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Book Descriptions:

Dodge 2500 Manual Diesel

Being that the car Theres only about 9k miles to the I was set up to see the vehicle and Good customer We test drove 13 cars and every one of them had issues from unstable chassis to broken steering to creaking noises. Disappointed. So far, very good experience. Even though the car sold, he kept me informed. Answered my questions and the overall experience was very good. I would use them again if I am looking for another vehicle. Had appointment with Tonny to go see the car, same morning I get in contact with him just to confirm. After driving 30miles in oneway got turned around telling me cars someone transfer car without him knowing and is in the process to be sold to a different customer. Don't go, don't trust them. I will never recommend them or even consider purchasing from this dealership in the future. They are misleading, and did not follow through on promises. They also continued to contact me, multiple times, after I told them I had already made a purchase. I will NEVER deal with them! I wasn't hassled after I lost interest in the vehicle. Not much else after that Smooth and timely Not trustworthy. Unfortunately, the vehicle was sold. However, it is still listen on here and. Sure enough Taylor contacted me asking when I would like to Wasting peoples time to get them in the dealership. Just thought everyone else should know. Nice and friendly business The entire Ram pickup class is the only pickup certified to be used as underground mining transport, with a modified version of its diesel engine. That is one tough truck. But the fullsize Ram 2500 has distinguished itself over its 14year history by evolving into one roomy truck as well. It came as one regular twodoor cab in either rearwheel or 4wheel drive. It claimed to have the largest cabin in its class and led its competitors in towing capabilities. Beds now came in either short 6.3 feet or long 8 feet versions. Trims ranged from the base ST, to the SLT, to the luxury Laramie, which featured leather seats.<http://www.businesslaw.jmnpdevelopment.co.uk/userfiles/carpower-syntex-1000d-manual.xml>

- **dodge 2500 manual diesel for sale, 2001 dodge ram 2500 diesel manual transmission for sale, dodge 2500 diesel manual transmission, dodge 2500 diesel manual, dodge ram 2500 manual diesel for sale, dodge ram 2500 manual diesel, 2018 dodge 2500 diesel manual, 2005 dodge 2500 diesel manual transmission, 2006 dodge 2500 diesel manual transmission, 1998 dodge 2500 diesel manual transmission, dodge 2500 manual diesel.**

The 2500 was a great success, and its unique separate fender styling inspired competitors who ramped up their offerings. It featured reversehinged doors that opened wide. In the face of sagging sales, the Ram 2500 received a 2002 makeover which upgraded the suspension and interior materials, and added a new 5.7liter Hemi V8 engine with over 13,000 pounds of towing action. The revamp proved a big success and Dodge regained the lead in the pickup segment. This was a pure offroading vehicle, with a suspension, sway bars, and front and rear differentials designed to tackle rough and rocky surfaces. For those not content with the big cabin in the Quad, the Mega Cab appeared in 2006. It was as long as the Quad, but took away inches from the cargo bed to put in the cabin. Reclining rear seats that also folded flat made the Mega spacious for either cargo or passengers. Today, the Ram pickup the most durable pickup name on the market is still a popular choice for those looking for serious hauling power. And for those who want some family comfort and luxury, the Ram 2500 helps meets those needs as well. I use it as a truck. I am currently carrying my personal gang box and a ladder in the bed. In the future I will haul gravel and other things. The looks of the truck I think is really sharp too. However the interior seats is the only this that I can say I am not impressed with, because they should have made them with more cushion for better comfor. After

