

## Dodge Ram Diesel Manual Transmission

---



**File Name:** Dodge Ram Diesel Manual Transmission.pdf  
**Size:** 4094 KB  
**Type:** PDF, ePub, eBook  
**Category:** Book  
**Uploaded:** 15 May 2019, 21:43 PM  
**Rating:** 4.6/5 from 587 votes.

**Status:** AVAILABLE

Last checked: 16 Minutes ago!

**In order to read or download Dodge Ram Diesel Manual Transmission ebook, you need to create a FREE account.**

[\*\*Download Now!\*\*](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

### Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Dodge Ram Diesel Manual Transmission . To get started finding Dodge Ram Diesel Manual Transmission , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



## Book Descriptions:

# Dodge Ram Diesel Manual Transmission

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://govindlab.com/userfiles/casio-2318-manual.xml>

- **dodge ram diesel manual transmission, dodge ram 2500 manual transmission, dodge ram with manual transmission for sale, dodge ram with manual transmission, dodge ram 3500 diesel manual transmission for sale, 2018 dodge ram with manual transmission, 2020 dodge ram with manual transmission, dodge ram cummins manual transmission, dodge ram cummins manual transmission for sale, dodge ram 2500 manual transmission problems, dodge ram diesel manual transmission, dodge ram diesel manual transmission, dodge ram diesel manual transmission for sale.**

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. For vehicles named Dodge Ram, see List of vehicles named Dodge Ram.<http://www.feynburg-uhren.de/userfiles/casio-2572-manual-espa-ol.xml>

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 wrap-around tail lamps, dual rectangular headlamps, and squared-off body lines. Engine choices were pared down to the 225 slant-6 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 three-pod 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 slant-6 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 3-pod arrangement of the speedometer and gauges. Also in 1990, Dodge reintroduced the Club Cab, equipped with fold-out 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 rear-wheel-drive transmission, and the final letter H signified hydraulic shift control. The 3-speed 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 heavier-duty version of the A727 automatic or a 5-speed manual transmission and is available on 250 and 350 pickups and pickup-based 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.

<http://www.bouwdata.net/evenement/contabilidad-manual>

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 three-quarter-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 semi-floating, while the heavy-duty 2500 rear axles were full-floating. 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 part-time 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. In 1997 the NP241DHD became an option for 2500 Rams and was standard on 3500 Rams from 1998 to 2002.

For the front axle of 4x4 Rams, a Dana 44 was used on all 1500 Rams and the early light-duty 2500 Rams. However, most of the 2500 and all 3500 Rams use Dana 60 front axles. The 1500 Rams and some early light-duty 2500 Rams used a 9.25 Chrysler Spicer axle in the rear. Every 3500 Ram was made with a Dana 80. The front drive axles in these Rams were unique in the fact they did not have locking hubs, but featured a center axle disconnect. The 2002 2500 and 3500 Rams saw the eventual phase out of the center axle disconnect, in favor of front axles that were permanently locked in. Dodge continued to include front axles like this for their 2500, 3500, 4500, and 5500 trucks until 2013 models. The Cummins B Series engine was switched from the 12-valve to the 24-valve ISB version in the middle of the 1998 model year Dodge Rams due to emissions regulations. The Indy Trucks were available only in blue with white stripes. The crew cab models for this generation were actually Quad Cab trucks that had conventional opening rear doors. This body style drew heavily from the previous generation. At the same time, both Ford and GM trucks were increasing in sales from a 2001 peak over 850,000 to the 900,000 range. But with 400,543 Rams sold that year, the Rams sales could not keep up with the eleventh generation F150 in 2004. Bluetooth U Connect was now available as an option, and a front facelift was given to all Ram models. SIRIUS Satellite Radio was available, as well as a rear seat DVD entertainment system with wireless headphones. In addition to the 5.7 L 345 cu in, a Cummins 6.7 L 408 cu in diesel rated at 350 hp 261 kW and 650 lb-ft 881 Nm was also available. Automatic transmissions used were the 545RFE with the 5.7 L 345 cu in and the AS68RC with the 6.7 L 408 cu in. The G56 transmission was the only manual transmission offered. These were Class 4 and Class 5 trucks with a gross weight of 16,500 lb 7,484 kg and 19,500 lb 8,845 kg, respectively.

Both trucks came equipped with the same version of the Cummins 6.7 L 408 cu in diesel as the 3500 chassis cab model. Sterling, who worked with Dodge in development, had their own version, called the Sterling Bullet with a unique grille. Sterling is a division of Freightliner LLC which, like Dodge, was owned by the former DaimlerChrysler. Sterling Trucks was licensed to sell Dodge Ram 4500 series trucks as the Sterling Bullet. When the Sterling brand was phased out by Chrysler Corporation, the Bullet was discontinued. This engine featured the same performance but had a cylinder deactivating feature enabled under light loads to increase fuel economy by 3 MPG city and 4

