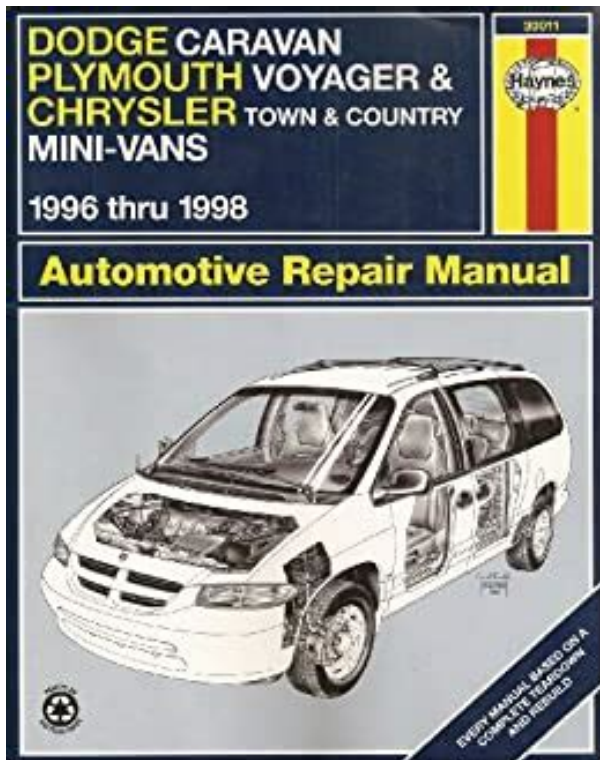


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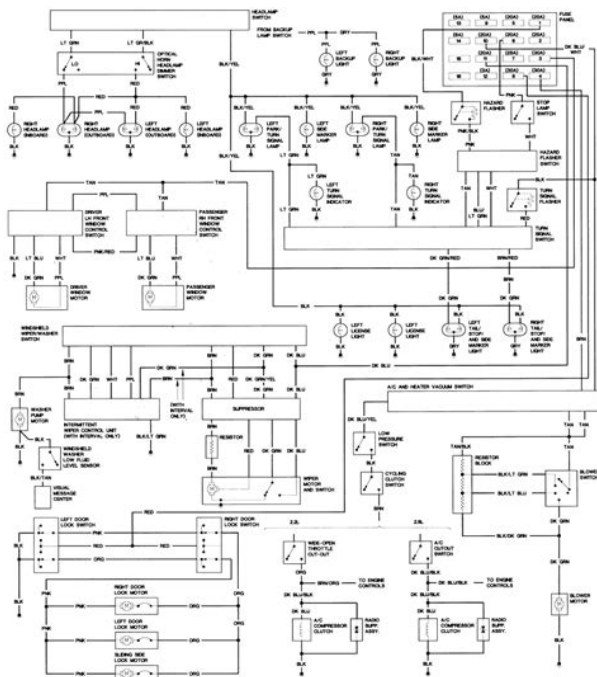


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REMOVAL AND INSTALLATION (Continued)

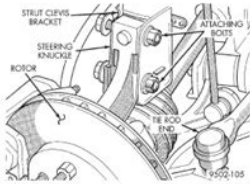


Fig. 8 Strut Damper Attachment To Steering Knuckle

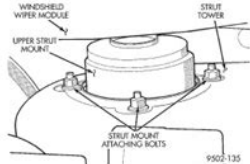


Fig. 9 Strut Assembly To Strut Tower Attaching Nuts

CAUTION: The steering knuckle to strut assembly attaching bolts are serrated and must not be turned during installation. Install nuts while holding bolts stationary in the steering knuckles.

(2) Align strut assembly with steering knuckle. Position arm of steering knuckle into strut assembly clevis bracket. Align the strut assembly clevis bracket mounting holes with the steering knuckle mounting holes. Install the 2 strut assembly to steering knuckle attaching bolts (Fig. 8). If strut assembly is attached to steering knuckle using a cam bolt, the cam bolt must be installed in the lower slotted hole on strut clevis bracket. Also, attaching bolts should be installed with the nuts facing the front of the vehicle (Fig. 8). Tighten the strut assembly to steering knuckle attaching bolts to a torque of 88 N·m (65 ft. lbs.) plus an additional 1/4 turn after specified torque is met.

(3) Install stabilizer bar attaching link (Fig. 7) on bracket of strut assembly. Install stabilizer bar attaching link to strut bracket attaching nut.

