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Book Descriptions:

89 dodge dakota manual transmission

From its introduction through 2009, it was marketed by Dodge. The first Dakota was introduced in 1986 as a 1987. The Dakota was nominated for the North American Truck of the Year award for 2000. The Dakota has always been sized above the compact Ford Ranger and Chevrolet S10, but below the full-sized pickups such as Dodge's own Ram. The Dakota is the first midsize pickup with an optional V8 engine. Dakotas have been used by police and fire departments, as offroad vehicles, patrol trucks, or even brush trucks. To keep investment low, many components were shared with existing Chrysler products and the manufacturing plant was shared with the full-sized Dodge D and W Models. The first generation of the Dakota was produced from 1986 through 1996 for the 1987 to 1996 model years. It was slightly updated for the 1991 model year. Inline-four and V6 engines were offered along with either a five-speed manual or three-speed automatic transmission. Four-wheel drive was available only with the V6. Both 6.5 and 8-foot beds were offered. Fuel injection was added to the 3.9 L V6 for 1988, but the output remained the same. Power windows and locks were now optional. The sport package was added as a mid-year release. Exterior colors came in black, bright white, and graphic red. Available in both 2WD and 4x4, the sport included. In the late 1970s, Chrysler was still recovering from their near-bankruptcy and resources were in short supply. Sperlich challenged the NBody team to search for all opportunities to reuse existing components to create the Dakota. The resulting highly investment-efficient program enabled Chrysler to create an all-new market segment at low cost. It featured a fixed roll bar and a simple manual top. Roughly 2,482 were sold that first year. This model allowed the Dakota to boast capacity for six passengers, though the rear seat was best suited for cargo, children, and shorter adults. <http://www.FlashPointIP.com/fckupload/camper-van-manuals.xml>

- **1989 dodge dakota manual transmission, 89 dodge dakota 5 speed transmission, 1989 dodge dakota manual transmission fluid, 89 dodge dakota automatic transmission, 1989 dodge dakota 5 speed transmission, 1989 dodge dakota automatic transmission, 89 dodge dakota manual transmission, 89 dodge dakota manual transmission kit, 89 dodge dakota manual transmission linkage, 89 dodge dakota manual transmission problems, 89 dodge dakota manual transmission parts.**

By the end of 1991, the standard square sealed-beam glass headlamps were phased out for the aerodynamic-style molded plastic headlamps attached to the grill components. It was equipped with halogen lights, making 1991 the only model year for a unique front end for the Dakota, though it is mechanically possible to fit sealed beams on 1992 to 1996 model years, as this model year was an overlap between new grille introduction and new headlamp introduction. Also debuting on 1991 models were six-bolt wheels replacing the earlier five-bolt wheels based on Dodge's marketing attempting to differentiate the Dakota from competing manufacturers' trucks and the upcoming introduction of the redesigned Ram, and the last year for the Dakota convertible. Production was extremely limited, with just eight produced in total, making them the most rare of all Dakotas. Unlike the previous years, colors and options varied more than before, as the manufacturer picked each of these trucks in a somewhat random fashion. No advertising was given to these trucks, and they do not appear in sales literature. This is most likely because the majority of them were sold before getting to their dealer lots. Along with the introduction of the Magnum engine came multiport electronic fuel injection EFI. The EFI computer called a PCM by Chrysler was partially responsible for the improved performance. Other changes included revisions to color and overall trim options. SRS airbags were also added for 1994. A CD player became optional, as did a combination cassette

player and CD player unit. Leather seats were also available on LE models. New alloy wheels were available. This was the only major change for 1996, and the AMC 2.5 L would also be carried over as the base engine in the new, larger 1997 model. Both were constructed by L.E.R. Industries of Edwardsburg, Michigan. <http://elitstroycraft.ru/source/campbell-hausfeld-service-manuals.xml>

