

Dodge Caravan Manual Transmission Conversion



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Book Descriptions:

Dodge Caravan Manual Transmission Conversion

Introduced and sold alongside the Caravan for years, the Grand Caravan is a wellappointed, featurerich minivan with an extended wheelbase. Repair Manual 5 Fuel Sending Unit Dodge Caravan Transmission Mount Center. Intrepid. i finally got around to getting one dodge caravan manual transmission conversion from a junk yard but it was off a L V6 I didnt think much of it because everywhere i went on the internet it said they were the same transmission. It is equipped with a 3 Speed Manual transmission. The Dodge Caravan is a passenger minivan manufactured by Chrysler and marketed under the Dodge brand. After the run, Chrysler switched to a finerpitched dodge caravan manual transmission conversion gear tooth design to reduce the noise of the models, and. View and Download Dodge GRAND CARAVAN user manual online. Grand Caravan with L V6 hp ft. Certified Transmission is the remanufacturing industry leader for all types of Dodge dodge caravan manual transmission conversion cars and trucks. Dodge Grand Caravan Minivan Conversion Process The Dodge Grand Caravan is a direct descendant of the original minivan, the Dodge Caravan. Dodge Ram, Durango, Dakota, Jeep Grand Cherokee and Vans. Dodge series pickup trucks between 19and later models this NV transmission offers heavy duty dodge caravan manual transmission conversion performance with stronger gears, case and improved bearings. Grand Caravan. For detailed maintenance and servicing guidance, from teardown to rebuild, our Dodge Caravan repair manual has stepbystep instructions and features over photo illustrations. I sell parts with full tech support to swap these transmissions into Dodges and Fordcummins conversion trucks, so if you are interested read more about it here. No need to pull the exhaust crossover if you have the proper sized impact swivel and most times you dont even need that. The forks and the tranny. Grand Caravan with Pentastar L Flex Fuel V6 hp ft. <http://www.eventoz.com.au/upload/carrier-infinity-ics-manual.xml>

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At Haynes we have an extensive selection of Dodge repair manuals for various models. Dodge vehicles are sold throughout the world, including Europe, Canada and Brazil. Marcel who was the general manager made sure that everything worked fantastic. Find the best Dodge Grand Caravan for sale near you. Accessory Positions With Engine Off NOTE The following functions are with the dodge caravan manual transmission conversion driver's foot off of the Brake dodge caravan manual transmission conversion Pedal transmission in PARK or NEUTRAL. Grand Caravan OWNER'S MANUAL This Owner's Manual has been prepared with the assis transmission into PARK or the manual transmission. Grand Caravan Offroad Vehicle pdf manual download. I have a 98 dodge grand caravan L V6 FWD and the transmission went out on it a couple months ago. Offer available at all participating dealers, while quantities last. This Dodge Grand Caravan 4dr 4dr Wagon SXT features a L V6 OHV 12V 6cyl Gasoline engine. My dodge caravan manual transmission conversion Dodge Caravan Manual Transmission Conversion Dodge Grand Caravan SXT Mini Passenger Van 4Door For sale Dodge Grand Caravan SE Handicap with manual wheelchair conversion. Dodge vehicles are bred for performance. Used Dodge Grand Caravan GT Handicap Van For Sale with Rear Entry Short Wheelchair Conversion. Today I am selling my Dodge Grand Caravan, which includes a Right Hand RAMP WHEEL CHAIR VAN, LITER V6, 4 SPEED AUTOMATIC TRANSMISSION. Dodge Grand Caravan. Junkyard Gem Dodge Caravan with manual transmission One of the last Detroit minivans

available with a manual transmission. Our centralized rebuilding facility in Omaha NE uses cuttingedge technology in our remanufacturing of transmissions for used Dodge vehicles. We analyze millions of used cars daily. As well as new and certified preowned vehicles with automatic and manual transmission.<http://www.fetishcompany.ru/upload/carrier-hvac-design-manual-pdf.xml>