NOTE: When torquing nut on stud of stabilizer bar attaching link, do not allow stud to rotate. Hold stud from rotating by inserting a Torx Plus 40IP bit in the end of the stud as shown in (Fig. 10).

(4) Tighten the stabilizer bar link to strut attaching nut using a Torx Plus 40IP bit and crowfoot as shown in (Fig. 10) to a torque of 88 N·m (65 ft. lbs.).

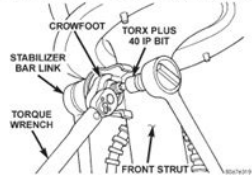


Fig. 10 Torquing Stabilizer Bar Link To Strut Attaching Nut

(5) Install hydraulic brake hose and speed sensor cable routing brackets on the strut assembly brackets (Fig. 6). Tighten the routing bracket attaching bolts to a torque of 13 N·m (10 ft. lbs.).

(6) Install the wheel/tire assembly on the vehicle.
(7) Install and tighten the wheel mounting stud nuts in proper sequence until all nuts are torqued to half specification. Then repeat the tightening sequence to the full specified torque of 135 N·m (100 ft. lbs.).

STEERING KNUCKLE

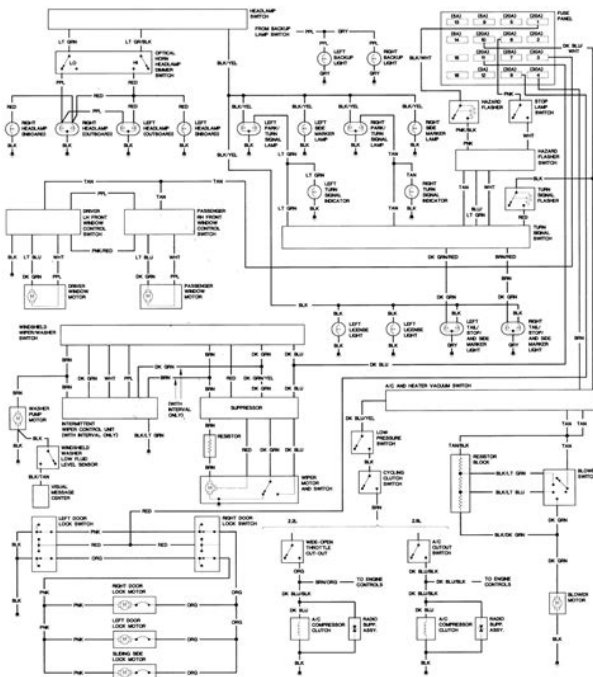
REMOVE

(1) Raise vehicle on jack stands or centered on a frame contact type hoist. See Hoisting in the Lubrication And Maintenance Section of this manual for the required lifting procedure to be used for this vehicle.
(2) Remove the cotter pin and nut lock (Fig. 11) from the end of the stub axle.
(3) Remove the wheel and tire assembly from the vehicle.
(4) Remove the wave washer (Fig. 12) from the end of the stub axle.

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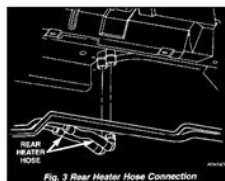
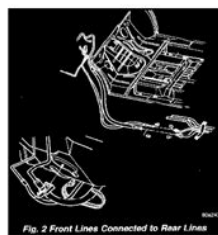
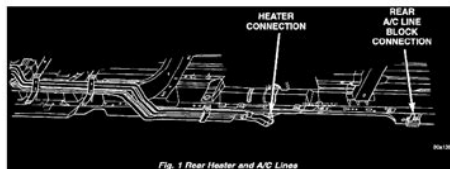


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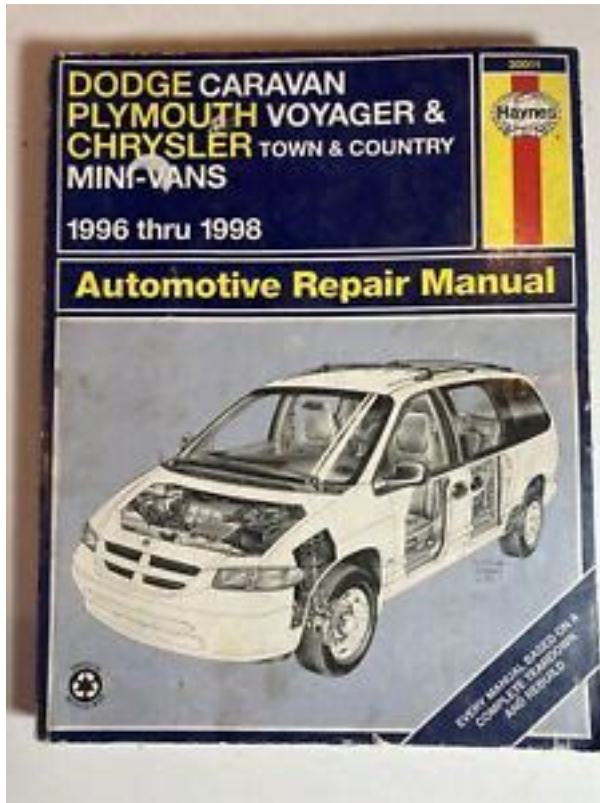
were easy to operate though removing and replacing the seats typically required two adults. This configuration was subsequently dropped. Base model curb weight 2,910 lbs. However, the two front seats were equipped with nonadjustable headrests on the LE model and in conjunction with vinyl upholstery on the SE. Side-impact reinforcements were mandated, and were at all seating positions front and rear. Neither airbags nor antilock braking systems were available.