It featured the classic looking stepside bed and also had dual vertical exhaust stacks just behind the cab, which were purely cosmetic though they could be made to be functional. The Dakota Warrior was made to resemble the Warlock trucks of the late 1970s. This model was not typically seen as a club cab model, and also was not available with a V8 engine option like the other Dakota models were. Later, it also added chrome clad steel wheels, as well as a color keyed front fascia and front grille, and sport decals that adorned the doors and pickup bed sides of the Dakota. V6 and V8 engines were available on the sport model. The V6 engine and two door regular cab was the only available configuration of the sport convertible. V6 and V8 engines were available on the LE or SLT models. The 1997 model year Dakota was unveiled via press release in the summer of 1996 and built from July 1996 through July 2004. It inherited the semi truck look of the larger Ram, but remained largely the same underneath although steering was updated to rack and pinion as a part of the redesign. At the time of its introduction, it was seen as one of the most radical in its class, not only for its styling, but also because it remained the only truck in its class with an available V8 engine that rivaled many V8s found in full sized trucks with payloads up to 1,500 lb 680 kg. Some of the last models made in 2003 came with the new stampede lower body cladding package and chromed version of the original cast 17x9 aluminum wheels at no extra charge. It had a maximum towing capacity of 1,800 lb 816 kg and a maximum payload capacity of 970 lb 440 kg. Altogether, 28 roll-in chassis R1 configurations were designed for the Brazil market to be built at the Curitiba assembly facility as CKDs. This program was cancelled when Chrysler was purchased by Daimler. Four door Quad Cab models had a slightly shorter bed, 63.1 in 1602 mm, but riding on the Club Cabs 130.9 in 3325 mm wheelbase.

The Quad Cab featured a full sized flip up rear seat to provide room for three passengers in the back or much dry, interior room for cargo. The aging 5.2 L Magnum V8 was replaced by a new high tech 4.7 L SOHC PowerTech V8 this year, and the new 45RFE automatic transmission was introduced. Other minor trim revisions were made, including redesigned aluminum wheels on various models. All vehicles also got new radio options. Most buyers ordered the V6 or V8 engines, which were considerably more powerful and, in the case of the V6, which was made standard for 2003, nearly as fuel efficient with a manual transmission. Also, an automatic transmission was not available with the four cylinder. SIRIUS Satellite Radio was also now available as an option, and revised radios with new wiring harnesses could accommodate this new feature. A CD changer radio was also available, eliminating the need for a separately mounted unit located elsewhere inside the truck. The drivers could load up to six discs into the unit at a time, and could switch out the discs at any time, something they could not do with the old unit. Radio Data System became standard equipment on some radios. It also included, and was only available with, the 3.9L later 3.7L V6 engine. The ST was also not offered as a four door Quad Cab model. It was available with all engines except for the high performance 5.9L V8 engine. It added the following features to the SXT model 2001 to 2004 model years or the Sport model 1997 to 2000 model years power windows and door locks Sport only with keyless entry, a premium interior Sport only, and premium styled alloy or chrome clad wheels. It was available with all available engines on the Dakota. This model is 3.7 in 94 mm longer and 2.7 in 69 mm wider, and features a new front and rear suspension, and rack and pinion steering. This new generation model also reverted to five lug wheels from the prior generations six lug wheels due to cost and assembly time saving measures.

<https://formations.fondationmironroyer.com/en/node/8239>

The Dakota is built at the Warren Truck Assembly plant in Warren, Michigan. For 2007, that option

was deleted on the V8 models. Only the club cab and quad cab configurations were available. The package was available on both two and fourwheel drive models. Its Mitsubishi Raider sibling was discontinued in 2009. It added the following features to the base ST model sixteeninch sportstyeled alloy wheels, cloth seating surfaces, and power windows and door locks with keyless entry. The SLT was available with any engine offering on the Dakota. Retrieved July 10, 2012. Retrieved April 26, 2015. Retrieved July 10, 2012. Retrieved August 24, 2011. Retrieved June 25, 2009. A timeline of these models can be found here. By using this site, you agree to the Terms of Use and Privacy Policy. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below. Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. Created to fill a space between the imported, compact Dodge Ram 50 and an unaltered Mitsubishi pickup and the Dodge Ram, the Dakota came with two Chryslerbuilt engines, a 2.2 liter fourcylinder and a specially created 3.9 liter V6. The Dakota would eventually get both a V8 and a convertible version. The concept worked well in its first year, over 104,865 Dakotas were sold in the United States, beating every other Dodge truck including the entire range of Dodge fullsize pickups, including diesels and heavy duty models, which, combined, came close to 100,000 sales. It also beat the Ram 50, which had sales of less than 77,000 units, and the Ram Vans, at under 70,000. Sales declined somewhat after the first year until 1992, the firstgeneration Dakota's best year, with a massive increase to over 132,000 pickups sold. But no year did as well as the second generation did from 1998 to 2001.

