

## Dodge 5.9 Magnum Manual Transmission

---



**File Name:** Dodge 5.9 Magnum Manual Transmission.pdf  
**Size:** 4235 KB  
**Type:** PDF, ePub, eBook  
**Category:** Book  
**Uploaded:** 12 May 2019, 19:44 PM  
**Rating:** 4.6/5 from 657 votes.

**Status:** AVAILABLE

Last checked: 16 Minutes ago!

**In order to read or download Dodge 5.9 Magnum Manual Transmission ebook, you need to create a FREE account.**

[\*\*Download Now!\*\*](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

### Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Dodge 5.9 Magnum Manual Transmission . To get started finding Dodge 5.9 Magnum Manual Transmission , you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented.



## Book Descriptions:

# Dodge 5.9 Magnum Manual Transmission

Newer Than Search this thread only Search this forum only Display results as threads Useful Searches Recent Posts More. It may not display this or other websites correctly. You should upgrade or use an alternative browser. The flywheel has the crank tone ring notches the PCM uses to know the crank rotation and the stock Magnum flywheel is too large for a car bellhousing. I know of one guy that had one turned down to fit the car starter ring, but seems hit and miss as to getting a shop to do this. You will also need a different bellhousing to bolt up to your 3 speed. This bellhousing will require a notch to be added for the crank position sensor as well. Unless you really want to use a stick. Not replying to any response in general. It is possible to find the stuff on eBay occasionally if this is the route you want to go. I have been wrenching all my life, and after researching it i thought different. Good luck whatever path you choose, interested in seeing the build. Im using an AX15 in my car behind a 5.2L with stock injection. Its been fine, but did require substantial tunnel mods. The torsion bar cross member had to be opened up and the sheetmetal redone. Part number FWCH10004CS. My old gas 5.9 2500 HAD NO PILOT DRILLING with an automatic. There has GOT to be a way to trigger that thing, even if you have to build your own trigger wheel, either at the front or rear of engine. So far as balance, dont know. Surely the aftermarket makes 5.9 flywheels for pass. car bells. 130 tooth Click to expand. My 5.9 was drilled for a pilot bearing. McLeod sells a 130 tooth flywheel that takes a bolt on weight for the mag balance. As far a FI not sure, I ran a carb on mine. I have done it twice. Stock bellhousing 833 trans car Stock bellhousing NP435 trans truck Both times used stock type flywheel from McLeod with bolt on weight. Click to expand. Why are some drilled and some not. Is it only Magnums that were installed at the factory with a manual transmission that are drilled.<http://eneradtrade.com/carrier-30gxr-manual.xml>

- **dodge 5.9 magnum manual transmission, dodge ram 5.9 magnum manual transmission, dodge 5.9 magnum manual transmission, dodge 5.9 magnum manual transmission problems, dodge 5.9 magnum manual transmission parts, dodge 5.9 magnum manual transmission for sale, dodge 5.9 magnum manual transmission fluid.**

How about Mopar crate engines. Click to expand. I don't know why. Right now I have two 1972 340's both with a cast crank, one is drilled and the other one is not. I'm doing this with an A833 OD. Bought the flywheel then decided to make it a stroker internally balanced so will be selling the flywheel. Register an account now and be a part of our community. Join Free Sign up now. Please take a moment and Register today. Feedback System by XenCentral.com This site uses cookies to help personalize content, tailor your experience and to keep you logged in if you register. By continuing to use this site, you are consenting to our use of cookies. Accept Learn More. Close Menu Home Forums Search Forums Recent Posts Photo Garages Search Garages Most Active Members New Garages How To Articles Series Notable Authors New Articles Members Notable Members Registered Members Current Visitors Recent Activity New Profile Posts Mopar Classifieds Search. This was a Chrysler adaptation of the ZF 5HP30 assembly, which was first labelled as the NAG1. After 2010, Chrysler had complete license and manufacturing rights, as other variations were no longer used by other OEMs. Commonly found in the 300, Magnum, Charger, Challenger, Wrangler, and some Dodge Ram pickups, the A580 was last used in the 2019 Dodge Charger Pursuit models. Below are the available values and some example transmission modelsBy using this site, you agree to the Terms of Use and Privacy Policy. They shared third gear and overdrive ratios 11 and 0.691, respectively but the heavierduty automatic had a lower first and second gear.Having fewer springs allowed each spring to be longer and have a lower rate for better vibration damping with the same

torque capacity as the previous design. Longer, lower rate disc damper springs reduced gear rattle on diesels. Master and slave cylinders were lightweight molded plastic with steel liners for durability. <http://www.hotel-lucca.info/userfiles/carrier-30gt-030-manual.xml>

