Welcome to the
1996 ZJ Jeep Grand Cherokee
Electronic Service Manual
and Supplement

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FOR INSTRUCTIONS

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UNITED STATES

The special service tools referred to herein are required for certain service operations. These special service tools or their equivalent, if not obtainable through a local source, are available through the following outlet.

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MILLER SPECIAL TOOLS

OTC Division, SPX Corporation

Telephone 1-800-801-5420 FAX 1-800-578-7375

CANADA

The special service tools referred to herein are required for certain service operations. These special service tools or their equivalent, if not obtainable through a local source, are available through the following outlet.

C & D Riley Enterprises Ltd., P.O. Box 243, Amherstburg, Ontario N9V 2Z4
Telephone (519) 736-4600 FAX (519) 736-8433

INTERNATIONAL

The special service tools referred to herein are required for certain service operations. These special service tools or their equivalent, if not obtainable through a local source, are available through the following outlet.

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MILLER SPECIAL TOOLS

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CAUTION

ALL SERVICE AND REBUILDING INSTRUCTIONS CONTAINED HEREIN ARE APPLICABLE TO, AND FOR THE CONVENIENCE OF, THE AUTOMOTIVE TRADE ONLY. All test and repair procedures on components or assemblies in non-automotive applications should be repaired in accordance with instructions supplied by the manufacturer of the total product.

Proper service and repair is important to the safe, reliable, operation of all motor vehicles. The service procedures recommended and described in this publication were developed for professional service personnel and are effective methods for performing vehicle repair. Following these procedures will help assure efficient economical vehicle performance and service reliability. Some of these service procedures require the use of special tools designed for specific procedures. These special tools should be used when recommended throughout this publication.

Special attention should be exercised when working with spring or tension loaded fasteners and devices such as E-Clips, Circlips, Snap rings, etc., as careless removal may cause personal injury. Always wear safety goggles whenever working on vehicles or vehicle components.

It is important to note that this publication contains various **Cautions** and **Warnings.** These should be carefully read in order to minimize the risk of personal injury, or the possibility that improper service methods may damage the vehicle or render it unsafe. It is important to note that these **Cautions** and **Warnings** cover only the situations and procedures DaimlerChrysler Corporation has encountered and recommended. DaimlerChrysler Corporation could not possibly know, evaluate, and advise the service trade of all conceivable ways that service may be performed, or of the possible hazards of each. Consequently, DaimlerChrysler Corporation has not undertaken any such broad service review. Accordingly, anyone who uses a service procedure, or tool, that is not recommended in this publication must assure oneself thoroughly that neither personal safety, nor vehicle safety, be jeopardized by the service methods they select.

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CHRYSLER CORPORATION

SERVICE MANUAL and SUPPLEMENT

1996 JEEP®
GRAND CHEROKEE

To order the special service tools used and illustrated, please refer to the instructions on inside back cover.

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FOREWORD

The information contained in this service manual has been prepared for the professional automotive technician involved in daily repair operations. This manual does not cover theory of operation, which is addressed in service training material. Information describing the operation and use of standard and optional equipment is included in the Owner's Manual provided with the vehicle.

Information in this manual is divided into groups. These groups contain general information, diagnosis, testing, adjustments, removal, installation, disassembly, and assembly procedures for the system and components. To assist in locating a group title page, use the Group Tab Locator on the following page. The solid bar after the group title is aligned to a solid tab on the first page of each group. The first page of the group has a contents section that lists major topics within the group. If you are not sure which Group contains the information you need, look up the Component/System in the alphabetical index located in the rear of this manual.

A Service Manual Comment form is included at the rear of this manual. Use the form to provide Chrysler Corporation with your comments and suggestions.

Tightening torques are provided as a specific value throughout this manual. This value represents the midpoint of the acceptable engineering torque range for a given fastener application. These torque values are intended for use in service assembly and installation procedures using the correct OEM fasteners. When replacing fasteners, always use the same type (part number) fastener as removed.

Chrysler Corporation reserves the right to change testing procedures, specifications, diagnosis, repair methods, or vehicle wiring at any time without prior notice or incurring obligation.

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NOTE: Groups with the suffix "**-S**" are Supplements to the original service manual publication.

GROUP TAB LOCATOR PAGE

INTRODUCTION

CONTENTS

GENERAL INFORMATION

VEHICLE IDENTIFICATION NUMBER (VIN)

The Vehicle Identification Number (VIN) plate is attached to the top left side of the instrument panel. The VIN contains 17 characters that provide data concerning the vehicle. Refer to the decoding chart to determine the identification of a vehicle. The Vehicle Identification Number is also imprinted on the:

- Body Code Plate.
- Equipment Identification Plate.
- Vehicle Safety Certification Label.
- Frame rail.

VEHICLE IDENTIFICATION NUMBER DECODING CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = United States
2	Make	J = Jeep
3	Vehicle Type	4 = MPV
4	Gross Vehicle Weight Rating	G = 5001-6000 lbs.
5	Vehicle Line	X = Grand Cherokee 4X2 (LHD) Z = Grand Cherokee 4X4 (LHD) W = Grand Cherokee 4X4 (RHD)
6	Series	5 = Laredo 6 = SE 7 = Limited
7	Body Style	8 = 4dr Sport Utility
8	Engine	S = 4.0 Liter Y = 5.2 Liter
9	Check Digit	
10	Model Year	T = 1996
11	Assembly Plant	C = Jefferson Assembly
12 thru 17	Vehicle Build Sequence	

GENERAL INFORMATION (Continued)

VEHICLE SAFETY CERTIFICATION LABEL

A vehicle safety certification label (Fig. 1) is attached to every Chrysler Corporation vehicle. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Safety Standards. The label also lists:

- Month and year of vehicle manufacture.
- Gross Vehicle Weight Rating (GVWR). The gross front and rear axle weight ratings (GAWR's) are based on a minimum rim size and maximum cold tire inflation pressure.
- Vehicle Identification Number (VIN).
- Type of vehicle.
- Type of rear wheels.
- Bar code.
- Month, Day and Hour (MDH) of final assembly.
- Paint and Trim codes.
- Country of origin.

The label is located on the driver-side door shutface.

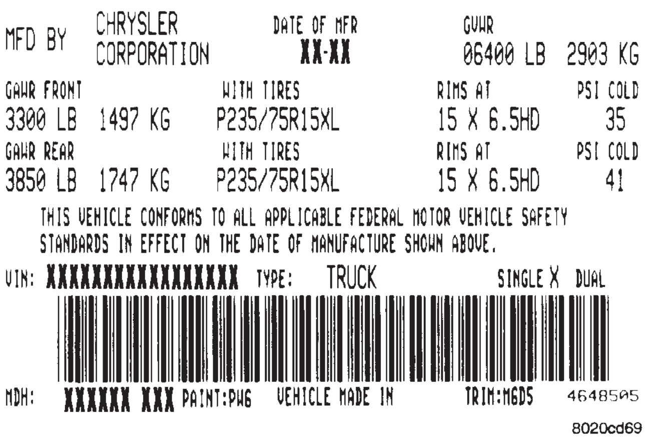

Fig. 1 Vehicle Safety Certification Label—Typical

BODY CODE PLATE

A metal Body Code (Fig. 2) plate is attached (riveted) to the top, left side of the radiator reinforcement. There can be a maximum of seven rows of information on the plate. The information should be read from left to right. Start with line 1 at the bottom of the plate up to line 7 at the top of the code plate.

Refer to the decoding chart to decode lines 1 through 3.

Lines 4 through 7 on the plate are imprinted in sequence according to the following descriptions:

- 3-character sales code.
- 3-digit numerical code.
- 6-digit SEC code.

If there is not enough space left in the row for all of the 6-digit SEC code:

- The unused space will remain blank.
- The code will be listed in the next row.

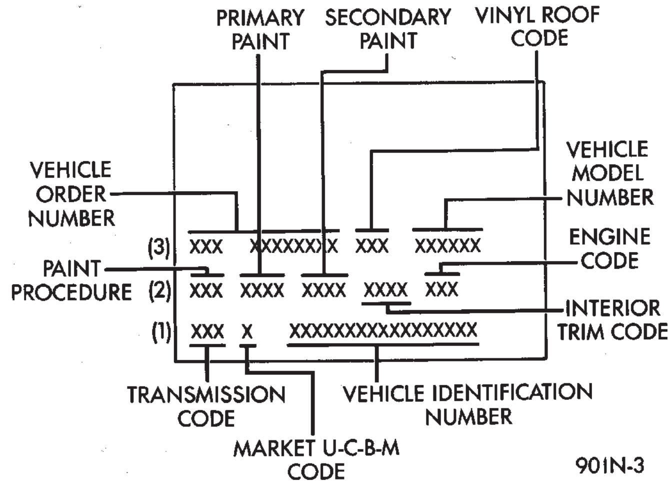

Fig. 2 Body Code Plate

The last nine positions of row 7 will contain a 2-digit code and a 6- digit serial number.

The last code on a vehicle code plate will be followed by the imprinted word END. When two plates are required, the last available spaces on the first plate will be imprinted with the letters CTD (for continued).

When a second vehicle code plate is necessary, the first four spaces on each row will not be used because of the plate overlap.

VEHICLE CODE DECODING

Line #1	Digit 1-3	Transmission Sales Code
	Digit 4	Open Space
	Digit 5	Market Code - U-C-B-M
	Digit 6	Open Space
	Digit 7-23	Vehicle Identification No.
Line #2	Digit 1-3	Paint Procedure
	Digit 4	Open Space
	Digit 5-8	Primary Paint
	Digit 9	Open Space
	Digit 10-13	Secondary Paint
	Digit 14	Open Space
	Digit 15-18	Trim Code
	Digit 19	Open Space
	Digit 20-22	Engine Sales Code
	Digit 23	Open Space
Line #3	Digit 1-12	Vehicle Order Number
	Digit 13	Open Space
	Digit 14-16	Vinyl Roof Code (Door Combo Code - Pillette)
	Digit 17	Open Space
	Digit 18-23	Model

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GENERAL INFORMATION (Continued)

EXTERIOR DIMENSIONS

WHEEL BASE cm/in	TRACK FRONT cm/in	TRACK REAR cm/in	LENGTH	OVERALL WIDTH cm/in	HEIGHT
269.1	147.3	147.3	448.8	175.8	163.5
105.9	58.0	58.0	176.7	69.2	64.4

INTERIOR DIMENSIONS

HEAD FRONT cm/in	HEAD REAR cm/in	LEG FRONT cm/in	LEG REAR cm/in	SHOULDER FRONT cm/in	SHOULDER REAR cm/in	HIP FRONT cm/in	HIP REAR cm/in
99.1	99.4	104.4	94.5	148.0	146.3	144.5	125.2
39.0	39.1	41.1	37.2	58.3	57.6	56.9	49.3

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Vehicle Dimensions

VEHICLE DIMENSIONS

The Vehicle Dimensions chart provides the dimensions for each type of Grand Cherokee vehicle.

INTERNATIONAL VEHICLE CONTROL AND DISPLAY SYMBOLS

The graphic symbols illustrated in the following chart are used to identify various instrument controls. The symbols correspond to the controls and displays that are located on the instrument panel.

FASTENER IDENTIFICATION

THREAD IDENTIFICATION

SAE and metric bolt/nut threads are not the same. The difference is described in the Thread Notation chart (Fig. 3).

GRADE/CLASS IDENTIFICATION

The SAE bolt strength grades range from grade 2 to grade 8. The higher the grade number, the greater the bolt strength. Identification is determined by the line marks on the top of each bolt head. The actual bolt strength grade corresponds to the number of line marks plus 2. The most commonly used metric bolt strength classes are 9.8 and 12.9. The metric strength class identification number is imprinted on the head of the bolt. The higher the class number, the greater the bolt strength. Some metric nuts are imprinted with a single-digit strength class on the nut face. Refer to the Fastener Identification and Fastener Strength Charts.

METRIC SYSTEM

WARNING: USE OF AN INCORRECT FASTENER MAY RESULT IN COMPONENT DAMAGE OR PERSONAL INJURY.

Figure art, specifications and torque references in this Service Manual are identified in metric and SAE format.

During any maintenance or repair procedures, it is important to salvage metric fasteners (nuts, bolts, etc.) for reassembly. If the fastener is not salvageable, a fastener of equivalent specification should be used.

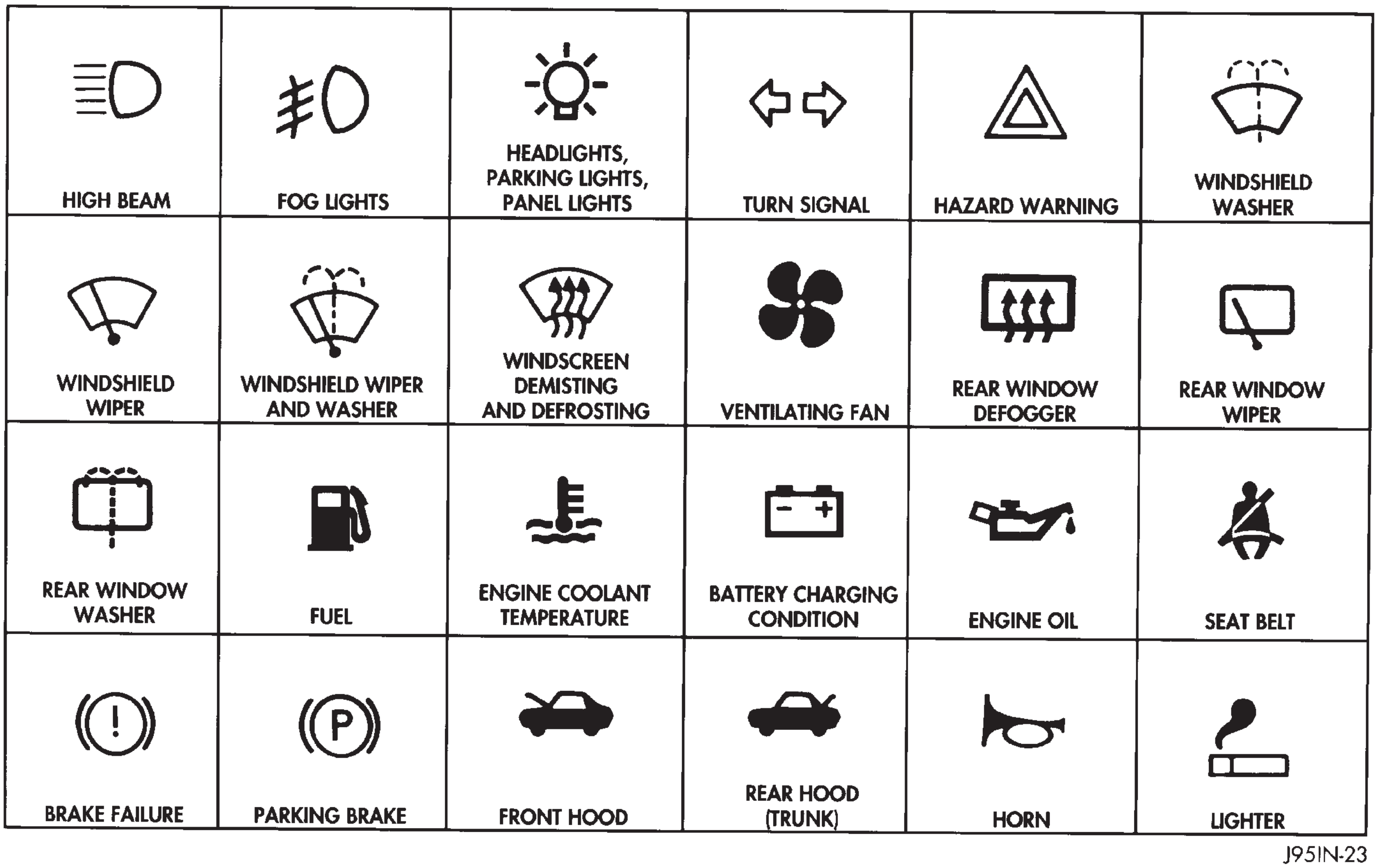
The metric system is based on quantities of one, ten, one hundred, one thousand and one million (Fig. 4).

The following chart will assist in converting metric units to equivalent English and SAE units, or vise versa.

Refer to the Conversion Chart to convert torque values listed in metric Newton- meters (N·m). Also,

GENERAL INFORMATION (Continued)

INTERNATIONAL CONTROL AND DISPLAY SYMBOLS



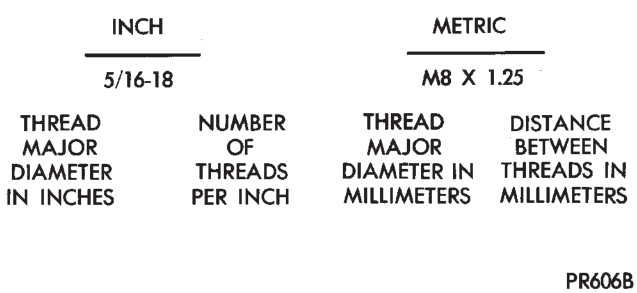


Fig. 3 Thread Notation—SAE and Metric

use the chart to convert between millimeters (mm) and inches (in.)

TORQUE REFERENCES

Individual Torque Charts appear at the end of many Groups. Refer to the Standard Torque Specifications Chart for torque references not listed in the individual torque charts.

GENERAL INFORMATION (Continued)

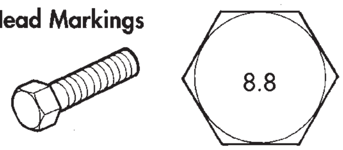
FASTENER IDENTIFICATION

Bolt Markings and Torque - Metric

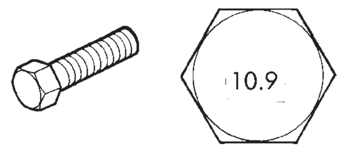
Commercial Steel Class 8.8 / 10.9 / 12.9

Bolt Head Markings

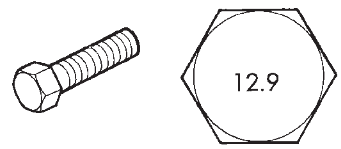
8.8



10.9



12.9

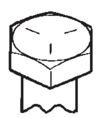


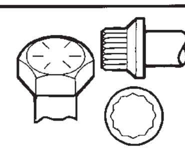
Body Size Diam.	8.8 Torque Cast Iron		8.8 Torque Aluminum		10.9 Torque Cast Iron		10.9 Torque Aluminum		12.9 Torque Cast Iron		12.9 Torque Aluminum	
mm	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb
6	9	5	7	4	14	9	11	7	14	9	11	7
7	14	9	11	7	18	14	14	11	23	18	18	14
8	25	18	18	14	32	23	25	18	36	27	28	21
10	40	30	30	25	60	45	45	35	70	50	55	40
12	70	55	55	40	105	75	80	60	125	95	100	75
14	115	85	90	65	160	120	125	95	195	145	150	110
16	180	130	140	100	240	175	190	135	290	210	220	165
18	230	170	180	135	320	240	250	185	400	290	310	230

Bolt Markings and Torque Values - U.S. Customary

SAE Grade Number 5 / 8

Bolt Head Markings
These are all SAE Grade 5 (3) line





Body Size	Bolt Torque - Grade 5 Bolt Cast Iron		Grade 5 Aluminum		Bolt Torque - Grade 8 Bolt Cast Iron		Grade 8 Aluminum	
	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb
1/4 - 20	9	7	8	6	15	11	12	9
- 28	12	9	9	7	18	13	14	10
5/16 - 18	20	15	16	12	30	22	24	18
- 24	23	17	19	14	33	24	25	19
3/8 - 16	40	30	25	20	55	40	40	30
- 24	40	30	35	25	60	45	45	35
7/16 - 14	60	45	45	35	90	65	65	50
- 20	65	50	55	40	95	70	75	55
1/2 - 13	95	70	75	55	130	95	100	75
- 20	100	75	80	60	150	110	120	90
9/16 - 12	135	100	110	80	190	140	150	110
- 18	150	110	115	85	210	155	170	125
5/8 - 11	180	135	150	110	255	190	205	150
- 18	210	155	160	120	290	215	230	170
3/4 - 10	325	240	255	190	460	340	365	270
- 16	365	270	285	210	515	380	410	300
7/8 - 9	490	360	380	280	745	550	600	440
- 14	530	390	420	310	825	610	660	490
1 - 8	720	530	570	420	1100	820	890	660
- 14	800	590	650	480	1200	890	960	710

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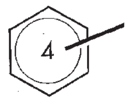
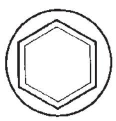
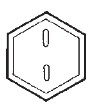
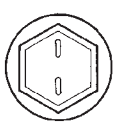
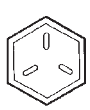
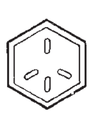
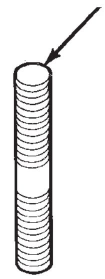
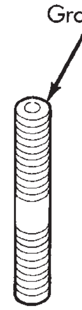
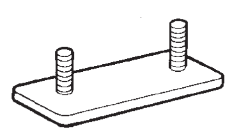
GENERAL INFORMATION (Continued)

FASTENER STRENGTH

HOW TO DETERMINE BOLT STRENGTH

	Mark	Class
Hexagon head bolt	 Bolt head No. 4 — 5 — 6 — 7 — 8 — 9 — 10 — 11 —	4T 5T 6T 7T 8T 9T 10T 11T
	 No mark	4T
Hexagon flange bolt w/washer hexagon bolt	 No mark	4T
Hexagon head bolt	 Two protruding lines	5T
Hexagon flange bolt w/washer hexagon bolt	 Two protruding lines	6T
Hexagon head bolt	 Three protruding lines	7T
Hexagon head bolt	 Four protruding lines	8T

	Mark	Class
Stud bolt	No mark 	4T
	Grooved 	6T
Welded bolt		4T

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GENERAL INFORMATION (Continued)

Mega	-	(M) Million	Deci	-	(D) Tenth
Kilo	-	(K) Thousand	Centi	-	(C) Hundreth
Milli	-	(m) Thousandth			

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Fig. 4 Metric Prefixes

CONVERSION FORMULAS AND EQUIVALENT VALUES

Multiply	By	To Get	Multiply	By	To Get
in-lbs	x 0.11298	= Newton-Meters (N•m)	N•m	x 8.851	= in-lbs
ft-lbs	x 1.3558	= Newton-Meters (N•m)	N•m	x 0.7376	= ft-lbs
Inches Hg (60°F)	x 3.377	= Kilopascals (kPa)	kPa	x 0.2961	= Inches Hg
psi	x 6.895	= Kilopascals (kPa)	kPa	x 0.145	= psi
Inches	x 25.4	= Millimeters (mm)	mm	x 0.03937	= Inches
Feet	x 0.3048	= Meters (M)	M	x 3.281	= Feet
Yards	x 0.9144	= Meters (M)	M	x 1.0936	= Yards
Miles	x 1.6093	= Kilometers (Km)	Km	x 0.6214	= Miles
mph	x 1.6093	= Kilometers/Hr. (Km/h)	Km/h	x 0.6214	= mph
Feet/Sec.	x 0.3048	= Meters/Sec. (M/S)	M/S	x 3.281	= Feet/Sec.
Kilometers/Hr.	x 0.27778	= Meters/Sec. (M/S)	M/S	x 3.600	= Kilometers/Hr.
mph	x 0.4470	= Meters/Sec. (M/S)	M/S	x 2.237	= mph

COMMON METRIC EQUIVALENTS

1 Inch	= 25 Millimeters	1 Cubic Inch	= 16 Cubic Centimeters
1 Foot	= 0.3 Meter	1 Cubic Foot	= 0.03 Cubic Meter
1 Yard	= 0.9 Meter	1 Cubic Yard	= 0.8 Cubic Meter
1 Mile	= 1.6 Kilometers		

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GENERAL INFORMATION (Continued)

METRIC CONVERSION

in-lbs to N•m

in- lb	N•m	in-lb	N•m	in-lb	N•m	in-lb	N•m	in-lb	N•m
2	.2260	42	4.7453	82	9.2646	122	13.7839	162	18.3032
4	.4519	44	4.9713	84	9.4906	124	14.0099	164	18.5292
6	.6779	46	5.1972	86	9.7165	126	14.2359	166	18.7552
8	.9039	48	5.4232	88	9.9425	128	14.4618	168	18.9811
10	1.1298	50	5.6492	90	10.1685	130	14.6878	170	19.2071
12	1.3558	52	5.8751	92	10.3944	132	14.9138	172	19.4331
14	1.5818	54	6.1011	94	10.6204	134	15.1397	174	19.6590
16	1.8077	56	6.3270	96	10.8464	136	15.3657	176	19.8850
18	2.0337	58	6.5530	98	11.0723	138	15.5917	178	20.1110
20	2.2597	60	6.7790	100	11.2983	140	15.8176	180	20.3369
22	2.4856	62	7.0049	102	11.5243	142	16.0436	182	20.5629
24	2.7116	64	7.2309	104	11.7502	144	16.2696	184	20.7889
26	2.9376	66	7.4569	106	11.9762	146	16.4955	186	21.0148
28	3.1635	68	7.6828	108	12.2022	148	16.7215	188	21.2408
30	3.3895	70	7.9088	110	12.4281	150	16.9475	190	21.4668
32	3.6155	72	8.1348	112	12.6541	152	17.1734	192	21.6927
34	3.8414	74	8.3607	114	12.8801	154	17.3994	194	21.9187
36	4.0674	76	8.5867	116	13.1060	156	17.6253	196	22.1447
38	4.2934	78	8.8127	118	13.3320	158	17.8513	198	22.3706
40	4.5193	80	9.0386	120	13.5580	160	18.0773	200	22.5966

N•m to in-lbs

N•m	in-lb	N•m	in-lb	N•m	in-lb	N•m	in-lb	N•m	in-lb
.2	1.7702	4.2	37.1747	8.2	72.5792	12.2	107.9837	16.2	143.3882
.4	3.5404	4.4	38.9449	8.4	74.3494	12.4	109.7539	16.4	145.1584
.6	5.3107	4.6	40.7152	8.6	76.1197	12.6	111.5242	16.6	146.9287
.8	7.0809	4.8	42.4854	8.8	77.8899	12.8	113.2944	16.8	148.6989
1	8.8511	5	44.2556	9	79.6601	13	115.0646	17	150.4691
1.2	10.6213	5.2	46.0258	9.2	81.4303	13.2	116.8348	17.2	152.2393
1.4	12.3916	5.4	47.7961	9.4	83.2006	13.4	118.6051	17.4	154.0096
1.6	14.1618	5.6	49.5663	9.6	84.9708	13.6	120.3753	17.6	155.7798
1.8	15.9320	5.8	51.3365	9.8	86.7410	13.8	122.1455	17.8	157.5500
2	17.7022	6	53.1067	10	88.5112	14	123.9157	18	159.3202
2.2	19.4725	6.2	54.8770	10.2	90.2815	14.2	125.6860	18.5	163.7458
2.4	21.2427	6.4	56.6472	10.4	92.0517	14.4	127.4562	19	168.1714
2.6	23.0129	6.6	58.4174	10.6	93.8219	14.6	129.2264	19.5	172.5970
2.8	24.7831	6.8	60.1876	10.8	95.5921	14.8	130.9966	20	177.0225
3	26.5534	7	61.9579	11	97.3624	15	132.7669	20.5	181.4480
3.2	28.3236	7.2	63.7281	11.2	99.1326	15.2	134.5371	21	185.8736
3.4	30.0938	7.4	65.4983	11.4	100.9028	15.4	136.3073	22	194.7247
3.6	31.8640	7.6	67.2685	11.6	102.6730	15.6	138.0775	23	203.5759
3.8	33.6342	7.8	69.0388	11.8	104.4433	15.8	139.8478	24	212.4270
4	35.4045	8	70.8090	12	106.2135	16	141.6180	25	221.2781

ft-lbs to N•m

ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m
1	1.3558	21	28.4722	41	55.5885	61	82.7049	81	109.8212
2	2.7116	22	29.8280	42	56.9444	62	84.0607	82	111.1770
3	4.0675	23	31.1838	43	58.3002	63	85.4165	83	112.5328
4	5.4233	24	32.5396	44	59.6560	64	86.7723	84	113.8888
5	6.7791	25	33.8954	45	61.0118	65	88.1281	85	115.2446
6	8.1349	26	35.2513	46	62.3676	66	89.4840	86	116.6004
7	9.4907	27	36.6071	47	63.7234	67	90.8398	87	117.9562
8	10.8465	28	37.9629	48	65.0793	68	92.1956	88	119.3120
9	12.2024	29	39.3187	49	66.4351	69	93.5514	89	120.6678
10	13.5582	30	40.6745	50	67.7909	70	94.9073	90	122.0236
11	14.9140	31	42.0304	51	69.1467	71	96.2631	91	123.3794
12	16.2698	32	43.3862	52	70.5025	72	97.6189	92	124.7352
13	17.6256	33	44.7420	53	71.8583	73	98.9747	93	126.0910
14	18.9815	34	46.0978	54	73.2142	74	100.3316	94	127.4468
15	20.3373	35	47.4536	55	74.5700	75	101.6862	95	128.8026
16	21.6931	36	48.8094	56	75.9258	76	103.0422	96	130.1586
17	23.0489	37	50.1653	57	77.2816	77	104.3980	97	131.5144
18	24.4047	38	51.5211	58	78.6374	78	105.7538	98	132.8702
19	25.7605	39	52.8769	59	79.9933	79	107.1196	99	134.2260
20	27.1164	40	54.2327	60	81.3491	80	108.4654	100	135.5820

N•m to ft-lbs

N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb
1	.7376	21	15.9888	41	30.2400	61	44.9913	81	59.7425
2	1.4751	22	16.2264	42	30.9776	62	45.7289	82	60.4801
3	2.2127	23	16.9639	43	31.7152	63	46.4664	83	61.2177
4	2.9502	24	17.7015	44	32.4527	64	47.2040	84	61.9552
5	3.6878	25	18.4391	45	33.1903	65	47.9415	85	62.6928
6	4.4254	26	19.1766	46	33.9279	66	48.6791	86	63.4303
7	5.1629	27	19.9142	47	34.6654	67	49.4167	87	64.1679
8	5.9005	28	20.6517	48	35.4030	68	50.1542	88	64.9545
9	6.6381	29	21.3893	49	36.1405	69	50.8918	89	65.6430
10	7.3756	30	22.1269	50	36.8781	70	51.6293	90	66.3806
11	8.1132	31	22.8644	51	37.6157	71	52.3669	91	67.1181
12	8.8507	32	23.6020	52	38.3532	72	53.1045	92	67.8557
13	9.5883	33	24.3395	53	39.0908	73	53.8420	93	68.5933
14	10.3259	34	25.0771	54	39.8284	74	54.5720	94	69.3308
15	11.0634	35	25.8147	55	40.5659	75	55.3172	95	70.0684
16	11.8010	36	26.5522	56	41.3035	76	56.0547	96	70.8060
17	12.5386	37	27.2898	57	42.0410	77	56.7923	97	71.5435
18	13.2761	38	28.0274	58	42.7786	78	57.5298	98	72.2811
19	14.0137	39	28.7649	59	43.5162	79	58.2674	99	73.0187
20	14.7512	40	29.5025	60	44.2537	80	59.0050	100	73.7562

in. to mm

in.	mm	in.	mm	in.	mm	in.	mm	in.	mm
.01	.254	.21	5.334	.41	10.414	.61	15.494	.81	20.574
.02	.508	.22	5.588	.42	10.668	.62	15.748	.82	20.828
.03	.762	.23	5.842	.43	10.922	.63	16.002	.83	21.082
.04	1.016	.24	6.096	.44	11.176	.64	16.256	.84	21.336
.05	1.270	.25	6.350	.45	11.430	.65	16.510	.85	21.590
.06	1.524	.26	6.604	.46	11.684	.66	16.764	.86	21.844
.07	1.778	.27	6.858	.47	11.938	.67	17.018	.87	22.098
.08	2.032	.28	7.112	.48	12.192	.68	17.272	.88	22.352
.09	2.286	.29	7.366	.49	12.446	.69	17.526	.89	22.606
.10	2.540	.30	7.620	.50	12.700	.70	17.780	.90	22.860
.11	2.794	.31	7.874	.51	12.954	.71	18.034	.91	23.114
.12	3.048	.32	8.128	.52	13.208	.72	18.288	.92	23.368
.13	3.302	.33	8.382	.53	13.462	.73	18.542	.93	23.622
.14	3.556	.34	8.636	.54	13.716	.74	18.796	.94	23.876
.15	3.810	.35	8.890	.55	13.970	.75	19.050	.95	24.130
.16	4.064	.36	9.144	.56	14.224	.76	19.304	.96	24.384
.17	3.318	.37	9.398	.57	14.478	.77	19.558	.97	24.638
.18	4.572	.38	9.652	.58	14.732	.78	19.812	.98	24.892
.19	4.826	.39	9.906	.59	14.986	.79	20.066	.99	25.146
.20	5.080	.40	10.160	.60	15.240	.80	20.320	1.00	25.400

mm to in.

mm	in.	mm	in.	mm	in.	mm	in.	mm	in.
.01	.00039	.21	.00827	.41	.01614	.61	.02402	.81	.03189
.02	.00079	.22	.00866	.42	.01654	.62	.02441	.82	.03228
.03	.00118	.23	.00906	.43	.01693	.63	.02480	.83	.03268
.04	.00157	.24	.00945	.44	.01732	.64	.02520	.84	.03307
.05	.00197	.25	.00984	.45	.01772	.65	.02559	.85	.03346
.06	.00236	.26	.01024	.46	.01811	.66	.02598	.86	.03386
.07	.00276	.27	.01063	.47	.01850	.67	.02638	.87	.03425
.08	.00315	.28	.01102	.48	.01890	.68	.02677	.88	.03465
.09	.00354	.29	.01142	.49	.01929	.69	.02717	.89	.03504
.10	.00394	.30	.01181	.50	.01969	.70	.02756	.90	.03543
.11	.00433	.31	.01220	.51	.02008	.71	.02795	.91	.03583
.12	.00472	.32	.01260	.52	.02047	.72	.02835	.92	.03622
.13	.00512	.33	.01299	.53	.02087	.73	.02874	.93	.03661
.14	.00551	.34	.01339	.54	.02126	.74	.02913	.94	.03701
.15	.00591	.35	.01378	.55	.02165	.75	.02953	.95	.03740
.16	.00630	.36	.01417	.56	.02205	.76	.02992	.96	.03780
.17	.00669	.37	.01457	.57	.02244	.77	.03032	.97	.03819
.18	.00709	.38	.01496	.58	.02283	.78	.03071	.98	.03858
.19	.00748	.39	.01535	.59	.02323	.79	.03110	.99	.03898
.20	.00787	.40	.01575	.60	.02362	.80	.03150	1.00	.03937

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GENERAL INFORMATION (Continued)

TORQUE SPECIFICATIONS

SPECIFIED TORQUE FOR STANDARD BOLTS

Class	Diameter mm	Pitch mm	Specified torque					
			Hexagon head bolt			Hexagon flange bolt		
			N•m	kgf-cm	ft-lbf	N•m	kgf-cm	ft-lbf
4T	6	1	5	55	48 in.-lbf	6	60	52 in.-lbf
	8	1.25	12.5	130	9	14	145	10
	10	1.25	26	260	19	29	290	21
	12	1.25	47	480	35	53	540	39
	14	1.5	74	760	55	84	850	61
	16	1.5	115	1,150	83	—	—	—
5T	6	1	6.5	65	56 in.-lbf	7.5	75	65 in.-lbf
	8	1.25	15.5	160	12	17.5	175	13
	10	1.25	32	330	24	36	360	26
	12	1.25	59	600	43	65	670	48
	14	1.5	91	930	67	100	1,050	76
	16	1.5	140	1,400	101	—	—	—
6T	6	1	8	80	69 in.-lbf	9	90	78 in.-lbf
	8	1.25	19	195	14	21	210	15
	10	1.25	39	400	29	44	440	32
	12	1.25	71	730	53	80	810	59
	14	1.5	110	1,100	80	125	1,250	90
	16	1.5	170	1,750	127	—	—	—
7T	6	1	10.5	110	8	12	120	9
	8	1.25	25	260	19	28	290	21
	10	1.25	52	530	38	58	590	43
	12	1.25	95	970	70	105	1,050	76
	14	1.5	145	1,500	108	165	1,700	123
	16	1.5	230	2,300	166	—	—	—
8T	8	1.25	29	300	22	33	330	24
	10	1.25	61	620	45	68	690	50
	12	1.25	110	1,100	80	120	1,250	90
9T	8	1.25	34	340	25	37	380	27
	10	1.25	70	710	51	78	790	57
	12	1.25	125	1,300	94	140	1,450	105
10T	8	1.25	38	390	28	42	430	31
	10	1.25	78	800	58	88	890	64
	12	1.25	140	1,450	105	155	1,600	116
11T	8	1.25	42	430	31	47	480	35
	10	1.25	87	890	64	97	990	72
	12	1.25	155	1,600	116	175	1,800	130

LUBRICATION AND MAINTENANCE

CONTENTS

GENERAL INFORMATION

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GENERAL INFORMATION

INTRODUCTION

Service and maintenance procedures for components and systems listed in Schedule—A or B can be found by using the Group Tab Locator index at the front of this manual. If it is not clear which group contains the information needed, refer to the index at the back of this manual.

There are two maintenance schedules that show proper service based on the conditions that the vehicle is subjected to.

Schedule—**A**, lists scheduled maintenance to be performed when the vehicle is used for general transportation.

Schedule—**B**, lists maintenance intervals for vehicles that are operated under the conditions listed at the beginning of the Maintenance Schedule section.

Use the schedule that best describes your driving conditions.

Where time and mileage are listed, follow the interval that occurs first.

PARTS AND LUBRICANT RECOMMENDATIONS

When service is required, Chrysler Corporation recommends that only Mopar® brand parts, lubricants and chemicals be used. Mopar provides the best engineered products for servicing Chrysler Corporation vehicles.

INTERNATIONAL SYMBOLS

Chrysler Corporation uses international symbols to identify engine compartment lubricant and fluid inspection and fill locations (Fig. 1).

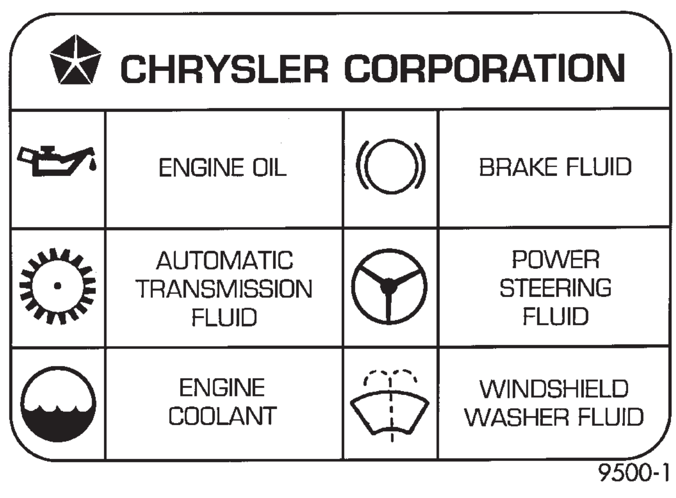

Fig. 1 International Symbols

CLASSIFICATION OF LUBRICANTS

Only lubricants that are endorsed by the following organization should be used to service a Chrysler Corporation vehicle.

- Society of Automotive Engineers (SAE)
- American Petroleum Institute (API) (Fig. 2)
- National Lubricating Grease Institute (NLGI) (Fig. 3)

GENERAL INFORMATION (Continued)

9400-9

Fig. 2 API Symbol

ENGINE OIL

SAE GRADE RATING INDICATES ENGINE OIL VISCOSITY

An SAE viscosity grade is used to specify the viscosity of engine oil. SAE 30 specifies a single viscosity engine oil. Engine oils also have multiple viscosities. These are specified with a dual SAE viscosity grade which indicates the cold-to-hot temperature viscosity range.

- SAE 30 = single grade engine oil.
- SAE 10W-30 = multiple grade engine oil.

API QUALITY CLASSIFICATION

The API Service Grade specifies the type of performance the engine oil is intended to provide. The API Service Grade specifications also apply to energy conserving engine oils.

Use engine oil that is API Service Grade Certified or an oil that conforms to the API Service Grade SH or SH/CD. MOPAR engine oils conform to all of these service grades.

Refer to Group 9, Engine for engine oil specification.

GEAR LUBRICANTS

SAE ratings also apply to multiple grade gear lubricants. In addition, API classification defines the lubricants usage.

LUBRICANTS AND GREASES

Lubricating grease is rated for quality and usage by the NLGI. All approved products have the NLGI symbol (Fig. 3) on the label. At the bottom NLGI symbol is the usage and quality identification letters. Wheel bearing lubricant is identified by the letter “G”. Chassis lubricant is identified by the latter “L”. The letter following the usage letter indicates the quality of the lubricant. The following symbols indicate the highest quality.

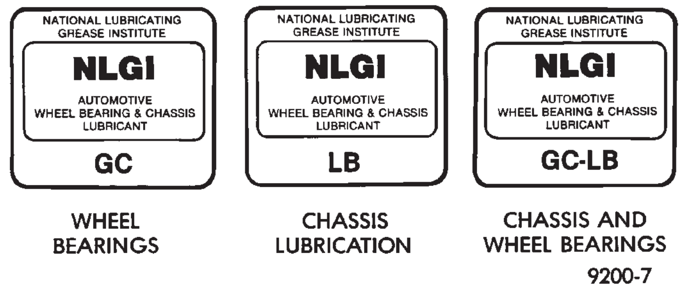

Fig. 3 NLGI Symbol

FLUID CAPACITIES

FUEL TANK

All. . . . . .87.4 L (23 gal.)

ENGINE OIL W/FILTER CHANGE

4.0L . . . . .5.7 L (6.0 qts.)
5.2L . . . . .4.7 L (5.0 qts.)

COOLING SYSTEM

4.0L . . . . .11.4 L (12.0 qts.)*
5.2L . . . . .14.1 L (14.9 qts.)*

*Includes 2.2 L (2.3 qts.) for coolant recovery bottle.

AUTOMATIC TRANSMISSION

Dry fill capacity.*

42RE . . . . .8.0-10.4 L (17-22 pts.)
44RE . . . . .8.0-10.4 L (17-22 pts.)

*Depending on type and size of internal cooler, length and inside diameter of cooler lines, or use of an auxiliary cooler, these figures may vary. Refer to Group 21, Transmission for proper fluid fill procedure.

FRONT AXLE

Model 30 . . . . .1.48 L (3.13 pts.)

REAR AXLE

Model 44* . . . . .2.24 L (4.75 pts.)

*If the vehicle is equipped with TRAC-LOK, include 0.11 L (0.25 pts.) of friction modifier.

NOTE: Vehicles with trailer tow, must use a synthetic lubricant. Refer to Group 3, Differential and Driveline for service procedures.

MAINTENANCE SCHEDULES

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GENERAL INFORMATION

INTRODUCTION

There are two maintenance schedules that show proper service intervals for ZJ vehicles. Use the schedule that best describes the conditions the vehicle is operated under. When mileage and time is listed, follow the interval that occurs first.

Schedule-A lists all the scheduled maintenance to be performed under normal operating conditions.

Schedule-B is a schedule for vehicles that are usually operated under one or more of the following conditions:

- Frequent short trips driving less than 5 miles (8 km)
- Frequent driving in dusty conditions
- Frequent trailer towing
- Extensive idling
- More than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C)
- Off road driving
- Desert operation

EMISSION CONTROL SYSTEM MAINTENANCE

The scheduled emission maintenance listed in **bold type** on the Maintenance Schedules, must be done at the mileage specified to assure the continued proper functioning of the emission control system. These, and all other maintenance services included in this manual, should be done to provide the best vehicle performance and reliability. More frequent maintenance may be needed for vehicles in severe operating conditions such as dusty areas and very short trip driving.

UNSCHEDULED INSPECTION

AT EACH STOP FOR FUEL

- Check engine oil level, add as required.
- Check windshield washer solvent and add if required.

ONCE A MONTH

- Check tire pressure and look for unusual wear or damage.
- Inspect battery and clean and tighten terminals as required. Check electrolyte level and add water as needed.
- Check fluid levels of coolant reservoir, power steering and transmission and add as needed.
- Check all lights and all other electrical items for correct operation.

AT EACH OIL CHANGE

- Inspect exhaust system.
- Inspect brake hoses.
- Rotate the tires at each oil change interval shown on Schedule—A (7,500 miles) or every other interval shown on Schedule—B (6,000 miles).
- Check coolant level, hoses and clamps.
- Lubricate suspension ball joints.
- After completion of off-road (4WD) operation, the underside of the vehicle should be thoroughly inspected. Examine threaded fasteners for looseness.

SCHEDULE—A

7,500 miles (12 000 km) or at 6 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

15,000 Miles (24 000 km) or at 12 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage.

22,500 Miles (36 000 km) or at 18 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

30,000 Miles (48 000 km) or at 24 months

- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Replace spark plugs.**
- Inspect drive belt.
- Lubricate steering linkage.

GENERAL INFORMATION (Continued)

- Drain and refill automatic transmission fluid.
- Drain and refill transfer case fluid.

37,500 Miles (60 000 km) or at 30 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

45,000 Miles (72 000 km) or at 36 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage.
- Inspect brake linings.
- Flush and replace engine coolant at 36 months, regardless of mileage.

52,500 Miles (84 000 km) or at 42 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).
- Flush and replace engine coolant if not done at 36 months.

60,000 Miles (96 000 km) or at 48 months

- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Replace ignition wires.**
- **Replace spark plugs.**
- **Inspect PCV valve and replace if necessary (5.2L only).***
- Inspect drive belt.
- Lubricate steering linkage.
- Drain and refill automatic transmission fluid.
- Drain and refill transfer case fluid.
- Replace fuel filter.**

*This maintenance is recommended, but is not required to maintain warranty on the PCV valve.

**Recommended for proper vehicle performance for vehicles built for sale in California.

67,500 Miles (108 000 km) or at 54 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings

75,000 Miles (120 000 km) or at 60 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage.
- Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.

82,500 Miles (132 000 km) or at 66 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).
- Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.

90,000 Miles (144 000 km) or at 72 months

- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Replace spark plugs.**
- Inspect drive belt.
- Lubricate steering linkage.
- Drain and refill automatic transmission fluid.
- Drain and refill transfer case fluid.
- Inspect brake linings.

97,500 Miles (156 000 km) or at 78 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

105,000 Miles (168 000 km) or at 84 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage.
- Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.

112,500 Miles (180 000 km) or at 90 months

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.
- Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.

120,000 Miles (192 000 km) or at 96 months

- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Replace ignition wires.**
- **Replace spark plugs.**
- **Inspect PCV valve and replace if necessary (5.2L only).***
- Inspect drive belt.
- Lubricate steering linkage.
- Drain and refill automatic transmission fluid.
- Drain and refill transfer case fluid.
- Replace fuel filter.**

*This maintenance is recommended, but is not required to maintain warranty on the PCV valve.

GENERAL INFORMATION (Continued)

**Recommended for proper vehicle performance for vehicles built for sale in California.

IMPORTANT: Inspection and service should also be performed anytime a malfunction is observed or suspected.

SCHEDULE—B

3,000 Miles (5 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

6,000 Miles (10 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

9,000 Miles (14 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

12,000 Miles (19 000 km)

- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

15,000 miles (24 000 km)

- Change engine oil.
- Replace engine oil filter.
- **Inspect engine air cleaner element, replace as necessary.**
- Lubricate steering linkage.

18,000 Miles (29 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

21,000 Miles (34 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

24,000 Miles (38 000 km)

- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

27,000 Miles (43 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

30,000 Miles (48 000 km)

- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Inspect PCV valve and replace if necessary (5.2L only).***
- **Replace spark plugs.**
- Inspect drive belt.
- Drain and refill transfer case fluid.
- Lubricate steering linkage.

*This maintenance is recommended to the customer, but is not required to maintain warranty on the PCV valve.

33,000 Miles (53 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

36,000 Miles (58 000 km)

- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

39,000 Miles (62 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

42,000 Miles (67 000 km)

- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

45,000 Miles (72 000 km)

- Change engine oil.
- Replace engine oil filter.
- **Inspect engine air cleaner element, replace as necessary.**
- Lubricate steering linkage.

48,000 Miles (77 000 km)

- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

GENERAL INFORMATION (Continued)

51,000 Miles (82 000 km)
- Change engine oil.
- Replace engine oil filter.
- Flush and replace engine coolant.
- Lubricate steering linkage (4x4 only).

54,000 Miles (86 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

57,000 Miles (91 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

60,000 Miles (96 000 km)
- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Replace ignition wires.**
- **Inspect PCV valve and replace if necessary (5.2L only).***
- Replace spark plugs.
- Inspect drive belt.
- Drain and refill automatic transmission fluid.
- Drain and refill transfer case fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage.
- Replace fuel filter.**
- Inspect brake linings.

*This maintenance is recommended, but is not required to maintain warranty on the PCV valve.

**Recommended for proper vehicle performance for vehicles built for sale in California.

63,000 Miles (101 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

66,000 Miles (106 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

69,000 Miles (110 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

72,000 Miles (115 000 km)
- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

75,000 Miles (120 000 km)
- Change engine oil.
- Replace engine oil filter.
- **Inspect engine air cleaner element, replace as necessary.**
- Lubricate steering linkage.

78,000 Miles (125 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

81,000 Miles (130 000 km)
- Change engine oil.
- Replace engine oil filter.
- Flush and replace engine coolant.
- Lubricate steering linkage (4x4 only).

84,000 miles (134 000 km)
- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

87,000 Miles (139 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

90,000 Miles (144 000 km)
- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Inspect PCV valve and replace if necessary (5.2L only).***
- **Replace spark plugs.**
- Inspect drive belt.
- Drain and refill transfer case fluid.
- Lubricate steering linkage.

*This maintenance is recommended, but is not required to maintain warranty on the PCV valve.

93,000 Miles (149 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

96,000 Miles (154 000 km)
- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).

GENERAL INFORMATION (Continued)

- Inspect brake linings.

99,000 Miles (158 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

102,000 Miles (163 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

105,000 Miles (168 000 km)
- Change engine oil.
- Replace engine oil filter.
- **Inspect engine air cleaner element, replace as necessary.**
- Lubricate steering linkage.

108,000 Miles (173 000 km)
- Change engine oil.
- Replace engine oil filter.
- Drain and refill automatic transmission fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage (4x4 only).
- Inspect brake linings.

111,000 Miles (178 000 km)
- Change engine oil.
- Replace engine oil filter.
- Flush and replace engine coolant.
- Lubricate steering linkage (4x4 only).

114,000 Miles (182 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

117,000 Miles (187 000 km)
- Change engine oil.
- Replace engine oil filter.
- Lubricate steering linkage (4x4 only).

120,000 Miles (192 000 km)
- Change engine oil.
- Replace engine oil filter.
- **Replace engine air cleaner element.**
- **Replace ignition wires.**
- **Replace spark plugs.**
- **Inspect PCV valve and replace if necessary (5.2L only).**
- Inspect drive belt.
- Drain and refill automatic transmission fluid.
- Drain and refill transfer case fluid.
- Drain and refill front and rear axles.
- Lubricate steering linkage.
- Replace fuel filter.**
- Inspect brake linings.

*This maintenance is recommended, but is not required to maintain warranty on the PCV valve.

**Recommended for proper vehicle performance for vehicles built for sale in California.

IMPORTANT: Inspection and service should also be performed anytime a malfunction is observed or suspected.

JUMP STARTING, HOISTING AND TOWING

INDEX

SERVICE PROCEDURES

JUMP STARTING PROCEDURE

WARNING: REVIEW ALL SAFETY PRECAUTIONS AND WARNINGS IN GROUP 8A, BATTERY/STARTING/CHARGING SYSTEMS DIAGNOSTICS.

DO NOT JUMP START A FROZEN BATTERY, PERSONAL INJURY CAN RESULT.

DO NOT JUMP START WHEN BATTERY INDICATOR DOT IS YELLOW OR BRIGHT COLOR. BATTERY CAN EXPLODE.

DO NOT ALLOW JUMPER CABLE CLAMPS TO TOUCH EACH OTHER WHEN CONNECTED TO A BOOSTER SOURCE.

DO NOT USE OPEN FLAME NEAR BATTERY.

REMOVE METALLIC JEWELRY WORN ON HANDS OR WRISTS TO AVOID INJURY BY ACCIDENTAL ARCHING OF BATTERY CURRENT.

WHEN USING A HIGH OUTPUT BOOSTING DEVICE, DO NOT ALLOW DISABLED VEHICLE'S BATTERY TO EXCEED 16 VOLTS. PERSONAL INJURY OR DAMAGE TO ELECTRICAL SYSTEM CAN RESULT.

CAUTION: When using another vehicle as a booster, do not allow vehicles to touch. Electrical systems can be damaged on either vehicle.

TO JUMP START A DISABLED VEHICLE:

(1) Raise hood on disabled vehicle and visually inspect engine compartment for:
- Generator drive belt condition and tension.
- Fuel fumes or leakage, correct if necessary.
- Frozen battery.
- Yellow or bright color test indicator, if equipped.
- Low battery fluid level.

CAUTION: If the cause of starting problem on disabled vehicle is severe, damage to booster vehicle charging system can result.

(2) When using another vehicle as a booster source, turn off all accessories, place gear selector in park or neutral, set park brake or equivalent and operate engine at 1200 rpm.

(3) On disabled vehicle, place gear selector in park or neutral and set park brake or equivalent. Turn OFF all accessories.

(4) Connect jumper cables to booster battery. RED clamp to positive terminal (+). BLACK clamp to negative terminal (-). DO NOT allow clamps at opposite end of cables to touch, electrical arc will result (Fig. 1). Review all warnings in this procedure.

(5) On disabled vehicle, connect RED jumper cable clamp to battery positive (+) terminal. Connect BLACK jumper cable clamp to the engine as close to the ground cable connection as possible (Fig. 1).

CAUTION: Do not crank starter motor on disabled vehicle for more than 15 seconds, starter will overheat and could fail.

(6) Allow battery in disabled vehicle to charge to at least 12.4 volts (75% charge) before attempting to start engine. If engine does not start within 15 seconds, stop cranking engine and allow starter to cool (15 min.), before cranking again.

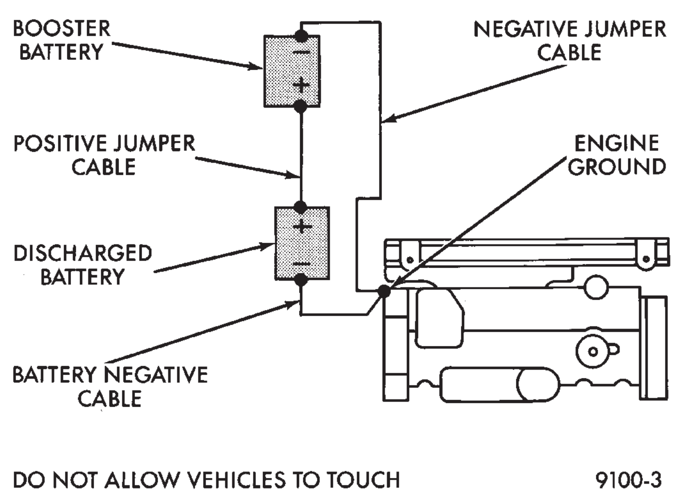


Fig. 1 Jumper Cable Clamp Connections

SERVICE PROCEDURES (Continued)

DISCONNECT CABLE CLAMPS AS FOLLOWS:

• Disconnect BLACK cable clamp from engine ground on disabled vehicle.

• When using a Booster vehicle, disconnect BLACK cable clamp from battery negative terminal. Disconnect RED cable clamp from battery positive terminal.

• Disconnect RED cable clamp from battery positive terminal on disabled vehicle.

TOWING RECOMMENDATIONS

A vehicle equipped with SAE approved sling-type towing equipment or a wheel-lift towing device can be used to tow all ZJ vehicles. When towing a 4WD vehicle, use tow dollies under the opposite end of the vehicle. A vehicle with a flat-bed device can also be used to transport a disabled vehicle (Fig. 2).

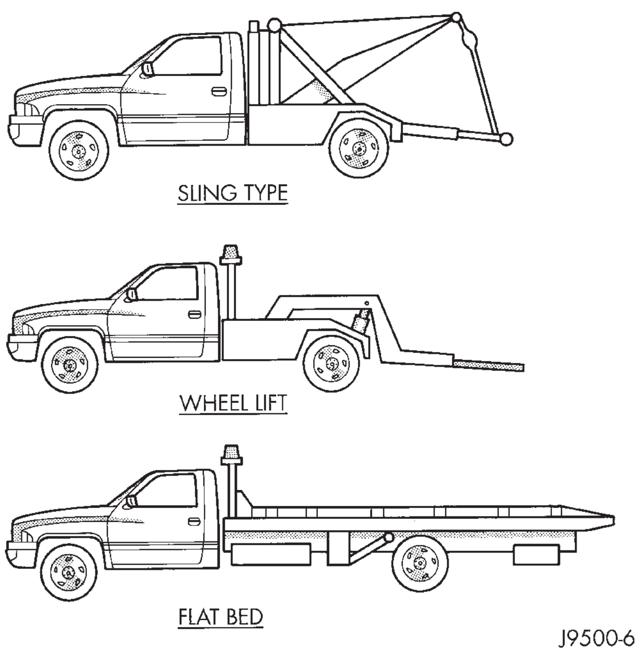


Fig. 2 Tow Vehicles With Approved Equipment.

SAFETY PRECAUTIONS

The following safety precautions must be observed when towing a vehicle:

• Secure loose and protruding parts.

• Always use a safety chain system that is independent of the lifting and towing equipment.

• Do not allow towing equipment to contact the disabled vehicle's fuel tank.

• Do not allow anyone under the disabled vehicle while it is lifted by the towing device.

• Do not allow passengers to ride in a vehicle being towed.

• Always observe state and local laws regarding towing regulations.

• Do not tow a vehicle in a manner that could jeopardize the safety of the operator, pedestrians or other motorists.

• Do not attach tow chains, T-hooks, J-hooks, or a tow sling to a bumper, steering linkage, drive shafts or a non-reinforced frame hole.

GROUND CLEARANCE

CAUTION: If vehicle is towed with wheels removed, install lug nuts to retain brake drums.

A towed vehicle should be raised until lifted wheels are a minimum 100 mm (4 in) from the ground. Be sure there is adequate ground clearance at the opposite end of the vehicle, especially when towing over rough terrain or steep rises in the road. If necessary, remove the wheels from the lifted end of the vehicle and lower the vehicle closer to the ground, to increase the ground clearance at the opposite end of the vehicle. Install lug nuts on wheel attaching studs to retain brake drums.

FLAT-BED TOWING RAMP ANGLE

If a vehicle with flat-bed towing equipment is used, the approach ramp angle should not exceed 15 degrees.

TWO-WHEEL-DRIVE VEHICLE TOWING

Chrysler Corporation recommends that a vehicle be towed with the rear end lifted, whenever possible.

TOWING-REAR END LIFTED

CAUTION: Do not use steering column lock to secure steering wheel during towing operation.

Vehicles can be towed with the front wheels on the ground for extended distances at speeds not exceeding 48 km/h (30 mph).

(1) Attach the J-hooks around the axle shaft tube outboard of the rear springs.

(2) Position and center the sling under and forward of the rear bumper.

(3) Attach safety chains (with pads) at each end of the rear bumper.

(4) Turn the ignition switch to the OFF position to unlock the steering wheel.

(5) Secure the steering wheel in straight ahead position with a clamp device designed for towing.

(6) Verify that steering components are in good condition.

(7) Shift the transmission to NEUTRAL.

TOWING-FRONT END LIFTED

To prevent damage to front facia components, use only a Wheel-Lift type towing device or Flat-Bed hauling equipment.

SERVICE PROCEDURES (Continued)

2WD—AUTOMATIC TRANSMISSION

Provided the transmission is operable, tow only in **NEUTRAL** at speeds not to exceed 30 mph (50 km/h) and distances less than 15 miles (25km/h).

If the vehicle is to be towed more than 15 miles, the propeller shaft should be disconnected or place tow dollies under rear wheels.

FOUR-WHEEL-DRIVE VEHICLE TOWING

Chrysler Corporation recommends that a vehicle be transported on a flat-bed device. A Wheel-lift or Sling-type device can be used provided all the wheels are lifted off the ground using tow dollies.

4WD TOWING-REAR END LIFTED

(1) Raise the front of the vehicle off the ground and install tow dollies under front wheels.

(2) Attach the J-hooks around the axle shaft tube outboard of the rear springs.

(3) Position and center the sling under and forward of the rear bumper.

(4) Attach safety chains (with pads) at each end of the rear bumper.

(5) Turn the ignition switch to the OFF position to unlock the steering wheel.

(6) Secure the steering wheel in straight ahead position with a clamp device designed for towing.

(7) Shift the transfer case to NEUTRAL.

4WD TOWING-FRONT END LIFTED

To prevent damage to front facia components, use only a Wheel-Lift type towing device or Flat-Bed hauling equipment.

If using the wheel-lift towing method, install tow dollies under rear wheels.

EMERGENCY TOW HOOKS

WARNING: REMAIN AT A SAFE DISTANCE FROM A VEHICLE THAT IS BEING TOWED VIA ITS TOW HOOKS. THE TOW STRAPS/CHAINS COULD BREAK AND CAUSE SERIOUS INJURY.

Some Jeep vehicles are equipped with front emergency tow hooks. The tow hooks should be used for **EMERGENCY** purposes only.

CAUTION: DO NOT use emergency tow hooks for tow truck hook-up or highway towing.

HOISTING RECOMMENDATIONS

FLOOR JACK

When properly positioned, a floor jack can be used to lift a ZJ vehicle (Fig. 3). Support the vehicle in the raised position with jack stands at the front and rear ends of the frame rails.

CAUTION: Do not attempt to lift a vehicle with a floor jack positioned under:

An axle tube.
A body side sill.
A steering linkage component.
A drive shaft.
The engine or transmission oil pan.
The fuel tank.
A front suspension arm.

HOIST

A vehicle can be lifted with:

- A single-post, frame-contact hoist.
- A twin-post, chassis hoist.
- A ramp-type, drive-on hoist.

SERVICE PROCEDURES (Continued)

NOTE: When a frame-contact type hoist is used, verify that the lifting pads are positioned properly (Fig. 3).

WARNING: THE HOISTING AND JACK LIFTING POINTS PROVIDED ARE FOR A COMPLETE VEHICLE. WHEN A CHASSIS OR DRIVETRAIN COMPONENT IS REMOVED FROM A VEHICLE, THE CENTER OF GRAVITY IS ALTERED MAKING SOME HOISTING CONDITIONS UNSTABLE. PROPERLY SUPPORT OR SECURE VEHICLE TO HOISTING DEVICE WHEN THESE CONDITIONS EXIST.

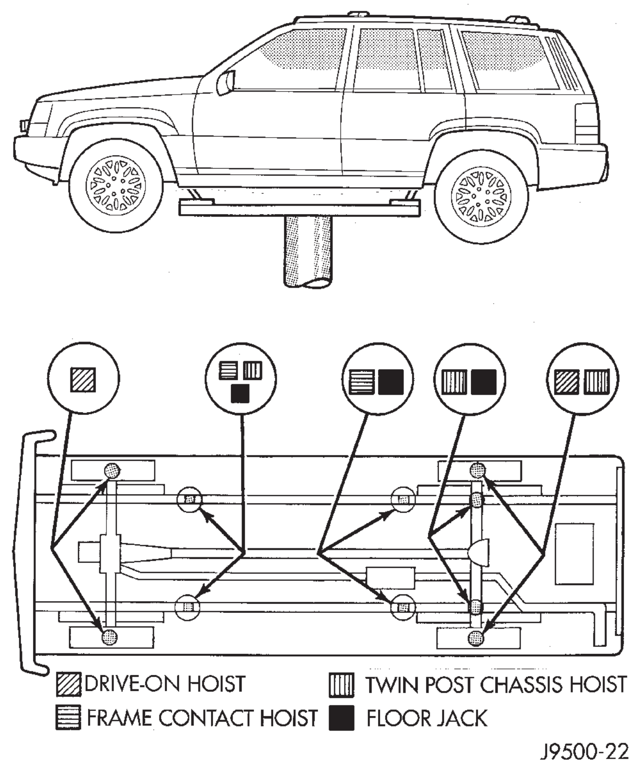


Fig. 3 Correct Vehicle Lifting Locations

SUSPENSION

CONTENTS

ALIGNMENT

INDEX

GENERAL INFORMATION

WHEEL ALIGNMENT

Wheel alignment involves the correct positioning of the wheels in relation to the vehicle. The positioning is accomplished through suspension and steering linkage adjustments. An alignment is considered essential for efficient steering, good directional stability and to maximize tire wear. The most important measurements of front end alignment are caster, camber and toe position.

NOTE: Routine inspection of the front suspension and steering components is a good preventative maintenance practice. Inspection also helps to ensure safe operation of the vehicle.

- **CASTER** is the forward or rearward tilt of the steering knuckle from vertical. Tilting the top of the knuckle rearward provides positive caster. Tilting the top of the knuckle forward provides negative caster. Caster is a directional stability angle. This angle enables the front wheels to return to a straight ahead position after turns.
- **CAMBER** is the inward or outward tilt of the wheel relative to the center of the vehicle. Tilting the top of the wheel inward provides negative camber. Tilting the top of the wheel outward provides positive camber. Incorrect camber will cause wear on the inside or outside edge of the tire. The angle is not adjustable, the damaged component(s) must be replaced to correct mis-alignment.
- **WHEEL TOE POSITION** is the difference between the leading inside edges and trailing inside edges of the front tires. Incorrect wheel toe position is the most common cause of unstable steering and uneven tire wear. The wheel toe position is the **final** front wheel alignment adjustment.
- **STEERING AXIS INCLINATION ANGLE** is measured in degrees and is the angle that the steering knuckles are tilted. The inclination angle has a fixed relationship with the camber angle. It will not change except when a spindle or ball stud is damaged or bent. The angle is not adjustable, the damaged component(s) must be replaced to correct mis-alignment.

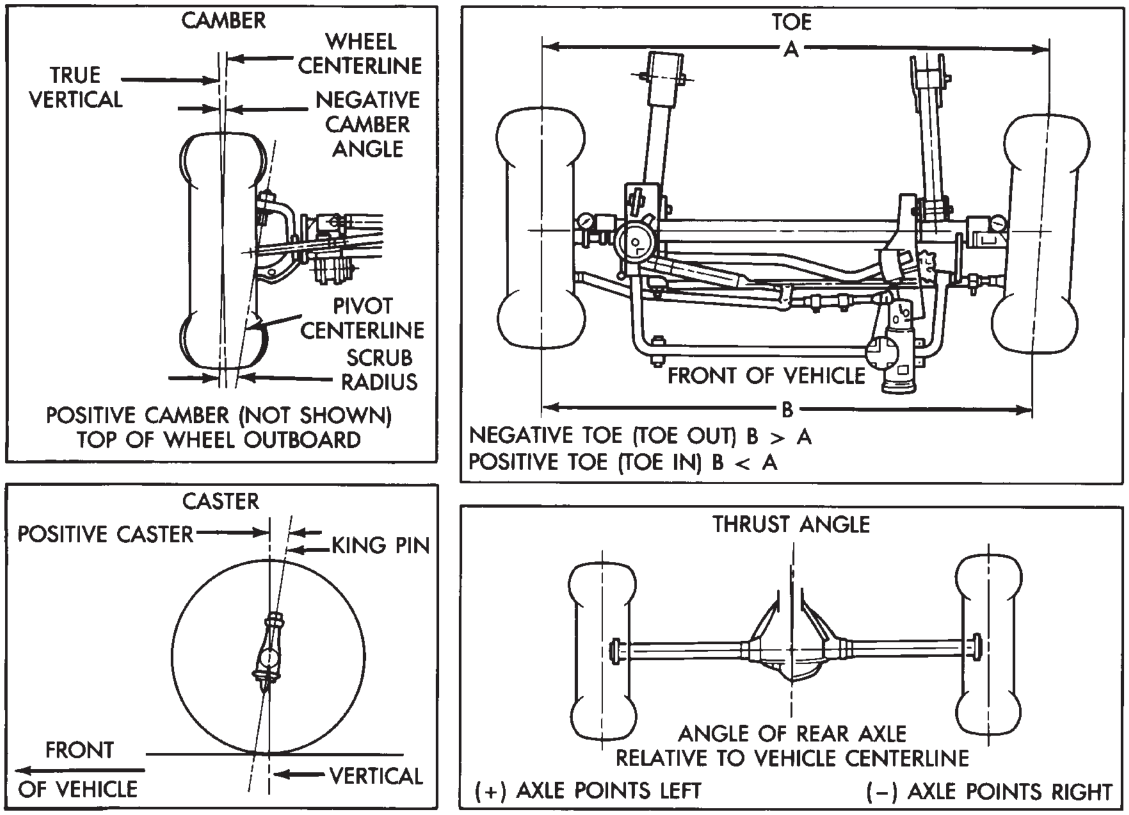
WARNING: Do not attempt to modify any suspension or steering component by heating and bending.

SERVICE PROCEDURES

PRE-ALIGNMENT INSPECTION

Before starting wheel alignment, the following inspection and necessary corrections must be completed. Refer to Suspension and Steering System Diagnosis Chart for additional information.

SERVICE PROCEDURES (Continued)



Wheel Alignment Measurements

(1) Tires with the same recommended air pressure, size, and tread wear. Refer to Group 22, Wheels and Tires for diagnosis information.

(2) Inspect front wheel bearings for wear or adjustment.

(3) Inspect front wheels for excessive radial, lateral runout and unbalance. Refer to Group 22, Wheels and Tires for diagnosis information.

(4) Inspect ball studs, linkage pivot points and steering gear for looseness, roughness, binding or a sticking condition. Refer to Group 19, Steering for additional information.

(5) Inspect suspension components for wear and noise. Check components for correct torque.

SERVICE PROCEDURES (Continued)

SUSPENSION AND STEERING SYSTEM DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
FRONT END NOISE	1. Loose or worn front wheel bearings. 2. Loose or worn suspension bushings or components.	1. Adjust or replace wheel bearings. 2. Replace worn bushings or suspension components.
EXCESSIVE PLAY IN STEERING	1. Loose or worn front wheel bearings. 2. Loose or worn steering components. 3. Loose or worn steering gear.	1. Adjust or replace wheel bearings. 2. Replace loose or worn steering components. 3. Adjust or replace steering gear.
FRONT WHEELS SHIMMY	1. Loose or worn front wheel bearings. 2. Loose or worn suspension bushings or components. 3. Tires worn or out of balance. 4. Alignment.	1. Adjust or replace wheel bearings. 2. Replace worn bushings or suspension components. 3. Replace or balance tires as needed. 4. Align front end.
VEHICLE INSTABILITY	1. Loose or worn front wheel bearings. 2. Alignment. 3. Loose or worn suspension bushings or components. 4. Weak or broken spring. 5. Tire pressure.	1. Adjust or replace wheel bearings. 2. Align front end. 3. Replace worn bushings or suspension components. 4. Replace weak or broken spring. 5. Correct tire pressure.
DIFFICULT STEERING	1. Tire pressure. 2. Alignment. 3. Steering gear or pump.	1. Correct tire pressure. 2. Align front end. 3. Adjust or replace steering gear. Test and repair pump as needed.
VEHICLE PULLS TO ONE SIDE	1. Tire pressure. 2. Alignment. 3. Loose or worn suspension bushings or components. 4. Weak or broken spring. 5. Brake pull.	1. Correct tire pressure. 2. Align front end. 3. Replace worn bushings or suspension components. 4. Replace weak or broken spring. 5. Repair brakes.

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SERVICE PROCEDURES (Continued)

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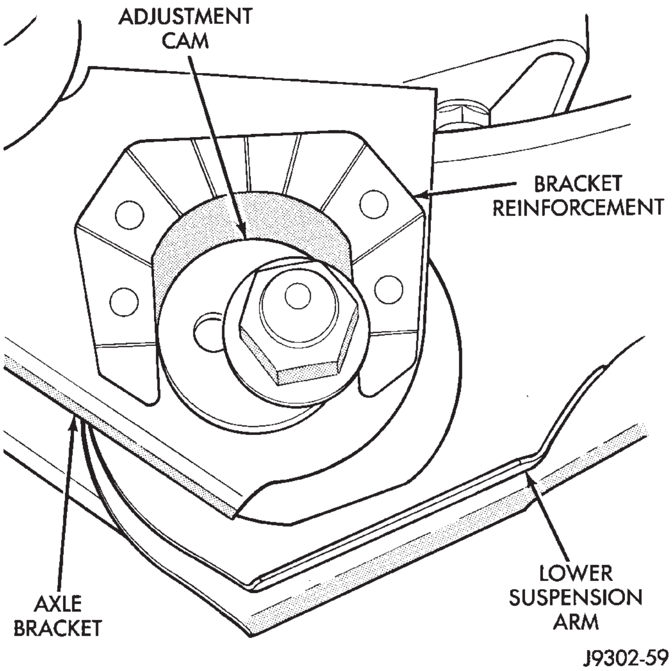

Fig. 1 Cam Adjuster

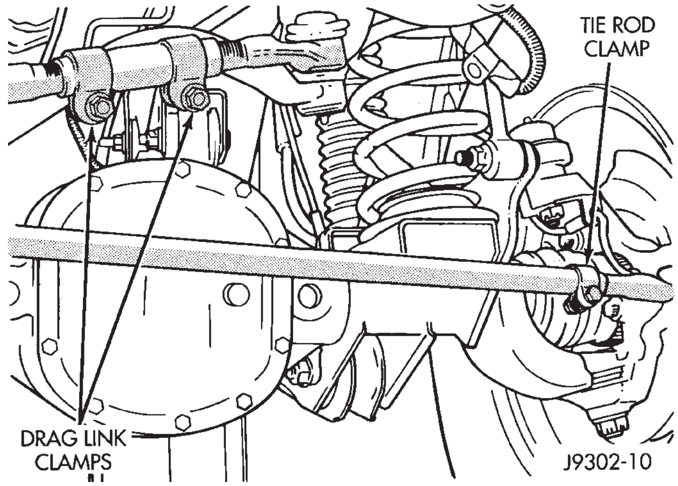

Fig. 2 Drag Link and Tie Rod Clamp

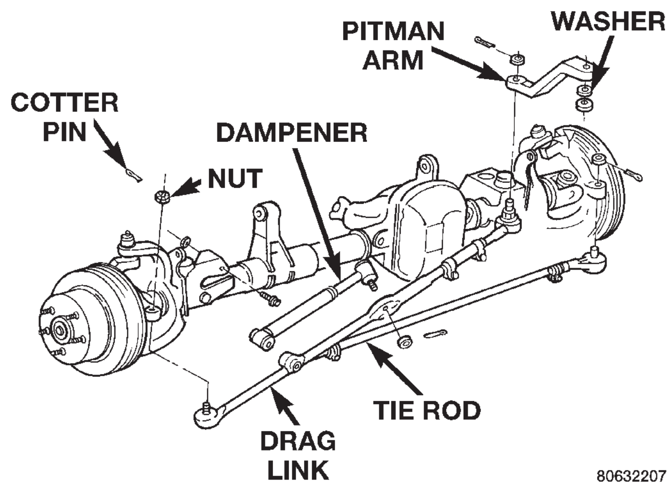

Fig. 3 Steering Linkage—6 Cylinder Engine

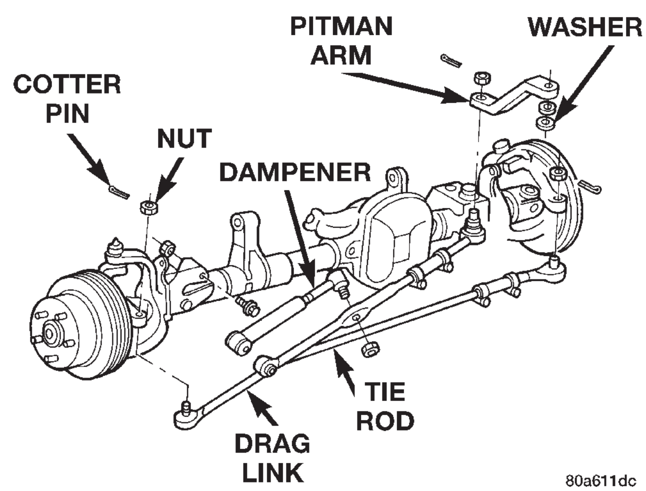

Fig. 4 Steering Linkage—8 Cylinder Engine

TOE POSITION

The toe position adjustment should be the last adjustment made.

NOTE: The engine must remain running during the entire toe position adjustment.

(1) Apply parking brakes.

(2) Start the engine and turn wheels both ways before straightening the steering wheel. Center and secure the steering wheel.

(3) Loosen the adjustment sleeve clamp bolts (Fig. 2).

(4) Adjust the right wheel toe position with the drag link (Fig. 3) and (Fig. 4). Turn the sleeve until the right wheel is at the correct positive TOE-IN position. Position the clamp bolts as shown (Fig. 2) and tighten to 49N·m (36 ft. lbs.).

NOTE: Tighten clamp bolt nearest the pitman arm first. Make sure the toe setting does not change during clamp tightening.

(5) Adjust the left wheel toe position with the tie rod. Turn the sleeve until the left wheel is within .05° TOE-IN position as the right wheel. Position the clamp bolts as shown (Fig. 2) and tighten to:

- Vehicles with 6 cyl engine: 27 N·m (20 ft. lbs.)
- Vehicles with 8 cyl engine: 49 N·m (36 ft. lbs.)

SERVICE PROCEDURES (Continued)

NOTE: Tighten the clamp bolt furthest from the wheel first. Make sure the toe setting does not change during clamp tightening.

(6) Verify alignment specifications, then turn the engine off.

SPECIFICATIONS

ALIGNMENT

FRONT WHEELS

ADJUSTMENT	PREFERRED	RANGE
CASTER	7°	6.5° to 7.5°
CAMBER (not adjustable)	NA	-1.13° to + 0.13°
TOE-IN (each wheel)	0.12°	0° to + 0.22°
Toe Differential Left to Right .05°		

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REAR AXLE

ADJUSTMENT	SPECIFICATION
THRUST ANGLE (not adjustable)	± .25°
TOTAL TOE-IN (not adjustable)	0.00 to + 0.5°

FRONT SUSPENSION

INDEX

DESCRIPTION AND OPERATION

FRONT SUSPENSION

The Grand Cherokee front suspension is a link/coil design comprised of (Fig. 1);

- Drive axle (4WD), tube axle (2WD)
- Track bar
- Stabilizer bar
- Upper and lower suspension arms
- Coil springs
- Dual-action shock absorbers
- Jounce bumpers

Link/Coil Suspension: The link/coil suspension allows each wheel to adapt to different road surfaces without greatly affecting the opposite wheel. Wheels are attached to a hub/bearings which bolts to the knuckles. The hub/bearing is not serviceable and is replaced as a unit. Steering knuckles pivot on

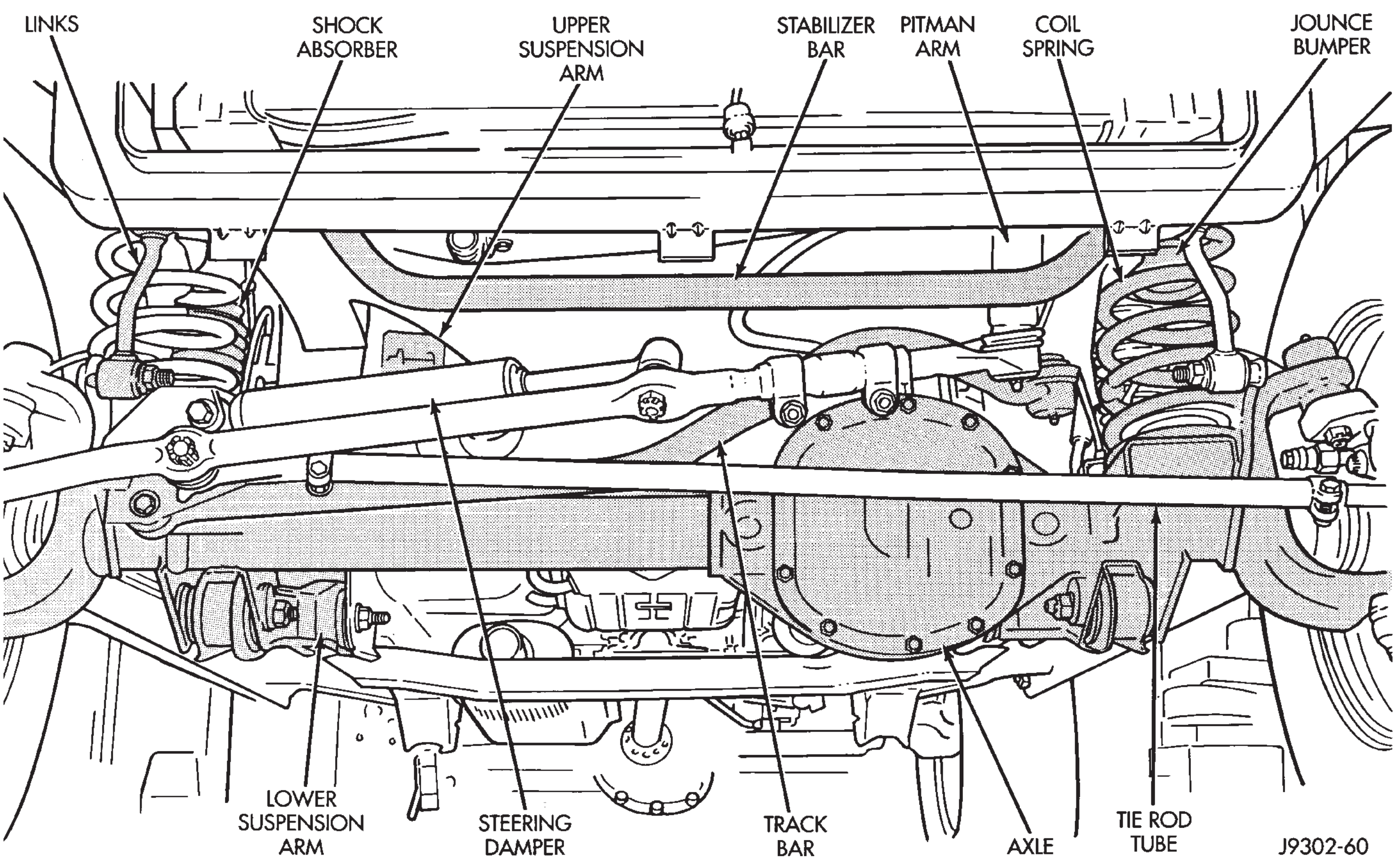


Fig. 1 Front Suspension

DESCRIPTION AND OPERATION (Continued)

replaceable ball studs attached to the axle tube yokes.

Shock Absorbers: The shock absorbers dampen jounce and rebound motion of the vehicle over various road conditions. The top of the shock absorbers are bolted to the body. The bottom of the shocks are bolted to the axle brackets.

Coil Springs: The coil springs control ride quality and maintain proper ride height. The coil springs mount up in the wheelhouse which is part of the unitized body bracket. A rubber doughnut isolator is located between the top of the spring and the body. The bottom of the spring seats on a axle pad and is retained with a clip.

Upper And Lower Suspension: The suspension arms use bushings to isolate road noise. The suspension arms are bolted to the frame and axle through the rubber bushings. The lower suspension arm uses cam bolts at the axle to allow for caster and pinion angle adjustment. The suspension arm travel is limited through the use of jounce bumpers in compression and shocks absorbers in rebound.

Stabilizer Bar: The stabilizer bar is used to control vehicle body roll during turns. The spring steel bar helps to control the vehicle body in relationship to the suspension. The bar extends across the front underside of the chassis and connects to the frame rails. Links are connected from the bar to the axle brackets.

Track Bar: The track bar is used to control front axle lateral movement. The bar is attached to a frame rail bracket with a ball stud and isolated with a bushing at the axle bracket.

NOTE: Periodic lubrication of the front suspension (steering) system components is required. Refer to Group 0, Lubrication And Maintenance for the recommended maintenance schedule.

CAUTION: Suspension components with rubber bushings should be tightened with the vehicle at normal height. It is important to have the springs supporting the weight of the vehicle when the fasteners are torqued. If springs are not at their normal ride position, vehicle ride comfort could be affected and premature bushing wear may occur. Rubber bushings must never be lubricated.

DIAGNOSIS AND TESTING

SHOCK DIAGNOSIS

A noise from a shock absorber may be caused by movement between mounting bushings and metal brackets or attaching components. This noise can usually be stopped by tightening the attaching nuts. If the noise persists, inspect for damaged and worn bushings, and attaching components. Repair as necessary if any of these conditions exist.

The shock absorbers are not refillable or adjustable. If a malfunction occurs, the shock absorber must be replaced. To test a shock absorber, hold it in an upright position and force the piston in and out of the cylinder four or five times. The action throughout each stroke should be smooth and even.

The shock absorber bushings do not require any type of lubrication. Do not attempt to stop bushing noise by lubricating them. Grease and mineral oil-base lubricants will deteriorate the bushing rubber.

REMOVAL AND INSTALLATION

SHOCK ABSORBER

REMOVAL

(1) Remove the nut, retainer and grommet from the upper stud in the engine compartment (Fig. 2).

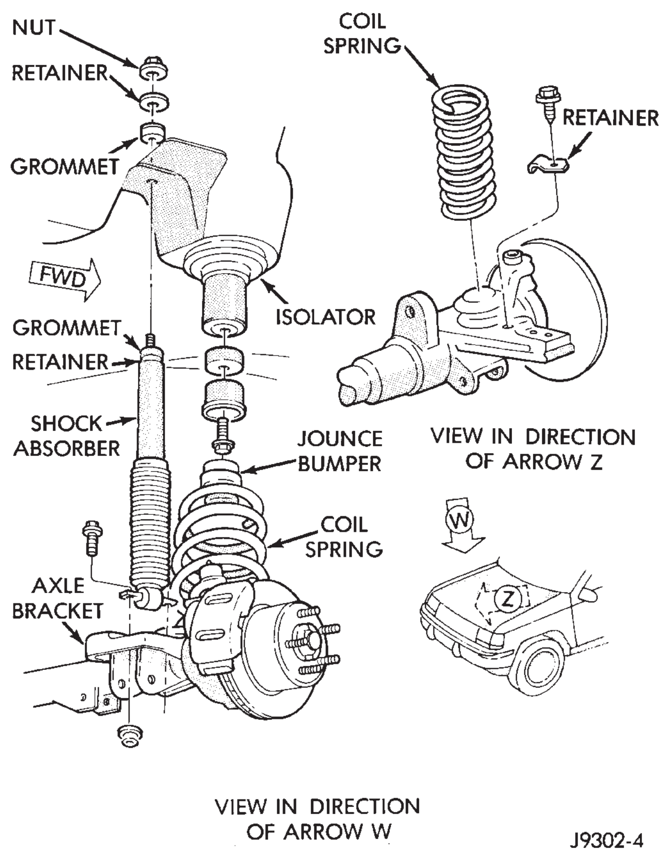


Fig. 2 Coil Spring & Shock Absorber

(2) Remove the lower nuts and bolts from the axle bracket. Remove the shock absorber.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Position the lower retainer and grommet on the upper stud. Insert the shock absorber through the shock tower hole.

(2) Install the lower bolts and nuts. Tighten nuts to 28 N·m (250 in. lbs.).

(3) Install the upper grommet and retainer on the stud in the engine compartment. Install the nut and tighten to 23 N·m (17 ft. lbs.).

COIL SPRING

REMOVAL

(1) Raise and support the vehicle. Position a hydraulic jack under the axle to support it.

(2) Paint or scribe alignment marks on the cam adjusters and axle bracket for installation reference.

(3) Mark and disconnect the front propeller shaft from the axle.

(4) Remove the lower suspension arm nut, cam and cam bolt from the axle.

(5) Disconnect the stabilizer bar link and shock absorber from the axle.

(6) Disconnect the track bar from the frame rail bracket.

(7) Disconnect the drag link from the pitman arm.

(8) Lower the axle until the spring is free from the upper mount. Remove the coil spring retainer bolt and remove the spring.

(9) Remove the jounce bumper if necessary from the upper spring mount (Fig. 2).

INSTALLATION

(1) Install the jounce bumper on the upper spring mount. Tighten the bolts to 42 N·m (31 ft. lbs.).

(2) Position the coil spring on the axle pad. Install the spring retainer and bolt.

(3) Raise the axle into position until the spring seats in the upper mount.

(4) Connect the stabilizer bar links and shock absorbers to the axle bracket. Connect the track bar to the frame rail bracket.

(5) Install the lower suspension arm to the axle.

(6) Install the front propeller shaft to the axle.

(7) Install drag link to pit man arm.

(8) Remove the supports and lower the vehicle.

(9) Tighten all suspension components to proper torque.

STEERING KNUCKLE

For service procedures on the steering knuckle and ball studs refer to Group 3 Differentials And Driveline.

LOWER SUSPENSION ARM

REMOVAL

(1) Raise and support the vehicle.

(2) Paint or scribe alignment marks on the cam adjusters and suspension arm for installation reference (Fig. 3).

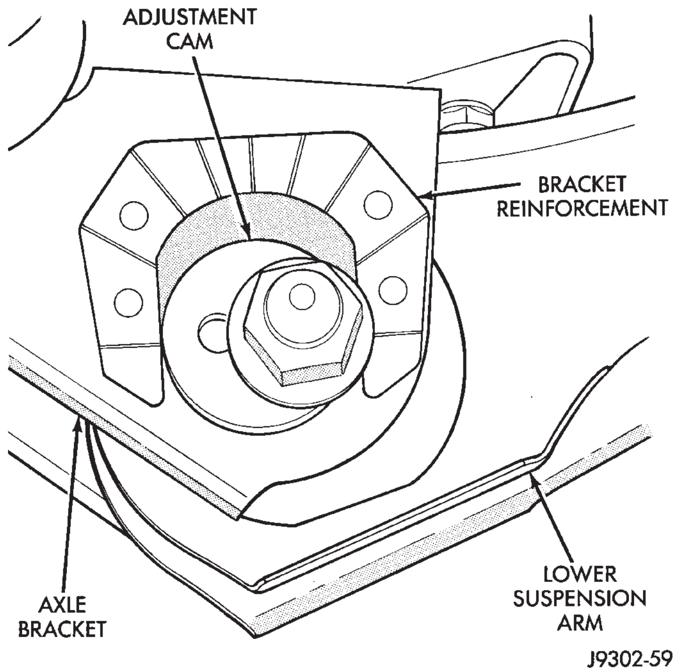


Fig. 3 Cam Adjuster

(3) Remove the lower suspension arm nut, cam and cam bolt from the axle (Fig. 4).

(4) Remove the nut and bolt from the frame rail bracket and remove the lower suspension arm (Fig. 4).

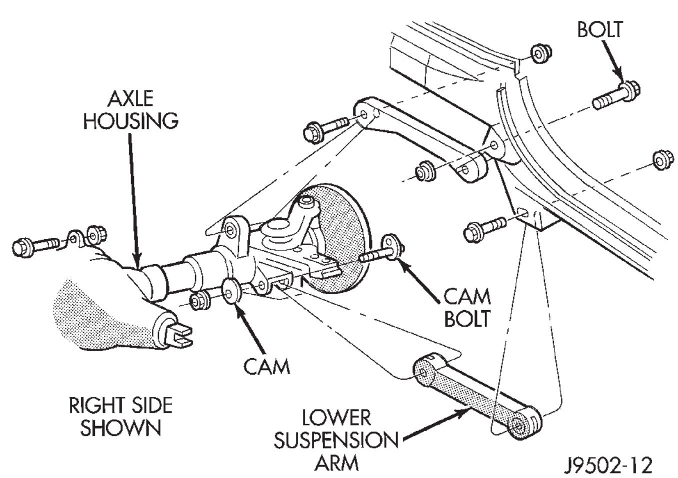


Fig. 4 Upper & Lower Suspension Arms

INSTALLATION

(1) Position the lower suspension arm at the axle bracket and frame rail bracket.

REMOVAL AND INSTALLATION (Continued)

(2) Install the rear bolts and finger tighten the new nuts.
(3) Install a new cam bolt, cam and new nut in the axle. Re-align the reference marks.
(4) Install the bolts and finger tighten the new nuts.
(5) Lower the vehicle.
(6) Tighten the front and rear nuts to 115 N·m (85 ft. lbs.).
(7) Check the alignment if new parts were installed.

UPPER SUSPENSION ARM

REMOVAL

(1) Raise and support the vehicle.
(2) Remove the upper suspension arm nut and bolt at the axle bracket (Fig. 4).
(3) Remove the nut and bolt at the frame rail and remove the upper suspension arm.

INSTALLATION

(1) Position the upper suspension arm at the axle and frame rail.
(2) Install the bolts and finger tighten the nuts.
(3) Remove the supports and lower the vehicle.
(4) Tighten the nut at the axle and frame bracket to 75 N·m (55 ft. lbs.).

AXLE BUSHING

REMOVAL

(1) Remove the upper suspension arm from axle
(2) Position Receiver 7932-1 (J-35581-1) over the bushing in the axle and install Bushing Removal/Installer (Fig. 5).
(3) Remove the bushing by tightening the Long Nut.

NOTE: For two-wheel drive axles and right side on Model 30 axle, do not remove Receiver 7932-1 (J-35581-1) at this time.

INSTALLATION

(1) Position new bushing, Receiver and Installer on axle (Fig. 6).
(2) Install the bushing by tightening the Long Nut.
(3) Remove tools and install the upper suspension arm.

STABILIZER BAR

REMOVAL

(1) Raise and support the vehicle.
(2) Remove the stabilizer bar link nuts from the axle brackets (Fig. 7).

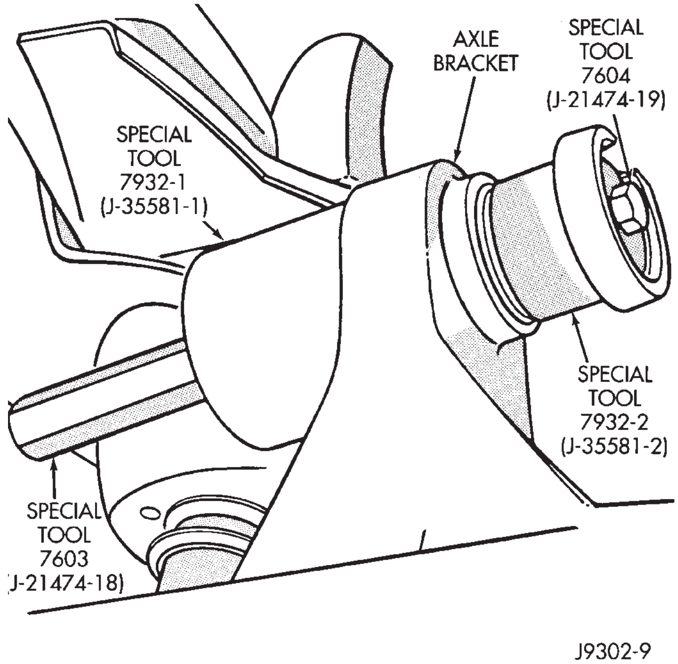


Fig. 5 Bushing Removal

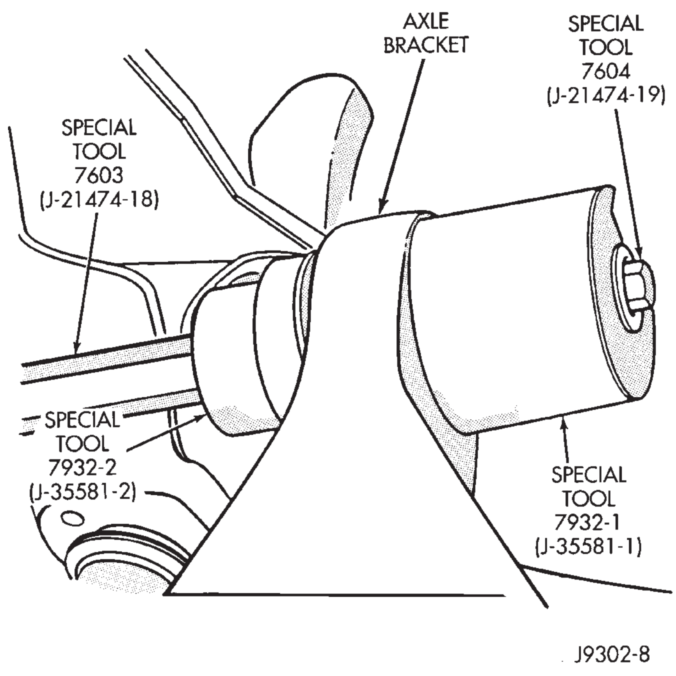


Fig. 6 Bushing Installation

(3) Remove the stabilizer bar link nuts from the stabilizer bar.
(4) Remove the stabilizer bar clamps bolts from the frame rails and remove the stabilizer bar.

INSTALLATION

(1) Position the stabilizer bar on the frame rail and install the clamps and bolts. Ensure the bar is centered with equal spacing on both sides. Tighten the bolts to 54 N·m (40 ft. lbs.).

REMOVAL AND INSTALLATION (Continued)

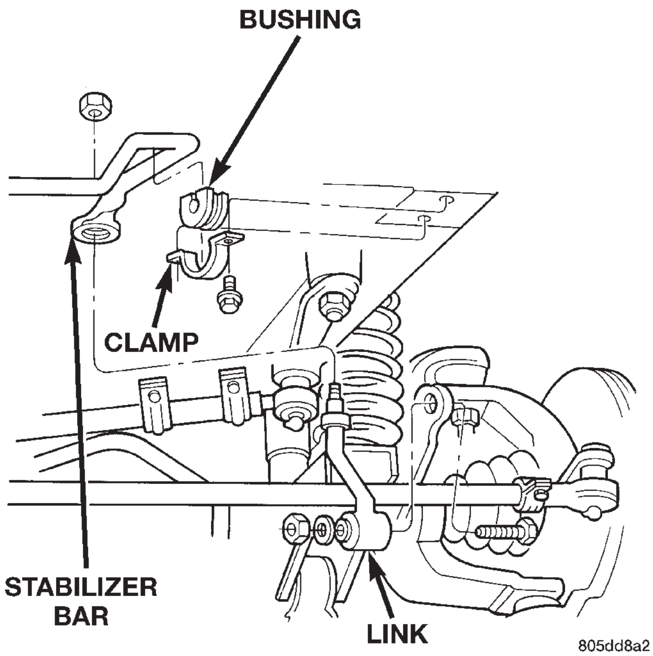


Fig. 7 Stabilizer Bar

(2) Install the links into the stabilizer bar and axle brackets. Tighten the nuts at the axle bracket finger tight.

(3) Tighten the stabilizer bar to link nuts to 61 N·m (45 ft. lbs.).

(4) Remove the supports and lower the vehicle.

(5) Tighten the nuts at the axle bracket end to 95 N·m (70 ft. lbs.).

TRACK BAR

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the cotter pin and nut from the ball stud end at the frame rail bracket (Fig. 8).

NOTE: A puller tool may be necessary to separate the ball stud from the frame rail bracket.

(3) Remove the bolt and flag nut from the axle shaft tube bracket (Fig. 8). Remove the track bar.

INSTALLATION

(1) Install the track bar at axle tube bracket. Loosely install the retaining bolt and flag nut.

(2) It may be necessary to pry the axle assembly over to install the track bar at the frame rail. Install track bar at the frame rail bracket. Install the retaining nut on the stud.

(3) Remove the supports and lower the vehicle.

(4) Tighten the bolt at the axle shaft tube bracket to 75 N·m (55 ft. lbs.).

(5) Tighten the ball stud nut to 81 N·m (60 ft. lbs.). Install a new cotter pin.

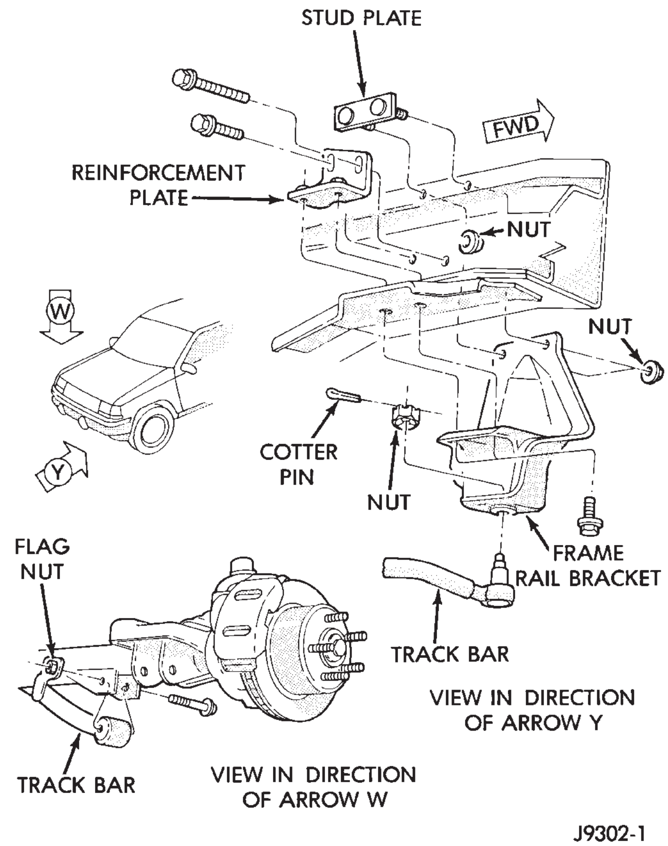


Fig. 8 Track Bar

(6) Check alignment if a new track bar was installed.

HUB BEARING

The Hub Bearing is serviced as an assembly.

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the wheel and tire assembly.

(3) Remove the brake components from the axle, refer to Group 5 Brakes.

(4) Remove the cotter pin, nut retainer and axle hub nut (Fig. 9).

(5) Remove the hub mounting bolts and remove hub bearing from the steering knuckle and axle shaft.

INSTALLATION

(1) Install the hub bearing and brake dust shield to the knuckle.

(2) Install the hub to knuckle bolts and tighten to 102 N·m (75 ft. lbs.).

(3) Install the hub washer and nut. Tighten the hub nut to 237 N·m (175 ft. lbs.). Install the nut retainer and a new cotter pin.

(4) Install the brake components, refer to Group 5 Brakes.

(5) Install the wheel and tire assembly.

(6) Remove support and lower the vehicle.

REMOVAL AND INSTALLATION (Continued)

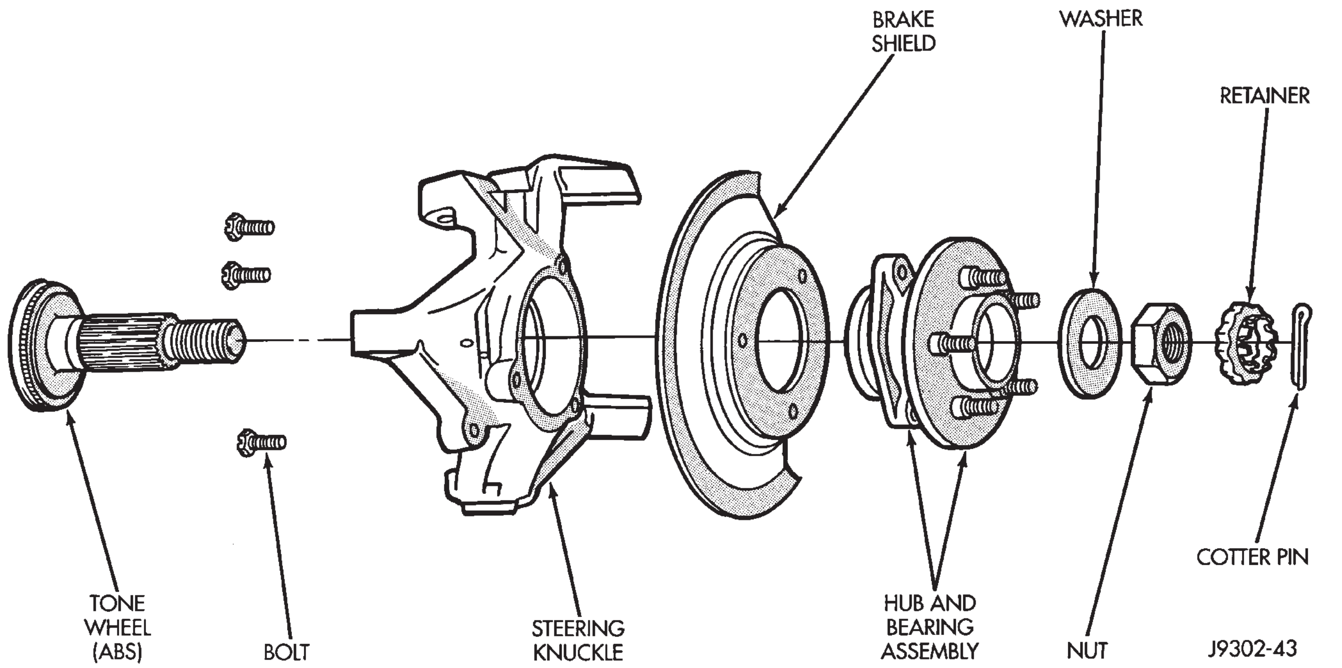


Fig. 9 Hub Bearing & Knuckle

WHEEL MOUNTING STUDS

REMOVAL

(1) Raise and support vehicle.

(2) Remove wheel and tire assembly.

(3) Remove brake caliper and rotor, refer to Group 5 Brakes for procedure.

(4) Remove stud from hub with Remover C-4150A (Fig. 10).

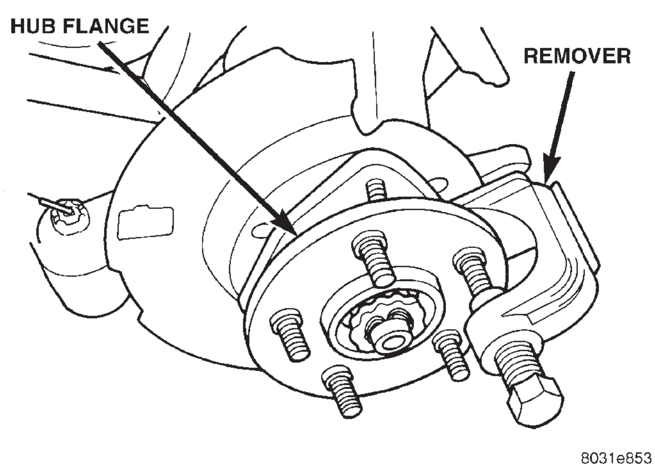


Fig. 10 Wheel Stud Removal

INSTALLATION

(1) Install new stud into hub flange.

(2) Install three washer onto stud, then install lug nut with the flat side of the nut against the washers.

(3) Tighten lug nut until the stud is pulled into the hub flange. Verify that the stud is properly seated into the flange.

(4) Remove lug nut and washers.

(5) Install the brake rotor and caliper, refer to Group 5 Brakes for procedure.

(6) Install wheel and tire assembly, use new lug nut on stud or studs that were replaced.

(7) Remove support and lower vehicle.

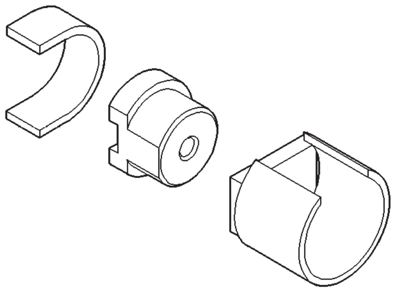
SPECIFICATIONS

TORQUE CHART

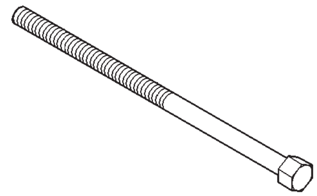
DESCRIPTION	TORQUE
Shock Absorber	
Upper Nut	23 N·m (17 ft. lbs.)
Lower Nut	28 N·m (250 in. lbs.)
Suspension Arm Upper	
Nuts	75 N·m (55 ft. lbs.)
Suspension Arm Lower	
Nuts	115 N·m (85 ft. lbs.)
Stabilizer Bar	
Clamp Bolt	54 N·m (40 ft. lbs.)
Link Upper Nut	61 N·m (45 ft. lbs.)
Link Lower Bolt	95 N·m (70 ft. lbs.)
Track Bar	
Ball Stud Nut	81 N·m (60 ft. lbs.)
Axle Bracket Bolt	75 N·m (55 ft. lbs.)
Track Bar Bracket	
Bolts	121 N·m (90 ft. lbs.)
Nut	121 N·m (90 ft. lbs.)
Support Bolts	95 N·m (70 ft. lbs.)

SPECIAL TOOLS

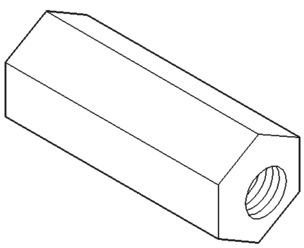
FRONT SUSPENSION



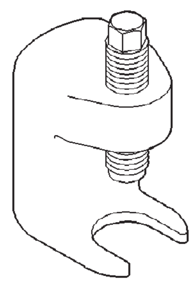
Remover/Installer Suspension Bushing 7932 (J-35581)



Bolt, Special 7604 (J-21474–19)



Nut, Long 7603 (J-21474–18)



Remover C-4150A

REAR SUSPENSION

INDEX

DESCRIPTION AND OPERATION

REAR SUSPENSION

The rear suspension is link/coil design comprised of (Fig. 1):

- Drive axle
- Dual-action shock absorbers
- Coil springs
- Upper and lower suspension arms
- Track bar
- Stabilizer bar
- Jounce bumpers

Upper And Lower Suspension: The suspension arms use bushings to isolate road noise. The suspension arms are bolted to the body and axle through the rubber bushings. The upper suspension arm has provision for the use of cam bolts at the axle to allow for pinion angle or thrust angle adjustment. The cams are available as a service kit and are not installed at the factory. The suspension arm travel is limited through the of use jounce bumpers in compression and shock absorbers in rebound.

Shock Absorbers: The shock absorbers dampen jounce and rebound of the vehicle over various road conditions. The top of the shock absorbers are bolted to the body. The bottom of the shocks are bolted to the axle shock absorber bracket.

Coil Springs: The coil springs mount up in the fender shield that is part of the unitized body bracket. There is a rubber isolator between the top of the spring and bracket to isolate road noise. The bottom of the spring seats on the axle pad and is retained with a clip.

Stabilizer Bar: The stabilizer bar is used to control vehicle body roll during turns. The spring steel bar helps to equalize the vehicle body in relationship to the suspension. The bar extends across the underside of the chassis and connects to the frame rails. Links are connected from the bar to the axle brackets. Stabilizer bar are isolated by rubber bushings.

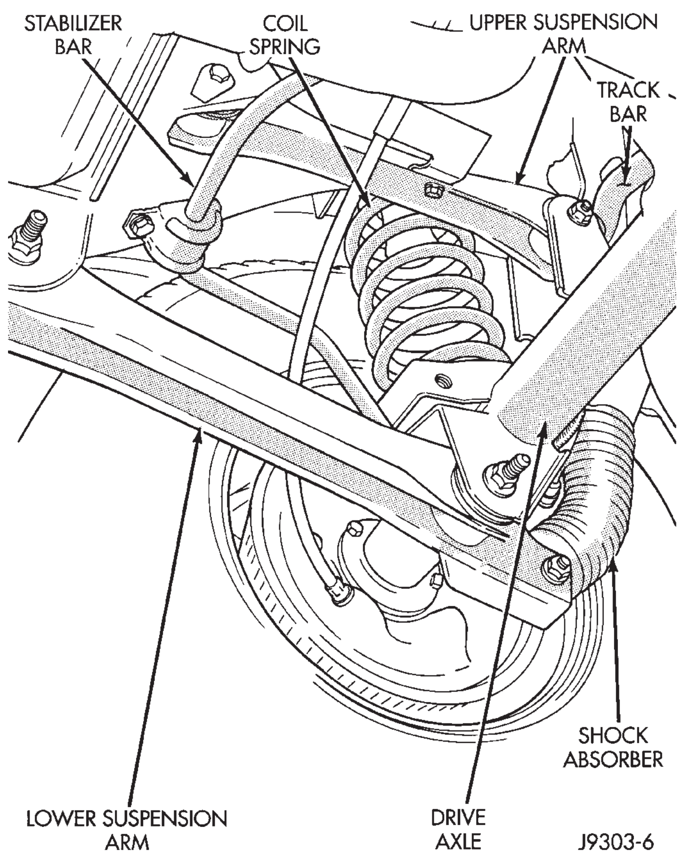


Fig. 1 Rear Suspension

Track Bar: The track bar is used to control rear axle lateral movement. The track bar is attached to a frame rail bracket and an axle bracket. It is isolated with bushings at both ends.

CAUTION: Suspension components that use rubber bushings should be tightened with the vehicle at normal ride height. This will prevent premature failure of the bushing and maintain ride comfort. Rubber bushings must never be lubricated.

DIAGNOSIS AND TESTING

SHOCK DIAGNOSIS

A noise from a shock absorber may be caused by movement between mounting bushings and metal brackets or attaching components. This noise can usually be stopped by tightening the attaching nuts. If the noise persists, inspect for damaged and worn bushings, and attaching components. Repair as necessary if any of these conditions exist.

The shock absorbers are not refillable or adjustable. If a malfunction occurs, the shock absorber must be replaced. To test a shock absorber, hold it in an upright position and force the piston in and out of the cylinder four or five times. The action throughout each stroke should be smooth and even.

The shock absorber bushings do not require any type of lubrication. Do not attempt to stop bushing noise by lubricating them. Grease and mineral oil-base lubricants will deteriorate the bushing rubber.

REMOVAL AND INSTALLATION

SHOCK ABSORBER

REMOVAL

(1) Raise and support the vehicle. Position a hydraulic jack under the axle to support it.

(2) Remove the upper nut and retainer from the frame rail stud (Fig. 2).

(3) Remove the lower nut and bolt from the axle bracket. Remove the shock absorber.

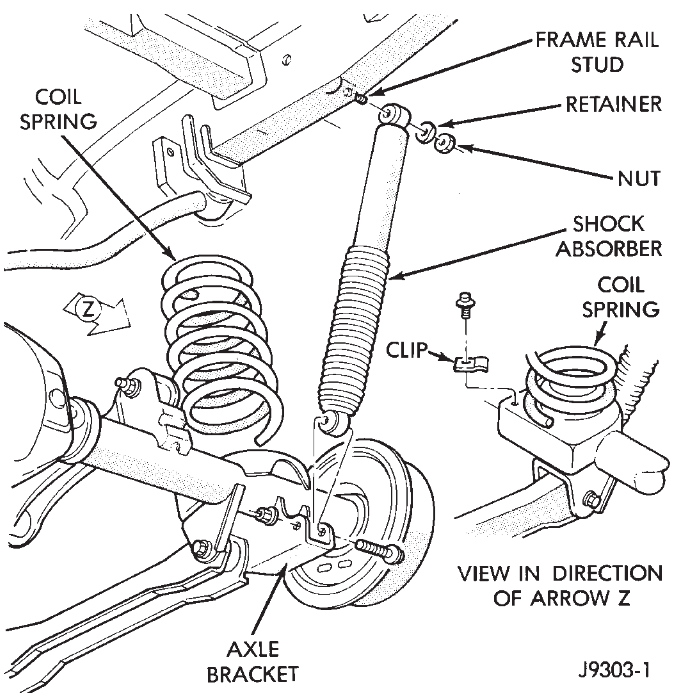


Fig. 2 Rear Coil Spring & Shock Absorber

INSTALLATION

(1) Install the shock absorber on the upper frame rail stud. Install the shock absorber on the axle bracket.

(2) Install the retainer and nut on the stud. Tighten the upper nut to 70 N·m (52 ft. lbs.).

(3) Install lower bolt and nut finger tight.

(4) Remove the supports and lower the vehicle.

(5) Tighten the lower nut to 92 N·m (68 ft. lbs.)

COIL SPRING

REMOVAL

(1) Raise and support the vehicle. Position a hydraulic jack under the axle to support it.

(2) Disconnect the stabilizer bar link and shock absorber from the axle bracket.

(3) Disconnect the track bar from the frame rail bracket.

(4) Lower the axle until the spring is free from the upper mount seat. Remove the coil spring retainer bolt (Fig. 2) and remove the spring.

INSTALLATION

Inspect isolator the for damage or wear. Replace the isolator if necessary before installing spring.

(1) Position the coil spring on the axle pad. Install the spring retainer and bolt. Tighten the bolt to 22 N·m (16 ft. lbs.).

(2) Raise the axle into position until the spring seats in the upper mount.

(3) Connect the stabilizer bar links and shock absorbers to the axle bracket. Connect the track bar to the frame rail bracket.

(4) Remove the supports and lower the vehicle.

(5) Tighten the brack bar and shock absorber to specified torque.

LOWER SUSPENSION ARM

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the lower suspension arm nut and bolt at the axle bracket (Fig. 3).

(3) Remove the nut and bolt (Fig. 3) at the frame rail and remove the lower suspension arm.

INSTALLATION

(1) Position the lower suspension arm at the axle bracket and frame rail bracket.

(2) Install the bolts and finger tighten the nuts.

(3) Remove the supports and lower the vehicle.

(4) Tighten the lower suspension arm nuts to 177 N·m (130 ft. lbs.).

REMOVAL AND INSTALLATION (Continued)

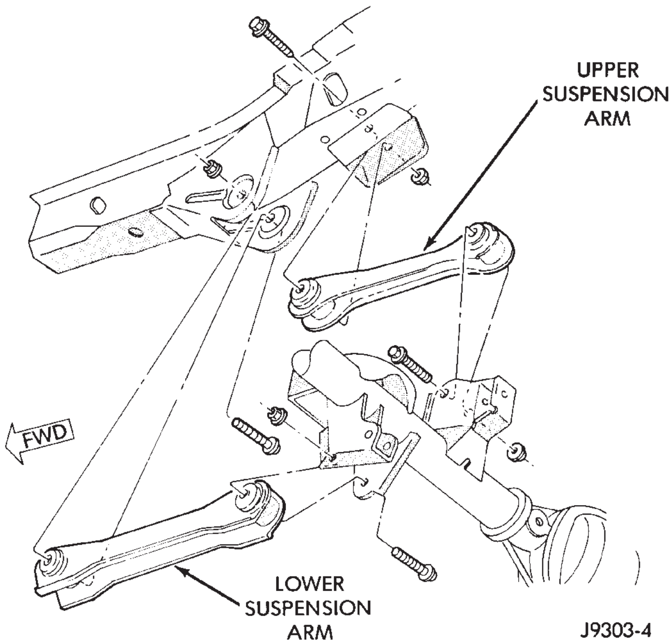


Fig. 3 Upper & Lower Suspension Arms

UPPER SUSPENSION ARM

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the upper suspension arm nut and bolt at the axle bracket (Fig. 3). Remove the ABS wire bracket from the arm.

(3) Remove the nut and bolt at the frame rail and remove the upper suspension arm.

INSTALLATION

(1) Position the upper suspension arm at the axle and frame rail.

(2) Install the bolts and finger tighten the nuts. Install the ABS wire bracket onto the arm.

(3) Remove the supports and lower the vehicle.

(4) Tighten the upper suspension arm nuts to 75 N·m (55 ft. lbs.).

STABILIZER BAR

REMOVAL

(1) Raise and support the vehicle. Remove one wheel and tire.

(2) Disconnect the stabilizer bar links from the axle brackets (Fig. 4).

(3) Lower the exhaust by disconnecting the muffler and tail pipe hangers.

(4) Disconnect the stabilizer bar from the links.

(5) Disconnect the stabilizer bar clamps from the frame rails. Remove the stabilizer bar.

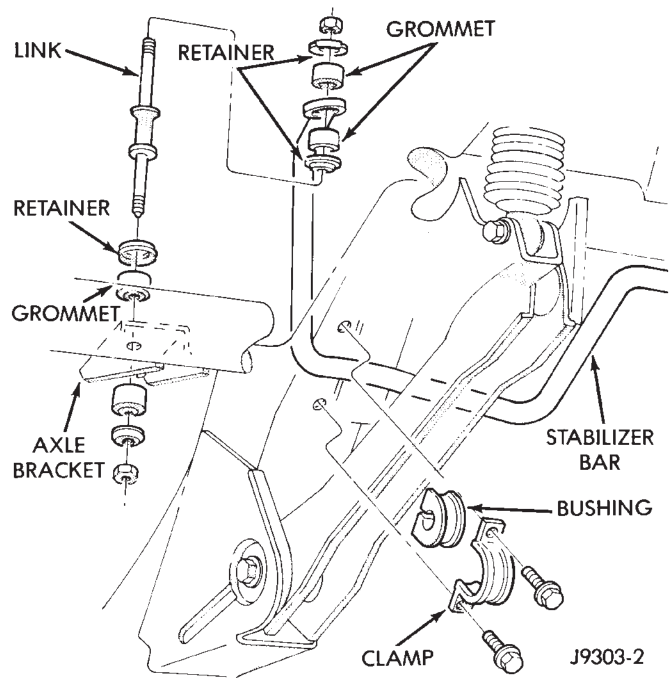


Fig. 4 Rear Stabilizer Bar

INSTALLATION

(1) Position the stabilizer bar on the frame rail and install the clamps and bolts. Ensure the bar is centered with equal spacing on both sides. Tighten the bolts to 54 N·m (40 ft. lbs.).