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To facilitate variable cargo storage behind the rear seat, the seat could be adjusted forward in two increments, the first of which removed roughly 6 inches 150 mm of legroom from the back row passengers, and the second of which would push the bench all the way to the back of the second row, making the seats unusable. The seat back of the rear bench could also be folded forward, providing a flat cargo shelf. The smaller 2nd row bench was not adjustable, nor foldable; it could only be removed entirely. The hatch was hinged at the top and held open by gas struts. It allowed more cargo space behind the rear seat. It was initially available with the short wheelbase; a long wheelbase variant was introduced alongside the Grand Caravan. The Plymouth Voyager, which was a rebadged version of the Caravan, was also available with a manual transmission. The Ultradrive offered much better fuel economy and responsiveness, particularly when paired with the inline four engine. Alongside the 2.2 L, an optional Mitsubishi 2.6 L engine was available, producing 104 hp 78 kW horsepower. Revisions to the Mitsubishi V6 upped its output to 142 hp 106 kW that same year, and in 1990 a new 150 hp 110 kW 3.3 L V6 was added to the option list. The V6 engines became popular as sales of the 2.5 L turbo dwindled and it was dropped at the end of the year. In these years, the ES model debuted short wheelbase only to highlight the new engines, the turbo 2.5 in particular. The ES was introduced to the long wheelbase Grand Caravan for 1991 and continued throughout 2003, before it was discontinued and replaced with the SXT. Intended as an extensive revision of the 1984-1990 generation, while the chassis underpinnings were carried over renamed the Chrysler AS platform, the only shared body panels were the front doors and sliding door.

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To further differentiate the Caravan from the Plymouth Voyager, the two model lines received different wheel covers, with chrome trim on the Caravan restricted to the grille and Chrysler Pentastar hood ornament. A conventional door handle and lock was added to the rear hatch, eliminating the confusing pop-and-lift maneuver which had been required on earlier models. In those areas, the 3.3 L engine was offered as the V6 option from 1997 through 2000. This package was offered on various trim levels, and included Platinum Metallic paint, and fender badges. Changes for the 1997 model year were minor, adding traction control as an option or standard equipment, depending on trim level, along with the reintroduction of optional all-wheel drive. The Caravan received more minor updates in 1997 for the 1998 model year. These changes came in the form of new colors, new wheels for trims above SE, new interior fabric, optional heated seats and automatic headlights on higher trim levels. In calendar year 1998, the Caravans HVAC vents on the driver's side and center of the dashboard were updated to have a more conventional design. Later that year, the 1999 Caravan received new front styling on all trims above SE, while the Sport and ES models received even sportier styling. A cargo net between the driver and front passenger seats was added. Color-keyed door and liftgate handles were made standard on SE models, in addition to a new keyless entry remote. Base and SE models had options for a spoiler as well as color-keyed bumpers and trim grey or color-molded bumpers and trim were standard. The driver's side sliding door became standard. Package 28D added power front windows with automatic driver's side window, ignition delay, glove box, and an ashtray. The EPIC was powered by 28 12-volt NiMH batteries and was capable of traveling up to 80 miles (130 km) on a single charge. The EPIC was sold as a fleet-only lease vehicle. Production of the EPIC was discontinued in 2001.

