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Book Descriptions:

96 dodge dakota manual transmission for sale

Friendly and not high pressure. Cory was great to work with. I was only inquiring for a friend but I was able to get a bunch of questions answered. I believe I spoke to Ben, and he was very knowledgeable about the vehicle. Ill definitely be keeping Fromms in mind in the future and will recommend them to my friends and family. Also a great deal especially of this age of car. So glad I held out for it. Much better experience than my last car purchase. Ps 201, 68; Is 43; Is 381520; John 141121 Quick and easy. Thanks Anfernie I would recommend people to go to their if theres something on their lock that they like Wish all dealers were like this Also the truck is double the price that the truck is worth. No thanks!! The salesman Don Maxwell in the best. After a test drive and discussion I I thought there were a couple of top cover He did and told me where I They are a caring Will I do business there no Drive an hour to dealership and was told truck was on the rack being repaired. Saw truck setting out side on north side of building so I gave it a quick look. Called them and told them I saw truck and was very interested. Asked them to call me when repairs were finished. No call, truck was sold. Wont buy anything from them Dodge introduced it as a compromise between their compact trucks, which had limited hauling capacity, but were easy to handle, and its fullsize Ram, which had the powerful towing and hauling capacity, but could feel bulky and unwieldy behind the wheel. The first pickup to feature a V8 engine, and the first to offer rack and pinion steering, the Dakotas horsepower, 4WD option, and aggressive styling suited those who used it as a workhorse, but its durability appealed to families looking for an alternative to a minivan. The cab had always been roomy for front seat passengers, with controls that were easy to read and operate and storage room between and under seats.http://fuengirolakontakt.se/user_images/canon-es-800-manual.xml

- **1.0.**

The introduction of a fourdoor Dakota and a lengthened cab achieved by shortening the bed length to seat three people comfortably in back placed it firmly in the family car realm. The heavyduty suspension, precise handling, and unpenetrable sturdiness of the Dakota made it comfortable for transporting family, while the V8 engine and the 6.5foot bed made it ideal for transporting cargo. The biggest gripe is with the poor gas mileage, but really, it is a truck after all. 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. I would recommend Wes Finch Auto Plaza Im 7 8 hours away sounds like they need to get on the same page.I inquired about the Would do business with them again! No pressure, straight forward and very respectful. Took his time to provide all the information necessary. Above and beyond. Unfortunately i didnt get a chance to buy a car here, but customer service was Excellent. Car had already been sold. Answered my questions, and did not pressure me. He did tell His statement was First come first serve. I Mrs. Carmela Phillips treated me with the utmost respect. Very good dealership. Second to none. Would buy another vehicle from them again. Thank you Larry Very nice, flexible with picking up car. Believe we received a great deal. Would recommend him to anyone. They told me the price and Dodge introduced it as a compromise between their compact trucks, which had limited hauling capacity, but were easy to handle, and its fullsize Ram, which had the powerful towing and hauling capacity, but could feel bulky and unwieldy behind the wheel.<http://aldalham.com/userfiles/canon-es-600-manual.xml>

The first pickup to feature a V8 engine, and the first to offer rack and pinion steering, the Dakotas

horsepower, 4WD option, and aggressive styling suited those who used it as a workhorse, but its durability appealed to families looking for an alternative to a minivan. The cab had always been roomy for front seat passengers, with controls that were easy to read and operate and storage room between and under seats. These are good trucks with a manual transmission the auto transmission dont hold up well love the shift on the fly 4x4 has 220k and still going. Value Performance Quality Comfort Reliability Styling 1 0 Was this review helpful. From towing cars to playing in sand dunes hands down best midsize truck ever built Value Performance Quality Comfort Reliability Styling 1 0 Was this review helpful. Heater is not very warm. I wish it had the V8. This has been a great dependable truck for me. It currently has 194,000 miles, and I have put 150,000 miles on it. I have not had to spend any money on repairs other than the normal maintenance. I changed oil every 2500 miles and it continues to run great. The only negative thing I can say is that the heater is not very warm for our ND winters. I have had two other single cab Dakotas and the heaters were awesome, so this is surprising to me. I am hoping to put another 100,000 miles on it. I have pulled trailers with it, and frequently use the 4x4 in mud, snow, and loose dirt. Once again, great truck and I would love to find another one with low miles that I could put 150,000 miles on it. Read less Value Performance Quality Comfort Reliability Styling 1 0 Was this review helpful. Faded paint and rust issues early on. My truck was purchased used by another family member in 2001 with 100k miles. Not known if it was garaged parked by original owner or not, but since my family member had it and me now having it since 2012, it has sat outside. 5speed, SLT model.