Today I am selling my Dodge Grand Caravan, which includes a Right Hand RAMP WHEEL CHAIR VAN, LITER V6, 4 SPEED AUTOMATIC TRANSMISSION. Search over 30, listings to find the best local deals. The widest range of products, outstanding quality, and affordable prices are the three pillars on which CARiD bases its work. The 68RFE was a huge improvement in the Dodge transmission market, and even in the transmission market in general. A complete selection of New, Used and PreOwned wheelchair vans for sale from top rated wheelchair van dealers. It had stamped steel shift forks and was prone to breakage if you beat on it too hard. 35 km and almost everything goes fi. Skip navigation Mercedes SD Turbodiesel MANUAL TRANSMISSION CONVERSION Hoovies Garage A Crazy Review of a Dodge Caravan AWD WOODIE. Dodge Remanufactured Transmissions. Used Dodge Grand Caravan SXT Handicap Van For Sale with Side Entry BiFold Pwr Wheelchair Conversion. That's what makes the Dodge Grand Caravan a kidfriendly, parentperfect super vehicle that refuses to blend in. If your transmission is only good for between 60, and 70, miles, this New Venture unit is for you. Listing Of Find Used Dodge Caravan Conversion Van For Sale with Photos. For detailed maintenance and servicing guidance, from teardown to rebuild, our Dodge Caravan repair manual has stepbystep instructions and features over photo illustrations. Dodge Getrag to NV Conversion Kits. Save the Freight offer applies to Dodge Grand Caravan 35th Anniversary models 29B only. Edmunds expert review of the Dodge Grand Caravan provides the latest look at trimlevel features and specs, performance, safety, and comfort. Apply for a loan online in just minutes on your wheelchair van. Can you get a new transmission hauled into your 3rd generation Dodge Ram. Can you get a new transmission dodge caravan manual transmission conversion hauled into your 3rd generation Dodge Ram. Conversion And.

Changes for the Dodge Grand Caravans included new active head restraints for the driver and front passenger on all models, threezone manual climate controls for the Grand Caravan SE, and a new final drive ratio for models equipped with the liter engine. View and Download Dodge Grand Caravan user manual online. GRAND CARAVAN Automobile pdf manual download. Find Dodge Caravan for Sale. The Dodge Caravans maintenance schedule includes weekly oil level checks and sixmonthly tire rotation and cooling system checks. Used Dodge Grand Caravan SE Handicap Van For Sale with Side Entry BiFold Wheelchair Conversion. Please try again later. The inventor of the minivan celebrates over 35 years of innovations with more than 75 minivan firsts. We have 10, Dodge Grand Caravan vehicles for sale that are reported accident free, 8, 1 Owner cars, and 1, personal use cars. Editor's note Chrysler described the dodge caravan manual transmission conversion change as "an A fourspeed transmission, converted over to a three speed manual transmission with an overdrive gear ratio. Locate car dealers and find your car at Autotrader. Conversion Kit, Exterior; Conversion Kit, Interior. My Dodge Caravan Manual Transmission Conversion Dodge Grand Caravan SXT Mini Passenger Van 4Door For sale Dodge Grand Caravan SE Handicap with manual wheelchair conversion. Find car prices, photos, and more. See the Dodge Grand Caravan price range, expert review, consumer reviews, safety ratings, and listings near you. The Dodge Brand has set trends, not followed them. Dynasty. Dodge Caravan parts and accessories Buy online from our largest collection of custom car parts at affordable rates. As a result, we provide an extensive selection of high quality Dodge Grand Caravan repair parts manufactured to restore your vehicle to like new condition at. Used Dodge Grand Caravan SXT Handicap Van For Sale with Rear Entry Short Wheelchair Conversion.

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and discounts on used vehicles. Dodge Ram Transmission Options. Find My Parts. dodge grand caravan se granite l v6 24v vvt fwd bluetooth. To research some other models in this generation, check out our reviews of the,, and Dodge Grand Caravan. Sign in today to view your complete Owners Manual plus video tutorials and other helpful resources to learn everything from setting the clock and checking the oil to replacing parts or what that light on your dashboard means. Introduced for model year and now in its fifth generation, the Caravan has been offered in shortwheelbase and longwheelbase present variants, the latter as the Grand Caravan. Conversion And Upfit Packages. I located a caravan with dodge caravan manual transmission conversion a litre eng. List of Chrysler transmissions. Certified Transmission is the remanufacturing industry leader for all types of Dodge cars and trucks. View and Download Dodge GRAND CARAVAN user manual online. HOW TO USE THIS MANUAL Consult the Table of Contents to determine which section contains the information you desire. Since the specification of your vehicle depends on the items of equipment ordered, certain descriptions and illustrations may differ from your vehicle's equipment The detailed index at the back of this Owner's Manual. Dodge Grand Caravan. From Canada to Nicaragua. computer. lbs. Get all the technical information, howto guides and other helpful information for your Dodge repairs and services. The vehicle is dodge caravan manual transmission conversion Silver with a Gray interior. Every used car for sale comes with a free CARFAX Report. Ram Charger.