A rubber sleeve isolated the shifter from noise and vibration in the transmission. A jury evaluation determined the durometer of the sleeve that provided the best combination of shift feel and isolation. A flexible shift boot attached to the floor pan over a foam gasket concealed the opening for the shifter and effectively blocked the passage of noise. A resilient knob was threaded onto the shifter and locked in place with a nut recessed in the top. A shift pattern insert snapped into the top of the knob, concealing the locking nut. The NV4500 HD was easier to shift than the prior diesel manual, while all ratios, forward and reverse, were synchronized unlike some competitive transmissions. Dualcone synchronizers reduced effort at the shift knob by 1015%. Torque capacity was 450 lbft, 10% more than the previous Getrag 360 heavyduty transmission, thanks partly to larger diameter input and output shafts. It provided smoother easier shifts and gear ratios more suitable to a halfton pickup than the transmission used in the previous Ram pickup. Shifting was easier because internal components were less massive and had less rotating inertia, thus moved and changed speed more easily. Shifting to Reverse was synchronized for smooth operation. The shift pattern had three planes, with Reverse opposite 5th gear at the right. Shifting into reverse during forward movement was blocked by the Reverse synchronizer and by a slight offset between the two gates. The transmission case and clutch housing were a one-piece aluminum casting to cut weight and noise transmission. The NV 3500 transmission weighed 100 pounds less than its predecessor. The first time the converter clutch was applied was after the ignition was switched on, the PCM computed and stored the factor relating vehicle speed to transmission output speed. The electronic transmission control unit could shift to third gear and engage the converter clutch if transmission oil temperature reached its upper limit.

A temperature sensor in the cooler line to the radiator provided the signal; it also controlled a warning lamp on the instrument panel which would light if the downshift didn't lower transmission fluid temperatures. All rights reserved. Dodge, Jeep, Chrysler, Ram, and Mopar are trademarks of Fiat Chrysler Automobiles. If you already have a small block V8 transmission, the engine will bolt up, but there are some important details to address first. You must use the correct parts! Conversely, externally balanced Chrysler small blocks have one of two arrangements. Either the flexplate has counterweights and the converter is "neutral" balanced, or the converter carries counterweights and the flexplate is neutral balanced. To make life simple, be sure to get the flexplate with your engine. With the weighted flexplate, simply use a neutral balanced converter, these are readily available for most transmissions. We recommend this method. You will need to slightly enlarge one of the holes for proper fit. We recommend a decent sized rattle file, which makes quick work of this task. Custom converter shops, like Ultimate Converter can build a converter balanced for a Magnum, but finding shelf converters balanced for Magnum engines is difficult if not impossible. What year models are compatible and what types. I mean will the tranny from a 2500 fit or is there only one type I am looking for. I'm just trying to do a local search for a tranny that will fit my engine. I'm told from another source that it's a 518. When I'm on ebay looking at trannys from 95 models and 99 models. It will say it's not compatible. I believe they are. Just not sure exactly which year models are compatible though. This tranny has been rebuilt like three times so I don't want to do it again because it seems there is something else going on. I'm looking for an A grade used one from a junk yard or individual. Just wasn't sure exactly what I was looking for.