MPG hwy. This new Hemi still delivered 345 hp 257 kW and 375 lbft 508 Nm. In the front all 2500 and 3500 trucks were 9.25 inch with 33 spline axles. Strength is similar to their earlier Dana 70 and 80 counterparts. Direct comparisons are difficult as the axles are made with completely different metallurgy. It was available in black, red, or silver, and with either rearwheel drive or fourwheel drive. It was equipped similarly to the Rumble Bee, but without the number plaque. The 2004 version was available only in a single cab with a 6speed manual transmission and a Hurst shifter. For 2005, Dodge released a Quad Cab version of the Viper V10 powered truck with a modified 48RE fourspeed automatic transmission from the Ram with the Cummins turbodiesel engine. The name is drawn from Dodge's line of 4wheel drive trucks made from the early 1940s through the 1980s. The air box was also painted to match the body color, and a color matched steering wheel was added as well. There were only 433 produced in 2004 and roughly the same number in 2005. It was available as a 5.7 liter Hemi V8 in Regular or Quad Cab styles and featured lowerbody cladding, 20 inch chrome wheels, SRT10 hood, Borla dual exhaust, serialized number plate, and a tall rear spoiler reminiscent of the 1969 Dodge Charger Daytona. The Dodge Ram Daytona had a 3.

92 ratio rear end, the same rear end as the Dodge Ram Rumble Bee. Several exterior items were unique to the Daytona package such as the gas door and dual side exit exhaust tips which made it different from other equipment packages. It was equipped with 20 inch 510 mm chrome wheels and performance tires. Replacing the standard hood is one with a nonfunctional hood scoop. The most noticeable feature is the large spoiler which is attached at the rear of the cargo box. The 11 inch 280 mm spoiler lined up with the flat black stripe that ran along the back of the bed side with the word Daytona written in the middle. However, the schedule for delivery slipped as Dodge backed away from the vehicle. The hybrid Ram was available only for fleet purchasers if at all and did not enter mass production. It offered an AC electrical outlet panel for running an entire job site worth of power tools, but the through the road method of balancing the gas engine and electric motor reportedly did not work as desired. In 2010, the Ram Trucks brand was separated from Dodge. This is because the competitors stopped making manual transmissions available in the domestic market. Chevrolet Silverado trucks discontinued the option of a manual transmission after model year 2006. Ford Super Duty trucks discontinued the option of a manual transmission after model year 2010. This applies to Class 2, Class 3, Class 4 and Class 5 trucks. 2011 and 2012 models make 350 hp 261 kW; 355 PS and 610 lbft 827 Nm of torque. Horsepower remained the same for 2013 models, torque however, was increased to 660 lbft 895 Nm of torque. Engine output remained the same for 2014 models. Unfortunately, with the launch of the new body style in 2019, the manual transmission was discontinued. The Mega Cab option remains on the heavy duty models, along with crew cab. Crew Cab and Quad Cab models are rated at 5,700 lb 2,585 kg and 5,800 lb 2,631 kg respectively. The 3500 Heavy Duty model was unveiled at the 2009 Chicago Auto Show.

Late model 2011 diesel trucks were updated to 800 lbft 1,085 Nm of torque. Both transmissions support the Power Takeoff option. The front axle on 4x4 models is manufactured by Magna, while 2wheel drive models just have a solid, non drive axle. The Rambox cargo management system continues to be available on most models for 2013. For 2013, the base ST model becomes the Tradesman model. Due to a new electric power steering system, the 5.7 L HEMI V8 no longer has a power steering pump, and gains 5 horsepower, now making 395 bhp 295 kW; 400 PS and 410 lbft 556 Nm. It is still available with the 65RFE 6speed Automatic, with the new 8speed Torqueflite 8 Automatic optional. Electronic stability control becomes standard on 2500 and 3500 models. For 2013, the Ram is also the first North American pickup truck to offer keyless ignition. The U Connect ACCESS 8.4 AN RA4 adds GPS navigation from Garmin, HD Radio SiriusXM Travel Link, 3D mapping, and enhanced mobile app compatibility. The system also includes a builtin 3G internet router, allowing for wireless connection to the internet while the vehicle is parked with a monthly service subscription. The system can also be updated to add additional features that will be available in the future via a USB stick inserted into one of the remote USB ports. Remote steering

wheelmounted controls are also included with this system. The rear differential ring gear is increased from 11.5 inches, to 11.8 inches on H.O. trucks. The 11.8 axle cover doubles as a heat sink. The 4x4 saw additional changes with the transfer case now being made by BorgWarner instead of New Venture Gear. It is available only in the sixfoot bed, twodoor, regular cab model with two wheeldrive only. Standard features include a 220 amp alternator and an 800 amp battery to assist with the Startstop system. 3.211 axle gearing is also standard. The cast iron, flex fuel, 4.