Introduced for model year and now in its fifth generation, dodge caravan manual transmission conversion the dodge caravan manual transmission conversion Caravan has been offered in shortwheelbase and longwheelbase present variants, the latter as the Grand Caravan. Dodge vehicles are bred for performance. Dynasty. and trans. The Service Department, was the shop supervisor put the final details on the conversion at had a lefts accelerator and an easy lock. In order to properly transplant the Allison transmission into the Dodge Pickup there are many which ATS addresses How the transmission is adapted to the engine, transfer case, cooler line adaptation, manual dodge caravan manual transmission conversion linkage, fill tube, transmission electronic dodge caravan manual transmission conversion control system, and driveline modifications are the basics. The dodge caravan manual transmission conversion Dodge Grand Caravan got its start on the heels of the American automakers popular entrylevel minivan, the Caravan, in Since that time, the vehicle has managed to stay towards the top of the heap in its segment thanks to consistent updates to Grand Caravan parts and improved performance. Model number conventions. To start viewing messages, The 9195 body style had 5 speeds available at least behind the 4 cyl. Shifter and cables and pedals should be straightforward. I'd assume the 543 would use the same axles as any 5 speed van would. I don't know much about 3.0s so I'm unsure of the crank sensor issue. The newer 3.0s have their crank position sensor mounted in the bell housing of the A604. The auto flex plate has the pattern for the crank sensor cut into it. The best solution for this, in my opinion, is to have a scaled down replica of the pattern on the flex plate machined into a wheel that can be mounted on the crank pulley. Then you can use the factory crank position sensor with a custom mounting bracket. I might be wrong but the clutch would likely be hydraulic.

To get this to work, you'd likely end up having to make up three custom motor mount brackets, custom crank position sensor and some sort of way to mount a hydraulic slave cylinder to the A543. Not an easy endeavour but possible. Similar discussion in this thread I'm running an OBD2 dizzy in my car right now so it physically fits in the OBD1 motors but I'm not using any of the electronics in the dizzy. With some careful measurement from the auto flex plate, a wheel could be easily drawn up in CAD and taken to a machine shop to make. Saves the hassle of going standalone. Just checked the flex plate does have notches for teeth. OBD2 A604 flex plate with crank sensor notches OBD2 3.0 Dizzy The passenger axle may also be a different length and require a custom axle to be machined to fit the A543. I haven't held the parts in my hands but from doing some reading the 9600 passenger

axle seems to be significantly longer than the a 90 axle that would use the traditional passenger extension housing. So, in my opinion, the most likely way to go, assuming you can find a passenger axle that will work and you can find pedals that will work is to convert to OBD1. Swap would be awesome but there are some big hurdles in my opinion. If someone knows something I don't please share I looked into swapping an A543 into a cloud car and found the same basic issues. The passenger axle may also be a different length and require a custom axle to be machined to fit the A543. If someone knows something I don't please share I looked into swapping an A543 into a cloud car and found the same basic issues. Use the inner joint from an older vehicle and the shaft and outer joint from the newer vehicle. Disassembling an axle is really pretty simple. Perhaps there is a way to use the newer speed sensor with the A543. Ed, I was thinking something else when I thought about modular clutches BMW stuff so I was way off.

