

DODGE CARAVAN, CHRYSLER VOYAGER TOWN COUNTRY 2003 THRU 2006 pdf

1: TPS SENSOR DODGE CARAVAN VOYAGER CHRYSLER PACIFICA TOWN & COUNTRY VAN VOYA

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The refresh kept the same formula, updated the styling, boosted V-6 engine power, dropped the Mitsubishi engine, and added new features and refinements. Some of these were: Powered, dual sliding side doors, with an industry-first inside-the-door motor Industry-first power sliding door obstacle detection system A powered tailgate Three-zone automatic temperature control system Side air bags and front seat belt pretensioners; universal child seat anchors The minivans were raided by overzealous cost-cutters as time went on; over the years, cuts included switch backlighting, the left flood interior light on the tailgate door, and the unique windshield de-icers in mid It also kept the original floor height and strong visibility of the models, and the transverse-mounted V6 and four-cylinder engines; now all cars had the four-speed automatic, its teething troubles long behind it. The front suspension stayed with its MacPherson struts and cross member, with a potential upper strut mount. The rear solid axle, hung with old-fashioned leaf springs, remained, for lower cost, better transient handling under a full load, better handling of both light and full loads, and space use. The Plymouth version had theoretically been dropped, but as a sop to the remaining Chrysler-Plymouth dealers without Dodge, Plymouths were all rebadged to become Chryslers. The front ones were somewhat difficult the headrest had to be moved down, front seat moved all the way forward, a floor lid opened, and the seat folded down and pushed into its holding area, the rear ones were very easy; but it provided an unprecedented level of flexibility. One could carry cargo to one point and passengers back, and temporarily fold any seat into the floor. With all seats down, one could carry the proverbial 4x8 plywood sheets. Parents with fewer than four children could leave one seat permanently folded for easier access, and raise it if someone needed a ride home. The standard and extended wheelbase divide continued, with both front wheel drive and all wheel drive. Noise, Vibration, and Harshness Reduction Rear suspension attachments on the body were eight times as stiff to cut road noise Foam gaskets between outside mirrors and the body and similar gaskets between the door handles and body prevented wind noise A thicker underhood silencer pad reduced engine noise Better liners for the seat striker pockets reduced floor pan noise The front strut, control arm, and engine mounts and isolators were redesigned to cut road noise and minimize shake A toe board crossmember and instrument braces were added to minimize shake The roof rack cross bows were refined through wind tunnel testing, and could be folded into the rack Towing Jerry Olsen wrote that 4-wheel disc brakes were available on both the short wheelbase and Grand Caravan Sport models. It seemed to be part of the Sport Touring Group. The Trailer Tow Group also seemed to include the brakes, but only on the long wheelbase models. The motors for the rear sliding doors had a manual override and an obstacle detection system that protected them from accidental damage while opening and closing. The center console included two separate storage compartments with lockable hinged latching lids. The rear compartment was illuminated and had a large open storage area, complete with removable bin. A tissue and map holder were molded into the underside of the rear lid. The front compartment had a removable bracket holder for a telephone and a power outlet, constantly powered to allow overnight charging; when mounted between intermediate seats, the console was only powered when the ignition was on. Middle-seat cup holders were moved to the outboard sides of the seat risers. When the seat was tipped forward for rear seat access, the cup holder remained in place as the seat rotated around it, to prevent spills. A rear cargo organizer on the floor behind the rear seat was optional in Europe; when open, it formed a storage bin with two folding dividers that were spaced to accommodate up to six full-size paper grocery bags or, with seat-mounted hooks, plastic bags. The molded front seatback panel included an assist handle and two shopping bag holders on both driver and passenger front seats. All minivans added a vinyl map pocket on the left side, while luxury editions and vans with leather added an umbrella holder on the right

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side. New inboard armrests provided more walk-through space when folded upright. The face of the center stack was canted upward for better visibility; various switches were moved for easier access. The new overhead console had a single door that held two pairs of sunglasses. Chrysler Voyager The Chrysler Voyager was sold in more than 70 countries, with the first international Voyager imported into Europe in Starting in , Voyager entered European production in Graz, Austria. These models had a diesel and manual transmission option. In all other markets combined, Chrysler sold only 10, minivans per year. There were minor options changes, including a rear cargo organizer, steering wheel radio controls on ES , and rear seat audio system Sport and ES. The EGR valve was dropped from all engines. To decrease wind noise, the storage position for the roof rack front crossbow was moved back to the third notch. A power sunroof was added, along with power adjustable pedals. Various packages, including Sport Caravan, were renamed. Power adjustable pedals were available across the board. Driver and passenger air bags with multi-stage inflators were added; with optional side-impact air bags for front outboard occupants. The eC model was gone, leaving the LX with two option packages: Value and Popular Equipment packages. The eL had an optional 3. The eX gained a standard driver-side power sliding door, steering wheel audio controls, Security Alarm, and leather-wrapped steering wheel. It came with a wireless remote and wireless headphones. Input jacks allowed connections with video games, MP3 players, and such. Front advanced multi-stage air bags with passenger-side Occupant Classification System OCS became standard on some models, along with a driver-side inflatable knee blocker, and optional three-row side-curtain airbags. The front grilles and fascias were refreshed, and hands-free cellphone control and satellite radio become optional. There were some changes in option availability by model. There were various other changes to seating and options. There were no substantial changes for the model year, as the s were being prepared. Upgraded body to enhance real world safety performance Optional side head and thorax air bags. Air bags with dual stage inflators which provided appropriate restraint from the severity of an impact, reducing the potential for injury in a low-speed collision A redesigned steering column, with a stamped steel bracket at the forward end of the column, which absorbed and managed energy from an impact Front seat belt pretensioners that eliminated slack from the seat belt system in a collision and constant force retractors which managed peak loads A-, B-, C- and D-pillar covers molded from a derivative of polypropylene that deforms and absorbs loads on impact. Covers were offset from the body structure and included concealed ribs for energy absorption Molded, impact-absorbing polyurethane foam bonded to the headliner and roof side rails for additional protection Energy-absorbing front door armrests tuned to "give" in a side-impact collision Child seat anchors - much better than the seat belts for holding a child seat minivans:

