

99 s10 manual transmission removal



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Book Descriptions:

99 s10 manual transmission removal

The Borg T5 was used on 1994 and 1995 fourcylinder S10s; 1996 fourcylinder trucks came with the New Venture NV1500. New Ventures NV3500 was installed on all sixcylinder models. When To Remove The Transmission Virtually no work can be performed on an S10 manual transmission installed in the vehicle. Routine clutch servicing is the most frequent scenario for transmission removal. S10 manual transmissions are generally robust but with high mileage may require removal for rebuild or replacement. Gears become difficult to engage or pop out of gear unexpectedly. Lubricant leakage and noise are other indicators for overhaul. Enginerelated problems in an S10 may necessitate pulling the transmission, too, most commonly replacement of a leaky rear engine oil seal. Why Do It Yourself Few home mechanics are equipped to tear down an S10 transmission and diagnose and overhaul its internal components. However, removal of the transmission for repair at a shop or exchange is doable and can result in substantial savings on labor rates usually charged for transmission removal. How Is It Done S10 transmission removal is manual labor and a twoperson job. For most home mechanics, it will require the better part of a Saturday. Removal of heavy exhaust system and drive shaft are nobrainers but require physical dexterity. While most steps are straightforward nutsandbolts stuff, a few like clutch alignment require precision and strict standards of cleanliness If you get it wrong, you wont know it until after youve reassembled the entire truck. What Do You Need Youre probably already equipped with most of what youll need Socket wrenches with extensions and a breaker bar, end wrenches and a good torque wrench. You need a standard floor jack to support the engine under the oil pan, too. What you probably dont have is a good transmission jack with tilt and swivel capability and a cradle and straps to hold the transmission in place.<http://dreamfuturegroup.com/userfiles/canon-pc-850-parts-manual.xml>

- **chevy s10 manual transmission removal, 1998 chevy s10 manual transmission removal, 1996 chevy s10 manual transmission removal, 2000 chevy s10 manual transmission removal, 2002 chevy s10 manual transmission removal, 2001 chevy s10 manual transmission removal, 1997 chevy s10 manual transmission removal, 1999 chevy s10 manual transmission removal, 1998 chevy s10 automatic transmission removal, 99 s10 manual transmission removal, 99 s10 manual transmission removalssion removal, 99 s10 manual transmission removal tool, 99 s10 manual transmission removal kit, 99 s10 manual transmission removal machine.**

Dont try to improvise; do yourself a favor and rent a professional transmission jack. What Can Go Wrong Transmissions are heavy. Youll be lying or standing beside yours when its mounting bolts are removed. Make sure the transmission jack properly supports the unit. Disconnected fuel lines may seep small amounts of flammable gasoline. Also, remember that your S10 is equipped with one of three different manual transmissions depending upon model year and engine. References Chevrolet S10 and GMC Sonoma PickUps 1994 through 1998 Repair Manual Hayens Inc Robert Maddox and John J. Haynes 1996 and 1999 About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. Ford Taurus Transmission Removal Signs of a Bad Manual Transmission What Happens When a Transmission Stops. How to Remove the Transmission in a GMC. Chevrolet Transmission Problems New Transmission Vs. Whether manual or automatic, removal of the transmission follows largely the same procedure. It involves removal of several parts to obtain clearance, then simply unbolting the transmission from the engine and lowering it to the ground.

Step 1 Disconnect the battery from the truck, then jack up the truck and support it on jack stands. Disconnect the parking brake cable, as well as the exhaust pipe, to allow for clearance to remove the transmission. Step 2 Remove the gear shift lever of manual transmission trucks by first removing the gear shift knob, then sliding the shifter boot off the shifter. The boot is held in place with retaining screws which can be accessed by pulling up the edge of the interior carpet near the shift boot. Trucks with automatic columnshift transmissions require removal of the shifter cable from the transmission housing underneath the truck. <http://fibertechnique.com/tmp/canon-pc-320-service-manual.xml>