<https://directori.p2pvalue.eu/explore/cbpb-communities/community/datasheet/980t-sssd-dst-manual>

A518s go on 8994 trucks, 46RH goes on 9497 46RE goes on 9702 trucks. So I am looking for an A518. I found this one on ebay. Jeep Grand Cherokee ZJ 5.9L Limited 46RE Automatic Transmission 98 Truck quit working right after the transmission was rebuilt. Brand new torque converter as well

Im not sure what you are saying. Where is it located. Im having trouble finding a transmission here locally. If we can make a deal u can call me at 9366478227. Name is Tom I had a shop convert something with the wiring harness inside the tranny and it worked great. They said dodge changed the electronics in them between 1999 and 2000 It came out in 1988 and is based It was renamed the 46RH and then the The lighter duty 4 speed It was based on the torqueflight Cherokee 4x4 I pulled the straight 6 I have a 96 Im trying to get at will that 5.2 bolt Will fit in a 2001 both are 1500 Its a Federal model and has US. ARMY ID numbers stenciled on The difference between the two Plus the ton transmission has Make sure that the splines on the Im assuming youre all speaking automatic but I have a 2001 5.2l 1500 v8 and I am needing a new tansmission for it but Im having a hard time figuring out which one I need. Dodge Ram 2500 tranny. Shaft is larger. Can I change the yoke in You might have a smaller trans. like a 44. I ended up The important one. I have no spark and fuel pump Is that going to keep Plus I was told that it was difficult to get sensor QUESTIONThe yoke on rearend that I put 97 parts on it. Front and rear I am replacing my tranny with a remanufactured one but I am wondering if there is a tranny that I can upgrade to that would be more Heavy Duty like a 47RE or the 48RE. Please help guys cause I do a lot of hauling and towing with my truck and I want a strong tranny Also the trannys must both be either hydraulic or electric shift and are not interchangeable. The wire harness will not match up. And will not shift properly. Tranny has different numbers on bell than my old one.

But figured it would work since same truck as mine 97 dodge ram 1500 4x4 5.2l. Was also told Tran y from 5.9 wouldnt bolt up as well as computer thing. Sorry if I gave wrong info. This my first dodge. Everything else is a ford. Dodge trannys suck no pun intended. I lost overdrive on my way V8 Dakota 1 out of a 5 9 V8 Magnum 98 both times I put them in V6 3.9 liter engine well your motor n Dodge ram 1500 44 tranny be compatible Should I buy another transmission or will replacing the solenoids work. The truck also slipped out of 2nd gear into 1st gear. Will a transmission from a 01 dodge 5.2l 2wd fit an 02 dodge with a 5.9l gas 2wd. The 02 has a 46RE transmission in it. Ram 2500 with a gas motor and put it into a 2000. Dodge Ram 2500 with a Cummins Dodge ram 1500Im willing to sell it to help you out Tranny moves until it gets hot then slips What year models are compatible and what types. I mean will the tranny from a 2. The shifter. The transmission pan has 14 bolts holding i. First problem was oil leaking from the engine so I replaced the rear main seal after puting all back together and starting there. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Dodge Ram 2wd with a 5.9 fit my 5.2 Any help Please refer to CarGurus Terms of Use. It will comfortably handle a mild V8 in a vehicle such a as a Jeep, and will fit under the body in a Jeep with very few additional modifications. This trans tends to be oversize for other than full size truck applications. Wrangler applications require a body lift or extensive floor pan modification to fit. The usual incentive for this conversion is to get the truck style wide ratio, almost granny 1 st gear which can be useful for offroad use. On the other hand, this conversion will make a your jeep drive more like a truck. If this looks like the option or you, High impact does have available a package using the NV4500. Call or email for a free quote.

The NV3550 will fit under the stock body without a body lift. Only minor floor pan mods are needed where the shifter handle comes up. Some 8788 Jeeps will have the 231. Units that came with the 2.5L 4 cyl engine, and units that came behind the Peugeot 5spd 198788 will have 21 spline input gears. If you wish to retain this transfer case, you will need to replace the input gear with a 23 spline part Listed below. The remainder of the NP231 Tcases came with a 23 spline input, and will bolt up directly to a NV3550 transmission No Core Charge. Comes with a two year, 24,000 mile warranty. Included Original starter probably will not fit. We can contact you via phone or email. We offer a complete line of new, remanufactured, OE replacement and performance manual transmissions, Transfer cases, and differentials along with quality components for rebuilding and repair. We offer parts for a variety of makes and models of foreign and domestic passenger cars, SUVs and light duty

trucks. As manual transmissions become a less popular option offered by most original equipment suppliers, many aftermarket remanufacturers have turned their attention to other volume based product lines. Zumbrota Drivetrain continues to focus directly on this segment of the market. The result is obvious, Zumbrota Drivetrain delivers some of the most dependable remanufactured five speed, six speed and transaxle manual transmissions available. Our ability to produce quality manual transmissions is due to the people and processes developed over the last 30 years. These processes are continuously reviewed to ensure the highest quality possible.