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Henry Ford II rejected the idea and a prototype of a minivan in 1981. Iacocca followed Sperlich to Chrysler, and together they created what was internally designated the T minivan – a prototype that was to become the Caravan and Voyager, known in initial marketing as the Magic-wagons. During the 1980s, Dodge did sell a small cargo van adapted for passenger use, called the Dodge A which was discontinued in 1984 and replaced by the larger, full-sized Dodge B-series van in 1985. Interior trim, controls, and instrumentation were borrowed from the Chrysler K platform, and coupled with the lower floor enabled by the front-wheel-drive, the Caravan featured car-like ease of entry. There were three trim levels: Base vans came equipped for five passengers in two rows of seating. The LE came with seven passengers standard in three rows of seating. The base van had two bucket seats with attached armrests and open floor space between them in the front, a three-person bench seat in the second row. The seven-passenger came with two bucket seats with attached armrests and open floor space between them in the front, a two-person bench seat in the second row, and a three-person bench seat in the back row. This configuration allowed for conventional five person seating with a sizable cargo area in the rear. The latching mechanisms for the benches were easy to operate though removing and replacing the seats typically required two adults. This configuration was subsequently dropped. Base model curb weight 2,800 lbs. Safety features consisted of 3-point seat belts for the front two passengers, with simple lap belts for the rear five. However, the two front seats were equipped with non-adjustable 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 anti-lock braking systems were available. Access to the rear rows of seating was by a large passenger-side sliding door enabling easy access in confined situations, e.g. 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. Cargo access to the rear was via a hatchback, similar to the one on the K platform station wagons. The hatch was hinged at the top and held open by gas struts. A long wheelbase variant, marketed as the Grand Caravan, was introduced in May 1985. It allowed more cargo space behind the rear seat. A cargo version of the Caravan, called the Mini Ram Van, was also introduced for 1985, with a flat floored cargo space four feet tall and with four feet between the wheel wells. It was initially available with the short wheelbase; a long-wheelbase variant was introduced alongside the Grand Caravan. Transmissions[edit] Both a three-speed TorqueFlite automatic transmission and a five-speed manual were available with all inline-4 engines, including the turbocharged 2.5L. The Plymouth Voyager, which was a rebadged version of the Caravan, was also available with a manual transmission. The V6 engines were only offered with the venerable fully hydraulically operated TorqueFlite 4-speed automatic, until the computer controlled Ultradrive 4-speed automatic became available in 1987. The Ultradrive offered much better fuel economy and responsiveness, particularly when paired with the inline-4 engine. However, it suffered from reliability problems, usually stemming from what is known as "gear hunt" or "shift busyness", resulting in premature wear of the internal clutches. The Ultradrive received numerous design changes in subsequent model years to improve reliability,[original research? These efforts were mostly successful, and most first-generation Caravans eventually got an updated transmission. The higher performance fuel-injected version of the 2.5L. In mid-1988, the base 2.5L. Fender badge originally used on V6 equipped Caravans. Shortly thereafter in model year 1989, a more powerful engine became optional, with a turbocharged version of the base 2.5L. The V6 engines became popular as sales of the 2.5L. In these years, the ES model debuted short wheelbase only to highlight the new engines, the turbo 2.5L. The ES was introduced to the long wheelbase Grand Caravan for 1990 and continued throughout 1991, before it was discontinued and replaced with the SXT.

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4: Ultradrive - Wikipedia

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5: Dodge Caravan, Chrysler Voyager & Town & Country () Haynes Repair Manual | Haynes Manuals

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7: Chrysler Voyager vs Dodge Grand Caravan - CarGurus

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Dodge Caravan Voyager & Chrysler Town & Country Service Shop Manual Vol 2. \$ Free shipping. Chrysler Voyager & Town & Country thru Haynes SC.

9: Dodge Caravan - Wikipedia

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