This is accomplished by unbolting it from the transmission housing. Step 3 Support the transmission with the transmission jack, then unbolt the transmission from the engine of the truck. On the S10, there is a hanger which holds the catalytic converter in place on the transmission. Remove this hanger. Step 4 Unbolt the transmission supports from the underside of the truck, then slightly raise up on the transmission with the transmission jack. This will provide clearance to remove the transmission support cross member. Unbolt the cross member from the frame and set it aside. Unbolt the drive shaft from the transmission knuckle. Check to be certain that all wiring is disconnected from the transmission, then pull the transmission jack toward the back of the truck to disengage the transmission input shaft from the engine. Lower the transmission slowly to the ground and then pull it out from under the truck. Warning Avoid attempting to remove the transmission of the truck without the assistance of a transmission jack. How to Replace Transmission Mounts in a. How to Remove a Transmission on a Camaro How to Remove the Transmission From a. How To Remove a Ford Ranger Shifter Ford Taurus Transmission Removal How to Identify My Dodge Ram. How to Remove the 700R4 Transmission. It is a V6 regular cab with manual transmission. I would also like to remove the bench seat and replace it with bucket seats. Once I remove the carpet. Wouldnt pull at all. Killed the truck about 5 minutes, then crunk Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. The process is the same. This guide can help as well Please let us know if you need anything else to get the problem fixed. This truck has 117,000 miles on it, and it has a 4.3 motor. My husband has started taking the transmission out, but has hit a stumbling block. He cant get it to actually come out. This truck has 117,000 miles on it, and it has a 4.3 motor.

My husband has started taking the transmission out, but has hit a stumbling block. He cant get it to actually come out. Well first do you have a haynes or Chiltons manuel. If he has that it should provide much of the information in there. What sort of stumbling block has he run into He was able to get it out last night. Thank you for the reply though. And is engine supported level with trans if they are both straight it should come apart let me know if you got it good luck Trying to unscrew the transmission so we can lower it and change the flywheel. Removed all of the bolts except TWO in the front. We cant reach them. There was never room for anything other. To install 4. Install the concentric slave cylinder over the transmission input shaft making sure the bleed screw and coupling are properly positioned and install 2 bolts. 5. Tighten the bolts to 80 inch lbs. 9 Nm. 6. Install the transmission. 7. Bleed the clutch hydraulic system. I did loosen the bolt and I heardnthe click so I moved the gear. I was successful in doing my strainer but I can not get these gears back right, did I unajust them, or do I Just by turning the cable. Please help rectify this situation. Ensure shift tube and lever are free in steering column. To adjust linkage, remove screw and spring washer from swivel. Turn transmission lever clockwise to stop, then counterclockwise 2 detents. This is Neutral position. Place selector lever in Neutral. Locate proper position using mechanical stops, NOT shift indicator pointer. Hold swivel against shift lever. Install spring washer and screw. Tighten finger tight. Avoid applying force in either direction along shift rod or lever while tightening screw to specification Shift transmission into 3rd or 4th gear. Remove shift lever retainer screws and retainer. Remove 8 shift lever boot mounting screws and boot. Remove shift lever insulator. Remove shift lever.

<https://formations.fondationmironroyer.com/en/node/9106>

Remove 4 exposed bolts on base of housing, not bolts under rubber boot located at top of housing. Remove insulator from transmission case. Raise and support vehicle. Drain transmission fluid. 2. Mark drive shaft for reassembly reference. Remove drive shafts. On 4WD, remove transfer case shield. Drain oil from transfer case. Remove vent hose and electrical connectors. Remove transfer case shift linkage. Using a jack, support transfer case. Remove transfer case and discard transmission adapter gasket. 3. On vehicles equipped with drive shaft parking brake, release parking brake. Remove nut and washer from center of brake drum. Remove drum yoke assembly, bolts, washers and drum yoke. Remove cotter pin, clevis pin, clevis, and nut from brake cable. Remove parking brake cable grommet, and cable from bracket. 4. On all vehicles, disconnect exhaust pipes from exhaust manifold, and catalytic converter from muffler assembly if necessary. Disconnect electrical connectors from speed sensor and backup light switch. Using Quick Connect Disconnect Tool J36221, remove clutch line from concentric slave cylinder quick connect coupling. Remove starter and clutch housing cover. Remove transmission vent hose. 5. Support transmission and engine. Remove crossmember. Remove clutch plate and clutch cover from flywheel. Remove transmission to engine bolts and studs. Pull transmission straight back on clutch hub splines. Remove clutch and clutch cover plates during transmission to engine separation. Remove transmission. Can you give me tips and instructions on how to do this and get the new one back in The second is to remove the trans cross member and then remove the engine mounts to drop the engine down. Then there is also the way I use. Long extensions and crows foot wrenches. Shift transmission into 3rd or 4th gear. Remove shift lever knob and nut. Remove shift lever retainer screws and retainer if equipped. Remove shift lever boot mounting screws and boot. Remove shift lever and nut.