all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when its time to get rid of your old ride, sell your car simply and securely on CarGurus. And if you only want to see cars with a single owner, recent price drops, photos, or available financing, our filters can help with that too.
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Being that the car Theres only about 9k miles to the I was set up to see the vehicle and Good customer We test drove 13 cars and every one of them had issues from unstable chassis to broken steering to creaking noises. Disappointed. So far, very good experience. Even though the car sold, he kept me informed. Answered my questions and the overall experience was very good. I would use them again if I am looking for another vehicle. Had appointment with Tonny to go see the car, same morning I get in contact with him just to confirm. After driving 30miles in oneway got turned around telling me cars someone transfer car without him knowing and is in the process to be sold to a different customer. Don't go, don't trust them. I will never recommend them or even consider purchasing from this dealership in the future. They are misleading, and did not follow through on promises. They also continued to contact me, multiple times, after I told them I had already made a purchase. I will NEVER deal with them! I wasn't hassled after I lost interest in the vehicle. Not much else after that Smooth and timely Not trustworthy. Unfortunately, the vehicle was sold. However, it is still listen on here and. Sure enough Taylor contacted me asking when I would like to Wasting peoples time to get them in the dealership. Just thought everyone else should know. Nice and friendly business After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when its time to get rid of your old ride, sell your car simply and securely on CarGurus. And if you only want to see cars with a single owner, recent price drops, photos, or available financing, our filters can help with that too. Based on the radius, a new location list is generated for you to choose from. Not many problems with this truck over the years. New Belt done. Tie rods done. All oils changed at 150000km. Always used Rotella T engine oil.

I have had the truck close to 5 years and am the second owner. Very reliable truck, never let me down. No accidents. I have the service records since new. Truck runs and drives excellent with no blowby and burns zero oil.AMVIC Certified Check out our FINANCE page to get more info on how we can get you the best interest rate possible for your next vehicle purchase. Bad Credit No Credit If you have some cash down we offer in house financing when the major banks say no.Truck runs and drives great, I just got back from a trip to Nova Scotia in it 2 weeks ago. Body is fairly clean, has been painted recently. All new breaks Tires are 50% Interior is very clean Ac works 4x4 works but will need front U joint if you plan to use 4x4 often New water pump Good batteries Engine leaks a bit of oil like every other Cummins New windshield Looking to sell but could possibly trade depending on what you have. try me. No time for.Has a 6 speed Cummins diesel, standard transmission. Has some rust around bottom. Comes with an extra set of rims and a 5th wheel hitch and toolbox. Drivers seat is worn on edge, but all other interior is immaculate.South Bend Clutch. Custom Built Engine. Only 150,000 KM on engine. Baja Fenders. Fully Loaded. Sun Roof. Project truck. Just have no time to do myself.Not many problems with this truck over the years. New Belt done. Tie rods done. All oils changed at 150000km. Always used Rotella T engine oil.Didnt have time to work on it. Come with brand new 4 lift kit and 5 inch exhaust, not install. 350000km no blow by, Text or call 780 691 3565Body is a little rough, 453,000km. Has a 6 speed standard transmission that was swapped in at some point, but the reverse synchro recently went, so no reverse. Shifts every other gear no problem.It has the 6 speed transmission,back up camera, command start, sunroof,leather and the Lariat package. The turbo, front drive shaft and front end has been looked at and replaced whatever was needed.

<https://events.citeve.pt/chat-conversation/98-honda-fourtrax-300-manual>

Body work has been done to repair the normal rust these trucks have. I am selling this for my uncle

but can message me on here or 403 3961169. The truck is currently in Edmonton I completely rebuilt the drive train in 2018 along with a lot of other. The Engine is a rebuilt Banks Cummins 5.9l with cold air intake, studs heads, stage 2 turbo, Banks intercooler. Been a good ol' girl, mostly just been used around the farm lately, needs a lot of TLC, would make good parts truck. Approx 390,000 km. Here's a list of what needs fixed: engine has oil leak u joint going on drive shaft. Vacuum system is shot so no cruise control. Box is cracked so tail gate doesn't stay on. I do still have the tailgate Moose Bumper is off a Ford, hit a moose and only rad was damaged for mechanical, stock bumper was pooched. Only put on for. Must be Cummins diesel and have manual transmission. Willing to pay for the right truck. Text me at 7802199075 Just poking around for what's out there. Thanks MSRP generally excludes freight, applicable fees and taxes. MSRP has been provided for illustrative and general information purposes only. Dealers may sell for less; contact dealer for details. Estimated payment amounts shown include applicable fees, levies and duties. Taxes, license, insurance and registration are extra. Estimated payment shown i is intended for illustrative and general information purposes only; ii is not an offer of credit and not part of any finance application process; and iii is not intended to provide specific financial or other advice and should not be relied upon in that or any other regard. Based on the radius, a new location list is generated for you to choose from. Drive train is in excellent condition but body is rough. Will need box, cab corners and rockers Has 326xxxkm. Upgraded to 2010 xrf steering last summer new wheel bearings and ball joints in the last month. New pads and rotors. Has a south bend single disc clutch as well as south bend hydros.