<https://www.freizeitbauwagen.de/images/brasilia-excelsior-manual.pdf>

The Magnum V8 seems to have captured buyers' imaginations and checkbooks. A limited run of Shelby Dakotas with 318 V8s was sold in 1989. The long bed was specifically designed to carry 4x8 panels with the tailgate closed unlike S10 and Ranger; it had provisions for stakes and tiedowns. The tailgate was easily removed for longer loads. Power front ventilated disc and rear selfadjusting drum brakes stopped the truck. They substituted torsionbar front suspensions, which gave them a good ride with decent handling; 4x4s also used parallelogram steering rather than rack and pinion. Thanks, Bob Lincoln. Rear wheel drive models could tow 400 pounds more than either the Ford or Chevy. Dodge also claimed, credibly, superior handling. A cupholder pulled out of the center stack. Dual mirrors came standard, along with 14 inch wheels 15 inch on 4x4s. The Dodge City manufacturing plant Warren, Michigan had an automated sequence of over 11 miles of conveyors, optical gauging to monitor dimensional integrity, over 695 industrial computers, automatic welding for 99.6% of the welds, and robotassisted painting. The first mule, according to this source, used a Chevrolet S10 body shell. The dimensions of the Dakota were similar to the 1976 International Harvester Scout II Terra, but the Dakota had a separate bed. It used the 175hp 318 V8, shoehorned into the engine bay two full years before it would become a normal Dakota option. The engine, producing 270 lbft of torque, required a new cooling system, with an electric fan forward of the radiator other Dakotas used an enginedriven fan between radiator and engine. Chrysler provided a new heavyduty fourspeed automatic transmission with an auxiliary transmission cooler and highstallspeed torque converter with 3.901 axles for faster takeoffs. They used a manually operated top.

<http://www.acquaproget.com/images/brasilia-lady-espresso-machine-manual.pdf>

The convertibles came in 4x2 and 4x4 varieties, with standard fivespeed manual transmission, fog lamps, padded rollbar, velour seats, power windows and locks, rear antilock brakes, full gauge package, 3.9 V6, tilt wheel, and cruise control. Air conditioning and an automatic transmission were the only options. This engine would be replaced in 1989 by a longstroke version, the 2.5, which had a single fuel injector and produce 100 hp and 132 lbft of torque. It was required for the 2,550 pound payload package. The 239cubicinch V6 pushed out just 125 horsepower at 4,000 rpm, but its 195 lbft

of torque at 2,000 rpm, with a 9.21 compression ratio, was far above the four. It also easily beat the 1987 slant six's 95 hp and 170 lbft of torque though the slant six could have been given a two barrel carburetor, it was too long for the vehicle. And they wanted to have an upgrade power plant from the 4cylinder so the V6 was designed as a way of furnishing a V6 for the least possible tooling costs. It was only in later years that enough space was found in order to be able to put the V8 into place. The reason is that the engine would be rather badly out of balance and would have not been acceptable even in a truck engine. So we had to do some redesigning of the bottom end in order to split the crank pins and make the firing order a little more uniform and it seemed to have worked out ok. I had two of them, both automatics, and it didn't bother me a bit, but the manuals were awful, especially if you lugged them down in speed. It set off all kinds of sympathetic vibrations, just an awful way to build an engine. And Chrysler at that time had principles; we didn't build engines that way. I'm confident that it went through the top and came back down with the message that "no way, you can't do that it's not commercial."

" Then years later we had already admitted that automatic Tempests and F85s were acceptable as long as you didn't watch them idle under the hood where they were just thrashing around. With the vibration absorption you get in a torque converter they were okay as far as driving was concerned. The engine may have been less than ideal in smoothness, but thanks partly to fuel injection, it had a real edge in horsepower over the smooth, durable slant six, and would establish a good record for reliability. The 318 was, for this one year only, producing 170 hp and 260 lbft of torque. The 1992 V6 now produced more horsepower than the 1991 V8 though not as much torque. Dodge claimed a 060 time of 8.3 seconds for the V8 and 9.3 seconds for the V6. Trailer towing was boosted to 6,400 pounds with the V8 Club Cab and 6,900 pounds on the V8 regular cab, with appropriate options and equipment. In 1996, EGR was eliminated, through better fuel injection controls. The AMC four was far more desirable than the Chrysler 2.2 or 2.5, with both greater horsepower and more torque, partly due to its multiple port injection. Axle ratios were 3.21, 3.55, and 3.90. The automatics were both fourspeeds, 42RE and 46RE, differing in capacity. In 1996, this version produced 200 hp and 250 lbft of torque, with a gasoline equivalent gas mileage of 11 city, 14 highway. A fourspeed automaticoverdrive automatic, based on the TorqueFlite, replaced the threespeed Torqueflite itself as the optional transmission. The 99horsepower, fuelinjected 2.5 liter four, with 132 lbft of torque, replaced the 2.2. Sales fell somewhat from 1988, but remained strong compared with other Dodge trucks. A convertible was introduced. Club Cabs had optional front bucket seats, with 25.2 cubic feet of room behind the front seat and six passenger seating by 1993 this was 19.5 cubic feet. The Club Cab was available with four wheel drive; the hood was extended to fit the V8 engine, and the front appearance was upgraded somewhat.