With being 22 years old, paint is faded bad, rust is getting to it and I pulled headliner out. However, at 190k miles now, it is still very reliable. Sits outside and starts right up in below 0 temps. 5speed shifts great and handles well. Not a good truck in the snow as just 2wheel drive and light bac kend. I put sandbags in bed of truck for winter, but try not to drive in snow, even though a stick shift. Not bad for original compressor and all. Before paint faded and rust took a tole, it got some nice comments. SLT trim, nice chrome bumpers, wheels and exterior mirrors earlier on, but all is faded. With being 22 years old, I just drive it locally only now, no trips. Keeping as long as I can as it is mechanically, very reliable. In addition, very easy to work on. Cant beat V6 3.9L size, rear drive platform and overall, easily accessible components under the hood. Read less Value Performance Quality Comfort Reliability Styling 0 0 Was this review helpful. It runs good, goes good, turns good, stops good. Comfortable Not really, but its a truck. Its not supposed to ride like a Rolls Royce. Pretty torquey for a V6, and with a manual its an absolute joy to drive. Sadly, Dodge didnt think to rust proof it, so my bed is basically swiss cheese. Manual windows, manual locks, manual trans. But Im a dumb kid, so Ill end up swapping beds and doing a whole bunch of costly s tupid stuff. And itll probably take it and ask for more. Read less Value Performance Quality Comfort Reliability Styling 5 1 Was this review helpful. Value Performance Quality Comfort Reliability Styling 1 5 Was this review helpful. Owned this 1993 Dakota Club Cab LE since new. Great work horse and family ride. Hard to find parts now after 24 years. Love the vehicle and feel it is above the rest. In Chicago our winters are brutal but body is solid and very little rust but for hidden spots. Headliner is sagging now. Having drivers door latch replaced this week. Hope to see 300K on the odo before I let it go.

<https://www.informaquiz.it/petrgenis1604790/status/flotaganis23032022-2047>

Value Performance Quality Comfort Reliability Styling 0 0 Was this review helpful. Rear bumper, body panels prone to rust. Bought it new. Because I operate it in a place where salt is heavily applied to roads during winter, I applied one layer of rubberized undercoat every September over the past 20 years. Looks brandnew. Solid. New paint applied last April. She has hauled a few hundred tons of firewood, railroad timbers, appliances, topsoil and more. Excellent engine. Fivespeed manual transmission. Read less Performance Comfort Styling 2 2 Was this review helpful. Used 9 months out of year. Truck has a v6 magnum engine.great speed! Newer tires. 5 speed standard. Good ride! Good on gas. Snap down covered bed with liner.gets lots of looks.selling

because of move. Value Performance Quality Comfort Reliability Styling 5 2 Was this review helpful. Otherwise, it pulls my tractor with no problems, I just brought 3 cards of wood to my house with my 3.9. With regular maintenance it will serve you well. Value Performance Quality Comfort Reliability Styling 11 6 Was this review helpful. All around very good vehicle. Value Performance Quality Comfort Reliability Styling 0 0 Was this review helpful. It has pulled my tractor out of ditches and up hills when it was. Only problem is the passenger compartment is small. Value Performance Quality Comfort Reliability Styling 9 14 Was this review helpful. Gas mileage I bought this truck new. It has towed a 24 foot travel trailer and then a 18 foot fishing boat in the mountains of northeastern California. Taken me hunting in north central Arizona and plowed through feet of snow in the mountains north of Lake Tahoe. Have had Chevy and Ford trucks and this is the best I have owned. Value Performance Quality Comfort Reliability Styling 9 10 Was this review helpful. Created to fill a space between the imported, compact Dodge Ram 50 an unaltered Mitsubishi pickup and the Dodge Ram, the Dakota came with two Chryslerbuilt engines, a 2.

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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 first generation 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. 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.

<http://fccsms.com/images/brk-smoke-detector-user-manual.pdf>

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. 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. Set an alert to be notified of new listings. The body is in great condition and all appears toIt is powered byThis is the fiSOLD ON A BILL OF SALE ONLY 1996 SalesOwned and operatedThis truck has trophied at Detroit. AutoramaSuite 101 Phoenix, AZ 85048 This prestigious accolade represents the continued growth of the company, and ClassicCars.coms dominance as the worlds largest online marketplace for. Based on the radius, a new location list is generated for you to choose from. Shift your experience!Tons of work done to it, runs and drives great. Paperwork for everything.Our shop inventory is always changing and updating, so feel free to call in or stop by and learn more about what's new at Brar Brother Auto Parts. Just give us a call and.Air conditioning, cruise control and comes with good winter and a set of summer tires tires. Truck has 268902 kms and is in good shape.The box has some rust above the rear wheels, no dents. Good transfer case. Please contact me for what parts you need. 403 966 7284With a little TLC, it will be the perfect truck for you.