(2) Install the links and grommets onto the stabilizer bar and axle brackets. Install the nuts and tighten to 36 N·m (27 ft. lbs.).

(3) Connect the muffler and tail pipe to their hangers.

(4) Install the wheel and tire assembly.

REMOVAL AND INSTALLATION (Continued)

TRACK BAR

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the bolt and nut from the frame rail bracket (Fig. 5).

(3) Remove the bolt from the axle tube bracket (Fig. 5). Remove the track bar.

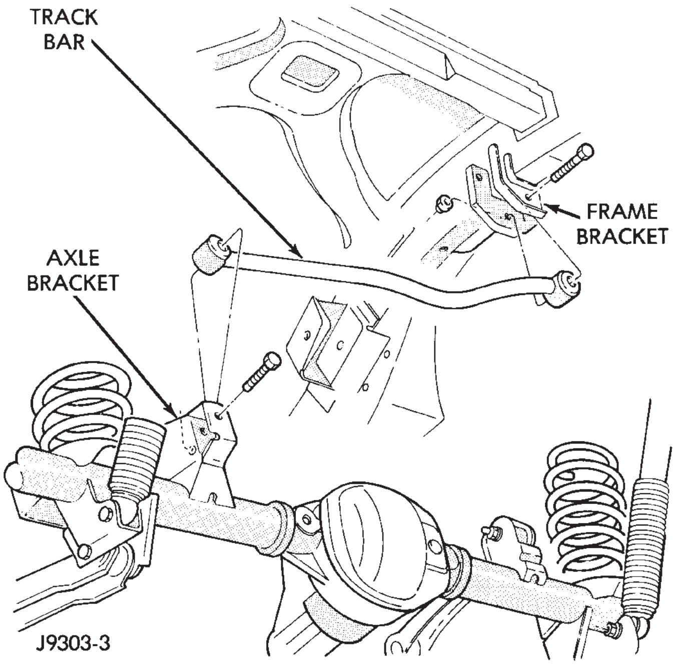


Fig. 5 Rear Track Bar

INSTALLATION

(1) Install the track bar to the axle bracket and install a new bolt.

(2) It may be necessary to pry the axle assembly over to install the track bar. Install the track bar to the frame rail bracket. Loosely install the bolt and flag nut.

(3) Remove the supports and lower the vehicle.

(4) Tighten the track bar bolts 100 N·m (74 ft. lbs.).

SPECIFICATIONS

TORQUE CHART

DESCRIPTION	TORQUE
Shock Absorber	
Upper Nut	70 N·m (52 ft. lbs.)
Lower Nut	92 N·m (68 ft. lbs.)
Suspension Arm Upper Nuts	75 N·m (55 ft. lbs.)
Suspension Arm Lower Nuts	177 N·m (130 ft. lbs.)
Stabilizer Bar	
Clamp Bolt	54 N·m (40 ft. lbs.)
Link Nut	36 N·m (27 ft. lbs.)
Track Bar	
Frame Bracket Nut	100 N·m (74 ft. lbs.)
Axle Bracket Bolt	100 N·m (74 ft. lbs.)

DIFFERENTIAL AND DRIVELINE

CONTENTS

PROPELLER SHAFTS

INDEX

GENERAL INFORMATION

PROPELLER SHAFTS

The function of a propeller shaft is to transmit power from one point to another in a smooth action. The shaft is designed to send torque through an angle from the transmission (transfer case on 4WD vehicles) to the axle (Fig. 1).

The propeller shaft must operate through constantly changing relative angles between the transmission and axle. It must also be capable of changing length while transmitting torque. The axle rides suspended by springs in a floating motion. This means the propeller shaft must be able to change angles when going over various roads. This is accomplished through universal joints, which permit the propeller shaft to operate at different angles. The slip joints (or yokes) permit contraction or expansion.

Tubular propeller shafts are balanced by the manufacturer with weights spot welded to the tube.

The propeller shaft is designed and built with the yoke lugs in line with each other which is called phasing. This design produces the smoothest running condition. An out of phase shaft can cause a vibration.

Before undercoating a vehicle, the propeller shaft and the U-joints should be covered. This will prevent the undercoating from causing an out of balance condition and vibration.

CAUTION: Use exact replacement parts for attaching the propeller shafts. This will ensure safe operation. The specified torque must always be applied when tightening the fasteners.

FRONT PROPELLER SHAFT

The propeller shaft has no slip yoke. This shaft uses a double cardan joint at the transfer case end and a Constant Velocity joint (CV) at the front axle end (Fig. 2). The CV joint contracts and extends

GENERAL INFORMATION (Continued)

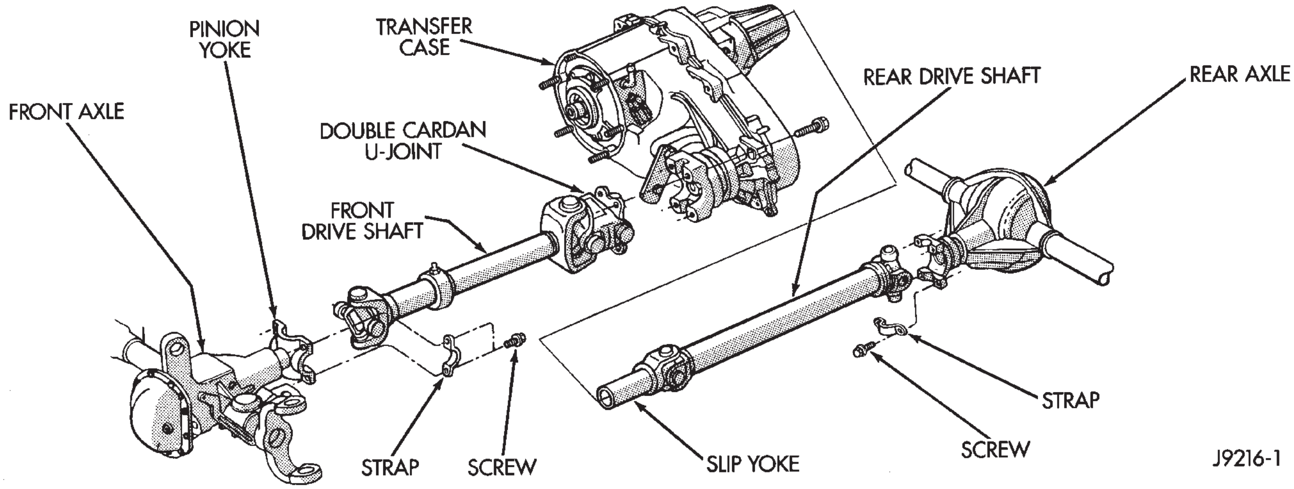


Fig. 1 Front & Rear Propeller Shafts—Typical 4WD

which eliminates the need for a slip yoke. The CV joint has a splined shaft which allows the overall shaft length to be adjusted for optimum joint travel. This spline shaft is locked in place with a nut. **Never attempt to adjust the shaft length. The overall shaft length is preset during manufacturing.**

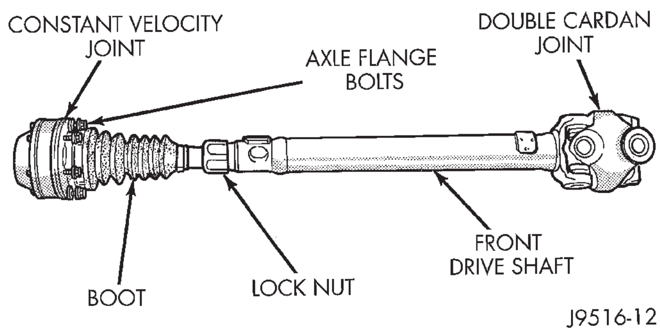


Fig. 2 Front Propeller Shaft

UNIVERSAL JOINTS

Three different types of universal joints are used (Fig. 3), (Fig. 4) and (Fig. 5). These joints are not repairable if worn or damaged they must be replaced. If a vehicle has a damaged constant velocity joint or boot (Fig. 5), the propeller shaft must be replaced.

LUBRICATION

The slip yoke on the Type 1 front shaft is equipped with a lubrication fitting. Use a multi-purpose NLGI Grade 2 EP lubricant.The factory installed U-joints are lubricated for the life of the vehicle and do not need lubrication. All U-joints should be inspected for leakage and damage each time the vehicle is serviced. If seal leakage or damage exists, the U–joint should be replaced.

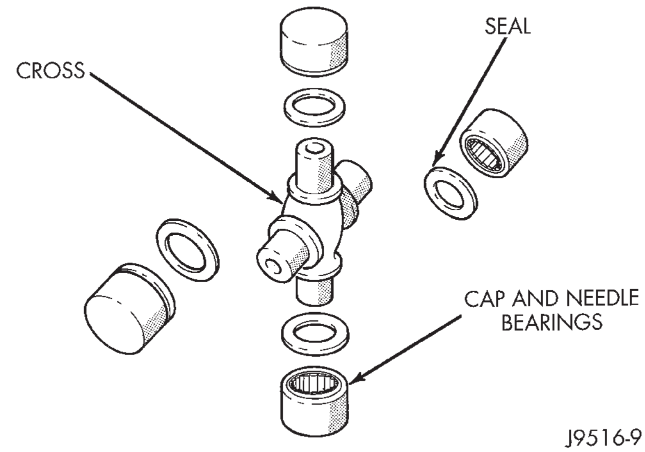


Fig. 3 Single Cardan U-Joint —Rear

PRECAUTIONS

Use exact replacement hardware for attaching the propeller shafts. Exact replacement will ensure safe operation. The specified torque must always be applied when tightening the fasteners.

Put reference marks on the propshaft yoke and axle or transmission yoke before service (Fig. 6). This will assure correct phasing and eliminate possible vibration.

CAUTION: Do not allow the propeller shaft to drop or hang from either universal joint during removal. Attach it to the vehicle underside with wire to prevent damage to the universal joints.

CAUTION: It is very important to protect the machined, external surface of the slip yoke from damage after propeller shaft removal. If damaged, the transmission extension seal could be damaged and cause a leak.

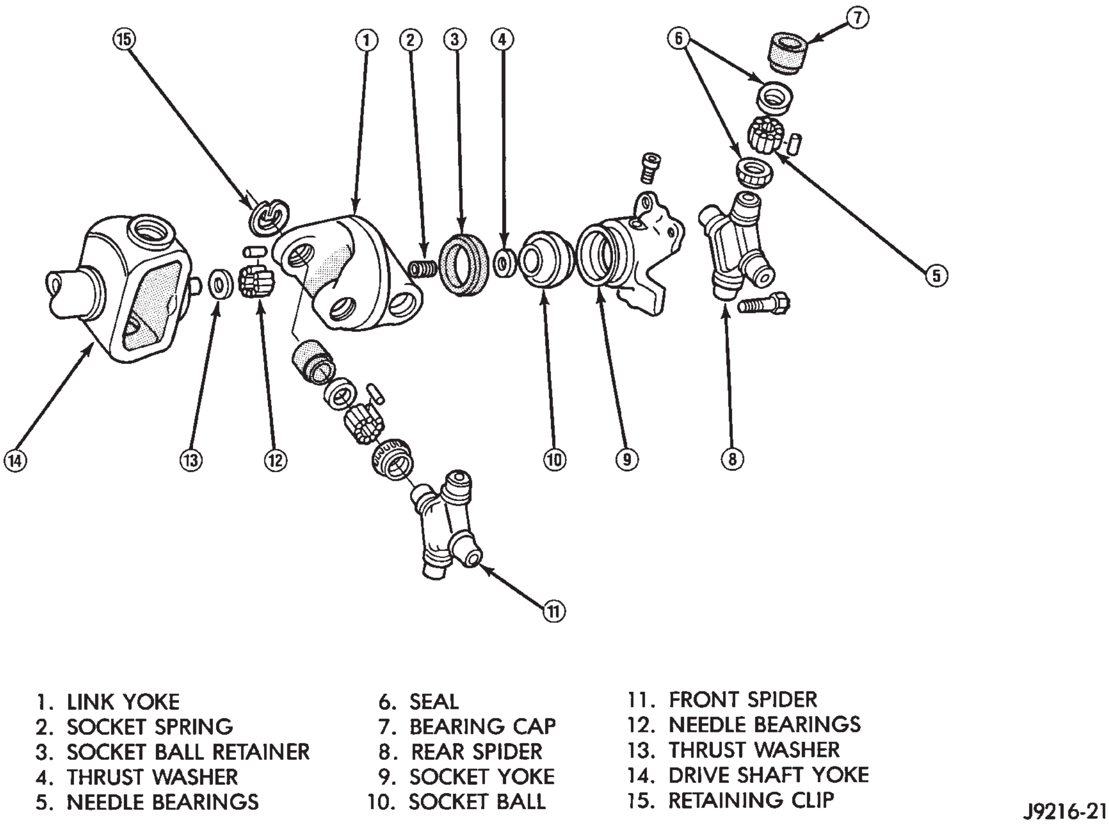


Fig. 4 Double Cardan U-Joint —Front

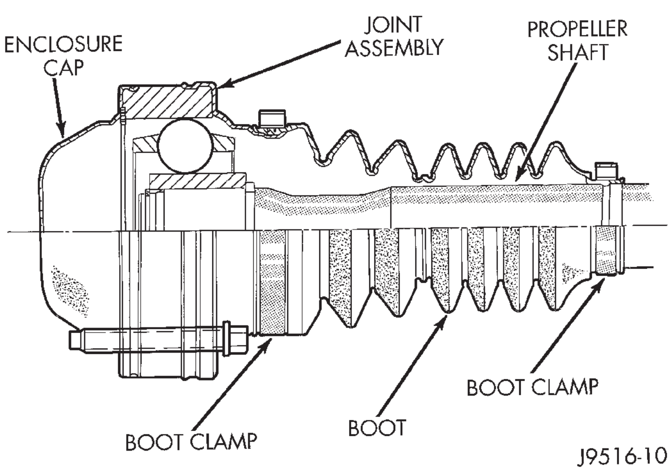


Fig. 5 Constant Velocity Joint—Front

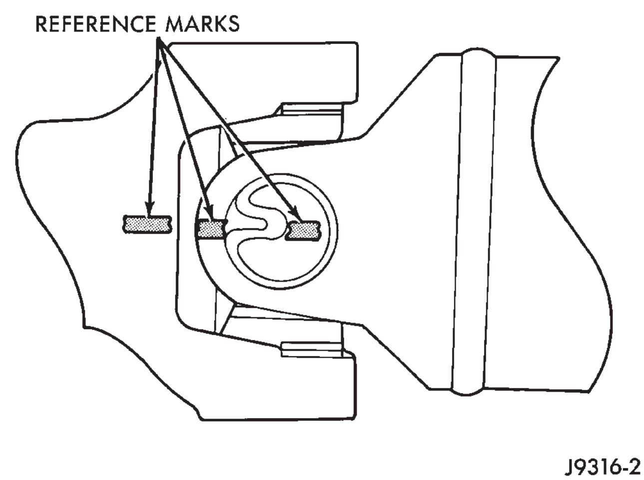


Fig. 6 Reference Marks on Yokes

DIAGNOSIS AND TESTING

VIBRATION

Tires that are out–of–round or wheels that are unbalanced will cause a low frequency vibration. Refer to Group 22, Wheels and Tires for additional information.

Brake drums that are unbalanced will cause a harsh, low frequency vibration. Refer to Group 5, Brakes for additional information.

Driveline vibration can also result from loose or damaged engine mounts. Refer to Group 21, Transmissions for additional information.

Propeller shaft vibration will increase as the vehicle speed is increased. A vibration that occurs within a specific speed range is not caused by propeller shaft unbalance. Defective universal joints or an incorrect propeller shaft angle are usually the cause.

DIAGNOSIS AND TESTING (Continued)

DRIVELINE VIBRATION

Drive Condition	Possible Cause	Correction
PROPELLER SHAFT	a. Undercoating or other foreign material on shaft. b. Loose U-joint clamp screws. c. Loose or bent U-joint yoke or excessive runout. d. Incorrect drive line angularity. e. Rear spring center bolt not in seat. f. Worn U-joint bearings. g. Propeller shaft damaged (bent tube) or out of balance. h. Broken rear spring. i. Excessive runout or unbalanced condition. j. Excessive drive pinion gear shaft yoke runout.	a. Clean exterior of shaft and wash with solvent. b. Tighten screws properly. c. Install replacement yoke. d. Correct angularity e. Loosen spring U-bolts and seat center bolts. f. Replace U-joint. g. Install replacement propeller shaft. h. Replace rear spring. i. Reindex propeller shaft 180°, test and correct as necessary. j. Reindex propeller shaft 180° and evaluate.
UNIVERSAL JOINT NOISE	a. U-joint clamp screws loose. b. Lack of lubrication.	a. Tighten screws with specified torque. b. Replace U-joint.

J9216-7

UNBALANCE

If propeller shaft unbalance is suspected, it can be verified with the following procedure:

Removing and re–indexing the propeller shaft 180° may eliminate some vibrations.

• Clean all the foreign material from the propeller shaft and the universal joints.

• Inspect the propeller shaft for missing balance weights, broken welds, and bent areas. **If the propeller shaft is bent, it must be replaced.**

• Ensure the universal joints are not worn, are properly installed, and are correctly aligned with the shaft.

• Check the universal joint clamp screws torque

(1) Raise the vehicle.

(2) Remove the wheel and tires assembly. Install the wheel lug nuts to retain the brake drums.

(3) Mark and number the shaft six inches from the yoke end at four positions 90° apart.

(4) Run and accelerate the vehicle until vibration occurs. Note the intensity and speed the vibration occurred. Stop the engine.

(5) Install a screw clamp at position 1 (Fig. 7).

(6) Start the engine and re–check for vibration. If there is little or no change in vibration, move the clamp to one of the other three positions. Repeat the vibration test.

(7) If there is no difference in vibration at the other positions, the vibration may not be propeller shaft unbalance.

(8) If the vibration decreased, install a second clamp (Fig. 8) and repeat the test.

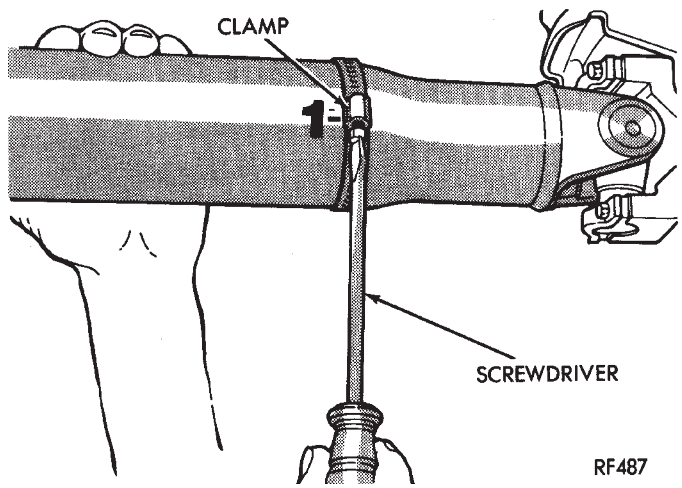


Fig. 7 Clamp Screw At Position 1

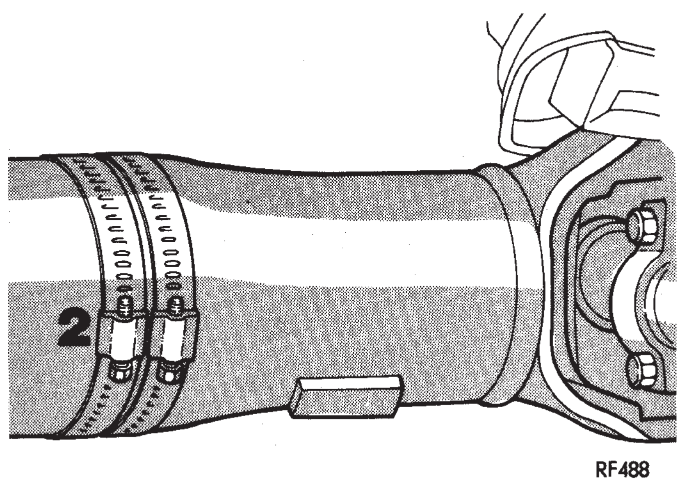


Fig. 8 Two Clamp Screws At The Same Position

DIAGNOSIS AND TESTING (Continued)

(9) If the clamps cause an additional unbalance, separate the clamps (1/4 inch above and below the mark). Repeat the vibration test (Fig. 9).

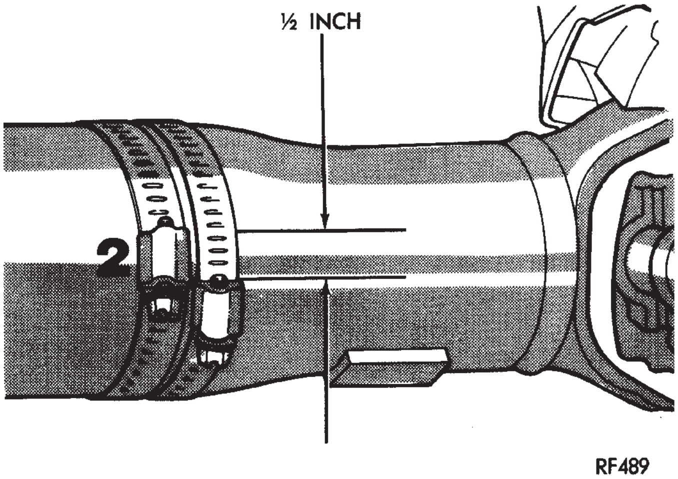


Fig. 9 Clamp Screws Separated

(10) Increase distance between the clamp screws and repeat the test until the amount of vibration is at the lowest level. Bend the slack end of the clamps so the screws will not loosen.

(11) Install the wheel and tires. Lower the vehicle.

(12) If the amount of vibration remains unacceptable, apply procedures at the front end of the propeller shaft.

RUNOUT

(1) Remove dirt, rust, paint, and undercoating from the propeller shaft surface. Areas where the dial indicator will contact the shaft must be clean.

(2) The dial indicator must be installed perpendicular to the shaft surface.

(3) Measure runout at the center and ends away from welds.

(4) Refer to Runout Specifications chart.

(5) Replace the propeller shaft if the runout exceeds the limit.

RUNOUT SPECIFICATIONS

Front of shaft	0.010 in. (0.25 mm)
Center of shaft	0.015 in. (0.38 mm)
Rear of shaft	0.010 in. (0.25 mm)

NOTE: Measure front/rear runout approximately 3 inches (76 mm) from the weld seam at each end of the shaft tube for tube lengths over 30 inches. Under 30 inches the max. runout is 0.20 inch for full length of the tube.

J9116-15

SERVICE PROCEDURES

UNIVERSAL JOINT ANGLE

INFORMATION

When two shafts come together at any common joint, the bend that is formed is called the operating angle. The larger the angle, the larger the amount of acceleration and deceleration of the joint. This speeding up and slowing down of the joint must be cancelled to produce a smooth power flow. This is done through phasing and proper universal joint working angles.

A propeller shaft is properly phased when the yoke ends are on the same plane or in line. A twisted shaft will throw the yokes out of phase and cause a noticeable vibration.

When taking universal joint angle measurements or checking phasing with two piece shafts, consider each shaft separately. On 4WD vehicles, the front shaft input (pinion shaft) angle has priority over the caster angle.

Ideally the driveline system should have;

- Angles that are in equal or opposite within 1 degree of each other
- Have a 3 degree maximum operating angle
- Have at least a 1/2 degree continuous operating (propeller shaft) angle

Engine speed (rpm) is the main factor though in determining maximum allowable operating angles. As a guide to maximum normal operating angles refer to the chart listed (Fig. 10).

PROPELLER SHAFT R.P.M.	MAX. NORMAL OPERATING ANGLES
5000	3°
4500	3°
4000	4°
3500	5°
3000	5°
2500	7°
2000	8°
1500	11°

J9316-4

Fig. 10 Maximum Angles And Engine Speed

INSPECTION

Before measuring universal joint angles, the following must be done.

- Inflate all tires to correct pressure
- Check angles in the same loaded or unloaded condition as when the vibration occurred. Propeller

SERVICE PROCEDURES (Continued)

shaft angles will change according to the amount of load in the vehicle. Always check angles in loaded and unloaded conditions.

• Check the condition of all suspension components and verify all fasteners are torqued to specifications.

• Check the condition of the engine and transmission mounts and verify all fasteners are torqued to specifications.

PROPELLER SHAFT ANGLE MEASUREMENT

To accurately check driveline alignment, raise and support the vehicle at the axles as level as possible. Allow the wheels and propeller shaft to turn. Remove any external bearing snap rings (if equipped) from universal joint so protractor base sits flat.

(1) Rotate the shaft until transmission/transfer case output yoke bearing is facing downward.

Always make measurements from front to rear.

(2) Place Inclinometer on yoke bearing (A) parallel to the shaft (Fig. 11). Center bubble in sight glass and record measurement.

This measurement will give you the transmission or Output Yoke Angle (A).

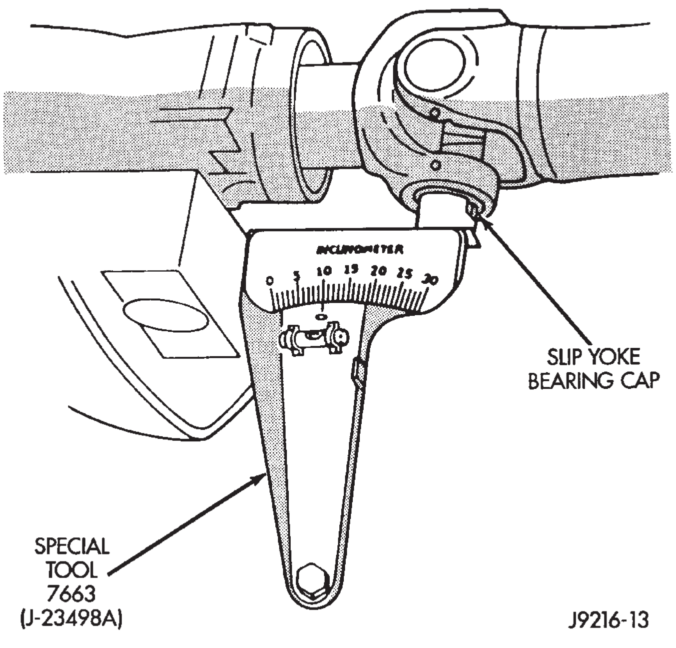


Fig. 11 Front (Output) Angle Measurement (A)

(3) Rotate propeller shaft 90 degrees and place Inclinometer on yoke bearing parallel to the shaft (Fig. 12). Center bubble in sight glass and record measurement. This measurement can also be taken at the rear end of the shaft.

This measurement will give you the Propeller Shaft Angle (C).

(4) Subtract smaller figure from larger (C minus A) to obtain Transmission Output Operating Angle.

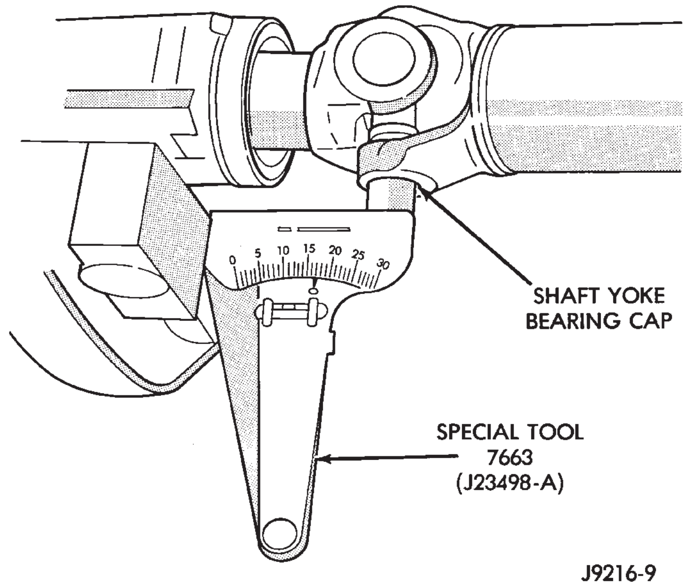


Fig. 12 Propeller Shaft Angle Measurement (C)

(5) Rotate propeller shaft 90 degrees and place Inclinometer on pinion yoke bearing parallel to the shaft (Fig. 13). Center bubble in sight glass and record measurement.

This measurement will give you the pinion shaft or Input Yoke Angle (B).

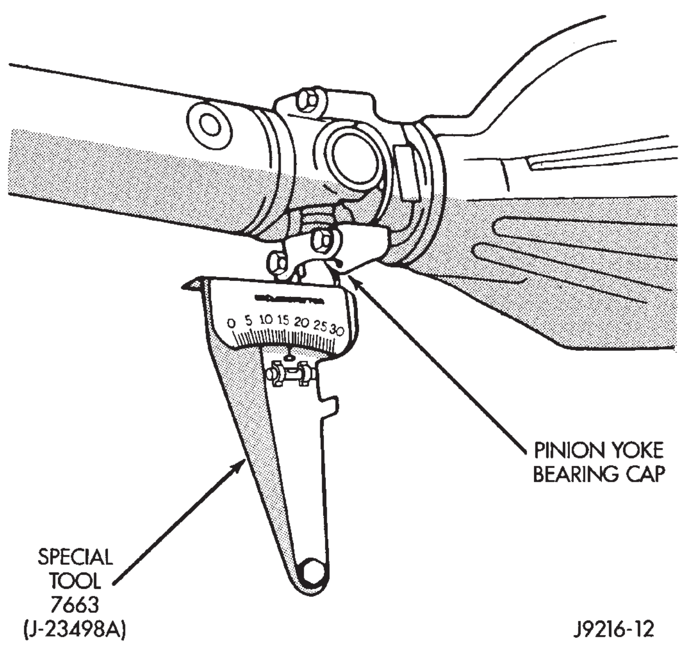


Fig. 13 Rear (Input) Angle Measurement (B)

(6) Subtract smaller figure from larger (C minus B) to obtain axle Input Operating Angle.

Refer to rules given below and the example in (Fig. 14) for additional information.

• Good cancellation of U–joint operating angles (within 1°)

• Operating angles less than 3°

SERVICE PROCEDURES (Continued)

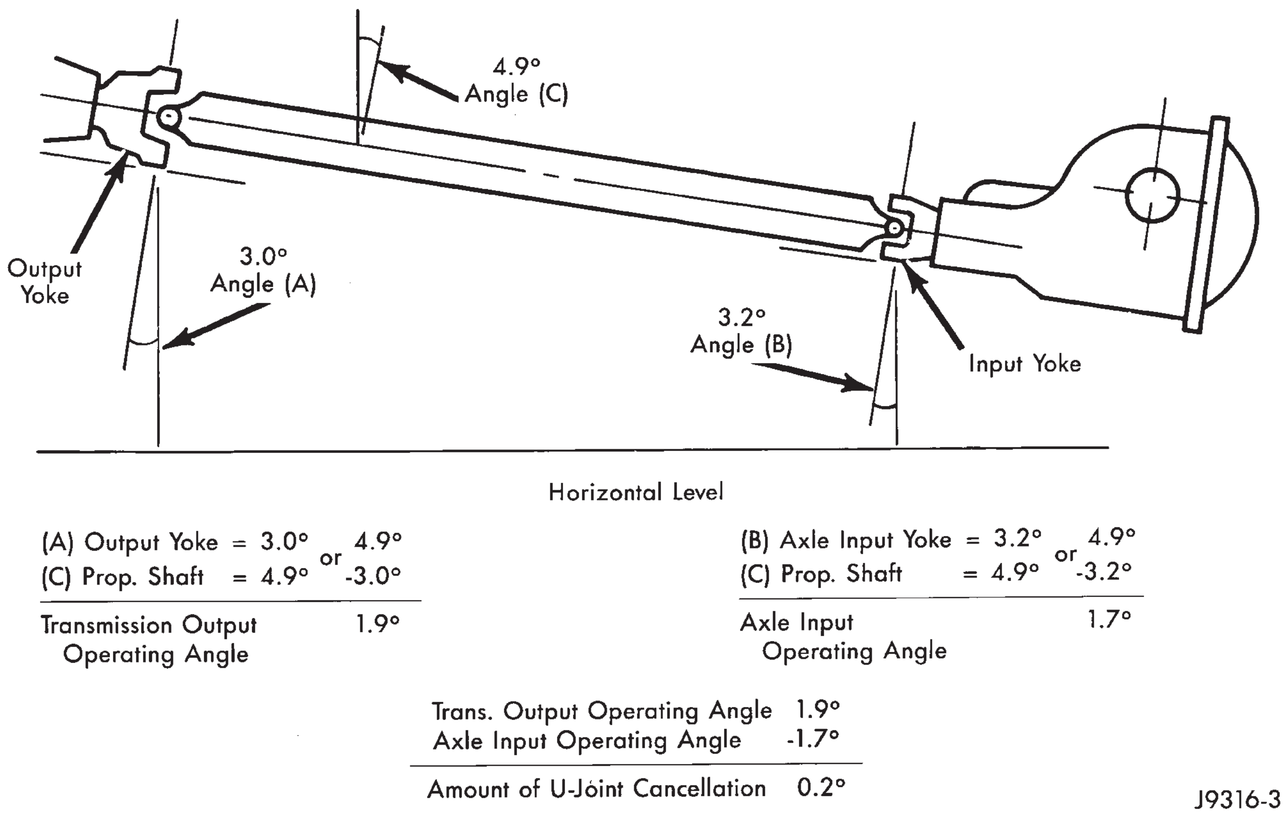


Fig. 14 Universal Joint Angle Example

• At least 1/2 of one degree continuous operating (propeller shaft) angle

REMOVAL AND INSTALLATION

FRONT PROPELLER SHAFT

CAUTION: If front propeller shaft must be replaced, the new shaft length must be measured and adjusted before the vehicle is returned to use.

REMOVAL

(1) Shift the transmission and transfer case (if applicable) to Neutral position.

(2) Raise and support vehicle on safety stands.

(3) Using a suitable marker, mark a line across the yoke at the transfer case and the cardan-join at the rear of the front propeller shaft.

(4) Marks a line across the CV-joint and the pinion shaft yoke.

NOTE: The reference marks will be used to aid installation.

CAUTION: Do not loosen CV-joint lock nut or collapse the front propeller shaft. Driveline vibration can result.

(5) Remove bolts holding CV joint at front of shaft to front axle pinion yoke.

(6) Remove bolts holding rear cardan-joint to the transfer case yoke.

(7) Separate the cardan-joint from the transfer case yoke.

(8) Push rear of propeller shaft upward to clear transfer case yoke.

(9) Separate CV-joint from front axle.

(10) Separate propeller shaft from vehicle.

INSTALLATION

(1) Position front propeller shaft under vehicle with rear cardan-joint over the transfer case yoke.

(2) Place CV-joint into axle pinion yoke. CV-joint should rotate freely in the pinion yoke.

(3) Align mark on the rear cardan-joint to the mark on the transfer case yoke.

(4) Loosely install bolts to hold cardan-joint to transfer case yoke.

(5) Align mark on CV-joint to the mark on the axle pinion yoke.

(6) Install bolts to hold CV-joint to axle pinion yoke. Tighten bolts to 41 N·m (30 ft. lbs.)

(7) Tighten bolts to hold cardan-joint to transfer case yoke to 27 N·m (20 ft. lbs.)

(8) Lower vehicle and road test to verify repair.

REMOVAL AND INSTALLATION (Continued)

MEASUREMENT

This measurement is taken with the shaft installed and the vehicle at proper ride height.

(1) Place vehicle on floor or drive-on hoist with full weight of vehicle on suspension.

(2) Take a measure from the CV-joint cup to the end of the CV-joint boot (Fig. 15).

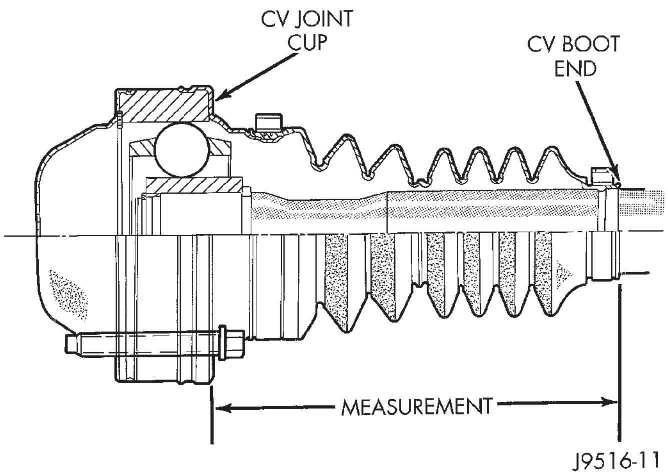


Fig. 15 Measurement

(3) Adjust by loosening the lock nut and moving the one end of the shaft in or out of the other end.

(4) When the shaft is adjusted to the correct length (Fig. 15) 142.7 mm (5.61 in.) tighten the lock-nut (Fig. 16) to 115 N·m (85 ft. lbs.).

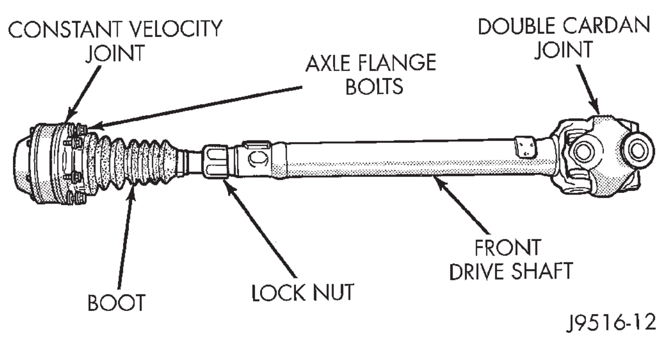


Fig. 16 Lock–nut

CAUTION: A propeller shaft that has been in use for a long period of time cannot be adjusted. If the length of the propeller is incorrect and causing vibration, replace the propeller shaft.

REAR PROPELLER SHAFT

REMOVAL

(1) Shift the transmission and transfer case (if applicable) to their Neutral positions. Raise the vehicle.

(2) Scribe alignment marks at the pinion shaft and at each end of the propeller shaft. These marks will be used for installation reference.

(3) Remove the U–joint strap bolts at the pinion shaft yoke.

(4) Slide the slip yoke off of the transmission/transfer case output shaft and remove the propeller shaft (Fig. 17).

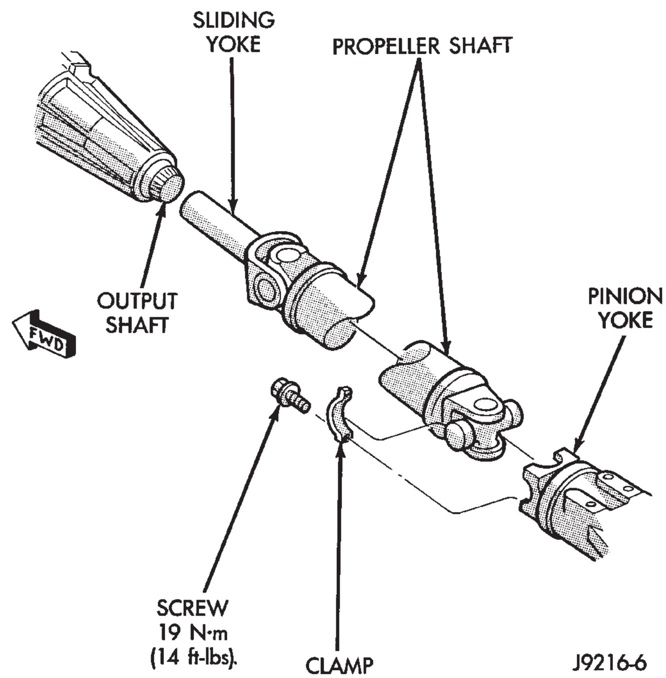


Fig. 17 Rear Propeller Shaft

INSTALLATION

(1) Slide the slip yoke on the transmission/transfer case output shaft. Align the installation reference marks at the axle yoke and install the propeller shaft (Fig. 17).

Replacement U–joint straps and bolts must be installed.

(2) Tighten the U–joint strap/clamp bolts at the axle yoke to 19 N·m (14 ft. lbs.) torque.

(3) Lower the vehicle.

DISASSEMBLY AND ASSEMBLY

SINGLE CARDAN

REMOVAL

Single cardan universal joints are not serviceable. If worn or leaking, they must be replaced as a unit.

(1) Remove the propeller shaft. Refer to Propeller Shaft Replacement in this Group.

(2) **Paint or score alignment marks on the yokes and propeller shaft for installation reference.**

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Using a soft drift, tap the outside of the bearing assembly to loosen snap ring.

(4) Remove snap rings from both sides of yoke (Fig. 18).

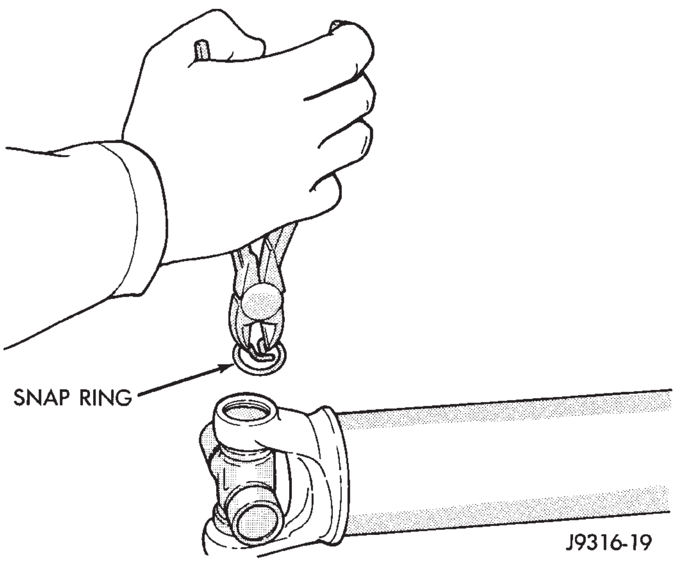


Fig. 18 Remove Snap Ring

(5) Set the yoke in an arbor press or vise with a large socket beneath it. Position the yoke with the grease fitting pointing up (if equipped). Place a smaller socket on the upper bearing assembly and press it through to release the lower bearing assembly (Fig. 19).

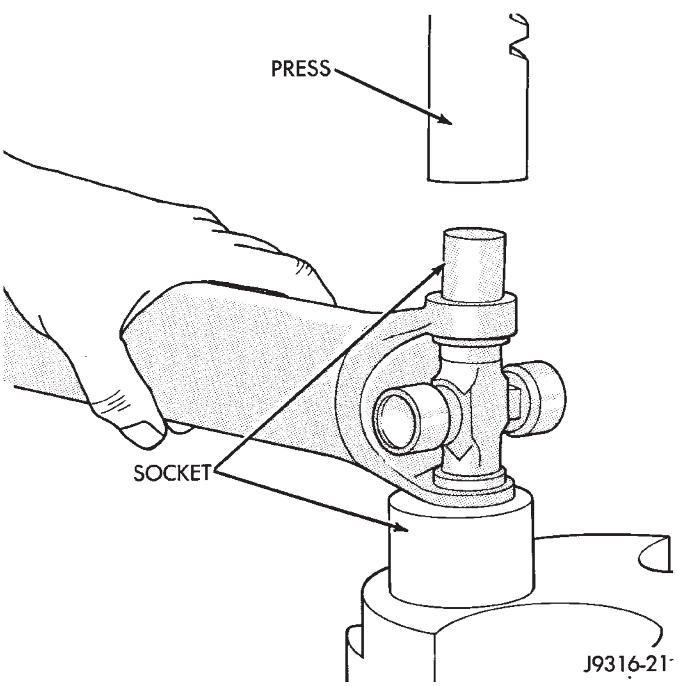


Fig. 19 Press Out Bearing

(6) If the bearing assembly will not pull out by hand after pressing, tap the base of the lug near it to dislodge.

(7) To remove the opposite bearing, turn the yoke over and straighten the cross in the open hole. Then carefully press the end of the cross until the remaining bearing can be removed (Fig. 20).

CAUTION: If the cross or bearing assembly are cocked when being pressed, the bearing assembly will score the walls of the yoke bore and ruin the yoke.

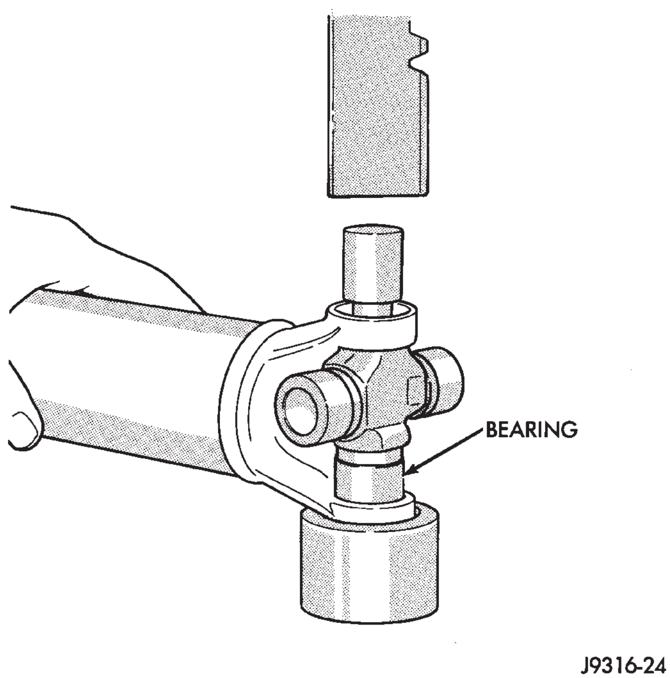


Fig. 20 Press Out Remaining Bearing

DISASSEMBLY AND ASSEMBLY (Continued)

ASSEMBLY

(1) Apply extreme pressure (EP) N.L.G.I. Grade 1 or 2 grease to aid in installation.

(2) Position the cross in the yoke with its lube fitting (if equipped) pointing up (Fig. 21).

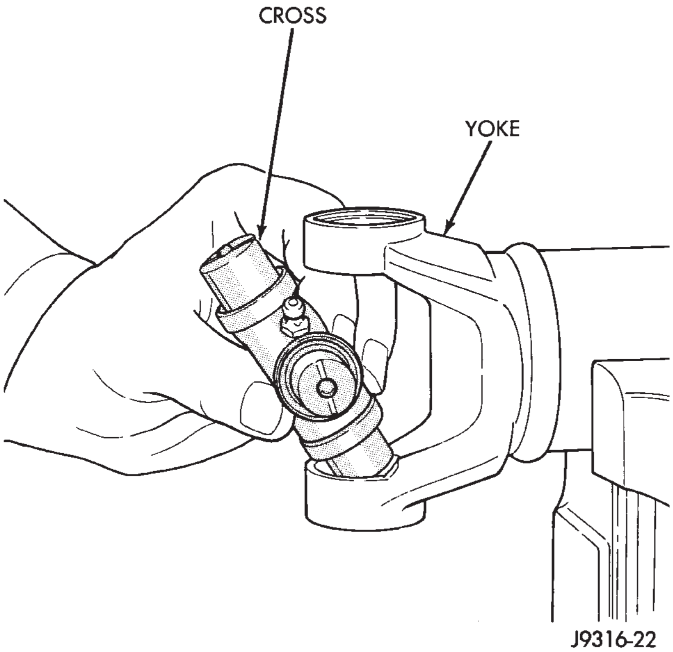


Fig. 21 Install Cross In Yoke

(3) Place a bearing assembly over the trunnion and align it with the cross hole (Fig. 22). Keep the needle bearings upright in the bearing assembly. A needle roller lying at the bottom will prevent proper assembly.

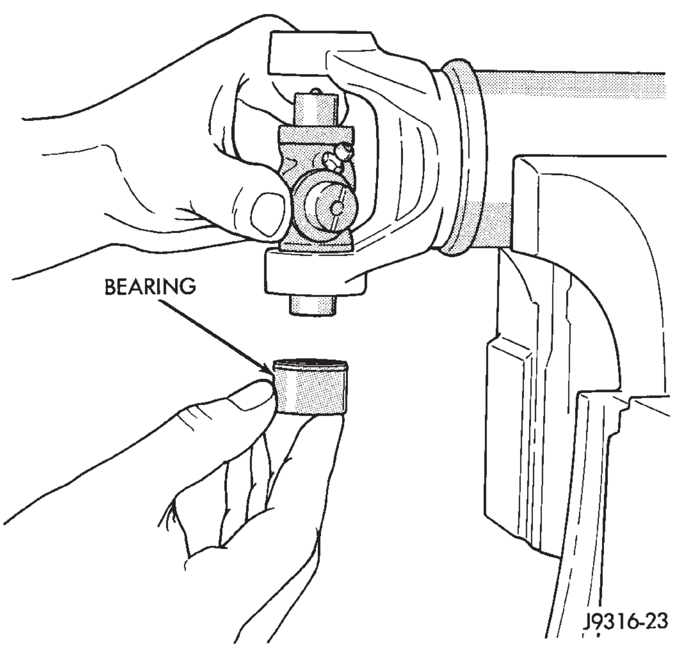


Fig. 22 Install Bearing On Trunnion

(4) Press the bearing assembly into the cross hole enough to install a snap ring. Install a snap ring.

(5) Repeat steps 3 and 4 to install the opposite bearing assembly. If the joint is stiff, strike the yoke with a soft hammer to seat the needle bearings. Install a snap ring.

(6) Add grease to lube fitting (if equipped).

(7) Install the propeller shaft.

DOUBLE CARDAN (CV)

REMOVAL

Cardan universal joints are not serviceable. If worn or leaking, they must be replaced as a unit.

(1) Remove the propeller shaft. Refer to Propeller Shaft Replacement in this Group.

(2) **Paint or score alignment marks on the yokes and propeller shaft for installation reference.**

(3) Remove all the bearing assembly snap rings (Fig. 23).

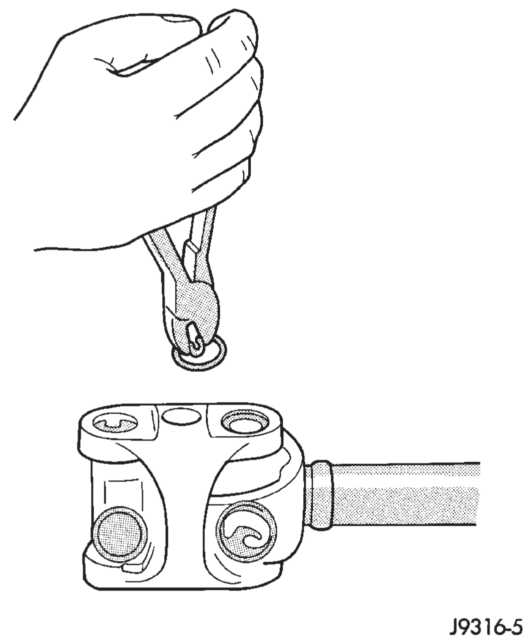


Fig. 23 Remove Snap Rings

DISASSEMBLY AND ASSEMBLY (Continued)

(4) Press the bearing assembly partially from the outboard side of the center yoke, enough to grasp by vise jaws (Fig. 24). Be sure to remove grease fittings that interfere with removal.

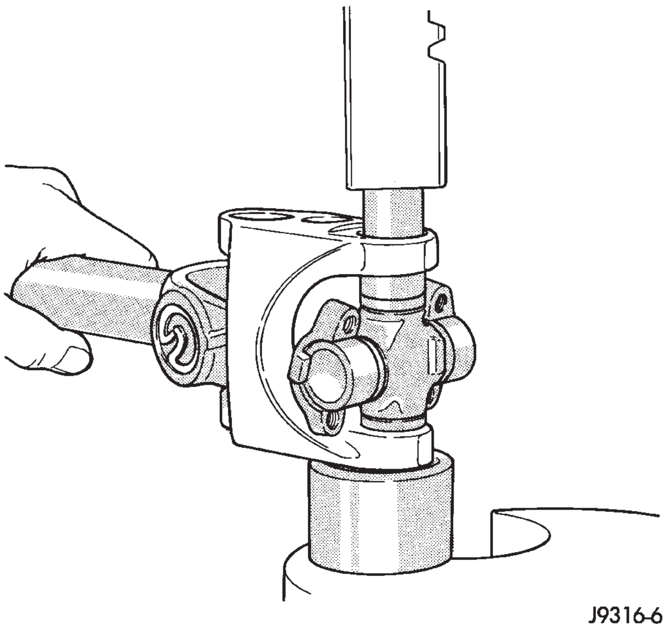


Fig. 24 Press Out Bearing

(5) Grasp the protruding bearing by vise jaws. Tap the tube yoke with a mallet and drift to dislodge from the yoke (Fig. 25).

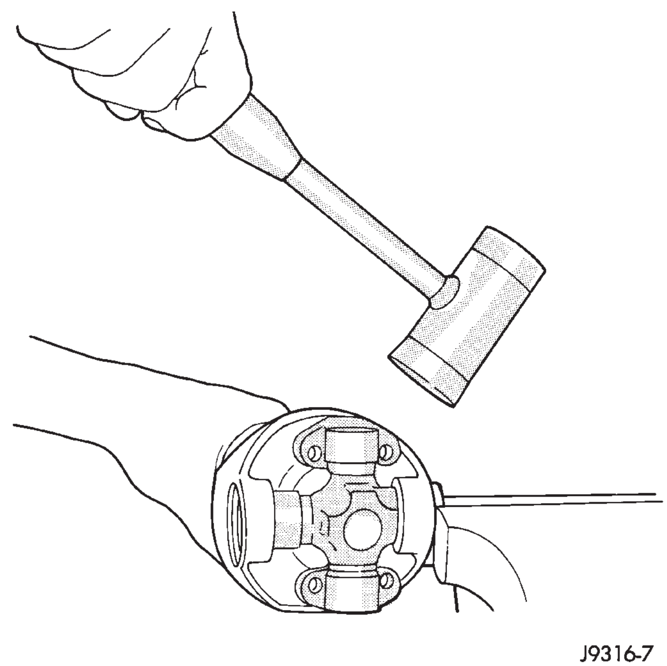


Fig. 25 Remove Bearing From Yoke

(6) Flip assembly and repeat steps 4 and 5 for removing the opposite side bearing. This will then allow removal of the cross centering kit assembly and spring (Fig. 26).

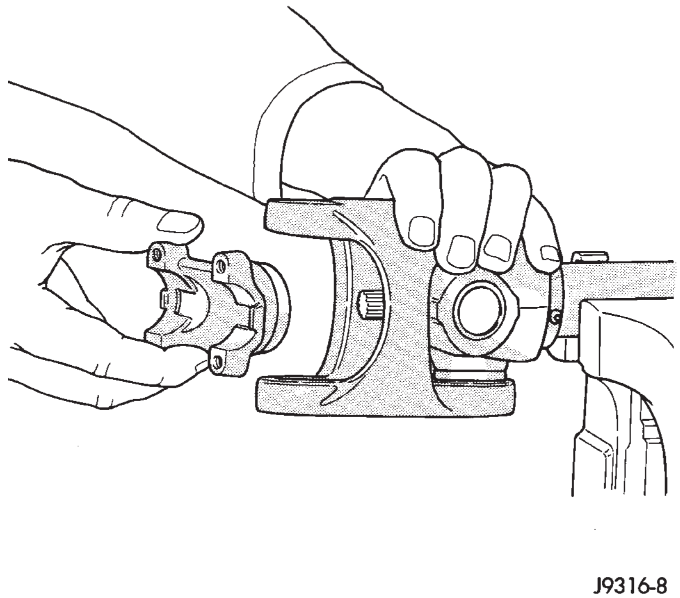


Fig. 26 Remove Centering Kit

(7) Press the remaining bearing assemblies out the other cross as described above to complete the disassembly.

INSTALLATION

During installation, ensure that the spiders and yokes are aligned to the reference marks.

(1) Fit a cross into the tube yoke (Fig. 27).

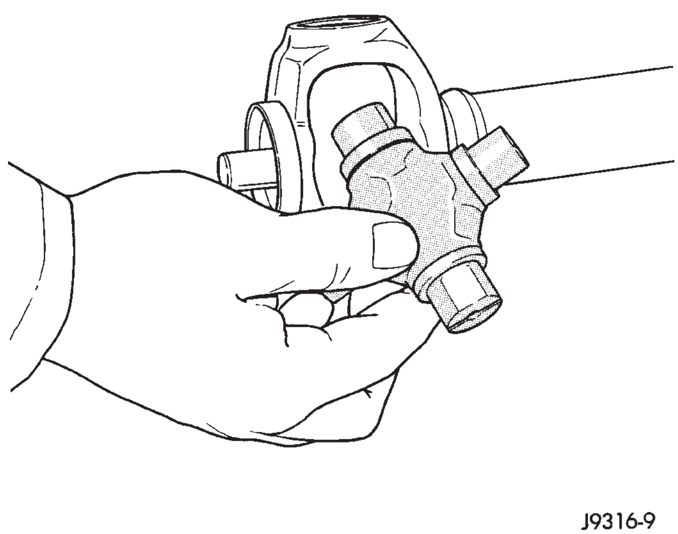


Fig. 27 Install Cross In Yoke

DISASSEMBLY AND ASSEMBLY (Continued)

(2) Place a bearing assembly in a tube yoke hole and over a trunnion. Keep the needle bearings upright in the bearing assembly (Fig. 28). A needle roller lying at the bottom will prevent proper assembly. Be sure to remove any lube fittings that may interfere with removal.

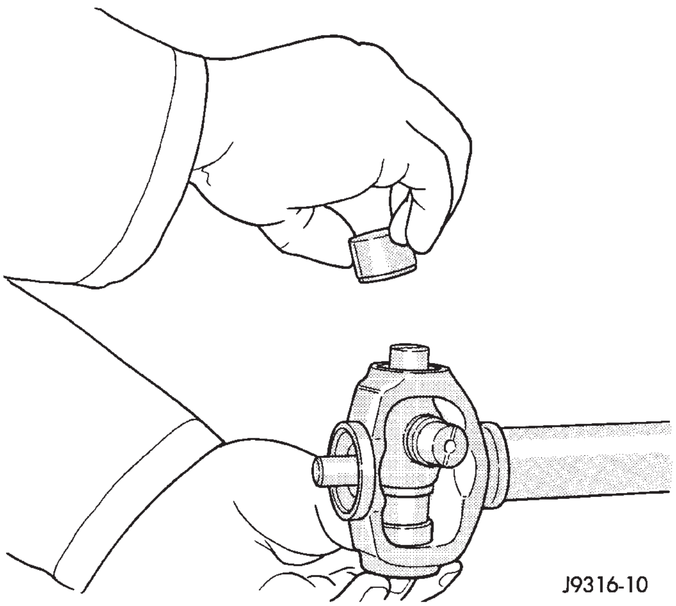


Fig. 28 Install Bearing Assembly

(3) Press the bearing assembly in place and install a snap ring (Fig. 29).

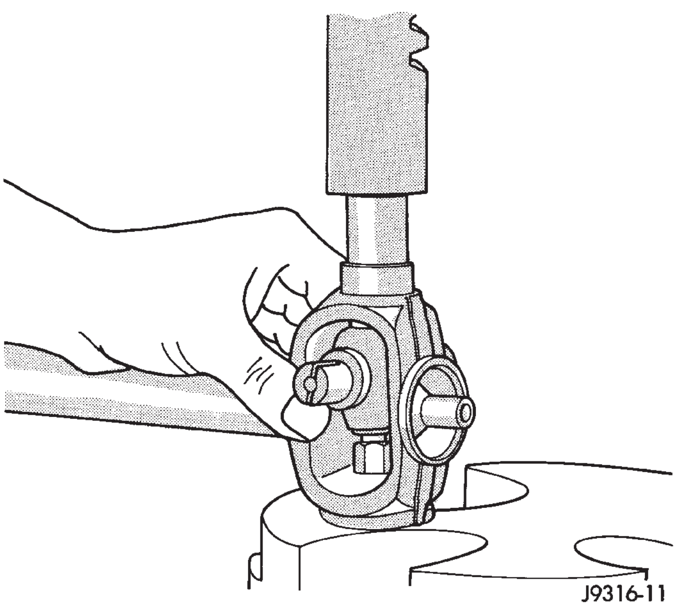


Fig. 29 Press In Bearing Assembly

(4) Flip the tube yoke and bearing assembly installation on the opposite trunnion. Install a snap ring (Fig. 30).

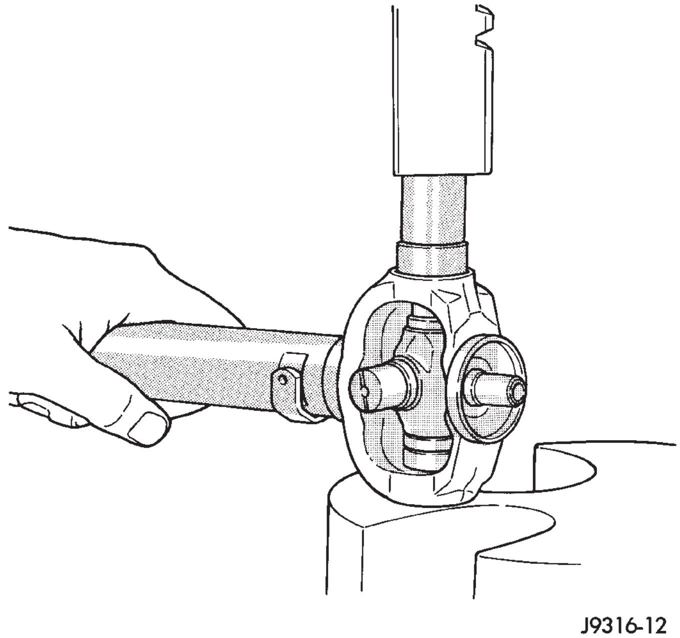


Fig. 30 Press In Bearing Assembly

(5) Fit the center yoke on the remaining two trunnions and press bearing assemblies in place, both sides (Fig. 31). Install a snap ring.

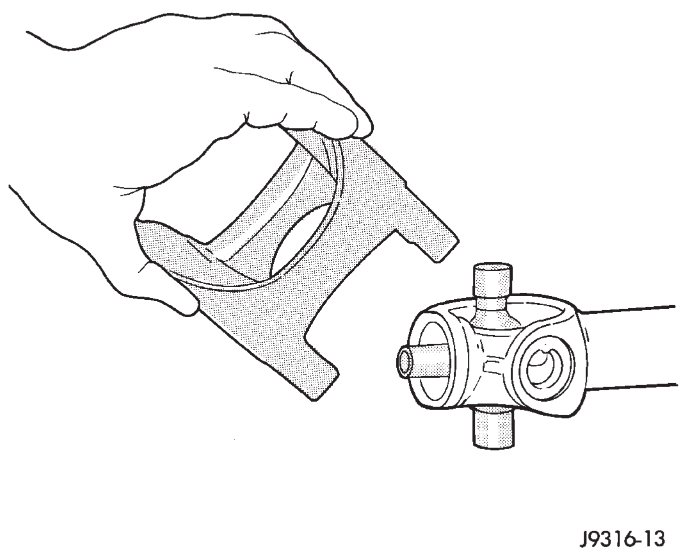


Fig. 31 Install Center Yoke

DISASSEMBLY AND ASSEMBLY (Continued)

(6) Install the centering kit assembly inside the center yoke making sure the spring is in place (Fig. 32).

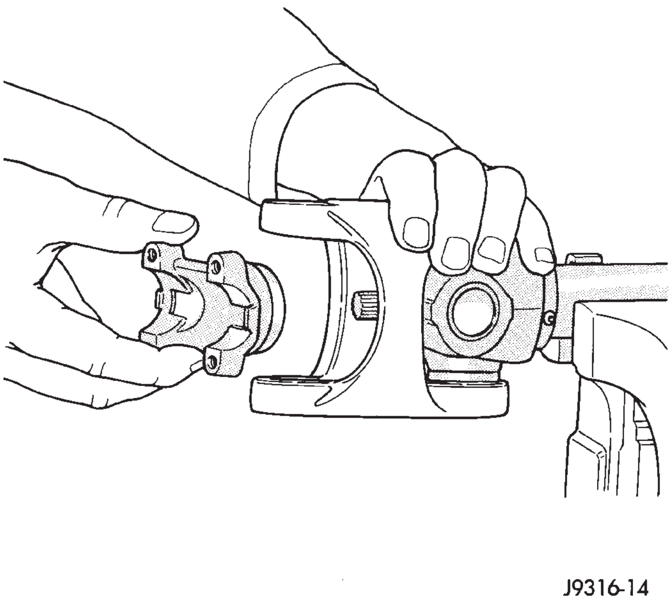


Fig. 32 Install Centering Kit

(7) Place two bearing assemblies on the remaining cross (opposite sides). Fit the open trunnions into the center yoke holes and the bearing assemblies into the centering kit (Fig. 33).

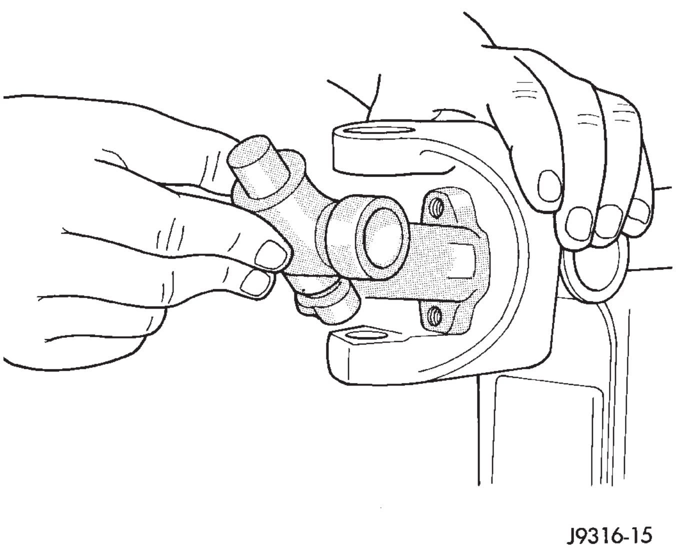


Fig. 33 Install Remaining Cross

(8) Press the remaining two bearing assemblies into place and install snap rings (Fig. 34).

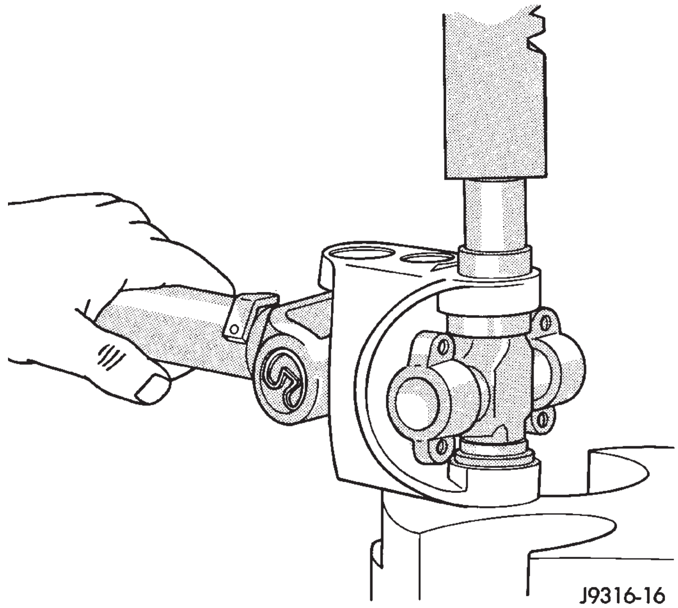


Fig. 34 Press In Bearing Assembly

(9) Tap the snap rings to allow them to seat into the grooves (Fig. 35).

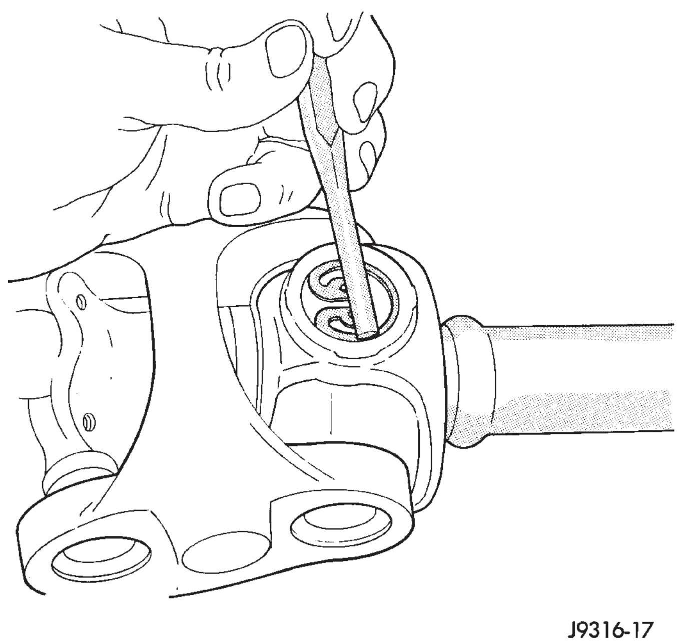


Fig. 35 Seat Snap Rings In Groove

(10) Check for proper assembly. Flex the CV joint beyond center, it should snap over–center in both directions when correctly assembled (Fig. 36).

(11) Install the propeller shaft.

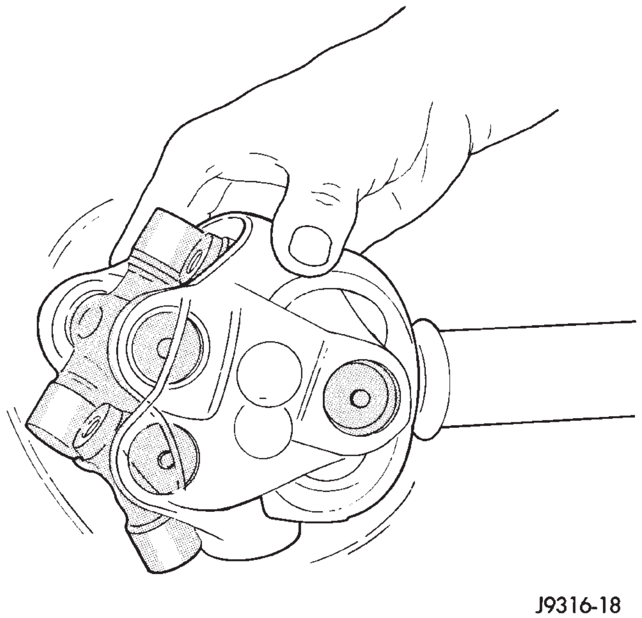


Fig. 36 Check Assembly

CLEANING AND INSPECTION

SINGLE AND DOUBLE CARDAN JOINT

(1) Clean all the universal joint yoke bores with cleaning solvent and a wire brush.

(2) Inspect the yokes for distortion, cracks and worn bearing assembly bores.

ADJUSTMENTS

ADJUSTMENT AT AXLE WITH LEAF SPRINGS

Adjust the pinion shaft angle at the springs with tapered shims (Fig. 37). Install tapered shims between the springs and axle pad to correct the angle.

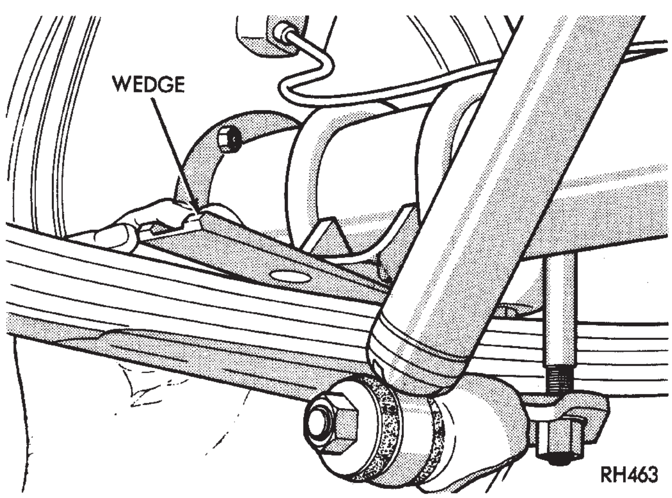


Fig. 37 Angle Adjustment at Leaf Springs

Adjust the pinion gear angle at the lower suspension arms with shims (Fig. 38). Adding shims will decrease the pinion gear shaft angle but will increase the caster angle. The pinion gear shaft angle has priority over the caster angle.

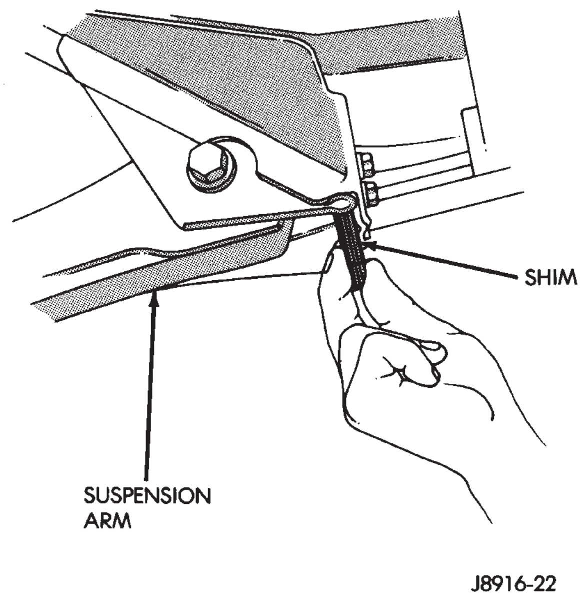


Fig. 38 Front Axle Angle Adjustment

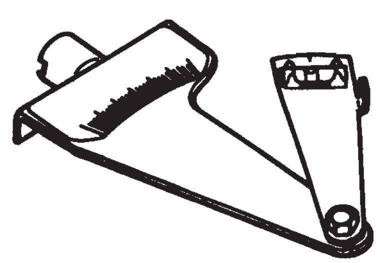
SPECIFICATIONS

TORQUE

DESCRIPTION	TORQUE
Front Propeller Shaft	
Bolts, Rear Yoke	27 N·m (20 ft. lbs.)
Bolts, Front Yoke	41 N·m (30 ft. lbs.)
Nut, Lock	115 N·m (85 ft. lbs.)
Rear Propeller Shaft	
Bolts, Rear Yoke	19 N·m (14 ft. lbs.)

SPECIAL TOOLS

PROPELLER SHAFT



Inclinometer—7663

FRONT AXLE—TUBE AND MODEL 30

INDEX

GENERAL INFORMATION

INFORMATION

The Model 30 front axle consists of a cast iron differential housing with axle shaft tubes extending from either side. The tubes are pressed into the differential housing and welded.

The integral type housing, hypoid gear design has the centerline of the pinion set above the centerline of the ring gear.

The axle has a fitting for a vent hose used to relieve internal pressure caused by lubricant vaporization and internal expansion.

The axles are equipped with semi–floating axle shafts, meaning that loads are supported by the hub bearings. The axle shafts are retained by nuts at the hub bearings. The hub bearings are bolted to the steering knuckle at the outboard end of the axle tube yoke. The hub bearings are serviced as an assembly.

The axles are equipped with ABS brake sensors. The sensors are attached to the knuckle assemblies and tone rings are pressed on the axle shaft. **Do not damage ABS tone wheel or the sensor when removing axle shafts.**

The stamped steel cover provides a means for inspection and servicing the differential.

The Model 30 axle has the assembly part number and gear ratio listed on a tag. The tag is attached to the housing cover. Build date identification codes are stamped on the axle shaft tube cover side.

The differential case is a one–piece design. The differential pinion mate shaft is retained with a roll pin. Differential bearing preload and ring gear backlash is adjusted by the use of shims (select thickness). The shims are located between the differential bearing cones and case. Pinion bearing preload is set and maintained by the use of collapsible spacer.

SELEC–TRAC

The Selec–Trac system is a non–disconnect axle. Shifting from two– wheel to four–wheel drive is done at the transfer case.

Vehicles equipped with **Selec–Trac** and ABS brake system, refer to Group 5—Brakes for additional service information.

LUBRICATION SPECIFICATIONS

Multi–purpose, hypoid gear lubricant should be used for Model 30 axles. The lubricant should have MIL–L–2105C and API GL 5 quality specifications. Mopar Hypoid Gear Lubricant conforms to both of these specifications.

- The factory fill for the Model 30 axle is SAE Thermally Stable 80W–90 gear lubricant. **Do not use heavier weight lubricant, this will cause axle engagement difficulties.**

GENERAL INFORMATION (Continued)

• The factory installed lubricant quantity for the non–disconnect type axle is 1.48 L (3.13 pts.).
• The factory installed lubricant quantity for the vacuum–disconnect type axle is 1.65 L (3.76 pts.).

Refer to Group 0, Lubrication and Maintenance for additional information regarding temperature range, viscosity and fluid level.

CAUTION: If axle is submerged in water, lubricant must be replaced immediately to avoid possible premature axle failure.

PINION GEAR DEPTH INFORMATION

Ring and pinion gears are supplied as matched sets only. The identifying numbers for the ring and pinion gear are etched into the face of each gear (Fig. 1). A plus (+) number, minus (–) number or zero (0) is etched into the face of the pinion gear. This number is the amount (in thousandths of an inch) the depth varies from the standard depth setting of a pinion etched with a (0). The standard setting from the centerline of the ring gear to the back face of the pinion is 92.1 mm (3.625 inches) for Model 30 axles (Fig. 2). The standard depth provides the best teeth contact pattern.

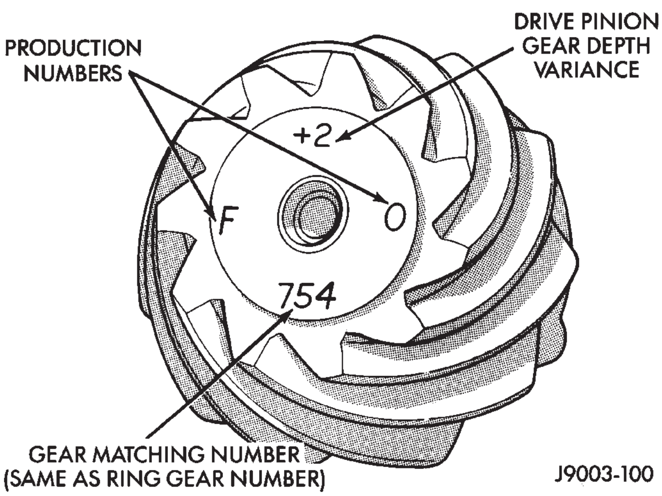


Fig. 1 Pinion Gear ID Numbers

THE BUTTON END ON THE PINION GEAR HEAD IS NO LONGER A MACHINED–TO– SPECIFICATIONS SURFACE. DO NOT USE THIS SURFACE FOR PINION DEPTH SET–UP OR CHECKING (Fig. 2).

Compensation for depth variance is achieved by a selected thickness oil slinger (production) or shims (service). The slinger is placed between the inner pinion bearing cone and gear head (Fig. 3). The shim pack is placed under the inner (rear) bearing cup for service. To change the pinion adjustment, shims are available in thicknesses of 0.003, 0.005, and 0.010 inch. **The oil slinger or baffle must be measured**

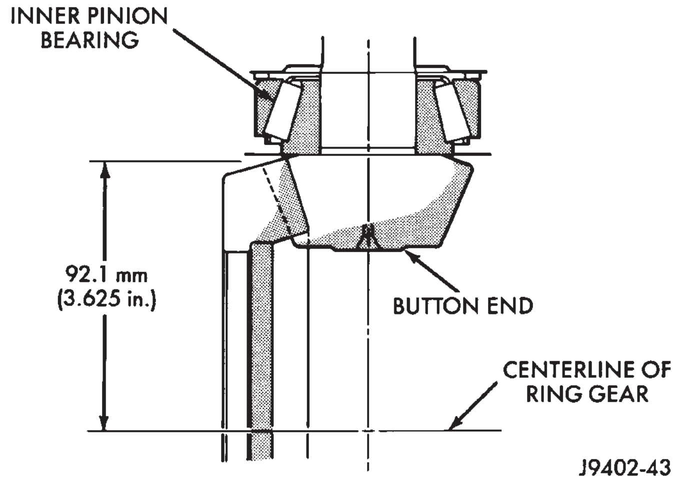


Fig. 2 Pinion Gear Head

and the thickness included with the total shim pack.

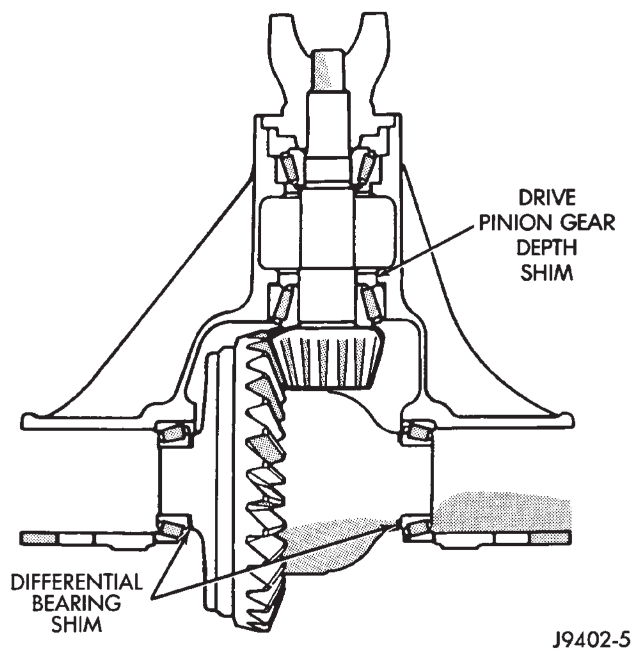


Fig. 3 Shim Locations

New gear set: note the depth variance etched into both the original and the replacement pinion gear. Add or subtract the thickness of the original depth shims to compensate for the difference in the depth variances. Refer to the Depth Variance charts.

Note where Old and New Pinion Marking columns intersect. Intersecting figure represents plus or minus amount needed.

For example, if old pinion is plus (+) 1 and the new pinion is minus (–) 3, intersecting figure is (+) 0.004 in. (0.10 mm). Add this amount to the original shim. Or if the old pinion is (–) 3 and the new pinion is (–)

GENERAL INFORMATION (Continued)

PINION GEAR DEPTH VARIANCE

Original Pinion Gear Depth Variance	Replacement Pinion Gear Depth Variance								
	−4	−3	−2	−1	0	+1	+2	+3	+4
+4	+0.008	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0
+3	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001
+2	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002
+1	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003
0	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004
−1	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005
−2	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006
−3	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007
−4	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007	−0.008

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2, intersecting figure is (–) 0.001 in. (0.025 mm). Subtract this amount from original shim. **Refer to the Pinion Gear Depth Variance Chart.**

DIAGNOSIS AND TESTING

GENERAL INFORMATION

Axle bearing problem conditions are usually caused by:

- Insufficient or incorrect lubricant
- Foreign matter/water contamination
- Incorrect bearing preload torque adjustment
- Incorrect backlash (to tight)

When serviced, the bearings must be cleaned thoroughly. They should be dried with lint–free shop towels. **Never spin dry bearings with compressed air. This will overheat them and brinell the bearing surfaces. This will result in noisy operation after repair.**

Axle gear problem conditions are usually the result of:

- Insufficient lubrication
- Incorrect or contaminated lubricant
- Overloading (excessive engine torque) or exceeding vehicle weight capacity
- Incorrect clearance or backlash adjustment

Insufficient lubrication is usually the result of a housing cover leak. It can also be from worn axle shaft or pinion gear seals. Check for cracks or porous areas in the housing or tubes.

Using the wrong lubricant will cause overheating and gear failure. Gear tooth cracking and bearing spalling are indicators of this.

Axle component breakage is most often the result of:

- Severe overloading
- Insufficient lubricant
- Incorrect lubricant
- Improperly tightened components

Overloading occurs when towing heavier than recommended loads. Component breakage can occur when the wheels are spun excessively. Incorrect lubricant quantity contributes to breakage. Loose differential components can also cause breakage.

Incorrect bearing preload or gear backlash will not result in component breakage. Mis–adjustment will produce enough noise to cause service repair before a failure occurs. If a mis–adjustment condition is not corrected, component failure can result.

Excessive bearing preload may not be noisy. This condition will cause high temperature which can result in bearing failure.

GEAR AND BEARING NOISE

GEAR NOISE

Axle gear noise can be caused by insufficient lubricant. Incorrect backlash, tooth contact, or worn/damaged gears can cause noise.

Gear noise usually happens at a specific speed range. The range is 30 to 40 mph, or above 50 mph. The noise can also occur during a specific type of

DIAGNOSIS AND TESTING (Continued)

driving condition. These conditions are acceleration, deceleration, coast, or constant load.

When road testing, accelerate the vehicle to the speed range where the noise is the greatest. Shift out–of–gear and coast through the peak–noise range. If the noise stops or changes greatly, check for insufficient lubricant. Incorrect ring gear backlash, or gear damage can cause noise changes.

Differential side and pinion gears can be checked by turning the vehicle. They usually do not cause noise in straight–ahead driving. These gears are loaded during vehicle turns. If noise does occur during vehicle turns, the side or pinion gears could be worn or damaged. A worn pinion gear mate shaft can also cause a snapping or a knocking noise.

BEARING NOISE

The axle shaft, differential and pinion gear bearings can all produce noise when worn or damaged. Bearing noise can be either a whining, or a growling sound.

Pinion gear bearings have a constant–pitch noise. This noise changes only with vehicle speed. Pinion bearing noise will be higher because it rotates at a faster rate. Drive the vehicle and load the differential. If bearing noise occurs the pinion rear bearing is the source of the noise. If the bearing noise is heard during a coast, front bearing is the source.

Worn, damaged differential bearings usually produce a low pitch noise. Differential bearing noise is similar to pinion bearing. The pitch of differential bearing noise is also constant and varies only with vehicle speed.

Axle shaft bearings produce noise and vibration when worn or damaged. The noise generally changes when the bearings are loaded. Road test the vehicle. Turn the vehicle sharply to the left and to the right. This will load the bearings and change the noise level. Where axle bearing damage is slight, the noise is usually not noticeable at speeds above 30 mph.

LOW SPEED KNOCK

Low speed knock is generally caused by a worn U–joint or by worn side–gear thrust washers. A worn pinion gear shaft bore will also cause low speed knock.

VIBRATION

Vibration at the rear of the vehicle is usually caused by:

- Damaged drive shaft
- Missing drive shaft balance weight
- Worn, out-of-balance wheels
- Loose wheel lug nuts
- Worn U-joint
- Loose spring U-bolts
- Loose/broken springs
- Damaged axle shaft bearings
- Loose pinion gear nut
- Excessive pinion yoke run out
- Bent axle shaft

Check for loose or damaged front-end components or engine/transmission mounts. These components can contribute to what appears to be a rear-end vibration. Do not overlook engine accessories, brackets and drive belts.

All driveline components should be examined before starting any repair.

Refer to Group 22, Tires And Wheels for additional information involving vibration diagnosis.

DRIVELINE SNAP

A snap or clunk noise when the vehicle is shifted into gear (or the clutch engaged), can be caused by:

- High engine idle speed
- Loose engine/transmission/transfer case mounts
- Worn U–joints
- Loose spring mounts
- Loose pinion gear nut and yoke
- Excessive ring gear backlash
- Excessive differential side gear–to–case clearance

The source of a snap or a clunk noise can be determined with the assistance of a helper. Raise the vehicle on a hoist with the wheels free to rotate. Instruct the helper to shift the transmission into gear. Listen for the noise, a mechanics stethoscope is helpful in isolating the source of a noise.

DIAGNOSIS AND TESTING (Continued)

FRONT DRIVE AXLE

DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
WHEEL NOISE	1. Wheel loose. 2. Faulty, brinelled wheel bearing.	1. Tighten loose nuts. 2. Faulty or brinelled bearings must be replaced.
AXLE SHAFT NOISE	1. Misaligned axle shaft tube. 2. Bent or sprung axle shaft. 3. End play in drive pinion bearings. 4. Excessive gear backlash between ring gear and pinion gear. 5. Improper adjustment of drive pinion gear shaft bearings. 6. Loose drive pinion gearshaft yoke nut. 7. Improper wheel bearing adjustment. 8. Scuffed gear tooth contact surfaces.	1. Inspect axle shaft tube alignment. Correct as necessary. 2. Replace bent or sprung axle shaft. 3. Refer to Drive Pinion Bearing Pre-Load Adjustment. 4. Check adjustment of ring gear backlash and pinion gear. Correct as necessary. 5. Adjust drive pinion shaft bearings. 6. Tighten drive pinion gearshaft yoke nut with specified torque. 7. Readjust as necessary. 8. If necessary, replace scuffed gears.
AXLE SHAFT BROKE	1. Misaligned axle shaft tube. 2. Vehicle overloaded. 3. Erratic clutch operation. 4. Grabbing clutch.	1. Replace broken axle shaft after correcting axle shaft tube alignment. 2. Replace broken axle shaft. Avoid excessive weight on vehicle. 3. Replace broken axle shaft after inspecting for other possible causes. Avoid erratic use of clutch. 4. Replace broken axle shaft. Inspect clutch and make necessary repairs or adjustments.
DIFFERENTIAL CASE CRACKED	1. Improper adjustment of differential bearings. 2. Excessive ring gear backlash. 3. Vehicle overloaded. 4. Erratic clutch operation.	1. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust differential bearings properly. 2. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust ring gear backlash properly. 3. Replace cracked case; examine gears and bearings for possible damage. Avoid excessive weight on vehicle. 4. Replace cracked case. After inspecting for other possible causes, examine gears and bearings for possible damage. Avoid erratic use of clutch.
DIFFERENTIAL GEARS SCORED	1. Insufficient lubrication. 2. Improper grade of lubricant. 3. Excessive spinning of one wheel/tire.	1. Replace scored gears. Scoring marks on the drive face of gear teeth or in the bore are caused by instantaneous fusing of the mating surfaces. Scored gears should be replaced. Fill rear differential housing to required capacity with proper lubricant. Refer to Specifications. 2. Replace scored gears. Inspect all gears and bearings for possible damage. Clean and refill differential housing to required capacity with proper lubricant. 3. Replace scored gears. Inspect all gears, pinion bores and shaft for damage. Service as necessary.
LOSS OF LUBRICANT	1. Lubricant level too high.	1. Drain excess lubricant by removing fill plug and allow lubricant to level at lower edge of fill plug hole.

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DIAGNOSIS AND TESTING (Continued)

CONTINUED

CONDITION	POSSIBLE CAUSES	CORRECTION
LOSS OF LUBRICANT	2. Worn axle shaft seals. 3. Cracked differential housing. 4. Worn drive pinion gear shaft seal. 5. Scored and worn yoke. 6. Axle cover not properly sealed.	2. Replace worn seals. 3. Repair or replace housing as necessary. 4. Replace worn drive pinion gear shaft seal. 5. Replace worn or scored yoke and seal. 6. Remove cover and clean flange and reseal.
AXLE OVERHEATING	1. Lubricant level too low. 2. Incorrect grade of lubricant. 3. Bearings adjusted too tight. 4. Excessive gear wear. 5. Insufficient ring gear backlash.	1. Refill differential housing. 2. Drain, flush and refill with correct amount of the correct lubricant. 3. Readjust bearings. 4. Inspect gears for excessive wear or scoring. Replace as necessary. 5. Readjust ring gear backlash and inspect gears for possible scoring.
GEAR TEETH BROKE (RING GEAR AND PINION)	1. Overloading. 2. Erratic clutch operation. 3. Ice-spotted pavements. 4. Improper adjustments.	1. Replace gears. Examine other gears and bearings for possible damage. 2. Replace gears and examine the remaining parts for possible damage. Avoid erratic clutch operation. 3. Replace gears. Examine the remaining parts for possible damage. Replace parts as required. 4. Replace gears. Examine other parts for possible damage. Ensure ring gear backlash is correct.
AXLE NOISE	1. Insufficient lubricant. 2. Improper ring gear and drive pinion gear adjustment. 3. Unmatched ring gear and drive pinion gear. 4. Worn teeth on ring gear or drive pinion gear. 5. Loose drive pinion gear shaft bearings. 6. Loose differential bearings. 7. Misaligned or sprung ring gear. 8. Loose differential bearing cap bolts	1. Refill axle with correct amount of the proper lubricant. Also inspect for leaks and correct as necessary. 2. Check ring gear and pinion gear teeth contact pattern. 3. Remove unmatched ring gear and drive pinion gear. Replace with matched gear and drive pinion gear set. 4. Check teeth on ring gear and drive pinion gear for correct contact. If necessary, replace with new matched set. 5. Adjust drive pinion gearshaft bearing preload torque. 6. Adjust differential bearing preload torque. 7. Measure ring gear runout. 8. Tighten with specified torque

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SERVICE PROCEDURES

LUBRICANT CHANGE

The gear lubricant will drain quicker if the vehicle has been recently driven.

(1) Raise and support the vehicle.

(2) Remove the lubricant fill hole plug from the differential housing cover.

(3) Remove the differential housing cover and drain the lubricant from the housing.

(4) Clean the housing cavity with a flushing oil, light engine oil or lint free cloth. **Do not use water, steam, kerosene or gasoline for cleaning.**

(5) Remove the sealant from the housing and cover surfaces. Use solvent to clean the mating surfaces.

(6) Apply a bead of Mopar Silicone Rubber Sealant to the housing cover (Fig. 4). **Allow the sealant to cure for a few minutes.**

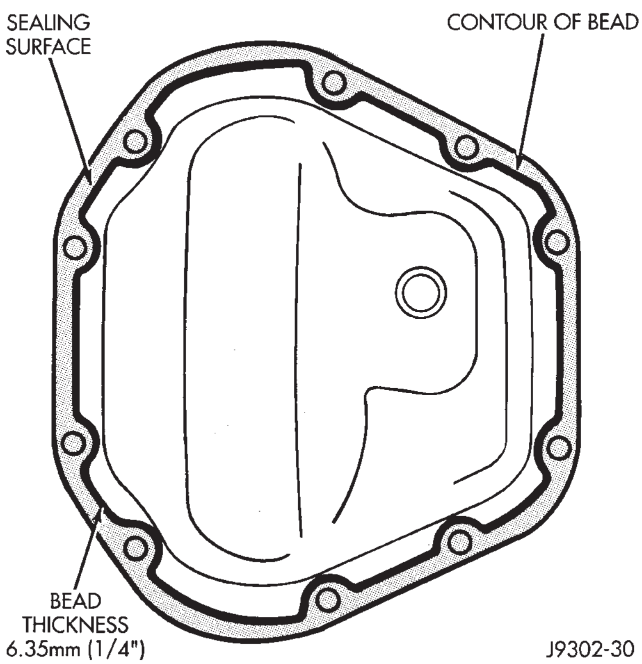

Fig. 4 Typical Housing Cover With Sealant

Install the housing cover within 5 minutes after applying the sealant. If not installed the sealant must be removed and another bead applied.

(7) Install the cover and any identification tag. Tighten the cover bolts in a criss–cross pattern to 41 N·m (30 ft. lbs.) torque.

(8) Refill the differential with Mopar Hypoid Gear Lubricant to bottom of the fill plug hole.

(9) Install the fill hole plug and lower the vehicle.

REMOVAL AND INSTALLATION

DRIVE AXLE ASSEMBLY REPLACEMENT

REMOVAL

(1) Raise the vehicle and position support stands under the frame rails behind the lower suspension arm frame brackets.

(2) Remove the front wheels.

(3) Remove the brake components and ABS brake sensor (if equipped). Refer to Group 5—Brakes.

(4) On 4WD vehicles, disconnect the axle vent hose.

(5) On 4WD vehicles, mark the drive shaft yoke and axle pinion yoke for alignment reference. Disconnect the drive shaft from the axle.

(6) Disconnect the stabilizer bar link at the axle bracket.

(7) Disconnect the shock absorbers from axle bracket.

(8) Disconnect the track bar from the axle bracket.

(9) Disconnect the tie rod and drag link from the steering knuckle. Disconnect the steering damper from the axle bracket.

(10) Support the axle with a hydraulic jack under the differential.

(11) Disconnect the upper and lower suspension arms from the axle bracket.

(12) Lower the jack enough to remove the axle. The coil springs will drop with the axle.

(13) Remove the coil springs from the axle bracket.

INSTALLATION

CAUTION: Suspension components with rubber bushings should be tightened with the vehicle at normal height. It is important to have the springs supporting the weight of the vehicle when the fasteners are torqued. If springs are not at their normal ride position, vehicle ride comfort could be affected and premature bushing wear may occur. Rubber bushings must never be lubricated.

(1) Install the springs and retainer clip. Tighten the retainer bolts to 21 N·m (16 ft. lbs.) torque.

(2) Support the axle on a hydraulic jack under the differential. Position the axle under the vehicle.

(3) Raise the axle with a floor jack and align it with the spring pads.

(4) Position the upper and lower suspension arm at the axle bracket. Install bolts and nuts finger tighten.

(5) Connect the track bar to the axle bracket and install the bolt. **Do not tighten at this time.**

It is important that the springs support the weight of the vehicle when the track bar is connected. If springs are not at their usual position, vehicle ride comfort could be affected.

REMOVAL AND INSTALLATION (Continued)

(6) Install the shock absorber and tighten the bolt to 23 N·m (17 ft. lbs.) torque.

(7) Install the stabilizer bar link to the axle bracket. Tighten the nut to 95 N·m (70 ft. lbs.) torque.

(8) Install the drag link and tie rod to the steering knuckles and tighten the nuts to 47 N·m (35 ft. lbs.) torque. Install the steering damper to the axle bracket and tighten the nut to 75 N·m (55 ft. lbs.) torque.

(9) Install the brake components and ABS brake sensor (if equipped). Refer to Group 5, Brakes.

(10) On 4WD vehicles, connect the vent hose to the tube fitting.

(11) On 4WD vehicles, align the reference marks and connect the drive shaft to the axle yoke. Tighten the U–joint clamp bolts to 19 N·m (14 ft. lbs.) torque.

(12) Check differential lubricant and add if necessary.

(13) Install the wheel and tire assemblies.

(14) Remove the supports and lower the vehicle.

(15) Tighten the upper suspension arm nuts to 75 N·m (55 ft. lbs.) torque. Tighten the lower suspension arm nuts to 115 N·m (85 ft. lbs.) torque.

(16) Tighten the track bar bolt at the axle bracket to 100 N·m (74 ft. lbs.) torque.

(17) Check the front wheel alignment.

PINION SEAL REPLACEMENT

REMOVAL

(1) Raise and support the vehicle.

(2) Remove wheel and tire assemblies.

(3) Mark the propeller shaft yoke and pinion yoke for installation alignment reference.

(4) Remove the propeller shaft from the yoke.

(5) Remove the pinion yoke nut and washer. Use Remover C–452 and Wrench C–3281 to remove the pinion yoke (Fig. 5).

(6) Mark the positions of the yoke and pinion gear for installation alignment reference.

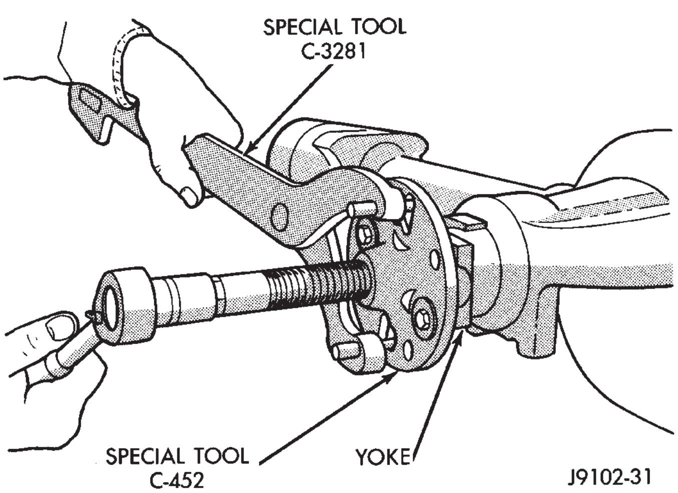

Fig. 5 Pinion Yoke Removal

(7) Use Remover 7794A and slide hammer to remove the pinion gear seal (Fig. 6).

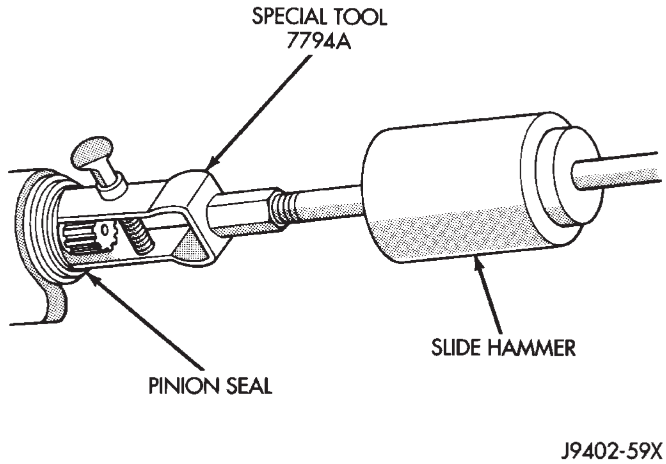

Fig. 6 Seal Removal

INSTALLATION

(1) Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 7).

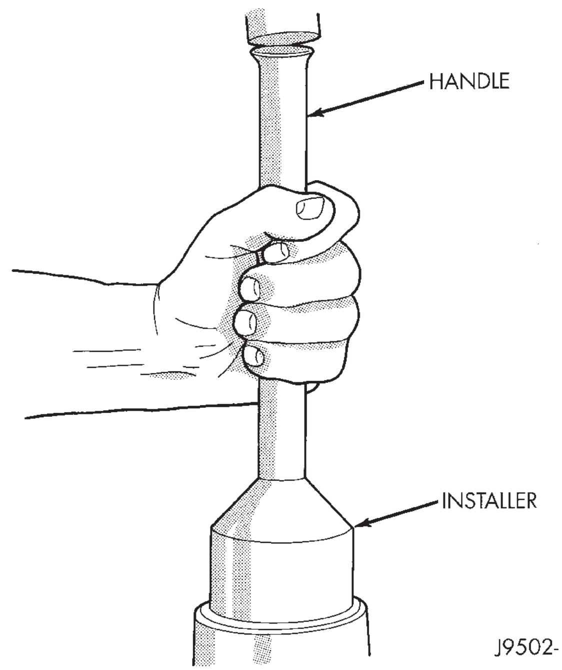

Fig. 7 Pinion Seal Installation

(2) Align the reference marks and install yoke on the pinion gear with Installer W–162–D.

(3) Install a new pinion nut on pinion shaft using hloding tool 6958 and a torque wrench (Fig. 8). **Tighten the nut to 217–352 N·m (160–260 ft. lbs.). Refer to Pinion Gear removal and installation section of this group.**

(4) Align the installation reference marks and attach the propeller shaft to the yoke.

REMOVAL AND INSTALLATION (Continued)

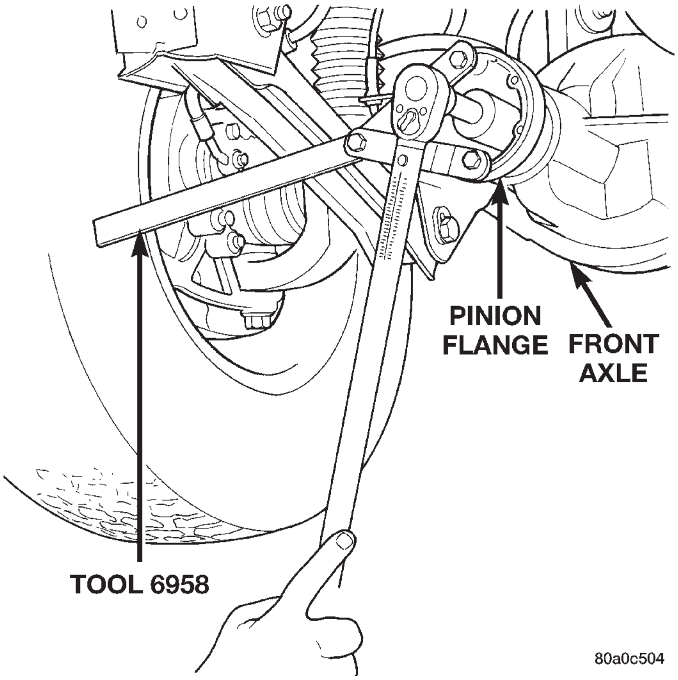

Fig. 8 Tighten Pinion Nut

(5) Add API grade GL 5 hypoid gear lubricant to the differential housing, if necessary.

(6) Install wheel and tire assemblies.

(7) Remove support and lower the vehicle.

HUB BEARING AND AXLE SHAFT

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the wheel and tire assembly.

(3) Remove the brake components from the axle, refer to Group 5, Brakes.

(4) Remove the cotter pin, nut retainer and axle hub nut (Fig. 9).

(5) Remove the hub to knuckle bolts (Fig. 9). Remove the hub from the steering knuckle and axle shaft.

(6) Remove the disc brake rotor shield from the bearing carrier (Fig. 9).

(7) On disconnect axles, remove vacuum shift motor housing. Refer to Vacuum Disconnect Axle in this section.

(8) Remove the axle shaft from the housing. **Avoid damaging the axle shaft oil seals in the differential.**

INSTALLATION

(1) Thoroughly clean the axle shaft (Fig. 9) and apply a thin film of Mopar Wheel Bearing Grease to the shaft splines, seal contact surface, hub bore.

(2) Install the axle shaft into the housing and differential side gears. Avoid damaging the axle shaft oil seals in the differential.

(3) Install the hub bearing and brake dust shield to the knuckle.

(4) Install the hub to knuckle bolts and tighten to 102 N·m (75 ft. lbs.) torque.

(5) Install the hub washer and nut. Tighten the hub nut to 237 N·m (175 ft. lbs.) torque. Install the nut retainer and a new cotter pin (Fig. 9).

(6) Install the brake components, refer to Group 5, Brakes.

(7) Install the wheel and tire assembly.

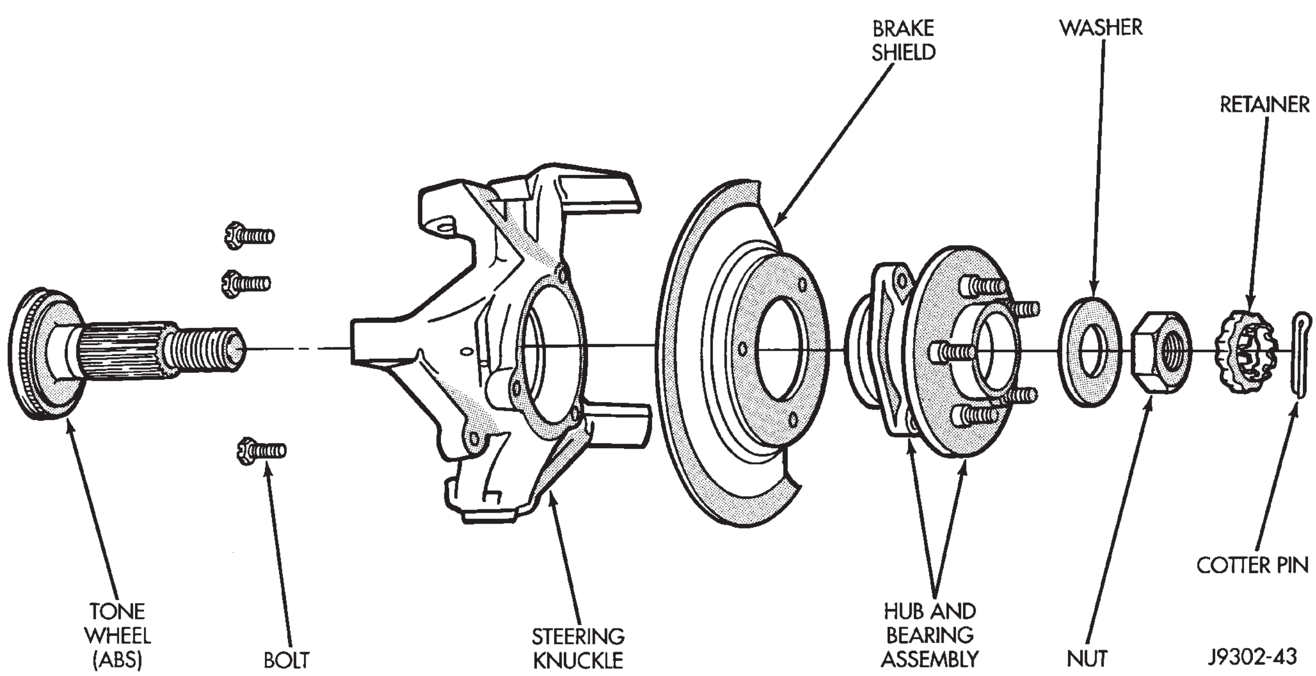

Fig. 9 Hub, Knuckle and Axle Shaft

REMOVAL AND INSTALLATION (Continued)

(8) Remove support and lower the vehicle.

STEERING KNUCKLE AND BALL STUDS

Ball Stud service procedures below require removal of the hub bearing and axle shaft. Removal and installation of upper and lower ball stud requires use of Tool Kit 6289 (J34503–A).

The lower ball stud has two different designs. For this reason Installer 6752 will also be needed. Check installers for proper fit.

KNUCKLE REMOVAL

(1) Remove hub bearing and axle shaft refer to the Removal procedure.

(2) Disconnect the tie–rod or drag link end from the steering knuckle arm. Remove the ABS sensor wire and bracket from knuckle.

(3) Remove the cotter pins from the upper and lower ball studs. Remove the upper and lower ball stud nuts.

(4) Strike the steering knuckle with a brass hammer to loosen. Remove knuckle from axle tube yokes (Fig. 10).

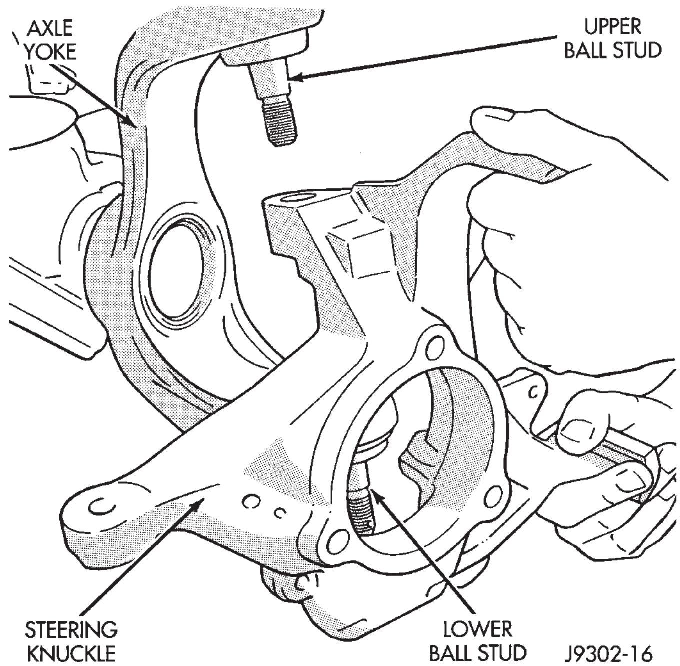

Fig. 10 Steering Knuckle Removal/Installation

UPPER BALL STUD REPLACEMENT

(1) Position tools as shown to remove and install ball stud (Fig. 11).

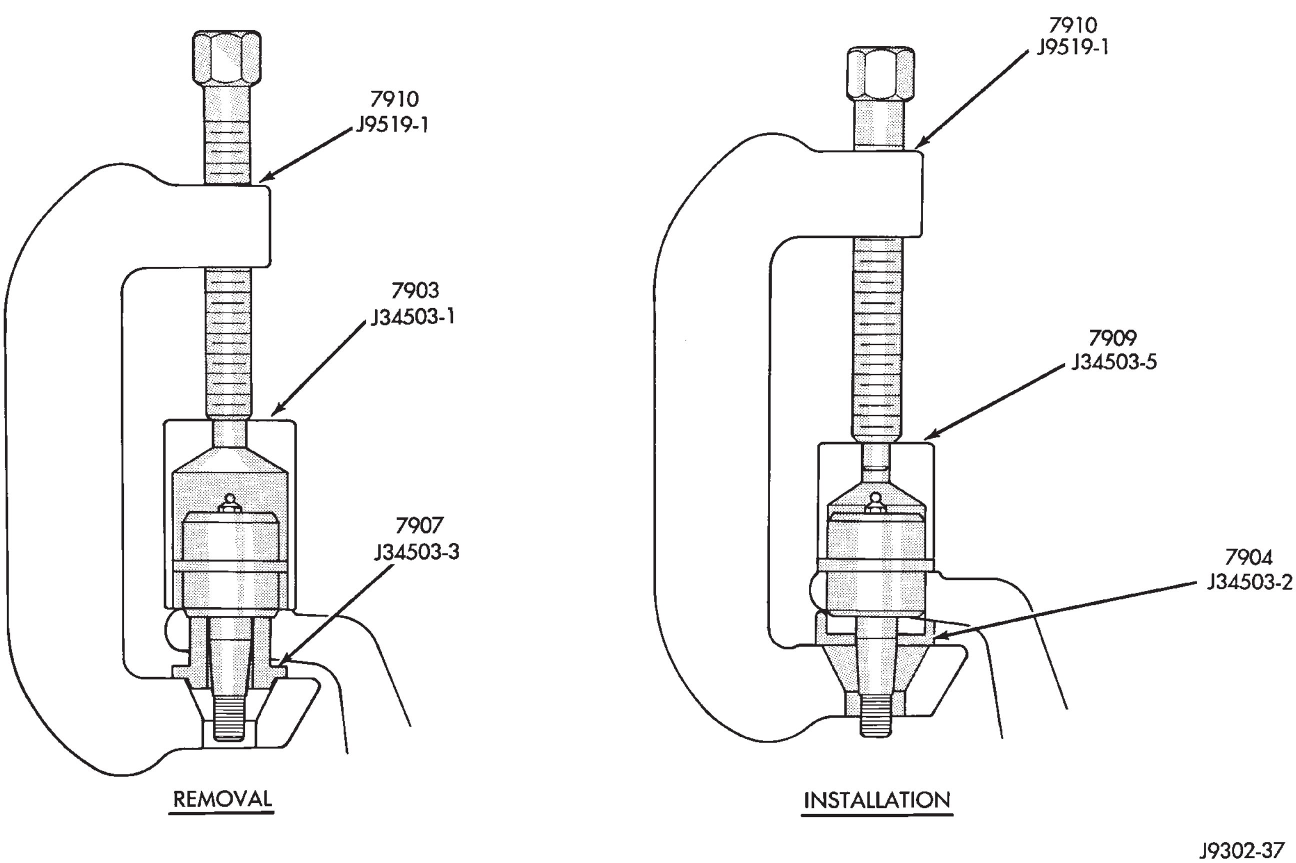

Fig. 11 Upper Ball Stud Remove/Install

REMOVAL AND INSTALLATION (Continued)

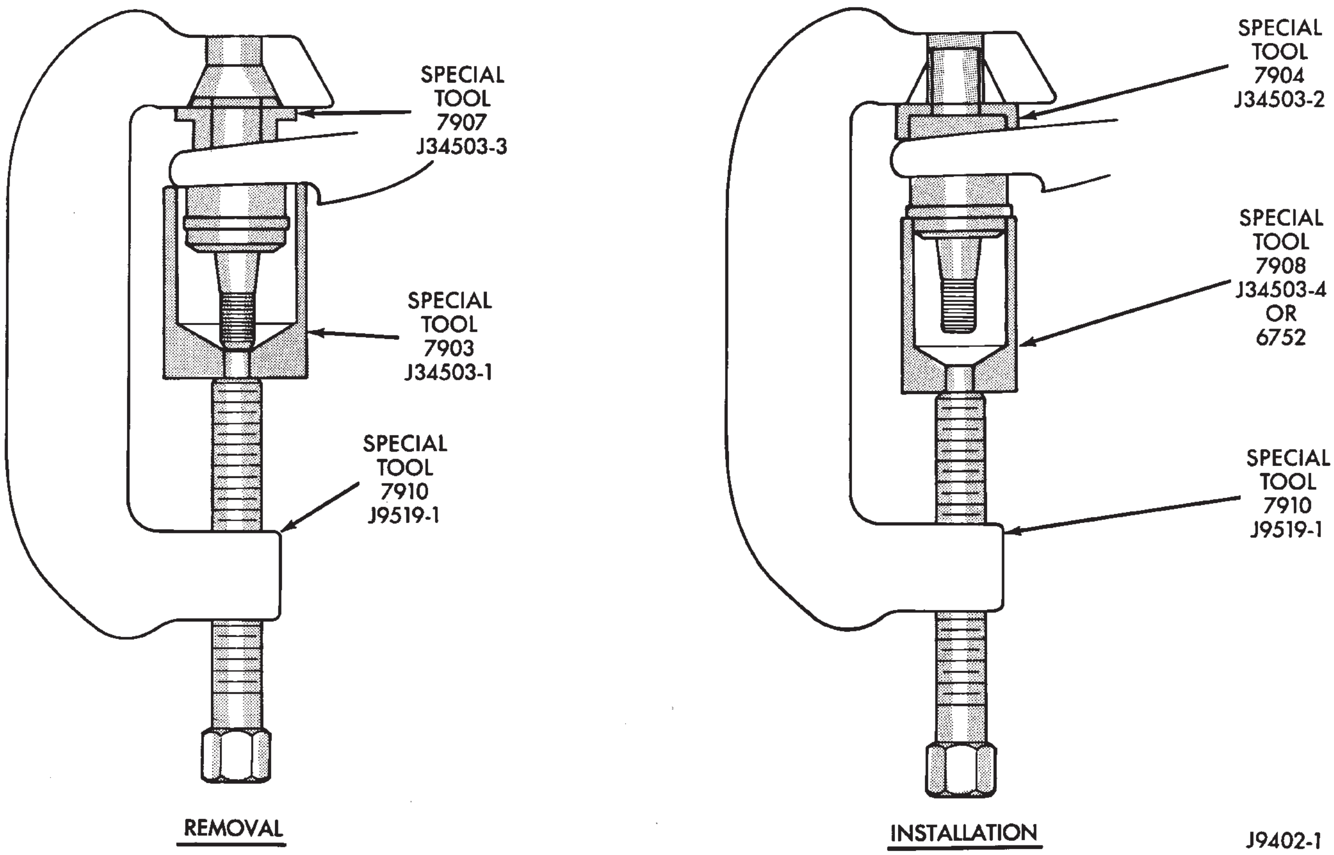

Fig. 12 Lower Ball Stud Remove/Install

LOWER BALL STUD REPLACEMENT

(1) Position tools as shown to remove and install ball stud (Fig. 12). Because there are two different designs for the lower ball studs try both installers for proper fit.

KNUCKLE INSTALLATION

(1) Position the steering knuckle on the ball studs.

(2) Install and tighten the bottom retaining nut to 109 N·m (80 ft. lbs.) torque. Install new cotter pin.

(3) Install and tighten the top retaining nut to 101 N·m (75 ft. lbs.) torque. Install new cotter pin.

(4) Install the Hub Bearing and Axle Shaft according to the installation procedure.

(5) Reconnect the tie–rod or drag link end onto the steering knuckle arm. Install the ABS sensor wire and bracket to the knuckle, refer to Group 5 Brakes.

AXLE BUSHING REPLACEMENT

Refer to Axle Bushing Replacement in the Front Suspension section.

DIFFERENTIAL

REMOVAL

To service the differential the axle assembly and axle shafts must be removed. Refer to the removal procedures in this Group.

(1) Note the installation reference letters stamped on the bearing caps and housing machined sealing surface (Fig. 13).

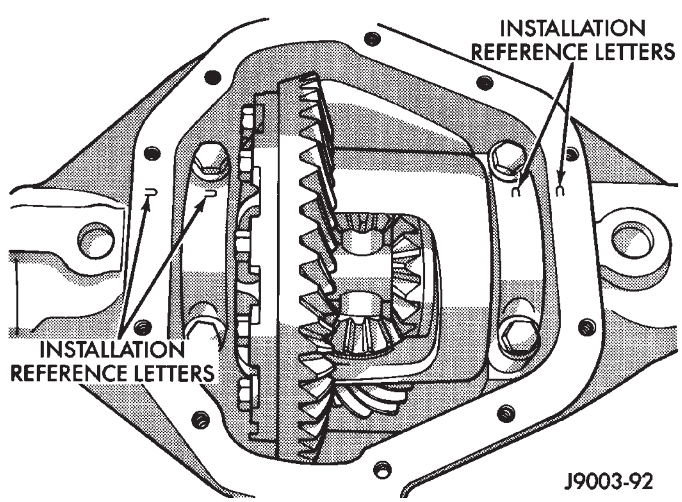

Fig. 13 Bearing Cap Identification

REMOVAL AND INSTALLATION (Continued)

(2) Remove the differential bearing caps.

(3) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 14). Install the holddown clamps and tighten the tool turnbuckle finger–tight.