Fourwheel ABS was made optional it was originally rearwheel ABS; a new work package was set up for longbox 4x2 models, grab handle access was improved, a quieter fivespeed was used with the fourcylinder, a full stainless steel exhaust system replaced the older one, and the power window and lock switches were moved to be more accessible. The camshaft was revised to broaden the torque curve of both V6 and V8 engines, with the 318 boosted to a whopping 295 lbft of torque. A bead of semiliquid urethane sealing material was applied to the frame and the assembly was pressed into the back window opening of the body. A high performance evaporator and new expansion control system gave the Dakota air conditioning system a 1015% improvement in performance, despite switching to R134a refrigerant in the same year. Expansion was controlled by an orifice tube inserted in the condenser outlet line, simpler and more reliable than the thermal expansion valve. Electrically driven speedometer and odometer no cable drive. Previously, the headlights were automatically lighted. An optional Dakota overhead console included reading lamps, an electronic compass and outside temperature display, and two storage compartments. The centerarmrest bench seat on regular cabs used "Prism" cloth, the same material as the club cab premium seats and optional sport high back bucket seat trim. The standard cab base seat had a new, betterfeeling

heavyduty vinyl. Power steering became standard; and fleet buyers could get natural gas versions of the V8 on some models. Manual transmissions had to have a clutchstarter interlock. EGR on the V6 was dropped as fuel injection was improved; a special JTEC JeepTruck computer replaced the old one. Wheels, colors, and decals were changed, bucket seats were upgraded, and the automatic transmission was made smoother. OBDII diagnostics were implemented for all engines; and fourspeed automatics gained electronic governors.

This engine would remain with the Dakota as long as it had fourcylinder engines. The engine mounts were improved to deal with the higher power at the same time. The body used the same box floor and powertrain choices, except for the fourcylinder, which went from a 2.5 Chrysler engine to a 2.5 AMC engine with multiplepoint injection. This Dakota would be more successful than the original, with sales peaking in 2001. In 1987, the fourcylinder was the 2.2 and the V6 had a carb; in 1990 the Chrysler 2.5 liter four was used complete with a motor mount bracket for frontdrive cars!, and the 3.9 V6 had fuel injection. Magnum power for the V6 and V8 engines did not affect their gas mileage; but by 1996 it had risen by a full mile per gallon on these engines. The 1996 fourcylinder was unique to that year. Disc brakes were 11.4 x.87 inches, except on the base reardrive model, which used 10.7 x.87 brakes; most models got 9 x 2.5 inch drums 2,550poundpayload RWD and 2,000poundpayload 4x4s got 10 x 2.5 inch drums. All had a 10.6 inch diameter vacuum power brake booster. By 1996, the lightest model was 3,042 pounds shortbed standardcab lightduty models with fourcylinder engines; the heaviest was 4,044 pounds Club Cab 4x4 SLT V8. 4x4 added around 360 pounds; the V6 added around 250 pounds, and the V8 roughly another 110 pounds over that. Going to an eight foot bed added around 100 pounds. The Club Cab added around 230 pounds. Going to a higher trim line or greater payload also added weight. Gas tanks were 15 or 22 gallons. Vented disc brakes were 11.3 x 0.9 inches; rear brakes were 9.0 x 2.5 inches with passive ABS. The total swept area was 369 square inches. Optional brakes boosted rear drums to 10 x 2.5 inches. Frontal area was 25.23 square feet. Frontal area was 25.84 square feet. All rights reserved. Dodge, Jeep, Chrysler, Ram, and Mopar are trademarks of Fiat Chrysler Automobiles. More Mopar Car and Truck News. Dodge called it the ultimate fun truck.