7 V8 Chrysler PowerTech engine was discontinued, ending Corsair engine production, leaving the Ram 1500 with two engine choices. The engine will be reintroduced in early 2018, as recertification by the EPA has been obtained. A Rebel Black Edition Package is available that adds black accents to the Rebel. It debuted at the 2016 Texas State Fair. However, the SLT trim level still remains for the Ram 2500, 3500, 4500, and 5500 models, and are still available to retail customers. However, retail customers wanting SLT features such as chrome front and rear bumpers and front grille, seventeeninch aluminum alloy wheels, power windows and door locks with keyless entry, the U Connect 5.0BT RA2 touchscreen radio, cloth seating surfaces, SiriusXM Satellite Radio, a rearview backup camera system, and floor carpeting, can still opt for the Chrome Appearance and Popular Equipment Packages on the Tradesman model. This radio option is available for the Tradesman trim level of all Ram trucks, and the Express trim level of the Ram 1500, and is included as part of a Popular Equipment Package on the latter model. The Power Wagon Package is also available for the Ram 2500 Tradesman trim level, and also adds the 6.4L HEMI gasoline V8 engine. Available in only four paint colors, two of which are unique to the Harvest Edition Case IH Red, New Holland Blue, twotone Black Clear Coat and Bright Silver Metallic, or Bright White Clear Coat. Aimed at farmers, the Harvest Edition adds features that are otherwise optional on the Big Horn and Lone Star, such as seventeeninch chromeclad aluminum alloy wheels with allterrain tires on 4X4 models, the U Connect 8.4 infotainment system with GPS navigation, SiriusXM Travel Link with five years of service included and one year of SiriusXM Guardian service, a trailer tow package with integrated trailer brake control, rearmounted tow hitch, and trailer tow side mirrors.

Also included are front bucket seats with power front drivers seat trimmed in premium cloth, chrome side steps, chrome side mirror covers, chrome door handles, and chrome front tow hooks. It is available as either a Quad Cab or a Crew Cab. Virtually identical to 2018 models, 2019 trucks will be given a new name, Ram 1500 Classic, to distinguish them from their allnew fifthgeneration successors. The Ram 1500 Classic will offer a 2Door Regular Cab model, whereas the fifthgeneration Ram 1500 will not. This setup allows an allelectric range of more than 20 mi 32 km, but as a blended plugin hybrid, the RAM PHEV does not run exclusively allelectric during EV mode. The fully charged plugin starts off with charge depletion with limited regeneration at the high end of the state of charge SoC. That ramps up to a full regenerative capability somewhere in the 70 to 95% range and depletes down to about 20%. In September 2011, another 10 units were delivered to the Massachusetts Bay Transportation Authority MBTA. The concept features a regular cab painted in dark blue clear coat with an offcenter light blue stripe. It sits on 22inch wheels painted hyperblack. It is available with the 5.7L Hemi and 3.6L Pentastar. The Warlock will be available in the first quarter of 2019. The carmaker plans to upgrade the battery packs with cells that use a different lithiumion chemistry before the vehicles go back into service. Chrysler explained that no one was injured from any of the incidents, and the vehicles were not occupied at the time, nor any of the minivans were involved in any incident, but they were withdrawn as a precaution. The demonstration is a program jointly funded by Chrysler and the U.S. Department of Energy that includes the firstever factoryproduced vehicles capable of reverse power flow. While the Ram 1500 features standard sidecurtain airbags it does not include side torso airbags. The vehicle was redesigned and retested, and received a 5star rating.

In 2016, FCA via the Ateco ASV group commenced selling the Ram 2500 and 3500 in Australia and the Ram 1500 in 2018. These are converted to right hand drive in Australia before sale. Germany and Scandinavian countries are some of the largest European markets for the Ram. A thriving cottage industry in Australia, New Zealand, and the United Kingdom has imported and converted Ram trucks to righthanddrive and to meet the local regulations, being more common in Australia since LHD cars less than 30 years old or 15 years old if registered in Western Australia cannot be legally driven on Australian public roads unless they are granted a diplomatic or a research and development exception to the rule. In the United Kingdom there is no such restriction, so a stock LHD Ram or any other LHD vehicle is not required to undergo the costly and timeconsuming process of an RHD conversion in order to be compliant with EU regulations. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. November 2010 Learn how and when to remove this template message August 11, 1998. Retrieved 20101122. Retrieved April 20, 2019. September 12, 2009. Retrieved 20091120. Retrieved 17 May 2013. Retrieved 20 April 2012. Retrieved April 1, 2012. Retrieved 8 January 2016. CS1 maint archived copy as title link A timeline of these models can be found here. By using this site, you agree to the Terms of Use and Privacy Policy. 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 heavy-duty 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 commercial-grade 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 G56-spec'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. POSSIBLE SHIPPING VIA HOTSHOT, on your dime. Motor is head-studded. Fairly new injection pump. New 7x.010 injector nozzles ready to put in. ATS stage 3 performance. It comes powered by the outstanding 6.7L Cummins turbo diesel engine. Carsandpickups.com. Carsandpickups.com. Fully deleted. Fire pump. efi live 4 tunes with v2 Egr delete. Carhartt seat covers. Air bags. Factory 8 inch touch screen. Bought the truck out of Texas it's never seen a winter it's in perfect. Clean title, low mileage at 136k BONE STOCK. NO LEAKS. 100% mechanically sound.

<http://fscl.ru/content/contact-price-gun-manual>