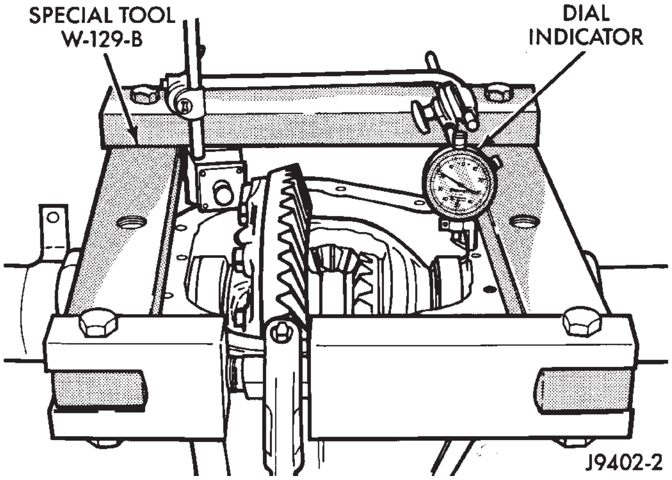

Fig. 14 Spread Differential Housing

(4) Install a pilot stud at the left side of the differential housing. Attach Dial Indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 14) and zero the indicator.

CAUTION: Do not spread over 0.38 mm (0.015 in). If the housing is over–separated, it could be distorted or damaged.

(5) Separate the housing enough to remove the case from the housing. Measure the distance with the dial indicator (Fig. 14).

(6) Remove the dial indicator.

(7) Pry the differential case loose from the housing. To prevent damage, pivot on housing with the end of the pry bar against spreader (Fig. 15).

(8) Remove the case from housing. Mark or tag bearing cups indicating which side they were removed. Remove spreader from housing.

INSTALLATION

(1) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 16). Install the holddown clamps and tighten the tool turnbuckle finger–tight.

(2) Install a pilot stud at the left side of the differential housing. Attach Dial Indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 16) and zero the indicator.

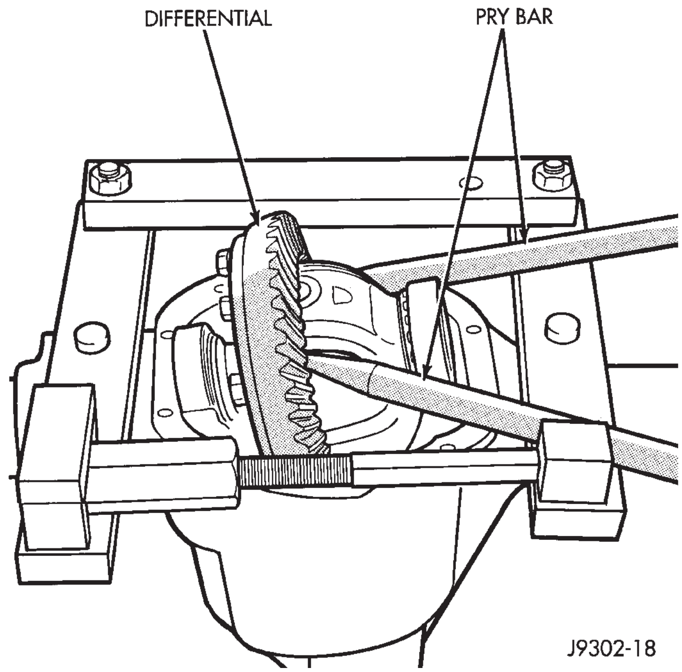

Fig. 15 Differential Removal

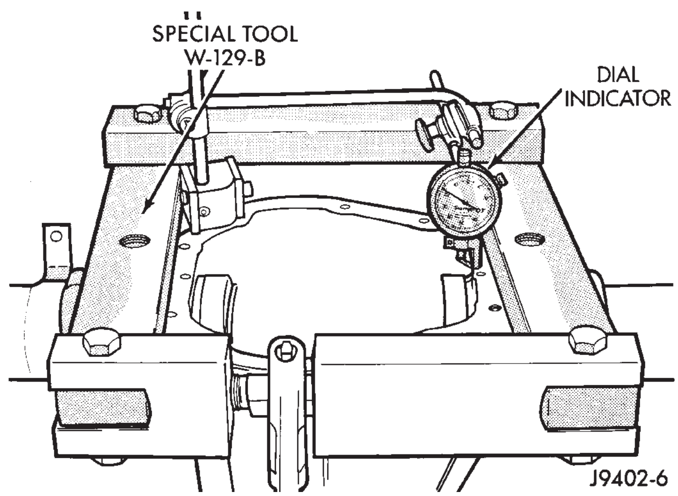

Fig. 16 Spread Differential Housing

CAUTION: Do not spread over 0.38 mm (0.015 in). If the housing is over–separated, it could be distorted or damaged.

(3) Spread the housing enough to install the case in the housing. Measure the distance with the dial indicator (Fig. 16).

(4) Remove the dial indicator.

REMOVAL AND INSTALLATION (Continued)

(5) Install case in the housing. Tap the differential case to ensure the bearings are fully seated (Fig. 17). Remove the spreader.

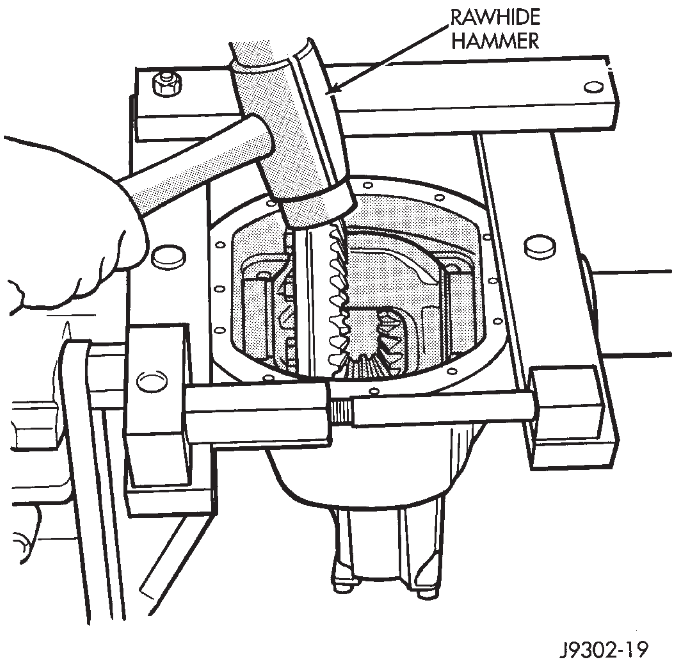

Fig. 17 Differential Installation

(6) Install the bearing caps at their original locations (Fig. 18). Tighten the bearing cap bolts to 61 N·m (45 ft. lbs.) torque.

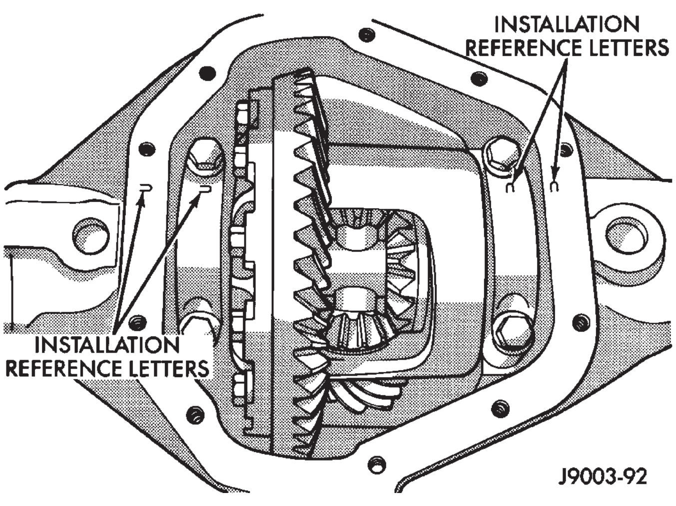

Fig. 18 Differential Bearing Cap Reference Letters

INNER AXLE SHAFT OIL SEAL REPLACEMENT

SELECT–TRAC

(1) Remove the inner axle shaft seals with a pry bay.

(2) Install oil seals with Discs 6764 and Turnbuckle D–112A (Fig. 19). Tighten tool until disc bottoms in housing.

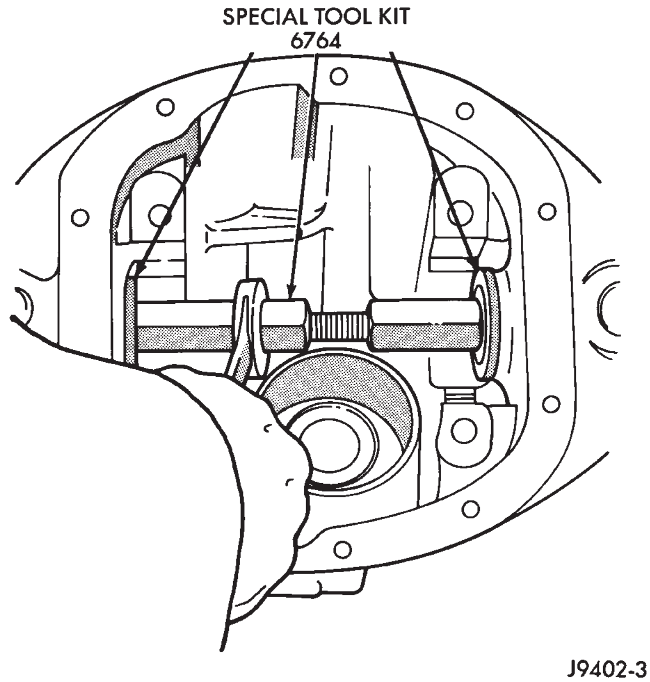

Fig. 19 Axle Seal Installation

PINION GEAR

REMOVAL/DISASSEMBLY

(1) Remove the pinion yoke nut and washer. Use Remover C–452 and Wrench C–3281 to remove the pinion yoke (Fig. 20).

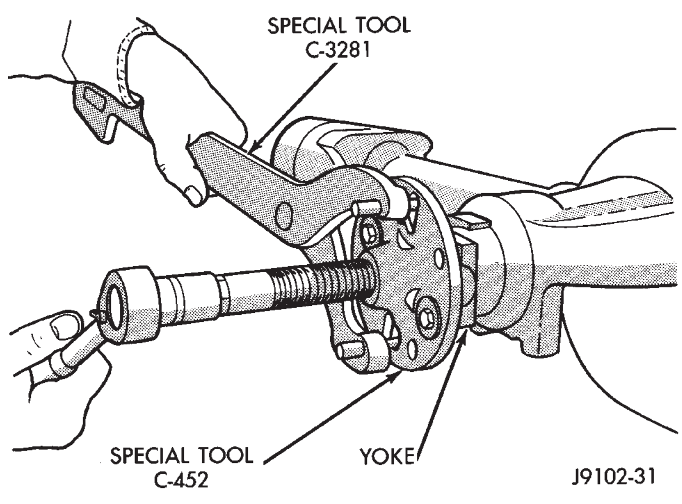

Fig. 20 Pinion Yoke Removal

REMOVAL AND INSTALLATION (Continued)

(2) Remove the pinion gear seal with a slide hammer or pry out with bar.

(3) Drive out pinion gear from housing with rawhide or plastic hammer (Fig. 21). Catch the pinion with your hand to prevent it from falling and being damaged. **This will damage the front bearing rollers and bearing cup. The front bearing and cup must be replaced.** Remove preload shims and record the thickness.

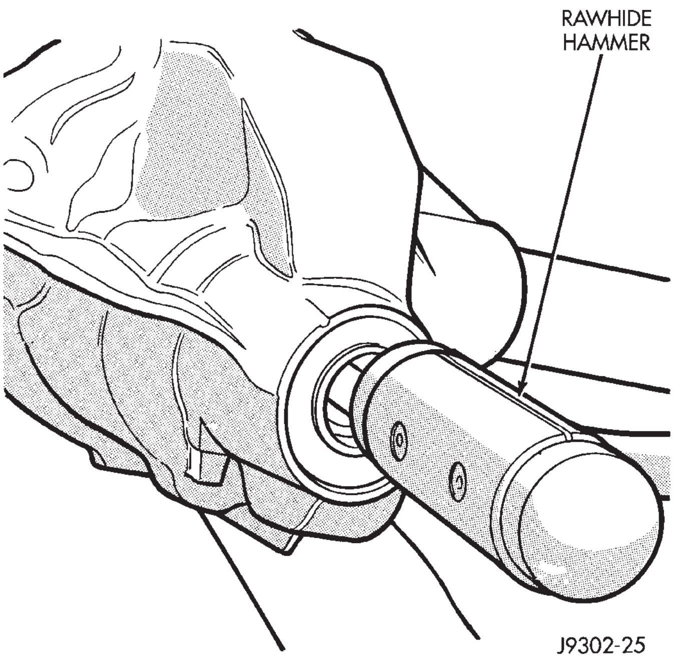

Fig. 21 Remove Pinion Gear

(4) Remove front bearing from housing.

(5) Remove the front pinion bearing cup and seal with Remover D–147 and Handle C–4171 (Fig. 22).

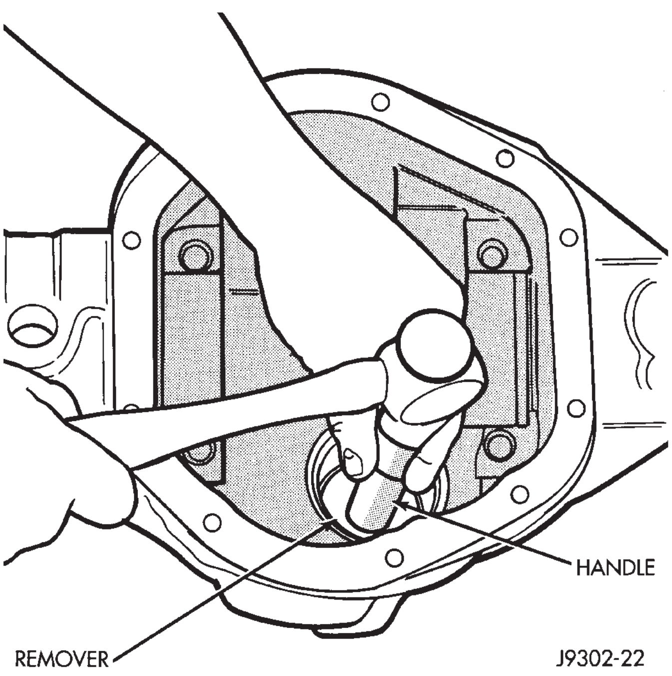

Fig. 22 Front Bearing Cup Removal

(6) Remove the rear bearing cup from housing (Fig. 23). Use Remover D– 149 and Handle C–4171.

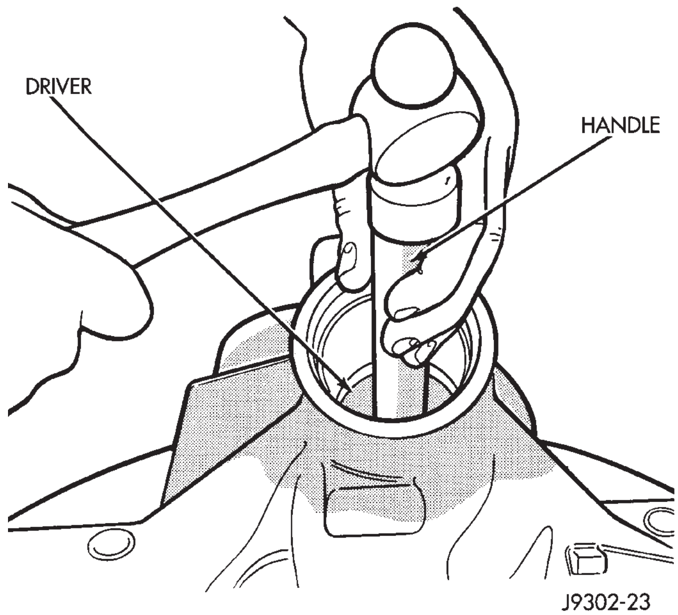

Fig. 23 Rear Bearing Cup Removal

(7) Remove the inner bearing from the pinion with Puller C–293PA and Adapter C–293–39 (Fig. 24). **Place adapter rings so they do not damage the bearing cage.**

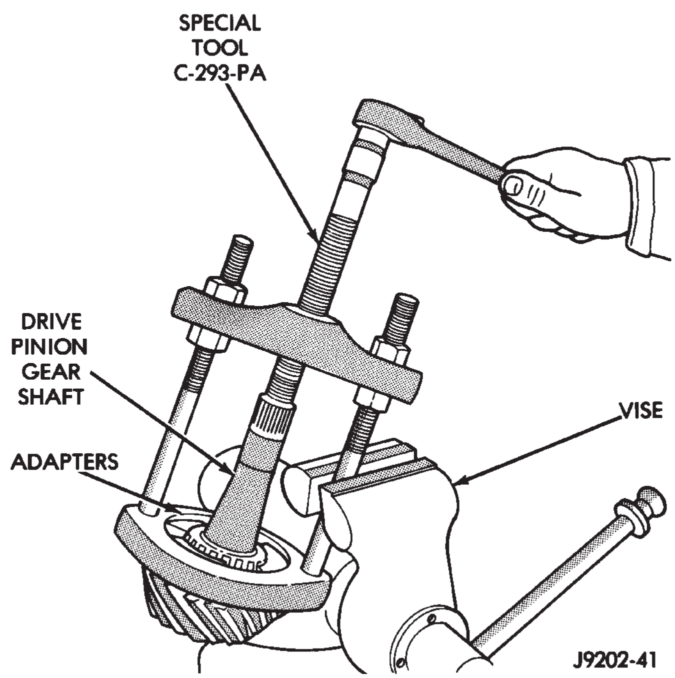

Fig. 24 Inner Bearing Removal

(8) Remove the oil slinger from the pinion gear shaft. **Save the slinger it is used as select shim for pinion depth.**

REMOVAL AND INSTALLATION (Continued)

PINION GEAR ASSEMBLY/INSTALLATION

(1) Remove rear pinion bearing cup with Remover D–149 and Handle C– 4171. Place shims (and baffle if equipped) in the pinion gear rear bearing bore. Install the bearing cup with Installer D–146 and Driver Handle C– 4171. Ensure cup is correctly seated.

(2) Install rear bearing and oil slinger on pinion gear with Installer W–262 until completely seated (Fig. 25).

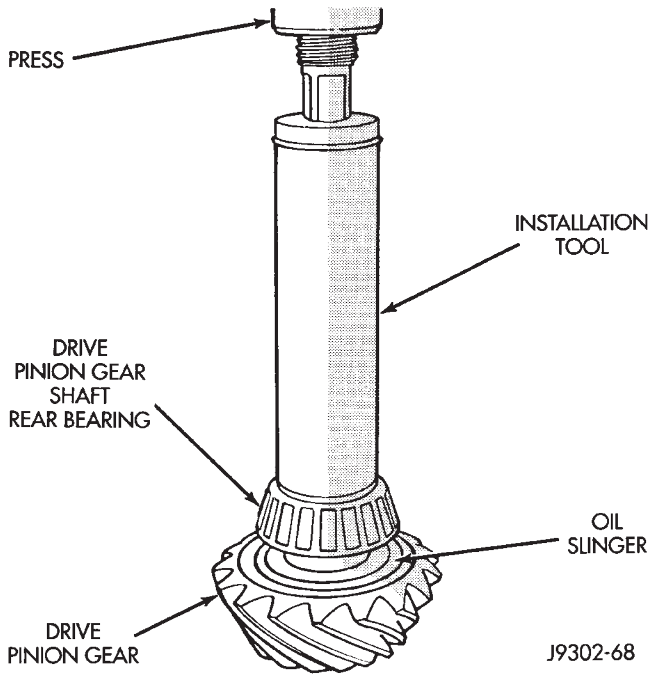

Fig. 25 Pinion Rear Bearing Installation

(3) Assemble preload shims onto pinion shaft.

(4) Install pinion front bearing cone into cup and end yoke thrust washer.

(5) Apply a light coat of gear lubricant on lip of new pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 26).

(6) Install pinion gear into differential housing.

(7) Install yoke with Installer W–162D and Holder 6958 (Fig. 27).

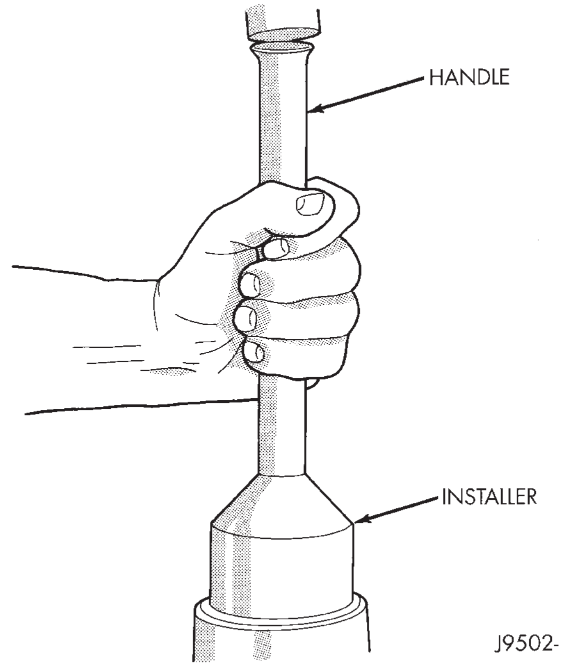

Fig. 26 Pinion Seal Installation

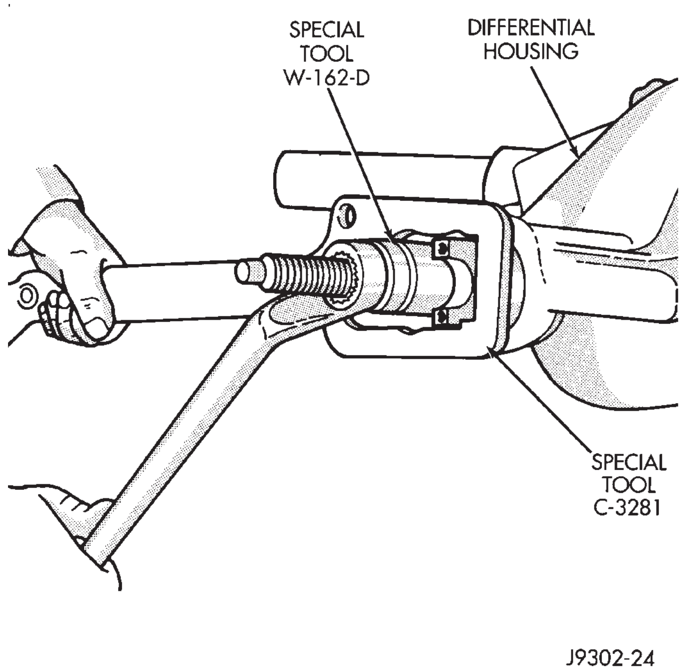

Fig. 27 Pinion Yoke Installation

REMOVAL AND INSTALLATION (Continued)

(8) Install the yoke washer and **old nut** on the pinion gear. Use Holder 6958 to retain the yoke (Fig. 28). Tighten nut to 216– 352 N·m (160–260 ft. lbs.) torque.

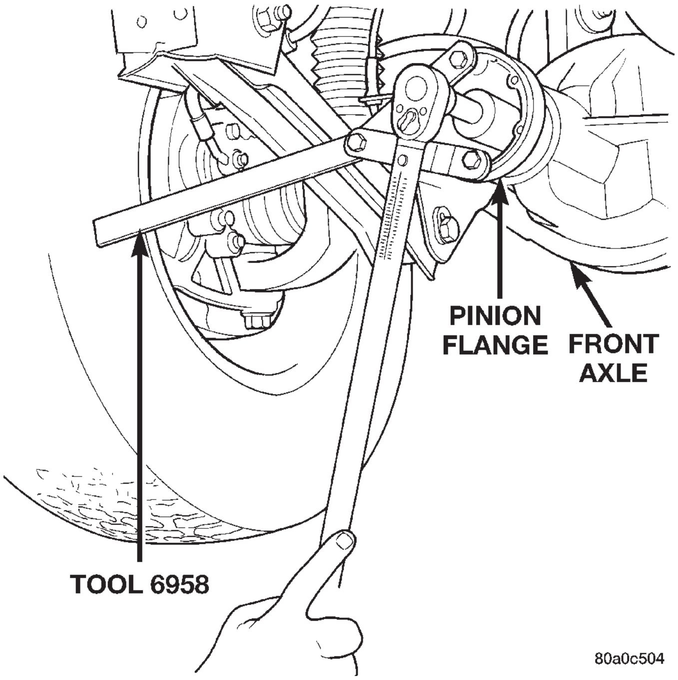

Fig. 28 Tightening Pinion Nut

(9) Check bearing rotating torque with an inch pound torque wrench (Fig. 29). If torque to rotate is within specification, remove old nut and install new nut. The torque necessary to rotate the pinion gear should be;

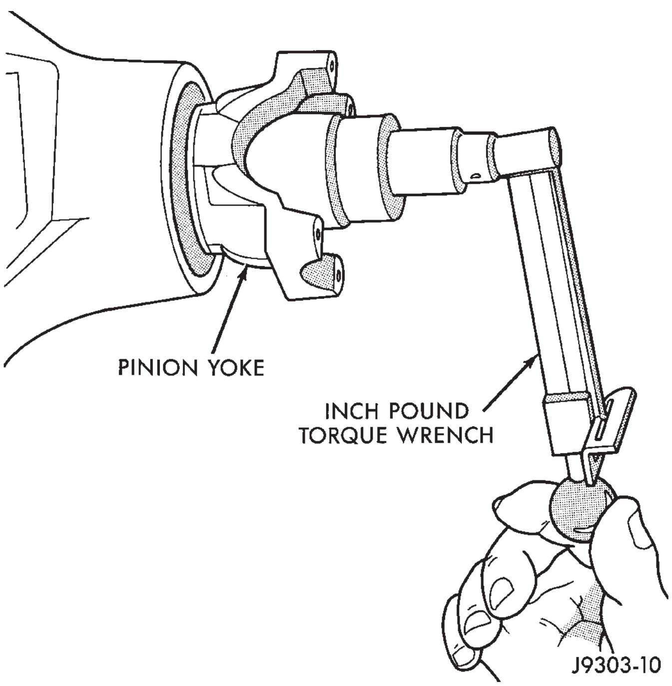

Fig. 29 Check Pinion Gear Torque

- Original Bearings: 1 to 3 N·m (10 to 20 in. lbs.).
- New Bearings: 2 to 5 N·m (15 to 35 in. lbs.).

(10) If rotating torque is high, add shims to decrease torque. If rotating torque is low, remove shims to increase torque.

DISASSEMBLY AND ASSEMBLY

AXLE SHAFT—CARDAN U-JOINT

DISASSEMBLY

Single cardan U–joints are not serviceable. If defective, they must be replaced as a unit. If the bearings, seals, spider or bearing caps are damaged or worn, replace the complete U–joint.

CAUTION: Clamp only the forged portion of the yoke in the vise. Also, to avoid distorting the yoke, do not over tighten the vise jaws.

(1) Remove the bearing cap retaining snap rings (Fig. 30).

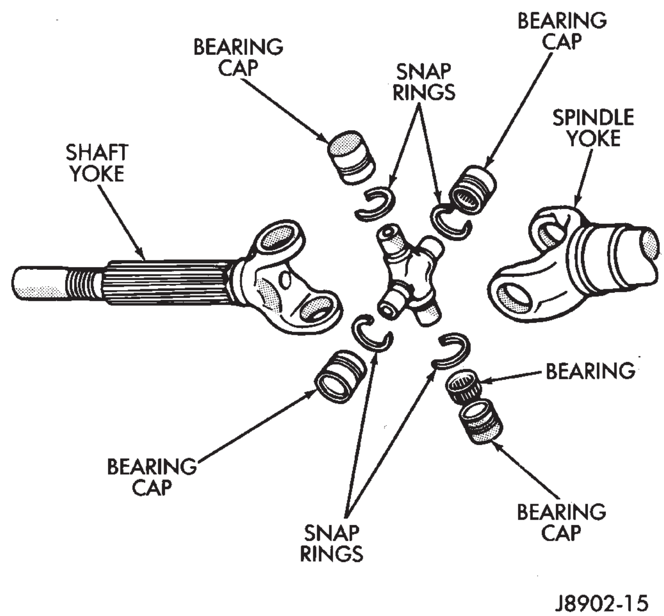

Fig. 30 Axle Shaft Outer U–Joint

It can be helpful to saturate the bearing caps with penetrating oil prior to removal.

(2) Locate a socket that is larger in diameter than the bearing cap. Place the socket (receiver) against the yoke and around the perimeter of the bearing cap to be removed. Locate a socket that is smaller in diameter than the bearing cap. Place the socket (driver) against the opposite bearing cap. Position the yoke with the sockets in a vise (Fig. 31).

(3) Compress the vise jaws to force the bearing cap into the larger socket (receiver).

DISASSEMBLY AND ASSEMBLY (Continued)

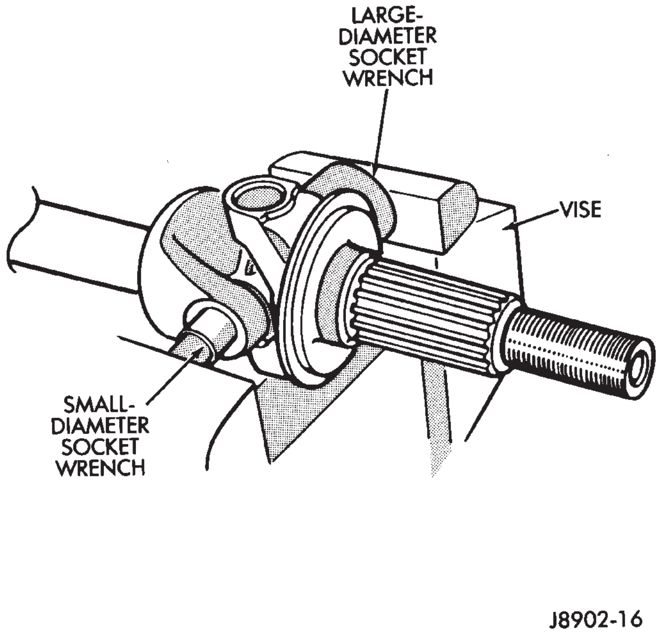

Fig. 31 Yoke Bearing Cap Removal

(4) Release the vise jaws. Remove the sockets and bearing cap that was partially forced out of the yoke.

(5) Repeat the above procedure for the remaining bearing cap.

(6) Remove the remaining bearing cap, bearings, seals and spider from the propeller shaft yoke.

ASSEMBLY

(1) Pack the bearing caps 1/3 full of wheel bearing lubricant. Apply extreme pressure (EP), lithium–base lubricant to aid in installation.

(2) Position the spider in the yoke. Insert the seals and bearings. Tap the bearing caps into the yoke bores far enough to hold the spider in position.

(3) Place the socket (driver) against one bearing cap. Position the yoke with the socket wrench in a vise.

(4) Compress the vise to force the bearing caps into the yoke. Force the caps enough to install the retaining clips.

(5) Install the bearing cap retaining clips.

(6) Install the axle shaft, refer to Hub Bearing and Axle Shaft installation.

DIFFERENTIAL

DISASSEMBLY

(1) Remove the bearings from the differential case with Press C–293PA, Plug C–293–3, Adapter C–293–39 (Fig. 32).

Place adapter rings so they do not damage the bearing cage.

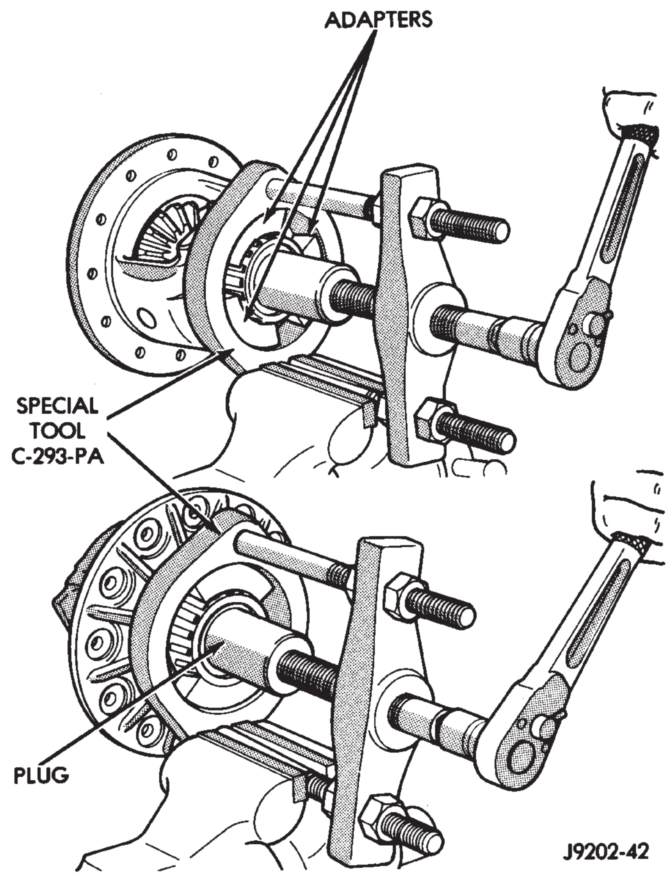

Fig. 32 Differential Bearing Removal

(2) Remove bearing shims from case hubs and mark them (with hub identity) for assembly reference. Record the thickness of the shims.

(3) Clamp the differential case in a vise equipped with soft jaws. Remove and **discard** the ring gear bolts. Tap the ring gear with a rawhide or plastic mallet and remove (Fig. 33).

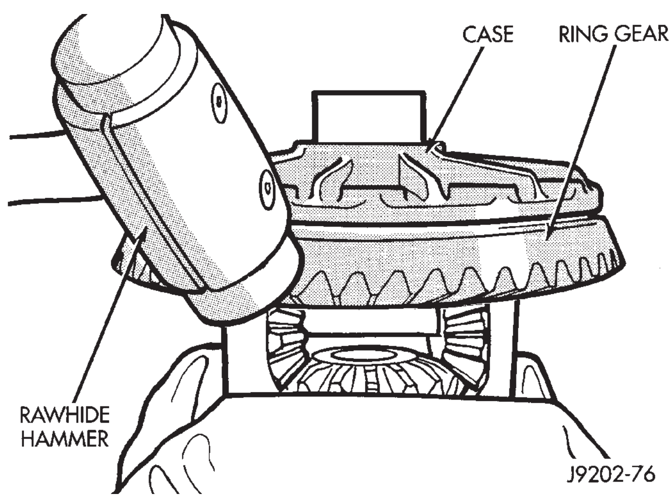

Fig. 33 Ring Gear Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(4) Use a drift to remove the pinion gear mate shaft lock pin (Fig. 34).

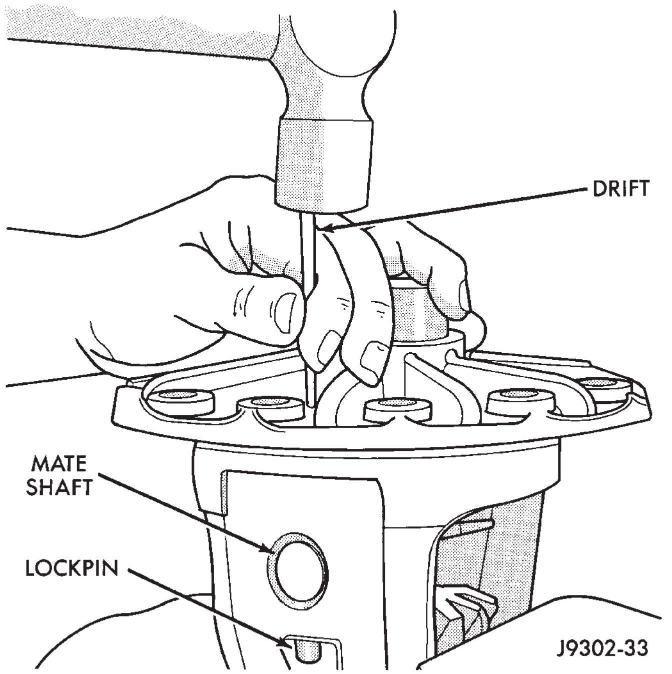

Fig. 34 Mate Shaft Lock Pin Removal

(5) Remove the mate shaft with a drift and hammer (Fig. 35).

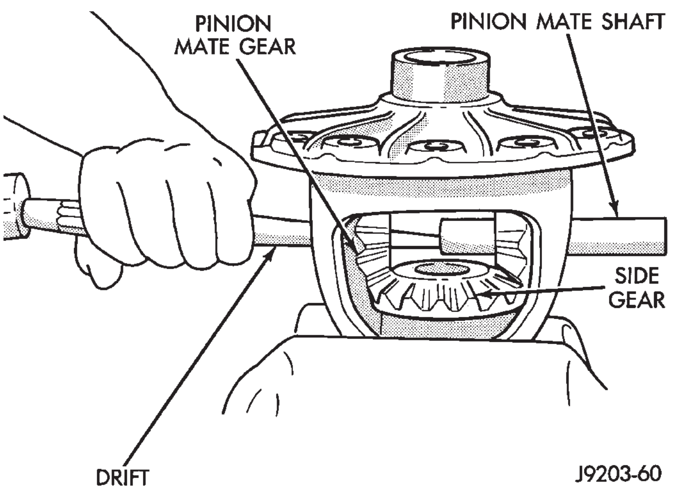

Fig. 35 Mate Shaft Removal

(6) Rotate the differential side gears and remove the pinion mate gears and thrust washers (Fig. 36).

(7) Remove the differential side gears and thrust washers.

(8) Remove the case from the vise.

DIFFERENTIAL ASSEMBLY

(1) Install the following components in the differential case (Fig. 37).

- Differential side gears and thrust washers
- Pinion gears and thrust washers

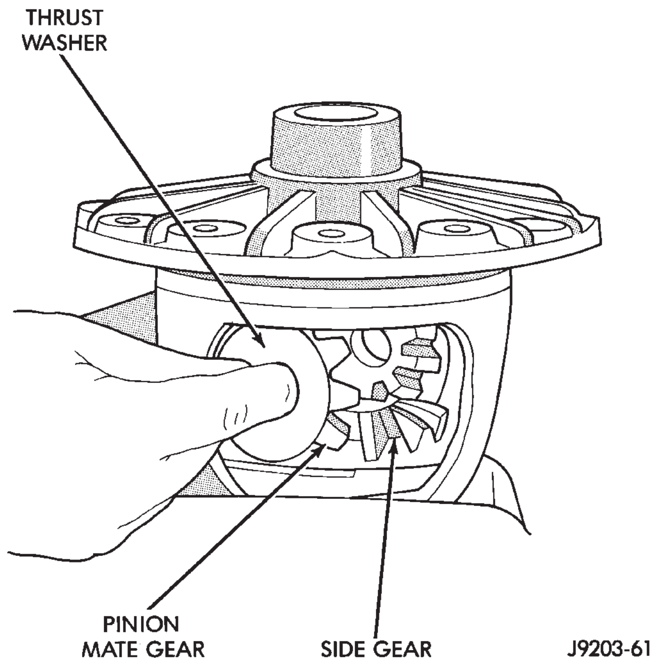

Fig. 36 Pinion Mate Gear Removal

- Pinion gear mate shaft (align holes in shaft and case)

(2) Install and seat the locking roll pin in the differential case and mate shaft with a punch and hammer (Fig. 37). Peen metal part of case over pin in two places 180 degrees apart.

If replacement gears and thrust washers were installed, it is not necessary to measure the gear backlash. Correct fit is due to close machining tolerances during manufacture.

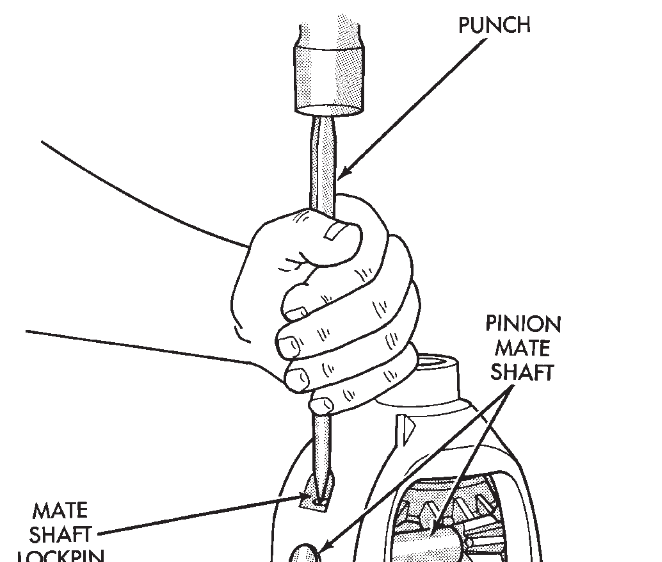

Fig. 37 Mate Shaft Pin Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Invert the differential case and start two ring gear bolts. This will provide case–to–ring gear bolt hole alignment.

(4) Install new ring gear bolts and alternately tighten to 95–122 N·m (70–90 ft. lbs.) torque (Fig. 38).

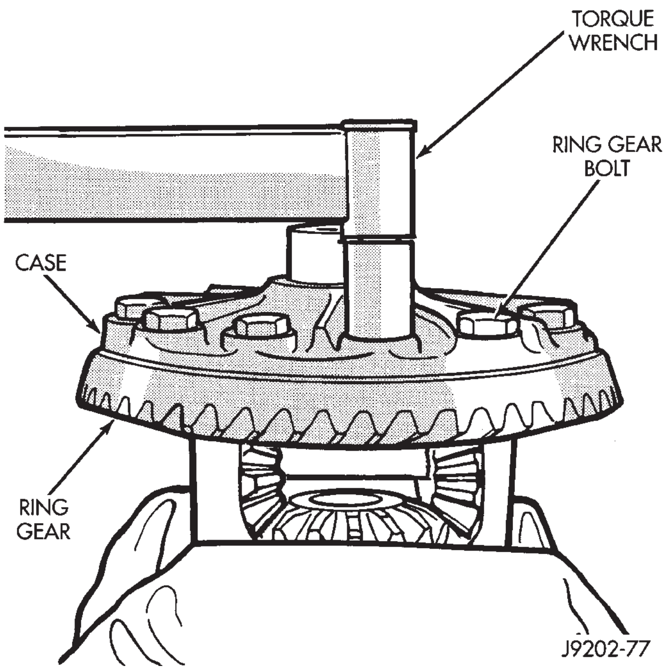

Fig. 38 Ring Gear Bolt Installation

(5) Lubricate all differential components with hypoid gear lubricant.

DIFFERENTIAL AND PINION MEASUREMENT

DIFFERENTIAL ZERO END PLAY MEASUREMENT

(1) Place Master Differential Bearing D–134 (D–348) on the case hubs (Fig. 39). Install differential case into housing.

(2) Install a pilot stud at the right side of housing. Attach Dial Indicator to the pilot stud. Load indicator plunger against the back of the ring gear (Fig. 40).

(3) Insert a small pry bar between the bearing cap and left side of differential case. Pry the case as far as possible to right side (Fig. 40). Zero the dial indicator pointer.

(4) Pry the case to left side and **record** the travel distance.

The measurement above is the shim thickness necessary for case zero end–play. The total thickness will be determined during the ring gear backlash adjustment.

(5) Remove indicator, pilot stud and differential case from housing.

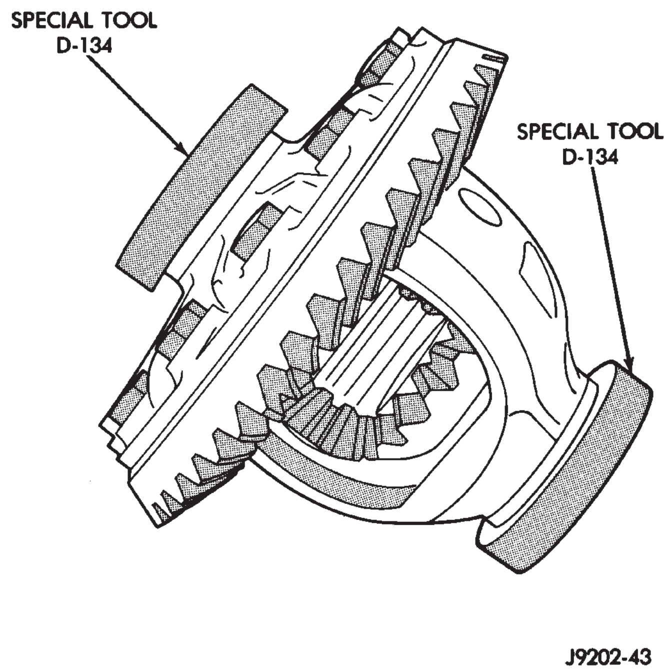

Fig. 39 Master Bearing Tools On Hubs

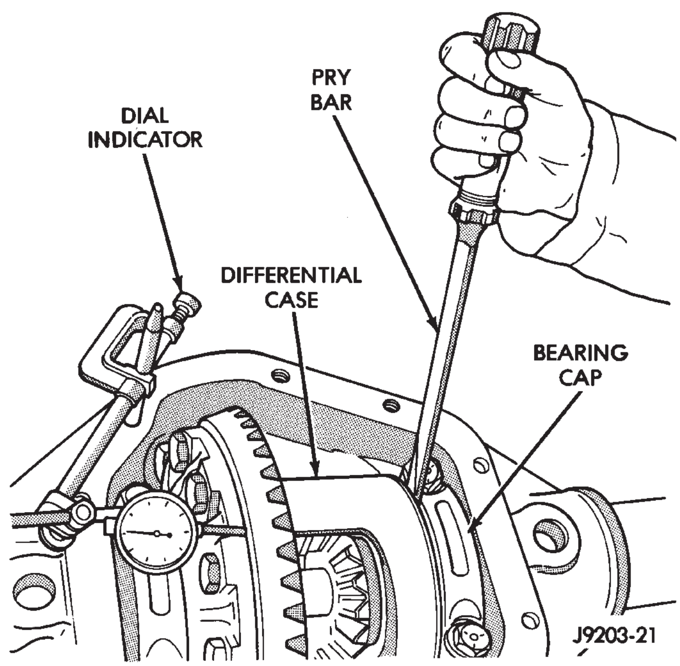

Fig. 40 Differential Case End Play Measurement

PINION GEAR DEPTH MEASUREMENT

Pinion gear depth measurement is necessary when;

- Axle housing or differential case is replaced
- Pinion select shim pack is unknown
- Ring and pinion gears are replaced

Measurements are done with pinion cups and pinion bearings installed in housing. Take measurements with Pinion Gauge Set 6774, Pinion Block 6733 and Dial Indicator C–3339 (Fig. 41).

DISASSEMBLY AND ASSEMBLY (Continued)

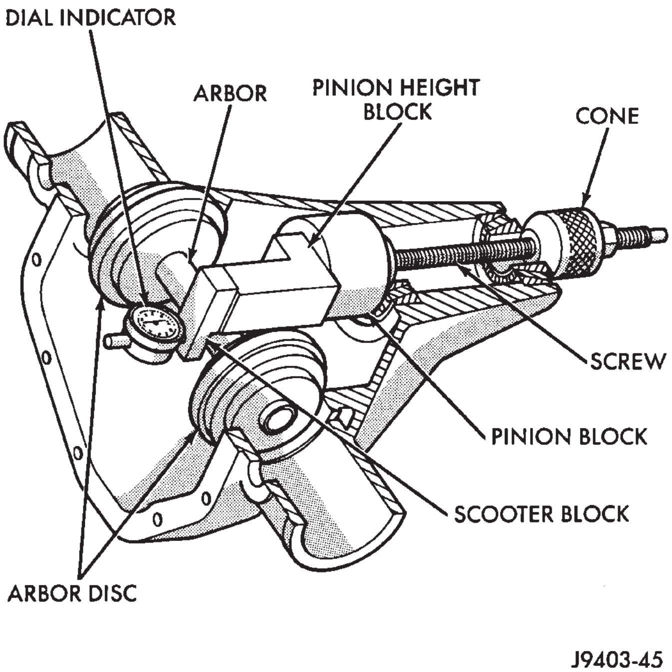

Fig. 41 Pinion Gear Depth Gauge Tools

(1) Install the pinion front bearing cup with Installer D–144 and Handle C–4171 (Fig. 42).

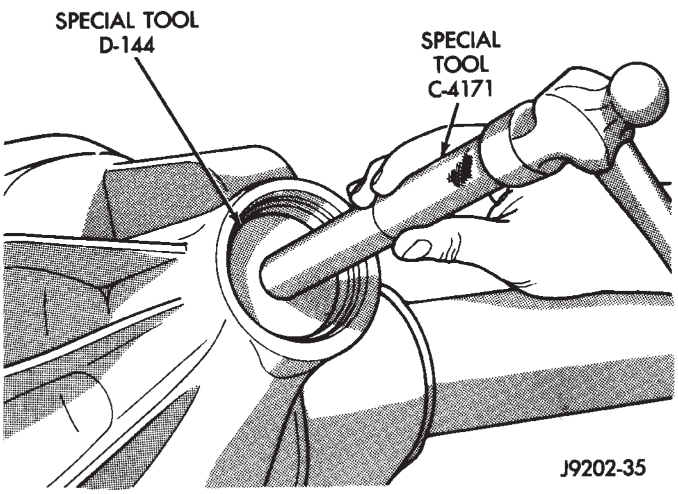

Fig. 42 Pinion Front Bearing Cup Installation

(2) Install the bearing cup with Installer D–146 and Driver Handle C– 4171 (Fig. 43). Ensure cup is correctly seated.

(3) Assemble Pinion Gauge Set, Pinion Block and pinion bearings. Install assembly into differential pinion gear bore and hand tighten cone (Fig. 44).

(4) Place Arbor Disc 6732 on Arbor D–115–3 and position in the bearing cradles (Fig. 45). Install differential bearing caps on Arbor Discs and tighten caps snug only.

Arbor Discs have different steps to fit other axle sizes. Pick correct size step for axle being serviced.

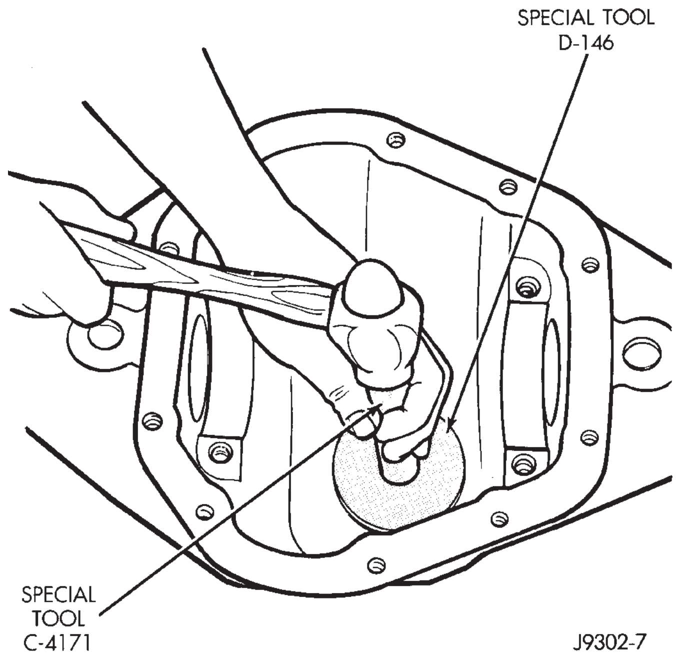

Fig. 43 Pinion Rear Bearing Cup Installation

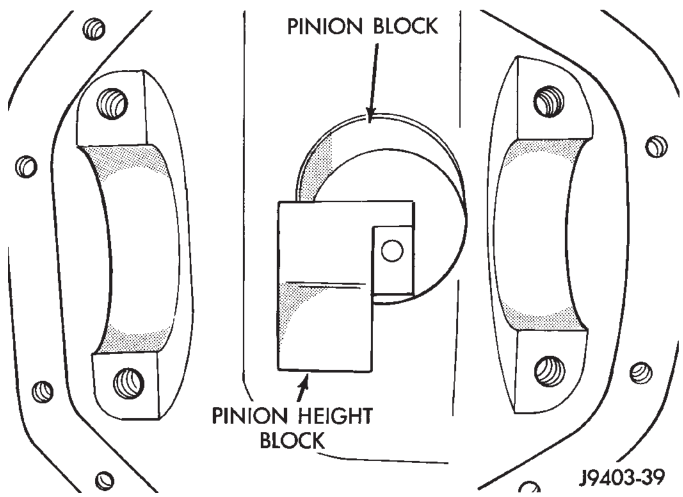

Fig. 44 Pinion Height Block

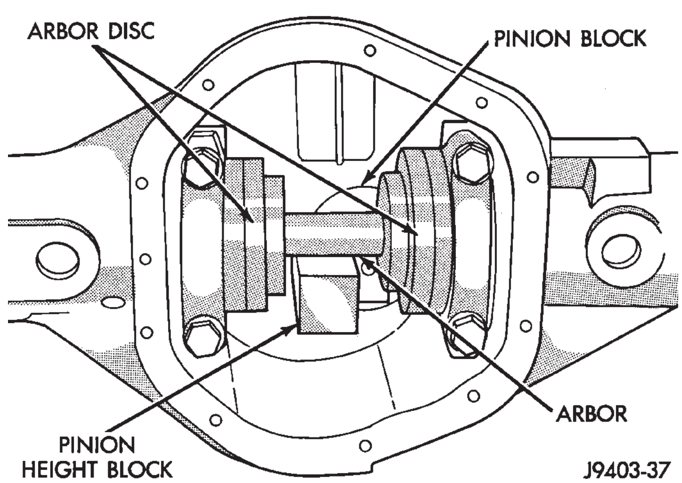

Fig. 45 Gauge Tools In Housing

DISASSEMBLY AND ASSEMBLY (Continued)

(5) Firmly place Scooter Block and Dial Indicator on pinion height block tool and zero the dial indicator pointer.

(6) Slide the Scooter Block across the arbor while observing indicator (Fig. 46). Record the longest travel distance, whether inward (–) or outward (+), indicated by the pointer.

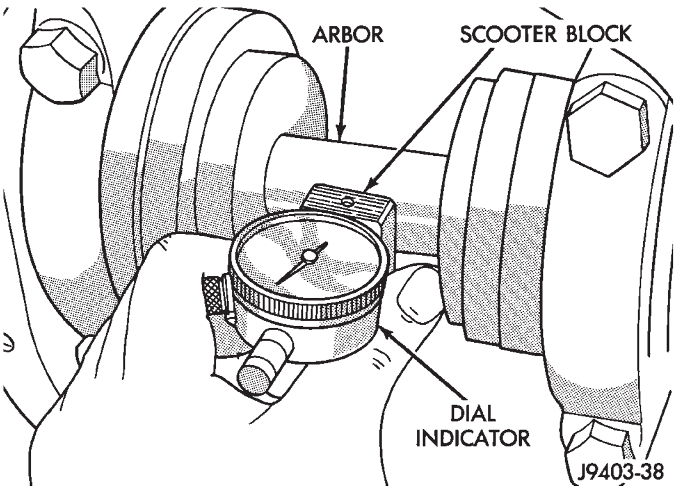

Fig. 46 Pinion Depth Measurement

The plunger travel, plus or minus the variance etched in the gear, is the required thickness for the depth shims.

(7) Measure the thickness of each depth shim with a micrometer. Combine the shims necessary for total required shim pack thickness. **Include oil slinger or baffle thickness with the total shim pack thickness.**

(8) Remove the measurement tools from the differential housing.

DIFFERENTIAL SHIM PACK MEASUREMENT AND ADJUSTMENT

(1) Place Master Differential Bearing D–134 (D–348) on the case hubs.

(2) Install a pilot stud at the left side of housing. Attach Dial Indicator to housing. Load the indicator plunger against the back of the ring gear (Fig. 47). Ensure ring and pinion gear teeth are tightly meshed. Zero the indicator.

(3) Insert a small pry bar between the bearing cap and left side of differential case. Pry the case as far as possible to right side (Fig. 47). Zero the dial indicator pointer.

(4) Repeat the measurement several times to check consistency. Record the travel distance.

The measurement above shows shim thickness necessary to eliminate ring gear backlash. Subtract this thickness from case zero end–play shim thickness (Fig. 48). The shims must be

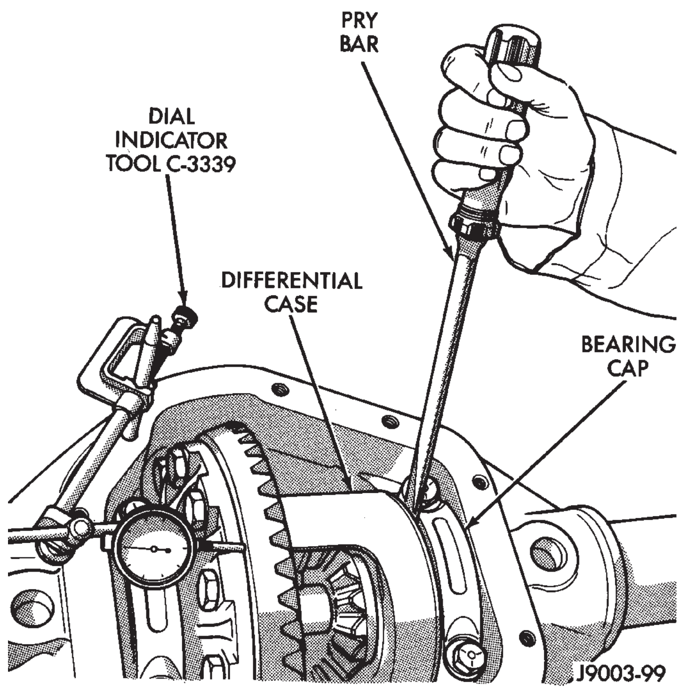

Fig. 47 Shim Pack Measurement

placed at the ring gear side between the case and bearing.

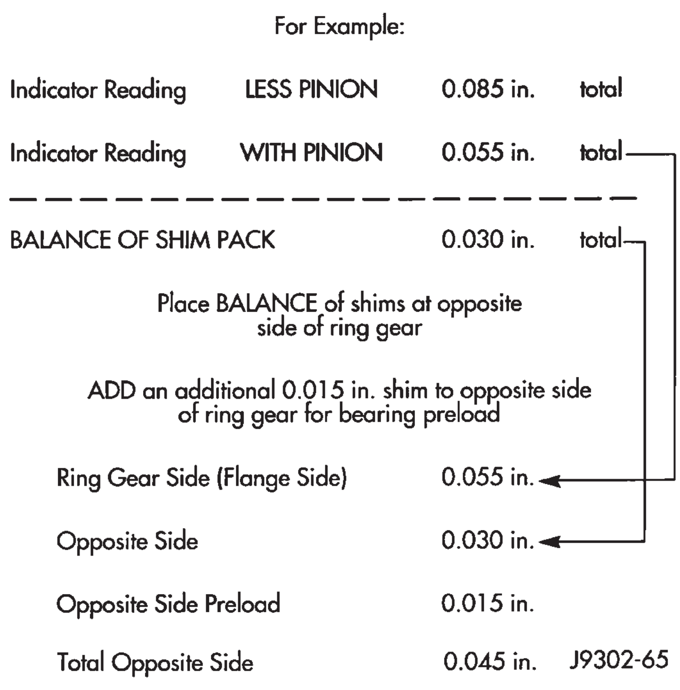

Fig. 48 Shim Pack Calculations

(5) Remove indicator and pilot stud.

(6) Remove the differential case from housing.

(7) Remove the master bearing tools from the differential case hubs.

(8) Position the backlash shims (with determined thickness) on case hub (ring gear side). Install bear-

DISASSEMBLY AND ASSEMBLY (Continued)

ing on the hub with Bearing Installer C– 3716A and Driver Handle C–4171 (Fig. 49).

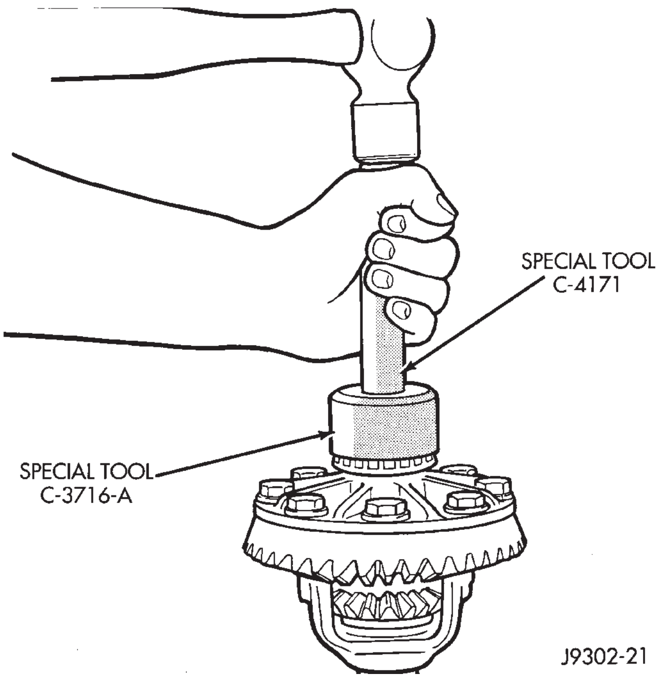

Fig. 49 Differential Bearing Installation

(9) Position the remaining zero end–play shims on hub at opposite side of case. Include an additional 0.015 in. (0.38 mm) thick shim on this hub. This will provide the required differential bearing preload.

(10) Install bearings on hubs with Installer C–3716A and Handle C–4171 (Fig. 49).

(11) Match each bearing cup with bearing (original). Install the cups on the bearings.

BACKLASH AND CONTACT PATTERN ANALYSIS

(1) Rotate assembly several revolutions to seat bearings. Measure backlash at three equally spaced locations around the perimeter of the ring gear with a dial indicator (Fig. 50).

The ring gear backlash must be within 0.12 – 0.20 mm (0.005 – 0.008 inch). It cannot vary more than 0.05 mm (0.002 inch) between the points checked.

If backlash must be adjusted, transfer shims from one side of carrier to the other side. Adjust the backlash accordingly (Fig. 51). **DO NOT INCREASE THE TOTAL SHIM PACK THICKNESS, EXCESSIVE BEARING PRELOAD AND DAMAGE WILL OCCUR.**

If the mesh and backlash steps have been followed, good gear teeth contact patterns should exist.

The ring gear teeth contact patterns will show if the pinion gear depth is correct. It will also show if the ring gear backlash has been adjusted correctly. The backlash must be maintained within the specified limits until the correct tooth contact patterns are obtained.

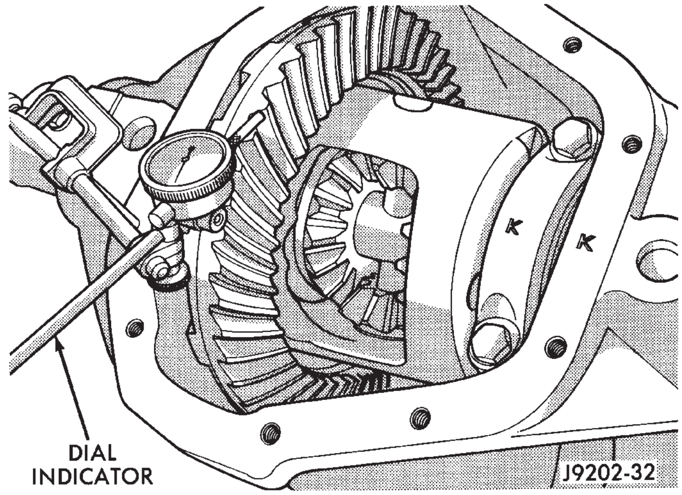

Fig. 50 Ring Gear Backlash Measurement

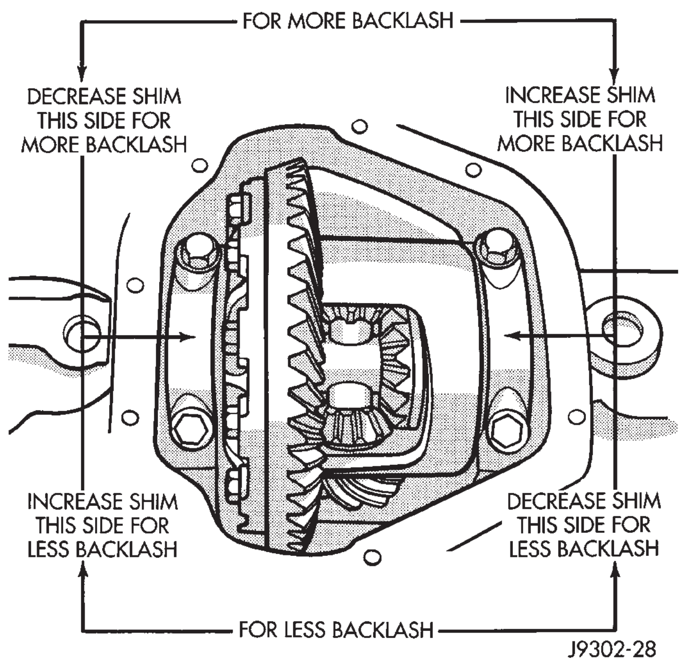

Fig. 51 Backlash Shim Adjustment

(2) Apply a thin coat of hydrated ferric oxide (yellow oxide of iron) to the drive and coast side of the ring gear teeth.

(3) Rotate the ring gear one complete revolution in both directions while a load is being applied. Insert a pry bar between the differential housing and the case flange to load gears. This will produce a distinct contact patterns on both the drive side and coast side of the ring gear teeth.

(4) Note patterns in compound. Refer to (Fig. 52) for interpretation of contact patterns and adjust accordingly.

DISASSEMBLY AND ASSEMBLY (Continued)

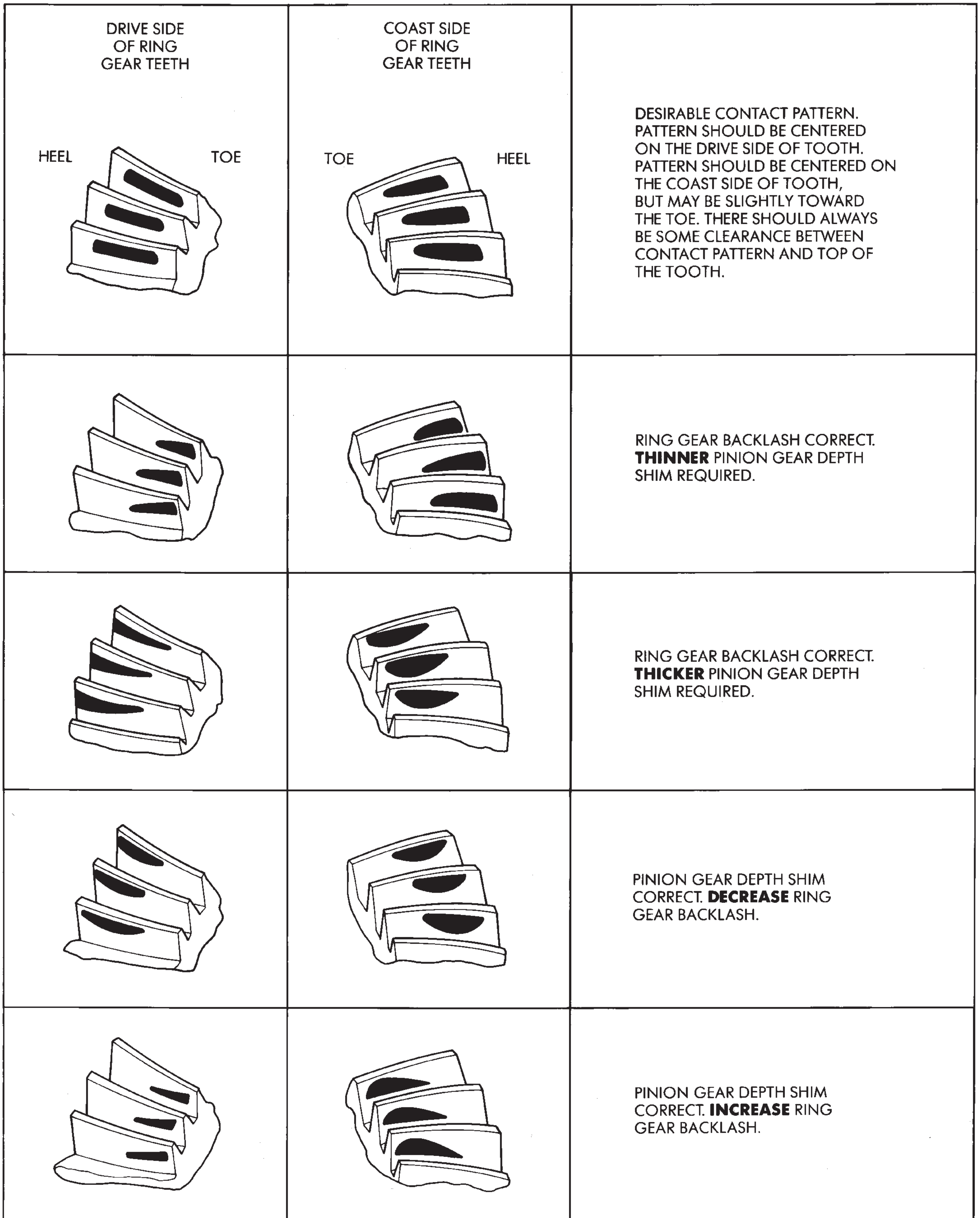

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Fig. 52 Gear Tooth Contact Patterns

DISASSEMBLY AND ASSEMBLY (Continued)

FINAL ASSEMBLY

(1) Install the axle shafts. Refer to Axle Shaft Installation in this Group.

(2) Scrape the residual sealant from the housing and cover mating surfaces. Clean the mating surfaces with mineral spirits. Apply a bead of Mopar Silicone Rubber Sealant on the housing cover. Allow the sealant to cure for a few minutes.

Install the housing cover within 5 minutes after applying the sealant. If not installed the sealant must be removed and another bead applied.

(3) Install the cover on the differential with the attaching bolts. Install the identification tag. Tighten the cover bolts with 41 N·m (30 ft. lbs.) torque.

CAUTION: Overfilling the differential can result in lubricant foaming and overheating.

(4) Refill the differential housing with the specified quantity of Mopar Hypoid Gear Lubricant.

(5) Install the fill hole plug and tighten to 34 N·m (25 ft. lbs.) torque.

CLEANING AND INSPECTION

CARDAN U-JOINT

(1) Clean all the U–joint yoke bores with cleaning solvent and a wire brush. Ensure that all the rust and foreign matter are removed from the bores.

(2) Inspect the yokes for distortion, cracks and worn bearing cap bores.

(3) Replace the complete U–joint if any of the components are defective.

DIFFERENTIAL

Wash differential components with cleaning solvent and dry with compressed air. **Do not steam clean the differential components.**

Wash bearings with solvent and towel dry, or dry with compressed air. DO NOT spin bearings with compressed air. **Cup and bearing must be replaced as a matched sets only.**

Clean axle shaft tubes and oil channels with clean cloth.

Inspect for;

- Smooth appearance with no broken/dented surfaces on the bearing rollers or the roller contact surfaces.
- Bearing cups must not be distorted or cracked.
- Machined surfaces should be smooth and without any raised edges.
- Raised metal on shoulders of cup bores should be removed with a hand stone.
- Wear or damage to pinion gear mate shaft, pinion gears, side gears and thrust washers. Replace as a matched set only.
- Worn or chipped teeth to ring and pinion gears.
- Damaged bolt threads to ring gear. Replaced as a matched set only.
- Pinion yoke for cracks, worn splines, pitted areas, and a rough/corroded seal contact surface. Repair or replace the as necessary.

SPECIFICATIONS

FRONT AXLE—MODEL 30

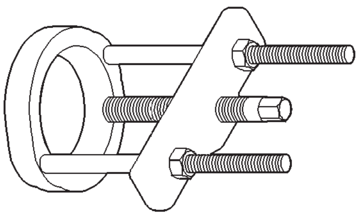
Axle Type	Hypoid
Lubricant	SAE Thermally Stable 80W–90
Lube Capacity	1.48 L (3.13 pts.)
Axle Ratio	3.07 3.55 3.73 4.10
Differential	
Side Gear Clearance	0.12–0.20 mm (0.005–0.008 in.)
Ring Gear	
Diameter	18.09 cm (7.125 in.)
Backlash	0–0.15 mm (0.005–0.008 in.)
Pinion Std. Depth	92.1 mm (3.625 in.)
Pinion Bearing Preload	
Original Bearing	1–2 N·m (10–20 in. lbs.)
New Bearing	1.5–4 N·m (15–35 in. lbs.)

TORQUE—MODEL 30 AXLE

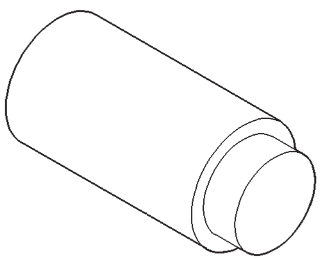
DESCRIPTION	TORQUE
Fill Hole Plug	34 N·m (25 ft. lbs.)
Diff. Cover Bolt	41 N·m (30 ft. lbs.)
Bearing Cap Bolt	61 N·m (45 ft. lbs.)
Ring Gear Bolt	95–122 N·m (70–90 ft. lbs.)
Shift Motor Bolt	11 N·m (8 ft. lbs.)
Axle Nut	237 N·m (175 ft. lbs.)
Wheel Brg. Bolt	102 N·m (75 ft. lbs.)
Lower Ball Stud	108 N·m (80 ft. lbs.)
Upper Ball Stud	101 N·m (75 ft. lbs.)
ABS Sensor Bolt	11 N·m (96 in. lbs.)

SPECIAL TOOLS

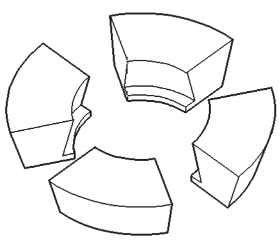
FRONT AXLE—MODEL 30



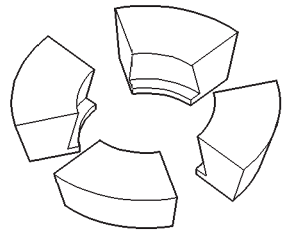
Puller—C-293-PA



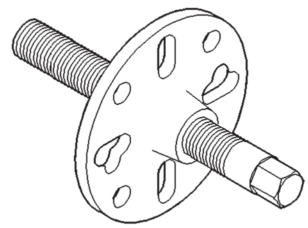
Extension—C293–3



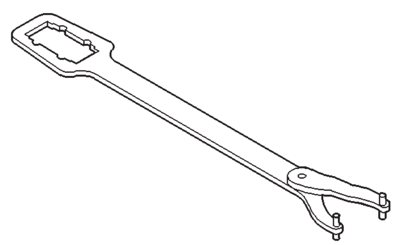
Adapter—C-293-39



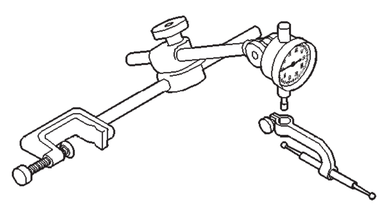
Adapter—C-293-48



Puller—C-452

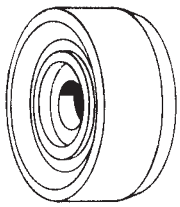


Wrench—C-3281

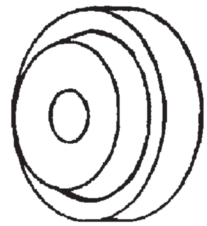


Dial Indicator—C-3339

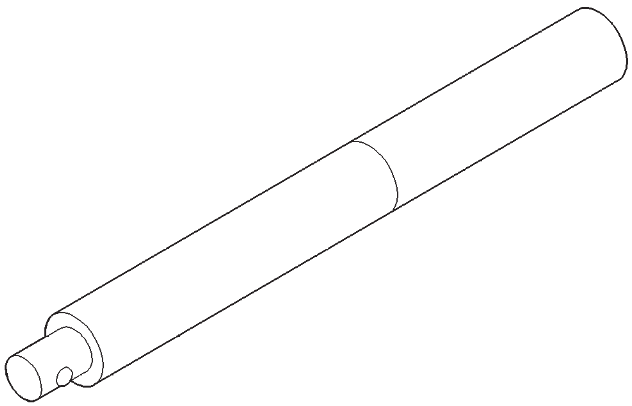
SPECIAL TOOLS (Continued)



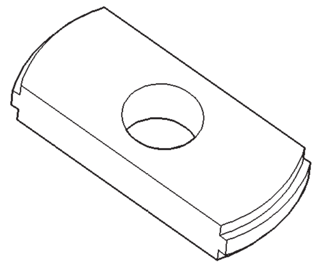
Driver—C-3716-A



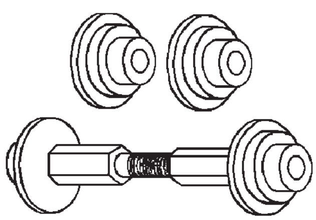
Installer—D-146



Handle—C-4171



Remover—D-147



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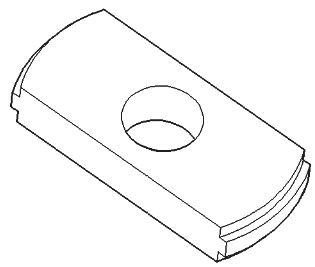

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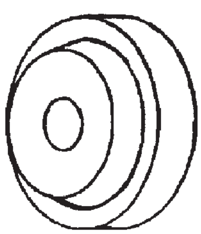

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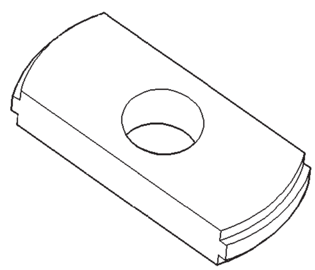
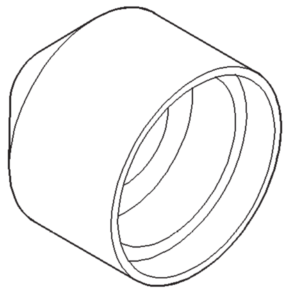
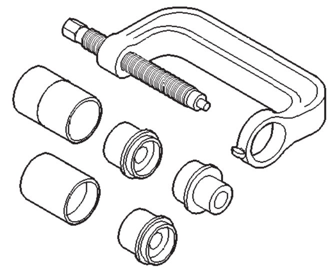


Remover—D-149

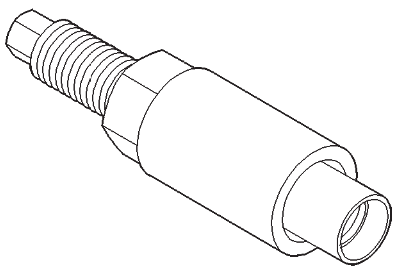
SPECIAL TOOLS (Continued)



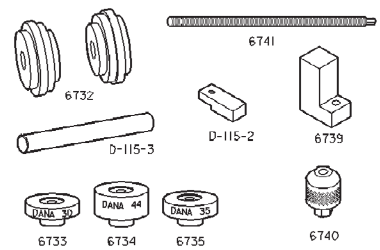
Installer—D163



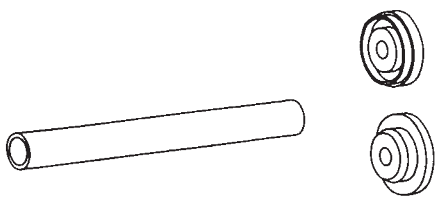
Remover/Installer—6289



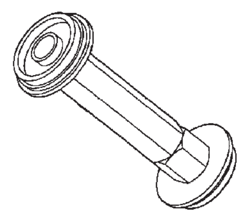
Installer—W-162-D



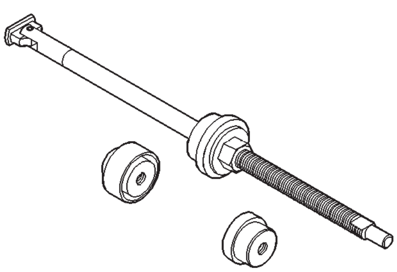
Tool Set, Pinion Depth—6774



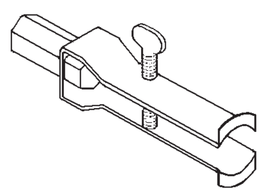
Installer—6228



Installer—6764

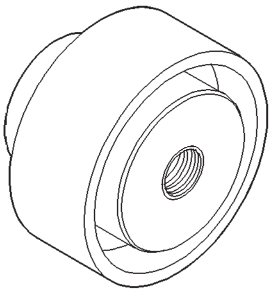


Remover/Installer—6288

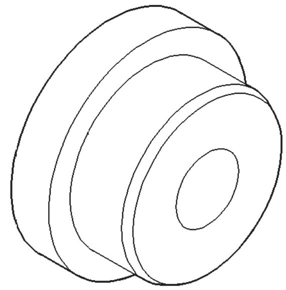


Puller—7794-A

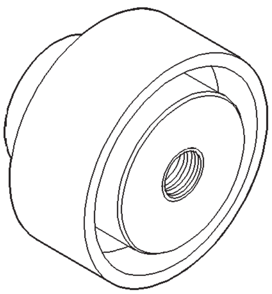
SPECIAL TOOLS (Continued)



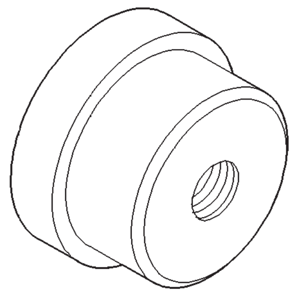
Remover—7916



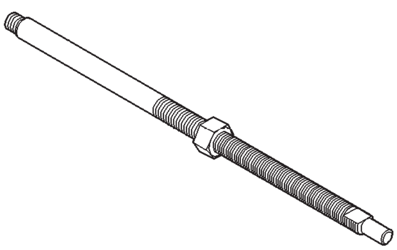
Support—7919



Installer—7917



Remover—7920



Screw, Forcing—7918

MODEL 35 AXLE

INDEX

GENERAL INFORMATION

GENERAL INFORMATION

The Model 35 housing has an iron center casting (differential housing) with axle shaft tubes extending from either side. The tubes are pressed into and welded to the differential housing to form a one-piece axle housing.

The integral type housing, hypoid gear design has the center line of the pinion set below the center line of the ring gear.

The axle has a vent hose to relieve internal pressure caused by lubricant vaporization and internal expansion.

The axles are equipped with semi–floating axle shafts, meaning that loads are supported by the axle shaft and bearings. The axle shafts are retained by C–clips in the differential side gears.

The cover provides a means for servicing the differential without removing the axle.

Axles may be equipped with drum or disc brakes. The axles that are equipped with ABS brake have a tone ring pressed on the axle shaft. Use care when removing axle shafts as NOT to damage the tone wheel or the sensor.

The Model 35 axle has the assembly part number and gear ratio listed on a tag. The tag is attached to the housing cover. Build date identification codes are stamped on the axle shaft tube cover side.

The differential case is a one–piece design. The differential pinion mate shaft is retained with a threaded roll pin. Differential bearing preload and ring gear backlash is adjusted by the use of spacer shims. Pinion bearing preload is set and maintained by the use of a collapsible spacer.

For complete drive axle assembly removal and installation refer to Drive Axle Assembly Replacement in this Group.

LUBRICANT SPECIFICATIONS

Multi–purpose, hypoid gear lubricant should be used. The lubricant should have MIL–L–2105C and API GL 5 quality specifications. Mopar Hypoid Gear Lubricant conforms to both of these specifications.

- Lubricant is a thermally stable SAE 80W–90 gear lubricant.
- Lubricant for axle with Trailer Tow is SAE 75W–140 SYNTHETIC gear lubricant.
- Trac–Lok differentials add 4 oz. of friction modifier.
- Lubricant capacity is 1.66 L (3.50 pts.).

GENERAL INFORMATION (Continued)

CAUTION: If axle is submerged in water, lubricant must be replaced immediately to avoid possible premature axle failure.

DESCRIPTION AND OPERATION

AXLES

The Model 35 axle is standard for XJ vehicles. The 8 1/4 axle is available in XJ vehicles without ABS brakes.

The Model 35 and 8 1/4 axle housings has a cast iron center section. Two steel axle shaft tubes are pressed into the differential housing and welded.

It is not necessary to remove the axle from the vehicle for service. A removable differential cover is provided for routine vehicle service. If the differential housing is damaged, the complete axle assembly can be removed.

For complete drive axle assembly removal and installation refer to Drive Axle Assembly Replacement in this Group.

IDENTIFICATION

Model 35 axle has the assembly part number and gear ratio listed on a tag. The tag is attached to the left side of the housing cover (Fig. 1). Build date identification codes on axles are stamped on the axle shaft tube cover side. The Model 35 axle has a flat housing cover gasket flange at the outer edge (Fig. 1).

The 8 1/4 axle has the build date code and gear ratio tags attached to the housing cover (Fig. 2). The housing cover gasket has a rolled gasket flange at the outer edge (Fig. 2).

- The Model 35 axle has shaft tubes that are 2.625 inch (66.67 mm) in diameter.
- The 8 1/4 axle has axle shaft tubes that are 3.0–inch (76.2 mm) in diameter.

STANDARD DIFFERENTIAL OPERATION

The differential gear system divides the torque between the axle shafts. It allows the axle shafts to rotate at different speeds when turning corners.

Each differential side gear is splined to an axle shaft. The pinion gears are mounted on a pinion mate shaft and are free to rotate on the shaft. The pinion gear is fitted in a bore in the differential case and is positioned at a right angle to the axle shafts.

In operation, power flow occurs as follows:

- The pinion gear rotates the ring gear
- The ring gear (bolted to the differential case) rotates the case
- The differential pinion gears (mounted on the pinion mate shaft in the case) rotate the side gears

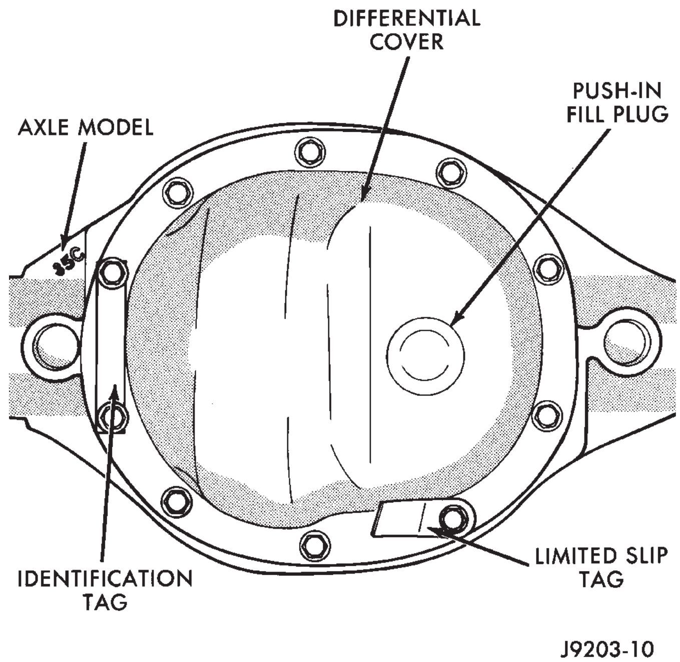


Fig. 1 Model 35 Differential Cover

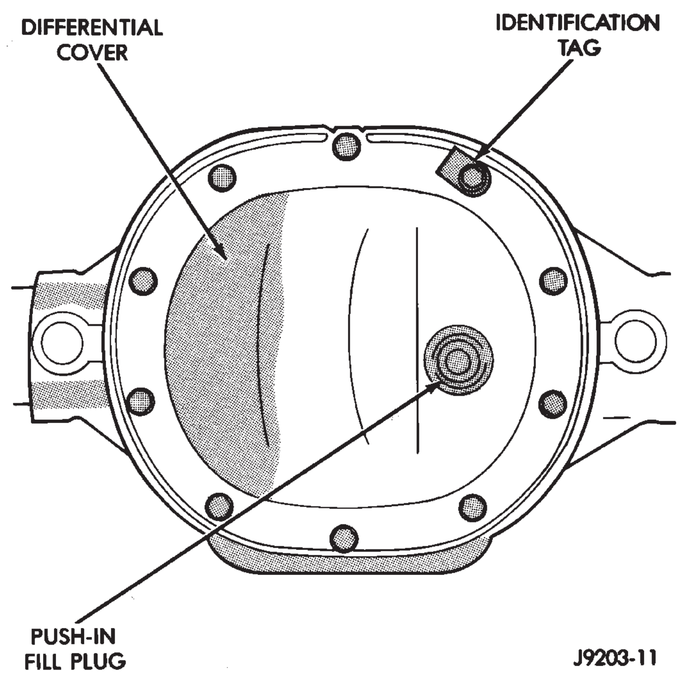


Fig. 2 Differential Cover–8 1/4

- The side gears (splined to the axle shafts) rotate the shafts

During straight- ahead driving, the differential pinion gears do not rotate on the pinion mate shaft. This occurs because input torque applied to the gears is divided and distributed equally between the two side gears. As a result, the pinion gears revolve with the pinion mate shaft but do not rotate around it (Fig. 3).

DESCRIPTION AND OPERATION (Continued)

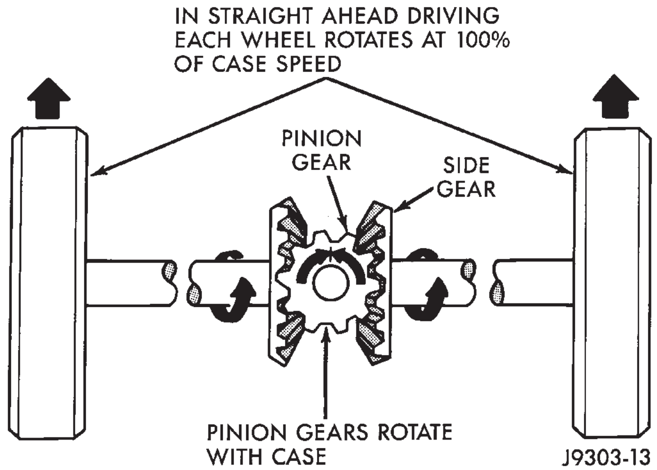


Fig. 3 Differential Operation—Straight Ahead Driving

When turning corners, the outside wheel must travel a greater distance than the inside wheel in order to complete a turn. The difference must be compensated for, to prevent the tires from scuffing and skidding through turns. To accomplish this, the differential allows the axle shafts to turn at unequal speeds (Fig. 4). In this instance, the input torque applied to the pinion gears is not divided equally. The pinion gears now rotate around the pinion mate shaft in opposite directions. This allows the side gear and axle shaft attached to the outside wheel to rotate at a faster speed.

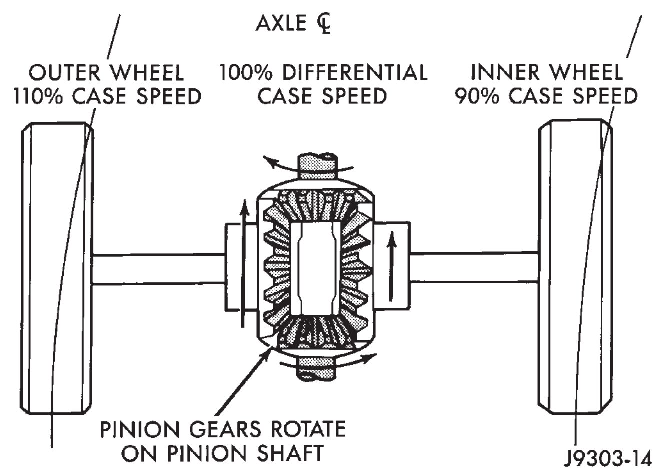


Fig. 4 Differential Operation—On Turns

TRAC-LOK OPERATION

In a conventional differential, the torque applied to the ring gear is transmitted to the axle shafts through the differential gears. During normal operation, the torque transmitted to each wheel is equal at all times. However, if one wheel spins, the opposite wheel will generate only as much torque as the spinning wheel.

In the Trac-lok differential, part of the ring gear torque is transmitted through clutch packs. The clutch packs contain multiple disc. The clutch will have radial grooves on the plates, and concentric grooves on the discs or bonded fiber material that is smooth appearance.

In operation, the Trac-lok clutches are engaged by two concurrent forces. The first being preload force exerted through Belleville spring washers contained in the clutch packs. The second from separating forces generated by the side gears as torque is applied through the ring gear (Fig. 5).

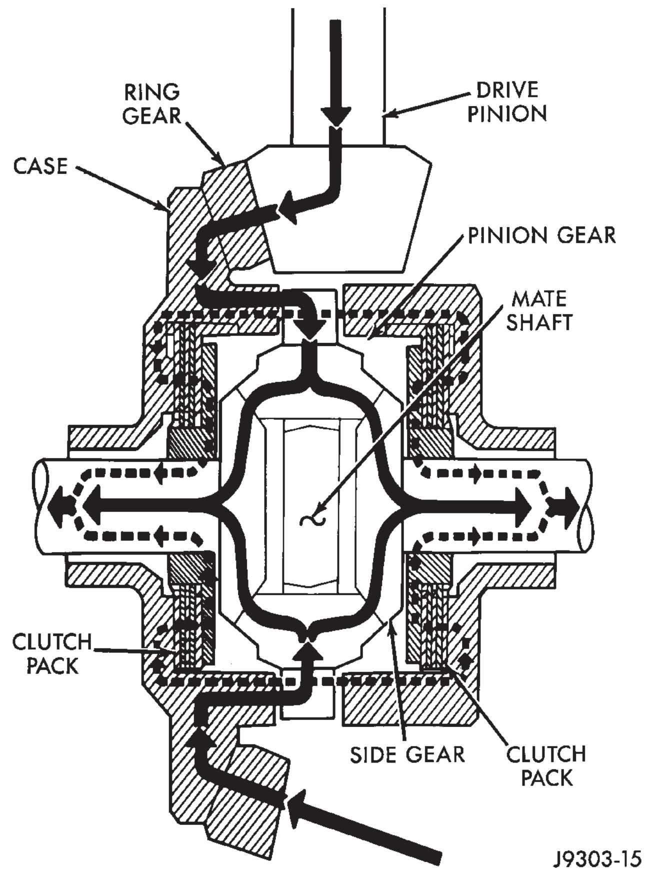


Fig. 5 Trac-lok Limited Slip Differential Operation

The Trac-lok design provides differential action needed for turning corners and for driving straight ahead. However, when one wheel looses traction, the clutch packs transfer additional torque to the wheel having the most traction. Trac-lok differentials resist wheel spin on bumpy roads and provide more pulling power when one wheel looses traction. Pulling power is provided continuously until both wheels loose traction. If both wheels slip due to unequal traction, Trac-lok operation is normal. In extreme cases of differences of traction, the wheel with the least traction may spin.

DIAGNOSIS AND TESTING

GENERAL INFORMATION

Axle bearing problem conditions are usually caused by:

- Insufficient or incorrect lubricant
- Foreign matter/water contamination
- Incorrect bearing preload torque adjustment
- Incorrect backlash (to tight)

When serviced, the bearings must be cleaned thoroughly. They should be dried with lint–free shop towels.

Axle gear problem conditions are usually the result of:

- Insufficient lubrication
- Incorrect or contaminated lubricant
- Overloading (excessive engine torque) or exceeding vehicle weight capacity
- Incorrect clearance or backlash adjustment

Insufficient lubrication is usually the result of a housing cover leak. It can also be from worn axle shaft or pinion gear seals. Check for cracks or porous areas in the housing or tubes.

Using the wrong lubricant will cause overheating and gear failure. Gear tooth cracking and bearing galling are indicators of this.

Axle component breakage is most often the result of:

- Severe overloading
- Insufficient lubricant
- Incorrect lubricant
- Improperly tightened components

Overloading occurs when towing heavier than recommended loads. Component breakage can occur when the wheels are spun excessively. Incorrect lubricant quantity contributes to breakage. Loose differential components can also cause breakage.

Incorrect bearing preload or gear backlash will not result in component breakage. Misadjustment will produce enough noise to cause service repair before a failure occurs. If a misadjustment condition is not corrected, component failure can result.

Excessive bearing preload may not be noisy. This condition will cause high temperature which can result in bearing failure.

GEAR AND BEARING NOISE

GEAR NOISE

Axle gear noise can be caused by insufficient lubricant. Incorrect backlash, tooth contact, or worn/damaged gears can cause noise.

Gear noise usually happens at a specific speed range. The range is 30 to 40 mph, or above 50 mph. The noise can also occur during a specific type of driving condition. These conditions are acceleration, deceleration, coast, or constant load.

When road testing, accelerate the vehicle to the speed range where the noise is the greatest. Shift out–of–gear and coast through the peak–noise range. If the noise stops or changes greatly, check for insufficient lubricant. Incorrect ring gear backlash, or gear damage can cause noise changes.

Differential side and pinion gears can be checked by turning the vehicle. They usually do not cause noise in straight–ahead driving. The side gears are loaded during vehicle turns. If noise does occur during vehicle turns, the side or pinion gears could be worn or damaged. A worn pinion gear mate shaft can also cause a snapping or a knocking noise.

BEARING NOISE

The axle shaft, differential and pinion gear bearings can all produce noise when worn or damaged. Bearing noise can be either a whining, or a growling sound.

Pinion gear bearings have a constant–pitch noise. This noise changes only with vehicle speed. Pinion bearing noise will be higher because it rotates at a faster rate. Drive the vehicle and load the differential. If bearing noise occurs the pinion rear bearing is the source of the noise. If the bearing noise is heard during a coast, front bearing is the source.

Worn, damaged differential bearings usually produce a low pitch noise. Differential bearing noise is similar to pinion bearing. The pitch of differential bearing noise is also constant and varies only with vehicle speed.

Axle shaft bearings produce noise and vibration when worn or damaged. The noise generally changes when the bearings are loaded. Road test the vehicle. Turn the vehicle sharply to the left and to the right. This will load the bearings and change the noise level. Where axle bearing damage is slight, the noise is usually not noticeable at speeds above 30 mph.

LOW SPEED KNOCK

Low speed knock is generally caused by a worn U–joint or by worn side–gear thrust washers. A worn pinion gear shaft bore will also cause low speed knock.

VIBRATION

Vibration at the rear of the vehicle is usually caused by a:

- Damaged drive shaft
- Missing drive shaft balance weight
- Worn, out–of–balance wheels
- Loose wheel lug nuts
- Worn U–joint
- Loose spring U–bolts
- Loose/broken springs

DIAGNOSIS AND TESTING (Continued)

- Damaged axle shaft bearings
- Loose pinion gear nut
- Excessive pinion yoke run out
- Bent axle shaft

Check for loose or damaged front–end components or engine/transmission mounts. These components can contribute to what appears to be a rear–end vibration. Do not overlook engine accessories, brackets and drive belts.

All driveline components should be examined before starting any repair.

Refer to Group 22, Wheels and Tires for additional information.

DRIVELINE SNAP

A snap or clunk noise when the vehicle is shifted into gear (or the clutch engaged), can be caused by:

- High engine idle speed
- Loose engine/transmission/transfer case mounts
- Worn U–joints
- Loose spring mounts
- Loose pinion gear nut and yoke
- Excessive ring gear backlash
- Excessive side gear/case clearance

The source of a snap or a clunk noise can be determined with the assistance of a helper. Raise the vehicle on a hoist with the wheels free to rotate. Instruct the helper to shift the transmission into gear. Listen for the noise, a mechanics stethoscope is helpful in isolating the source of a noise.

REAR AXLE ALIGNMENT

MEASUREMENT

The following procedure can be used to determine if abnormal rear tire tread wear is the result of a bent or deformed rear axle shaft.

(1) Raise both rear wheels off the surface with a frame contact hoist.

(2) Attach a one–inch long piece of masking tape at the center of each tire tread for use as reference marks.

(3) Rotate the rear wheels until both reference marks face the front of the vehicle. Measure the distance between the outside edges of the two pieces of tape. Record this measurement as the front of tire (FTR) measurement.

(4) Rotate the rear wheels until both reference marks face the rear of the vehicle. Measure the distance between the outside edges of the two pieces of tape. Record this measurement as the rear of tire (RTR) measurement.

(5) Subtract the (RTR) measurement from the (FTR) measurement to obtain the amount of wheel toe. The acceptable rear wheel toe–in position is 1/16 in. (1.6 mm) to 3/16 inch (4.8 mm) toe–out.

(6) Rotate the rear wheels until the reference marks are facing downward. Measure the distance between the outside edges of the two pieces of tape. Record this measurement as the bottom of tire (BTR) measurement.

(7) Average the (FTR) and the (RTR) distance measurements. Subtract the (BTR) measurement from this average distance to obtain the camber. The acceptable amount of camber is 1/16 inch to 3/32 inch (1.6 to 2.4 mm).

(FTR + RTR) DIVIDED BY 2 (TWO) MINUS BTR EQUALS CAMBER

If the (BTR) distance measurement is less than the average FTR and RTR distance measurement, the camber will be positive (+). If the (BTR) distance measurement is greater than the average FTR and RTR distance, the camber will be negative (–).

If the toe position or camber is not acceptable, a bent or deformed rear axle shaft is most likely the cause.

LIMITED SLIP DIFFERENTIAL

Under normal traction conditions, engine torque is divided evenly. With low–traction surfaces, engine torque is transferred to the wheel with the most tire traction. When diagnosing a limited–slip differential the wheel with the least traction can continue spinning.

The most common problem is a chatter noise when turning corners. Check for incorrect or contaminated lubricant. Replace the gear lubricant if necessary.

- With Trac–Lok™ differentials add a container of Mopar Trac–Lok Lubricant.

This will correct the condition in most instances. If the chatter persists, clutch damage could have occurred.

After changing the lubricant, drive the vehicle and make 10 to 12 slow, figure–eight turns. This maneuver will pump lubricant through the clutches.

DIAGNOSIS AND TESTING (Continued)

SERVICE DIAGNOSIS

SERVICE DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
WHEEL NOISE	1. Wheel loose. 2. Faulty, brinelled wheel bearing.	1. Tighten loose nuts. 2. Faulty or brinelled bearings must be replaced.
AXLE SHAFT NOISE	1. Misaligned axle shaft tube. 2. Bent or sprung axle shaft. 3. End play in drive pinion bearings. 4. Excessive gear backlash between ring gear and pinion gear. 5. Improper adjustment of drive pinion gear shaft bearings. 6. Loose drive pinion gearshaft yoke nut. 7. Improper wheel bearing adjustment. 8. Scuffed gear tooth contact surfaces.	1. Inspect axle shaft tube alignment. Correct as necessary. 2. Replace bent or sprung axle shaft. 3. Refer to Drive Pinion Bearing Pre-Load Adjustment. 4. Check adjustment of ring gear backlash and pinion gear. Correct as necessary. 5. Adjust drive pinion shaft bearings. 6. Tighten drive pinion gearshaft yoke nut with specified torque. 7. Readjust as necessary. 8. If necessary, replace scuffed gears.
AXLE SHAFT BROKE	1. Misaligned axle shaft tube. 2. Vehicle overloaded. 3. Erratic clutch operation. 4. Grabbing clutch.	1. Replace broken axle shaft after correcting axle shaft tube alignment. 2. Replace broken axle shaft. Avoid excessive weight on vehicle. 3. Replace broken axle shaft after inspecting for other possible causes. Avoid erratic use of clutch. 4. Replace broken axle shaft. Inspect clutch and make necessary repairs or adjustments.
DIFFERENTIAL CASE CRACKED	1. Improper adjustment of differential bearings. 2. Excessive ring gear backlash. 3. Vehicle overloaded. 4. Erratic clutch operation.	1. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust differential bearings properly. 2. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust ring gear backlash properly. 3. Replace cracked case; examine gears and bearings for possible damage. Avoid excessive weight on vehicle. 4. Replace cracked case. After inspecting for other possible causes, examine gears and bearings for possible damage. Avoid erratic use of clutch.
DIFFERENTIAL GEARS SCORED	1. Insufficient lubrication. 2. Improper grade of lubricant. 3. Excessive spinning of one wheel/tire.	1. Replace scored gears. Scoring marks on the drive face of gear teeth or in the bore are caused by instantaneous fusing of the mating surfaces. Scored gears should be replaced. Fill rear differential housing to required capacity with proper lubricant. Refer to Specifications. 2. Replace scored gears. Inspect all gears and bearings for possible damage. Clean and refill differential housing to required capacity with proper lubricant. 3. Replace scored gears. Inspect all gears, pinion bores and shaft for damage. Service as necessary.
LOSS OF LUBRICANT	1. Lubricant level too high.	1. Drain excess lubricant by removing fill plug and allow lubricant to level at lower edge of fill plug hole.

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DIAGNOSIS AND TESTING (Continued)

SERVICE DIAGNOSIS (CONT'D)

CONDITION	POSSIBLE CAUSES	CORRECTION
LOSS OF LUBRICANT	2. Worn axle shaft seals. 3. Cracked differential housing. 4. Worn drive pinion gear shaft seal. 5. Scored and worn yoke. 6. Axle cover not properly sealed.	2. Replace worn seals. 3. Repair or replace housing as necessary. 4. Replace worn drive pinion gear shaft seal. 5. Replace worn or scored yoke and seal. 6. Remove cover and clean flange and reseal.
AXLE OVERHEATING	1. Lubricant level too low. 2. Incorrect grade of lubricant. 3. Bearings adjusted too tight. 4. Excessive gear wear. 5. Insufficient ring gear backlash.	1. Refill differential housing. 2. Drain, flush and refill with correct amount of the correct lubricant. 3. Readjust bearings. 4. Inspect gears for excessive wear or scoring. Replace as necessary. 5. Readjust ring gear backlash and inspect gears for possible scoring.
GEAR TEETH BROKE (RING GEAR AND PINION)	1. Overloading. 2. Erratic clutch operation. 3. Ice-spotted pavements. 4. Improper adjustments.	1. Replace gears. Examine other gears and bearings for possible damage. 2. Replace gears and examine the remaining parts for possible damage. Avoid erratic clutch operation. 3. Replace gears. Examine the remaining parts for possible damage. Replace parts as required. 4. Replace gears. Examine other parts for possible damage. Ensure ring gear backlash is correct.
AXLE NOISE	1. Insufficient lubricant. 2. Improper ring gear and drive pinion gear adjustment. 3. Unmatched ring gear and drive pinion gear. 4. Worn teeth on ring gear or drive pinion gear. 5. Loose drive pinion gear shaft bearings. 6. Loose differential bearings. 7. Misaligned or sprung ring gear. 8. Loose differential bearing cap bolts	1. Refill axle with correct amount of the proper lubricant. Also inspect for leaks and correct as necessary. 2. Check ring gear and pinion gear teeth contact pattern. 3. Remove unmatched ring gear and drive pinion gear. Replace with matched gear and drive pinion gear set. 4. Check teeth on ring gear and drive pinion gear for correct contact. If necessary, replace with new matched set. 5. Adjust drive pinion gearshaft bearing preload torque. 6. Adjust differential bearing preload torque. 7. Measure ring gear runout. 8. Tighten with specified torque

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DIAGNOSIS AND TESTING (Continued)

TRAC-LOK NOISE DIAGNOSIS

If a noise occurs when turning corners, the most probable cause is incorrect or contaminated lubricant. Before removing the Trac-lok unit for repair, drain, flush and refill the axle with the specified lubricant. Refer to Lubricant change in this Group.

A container of Trac-lok Lubricant (friction modifier) should be added after repair service or a lubricant change.

Vehicles with a limited slip differential should be road tested by making 10 to 12 slow figure eight turns. This maneuver will pump the lubricant through the clutch discs to eliminate a possible **chatter or pop** noise complaint.

Refer to Group 0, Lubrication and Maintenance for additional information.

DIFFERENTIAL TEST

WARNING: WHEN SERVICING VEHICLES WITH A LIMITED SLIP DIFFERENTIAL DO NOT USE THE ENGINE TO TURN THE AXLE AND WHEELS. BOTH REAR WHEELS MUST BE RAISED AND THE VEHICLE SUPPORTED. A LIMITED SLIP AXLE CAN EXERT ENOUGH FORCE (IF ONE WHEEL IS IN CONTACT WITH THE SURFACE) TO CAUSE THE VEHICLE TO MOVE.

The differential can be tested without removing the differential case by measuring rotating torque. Make sure brakes are not dragging during this measurement.

(1) Engine off, transmission in neutral, and parking brake off.

(2) Place blocks in front and rear of both front wheels.

(3) Raise one rear wheel until it is completely off the ground.

(4) Remove wheel and bolt Special Tool 6790 to studs.

(5) Use torque wrench on special tool to rotate wheel and read rotating torque (Fig. 6).

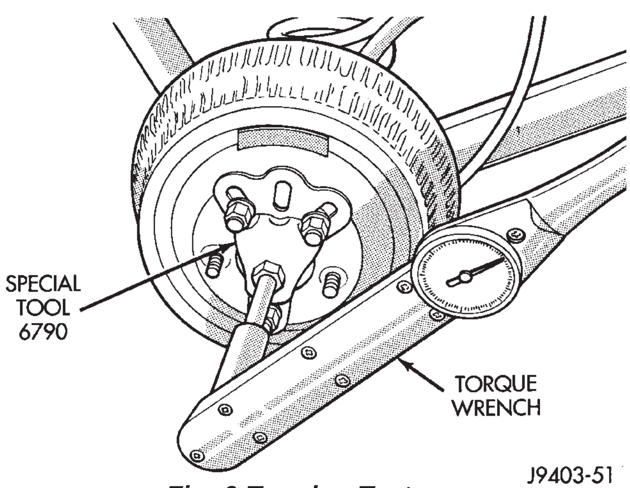

Fig. 6 Trac-loc Test

(6) If rotating torque is less than 22 N·m (30 ft. lbs.) or more than 271 N·m (200 ft. lbs.) on either wheel the unit should be service.

SERVICE PROCEDURES

LUBRICANT CHANGE

The gear lubricant will drain quicker if the vehicle has been recently driven.

(1) Raise and support the vehicle.

(2) Remove the lubricant fill hole plug from the differential housing cover.

(3) Remove the differential housing cover and drain the lubricant from the housing.

(4) Clean the housing cavity with a flushing oil, light engine oil or lint free cloth. **Do not use water, steam, kerosene or gasoline for cleaning.**

(5) Remove the sealant from the housing and cover surfaces.

(6) Apply a bead of Mopar Silicone Rubber Sealant to the housing cover (Fig. 7). **Allow the sealant to cure for a few minutes.**

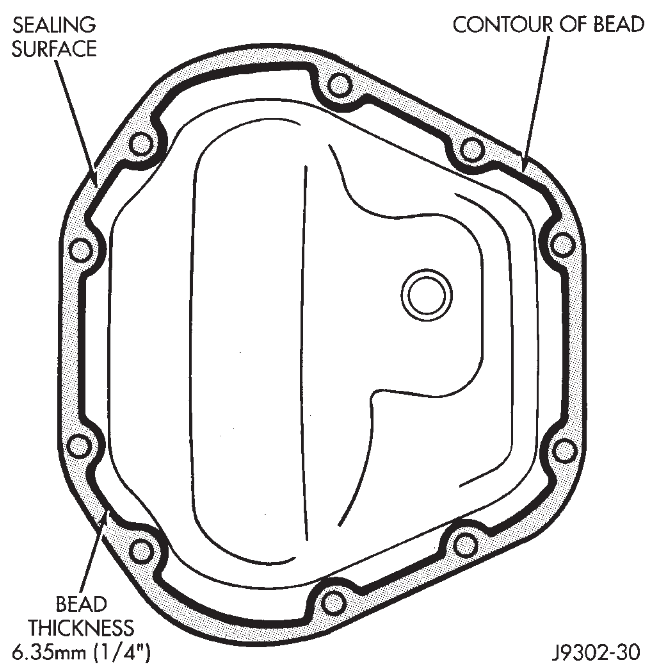

Fig. 7 Typical Housing Cover With Sealant

Install the housing cover within 5 minutes after applying the sealant.

(7) Install the cover and any identification tag. Tighten the cover bolts to 41 N·m (30 ft. lbs.) torque.

(8) Refill differential with Mopar Hypoid Gear Lubricant to bottom of the fill plug hole.

CAUTION: Overfilling the differential can result in lubricant foaming and overheating.

SERVICE PROCEDURES (Continued)

Trac–Lok Differentials; A container of Trac–Lok lubricant (friction modifier) should be added after repair service or a lubricant change.

(9) Install the fill hole plug and lower the vehicle. Limited slip differential vehicles should be road tested by making 10 to 12 slow figure–eight turns. This maneuver will pump the lubricant through the clutch discs to eliminate a possible chatter noise complaint.

REMOVAL AND INSTALLATION

DRIVE AXLE ASSEMBLY REPLACEMENT VEHICLES

REMOVAL

(1) Raise the vehicle and position support stands under the frame rails slightly in front the springs.

(2) Remove the rear wheels.

(3) Mark the drive shaft yoke and axle pinion yoke for alignment reference. Disconnect the drive shaft from the axle.

(4) Disconnect the axle vent hose.

(5) Disconnect the parking brake cables at the equalizer or backing plate.

(6) Disconnect the shock absorbers from the axle brackets.

(7) Disconnect the brake hose at the axle junction block. **Do not disconnect the wheel cylinder tubing fittings.**

(8) If equipped, disconnect ABS wiring connections at the axle.

(9) Support the axle with a hydraulic jack under the differential.

(10) Remove the spring U–bolts from the plate brackets.

(11) Lower the jack enough to remove the axle.

INSTALLATION

CAUTION: Suspension components with rubber bushings should be tightened with the vehicle at normal height. It is important to have the springs supporting the weight of the vehicle when the fasteners are torqued. If springs are not at their normal ride position, vehicle ride comfort could be affected and premature bushing wear may occur. Rubber bushings must never be lubricated.

(1) Support the axle on a hydraulic jack under the differential. Position the axle under the vehicle.

(2) Raise the axle and align the spring center bolts with the locating holes in the axle pads and plate brackets.

(3) Install the spring U–bolts through the plate brackets and tighten to 70 N·m (52 ft. lbs.) torque.

(4) Install ABS wiring connections (if equipped) at the axle.

(5) Connect the brake hose at the axle junction block.

(6) Install the shock absorbers to the axle brackets and tighten to 62 N·m (46 ft. lbs.) torque.

(7) Connect the parking brake cables at the equalizer or backing plate.

(8) Connect the vent hose to the tube fitting.

(9) Align the reference marks and connect the drive shaft to the axle yoke. Tighten the U–joint clamp bolts to 19 N·m (14 ft. lbs.) torque.

(10) Check differential lubricant and add if necessary.

(11) Install the wheel and tire.

(12) Bleed the brakes.

(13) Remove the supports and lower the vehicle.

PINION SHAFT SEAL REPLACEMENT

REMOVAL

(1) Raise and support the vehicle.

(2) Remove wheel and tire assemblies.

(3) Mark the drive shaft yoke and pinion yoke for installation alignment reference.

(4) Remove the drive shaft from the yoke.

(5) Rotate the pinion gear three or four times. **Make sure brakes are not dragging during this procedure.**

(6) Measure the amount of torque (in Newton–meters or inch–pounds) necessary to rotate the pinion gear with a torque wrench. Note the torque for installation reference. **It must be known to properly adjust the pinion gear bearing preload torque after seal installation.**

(7) Remove the pinion yoke nut and washer. Use Remover C–452 and Wrench C–3281 to remove the pinion yoke (Fig. 8).

(8) Mark the positions of the yoke and pinion gear for installation alignment reference.

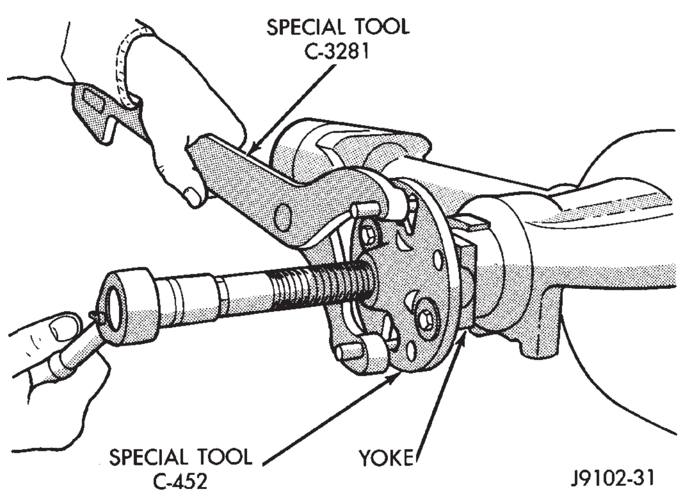

Fig. 8 Pinion Yoke Removal

REMOVAL AND INSTALLATION (Continued)

(9) Use Remover 7794A and slide hammer to remove the pinion gear seal (Fig. 9).

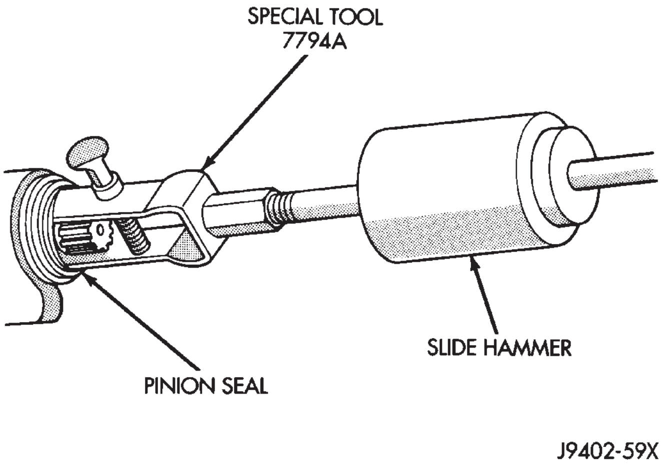

Fig. 9 Seal Removal

INSTALLATION

(1) Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 10).

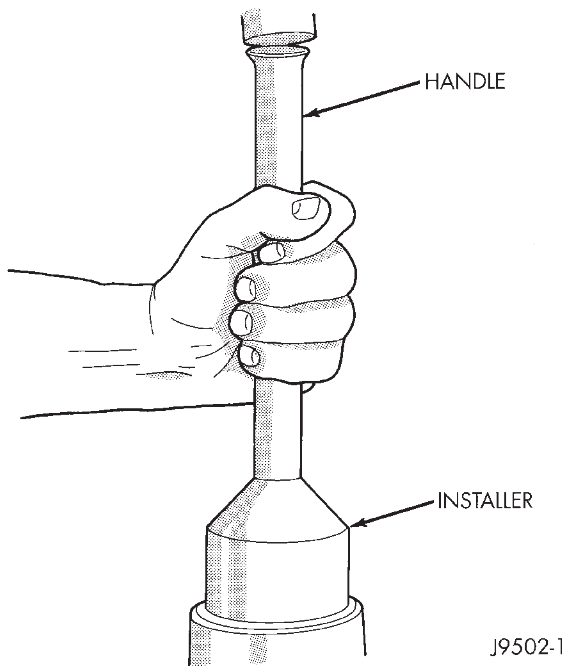

Fig. 10 Pinion Seal Installation

(2) Align the installation reference marks and install yoke on the pinion gear with Installer W–162D.

(3) Install a new nut on the pinion gear. **Tighten the nut only enough to remove the shaft end play.**

CAUTION: Exercise care during the bearing preload torque adjustment. Do not over–tighten, or loosen and then re–tighten the nut. Do not exceed the bearing preload torque. The collapsible preload spacer on the shaft will have to be replaced. The bearing preload torque will be re–adjusted afterward.

(4) Install a socket and inch–pound torque wrench on the pinion nut.

(5) Rotate the shaft with the torque wrench and note the torque.

The required preload torque is equal to the amount recorded during removal plus an additional 0.56 N·m (5 in. lbs.).

(6) Use Flange Wrench C–3281 to retain the yoke and shaft (Fig. 11). Tighten the shaft nut in very small increments.

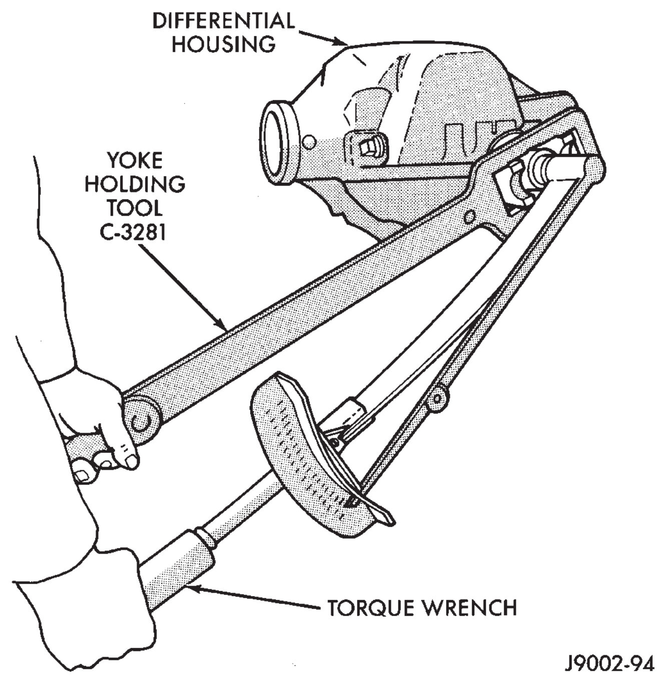

Fig. 11 Tightening Pinion Shaft Nut

(7) Continue tightening the shaft nut in small increments until the correct bearing preload torque is attained.