90hp industrial injection injectors. Double din radio with 10 inch subs in a custom box under the back seat. 22x12 TIS wheels with Nitto 420s. Have the stock wheels as well. Southern box. DOES NOT NEED ROCKERS AND CAB CORNERS. Truck is very clean. Tons of new parts on the truck, all new brakes front and back, wheels bearings, newer wheels and tires. AC and cruise control work perfectly as well. 4x4 works as it should. The truck is very tight and solid. No major rust, but it's also not perfect! Has. It's a amazing running pickup all of the ball joints have been replaced with moog racing ball joints. It has a 63mm cheeta fleece turbo, 200 hp injectors, upgraded head studs with a pusher air system. Also has a Hamilton cam that was installed 1000km ago, has a 5 inch block in the back end and 4 in the front. Comes with the 35 inch tires. If you have any questions just call or text Mike at 5195888749. Frame, axles and suspension linkages were sandblasted and coated in 3 coats of SPI epoxy primer which is a lot tougher than the factory frame paint, all the chassis hardware was replaced with MOPAR bolts and nuts. All this work was done summer of 2018. Everything done is professional by a licensed diesel mechanic. Zero corners cut. All wiring harnesses were stripped, cleaned and reloomed. Exterior Mods. No projects wanted. Live in Oakville will travel to see. All makes, models and years considered Five speed manual with a new south bend clutch. I'm the second owner. Bought truck from original owner with 721000 kms. It still had the factory clutch in when I bought it. New paint done in June New rocker panels New 4 in exhaust w 6 in tip Am working at putting new hinges and latch on drivers door. Fifth wheel hitch Truck was totally stock till about 500 kms ago Fuel plate ground back and fuel screw turned up now. Typical drivers set tear and roof liner. Reconditioned seat. Rebuilt transfer case. 1st generation Cummins diesel.

Single disc south bend clutch, new dual steering stabilizer, new rear brakes, ebrake cables, ball joints, and wheel bearings. Truck has been very well maintained it is a very clean rust free truck. Body and frame are immaculate, comes with some spare parts as well as a set of near new winter tires on stock Dodge rims, tuned with EFI live. Single disc south bend clutch, new dual steering stabilizer, new rear brakes, ebrake cables, ball joints, and wheel bearings. Truck has been very well maintained it is a very clean rust free truck. Body and frame are immaculate, comes with some spare parts as well as a set of near new winter tires on stock Dodge rims, tuned with EFI live. Beautiful rust free. Spent last year going from front to back. Spent thousands and have most of receipts and do to income dropping she's gotta be sold. List off top of my head as follows. Super clean Southern box

Southern doors,fenders,hood not installed yet,same color New below.Super clean body, no rot on frame and body mounts. No blowby. New brakes pads, shoes, drums and rotors and e brake cables. New front end components with grease fittings Overhauled vacuum pump. New fuel filter and lines. Brand new head lights and tail lights. Tail lights still in box Drop in box liner.Has a 2 inch leveling kit in the front and a drop in bed liner. The stock rear bumper was dented so it has a roll pan on it now. Needs inner and outer rockers, drivers rear door, and box wheel well patches. Selling it as is, not sure what it would need for safety aside from body work, e.NV5600 with a Dana 80 I have the edge tuner and and a whole bunch of new work done to it. Have 0 blow by, runs great. I drive it everyday so the km are gunna go up.Black truck was a daily driver till an off roading mishap. 540000 kms. Truck never let me down. White truck has 280000kms bought it to fix the black one. Also have a spare 24 valve engine. Asking 12000.00 obo.