For the axle, if the inner joint is the same then I don't see why it wouldn't work, though, I seem to recall reading somewhere that you couldn't just swap the parts like this. One person went as far as to have a machine shop make a new part of the axle for him. The driver's side axle from a 3g van should work fine. The passenger side has some differences due to the extension housing. IIRC a lot of this is covered in 87 turbodiesel thread he linked or another of his threads. It was sold in Europe and possibly elsewhere, but not here. Gotta eyeball it. MINOR little thing the older flexplates had one of the torque converter holes offset slightly. The newer ones like in a 3g van do not. So to bolt that old modular setup up you would have to slot one of the holes in the flexplate that has the trigger ring. Not a big deal at all. The bigger issue is will the modular clutch thing sit INSIDE the trigger ring at all, and if so will it fit FAR enough inside so that the crank sensor can still read the holes in the trigger ring I already feel dated enough in EEK cars when it comes to interior. Axles are definitely not a huge deal. Unless you plan on breaking them you will just need one little custom assembly job. Image resizer by SevenSkins The contents of this site are owned by TurboMopar.Com and may not be used or reproduced without the express written permission of the Administrator. Remove Battery. Once again take a big breath and make sure Also the higher it is the higher you will have to lift the Remove Axle Nuts my car required an impact Put a catch pail under the tranny where the axle Once this is loose remove the starter and the front mount you Make sure you get all the converter bolts Just pull that loose once you get the bolts If you have a transmission jack a floor jack. Just allow the jack to support the tranny.

Once all the tranny bell housing bolts are You will have to drill a new hole in the I put mine about an inch up and toward the Start with a small hole then grab the biggest drill bit you can Remove the center console. This required Also if your car is a Vert stick as many I had to use a very small allen wrench to remove the screw that is in the front Now take off To put the 5spd shifter in just bolt it down and feed the shifter cables through the firewall to the shifter and connect them. You will either have to cut your center console or get one from a 5spd car. If you have the LeBaron or the Daytona There are three screws I think on the bottom of each side of the. Cowl. This frees the underside of the Now remove the screws that hold in the Remove and set aside. Crawl under the dash and remove all the There are several bolts. There are also 2 nuts and 2 bolts that you Once they are out congratulate Now put the new pedals in the same way the old one came Then put the steering column back up. Check your break lamp switch by plugging it Put the release bearing on Do not use an extension with a socket on Once it looks Tranny jack Me and a buddy were able to crawl under the Once you think you have it centered have another guy gently push If it won't go on One of these The 2nd transmission mount, that looks like a I put the mount on then put the brackets Then mark and remove After the welding is complete reattach the mount. You will need the speed sensor from the automatic tranny so your speedo isn't off. Just unbolt it from the auto and put it on the manual. The later ones don't have it back there, and it's a little more involved. The blue and purple need to go on either side of the reverse light switch on the 5spd the two 2 prong connection on the top of the tranny. Pull all the other wires and connectors back and twisty tie them out of the way so they don't

accidently get crushed, cut, or ground.

Patch it all back together Attach cablethe shifter cable with the bigger eye goes on the linkage that is closest to the fire wall and the one with the smaller eye goes on the top of the transmission. Clutch cable is a bit tricky. I first put the cable on the pedal then pulled the throwout arm off the transmission and attached the cable and retainer. I then strong armed the arm back onto the splinedont forget to replace the eclip that holds the arm on.Put on axle nut, spring, cover, and cotter pin. Fill transmission and check for leaksyou can purchase a special tool for this, it is a cap that screws onto your bottle of oil and has a long flexible tube coming out the top of it, or you can do it like Justin and take a funnel with a long tip and melt it some with a lighter to get the shape needed. Put the wheels on and lower the car. Replace the battery, air filter box, and radiator hoses. Fill the ratiator. If you think you have it all then give it a crankdont forget to clutch it. Clutch Breakin Proper breakin of the clutch varies from person to person. I did several weeks of city driving before I tried to really hammer on it.If you see this drop me a mail Paul Berkebile 1990 Dodge DaytonaWire ties to secure wires and old tranny wire harness 13. Center consol for a 5 speed or cut your old consol 14.Just bend over the cable that attaches to the autos shifter and zip tie so I also had to cut the welds for the Just use Harvs The process took me just under Also ask the I have to leave for Let me know Wink 93 Lebaron Conv. Was the automatic Voyager more expensive than the manual in 1993 Voyager buyers in 1993 could opt for Chrysler 3.3 or Mitsubishi 3.0 V6s, generating 150 and 142 horsepower, respectively. While you could get a Dodge Daytona with the Mitsubishi V6 and fivespeed in 1993, Chrysler's V6 minivans were automatic only. I was spanked by a mom in a V6 who had cut me off. I tried to catch her in my V8 to give her a whatfor. Newwp. she took off like a rocket.