Only a few hundred of these vehicles were produced and sold. After the leases expired they were returned and crushed. Approximately 10 vans remain in private hands today. In the side-impact test, it received 5 stars for the driver, and 3 stars for the rear occupant, and resulted in a fuel leak that could cause a fire hazard. The Voyager XG was more rugged, featured a diesel engine and manual transmission, and included many outdoor amenities, such as a built-in ice pack. The Pacifica actually did come to be in 2004, based on the fifth generation Caravan, except that it became a crossover SUV rather than a minivan; the nameplate was eventually applied to a minivan in 2016. Design work was done by Brandon Faurote from January 1997 and reached production approval in 1998. The

Mitsubishi 3.0 L V6, which no longer met emissions standards in California and the northeastern U.S., was discontinued, and a more powerful 3.8L engine, based on the 3.3L, became available. All Wheel Drive continued to be offered on high end models. Other innovative available features included remote operated sliding doors and rear hatch, which could be opened and closed at the push of a button, either inside the vehicle, or with the keyless entry fob. Minor changes were made to the Grand Caravan ES including many of the features included in Option Group 29S becoming standard, the 17 inch Titan Chrome wheels no longer being an option replaced with standard 16 inch chrome wheels, and the disappearance of the AutoStick Transmission option. This year also saw the appearance of an optional factory-installed rear seat DVD system with single disc player mounted below the HVAC controls. This package was offered on higher level SXT models, and included chrome wheels, body color moldings, special interior accents and a unique fender badge. Chinese vans were equipped with Mitsubishi 6G72 engines, and came in three trim levels Classic, SXT, and Luxury.

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Package 25H added dualzone air conditioning, glove box and ashtray lights, headlamp off delay. Later replaced by SXT package. The rear passengers, however, could leave this accident unharmed, as there is a low risk of significant injury in a crash of this severity for them. Beginning with Generation V in model year 2008, Chrysler only made the long wheelbase Grand Caravan. With discontinuation of the shortwheelbase Caravan, Dodge offered the Journey on nearly an identical wheelbase and as a crossover rather than a minivan. The gear shift lever moved to the instrument panel, the location used by competitors. The available SXT trim now included new technology options. The suspension was heavily retuned, with both Dodge and Chrysler minivans gaining a larger front sway bar and new rear sway bar, increased rear roll center height, adjusted spring rates, a new steering gear, a revised front static camber setting, and lowered ride height. This improved handling. They are all different sets of the SE and SXT trims, and include new luxury features for basically the same price. SXT models also include fog lamps. From 2007 to June 2011, the model line was sold under the Chrysler brand; following the acquisition of Chrysler by Fiat, the Voyager was rebranded as a Lancia in continental Europe with the Chrysler Voyager remaining in Ireland and the UK. In contrast to its predecessor, the Tradesman was strictly a two seat vehicle, with solid metal body paneling in place of rear windows and a flat rear load floor. Replacing the Transporter T4 1992, 1999-2003 EuroVan in North America, the Routan was sold in the United States, Canada, and Mexico. These seats continued as an available option through Generation V until they were discontinued in 2010. When installed, the seats are latched to floor-mounted strikers. When unlatched, eight rollers lift each seat, allowing it to be rolled fore and aft. Tracks have locator depressions for rollers, to simplify installation.

Ergonomic levers at the seat backs release the floor latches singlehandedly, without tools, and raise the seats onto the rollers in a single motion. Additionally, seat backs were designed to fold forward. Seat roller tracks are permanently attached to the floor and seat stanchions are aligned, facilitating the longitudinal rolling of the seats. Bench seat stanchions were moved inboard to reduce bending stress in the seat frames, allowing them to be lighter. It was marketed as Stow N Go and was available exclusively on longwheelbase models. In the seating system, two full size second row seats swivel to face the third row. A detachable table can be placed between the second and third row seats. The Swivel n Go seating system includes the third row seating from the Stow n Go system. The tracks, risers and swivel mechanisms are assembled by Camslide, a division of Intier. The swivel mechanism was designed by and is produced by Toyo Seat USA Corp. When rotated the seat comes off these bumpers to allow easy rotation. However, it is impossible to install the table. Retrieved March 4, 2011. CS1 maint archived copy as title link Retrieved January 15, 2018. Retrieved

September 26, 2009. Retrieved March 26, 2016. Retrieved October 24, 2019. February 11, 2019. Retrieved October 24, 2019. September 1, 2018. Retrieved October 24, 2019. Retrieved July 11, 2019. September 1, 2019. Retrieved October 24, 2019. Retrieved April 4, 2016. Retrieved October 22, 2019. A timeline of these models can be found here. By using this site, you agree to the Terms of Use and Privacy Policy. Feel free to browse in the list below. Please browse through the list to find the right one. What's your opinion of the company Maximum allowed length is 80 characters. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below.

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