(8) Align the installation reference marks and attach the drive shaft to the yoke.

(9) Add API grade GL 5 hypoid gear lubricant to the differential housing, if necessary.

(10) Install wheel and tire assemblies.

(11) Lower the vehicle.

REMOVAL AND INSTALLATION (Continued)

AXLE SHAFT

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the wheel and tire.

(3) Remove the brake drum.

(4) Clean all the foreign material from housing cover area.

(5) Loosen the housing cover bolts. Drain the lubricant from the housing and the axle shaft tubes. Remove the housing cover.

(6) Rotate the differential case so that the pinion mate gear shaft lock screw is accessible. Remove the lock screw and the pinion mate gear shaft from the case (Fig. 12).

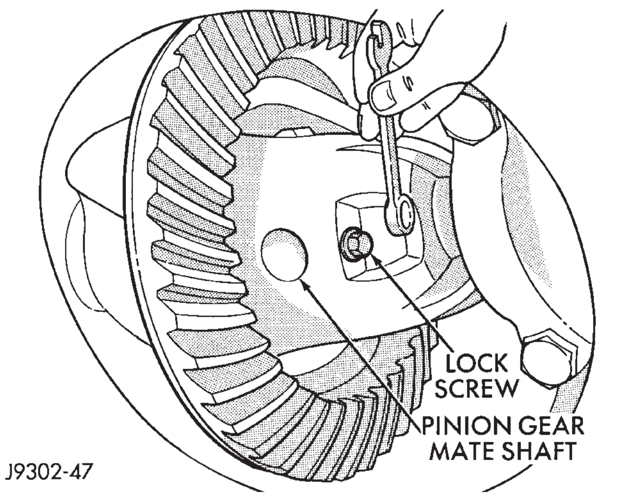

Fig. 12 Mate Shaft Lock Screw

(7) Force the axle shaft in toward the center of the vehicle. Remove the axle shaft C–clip lock from the axle shaft (Fig. 13).

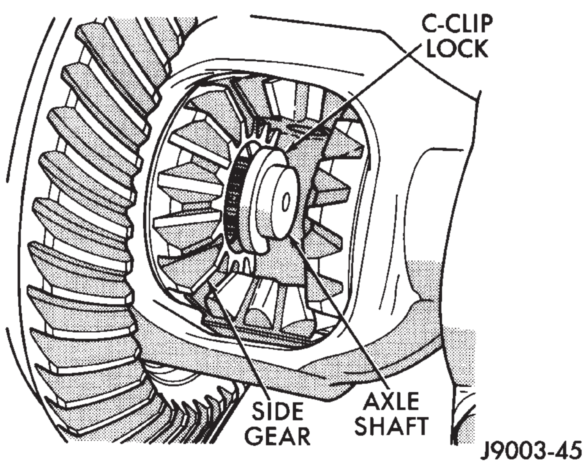

Fig. 13 Axle Shaft C–Clip Lock

(8) Remove the axle shaft. Use care to prevent damage to the axle shaft bearing and seal, which will remain in the axle shaft tube.

(9) Inspect axle shaft seal for leakage or damage.

(10) Inspect the roller bearing contact surface on the axle shaft for signs of brinelling, galling and pitting.

(11) If any of these conditions exist, the axle shaft and bearing or seal must be replaced.

INSTALLATION

(1) Lubricate the bearing bore and seal lip with gear lubricant. Insert the axle shaft through the seal, bearing, and engage it with the side gear splines. **Use care to prevent the shaft splines from damaging the axle shaft seal lip.**

(2) Insert the C–clip lock in the end of the axle shaft. Push the axle shaft outward to seat the C–clip lock in the side gear.

(3) Insert the mate shaft into the case and through the thrust washers and pinion gears. Align the hole in shaft with the hole in the differential case and install the lock screw with Loctite® on the threads. Tighten the screw to 19 N·m (14 ft. lbs.) torque.

(4) Install the cover and add fluid. Refer to the Drain and Refill in this section.

AXLE SHAFT SEAL AND BEARING

REMOVAL

(1) Remove the axle shaft. Refer to the Removal procedures in this Group.

(2) Remove the axle shaft seal from the end of the axle shaft tube with a small pry bar.

(3) Remove the bearing if it appears damaged.

The seal and bearing can be removed at the same time with the bearing removal tool.

(4) Remove the axle shaft bearing from the tube (Fig. 14) with Bearing Removal Tool Set 6310.

(5) Inspect the axle shaft tube bore for roughness and burrs. Remove as necessary.

CAUTION: Inspect the housing bore for burrs. Remove them if they exist.

INSTALLATION

Do not install the original axle shaft seal. Always install a new seal.

(1) Wipe the bore in the axle shaft tube clean.

(2) Install axle shaft bearing with Installer 6436 and Handle C–4171. Ensure part number on the bearing must go against the Installer.

(3) Install the new axle shaft seal (Fig. 15) with Installer 6437 and Handle C–4171.

(4) Install the Axle Shaft. Refer to the installation procedure.

REMOVAL AND INSTALLATION (Continued)

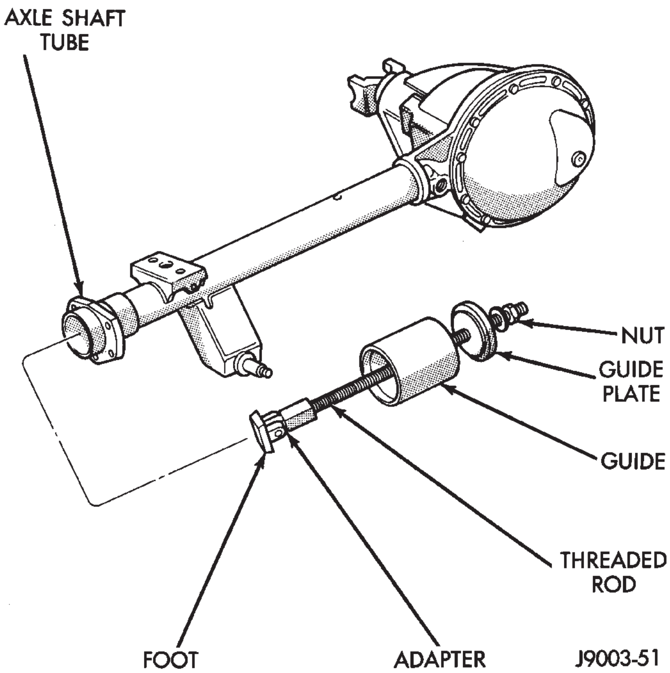

Fig. 14 Axle Shaft Bearing Removal Tool

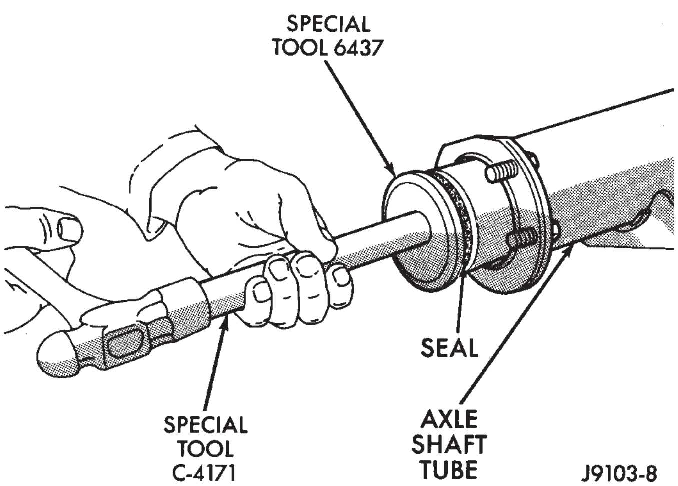

Fig. 15 Axle Shaft Seal Installation

DIFFERENTIAL

REMOVAL

To service the differential the axle shafts must be removed. Refer to the removal procedures in this Group.

(1) Note the installation reference letters stamped on the bearing caps and housing machined sealing surface (Fig. 16).

(2) Remove the differential bearing caps.

(3) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 17). Install the hold down clamps and tighten the tool turnbuckle finger–tight.

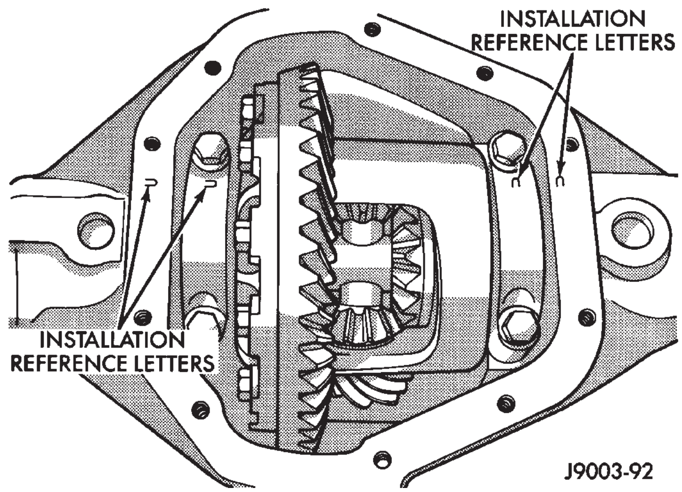

Fig. 16 Bearing Cap Identification

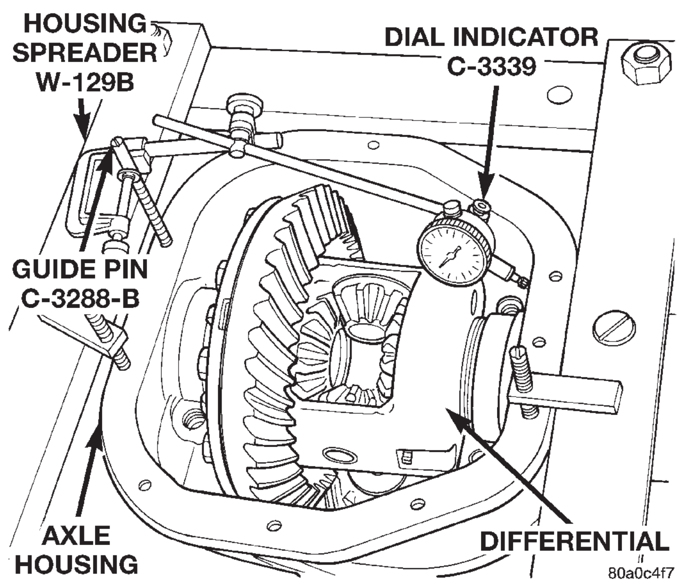

Fig. 17 Spread Differential Housing

(4) Install a pilot stud at the left side of the differential housing. Attach Dial Indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 17) and zero the indicator.

CAUTION: Do not spread over 0.38 mm (0.015 in). If the housing is over–separated, it could be distorted or damaged.

(5) Separate the housing enough to remove the case from the housing. Measure the distance with the dial indicator (Fig. 17).

(6) Remove the dial indicator.

(7) Pry the differential case loose from the housing. To prevent damage, pivot on housing with the end of the pry bar against spreader (Fig. 18).

(8) Remove the case from housing. Mark or tag bearing cups and outboard shim/spacer (selected thickness) indicating which side they were removed.

REMOVAL AND INSTALLATION (Continued)

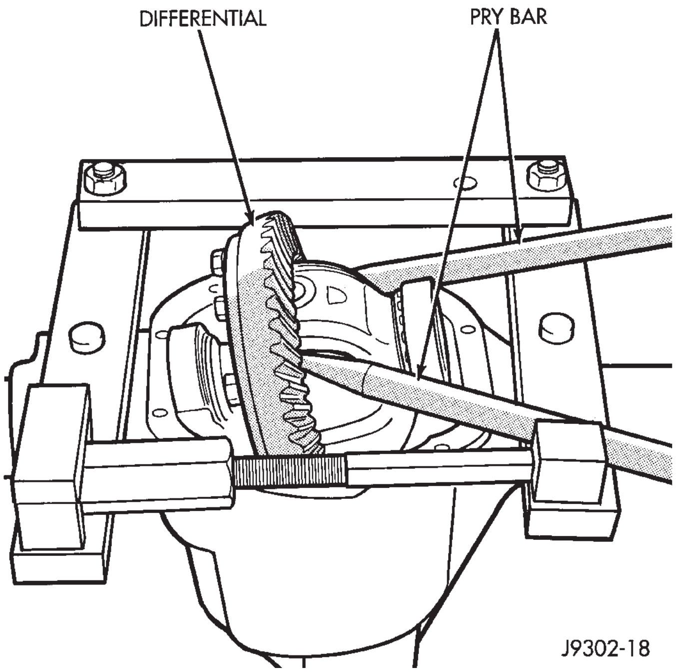

Fig. 18 Differential Removal

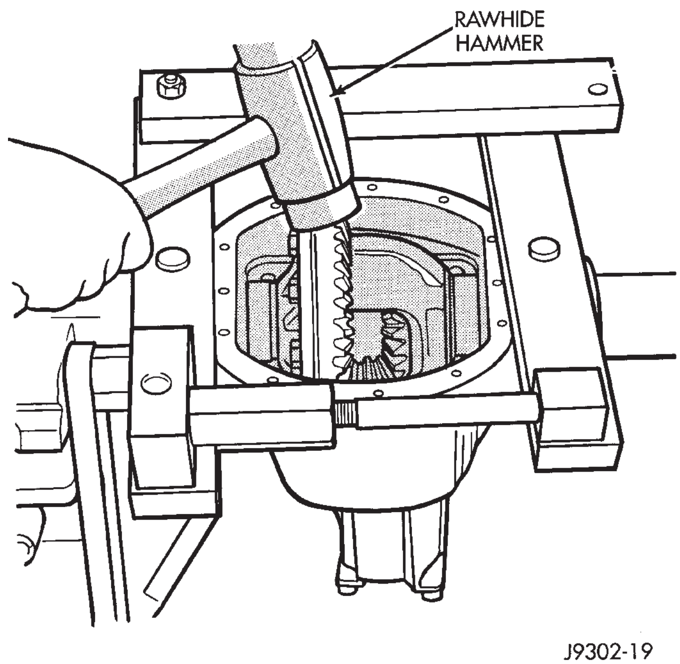

Fig. 19 Differential Installation

DIFFERENTIAL INSTALLATION

(1) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 17). Install the hold down clamps and tighten the tool turnbuckle finger–tight.

(2) Install a pilot stud at the left side of the differential housing. Attach Dial Indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 17) and zero the indicator.

CAUTION: Do not spread over 0.38 mm (0.015 in). If the housing is over–separated, it could be distorted or damaged.

(3) Separate the housing enough to install the case in the housing. Measure the distance with the dial indicator (Fig. 17).

(4) Remove the dial indicator.

(5) Install differential and outboard shim/spacer (selected thickness) in housing.

(6) Install case in the housing. Tap the differential case to ensure the bearings are fully seated (Fig. 19). Remove the spreader.

(7) Install the bearing caps at their original locations (Fig. 20). Tighten the bearing cap bolts to 77 N·m (57 ft. lbs.) torque.

DIFFERENTIAL SIDE BEARINGS

REMOVAL

(1) Remove Differential case from axle housing.

(2) Remove the bearings from the differential case with Press 938, and Adapter 1130 (Fig. 21).

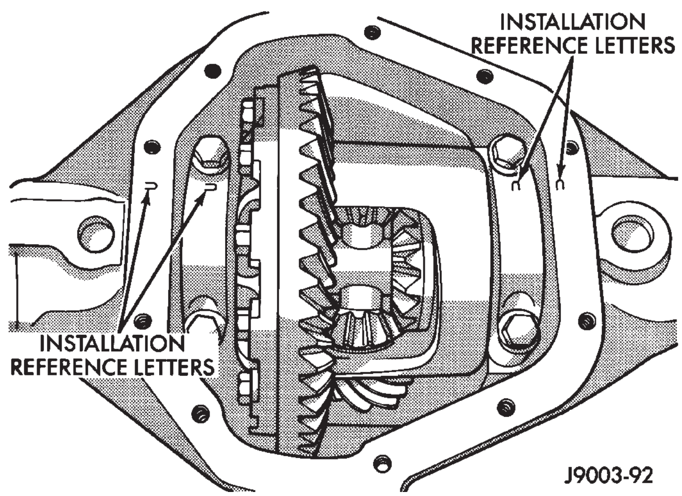

Fig. 20 Differential Bearing Cap Reference Letters

DIFFERENTIAL SIDE BEARING INSTALLATION

If ring and pinion gears have been replaced, verify differential side bearing preload and gear mesh backlash.

(1) Using tool C-4340 with handle C-4171, install differential side bearings (Fig. 22).

(2) Install differential in axle housing.

RING GEAR

The ring and pinion gears are service in a matched set. Do not replace the ring gear with replacing the pinion gear. Refer to Pinion Gear removal and installation paragraph in this section for proper procedure.

REMOVAL

(1) Remove differential from axle housing.

REMOVAL AND INSTALLATION (Continued)

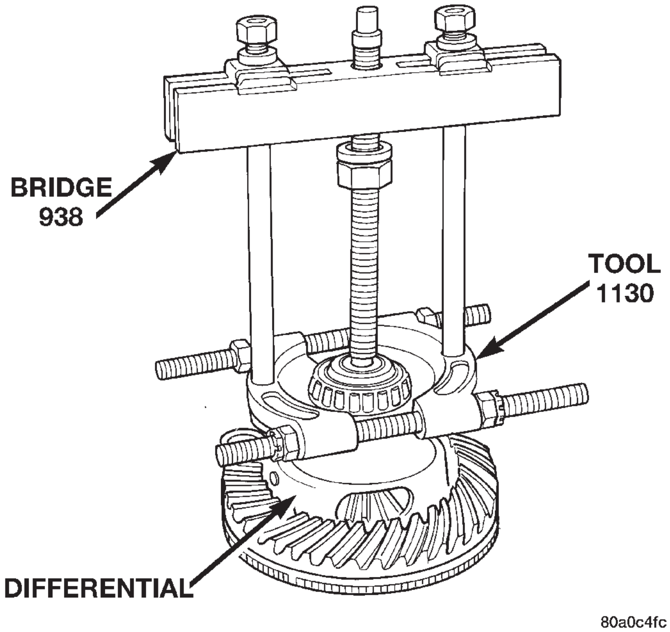

Fig. 21 Differential Bearing Removal

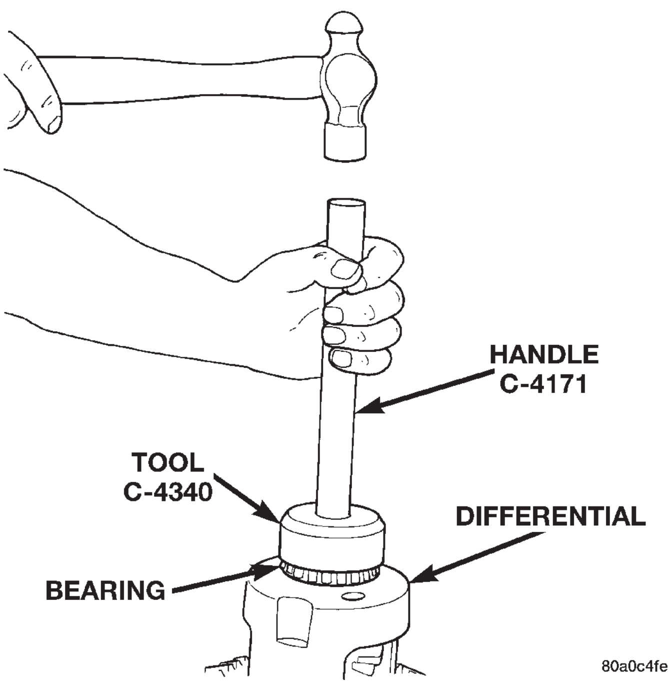

Fig. 22 Install Differential Side Bearings

(2) Place differential case in a suitable vise with soft metal jaw protectors. (Fig. 23)

(3) Remove bolts holding ring gear to differential case.

(4) Using a soft hammer, drive ring gear from differential case (Fig. 23).

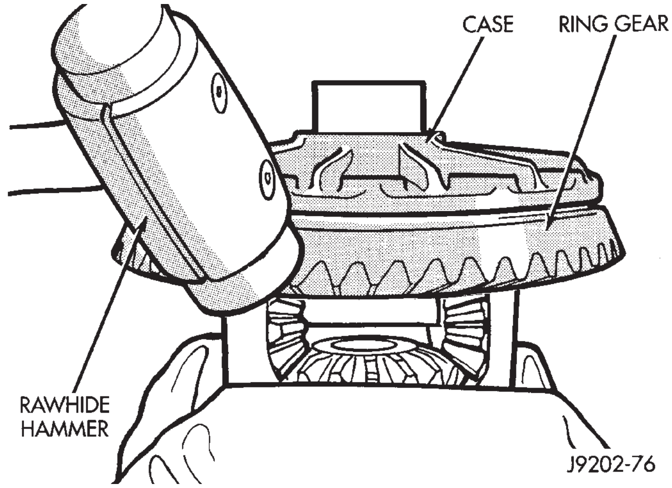

Fig. 23 Ring Gear Removal

RING GEAR INSTALLATION

CAUTION: Do not reuse the bolts that held the ring gear to the differential case. The bolts can fracture causing extensive damage.

(1) Invert the differential case and start two ring gear bolts. This will provide case–to–ring gear bolt hole alignment.

(2) Install new ring gear bolts and alternately tighten to 95–122 N·m (70–90 ft. lbs.) torque (Fig. 24).

(3) Install differential in axle housing and verify gear mesh and contact pattern.

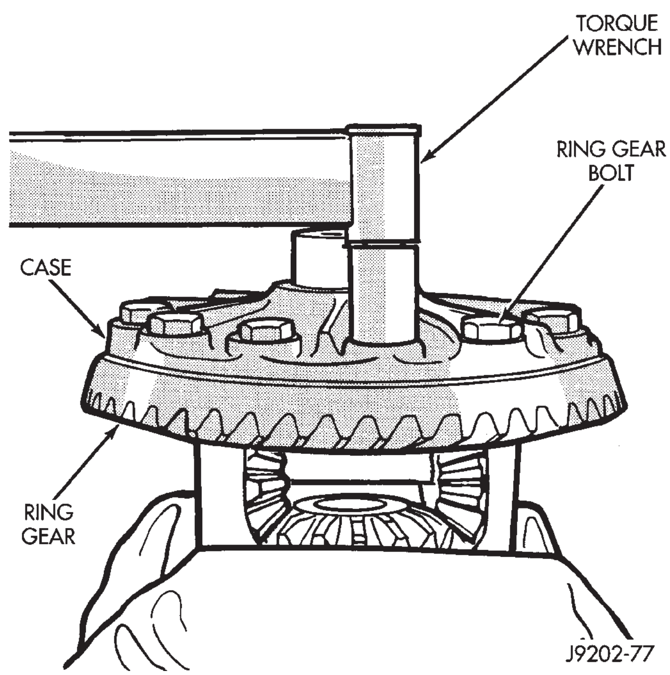

Fig. 24 Ring Gear Bolt Installation

REMOVAL AND INSTALLATION (Continued)

PINION GEAR

REMOVAL

(1) Remove differential assembly from axle housing.

(2) Remove the pinion yoke nut and washer. Use Remover C–452 and Wrench C–3281 to remove the pinion yoke (Fig. 25).

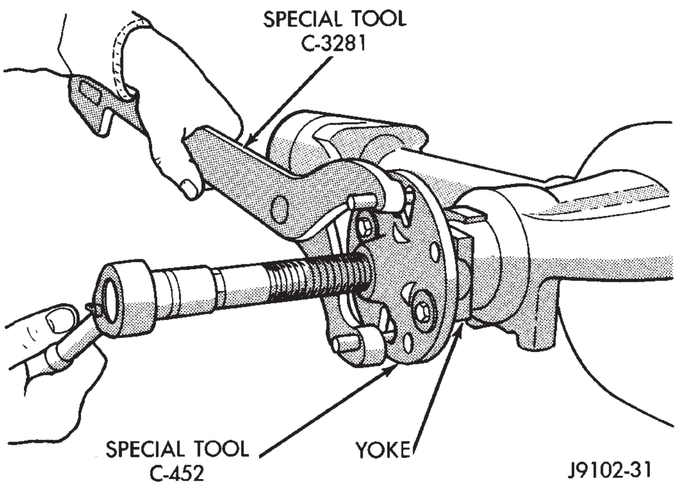

Fig. 25 Pinion Yoke Removal

(3) Remove the pinion gear from housing (Fig. 26). Catch the pinion with your hand to prevent it from falling and being damaged.

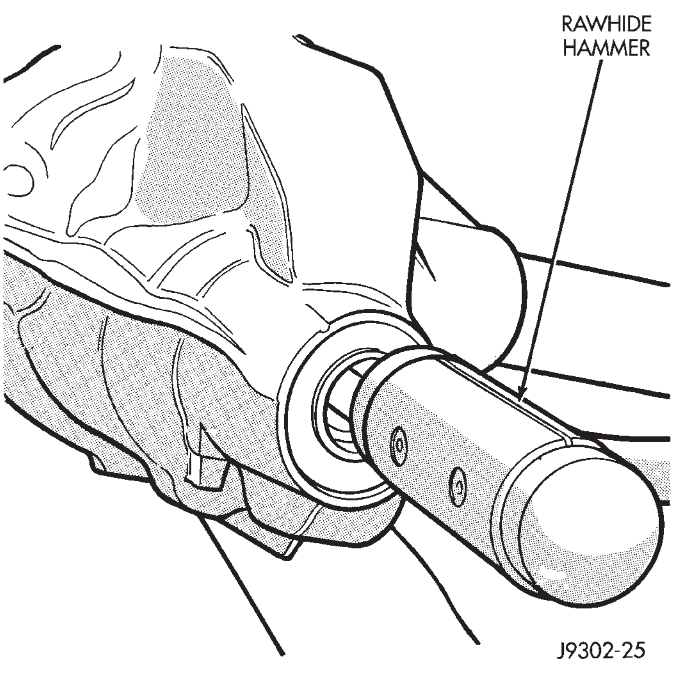

Fig. 26 Remove Pinion Gear

(4) Remove the pinion gear seal with a slide hammer or pry out with bar.

(5) Remove oil slinger, front bearing.

(6) Remove the front pinion bearing cup and seal with Remover D-103 and Handle C–4171 (Fig. 27).

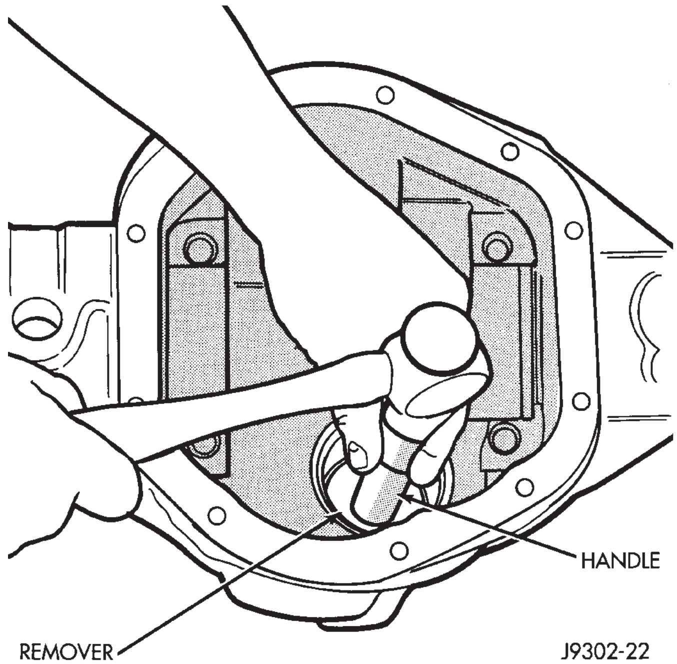

Fig. 27 Front Bearing Cup Removal

(7) Remove the rear bearing cup from housing (Fig. 28). Use Remover C-4307 and Handle C–4171.

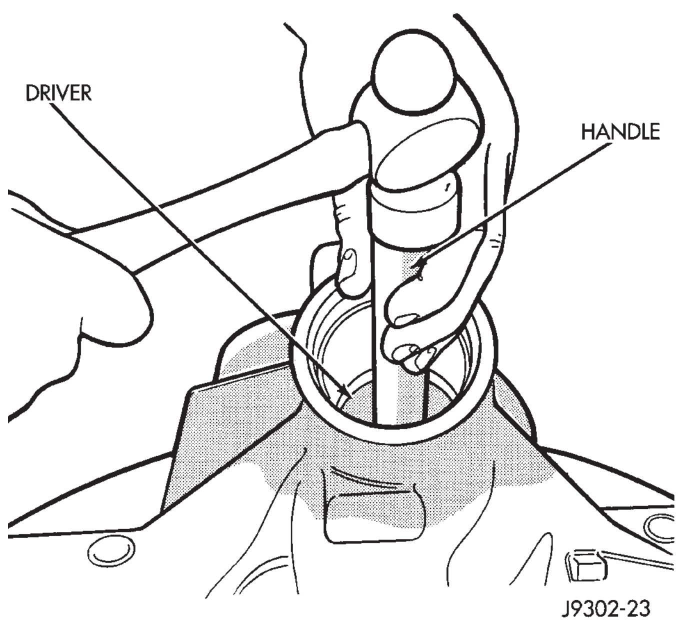

Fig. 28 Rear Bearing Cup Removal

REMOVAL AND INSTALLATION (Continued)

(8) Remove the collapsible preload spacer (Fig. 29).

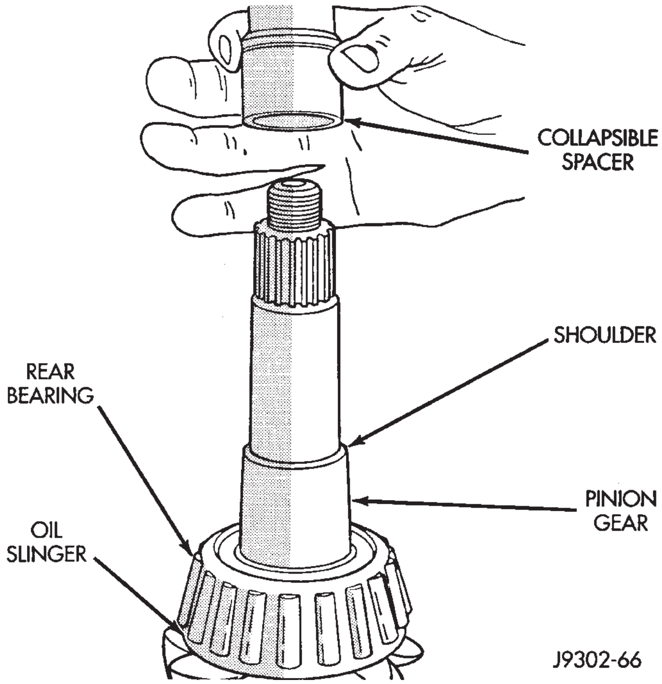

Fig. 29 Collapsible Spacer

(9) Remove the inner bearing from the pinion with Puller C–293PA and Adapter C–293–39 (Fig. 30).

Place adapter rings so they do not damage the bearing cage.

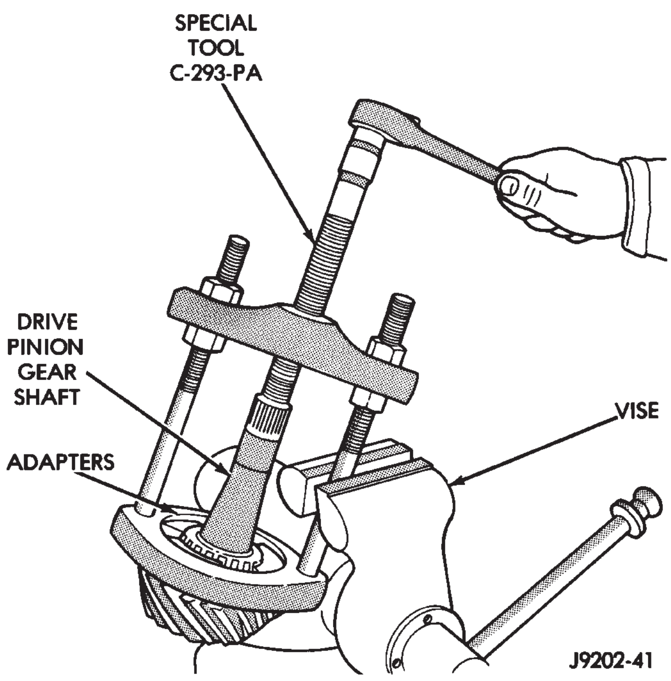

Fig. 30 Inner Bearing Removal

(10) Remove the depth shims from the pinion gear shaft. Record the thickness of the depth shims.

PINION GEAR INSTALLATION

(1) Install the pinion rear bearing cup with Installer C—4308 and Driver Handle C–4171 (Fig. 31). Ensure cup is correctly seated.

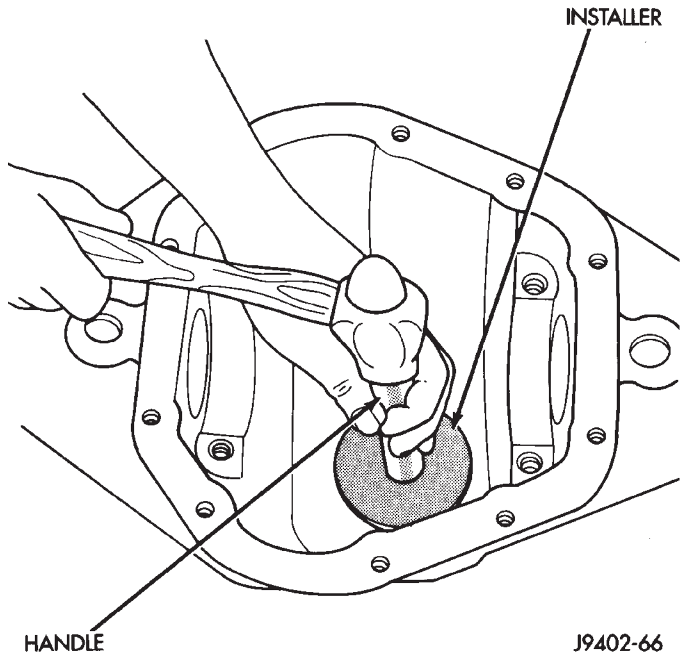

Fig. 31 Pinion Rear Bearing Cup Installation

(2) Install the pinion front bearing cup with Installer D–129 and Handle C–4171 (Fig. 32).

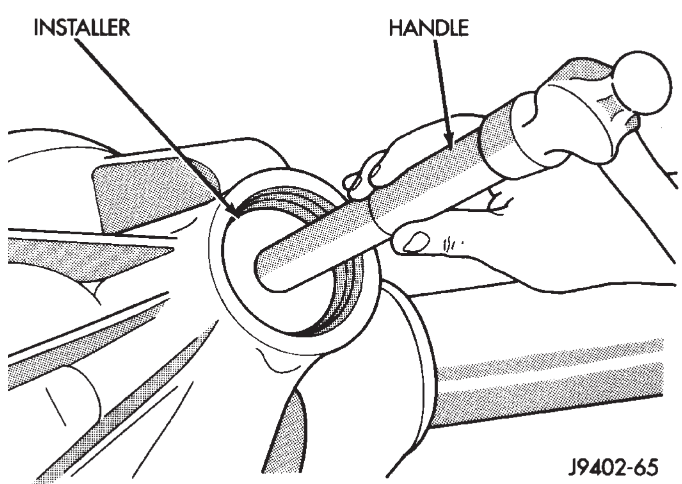

Fig. 32 Pinion Front Bearing Cup Installation

REMOVAL AND INSTALLATION (Continued)

(3) Install pinion front bearing, oil slinger. Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 33).

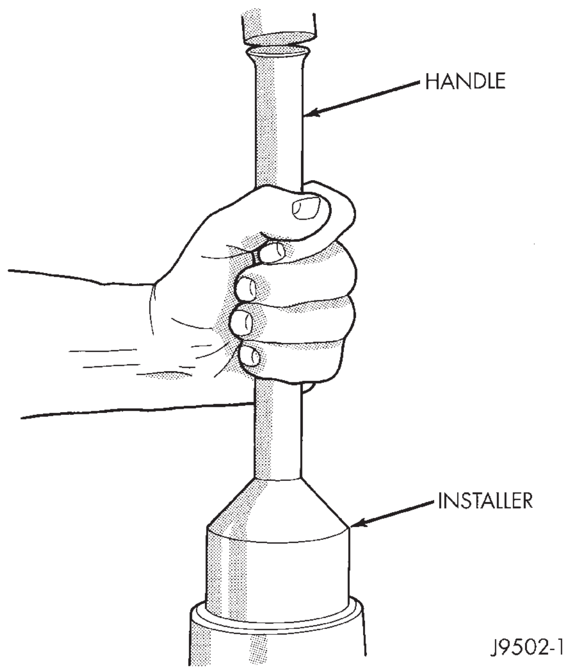

Fig. 33 Pinion Seal Installation

NOTE: Pinion depth shims are placed between the rear pinion bearing cone and pinion gear to achieve proper ring and pinion gear mesh. If the factory installed ring and pinion gears are reused, the pinion depth shim should not require replacement. Refer to Pinion Gear Deptht paragraph in this section to select the proper thickness shim before installing rear pinion bearing cone.

(4) Place the proper thickness depth shim on the pinion gear and install the rear bearing.

(5) Install the rear bearing (and slinger if used) on the pinion gear with Installer 6448 (Fig. 34).

(6) Install a new collapsible preload spacer on pinion shaft and install pinion gear in housing (Fig. 35).

(7) Install yoke with Installer W–162D and Wrench 6719 (Fig. 36).

(8) Install the yoke washer and a new nut on the pinion gear. Tighten the nut to 298 N·m (220 ft. lbs.) minimum. **Do not over–tighten.** Maximum torque is 380 N·m (280 ft. lbs.).

CAUTION: Never loosen pinion gear nut to decrease pinion gear bearing preload torque and never exceed specified preload torque. If preload torque is exceeded a new collapsible spacer must be installed. The torque sequence will have to be repeated.

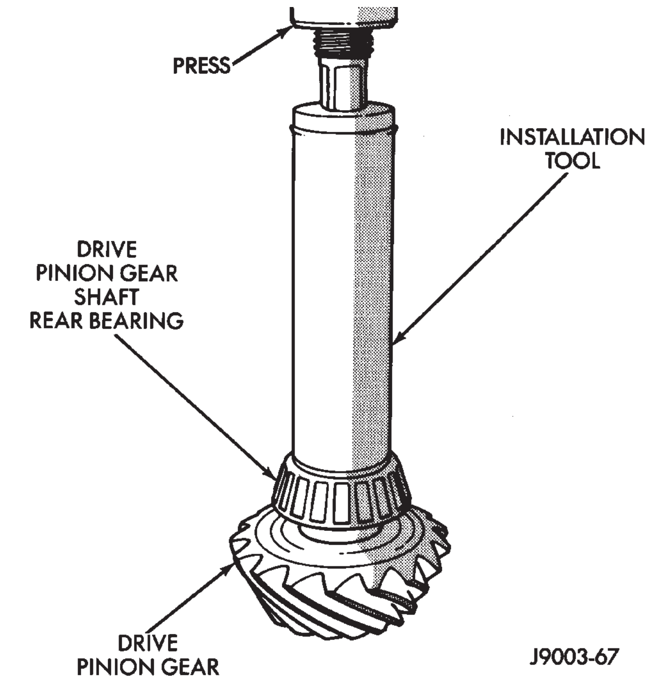

Fig. 34 Shaft Rear Bearing Installation

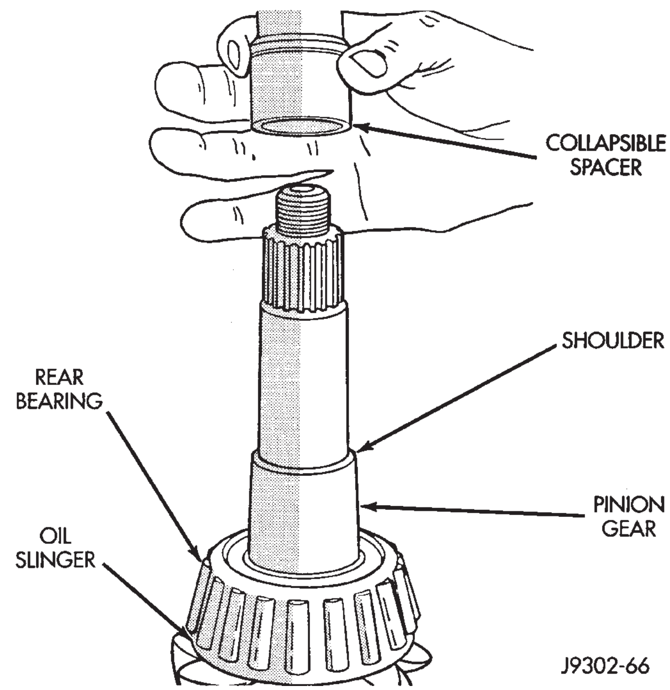

Fig. 35 Collapsible Preload Spacer

(9) Use Flange Wrench 6719 to retain the yoke (Fig. 37). Slowly tighten the nut in small increments until the rotating torque is achieved. Measure the preload torque frequently to avoid over–tightening the nut.

(10) Check bearing preload torque with an inch pound torque wrench (Fig. 38). The torque necessary to rotate the pinion gear should be:

REMOVAL AND INSTALLATION (Continued)

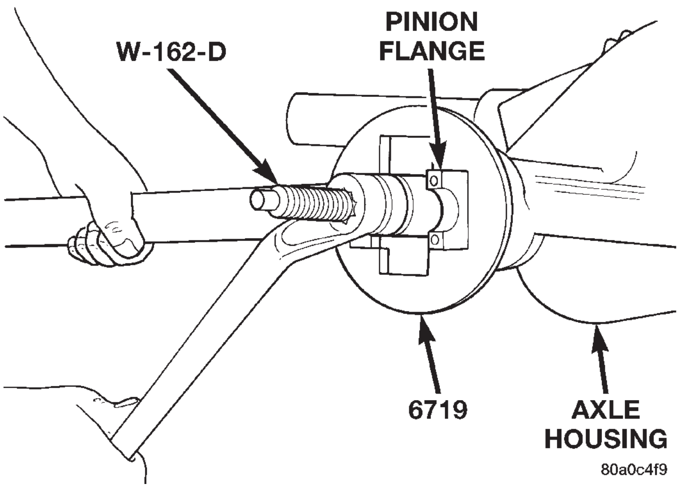

Fig. 36 Pinion Yoke Installation—Typical

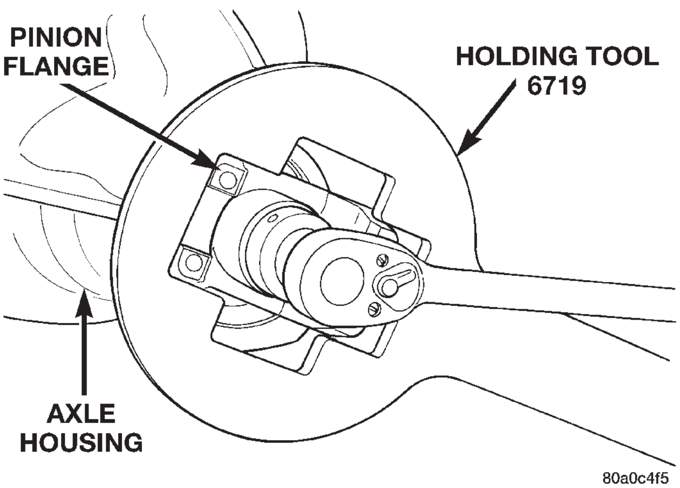

Fig. 37 Tightening Pinion Nut

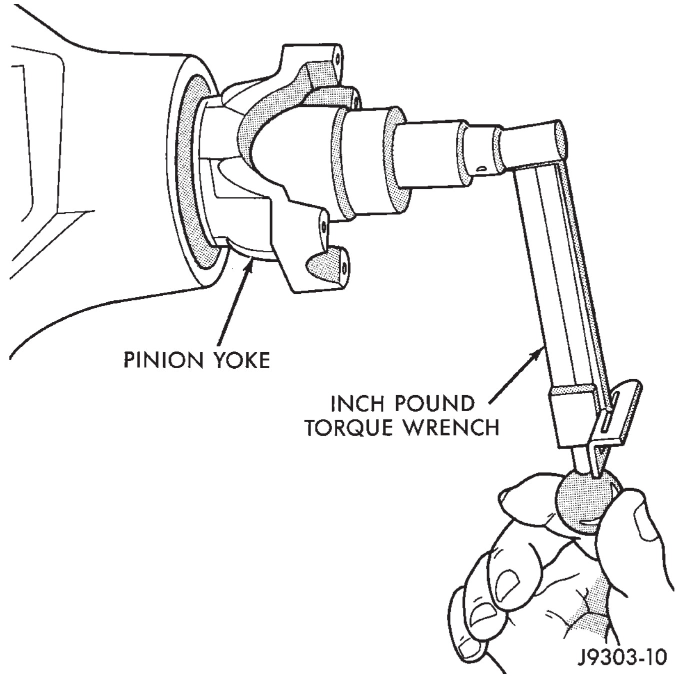

Fig. 38 Check Pinion Gear Rotation Torque

- Original Bearings — 1 to 3 N·m (10 to 20 in. lbs.).
- New Bearings — 2 to 5 N·m (15 to 35 in. lbs.).

FINAL ASSEMBLY

(1) Install the axle shafts. Refer to Axle Shaft Installation within this group.

(2) Scrape the residual sealant from the housing and cover mating surfaces. Clean the mating surfaces with mineral spirits. Apply a bead of Mopar Silicone Rubber Sealant on the housing cover (Fig. 39). Allow the sealant to cure for a few minutes.

Install the housing cover within 5 minutes after applying the sealant.

(3) Install the cover on the differential with the attaching bolts. Install the identification tag. Tighten the cover bolts to 41 N·m (30 ft. lbs.) torque.

CAUTION: Overfilling the differential can result in lubricant foaming and overheating.

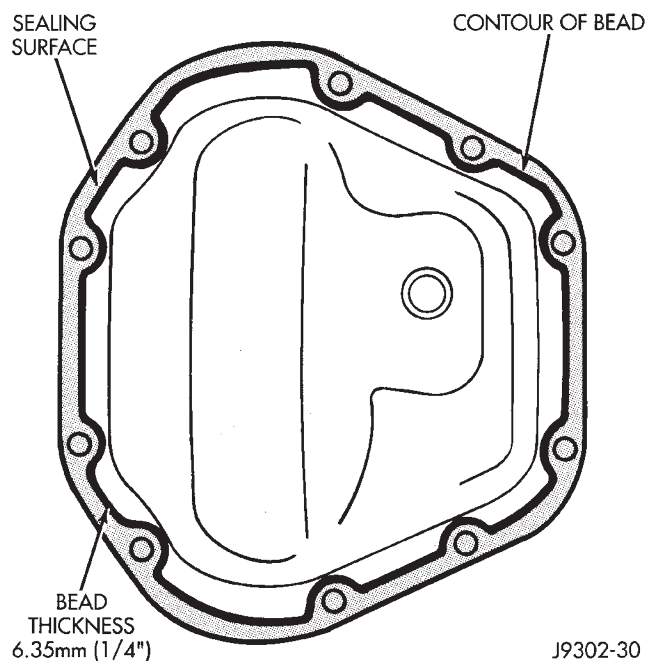

Fig. 39 Typical Housing Cover With Sealant

(4) Refill the differential housing with the specified quantity of Mopar Hypoid Gear Lubricant.

(5) Install the fill hole plug and tighten to 34 N·m (25 ft. lbs.) torque. Axles equipped with rubber fill plug install plug into cover.

DISASSEMBLY AND ASSEMBLY

STANDARD DIFFERENTIAL

DISASSEMBLE

(1) Remove pinion gear mate shaft.

(2) Rotate the differential side gears and remove the pinion mate gears and thrust washers (Fig. 40).

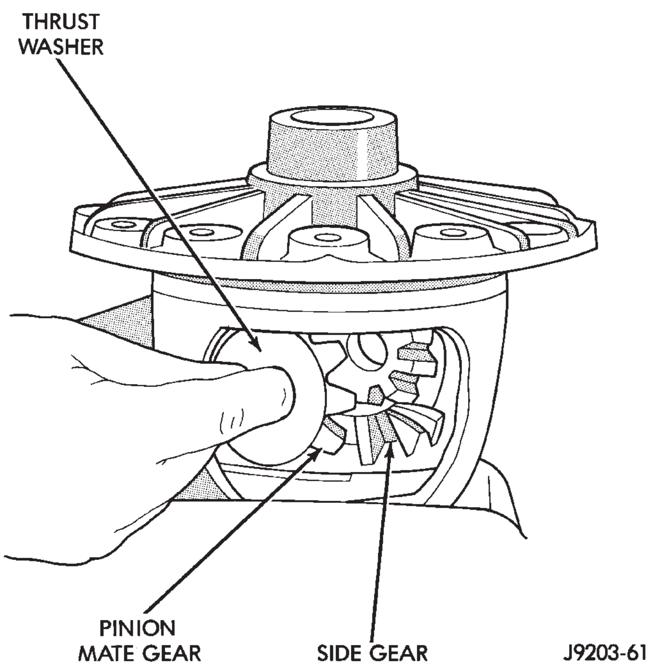

Fig. 40 Pinion Mate Gear Removal

(3) Remove the differential side gears and thrust washers.

DIFFERENTIAL ASSEMBLE

(1) Differential side gears and thrust washers

(2) Pinion gears and thrust washers

(3) Pinion gear mate shaft (align holes in shaft and case)

(4) Lubricate all differential components with hypoid gear lubricant.

(5) Install differential case in axle housing. Refer to Differential removal and installation procedure.

TRAC-LOK DIFFERENTIAL

The **Trac–Lok** (limited–slip) differential components are illustrated in (Fig. 41). Refer to this illustration during repair service.

DISASSEMBLY

Service to the Trac–Lok differential requires the use of Tool Set 6960. Refer to Model 35 Axle section in this Group for Differential Removal and Installation.

(1) Clamp Side Gear Holding Tool 6965 in a vise.

(2) Position the differential case on the holding tool (Fig. 42). Place shop towels under the differential to avoid damage if removal of the ring gear is required (Fig. 42).

(3) If ring gear replacement is required, remove **and discard** the bolts holding the ring gear to the case. Tap the ring gear with a rawhide or plastic mallet and separate ring gear from case (Fig. 43).

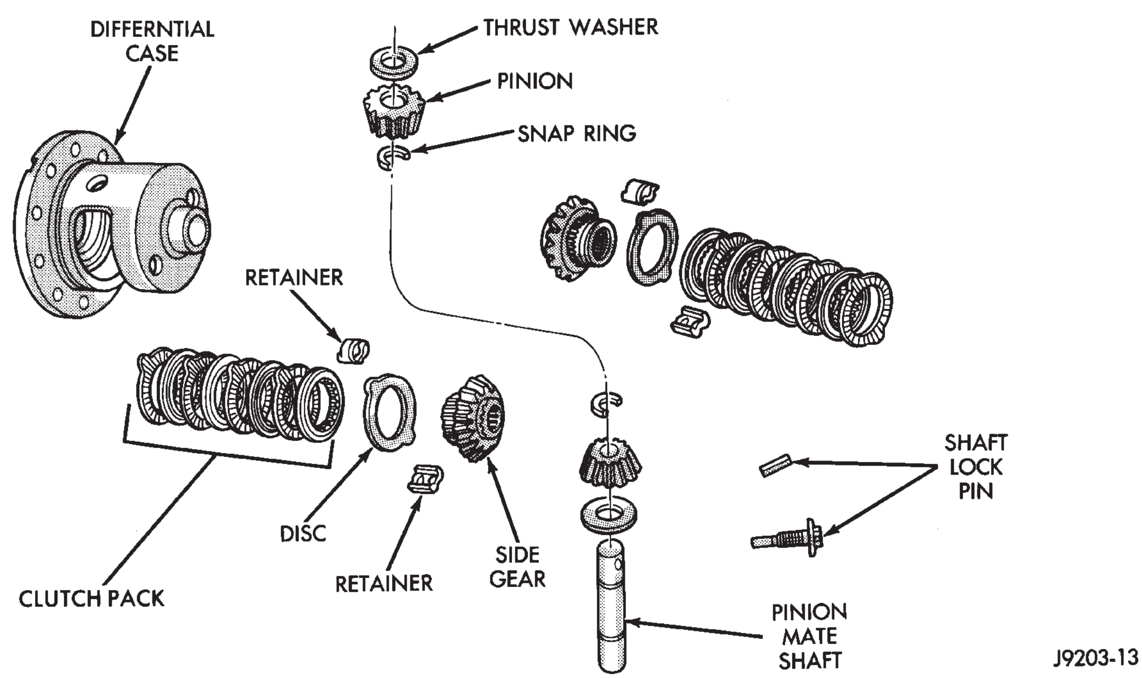

Fig. 41 Trac–Lok Differential Components

DISASSEMBLY AND ASSEMBLY (Continued)

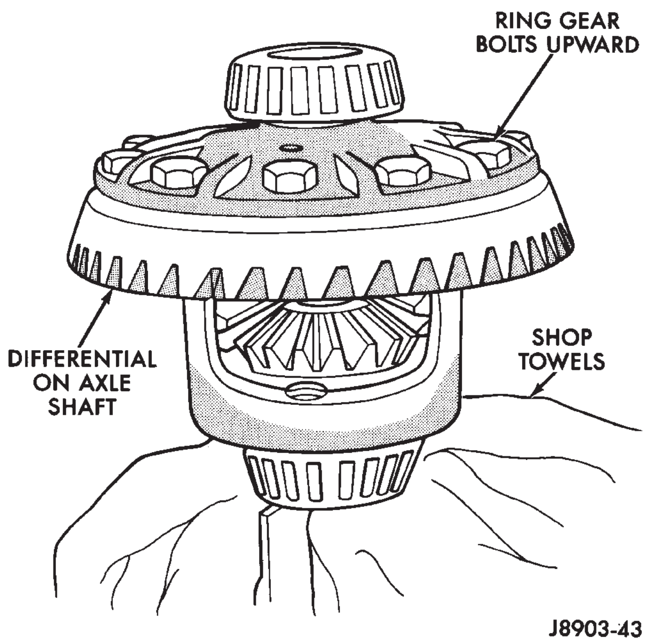

Fig. 42 Differential Case Holding Tool

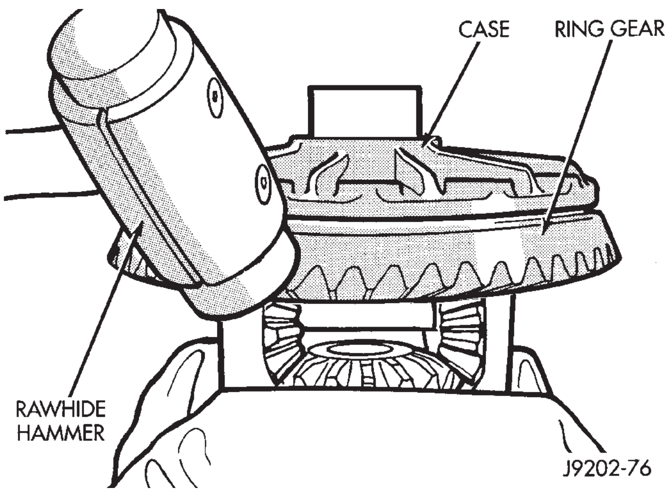

Fig. 43 Ring Gear Removal

(4) Remove the pinion gear mate shaft lock screw (Fig. 44).

(5) Remove the pinion gear mate shaft. If necessary, use a drift and hammer (Fig. 45).

(6) Install and lubricate Step Plate 6960–3 (Fig. 46).

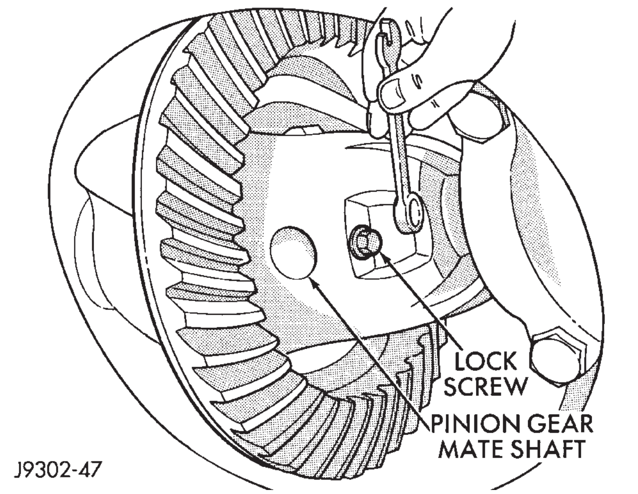

Fig. 44 Mate Shaft Lock Screw

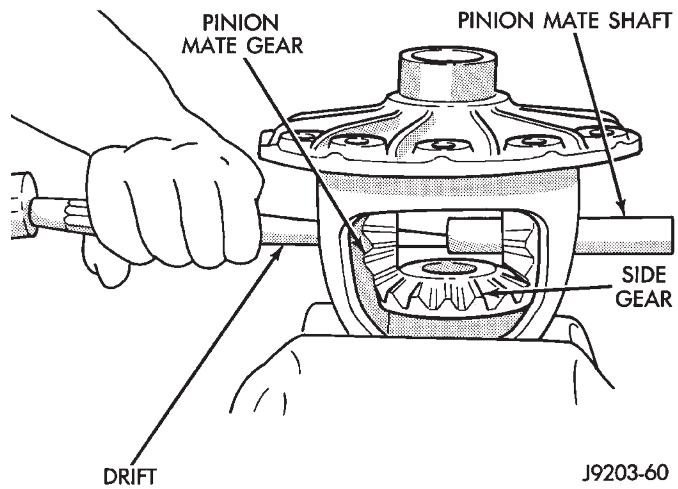

Fig. 45 Mate Shaft Removal

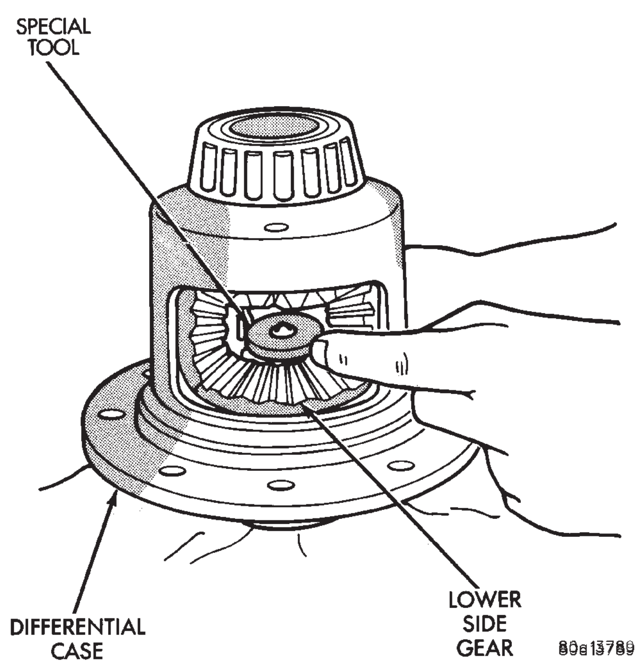

Fig. 46 Step Plate Tool Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(7) Assemble Threaded Adapter 6960–1 into top side gear. Thread forcing Screw 6960–4 into adapter until it becomes centered in adapter plate.

(8) Position a small screw driver in slot of Threaded Adapter 6960–1 (Fig. 47) to prevent adapter from turning.

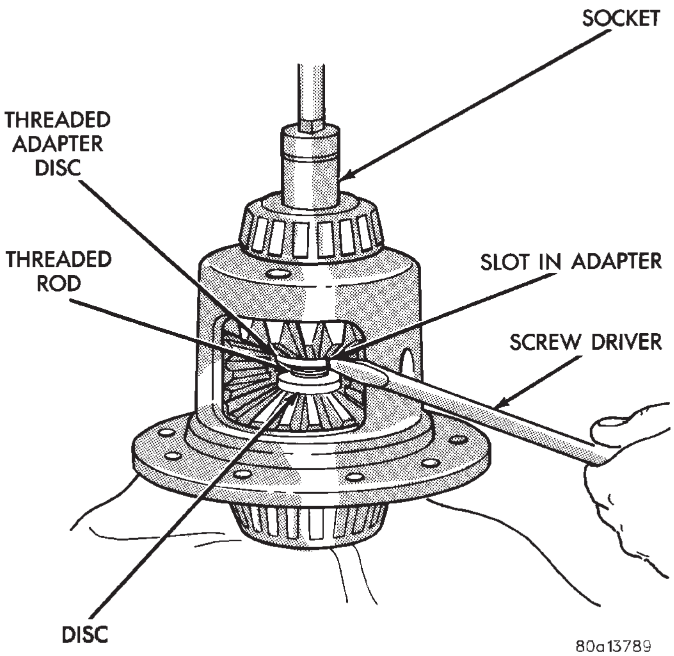

Fig. 47 Threaded Adapter Installation

(9) Tighten forcing screw tool 122 N·m (90 ft. lbs.) (maximum) to compress Belleville springs in clutch packs (Fig. 48).

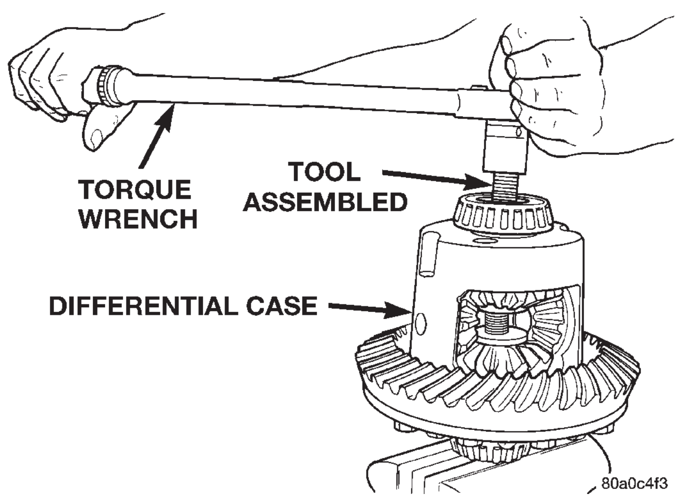

Fig. 48 Tighten Belleville Spring Compressor Tool

(10) Using a 0.020 in. feeler gauge and mallet, remove thrust washers from behind the pinion gears (Fig. 49).

(11) Loosen the forcing screw tool until the clutch pack tension is relieved and the pinion gears can be slightly rattled between the case and side gears.

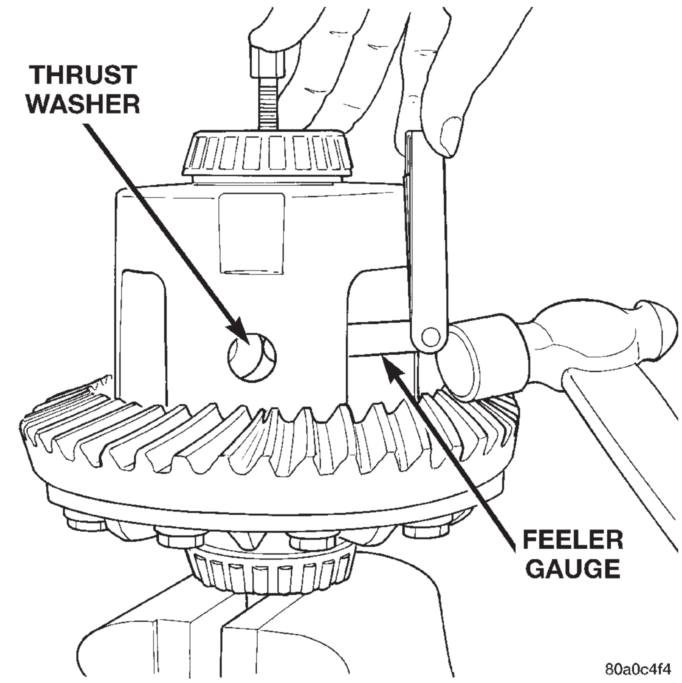

Fig. 49 Remove Pinion Thrust Washer

(12) Insert Turning Bar 6960–2 in case. Rotate case with tool until pinion gears can be removed (Fig. 50).

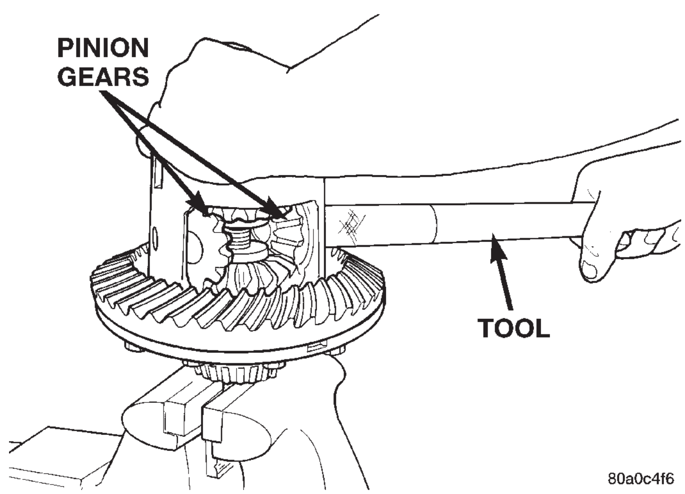

Fig. 50 Pinion Gear Removal

(13) Remove top side gear and clutch pack. Keep plates in correct order during removal (Fig. 51).

(14) Remove case from fixture. Remove remaining clutch pack.

(15) Remove clutch pack retaining clips. Mark each clutch pack for installation reference.

ASSEMBLY

The clutch discs are replaceable as complete sets only. **If one clutch disc pack is damaged, both packs must be replaced.**

DISASSEMBLY AND ASSEMBLY (Continued)

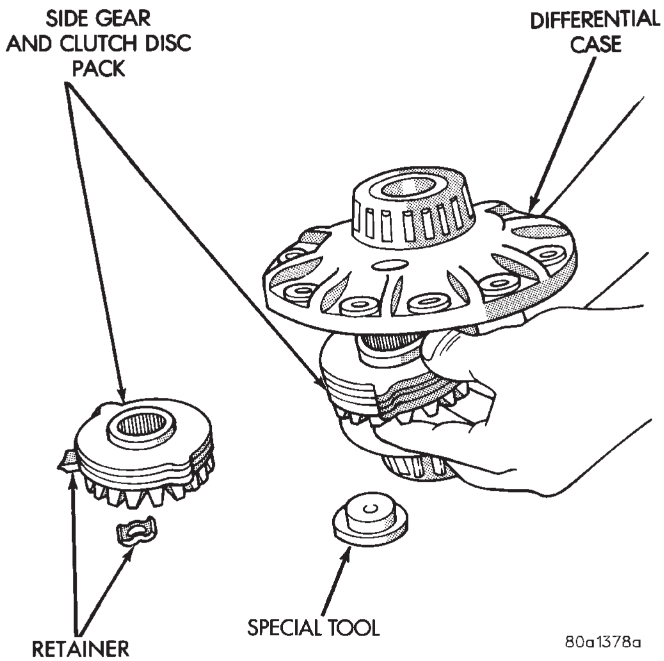

Fig. 51 Side Gear & Clutch Disc Removal

Lubricate each component with gear lubricant before assembly.

(1) Assemble the clutch discs into packs secure disc packs with retaining clips (Fig. 52).

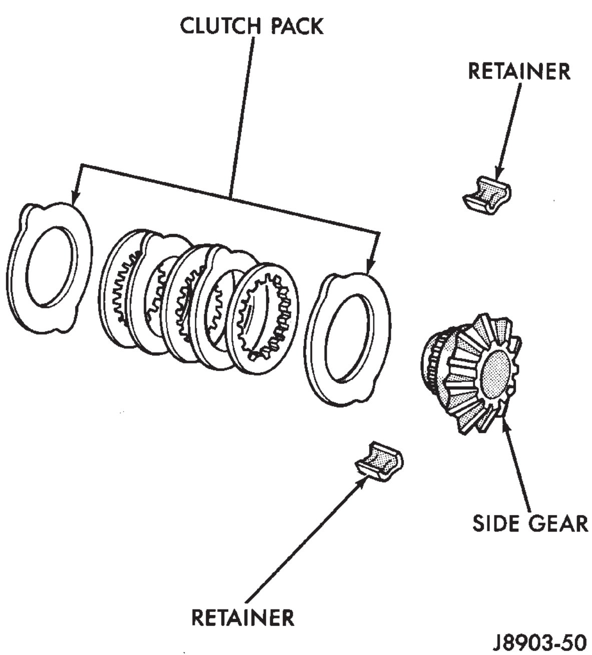

Fig. 52 Clutch Disc Pack

(2) Position assembled clutch disc packs on the side gear hubs.

(3) Position case on axle fixture.

(4) Install clutch pack and side gear in lower bore (Fig. 53). **Be sure clutch pack retaining clips remain in position and are seated in the case pockets.**

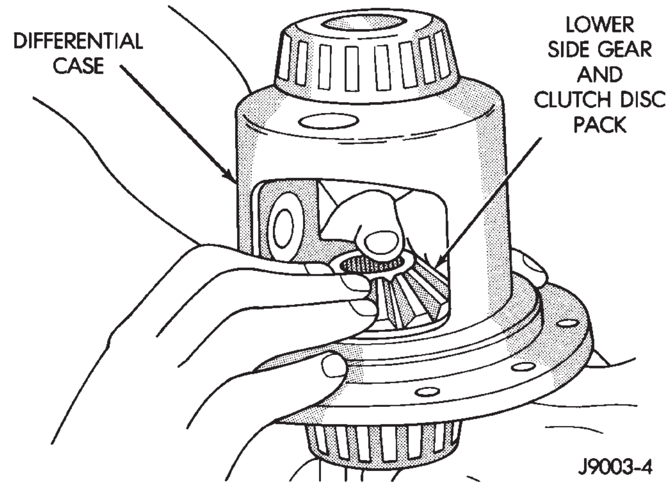

Fig. 53 Clutch Discs & Lower Side Gear Installation

(5) Install lubricated Step Plate 6960–3 on first clutch pack (Fig. 54).

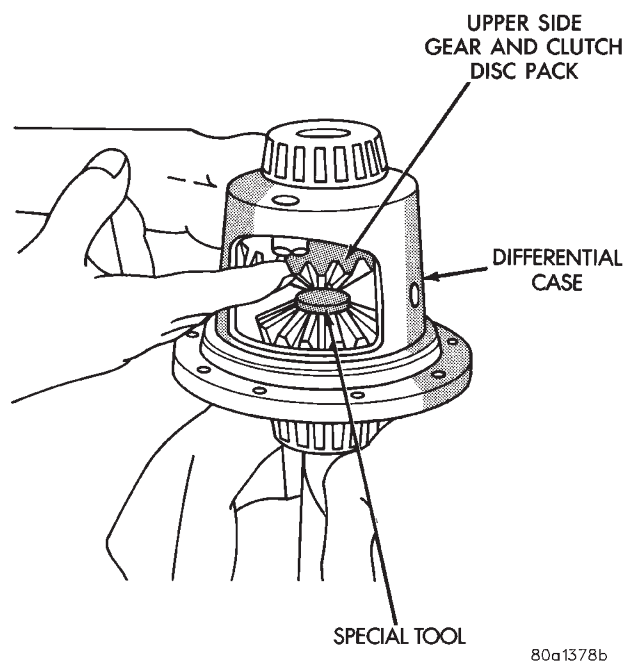

Fig. 54 Upper Side Gear & Clutch Disc Pack Installation

(6) Install the upper side gear and clutch disc pack (Fig. 54).

(7) Hold assembly in position. Insert Threaded Adapter 6960–1 into top side gear, insert forcing Screw 6960–4.

(8) Tighten forcing screw tool to slightly compress clutch discs.

(9) Place pinion gears in position in side gears and verify that mate shaft hole line up.

DISASSEMBLY AND ASSEMBLY (Continued)

(10) Rotate case with Turning Bar 6960–2 until mate shaft holes in pinion gears align with holes in case.

(11) Tighten forcing screw to 122 N·m (90 ft. lbs.) to compress the Belleville springs. Lubricate and install thrust washers behind pinion gears and align washers with a small screw driver. Insert mate shaft into each pinion gear to verify alignment.

(12) Remove forcing screw, threaded adapter and step plate. Install pinion gear mate shaft, align holes in shaft and case.

(13) Install the pinion mate shaft lock screw finger tight to hold shaft during installation.

If replacement gears and thrust washers were installed, it is not necessary to measure the gear backlash. Correct fit is due to close machining tolerances during manufacture.

(14) Lubricate all differential components with hypoid gear lubricant.

CLEANING AND INSPECTION

AXLE COMPONENTS

Wash differential components with cleaning solvent and dry with compressed air. **Do not steam clean the differential components.**

Wash bearings with solvent and towel dry, or dry with compressed air. DO NOT spin bearings with compressed air. **Cup and bearing must be replaced as matched sets only.**

Clean axle shaft tubes and oil channels in housing. Inspect for;

- Smooth appearance with no broken/dented surfaces on the bearing rollers or the roller contact surfaces
- Bearing cups must not be distorted or cracked
- Machined surfaces should be smooth and without any raised edges
- Raised metal on shoulders of cup bores should be removed with a hand stone
- Wear and damage to pinion gear mate shaft, pinion gears, side gears and thrust washers. Replace as a matched set only.
- Ring and pinion gear for worn and chipped teeth
- Ring gear for damaged bolt threads. Replaced as a matched set only.
- Pinion yoke for cracks, worn splines, pitted areas, and a rough/corroded seal contact surface. Repair or replace as necessary.
- Preload shims for damage and distortion. Install new shims if necessary.

TRAC-LOK

(1) Clean all components in cleaning solvent. Dry components with compressed air.

(2) Inspect clutch pack plates for wear, scoring or damage. Replace both clutch packs if any one component in either pack is damaged.

(3) Inspect side and pinion gears. Replace any gear that is worn, cracked, chipped or damaged.

(4) Inspect differential case and pinion shaft. Replace if worn or damaged.

PRESOAK PLATES AND DISC

Plates and discs with fiber coating (no grooves or lines) must be presoaked in Friction Modifier before assembly. Soak plates and discs for a minimum of 20 minutes. Add remaining Friction Modifier to differential after assembly.

ADJUSTMENTS

PINION GEAR DEPTH

GENERAL INFORMATION

Ring and pinion gears are supplied as matched sets only. The identifying numbers for the ring and pinion gear are etched into the face of each gear (Fig. 55). A plus (+) number, minus (–) number or zero (0) is etched into the face of the pinion gear. This number is the amount (in thousandths of an inch) the depth varies from the standard depth setting of a pinion etched with a (0). The standard setting from the center line of the ring gear to the back face of the pinion is 96.8 mm (3.813 inches) for Model 44 axles. The standard depth provides the best teeth contact pattern. Refer to Backlash and Contact Pattern Analysis Paragraph in this section for additional information.

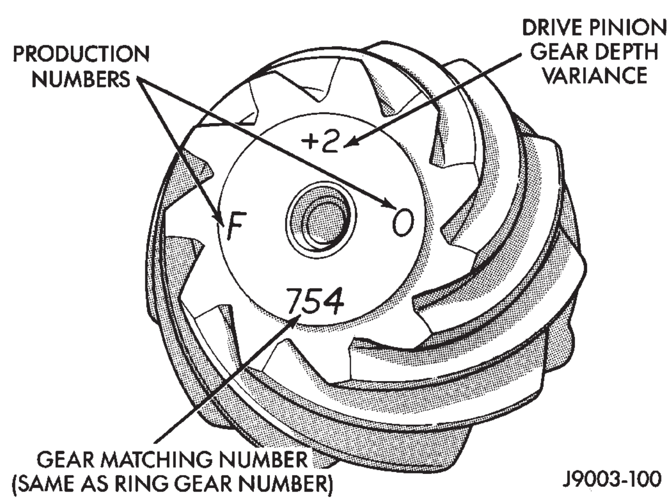

Fig. 55 Pinion Gear ID Numbers

NOTE: The button end on the pinion gear head is no longer a machined–to–specifications surface. Do not use this surface for pinion depth setup or checking (Fig. 56).

ADJUSTMENTS (Continued)

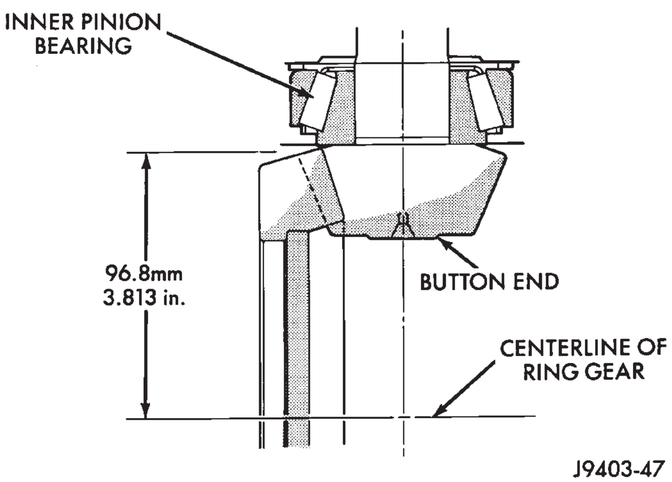

Fig. 56 Pinion Gear Head

Compensation for pinion depth variance is achieved with select shims. The shims are placed under the inner pinion bearing cone (Fig. 57).

If a new gear set is being installed, note the depth variance etched into both the original and replacement pinion gear. Add or subtract the thickness of the original depth shims to compensate for the difference in the depth variances. Refer to the Depth Variance charts.

Note where Old and New Pinion Marking columns intersect. Intersecting figure represents plus or minus amount needed.

For example, if old pinion is plus (+) 1 and the new pinion is minus (–) 3, intersecting figure is (+) 0.004 in. (0.10 mm). Add this amount to the original shim.

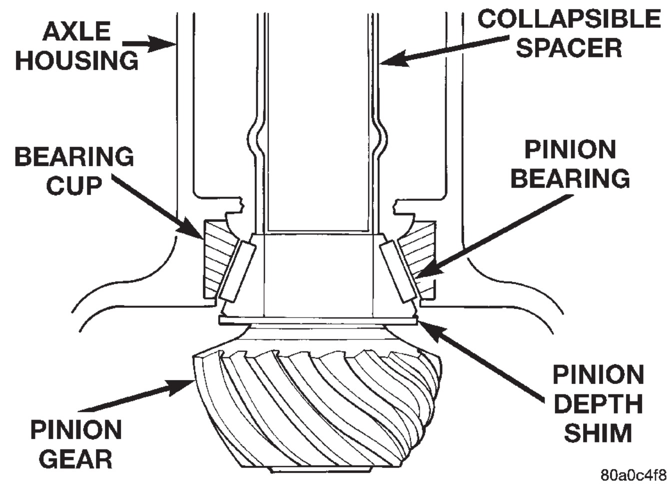

Fig. 57 Shim Locations

Or if the old pinion is (–) 3 and the new pinion is (–) 2, intersecting figure is (–) 0.001 in. (0.025 mm). Subtract this amount from original shim. Refer to the Pinion Gear Depth Variance Chart.

PINION DEPTH MEASUREMENT AND ADJUSTMENT

Pinion gear depth measurement is necessary when;

- Axle housing or differential case is replaced
- Pinion select shim pack is unknown
- Ring and pinion gears are replaced

Measurements are taken with pinion cups and pinion bearings installed in housing. Take measurements with Pinion Gauge Set 6955, Pinion Block 6734 and Dial Indicator C–3339 (Fig. 58).

PINION GEAR DEPTH VARIANCE

Original Pinion Gear Depth Variance	Replacement Pinion Gear Depth Variance								
	−4	−3	−2	−1	0	+1	+2	+3	+4
+4	+0.008	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0
+3	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001
+2	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002
+1	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003
0	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004
−1	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005
−2	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006
−3	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007
−4	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007	−0.008

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ADJUSTMENTS (Continued)

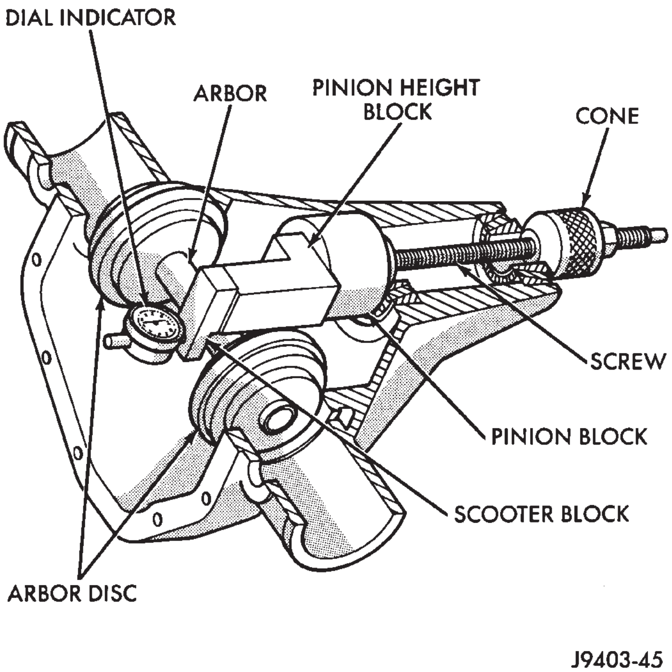


Fig. 58 Pinion Gear Depth Gauge Tools—Typical

(1) Assemble Pinion Gauge Set, Pinion Block and pinion bearings. Install assembly into differential pinion gear bore and hand tighten cone (Fig. 59).

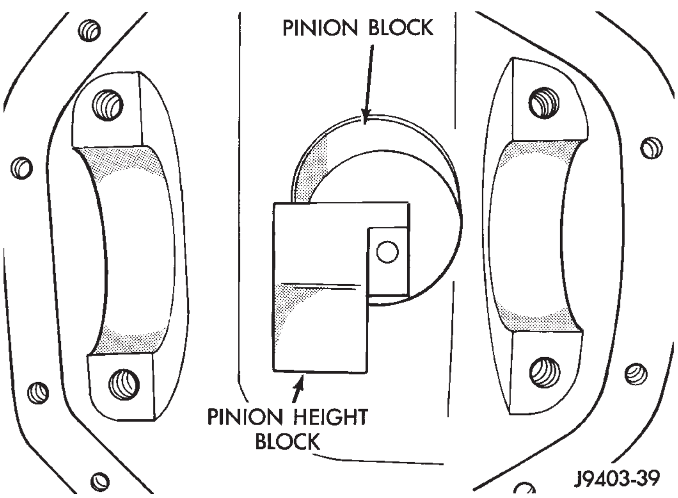


Fig. 59 Pinion Height Block—Typical

(2) Place Arbor Disc 6928 on Arbor D–115–3 and position in the bearing cradles (Fig. 60). Install differential bearing caps on Arbor Discs and tighten caps snug only.

Arbor Discs have different steps to fit other axle sizes. Pick correct size step for axle being serviced.

(3) Firmly place Scooter Block D-115–2 and Dial Indicator on pinion height block tool and zero the dial indicator pointer.

(4) Slide the Scooter Block across the arbor while observing indicator (Fig. 61). Record the longest

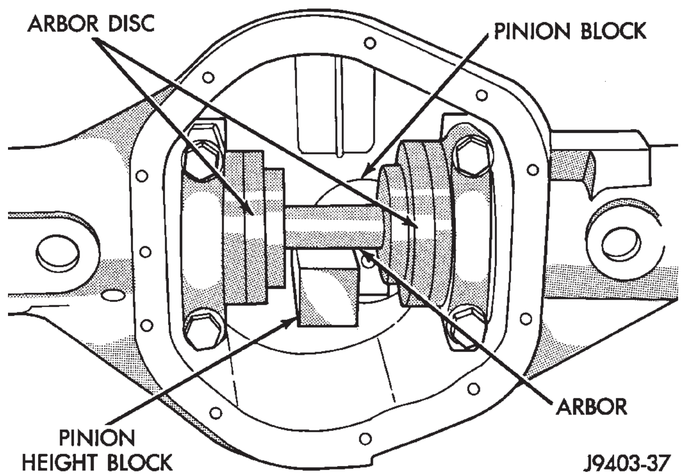


Fig. 60 Gauge Tools In Housing—Typical

travel distance, whether inward (–) or outward (+), indicated by the pointer.

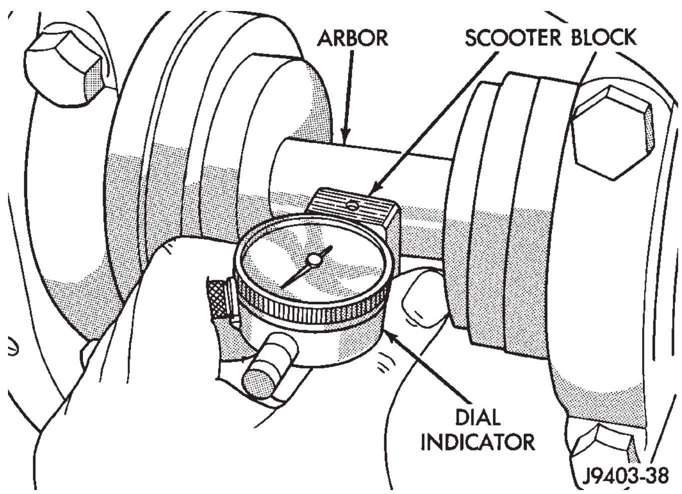


Fig. 61 Pinion Gear Depth Measurement—Typical

The plunger travel distance indicated, plus or minus the variance etched in the gear is the required thickness for the depth shims.

(5) Measure the thickness of each depth shim with a micrometer and combine the shims necessary for total required shim pack thickness.**Include oil slinger or baffle thickness with the total shim pack thickness.**

(6) Remove the measurement tools from the differential housing.

DIFFERENTIAL BEARING PRELOAD AND GEAR LASH

DIFFERENTIAL SHIM PACK MEASUREMENT

NOTE: It is recommended whenever bearings are removed that they be replaced.

ADJUSTMENTS (Continued)

(1) Install dummy side bearings 6927 on differential.

(2) Install the differential case in the axle housing.

(3) Install the outboard shim/spacer (selected thickness) on each side between bearing cup and housing (Fig. 62). Use 0.142 in. (3.6 mm) as a starting point, shim/spacers are available in various thicknesses.

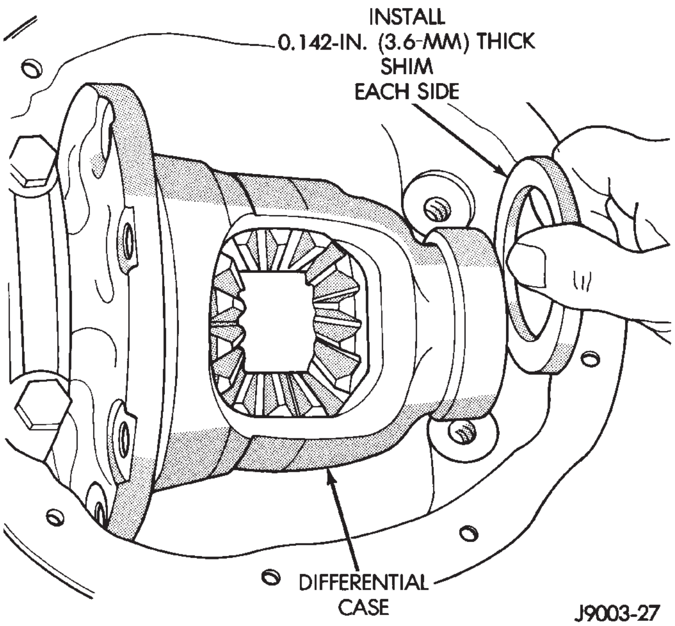


Fig. 62 Differential Bearing Shim Installation

(4) Install the marked bearing caps in their correct positions. Install and snug the bolts.

(5) Attach a dial indicator to the housing. Position the indicator plunger so that it contacts the ring gear mating surface (Fig. 63).

(6) Pry the differential case to one side and zero the dial indicator pointer.

(7) Pry the differential case to the opposite side and record indicator reading. Reading is additional shim thickness needed for zero end play. For example, if reading was 0.008 in. (0.20 mm), an additional 0.004–in. (0.10 mm) thick shim will be needed at each side zero end play.

(8) Install zero end–play shims on each side of case.

The differential bearings must be preloaded to compensate for heat and load during operation.

(9) Add an additional 0.004–in. (0.1 mm) to each outboard shim/spacer for bearing preload.

(10) Remove differential from axle housing.

(11) Remove dummy bearings.

(12) Install new side bearing cones and cups.

(13) Install ring gear.

(14) Install differential and verify gear lash and contact pattern.

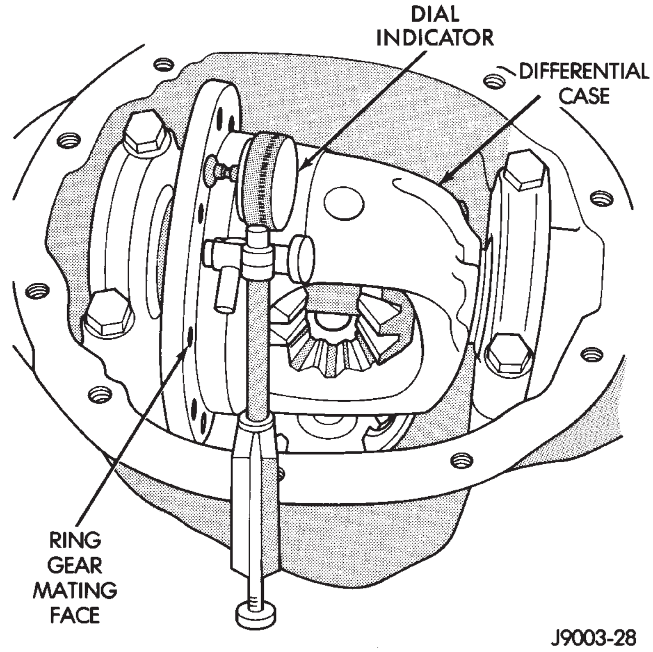


Fig. 63 Shim Measurement

(15) Proceed to Final Assembly paragraph in this section.

GEAR BACKLASH AND CONTACT PATTERN ANALYSIS

After installing new side bearings or ring and pinion set adjusting the bearing perload and gear mash backlash will be necessary.

(1) Rotate assembly several revolutions to seat bearings. Measure backlash at three equally spaced locations around the perimeter of the ring gear with a dial indicator (Fig. 64).

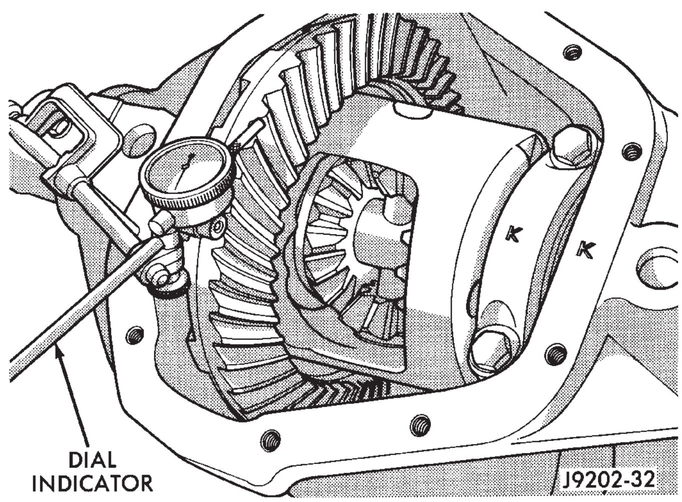


Fig. 64 Ring Gear Backlash Measurement

The ring gear backlash must be within 0.12 – 0.20 mm (0.005 – 0.008 in.). It cannot vary more than 0.05 mm (0.002 in.) between the points checked.

ADJUSTMENTS (Continued)

If backlash must be adjusted, spacers are available in various thicknesses. Adjust the backlash accordingly (Fig. 65). **Do not increase the total shim pack thickness, excessive bearing preload and damage will occur.**

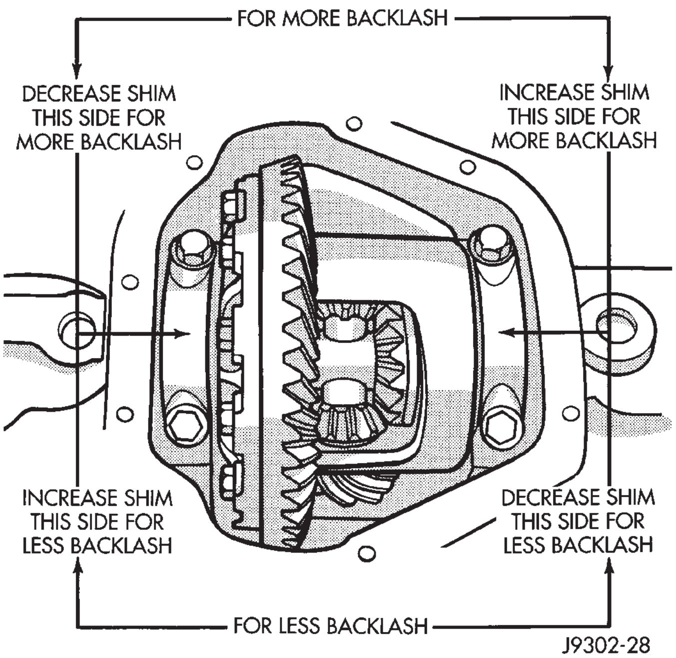


Fig. 65 Backlash Shim Adjustment

The ring gear teeth contact patterns will show if the pinion gear depth shim(s) have the correct thickness. It will also show if the ring gear backlash has been adjusted correctly. The backlash must be maintained within the specified limits until the correct tooth contact patterns are obtained.

(2) Apply a thin coat of hydrated ferric oxide, or equivalent, to the drive and coast side of the ring gear teeth.

(3) Rotate the ring gear one complete revolution in both directions while a load is being applied. Insert a pry bar between the differential housing and the case flange. This will produce distinct contact patterns on both the drive side and coast side of the ring gear teeth.

(4) Note patterns in compound. Refer to (Fig. 66) for interpretation of contact patterns and adjust accordingly.

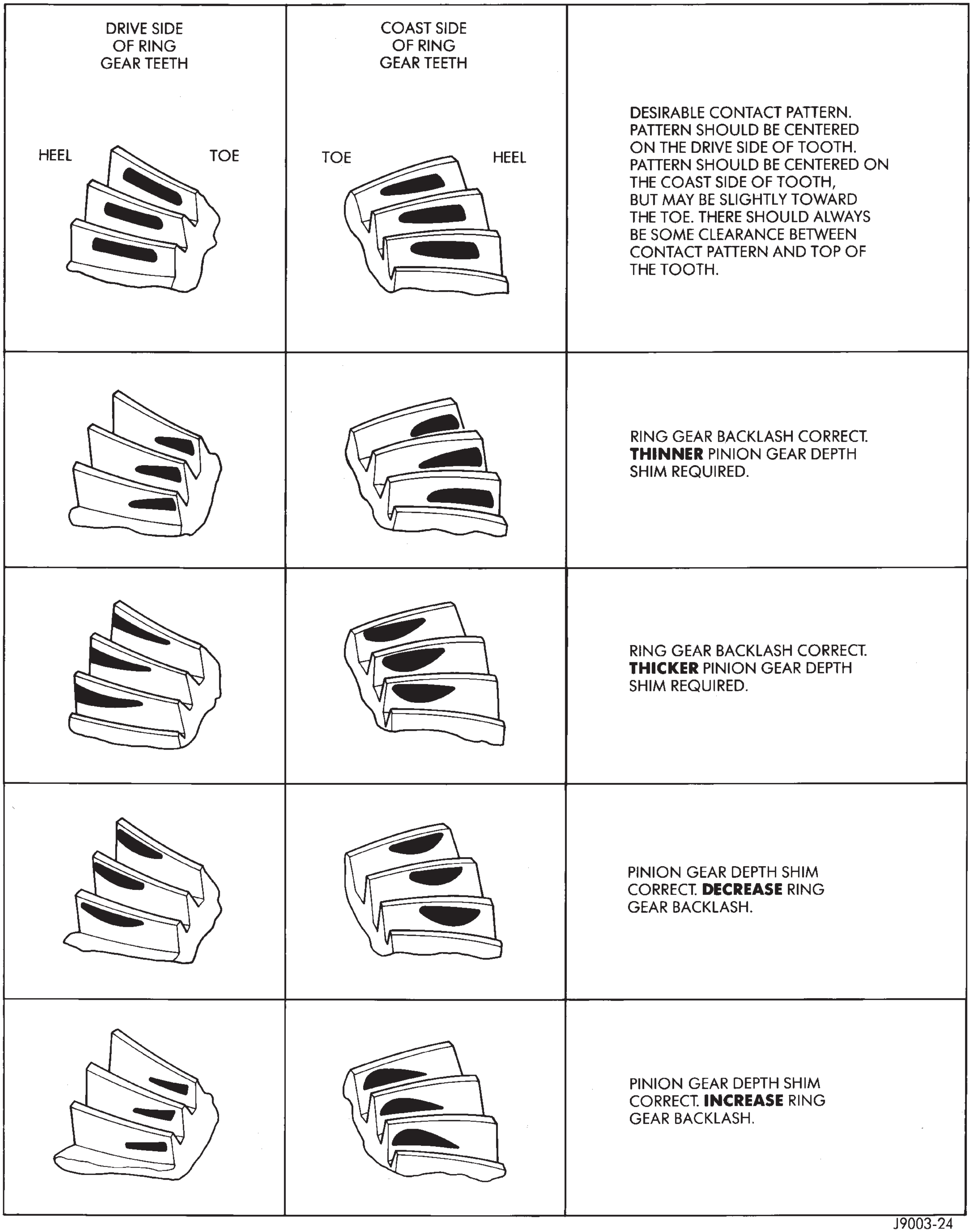


Fig. 66 Gear Tooth Contact Patterns

SPECIFICATIONS

MODEL 35 AXLE

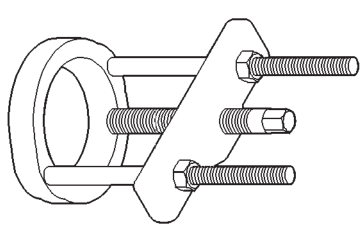
Axle Type	Semi–Floating Hypoid
Lubricant	SAE Thermally Stable 80W–90
Lubricant Trailer Tow	Synthetic 75W–140
Lube Capacity	1.66 L (3.50 pts.)
Axle Ratio	3.07, 3.55, 3.73, 4.10
Differential	
Bearing Preload	0.1 mm (0.004 in.)
Side Gear Clearance	0–0.15 mm (0–0.006 in.)
Ring Gear	
Diameter	19.2 cm (7.562 in.)
Backlash	0–0.15 mm (0.005–0.008 in.)
Pinion Std. Depth	96.8 mm (3.813 in.)
Pinion Bearing Preload	
Original Bearing	1–2N·m (10–20 in. lbs.)
New Bearing	1.5–4N·m (15–35 in. lbs.)

MODEL 35 AXLE

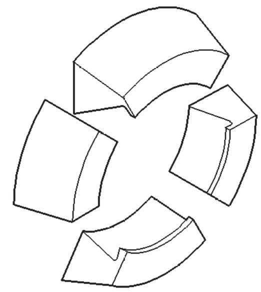
DESCRIPTION	TORQUE
Fill Hole Plug	34 N·m (25 ft. lbs.)
Diff. Cover Bolt	41 N·m (30 ft. lbs.)
Bearing Cap Bolt	77 N·m (57 ft. lbs.)
Pinion Nut	292–427 N·m (215–315 ft. lbs.)
Ring Gear Bolt	95–122 N·m (70–90 ft. lbs.)
RWAL/ABS Sensor Bolt	24 N·m (18. ft. lbs.)

SPECIAL TOOLS

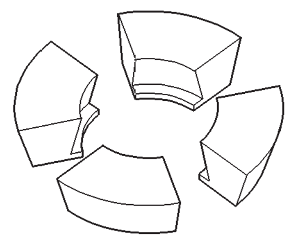
FRONT AXLE—MODEL 35



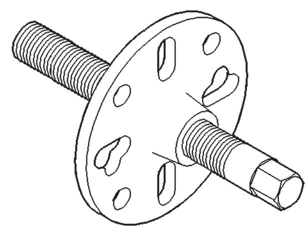
Puller—C-293-PA



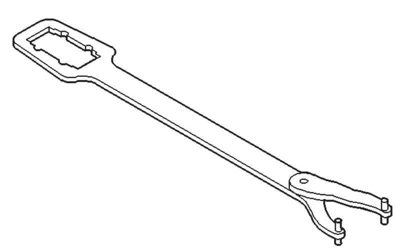
Adapter—C-293-18



Adapter—C-293-39

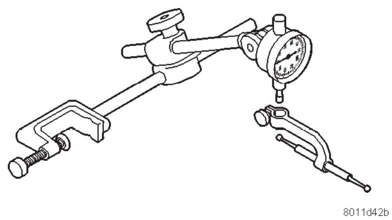


Puller—C-452

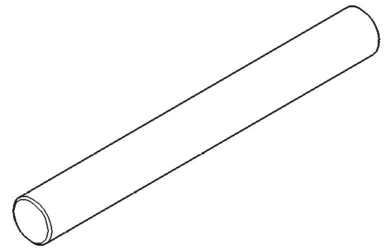


Wrench—C-3281

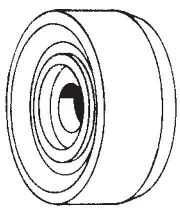
SPECIAL TOOLS (Continued)



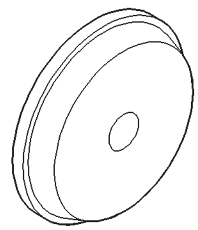
Dial Indicator—C-3339



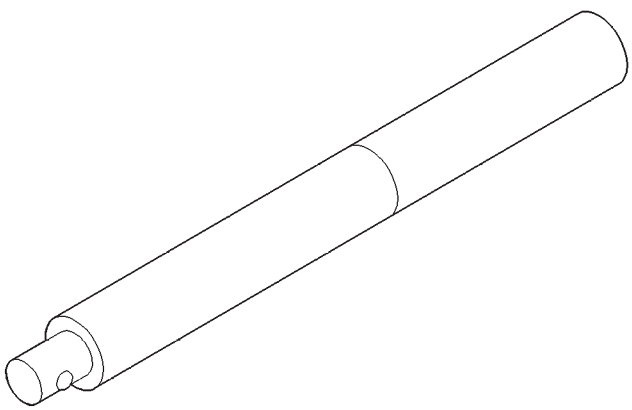
Arbor, Pinion—W-115-3



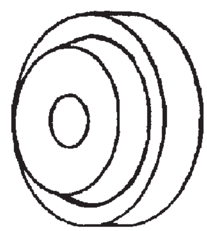
Driver—C-3716-A



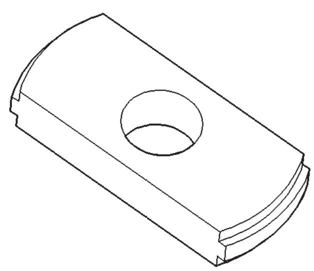
Installer—D-130



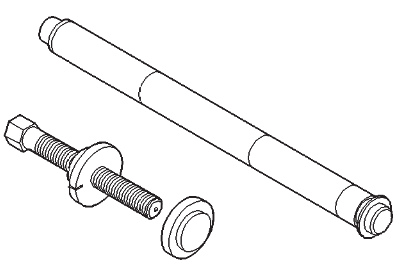
Handle—C-4171



Installer—D-146

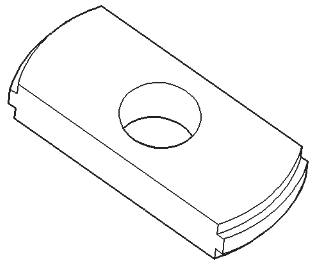


Remover—D-147

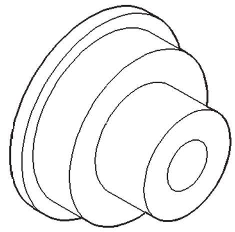


Trac-lok Tool—C-4487

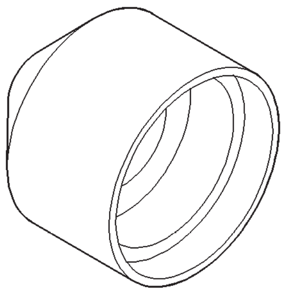
SPECIAL TOOLS (Continued)



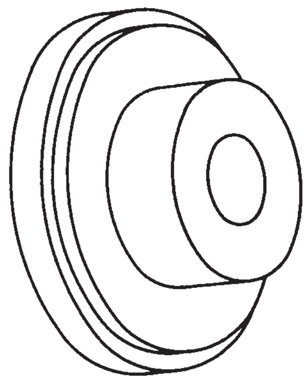
Remover—D-148



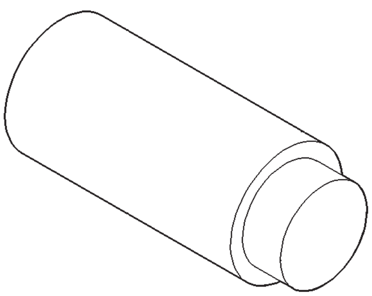
Installer—6436



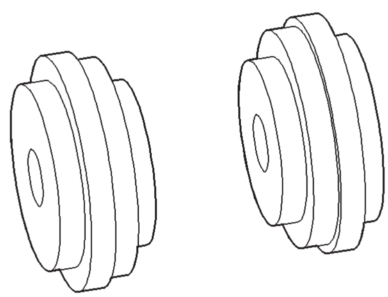
Installer—D163



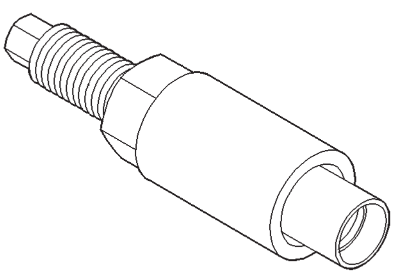
Installer—6437



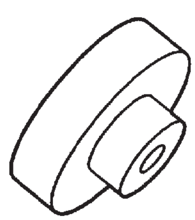
Plug—SP-3289



Disc, Axle Arbor—6732

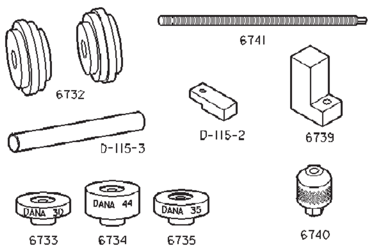


Installer—W-162-D

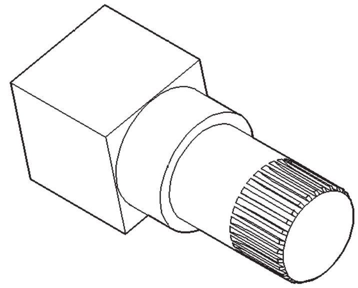


Gauge Block—6735

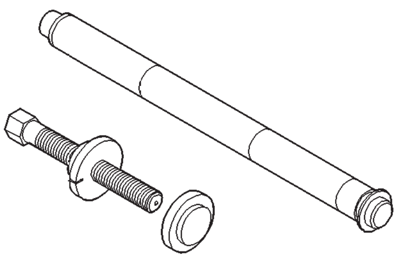
SPECIAL TOOLS (Continued)



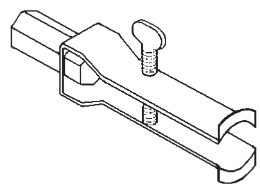
Tool Set, Pinion Depth—6774



Holder—6965



Trac-lok Tool Set—6960



Puller—7794-A

MODEL 44 AXLE

INDEX

GENERAL INFORMATION

GENERAL INFORMATION

The Model 44 housing has an aluminum center casting (differential housing) with axle shaft tubes extending from either side. The tubes are pressed into the differential housing to form a one–piece axle housing.

The integral type housing, hypoid gear design has the center line of the pinion set below the center line of the ring gear.

The axle has a vent hose to relieve internal pressure caused by lubricant vaporization and internal expansion.

The axles are equipped with semi–floating axle shafts, meaning that loads are supported by the axle shaft and bearings. The axle shafts are retained by C–clips in the differential side gears.

The cover provides a means for servicing the differential without removing the axle.

The differential case is a one–piece design. The differential pinion mate shaft is retained with a threaded pin. Differential bearing preload and ring gear backlash is adjusted by the use of spacer shims positioned between the side bearing race and the housing. Pinion bearing preload is set and maintained by the use of a collapsible spacer.

LUBRICANT SPECIFICATIONS

Multi–purpose, hypoid gear lubricant should be used. The lubricant should have MIL–L–2105C and API GL 5 quality specifications. Mopar Hypoid Gear Lubricant conforms to both of these specifications.

- Lubricant is a thermally stable SAE 80W–90 gear lubricant.
- Lubricant for axle with Trailer Tow is SAE 75W–140 SYNTHETIC gear lubricant.
- Trac–Lok differentials add 4 oz. of friction modifier.
- Lubricant capacity is 1.66 L (3.50 pts.).

CAUTION: If axle is submerged in water, lubricant must be replaced immediately to avoid possible premature axle failure.

DESCRIPTION AND OPERATION

AXLES

ZJ vehicles are equipped with a Model 44 rear axle.

The Model 44 axle housing has a cast aluminum center section. Two steel axle shaft tubes are pressed into the center section.

DESCRIPTION AND OPERATION (Continued)

It is not necessary to remove the axle from the vehicle for service. A removable differential cover is provided for routine vehicle service. If the differential housing is damaged, the complete axle assembly can be removed.

For complete drive axle assembly removal and installation refer to Drive Axle Assembly Replacement in this Group.

IDENTIFICATION

Model 44 axle has the assembly part number and gear ratio listed on a tag. The tag is attached to the right side of the housing cover. Build date identification codes on axles are stamped on the axle shaft tube cover side. The Model 44 axle has a flat housing cover gasket flange at the outer edge.

STANDARD DIFFERENTIAL OPERATION

The differential gear system divides the torque between the axle shafts. It allows the axle shafts to rotate at different speeds when turning corners.

Each differential side gear is splined to an axle shaft. The pinion gears are mounted on a pinion mate shaft and are free to rotate on the shaft. The pinion gear is fitted in a bore in the differential case and is positioned at a right angle to the axle shafts.

In operation, power flow occurs as follows:

- The pinion gear rotates the ring gear
- The ring gear (bolted to the differential case) rotates the case
- The differential pinion gears (mounted on the pinion mate shaft in the case) rotate the side gears
- The side gears (splined to the axle shafts) rotate the shafts

During straight- ahead driving, the differential pinion gears do not rotate on the pinion mate shaft. This occurs because input torque applied to the gears is divided and distributed equally between the two side gears. As a result, the pinion gears revolve with the pinion mate shaft but do not rotate around it (Fig. 1).

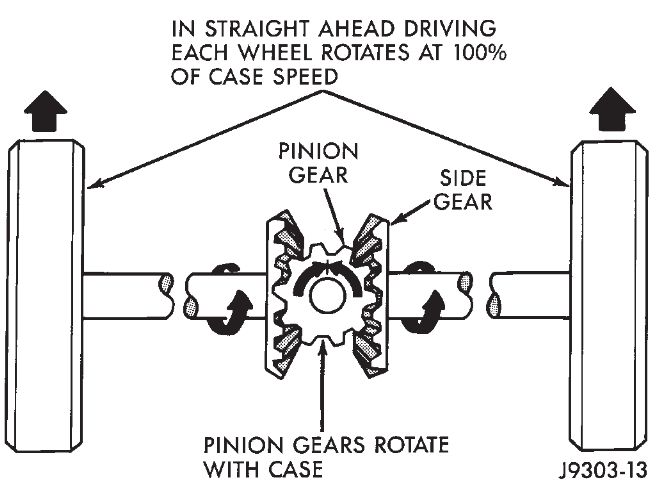


Fig. 1 Differential Operation—Straight Ahead Driving

When turning corners, the outside wheel must travel a greater distance than the inside wheel in order to complete a turn. The difference must be compensated for, to prevent the tires from scuffing and skidding through turns. To accomplish this, the differential allows the axle shafts to turn at unequal speeds (Fig. 2). In this instance, the input torque applied to the pinion gears is not divided equally. The pinion gears now rotate around the pinion mate shaft in opposite directions. This allows the side gear and axle shaft attached to the outside wheel to rotate at a faster speed.

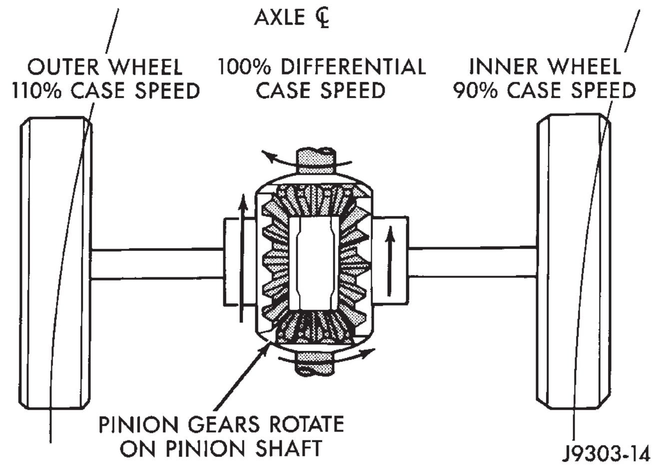


Fig. 2 Differential Operation—On Turns

TRAC-LOK OPERATION

In a conventional differential, the torque applied to the ring gear is transmitted to the axle shafts through the differential gears. During normal operation, the torque transmitted to each wheel is equal at all times. However, if one wheel spins, the opposite wheel will generate only as much torque as the spinning wheel.

In the Trac-lok differential, part of the ring gear torque is transmitted through clutch packs. The clutch packs contain multiple disc. The clutch will have radial grooves on the plates, and concentric grooves on the discs or bonded fiber material that is smooth appearance.

In operation, the Trac-lok clutches are engaged by two concurrent forces. The first being preload force exerted through Belleville spring washers contained in the clutch packs. The second from separating forces generated by the side gears as torque is applied through the ring gear (Fig. 3).

The Trac-lok design provides differential action needed for turning corners and for driving straight ahead. However, when one wheel looses traction, the clutch packs transfer additional torque to the wheel having the most traction. Trac-lok differentials resist wheel spin on bumpy roads and provide more pulling power when one wheel looses traction. Pulling power is provided continuously until both wheels loose traction. If both wheels slip due to unequal traction,

DESCRIPTION AND OPERATION (Continued)

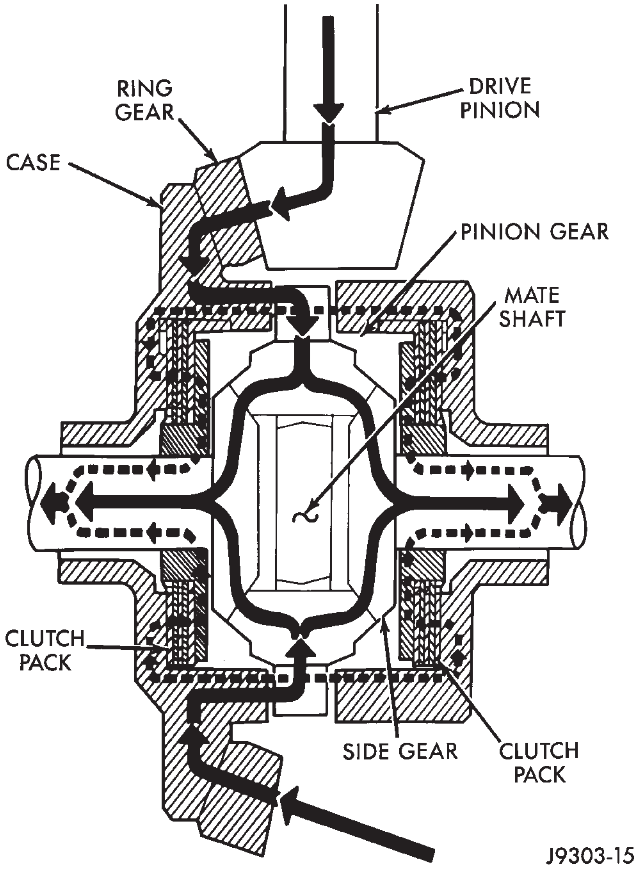


Fig. 3 Trac-lok Limited Slip Differential Operation

Trac-lok operation is normal. In extreme cases of differences of traction, the wheel with the least traction may spin.

DIAGNOSIS AND TESTING

GENERAL INFORMATION

The Model 44 housing has an aluminum center casting (differential housing) with axle shaft tubes extending from either side. The tubes are pressed into the differential housing to form a one–piece axle housing.

The integral type housing, hypoid gear design has the center line of the pinion set below the center line of the ring gear.

The axle has a vent hose to relieve internal pressure caused by lubricant vaporization and internal expansion.

The axles are equipped with semi–floating axle shafts, meaning that loads are supported by the axle shaft and bearings. The axle shafts are retained by C–clips in the differential side gears.

The cover provides a means for servicing the differential without removing the axle.

The differential case is a one–piece design. The differential pinion mate shaft is retained with a threaded pin. Differential bearing preload and ring gear backlash is adjusted by the use of spacer shims positioned between the side bearing race and the housing. Pinion bearing preload is set and maintained by the use of a collapsible spacer.

GEAR AND BEARING NOISE

GEAR NOISE

Axle gear noise can be caused by insufficient lubricant. Incorrect backlash, tooth contact, or worn/damaged gears can cause noise.

Gear noise usually happens at a specific speed range. The range is 30 to 40 mph, or above 50 mph. The noise can also occur during a specific type of driving condition. These conditions are acceleration, deceleration, coast, or constant load.

When road testing, accelerate the vehicle to the speed range where the noise is the greatest. Shift out–of–gear and coast through the peak–noise range. If the noise stops or changes greatly, check for insufficient lubricant. Incorrect ring gear backlash, or gear damage can cause noise changes.

Differential side and pinion gears can be checked by turning the vehicle. They usually do not cause noise in straight–ahead driving. The side gears are loaded during vehicle turns. If noise does occur during vehicle turns, the side or pinion gears could be worn or damaged. A worn pinion gear mate shaft can also cause a snapping or a knocking noise.

BEARING NOISE

The axle shaft, differential and pinion gear bearings can all produce noise when worn or damaged. Bearing noise can be either a whining, or a growling sound.

Pinion gear bearings have a constant–pitch noise. This noise changes only with vehicle speed. Pinion bearing noise will be higher because it rotates at a faster rate. Drive the vehicle and load the differential. If bearing noise occurs the pinion rear bearing is the source of the noise. If the bearing noise is heard during a coast, front bearing is the source.

Worn, damaged differential bearings usually produce a low pitch noise. Differential bearing noise is similar to pinion bearing. The pitch of differential bearing noise is also constant and varies only with vehicle speed.

Axle shaft bearings produce noise and vibration when worn or damaged. The noise generally changes when the bearings are loaded. Road test the vehicle. Turn the vehicle sharply to the left and to the right. This will load the bearings and change the noise level. Where axle bearing damage is slight, the noise is usually not noticeable at speeds above 30 mph.

DIAGNOSIS AND TESTING (Continued)

LOW SPEED KNOCK

Low speed knock is generally caused by a worn U–joint or by worn side–gear thrust washers. A worn pinion gear shaft bore will also cause low speed knock.

VIBRATION

Vibration at the rear of the vehicle is usually caused by a:

- Damaged drive shaft
- Missing drive shaft balance weight
- Worn, out–of–balance wheels
- Loose wheel lug nuts
- Worn U–joint
- Loose spring U–bolts
- Loose/broken springs
- Damaged axle shaft bearings
- Loose pinion gear nut
- Excessive pinion yoke run out
- Bent axle shaft

Check for loose or damaged front–end components or engine/transmission mounts. These components can contribute to what appears to be a rear–end vibration. Do not overlook engine accessories, brackets and drive belts.

All driveline components should be examined before starting any repair.

Refer to Group 22, Wheels and Tires for additional information.

DRIVELINE SNAP

A snap or clunk noise when the vehicle is shifted into gear (or the clutch engaged), can be caused by:

- High engine idle speed
- Loose engine/transmission/transfer case mounts
- Worn U–joints
- Loose spring mounts
- Loose pinion gear nut and yoke
- Excessive ring gear backlash
- Excessive side gear/case clearance

The source of a snap or a clunk noise can be determined with the assistance of a helper. Raise the vehicle on a hoist with the wheels free to rotate. Instruct the helper to shift the transmission into gear. Listen for the noise, a mechanics stethoscope is helpful in isolating the source of a noise.

REAR AXLE ALIGNMENT

MEASUREMENT

The following procedure can be used to determine if abnormal rear tire tread wear is the result of a bent or deformed rear axle shaft.