Ram HD Diesel with a Manual Transmission Dude, I Love or Hate My New Ride Video Since then he's made some sweet modifications. Let's walk through the highlights. The tune allows him to switch between five settings. Among them, one that optimizes MPGs, one better suited for towing, and one built to unleash hell on earth with his right foot.Despite this, thanks to the tuning program and an aftermarket exhaust and muffler, the truck belches out a relatively clean exhaust for a diesel. You sit so high and you have this stick shift to work." The element of control over the truck that a stick shift provides can't be matched with an automatic transmission. But now it's a smooth operator. To see more of this amazing RAM HD click on the video link below and enjoy. Please upgrade your browser or activate Google Chrome Frame to improve your experience. Introducing our 2008 Dodge RAM 2500 SLT Crew Cab 4x4. Under the hood sits a 6.7 Liter Cummins Turbo Diesel 6 Cylinder providing 305hp while connected to a durable 6 Speed Manual transmission. This Four Wheel Drive SLT looks good on the road or off and has the power and performance to handle both in a work environment or taking grandma to church. Take a look around the sharp looking exterior of our truck. Notice the chrome bumpers, alloy wheels, and rear sliding window. There are four regular size doors for easy loading and unloading. Inside, you will enjoy the comfort and convenience of cloth seats for six with split bench seat. Take advantage of all the creature comforts that make this beefy truck a top pick for you. The safety list includes a tire pressure monitoring system and plenty of airbags, just to name a few. Hurry and bring this one home today. Print this page and call us Now. We Know You Will Enjoy Your Test Drive Towards Ownership! While we try to make sure that all prices posted here are accurate at all times, we cannot be responsible for typographical and other errors that may appear on the site.

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All rates and offers are dependent on bank approval, which varies based on the applicants credit as well as the vehicle. To be fair, the writing was on the wall for years with Ford having dropped out of the game in '11 and GM doing the same five years prior. But why have all of the big dogs now pulled anchor on what has traditionally been the backbone of the American work truck. To the Big Three, the answer is easy. It's all about customer demand, and by customer demand they mean sales. Once Ram's manual transmission sales bottomed out, it was likely no longer justifiable to offer the option. Sad but true. Was it an unwillingness to put in the legwork of shifting our own gears that killed off the manual, the lower power rating that often accompanied the standard shift option or are today's automatic transmissions just that good. We think it's a combination of all of the above. Below, we'll highlight the technological advancements that made automatic transmissions more durable, functional and efficient, and that also sent the handshaker to the graveyard. Each vehicle manufacturer spends an inordinate yet necessary amount of time making sure the engine and transmission work in perfect harmony with one another. However, as the bottom line of any automaker is profit, no manufacturer is going to allocate time, resources and money into a dying product. Known for building worldclass medium and heavyduty automatic transmissions for RVs, dump trucks, Class 8 trucks and everything in between, getting the Allison name onboard offered GM a big leg up on the competition when it debuted behind the allnew 6.6L Duramax in 2001. A fivespeed from '01-'05, the Allison gained double overdrive in '06 and the sixspeed version would survive through the '19 model year, with considerable upgrades in strength occurring each time the Duramax received an uprate in power. For 2020 GM HDs, the Allison bolted to the L5P Duramax will offer 10 forward gears.

