequency of change for your engine's oil. Widely available, either at your dealership or the local auto parts and bigbox stores, they are tailormade for the type of driving you do. The same applies to the filters that trap many impurities from the oil flow as possible during its lifetime. Traditional motor oils should be changed after approximately 5,000 miles of service. SemiSynthetics last longer than traditional oils and could safely provide proper lubrication to around 8,000 miles. They offer better performance from a viscosity standpoint the ability to flow through engine parts and increased protection from foreign deposits. Good all the way out to 10,000 or even 15,000 miles in some usages, it is the perfect choice to protect your investment whether it's a Grand Tourer, a "Ranch Edition" pickup truck or a Plugin Hybrid. Temperature fluctuations affect the duration of your motor oil's effectiveness. But care in selecting the proper grade of oil for your vehicle should be at the fore, to make sure it gets just what it needs for years of uninterrupted service. Where you live and how you use your vehicle is just as important as how much it is driven. The introduction of higher temperatures can cause oil to break down sooner than expected while at the same time windblown sand and grit can be introduced into the engine especially under extreme conditions. Nobody knows your Dodge better than your local dealership service department. They've undergone factory training to properly maintain and repair your vehicle.

While traditional oils are still in widespread use and were most likely what your vehicle was using when it came from the factory, your dealership service department stocks a wide variety of brands and types of oil that will suit the needs of your specific vehicle and its type of usage. The days of changing your oil every three thousand miles or so are long gone. However, it remains a critical aspect of vehicle maintenance to ensure long engine life for your Dodge. Whether you do it yourself or use a professional, it's important to not only stay on schedule but keep records of the changes. It will help enhance the resale value of your vehicle if the subsequent owner knows that you've been diligent in maintaining it. And by keeping the oil fresh and clean, you can rest assured that your vehicle will be ready to go when you are. Apply your vehicle's parking brake and turn the engine off. If needed, raise the front end of your vehicle with a pair of jack stands. Open your hood and remove the oil dipstick to allow complete drainage of oil from your crankcase. Once your vehicle is secure on the jack stands, crawl under and move to the engine's oil pan. Consult with manual for directions. Make sure it is large enough to capture all the oil that will be draining from your engine. Consult with manual for capacity. CAUTION The oil may still be hot! If it's okay, replace it once the oil has completely stopped draining. If in need of a replacement, hopefully you will have already acquired it. Retighten with the wrench used to remove it. Have your oil catch pan ready in case there's any oil left. Loosen the oil filter with an oil filter wrench. Check the gasket to make sure it was removed with the filter. Replace with a new filter, after applying a coat of oil to the gasket of the new filter. Use a funnel to avoid spillage. Replace the cap. Check underneath for any leaks. If all is good, turn

off engine and lower the vehicle by using the jack and removing the jack stands.

Add more oil if necessary. Billings, MT 59106. United States of America Over the years, lubricant specifications and service requirements have changed which can make choosing the correct fluid for your Transfer Case difficult. We have compiled the handy chart below to help you select the correct Transfer Case Fluid for your Dodge or Ram 4x4. For 2001 and later model years, the transfer case fluids are VERY specific. Do NOT USE generic fluids in these transfer cases!!!! For older transfer cases, you can upgrade to newer synthetic base fluids, but you should rebuild or at least replace the old seals as additives in synthetic fluids may not be compatible with old seals. While we have made every effort to present accurate information, the information in this chart in no way supercedes or replaces the recommendations in your Chrysler OEM Owners Manual, Shop Manual, or other official Chrysler publication or specification list. The transfer case can get so hot that conventional gear lubricants will literally be cooked. We recommend you use synthetic lubricants for the NP200 if operated at extended high road speeds typical of U.S. Interstate highways. These older fluids have all been replaced by Dexron III ATF. This is not a problem with new or rebuilt replacement parts, but by now most of the original seals in vehicles made prior to 2000 are are the verge of failure due to age and heat degradation. If you want NextDay, we can save the other items for later. Order by, and we can deliver your NextDay items by. You won’t get NextDay delivery on this order because your cart contains items that aren’t “NextDay eligible”. In your cart, save the other items for later in order to get NextDay delivery. Oops! There was a problem with saving your items for later. You can go to cart and save for later there.Get more info About This Item We aim to show you accurate product information.

Manufacturers,See our disclaimer 19941996 Dodge Dakota Manual Transmission Fluid Temperature Sensor Conne NOTES Air Charge Temp Sensor Connector Black Finish 2 Term. Female Fits Years 1994 1995 1996 Fits Engines Product Attributes California Proposition 65 Warning This Product Contains A Chemical Known To The St Of California To Cause Cancer. Air Charge Temp Sensor Connector Meets or Exceeds all government safety standards requirements Meets or Exceeds OEM Dealer Quality high quality and guaranteed to fit Specifications Brand GoParts Manufacturer Part Number 5BEEE50217277580PS Manufacturer GoParts Customer Reviews Write a review Be the first to review this item. Ask a question Ask a question If you would like to share feedback with us about pricing, delivery or other customer service issues, please contact customer service directly. So if you find a current lower price from an online retailer on an identical, instock product, tell us and well match it. See more details at Online Price Match.All Rights Reserved. To ensure we are able to help you as best we can, please include your reference number Feedback Thank you for signing up. You will receive an email shortly at Here at Walmart.com, we are committed to protecting your privacy. Your email address will never be sold or distributed to a third party for any reason. If you need immediate assistance, please contact Customer Care. Thank you Your feedback helps us make Walmart shopping better for millions of customers. OK Thank you! Your feedback helps us make Walmart shopping better for millions of customers. Sorry. We’re having technical issues, but we’ll be back in a flash. Done. You can go to cart and save for later there.Get more info All Rights Reserved. We take pride when customers call thinking they’ve received brand new product at their door. It’s all part of an industry leading cleaning, inspection and reassembly process.