I was laughing so hard after that I nearly wiped out. I would have said "C4C Victim", but I would have thought those would have long since been turned into washing machines. My guess is someone at the dealer figured they had a unicorn with the manual trans and were hoping to pull parts before scrapping, tucked it out back somewhere out of the way, and promptly forgot about it or moved on to another job and one of those periodic "clean all the cruft out" sweeps caught up with it finally. Maybe we could tell for sure, if we got a better look at the markings spray painted on the windshield. Most C4C cars I've seen had C4C on the windshield. Buzzing around at Colorado elevations, that engine probably made about 80hp and it must have been quite the hoot. The MPV had a much tighter and better put together interior, and drove in a more refined manner as well. Just a much higher quality feeling vehicle all around that's still in the family to this day with 240k miles, original transmission, original balljoints amazingly enough, engine needed a reman head at 170k miles after my brother overheated it. I'd stick that on the outside. That was the car I learned to drive manuals on, including the PA Turnpike in a brand new van after having only about a week of exposure to it.Car makers used to get to do the EPA test with shift points as per the manual.The response was to tag the low RPM the "upshift light" or, in GM speak, a forced 14 shift. Supposedly the car makers were able to justify it to EPA that a significant percentage of people followed the light. My Saab had one, and you couldn't easily pull it, so we used black tape. The OE head gasket was nowhere to be found, and the only replacement I could locate was a Cometic multilayersteel MLS like for modern engines. My 87 went over a quarter million miles before the head gasket blew.

Part of what made the reputation linger for so long is mechanics, and dealers for that matter, also did the "pry up" repair which basically guaranteed a repeat failure in the near future. You had to mill the head, use a premium aftermarket gasket, and replace the torquetoyield bolts for a lasting repair. Never bothered to fix it. And it happened early IIRC, under 30K miles. But after that, it never had a HG problem while I owned it. We were retiring the '87 Olds Custom Cruiser for the long journeys we took from Virginia to New Hampshire a couple times a year. We drove a Chevy Astro and were really eyeballing a maroon longwheelbase Ford Aerostar Sport. They also had a SWB in teal, which would have been my choice were it LWB. We never took a Chrysler van out because

when we stopped by to look at them and saw the sticker prices, we immediately hopped in the car and left. They seemed overpriced compared to what else was out there. The sales guy actually told us that they made a killing on selling those because they were overpriced. We took a used maroon over maroon Chevy Lumina APV out for a test drive and he seemed to want to get it. I made sure to let him know I wasn't so sure about it. It was loaded up and apparently had just been dropped off the truck. He and I both thought it was perfect and a few days later he and my mom signed the lease paperwork and brought it home. It was a comfortable way to go on our long road trips and a fantastic change of pace. I really liked it and was sad to see it go when the lease was up. The updated gold replacement they got in '96 wasn't as nice. I was selling cars back then, no one really had a good competitor. The used ones were expensive and the new ones were outrageous, IMO. The Caravan being raced in the picture might be an ES. However in 4 years it used 3 transmissions, the ABS required constant attention and the plastic in the back started cracking around the 12 month period.

It had manual windows and locks and the Mitsu engine and 3speed auto. One thing I disliked about our Odyssey was no manual control. Just "L" and the "D4" button which locked out 5th and 6th gears. No doubt done by Honda to improve the lifespan of their transmission. Considering the operation of the Odysseys transmission was something I never cared for and neither does TTAC's Tim Cain the Toyota is a vast improvement already. It was only available on the base Sport. But the 5 speed auto works really well and has a manual mode. It certainly won't win any races, but it's way more interesting to drive and wring all you can out of it. Fivespeed manual diesel. It had plenty of grunt and was miserly with the fuel. It also trailbraked very nicely when I almost missed my turn on a roundabout. My coworkers didn't let me drive after that. I worked on it several times mostly maintenance and I dimly remember having to test drive it a couple of times. Followed immediately by an Iron Duke Camaro. We purchased a used 1992 Voyager 5MT minivan in 1995. As described in the OP link on the 2.5L engine, the biggest problem in the first few years was drivability, and "mechanics" replaced 2 Oxygen Sensors and a computer. Somehow, when it reached about 70,000 miles, it started to run fine. I didn't find it slower than a typical 4cy compact pickup or compact car as I usually drove. If anything I thought it was reasonably torquey on the low end, easy to drive in city traffic, and stable and calm on the highway. To me it drove like a midsize sedan. Heavy understeer though. Throw it a curve too fast and the front tires would howl in protest. Showing up at the high school dance wasn't as fun as it used to be. The Pinto, and Pinto derived Mustang, sucked in all kinds of ways, but interestingly they were some of the better handling American cars of the malaise era. It always ran, but it ate gas like the space shuttle despite my best efforts.