Perks Rustic wood paneling in cab Well maintained interior Transmission was replaced in 2014 Querks Rust spots Needs a new battery Needs new spark plugs Gas tank needs to be replaced Wheel sensor needs to be checked Summer and winter tires available for sale, extra charges may apply.Check engine light on because of broken wire to oil pressure switch, it has pressure. Engine was pulled and changed for newer motor dont have proof as previous owners have done soBLOWN TRANSMISSION. 170,000kms. Engine runs very strong, no leaks, starts in 40. Body in excellent shape, only one rust spot on entire truck. Odd ding and scratch. Located in watervalley AlbertaI can pull it myself in 15 minutes. Need it asap. I believe from 19972003 will work. Thanks.I have cash onhand for those who want to downgrade.There's a decent amount of rust above the fenders and the

clutch fan is pretty loud. It's a manual transmission and shifts smoothly. Regular fluid changes and pretty new tires. Selling with canopy as a unit. Transfercase, rear and front differentials, interior parts, extra set of 3.55 gear set for rear diff. The engine is a 4.7l V8 that is bored out 20thou, heads are shaved 0.0712, valving reset for head shave, JBA shorty headers, throttle body spacer, engine was rebuilt by The Block Shop in Edmonton and has 100000km on it and runs good. Engine is currently still in truck but will be pulled. 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. Monthly Payment estimates are for informational purposes and do not represent a financing offer from the seller of this vehicle. Regis Stealth Stratus SX 2.0 Viper W100 Pickup W150 Pickup W200 Pickup W350 Pickup Regis Dodge Stealth Dodge Stratus Dodge SX 2.

0 Dodge Viper Dodge W100 Pickup Dodge W150 Pickup Dodge W200 Pickup Dodge W350 Pickup We carry a wideranging catalog of used Dodge transmissions for all applications including gas and diesel engines. Buy your used Dodge transmissions from us and save time and money. Our used engines and transmissions are covered under a 1year warranty from the date of purchase, included for free! You will be surprised at the prices we quote, as we have a very large network of salvage yards in US. Its smaller than a fullsize pickup, a bit larger than a compact, designed for people who want the power, room and toughness of a fullsize truck with the value, style and maneuverability of a compact. That makes business sense, because sales of compact pickups have recently been declining. Compact pickups were bought by millions of baby boomers in the 1970s and 1980s, people who wanted the utility and image of a truck without the higher prices and bigger parking requirements of a fullsized model. Compact pickups in those days came with low prices and competed with subcompact sedans. Many compact trucks still have an attractive base price, but the average transaction prices are much higher. And the baby boomers are now older, raising families, making more money and are driving roomier, higherpriced sportutilities and luxury sedans. Auto makers blame the higher prices on increasing safety and emissions regulations. This has left manufacturers with three basic choices Wage the price war with stripper models devoid of profit, market loaded highend trucks with strong image, or get out of the compact truck business. Toyota has gone upscale with its sporty Tacoma 4wd trucks. Nissans compact truck is showing its age, Mazdas BSeries trucks are Ford Rangers with a different front end and Mitsubishi has given up on the segment. It competes with the compacts in terms of price, while offering a little more size, as well as the only V8 engine option south of a fullsize truck.

While a Dakota can be appealing to small businesses that dont need a fullsize truck, most of them are bought for personal use. People use them to haul snowmobiles, personal water craft, surf boards. Or they buy the 4X4 Sport model and turn it into an image machine. Young guys look at it and immediately start talking about lift kits and other modifications. They see it as a sport truck. Older buyers seem to like its nonsensical looks, so Dodge managed to strike a good balance between these two groups. At the end of the test, we decided we might have equipped this truck differently had we ordered it for ourselves. All three of the Dodge engines burn regular 87 unleaded, but as youd expect, the 4cyl. Most are based on the 112in. A properly equipped Dakota offers a payload capacity of 2600 lbs. We recommend ordering the automatic transmission with the V8 engine, to help tame the beast. The short box has a 111.9in. wheelbase, while the long box has a 123.9in. wheelbase. The Club Cab stretches to a 130.9in. wheelbase. A longer wheelbase provides more stability and ride comfort, while a shorter wheelbase provides more maneuverability in tight places and better ground clearance over rough terrain. The Dakota dash looks blocky and dated. Its a comfortable, roomy truck and all controls are straightforward. The cup holder cannot be missed. Mounted in the center of the dash in front of the passenger, it pulls out to hold two cans of soda. While conveniently located, its an unattractive piece that shouts plastic. And it looks fragile. The seatbacks do not flip forward to allow easy access to the small storage space behind the seats. This

setup was inconvenient when two of us went to the mall and picked up some large items that would have blown out had we put them in the bed. The Club Cub version see photo helps out considerably in this regard. The engine itself isn't the smoothest V8 we've seen, but it sounds powerful and sure of itself.

Our truck also had the 5-speed manual transmission, and the V8 delivered so much torque that it was a challenge to keep from spinning the rear tires, especially on wet pavement. That's why we recommend matching the V8 with the automatic transmission. A V8-powered Dakota with an automatic provides the same payload as one with a manual transmission, so power loss is negligible and driveability is improved. The V6 buyer could argue the merits of either transmission. But it has the misfortune to belong to the same family as the Dodge Ram, which is a great truck. And with prices overlapping, we'd prefer a low-end Ram over a high-end Dakota. Or perhaps a competing compact. With a new Dakota due this fall, dealers are likely to be willing to bargain. The last time we checked, Dodge was offering cash rebates on these models. Login. 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.

<http://www.bouwdata.net/evenement/3vz-fe-engine-manual>