From complete units to individual component parts Zumbrota products set the mark for excellence in aftermarket remanufacturing. Get a Great PriceMaintenance Schedule for your Car or Truck. Doing so could save you hundreds of dollars on repairs down the road. If you want to get involved, click one of these buttons! If you want to get involved, click one of these buttons! When you start it sometimes it wont come out of park. Usually after 510 minutes, we can get it into gear. The dealer cant repeat the problem so cant fix it. They did say the parking brake needed greased, but since we rarely if ever use that, I doubt it is contributing to the problem. Any ideas Can you get a fault code to

read out. Regards, Dusty Best practice is to bring the vehicle to a stop, set the parking brake fully, release the regular brakes and let the vehicle rock to a stop, THEN shift to park. This relieves pressure on the parking pawl and makes it easier to shift. Also, an inlcine will cause trans fluid to pool downward, so you may need a minute or two when you start the engine to get the fluid flowing before shifting is sm,ooth.It is not the same difficulty as when parked on an incline. It just plain wont budge at all. When I accelerate it makes a sound as if something is disengaging.Ive also noticed that the tcc disengages periodically even though I have not depressed the accelerator far enough to actually cause it to unlock. My fuel economy has gone from despicable to phenominal since I changed the plugs. I think the sudden gain in fuel economy is because the engine simply isnt receiving enough gas and this is possibly causing the sudden increase in fuel economy. Lately when I fire up the engine, it revs upto 2000 rpms before dropping back to an idle. Is it possible the throttle position sensor is going fowl and causing all of these problems the tranny sometimes gets irratic to. I honestly do not think there is a problem with the tranny, but rather something to do with the throttle.

Im guessing here tho. I recently bought a Matco scan tool to check for codes, and there are no codes. Thanks! Ken This occurs when I accelerate normally from a stop. For example, after stopping at a stop light. The truck will shift from first to second fine but after that the engine will continue to rev up and the only way to get it to shift into third is to take my foot off of the accelerator and wait for the rpms to come down. When it reaches a certain point it will shift very smoothly into third and drives normally until I have to stop again. Sometimes though it shifts normally and I dont have this problem. This problem has ben going on for about three years. Last year I dropped the transmission pan and replaced the filter and fluid. The fluid looked excellent. No sign of bad odor or any sign of wear. There was almost nothing in the pan as far as sludge. Very clean. Any ideas I replaced mine and it cured my shifting problems as well as the bucking issues. You can also try moving your throttle pedal from the idle position to full throttle repeatedly before You start Your engine and determine if its a tps issue. Sometimes just doing that cleans the contacts in the tps momentarilly. If that doesnt do anything for Your problem, Id suspect something wrong with the transmission.I read some place the Dak transmissions are directly related to the same transmissions used in the H bodys and Dexron causes them to do all sorts of wild things. Did You put Chrysler fluid back in when You changed the fluid and filter. Its my experience that Chrysler 7176 atf is the only thing to use even though the owners manuals say You can use Dexron. Hope this helps Ken You never know though, sometimes in spite of a message like that it still does not work like the original. As you mention Ill start with the tps. Thanks again. When I first start the thing and take off with it, it is doggy and wont take the gas. It dies out and bucks and backfires.

Sometimes I can get it to come out of it by mashing the pedal to the floor until the passing gear kicks in and then let off it when it finally goes, but sometimes it wont work. Sometimes it just needs to go through its fit and then it will straighten out. Once I get it going, it will run fine as long as I dont shut it off and let it sit for a while. I have spent over a 1000 bucks at the garage trying to get it fixed. Mechanic says it is not showing any codes and he cant figure it out either. I trust this guy and have had 20 years of satisfied service from him. So far we have changed battery, complete tune up,O2 sensor, pcv valve, among other things. We are both pulling our hair out and I am going BROKE!!! Someone please help!! Its a simple 2 minute parts swap and Im almost certain Youre going to see a major difference in performance. The throttle position sensor isnt going to toss codes when its not working right since the ecm is just seeing the signals from it even when its not working right.BTW, if You have a small phillips head screwdriver, You can do this exchange Yourself by removing the two screws and the electrical connector and replacing the part with a new one. Just make sure the slot is installed correctly into the throttle plate shaft.Hope this helps. Ken I had cruise control issues with it surging and the dealer was a LOSER trying to figure it out and gave me the truck back with a transmission leak. After slamming my foot on the gas several times, it worked OK

which got me thinking it was a bad TPS. I replaced it and all is well; gas mileage a little better too. Bill Was also winding out too much before shifting until I let off the gas. After 15 or 20 miles it seemed better. I took it in and they drained and flushed the tran and put in a new filter. It drove like a new one from there to work. But when its cold its doing the same thing and then is fine after driving a while. They said the bands were within tolerance.

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