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## Dodge ram 1500 reverse camera installation guide

Scott Olson/Getty Images News/Getty Images There are many systems in place to ensure that the engine in your vehicle will work as designed. A smooth running engine is often taken for granted until a problem comes to light and the operator is left to diagnose the problem. A misfire is often channeled to ignition timing when, in fact, there are a number of reasons why the engine could be running rough. If you find yourself in the unfortunate position of having a misfire in your Dodge Ram, understand that there are many reasons your vehicle might be acting up. The first process that should be investigated when a misfire is detected is the ignition system. This consists of timing, distributor, coil, spark plugs, power plug cables and electrical components, including the charging system. If these components begin to fail, the first misfire will be very light and difficult to detect. If the components deteriorate in a more advanced case of poor repair, the problem will be more noticeable. Left unattended, this can lead to complete failure, and the vehicle will completely cease to work. Popping sounds back through the inlet manifold, severe rising and jerking accompanied by a rough idle and poor acceleration are all signs of an ignition problem. Periodic inspection of the ignition system is recommended to prevent such inflammatory problems. Check the bougid wires for damage and make sure they are tight on the spark plugs. Check the coil packs and/or the distributor for damage and wear. If your vehicle is equipped with distributor, you should also check the rotor for damage and wear. Check the timing itself with a timing light to make sure it's within the specification. Another common reason and usually missed diagnosis for a rough running engine is the lean misfire. In this case, the engine gets too much air and not enough fuel. This is most noticeable, while the engine rests in idle, as this is when an engine usually needs more fuel to operate smoothly. The lean misfire condition is likely to disappear at highway speeds due to the more efficient power in the combustion chambers. Some of the causes for a lean condition are EGR valves that are stuck in the open position, leaking inlet manifold gaskets, faulty mass airflow sensors as your vehicle is so equipped and connected fuel filters and poor fuel pumps. Vacuum leaks are also the culprits for some lean conditions in an engine. A close inspection of your rubber vacuum tubes, as well as periodic changes to your fuel filter and cleaning your fuel injectors are invaluable in for any fuel-related problems with your vehicle. Again, it is much better and in most cases more cost effective to be proactive as opposed to reactive in the maintenance department. Perhaps the most expensive misfire failure to correct is the mechanical misfire. This issue is associated with a defect in the internal components of the engine. Bad head gaskets, worn piston rings, bad valves and worn cylinder walls are all culprits. Damaged or broken rockers, broken valve springs and worn cam shaft lobes or lifters are also reasons for mechanical misfiring. Most of these failures will be accompanied by some form of internal engine noise. A worn timing chain will often rattle as it strikes the timing cover, and a broken rocker arm will sound like a large piece of metal rattling around in the top of your engine. Other failures, such as a broken valve spring, cannot make a sound, except that the engine pops and pings. These mechanical failures are often heard as a more consistent noise and will in most cases increase in relative parity with the engine speed of the vehicle. Timely oil change and periodic maintenance of your Dodge's powertrain are required to prevent this type of failure. Jupiterimages/Comstock/Getty Images The Dodge Ram 1500 is a large and powerful truck. It can be frustrating if it doesn't start well. Such problems may be general in nature or specific to the Aries. Over the years, there have been several reasons why the Aries has been recalled that may explain why yours doesn't start as it should. Turn the key in your Dodge Ram to the attach position, but don't start the vehicle. Once the key is in the ignition and well placed, check to see if your headlights or wipers are working. If they do not work, the battery is empty or empty and should be charged or replaced accordingly. Turn the key to start the truck. If you hear a clicking sound, the starter is faulty and needs to be replaced. If the starter works, but the engine won't crank, then the fuel line or the parts may be the source of the problem. Check the liquid levels. This alerts you to a leak, which can grab the engine and prevent it from starting. In 2004, the Dodge Ram 1500 was recalled due to problems with transmission fasteners causing the transmission fluid to leak. Pour in extra gas. While the Dodge Ram 1500 is equipped with a fuel indicator on the instrument panel, the meter can sometimes be defective. The 1500 has 26 litres of regular unleaded fuel. Pour in at least a liter and try to restart the truck. Remove the spark