

Dodge Stratus 5 Speed Manual



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Book Descriptions:

Dodge Stratus 5 Speed Manual

Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The Stratus, Plymouth Breeze, and Chrysler Cirrus were all on Car and Driver magazines Ten Best list for 1996 and 1997. It received critical acclaim at launch, but ratings fell over time. An updated version of the Stratus was introduced for 2001, with the Cirrus being renamed as the Chrysler Sebring, and a coupe model was also added to the range. It was often compared to other small midsizes such as the Chevrolet Malibu, and judged roomier than the 1995 Ford Contour by many magazines such as Consumer Reports. The exteriors of these three cars were very similar, with the front fascia, rear bumper, taillights, and wheels being the main differences. The interiors had little variation between the three models; being almost identical, save for the name on the steering wheel, and a few available options. The fascias of each JA car corresponds with each brand's minivan offering, sharing headlights and grill designs. A five-speed manual was available with the 2.0 L. The 2.4 L was not offered in a manual because of its high torque and difficult drivability issues, mainly due to wheel spinning. This engine produced 168 hp 125 kW; 170 PS at 5200 rpm and 216 pound force feet 293 Nm of torque at 2200 rpm. All 2.4L turbo engines were only for the Mexican market. Its styling was similar to that of Chrysler's Cirrus which featured chrome accent moldings along the doors and bumpers, with the exception of the rear taillights, which were the same as Dodge's Stratus, and a Dodge grille, which differed from that of the Chrysler Cirrus and Plymouth Breeze. The Chrysler Stratus competed in the Swedish Touring Car Championship; the Dodge branded model also competed in North American Touring Car Championship as one of few truly professional outfits to contest the short-lived championship, with David Donohue winning the 1997 season using the

Stratus. <http://cresson-voyages.com/userfiles/casio-baby-g-watch-instructions-manual.xml>

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It had the same engines as the North American version but a higher ground clearance for the road conditions there. The coupe models with the same names were entirely different cars; they were actually based on the Mitsubishi Eclipse. This improved engine would later be used in the U.S. in the Dodge SRT4 and PT Cruiser GT. This model along with the Chrysler Sebring coupe was built at the former Diamond Star Motors plant by Mitsubishi, using the ST22 platform. Like its Chrysler counterpart, the coupe models shared very little other than the name and a few exterior styling cues with sedan and convertible models. The Stratus coupe was restyled for the 2003 model year. The coupe was discontinued after 2005, one year before the sedan. The next midsize Dodge which replaced the Stratus, the Avenger, did not include a coupe version. The models were built by GAZ in Russia from late 2007 through 2010 as the Volga Siber. The production facilities were planned to build up to 65,000 cars of both models yearly. Four-cylinder engines were to be purchased from Chrysler and made in Mexico. Retrieved 14 January 2015. Retrieved 20100723. By using this site, you agree to the Terms of Use and Privacy Policy. I think my niece downshifted into reverse while exiting the frwy. Nevertheless, the 2003 Dodge Stratus V6 3.0 will not come out of gear. The linkage to the transmission was broken so I replaced a few parts. The question is Could somebody tell me exactly how the Spindle Fork slides in to transmission Fork I think my niece downshifted into reverse while exiting the frwy. The linkage. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. There's no way to make this swap.

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I dnt reccomend doing that Going from totally auto trans to a manual trans would be expensive and would only be worth it if you were setting it up for racing. I have a dodge that is stick. Fit on a 2000 Dodge Stratus Also where Please refer to CarGurus Terms of Use. Our only reservation might be Chrysler's past reputation for poor build quality. All three sedans sported unique grilles and different taillights, and Stratus offers a wider engine selection than its mates. Marketed in base and ES trim, Stratus sedans came with standard antilock brakes and dual airbags. Base powertrain was 132horsepower 2.0liter 4cylinder engine and a 5speed manual transmission. Optional was a new 2.4liter 4cylinder with dual overhead camshafts. Also optional, but only on the sportier ES model, was a Mitsubishibuilt 2.5liter V6. Both optional engines drove only a 4speed automatic transmission, which was not available at all with the base 4cylinder engine. A power sunroof became available later in the year, but didn't last long. Also later in the season, a V6 Stratus could be equipped with Chrysler's Autostick transmission, permitting shifting up or down through the gears by tilting the shift lever to the left or right. Sound insulation was beefed up, and a sunroof was again available on all models. Also available were new alloy wheels and a power driver seat. With automatic transmission, the SE sedan included the previously optional 150horsepower 4cylinder engine. Manualshift models got a 132horsepower engine instead. Newly optional was an emergency escape release inside the trunk. Both optional engines, the 2.4liter dualoverheadcam four and the Mitsubishibuilt 2.5liter V6, came only with a 4speed automatic transmission. In fact, there's plenty of leg space fore and aft, and sufficient rearseat width for three mediumsize adults to travel without feeling like sardines. The high rear parcel shelf makes it hard to see out the back window.