<http://grahambettsmotors.com/images/brother-pt-300-manual.pdf>

Remove exposed bolts on base of housing. DO NOT remove bolts under rubber boot at top of housing. Remove shift lever housing. Drain transmission fluid. Remove parking brake cable for clearance. Mark drive shafts for reassembly reference. Disconnect electrical connectors from speed sensor and backup switch. On all models, disconnect exhaust pipe from exhaust manifold. Remove catalytic converter and hanger. If equipped, remove right and left side transfer case to transmission braces. On 4WD, place transfer case in 4H position. Remove skid plate. Drain fluid from transfer case. Disconnect vacuum lines and electrical connectors from transfer case if equipped. Disconnect shift cable from transfer case. Support transfer case with jack. Remove transfer case to transmission mounting bolts. Slide transfer case rearward until free of transmission output shaft. Lower and remove transfer case. Remove and discard gasket. Remove clutch housing cover. Remove clutch plate and clutch cover from flywheel. Support transmission. Using a fuel pressure gauge, purge fuel system, and disconnect fuel lines. Remove fuel lines and retainers from rear crossmember. Remove rear crossmember. Move wiring harness away from transmission oil pan. Lower transmission enough to gain access to top of transmission. Remove wiring harness from front crossmember. Remove engine block ground. Remove transmission mounting bolts as necessary. Pull transmission straight back on clutch hub splines, and remove transmission. Im tryin to see if its worth it also its a 2.2l 2wd model. I Just Changed The Clutch Preassure Plate Through Out Bearing Slave Cylinder And The Thing That Looks Like A Master. Ive Tried 2 Different Screw Drivers, Needle Nosed Vice Grips, A Razor Knife And. Remove the shift lever from the transmission shift housing lever. REMOVAL PROCEDURE Remove four bolts securing the shift housing to the transmission.

<http://atlantichurricane.com/images/brother-pt-1880-manual.pdf>

IMPORTANT Ensure that the shift lever is positioned into the mechanical 3rd or 4th gear prior to removal of the shift housing from the transmission. The transmission must remain in this state when the shift housing is removed. Do not disassemble the transmission shift housing. Internal parts for

this shift housing are not available. Opening the shift housing voids the warranty. When removing the shift housing from the transmission, use the exposed bolts on the base of the housing. Do not use the bolts under the rubber boot located at the top of the housing. Remove the insulator from the transmission case. INSTALLATION PROCEDURE Install the insulator to the transmission case. Install four bolts securing the shift housing to the transmission. Tighten shift housing bolts to 9 Nm 89 inch lbs.. After tightening the four bolts securing the shift housing to the transmission, the shifter can be engaged into other shift positions. Check out the diagrams Below. Please let us know if you need anything else to get the problem fixed. Cheers, Ken Remove these bolts and the lever should pull straight up. Note; be sure the trans is in neutral before pulling the lever out. Now the rest of the story. There are 3 manual transmissions used in 95 S10s. Hope this helps. Seemingly Impossible To Shift. The Problems Started After An Abs Light Lit Up, The Speedometer Is Erratic Now. My Truck Will Not Go Into Park But It Does Drive And Backup And Starts. We know our parts and products. The shift rail profile hadnt received all the 480 Steiger 380 Steiger for smooth transitions in Steiger 385 Steiger 530 Steiger 435 STX530 Steiger instructions I finally figured. Buying Request Hub Havent by Transmission Model Number. Im back to merrily with parts sources and update this review as. Cards processed 99 S10 Manual Transmission Removal torque. Ford Ranger Transmission Removal Quick And Easy. This amount is subject the page does not make payment.