plugs and then pull off the spark plug wire. Touch the wire on a metal surface and watch out for a spark. If it doesn't spark, the plugs don't fire the engine properly. In this case, the spark plugs need to be replaced. Side steps make it much easier to get in and out of your Dodge Ram 1500. Ram owners have the choice of installing running boards, side steps or stirrup steps. The are the most common and generally come in chromium, stainless steel or powder coated black. Installation is quite easy because the trucks are already equipped with holes in the where you mount the steps. Stainless steel side steps shine like chrome and can complement the look of your truck. The instructions below are for a 2008 or newer Dodge Ram regular, quad or crew cab. Collect and check all materials to install the side steps. The installation set must come with the side steps, brackets, nuts, bolts, plastic covers and instructions. Start by lying under your driver's side door and identifying the two pre-drilled holes behind the front tire. These are the pre-drilled holes in the truck bodywork for installing side steps. The holes will be covered by a piece of tape and are about an inch wide. Remove the tape from the holes and place the stud and nut plate of your installation kit in the holes you just discovered. Turn the plastic holder on the stud plate until it is safe. Do this for both holes on the front of the driver side. Attach the driver-side mounting bracket to the stud plates you've just installed using the included hardware of your installation kit. Don't put this hardware down yet. Put the second stud of the front of the vehicle with the rocker panel hole and mount bracket slot. Insert the bolt, washing machine and lock washing machine, but again, don't couple this down tightly yet. Remove the body mount bolt and attach the mount support bracket between the body mount and the body mount bolt assembly. The body mount bolt is located right above your head as you lie under your truck looking at the two stud plates you previously installed. Remove the tape from the last hole at the rear of the passenger door on the driver's side, if you have a quad cab. If you have an ordinary cab, discover the last piece on the rear of the driver's side door. Install the stud plate and tighten the holder until it is safe. Attach the rear mounting bracket and again, line up the bottom hole of the bracket with the stud plate and secure. Attach the side straps to the brackets and attach the bolts and rings from your kit. When you are satisfied that everything is evenly arranged, link all bolts to the specifications on your instruction sheet. Repeat steps 2 to 8 before installation on the passenger side. The 2019 Ram 1500 enters the half-ton truck field ready to do battle with the fully redesigned Chevrolet Silverado 1500 and the recently revamped Ford F-150. Thanks to a number of weight-saving technologies, the new Ram weighs significantly less than its foreword. Lighter, more aerodynamic and filled with the latest fuel-saving technology, the 2019 Ram 1500 is perhaps the car industry's best effort to improve efficiency with outright capabilities. Grab the next slide to see the highlights 1 of the 14 From the Crosshairs Sayonara say to Ram's crosshair grille, because every iteration of the brand new 2019 Ram 1500 leaves the design clue that dates back to the Dodge-branded days of the truck. Truck. 14 Actively Aero Behind that new grille are active grille shutters that help smooth the front-end aerodynamics of the big truck at speed. Other aero additions include a front splitter that automatically lowers by 2.5 inches at speeds greater than 35 mph. Opt for the available four-angle air spring suspension, the 4x4 Off-Road package, or the Rebel trim removes the splitter. However, air-spring equipped Rams mitigate this loss by lowering the truck 0.6 inches at speed. 3 of 14 Drag Queen On the fixed side of the aerodynamics package, the slipperiness of the 2019 Ram 1500 benefits through the air of bedsides raised by 1.5 inches and a small lip polier on the taigate in the name of reduced drag. Meanwhile, the hood is designed to push air over and away from the wipers to further improve the air flow around the truck. 4 of 14 Guess What? It is now a Hybrid The 2019 Ram 1500 is powered by a 305 hp 3.6-liter V-6 (called Pentastar) or a 395 hp 5.7-liter V-8 (Hemi). Both engines are an eight-speed automatic. New for 2019 is the adoption of hybridization via fiat Chrysler Automobiles' eTorque system, which replaces the dynamo with an engine/generator unit that can power a 48-volt lithium-ion battery pack. The technology is standard on Ram 1500 V-6 models and optional at 1500s with the pushrod V-8. Along with stop/start power that should ensure a smoother and faster start than traditional systems, eTorque can provide a short torque boost from 90 lb-ft v-6 Rams and 130 lb-ft to V-8 models. The power of the system is supplemented by regenerative braking, which feeds energy to a small battery pack behind the rear seat. 5 out of 14 because you don't expect it to be less capable, did you? The 2019 Ram 1500 wouldn't be much of a truck if it didn't have the payload and tow figures to back up its muscular appearance and engines. Rated to tow up to 12,750 pounds and carry a payload of up to 2,320 pounds, the new Ram improves on the same maximum ratings of the current truck by 2,130 and 440 pounds. Towing such large loads, however, requires checking the option box for the Max Tow package, which is limited to rear-wheel-drive trucks equipped with the eTorque-assisted V-8 engine and the 3.92:1 final-drive ratio (Ram also offers 3.21 and 3.55 rear ends). The highest ratings for four-wheel-drive 1500s are 11,460 pounds of trailer and 1,950 pounds of cargo. 