A large trunk with a flat floor and low liftover gives the Stratus good cargocarrying ability. The driving position is comfortable, and the dashboard layout logical. The sedan's abundant, airy interior is welldesigned; however, some trim pieces on the dashboard and door panels look and feel cheap. It's not the quietest engine around, but the 2.5liter V6 takes off from a standstill with spirit. However, you're likely to experience a long pause before the automatic transmission downshifts for passing. Despite being shy two cylinders, the 2.4liter 4cylinder offers nearly as much punch as the V6, though at the expense of some refinement. The 2.0liter four is noisier and a trifle slower, but gets great mileage with the 5speed manual. That means more interior noise and road vibrations than people may be used to. You benefit from agile handling with little body lean and good grip, making it easy to thread along twisting roads. An ES, in particular, takes corners and curves adeptly. Ride comfort is generally good on both models, despite the firmer suspension on the ES, and the Stratus does feel smoother than a Ford Contour. With the exception of Value, these numbers reflect how the vehicle compares against the universe of vehicles, not just against rivals in its class. Lower is better SE requires Quick Order Pkg. SE requires Quick Order Pkg. Therefore, we recommend visiting websites that list used cars for sale to get a better idea of what a specific model is selling for in your area. Our editors test drive and thoroughly evaluate virtually every new car, truck, minivan, and SUV sold in America. The clutch feels like it was lifted from a Camaro SS along with the muffler, and is heavier than most. It is still possible to operate it smoothly, but it does require more muscles than some want to devote to shifting. The shifter is pleasant with a good mechanical feel, making the position of each gear clear.

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First gear is relatively high, leading to some hesitation with this highrevving engine, particularly when the air conditioning is on. Fifth gear is relatively low, which means extra freeway power but lower gas mileage. Drive it gently, and youll be rewarded with decent gas mileage. Mash the pedal down, and watch your gas mileage fall. It feels more solid than any Honda or Toyota Ive driven, and

the quality feel extends not just to the doors and trunk but to every switch and button. The AutoStick transmission on the ES is smooth and sure, whether it is downshifting or racing through the gears. You pay for that level of refinement, though, with a rather high price tag especially compared with base Camrys and Accords. It no longer includes a passenger side door lock in common with most Volkswagens and newer Chrysler products which means that if your remote battery dies and your only lock freezes up, you're in trouble. The Chrysler Sebring sedan gets chrome rings around elegant gauges, but the Dodges get black rings and thick sans-serif lettering. This is the same instrument panel used on the Chrysler Sebring Convertible, but in that case, Chrysler simply used a Dodge instrument panel. They seem a little confused about the brand engineering concept over in Auburn Hills or is it Stuttgart that's confused. In any case, all the Stratus sedans and convertibles have whitefaced gauges, logical controls, and a good feel. Air conditioning is superior to most Asian vehicles, and quickly cooled down the interior despite temperatures of up to 100 degrees during most of our test run. It's hard to argue with the result, which is one of the best stereos we have ever heard in a car. The bass was so strong that the car's lack of rattles is testament to its high-quality construction. To close it, you need to keep your finger on the button. The base model had a 2.0 liter Neon engine coupled with a five-speed manual, and actually went faster than the 2.5 liter Mitsubishi V6 version.