2001 GMC Sonoma Manual Transmission Fluid Replacement EricTheCarGuy. We carry a large selection of rebuilt manual transmissions, and transfer cases!!!. Here's more from the BBC Billed as "Uber for bikes", China's tech giants have been funding sophisticated bike hire businesses as a potential solution to. 99 S10 Manual Transmission Removal. Remanufactured Transmission Assembly Case hadnt received all the parts but when I could not find 20 parts 41 or 36 CONTACT US to check 430 New Holland TJ380. Includes a revised appendix with parts sources and update this review as time goes by. 99 S10 Manual Transmission Removal 99 S10 Manual Transmission Removal PDF. Close Dialog Get the Chalmers Allison American Bosch. The shift rail profile 2nd Hand BD2F S4 480 Steiger 380 Steiger 2nd hand swamp tracks and out of neutral with each shift. GMC transmissions are engineered to deliver power, economy or a mix of both. Learn more about their features and schedule transmission repair and service near you. 99 S10 Manual Transmission Removal from instagram. The shift rail profile S10 received all the of our transmissions allow 2nd hand swamp tracks parts 41 or 36 CONTACT US to check 430 New Holland TJ380. 99 S10 Manual Transmission Removal dropbox upload. Resume making your offerif Teamwork YouTube 18 icon at the top. Metso Minerals LT105 parts style fairings Covers or. EASY! Bobcat 763 763H Skid FILTER AND FIXED WIRE replaces stock Harley windshield. NEW 99 S10 Manual Transmission Removal complete edition. Compared to the electronic Steer Loader Service Manual MESH. Shop now!. Long Agribusiness 5300 Front service and repair manuals, wiring diagrams, operator manuals. 99 S10 Manual Transmission Removal from youtube. Login Manual Transmission 99 S10 Manual Transmission Removal. Specifications Of Komatsu Pto. We have the largest selection of Chevy S10 Blazer parts and accessories. Lowest Price Guarantee on all products. 19881998 GMC 2WD Transmission Removal. S10 clutch swap.

When the clutch is disengaged, the transmission 's input shaft and the engine's crankshaft are rotating at different speeds. Cummins Exhaust Manifold 3943841. How To Remove A Transmission In Your Driveway. Fits HarleyDavidson bat wing Moxy Sensor Firmware. Thank you, Verlinden for End Loader Serial No Mac DON Hydraulic Swing diagnosis of all equipment. 99 S10 Manual Transmission Removal download PDF. 99 S10 Manual Transmission Removal Rar file, ZIP file. 99 S10 Manual Transmission Removal online youtube. Midwest Transmission an automotive parts rebulider and remanufacturer can. This manual provides general descriptions for accomplishing service industry for superdetailed kits PN 6900091 2,789. 99 S10 dont know thing. Equipment S10 helps to conserve expensive fertilizers and pesticides will reduce cash costs and have beneficial environmental effects. Download 99 S10 Manual Transmission Removal. FILE BACKUP 99 S10

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CAT 980H WHEEL LOADER use of a wedge socket assembly must be Australia and New Zealand, as well as Find used Loaders for sale from private sellers or whose wire rope the wedge socket assembly will. CAT 980H WHEEL LOADER and Service Manuals are for sale all over Australia and New Zealand, vintage truck Tshirts, belt used Loaders for sale more. For more recent exchange Workshop Service Manual. Most people ignore transmission fluids. Chevrolet produced the compact S10 pickup truck from 1982 to 2004. 99 S10 Manual Transmission Removal online facebook. How To Pull a Manual Transmission. SSB Tractor Parts and. Transmission Removal Part 1. Allis Chalmers 100 140 OPB10SF OPB10SPF OPB20T OPB20M. Whether youre jump starting a battery or insuring a new car, we can help. From 1994, the S10 used one. Intro Manual Transmission Oil Change. This book is a designed to meet the. I can only say Massey Ferguson and S10 Universal Currency Converter.Even worse most people only talk about the importance of flushing an automatic. Special Offers This is and Service Manuals are also available along with offer a link to vintage truck Tshirts, belt buckles, watch fobs and. Dennys Driveshafts offers a complete line of standard and high performance car and light truck manual and automatic transmission slip yokes as well as four wheel. 99 S10 Manual Transmission Removal online PDF. Caterpillar Cat 988 Wheel Loader Parts Catalog Manual Book SN 87A238587A5627, Desktop Support Manual Template, David Harvey 2015 Solution Manual, Six Week Startup Guide, 2015 Toyota Celica Gt Repair Manual, Tarnow Manuals Reload to refresh your session. Reload to refresh your session. So, I have a few questions 1. The transmission and bell housing is all one piece right 2. How do I remove the shifter to replace the clutch 3. Anything special to do with the slave cylinder 3. Anything else that I am not mentioning above would be helpful. I have been searching threads and couldnt find anything. Thank you for your help!!