It was the first postwar production ragtop pickup and remains as the only postwar production ragtop pickup. The Sport convertible had a manual vinyl top that could be folded back and covered with a boot, or completely removed. The Sport Convertible was based on a twodoor pickup with a metal roof on its cab, and was assembled at Chryslers Dodge City truck complex in Warren, Michigan. The trucks were then shipped to American Sunroof Co. ASC. ASC sliced the roof off and added the appropriate components to turn it into a convertible for openair driving. Power was from a fuelinjected V6 offering 125 horsepower and mated to a fivespeed manual or optional threespeed automatic gearbox. They also had dual remote outside mirrors and fog lights. Available exterior paint colors included red, black or white with the grill, bumpers, headlight bezels, wheel lip moldings, door and tailgate handles painted black. Just 480 examples were finished in white with black trim moldings. Dodge sold 2,842 examples of the Dakota Sport convertible in 1989. This 1989 Dodge Dakota Convertible has new paint and stripes, a new top, original wheels, and an automatic transmission. The current owners are also the original owners. It is original except for the tires and the battery. Currently, it has just 23,000 original miles on the odometer. A midsize pickup truck from Chryslers Ram division, the Dakota was marketed by Dodge and was introduced in 1986 as a 1987 model. The Dakota was sold alongside the redesigned Dodge Ram 50. In 2000 the Dodge Dakota received the distinct honor of being nominated for the North American Truck of the Year award and was the first midsize pickup that had an optional V8 engine. The Dakota was sized below the fullsized pickups like the Ram, but it was sized above the compact Ford Ranger and Chevrolet S10. Over the years the Dakota has been utilized by police and fire departments and used as patrol cars, brush trucks, and offroad vehicles.

The Dakota featured a thoroughly conventional design built on top of a stout ladder frame with double A-arm front suspension and a solid rear axle in the back on leaf springs. The Dakota also had rack and pinion steering, which was a first for work vehicles like this truck. Dodge designers were hoping for a midsize pickup with agile handling and efficient fuel economy with capable cargo room comparable to fullsize pickups. To keep the design costs low the Dodge Dakota shared many of its components with the fullsize Dodge DModel and existing Chrysler products. From 1987 through 1990 the first generation of the Dakota was introduced. The truck was produced with either a fourcylinder engine or a V6 and could be purchased with a fivespeed manual or a fourspeed automatic transmission. The Dakota came as a 6 or 8foot truck bed. Sales in 1987 peaked at 104,865 and Dodge realized they had a hit on their hands as Dakota even outsold both the smaller Ram 50 and the fullsize Ram. Sales in 1988 fell to 91,850 as other trucks were attracting buyers with their attractive sheet metal and extended cabs. Halfway through the year the Sport package was introduced with a variety of exterior colors included Black, Bright White and Graphic Red. Other extras in the package included a mopar air dam with Bosch fog lamps, mopar light bar with Bosch offroad lamps, special bodyside tape stripes, Eurostyle blackout grille and bumpers and a sliding rear window. The Sport package was powered by a 3.9 L V6 engine and rode on 15 aluminum wheels. Chrysler was nearing bankruptcy in the late 1980s and the basic Dakota was used to create the Dakota extended cab and the Durango sport utility vehicle. Possibly to entice new customers, a new Dakota convertible was introduced; the first convertible truck since the 1931 Ford Model A. The convertible featured a fixed roll bar and a simple manual top. A total of 2,482 Dakota convertibles were produced the first year.