(1) Raise both rear wheels off the surface with a frame contact hoist.

(2) Attach a one–inch long piece of masking tape at the center of each tire tread for use as reference marks.

(3) Rotate the rear wheels until both reference marks face the front of the vehicle. Measure the distance between the outside edges of the two pieces of tape. Record this measurement as the front of tire (FTR) measurement.

(4) Rotate the rear wheels until both reference marks face the rear of the vehicle. Measure the distance between the outside edges of the two pieces of tape. Record this measurement as the rear of tire (RTR) measurement.

(5) Subtract the (RTR) measurement from the (FTR) measurement to obtain the amount of wheel toe. The acceptable rear wheel toe–in position is 1/16 in. (1.6 mm) to 3/16 inch (4.8 mm) toe–out.

(6) Rotate the rear wheels until the reference marks are facing downward. Measure the distance between the outside edges of the two pieces of tape. Record this measurement as the bottom of tire (BTR) measurement.

(7) Average the (FTR) and the (RTR) distance measurements. Subtract the (BTR) measurement from this average distance to obtain the camber. The acceptable amount of camber is 1/16 inch to 3/32 inch (1.6 to 2.4 mm).

(FTR + RTR) DIVIDED BY 2 (TWO) MINUS BTR EQUALS CAMBER

If the (BTR) distance measurement is less than the average FTR and RTR distance measurement, the camber will be positive (+). If the (BTR) distance measurement is greater than the average FTR and RTR distance, the camber will be negative (–).

If the toe position or camber is not acceptable, a bent or deformed rear axle shaft is most likely the cause.

LIMITED SLIP DIFFERENTIAL

Under normal traction conditions, engine torque is divided evenly. With low–traction surfaces, engine torque is transferred to the wheel with the most tire traction. When diagnosing a limited–slip differential the wheel with the least traction can continue spinning.

The most common problem is a chatter noise when turning corners. Check for incorrect or contaminated lubricant. Replace the gear lubricant if necessary.

- With Trac–Lok™ differentials add a container of Mopar Trac–Lok Lubricant.

This will correct the condition in most instances. If the chatter persists, clutch damage could have occurred.

After changing the lubricant, drive the vehicle and make 10 to 12 slow, figure–eight turns. This maneuver will pump lubricant through the clutches.

DIAGNOSIS AND TESTING (Continued)

SERVICE DIAGNOSIS

SERVICE DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
WHEEL NOISE	1. Wheel loose. 2. Faulty, brinelled wheel bearing.	1. Tighten loose nuts. 2. Faulty or brinelled bearings must be replaced.
AXLE SHAFT NOISE	1. Misaligned axle shaft tube. 2. Bent or sprung axle shaft. 3. End play in drive pinion bearings. 4. Excessive gear backlash between ring gear and pinion gear. 5. Improper adjustment of drive pinion gear shaft bearings. 6. Loose drive pinion gearshaft yoke nut. 7. Improper wheel bearing adjustment. 8. Scuffed gear tooth contact surfaces.	1. Inspect axle shaft tube alignment. Correct as necessary. 2. Replace bent or sprung axle shaft. 3. Refer to Drive Pinion Bearing Pre-Load Adjustment. 4. Check adjustment of ring gear backlash and pinion gear. Correct as necessary. 5. Adjust drive pinion shaft bearings. 6. Tighten drive pinion gearshaft yoke nut with specified torque. 7. Readjust as necessary. 8. If necessary, replace scuffed gears.
AXLE SHAFT BROKE	1. Misaligned axle shaft tube. 2. Vehicle overloaded. 3. Erratic clutch operation. 4. Grabbing clutch.	1. Replace broken axle shaft after correcting axle shaft tube alignment. 2. Replace broken axle shaft. Avoid excessive weight on vehicle. 3. Replace broken axle shaft after inspecting for other possible causes. Avoid erratic use of clutch. 4. Replace broken axle shaft. Inspect clutch and make necessary repairs or adjustments.
DIFFERENTIAL CASE CRACKED	1. Improper adjustment of differential bearings. 2. Excessive ring gear backlash. 3. Vehicle overloaded. 4. Erratic clutch operation.	1. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust differential bearings properly. 2. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust ring gear backlash properly. 3. Replace cracked case; examine gears and bearings for possible damage. Avoid excessive weight on vehicle. 4. Replace cracked case. After inspecting for other possible causes, examine gears and bearings for possible damage. Avoid erratic use of clutch.
DIFFERENTIAL GEARS SCORED	1. Insufficient lubrication. 2. Improper grade of lubricant. 3. Excessive spinning of one wheel/tire.	1. Replace scored gears. Scoring marks on the drive face of gear teeth or in the bore are caused by instantaneous fusing of the mating surfaces. Scored gears should be replaced. Fill rear differential housing to required capacity with proper lubricant. Refer to Specifications. 2. Replace scored gears. Inspect all gears and bearings for possible damage. Clean and refill differential housing to required capacity with proper lubricant. 3. Replace scored gears. Inspect all gears, pinion bores and shaft for damage. Service as necessary.
LOSS OF LUBRICANT	1. Lubricant level too high.	1. Drain excess lubricant by removing fill plug and allow lubricant to level at lower edge of fill plug hole.

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DIAGNOSIS AND TESTING (Continued)

SERVICE DIAGNOSIS (CONT'D)

CONDITION	POSSIBLE CAUSES	CORRECTION
LOSS OF LUBRICANT	2. Worn axle shaft seals. 3. Cracked differential housing. 4. Worn drive pinion gear shaft seal. 5. Scored and worn yoke. 6. Axle cover not properly sealed.	2. Replace worn seals. 3. Repair or replace housing as necessary. 4. Replace worn drive pinion gear shaft seal. 5. Replace worn or scored yoke and seal. 6. Remove cover and clean flange and reseal.
AXLE OVERHEATING	1. Lubricant level too low. 2. Incorrect grade of lubricant. 3. Bearings adjusted too tight. 4. Excessive gear wear. 5. Insufficient ring gear backlash.	1. Refill differential housing. 2. Drain, flush and refill with correct amount of the correct lubricant. 3. Readjust bearings. 4. Inspect gears for excessive wear or scoring. Replace as necessary. 5. Readjust ring gear backlash and inspect gears for possible scoring.
GEAR TEETH BROKE (RING GEAR AND PINION)	1. Overloading. 2. Erratic clutch operation. 3. Ice-spotted pavements. 4. Improper adjustments.	1. Replace gears. Examine other gears and bearings for possible damage. 2. Replace gears and examine the remaining parts for possible damage. Avoid erratic clutch operation. 3. Replace gears. Examine the remaining parts for possible damage. Replace parts as required. 4. Replace gears. Examine other parts for possible damage. Ensure ring gear backlash is correct.
AXLE NOISE	1. Insufficient lubricant. 2. Improper ring gear and drive pinion gear adjustment. 3. Unmatched ring gear and drive pinion gear. 4. Worn teeth on ring gear or drive pinion gear. 5. Loose drive pinion gear shaft bearings. 6. Loose differential bearings. 7. Misaligned or sprung ring gear. 8. Loose differential bearing cap bolts	1. Refill axle with correct amount of the proper lubricant. Also inspect for leaks and correct as necessary. 2. Check ring gear and pinion gear teeth contact pattern. 3. Remove unmatched ring gear and drive pinion gear. Replace with matched gear and drive pinion gear set. 4. Check teeth on ring gear and drive pinion gear for correct contact. If necessary, replace with new matched set. 5. Adjust drive pinion gearshaft bearing preload torque. 6. Adjust differential bearing preload torque. 7. Measure ring gear runout. 8. Tighten with specified torque

J9503-4

DIAGNOSIS AND TESTING (Continued)

TRAC-LOK NOISE DIAGNOSIS

If a noise occurs when turning corners, the most probable cause is incorrect or contaminated lubricant. Before removing the Trac-lok unit for repair, drain, flush and refill the axle with the specified lubricant. Refer to Lubricant change in this Group.

A container of Trac-lok Lubricant (friction modifier) should be added after repair service or a lubricant change.

Vehicles with a limited slip differential should be road tested by making 10 to 12 slow figure eight turns. This maneuver will pump the lubricant through the clutch discs to eliminate a possible **chatter or pop** noise complaint.

Refer to Group 0, Lubrication and Maintenance for additional information.

DIFFERENTIAL TEST

WARNING: WHEN SERVICING VEHICLES WITH A LIMITED SLIP DIFFERENTIAL DO NOT USE THE ENGINE TO TURN THE AXLE AND WHEELS. BOTH REAR WHEELS MUST BE RAISED AND THE VEHICLE SUPPORTED. A LIMITED SLIP AXLE CAN EXERT ENOUGH FORCE (IF ONE WHEEL IS IN CONTACT WITH THE SURFACE) TO CAUSE THE VEHICLE TO MOVE.

The differential can be tested without removing the differential case by measuring rotating torque. Make sure brakes are not dragging during this measurement.

(1) Engine off, transmission in neutral, and parking brake off.

(2) Place blocks in front and rear of both front wheels.

(3) Raise one rear wheel until it is completely off the ground.

(4) Remove wheel and bolt Special Tool 6790 to studs.

(5) Use torque wrench on special tool to rotate wheel and read rotating torque (Fig. 4).

(6) If rotating torque is less than 22 N·m (30 ft. lbs.) or more than 271 N·m (200 ft. lbs.) on either wheel the unit should be service.

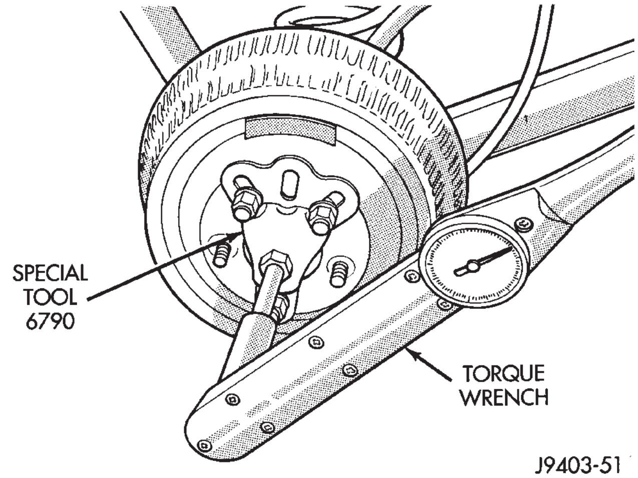

Fig. 4 Trac-loc Test

(4) Clean the housing cavity with a flushing oil, light engine oil or lint free cloth. **Do not use water, steam, kerosene or gasoline for cleaning.**

(5) Remove the sealant from the housing and cover surfaces.

(6) Apply a bead of Mopar Silicone Rubber Sealant to the housing cover (Fig. 5). **Allow the sealant to cure for a few minutes.**

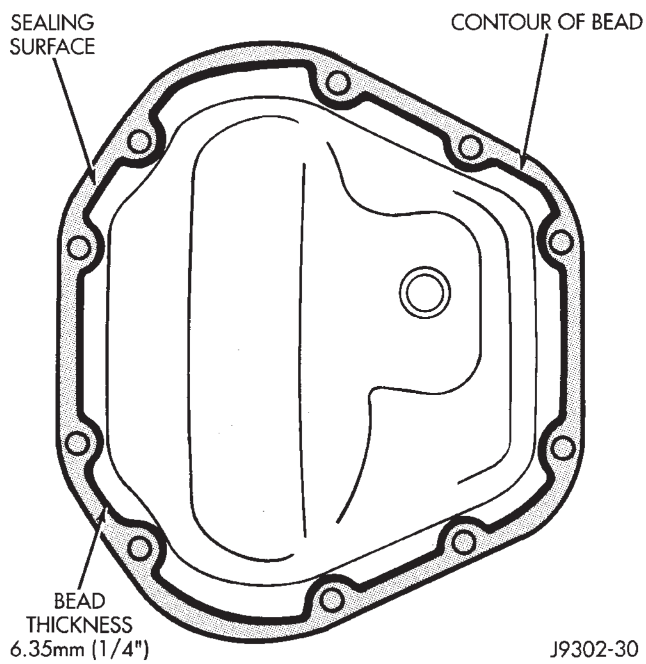

Fig. 5 Typical Housing Cover With Sealant

Install the housing cover within 5 minutes after applying the sealant.

(7) Install the cover and any identification tag. Tighten the cover bolts to 41 N·m (30 ft. lbs.) torque.

(8) Refill differential with Mopar Hypoid Gear Lubricant to bottom of the fill plug hole.

SERVICE PROCEDURES

LUBRICANT CHANGE

The gear lubricant will drain quicker if the vehicle has been recently driven.

(1) Raise and support the vehicle.

(2) Remove the lubricant fill hole plug from the differential housing cover.

(3) Remove the differential housing cover and drain the lubricant from the housing.

SERVICE PROCEDURES (Continued)

CAUTION: Overfilling the differential can result in lubricant foaming and overheating.

Trac–Lok Differentials; A container of Trac–Lok lubricant (friction modifier) should be added after repair service or a lubricant change.

(9) Install the fill hole plug and lower the vehicle.

Limited slip differential vehicles should be road tested by making 10 to 12 slow figure–eight turns. This maneuver will pump the lubricant through the clutch discs to eliminate a possible chatter noise complaint.

REMOVAL AND INSTALLATION

REAR AXLE

REMOVAL

(1) Raise and support the vehicle.

(2) Position a suitable lifting device under the axle.

(3) Secure axle to device.

(4) Remove the wheels and tires.

(5) Remove the brake components from the axle, refer to Group 5, Brakes.

(6) Disconnect the vent hose from the axle shaft tube.

(7) Mark the propeller shaft and yokes for installation alignment reference.

(8) Remove propeller shaft.

(9) Disconnect stabilizer bar links.

(10) Disconnect shock absorbers from axle.

(11) Disconnect track bar.

(12) Disconnect upper and lower suspension arms from the axle brackets.

(13) Separate the axle from the vehicle.

INSTALLATION

NOTE: The weight of the vehicle must be supported by the springs before suspension arms and track bar fasteners can be tightened. If the springs are not at their normal ride position, vehicle ride height and handling could be affected.

(1) Raise the axle with a floor jack and align coil springs.

(2) Position the upper and lower suspension arms on the axle brackets. Install nuts and bolts, do not tighten bolts at this time.

(3) Install track bar and attachment bolts, do not tighten bolts at this time.

(4) Install shock absorber and tighten nuts to 60 N·m (44 ft. lbs.) torque

(5) Install stabilizer bar link and tighten nuts to 36 N·m (27 ft. lbs.) torque

(6) Install brake components refer to Group 5 Brakes.

(7) Install axle vent hose

(8) Align propeller shaft and pinion yoke reference marks. Install U-joint straps and bolts tighten to 19 N·m (14 ft. lbs.) torque

(9) Install the wheels and tires.

(10) Check and add gear lubricant if needed.

(11) Remove support and lower the vehicle.

(12) Tighten lower suspension arms bolts to 177 N·m (130 ft. lbs.) torque.

(13) Tighten upper suspension arms bolts to 75 N·m (55 ft. lbs.) torque.

(14) Tighten track bar bolts to 100 N·m (74 ft. lbs.) torque.

PINION SHAFT SEAL REPLACEMENT

REMOVAL

(1) Raise and support the vehicle.

(2) Remove wheel and tire assemblies.

(3) Mark the drive shaft yoke and pinion yoke for installation alignment reference.

(4) Remove the drive shaft from the yoke.

(5) Rotate the pinion gear three or four times. **Make sure brakes are not dragging during this procedure.**

(6) Measure the amount of torque (in Newton–meters or inch–pounds) necessary to rotate the pinion gear with a torque wrench. Note the torque for installation reference. **It must be known to properly adjust the pinion gear bearing preload torque after seal installation.**

(7) Remove the pinion yoke nut and washer. Use Remover C–452 and Wrench C–3281 to remove the pinion yoke (Fig. 6).

(8) Mark the positions of the yoke and pinion gear for installation alignment reference.

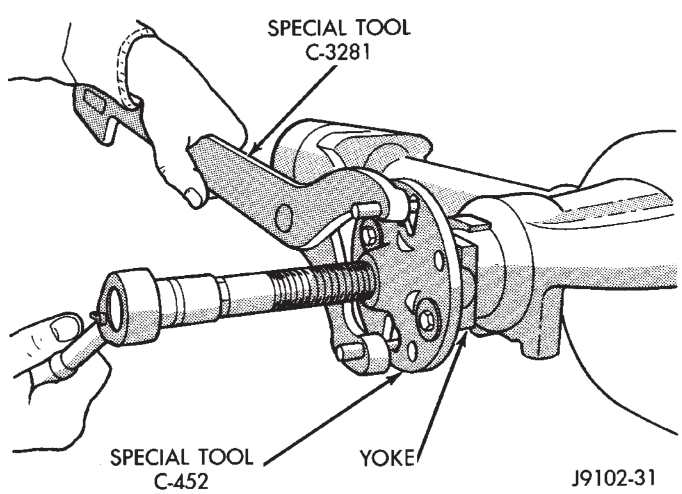

Fig. 6 Pinion Yoke Removal

REMOVAL AND INSTALLATION (Continued)

(9) Use Remover 7794A and slide hammer to remove the pinion gear seal (Fig. 7).

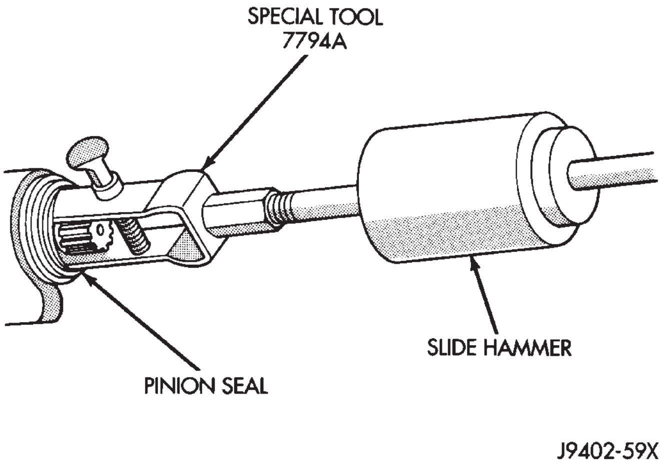

Fig. 7 Seal Removal

INSTALLATION

(1) Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 8).

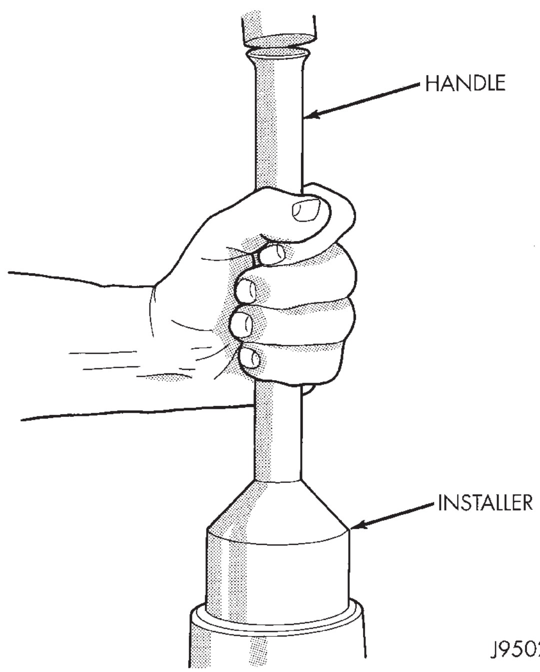

Fig. 8 Pinion Seal Installation

(2) Align the installation reference marks and install yoke on the pinion gear with Installer W–162D.

(3) Install a new nut on the pinion gear. **Tighten the nut only enough to remove the shaft end play.**

CAUTION: Exercise care during the bearing preload torque adjustment. Do not over–tighten, or loosen and then re–tighten the nut. Do not exceed the bearing preload torque. The collapsible preload spacer on the shaft will have to be replaced. The bearing preload torque will be re–adjusted afterward.

(4) Install a socket and inch–pound torque wrench on the pinion nut.

(5) Rotate the shaft with the torque wrench and note the torque (Fig. 9).

The required preload torque is equal to the amount recorded during removal plus an additional 0.56 N·m (5 in. lbs.).

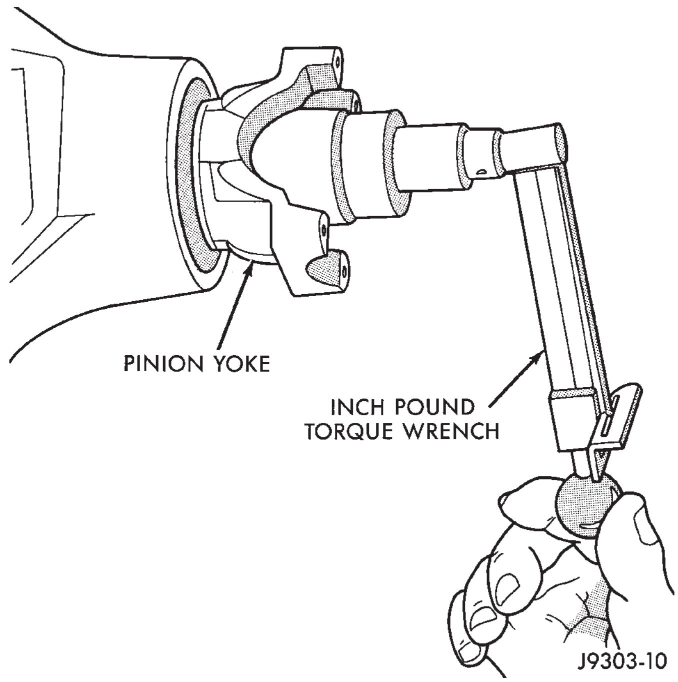

Fig. 9 Check Pinion Rotation Torque

(6) Use Flange Wrench 6719 to retain the yoke and shaft (Fig. 10). Tighten the shaft nut in very small increments.

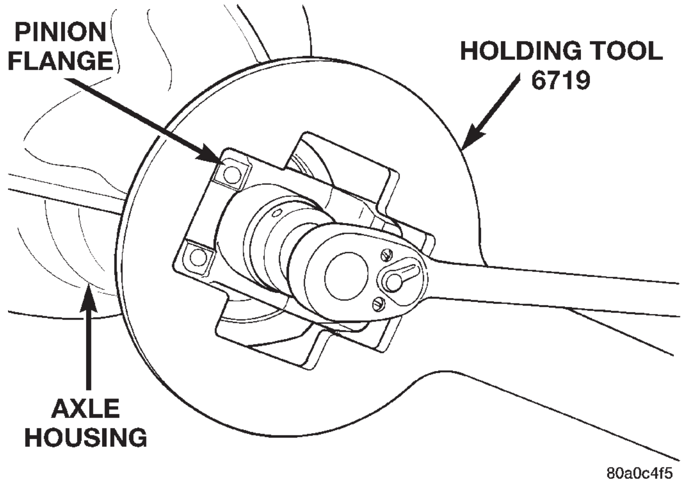

Fig. 10 Tightening Pinion Shaft Nut

REMOVAL AND INSTALLATION (Continued)

(7) Continue tightening the shaft nut in small increments until the correct bearing rotation preload torque is attained.

(8) Align the installation reference marks and attach the drive shaft to the yoke.

(9) Add API grade GL 5 hypoid gear lubricant to the differential housing, if necessary.

(10) Install wheel and tire assemblies.

(11) Lower the vehicle.

AXLE SHAFT

REMOVAL

(1) Raise and support the vehicle.

(2) Remove the wheel and tire.

(3) Remove the brake drum.

(4) Clean all the foreign material from housing cover area.

(5) Loosen the housing cover bolts. Drain the lubricant from the housing and the axle shaft tubes. Remove the housing cover.

(6) Rotate the differential case so that the pinion mate gear shaft lock screw is accessible. Remove the lock screw and the pinion mate gear shaft from the case (Fig. 11).

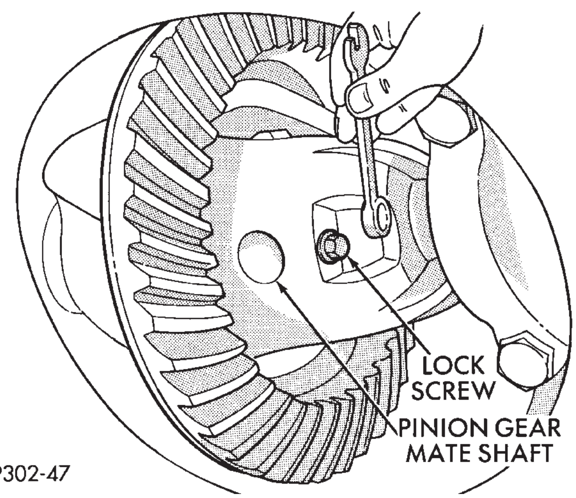

Fig. 11 Mate Shaft Lock Screw

(7) Force the axle shaft in toward the center of the vehicle. Remove the axle shaft C–clip lock from the axle shaft (Fig. 12).

(8) Remove the axle shaft. Use care to prevent damage to the axle shaft bearing and seal, which will remain in the axle shaft tube.

(9) Inspect axle shaft seal for leakage or damage.

(10) Inspect the roller bearing contact surface on the axle shaft for signs of brinelling, galling and pitting.

(11) If any of these conditions exist, the axle shaft and bearing or seal must be replaced.

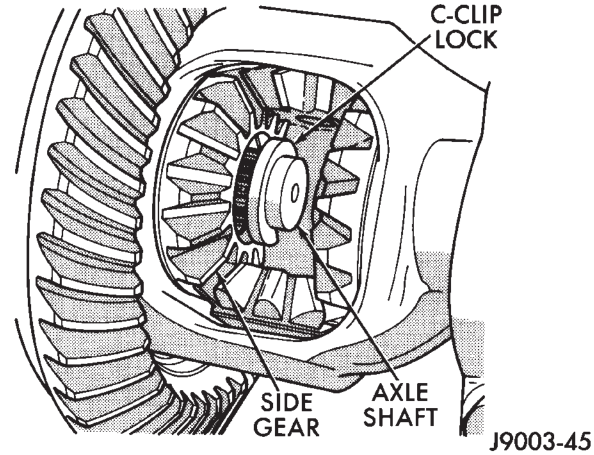

Fig. 12 Axle Shaft C–Clip Lock

INSTALLATION

(1) Lubricate the bearing bore and seal lip with gear lubricant. Insert the axle shaft through the seal, bearing, and engage it with the side gear splines. **Use care to prevent the shaft splines from damaging the axle shaft seal lip.**

(2) Insert the C–clip lock in the end of the axle shaft. Push the axle shaft outward to seat the C–clip lock in the side gear.

(3) Insert the mate shaft into the case and through the thrust washers and pinion gears. Align the hole in shaft with the hole in the differential case and install the lock screw with Loctite® on the threads. Tighten the screw to 19 N·m (14 ft. lbs.) torque.

(4) Install the cover and add fluid. Refer to the Drain and Refill in this section.

AXLE SHAFT SEAL AND BEARING

REMOVAL

(1) Remove the axle shaft. Refer to the Removal procedures in this Group.

(2) Remove the axle shaft seal from the end of the axle shaft tube with a small pry bar.

(3) Remove the bearing if it appears damaged.

The seal and bearing can be removed at the same time with the bearing removal tool.

(4) Remove the axle shaft bearing from the tube (Fig. 13) with Bearing Removal Tool Set 6310.

(5) Inspect the axle shaft tube bore for roughness and burrs. Remove as necessary.

CAUTION: Inspect the housing bore for burrs. Remove them if they exist.

INSTALLATION

Do not install the original axle shaft seal. Always install a new seal.

(1) Wipe the bore in the axle shaft tube clean.

REMOVAL AND INSTALLATION (Continued)

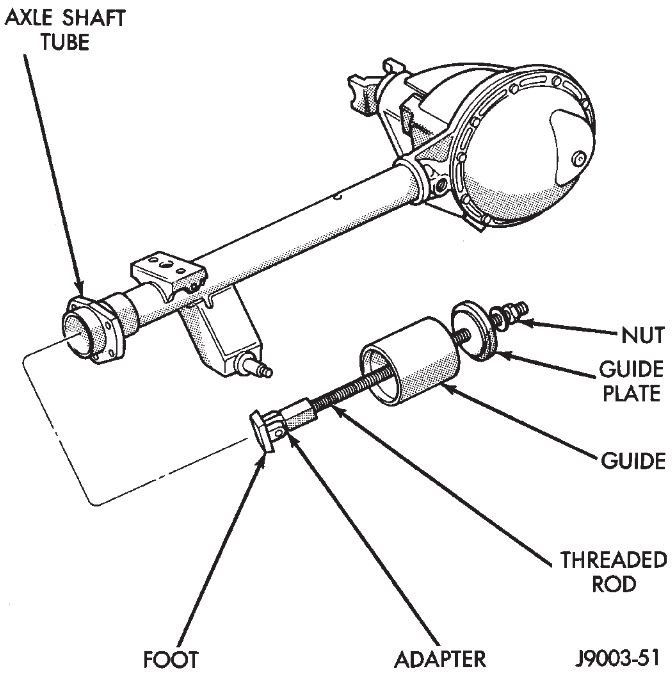

Fig. 13 Axle Shaft Bearing Removal Tool

(2) Install axle shaft bearing with Installer 6436 and Handle C–4171. Ensure part number on the bearing must go against the Installer.

(3) Install the new axle shaft seal (Fig. 14) with Installer 6437 and Handle C–4171.

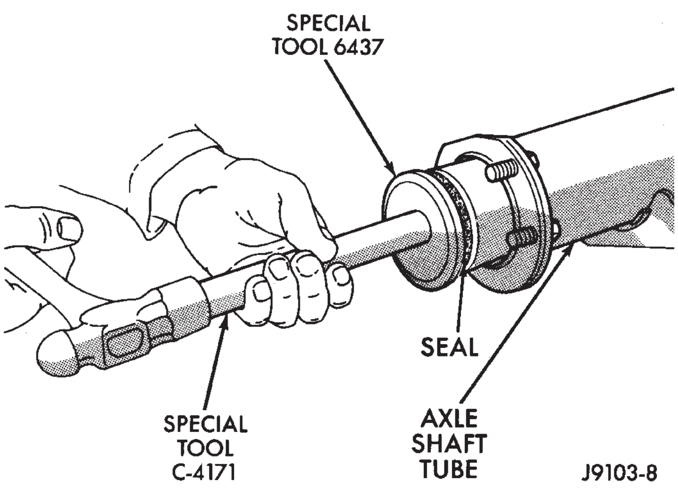

Fig. 14 Axle Shaft Seal Installation

(4) Install the Axle Shaft. Refer to the installation procedure.

DIFFERENTIAL

REMOVAL

To service the differential the axle shafts must be removed. Refer to the removal procedures in this Group.

(1) Note the installation reference letters stamped on the bearing caps and housing machined sealing surface (Fig. 15).

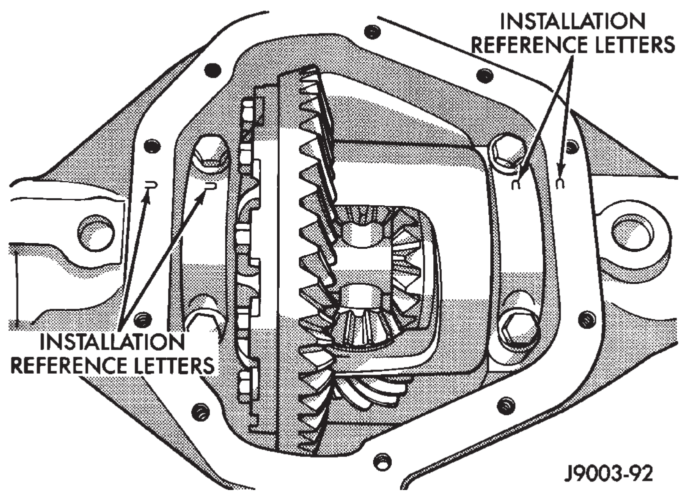

Fig. 15 Bearing Cap Identification

(2) Remove the differential bearing caps.

(3) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 16). Install the hold down clamps and tighten the tool turnbuckle finger–tight.

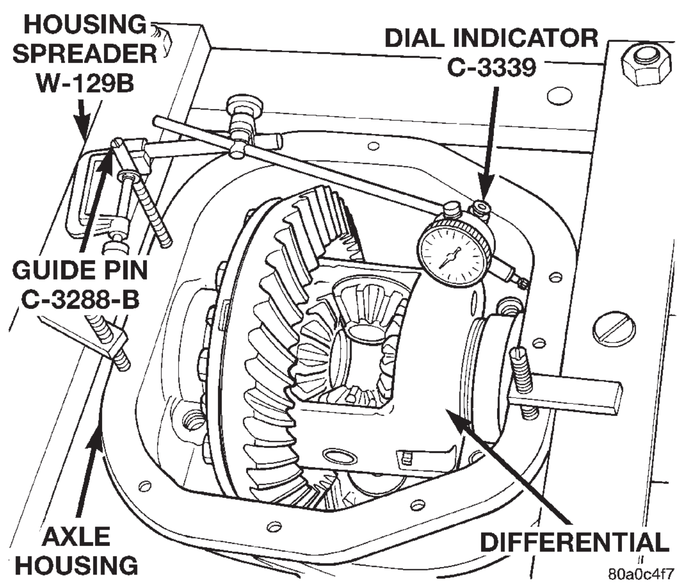

Fig. 16 Spread Differential Housing

(4) Install a pilot stud at the left side of the differential housing. Attach Dial Indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 16) and zero the indicator.

CAUTION: Do not spread over 0.38 mm (0.015 in). If the housing is over–separated, it could be distorted or damaged.

REMOVAL AND INSTALLATION (Continued)

(5) Separate the housing enough to remove the case from the housing. Measure the distance with the dial indicator (Fig. 16).

(6) Remove the dial indicator.

(7) Pry the differential case loose from the housing. To prevent damage, pivot on housing with the end of the pry bar against spreader (Fig. 17).

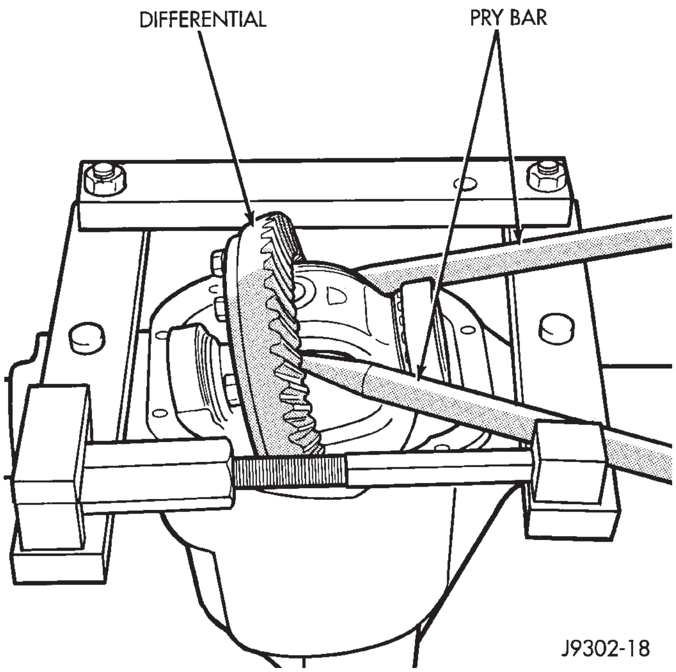

Fig. 17 Differential Removal

(8) Remove the case from housing. Mark or tag bearing cups and outboard shim/spacer (selected thickness) indicating which side they were removed.

DIFFERENTIAL INSTALLATION

(1) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 16). Install the hold down clamps and tighten the tool turnbuckle finger–tight.

(2) Install a pilot stud at the left side of the differential housing. Attach Dial Indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 16) and zero the indicator.

CAUTION: Do not spread over 0.38 mm (0.015 in). If the housing is over–separated, it could be distorted or damaged.

(3) Separate the housing enough to install the case in the housing. Measure the distance with the dial indicator (Fig. 16).

(4) Remove the dial indicator.

(5) Install differential and outboard shim/spacer (selected thickness) in housing.

(6) Install case in the housing. Tap the differential case to ensure the bearings are fully seated (Fig. 18). Remove the spreader.

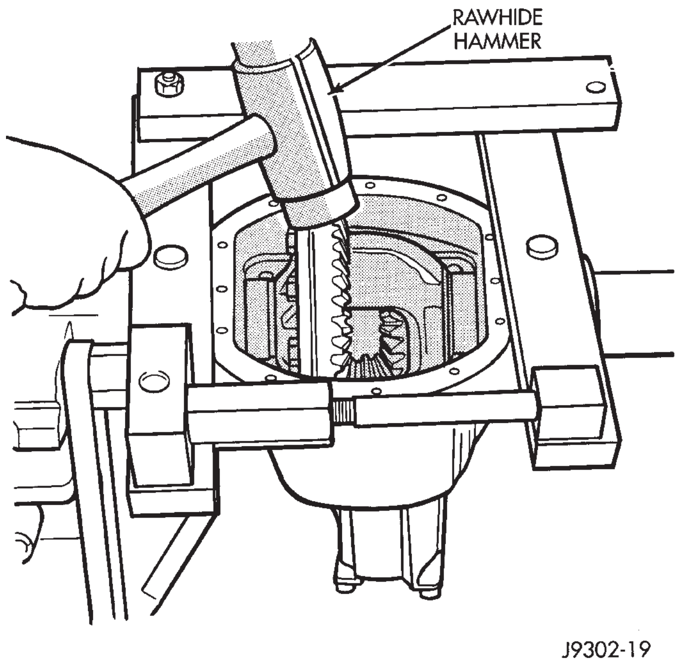

Fig. 18 Differential Installation

(7) Install the bearing caps at their original locations (Fig. 19). Tighten the bearing cap bolts to 77 N·m (57 ft. lbs.) torque.

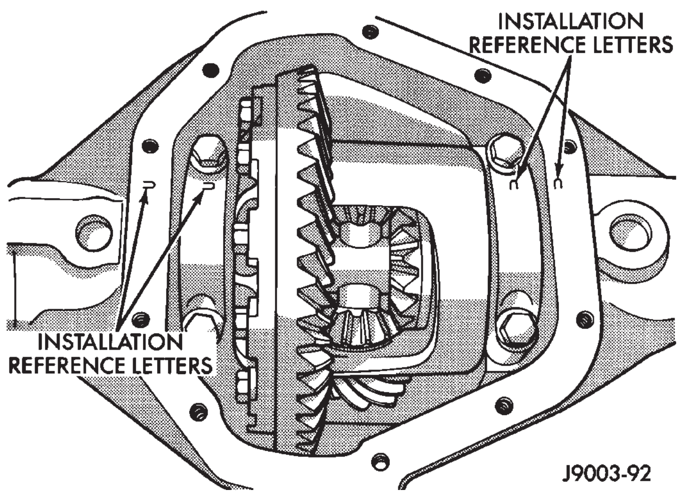

Fig. 19 Differential Bearing Cap Reference Letters

REMOVAL AND INSTALLATION (Continued)

DIFFERENTIAL SIDE BEARINGS

REMOVAL

(1) Remove Differential case from axle housing.

(2) Remove the bearings from the differential case with Press 938, and Adapter 1130 (Fig. 20).

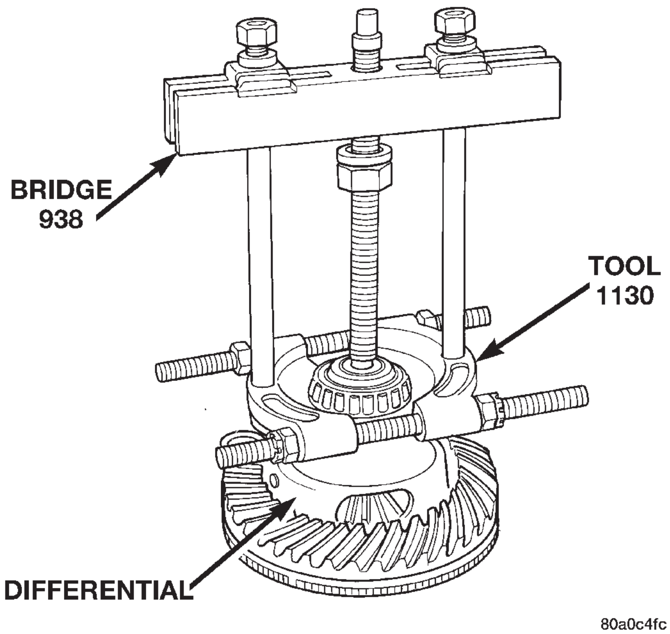

Fig. 20 Differential Bearing Removal

DIFFERENTIAL SIDE BEARING INSTALLATION

If ring and pinion gears have been replaced, verify differential side bearing preload and gear mesh backlash.

(1) Using tool C-4340 with handle C-4171, install differential side bearings (Fig. 21).

(2) Install differential in axle housing.

RING GEAR

The ring and pinion gears are service in a matched set. Do not replace the ring gear with replacing the pinion gear. Refer to Pinion Gear removal and installation paragraph in this section for proper procedure.

REMOVAL

(1) Remove differential from axle housing.

(2) Place differential case in a suitable vise with soft metal jaw protectors. (Fig. 22)

(3) Remove bolts holding ring gear to differential case.

(4) Using a soft hammer, drive ring gear from differential case (Fig. 22).

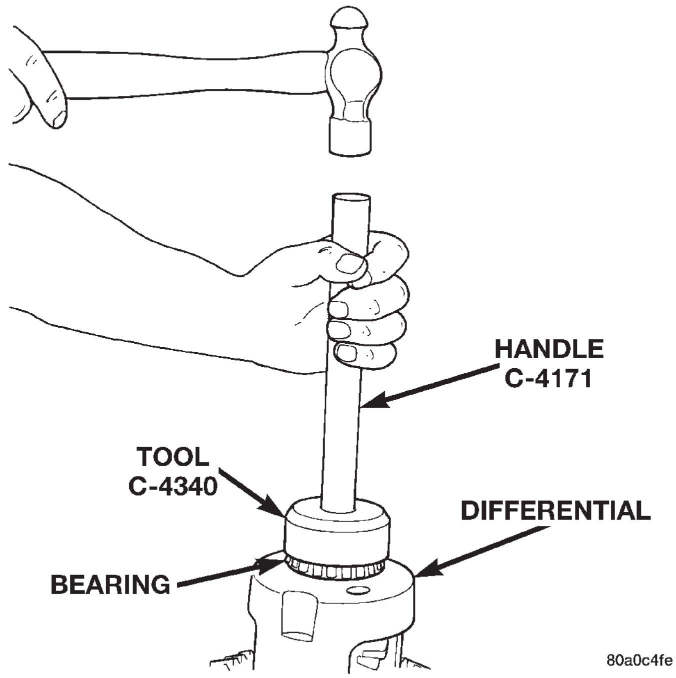

Fig. 21 Install Differential Side Bearings

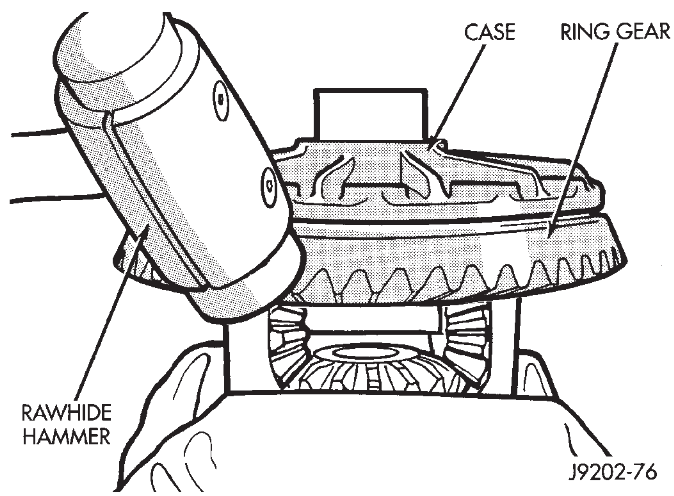

Fig. 22 Ring Gear Removal

RING GEAR INSTALLATION

CAUTION: Do not reuse the bolts that held the ring gear to the differential case. The bolts can fracture causing extensive damage.

(1) Invert the differential case and start two ring gear bolts. This will provide case–to–ring gear bolt hole alignment.

(2) Install new ring gear bolts and alternately tighten to 95–122 N·m (70–90 ft. lbs.) torque (Fig. 23).

(3) Install differential in axle housing and verify gear mesh and contact pattern.

REMOVAL AND INSTALLATION (Continued)

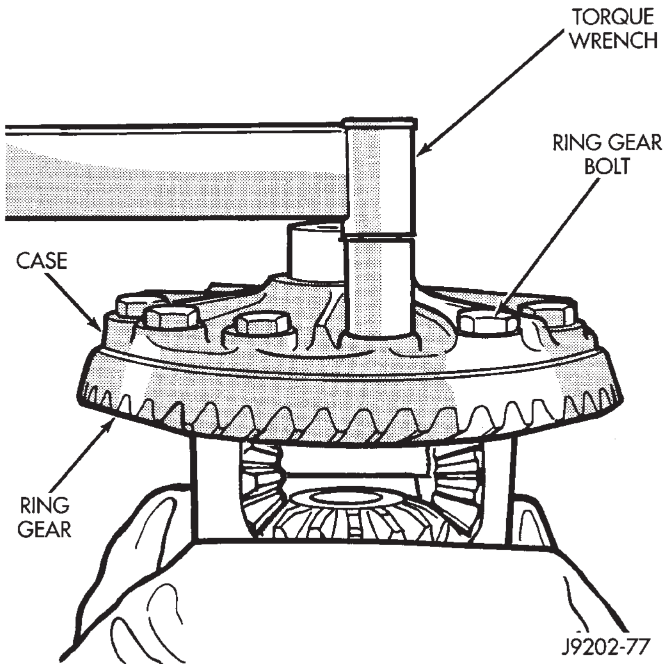

Fig. 23 Ring Gear Bolt Installation

PINION GEAR

REMOVAL

(1) Remove differential assembly from axle housing.

(2) Remove the pinion yoke nut and washer. Use Remover C–452 and Wrench C–3281 to remove the pinion yoke (Fig. 24).

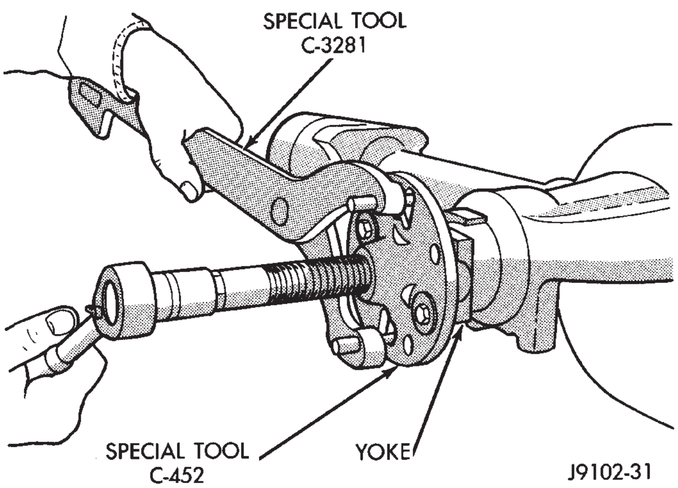

Fig. 24 Pinion Yoke Removal

(3) Remove the pinion gear from housing (Fig. 25). Catch the pinion with your hand to prevent it from falling and being damaged.

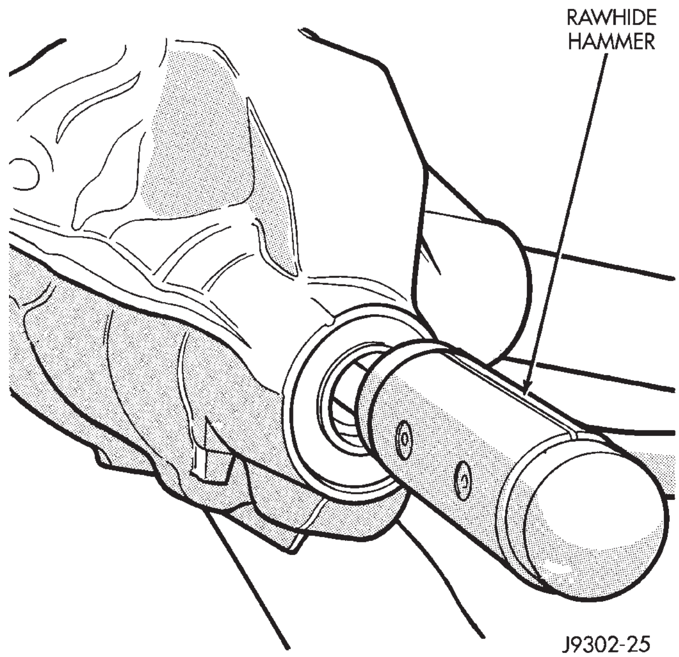

Fig. 25 Remove Pinion Gear

(4) Remove the pinion gear seal with a slide hammer or pry out with bar.

(5) Remove oil slinger, front bearing.

(6) Remove the front pinion bearing cup and seal with Remover D-103 and Handle C–4171 (Fig. 26).

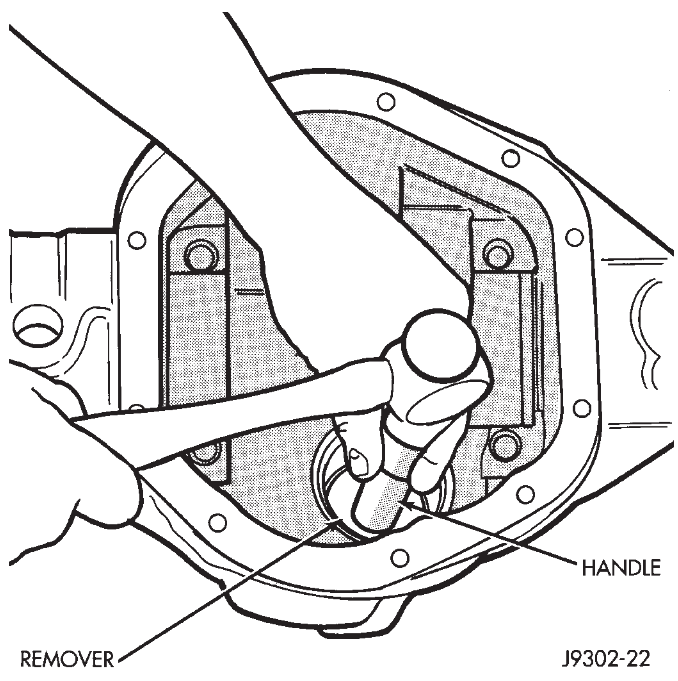

Fig. 26 Front Bearing Cup Removal

REMOVAL AND INSTALLATION (Continued)

(7) Remove the rear bearing cup from housing (Fig. 27). Use Remover C-4307 and Handle C–4171.

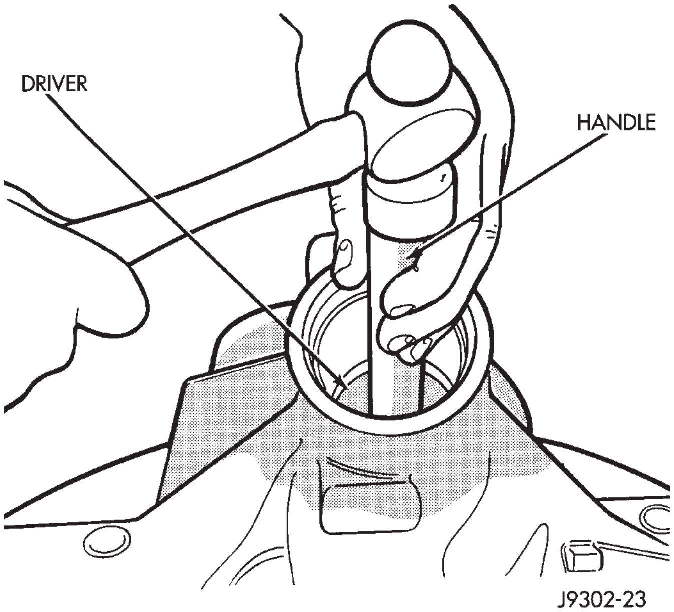

Fig. 27 Rear Bearing Cup Removal

(8) Remove the collapsible preload spacer (Fig. 28).

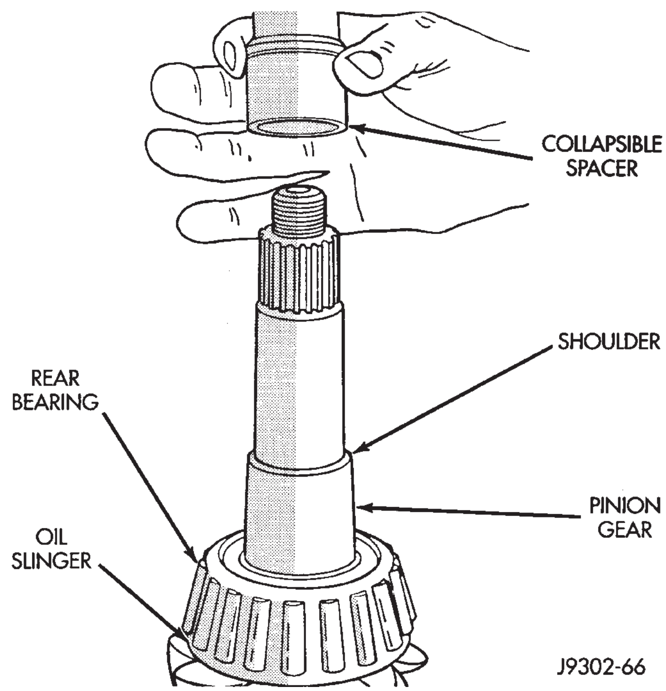

Fig. 28 Collapsible Spacer

(9) Remove the inner bearing from the pinion with Puller C–293PA and Adapter C–293–39 (Fig. 29).

Place adapter rings so they do not damage the bearing cage.

(10) Remove the depth shims from the pinion gear shaft. Record the thickness of the depth shims.

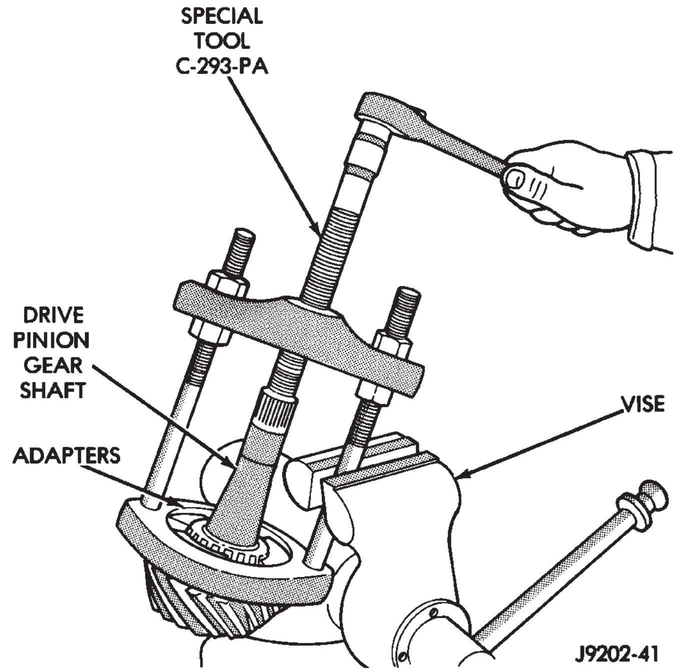

Fig. 29 Inner Bearing Removal

PINION GEAR INSTALLATION

(1) Install the pinion rear bearing cup with Installer C—4308 and Driver Handle C–4171 (Fig. 30). Ensure cup is correctly seated.

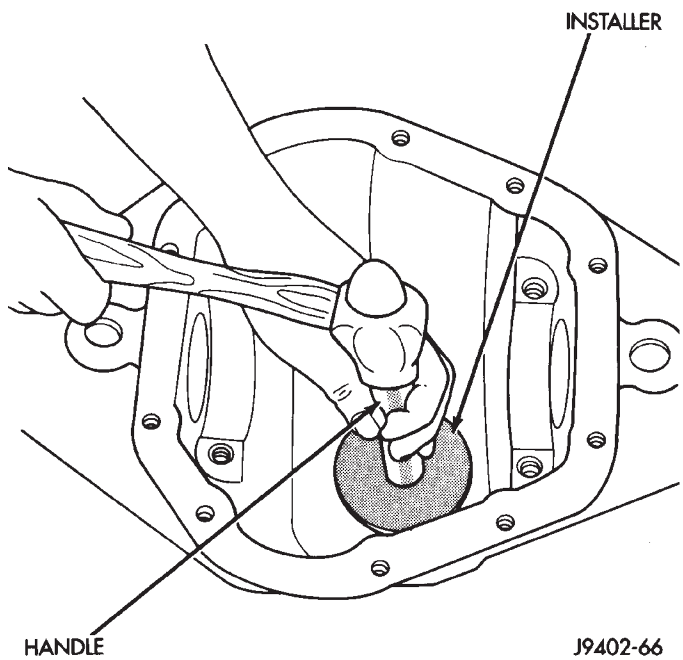

Fig. 30 Pinion Rear Bearing Cup Installation

REMOVAL AND INSTALLATION (Continued)

(2) Install the pinion front bearing cup with Installer D–129 and Handle C–4171 (Fig. 31).

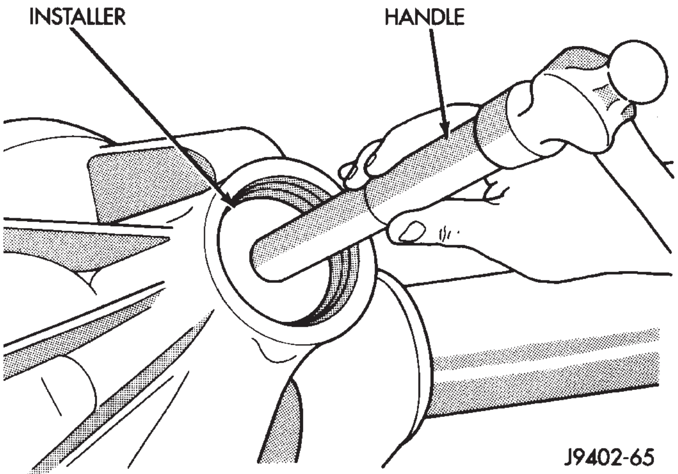

Fig. 31 Pinion Front Bearing Cup Installation

(3) Install pinion front bearing, oil slinger. Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 32).

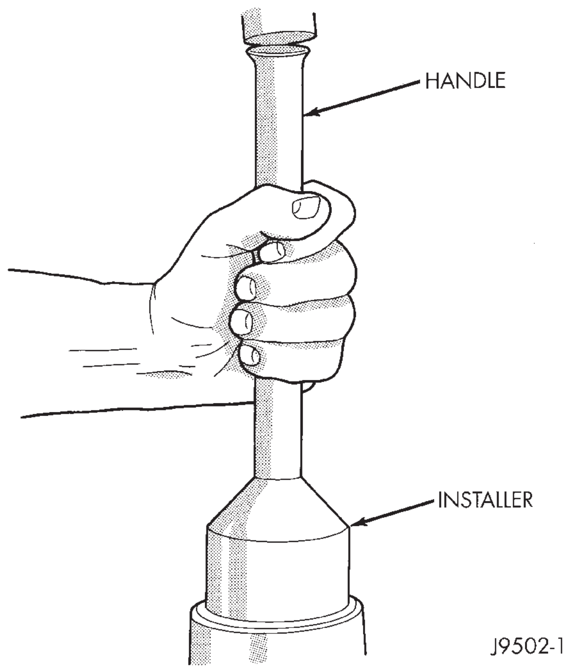

Fig. 32 Pinion Seal Installation

NOTE: Pinion depth shims are placed between the rear pinion bearing cone and pinion gear to achieve proper ring and pinion gear mesh. If the factory installed ring and pinion gears are reused, the pinion depth shim should not require replacement. Refer to Pinion Gear Depth paragraph in this section to select the proper thickness shim before installing rear pinion bearing cone.

(4) Place the proper thickness depth shim on the pinion gear and install the rear bearing.

(5) Install the rear bearing (and slinger if used) on the pinion gear with Installer 6448 (Fig. 33).

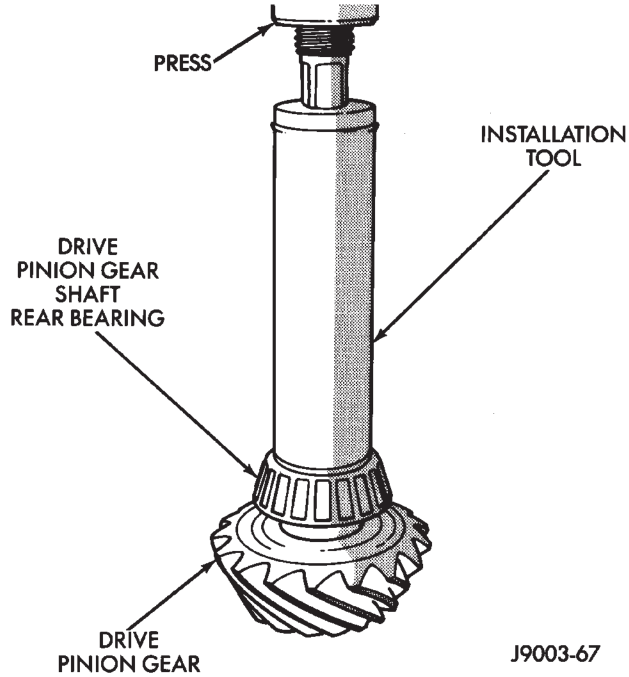

Fig. 33 Shaft Rear Bearing Installation

(6) Install a new collapsible preload spacer on pinion shaft and install pinion gear in housing (Fig. 34).

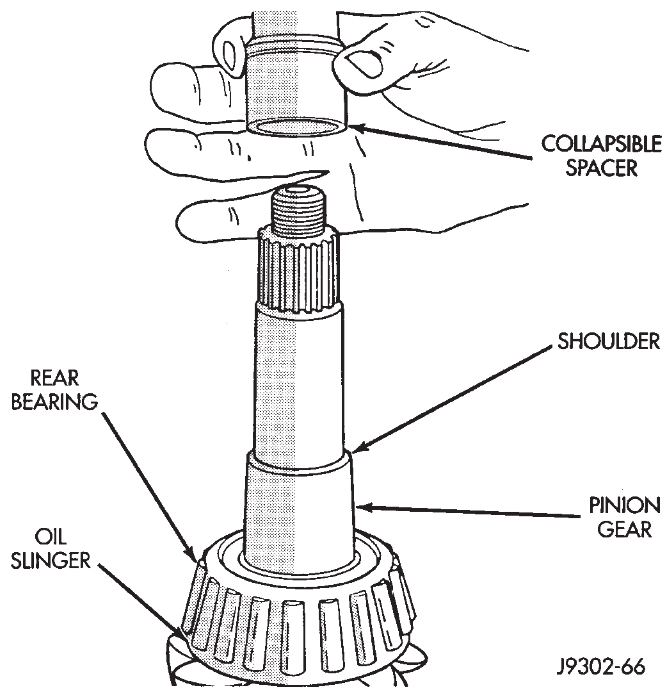

Fig. 34 Collapsible Preload Spacer

REMOVAL AND INSTALLATION (Continued)

(7) Install yoke with Installer W–162D and Wrench 6719 (Fig. 35).

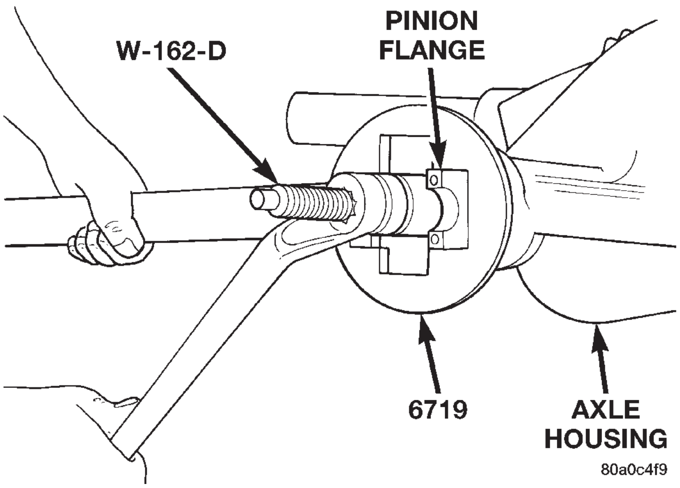

Fig. 35 Pinion Yoke Installation—Typical

(8) Install the yoke washer and a new nut on the pinion gear. Tighten the nut to 298 N·m (220 ft. lbs.) minimum. **Do not over–tighten.** Maximum torque is 380 N·m (280 ft. lbs.).

CAUTION: Never loosen pinion gear nut to decrease pinion gear bearing preload torque and never exceed specified preload torque. If preload torque is exceeded a new collapsible spacer must be installed. The torque sequence will have to be repeated.

(9) Use Flange Wrench 6719 to retain the yoke (Fig. 36). Slowly tighten the nut in small increments until the rotating torque is achieved. Measure the preload torque frequently to avoid over–tightening the nut.

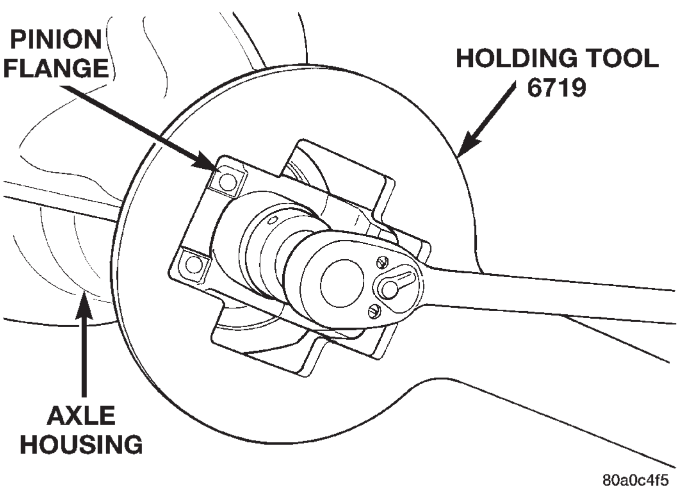

Fig. 36 Tightening Pinion Nut

(10) Check bearing preload torque with an inch pound torque wrench (Fig. 37). The torque necessary to rotate the pinion gear should be:

- Original Bearings — 1 to 3 N·m (10 to 20 in. lbs.).
- New Bearings — 2 to 5 N·m (15 to 35 in. lbs.).

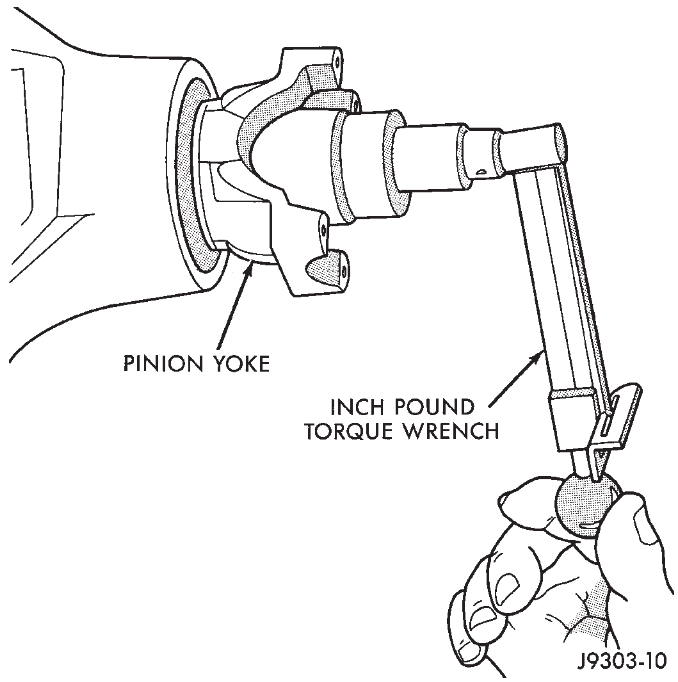

Fig. 37 Check Pinion Gear Rotation Torque

FINAL ASSEMBLY

(1) Install the axle shafts. Refer to Axle Shaft Installation within this group.

(2) Scrape the residual sealant from the housing and cover mating surfaces. Clean the mating surfaces with mineral spirits. Apply a bead of Mopar Silicone Rubber Sealant on the housing cover (Fig. 38). Allow the sealant to cure for a few minutes.

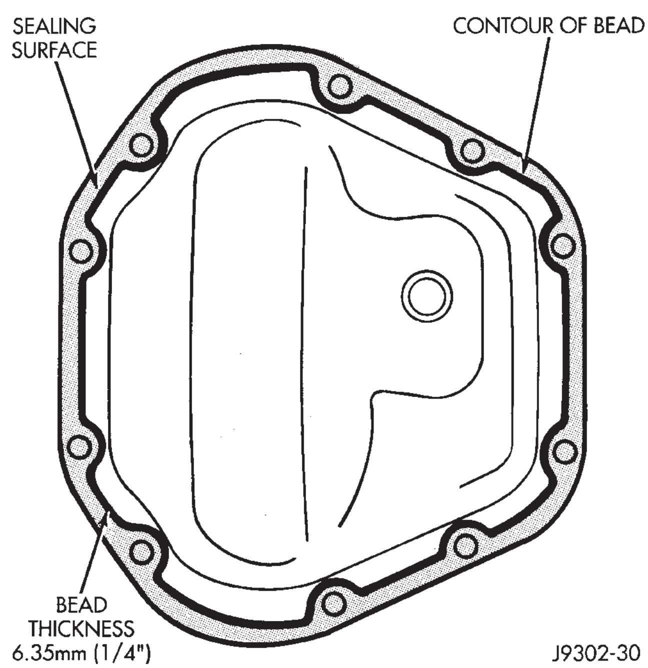

Fig. 38 Typical Housing Cover With Sealant

REMOVAL AND INSTALLATION (Continued)

Install the housing cover within 5 minutes after applying the sealant.

(3) Install the cover on the differential with the attaching bolts. Install the identification tag. Tighten the cover bolts to 41 N·m (30 ft. lbs.) torque.

CAUTION: Overfilling the differential can result in lubricant foaming and overheating.

(4) Refill the differential housing with the specified quantity of Mopar Hypoid Gear Lubricant.

(5) Install the fill hole plug and tighten to 34 N·m (25 ft. lbs.) torque. Axles equipped with rubber fill plug install plug into cover.

DISASSEMBLY AND ASSEMBLY

STANDARD DIFFERENTIAL

DISASSEMBLE

(1) Remove pinion gear mate shaft.

(2) Rotate the differential side gears and remove the pinion mate gears and thrust washers (Fig. 39).

(3) Remove the differential side gears and thrust washers.

DIFFERENTIAL ASSEMBLE

(1) Differential side gears and thrust washers

(2) Pinion gears and thrust washers

(3) Pinion gear mate shaft (align holes in shaft and case)

(4) Lubricate all differential components with hypoid gear lubricant.

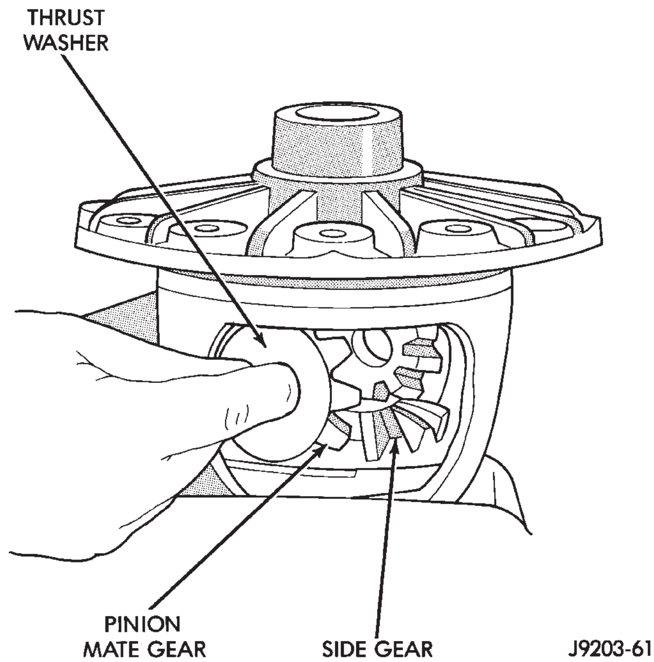

Fig. 39 Pinion Mate Gear Removal

(5) Install differential case in axle housing. Refer to Differential removal and installation procedure.

TRAC-LOK DIFFERENTIAL

The **Trac–Lok** (limited–slip) differential components are illustrated in (Fig. 40). Refer to this illustration during repair service.

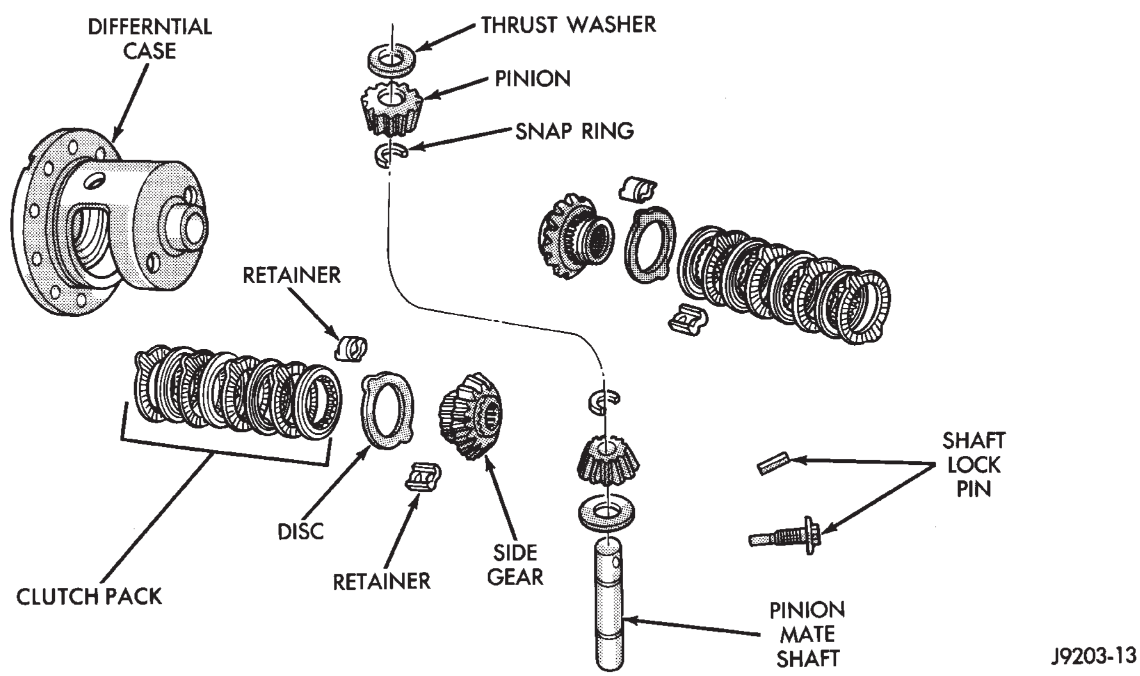

Fig. 40 Trac–Lok Differential Components

DISASSEMBLY AND ASSEMBLY (Continued)

DISASSEMBLY

Service to the Trac–Lok differential requires the use of Tool Set C–4487 (J–23781). Refer to Model 44 Axle section in this Group for Differential Removal and Installation.

(1) Clamp Side Gear Holding Tool 6963 in a vise.

(2) Position the differential case on the holding tool (Fig. 41). Place shop towels under the differential to avoid damage if removal of the ring gear is required (Fig. 41).

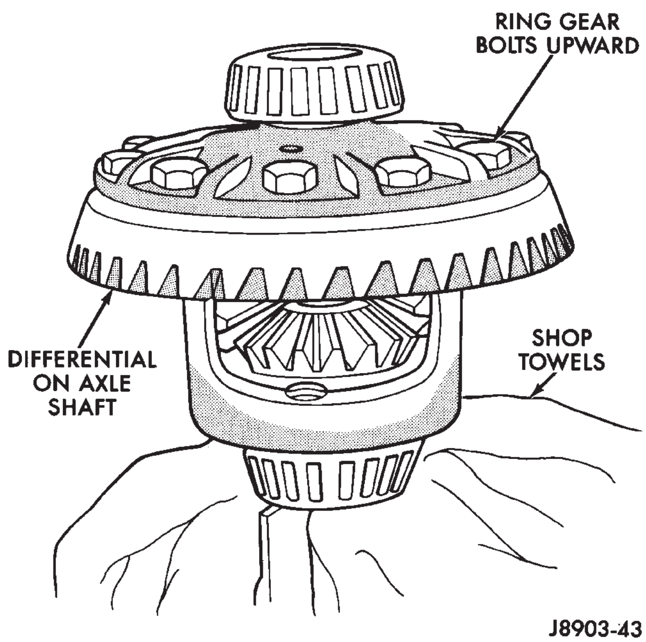

Fig. 41 Differential Case Holding Tool

(3) If ring gear replacement is required, remove **and discard** the bolts holding the ring gear to the case. Tap the ring gear with a rawhide or plastic mallet and separate ring gear from case (Fig. 42).

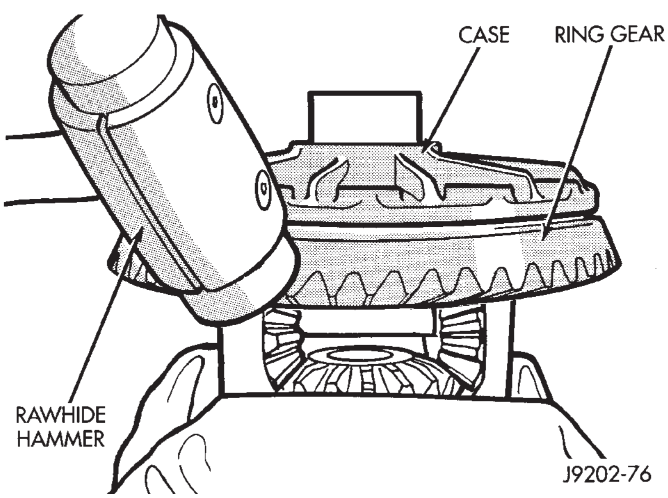

Fig. 42 Ring Gear Removal

(4) Remove the pinion gear mate shaft lock screw (Fig. 43).

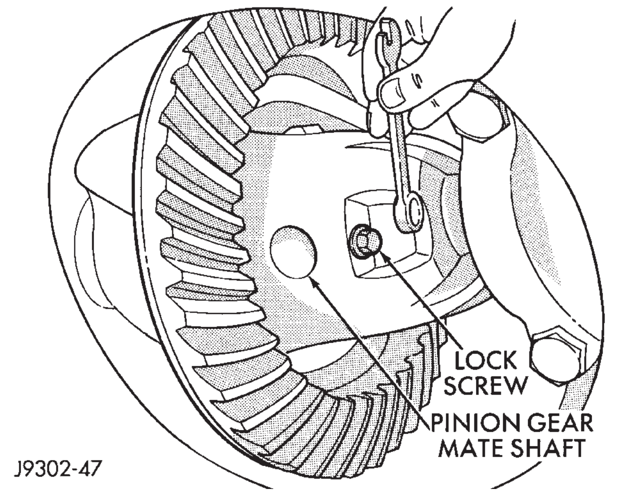

Fig. 43 Mate Shaft Lock Screw

(5) Remove the pinion gear mate shaft. If necessary, use a drift and hammer (Fig. 44).

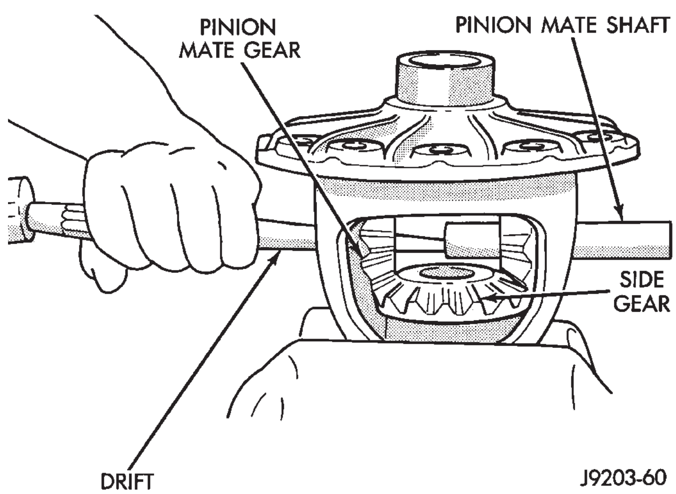

Fig. 44 Mate Shaft Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(6) Install and lubricate Step Plate C–4487–1 (Fig. 45).

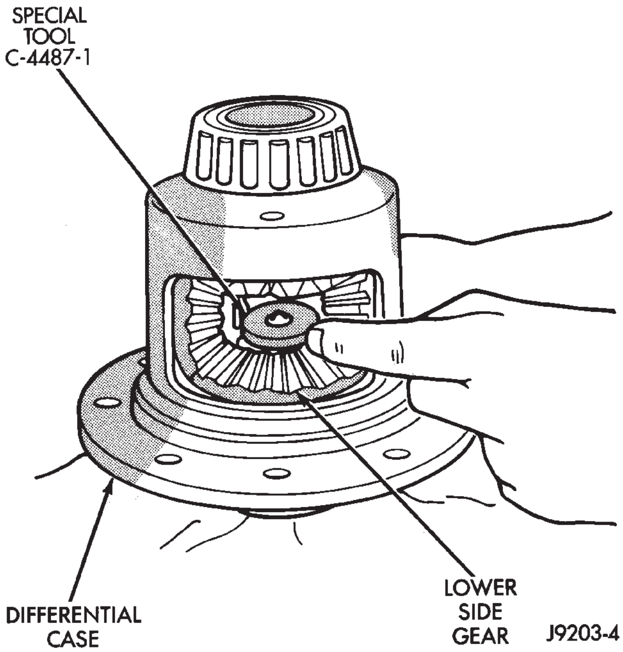

Fig. 45 Step Plate Tool Installation

(7) Assemble Threaded Adapter C–4487–3 into top side gear. Thread forcing Screw C–4487–2 into adapter until it becomes centered in adapter plate.

(8) Position a small screw driver in slot of Threaded Adapter C–4487–3 (Fig. 46) to prevent adapter from turning.

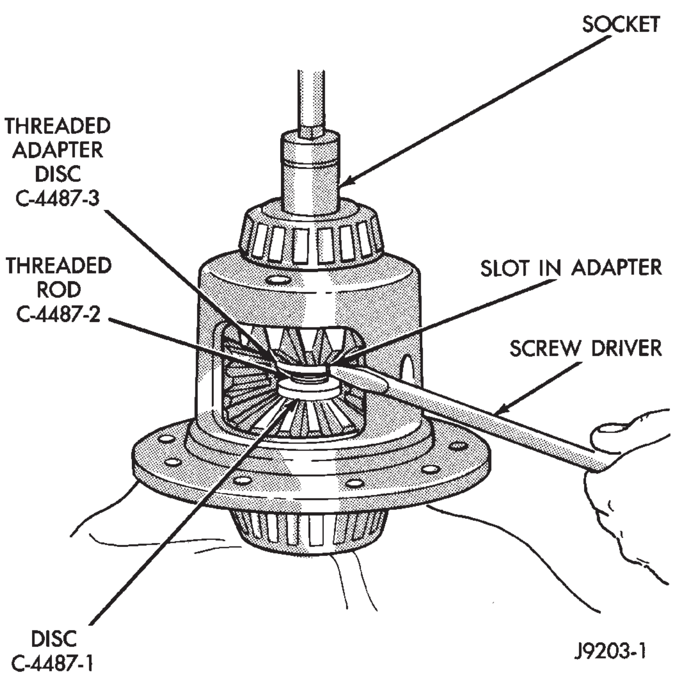

Fig. 46 Threaded Adapter Installation

(9) Tighten forcing screw tool 122 N·m (90 ft. lbs.) (maximum) to compress Belleville springs in clutch packs (Fig. 47).

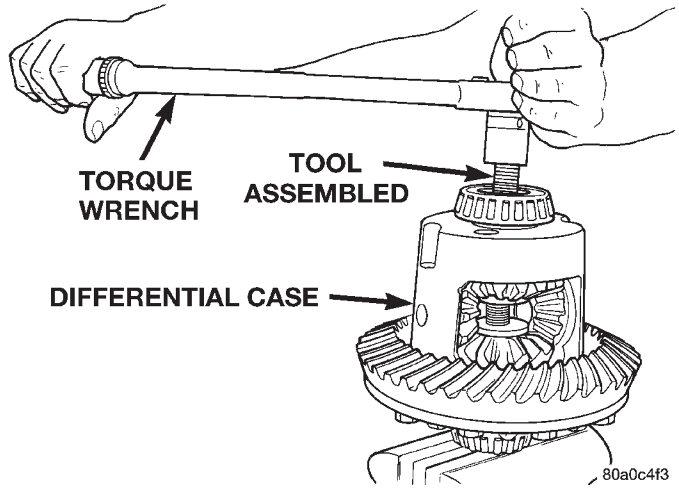

Fig. 47 Tighten Belleville Spring Compressor Tool

(10) Using a 0.020 in. feeler gauge and mallet, remove thrust washers from behind the pinion gears (Fig. 48).

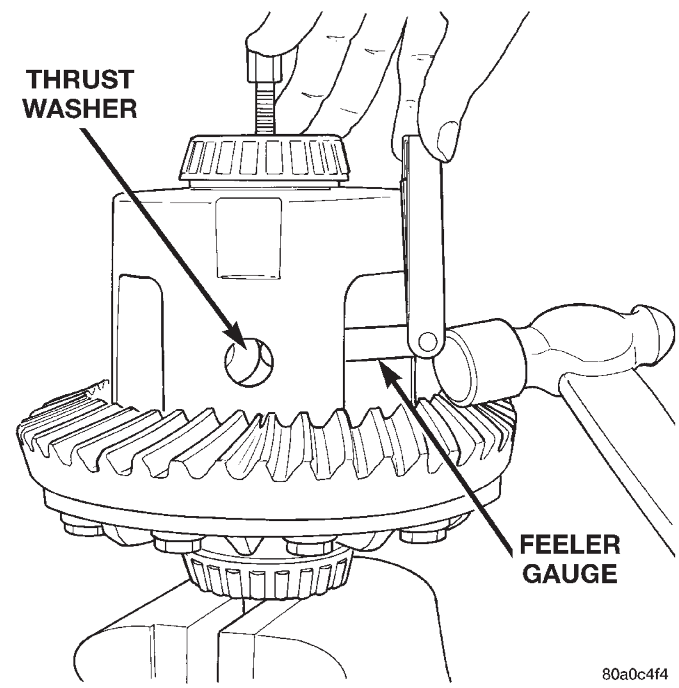

Fig. 48 Remove Pinion Thrust Washer

DISASSEMBLY AND ASSEMBLY (Continued)

(11) Loosen the forcing screw tool until the clutch pack tension is relieved and the pinion gears can be slightly rattled between the case and side gears.

(12) Insert Turning Bar C–4487–4 in case. Rotate case with tool until pinion gears can be removed (Fig. 49).

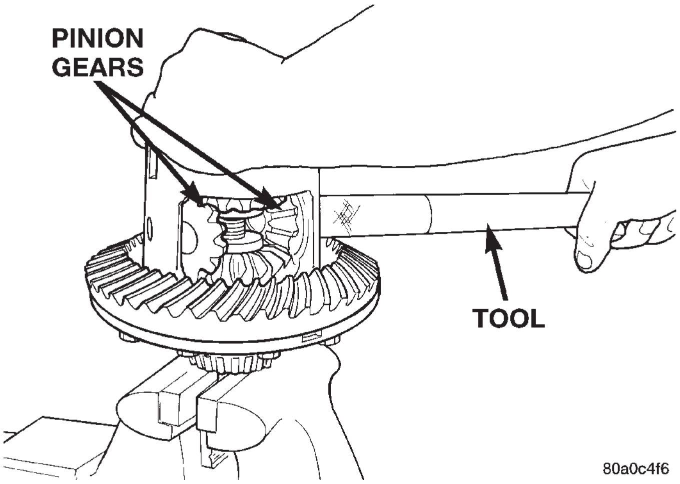

Fig. 49 Pinion Gear Removal

(13) Remove top side gear and clutch pack. Keep plates in correct order during removal (Fig. 50).

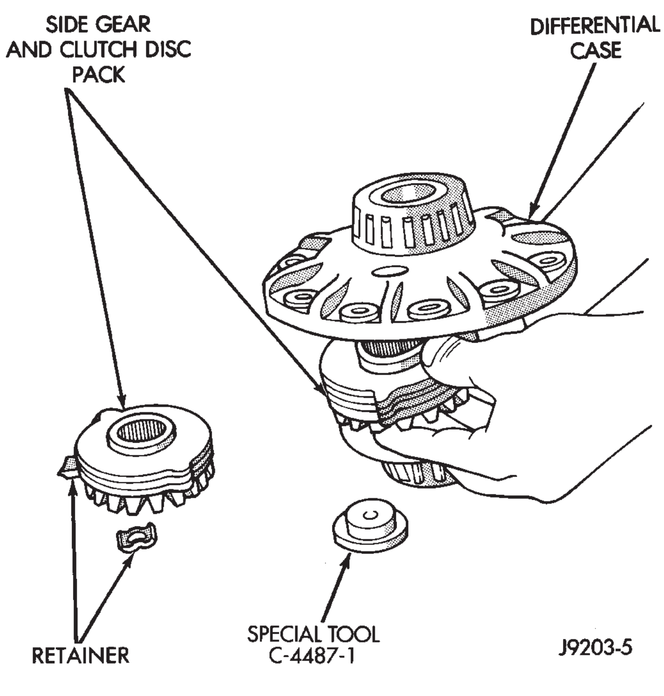

Fig. 50 Side Gear & Clutch Disc Removal

(14) Remove case from fixture. Remove remaining clutch pack.

(15) Remove clutch pack retaining clips. Mark each clutch pack for installation reference.

ASSEMBLY

The clutch discs are replaceable as complete sets only. **If one clutch disc pack is damaged, both packs must be replaced.**

Lubricate each component with gear lubricant before assembly.

(1) Assemble the clutch discs into packs secure disc packs with retaining clips (Fig. 51).

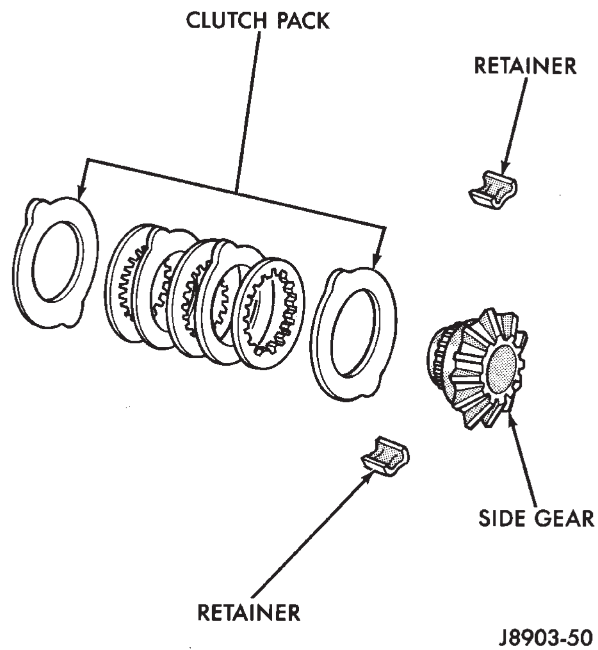

Fig. 51 Clutch Disc Pack

(2) Position assembled clutch disc packs on the side gear hubs.

(3) Position case on axle fixture.

(4) Install clutch pack and side gear in lower bore (Fig. 52). **Be sure clutch pack retaining clips remain in position and are seated in the case pockets.**

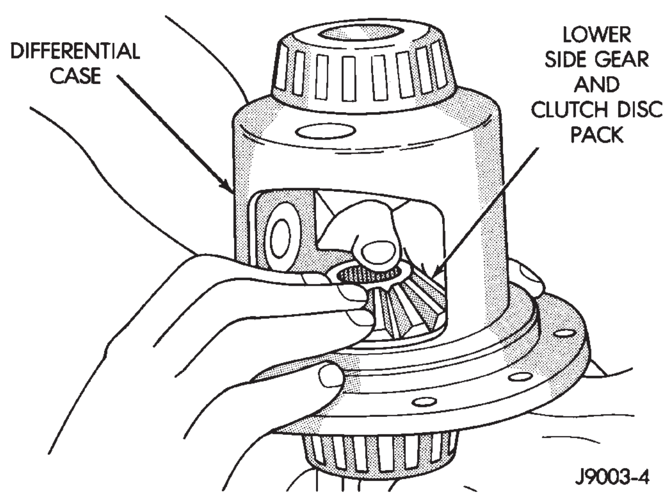

Fig. 52 Clutch Discs & Lower Side Gear Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(5) Install lubricated Step Plate C–4487–1 on first clutch pack (Fig. 53).

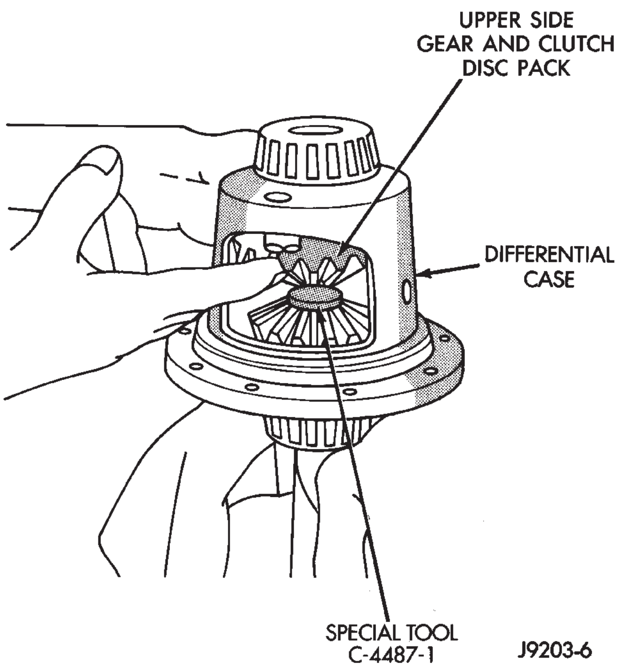

Fig. 53 Upper Side Gear & Clutch Disc Pack Installation

(6) Install the upper side gear and clutch disc pack (Fig. 53).

(7) Hold assembly in position. Insert Threaded Adapter C–4487–3 into top side gear, insert forcing Screw C–4487–2.

(8) Tighten forcing screw tool to slightly compress clutch discs.

(9) Place pinion gears in position in side gears and verify that mate shaft hole line up.

(10) Rotate case with Turning Bar C–4487–4 until mate shaft holes in pinion gears align with holes in case.

(11) Tighten forcing screw to 122 N·m (90 ft. lbs.) to compress the Belleville springs. Lubricate and install thrust washers behind pinion gears and align washers with a small screw driver. Insert mate shaft into each pinion gear to verify alignment.

(12) Remove forcing screw, threaded adapter and step plate. Install pinion gear mate shaft, align holes in shaft and case.

(13) Install the pinion mate shaft lock screw finger tight to hold shaft during installation.

If replacement gears and thrust washers were installed, it is not necessary to measure the gear backlash. Correct fit is due to close machining tolerances during manufacture.

(14) Lubricate all differential components with hypoid gear lubricant.

CLEANING AND INSPECTION

AXLE COMPONENTS

Wash differential components with cleaning solvent and dry with compressed air. **Do not steam clean the differential components.**

Wash bearings with solvent and towel dry, or dry with compressed air. DO NOT spin bearings with compressed air. **Cup and bearing must be replaced as matched sets only.**

Clean axle shaft tubes and oil channels in housing.

Inspect for;

- Smooth appearance with no broken/dented surfaces on the bearing rollers or the roller contact surfaces
- Bearing cups must not be distorted or cracked
- Machined surfaces should be smooth and without any raised edges
- Raised metal on shoulders of cup bores should be removed with a hand stone
- Wear and damage to pinion gear mate shaft, pinion gears, side gears and thrust washers. Replace as a matched set only.
- Ring and pinion gear for worn and chipped teeth
- Ring gear for damaged bolt threads. Replaced as a matched set only.
- Pinion yoke for cracks, worn splines, pitted areas, and a rough/corroded seal contact surface. Repair or replace as necessary.
- Preload shims for damage and distortion. Install new shims if necessary.

TRAC-LOK

(1) Clean all components in cleaning solvent. Dry components with compressed air.

(2) Inspect clutch pack plates for wear, scoring or damage. Replace both clutch packs if any one component in either pack is damaged.

(3) Inspect side and pinion gears. Replace any gear that is worn, cracked, chipped or damaged.

(4) Inspect differential case and pinion shaft. Replace if worn or damaged.

PRESOAK PLATES AND DISC

Plates and discs with fiber coating (no grooves or lines) must be presoaked in Friction Modifier before assembly. Soak plates and discs for a minimum of 20 minutes. Add remaining Friction Modifier to differential after assembly.

ADJUSTMENTS

PINION GEAR DEPTH

GENERAL INFORMATION

Ring and pinion gears are supplied as matched sets only. The identifying numbers for the ring and pinion gear are etched into the face of each gear (Fig. 54). A plus (+) number, minus (–) number or zero (0) is etched into the face of the pinion gear. This number is the amount (in thousandths of an inch) the depth varies from the standard depth setting of a pinion etched with a (0). The standard setting from the center line of the ring gear to the back face of the pinion is 96.8 mm (3.813 inches) for Model 44 axles. The standard depth provides the best teeth contact pattern. Refer to Backlash and Contact Pattern Analysis Paragraph in this section for additional information.

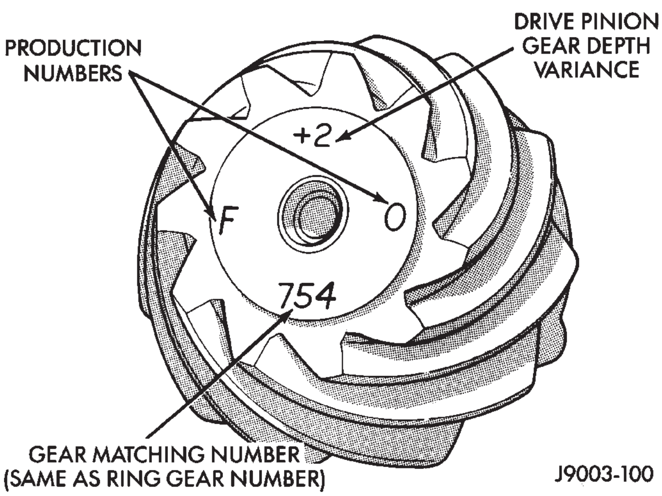

Fig. 54 Pinion Gear ID Numbers

NOTE: The button end on the pinion gear head is no longer a machined–to–specifications surface. Do not use this surface for pinion depth setup or checking (Fig. 55).

Compensation for pinion depth variance is achieved with select shims. The shims are placed under the inner pinion bearing cone (Fig. 56).

If a new gear set is being installed, note the depth variance etched into both the original and replacement pinion gear. Add or subtract the thickness of the original depth shims to compensate for the difference in the depth variances. Refer to the Depth Variance charts.

Note where Old and New Pinion Marking columns intersect. Intersecting figure represents plus or minus amount needed.

For example, if old pinion is plus (+) 1 and the new pinion is minus (–) 3, intersecting figure is (+) 0.004 in. (0.10 mm). Add this amount to the original shim.

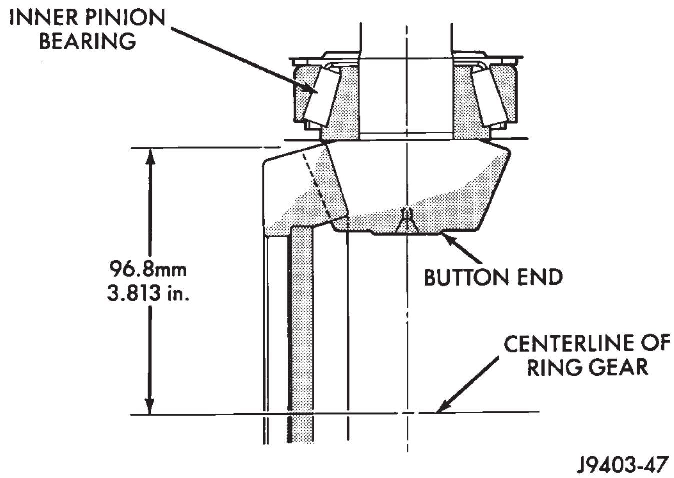

Fig. 55 Pinion Gear Head

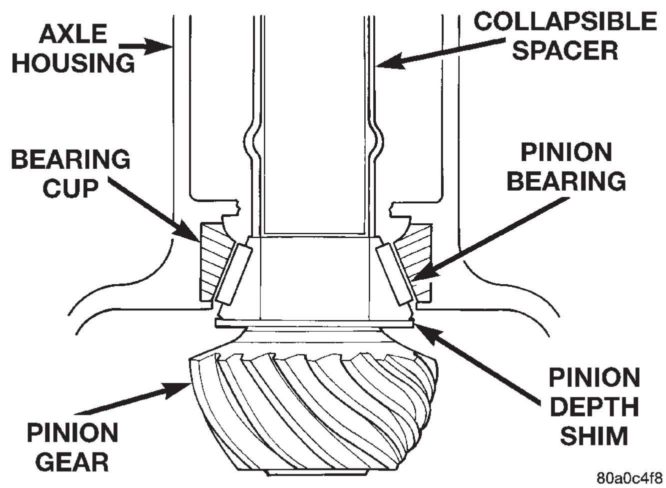

Fig. 56 Shim Locations

Or if the old pinion is (–) 3 and the new pinion is (–) 2, intersecting figure is (–) 0.001 in. (0.025 mm). Subtract this amount from original shim. Refer to the Pinion Gear Depth Variance Chart.

PINION DEPTH MEASUREMENT AND ADJUSTMENT

Pinion gear depth measurement is necessary when;

- Axle housing or differential case is replaced
- Pinion select shim pack is unknown
- Ring and pinion gears are replaced

Measurements are taken with pinion cups and pinion bearings installed in housing. Take measurements with Pinion Gauge Set 6955, Pinion Block 6734 and Dial Indicator C–3339 (Fig. 57).

(1) Assemble Pinion Gauge Set, Pinion Block and pinion bearings. Install assembly into differential pinion gear bore and hand tighten cone (Fig. 58).

(2) Place Arbor Disc 6928 on Arbor D–115–3 and position in the bearing cradles (Fig. 59). Install dif-

ADJUSTMENTS (Continued)

PINION GEAR DEPTH VARIANCE

Original Pinion Gear Depth Variance	Replacement Pinion Gear Depth Variance								
	−4	−3	−2	−1	0	+1	+2	+3	+4
+4	+0.008	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0
+3	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001
+2	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002
+1	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003
0	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004
−1	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005
−2	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006
−3	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007
−4	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007	−0.008

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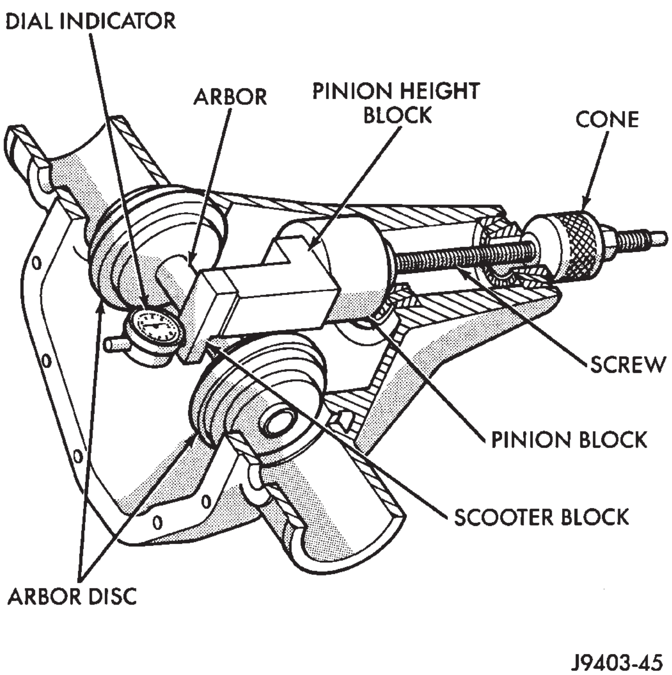


Fig. 57 Pinion Gear Depth Gauge Tools—Typical

ferential bearing caps on Arbor Discs and tighten caps snug only.

Arbor Discs have different steps to fit other axle sizes. Pick correct size step for axle being serviced.

(3) Firmly place Scooter Block D-115–2 and Dial Indicator on pinion height block tool and zero the dial indicator pointer.

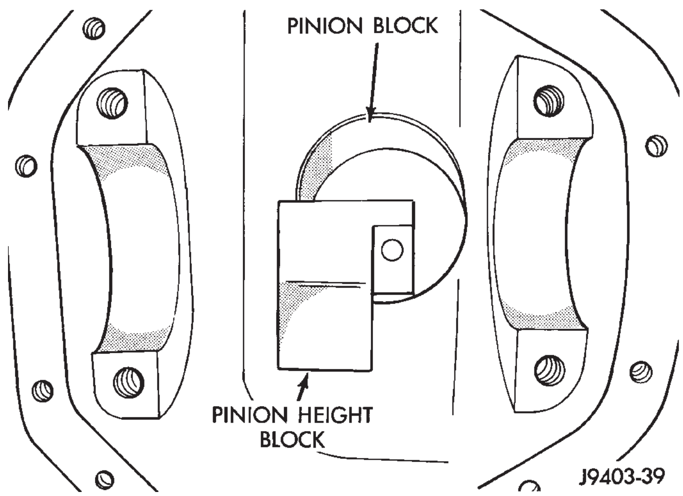


Fig. 58 Pinion Height Block—Typical

(4) Slide the Scooter Block across the arbor while observing indicator (Fig. 60). Record the longest travel distance, whether inward (–) or outward (+), indicated by the pointer.

The plunger travel distance indicated, plus or minus the variance etched in the gear is the required thickness for the depth shims.

(5) Measure the thickness of each depth shim with a micrometer and combine the shims necessary for total required shim pack thickness.**Include oil slinger or baffle thickness with the total shim pack thickness.**

(6) Remove the measurement tools from the differential housing.

ADJUSTMENTS (Continued)

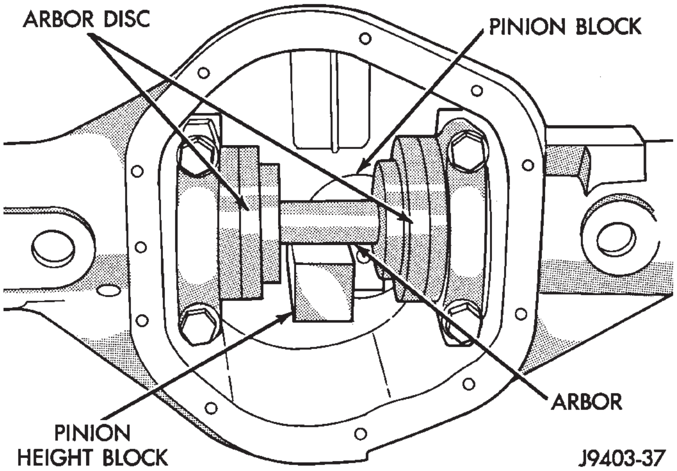


Fig. 59 Gauge Tools In Housing—Typical

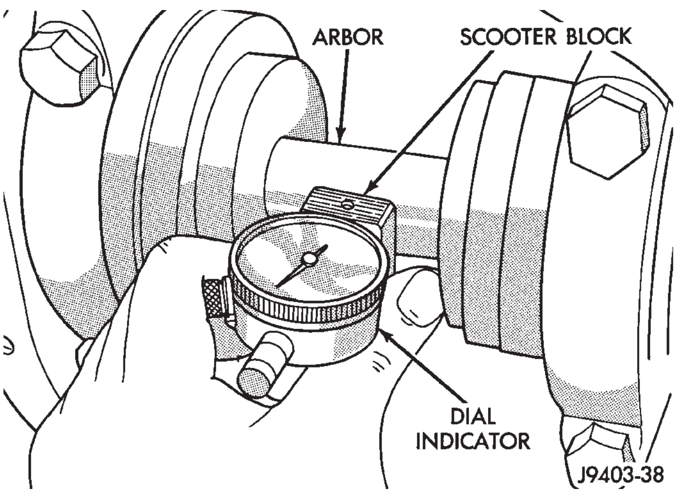


Fig. 60 Pinion Gear Depth Measurement—Typical

DIFFERENTIAL BEARING PRELOAD AND GEAR LASH

DIFFERENTIAL SHIM PACK MEASUREMENT

NOTE: It is recommended whenever bearings are removed that they be replaced.

(1) Install dummy side bearings 6929 on differential.

(2) Install the differential case in the axle housing.

(3) Install the outboard shim/spacer (selected thickness) on each side between bearing cup and housing (Fig. 61). Use 0.142 in. (3.6 mm) as a starting point, shim/spacers are available in various thicknesses.

(4) Install the marked bearing caps in their correct positions. Install and snug the bolts.

(5) Attach a dial indicator to the housing. Position the indicator plunger so that it contacts the ring gear mating surface (Fig. 62).

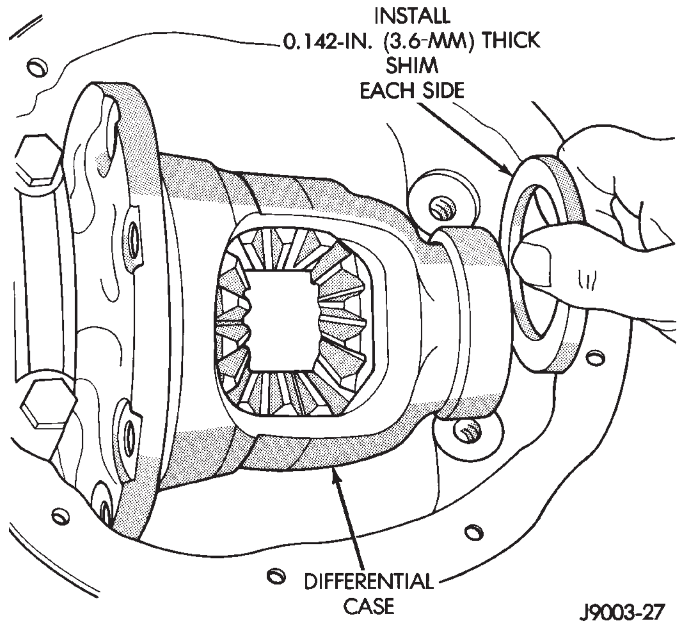


Fig. 61 Differential Bearing Shim Installation

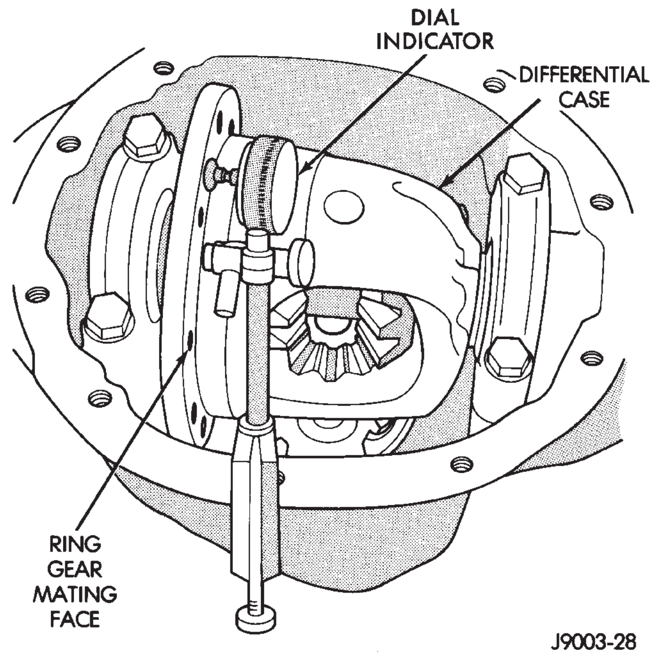


Fig. 62 Shim Measurement

(6) Pry the differential case to one side and zero the dial indicator pointer.

(7) Pry the differential case to the opposite side and record indicator reading. Reading is additional shim thickness needed for zero end play. For example, if reading was 0.008 in. (0.20 mm), an additional 0.004–in. (0.10 mm) thick shim will be needed at each side zero end play.

(8) Install zero end–play shims on each side of case.

ADJUSTMENTS (Continued)

The differential bearings must be preloaded to compensate for heat and load during operation.

(9) Add an additional 0.004–in. (0.1 mm) to each outboard shim/spacer for bearing preload.

(10) Remove differential from axle housing.

(11) Remove dummy bearings.

(12) Install new side bearing cones and cups.

(13) Install ring gear.

(14) Install differential and verify gear lash and contact pattern.

(15) Proceed to Final Assembly paragraph in this section.

GEAR BACKLASH AND CONTACT PATTERN ANALYSIS

After installing new side bearings or ring and pinion set adjusting the bearing perload and gear mash backlash will be necessary.

(1) Rotate assembly several revolutions to seat bearings. Measure backlash at three equally spaced locations around the perimeter of the ring gear with a dial indicator (Fig. 63).

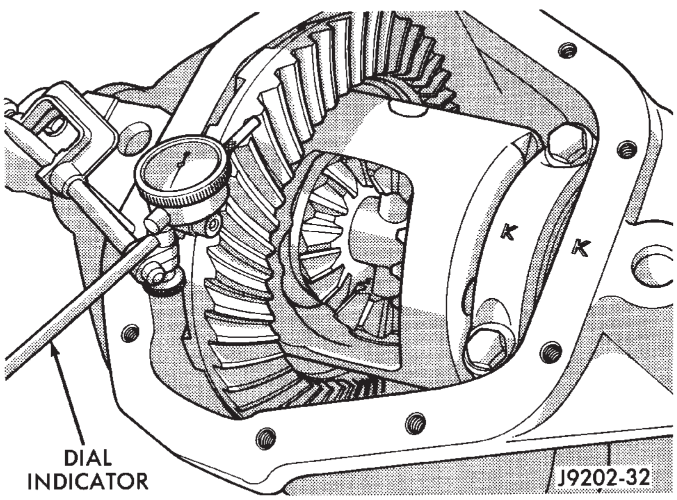


Fig. 63 Ring Gear Backlash Measurement

The ring gear backlash must be within 0.12 – 0.20 mm (0.005 – 0.008 in.). It cannot vary more than 0.05 mm (0.002 in.) between the points checked.

If backlash must be adjusted, spacers are available in various thicknesses. Adjust the backlash accordingly (Fig. 64). **Do not increase the total shim pack thickness, excessive bearing preload and damage will occur.**

The ring gear teeth contact patterns will show if the pinion gear depth shim(s) have the correct thickness. It will also show if the ring gear backlash has been adjusted correctly. The backlash must be maintained within the specified limits until the correct tooth contact patterns are obtained.

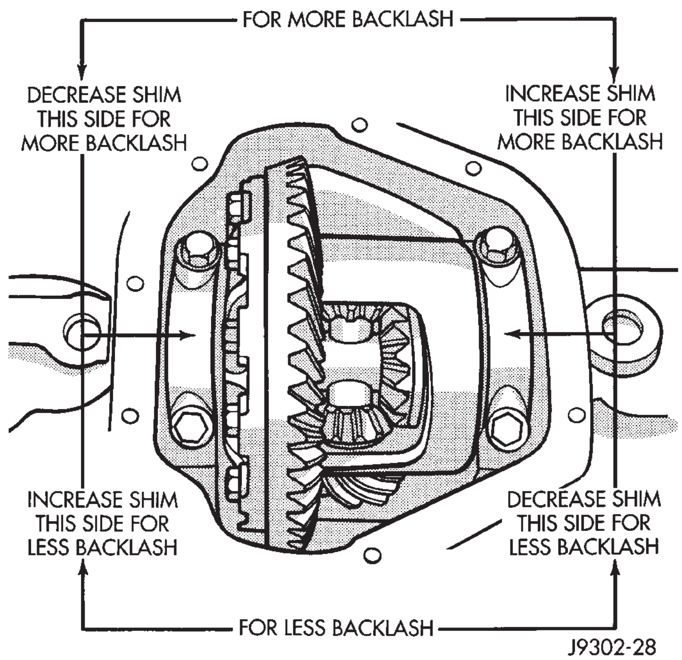


Fig. 64 Backlash Shim Adjustment

(2) Apply a thin coat of hydrated ferric oxide, or equivalent, to the drive and coast side of the ring gear teeth.

(3) Rotate the ring gear one complete revolution in both directions while a load is being applied. Insert a pry bar between the differential housing and the case flange. This will produce distinct contact patterns on both the drive side and coast side of the ring gear teeth.

(4) Note patterns in compound. Refer to (Fig. 65) for interpretation of contact patterns and adjust accordingly.

SPECIFICATIONS

MODEL 44 AXLE

DESCRIPTION	SPEC.
Type	Semi-floating Hypoid
Axle Ratios	3.55/3.73
Ring Gear Diameter	216 mm (8.5 in.)
Gear Backlash	0.13–0.20 mm (0.005–0.008 in.)
Pinion Depth	109.52 mm (4.312 in.)
Brg. Perload, Pinion (New)	2.26–4.52 N·m (20–40 in. lbs.)
Maximum Carrier Spread	0.51 mm (0.020 in.

SPECIFICATIONS (Continued)

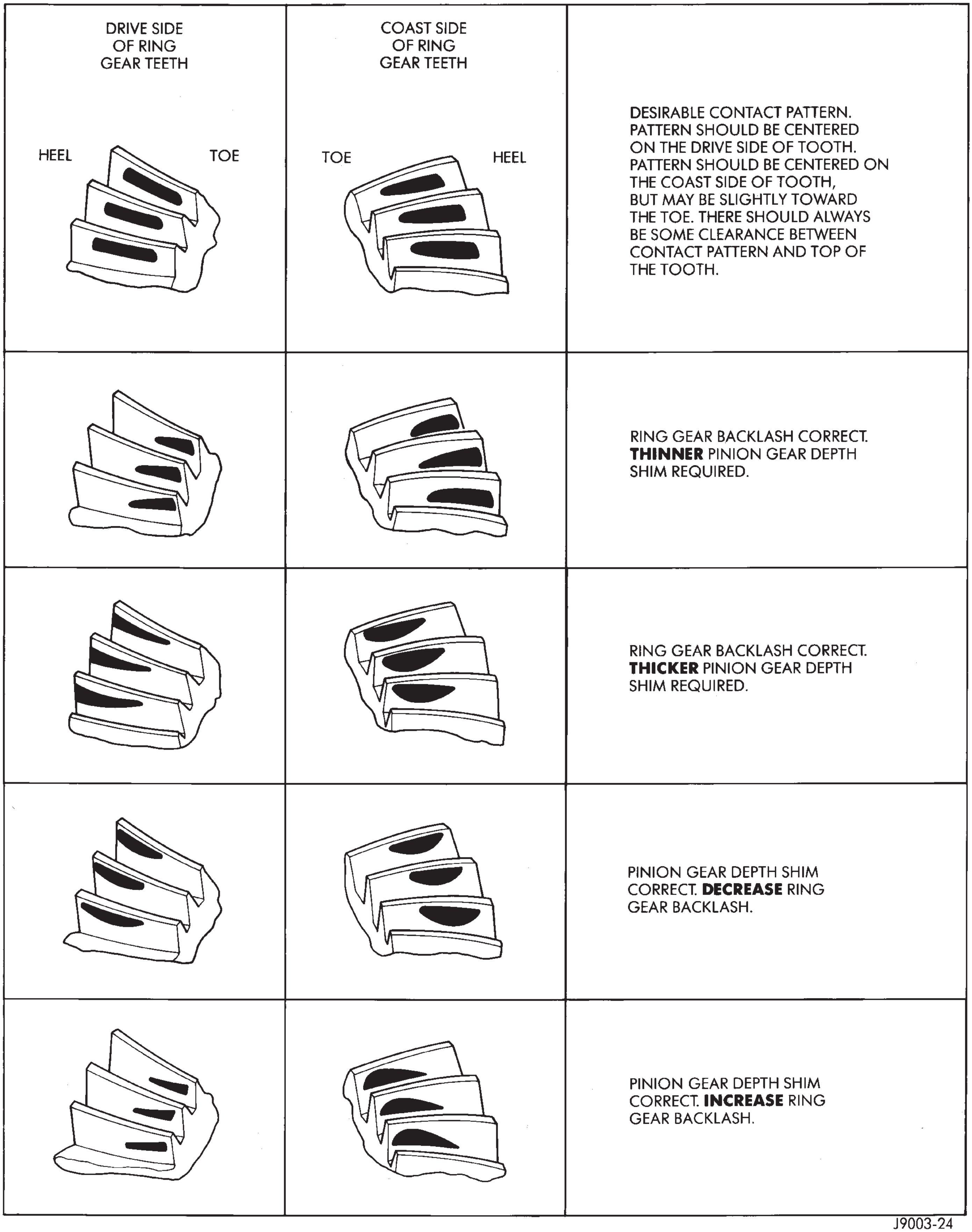


Fig. 65 Gear Tooth Contact Patterns

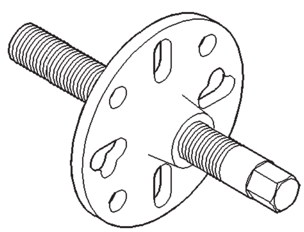
SPECIFICATIONS (Continued)

TORQUE

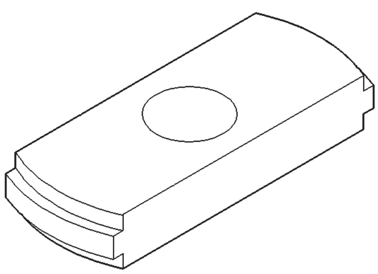
DESCRIPTION	TORQUE
Bolts, Diff. Cover	41 N·m (30 ft. lbs.)
Bolts, Diff. Bearing Cap	85 N·m (63 ft. lbs.)
Bolts, Ring Gear	108 N·m (80 ft. lbs.)
Screw, ABS Sensor	8 N·m (70 in. lbs.)
Nuts, Brake Backing Plate	61 N·m (45 ft. lbs.)
Nut, Pinion Gear Minimum	298 N·m (220 ft. lbs.)