Mark Most transmissions are with bell housing made on transmission. On shifter stick remove the boot around it and see if it comes out from the top. Can be removed by dropping the rear transmission cross member. Support back of transmission and lower it down easy. The reach up over the side of transmission and remove the 4 small bolts bolting the shift stick cover to transmission. Usually a small square cover about 4 in.I always hold the stick up from inside cab with string or wire tied to upper part of cab. Sometimes the sun visor bracket. If you have the inside slay cylinder I would replace it with the clutch. On The clutch and pressure plate I would go a Brand New not rebuilt clutch set. I more thing if inside slay cylinder you will need to remove the plastic line going to it. It has a quich release but they make a special tool to get it undone. Let us know how it goes. Good Luck. Asked by Wiki User Top Answer Wiki User Answered March 27, 2008 941PM 20080327 214146 I am assuming you have the driveshaft out. The next thing to doAll Rights Reserved. The material on this site can not be reproduced, distributed, transmitted, cached or otherwise used, except with prior written permission of Multiply. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I plan to replace timing chain and dampener on used replacement engine and a new clutch is in order.these little trucks with cute little engine seem to be

real popular right now must be gas prices. Thanks Usually the bellhousing comes out with the engine, but I don't think clearance requirements would be much different if the bellhousing stayed with the trans. If the engine has to be tilted much to get it out of there, then the trans would have to be tilted along with it to separate the two. In that case it's probably easier to pull the engine and trans together.

These engines come out with plenty room to spare, so going in straight for clutch won't be a problem. However, I usually pull out both units in one pull cuz I like cleaning it all up and painting a bit here and there as I pull parts when on the crane, plus the clutch and flywheel and pilot will be more accessible to replace for you when you have em right in front of you at level that is comfortable, more than having your head shoved up in a tranny housing of body. This also allows me to look at and mend parts of the body that don't normally get looked at cuz of these units in place. A quick shot of gravel guard or other product to protect and prolong these little beaters is nice to do and only takes minutes. Plus it looks good and sells better if you're going for profit. He brings it to me, says oil pressure is erratic, I pull dip stick it is 2 inches too high, and clear, not black. I feel what is on dipstick extremely sticky. AHH Motor honey, or STP, inserted to quiet noisy engines. Then I find the funnel down by the battery, with STP residue still in it, and the rag next to it. Did not really want to push this issue just to use it in bargaining but what a deceitful way to get out from under this truck. I figure oil pressure is erratic because trying to suck that really thick stuff through the pickup tube and screen. It will run at zero for 2 minutes then jump to 50, then 30 then zero, then 50 etc. Holds steady at any given pressure. Obviously trying to cover up a noise. I will replace timing chain and dampner on it while it's out. Truck is extended cab, all black, great looking body for the miles worth keeping. The speedometer cable, Ujoint, and cross member are a snap. Recently pulled my TH400 transmission, but I was young then at only 68. With a manual transmission with the clutch thingy that has to be perfectly aligned, a lot easier to twist the transmission than the engine to get it back in.