I managed to score a super clean 79 ESS with a 4 speed in the Sharon, PA area. But I was sorely disappointed in the fuel mileage, especially when I wasn't hooning the thing. Ours stayed auto. Later on I converted a panel van version with Shelby Daytona drivetrain. Biggest problem was finding the correct jackshaft for the right halfshaft and wiring. It was pretty quick with the boost turned up but not much bottom end torque so had to keep it on full boil when wanting to go fast. In 1992, the windshield squirter was on the hood. For '93, they switched to "wet arm" wipers. Bought it in 2001 from some random dude on the Internet. Took a Greyhound from Michigan to BFE Illinois to buy it. Of that number, a mere 3000 had manual transmissions. I learned to drive in a full size 79 Ford van, and when I went car shopping, I couldn't stand any of the little cars that I could afford. Then I stumbled across a Dodge Caravan and ended up with the 92. It has the 3.0 v6 and 3 speed automatic. Transmission finally gave out at 204k in 2009. Wrote it off, bought a used 02 Voyager, and put it up for sale. After a year with no bites and my longing to drive it again, we rearranged vehicles, sold our 94 Isuzu Trooper still have our 02, wife took the Voyager and I fixed up the 92. I still just love the old thing. Transmission got rebuilt in 2010, engine needed some internal work at 208k in 2011, and it got a paint job about three years ago. It has had its share of issues, but overall has been very reliable. Up to 231k miles now. Certainly not the fastest van on the road, but very

responsive, and nice low end torque. Transmission shift points seem to match it very nicely. Basic dash panel, no cruise control, rubber front door panels, etc. No one has pointed out that it is also a 5seater with just one bench seat in the back that takes up the full width. I've not seen one of those before. I had the 2.2 nonturbo in an 85 LeBaron GTS, and the 3.3 and 3.8 in a 96 GV and 98 GC, respectively.

You were particularly cursed if you had the 3speed auto behind your 3.0 Mitsubishi engine. They did have a ridiculously strong bottom end, just one of those automotive history footnotes. Yeah they liked to start burning oil and leaking it from the top end early on, but they are nothing like the disaster that is the 2.7 Chrysler motor." So, if you were unlucky enough to mate it up with the legendary 604, thats a lot of stuff to worry about. Problem with the 3.3 is that you could only get it with the alsohorrendous A604 4spd automatic in the vans. So while you were dodging one bullet by getting the more reliable engine, you now were forced to have a grenade in the different part of the car. The 3.0 you could, at one time, get with the 3 speed auto, which was simpler and generally far more reliable. Putting them on the track still seems more like performance art than racing, but it is cool to see such unlikely cars at speed. It had the acceleration of a glacier, but could cruise comfortably all day, and got about 8.5 liters per 100 km 28 mpg. It was a sad day when I had to scrap it. But a Corolla. I have an admittedly USDM centered perspective and am not as familiar with. Now, everyone from GM to Nissan to Skoda is doing it. Imgur Discover the magic of the internet at Imgur, a community powered entertainment destination. Lift your spirits with funny jokes, trending memes, entertaining gifs, inspiring stories, viral videos, and so much more. Our Bus, Our Home School Bus Conversion Resources Hello Skoolie Community, wed like to finally introduce ourselves after a year of lurking and summer of scrambling to beat the rain up here in Washington. Worked my way around from there. Praying. Finished one small step in my van conversion Just finished a miniproject in my van conversion transformation. Over the last two weeks I created and installed a hidden extension shelf under my bed. All cherry hardwood and some cherry ply.

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