SPECIAL TOOLS

MODEL 44 AXLE



Remover—C-452



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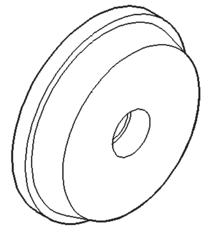
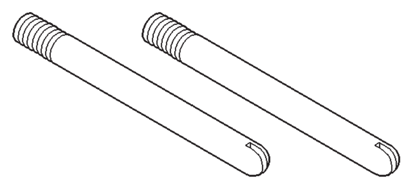
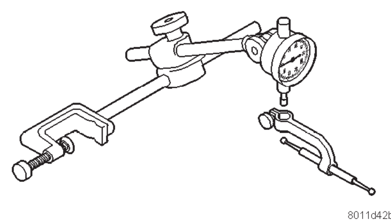


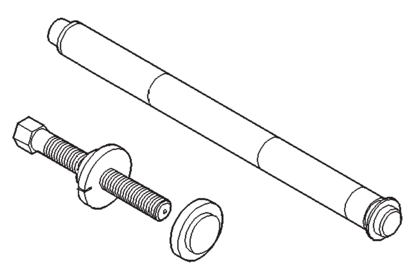
Installer—C-4308



Pilot—C-3288

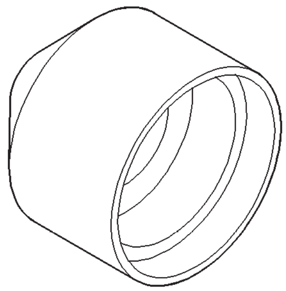


Dial Indicator—C-3339

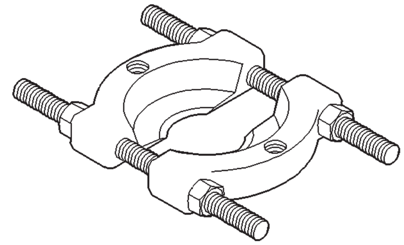


Trac-lok Tool Set—C-4487

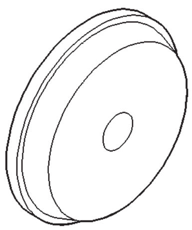
SPECIAL TOOLS (Continued)



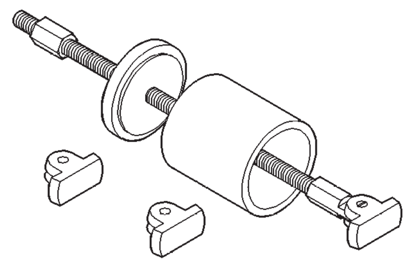
Installer—D-163



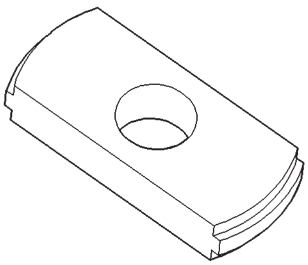
Splitter—1130



Installer—D-129



Remover—6310



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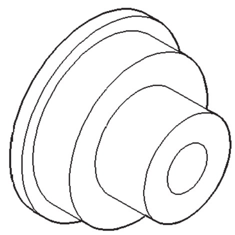

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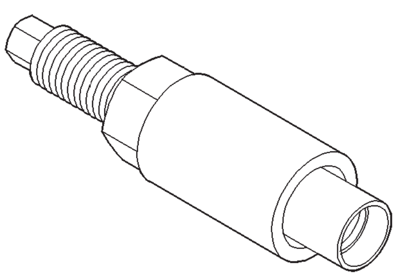
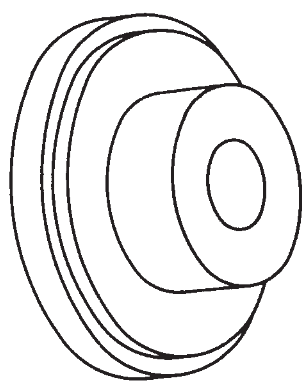
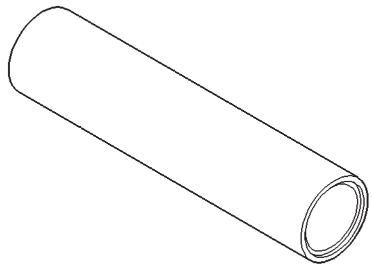


Installer—W-162–D

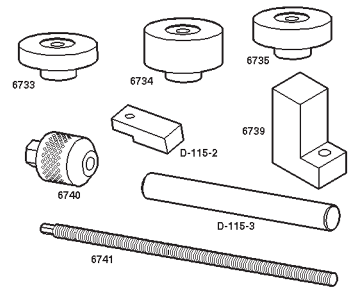


Installer—6437

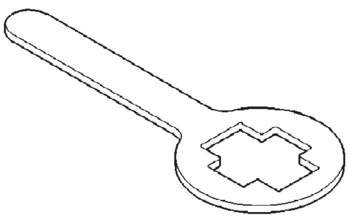
SPECIAL TOOLS (Continued)



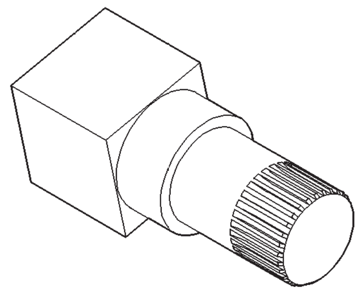
Installer—6448



Adapter Set—6956



Holder—6719



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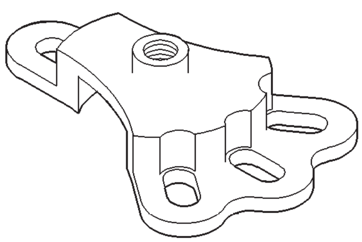
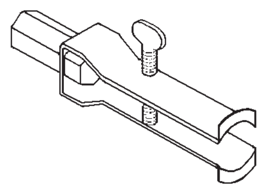
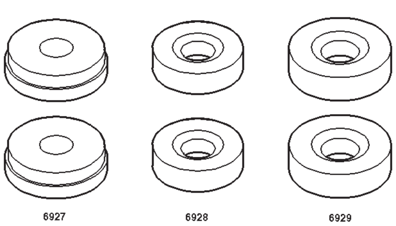


Adapter—6790



Remover—7794-A



Pinion Depth Set—6955

BRAKES

CONTENTS

BASE BRAKE SYSTEM

INDEX

GENERAL INFORMATION

BRAKE SYSTEM

All vehicles are equipped with power assist four-wheel disc brakes. Antilock (ABS) brakes are also standard equipment on all models.

Single piston, disc brake calipers are used front and rear. Ventilated disc brake rotors are used at the front and solid rotors are used at the rear.

Power brake assist is supplied by a vacuum operated, dual diaphragm power brake booster.

The master cylinder used for all applications has an aluminum body and nylon reservoir with single filler cap.

A combination valve is used for all applications. The valve contains a pressure differential switch and rear brake proportioning valve.

SERVICE WARNINGS & CAUTIONS

WARNING: DUST AND DIRT ACCUMULATING ON BRAKE PARTS DURING NORMAL USE MAY CONTAIN ASBESTOS FIBERS. BREATHING EXCESSIVE CONCENTRATIONS OF ASBESTOS FIBERS CAN CAUSE SERIOUS BODILY HARM. EXERCISE CARE WHEN SERVICING BRAKE PARTS. DO NOT CLEAN BRAKE PARTS WITH COMPRESSED AIR OR BY DRY BRUSHING. USE A VACUUM CLEANER SPECIFICALLY DESIGNED FOR THE REMOVAL OF ASBESTOS FIBERS FROM BRAKE COMPONENTS. IF A SUITABLE VACUUM CLEANER IS NOT AVAILABLE, CLEANING SHOULD BE DONE WITH A WATER DAMPENED CLOTH. DO NOT SAND, OR GRIND BRAKE LINING UNLESS EQUIPMENT USED IS DESIGNED TO CONTAIN THE DUST RESIDUE. DISPOSE OF ALL RESIDUE CONTAINING ASBESTOS FIBERS IN SEALED BAGS OR CONTAINERS TO MINIMIZE EXPOSURE TO YOURSELF AND OTHERS. FOLLOW PRACTICES PRESCRIBED BY THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION AND THE ENVIRONMENTAL PROTECTION AGENCY FOR THE HANDLING, PROCESSING, AND DISPOSITION OF DUST OR DEBRIS THAT MAY CONTAIN ASBESTOS FIBERS.

CAUTION: Never use gasoline, kerosene, alcohol, motor oil, transmission fluid, or any fluid containing mineral oil to clean the system components. These fluids damage rubber cups and seals. Use only fresh brake fluid or Mopar brake cleaner to clean or flush brake system components. These are the only cleaning materials recommended. If system contamination is suspected, check the fluid for dirt, discoloration, or separation into distinct layers. Drain and flush the system with new brake fluid if contamination is suspected.

CAUTION: Use Mopar brake fluid, or an equivalent quality fluid meeting SAE/DOT standards J1703 and DOT 3. Brake fluid must be clean and free of contaminants. Use fresh fluid from sealed containers only to ensure proper antilock component operation.

Use Mopar multi-mileage or high temperature grease to lubricate caliper slide surfaces, drum brake pivot pins, and shoe contact points on the backing plates. Use multi-mileage grease or GE 661 or Dow 111 silicone grease on caliper bushings and slide pins to ensure proper operation.

DESCRIPTION AND OPERATION

BRAKE PEDAL

A suspended-type brake pedal is used, the pedal pivots on a shaft mounted in the pedal support bracket. The bracket is attached to the dash and instrument panels.

The brake pedal is a serviceable component. The pedal, pivot pin, sleeve, pedal bushings and spacers/washers are all replaceable parts. The pedal bracket can also be replaced when necessary.

STOP LAMP SWITCH

The plunger type stop lamp switch is mounted on a bracket attached to the brake pedal support. The switch can be adjusted when necessary.

RED BRAKE WARNING LAMP

A red warning lamp is used for the service brake portion of the hydraulic system. The lamp is located in the instrument panel.

The red warning light alerts the driver if a pressure differential exists between the front and rear hydraulic systems. The light also alerts the driver when the parking brakes are applied.

POWER BRAKE BOOSTER

The booster assembly consists of a housing divided into separate chambers by two internal diaphragms. The outer edge of each diaphragm is attached to the booster housing. The diaphragms are connected to the booster primary push rod.

Two push rods are used in the booster. The primary push rod connects the booster to the brake pedal. The secondary push rod connects the booster to the master cylinder to stroke the cylinder pistons.

The atmospheric inlet valve is opened and closed by the primary push rod. Booster vacuum supply is through a hose attached to an intake manifold fitting at one end and to the booster check valve at the other. The vacuum check valve in the booster housing is a one-way device that prevents vacuum leak back.

DESCRIPTION AND OPERATION (Continued)

Power assist is generated by utilizing the pressure differential between normal atmospheric pressure and a vacuum. The vacuum needed for booster operation is taken directly from the engine intake manifold. The entry point for atmospheric pressure is through a filter and inlet valve at the rear of the housing (Fig. 1).

The chamber areas forward of the booster diaphragms are exposed to vacuum from the intake manifold. The chamber areas to the rear of the diaphragms, are exposed to normal atmospheric pressure of 101.3 kilopascals (14.7 pounds/square in.).

Brake pedal application causes the primary push rod to open the atmospheric inlet valve. This exposes the area behind the diaphragms to atmospheric pressure. The resulting pressure differential provides the extra apply pressure for power assist.

MASTER CYLINDER

The master cylinder has a removable nylon reservoir (Fig. 2). The cylinder body is made of aluminum and contains a primary and secondary piston assembly. The cylinder body including the piston assemblies are not serviceable. If diagnosis indicates an internal problem with the cylinder body, it must be replaced as an assembly. The reservoir and grommets are the only replaceable parts on the master cylinder.

COMBINATION VALVE

The combination valve contains a pressure differential valve and switch and a rear brake proportioning valve. The valve is not repairable. It must be replaced if diagnosis indicates this is necessary.

The pressure differential switch is connected to the brake warning light. The switch is actuated by movement of the switch valve. The switch monitors fluid

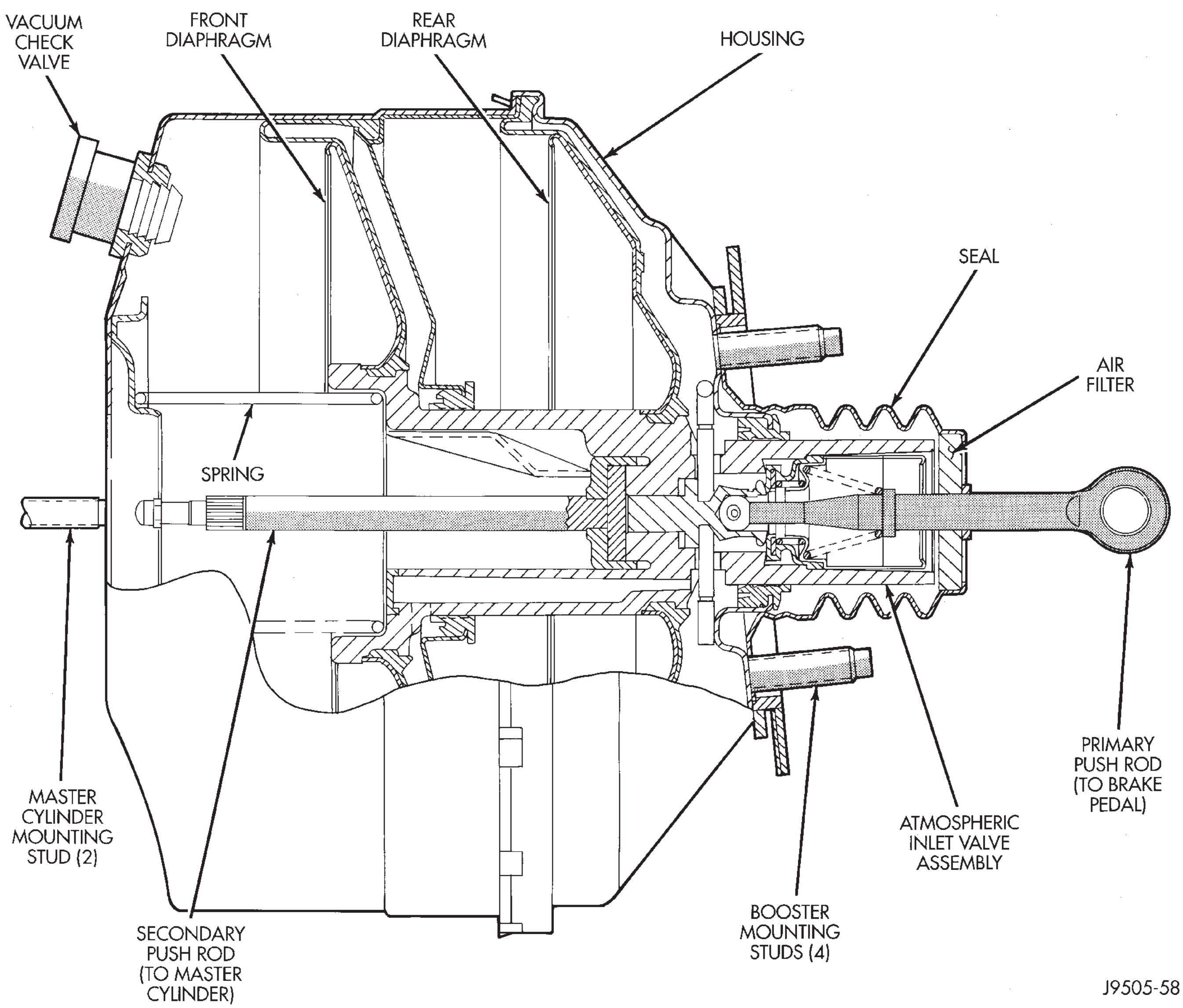


Fig. 1 Power Brake Booster

DESCRIPTION AND OPERATION (Continued)

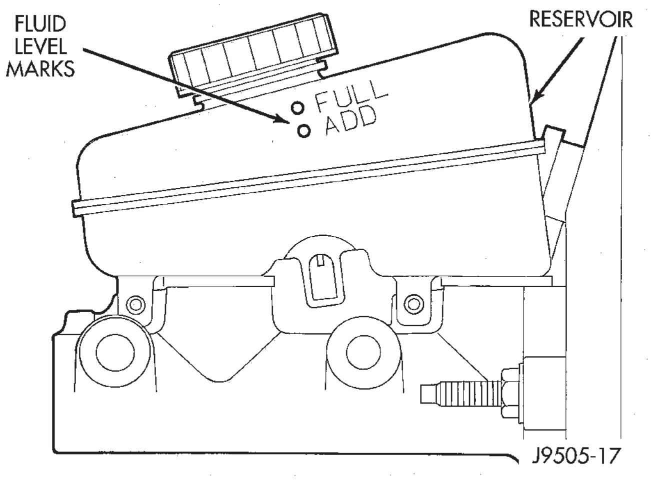


Fig. 2 Master Cylinder

pressure in the separate front/rear brake hydraulic circuits.

A decrease or loss of fluid pressure in either hydraulic circuit will cause the switch valve to shuttle to the low pressure side. Movement of the valve pushes the switch plunger upward. This action closes the switch internal contacts completing the electrical circuit to the red warning light. The switch valve will remain in an actuated position until repairs are made.

The rear proportioning valve is used to balance front-rear brake action. The valve allows normal fluid flow during moderate effort brake stops. The valve only controls (meters) fluid flow during high effort brake stops.

FRONT DISC BRAKES

The calipers are a single piston type. The calipers are free to slide laterally, this allows continuous compensation for lining wear.

When the brake are applied fluid pressure is exerted against the caliper piston. The fluid pressure is exerted equally and in all directions. This means pressure exerted against the caliper piston and within the caliper bore will be equal (Fig. 3).

Fluid pressure applied to the piston is transmitted directly to the inboard brakeshoe. This forces the shoe lining against the inner surface of the disc brake rotor. At the same time, fluid pressure within the piston bore forces the caliper to slide inward on the mounting bolts. This action brings the outboard brakeshoe lining into contact with the outer surface of the disc brake rotor.

In summary, fluid pressure acting simultaneously on both piston and caliper, produces a strong clamping action. When sufficient force is applied, friction will stop the rotors from turning and bring the vehicle to a stop.

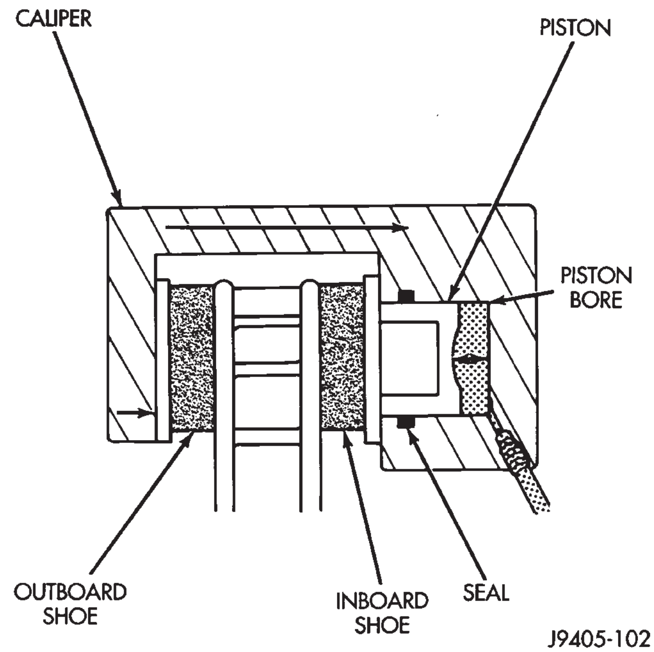


Fig. 3 Brake Caliper Operation

Application and release of the brake pedal generates only a very slight movement of the caliper and piston. Upon release of the pedal, the caliper and piston return to a rest position. The brakeshoes do not retract an appreciable distance from the rotor. In fact, clearance is usually at, or close to zero. The reasons for this are to keep road debris from getting between the rotor and lining and in wiping the rotor surface clear each revolution.

The caliper piston seal controls the amount of piston extension needed to compensate for normal lining wear.

During brake application, the seal is deflected outward by fluid pressure and piston movement (Fig. 4). When the brakes (and fluid pressure) are released, the seal relaxes and retracts the piston.

The amount of piston retraction is determined by brakelining wear. Generally the amount is just enough to maintain contact between the piston and inboard brakeshoe.

REAR DISC BRAKES

Rear disc brake components consist of single piston, floating-type, rear disc brake calipers and solid rotors.

The rear calipers are mounted in a bracket attached to the rear axle tube flange (Fig. 5). The calipers are secured to the bracket with mounting bolts. The bracket also secures the rear disc brake rotor splash shield to the tube flange.

The rotor and splash shield used for rear disc brake applications are unique. The parking brake-

DESCRIPTION AND OPERATION (Continued)

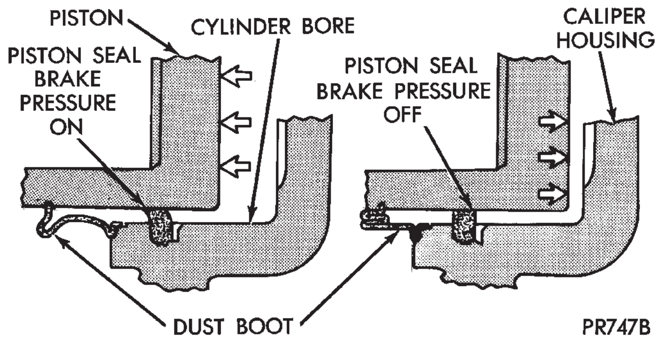


Fig. 4 Lining Wear Compensation By Piston Seal

shoes are mounted on the splash shield. The disc brake rotor has a built in brake drum surface for the parking brakeshoes (Fig. 6). Parking brakeshoe service is covered in the parking brake service section.

The outboard shoe now has an anti-rattle spring attached at the shoe rear. A wear strip is mounted to the inboard shoe.

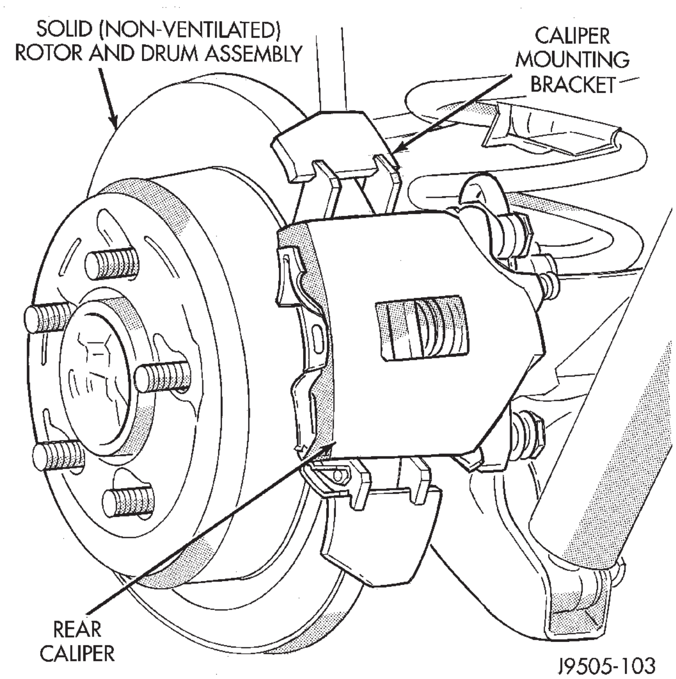


Fig. 5 Rear Disc Brake Caliper Mounting

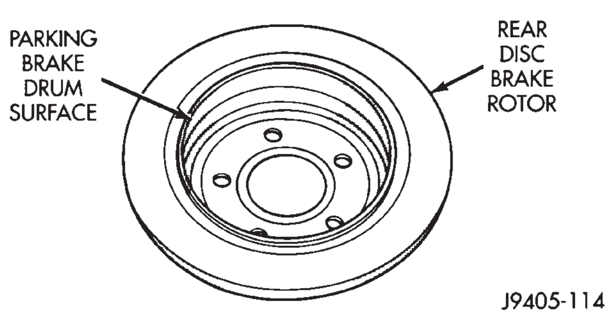


Fig. 6 Rear Disc Brake Rotor

PARKING BRAKES

The parking brakes are operated by a cable and hand lever system. Three cables are used, consisting of one front cable and two rear cables. All three cables are interconnected at the cable tensioner and equalizer mechanism. The front cable is connected to the hand lever and the rear cables are connected to the brakeshoes. Cable adjustment is performed at the tensioner which is attached to the front cable.

A separate set of brakeshoes are used for parking brake operation. The shoes are mounted on the disc brake splash shield and are enclosed within the combination disc brake rotor and parking brake drum. The rear cables are connected to a cam and lever mechanism, the cam and lever operates the shoes.

The cable is connected to the lever by a rectangular eyelet on the cable end. A retainer on the cable secures it in a bracket attached to the rear of the caliper bracket. The lever is mounted on the floorpan adjacent to the driver.

NOTE: Parking brake cable adjustment is controlled by a tensioner mechanism. The cable tensioner, once adjusted at the factory, will not need further adjustment under normal circumstances. There are only time a adjustment is required is when the tensioner, or cables have been replaced or disconnected.

BRAKE HOSES AND LINES

Flexible rubber hose is used at both front brakes and at the rear axle junction block. Double walled steel tubing is used to connect the master cylinder to the major hydraulic braking components and then to the flexible rubber hoses.

DIAGNOSIS AND TESTING

BASE BRAKE SYSTEM

Base brake components consist of the brakeshoes, calipers, wheel cylinders, brake drums, rotors, brakelines, master cylinder, booster, and parking brake components.

Brake diagnosis involves determining if the problem is related to a mechanical, hydraulic, or vacuum operated component.

The first diagnosis step is the preliminary check.

PRELIMINARY BRAKE CHECK

(1) Check condition of tires and wheels. Damaged wheels and worn, damaged, or underinflated tires can cause pull, shudder, vibration, and a condition similar to grab.

(2) If complaint was based on noise when braking, check suspension components. Jounce front and rear

DIAGNOSIS AND TESTING (Continued)

of vehicle and listen for noise that might be caused by loose, worn or damaged suspension or steering components.

(3) Inspect brake fluid level and condition. Note that the front disc brake reservoir fluid level will decrease in proportion to normal lining wear. **Also note that brake fluid tends to darken over time. This is normal and should not be mistaken for contamination.**

(a) If fluid level is abnormally low, look for evidence of leaks at calipers, wheel cylinders, brakelines, and master cylinder.

(b) If fluid appears contaminated, drain out a sample. System will have to be flushed if fluid is separated into layers, or contains a substance other than brake fluid. The system seals and cups will also have to be replaced after flushing. Use clean brake fluid to flush the system.

(4) Check parking brake operation. Verify free movement and full release of cables and pedal. Also note if vehicle was being operated with parking brake partially applied.

(5) Check brake pedal operation. Verify that pedal does not bind and has adequate free play. If pedal lacks free play, check pedal and power booster for being loose or for bind condition. Do not road test until condition is corrected.

(6) If components checked appear OK, road test the vehicle.

ROAD TESTING

(1) If complaint involved low brake pedal, pump pedal and note if it comes back up to normal height.

(2) Check brake pedal response with transmission in Neutral and engine running. Pedal should remain firm under constant foot pressure.

(3) During road test, make normal and firm brake stops in 25-40 mph range. Note faulty brake operation such as low pedal, hard pedal, fade, pedal pulsation, pull, grab, drag, noise, etc.

PEDAL FALLS AWAY

A brake pedal that falls away under steady foot pressure is generally the result of a system leak. The leak point could be at a brakeline, fitting, hose, or caliper/wheel cylinder. Internal leakage in the master cylinder caused by worn or damaged piston cups, may also be the problem cause.

If leakage is severe, fluid will be evident at or around the leaking component. However, internal leakage in the master cylinder may not be physically evident.

LOW PEDAL

If a low pedal is experienced, pump the pedal several times. If the pedal comes back up, worn lining, rotors, or drums are the most likely causes.

SPONGY PEDAL

A spongy pedal is most often caused by air in the system. However, thin brake drums or substandard brake lines and hoses can also cause a spongy pedal. The proper course of action is to bleed the system, or replace thin drums and suspect quality brake lines and hoses.

HARD PEDAL OR HIGH PEDAL EFFORT

A hard pedal or high pedal effort may be due to lining that is water soaked, contaminated, glazed, or badly worn. The power booster or check valve could also be faulty.

PEDAL PULSATION

Pedal pulsation is caused by components that are loose, or beyond tolerance limits.

The primary cause of pulsation are disc brake rotors with excessive lateral runout or thickness variation, or out of round brake drums. Other causes are loose wheel bearings or calipers and worn, damaged tires.

NOTE: Some pedal pulsation may be felt during ABS activation.

BRAKE DRAG

Brake drag occurs when the lining is in constant contact with the rotor or drum. Drag can occur at one wheel, all wheels, fronts only, or rears only.

Drag is a product of incomplete brakeshoe release. Drag can be minor or severe enough to overheat the linings, rotors and drums.

Minor drag will usually cause slight surface charring of the lining. It can also generate hard spots in rotors and drums from the overheat-cool down process. In most cases, the rotors, drums, wheels and tires are quite warm to the touch after the vehicle is stopped.

Severe drag can char the brake lining all the way through. It can also distort and score rotors and drums to the point of replacement. The wheels, tires and brake components will be extremely hot. In severe cases, the lining may generate smoke as it chars from overheating.

Common causes of brake drag are:

- Seized or improperly adjusted parking brake cables.
- Loose/worn wheel bearing.
- Seized caliper or wheel cylinder piston.
- Caliper binding on corroded bushings or rusted slide surfaces.
- Loose caliper mounting bracket.
- Drum brakeshoes binding on worn/damaged support plates.
- Misassembled components.

DIAGNOSIS AND TESTING (Continued)

If brake drag occurs at all wheels, the problem may be related to a blocked master cylinder return port, or faulty power booster (binds-does not release).

BRAKE FADE

Brake fade is usually a product of overheating caused by brake drag. However, brake overheating and resulting fade can also be caused by riding the brake pedal, making repeated high deceleration stops in a short time span, or constant braking on steep mountain roads. Refer to the Brake Drag information in this section for causes.

BRAKE PULL

Front brake pull condition could result from:

- Contaminated lining in one caliper
- Seized caliper piston
- Binding caliper
- Loose caliper
- Rusty adapter/caliper slide surfaces
- Improper brakeshoes
- Damaged rotor

A worn, damaged wheel bearing or suspension component are further causes of pull. A damaged front tire (bruised, ply separation) can also cause pull.

A common and frequently misdiagnosed pull condition is where direction of pull changes after a few stops. The cause is a combination of brake drag followed by fade at one of the brake units.

As the dragging brake overheats, efficiency is so reduced that fade occurs. Since the opposite brake unit is still functioning normally, its braking effect is magnified. This causes pull to switch direction in favor of the normally functioning brake unit.

An additional point when diagnosing a change in pull condition concerns brake cool down. Remember that pull will return to the original direction, if the dragging brake unit is allowed to cool down (and is not seriously damaged).

REAR BRAKE GRAB OR PULL

Rear grab or pull is usually caused by improperly adjusted or seized parking brake cables, contaminated lining, bent or binding shoes and support plates, or improperly assembled components. This is particularly true when only one rear wheel is involved. However, when both rear wheels are affected, the master cylinder, proportioning valve, or RWAL valve could be at fault.

BRAKES DO NOT HOLD AFTER DRIVING THROUGH DEEP WATER PUDDLES

This condition is generally caused by water soaked lining. If the lining is only wet, it can be dried by driving with the brakes very lightly applied for a mile or two. However, if the lining is both soaked and dirt contaminated, cleaning and/or replacement will be necessary.

BRAKE SQUEAK/SQUEAL

Brake squeak or squeal may be due to linings that are wet or contaminated with brake fluid, grease, or oil. Glazed linings and rotors with hard spots can also contribute to squeak. Dirt and foreign material embedded in the brake lining will also cause squeak/squeal.

A very loud squeak or squeal is frequently a sign of severely worn brake lining. If the lining has worn through to the brakeshoes in spots, metal-to-metal contact occurs. If the condition is allowed to continue, rotors and drums can become so scored that replacement is necessary.

BRAKE CHATTER

Brake chatter is usually caused by loose or worn components, or glazed/burnt lining. Rotors with hard spots can also contribute to chatter. Additional causes of chatter are out-of-tolerance rotors, brake lining not securely attached to the shoes, loose wheel bearings and contaminated brake lining.

THUMP/CLUNK NOISE

Thumping or clunk noises during braking are frequently **not** caused by brake components. In many cases, such noises are caused by loose or damaged steering, suspension, or engine components. However, calipers that bind on the slide surfaces can generate a thump or clunk noise. In addition, worn out, improperly adjusted, or improperly assembled rear brakeshoes can also produce a thump noise.

BRAKELINING CONTAMINATION

Brakelining contamination is mostly a product of leaking calipers or wheel cylinders, worn seals, driving through deep water puddles, or lining that has become covered with grease and grit during repair. Contaminated lining should be replaced to avoid further brake problems.

WHEEL AND TIRE PROBLEMS

Some conditions attributed to brake components may actually be caused by a wheel or tire problem.

A damaged wheel can cause shudder, vibration and pull. A worn or damaged tire can also cause pull.

Severely worn tires with very little tread left can produce a grab-like condition as the tire loses and recovers traction. Flat-spotted tires can cause vibration and generate shudder during brake operation. A tire with internal damage such as a severe bruise, cut, or ply separation can cause pull and vibration.

DIAGNOSIS AND TESTING (Continued)

STOP LAMP SWITCH

Stop lamp switch operation can be tested with an ohmmeter. The ohmmeter is used to check continuity between the pin terminals at different plunger positions (Fig. 7).

NOTE: The switch wire harness must be disconnected before testing switch continuity.

SWITCH CIRCUIT IDENTIFICATION

- Terminals 1 and 2 are for brake sensor circuit.
- Terminals 5 and 6 are for the stop lamp circuit.
- Terminals 3 and 4 are for the speed control circuit.

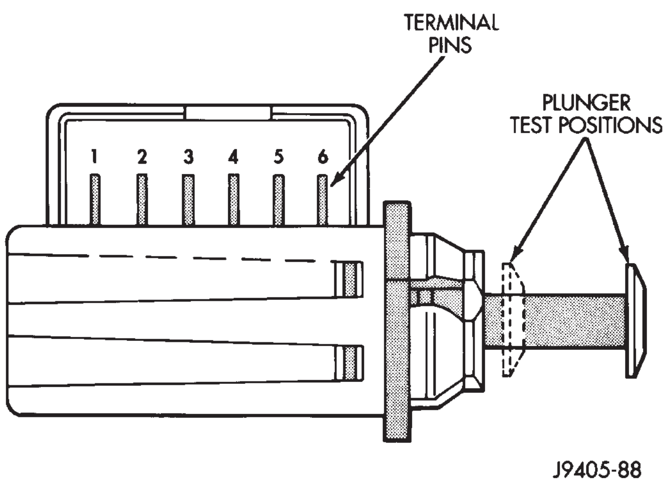


Fig. 7 Stop Lamp Switch Terminal Identification

SWITCH CONTINUITY TEST

(1) Check continuity between terminal pins 5 and 6 as follows:

(a) Pull plunger all the way out to fully extended position.

(b) Attach test leads to pins 5 and 6 and note ohmmeter reading.

(c) If continuity exists, proceed to next test. Replace switch if meter indicates lack of continuity (shorted or open).

(2) Check continuity between terminal pins 1 and 2 and pins 3 and 4 as follows:

(a) Push switch plunger inward to fully retracted position.

(b) Attach test leads to pins 1 and 2 and note ohmmeter reading.

(c) If continuity exists, switch is OK. Replace switch if meter indicates lack of continuity (switch is open).

RED BRAKE WARNING LAMP

The red warning lamp illuminates when the parking brakes are applied and when there is a leak in the front or rear wheel brake hydraulic circuit. It will also illuminate at startup as part of a bulb check.

If the light comes on, first verify that the parking brakes are fully released. Then check pedal action and fluid level. If a problem is confirmed, inspect the brake hydraulic system for leaks.

MASTER CYLINDER/POWER BOOSTER

(1) Start engine and check booster vacuum hose connections. A hissing noise indicates vacuum leak. Correct any vacuum leak before proceeding.

(2) Stop engine and shift transmission into Neutral.

(3) Pump brake pedal until all vacuum reserve in booster is depleted.

(4) Press and hold brake pedal under light foot pressure. The pedal should hold firm, if the pedal falls away master cylinder is faulty (internal leakage).

(5) Start engine and note pedal action it should falls away slightly under light foot pressure then holds firm. If no pedal action is discernible, power booster, vacuum supply, or vacuum check valve is faulty. Proceed to the POWER BOOSTER VACUUM TEST.

(6) If the POWER BOOSTER VACUUM TEST passes, rebuild booster vacuum reserve as follows: Release brake pedal. Increase engine speed to 1500 rpm, close the throttle and immediately stop turn off ignition to stop engine.

(7) Wait a minimum of 90 seconds and try brake action again. Booster should provide two or more vacuum assisted pedal applications. If vacuum assist is not provided, booster is faulty.

POWER BOOSTER VACUUM TEST

(1) Connect vacuum gauge to booster check valve with short length of hose and T-fitting (Fig. 8).

(2) Start and run engine at curb idle speed for one minute.

(3) Observe the vacuum supply. If vacuum supply is not adequate, repair vacuum supply.

(4) Clamp hose shut between vacuum source and check valve.

(5) Stop engine and observe vacuum gauge.

(6) If vacuum drops more than one inch HG (33 millibars) within 15 seconds, booster diaphragm or check valve is faulty.

POWER BOOSTER CHECK VALVE TEST

(1) Disconnect vacuum hose from check valve.

(2) Remove check valve and valve seal from booster.

(3) Use a hand operated vacuum pump for test.

(4) Apply 15-20 inches vacuum at large end of check valve (Fig. 9).

DIAGNOSIS AND TESTING (Continued)

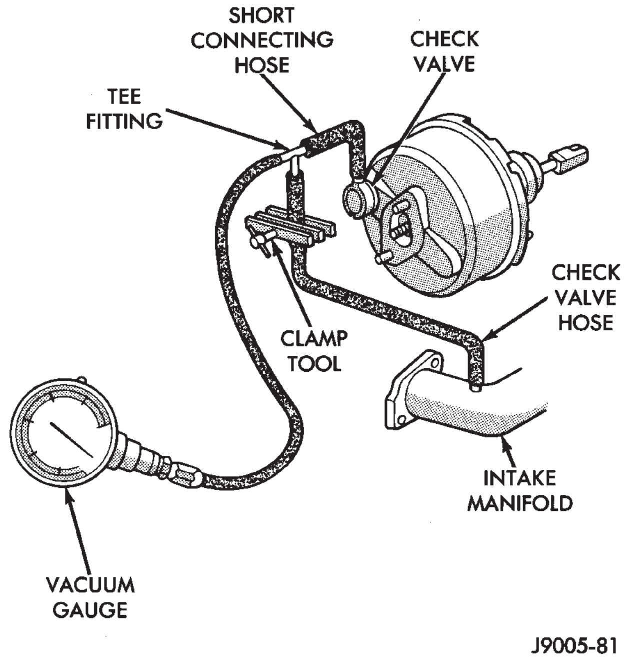


Fig. 8 Typical Booster Vacuum Test Connections

(5) Vacuum should hold steady. If gauge on pump indicates vacuum loss, check valve is faulty and should be replaced.

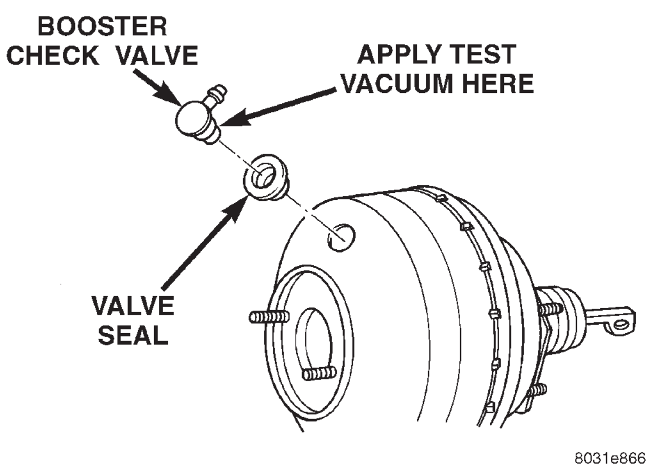


Fig. 9 Vacuum Check Valve And Seal

COMBINATION VALVE

Metering Valve

Metering valve operation can be checked visually and with the aid of a helper. Observe the metering valve stem while a helper applies and releases the brakes. If the valve is operating correctly, the stem will extend slightly when the brakes are applied and retract when the brakes are released. If the valve is faulty, replace the entire combination valve as an assembly.

Pressure Differential Switch

(1) Have helper sit in drivers seat to apply brake pedal and observe red brake warning light.

(2) Raise vehicle on hoist.

(3) Connect bleed hose to a rear wheel cylinder and immerse hose end in container partially filled with brake fluid.

(4) Have helper press and hold brake pedal to floor and observe warning light.

(a) If warning light illuminates, switch is operating correctly.

(b) If light fails to illuminate, check circuit fuse, bulb, and wiring. The parking brake switch can be used to aid in identifying whether or not the brake light bulb and fuse is functional. Repair or replace parts as necessary and test differential pressure switch operation again.

(5) If warning light still does not illuminate, switch is faulty. Replace combination valve assembly, bleed brake system and verify proper switch and valve operation.

FRONT DISC BRAKE ROTOR

ROTOR MINIMUM THICKNESS

Rotor minimum usable thickness is 22.7 mm (0.89 in.). Do not resurface a rotor if machining would cause thickness to fall below this limit.

Measure rotor thickness at the center of the brake-shoe contact surface. Replace the rotor if worn below minimum thickness, or if refinishing would reduce thickness below the allowable minimum.

FRONT ROTOR THICKNESS VARIATION

Variations in rotor thickness will cause pedal pulsation, noise and shudder.

Measure rotor thickness at four to six points around the rotor face. Position the micrometer approximately 3/4 inch from the rotor outer circumference for each measurement (Fig. 10).

Thickness should not **vary** by more than 0.013 mm (0.0005 in.) from point to point on the rotor. Refinish or replace the rotor if necessary.

FRONT ROTOR LATERAL RUNOUT

Check rotor lateral runout whenever pedal pulsation, or rapid, uneven brakelining wear has occurred.

The rotor must be securely clamped to the hub to ensure an accurate runout measurement. Secure the rotor with the wheel nuts and 4 or 5 large diameter flat washers on each stud.

Use a dial indicator to check lateral runout (Fig. 11).

Maximum allowable rotor lateral runout is 0.13 mm (0.005 in.).

DIAGNOSIS AND TESTING (Continued)

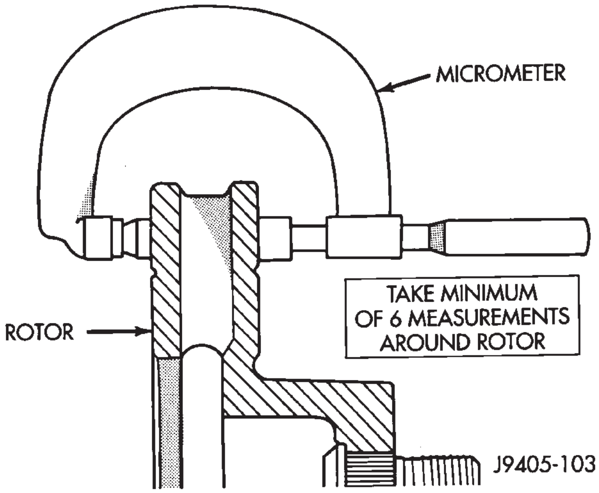


Fig. 10 Measuring Rotor Thickness Variation

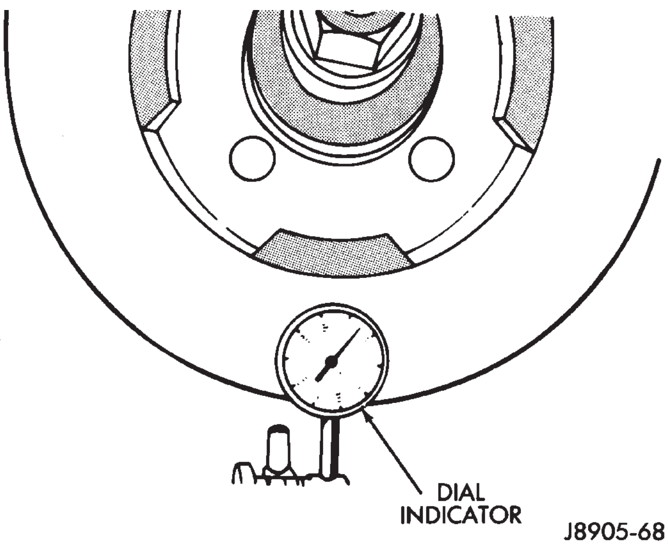


Fig. 11 Checking Rotor Lateral Runout

REAR DISC BRAKE ROTOR

ROTOR MINIMUM THICKNESS

Minimum usable thickness of the rear disc brake rotor is 9.5 mm (0.374 in.). The thickness specification is located on the edge of the parking brake drum section of the rotor (Fig. 12).

Never resurface a rotor if machining would cause thickness to fall below this limit.

Measure rotor thickness at the center of the brake-shoe contact surface. Replace the rotor if worn below minimum thickness, or if refinishing would reduce thickness below the allowable minimum.

REAR ROTOR THICKNESS VARIATION

Variations in rotor thickness will cause pedal pulsation, noise and shudder.

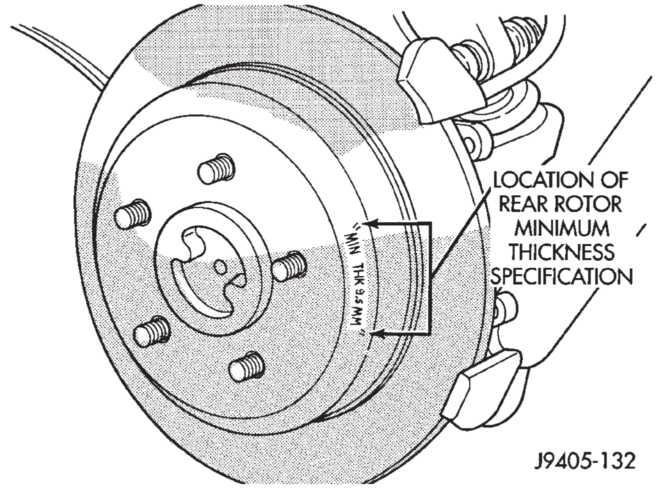


Fig. 12 Thickness Specification On Rear Rotor

Measure rotor thickness at four to six points around the rotor face. Position the micrometer approximately 3/4 inch from the rotor outer circumference for each measurement (Fig. 10).

Thickness should not **vary** by more than 0.0254 mm (0.001 in.) from point to point on the rotor. Refinish or replace the rotor if necessary.

REAR ROTOR LATERAL RUNOUT

Check rotor lateral runout whenever diagnosis indicates pedal pulsation and rapid, uneven brakelining wear.

The rotor must be securely clamped to the hub to ensure an accurate runout measurement. Secure the rotor with the wheel nuts and 4 or 5 large diameter flat washers on each stud.

Use a dial indicator to check lateral runout (Fig. 11). Maximum allowable lateral runout is 0.13 mm (0.005 in.).

PARKING BRAKE

NOTE: Parking brake adjustment is controlled by a cable tensioner. Once the tensioner is adjusted at the factory, it should not require further attention. However, there are two instances when adjustment will be required. The first is when a new tensioner, or cables have been installed. And the second, is when the tensioner and cables are disconnected for access to other brake components.

The parking brake switch is in circuit with the red warning lamp in the dash. The switch will cause the lamp to illuminate only when the parking brakes are applied. If the lamp remains on after parking brake release, the switch or wires are faulty, or cable tensioner adjustment is incorrect.

DIAGNOSIS AND TESTING (Continued)

If the red lamp comes on while the vehicle is in motion and brake pedal height decreases, a fault has occurred in the front or rear brake hydraulic system.

In most cases, the actual cause of an improperly functioning parking brake (too loose/too tight/wont hold), can be traced to a parking brake component.

NOTE: The leading cause of improper parking brake operation, is excessive clearance between the parking brakeshoes and the shoe braking surface. Excessive clearance is a result of lining and/or drum wear, drum surface machined oversize, or inoperative adjuster components.

Excessive parking brake lever travel (sometimes described as a loose lever or too loose condition), is the result of worn brakeshoes, improper brakeshoe adjustment, or improperly assembled brake parts.

A “too loose” condition can also be caused by inoperative or improperly assembled parking brakeshoe parts.

A condition where the parking brakes do not hold, will most probably be due to a wheel brake component.

Items to look for when diagnosing a parking brake problem, are:

- Rear brakeshoe wear
- Drum surface (in rear rotor) machined oversize
- Front cable not secured to lever
- Rear cable not attached to lever
- Rear cable seized
- Parking shoes reversed
- Parking brake strut not seated in shoes
- Parking brake lever not seated
- Parking brake lever bind
- Cam and lever worn or misassembled
- Adjuster screws seized
- Adjuster screws reversed

Parking brake adjustment and parts replacement procedures are described in the Parking Brake section.

BRAKE LINE AND HOSES

Flexible rubber hose is used at both front brakes and at the rear axle junction block. Inspect the hoses whenever the brake system is serviced, at every engine oil change, or whenever the vehicle is in for service.

Inspect the hoses for surface cracking, scuffing, or worn spots. Replace any brake hose immediately if the fabric casing of the hose is exposed due to cracks or abrasions.

Also check brake hose installation. Faulty installation can result in kinked, twisted hoses, or contact with the wheels and tires or other chassis components. All of these condition can lead to scuffing, cracking and eventual failure.

The steel brake lines should be inspected periodically for evidence of corrosion, twists, kinks, leaks, or other damage. Heavily corroded lines will eventually rust through causing leaks. In any case, corroded or damaged brake lines should be replaced.

Factory replacement brake lines and hoses are recommended to ensure quality, correct length and superior fatigue life. Care should be taken to make sure that brake line and hose mating surfaces are clean and free from nicks and burrs. Also remember that right and left brake hoses are not interchangeable.

Use new copper seal washers at all caliper connections. Be sure brake line connections are properly made (not cross threaded) and tightened to recommended torque.

BRAKE FLUID CONTAMINATION

Indications of fluid contamination are swollen or deteriorated rubber parts.

Swollen rubber parts indicate the presence of petroleum in the brake fluid.

To test for contamination, put a small amount of drained brake fluid in clear glass jar. If fluid separates into layers, there is mineral oil or other fluid contamination of the brake fluid.

If brake fluid is contaminated, drain and thoroughly flush system. Replace master cylinder, proportioning valve, caliper seals, wheel cylinder seals, Antilock Brakes hydraulic unit and all hydraulic fluid hoses.

SERVICE PROCEDURES

BRAKE FLUID LEVEL

Always clean the master cylinder reservoir and cap before adding fluid. This will prevent dirt from falling in the reservoir and contaminating the brake fluid.

The reservoir has a ADD and a FULL mark on the side (Fig. 13) fill to the FULL mark.

MASTER CYLINDER

A new master cylinder should be bled before installation on the vehicle. Required bleeding tools include bleed tubes and a wood dowel to stroke the pistons. Bleed tubes can be fabricated from brake line.

BLEEDING PROCEDURE

(1) Mount master cylinder in vise.

(2) Attach bleed tubes to cylinder outlet ports. Then position each tube end in matching reservoir fluid compartment (Fig. 14).

(3) Fill reservoir with fresh brake fluid.

(4) Press cylinder pistons inward with wood dowel. Then release pistons and allow them to return under

SERVICE PROCEDURES (Continued)

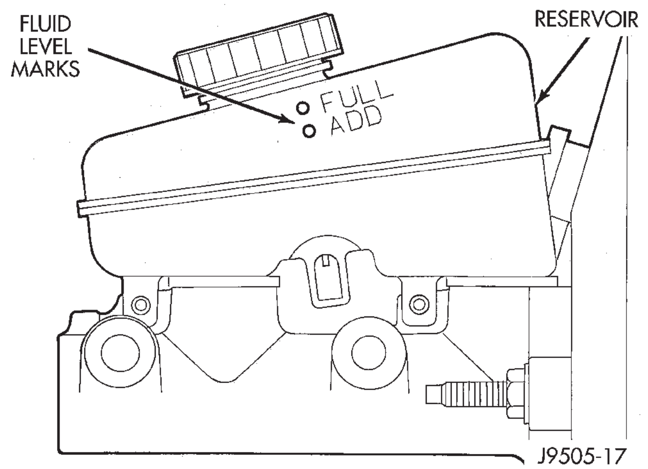


Fig. 13 Master Cylinder Fluid Level

spring pressure. Continue bleeding operations until air bubbles are no longer visible in fluid.

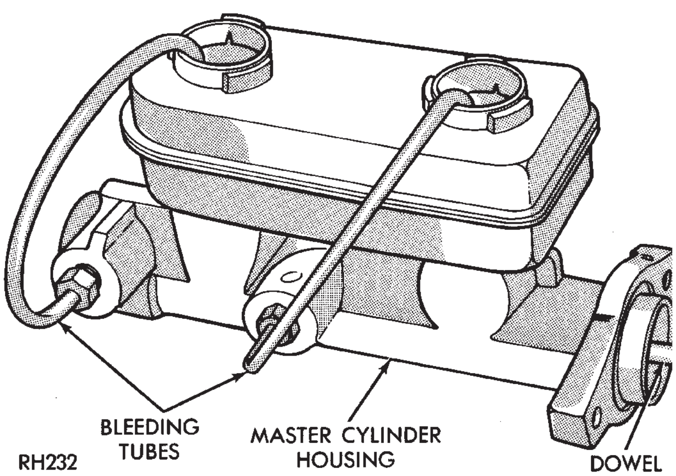


Fig. 14 Master Cylinder Bleeding

BRAKE BLEEDING

Use Mopar brake fluid, or an equivalent quality fluid meeting SAE J1703-F and DOT 3 standards only. Use fresh, clean fluid from a sealed container at all times.

Do not pump the brake pedal at any time while bleeding. Air in the system will be compressed into small bubbles that are distributed throughout the hydraulic system. This will make additional bleeding operations necessary.

Do not allow the master cylinder to run out of fluid during bleed operations. An empty cylinder will allow additional air to be drawn into the system. Check the cylinder fluid level frequently and add fluid as needed.

The Brakes should be bled in sequence. First the right rear wheel then the left rear wheel. Then move to the front brakes and bleed the right front wheel then the left front wheel.

MANUAL BLEEDING

(1) Remove reservoir filler caps and fill reservoir with Mopar, or equivalent quality DOT 3 brake fluid.

(2) If calipers, or wheel cylinders were overhauled, open all caliper and wheel cylinder bleed screws. Then close each bleed screw as fluid starts to drip from it. Top off master cylinder reservoir once more before proceeding.

(3) Attach one end of bleed hose to bleed screw and insert opposite end in glass container partially filled with brake fluid (Fig. 15). Be sure end of bleed hose is immersed in fluid.

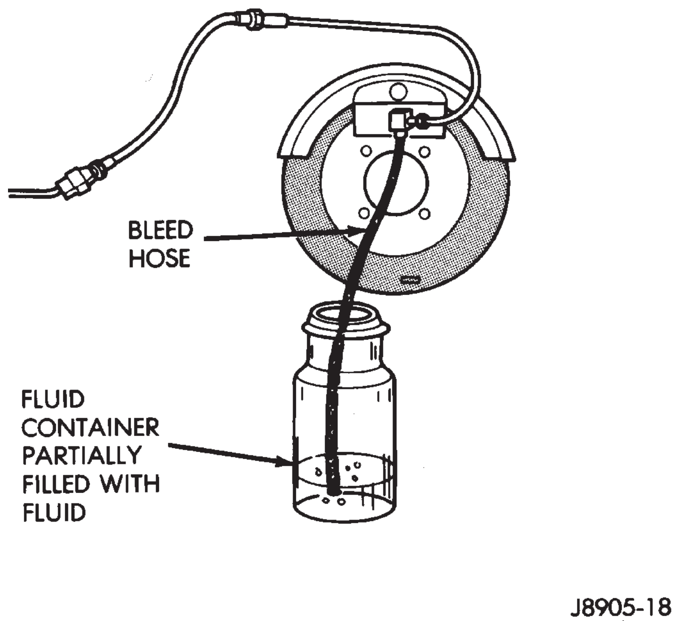


Fig. 15 Typical Fluid Container And Bleed Hose Setup

(4) Open up bleeder, then have a helper press down the brake pedal. Once the pedal is down close the bleeder. Repeat bleeding until fluid stream is clear and free of bubbles. Then move to the next wheel.

DISC ROTOR MACHINING

Rotor braking surfaces can be sanded or machining in a disc brake lathe.

The lathe must machine both sides of the rotor simultaneously with dual (two) cutter heads (Fig. 16). Equipment capable of machining only one side at a time will produce a tapered rotor.

The lathe should also be equipped with a grinder attachment or dual sanding discs for final cleanup or light refinishing (Fig. 16).

If the rotor surfaces only need minor cleanup of rust, scale, or minor scoring, use abrasive discs to clean up the rotor surfaces. However, when a rotor is scored or worn, machining with cutting tools will be required.

SERVICE PROCEDURES (Continued)

CAUTION: Do not machine the rotor if it will cause the rotor to fall below minimum allowable thickness.

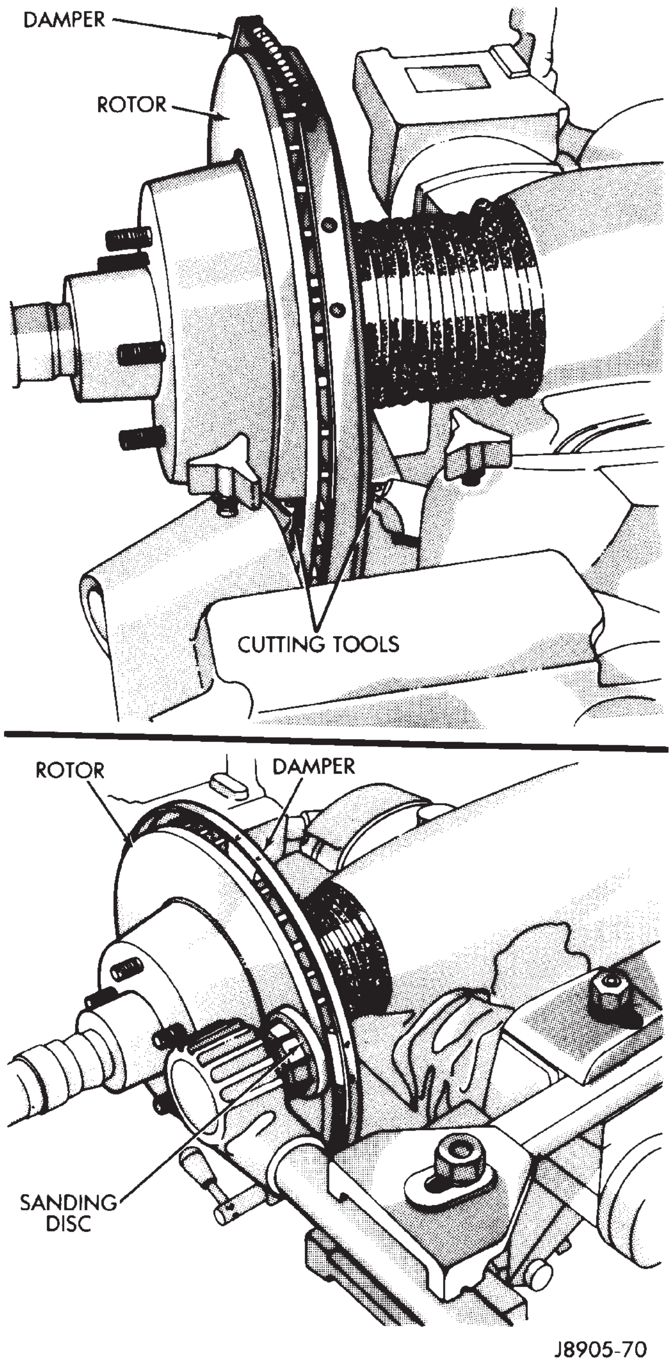


Fig. 16 Rotor Refinishing

BRAKE LINE

Mopar preformed metal brake line is recommended and preferred for all repairs. However, double-wall steel line can be used for emergency repair when factory replacement parts are not readily available.

Special, heavy duty tube bending and flaring equipment is required to prepare double wall brake line. Special bending tools are needed to avoid kinking or twisting metal brake line. In addition, special flaring tools are needed to provide the inverted-type, double flare required on metal brake lines.

FLARING PROCEDURE

(1) Cut off damaged tube with Tubing Cutter.

(2) Ream cut edges of tubing to ensure proper flare.

(3) Install replacement tube nut on section of tube to be repaired.

(4) Insert tube in flaring tool. Center tube in area between vertical posts.

(5) Place gauge form over the end of the tube.

(6) Push tubing through flaring tool jaws until tube contacts recessed notch in gauge that matches tube diameter.

(7) Squeeze flaring tool jaws to lock tubing in place.

(8) Insert plug on gauge in the tube. Then swing compression disc over gauge and center tapered flaring screw in recess of compression disc (Fig. 17).

(9) Tighten tool handle until plug gauge is seated on jaws of flaring tool. This will start the inverted flare.

(10) Remove the plug gauge and complete the inverted flare.

(11) Remove the flaring tools and verify that the inverted flare is correct.

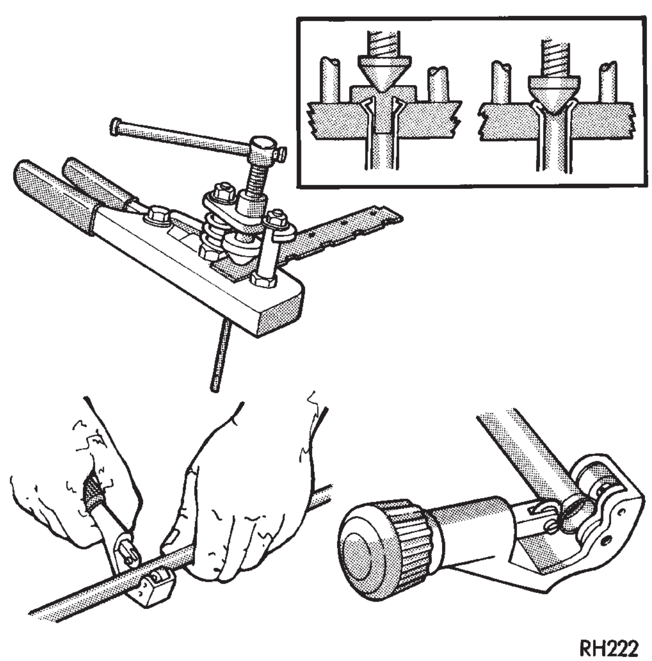


Fig. 17 Inverted Flare Tools

REMOVAL AND INSTALLATION

STOP LAMP SWITCH

REMOVAL

(1) Remove steering column cover and lower trim panel for switch access (if necessary).

(2) Press brake pedal downward to fully applied position.

(3) Rotate switch approximately 30° in counterclockwise direction to unlock switch retainer. Then pull switch rearward and out of bracket.

(4) Disconnect switch wire harness and remove switch from vehicle (Fig. 18).

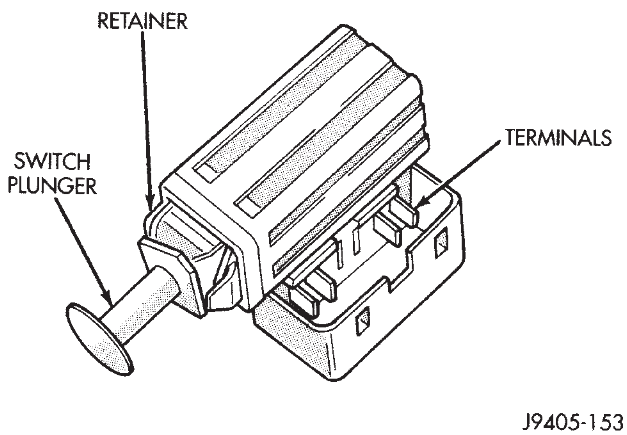


Fig. 18 Stop Lamp Switch

INSTALLATION

(1) Pull switch plunger all the way out to fully extended position.

(2) Connect harness wires to switch.

(3) Press and hold brake pedal in applied position.

(4) Install switch as follows: Align tab on switch with notch in switch bracket. Then insert switch in bracket and turn it clockwise about 30° to lock it in place.

(5) Release brake pedal. Then pull pedal fully rearward. Pedal will set plunger to correct position as pedal pushes plunger into switch body. Switch will make racheting sound as it self adjusts.

BRAKE PEDAL

REMOVAL

(1) Remove lower trim panel and air conditioning duct if necessary.

(2) Remove steering column lower trim panel and bezel.

(3) Remove necessary dash panel-to-instrument panel brace rods.

(4) Remove retainer clip and washers attaching booster push rod to pedal pin (Fig. 19).

(5) Remove nut securing pedal shaft in support bracket.

(6) Slide pedal shaft outward for clearance and remove brake pedal.

(7) Remove pedal bushings if they are to be replaced.

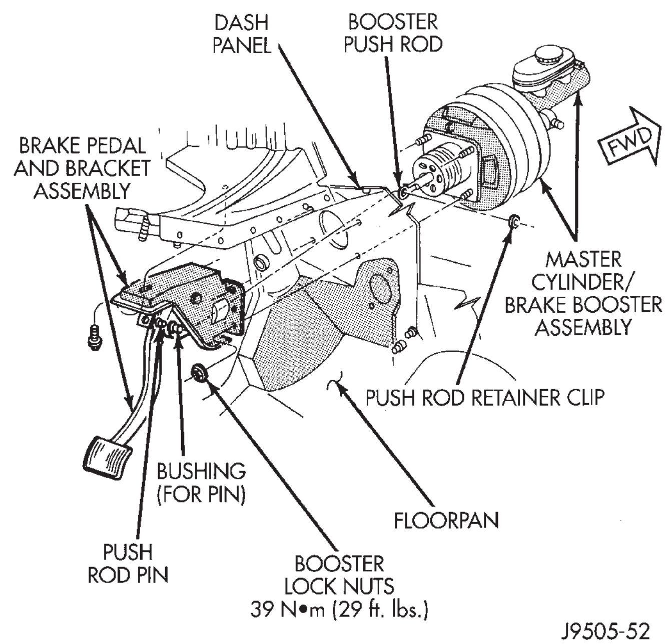


Fig. 19 Brake Pedal Mounting

INSTALLATION

(1) Install new bushings in pedal. Lubricate bushings and pivot pin with Mopar multi-mileage grease.

(2) Position pedal, sleeve and spacer(s) in bracket and install pedal shaft in support and through pedal.

(3) Install new nut on pedal shaft. **Shaft nut is specially formed and should not be reused. Be sure to install new nut to secure shaft.**

(4) Tighten pedal shaft nut to 27 N·m (20 ft. lbs.) on models with manual transmission. Tighten nut to 35 N·m (26 ft. lbs.) on models with automatic transmission.

(5) Install bushing on pedal pin if removed (Fig. 19).

(6) Install booster push rod on pedal pin. Secure push rod to pedal with retainer ring and washers.

(7) Install dash brace rod, if equipped.

(8) Install instrument panel trim and air conditioning duct if removed.

(9) Check and adjust brakelight switch if necessary.

COMBINATION VALVE

REMOVAL

(1) Remove brakelines that connect master cylinder to combination valve (Fig. 20).

REMOVAL AND INSTALLATION (Continued)

(2) Disconnect brakelines that connect combination valve to HCU.

(3) Disconnect wire from combination valve switch terminal. Be careful when separating wire connector as lock tabs are easily damaged if not fully disengaged.

(4) Slide HCU solenoid harness connectors off combination valve bracket. Then move harness aside for working clearance.

(5) Remove nuts attaching combination valve bracket to booster studs and valve bracket off booster studs (Fig. 21).

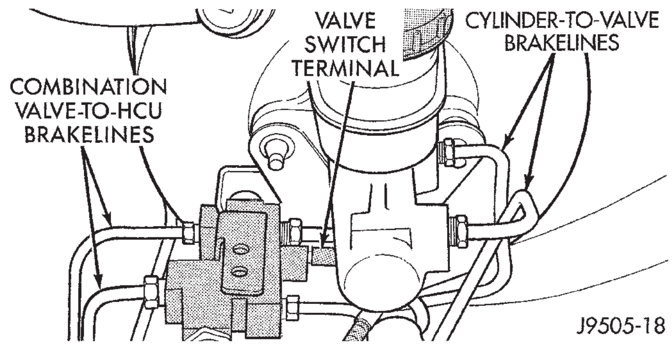


Fig. 20 Combination Valve Brakelines

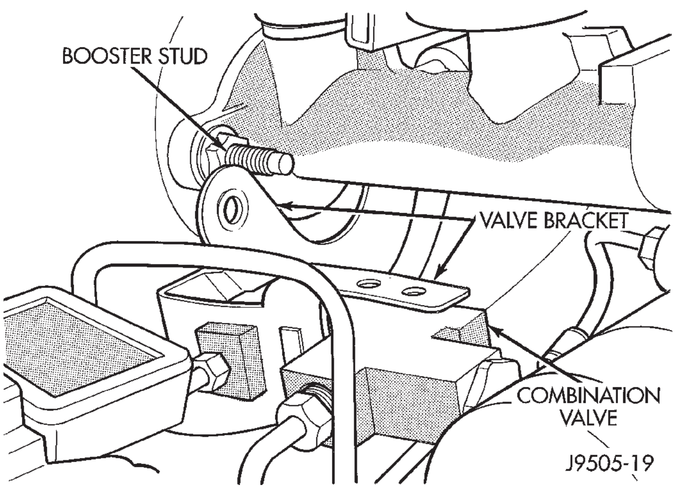


Fig. 21 Combination Valve Bracket

INSTALLATION

(1) Position valve bracket on booster studs and tighten bracket attaching nuts to 25 N·m (220 in. lbs.).

(2) Align and start all four brakeline fittings in combination valve by hand to avoid cross threading. Then tighten fittings just enough to prevent leakage.

(3) Connect wire to differential pressure switch in combination valve.

(4) Tighten brakeline fittings at master cylinder just enough to prevent leakage.

(5) Attach HCU solenoid harness connectors to combination valve bracket.

(6) Bleed brakes.

MASTER CYLINDER

REMOVAL

(1) Remove brakelines from master cylinder.

(2) Remove combination valve.

(3) Remove nuts that attach master cylinder to booster studs (Fig. 22). **Retain nuts as they are special locking types.**

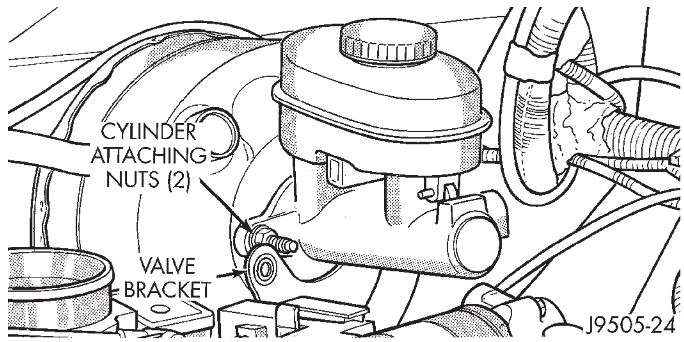


Fig. 22 Master Cylinder Mounting

(4) Remove master cylinder from booster.

INSTALLATION

(1) Remove protective cover from end of primary piston.

(2) Bleed master cylinder.

(3) Slide master cylinder onto booster studs. Align booster push rod in cylinder primary piston and seat cylinder against booster.

(4) Install master cylinder mounting nuts and tighten nuts to 25 N·m (220 in. lbs.). **Use original or factory replacement nuts only.**

(5) Install combination valve and tighten mounting nuts to 25 N·m (220 in. lbs.).

(6) Install brakelines that connect master cylinder to combination valve.

(7) Fill and bleed brake system.

POWER BRAKE BOOSTER

REMOVAL

(1) Remove air filter housing,.

(2) Remove master cylinder, combination valve, and HCU.

(3) Disconnect vacuum hose at booster check valve (Fig. 23).

(4) Remove retainer clip that booster push rod to pedal pin (Fig. 24). Then slide push rod off pin.

(5) Remove four locknuts that attach booster to dash panel.

(6) In engine compartment, slide booster forward, tilt it upward slightly, and remove it from engine compartment.

REMOVAL AND INSTALLATION (Continued)

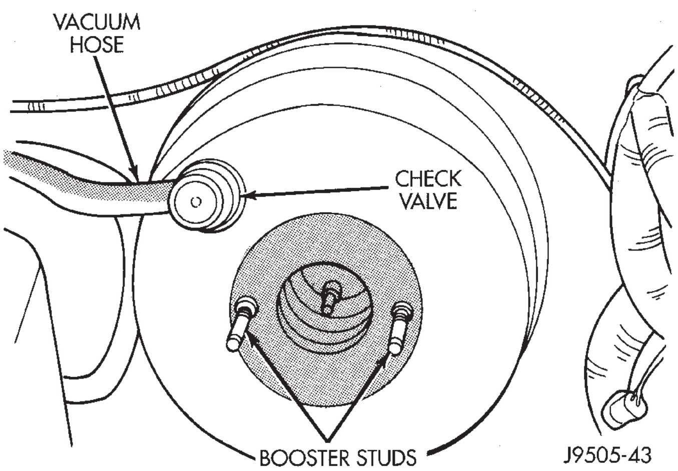


Fig. 23 Booster Check Valve And Hose

(7) If booster will be stored on bench for any length of time, cover booster with shop towels to prevent dust entry and place short lengths of rubber hose over booster studs to protect threads.

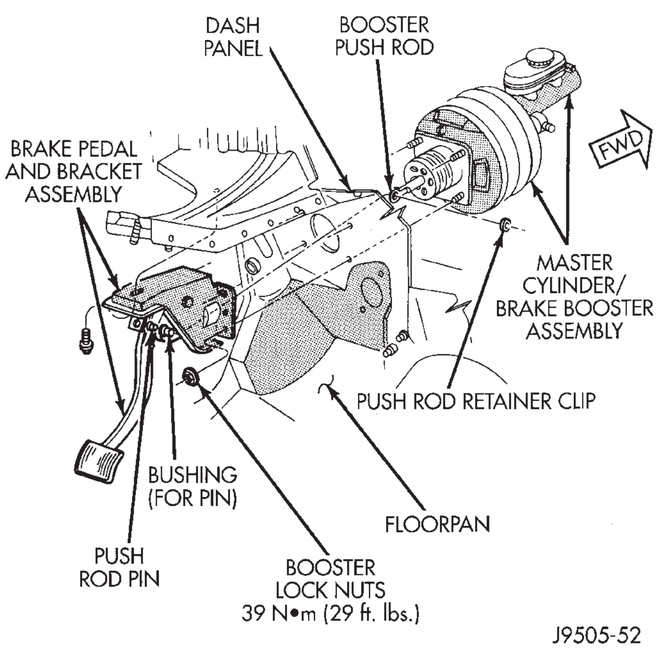


Fig. 24 Power Brake Booster Mounting

INSTALLATION

(1) Check condition of grommet that secures check valve in booster. Replace grommet if cut, torn, or loose (no longer secures valve tightly).

(2) Wipe booster mounting surface of dash panel clean with shop towel.

(3) Align and position booster on engine compartment side of dash panel.

(4) (4) Inside passenger compartment:

(5) (a) Lubricate pedal pin and bushing with Mopar multi-mileage grease.

(6) (b) Install booster attaching nuts on studs. Tighten attaching nuts to 41 N·m (30 ft. lbs.).

(7) (c) Slide booster push rod on pedal pin. Then secure rod to pin with retainer clip.

(8) (5) In engine compartment, attach vacuum hose to booster check valve.

(9) (6) Install master cylinder, combination valve, and HCU. Refer to procedures in this section.

(10) (7) Bleed brakes. Refer to section covering brake bleeding.

(11) (8) Install engine air cleaner and hoses.

DISC BRAKE CALIPER

REMOVAL

(1) Raise vehicle and remove front wheel and tire assemblies.

(2) Remove and discard brake hose mounting bolt (Fig. 25).

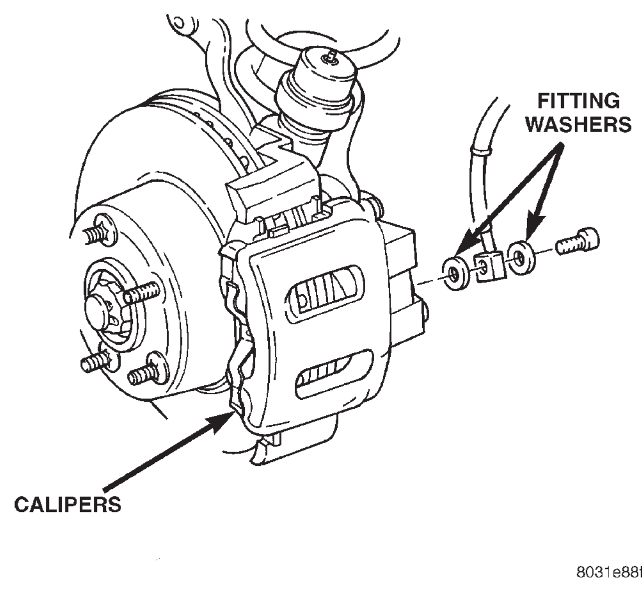


Fig. 25 Brake Hose And Bolt

(3) Remove caliper mounting bolts.

(4) Rotate caliper rearward with pry tool if necessary. Then rotate caliper and brakeshoes off mounting ledges.

(5) Remove caliper from vehicle.

INSTALLATION

(1) Install brakeshoes in caliper.

(2) Connect brake hose to caliper but do not tighten fitting bolt completely at this time. **Be sure to use new gaskets on bolt to avoid leaks**

(3) Install caliper. Position mounting notches at lower end of brakeshoes on bottom mounting ledge.

REMOVAL AND INSTALLATION (Continued)

Then rotate caliper over rotor and seat notches at upper end of shoes on mounting ledge.

(4) Coat caliper mounting bolts with GE 661 or Dow 111 silicone grease. Then install and tighten bolts to 10-20 N·m (7-15 ft. lbs.).

CAUTION: If new caliper bolts are being installed, or if the original reason for repair was a drag/pull condition, check caliper bolt length before proceeding. If the bolts have a shank length greater than 67.6 mm (2.66 in.), they may contact the inboard brakeshoe causing a partial apply condition. Refer to Figure 14 for the required caliper bolt length.

(5) Position front brake hose clear of all chassis components and tighten caliper fitting bolt to 31 N·m (23 ft. lbs.).

CAUTION: Be sure the brake hose is not twisted or kinked at any point. Also be sure the hose is clear of all steering and suspension components. Loosen and reposition the hose if necessary.

(6) Install wheel and tire assembly.

(7) Fill master cylinder and bleed brake system.

DISC BRAKESHOE

REMOVAL

(1) Raise vehicle and remove front wheel and tire assemblies.

(2) Drain small amount of fluid from master cylinder front brake reservoir with suction gun.

(3) Bottom caliper piston in bore with C-clamp. Position clamp screw on outboard brakeshoe and clamp frame on rear of caliper. Typical C-clamp attachment is shown in (Fig. 26). **Do not allow clamp screw to bear directly on outboard shoe retainer spring. Use wood or metal spacer between shoe and clamp screw if necessary.**

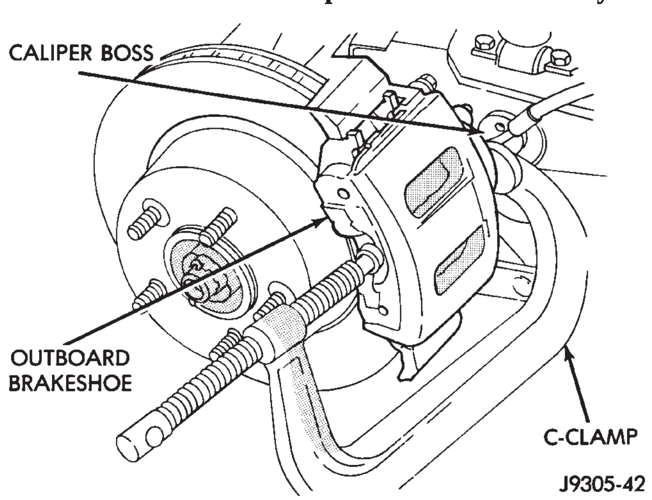


Fig. 26 Bottoming Caliper Piston With C-Clamp

(4) Remove caliper mounting bolts (Fig. 27).

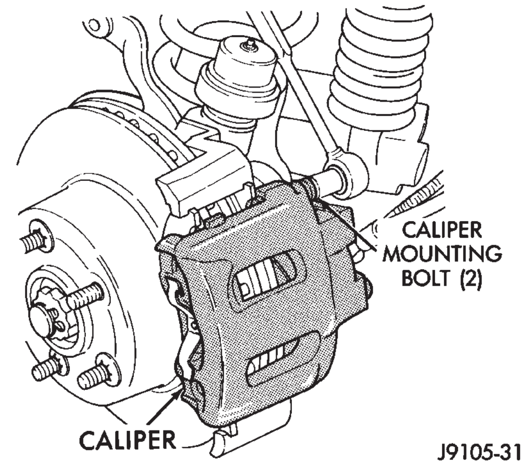


Fig. 27 Caliper Mounting Bolts

(5) Tilt top of caliper outward with pry tool if necessary (Fig. 28) and remove caliper.

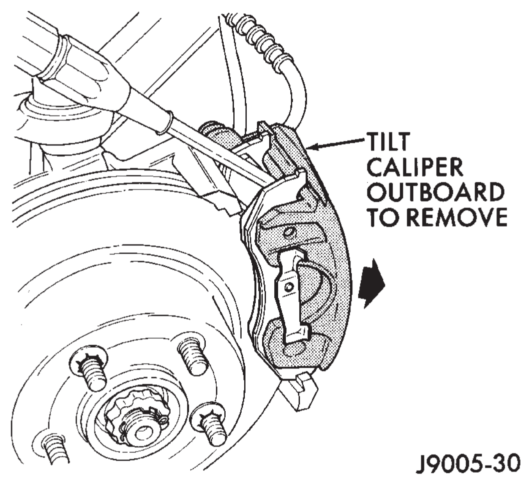


Fig. 28 Caliper Removal

(6) Remove outboard shoe by pressing one end of shoe inward to disengage shoe lug. Then rotate shoe upward until retainer spring clears caliper. Press opposite end of shoe inward to disengage shoe lug and rotate shoe up and out of caliper (Fig. 29).

(7) Remove inboard shoe. Grasp ends of shoe and tilt shoe outward to release springs from caliper piston (Fig. 30). Then remove shoe from caliper.

NOTE: If original brakeshoes will be used, keep them in sets (left and right); they are not interchangeable.

(8) Secure caliper to nearby suspension part with wire. **Do not allow brake hose to support caliper weight.**

(9) Wipe caliper off with shop rags or towels. **Do not use compressed air. Compressed air can**

REMOVAL AND INSTALLATION (Continued)

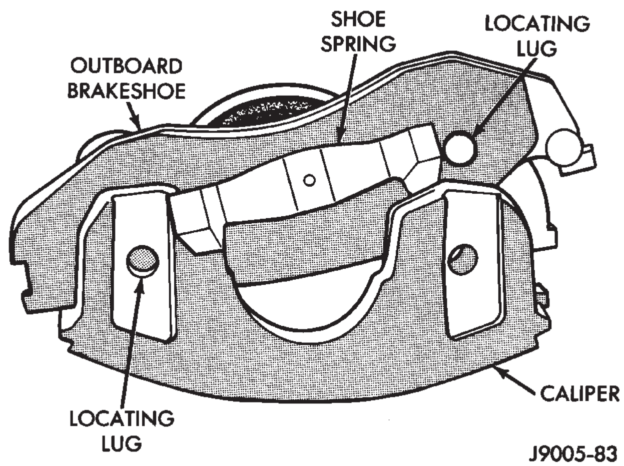


Fig. 29 Outboard Brakeshoe Removal

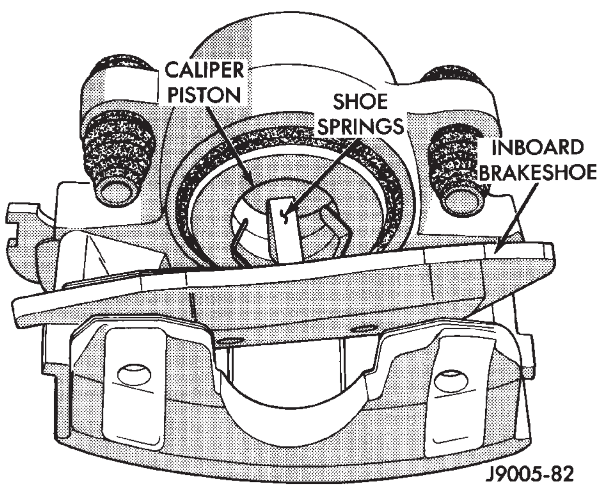


Fig. 30 Inboard Brakeshoe Removal

unseat dust boot and force dirt into piston bore.

INSTALLATION

(1) Clean brakeshoe mounting ledge slide surfaces of steering knuckle with wire brush. Then apply light coat of Mopar multi-mileage grease to slide surfaces. Lubricate mounting bolts and bushings with GE 661 or Dow 111 silicone grease (Fig. 31).

(2) Install inboard shoe in caliper and verify shoe retaining springs are fully seated into the piston.

(3) Install outboard shoe in caliper by starting one end of shoe in caliper and rotating shoe downward into place. Verify shoe locating lugs and shoe spring are seated.

(4) Install caliper by position notches at lower end of brakeshoes on bottom mounting ledge. Then install caliper over rotor and seat upper ends of brakeshoes on top mounting ledge (Fig. 32).

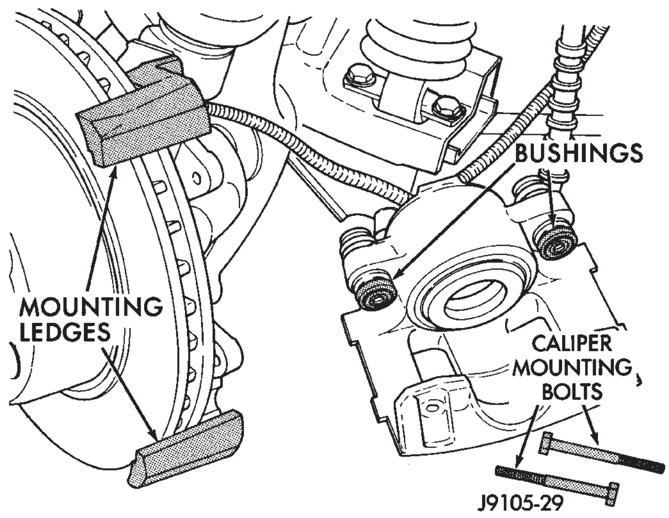


Fig. 31 Caliper Lubrication Points

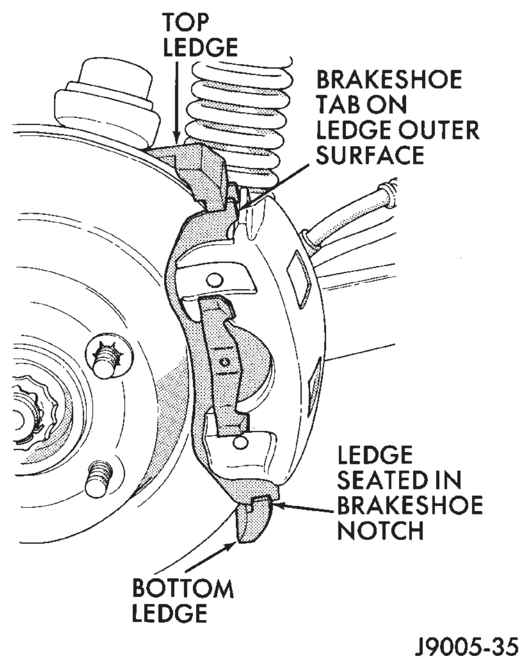


Fig. 32 Caliper Installation

CAUTION: Before securing the caliper, be sure the caliper brake hose is not twisted, kinked or touching any chassis components.

(5) Install and tighten caliper mounting bolts to 10-20 N·m (7-15 ft. lbs.).

CAUTION: If new caliper bolts are being installed, or if reason for repair was a drag/pull condition, check caliper bolt length. If the bolts have a shank length greater than 67.6 mm (2.66 in.), they will contact the inboard brakeshoe causing a partial apply condition. Refer to (Fig. 33) for correct caliper bolt length.

(6) Install wheel and tire assemblies.

REMOVAL AND INSTALLATION (Continued)

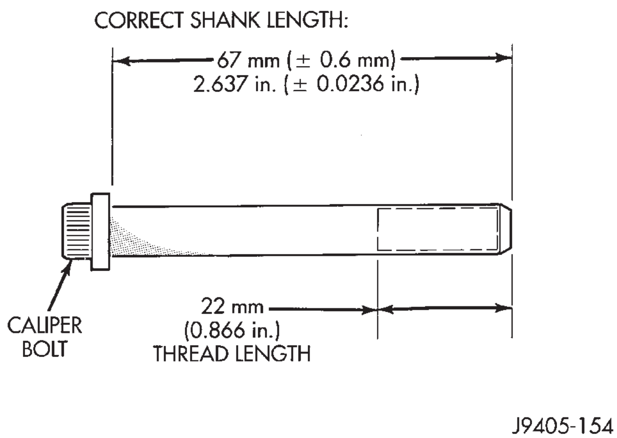


Fig. 33 Mounting Bolt Dimensions

(7) Pump brake pedal until caliper pistons and brakeshoes are seated.

(8) Top off brake fluid level if necessary.

DISC BRAKE ROTOR

REMOVAL

(1) Remove wheel and tire assemble.

(2) Remove caliper.

(3) Remove retainers securing rotor to hub studs (Fig. 34).

(4) Remove rotor from hub.

(5) If rotor shield requires service, remove front hub and bearing assembly.

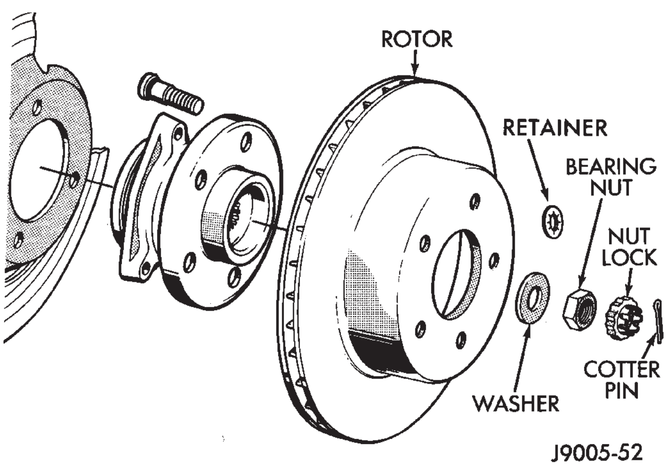


Fig. 34 Rotor & Hub

INSTALLATION

(1) If new rotor is being installed, remove protective coating from rotor surfaces with Mopar carb cleaner.

(2) Install rotor on hub.

(3) Install caliper.

(4) Install new spring nuts on wheel studs.

(5) Install wheel and tire assembly.

REAR DISC BRAKE CALIPER

REMOVAL

(1) Raise vehicle and remove tire and wheel assemblies.

(2) Press caliper piston into caliper bore with C-clamp (Fig. 35).

(3) Remove caliper mounting bolts (Fig. 36).

(4) Rotate caliper rearward by hand or with pry tool. Then rotate caliper and brakeshoes off ledges of mounting bracket.

(5) Remove caliper fitting bolt and disconnect rear brake hose at caliper. Discard metal washers on fitting bolt. Washers should be replaced and not reused.

(6) Remove caliper from vehicle.

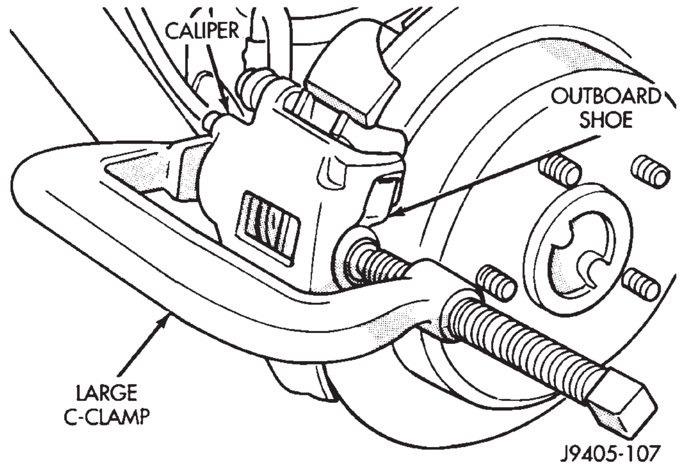


Fig. 35 Bottoming Caliper Piston

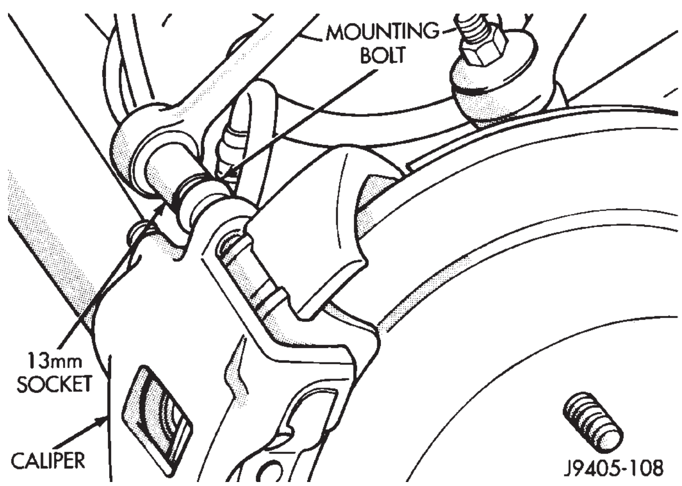


Fig. 36 Caliper Mounting Bolt

INSTALLATION

(1) Verify that brakeshoes are correctly positioned in caliper.

(2) Position caliper over rotor and into bracket. Be sure brakeshoe tabs are properly seated on mounting bracket ledges.

REMOVAL AND INSTALLATION (Continued)

(3) Connect rear brake hose to caliper. Use new washers on hose fitting and tighten hose fitting bolt to 24-38 N·m (216-336 in. lbs.).

(4) Check brake hose position before proceeding. Verify that hose is not twisted, kinked, or touching any suspension components.

CAUTION: Check caliper bolt length before proceeding (Fig. 37). If the bolts have a shank length greater than 67.6 mm (2.66 in.), they will contact the inboard brakeshoe causing a partial apply condition.

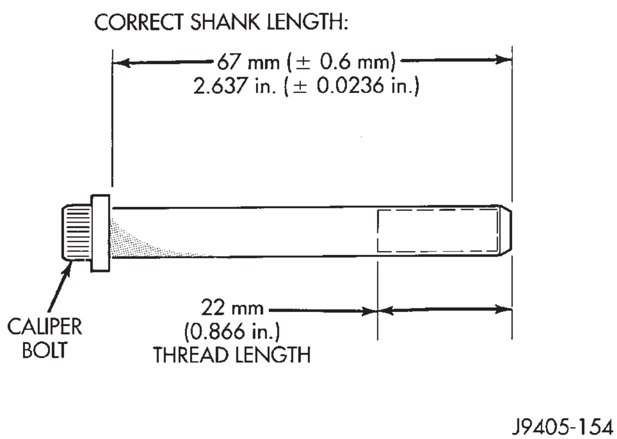


Fig. 37 Caliper Mounting Bolt Dimensions

(5) Lubricate and install caliper mounting bolts. Start bolts by hand then tighten bolts to 10-20 N·m (7-15 ft. lbs.).

(6) Fill and bleed brake system.

(7) Install wheel and tire assemblies.

(8) Lower vehicle.

REAR DISC BRAKESHOES

REMOVAL

(1) Raise and support vehicle.

(2) Remove rear wheel and tire assemblies.

(3) Press caliper piston back into caliper bore with large C-clamp.

(4) Remove caliper mounting bolts.

(5) Rotate caliper rearward and off rotor (Fig. 38). Support caliper with wire attached to nearby suspension component. **Do not allow brake hose to support caliper weight.**

(6) Press one corner of outboard shoe inward then pry shoe upward with suitable tool and rotate shoe out of caliper.

(7) Pry inboard shoe outward until shoe retainers come out of caliper piston. Then remove shoe from caliper.

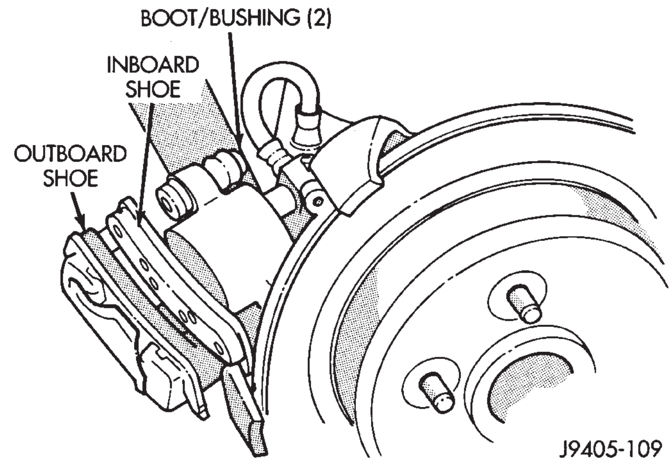


Fig. 38 Rear Caliper

(8) Inspect caliper mounting bolt bushings and boots. Replace boots if torn or cut. Replace bushings, or bolts if either exhibits wear, or heavy corrosion.

INSTALLATION

(1) Clean brakeshoe contact surfaces of caliper mounting bracket (Fig. 39). Use wire brush or emery cloth.

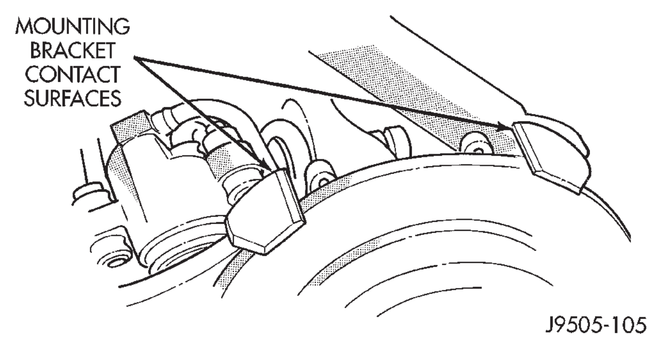


Fig. 39 Brakeshoe Contact Surfaces

(2) Install brakeshoes in caliper.

(3) Install caliper over rotor and into mounting bracket.

(4) Verify that brakeshoe lugs are properly seated on caliper mounting bracket (Fig. 40). Be sure springs on outboard shoes are also seated against bracket.

(5) Verify hose must not be twisted or kinked.

(6) Lubricate and install caliper mounting bolts and tighten to 10-20 N·m (7-15 ft. lbs.).

(7) Install wheel and tire assemblies.

(8) Turn ignition On and run HCU pump until it shuts off. Then pump brake pedal until shoes are seated and indicator lights go out.

(9) Top off brake fluid level if necessary. Use Mopar brake fluid or equivalent meeting SAE J1703 and DOT 3 standards only.

REMOVAL AND INSTALLATION (Continued)

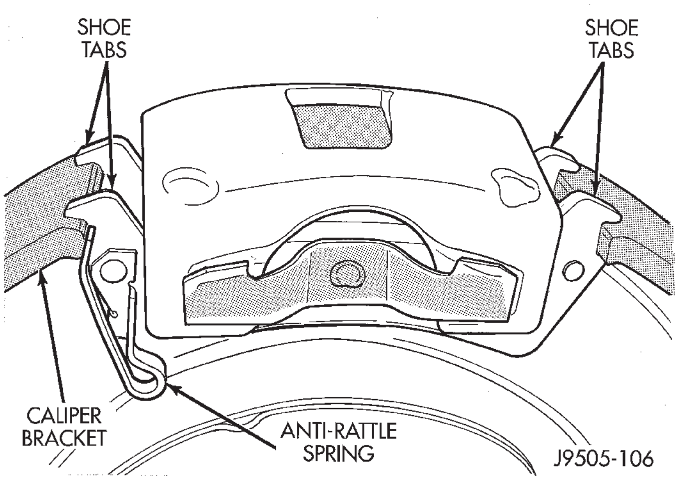


Fig. 40 Correct Brakeshoe Position

REAR DISC BRAKE ROTOR

REMOVAL

(1) Raise vehicle.

(2) Remove wheel and tire assembly.

(3) Remove caliper.

(4) Remove access plug from splash shield and back off parking brakeshoes by rotating adjuster screw star wheel with brake tool (Fig. 41). At driver side rear wheel, rotate adjuster screw star wheel clockwise to back off shoes. At passenger side wheel, rotate star wheel in counterclockwise direction. Direction of rotation is while looking from rear to front of vehicle.

(5) If rotor and/or axle hub contact surfaces are heavily rusted, apply Mopar rust penetrant to rotor and axle hub and through spaces around wheel studs.

(6) Remove push nuts securing rotor to axle shaft studs.

(7) Work rotor off axle hub and studs. Use plastic or rawhide mallet to loosen rotor if necessary.

(8) Clean and inspect rotor braking surfaces. Refinish, or replace rotor if necessary.

INSTALLATION

(1) Clean axle hub and hub bore in rotor with wire brush, or emery cloth.

(2) Install rotor on axle hub.

(3) Install disc brake caliper.

(4) Install wheel and tire assembly and lower vehicle.

(5) Adjust parking brakeshoes. Use brake tool to rotate adjuster screw star wheel. Tighten shoes until light drag is created. Then back off shoes about 1/2 to one turn of star wheel.

(6) Install plug in splash shield access hole.

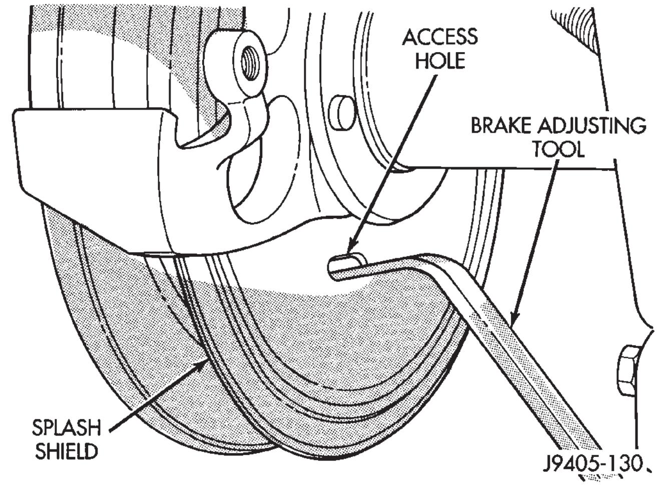


Fig. 41 Backing Off Parking Brake Shoes

(7) Pump brake pedal to seat caliper piston and brakeshoes. Do not move vehicle until firm brake pedal is obtained.

PARKING BRAKE HAND LEVER

REMOVAL

(1) Release parking brakes.

(2) Disconnect battery negative cable.

(3) Raise vehicle on hoist.

(4) Remove front cable adjusting nut and disengage cable tensioner from equalizer. Then remove front cable from tensioner (Fig. 42).

(5) Disengage front cable from insert and insert from floorpan.

(6) Lower vehicle.

(7) Remove center console, refer to Group 23 Body.

(8) Disconnect parking brake switch and air bag module wiring connectors.

(9) Remove screws attaching air bag control module to floorpan and parking brake lever. Then move module aside for access to lever (Fig. 43).

(10) Remove screws attaching parking brake lever to bracket and lift lever upward for access to front cable (Fig. 42).

(11) Disengage front cable from parking brake lever and remove lever assembly from vehicle.

INSTALLATION

(1) Connect front cable to lever assembly.

(2) Seat front cable in floor pan.

(3) Install lever assembly on mounting bracket.

(4) Connect parking brake switch wire.

(5) Install air bag control module and connect module wires harnesses.

(6) Install parking lever cover.

(7) Install center console, refer to Group 23 Body.

(8) Raise vehicle.

REMOVAL AND INSTALLATION (Continued)

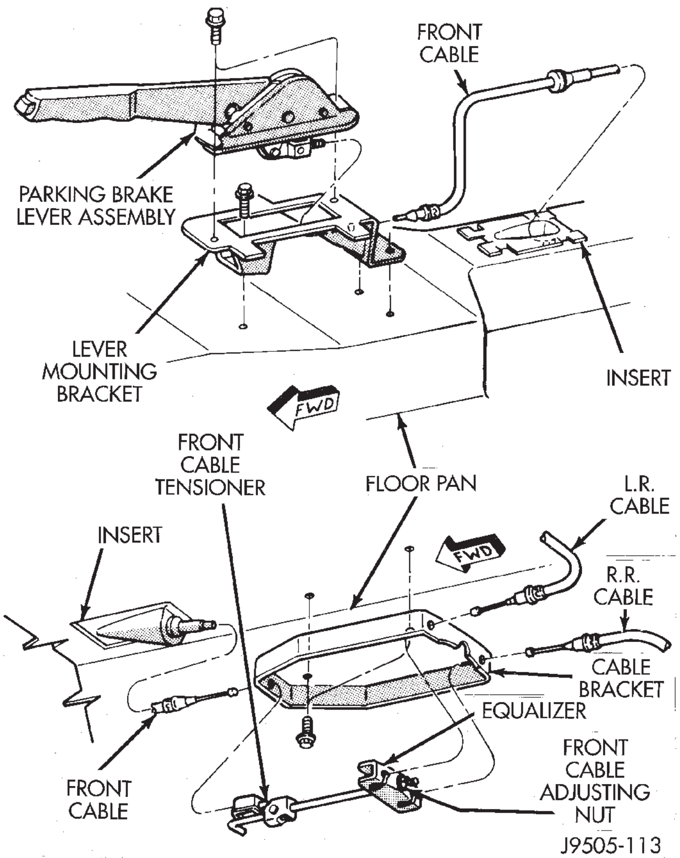


Fig. 42 Parking Brake Lever And Cable Attachment

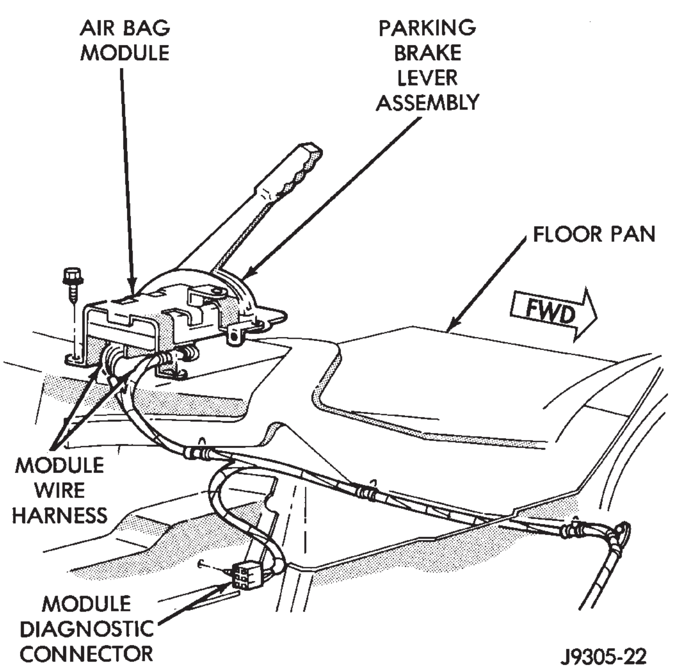


Fig. 43 Air Bag Module Mounting

(9) Assemble front cable, cable tensioner and cable bracket.

(10) Adjust parking brake front cable.

(11) Lower vehicle.

(12) Connect battery negative cable.

FRONT PARKING BRAKE CABLE

REMOVAL

(1) Release parking brakes.

(2) Disconnect battery negative cable and raise vehicle on hoist.

(3) Remove front cable adjusting nut and disengage cable tensioner from equalizer. Then remove front cable from tensioner (Fig. 44).

(4) Disengage front cable from insert and insert from floorpan.

(5) Lower vehicle.

(6) Remove console, refer to Group 23 Body.

(7) Remove park brake lever.

(8) Disconnect front cable from parking brake lever and remove cable.

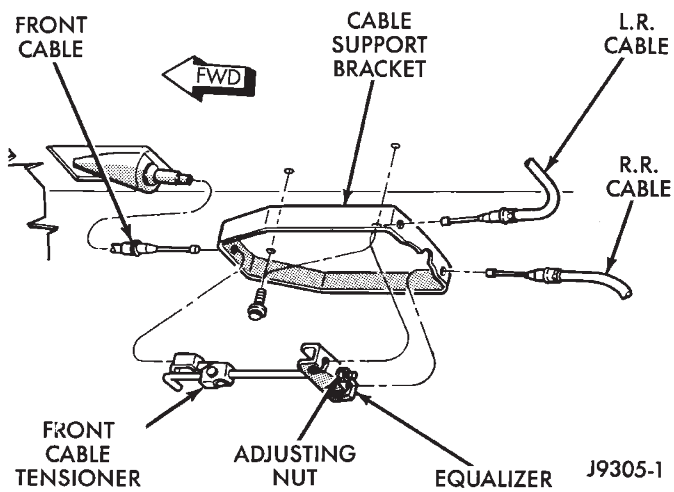


Fig. 44 Park Brake Cable Attachment

INSTALLATION

(1) Connect front cable to lever assembly.

(2) Seat front cable in floor pan.

(3) Install lever assembly.

(4) Install console.

(5) Raise vehicle.

(6) Assemble front cable, cable tensioner and equalizer.

(7) Adjust parking brake system if new cable, or tensioner has been installed, or if tensioner mechanism has been loosened, or removed for access to other components. Refer to Parking Brake Adjustment procedure in this section.

(8) Lower vehicle.

(9) Connect battery negative cable.

REAR PARKING BRAKE CABLE

REMOVAL

(1) Raise vehicle and loosen adjusting nut at equalizer to provide slack in rear cables.

REMOVAL AND INSTALLATION (Continued)

(2) Disengage cable at equalizer. Then disengage cable from body and chassis clips and retainers.

(3) Slide cable eyelet off actuating lever (Fig. 45).

(4) Compress retainer securing cable in bracket attached to caliper bracket. Then remove cable from bracket.

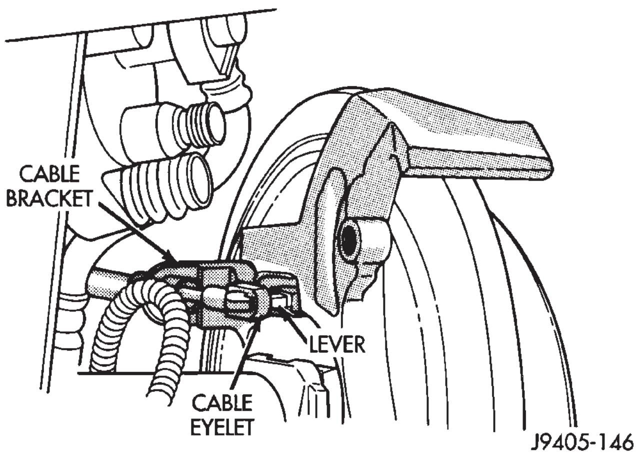


Fig. 45 Rear Cable Attachment

INSTALLATION

(1) Install cable eyelet on lever. Be sure eyelet is seated in lever notch.

(2) Seat cable retainer in caliper bracket.

(3) Route cable up to cable tensioner and equalizer. Then connect cable to equalizer.

(4) Check cable routing. Be sure cable is secured in body and chassis clips and retainers. Also be sure cable is not twisted, kinked or touching any rotating components.

(5) Adjust parking brake.

PARKING BRAKESHOES

REMOVAL

(1) Raise vehicle.

(2) Remove rear wheel and tire assembly.

(3) Remove caliper. **Do not allow brake hose to support caliper weight. Support caliper with wire attached to suspension component.**

(4) Remove rubber access plug from back of rear disc brake splash shield.

(5) Retract parking brakeshoes with brake adjuster tool (Fig. 46). Position tool at top of star wheel and rotate wheel downward in clockwise direction (while facing front of vehicle).

(6) Remove rotor from axle hub flange.

(7) Remove shoe holddown clips and pins (Fig. 47). Clip is held in place by pin which fits in clip notch. To remove clip, first push clip ends together with thumb or forefinger. Next, slide clip upward until head of pin clears narrow part of notch. Then remove pin and clip.

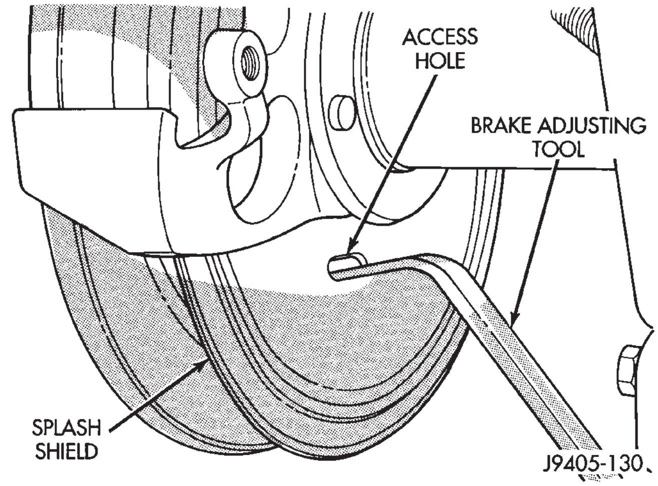


Fig. 46 Retracting Parking Brake Shoes

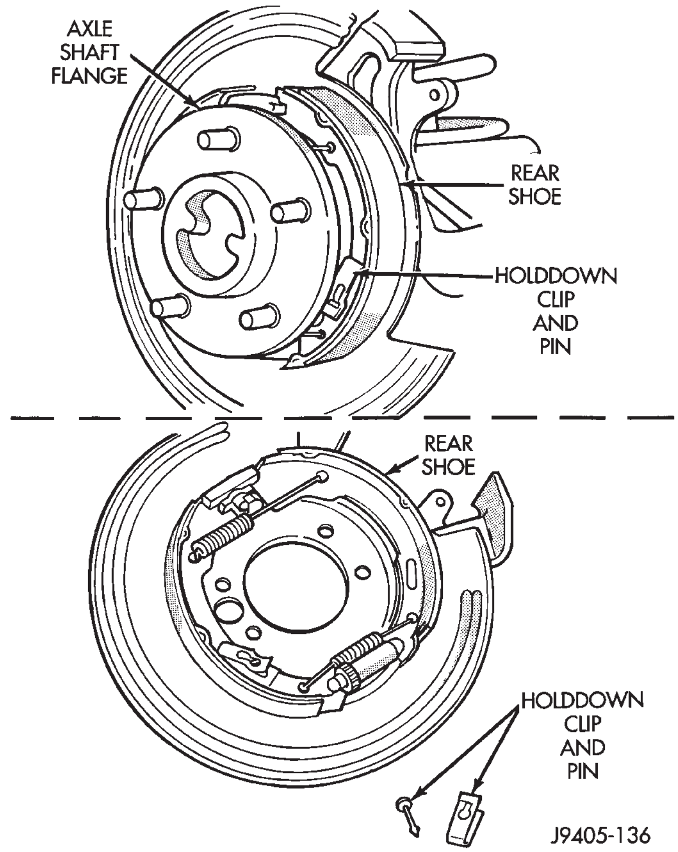


Fig. 47 Holddown Clip And Pin

(8) Remove upper and lower springs from shoes with needle nose pliers (Fig. 48).

(9) Tilt shoes outward and remove adjuster screw. **Note adjuster screw position for installation reference.**

(10) Inspect condition of all brake components. Replace parts if bent, damaged or worn.

(11) Clean and inspect condition of adjuster screw assembly. Replace assembly if worn, or damaged.

REMOVAL AND INSTALLATION (Continued)

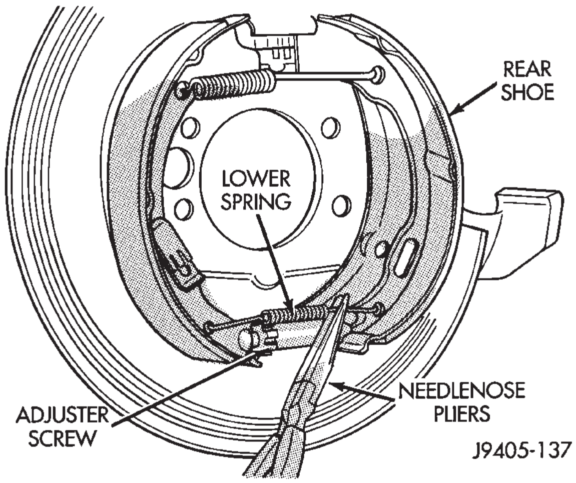


Fig. 48 Lower Spring

INSTALLATION

(1) Lubricate shoe contact pads and cam and lever with Mopar multi-mileage grease (Fig. 49).

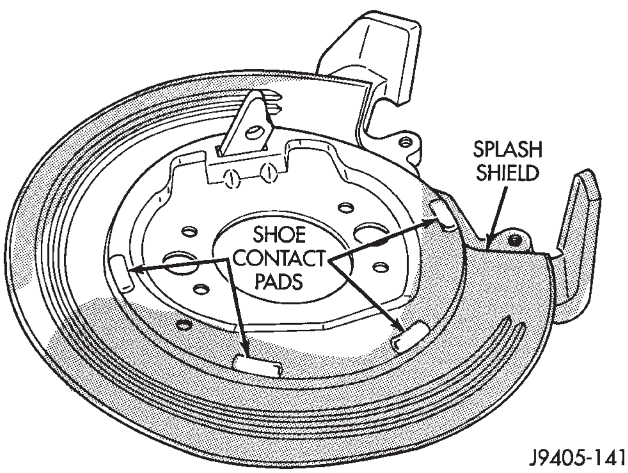


Fig. 49 Shoe Contact Pads

(2) Install shoes on splash shield with hold down clips and pins. Be sure shoes are properly engaged in caliper bracket and cam.

(3) Install adjuster screw assembly. Be sure notched ends of screw assembly are properly seated on shoes and that star wheel is aligned with access hole in shield.

(4) Install shoe upper and lower return spring. Needle nose pliers can be used to connect spring to each shoe. Operate lever to verify that shoes expand and retract properly.

(5) Install rotor and caliper.

(6) Adjust parking brakeshoes.

(7) Install wheel and tire assembly.

(8) Adjust parking brake cable tensioner.

(9) Lower vehicle and verify correct parking brake operation.

PARKING BRAKE CAM AND LEVER

NOTE: The cams are reversible and can be used on either wheel. The levers are NOT reversible. They are marked R and L and the lever notch (for the cable eyelet), must faces rearward on both sides.

REMOVAL

(1) Raise vehicle.

(2) Remove wheel and tire assembly.

(3) Remove brake caliper and rotor.

(4) Remove parking brakeshoes.

(5) Move lever forward and disconnect parking brake rear cable from lever.

(6) Pull lever forward through boot. Disengage cam from lever and remove cam (Fig. 50). Note cam position for installation reference.

(7) Remove lever.