Also new this year was Carroll Shelby's V8powered Shelby Dakota, which was the first rearwheel drive vehicle in 20 years. In 1990 Chrysler introduced an extended Club Cab model, still with two doors. This version gave Chrysler a sixpassenger vehicle, though the rear seat was best for small children or cargo only. In 1991 the first generation Dakota underwent updates that included a new grill and hood. The longer hood was introduced as a longer engine compartment to house the new optional V8 engine. The following year the Dakota received a muchneeded power boost thanks to V configurations. A new aerodynamic style of molded plastic headlamps attached to the grill components replaced the standard square sealed beam glass headlamps. The only year with a unique frontend, 1991 brought with it special halogen lights, though it was mechanically possible to fit sealed beams from 92 through 96. Also new in 1991 were sixbolt wheels that replaced the previous fivebolt wheels based on Dodge's marketing test to differentiate the Dakota from the new Ram and other competing trucks. This year was also the first year for an optional side airbag, and the final year for the oddlooking Dakota convertible. The most rare of all Dakota models, only 8 drop top Dakotas were produced in order to fulfill the Dodge Divisions commitment to the American Sunroof Company. These trucks were not advertised by Chrysler, and were offered in a variety of colors and options, and the majority of them were presold. From 1993 through 1996 not many updates were made for the Dakota. The bucket seats were redesigned this year and fourwheelABS was added as an option. The engine was replaced with a 2.5liter I4 engine producing 120 horsepower in 1996, an engine that would carry over until the second generation. Producing a substantial power boost, both of the Vconfiguration engines were updated to Magnum specs.

With this power boost was multiport Electronic Fuel Injection EFI and the EFI computer called a PCM that was part of the reason behind the improved performance. This new combination produced about 230 hp. Sales in 1993 peaked at 119,299 units sold during the model year. The SE and LE trims were discontinued. Just like all new Ram full sized pickups, the top end trim was changed to SLT and these models featured new chrome finished, styled 6 bolt steel wheel that were similarly styled to the 5 bolt type found on the larger Ram. Other updates this year included color and overall trim options and the addition of SRS airbags. Optional this year was a CD player along with a combination cassette player and CD player unit. LE models had available leather seats and new alloy

wheels. Sales in 1994 dropped only slightly to 116,445 Dakotas sold. In 1995 a total of 111,677 units were sold, and 104,754 units sold in 1996. Rated at 120 hp, the 2.5 L I4 engine with an OHV valvetrain replaced the base Kbased 2.5 L SOHC I4 engine option that was considered incredibly underpowered. The AMC 2.5 L would also be a carryover as the base engine in the new, larger 1997 model. Constructed by L.E.R. Industries of Edwardsburg, Michigan, two special editions of the original Express, based on the Dodge DSeries, were constructed with stepside beds. The Lil Red Express Dakota and Dakota Warrior had stepside beds constructed out of fiberglass and galvaneel, with available wooden bed rails. The Lil Red Express had the classiclooking stepside bed with dual vertical exhaust stacks behind the cab. The Dakota Warrior was designed in a manner similar of Warlock trucks of the late 1970s. The Warrior shared the same custom bed as the Dakota Express, but it didnt feature the vertical exhaust stacks. A graphic package was also available on both models and made to resemble those of the original Express and Warlocks.

Unfortunately the Express and Warriors did not sell well and their production numbers ran in just the hundreds. The most rare models were powered with the 5.2L v8 Magnum engine, which was only an option during 1992, the last year of Express and Warrior production. In 1997 the second generation of the Dakota began appearing in Dodge showrooms. The model received the semi truck look similar to the larger Ram, but kept much of the same components underneath. The magnum engine was considered to be incredibly radical, the most radical in its class actually according to automakers. It was now as powerful as most fullsize trucks and capable of a payload of up to 1,500 pounds. Interior modifications included bucket seats, monotone paint and special cast aluminum wheels. 2002 models included chrome wheels and in 2003 included new stampede lower body cladding package and chromed version of the original cast aluminum wheels at no additional charge. The Dakota R1 was introduced in 1998 in Brazil through the Truck Special Program. Powering the R1 was a base 4cylinder engine and a 2.5L VMI turbodiesel along with a V8, all built around a reinforced 4wheel drive chassis used on both 2wheel and 4 wheel drive models. 28 rollinchassis R1 configurations were produced for the Brazil market to be constructed at the Curitiba assembly facility as CKDs, but this program was quickly cancelled once Chrysler was purchased by Daimler. In 2000 fourdoor QuadCab models arrived with a slightly shorter bed, 63.1 inches, but still riding on the same Club Cab 130.0inch wheelbase. With room in the rear for 3 passengers in the rear, or plenty of interior room for cargo, the QuadCab featured a fullsize flip up rear seat. The inside of the Dakota was revamped entirely in 2001 and included a new dash, door panels and plush comfortable seats. Newly standard on all Dakota models was a radio with a cassette deck, which replaced the radioonly design.

<http://www.raumboerse-luzern.ch/mieten/3m-clean-trace-ng-luminometer-manual>