Features Quality inspections are conducted 3 times during the remanufacturing process A preinspection is done to ensure the unit is free of case cracks, excessive wear and to catch other OEM related problems that many cores have A second inspection is conducted during the reman process to ensure all component parts meet OEM specifications A final postbuild inspection is done to ensure unit is built to our strict standards All units are quality inspected throughout the remanufacturing process to maintain our quality standard. All housings and top covers are cleaned utilizing our state of the art hydro blasting and rinsing process. This process is what brings all cases back to the OEM finish. Once youve seen it, youll understand what we mean. 100 percent inspection of internal parts, including gear wear checks, mainshaft straightness test and synchronizer testing. 100 percent replacement of seals, bearings, and other common wear components. All transmissions are dynamometer tested and ran through numerous real life scenarios. Units are shipped in high density plastic totes to help eliminate intransit damage. Located in Zumbrota, Minnesota, they offer some of the best and most affordable rebuilt drivetrain components. More specifically, they offer new, remanufactured, OE replacement, and performance manual transmissions, transfer cases, and differentials. Their expertise and massive 60,000 square foot facility allow them to produce highquality and affordable components for thousands of different automotive applications. Upgrade includes additional labor, towing, rental car, and freight charge coverage. Standard and nofault Warranty coverage does not extend to commercial, farm vehicles, motorhomes and rental vehicle applications. Modified and or offroad applications are not covered by any warranty. We can contact you via phone or email. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below.

Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. Add any text here or remove it. We offer a complete line of new, remanufactured, OE replacement and performance manual transmissions, Transfer cases, and differentials along with quality components for rebuilding and repair. We offer parts for a variety of makes and models of foreign and domestic passenger cars, SUV's and light duty trucks. Zumbrota Drivetrain continues to focus directly on this segment of the market. These processes are continuously reviewed to ensure the highest quality possible. All housings and top covers are cleaned utilizing our state of the art hydro blasting and rinsing process. Once you've seen it, you'll understand what we mean. 100 percent inspection of internal parts, including gear wear checks, mainshaft straightness test and synchronizer testing. 100 percent replacement of seals, bearings, and other common wear components. Units are shipped in high density plastic totes to help eliminate intransit damage. To figure the drop in rpm or torque multiplier from one gear to the next calculate as follows Final Drive Ratio of the gear you are shifting to, divided by the gear you are shifting from, minus 1, times 100. The difference from 1stover to 2nd is even more dramatic. This site does not support your version of Internet Explorer. Please upgrade to the latest version of Internet Explorer or download one of the recommended browsers below, in order to ensure that your browser works with BisManOnline correctly. Download Chrome Download Firefox. I plan on using SCT tuner to reflash the factory computer. Im guess im looking for a 2001 Dodge ECM for manual transmission, but is one better than another. I heard the Ram truck ecms have no security etc. Anyone know the ins and outs of this to help make sure Im looking for the right unit.

Also, where is the best sources for good ECMs You can use any 5.9 computer that you wanted from 01.If they are the same, or close enough, that should open up the years on what PCM you need to run the engine.Swapped a 99 dakota 5.2 into my jeep. Was keeping the engine bone stock and didnt want to spend the money on a SCT tuner to get the engine swap to run so I went with a 95 OBD1 harness. The only snag I ran into was the ECU I was using was from a grand cherokee which took me a while to figure out had security. However if you plan on doing anything other than simple mods, it would be worth it to do the OBD2 computer just for the tunability. Of course you could also put that money towards an aftermarket efi controller, depending on what youre after. I do want to be able to do significant tuning as the car progresses, so Im going with the OBDII and the SCT Tuner. I resealed the motor, match ported the intake and heads, did some beerkeg intake mods and put in fresh rod bearings. Im also putting a set of Summit headers on it, and a bigger throttle body. Eventually, I would like to stroke it and put on some mildly ported aluminum heads and a better intake manifold. The reason for wanting to run the manual trans ECM is because Im using a 727 with 3.23 gears. Down the road, I will upgrade to an noncomputer controlled overdrive 46RH with a higher stall converter and some 3.90 rear end gears. Who knows, in time, maybe Ill add a paxton type supercharger. You all know how this hotrodding thing goes. Ill have them crack checked and then use the porting templates on them, open them up to 2.02 valves, and see how they flow. The PO of my ZJ did the swap using an AX15 plus the master and slave cylinder from a 93 ZJ, and paired it with a clutch and flywheel from a Ram if I remember correctly. Its frankly a hack job, and I need to improve it, because it bums me out to drive it sometimes haha. Ill go over my issues one by one. First, it shifts very hard.