There are no pressure regulators or springcontrolled pistons, but instead a computer the transmission control module, or TCM that is constantly adapting to your driving style in order to provide the cleanest, smoothest possible shift for optimum comfort and drivability. Throughout the life of the Allison transmission, the TCM will even adjust its shift strategy based on clutch wear in order to maximize the overall efficiency of the transmission. The Allison name proved quite enticing for most prospective HD buyers. By the '07 model year, GM canceled the ZF6, the first of the Big Three to kill the manual transmission option. As expected, it did very little to deter anyone from buying one of General Motors' HD trucks. Not only was the ZF6 carried over from the 7.3L Power Stroke, but the 6.0L's lack of lowend grunt meant owners frequently had to start out in the ZF's ultralow 5.791 first gear with any load behind them. Nearing the ZF6 gearbox's maximum input torque capacity—and an unwillingness to develop its own or outsource a different manual transmission—the 6.4L Power Stroke in front of the ZF6 turned out 325hp and 600 lbft vs. Even tougher than the 5R proved to be, the 6R140 featured a beefy 1.18inch diameter input shaft, a 12.6inch diameter twodisc torque converter and was admittedly built with the Allison 1000 as its benchmark. But even better than the Allison, the 6R140 had a true manual shift mode and an earlier lockup event that facilitated better fuel economy and maximized rearwheel horsepower and torque right off idle. With the 6R140 even being offered in trucks as big as Ford's F750s, we'd say the sixspeed TorqShift has been a success. However, unlike the days of old where the manual transmission afforded you access to the higher horsepower and torque version of the 5.9L Cummins, advancements in automatic transmission technology brought the slushbox onto an even playing field from 2003-2007.

Then, beginning with the release of the 68RFE sixspeed automatic in '07.5, the auto became the version to have if you wanted the more powerful version of the 6.7L Cummins. By 2018, only one percent of all 2500 series and one percent of all 3500 model trucks were ordered with the Mercedes

Benz supplied G56 sixspeed manual gearbox pictured above. With a one percent take rate, it was only a matter of time before Ram put the kibosh on the manual option. As a result, the G56 went almost completely unchanged from '05.5 to '18 and was rated for a lower torque input than the automatic option from 2007.5 on. The G56 did come with a 660 lbft rating beginning in 2013 up from 610 lbft, but at the same time the 68RFE auto was rated for 800 lbft and the heavyduty Aisin AS69RC auto for 850 lbft. Unlike those four and three speeds, the 68RFE features six forward gears, no bands and is completely electronically controlled. It offers realtime, adaptive shift and pressure control for seamless operation and its converter lockup and shifting strategy helps protect the transmission in cases of high temperature. The 68RFE also debuted alongside the 650 lbft version of the 6.7L Cummins midway through Dodge's '07 model year. The G56 version was rated for the lower 610 lbft engine. After the release of the commercialgrade Aisin AS69RC automatic in 2013 pictured above, the same transmission that is currently tasked with harnessing the '19 6.7L Cummins' 1,000 lbft, Ram customers still wanting to shift their own gears had to settle for 190 lbft less 660 lbft vs. 850 lbft. That gap would widen even more in '15, '16 and '18 when further torque increases were made for automatic models but not for G56spec'd trucks. Check out our Boiling Point series here ! Recognizing that every individual's motoring journey is unique, we seek to give form to both untold as well as celebrated facets of the automotive world. We invite you to get behind the wheel with us, it's certain to be an interesting drive.

For vehicles named Dodge Ram, see List of vehicles named Dodge Ram. The current fifth generation Ram debuted at the 2018 North American International Auto Show in Detroit, Michigan, in January of that year. Just like Ford, Dodge used 150 to indicate a half-ton truck, 250 for a three-quarter-ton truck, and 350 for a one-ton truck. Externally, the first-generation Rams were facelifted versions of the previous generation Dodge D-Series pickups introduced in 1972. The new model introduced larger wraparound tail lamps, dual rectangular headlamps, and squared-off body lines. Engine choices were pared down to the 225 slant6 and 318 and 360 V8s. The interior was updated and included a new bench seat and a completely new dashboard and instrument cluster with an optional threepod design: a speedometer in the center, with the two side pods containing an ammeter on the top left, a temperature gauge bottom left, a fuel gauge on the top right and an oil pressure gauge bottom right. Models without the full gauge package had only indicator lights in the place of the temperature and oil pressure gauges. The four-door crew cab and Ute beds were dropped after the 1985 model year, to make room on the assembly line for the upcoming 1987 Dodge Dakota, and were never reintroduced in this generation. In 1988 the slant6 engine was replaced by a 3.9 L 240 cu in fuel-injected V6 engine. The 5.2 L 318 cu in engine also received electronic fuel injection in 1988. Additionally, the instrument cluster was slightly revised; the ammeter was replaced by a voltmeter while maintaining the 3pod arrangement of the speedometer and gauges. Also in 1990, Dodge reintroduced the Club Cab, equipped with foldout jump seats for the 1991-1993 models. Entry was made through the passenger or driver's doors, as there were no rear doors for this configuration.