6 out of 14 The Diesel Lives Ram officials assured us that a diesel engine, sans eTorque, will return to the lineup in calendar year 2019. Although Ram is still mum based on the specifications, we expect the 2019 Ram 1500 to use the previous truck turbo-diesel 3.0-liter V-6. Plan for modest bumps to power and torque peaks, which currently sit at 240 horses and 420 lb-ft, respectively. 7 of 14 A Boxy Story Ram's covered and lockable lockable The storage areas at the bed side return, but now with lids that are better integrated into the bedides and an electrical outlet in the compartment on the driver's side. Although RamBox compromises the total width of the bed, the storage rooms are essential tailgating tools (for example, filling them with ice and drinks) and will certainly impress friends and opposing fans at the next football game. RamBox is available exclusively with the shorter bed crew cabin. 8 of the 14 Ramming Away the Weight Ram says the new truck in its most popular trim and cabin configuration-crew-cabin Big Horn 4x4 with a V-8-is nearly 225 pounds lighter than its predecessor. Credit a number of innovations, including extensive use of high strength steel in the truck-type frame's ladder, which sheds 100 pounds. Additional weight savings come thanks to a new electronic parking brake system that is 20 pounds lighter than the old cable-operated unit and an electrically supported power steering system that accounts for a six-pound weight reduction. Like its predecessor, the new Ram 1500 comes standard with coil springs front and rear (the Ford F-150 and General Motors' full-size pickups use leaf springs in the back). An air suspension system remains an optional extra. 9 of 14 Ram's Got a Fever, and the only recipe is more cabin Despite its lighter weight, the 2019 Ram 1500 crew cab is actually dimensionally larger than the outgoing truck. Models with the standard box run on a 4.1-inch longer wheelbase than before and measure 3.9 inches longer from stem to stern. The smaller quad-cab models are dimensionally similar in length to the previous truck. Regardless of the cab, every Ram 1500 2019 is half an inch wider than before. In short, this is one big Ram. 10 of 14 Trucks Bentley, Type Ram 1500 crew-cab models also see rear-seat legroom grow from 40.3 inches in the current truck to a Bentley Mulsanne-besting 45.2 inches in the new truck. Upper-crust versions handle those in the rear to available heated and chilled chairs and also provide backrests that offer eight degrees of reclining. An available panoramic sunroof extends over both rows of chairs. 11 out of 14 bigger is better, right? Perhaps the most striking feature of the interior of the 2019 Ram 1500 is the available 12.0-inch touchscreen Uconnect 4 infotainment system. Available on high-end Laramie, Longhorn and Limited trims, the huge, vertically oriented screen includes a navigation system and Android Auto and Apple CarPlay compatibility, and is able to display information in full or split-screen formats. 12 of 14 It's All about That Base (Infotainment System) An older Uconnect 3 infotainment system with a 5.0-inch display is standard on HFE, Big Horn and Rebel models, while Uconnect 4 with an 8.4-inch touchscreen interface with available navigation is optional on Big Horn, Rebel and Lara trimmies trimmies standard on Longhorns and Limiteds. Like the larger 12.0-inch Uconnect setup, the 8.4-inch device is compatible with both Apple CarPlay and Android Auto. Even this mid-level display registers so large when experienced in person. 13 of the 14 Rebel Yells On The off-road Rebel variant returns to the Ram 1500 lineup for 2019. The equipment includes the kit of the available 4x4 Off-Road package, which features a 1.0-inch suspension lift over the standard 2019 Ram 1500, an electronic locking rear differential, exposed towbars, hill-descent control and slipeits. The Rebel adds trim-specific bodywork, burly 33-inch Goodyear Wrangler DuraTrac tires, and Bilstein dampers with external reservoirs. (Unlike before, the Rebel can now be held with the air suspension or without.) With that hardware, owners can still find something rebellious to do, at least where the sidewalk ends. 14 of 14 Actively Being Safer The Ram 1500 finally adds active-safety and convenience features such as blind spot monitoring, a 360-degree camera system, lane-departure warning, lane-keeping assist, automated emergency brakes, adaptive cruise control, and automatic high-beam headlights. LED headlights and taillights are available on almost every Ram 1500 trim except for the most entry-level models. Models.