No matter what gear you go into, theres a fair amount of resistance before it goes POP into gear. Its a Hurst shifter, dont know if that plays a part here. Its a huge nuisance when on the trails. Is this an AX15 thing. I have a Wrangler with the NV3550 and frankly it shifts like a dream, which makes the problem more annoying when I switch vehicles. Second, the clutch effort is just unacceptable. Not joking, I lift myself off the seat a bit pushing the clutch down. Its ridiculous. Again, my TJ blows the thing out of the water. Smooth easy clutch action. Is this perhaps due to the Ram clutch. Third, the front section of the console was cut out to make room for the shifter to poke through. What do people do to avoid this. Is there some sort of offtheshelf shifter assembly that bends the shift handle in such a way that I can have a proper console thats not cut up, with the shifter boot in place. The fourth may tie into the third. When Ive been driving for a bit I start to hear weird gear meshing noises from down inside the shifter assembly. It makes me nervous like the trans is about to fall out the bottom of it, haha. Its not like a grinding noise, its like this weird groaning of the gears as they turn. Has anybody experienced this. Is there maybe not enough insulation material between the transmission and body. Or could it be getting hot. Sorry, this turned out a bit long, but Im at the end of my rope.We use these words as the backbone of a life spent defending something..I have neither the time nor the inclination to explain myself to a man who rises and sleeps under the blanket of the very freedom that I provide, then questions the manner in which I provide it. I would rather you just said thank you, and went on your way, Otherwise, I suggest you pick up a weapon, and stand a post. Let him who has understanding calculate the number of the beast, for it is the number of a man Real ID and RFID chips Think about it.

If you dont have a constructive thought to add to a conversation, then as your mom used to say, shut your pie hole. Besides, your stick envy is showing. Sent from my SMN975U using TapatalkAll the mounting points are there in every zj from 93 to 98. Same stamping, same mounts. Jeep just stopped offering a manual after 93 in the Grand Cherokee. I remember reading about a fellow jeeper transplanting a manual into a white 5.9 about 10 years ago with great success using an xj pedal assembly, an advanced adapter and a NV4500 out of a Dodge Ram. Basically all bolt in with the exception of modifying the tunnel for the shifter linkage. Maybe if you googled 5.9 manual modification.Cant wait to hear what you find out. Sent from my SMN975U using TapatalkIf you dont

have a constructive thought to add to a conversation, then as your mom used to say, shut your pie hole. Besides, your stick envy is showing. Sent from my SMN975U using Tapatalk If you think some internet pinhead like you is going to make me stop posting, youre dead wrong. So do as your mother told YOU. And for the record, he asked if he should switch back. I answered yes, which is a valid opinion. We use these words as the backbone of a life spent defending something..I have neither the time nor the inclination to explain myself to a man who rises and sleeps under the blanket of the very freedom that I provide, then questions the manner in which I provide it. I would rather you just said thank you, and went on your way, Otherwise, I suggest you pick up a weapon, and stand a post. Let him who has understanding calculate the number of the beast, for it is the number of a man Real ID and RFID chips Think about it. Hence the Forum we all read every day. You did nothing to help or contribute to the situation our friend is in. Therefore if you havent anything constructive to add, why post at all, other than to be a smartass and think youre funny.