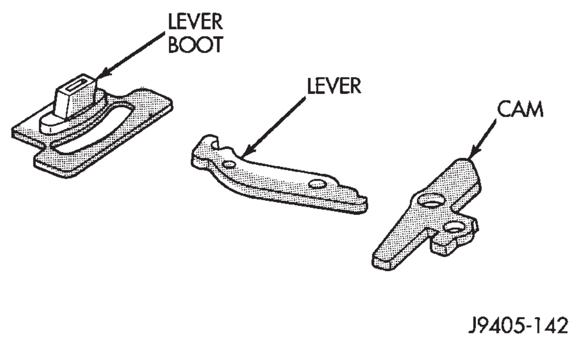


Fig. 50 Cam, Lever And Boot

INSTALLATION

(1) Lubricate replacement lever with silicone grease. Then insert lever part way through boot. Be sure lever notch is facing rearward.

(2) Engage cam in lever. Then simultaneously slide cam into place on splash shield and work lever through boot (Fig. 51).

(3) Install parking brakeshoes.

(4) Verify correct installation of cam and lever by pulling lever toward front of vehicle. Cam should expand both brakeshoes as lever is pulled forward.

(5) Install rotor and adjust parking brakeshoes.

(6) Connect rear cable to lever. Be sure cable eyelet is securely attached in lever notch.

(7) Install brake caliper and wheel and tire assembly.

(8) Lower vehicle and verify correct parking brake operation.

SPLASH SHIELD/CALIPER BRACKET/LEVER BOOT

REMOVAL

(1) Raise vehicle and remove wheel and tire assembly.

REMOVAL AND INSTALLATION (Continued)

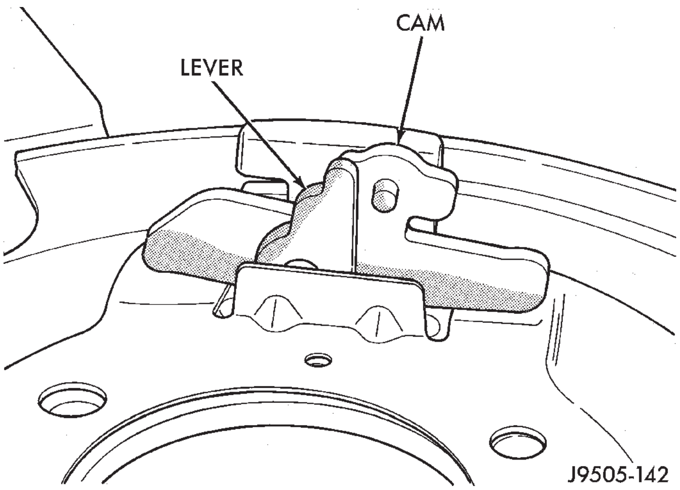


Fig. 51 Cam And Lever

(2) Remove caliper bolts and lift caliper off rotor and bracket. Suspend caliper from chassis or suspension component with wire.

(3) Retract parking brakeshoes and remove rotor.

(4) Remove axle shaft. Refer to Group 3 for procedure.

(5) Remove parking brakeshoes from splash shield.

(6) Remove nuts attaching splash shield and caliper bracket to axle tube flange.

(7) Remove splash shield and caliper bracket from axle studs and work lever out of rear cable eyelet.

(8) Mark position of splash shield and bracket for assembly reference. Use paint or scriber to mark parts.

(9) Drill out rivets that retain splash shield to caliper bracket (Fig. 52). If rivet heads did not come completely off after drilling, remove remaining pieces with small chisel. **Note that the rivets do not have to be replaced at installation. The rivets are only used during manufacture to keep the boot in place during handling.**

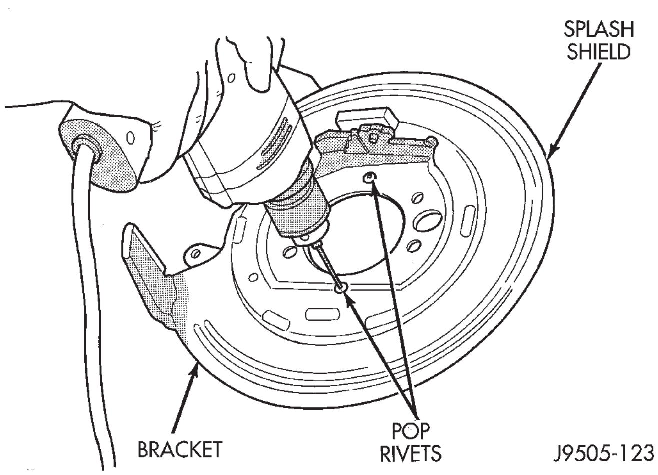


Fig. 52 Drilling Out Splash Shield Rivets

(10) Note position of cam and lever for installation reference. Then remove cam and lever from splash shield and bracket.

(11) Separate splash shield and caliper bracket. Then remove lever boot from bracket (Fig. 53).

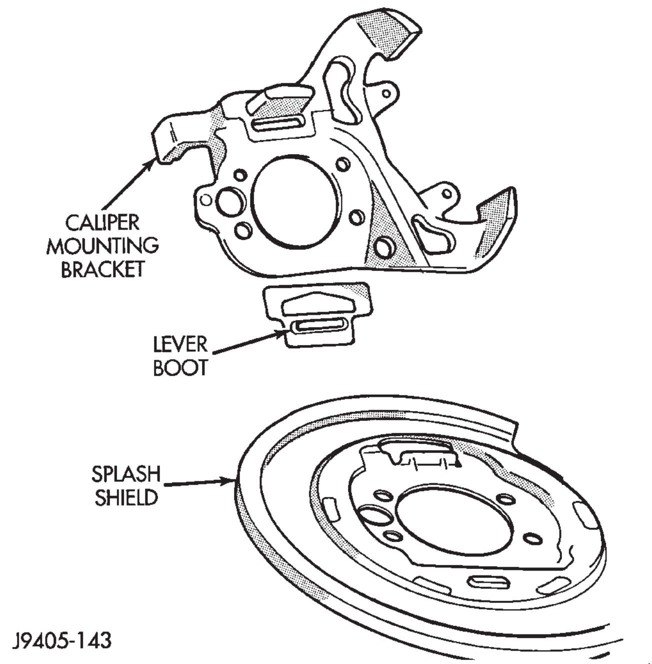


Fig. 53 Caliper Bracket, Splash Shield And Lever Boot

INSTALLATION

(1) If original bracket and shield will be reused, clean them with Mopar carb and brake cleaner. Also clean shoe contact pad surfaces of shield with 400 grit paper. Lubricate pad surfaces with light coat of Mopar multi-mileage grease.

(2) Apply thin coat of contact cement or silicone adhesive to new lever boot and to boot mounting area of caliper bracket (Fig. 54). Apply adhesive to areas where boot and bracket contact one another. Adhesive is needed to hold boot in position when splash shield is attached to bracket.

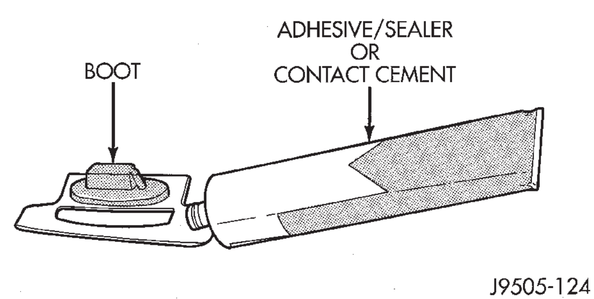


Fig. 54 Applying Adhesive To Parking Brake Lever Boot

(3) Install new boot on caliper bracket. Metal retainer part of boot fits over ledge on caliper as shown

REMOVAL AND INSTALLATION (Continued)

(Fig. 55). Rubber part of boot extends through rear opening in bracket. Allow adhesive on boot and bracket to set up for a minute or two before proceeding.

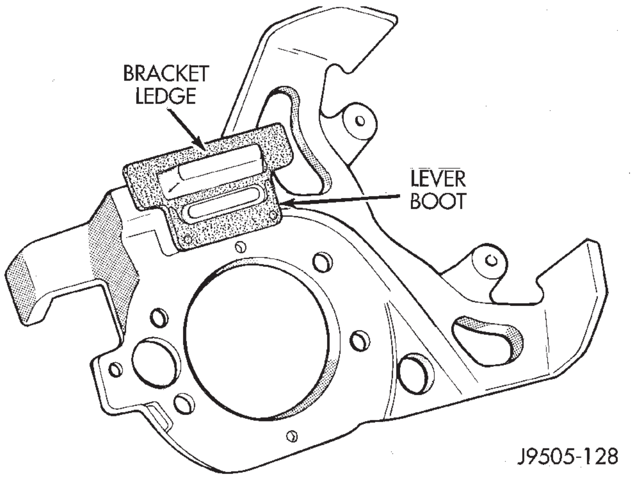


Fig. 55 Lever Boot Installation

(4) Position splash shield on caliper bracket. Then carefully install shield and bracket assembly on axle tube flange studs.

CAUTION: Be sure the parking brake lever boot is not displaced when the shield/assembly is installed. If the boot becomes mispositioned, it will prevent the shield from seating squarely on the bracket. This will cock the shield causing it to rub against the rotor after installation. Inspect the boot and reposition it if necessary.

(5) Apply Mopar Lock N' Seal (or Loctite 242), to axle tube stud nuts. Then install and tighten nuts to 43-61 N·m (32-45 ft. lbs.).

(6) Assemble and install cam and lever. Push lever through boot and seat cam between lip on shield and ledge on bracket (Fig. 56). Then engage lever in cable eyelet. Be sure cable notch in lever is facing rearward. Remove and reposition cam and lever if necessary.

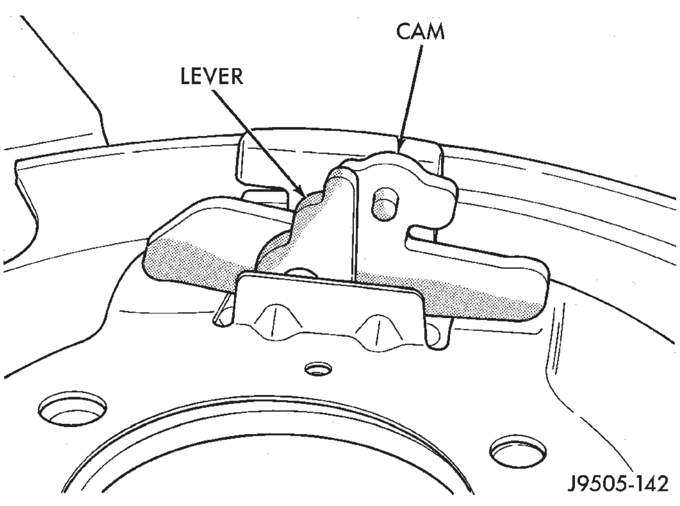


Fig. 56 Cam And Lever Installation

(7) Install parking brakeshoes on splash shield. Verify positioning of cam and lever, shoes, springs and holddown clips and pins (Fig. 57).

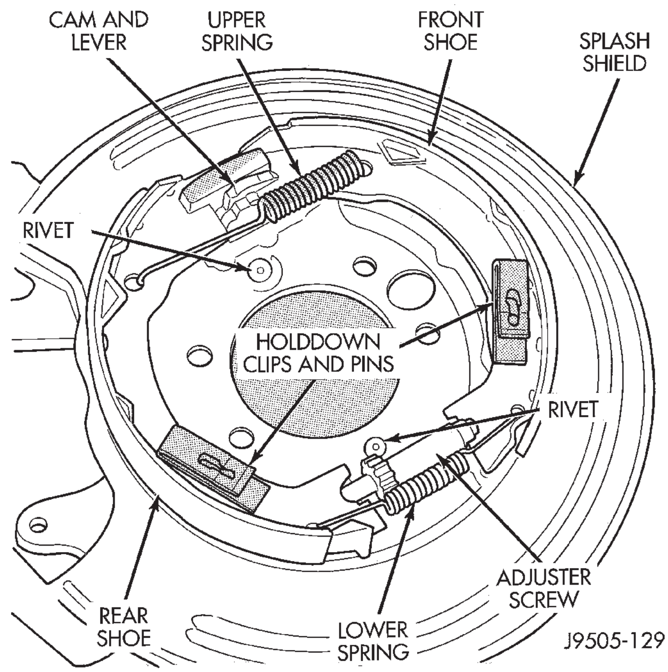


Fig. 57 Parking Brakeshoes Mounted On Shield

(8) Verify correct positioning of caliper bracket and shield (Fig. 58). Caliper opening and ledges should be to rear as shown.

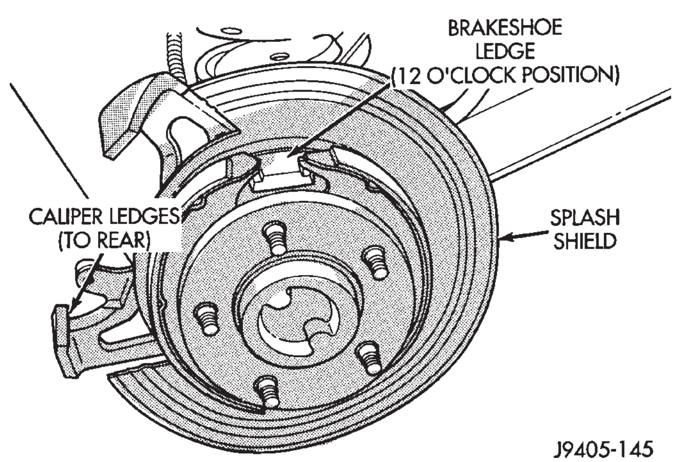


Fig. 58 Checking Caliper Bracket And Shield Position

(9) Install axle shaft, shaft retainer clips and housing cover. Check lube level and add lubricant if needed.

(10) Install rotor, caliper, and wheel and tire assembly. Then adjust parking brakeshoes.

(11) Lower vehicle and verify correct service and parking brake operation.

DISASSEMBLY AND ASSEMBLY

MASTER CYLINDER RESERVOIR

REMOVAL

(1) Remove reservoir cap and empty fluid into drain container.

(2) Remove pins that retain reservoir to master cylinder. Use hammer and pin punch to remove pins (Fig. 59).

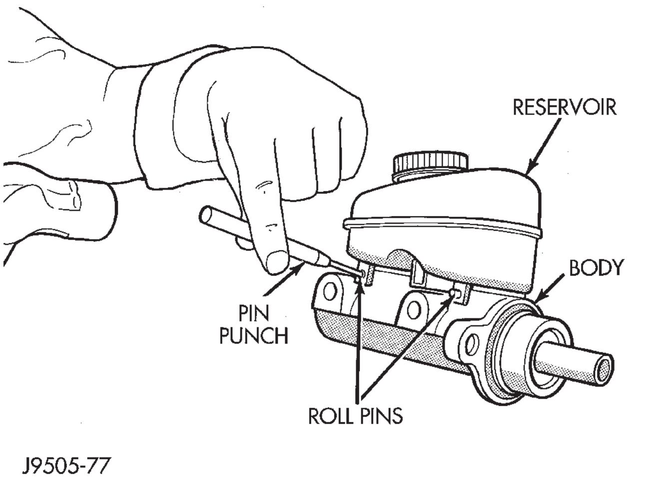


Fig. 59 Reservoir Retaining Pins

(3) Clamp cylinder body in vise with brass protective jaws.

(4) Loosen reservoir from grommets with pry tool (Fig. 60).

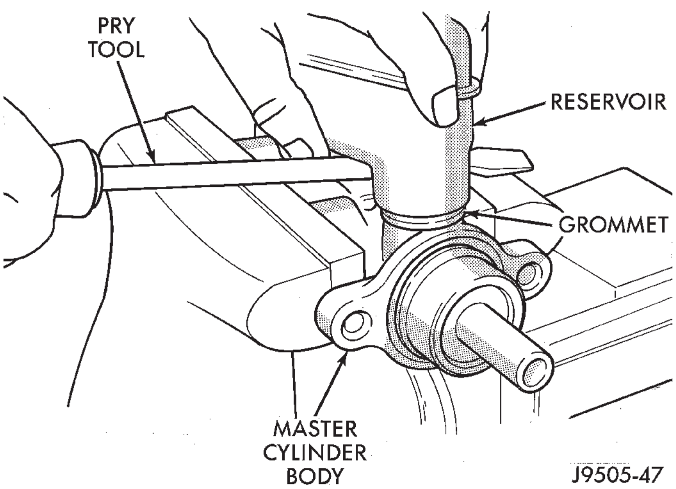


Fig. 60 Loosening Reservoir

(5) Remove reservoir by rocking it to one side and pulling free of grommets (Fig. 61).

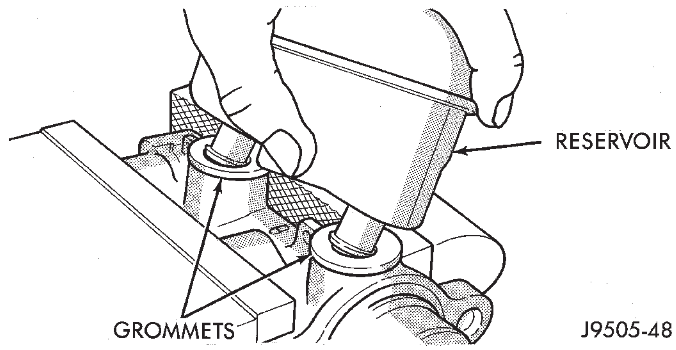


Fig. 61 Reservoir Removal

(6) Remove old grommets from cylinder body (Fig. 62).

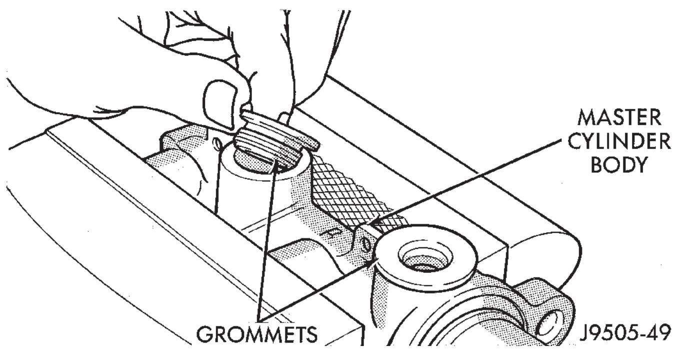


Fig. 62 Grommet Removal

INSTALLATION

CAUTION: Do not use any type of tool to install the grommets. Tools may cut, or tear the grommets creating a leak problem after installation. Install the grommets using finger pressure only.

(1) Lubricate new grommets with clean brake fluid and Install new grommets in cylinder body (Fig. 63). Use finger pressure to install and seat grommets.

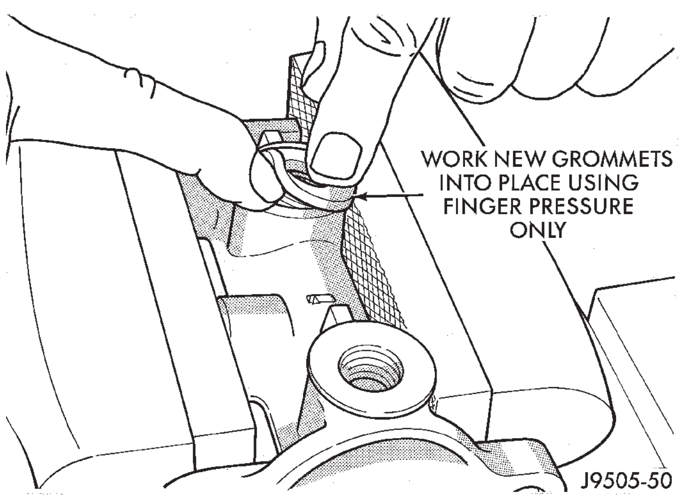


Fig. 63 Grommet Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(2) Start reservoir in grommets. Then rock reservoir back and forth while pressing downward to seat it in grommets.

(3) Install pins that retain reservoir to cylinder body.

(4) Fill and bleed master cylinder on bench before installation in vehicle.

DISC BRAKE CALIPER

DISASSEMBLY

(1) Remove brakeshoes from caliper.

(2) Drain brake fluid out of caliper.

(3) Pad interior of caliper with minimum, 2.54 cm (1 in.) thickness of shop towels or rags (Fig. 64). Towels are needed to protect caliper piston during removal.

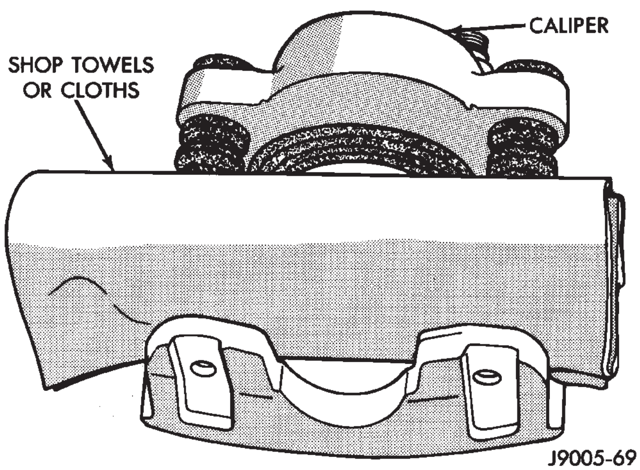


Fig. 64 Padding Caliper Interior

(4) Remove caliper piston with **short bursts** of low pressure compressed air. Direct air through fluid inlet port and ease piston out of bore (Fig. 65).

CAUTION: Do not blow the piston out of the bore with sustained air pressure. This could result in a cracked piston. Use only enough air pressure to ease the piston out. NEVER attempt to catch the piston as it leaves the bore. This will result in personal injury.

(5) Remove caliper piston dust boot with suitable tool (Fig. 66) and discard boot.

(6) Remove caliper piston seal with wood or plastic tool (Fig. 67) and discard seal. Do not use metal tools as they will scratch piston bore.

(7) Remove caliper mounting bolt bushings and boots (Fig. 68).

ASSEMBLY

(1) Coat caliper piston bore, new piston seal and piston with clean brake fluid.

(2) Lubricate caliper bushings and interior of bushing boots with Dielectric silicone grease.

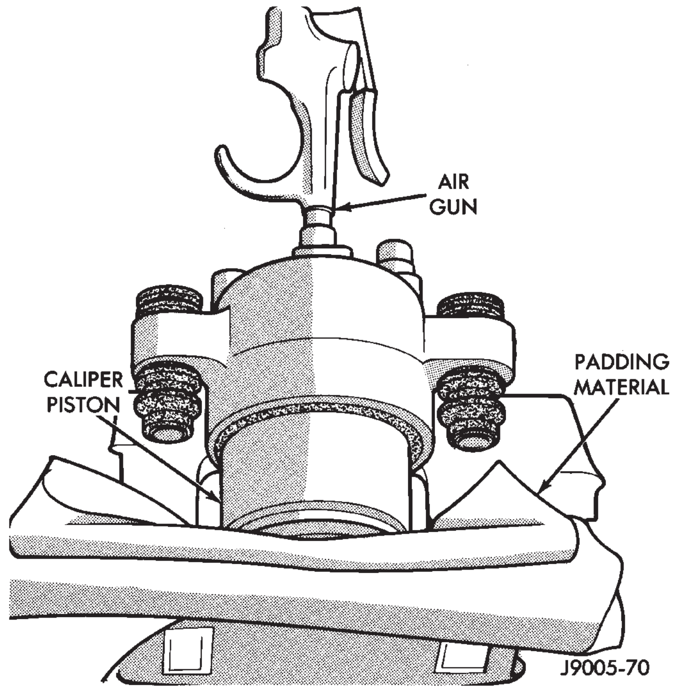


Fig. 65 Caliper Piston Removal

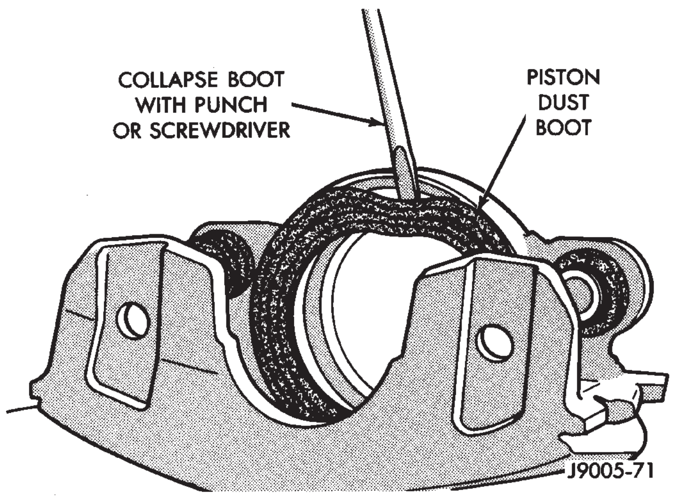


Fig. 66 Caliper Piston Dust Boot Removal

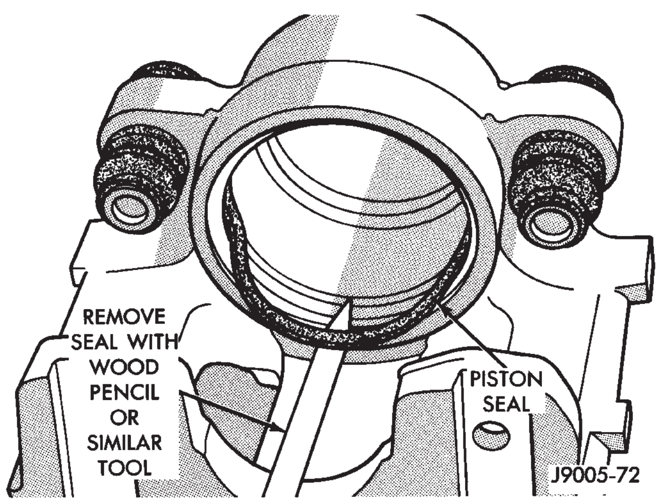


Fig. 67 Piston Seal Removal

DISASSEMBLY AND ASSEMBLY (Continued)

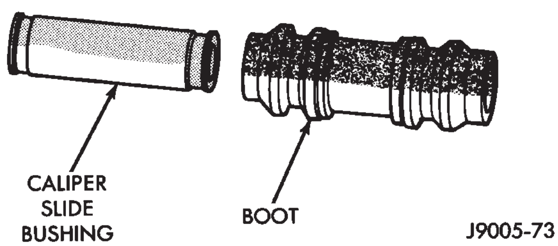


Fig. 68 Mounting Bolt Bushing And Boot

(3) Install bushing boots in caliper, then insert bushing into boot and push bushing into place (Fig. 69).

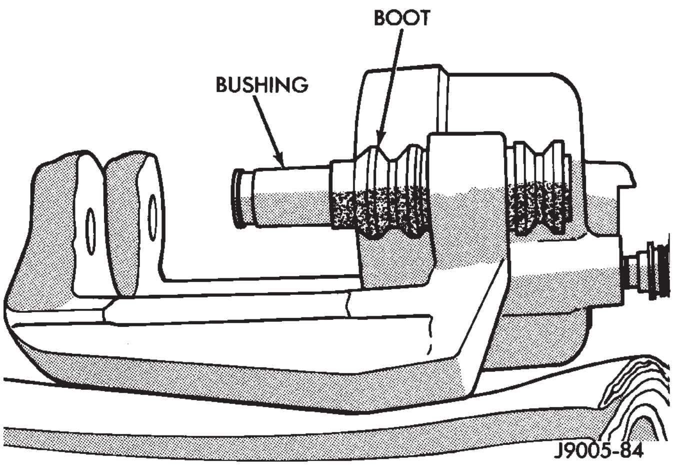


Fig. 69 Bushings And Boots Installation

(4) Install new piston seal into seal groove with finger (Fig. 70).

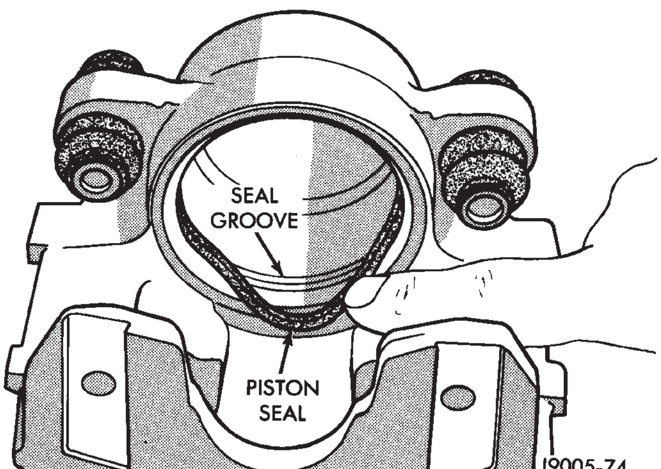


Fig. 70 Piston Seal Installation

(5) Install dust boot on caliper piston and seat boot in piston groove (Fig. 71).

(6) Press piston into caliper bore by hand, use a turn and push motion to work piston into seal (Fig. 72).

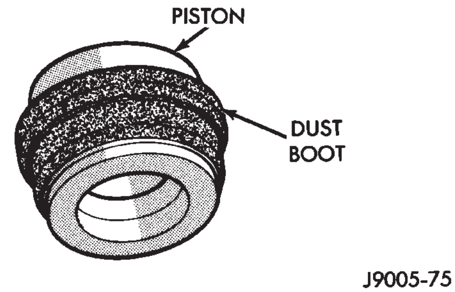


Fig. 71 Dust Boot On Piston

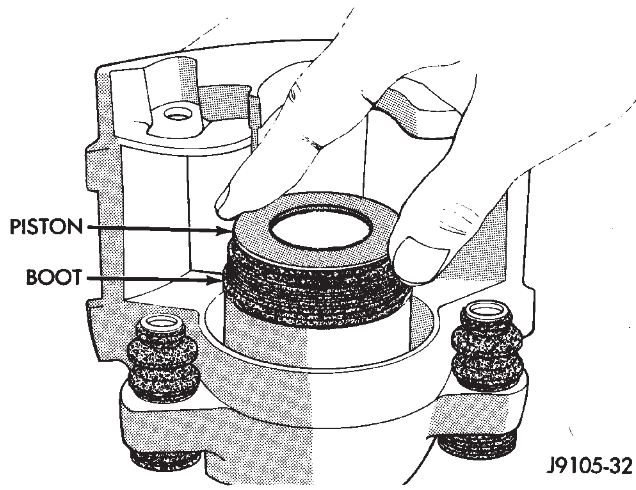


Fig. 72 Caliper Piston Installation

(7) Press caliper piston to bottom of bore.

(8) Seat dust boot in caliper with Installer Tool C-4842 and Tool Handle C-4171 (Fig. 73).

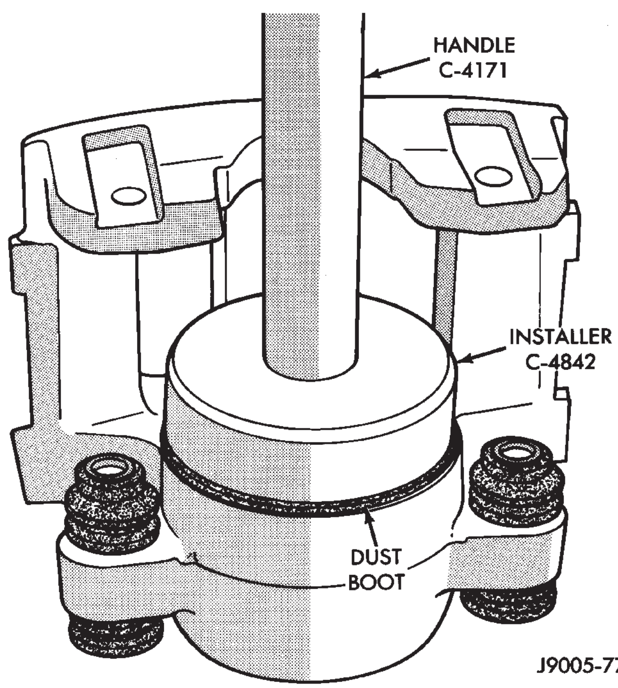


Fig. 73 Piston Dust Boot Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(9) Replace caliper bleed screw if removed.

REAR DISC BRAKE CALIPER

DISASSEMBLY

(1) Remove caliper and brakeshoes.

(2) Remove mounting bolt boots and bushings from caliper (Fig. 74).

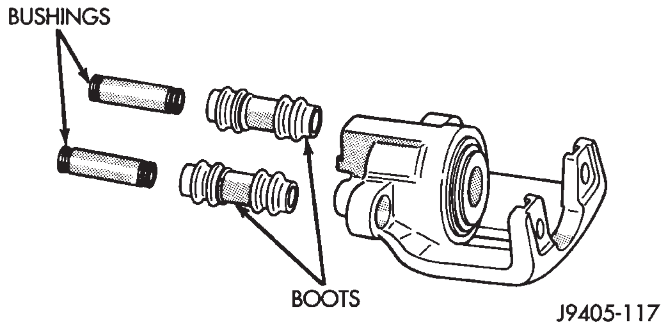


Fig. 74 Mounting Bolt Bushings And Boots

(3) Pad interior of caliper with minimum, one-inch thickness of shop towels or rags (Fig. 75). Towels are needed to protect caliper piston during removal.

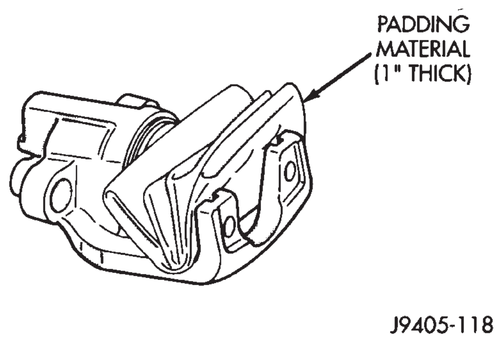


Fig. 75 Padding Caliper

(4) Remove caliper piston with **short bursts** of low pressure compressed air. Direct air through fluid inlet port and ease piston out of bore (Fig. 76).

CAUTION: Do not blow the piston out of the bore with sustained air pressure. This could result in a cracked piston. Use only enough air pressure to ease the piston out. In addition, NEVER attempt to catch the piston as it leaves the bore. This could result in personal injury.

(5) Remove caliper piston dust boot (Fig. 77).

(6) Remove and discard caliper piston seal with pencil, or plastic tool (Fig. 78). Do not use metal tools as they will scratch piston bore.

ASSEMBLY

(1) Lubricate caliper piston bore and new piston seal with clean brake fluid.

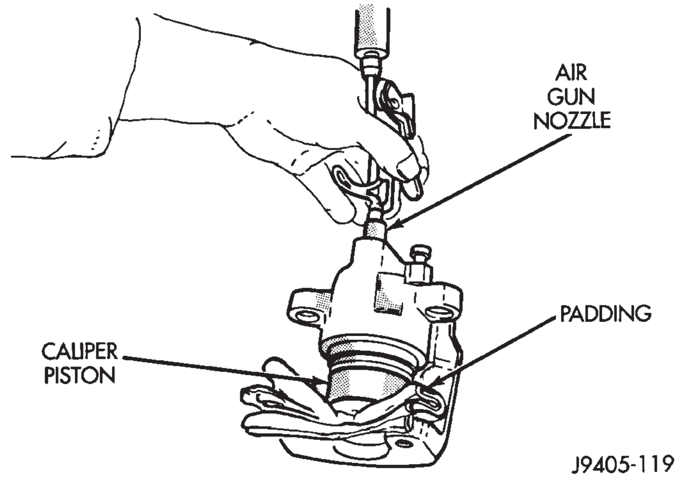


Fig. 76 Caliper Piston Removal

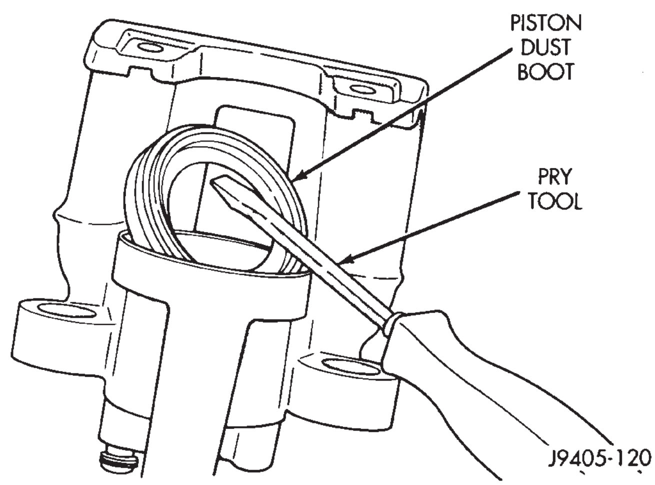


Fig. 77 Caliper Piston Dust Boot

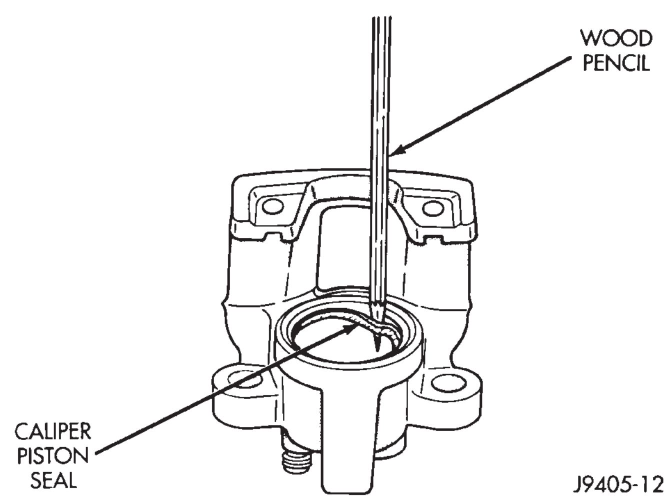


Fig. 78 Caliper Piston Seal

(2) Install new piston seal in groove machined in piston bore. Be sure seal is fully seated and is not twisted. Press seal into place with fingertips.

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Lubricate caliper piston with clean brake fluid and start piston into bore and seal by hand. Use a twisting, rocking motion to start piston into seal. **Keep piston level while starting it in seal otherwise seal can be folded over.**

(4) Once piston is firmly started in seal, press piston about 2/3 of way into bore with C-clamp or bench vise (Fig. 79).

CAUTION: Position a protective wood block between the piston and C-clamp or vise jaws. The wood block will avoid chipping or cracking the piston while pressing it into place.

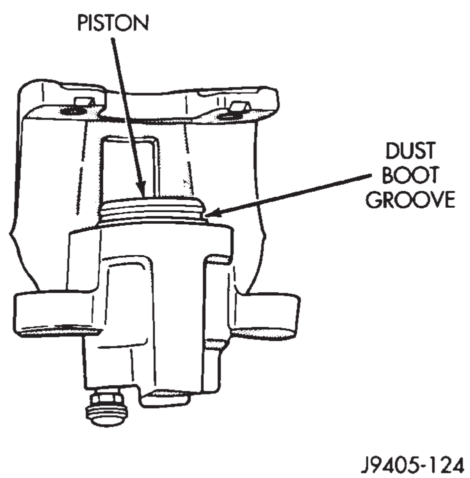


Fig. 79 Piston Installed In Caliper

(5) Install dust boot on piston. Be sure boot lip is fully seated in groove at top of caliper piston.

(6) Seat dust boot in caliper either by hand, or with a suitable size installer tool (Fig. 80).

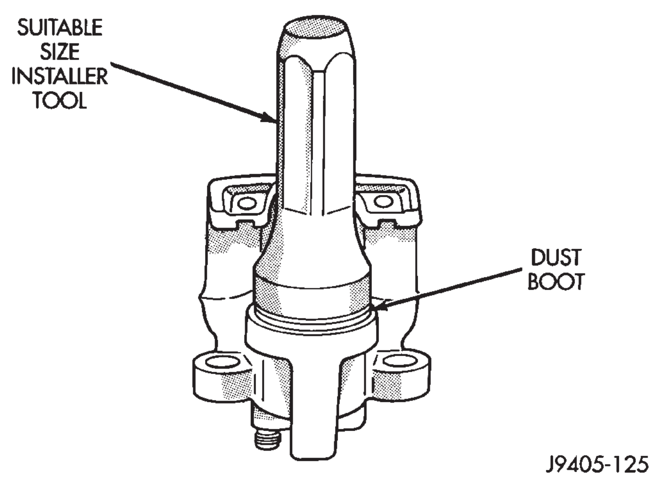


Fig. 80 Seating Caliper Piston Dust Boot

(7) Press caliper to bottom of bore after seating dust boot. Be sure to use wood block to protect piston and boot.

(8) Install caliper bleed screw, if removed.

(9) Install bushing and boot assemblies in caliper. Be sure boots are centered in caliper as shown.

(10) Apply GE or Dow silicone grease to interior of bushing boots. Then apply same lubricant to exterior and interior of bushings.

(11) Install mounting bolt bushings in boots (Fig. 81). Be sure boot lips are seated in grooves at ends of bushings.

(12) Center bushing boots in caliper.

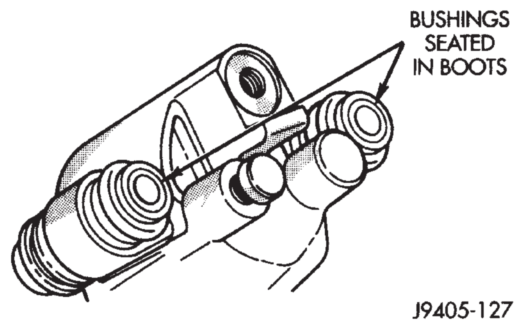


Fig. 81 Bushings Installed In Boots

(13) Install brakeshoes in caliper.

(14) Install caliper.

CLEANING AND INSPECTION

CALIPER

CLEANING

Clean the caliper components with clean brake fluid or Mopar brake cleaning solvent only. Do not use gasoline, kerosene, thinner, or similar solvents. These products may leave a residue that could damage the piston and seal.

Wipe the caliper and piston dry with lint free towels or use low pressure compressed air.

INSPECTION

The piston is made from a phenolic resin (plastic material) and should be smooth and clean.

Replace the piston if cracked or scored. Do not attempt to restore a scored piston surface by sanding or polishing. The piston must be replaced if damaged.

NOTE: If the caliper piston must be replaced, install the same type of piston in the caliper. Never interchange phenolic resin and steel caliper pistons. The pistons, seals, seal grooves, caliper bore and piston tolerances are different for resin and steel pistons. Do not intermix these components at any time.

The bore can be lightly polished with a brake hone to remove very minor surface imperfections (Fig. 82). The caliper should be replaced if the bore is severely

CLEANING AND INSPECTION (Continued)

corroded, rusted, scored, or if polishing would increase bore diameter more than 0.025 mm (0.001 inch).

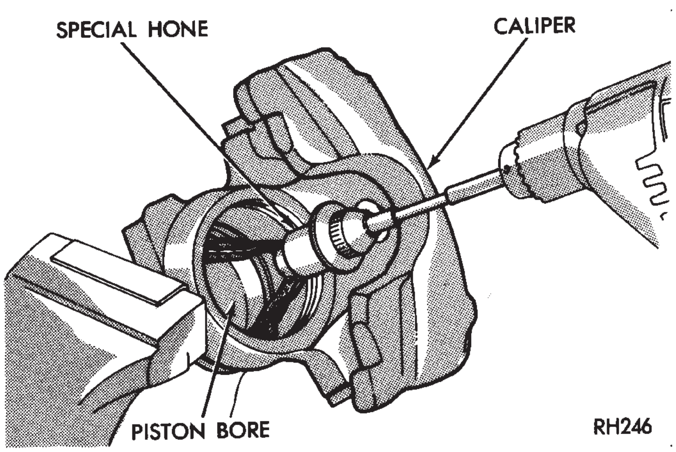


Fig. 82 Lightly Polishing Piston Bore With Tool

ADJUSTMENTS

STOP LAMP SWITCH

(1) Press and hold brake pedal in applied position.

(2) Pull switch plunger all the way out to fully extended position.

(3) Release brake pedal. Then pull pedal fully rearward. Pedal will set plunger to correct position as pedal pushes plunger into switch body. Switch will make racheting sound as it self adjusts.

PARKING BRAKE CABLE TENSIONER

NOTE: Parking brake adjustment is only necessary when the tensioner, or a cable has been replaced or disconnected for service. When adjustment is necessary, perform the following procedure for proper parking brake operation.

ADJUSTMENT

(1) Raise vehicle.

(2) Back off tensioner adjusting nut to create slack in cables.

(3) Remove rear wheel/tire assemblies and remove brake drums.

(4) Check rear brakeshoe adjustment with standard brake gauge. **Excessive shoe-to-drum clearance, or worn brake components will result in faulty parking brake adjustment and operation.**

(5) Verify that parking brake cables operate freely and are not binding, or seized. Replace faulty cables, before proceeding.

(6) Reinstall brake drums and wheel/tire assemblies after brakeshoe adjustment is complete.

(7) Lower vehicle enough for access to parking brake lever. Then **fully** apply parking brakes. Leave brakes applied until adjustment is complete.

(8) Raise vehicle and mark tensioner rod 6.5 mm (1/4 in.) from tensioner bracket (Fig. 83).

(9) Tighten adjusting nut at equalizer until mark on tensioner rod moves into alignment with tensioner bracket.

(10) Lower vehicle until rear wheels are 15-20 cm (6-8 in.) off shop floor.

(11) Release parking brake lever and verify that rear wheels rotate freely without drag.

(12) Lower vehicle.

NOTE: Do not loosen/tighten equalizer adjusting nut for any reason after completing adjustment.

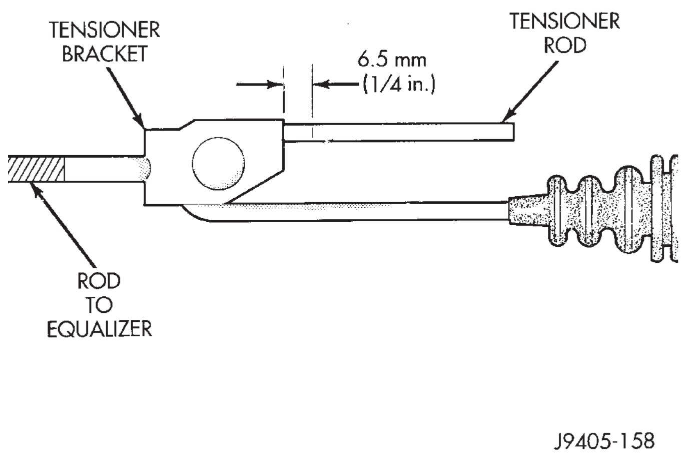


Fig. 83 Tensioner Rod Measurement

PARKING BRAKESHOE

(1) Remove wheel and tire assemblies.

(2) Secure rotor with two wheel nuts.

(3) Remove rubber access plug from back of splash shield.

(4) Insert brake tool through access hole in splash shield (Fig. 84). Position tool at bottom of star wheel.

(5) Rotate star wheel upward in counterclockwise direction to expand shoes (while facing front of vehicle).

(6) Expand shoes until light drag is experienced. Then back off adjuster screw only enough to eliminate drag.

(7) Install plug in splash shield access hole.

(8) Install wheel and tire assemblies.

SPECIFICATIONS

BRAKE FLUID

The brake fluid used in this vehicle must conform to DOT 3 specifications and SAE J1703 standards. No other type of brake fluid is recommended or

SPECIFICATIONS (Continued)

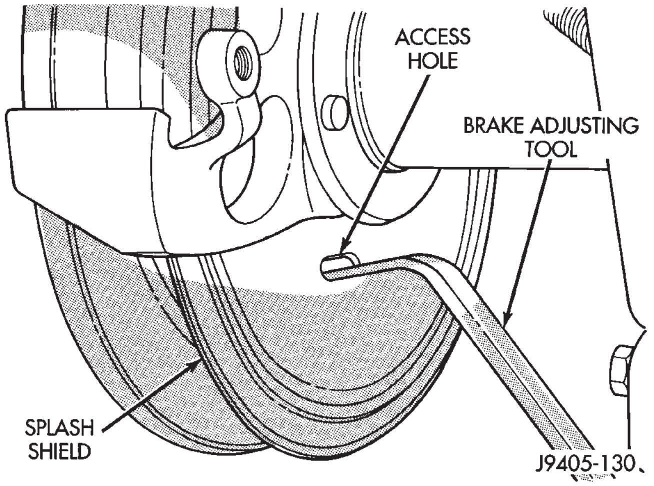


Fig. 84 Park Brakeshoe Adjustment

approved for usage in the vehicle brake system. Use only Mopar brake fluid or an equivalent from a tightly sealed container.

CAUTION: Never use reclaimed brake fluid or fluid from an container which has been left open. An open container will absorb moisture from the air and contaminate the fluid.

CAUTION: Never use any type of a petroleum-based fluid in the brake hydraulic system. Use of such type fluids will result in seal damage of the vehicle brake hydraulic system causing a failure of the vehicle brake system.

BRAKE COMPONENTS

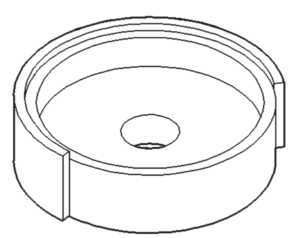
Front Disc Brake Caliper
  Type. . . . . .Floating
Front Disc Brake Rotor
  Type . . . . .Ventilated
  Max. Runout. . . . . .0.13 mm (0.005 in.)
  Max. Thickness Variation . . .0.013mm (0.0005 in.)
Rear Disc Brake Caliper
  Type. . . . . .Floating
Rear Disc Brake Rotor
  Type . . . . .Solid
  Max. Runout. . . . . .0.13 mm (0.005 in.)
  Max. Thickness Variation . . .0.0254 mm (0.001 in.)
Brake Booster
  Type . . . . .Dual Diaphragm

TORQUE CHART

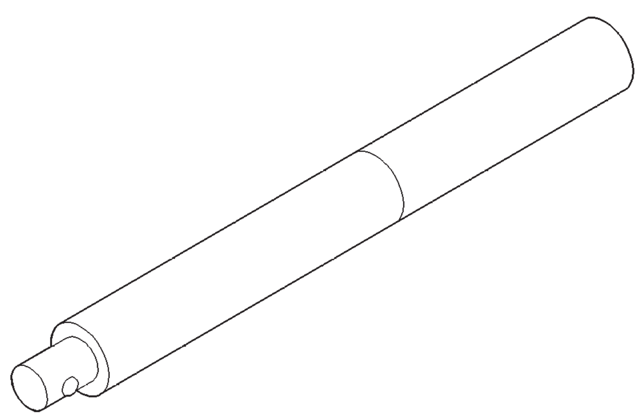
DESCRIPTION	TORQUE
Brake Pedal	
Support Bolt	23-34 N·m (17-25 ft. lbs.)
Pivot Bolt/Nut	27-35 N·m (20-26 ft. lbs.)
Brake Booster	
Mounting Nuts	41 N·m (30 ft. lbs.)
Master Cylinder	
Mounting Nuts	13-25 N·m (10-18 ft. lbs.)
Primary Brakeline	15-18 N·m (11-13 ft. lbs.)
Secondary Brakeline	15-18 N·m (11-13 ft. lbs.)
Combination Valve	
Mounting Nuts	25 N·m (18.5 ft. lbs.)
Brakeline to Master Cyl.	15-18 N·m (11-13 ft. lbs.)
Front Caliper	
Mounting Bolts	10-20 N·m (7-15 ft. lbs.)
Brake Hose Bolt	31 N·m (23 ft. lbs.)
Rear Caliper	
Mounting Bolts	10-20 N·m (7-15 ft. lbs.)
Brake Hose Bolt	31 N·m (23 ft. lbs.)
Parking Brake	
Lever Screws	10-14 N·m (7-10 ft. lbs.)
Lever Bracket Screws	10-14 N·m (7-10 ft. lbs.)
Cable Retainer Nut	1-2 N·m (12-16 in. lbs.)

SPECIAL TOOLS

BASE BRAKES



Installer Caliper Dust Boot C-4842



Handle C-4171

ANTILOCK BRAKES

INDEX

GENERAL INFORMATION

ABS

The antilock brake system (ABS) is an electronically operated, all wheel brake control system.

The system is designed to prevent wheel lockup and maintain steering control during periods of high wheel slip when braking. Preventing lockup is accomplished by modulating fluid pressure to the wheel brake units.

The hydraulic system is a three channel design. The front wheel brakes are controlled individually and the rear wheel brakes in tandem (Fig. 1). The ABS electrical system is separate from other electrical circuits in the vehicle. A specially programmed controller antilock brake unit (CAB) operates the system components.

ABS system major components include:

- Controller Antilock Brakes (CAB)
- Hydraulic Control Unit (HCU)
- Wheel Speed Sensors (WSS)
- Acceleration Switch
- Main Relay And Pump Motor Relay
- ABS Warning Light
- Pump Motor Sensor

DESCRIPTION AND OPERATION

ABS

Battery voltage is supplied to the CAB ignition terminal when the ignition switch is turned to Run position. The CAB performs a system initialization procedure at this point. Initialization consists of a static and dynamic self check of system electrical components.

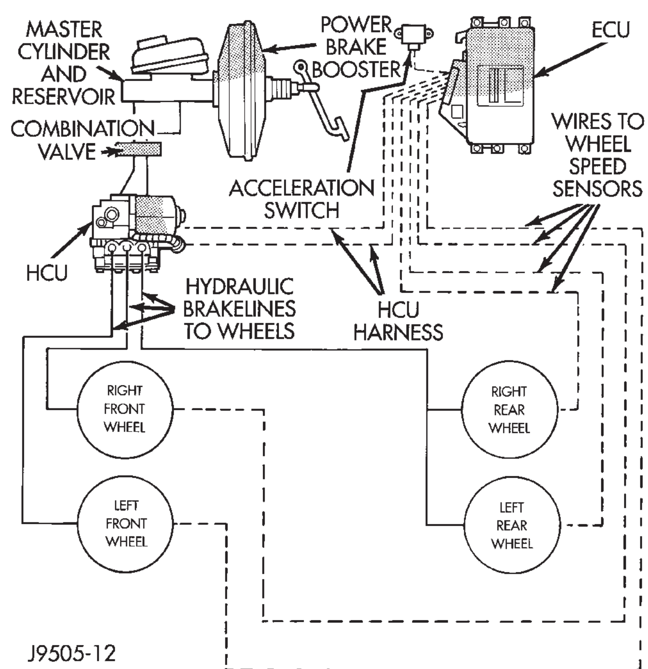


Fig. 1 Jeep ABS System

The static check occurs after the ignition switch is turned to Run position. The dynamic check occurs when vehicle road speed reaches approximately 10 kph (6 mph). During the dynamic check, the CAB briefly cycles the pump and solenoids to verify operation.

If an ABS component exhibits a fault during initialization, the CAB illuminates the amber warning

DESCRIPTION AND OPERATION (Continued)

light and registers a fault code in the microprocessor memory.

NORMAL BRAKING

The CAB monitors wheel speed sensor inputs continuously while the vehicle is in motion. However, the CAB will not activate any ABS components as long as sensor inputs and the acceleration switch indicate normal braking.

During normal braking, the master cylinder, power booster and wheel brake units all function as they would in a vehicle without ABS. The HCU components are not activated.

ANTILOCK BRAKING

The purpose of the antilock system is to prevent wheel lockup during periods of high wheel slip. Preventing lockup helps maintain vehicle braking action and steering control.

The antilock CAB activates the system whenever sensor signals indicate periods of high wheel slip. High wheel slip can be described as the point where wheel rotation begins approaching zero (or lockup) during braking. Periods of high wheel slip occur when brake stops involve high pedal pressure and rate of vehicle deceleration.

The antilock system prevents lockup during high slip conditions by modulating fluid apply pressure to the wheel brake units.

Brake fluid apply pressure is modulated according to wheel speed, degree of slip and rate of deceleration. A sensor at each wheel converts wheel speed into electrical signals. These signals are transmitted to the CAB for processing and determination of wheel slip and deceleration rate.

The ABS system has three fluid pressure control channels. The front brakes are controlled separately and the rear brakes in tandem. A speed sensor input signal indicating a high slip condition activates the CAB antilock program.

Two solenoid valves are used in each antilock control channel. The valves are all located within the HCU valve body and work in pairs to either increase, hold, or decrease apply pressure as needed in the individual control channels.

The solenoid valves are not static during antilock braking. They are cycled continuously to modulate pressure. Solenoid cycle time in antilock mode can be measured in milliseconds.

CONTROLLER ANTILOCK BRAKES (CAB)

A separate electronic control unit (CAB) operates the ABS system (Fig. 2). The CAB is separate from other vehicle electrical circuits. CAB voltage source is through the ignition switch in the RUN position.

The CAB is located under the instrument panel in the passenger compartment. In left hand drive models, it at the right side of the steering column. In right hand drive models, it is near the cowl panel

The CAB contains dual microprocessors. A logic block in each microprocessor receives identical sensor signals. These signals are processed and compared simultaneously.

The CAB contains a self check program that illuminates the ABS warning light when a system fault is detected. Faults are stored in a diagnostic program memory and are accessible with the DRB scan tool.

ABS faults remain in memory until cleared, or until after the vehicle is started approximately 50 times. Stored faults are **not** erased if the battery is disconnected.

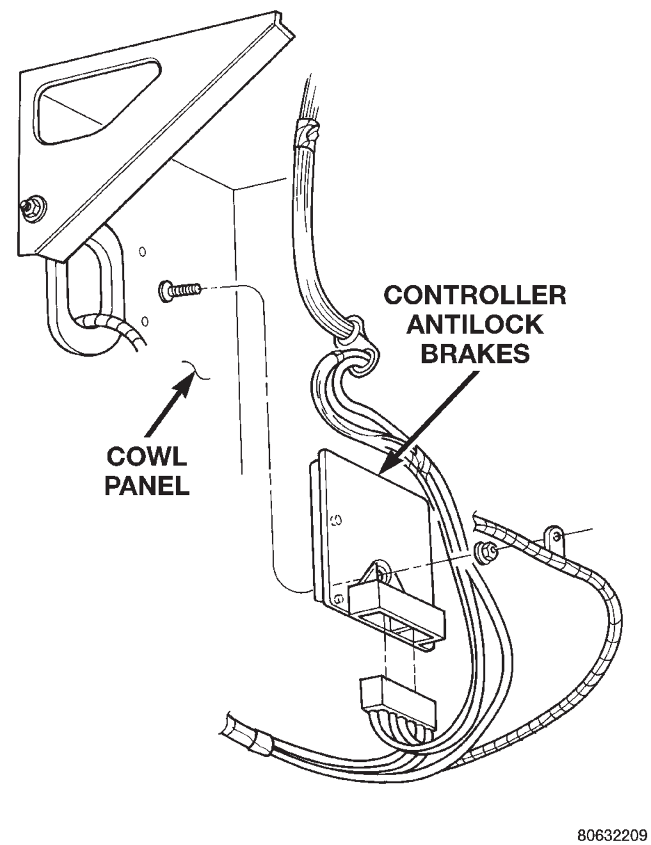


Fig. 2 Controller Antilock Brakes

HYDRAULIC CONTROL UNIT (HCU)

The hydraulic control unit (HCU) consists of a valve body, pump body, accumulators, pump motor, and wire harnesses (Fig. 3).

The pump, motor, and accumulators are combined into an assembly attached to the valve body. The accumulators store the extra fluid released to the system for ABS mode operation. The pump provides the fluid volume needed and is operated by a DC type motor. The motor is controlled by the CAB.

The valve body contains the solenoid valves. The valves modulate brake pressure during antilock braking and are controlled by the CAB.

DESCRIPTION AND OPERATION (Continued)

The HCU provides three channel pressure control to the front and rear brakes. One channel controls the rear wheel brakes in tandem. The two remaining channels control the front wheel brakes individually.

During antilock braking, the solenoid valves are opened and closed as needed. The valves are not static. They are cycled rapidly and continuously to modulate pressure and control wheel slip and deceleration.

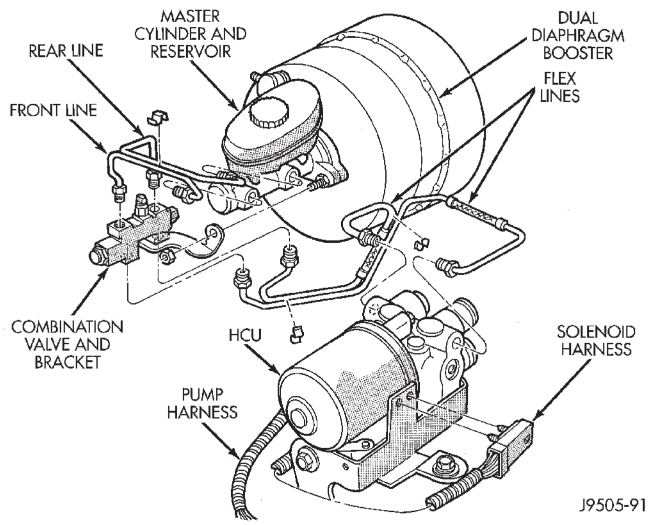


Fig. 3 ABS Master Cylinder-Booster-Combination Valve-HCU

During normal braking, the HCU solenoid valves and pump are not activated. The master cylinder and power booster operate the same as a vehicle without an ABS brake system.

During antilock braking, solenoid valve pressure modulation occurs in three stages, pressure increase, pressure hold, and pressure decrease. The valves are all contained in the valve body portion of the HCU.

Pressure Decrease

The outlet valve is opened and the inlet valve is closed during the pressure decrease cycle (Fig. 4).

A pressure decrease cycle is initiated when speed sensor signals indicate high wheel slip at one or more wheels. At this point, the CAB opens the outlet valve, which also opens the return circuit to the accumulators. Fluid pressure is allowed to bleed off (decrease) as needed to prevent wheel lock.

Once the period of high wheel slip has ended, the CAB closes the outlet valve and begins a pressure increase or hold cycle as needed.

Pressure Hold

Both solenoid valves are closed in the pressure hold cycle (Fig. 5). Fluid apply pressure in the control channel is maintained at a constant rate. The CAB maintains the hold cycle until sensor inputs indicate a pressure change is necessary.

Pressure Increase

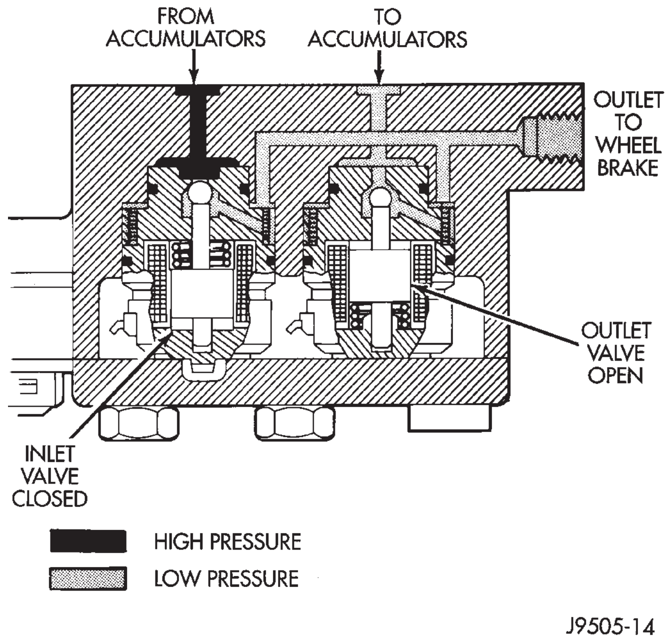


Fig. 4 Pressure Decrease Cycle

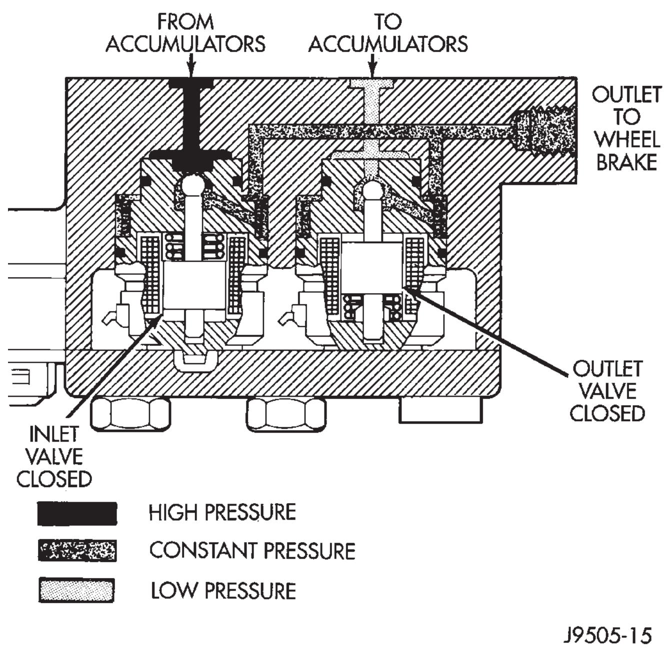


Fig. 5 Pressure Hold Cycle

The inlet valve is open and the outlet valve is closed during the pressure increase cycle (Fig. 6). The pressure increase cycle is used to counteract unequal wheel speeds. This cycle controls re-application of fluid apply pressure due to changing road surfaces or wheel speed.

DESCRIPTION AND OPERATION (Continued)

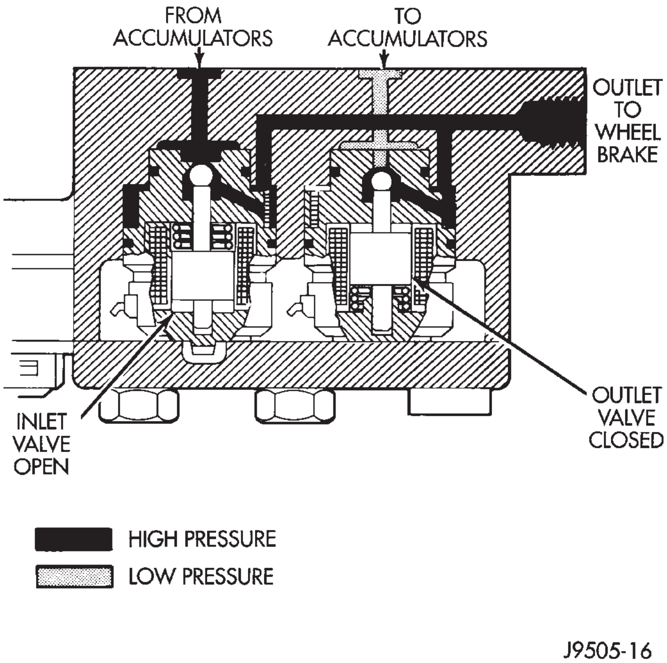


Fig. 6 Pressure Increase Cycle

WHEEL SPEED SENSORS AND TONE WHEEL

A speed sensor is used at each wheel. The front sensors are mounted to the steering knuckles. The rear sensors at the outboard end of the axle.

The sensors convert wheel speed into a small AC electrical signal. This signal is transmitted to the CAB. The CAB convert the AC signal into a digital signal for each wheel. This voltage is generated by magnetic induction when a tone wheel passes by the stationary magnetic of the wheel speed sensor.

A gear type tone ring serves as the trigger mechanism for each sensor. The tone rings are mounted at the outboard ends of the front and rear axle shafts.

Different sensors are used at the front and rear wheels (Fig. 7). The front/rear sensors have the same electrical values but are not interchangeable. The sensors have a resistance between 900 and 1300 ohms.

SPEED SENSOR AIR GAP

Front Sensor

Front sensor air gap is fixed and not adjustable. Only rear sensor air gap is adjustable.

Although front air gap is not adjustable, it can be checked if diagnosis indicates this is necessary. Front air gap should be 0.40 to 1.3 mm (0.0157 to 0.051 in.). If gap is incorrect, the sensor is either loose, or damaged.

Rear Sensor

A rear sensor air gap adjustment is only needed when reinstalling an original sensor. Replacement

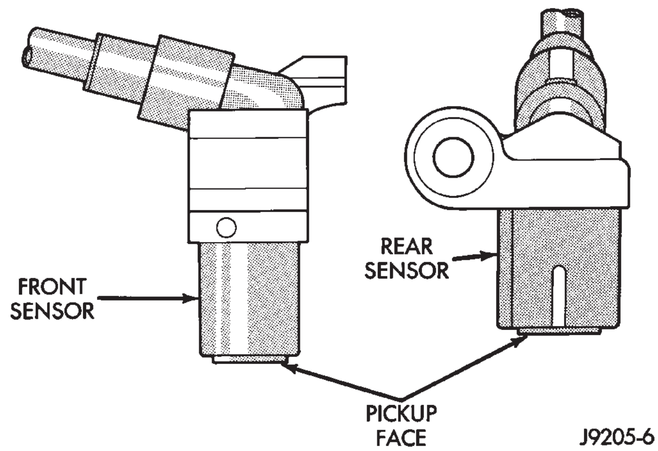


Fig. 7 Wheel Speed Sensors

sensors have an air gap spacer attached to the sensor pickup face. The spacer establishes correct air gap when pressed against the tone ring during installation. As the tone ring rotates, it peels the spacer off the sensor to create the required air gap. Rear sensor air gap is 0.92-1.45 mm (0.036-0.057 in.).

Sensor air gap measurement, or adjustment procedures are provided in this section. Refer to the front, or rear sensor removal and installation procedures as required.

COMBINATION VALVE

The combination valve contains a pressure differential valve and switch and a rear brake proportioning valve. The valve is not repairable. It must be replaced if diagnosis indicates this is necessary.

The pressure differential switch is connected to the brake warning light. The switch is actuated by movement of the switch valve. The switch monitors fluid pressure in the separate front/rear brake hydraulic circuits.

A decrease or loss of fluid pressure in either hydraulic circuit will cause the switch valve to shuttle to the low pressure side. Movement of the valve pushes the switch plunger upward. This action closes the switch internal contacts completing the electrical circuit to the red warning light. The switch valve will remain in an actuated position until repairs are made.

The rear proportioning valve is used to balance front-rear brake action. The valve allows normal fluid flow during moderate effort brake stops. The valve only controls (meters) fluid flow during high effort brake stops.

ACCELERATION SWITCH

The acceleration switch is located under the rear seat.

DESCRIPTION AND OPERATION (Continued)

The switch (Fig. 8), provides an additional vehicle deceleration reference during 4-wheel drive operation. The switch is monitored by the CAB at all times. The switch reference signal is utilized by the CAB when all wheels are decelerating at the same speed.

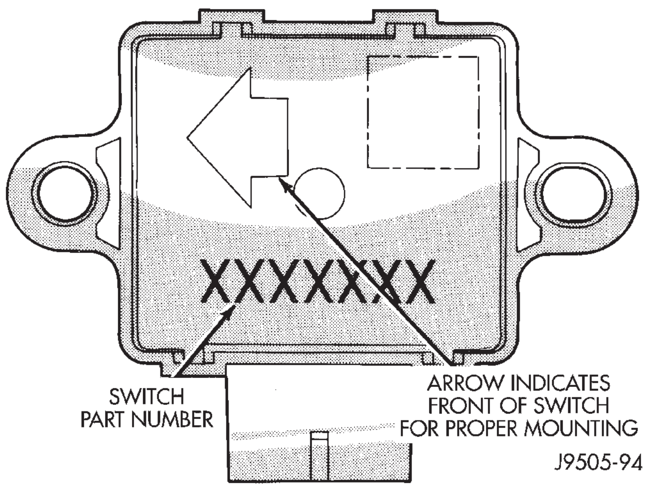


Fig. 8 Acceleration Switch

ABS SYSTEM RELAYS

The ABS system has two relays, which are the main and motor pump relays. The main relay is used for the solenoid valves and CAB. The main relay is connected to the CAB at the power control relay terminal. The motor pump relay is used for the motor pump only. The pump motor relay starts/stops the pump motor when signaled by the CAB.

ABS WARNING LAMP

The amber ABS warning lamp is located in the instrument cluster. The lamp illuminates at start-up to perform a self check. The lamp goes out when the self check program determines the system is operating normal. If an ABS component exhibits a fault the CAB will illuminate the lamp and register a trouble code in the microprocessor. The lamp is controlled by the CAB and or the main relay through an in-harness diode. The CAB controls the lamp by directly grounding the circuit. The main relay grounds the lamp circuit when it is de-energized.

DIAGNOSIS AND TESTING

ABS BRAKE SYSTEM

ABS WARNING LAMP DISPLAY

The amber antilock lamp illuminates at startup as part of the system self check feature. The lamp illuminates for 1-3 seconds then goes off as part of the normal bulb check routine.

An ABS circuit fault is indicated when the amber lamp remains on after startup, or illuminates at any time during vehicle operation.

Verify that a fault is actually related to the ABS system before making repairs. For example, if the red lamp illuminates but the amber ABS lamp does not, the problem is related to a service brake component and not the ABS system. Or, if neither lamp illuminates but a brake problem is noted, again, the problem is with a service brake component and not with the ABS system.

DRB SCAN TOOL

ABS diagnosis is performed with the DRB scan tool. Diagnosis information is provided in the Chassis Diagnostic Manual.

ABS DIAGNOSTIC CONNECTOR

The ABS diagnostic connector is located inside the vehicle. The connector is the access point for the DRB scan tool.

The connector is blue or black in color and is a 6-way type. The connector is under the carpet at the forward end of the console just under the IP center.

SERVICE PROCEDURES

BLEEDING ABS BRAKE SYSTEM

ABS system bleeding requires conventional bleeding methods plus use of the DRB scan tool. The procedure involves performing a base brake bleeding, followed by use of the scan tool to cycle and bleed the HCU pump and solenoids. A second base brake bleeding procedure is then required to remove any air remaining in the system.

(1) Perform base brake bleeding. Refer to base brake section for procedure.

(2) Connect scan tool to ABS diagnostic connector under carpet at front of console, just under instrument panel center bezel.

(3) Select CHASSIS SYSTEM, followed by TEVES ABS BRAKES, then BLEED BRAKES. When scan tool displays TEST COMPLETE, disconnect scan tool and proceed.

(4) Perform base brake bleeding a second time. Refer to base brake section for procedure.

(5) Top off master cylinder fluid level and verify proper brake operation before moving vehicle.

REMOVAL AND INSTALLATION

CONTROLLER ANTILOCK BRAKES

REMOVAL

(1) Remove harness connectors from controller.

REMOVAL AND INSTALLATION (Continued)

(2) Remove mounting nut and remove controller (Fig. 9).

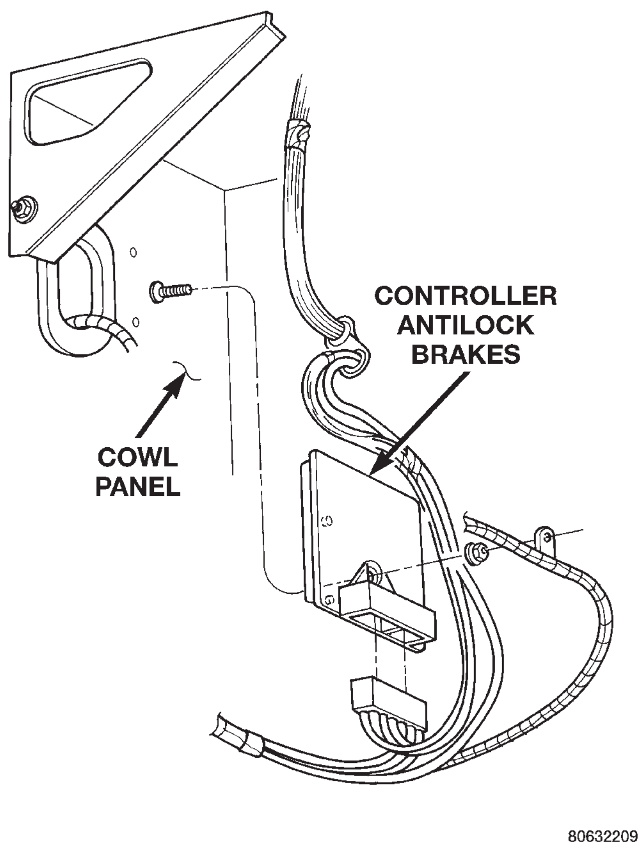


Fig. 9 Controller Antilock Brakes

INSTALLATION

(1) Install controller on mounting stud.

(2) Install mounting nut and tighten to 6 N·m (55 in. lbs.).

(3) Connect harness connectors to controller.

HYDRAULIC CONTROLLER UNIT

REMOVAL

(1) Remove air filter housing.

(2) Slide HCU solenoid harness connector off retaining tab on combination valve. Then unplug connector from engine compartment harness and move it aside (Fig. 10).

(3) Remove combination valve.

(4) Remove master cylinder.

(5) Remove mounting nuts from HCU bracket to suspension support panel (Fig. 11). Retain bracket nuts.

(6) Disconnect HCU pump motor harness (Fig. 12).

(7) Disconnect three brakelines at rear of HCU (Fig. 13).

(8) If HCU is to be replaced, remove flex lines from HCU.

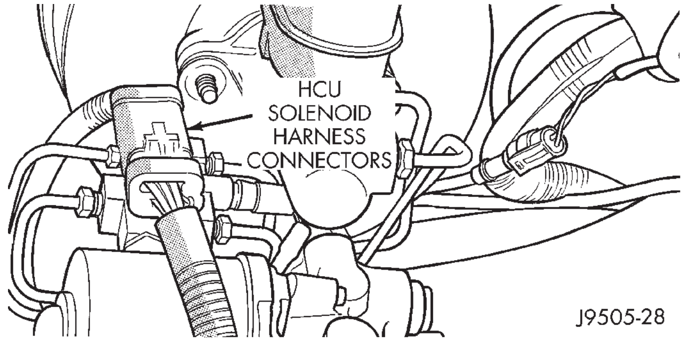


Fig. 10 HCU Solenoid Harness Connector

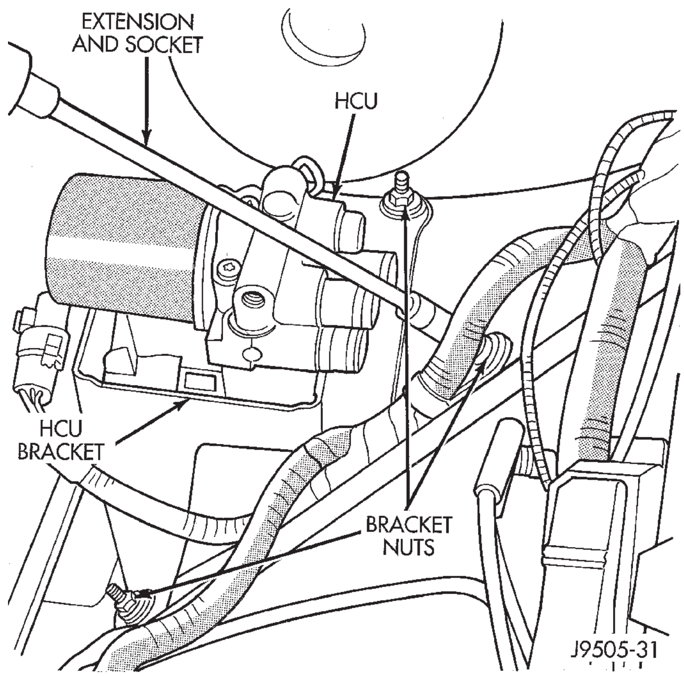


Fig. 11 HCU Bracket Mounting Nuts

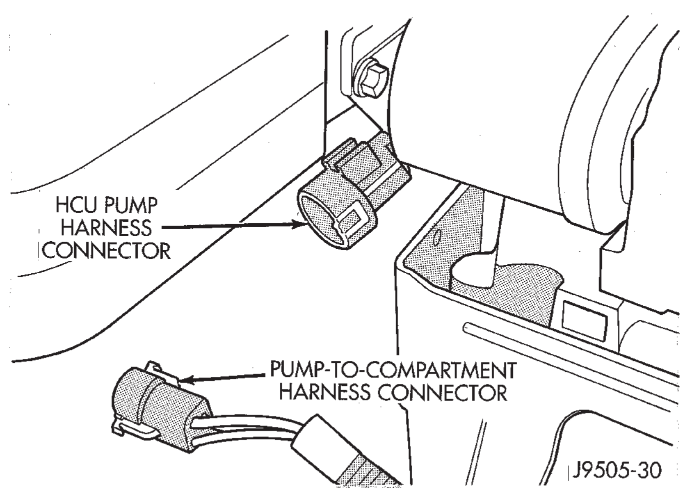


Fig. 12 HCU Pump Motor Harness Connector

(9) Lift HCU and bracket off mounting studs and remove assembly from engine compartment (Fig. 14).

REMOVAL AND INSTALLATION (Continued)

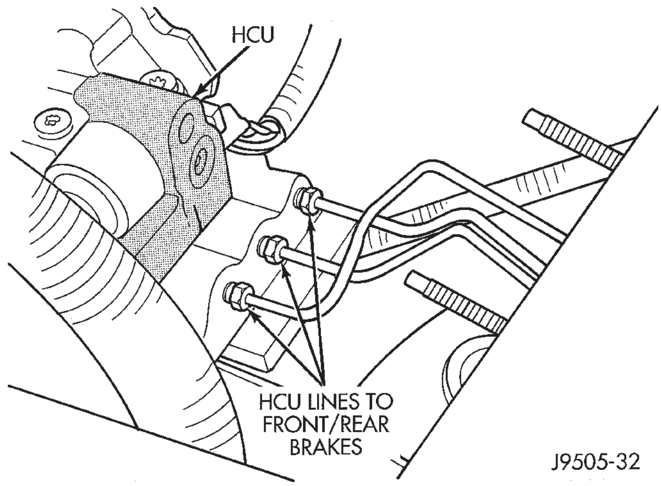


Fig. 13 HCU Brakeline Connections

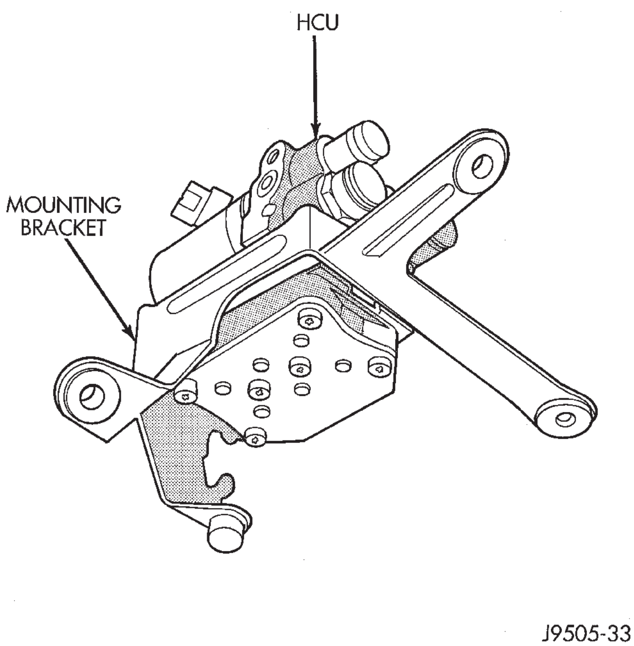


Fig. 14 HCU And Bracket

(10) Remove mounting bolts attaching mounting bracket to HCU (Fig. 15).

(11) Separate bracket from HCU (Fig. 16). **Note that special shoulder bolts are used to attach bracket to HCU. If bolts are damaged, do not use substitute bolts. Use factory replacement bolts only.**

(12) Inspect rubber isolators and sleeves in HCU bracket. Replace any washers or isolators if missing, or damaged with factory replacement parts only. Do not use substitute fasteners.

INSTALLATION

(1) Transfer mounting bracket to new HCU. Use original shoulder style bolts to attach bracket to HCU; do not use substitute fasteners.

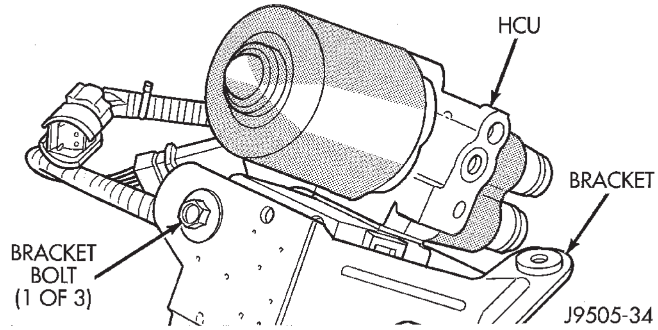


Fig. 15 HCU Bracket Bolts

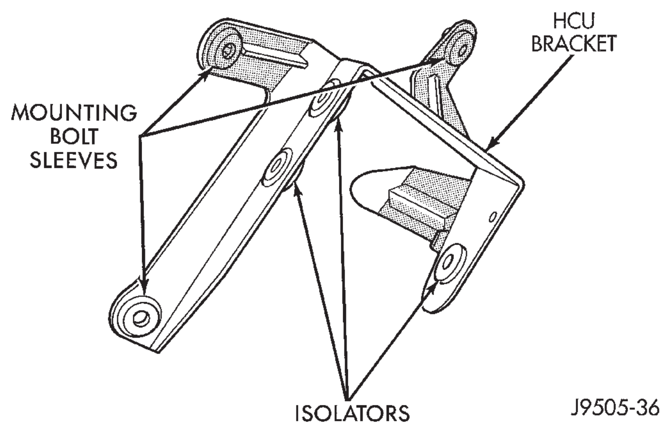


Fig. 16 HCU Bracket Isolators And Sleeves

(2) Position stud plate on underside of panel and secure it with new retaining nuts (Fig. 17).

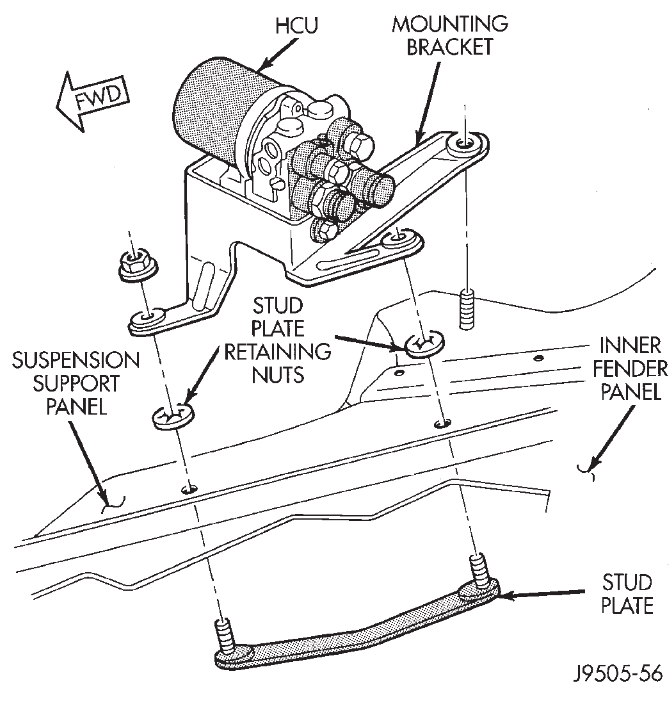


Fig. 17 Stud Plate And HCU Bracket

REMOVAL AND INSTALLATION (Continued)

(3) Install HCU bracket on mounting studs and tighten bracket mounting nuts to 10-13 N·m (92-112 in. lbs.).

(4) Start brakeline fittings into ports at rear of HCU. **Start fittings by hand to avoid cross threading.** Then tighten fittings to 14-16 N·m (125-140 in. lbs.).

(5) Install the master cylinder on booster and tighten mounting nuts to 25 N·m (220 in. lbs.). **Cylinder attaching nuts are special and have an interference fit thread. Do not use substitute fasteners at any time.**

(6) Install combination valve and tighten nuts to 25 N·m (220 in. lbs.).

(7) Install brakelines from HCU to combination valve and tighten to 16 N·m (145 in. lbs.).

(8) Install master cylinder-to-combination valve brakelines and tighten to 16 N·m (145 in. lbs.).

(9) Connect HCU solenoid and pump motor wire harnesses.

(10) Connect wire to combination valve switch.

(11) Fill and bleed brake system.

(12) Install air filter housing.

FRONT WHEEL SPEED SENSOR

REMOVAL

(1) Turn ignition switch to OFF position.

(2) Raise vehicle.

(3) Remove wheel and tire assembly.

(4) Remove bolt attaching front sensor to steering knuckle (Fig. 18).

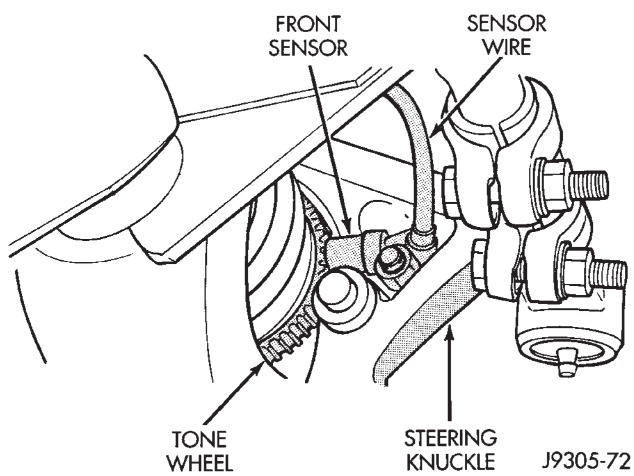


Fig. 18 Sensor Location

(5) Disengage sensor wire from brackets on steering knuckle and frame member (Fig. 19) and (Fig. 20).

(6) Unseat grommet that secures sensor wire in fender panel.

(7) In engine compartment, disconnect sensor wire connector at harness plug.

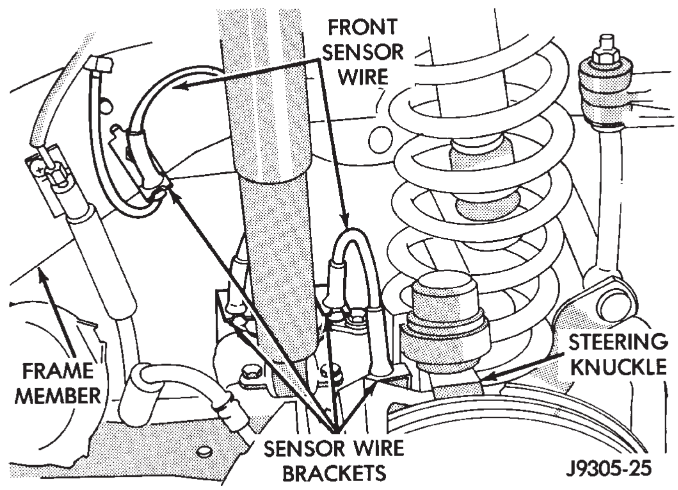


Fig. 19 Sensor Wire Routing

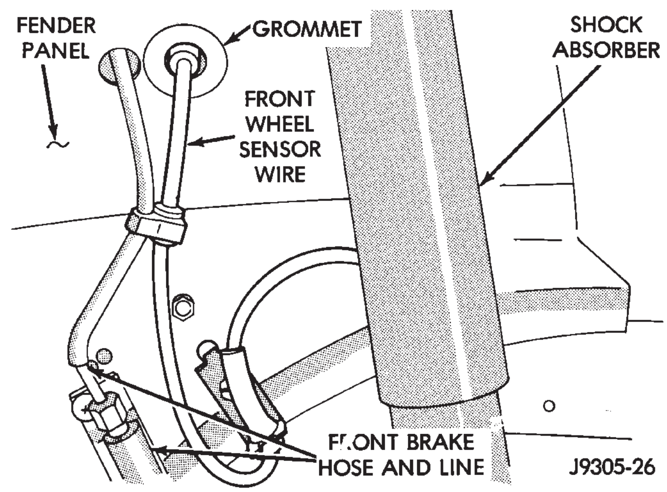


Fig. 20 Sensor Wire Grommet

(8) Remove sensor and wire assembly.

INSTALLATION

(1) Apply Mopar Lock N' Seal or Loctite 242 to sensor attaching bolt. Use new sensor bolt if original bolt is worn or damaged.

(2) Position sensor on steering knuckle. Seat sensor locating tab in hole in knuckle and install sensor attaching bolt finger tight.

(3) Tighten sensor bolt to 14 N·m (11 ft. lbs.).

(4) Route sensor wire from steering knuckle to fender panel.

(5) Engage grommets on sensor wire in brackets on body, chassis, frame, and steering knuckle.

(6) Check sensor wire routing. Be sure wire is clear of all chassis components and is not twisted or kinked at any spot.

(7) Seat sensor wire in body grommet and seat grommet in fender panel.

(8) Connect sensor wire to harness in engine compartment.

REMOVAL AND INSTALLATION (Continued)

REAR WHEEL SPEED SENSOR

REMOVAL

(1) Raise and fold rear seat forward. Then move carpeting aside for access to rear sensor connectors.

(2) Disconnect rear sensor wires at harness connectors.

(3) Push sensor wires and grommets through floorpan holes.

(4) Raise vehicle.

(5) Remove wheel and brake drum.

(6) Disengage sensor wire from axle and chassis brackets and from brakeline retainers (Fig. 21).

(7) Unseat sensor grommet from brake support plate.

(8) Remove bolt attaching sensor to support plate bracket (Fig. 22).

(9) Remove sensor and wire through opening in support plate.

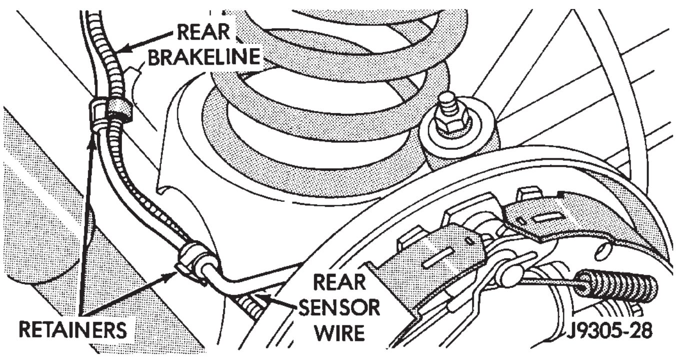


Fig. 21 Sensor Wire Attachment

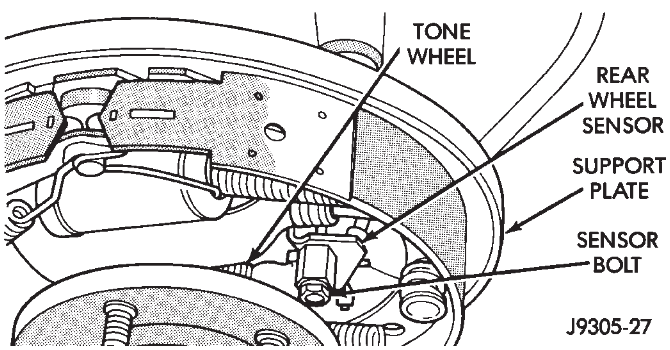


Fig. 22 Sensor Mounting

INSTALLATION

(1) Insert sensor wire through support plate hole. Then seat sensor wire grommet in hole to secure wire.

(2) Apply Mopar Lock N' Seal or Loctite 242 to original sensor bolt. Use new bolt if original is worn or damaged.

(3) Install sensor bolt finger tight only at this time.

(4) If **original sensor** is being installed or adjusted, remove any remaining pieces of cardboard spacer from sensor pickup face. Set air gap to 0.92-1.45 mm (0.036-0.057 in.) with feeler gauge (Fig. 23). Tighten sensor bolt to 14 N·m (11 ft. lbs.).

(5) If **new sensor** is being installed, push cardboard spacer on sensor face (Fig. 24) against tone ring. Then tighten sensor bolt to 14 N·m (11 ft. lbs.). Correct air gap will be established as tone ring rotates and peels spacer off sensor face.

(6) Route sensor wires to rear seat area.

(7) Feed sensor wires through floorpan access hole and seat sensor grommets in floorpan.

(8) Secure sensor wire in brackets and in retainers on rear brakelines. Verify that sensor wire is secure and clear of rotating components.

(9) Install brake drum and wheel and lower vehicle.

(10) Fold rear seat and carpet forward for access to sensor wires and connectors.

(11) Connect sensor wires to harness connectors.

(12) Reposition carpet and fold rear seat down.

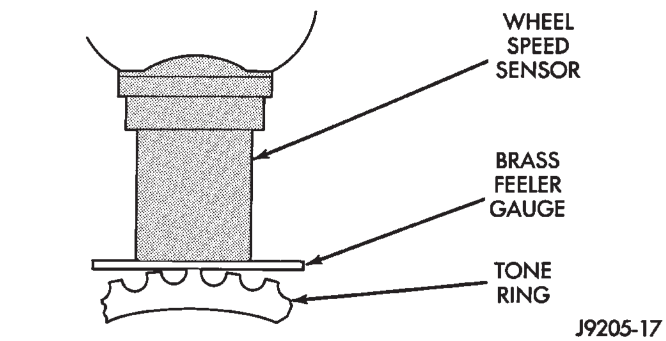


Fig. 23 Setting Air Gap On Original Rear Sensor

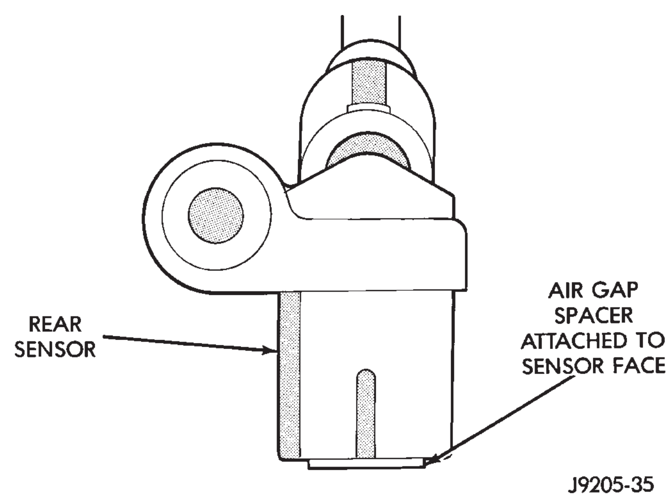


Fig. 24 New Rear Sensor With Air Gap Spacer

ACCELERATION SWITCH

REMOVAL

(1) Turn ignition switch to OFF position.

(2) Disconnect battery negative cable.

REMOVAL AND INSTALLATION (Continued)

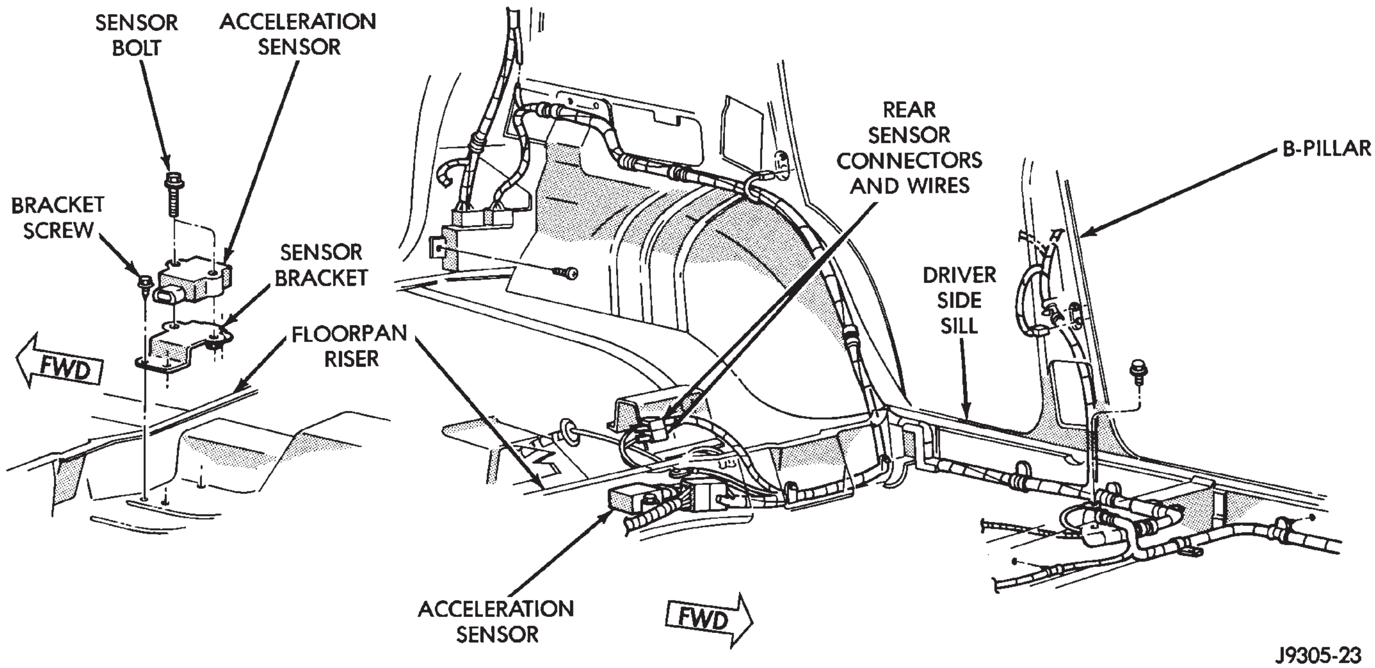


Fig. 25 Acceleration Sensor Mounting

(3) Tilt rear seat assembly forward for access to sensor.

(4) Disconnect sensor harness (Fig. 25).

(5) Remove screws attaching sensor to bracket.

(6) Remove sensor.

INSTALLATION

CAUTION: The mercury switch (inside the acceleration switch), will not function properly if the switch is mispositioned. Verify that the locating arrow is pointing to the front of the vehicle.

(1) Note position of locating arrow on switch. Position switch so arrow faces forward.

(2) Position switch in mounting bracket.

(3) Install and tighten switch attaching screws to 2-4 N·m (17-32 in. lbs.).

(4) Connect harness to switch. Be sure harness connector is firmly seated.

(5) Move rear seat back to normal position.

(6) Connect battery negative cable.

SPECIFICATIONS

TORQUE CHART

DESCRIPTION	TORQUE
Acceleration Sensor	
Sensor Bolt	8-9 N·m (71-83 in. lbs.)
Bracket Bolt	1-2 N·m (13-18 in. lbs.)
Hydraulic Control Unit	
Mounting Nuts	10-13 N·m (92-112 in. lbs.)
Brakelines	14-16 N·m (125-140 in. lbs.)
Controller Anitlock Brakes	
Mounting Bolts	8-13 N·m (75-115 in. lbs.)
Wheel Speed Sensors	
Front Mounting Bolt	4-6 (34-50 in. lbs.)
Rear Mounting Bolt	12-14 N·m (106-124 in. lbs.)

COOLING SYSTEM

CONTENTS

GENERAL INFORMATION

ENGINE ACCESSORY DRIVE BELTS

CAUTION: When installing a serpentine accessory drive belt, the belt MUST be routed correctly. If not, the engine may overheat due to water pump rotating in wrong direction. Refer to the appropriate engine Belt Schematic in this Group for the correct belt routing. Or, refer to the Belt Routing Label located in the engine compartment.

GENERAL INFORMATION (Continued)

COOLING SYSTEM

The cooling system regulates engine operating temperature. It allows the engine to reach normal operating temperature as quickly as possible. It also maintains normal operating temperature and prevents overheating.

The cooling system also provides a means of heating the passenger compartment and cooling the automatic transmission fluid (if equipped). The cooling system is pressurized and uses a centrifugal water pump to circulate coolant throughout the system.

An optional factory installed maximum duty cooling package is available on most models. This package will provide additional cooling capacity for vehicles used under extreme conditions such as trailer towing in high ambient temperatures.

COOLING SYSTEM COMPONENTS

The cooling system consists of:

- A radiator
- Cooling fan
- Thermal viscous fan drive
- Fan shroud
- Radiator pressure cap
- Thermostat
- Coolant reserve/overflow system
- Transmission oil cooler (if equipped with an automatic transmission)
- Coolant
- Water pump
- Hoses and hose clamps

SYSTEM COOLANT ROUTING

For cooling system routings refer to (Fig. 1) (Fig. 2).

WATER PUMP BYPASS HOSE—5.2L V-8 ENGINE

A water pump bypass hose (Fig. 3) is used between the intake manifold and water pump on all 5.2L V-8 engines.

COOLANT

The cooling system is designed around the coolant. Coolant flows through the engine water jackets absorbing heat produced during engine operation. The coolant carries heat to the radiator and heater core. Here it is transferred to ambient air passing through the radiator and heater core fins. The coolant also removes heat from the automatic transmission fluid in vehicles equipped with an automatic transmission.

RADIATOR

All vehicles are equipped with a cross flow type radiator with plastic side tanks.

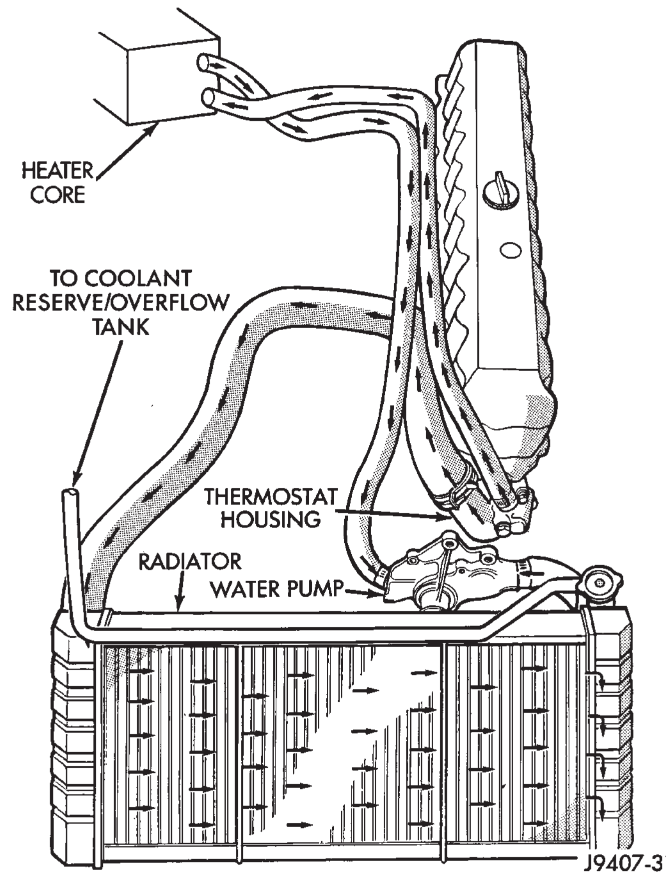


Fig. 1 Engine Cooling System—4.0L Engine—Typical

Plastic tanks, while stronger than brass, are subject to damage by impact, such as from tools or wrenches. Handle radiator with care.

DESCRIPTION AND OPERATION

AUTOMATIC TRANSMISSION OIL COOLERS

There are two types of automatic transmission oil coolers:

- An oil-to-coolant type. This is supplied as standard equipment on vehicles with an automatic transmission. It is mounted in the radiator outlet tank.
- An external auxiliary oil-to-air cooler. This is supplied as optional equipment. It is mounted in front of the radiator and air conditioning condenser and behind the grille.

COOLANT RESERVE/OVERFLOW SYSTEM

This system works along with the radiator pressure cap. This is done by using thermal expansion and contraction of the coolant to keep the coolant free of trapped air. It provides:

- A volume for coolant expansion and contraction.

DESCRIPTION AND OPERATION (Continued)

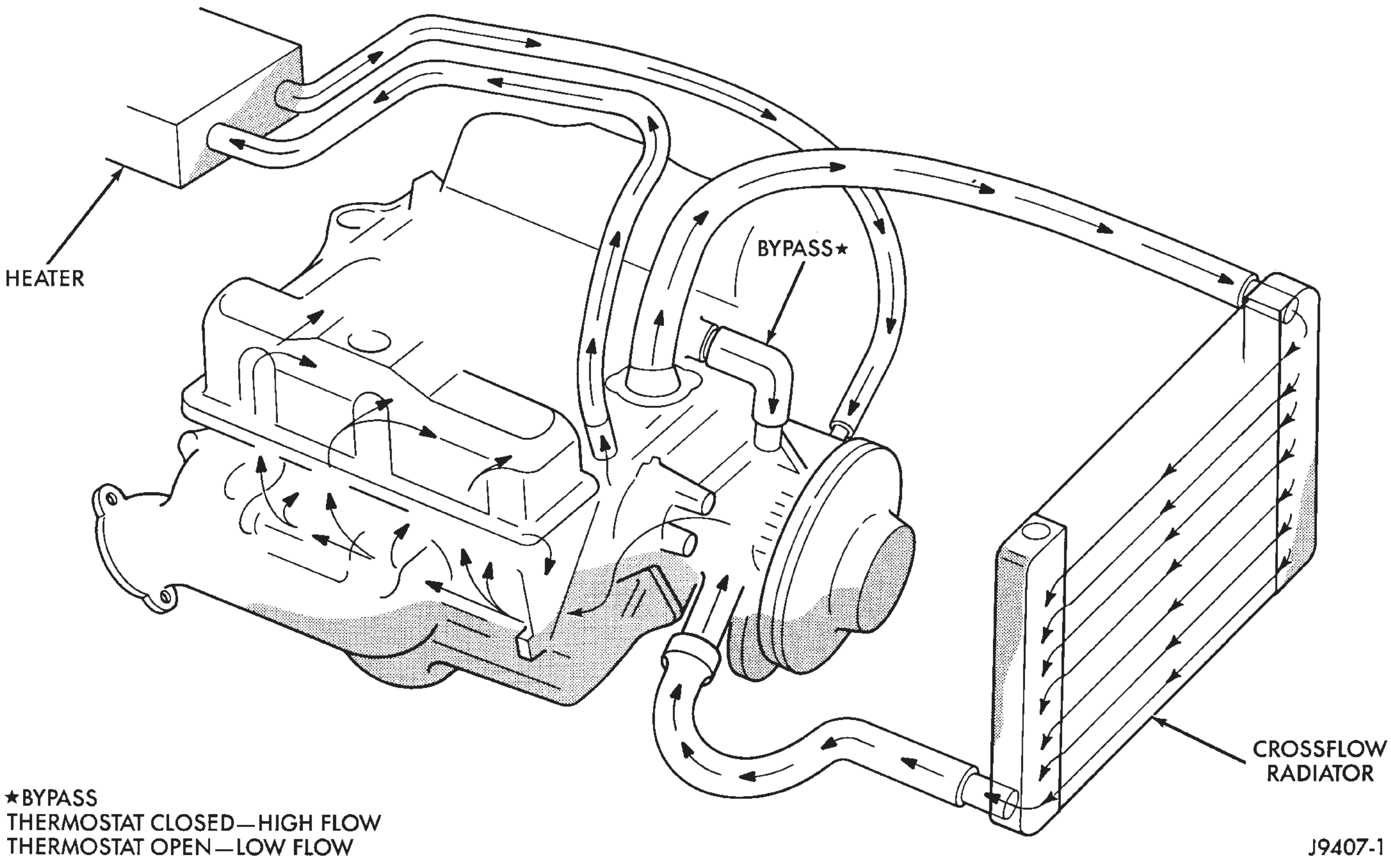


Fig. 2 Engine Cooling System—5.2L Engine—Typical

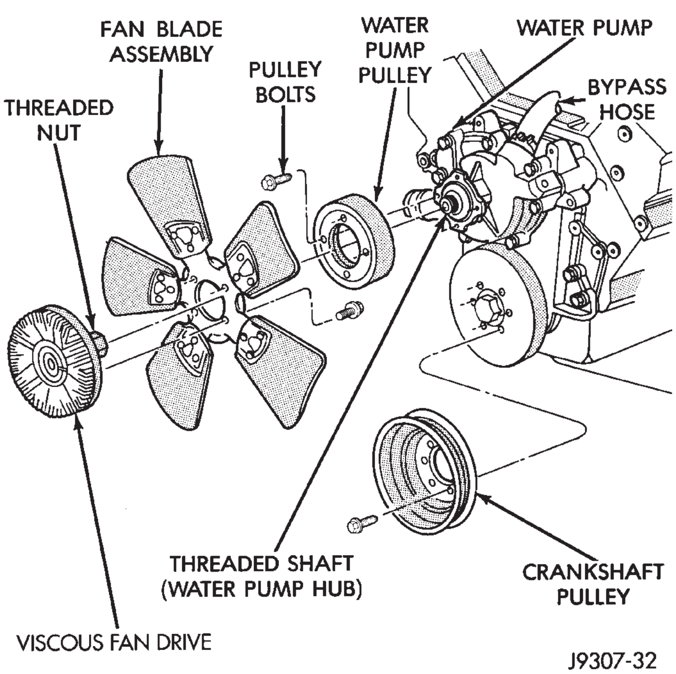


Fig. 3 Water Pump Bypass Hose—5.2L Engine

- A convenient and safe method for checking/adjusting coolant level at atmospheric pressure. This is done without removing the radiator pressure cap.
- Some reserve coolant to the radiator to cover minor leaks and evaporation or boiling losses.

As the engine cools, a vacuum is formed in the cooling system of both the radiator and engine. Coolant will then be drawn from the coolant tank and returned to a proper level in the radiator.

The coolant reserve/overflow system has a radiator mounted pressurized cap, an overflow tube and a plastic coolant reserve/overflow tank (Fig. 4) mounted to the right inner fender.

ACCESSORY DRIVE BELT TENSION

Correct drive belt tension is required to ensure optimum performance of the belt driven engine accessories. If specified tension is not maintained, belt slippage may cause; engine overheating, lack of power steering assist, loss of air conditioning capacity, reduced generator output rate, and greatly reduced belt life.

4.0L ENGINE

Belt tension is adjusted at the power steering pump bracket and idler pulley assemly. There are different types of adjustment gauges for checking either a serpentine or a V-type belt. Refer to the instructions supplied with the gauge. Use the correct gauge when checking belt tension. Place gauge in the mid-

DESCRIPTION AND OPERATION (Continued)

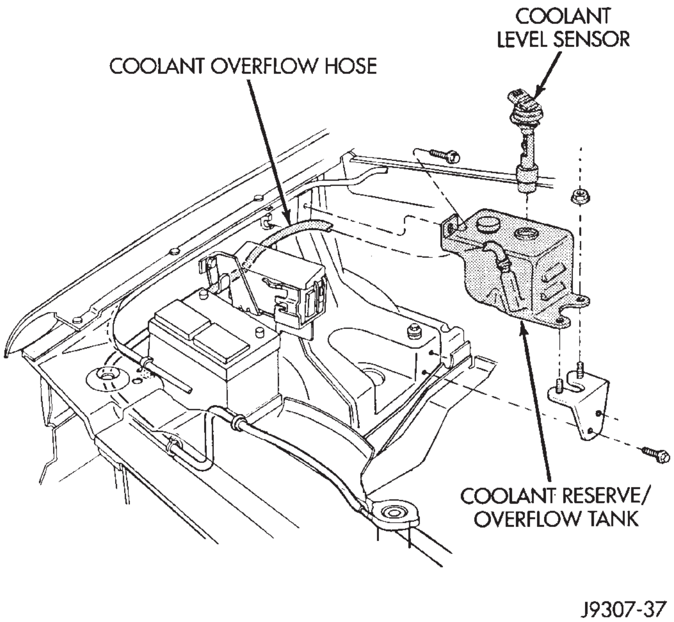


Fig. 4 Coolant Reserve/Overflow Tank—Typical

dle of the section of belt being tested (between two pulleys) to check tension. Do not allow the gauge (or gauge adapter) to contact anything but the belt.

5.2L ENGINE

It is not necessary to adjust belt tension on the 5.2L engine. The engine is equipped with an automatic belt tensioner. The tensioner maintains correct belt tension at all times. Due to use of this belt tensioner, do not attempt to use a belt tension gauge on 5.2L engines.

ENGINE BLOCK HEATER

An optional engine block heater (Fig. 5) (Fig. 6)is available with for all models. The heater is equipped with a power cord. The cord is attached to an engine compartment component with tie-straps. The heater warms the engine providing easier engine starting and faster warm-up in low temperatures. The heater is mounted in a core hole of the engine cylinder block in place of a freeze plug with the heating element immersed in engine coolant. Connect power cord to a grounded 110-120 volt AC electrical outlet with a grounded, three wire extension cord.

WARNING: DO NOT OPERATE ENGINE UNLESS BLOCK HEATER CORD HAS BEEN DISCONNECTED FROM POWER SOURCE AND SECURED IN PLACE. THE POWER CORD MUST BE SECURED IN ITS RETAINING CLIPS AND ROUTED AWAY FROM EXHAUST MANIFOLDS AND MOVING PARTS.

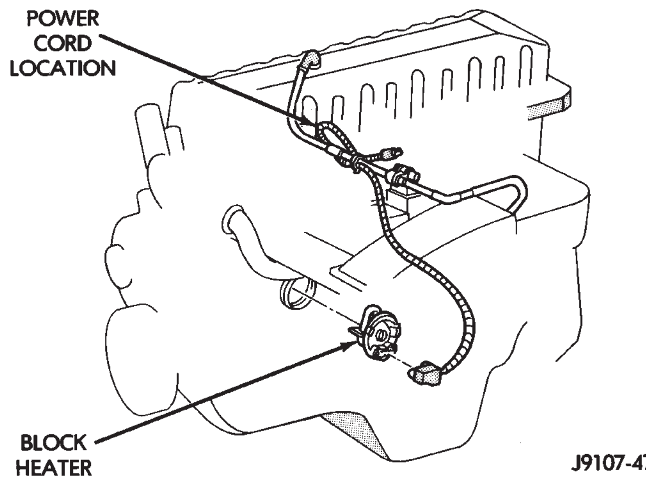


Fig. 5 Block Heater—4.0L 6-Cyl. Engine

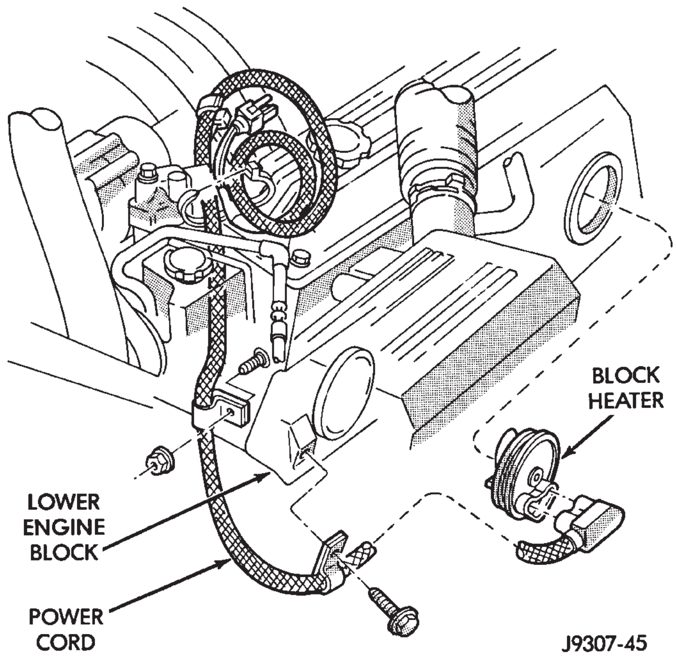


Fig. 6 Block Heater—5.2L V-8 Engine

THERMOSTAT

A pellet-type thermostat controls the operating temperature of the engine by controlling the amount of coolant flow to the radiator. On all engines the thermostat is closed below 195°F (90°C). Above this temperature, coolant is allowed to flow to the radiator. This provides quick engine warm up and overall temperature control.

An arrow, plus the word **UP** is stamped on the front flange next to the air bleed. The words **TO RAD** are stamped on one arm of the thermostat. They indicate the proper installed position.

The same thermostat is used for winter and summer seasons. An engine should not be operated without a thermostat, except for servicing or testing. Operating without a thermostat causes other prob-

DESCRIPTION AND OPERATION (Continued)

lems. These are: longer engine warmup time, unreliable warmup performance, increased exhaust emissions and crankcase condensation. This condensation can result in sludge formation.

CAUTION: Do not operate an engine without a thermostat, except for servicing or testing.

The more common type of thermostat failure, usually found on high mileage vehicles, is a thermostat failed in the shut position. The temperature gauge (if equipped) will give an indication of this condition. Depending upon length of time that vehicle is operated, pressure cap may vent. This will expel steam and coolant to coolant reserve/overflow tank and to surface below vehicle. Refer to the Diagnosis section of this group.

COOLANT PERFORMANCE

ETHYLENE-GLYCOL MIXTURES

The required ethylene-glycol (antifreeze) and water mixture depends upon the climate and vehicle operating conditions. The recommended mixture of 50/50 ethylene-glycol and water will provide protection against freezing to -37 deg. C (-35 deg. F). The antifreeze concentration **must always** be a minimum of 44 percent, year-round in all climates. **If percentage is lower than 44 percent, engine parts may be eroded by cavitation, and cooling system components may be severely damaged by corrosion.** Maximum protection against freezing is provided with a 68 percent antifreeze concentration, which prevents freezing down to -67.7 deg. C (-90 deg. F). A higher percentage will freeze at a warmer temperature. Also, a higher percentage of antifreeze can cause the engine to overheat because the specific heat of antifreeze is lower than that of water.

100 Percent Ethylene-Glycol—Should Not Be Used in Chrysler Vehicles

Use of 100 percent ethylene-glycol will cause formation of additive deposits in the system, as the corrosion inhibitive additives in ethylene-glycol require the presence of water to dissolve. The deposits act as insulation, causing temperatures to rise to as high as 149 deg. C (300) deg. F). This temperature is hot enough to melt plastic and soften solder. The increased temperature can result in engine detonation. In addition, 100 percent ethylene-glycol freezes at 22 deg. C (-8 deg. F).