Part of this was due to the dated cab and chassis design which had been in production since 1972, there was no powerful diesel option until 1989, and there was no big-block gas V8 option. Additionally, the interior had been given few updates since October 1980 market launch. Additionally, Dodge introduced a new overdrive automatic transmission for reduced fuel consumption. The A727 automatic saw continued use for some 5.2 L engines, all 5.9 L engines, and heavy-duty applications. The engines were substantially upgraded for 1992 3.9 L and 5.2 L 1993 and 1994 5.9 L with multiport fuel injection, new manifolds, and higher-compression cylinder heads for noticeably higher output. A heavy-duty automatic transmission with overdrive called the A518 was offered with the 5.2 L and 5.9 L engines. As part of Chrysler's overhaul of corporate transmission nomenclature, the A500 and A518 were redesignated 42RH and 46RH, respectively, in 1992. The initial 4 signified a 4-speed transmission, the second digit identified the transmission's relative torque

capacity, the letter R in the third position denoted a rearwheeldrive transmission, and the final letter H signified hydraulic shift control. The 3speed automatic remained available; the A727 was redesignated 36RH, and the A904, A998, and A999 became the 30RH, 31RH, and 32RH, respectively. The Cummins was coupled with a heavierduty version of the A727 automatic or a 5speed manual transmission and is available on 250 and 350 pickups and pickupbased chassis cab trucks. This diesel engine option was different from the optional diesels in Ford and GM trucks. The Cummins features direct injection, whereas the Ford and GM diesels feature indirect injection; this also means that the Cummins does not have to rely on glowplugs. The Cummins is a straight six engine, whereas the GM and Ford diesel engines are V8 engines. In the late 80s, a light package as well as the large 6x9 mirrors were added to the list of options.

By 2001, Ram sales figures were below those of Ford and Chevy trucks. Added to the line up was a new 488 cubic inch 8.0L V10 engine designed as an alternative for those who wanted superior pulling power but did not want a diesel. The new V10 and Cummins turbo diesel could only be had in the 2500 and higher designation models. Models were now the 1500 half ton, 2500 threequarter ton, and 3500 dual rear wheel one ton in both 2 and 4 wheel drive. 1500 Rams offered both 6.5 and 8 foot 2 and 2.4 m, respectively boxes. 2500 Rams offered 6.5 foot 2.0 m boxes with club or quad Cabs. The purpose of the difference between the light duty and heavy duty 2500 trucks was for the heavy duty 2500 to take the place of the discontinued one ton single rear wheel trucks. Rear axles for the light duty 2500 trucks were semifloating, while the heavy duty 2500 rear axles were fullfloating. The dash and gauge cluster were a far cry from the previous model Ram and were far more modern as well. A redesign of the dashboard and instrument cluster was introduced in 1998 along with the introduction of the quad cab, and rounded black plastic sideview mirrors replaced the previous rectangular design. A 6 speed manual transmission was made optional for diesel variants in late 2000 for the 2001 model year. A small percentage of the diesel engines for 1999 and 2000 model years were subject to problems within the water jackets and fuel injectors. The 2000 models became optional with heated leather seats. The braking system was upgraded to dual piston calipers in the front. Part of this delay was due to the then new 5.7 L Hemi engine not being ready for production. An NV5600 was offered in 1999 and 2000 Rams and was the only transmission offered behind the High Output diesel in 2001 and 2002. All are parttime and have a low range of 2.721. The 1500 featured a NP231 and NP231HD. The NP241 was standard on V8 2500 Rams. The 2500 and 3500 V10 and diesel featured a NP241DLD from 1993 to 1997.

<https://labroclub.ru/blog/98-honda-prelude-service-manual>