If you want to be funny, Im sure theres a reddit forum that caters to individuals like yourself. The rest of us are here for information and as a resource for others. Dont waste our time reading your childish posts. Sent from my SMN975U using TapatalkRate Springs, Rear Coil Spring Spacer The PO of my ZJ did the swap using an AX15 plus the master and slave cylinder from a 93 ZJ, and paired it with a clutch and flywheel from a Ram if I remember correctly. Sorry, this turned out a bit long, but Im at the end of my rope. While its not a v8 maybe I can help answer some questions. First, Ill direct you to a v8 5speed swap that has some good info in it for you as well as a link to another v8 5Speed swap. Now onto the questions. No, the AX15 does not shift hard. It can be a little notchy at times, but by no means should it require more effort than any other manual transmission. Should be closer to the TJ clutch, possibly a little stiffer but nothing too crazy. Since your shifter was cut, it sounds to me that this is NOT an AX15 transmission, but a RAM nv3500 transmission. The AX15 should not go back that far. A Dakota AX15 or Dakota NV3500 trans would sit farther back and you should be able to use the factory shift location with the right shifter. This explains the difference in transmission shifter positions between RAM and Dakota units. In order for it to work and not hit your dash, you need to usually rebend a shifter to clear it if youre using a RAM unit. The last question. When I had the swap originally done, the ZJ lower shift boot was torn and I could hear everything the transmission was doing. It sounded like you describe, but without hearing it in person, I cant tell you whether its normal or not. I do know that once I replaced and repaired the shift boot that it sounds perfectly fine. All the mounting points are there in every zj from 93 to 98.

Sent from my SMN975U using Tapatalk The bolt holes align, but the brackets are completely different and require extensive modifications to fit. Its one of the biggest hurdles of the whole swap. The ZJ pedal assembly is so rare that theyre practically gold if you find one. Most people cut and weld a set of XJ pedals to fit, but by no means are they plug and play. The stamping is completely different. In fact, the XJ pedal is the brake pedal and clutch pedal in one assembly, whereas the ZJ pedal uses the same brake pedal bracket between automatic and manual, they just use a different pedal. The ZJ has a separate clutch pedal bracket that isnt attached with the brake pedal. Heres the ZJ brake pedal Automatic and Manual next to each other Heres the ZJ Clutch pedal assembly Heres an XJ clutch pedal assembly 8796 Jeep also didnt stop making the 5speed ZJ in 93, they continued producing it in 94. Even the computer doesnt know what is going on because you went from a auto to manual. Rate Springs, Rear Coil Spring Spacer Even the computer doesnt know what is going on because you went from a auto to manual. On a side note tho. would love for my ZJ to be manual. Rate Springs, Rear Coil Spring Spacer The job was botched, no doubt about it. An Auto swap is what youll want to do unless you really want a 5speed; the 5.9 used a 46RE trans compared to the 44RE from a 9698 5.2. The 9395 5.2 used a 46RH trans which is a hydraulically shifted version. So since youre going to have to remove the thing, its probably best to go with an Auto to avoid problems down the road, especially since it sounds like you wheel and you might run into issues if something breaks on the trail with finding parts. If youre intent on keeping it a 5speed though, its probably best to get a

dakota nv3500 for a better shifter location or actually do a proper ax15 swap.Plenty strong. Sent from my BNDL24 using TapataalkThe job was botched, no doubt about it.

If youre intent on keeping it a 5speed though, its probably best to get a dakota nv3500 for a better shifter location or actually do a proper ax15 swap. I will start searching for a 3500 in a yard. Does it mate up with a different bellhousing than the AX. And what about transfer case and driveshafts, will those need to changeMakes no sense, especially in an offroad rig.We use these words as the backbone of a life spent defending something..I have neither the time nor the inclination to explain myself to a man who rises and sleeps under the blanket of the very freedom that I provide, then questions the manner in which I provide it. I would rather you just said thank you, and went on your way, Otherwise, I suggest you pick up a weapon, and stand a post. Let him who has understanding calculate the number of the beast, for it is the number of a man Real ID and RFID chips Think about it. Please enter your desired user name, your email address and other required details in the form below. Note that passwords are casesensitive. Click here for.

<https://hunam.mx/no-6447-diseno-web>