No such disparities with the new Stratus; the 2.7 liter Dodge Magnum V6, producing 200 horsepower, has no shortage of go-power, and the five-speed manual increases acceleration but not, apparently, gas mileage. The variable intake system provides a moderate supercharging effect. Chrysler has been playing with the length of their manifold runners for decades, and this seems to be the logical outcome. In the ES, it sounded more Japanese than American, with a slight whine as it revved up. Gas mileage, on regular, was in the mid-20s. It's a good overall package for those with muscular legs who want a versatile, user-friendly sedan that can hold its own at the traffic light or around the curves. All rights reserved. Dodge, Jeep, Chrysler, Ram, and Mopar are trademarks of Fiat Chrysler Automobiles. You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting [Although not as sporty as some competitors, the Stratus is smooth, comfortable, and stylish.](#) The Stratus seats five passengers with two front buckets and a folding three-place rear bench. Standard equipment includes air conditioning, cruise control, a tilt steering column, remote keyless entry, and power windows, locks and mirrors. Optional equipment includes Serious Satellite Radio. The standard engine on the Stratus SXT trim is a 2.4 liter, four cylinder powerplant with 150 horsepower. For 2005, there are no significant changes. Full Review [Although not as sporty as some competitors, the Stratus is smooth, comfortable, and stylish.](#) Hide Full Review Please consider whitelisting Autoblog. But ads are also how we keep the garage doors open and the lights on here at Autoblog and keep our stories free for you and for everyone. And free is good, right. If you'd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. A drop down menu will appear.

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1 2 3 League City, TX 77573. Something went wrong. View cart for details. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. The Stratus was positioned right in the center of this market. The trunk had a lockable passthrough, fullfolding rear seats and a remote trunk release. Base engine was a 132hp 2.0liter sohc 16valve 4cylinder. In December 1994, a 140hp 2.4liter dohc 16valve Four entered production. Topoftheline engine was a 164hp 2.5liter 24valve sohc V6. A 5speed manual transaxle was standard on the 2.0liter engine. A 4speed automatic came with the 2.4liter Four and 2.5liter V6. Packing Included 1set Aluminum Shift Knob Combo. The 5Speed Manual Shift Knob Includes 3 PVC Adapters. Professional Install is always requested Fit for most 5speed manual Vehicles only. Qty of Set 1set. Color Metallic Gray. Surface Finish Lightweight Aluminum. Video Installation Code LT Sport Professional install recommended. Fit for most 5speed manual Vehicles only. Product FitAll Right Reserved by LT Sport Trademark Registration Number 4240174. Manufacturer Authorized TMZC14639366D01T164023 Show More Reviews Need help. We'd love to help you out. Save when you purchase multiple reports. The values listed below are based on MSRP and does not include any incentives, tradein, options, or other adjustments. You can filter by car price, year, and make. For a more robust search, navigate to our official Car Finder Tool. Advance Auto Parts has 2 different Remanufactured Manual Transmission for your vehicle, ready for shipping or instore pick up. Here at Advance Auto Parts, we work with only top reliable Remanufactured Manual Transmission product and part brands so you can shop with complete confidence. Some of our top Remanufactured Manual Transmission product brands are ProKing. We're sure you will get the right product to keep that Stratus running for a long time.

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One type of Automatic Transmission is the Continuously Variable Transmissions CVT which doesn't have a fixed number of gears. Common configurations include frontwheel drive, rearwheel drive, fourwheel drive and allwheel drive. Select Ram in the Make menu. Please try again later. Please try your search again later. Please try again later. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Bart Ladenburg 4.0 out of 5 stars My daughter drives the car. She had a concern of a noise and smoke when stopping from under the hood. I diagnosed bad front hub bearings and a leaking power steering hose. The vehicle now has more than 175K on it. She drove the wheels and bearings off of it. Other than some brake work its been a great car. The parts were correct and arrived on time. She is still driving its and no more issues or concerns have been reported. And with the 2.4 liter engine its a real fuel sipper. 26 29 MPG. Friend of mine owned it owned it for 11 years and Ive been driving it about a year or so. 350,000 miles plus Its caught fire before lol Took care of the wires and it ran again. Had a transmission put in it after driving it in limp mode for a few months XD Replaced lower control arms and bushings bearings and driver axle Trying for 500,000 miles. Please try again. Set includes four locking lug nuts, one Mopar exclusive key. For use on. Set includes four locking lug nuts, one Mopar exclusive key. For use on. Dealer sets actual price. Contact dealer for limited warranty, inventory level, and return policy details. The InStore Pickup option will now be defaulted at checkout. Please verify any information in question with a sales representative. Fits Dodge Stratus 1998; Plymouth Breeze 1998. Please try again.

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