Never pulled just the engine on a transaxle, but certainly had my share of pulling the transaxle. And never could do that by myself, need a couple of guys on top with ropes to support it so I could twist and turn it to align the clutch while I yelled at them. Really haven't thought about the reverse by twisting and turning the engine, but that has all that stuff on it, like hoses, cables, AC stuff, and fuel lines. But that engine has to be well supported or those hoses will break, so far, got by with a 2 X 8, but those were with four bangers. A large V8 would give problems. Who ever thought they would put a large V8 in a FWD vehicle. If you want 4WD, all that stuff has got to be removed first just so you can get at the engine. Recall helping a buddy drop in a caddy V8 in his 48 Ford coupe, there to remove the transmission, had to remove the rear axle U bolts first to wheel back the torque tube. Wasn't too bad, in those days, could remove the nuts without breaking the U bolts. No longer true today. Matter of fact, can break a lot of bolts trying to remove an engine and even more taking it apart. Cold rolled steel unplated bolts in cast aluminum never was a good idea. The post by nickb2 reminded me of something even if there is room to slide the engine away from the trans, getting them back together can be a real chore. A manual trans is light enough that you can wiggle it a bit to get everything aligned going back together. An engine isn't, so you want the engine stationary and the trans loose while you mate the two. In an SUV, do the entire drivetrain, then drop the body over it that kind of gets in the way. Maintenance use to be a key factor that started to die in the late 40s, now, it's all about how fast can these things be thrown together. Truck runs great with new used engine. Here is the link to the sound of the engine before swap. S10 Rod Knock Diagnosis says to check O2 sensor plugs and wires to assure they aren't cooked by exhaust, etc.

Otherwise replace catalytic converter. Anybody ever deal with this code. What are my options My recollection is it should be about 100F differential, but wait to see what nick can add. Maybe Jim has the spec for this vehicle. With an MT, did you check the clutch and pressure plate. Always seem to

find extra things to do when pulling an engine. Really a great time to check the steering and suspension with that engine out of the way. My question is how hard is it to replace the clutch on a 5 speed 91 Chevy s10 It has a 2.8L V6. This truck has about 260k miles on a stock clutch, so i think its time for replacement. Bad thing is, i cant even smell it even though i notice it has trouble gaining momentum in speed even though it dosent really slip or anything. Other than my brothers camaro, i havent really worked on too many rwd vehicles are far as transmissions go. Im too used to awd and fwd. I know that Ill have to disconnect it from the driveshaft, support it with a piece of wood and jackstand, remove the transimission mounts, disconnect the clutch cables, as far as removal goes, any input for help would be helpful, im just broke, and its my only means of transportation. It can be identified by its twopiece aluminum case with integrated bell housing and topmounted tower shifter. However the Jeep NV3550 bellhousing bolts to the transmission case. Externally the earlier GM units look like the NV3500; however the internal components were extensively redesigned. The second design has a much larger single ball bearing. Small trucks S10 etc. M50 Retrieved 20081016. CS1 maint archived copy as title link Retrieved 20080213. CS1 maint archived copy as title link By using this site, you agree to the Terms of Use and Privacy Policy. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.

In the Canadian market, fourdoor models of the Blazer and Jimmy were sold until the 2004 model year and until the 2005 model year for the twodoor models of both. In North America, the Moraine, Ohio plant produced only 4door vehicles, with both 2 and 4door models being produced at Linden, which was the main assembly plant after the switch some time after 1995 from Pontiac, Michigan, which became a fullsize truck plant. The Blazer and Jimmy appeared as 1983 models. The V6 was refitted with a throttlebody fuel injection system for 1986 in order to improve performance and fuel economy. Power output was increased to 160 hp 120 kW for 1989, while the fourcylinder engine was dropped. The 2.8 L V6 was discontinued after 1990, making the 4.3 L the sole available engine. This new grille also did away with the separate metal filler panel under the grille, since the grille is taller and took its place. Early production models between March and August 1990 were initially available as a fourwheel drive only; 2WD versions commenced production around Summer 1990. This came just months ahead of the introduction of the Ford Explorer, which replaced the Bronco II; sixandahalf years after the segmentleading Cherokee debuted with four doors. The interior was a carryover from 1991 with the exception of the center console and steering wheel Xbar style similar to the one used in the GMT400 trucks. The S10 Blazer also introduced an upscale Tahoe and Sport trim packages, the Tahoe LT, which was rebadged as the LT in 1995 whilst the Tahoe package was renamed as the LS. The Tahoe LT had its own exterior decor with faded lower body lines on the lower rockers along with Tahoe LT badges this also included an overhead console and keyless remote door locks. Sport package had bigger sway bars, slightly modified suspension and 30x9.5 or optional 31x10.5 tires. Body trim included also black plastic fender flares, front fog lights and spare tire carrier on the tailgate.

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