Propylene-glycol Formulations—Should Not Be Used in Chrysler Vehicles

Propylene-glycol formulations do not meet Chrysler coolant specifications. It's overall effective temperature range is smaller than that of ethylene-glycol. The freeze point of 50/50 propylene-glycol and water is -32 deg. C (-26 deg. F). 5 deg. C higher than ethylene-glycol's freeze point. The boiling point (protection against summer boil-over) of propylene-glycol is 125 deg. C (257 deg. F) at 96.5 kPa (14 psi), compared to 128 deg. C (263 deg. F) for ethylene-glycol. Use of propylene-glycol can result in boil-over or freeze-up in Chrysler vehicles, which are designed for ethylene-glycol. Propylene glycol also has poorer heat transfer characteristics than ethylene glycol. This can increase cylinder head temperatures under certain conditions.

Propylene-glycol/Ethylene-glycol Mixtures—Should Not Be Used in Chrysler Vehicles

Propylene-glycol/ethylene-glycol Mixtures can cause the destabilization of various corrosion inhibitors, causing damage to the various cooling system components. Also, once ethylene-glycol and propylene-glycol based coolants are mixed in the vehicle, conventional methods of determining freeze point will not be accurate. Both the refractive index and specific gravity differ between ethylene glycol and propylene glycol.

CAUTION: Richer antifreeze mixtures cannot be measured with normal field equipment and can cause problems associated with 100 percent ethylene-glycol.

COOLANT SELECTION-ADDITIVES

The presence of aluminum components in the cooling system requires strict corrosion protection. Maintain coolant at specified level with a mixture of ethylene-glycol based antifreeze and water. Chrysler Corporation recommends Mopar Antifreeze or equivalent. If coolant becomes contaminated or looses color, drain and flush cooling system and fill with correctly mixed solution.

A 0.25 percent emulsifiable oil is added to the radiator at the factory to prevent solder corrosion.

CAUTION: Do not use coolant additives that are claimed to improve engine cooling.

RADIATOR PRESSURE CAP

All radiators are equipped with a pressure cap. This cap releases pressure at some point within a range of 97-to-124 kPa (14-to-18 psi). The pressure relief point (in pounds) is engraved on top of the cap (Fig. 7).

The cooling system will operate at pressures slightly above atmospheric pressure. This results in a higher coolant boiling point allowing increased radiator cooling capacity. The cap (Fig. 7) contains a

DESCRIPTION AND OPERATION (Continued)

spring-loaded pressure relief valve. This valve opens when system pressure reaches the release range of 97-to-124 kPa (14-to-18 psi).

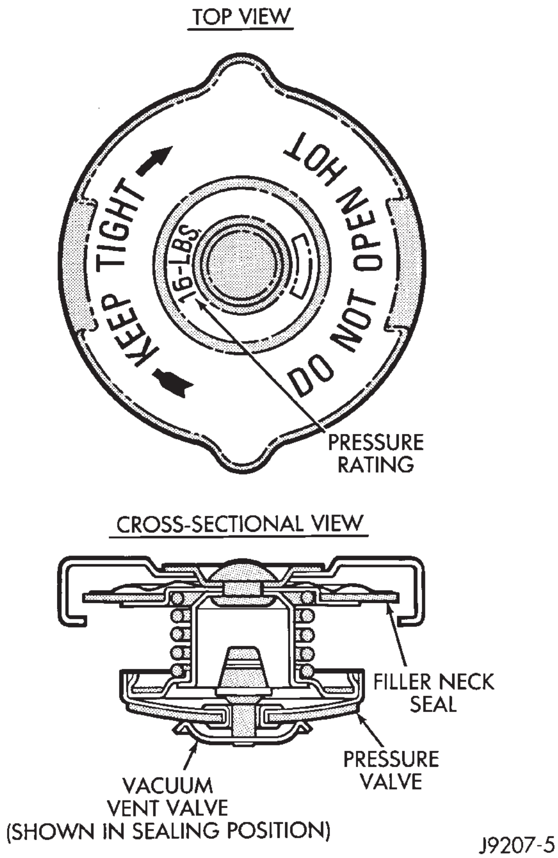


Fig. 7 Radiator Pressure Cap—Typical

A vent valve in the center of the cap allows a small coolant flow through the cap when coolant is below boiling temperature. The valve is completely closed when boiling point is reached. As the coolant cools, it contracts and creates a vacuum in cooling system. This causes the vacuum valve to open and coolant in reserve/overflow tank to be drawn through connecting hose into radiator. If the vacuum valve is stuck shut, radiator hoses will collapse on cool-down.

A rubber gasket seals the radiator filler neck. This is done to maintain vacuum during coolant cool-down and to prevent leakage when system is under pressure.

WATER PUMP

A centrifugal water pump circulates coolant through the water jackets, passages, intake manifold, radiator core, cooling system hoses and heater core. The pump is driven from the engine crankshaft by a single serpentine drive belt on all engines.

The water pump impeller is pressed onto the rear of a shaft that rotates in bearings pressed into the housing. The housing has two small holes to allow seepage to escape. The water pump seals are lubricated by the antifreeze in the coolant mixture. No additional lubrication is necessary.

CAUTION: All 4.0L 6-cylinder engines are equipped with a reverse (counterclockwise) rotating water pump and thermal viscous fan drive assembly. REVERSE is stamped or imprinted on the cover of the viscous fan drive and inner side of the fan. The letter R is stamped into the back of the water pump impeller (Fig. 8). Engines from previous model years, depending upon application, may have been equipped with a forward (clockwise) rotating water pump. Installation of the wrong water pump or viscous fan drive will cause engine over heating.

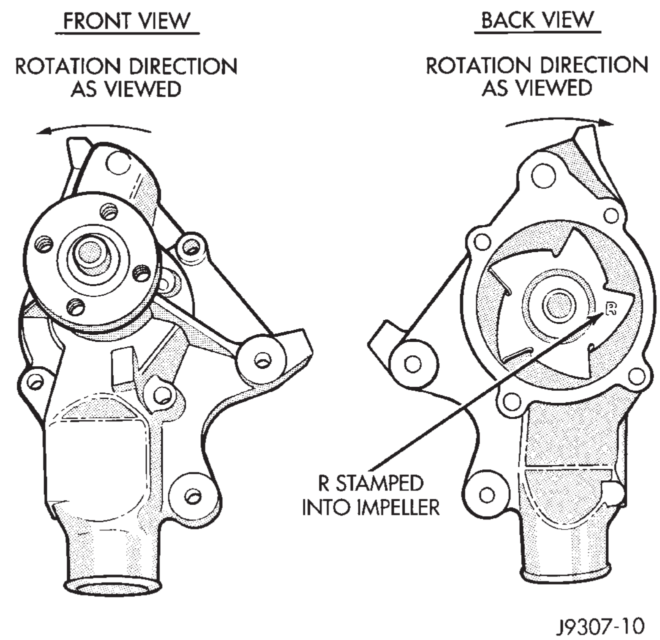


Fig. 8 Reverse Rotating Water Pump—4.0L 6-Cylinder

A quick test to determine if the pump is working is to check if the heater warms properly. A defective water pump will not be able to circulate heated coolant through the long heater hose to the heater core.

5.2L ENGINE: One of the heater hoses is connected to the water pump with a metal coolant return tube (Fig. 9). A rubber o-ring forms a seal at the water pump end of the tube.

COOLING SYSTEM HOSES

Rubber hoses route coolant to and from the radiator, intake manifold and heater core.

The lower radiator hose is spring-reinforced to prevent collapse from water pump suction at moderate and high engine speeds.

DESCRIPTION AND OPERATION (Continued)

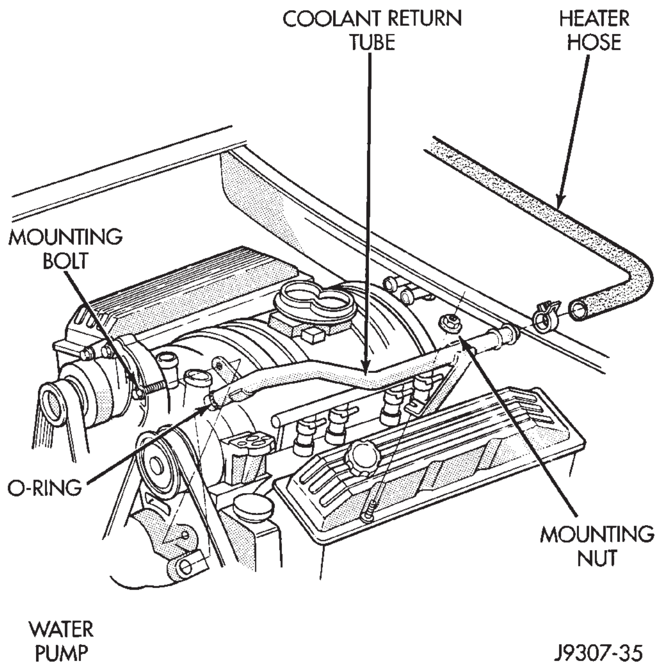


Fig. 9 Coolant Return Tube—5.2L V-8 Engine

WARNING: CONSTANT TENSION HOSE CLAMPS ARE USED ON MOST COOLING SYSTEM HOSES. WHEN REMOVING OR INSTALLING, USE ONLY TOOLS DESIGNED FOR SERVICING THIS TYPE OF CLAMP, SUCH AS SPECIAL CLAMP TOOL (NUMBER 6094) (Fig. 10). SNAP-ON CLAMP TOOL (NUMBER HPC-20) MAY BE USED FOR LARGER CLAMPS. ALWAYS WEAR SAFETY GLASSES WHEN SERVICING CONSTANT TENSION CLAMPS.

CAUTION: A number or letter is stamped into the tongue of constant tension clamps (Fig. 11). If replacement is necessary, use only an original equipment clamp with matching number or letter.

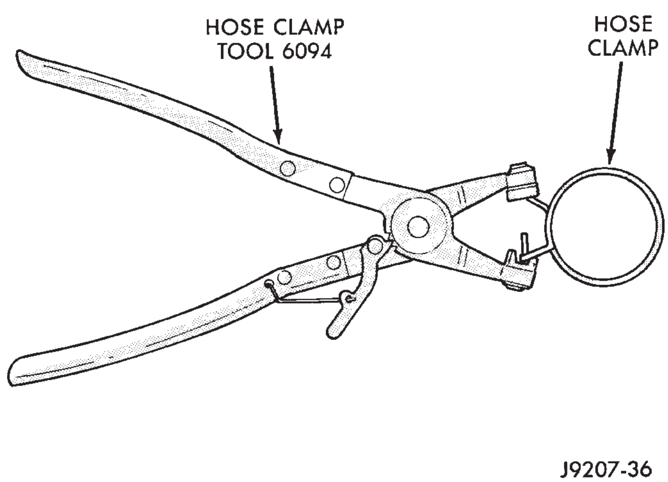


Fig. 10 Hose Clamp Tool—Typical

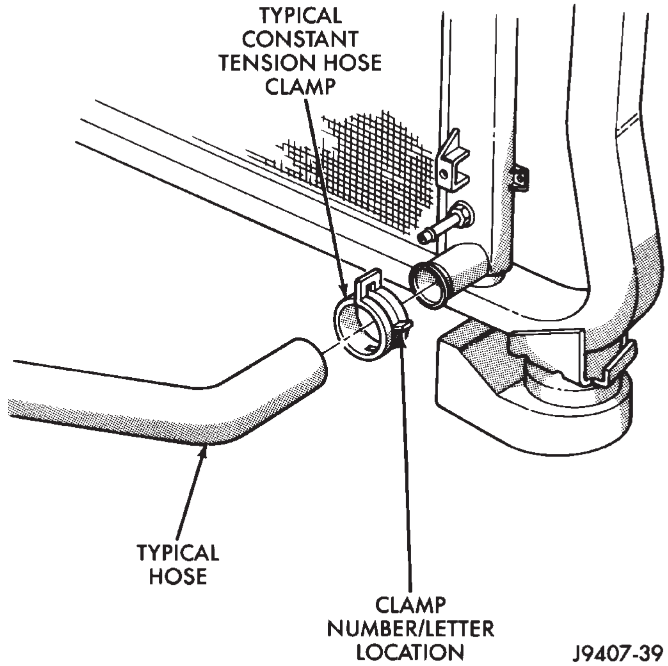


Fig. 11 Clamp Number/Letter Location

Inspect the hoses at regular intervals. Replace hoses that are cracked, feel brittle when squeezed, or swell excessively when the system is pressurized.

For all vehicles: In areas where specific routing clamps are not provided, be sure that hoses are positioned with sufficient clearance. Check clearance from exhaust manifolds and pipe, fan blades, drive belts and sway bars. Improperly positioned hoses can be damaged, resulting in coolant loss and engine overheating.

Ordinary worm gear type hose clamps (when equipped) can be removed with a straight screwdriver or a hex socket. **To prevent damage to hoses or clamps, the hose clamps should be tightened to 4 N·m (34 in. lbs.) torque. Do not over tighten hose clamps.**

When performing a hose inspection, inspect the radiator lower hose for proper position and condition of the internal spring.

VISCOUS FAN DRIVE

Also refer to the previous Cooling System Fan section.

The thermal viscous fan drive (Fig. 12) (Fig. 13)is a silicone-fluid-filled coupling used to connect the fan blades to the water pump shaft. The coupling allows the fan to be driven in a normal manner. This is done at low engine speeds while limiting the top speed of the fan to a predetermined maximum level at higher engine speeds.

A thermostatic bimetallic spring coil is located on the front face of the viscous fan drive unit (Fig. 12) (Fig. 13). This spring coil reacts to the temperature

DESCRIPTION AND OPERATION (Continued)

of the radiator discharge air. It engages the viscous fan drive for higher fan speed if the air temperature from the radiator rises above a certain point. Until additional engine cooling is necessary, the fan will remain at a reduced rpm regardless of engine speed.

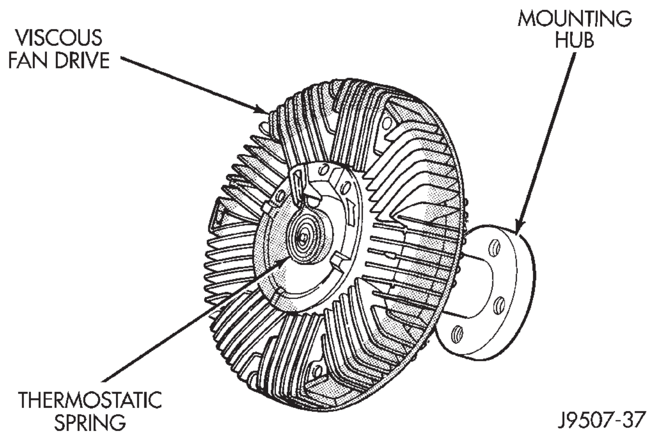


Fig. 12 Viscous Fan Drive—4.0L Engine—Typical

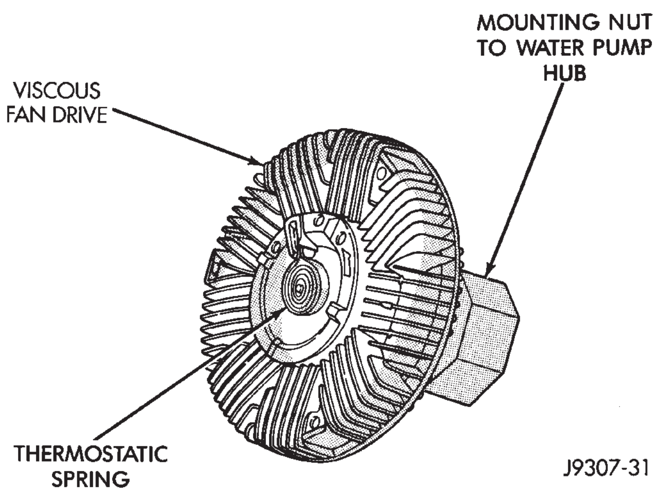


Fig. 13 Viscous Fan Drive—5.2L Engine—Typical

Only when sufficient heat is present, will the viscous fan drive engage. This is when the air flowing through the radiator core causes a reaction to the bimetallic coil. It then increases fan speed to provide the necessary additional engine cooling.

Once the engine has cooled, the radiator discharge temperature will drop. The bimetallic coil again reacts and the fan speed is reduced to the previous disengaged speed.

CAUTION: Engines equipped with serpentine drive belts have reverse rotating fans and viscous fan drives. They are marked with the word REVERSE to designate their usage. Installation of the wrong fan or viscous fan drive can result in engine overheating.

CAUTION: If the viscous fan drive is replaced because of mechanical damage, the cooling fan blades should also be inspected. Inspect for fatigue cracks, loose blades, or loose rivets that could have resulted from excessive vibration. Replace fan blade assembly if any of these conditions are found. Also inspect water pump bearing and shaft assembly for any related damage due to a viscous fan drive malfunction.

NOISE

NOTE: It is normal for fan noise to be louder (roaring) when:

- The underhood temperature is above the engagement point for the viscous drive coupling. This may occur when ambient (outside air temperature) is very high.
- Engine loads and temperatures are high such as when towing a trailer.
- Cool silicone fluid within the fan drive unit is being redistributed back to its normal disengaged (warm) position. This can occur during the first 15 seconds to one minute after engine start-up on a cold engine.

LEAKS

Viscous fan drive operation is not affected by small oil stains near the drive bearing. If leakage appears excessive, replace the fan drive unit.

DIAGNOSIS AND TESTING

ON-BOARD DIAGNOSTICS (OBD)

FOR CERTAIN COOLING SYSTEM COMPONENTS

The powertrain control module (PCM) has been programmed to monitor certain cooling system components:

NOTE: If the engine has remained cool for too long a period, such as with a stuck open thermostat, a Diagnostic Trouble Code (DTC) number 17 can be observed at the malfunction indicator lamp. This lamp is displayed on the instrument panel as the CHECK ENGINE lamp (Fig. 14).

If the problem is sensed in a monitored circuit often enough to indicate an actual problem, a DTC is stored. The DTC will be stored in the PCM memory for eventual display to the service technician. If the problem is repaired or ceases to exist, the PCM cancels the DTC after 51 engine starts.

DIAGNOSIS AND TESTING (Continued)

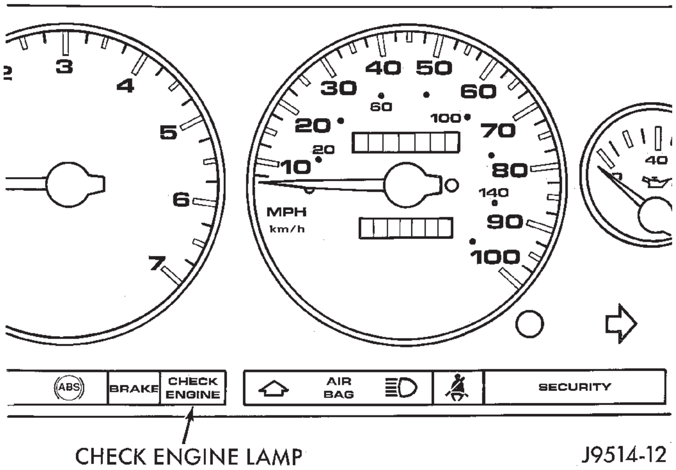


Fig. 14 Check Engine Lamp Location

Certain criteria must be met for a DTC to be entered into PCM memory. The criteria may be a specific range of engine rpm, engine temperature and/or input voltage to the PCM.

A DTC indicates that the PCM has recognized an abnormal signal in a circuit or the system. A DTC may indicate the result of a failure, but never identify the failed component directly.

It is possible that a DTC for a monitored circuit may not be entered into memory even though a malfunction has occurred. Refer to On- Board Diagnostics (OBD) in Group 14, Fuel Systems for additional information.

ACCESSING DIAGNOSTIC TROUBLE CODES

A stored Diagnostic Trouble Code (DTC) can be displayed by cycling the ignition key On-Off-On-Off-On within three seconds and observing the malfunction indicator lamp. This lamp is displayed on the instrument panel as the CHECK ENGINE lamp (Fig. 14).

They can also be displayed through the use of the Diagnostic Readout Box (DRB) scan tool. The DRB connects to the data link connector, left of the steering column above the brake pedal (Fig. 15). For operation of the DRB, refer to the appropriate Powertrain Diagnostic Procedures service manual.

EXAMPLES:

- If the lamp (Fig. 14) flashes 1 time, pauses and flashes 2 more times, a flashing Diagnostic Trouble Code (DTC) number 12 is indicated. If this code is observed, it is indicating that the battery has been disconnected within the last 50 key-on cycles. It could also indicate that battery voltage has been disconnected to the PCM. In either case, other DTC's may have been erased.
- If the lamp flashes 1 time, pauses and flashes 7 more times, a flashing Diagnostic Trouble Code (DTC) number 17 is indicated.

After any stored DTC information has been observed, the display will end with a flashing DTC number 55. This will indicate the end of all stored information.

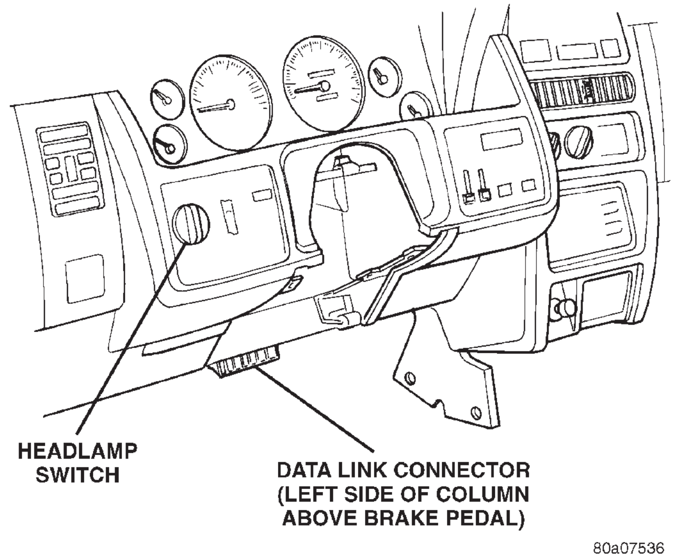


Fig. 15 Data Link Connector Location

ERASING TROUBLE CODES

After the problem has been repaired, use the DRB scan tool to erase a DTC. Refer to the appropriate Powertrain Diagnostic Procedures service manual for operation of the DRB scan tool.

DRB SCAN TOOL

For operation of the DRB scan tool, refer to the appropriate Powertrain Diagnostic Procedures service manual.

WATER PUMP TESTS

LOOSE IMPELLER

DO NOT WASTE reusable coolant. If solution is clean, drain coolant into a clean container for reuse.

WARNING: DO NOT REMOVE THE CYLINDER BLOCK DRAIN PLUGS OR LOOSEN THE RADIATOR DRAINCOCK WITH THE SYSTEM HOT AND UNDER PRESSURE. SERIOUS BURNS FROM THE COOLANT CAN OCCUR.

(1) Drain the cooling system. Refer to Draining Cooling System in this group.

(2) Loosen the fan belt. Refer to Belt Service in the Engine Accessory Drive Belt section of this group.

(3) Disconnect the lower radiator hose from the water pump.

(4) Bend a stiff welding rod or similar device as shown in (Fig. 16). To prevent breakage of rod, minimum thickness should be 3/16 inch (.187 inches).

(5) Position the rod in the water pump inlet and attempt to hold the impeller while turning the fan pulley. If equipped with a thermal viscous fan drive, rotate the water pump shaft with a wrench attached to one of the fan pulley mounting nuts. If the impel-

DIAGNOSIS AND TESTING (Continued)

ler is loose and can be held with the rod while the fan blades are turning, the pump is defective. Do not use excessive force when rotating pump shaft. If the impeller turns, the pump is OK.

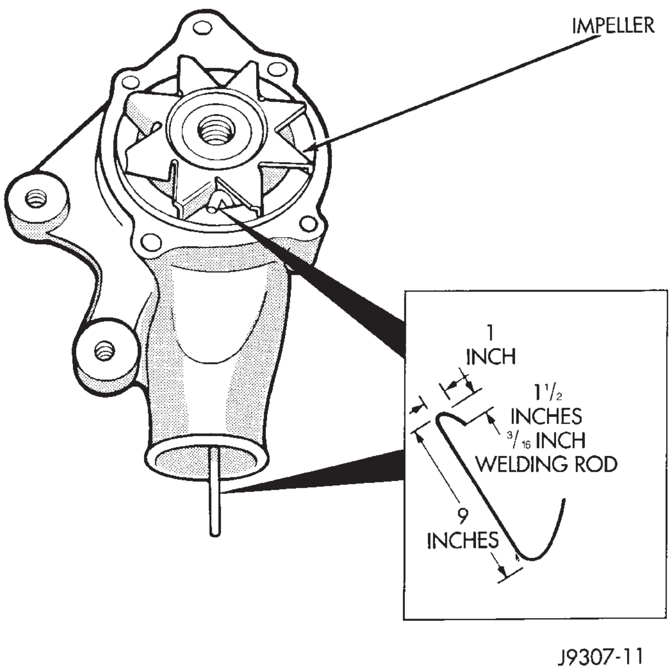


Fig. 16 Impeller Test—Typical

(6) Connect the hose and install the coolant, or proceed with repairs.

INSPECTING FOR INLET RESTRICTIONS

Inadequate heater performance may be caused by a metal casting restriction in the water pump heater hose inlet.

DO NOT WASTE reusable coolant. If solution is clean, drain the coolant into a clean container for reuse.

WARNING: DO NOT LOOSEN THE RADIATOR DRAINCOCK WITH THE SYSTEM HOT AND UNDER PRESSURE. SERIOUS BURNS FROM THE COOLANT CAN OCCUR.

(1) Drain sufficient coolant from the radiator to decrease the level below the water pump heater hose inlet.

(2) Remove the heater hose.

(3) Inspect the inlet for metal casting flash or other restrictions.

NOTE: Remove the pump from the engine before removing restriction to prevent contamination of the coolant with debris. Refer to Water Pump Removal in this group.

THERMOSTAT

ON-BOARD DIAGNOSTICS

All models are equipped with On-Board Diagnostics for certain cooling system components. Refer to On-Board Diagnostics (OBD) in the Diagnosis section of this group for additional information. If the powertrain control module (PCM) detects low engine coolant temperature, it will record a Diagnostic Trouble Code (DTC) in the PCM memory. The DTC number for low coolant temperature is 17. Do not change a thermostat for lack of heat as indicated by the instrument panel gauge or heater performance unless a DTC number 17 is present. Refer to the Diagnosis section of this group for other probable causes. For other DTC numbers, refer to On-Board Diagnostics in the General Diagnosis section of Group 14, Fuel Systems.

The DTC can also be accessed through the DRB scan tool. Refer to the appropriate Powertrain Diagnostic Procedures manual for diagnostic information and operation of the DRB scan tool.

BELT DIAGNOSIS

When diagnosing serpentine accessory drive belts, small cracks that run across the ribbed surface of the belt from rib to rib (Fig. 17), are considered normal. These are not a reason to replace the belt. However, cracks running along a rib (not across) are **not** normal. Any belt with cracks running along a rib must be replaced (Fig. 17). Also replace the belt if it has excessive wear, frayed cords or severe glazing.

Refer to the Serpentine Accessory Drive Belt Diagnosis charts for further belt diagnosis.

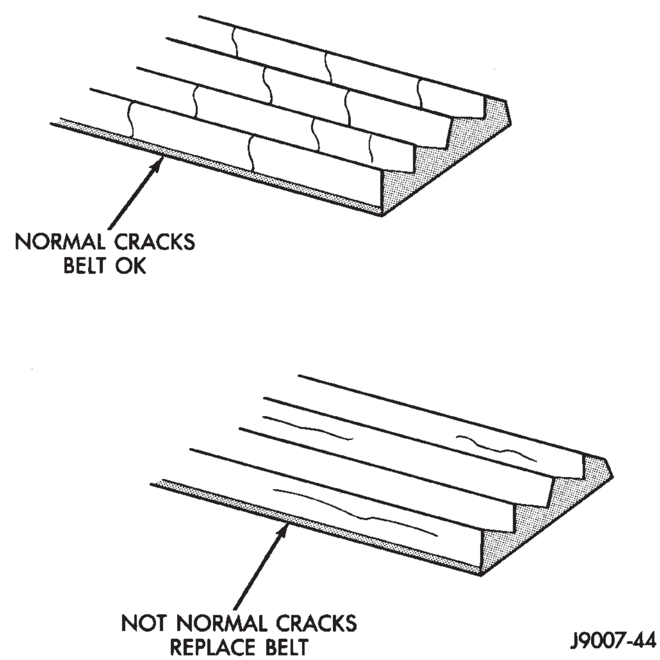


Fig. 17 Serpentine Belt Wear Patterns

DIAGNOSIS AND TESTING (Continued)

SERPENTINE ACCESSORY DRIVE BELT DIAGNOSIS—4.0L 6-CYLINDER ENGINE

CONDITION	POSSIBLE CAUSES	CORRECTION
RIB CHUNKING (ONE OR MORE RIBS HAS SEPARATED FROM BELT BODY	1. Foreign objects imbedded in pulley grooves. 2. Installation damage.	1. Remove foreign objects from pulley grooves. Replace belt. 2. Replace belt.
RIB OR BELT WEAR	1. Pulley(s) misaligned. 2. Abrasive environment. 3. Rusted pulley(s). 4. Sharp or jagged pulley groove tips. 5. Rubber deteriorated.	1. Align pulley(s). 2. Clean pulley(s). Replace belt if necessary. 3. Clean rust from pulley(s). 4. Replace pulley. 5. Replace belt.
LONGITUDINAL BELT CRACKING (CRACKS BETWEEN TWO RIBS)	1. Belt has mistracked from pulley groove. 2. Pulley groove tip has worn away rubber to tensile member.	1. Replace belt. 2. Replace belt.
BELT SLIPS	1. Belt slipping because of insufficient tension. 2. Belt or pulley subjected to substance (belt dressing, oil, ethylene glycol) that has reduced friction. 3. Driven component bearing failure. 4. Belt glazed and hardened from heat and excessive slippage.	1. Adjust tension. 2. Replace belt and clean pulleys. 3. Replace faulty component bearing. 5. Replace belt.
"GROOVE JUMPING" (BELT DOES NOT MAINTAIN CORRECT POSITION ON PULLEY)	1. Belt tension either too high or too low. 2. Pulley(s) not within design tolerance. 3. Foreign object(s) in grooves. 4. Pulley misalignment. 5. Belt cordline is broken.	1. Adjust belt tension. 2. Replace pulley(s). 3. Remove foreign objects from grooves. 4. Align component. 5. Replace belt.
BELT BROKEN (NOTE: IDENTIFY AND CORRECT PROBLEM BEFORE NEW BELT IS INSTALLED)	1. Excessive tension. 2. Tensile member damaged during belt installation. 3. Severe misalignment. 4. Bracket, pulley, or bearing failure.	1. Replace belt and adjust tension to specification. 2. Replace belt. 3. Align pulley(s). 4. Replace defective component and belt.
NOISE (OBJECTIONAL SQUEAL, SQUEAK, OR RUMBLE IS HEARD OR FELT WHILE DRIVE BELT IS IN OPERATION)	1. Belt slippage. 2. Bearing noise. 3. Belt misalignment. 4. Belt-to-pulley mismatch.	1. Adjust belt. 2. Locate and repair. 3. Align belt/pulley(s). 4. Install correct belt.

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DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
NOISE (OBJECTIONAL SQUEAL, SQUEAK, OR RUMBLE IS HEARD OR FELT WHILE DRIVE BELT IS IN OPERATION (Continued)	5. Driven component induced vibration. 6. System resonant frequency induced vibration.	5. Locate defective driven component and repair. 6. Vary belt tension within specifications. Replace belt.
TENSION SHEETING FABRIC FAILURE (WOVEN FABRIC ON OUTSIDE, CIRCUMFERENCE OF BELT HAS CRACKED OR SEPARATED FROM BODY OF BELT)	1. Tension sheeting contacting stationary object. 2. Excessive heat causing woven fabric to age. 3. Tension sheeting splice has fractured.	1. Correct rubbing condition. 2. Replace belt. 3. Replace belt.
CORD EDGE FAILURE (TENSILE MEMBER EXPOSED AT EDGES OF BELT OR SEPARATED FROM BELT BODY)	1. Excessive tension. 2. Belt contacting stationary object. 3. Pulley(s) out of tolerance. 4. Insufficient adhesion between tensile member and rubber matrix.	1. Adjust belt tension. 2. Correct as necessary. 3. Replace pulley. 4. Replace belt and adjust tension to specifications.

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DIAGNOSIS AND TESTING (Continued)

SERPENTINE ACCESSORY DRIVE BELT DIAGNOSIS—5.2L 8-CYLINDER ENGINE

CONDITION	POSSIBLE CAUSES	CORRECTION
RIB CHUNKING (ONE OR MORE RIBS HAS SEPARATED FROM BELT BODY	1. Foreign objects imbedded in pulley grooves. 2. Installation damage.	1. Remove foreign objects from pulley grooves. Replace belt. 2. Replace belt.
RIB OR BELT WEAR	1. Pulley(s) misaligned. 2. Abrasive environment. 3. Rusted pulley(s). 4. Sharp or jagged pulley groove tips. 5. Rubber deteriorated.	1. Align pulley(s). 2. Clean pulley(s). Replace belt if necessary. 3. Clean rust from pulley(s). 4. Replace pulley. 5. Replace belt.
LONGITUDINAL BELT CRACKING (CRACKS BETWEEN TWO RIBS)	1. Belt has mistracked from pulley groove. 2. Pulley groove tip has worn away rubber to tensile member.	1. Replace belt. 2. Replace belt.
BELT SLIPS	1. Belt slipping because of insufficient tension. 2. Incorrect belt. 3. Belt or pulley subjected to substance (belt dressing, oil, ethylene glycol) that has reduced friction. 4. Driven component bearing failure. 5. Belt glazed and hardened from heat and excessive slippage.	1. Replace automatic belt tensioner. 2. Replace belt. 3. Replace belt and clean pulleys. 4. Replace faulty component bearing. 5. Replace belt.
"GROOVE JUMPING" (BELT DOES NOT MAINTAIN CORRECT POSITION ON PULLEY)	1. Belt tension either too high or too low. 2. Incorrect belt. 3. Pulley(s) not within design tolerance. 4. Foreign object(s) in grooves. 4. Pulley misalignment. 5. Belt cordline is broken.	1. Replace automatic belt tensioner. 2. Replace belt. 3. Replace pulley(s). 4. Remove foreign objects from grooves. 4. Check and replace. 5. Replace belt.
BELT BROKEN (NOTE: IDENTIFY AND CORRECT PROBLEM BEFORE NEW BELT IS INSTALLED)	1. Excessive tension. 2. Incorrect belt. 3. Tensile member damaged during belt installation. 4. Severe misalignment. 5. Bracket, pulley, or bearing failure.	1. Replace belt and automatic belt tensioner. 2. Replace belt. 3. Replace belt. 4. Check and replace. 5. Replace defective component and belt.
NOISE (OBJECTIONAL SQUEAL, SQUEAK, OR RUMBLE IS HEARD OR FELT WHILE DRIVE BELT IS IN OPERATION)	1. Belt slippage. 2. Bearing noise. 3. Belt misalignment. 4. Belt-to-pulley mismatch.	1. Replace belt or automatic belt tensioner. 2. Locate and repair. 3. Replace belt. 4. Install correct belt.

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DIAGNOSIS AND TESTING (Continued)

PRELIMINARY CHECKS

ENGINE COOLING SYSTEM OVERHEATING

Establish what driving conditions caused the complaint. Abnormal loads on the cooling system such as the following may be the cause.

(1) PROLONGED IDLE, VERY HIGH AMBIENT TEMPERATURE, SLIGHT TAIL WIND AT IDLE, SLOW TRAFFIC, TRAFFIC JAMS, HIGH SPEED, OR STEEP GRADES:

Driving techniques that avoid overheating are:

- Idle with A/C off when temperature gauge is at end of normal range.
- Increasing engine speed for more air flow is recommended.

(2) TRAILER TOWING:

Consult Trailer Towing section of owners manual. Do not exceed limits.

(3) AIR CONDITIONING; ADD-ON OR AFTER MARKET:

A maximum cooling package should have been ordered with vehicle if add-on or after market A/C is installed. If not, maximum cooling system components should be installed for model involved per manufacturer's specifications.

(4) RECENT SERVICE OR ACCIDENT REPAIR:

Determine if any recent service has been performed on vehicle that may effect cooling system. This may be:

- Engine adjustments (incorrect timing)
- Slipping engine accessory drive belt(s)
- Brakes (possibly dragging)
- Changed parts (incorrect water pump rotating in wrong direction)
- Reconditioned radiator or cooling system refilling (possibly under-filled or air trapped in system).
- Rubber and foam air seals not properly installed to radiator or A/C condenser after a repair.
- Upper and lower portions of radiator fan shroud not tightly connected. All air must flow through the radiator.

NOTE: If investigation reveals none of the previous items as a cause for an engine overheating complaint, refer to Cooling System Diagnosis charts.

These charts are to be used as a quick-reference only. Refer to the group text for information.

DIAGNOSIS AND TESTING (Continued)

COOLING SYSTEM

CONDITION	POSSIBLE CAUSES	CORRECTION
TEMPERATURE GAUGE READS LOW	1. Has a Diagnostic Trouble Code (DTC) number 17 been set indicating a stuck open engine thermostat?	1. Refer to On-Board Diagnostics in the service manual text. Replace thermostat if necessary. If a Diagnostic Trouble Code (DTC) number 17 has not been set, the problem may be with the temperature gauge.
	2. Is the temperature gauge (if equipped) connected to the temperature gauge coolant sensor on the engine?	2. Check the engine temperature sensor connector in the engine compartment. Refer to Group 8E. Repair as necessary.
	3. Is the temperature gauge (if equipped) operating OK?	3. Check gauge operation. Refer to Group 8E. Repair as necessary.
	4. Coolant level low in cold ambient temperatures accompanied with poor heater performance.	4. Check coolant level in the coolant reserve/overflow tank and the radiator. Inspect system for leaks. Repair leaks as necessary. Refer to the Coolant section of the manual text for WARNINGS and precautions before removing the radiator cap.
	5. Improper operation of internal heater doors or heater controls.	5. Inspect heater and repair as necessary. Refer to Group 24, Heating and Air Conditioning for procedures.
TEMPERATURE GAUGE READS HIGH OR ENGINE COOLANT WARNING LAMP ILLUMINATES. COOLANT MAY OR MAY NOT BE LOST OR LEAKING FROM COOLING SYSTEM	1. Trailer is being towed, a steep hill is being climbed, vehicle is operated in slow moving traffic, or engine is being idled with very high ambient (outside) temperatures and the air conditioning is on. Higher altitudes could aggravate these conditions.	1. This may be a temporary condition and repair is not necessary. Turn off the air conditioning and attempt to drive the vehicle without any of the previous conditions. Observe the temperature gauge. The gauge should return to the normal range. If the gauge does not return to normal range, determine the cause for overheating and repair. Refer to POSSIBLE CAUSES (numbers 2 through 20).
	2. Is temperature gauge (if equipped) reading correctly?	2. Check gauge. Refer to Group 8E. Repair as necessary.
	3. Is temperature warning lamp (if equipped) illuminating unnecessarily?	3. Check warning lamp operation. Refer to Group 8E. Repair as necessary.
	4. Coolant low in coolant reserve/overflow tank and radiator?	4. Check for coolant leaks and repair as necessary. Refer to Testing Cooling System For Leaks in this group.
	5. Pressure cap not installed tightly. If cap is loose, boiling point of coolant will be lowered. Also refer to the following step 6.	5. Tighten cap.
	6. Poor seals at radiator cap.	6. (a) Check condition of cap and cap seals. Refer to Radiator Cap. Replace cap if necessary. (b) Check condition of radiator filler neck. If neck is bent or damaged, replace radiator.

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DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
TEMPERATURE GAUGE READS HIGH OR ENGINE COOLANT WARNING LAMP ILLUMINATES. COOLANT MAY OR MAY NOT BE LOST OR LEAKING FROM COOLING SYSTEM - CONT.	7. Coolant level low in radiator but not in coolant reserve/overflow tank. This means the radiator is not drawing coolant from the coolant reserve/overflow tank as the engine cools. As the engine cools, a vacuum is formed in the cooling system of the engine and radiator. If radiator cap seals are defective, or cooling system has leaks, a vacuum can not be formed.	7. (a) Check condition of radiator cap and cap seals. Refer to Radiator Cap in this group. Replace cap if necessary. (b) Check condition of radiator filler neck. If neck is bent or damaged, replace radiator. (c) Check the condition of the hose from the radiator to the coolant tank. It should fit tight at both ends without any kinks or tears. Replace hose if necessary. (d) Check coolant reserve/overflow tank and tank hoses for blockage. Repair as necessary.
	8. Freeze point of antifreeze not correct. Mixture may be too rich.	8. Check antifreeze. Refer to Coolant section of this group. Adjust antifreeze-to-water ratio as required.
	9. Coolant not flowing through system.	9. Check for coolant flow at radiator filler neck with some coolant removed, engine warm and thermostat open. Coolant should be observed flowing through radiator. If flow is not observed, determine reason for lack of flow and repair as necessary.
	10. Radiator or A/C condenser fins are dirty or clogged.	10. Clean insects or debris. Refer to Radiator Cleaning in this group.
	11. Radiator core is corroded or plugged.	11. Have radiator re-cored or replaced.
	12. Aftermarket A/C installed without proper radiator.	12. Install proper radiator.
	13. Fuel or ignition system problems.	13. Refer to Fuel and Ignition System groups for diagnosis. Also refer to the appropriate Powertrain Diagnostic Procedures service manual for operation of the DRB scan tool.
	14. Dragging brakes.	14. Check and correct as necessary. Refer to Group 5, Brakes in the manual text.
	15. Bug screen is being used reducing airflow.	15. Remove bug screen.
	16. Thermostat partially or completely shut. This is more prevalent on high mileage vehicles.	16. Check thermostat operation and replace as necessary. Refer to Thermostats in this group.
	17. Thermal viscous fan drive not operating properly.	17. Check fan drive operation and replace if necessary. Refer to Viscous Fan Drive in this group.
	18. Cylinder head gasket leaking.	18. Check for cylinder head gasket leaks. Refer to Testing Cooling System For Leaks in this group. For repair, refer to Group 9, Engines.
	19. Heater core leaking.	19. Check heater core for leaks. Refer to Group 24, Heating and Air Conditioning. Repair as necessary.

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DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
TEMPERATURE GAUGE READING IS INCONSISTENT (FLUCTUATES, CYCLES OR IS ERRATIC)	1. During cold weather operation, with the heater blower in the high position, the gauge reading may drop slightly. 2. Temperature gauge or engine mounted gauge sensor defective or shorted. Also, corroded or loose wiring in this circuit. 3. Gauge reading rises when vehicle is brought to a stop after heavy use (engine still running). 4. Gauge reading high after re-starting a warmed-up (hot) engine. 5. Coolant level low in radiator (air will build up in the cooling system causing the thermostat to open late). 6. Cylinder head gasket leaking allowing exhaust gas to enter cooling system causing thermostat to open late. 7. Water pump impeller loose on shaft. 8. Loose accessory drive belt (water pump slipping). 9. Air leak on the suction side of water pump allows air to build up in cooling system causing thermostat to open late.	1. A normal condition. No correction is necessary. 2. Check operation of gauge and repair if necessary. Refer to Group 8E, Instrument Panel And Gauges. 3. A normal condition. No correction is necessary. Gauge reading should return to normal range after vehicle is driven. 4. A normal condition. No correction is necessary. The gauge should return to normal range after a few minutes of engine operation. 5. Check and correct coolant leaks. Refer to Testing Cooling System For Leaks in this group. 6. (a) Check for cylinder head gasket leaks with a commercially available Block Leak Tester. Repair as necessary. (b) Check for coolant in the engine oil. Inspect for white steam emitting from exhaust system. Repair as necessary. 7. Check water pump and replace as necessary. Refer to Water Pumps in this group. 8. Refer to Engine Accessory Drive Belts in this group. Check and correct as necessary. 9. Locate leak and repair as necessary.
PRESSURE CAP IS BLOWING OFF STEAM AND/OR COOLANT TO COOLANT TANK. TEMPERATURE GAUGE READING MAY BE ABOVE NORMAL BUT NOT HIGH. COOLANT LEVEL MAY BE HIGH IN COOLANT RESERVE/OVERFLOW TANK	1. Pressure relief valve in radiator cap is defective.	1. Check condition of radiator cap and cap seals. Refer to Radiator Caps in this group. Replace cap as necessary.
COOLANT LOSS TO THE GROUND WITHOUT PRESSURE CAP BLOWOFF. GAUGE IS READING HIGH OR HOT	1. Coolant leaks in radiator, cooling system hoses, water pump or engine.	1. Pressure test and repair as necessary. Refer to Testing Cooling System For Leaks in this group.

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DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
DETONATION OR PRE-IGNITION (NOT CAUSED BY IGNITION SYSTEM). GAUGE MAY OR MAY NOT BE READING HIGH	1. Engine overheating. 2. Freeze point of antifreeze not correct. Mixture is too rich or too lean.	1. Check reason for overheating and repair as necessary. 2. Check antifreeze. Refer to the Coolant section of this group. Adjust antifreeze-to-water ratio as required.
HOSE OR HOSES COLLAPSE WHEN ENGINE IS COOLING	1. Vacuum created in cooling system on engine cool-down is not being relieved through coolant reserve/overflow system.	1. (a) Radiator cap relief valve stuck. Refer to Radiator Cap in this group. Replace if necessary. (b) Hose between coolant reserve/overflow tank and radiator is kinked. Repair as necessary. (c) Vent at coolant reserve/overflow tank is plugged. Clean vent and repair as necessary. (d) Reserve/overflow tank is internally blocked or plugged. Check for blockage and repair as necessary.
NOISY FAN	1. Fan blades loose. 2. Fan blades striking a surrounding object. 3. Air obstructions at radiator or air conditioning condenser. 4. Thermal viscous fan drive has defective bearing. 5. A certain amount of fan noise (roaring) may be evident on models equipped with a thermal viscous fan drive. Some of this noise is normal.	1. Replace fan blade assembly. Refer to Cooling System Fans in this group. 2. Locate point of fan blade contact and repair as necessary. 3. Remove obstructions and/or clean debris or insects from radiator or A/C condenser. 4. Replace fan drive. Bearing is not serviceable. Refer to Viscous Fan Drive in this group. 5. Refer to Viscous Fan Drive in this group for an explanation of normal fan noise.
INADEQUATE AIR CONDITIONER PERFORMANCE (COOLING SYSTEM SUSPECTED)	1. Radiator and/or A/C condenser is restricted, obstructed or dirty (insects, leaves etc.). 2. Thermal viscous fan drive is free-wheeling. 3. Engine is overheating (heat may be transferred from radiator to A/C condenser. High underhood temperatures due to engine overheating may also transfer heat to A/C components). 4. Some models with certain engines are equipped with air seals at the radiator and/or A/C condenser. If these seals are missing or damaged, not enough air flow will be pulled through the radiator and A/C condenser.	1. Remove restriction and/or clean as necessary. Refer to Radiator Cleaning in this group. 2. Refer to Viscous Fan Drive for diagnosis. Repair as necessary. 3. Correct overheating condition. Refer to text in Group 7, Cooling. 4. Check for missing or damaged air seals and repair as necessary.

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DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
INADEQUATE HEATER PERFORMANCE. THERMOSTAT FAILED IN OPEN POSITION	1. Has a diagnostic trouble code (DTC) number 17 been set?	1. Refer to On-Board Diagnostics in the manual text and replace thermostat if necessary.
	2. Coolant level low.	2. Refer to Testing Cooling System For Leaks in the manual text. Repair as necessary.
	3. Obstructions in heater hose fittings at engine.	3. Remove heater hoses at both ends and check for obstructions. Repair as necessary.
	4. Heater hose kinked.	4. Locate kinked area and repair as necessary.
	5. Some models with certain engines are equipped with a water control valve located on one of the heater hoses. This valve may be defective.	5. Refer to Group 24, Heating and Air Conditioning for diagnosis. Repair as necessary.
	6. Water pump is not pumping water to heater core. When the engine is fully warmed up, both heater hoses should be hot to the touch. If only one of the hoses is hot, the water pump may not be operating correctly. The accessory drive belt may also be slipping causing poor water pump operation.	6. Refer to Water Pumps in this group. Repair as necessary. If a slipping belt is detected, refer to Engine Accessory Drive Belts in this group. Repair as necessary.
HEAT ODOR	1. Various heat shields are used at certain drive line components. One or more of these shields may be missing.	1. Locate missing shields and replace or repair as necessary.
	2. Is temperature gauge reading above the normal range?	2. Refer to the previous Temperature Gauge Reads High in these Diagnosis Charts. Repair as necessary.
	3. Is cooling fan operating correctly?	3. Refer to Cooling System Fan in this group for diagnosis. Repair as necessary.
	4. Has undercoating been applied to any unnecessary component?	4. Clean undercoating as necessary.
	5. Engine may be running rich causing the catalytic convertor to overheat.	5. Refer to the DRB scan tool and the appropriate Powertrain Diagnostic Procedures service manual. Repair as necessary.
POOR DRIVEABILITY (THERMOSTAT POSSIBLY STUCK OPEN). GAUGE MAY BE READING LOW	1. For proper driveability, good vehicle emissions and for preventing build-up of engine oil sludge, the thermostat must be operating properly. Has a diagnostic trouble code (DTC) number 17 been set?	1. Refer to On-Board Diagnostics in this group. DTC's may also be checked using the DRB scan tool. Refer to the proper Powertrain Diagnostics Procedures service manual for checking the thermostat using the DRB scan tool. Replace thermostat if necessary.

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DIAGNOSIS AND TESTING (Continued)

Condition	Possible Causes	Correction
STEAM IS COMING FROM FRONT OF VEHICLE NEAR GRILL AREA WHEN WEATHER IS WET, ENGINE IS WARMED UP AND RUNNING, AND VEHICLE IS STATIONARY. TEMPERATURE GAUGE IS IN NORMAL RANGE	1. During wet weather, moisture (snow, ice or rain condensation) on the radiator will evaporate when the thermostat opens. This opening allows heated water into the radiator. When the moisture contacts the hot radiator, steam may be emitted. This usually occurs in cold weather with no fan or airflow to blow it away.	1. Occasional steam emitting from this area is normal. No repair is necessary.
COOLANT COLOR	1. Coolant color is not necessarily an indication of adequate corrosion or temperature protection. Do not rely on coolant color for determining condition of coolant.	1. Refer to Coolant in this group for antifreeze tests. Adjust antifreeze-to-water ratio as necessary.
COOLANT LEVEL CHANGES IN COOLANT RESERVE/ OVERFLOW TANK. TEMPERATURE GAUGE IS IN NORMAL RANGE	1. Level changes are to be expected as coolant volume fluctuates with engine temperature. If the level in the tank was between the FULL and ADD marks at normal engine operating temperature, the level should return to within that range after operation at elevated temperatures.	1. A normal condition. No repair is necessary.

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DIAGNOSIS AND TESTING (Continued)

RADIATOR COOLANT FLOW CHECK

The following procedure will determine if coolant is flowing through the cooling system.

If engine is cold, idle engine until normal operating temperature is reached. Then feel the upper radiator hose. If hose is hot, the thermostat is open and water is circulating through cooling system.

TESTING COOLING SYSTEM FOR LEAKS

ULTRAVIOLET LIGHT METHOD

All Jeep models have a leak detection additive added to the cooling system before they leave the factory. The additive is highly visible under ultraviolet light (black light). If the factory original coolant has been drained, pour one ounce of additive into the cooling system. The additive is available through the parts department. Place the heater control unit in HEAT position. Start and operate the engine until the radiator upper hose is warm to the touch. Aim the commercially available black light tool at the components to be checked. If leaks are present, the black light will cause the additive to glow a bright green color.

The black light can be used along with a pressure tester to determine if any external leaks exist (Fig. 18).

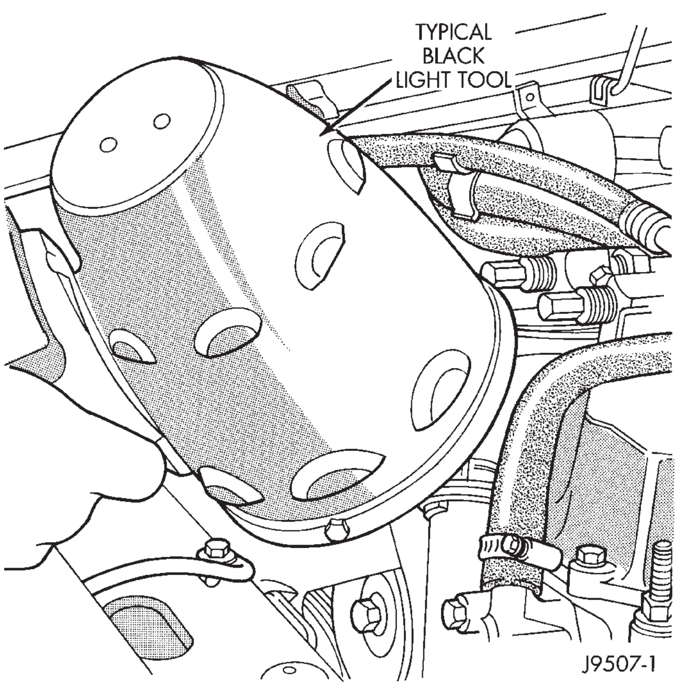

Fig. 18 Leak Detection Using Black Light—Typical

PRESSURE TESTER METHOD

The engine should be at the normal operating temperature. Recheck the system cold if the cause of coolant loss is not located during warm engine examination.

WARNING: HOT, PRESSURIZED COOLANT CAN CAUSE INJURY BY SCALDING.

Carefully remove the radiator pressure cap from the filler neck and check the coolant level. Push down on the cap to disengage it from the stop tabs. Wipe the inner part of the filler neck and examine the lower inside sealing seat for nicks, cracks, paint, dirt and solder residue. Inspect the reserve/overflow tank tube for internal obstructions. Insert a wire through the tube to be sure it is not obstructed.

Inspect the cams on the outside part of the filler neck. If the cams are bent, seating of pressure cap valve and tester seal will be affected. Replace cap if cams are bent.

Attach pressure tester 7700 (or an equivalent) to the radiator filler neck (Fig. 19).

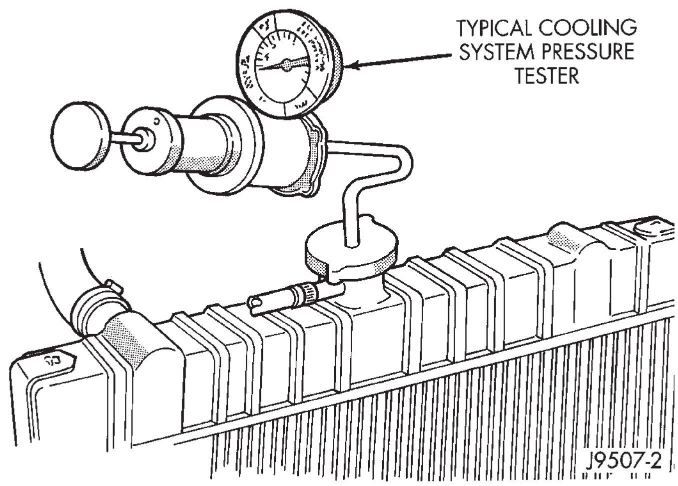

Fig. 19 Pressurizing System—Typical

Operate the tester pump to apply 124 kPa (18 psi) pressure to the system. If the hoses enlarge excessively or bulge while testing, replace as necessary. Observe the gauge pointer and determine the condition of the cooling system according to the following criteria:

• Holds Steady: If the pointer remains steady for two minutes, there are no serious coolant leaks in the system. However, there could be an internal leak that does not appear with normal system test pressure. Inspect for interior leakage or do the Internal Leakage Test. Do this if it is certain that coolant is being lost and no leaks can be detected.

• Drops Slowly: Shows a small leak or seepage is occurring. Examine all connections for seepage or slight leakage with a flashlight. Inspect the radiator, hoses, gasket edges and heater. Seal any small leak holes with a Sealer Lubricant or equivalent. Repair leak holes and reinspect the system with pressure applied.

• Drops Quickly: Shows that a serious leakage is occurring. Examine the system for serious external

DIAGNOSIS AND TESTING (Continued)

leakage. If no leaks are visible, inspect for internal leakage. Large radiator leak holes should be repaired by a reputable radiator repair shop.

INTERNAL LEAKAGE INSPECTION

Remove the oil pan drain plug and drain a small amount of engine oil. Coolant, being heavier, will drain first, or operate engine to churn oil, then examine dipstick for water globules. Inspect the transmission dipstick for water globules. Inspect the transmission fluid cooler for leakage. Operate the engine without the pressure cap on the radiator until thermostat opens.

Attach a Pressure Tester to the filler neck. If pressure builds up quickly, a leak exists as result of a faulty cylinder head gasket or crack in the engine. Repair as necessary.

WARNING: DO NOT ALLOW PRESSURE TO EXCEED 124 KPA (18 PSI). TURN THE ENGINE OFF. TO RELEASE THE PRESSURE, ROCK THE TESTER FROM SIDE TO SIDE. WHEN REMOVING THE TESTER, DO NOT TURN THE TESTER MORE THAN 1/2 TURN IF THE SYSTEM IS UNDER PRESSURE.

If there is no immediate pressure increase, pump the Pressure Tester until the indicated pressure is within the system range. Vibration of the gauge pointer indicates compression or combustion leakage into the cooling system.

WARNING: DO NOT DISCONNECT THE SPARK PLUG WIRES WHILE THE ENGINE IS OPERATING.

CAUTION: Do not operate the engine with a spark plug shorted for more than a minute. The catalytic converter may be damaged.

Isolate the compression leak by shorting each spark plug to the cylinder block. The gauge pointer should stop or decrease vibration when spark plug for leaking cylinder is shorted. This happens because of the absence of combustion pressure.

COMBUSTION LEAKAGE TEST (WITHOUT PRESSURE TESTER)

DO NOT WASTE reusable coolant. If the solution is clean, drain the coolant into a clean container for reuse.

WARNING: DO NOT REMOVE THE CYLINDER BLOCK DRAIN PLUGS OR LOOSEN THE RADIATOR DRAINCOCK WITH THE SYSTEM HOT AND UNDER PRESSURE. SERIOUS BURNS FROM COOLANT CAN OCCUR.

Drain sufficient coolant to allow for thermostat removal. Refer to Thermostat Replacement. Disconnect the water pump drive belt.

Disconnect the upper radiator hose from the thermostat housing. Remove the housing and thermostat. Install the thermostat housing.

Add coolant to the radiator to bring the level to within 6.3 mm (1/4 in) of the top of the thermostat housing.

CAUTION: Avoid overheating. Do not operate the engine for an excessive period of time. Open the draincock immediately after the test to eliminate boil over of coolant.

Start the engine and accelerate rapidly three times (to approximately 3000 rpm) while observing the coolant. If internal engine combustion gases are leaking into the cooling system, bubbles will appear in the coolant. If bubbles do not appear, there is no internal combustion gas leakage.

VISCOUS FAN DRIVE

TESTING

If the fan assembly free-wheels without drag (the fan blades will revolve more than five turns when spun by hand), replace the fan drive. This spin test must be performed when the engine is cool.

For the following test, the cooling system must be in good condition. It also will ensure against excessively high coolant temperature.

WARNING: BE SURE THAT THERE IS ADEQUATE FAN BLADE CLEARANCE BEFORE DRILLING.

(1) Drill a 3.18-mm (1/8-in) diameter hole in the top center of the fan shroud.

(2) Obtain a dial thermometer with an 8 inch stem (or equivalent). It should have a range of -18° to 105°C (0° to 220° F). Insert thermometer through the hole in the shroud. Be sure that there is adequate clearance from the fan blades.

(3) Connect a tachometer and an engine ignition timing light (timing light is to be used as a strobe light).

(4) Block the air flow through the radiator. Secure a sheet of plastic in front of the radiator (or air conditioner condenser). Use tape at the top to secure the plastic and be sure that the air flow is blocked.

(5) Be sure that the air conditioner (if equipped) is turned off.

DIAGNOSIS AND TESTING (Continued)

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN A DIRECT LINE WITH THE FAN. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR FAN. DO NOT WEAR LOOSE CLOTHING.

(6) Start the engine and operate at 2400 rpm. Within ten minutes the air temperature (indicated on the dial thermometer) should be up to 88° C (190° F). Fan drive **engagement** should have started to occur at between 74° to 82° C (165° to 180° F). Engagement is distinguishable by a definite **increase** in fan flow noise (roaring). The timing light also will indicate an increase in the speed of the fan.

(7) When the air temperature reaches 88° C (190° F), remove the plastic sheet. Fan drive **disengagement** should have started to occur at between 57° to 79° C (135° to 175° F). A definite **decrease** of fan flow noise (roaring) should be noticed. If not, replace the defective viscous fan drive unit.

RADIATOR CAP-TO-FILLER NECK SEAL—PRESSURE RELIEF CHECK

With radiator cap installed on filler neck, remove coolant reserve/overflow tank hose from nipple on filler neck. Connect a hand operated vacuum pump to nipple. Operate pump until a reading of 47 to 61 kPa (14 to 18 in. Hg) appears on gauge. If the reading stays steady, or drops slightly and then remains steady, the pressure valve seal is good. Replace radiator cap if reading does not hold.

WARNING: THE WARNING WORDS —DO NOT OPEN HOT— ON THE RADIATOR PRESSURE CAP ARE A SAFETY PRECAUTION. WHEN HOT, PRESSURE BUILDS UP IN COOLING SYSTEM. TO PREVENT SCALDING OR INJURY, THE RADIATOR CAP SHOULD NOT BE REMOVED WHILE THE SYSTEM IS HOT AND/OR UNDER PRESSURE.

There is no need to remove the radiator cap **except** for the following purposes:

- To check and adjust antifreeze freeze point.
- To refill system with new antifreeze.
- For conducting service procedures.
- When checking for vacuum leaks.

WARNING: IF VEHICLE HAS BEEN RUN RECENTLY, WAIT AT LEAST 15 MINUTES BEFORE REMOVING RADIATOR CAP. WITH A RAG, SQUEEZE RADIATOR UPPER HOSE TO CHECK IF SYSTEM IS UNDER PRESSURE. PLACE A RAG OVER THE CAP AND WITHOUT PUSHING DOWN, ROTATE CAP COUNTER-CLOCKWISE TO THE FIRST STOP. ALLOW FLUID TO ESCAPE THROUGH OVERFLOW HOSE INTO COOLANT RESERVE/ OVERFLOW TANK. SQUEEZE RADIATOR UPPER HOSE TO DETERMINE WHEN PRESSURE HAS BEEN RELEASED. WHEN COOLANT AND STEAM STOP BEING PUSHED INTO TANK AND SYSTEM PRESSURE DROPS, REMOVE RADIATOR CAP COMPLETELY.

PRESSURE TESTING RADIATOR CAP

Remove cap from radiator. Be sure that sealing surfaces are clean. Moisten rubber gasket with water and install the cap on pressure tester (tool 7700 or an equivalent) (Fig. 20).

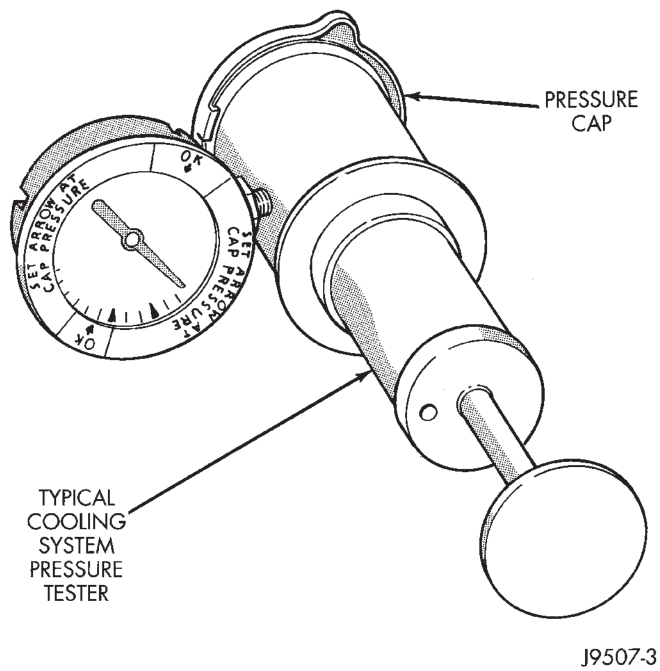

Fig. 20 Pressure Testing Radiator Pressure Cap—Typical

Operate the tester pump and observe the gauge pointer at its highest point. The cap release pressure should be 97 to 124 kPa (14 to 18 psi). The cap is satisfactory when the pressure holds steady. It is also good if it holds pressure within the 97 to 124 kPa (14 to 18 psi) range for 30 seconds or more. If the pointer drops quickly, replace the cap.

CAUTION: Radiator pressure testing tools are very sensitive to small air leaks, which will not cause cooling system problems. A pressure cap that does not have a history of coolant loss should not be replaced just because it leaks slowly when tested with this tool. Add water to tool. Turn tool upside down and recheck pressure cap to confirm that cap needs replacement.

DIAGNOSIS AND TESTING (Continued)

LOW COOLANT LEVEL-AERATION

If the coolant level in radiator drops below top of radiator core tubes, air will enter cooling system.

Low coolant level can cause thermostat pellet to be suspended in air instead of coolant. This will cause thermostat to open later, which in turn causes higher coolant temperature. Air trapped in cooling system also reduces amount of coolant circulating in heater core resulting in low heat output.

DEAERATION

As the engine operates, any air trapped in cooling system gathers under the radiator cap. The next time the engine is operated, thermal expansion of coolant will push any trapped air past radiator cap into the coolant reserve/overflow tank. Here it escapes to the atmosphere into the tank. When the engine cools down the coolant, it will be drawn from the reserve/overflow tank into the radiator to replace any removed air.

SERVICE PROCEDURES

ROUTINE COOLANT LEVEL CHECK

NOTE: Do not remove radiator cap for routine coolant level inspections. The coolant level can be checked at coolant reserve/overflow tank.

The coolant reserve/overflow system provides a quick visual method for determining coolant level without removing radiator pressure cap. With engine idling and at normal operating temperature, observe coolant level in reserve/overflow tank. The coolant level should be between ADD and FULL marks.

ADDING ADDITIONAL COOLANT

Do not remove radiator cap to add coolant to system. When adding coolant to maintain correct level, do so at coolant reserve/overflow tank. Use a 50/50 mixture of ethylene-glycol antifreeze and low mineral content water. Remove radiator cap only for testing or when refilling system after service. Removing cap unnecessarily can cause loss of coolant and allow air to enter system, which produces corrosion.

COOLANT LEVEL CHECK—SERVICE

The cooling system is closed and designed to maintain coolant level to top of radiator.

WARNING: DO NOT OPEN RADIATOR DRAINCOCK WITH ENGINE RUNNING OR WHILE ENGINE IS HOT AND COOLING SYSTEM IS UNDER PRESSURE.

When vehicle servicing requires a coolant level check in radiator, drain several ounces of coolant from radiator drain cock. Do this while observing coolant reserve/overflow system tank. The coolant level in reserve/overflow tank should drop slightly. If not, inspect for a leak between radiator and coolant reserve/overflow system connection. Remove radiator cap. The coolant level should be to top of radiator. If not and if coolant level in reserve/overflow tank is at ADD mark, check for:

- An air leak in coolant reserve/overflow tank or its hose
- An air leak in radiator filler neck
- Leak in pressure cap seal to radiator filler neck

DRAINING AND FILLING COOLING SYSTEM

DRAINING COOLING SYSTEM

WARNING: DO NOT REMOVE THE CYLINDER BLOCK DRAIN PLUGS OR LOOSEN THE RADIATOR DRAINCOCK WITH SYSTEM HOT AND UNDER PRESSURE. SERIOUS BURNS FROM COOLANT CAN OCCUR.

DO NOT WASTE reusable coolant. If the solution is clean, drain the coolant into a clean container for reuse.

DRAINING ENTIRE SYSTEM

Use this procedure if the entire cooling system is to be drained, such as for engine removal.

(1) DO NOT remove radiator cap first. With engine cold, raise vehicle on a hoist and locate radiator draincock.

- 4.0L 6-cyl. Engine: Radiator draincock is located on the right/lower side of radiator facing to rear of vehicle.
- 5.2L V-8 Engine: Radiator draincock is located on the left/lower side of radiator facing to rear of vehicle.

(2) Attach one end of a hose to the draincock. Put the other end into a clean container. Open draincock and drain coolant from radiator. This will empty the coolant reserve/overflow tank. The coolant does not have to be removed from the tank unless the system is being refilled with a fresh mixture. When tank is empty, remove radiator cap and continue draining cooling system.

To drain the 4.0L 6-cylinder engine of coolant, remove the cylinder block drain plug located on the side of cylinder block (Fig. 21).

To drain the 5.2L V-8 engine of coolant, remove the cylinder block drain plugs located on the sides of cylinder block above the oil pan rail (Fig. 22).

PARTIAL DRAINING

Use this procedure if the coolant is to be partially drained, such as for engine thermostat removal.

SERVICE PROCEDURES (Continued)

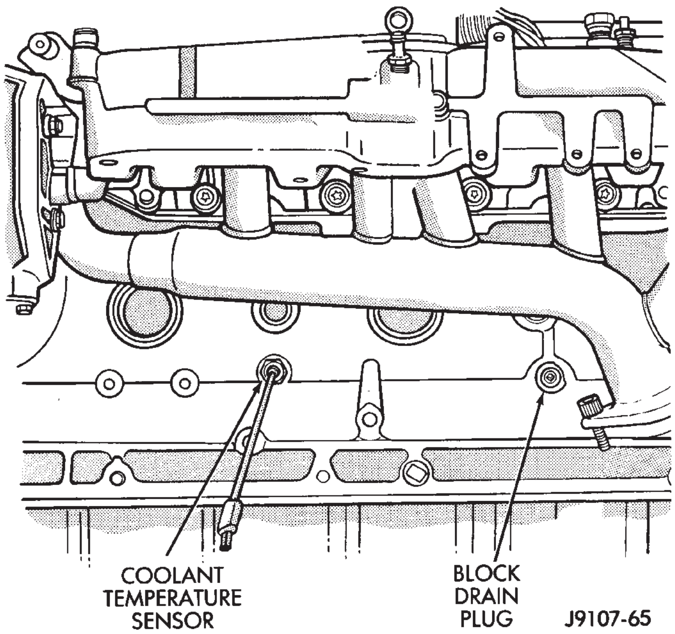

Fig. 21 Drain Plug—4.0L 6-Cylinder Engine

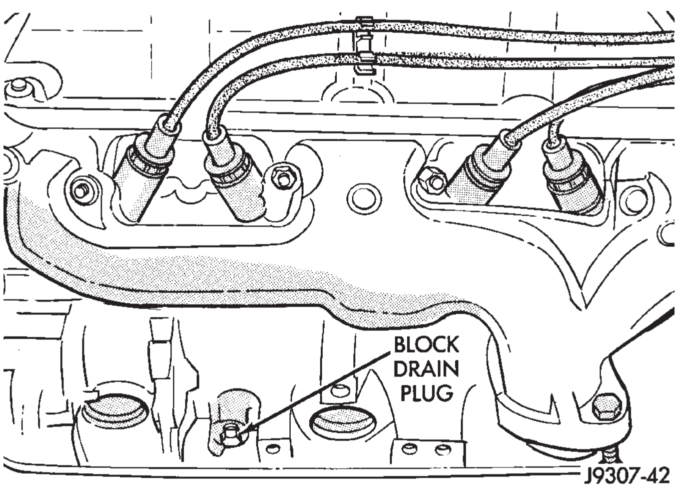

Fig. 22 Drain Plugs—5.2L V-8 Engine

(1) With engine cold, slowly remove the radiator cap. Raise vehicle on a hoist and locate radiator draincock.

- 4.0L Engine: Radiator draincock is located on the right/lower side of radiator facing to rear of vehicle.
- 5.2L Engine: Radiator draincock is located on the left/lower side of radiator facing to rear of vehicle.

(2) Attach one end of a hose to the draincock. Put the other end into a clean container.

(3) Open draincock and drain desired amount of coolant from radiator.

REFILLING COOLING SYSTEM

(1) Tighten the radiator draincock and the cylinder block drain plug(s) (if removed).

(2) Fill system using a 50/50 mixture of ethylene-glycol anifreeze and low mineral conent water. Fill radiator to top and install radiator cap. Add sufficient coolant to the reserve/overflow tank to raise level to FULL mark.

(3) With heater control unit in the HEAT position, operate engine with radiator cap in place.

(4) After engine has reached normal operating temperature, shut engine off and allow it to cool. When engine is cooling down, coolant will be drawn into the radiator from the reserve/overflow tank.

(5) Add coolant to reserve/overflow tank as necessary. **Only add coolant to the reserve/overflow tank when the engine is cold. Coolant level in a warm engine will be higher due to thermal expansion.** To purge the cooling system of all air, this heat up/cool down cycle (adding coolant to cold engine) must be performed three times. Add necessary coolant to raise tank level to the FULL mark after each cool down period.

COOLING SYSTEM CLEANING/REVERSE FLUSHING

CAUTION: The cooling system normally operates at 97 to 124 kPa (14 to 18 psi) pressure. Exceeding this pressure may damage the radiator or hoses.

CLEANING

Drain cooling system and refill with water. Run engine with radiator cap installed until upper radiator hose is hot. Stop engine and drain water from system. If water is dirty, fill system with water, run engine and drain system. Repeat until water drains clean.

REVERSE FLUSHING

Reverse flushing of the cooling system is the forcing of water through the cooling system. This is done using air pressure in the opposite direction of normal coolant flow. It is usually only necessary with very dirty systems with evidence of partial plugging.

REVERSE FLUSHING RADIATOR

Disconnect the radiator hoses from the radiator fittings. Attach a section of radiator hose to the radiator bottom outlet fitting and insert the flushing gun. Connect a water supply hose and air supply hose to the flushing gun.

CAUTION: The cooling system normally operates at 97 to 124 kPa (14 to 18 psi) pressure. Exceeding this pressure may damage the radiator or hoses.

Allow the radiator to fill with water. When radiator is filled, apply air in short blasts allowing radiator to refill between blasts. Continue this reverse flushing until clean water flows out through rear of radiator

SERVICE PROCEDURES (Continued)

cooling tube passages. For more information, refer to operating instructions supplied with flushing equipment. Have radiator cleaned more extensively by a radiator repair shop.

REVERSE FLUSHING ENGINE

Drain the cooling system. Remove the thermostat housing and thermostat. Install the thermostat housing. Disconnect the radiator upper hose from the radiator and attach the flushing gun to the hose. Disconnect the radiator lower hose from the water pump. Attach a lead away hose to the water pump inlet fitting.

Connect the water supply hose and air supply hose to the flushing gun. Allow the engine to fill with water. When the engine is filled, apply air in short blasts, allowing the system to fill between air blasts. Continue until clean water flows through the lead away hose. For more information, refer to operating instructions supplied with flushing equipment.

Remove the lead away hose, flushing gun, water supply hose and air supply hose. Remove the thermostat housing and install thermostat. Install the thermostat housing with a replacement gasket. Refer to Thermostat Replacement. Connect the radiator hoses. Refill the cooling system with the correct antifreeze/water mixture.

CHEMICAL CLEANING

In some instances, use a radiator cleaner (Mopar Radiator Kleen or equivalent) before flushing. This will soften scale and other deposits and aid the flushing operation.

CAUTION: Be sure instructions on the container are followed.

REMOVAL AND INSTALLATION

TRANSMISSION OIL COOLER—AUXILIARY

REMOVAL

(1) Disconnect negative battery cable at battery.

(2) Remove the grill. Refer to Group 23, Body.

(3) Remove the bumper fascia. Refer to Group 23, Body.

(4) Remove the grill opening reinforcement panel. Refer to Group 23, Body.

(5) Remove two bracket bolts and three brace bolts (Fig. 23).

(6) Remove the retaining clip from the cooler lines (Fig. 23).

(7) Place a drain pan under the cooler.

(8) Disconnect the upper hose clamp at cooler line (Fig. 24). Separate the line from the rubber hose.

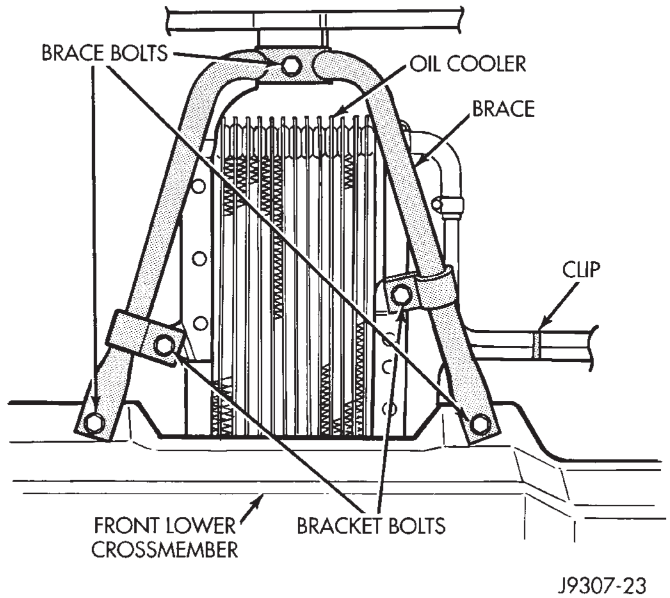

Fig. 23 Oil Cooler Mounting Brackets—Typical

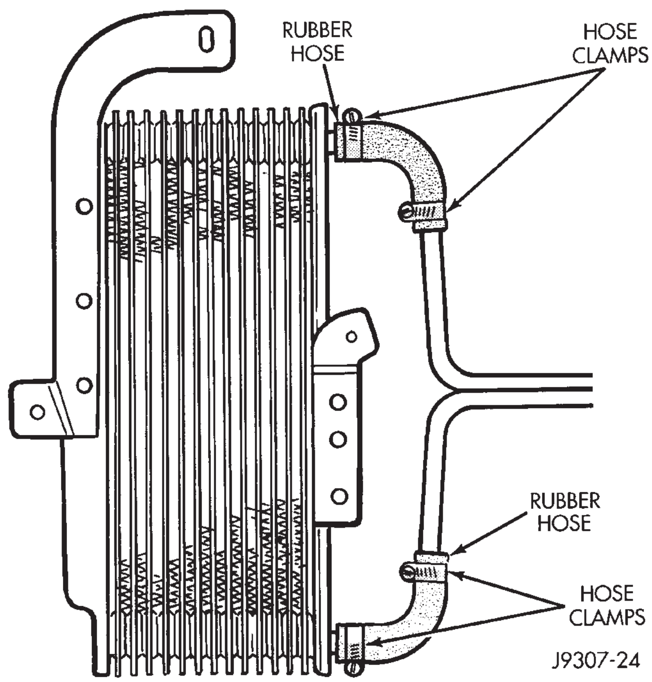

Fig. 24 Oil Cooler Hoses—Typical

(9) Position the cooler to gain access to lower hose. The cooler lines are routed through a rubber seal located on the side of radiator. Be careful not to cut or tear this seal when positioning cooler for lower hose removal.

(10) Remove lower hose clamp and hose from cooler.

(11) Remove cooler from vehicle.

INSTALLATION

(1) Position cooler to vehicle.

REMOVAL AND INSTALLATION (Continued)

(2) Install lower hose and hose clamp to cooler. Hose clamp screws must be facing towards rear of vehicle. Tighten clamp to 2 N·m (18 in. lbs.) torque.

(3) Install upper hose and hose clamp at cooler. Hose clamp screws must be facing towards rear of vehicle. Tighten clamp to 2 N·m (18 in. lbs.) torque.

(4) Install brace and mounting bracket bolts (Fig. 23).

(5) Connect negative battery cable to battery.

(6) Add necessary transmission fluid. Refer to Group 21, Transmissions. Start engine and check for leaks.

(7) Install grill opening reinforcement panel, bumper fascia and grill. Refer to Group 23, Body.

WATER PUMP 4.0L ENGINE

CAUTION: If the water pump is replaced because of mechanical damage, the fan blades and viscous fan drive should also be inspected. These components could have been damaged due to excessive vibration.

REMOVAL

The water pump can be removed without discharging the air conditioning system (if equipped).

CAUTION: The 4.0L engine has a reverse (counter-clockwise) rotating water pump. The letter R is stamped into the back of the water pump impeller (Fig. 25) to identify. Engines from previous model years, depending upon application, may be equipped with a forward (clockwise) rotating water pump. Installation of the wrong water pump will cause engine over heating.

The water pump impeller is pressed on the rear of the pump shaft and bearing assembly. The water pump is serviced only as a complete assembly.

WARNING: DO NOT REMOVE THE BLOCK DRAIN PLUG(S) OR LOOSEN RADIATOR DRAINCOCK WITH THE SYSTEM HOT AND UNDER PRESSURE. SERIOUS BURNS FROM COOLANT CAN OCCUR.

DO NOT WASTE reusable coolant. If the solution is clean, drain coolant into a clean container for reuse.

(1) Disconnect negative battery cable at battery.

(2) Drain the cooling system.

(3) **Vehicles with 4.0L 6-cylinder engine equipped with A/C or heavy duty cooling system:**

(4) Loosen (but do not remove at this time) the four water pump pulley-to-water pump hub mounting bolts (Fig. 26).

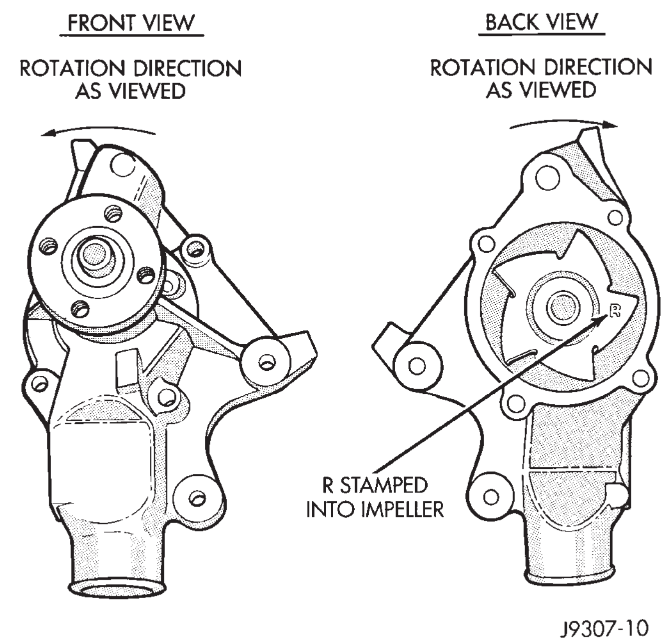

Fig. 25 Reverse Rotating Water Pump—Typical

(5) **Vehicles with 4.0L 6-cylinder engine without A/C or heavy duty cooling system:**

(6) Loosen (but do not remove at this time) the four fan hub-to-water pump pulley mounting nuts (Fig. 27).

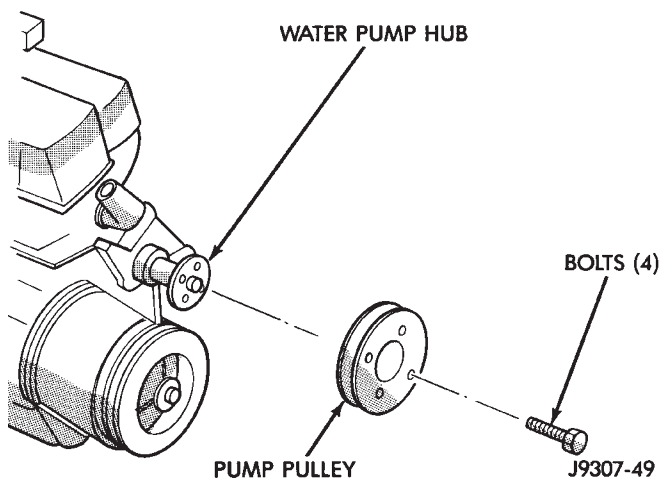

Fig. 26 Water Pump Pulley Bolts

NOTE: The engine accessory drive belt must be removed prior to removing the fan (if installed at pump) or fan pulley.

(7) Remove engine drive belt.

(8) Remove power steering pump (Fig. 28), refer to Group 19 Steering.

REMOVAL AND INSTALLATION (Continued)

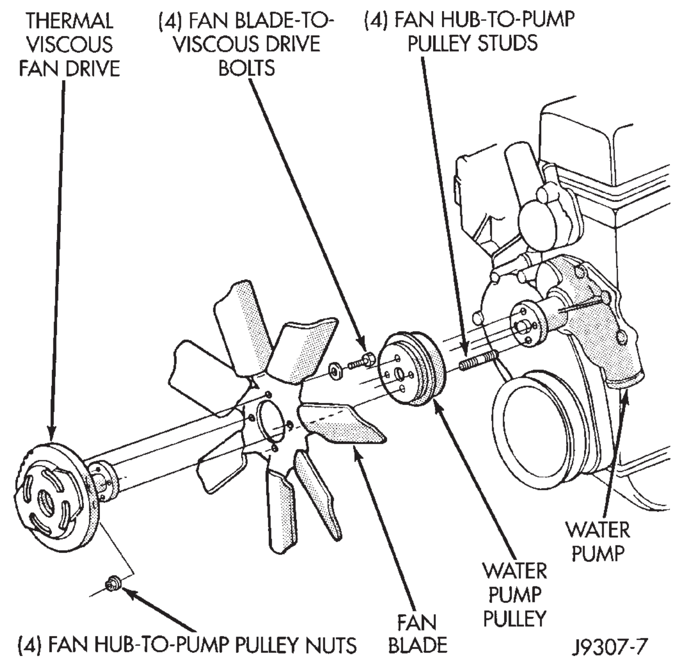

Fig. 27 Fan Mounting Nuts

WARNING: CONSTANT TENSION HOSE CLAMPS ARE USED ON MOST COOLING SYSTEM HOSES. WHEN REMOVING OR INSTALLING, USE ONLY TOOLS DESIGNED FOR SERVICING THIS TYPE OF CLAMP, SUCH AS SPECIAL CLAMP TOOL (NUMBER 6094) (Fig. 29) SNAP-ON CLAMP TOOL (NUMBER HPC-20) MAY BE USED FOR LARGER CLAMPS. ALWAYS WEAR SAFETY GLASSES WHEN SERVICING CONSTANT TENSION CLAMPS.

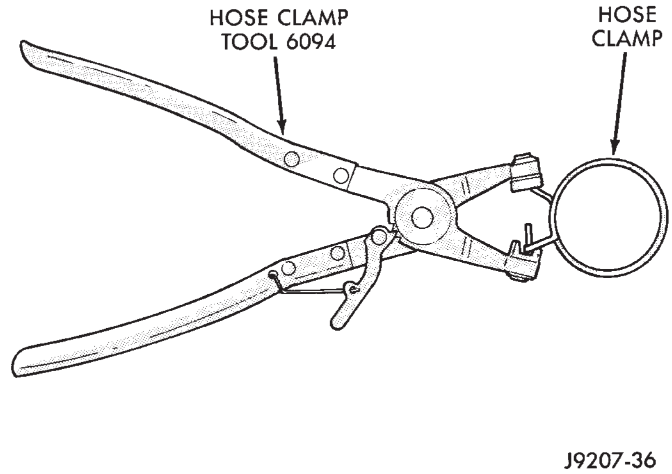

Fig. 29 Hose Clamp Tool—Typical

CAUTION: A number or letter is stamped into the tongue of constant tension clamps (Fig. 30). If replacement is necessary, use only an original equipment clamp with matching number or letter.

(9) Remove lower radiator hose from water pump. Remove heater hose from water pump fitting.

(10) Remove four nuts or bolts previously loosened and remove the fan blade assembly and pulley (if fan is installed at pump), or remove the pulley from the vehicle.

(11) After removing fan blade/viscous fan drive assembly, **do not** place thermal viscous fan drive in horizontal position. If stored horizontally, silicone fluid in viscous fan drive could drain into its bearing assembly and contaminate lubricant.

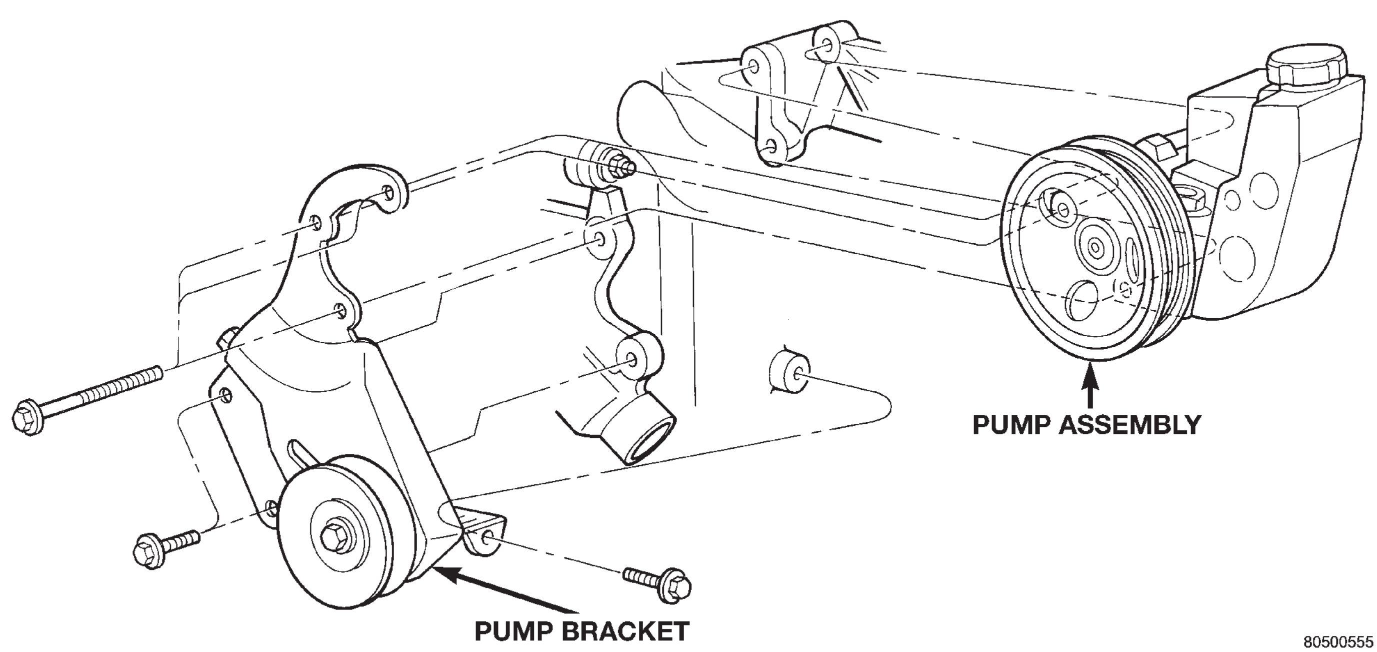

Fig. 28 Power Steering Pump Attachment

REMOVAL AND INSTALLATION (Continued)

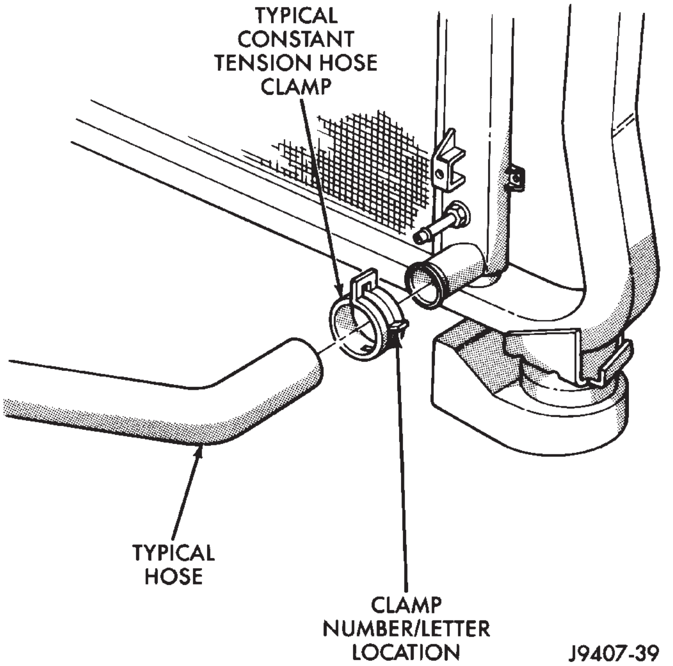

Fig. 30 Clamp Number/Letter Location

(12) Remove the four pump mounting bolts (Fig. 31) and remove pump from vehicle. Discard old gasket. Note that one of the four bolts is longer than the other bolts.

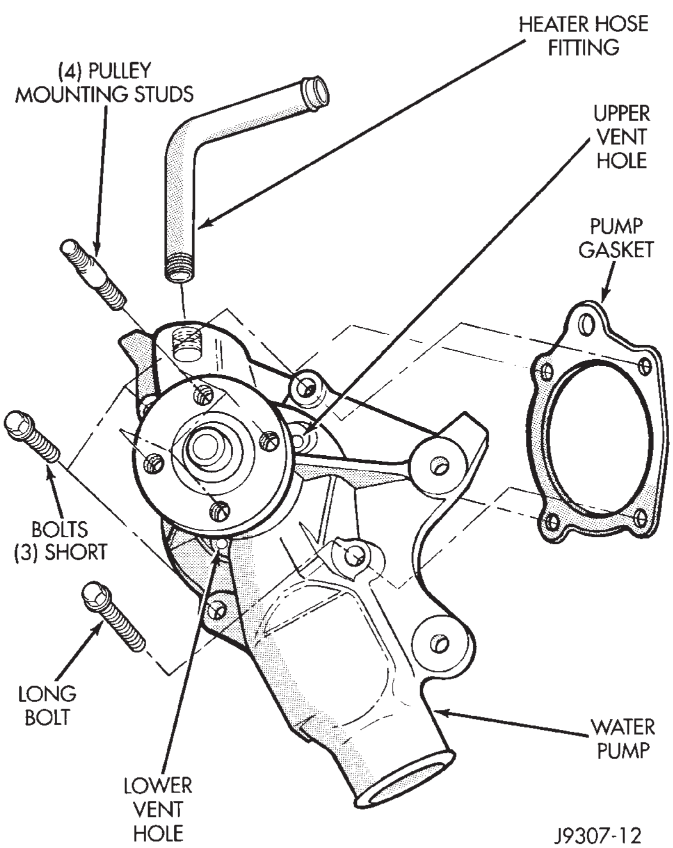

Fig. 31 Water Pump Remove/Install—Typical

(13) If pump is to be replaced, the heater hose fitting must be removed. Note position of fitting before removal.

INSTALLATION

(1) If pump is being replaced, install the heater hose fitting to the pump. Use a sealant on the fitting such as Mopar™ Thread Sealant With Teflon. Refer to the directions on the package.

(2) Clean the gasket mating surfaces. If the original pump is used, remove any deposits or other foreign material. Inspect the cylinder block and water pump mating surfaces for erosion or damage from cavitation.

(3) Install the gasket and water pump. The silicone bead on the gasket should be facing the water pump. Also, the gasket is installed dry. Tighten mounting bolts to 30 N·m (22 ft. lbs.) torque. Rotate the shaft by hand to be sure it turns freely.

(4) Connect the radiator and heater hoses to the water pump.

(5) Position water pump pulley to water pump hub.

(6) If equipped with a water pump mounted fan, install fan and four nuts to water pump hub. If not equipped with a water pump mounted fan, install four pump hub bolts. Tighten bolts (or nuts) to 27 N·m (20 ft. lbs.) torque.

(7) Install power steering pump.

CAUTION: When installing the serpentine engine accessory drive belt, the belt MUST be routed correctly. If not, the engine may overheat due to the water pump rotating in the wrong direction. Refer to the Belt Removal and Installtion in this group for appropriate belt routing. You may also refer to the Belt Routing Label in the vehicle engine compartment.

(8) Adjust accessory drive belt, refer to Accessory Drive Belt removal and installation in this group.

(9) Fill cooling system with coolant and check for leaks. Refer to Refilling Cooling System in this group.

(10) Connect battery cable to battery.

(11) Start and warm the engine. Check for leaks.

WATER PUMP 5.2L ENGINE

The water pump on 5.2L engines is bolted directly to the engine timing chain case/cover.

A gasket is used as a seal between the water pump and timing chain case/cover.

If water pump is replaced because of bearing/shaft damage, or leaking shaft seal, the mechanical cooling fan assembly should also be inspected. Inspect for fatigue cracks, loose blades, or loose rivets that could have resulted from excessive vibration. Replace fan if

REMOVAL AND INSTALLATION (Continued)

any of these conditions are found. Also check condition of the thermal viscous fan drive. Refer to Viscous Fan Drive in this group.

The water pump can be removed without discharging the air conditioning system (if equipped).

REMOVAL

(1) Disconnect negative battery cable from battery.

(2) Drain cooling system. Refer to Draining Cooling System in this group.

Do not waste reusable coolant. If solution is clean, drain coolant into a clean container for reuse.

(3) The thermal viscous fan drive is attached (threaded) to the water pump hub shaft (Fig. 32). Remove fan/viscous fan drive assembly from water pump by turning mounting nut counterclockwise as viewed from front. Threads on viscous fan drive are **RIGHT HAND.** A Snap-On 36 MM Fan Wrench (number SP346 from Snap-On Cummins Diesel Tool Set number 2017DSP) can be used. Place a bar or screwdriver between water pump pulley bolts (Fig. 32) to prevent pulley from rotating. Do not attempt to remove fan/viscous fan drive assembly from vehicle at this time.

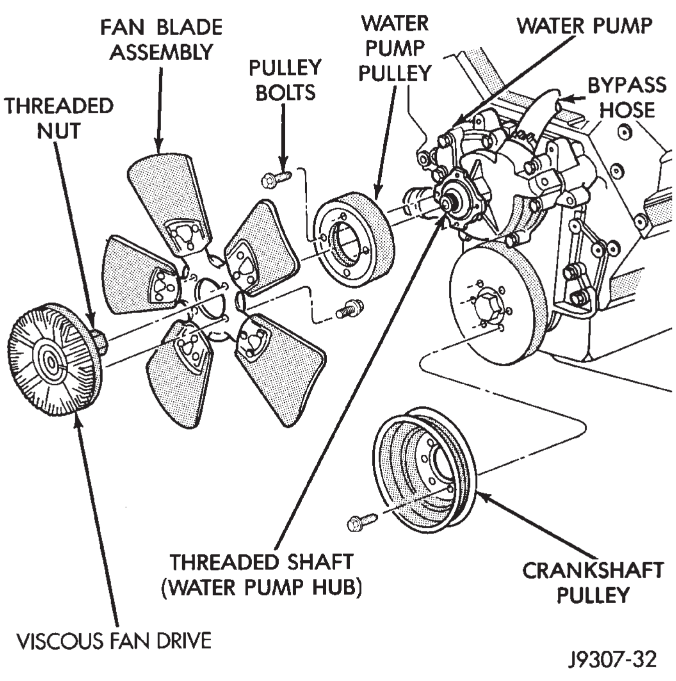

Fig. 32 Fan Blade and Viscous Fan Drive—5.2L Engine

WARNING: CONSTANT TENSION HOSE CLAMPS ARE USED ON MOST COOLING SYSTEM HOSES. WHEN REMOVING OR INSTALLING, USE ONLY TOOLS DESIGNED FOR SERVICING THIS TYPE OF CLAMP, SUCH AS SPECIAL CLAMP TOOL (NUMBER 6094) (Fig. 29). SNAP-ON CLAMP TOOL (NUMBER HPC-20) MAY BE USED FOR LARGER CLAMPS. ALWAYS WEAR SAFETY GLASSES WHEN SERVICING CONSTANT TENSION CLAMPS.

CAUTION: A number or letter is stamped into the tongue of constant tension clamps (Fig. 30). If replacement is necessary, use only an original equipment clamp with matching number or letter.

(4) If water pump is being replaced, do not unbolt fan blade assembly (Fig. 32) from thermal viscous fan drive.

(5) Remove two fan shroud-to-radiator nuts (Fig. 33). Do not attempt to remove fan shroud at this time.

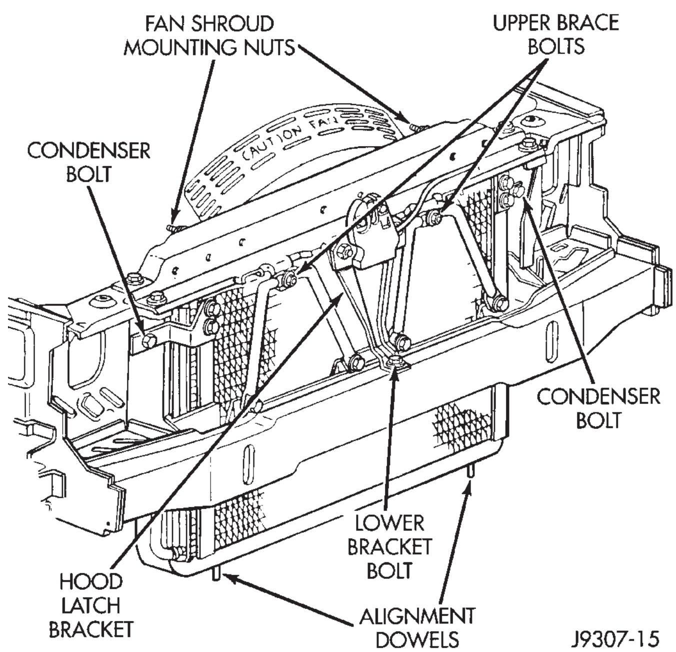

Fig. 33 Fan Shroud Nuts

(6) Remove fan shroud and fan blade/viscous fan drive assembly from vehicle as a complete unit.

(7) After removing fan blade/viscous fan drive assembly, **do not** place thermal viscous fan drive in horizontal position. If stored horizontally, silicone fluid in viscous fan drive could drain into its bearing assembly and contaminate lubricant.

(8) **Do not** remove water pump pulley bolts at this time.

(9) Remove accessory drive belt as follows: The drive belt is equipped with a spring loaded automatic belt tensioner (Fig. 34). Relax tension from belt by rotating tensioner clockwise (as viewed from front) (Fig. 34). When all belt tension has been relaxed, remove accessory drive belt.

(10) Remove four water pump pulley-to-water pump hub bolts (Fig. 32) and remove pulley from vehicle.

REMOVAL AND INSTALLATION (Continued)

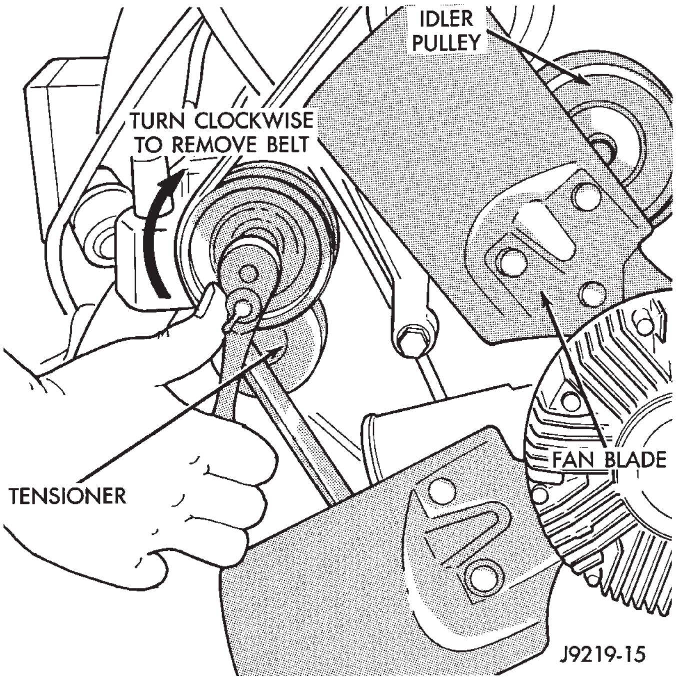

Fig. 34 Belt Tensioner Assembly—5.2L Engine

(11) Remove lower radiator hose clamp and remove lower hose at water pump.

(12) Remove heater hose clamp (Fig. 35) and heater hose from heater hose coolant return tube.

(13) Loosen heater hose coolant return tube mounting bolt and nut (Fig. 35) and remove tube from water pump. Discard the old tube o-ring.

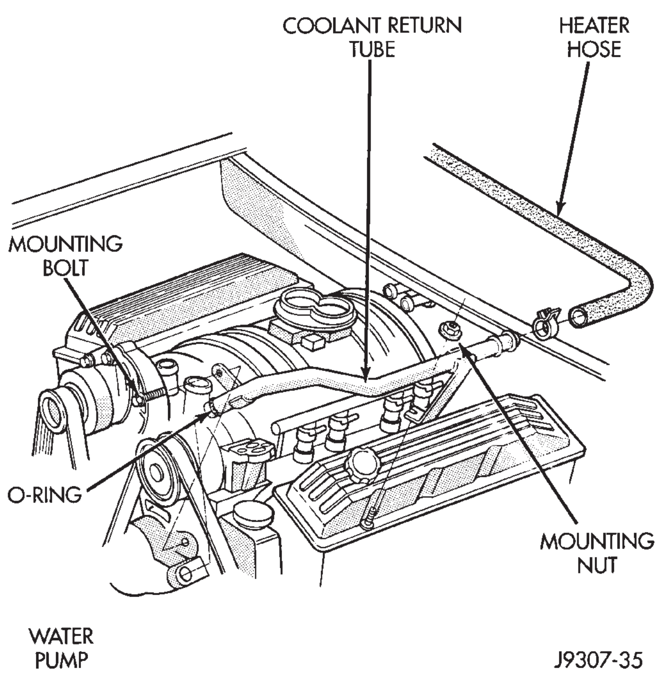

Fig. 35 Coolant Return Tube—5.2L Engine

(14) Remove seven water pump mounting bolts (Fig. 36).

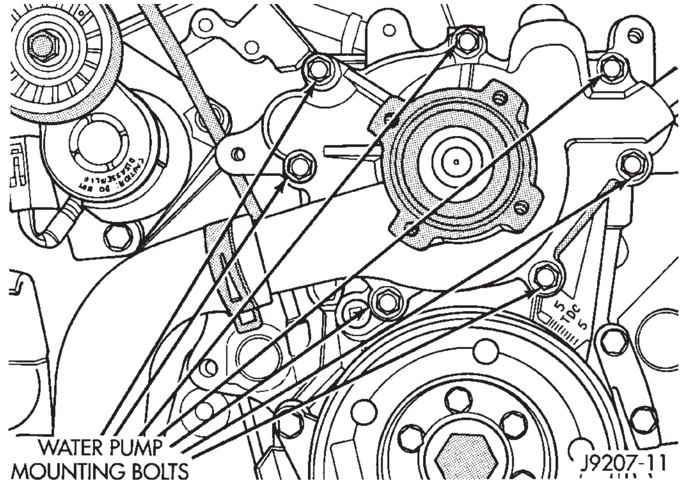

Fig. 36 Water Pump Bolts—5.2L Engine—Typical

(15) Loosen clamp at water pump end of bypass hose (Fig. 32). Slip bypass hose from water pump while removing pump from vehicle. Discard old gasket.

CAUTION: Do not pry water pump at timing chain case/cover. The machined surfaces may be damaged resulting in leaks.

INSTALLATION

(1) Clean gasket mating surfaces.

(2) Using a new gasket, install water pump to engine as follows: Guide water pump nipple into bypass hose as pump is being installed. Install water pump bolts (Fig. 36). Tighten water pump mounting bolts to 40 N·m (30 ft. lbs.) torque.

(3) Position bypass hose clamp to bypass hose.

(4) Spin water pump to be sure that pump impeller does not rub against timing chain case/cover.

(5) Install a new o-ring to the heater hose coolant return tube (Fig. 35). Coat the new o-ring with antifreeze before installation.

(6) Install coolant return tube to engine (Fig. 35). Be sure the slot in tube bracket is bottomed to the mounting bolt. This will properly position return tube.

(7) Connect radiator lower hose to water pump.

(8) Connect heater hose and hose clamp to coolant return tube.

(9) Install water pump pulley. Tighten bolts to 27 N·m (20 ft. lbs.) torque. Place a bar or screwdriver between water pump pulley bolts (Fig. 32) to prevent pulley from rotating.

(10) Relax tension from belt tensioner (Fig. 34). Install drive belt.

REMOVAL AND INSTALLATION (Continued)

CAUTION: When installing the serpentine accessory drive belt, belt must be routed correctly. If not, engine may overheat due to water pump rotating in wrong direction. Refer to (Fig. 37) for correct belt routing. Or, refer to the Belt Routing Label located in the engine compartment. The correct belt with correct length must be used.

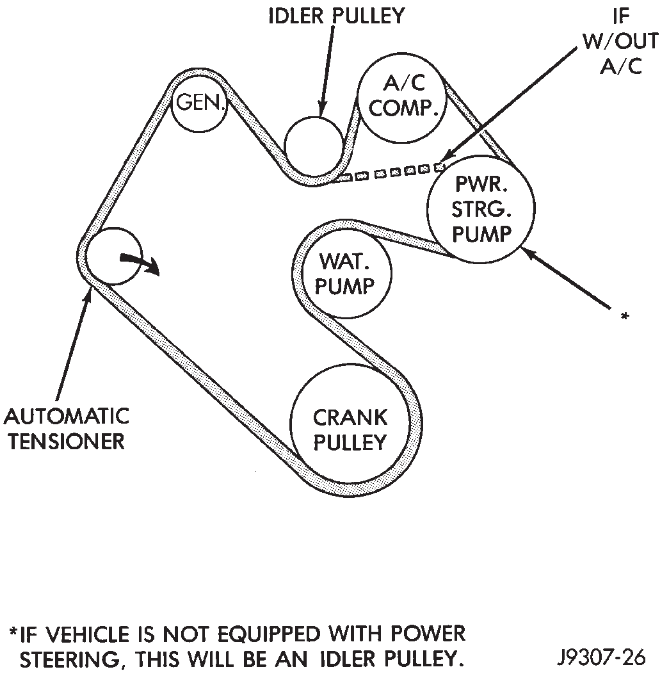

Fig. 37 Belt Routing—5.2L Engine

(11) Position fan shroud and fan blade/viscous fan drive assembly to vehicle as a complete unit.

(12) Be sure the upper and lower portions of the fan shroud are firmly connected. All air must flow through the radiator.

(13) Install two fan shroud-to-radiator nuts (Fig. 33).

(14) Be sure of at least 25 mm (1.0 inches) between tips of fan blades and fan shroud.

(15) Install fan blade/viscous fan drive assembly to water pump shaft.

(16) Fill cooling system. Refer to Refilling the Cooling System in this group.

(17) Connect negative battery cable.

(18) Start and warm the engine. Check for leaks.

THERMOSTAT 4.0L ENGINE

REMOVAL

WARNING: DO NOT LOOSEN THE RADIATOR DRAINCOCK WITH THE SYSTEM HOT AND PRESSURIZED. SERIOUS BURNS FROM THE COOLANT CAN OCCUR.

Do not waste reusable coolant. If the solution is clean, drain the coolant into a clean container for reuse.

(1) Drain the coolant from the radiator until the level is below the thermostat housing.

WARNING: CONSTANT TENSION HOSE CLAMPS ARE USED ON MOST COOLING SYSTEM HOSES. WHEN REMOVING OR INSTALLING, USE ONLY TOOLS DESIGNED FOR SERVICING THIS TYPE OF CLAMP, SUCH AS SPECIAL CLAMP TOOL (NUMBER 6094) (Fig. 53). SNAP-ON CLAMP TOOL (NUMBER HPC-20) MAY BE USED FOR LARGER CLAMPS. ALWAYS WEAR SAFETY GLASSES WHEN SERVICING CONSTANT TENSION CLAMPS.

CAUTION: A number or letter is stamped into the tongue of constant tension clamps (Fig. 54). If replacement is necessary, use only an original equipment clamp with matching number or letter.

(2) Remove radiator upper hose and heater hose at thermostat housing.

(3) Disconnect wiring connector at engine coolant temperature sensor.

(4) Remove thermostat housing mounting bolts, thermostat housing, gasket and thermostat (Fig. 38). Discard old gasket.

(5) Clean the gasket mating surfaces.

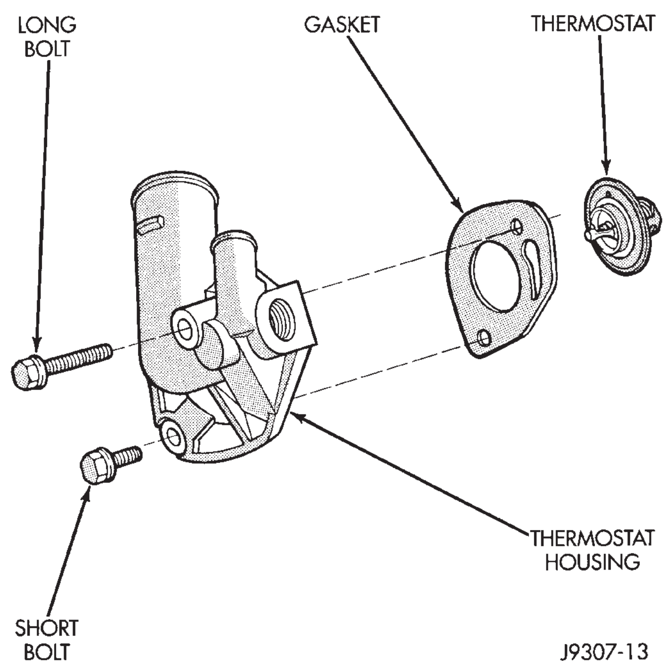

Fig. 38 Thermostat Removal/Installation—4.0L Engine

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Install the replacement thermostat so that the pellet, which is encircled by a coil spring, faces the engine. All thermostats are marked on the outer flange to indicate the proper installed position.

(a) Observe the recess groove in the engine cylinder head (Fig. 39).

(b) Position thermostat in groove with arrow and air bleed hole on outer flange pointing up.

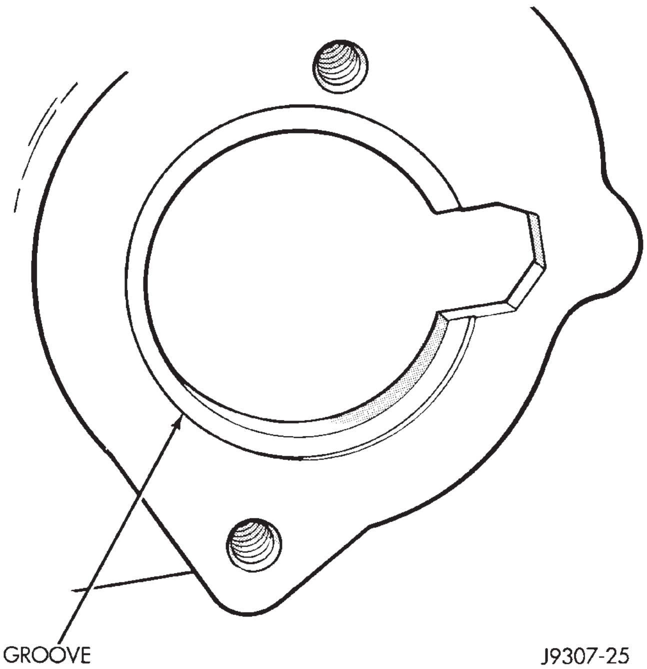

Fig. 39 Thermostat Recess—4.0L Engine

(2) Install replacement gasket and thermostat housing.

CAUTION: Tightening the thermostat housing unevenly or with the thermostat out of its recess, may result in a cracked housing.

(3) Tighten the housing bolts to 22 N·m (16 ft. lbs.) torque.

(4) Install hoses to thermostat housing.

(5) Install electrical connector to coolant temperature sensor.

(6) Be sure that the radiator draincock is tightly closed. Fill the cooling system to the correct level with the required coolant mixture. Refer to Refilling Cooling System in this group.

(7) Start and warm the engine. Check for leaks.

THERMOSTAT 5.2L ENGINE

REMOVAL

WARNING: DO NOT LOOSEN RADIATOR DRAINCOCK WITH SYSTEM HOT AND PRESSURIZED. SERIOUS BURNS FROM COOLANT CAN OCCUR.

Do not waste reusable coolant. If solution is clean, drain coolant into a clean container for reuse.

If thermostat is being replaced, be sure that replacement is specified thermostat for vehicle model and engine type.

Factory installed thermostat housings on 5.2L engines are installed on a gasket with an anti-stick coating. This will aid in gasket removal and clean-up.

(1) Disconnect negative battery cable at battery.

(2) Drain cooling system until coolant level is below thermostat. Refer to Draining Cooling System in this group.

(3) Air Conditioned vehicles: Remove support bracket (generator mounting bracket-to-intake manifold) located near rear of generator (Fig. 40).

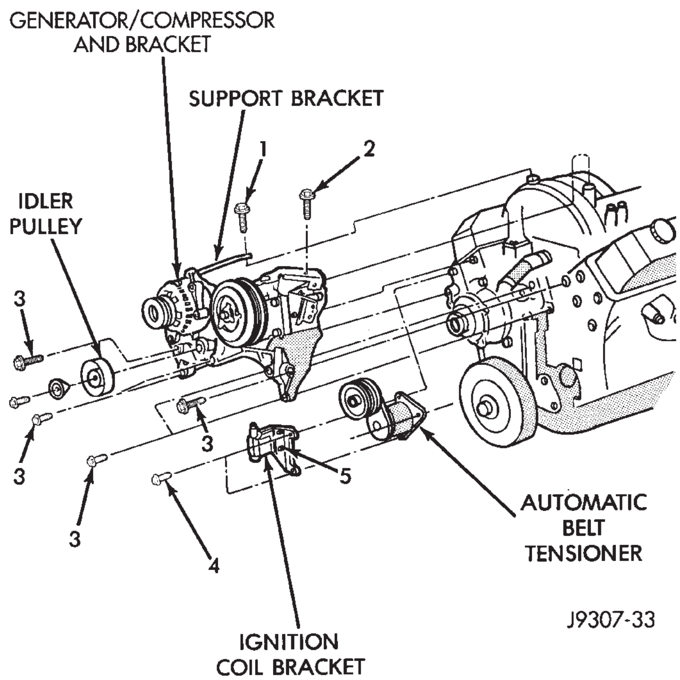

Fig. 40 Generator Support Bracket—5.2L Engine

(4) On air conditioning equipped vehicles, the generator must be partially removed.

(a) Remove generator drive belt as follows: Drive belts on the 5.2L engine are equipped with a spring loaded automatic belt tensioner (Fig. 41).

(b) Attach a socket/wrench to pulley mounting bolt of automatic belt tensioner (Fig. 41).

(c) Rotate tensioner assembly clockwise (as viewed from front) until tension has been relieved from belt.

REMOVAL AND INSTALLATION (Continued)

(d) Remove belt from vehicle.

(e) Remove two generator mounting bolts. Do not remove any wiring at generator. If equipped with 4WD, unplug 4WD indicator lamp wiring harness (located near rear of generator).

(f) Remove generator. Position generator to gain access for thermostat gasket removal.

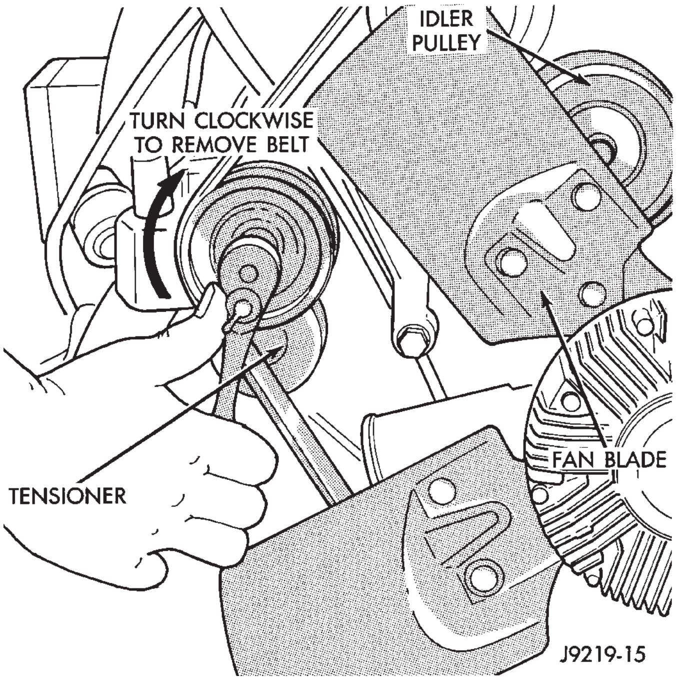

Fig. 41 Automatic Belt Tensioner—5.2L Engine

(5) Remove upper radiator hose clamp (Fig. 53) and upper radiator hose at thermostat housing.

(6) Position wiring harness (behind thermostat housing) to gain access to thermostat housing.

(7) Remove thermostat housing mounting bolts, thermostat housing, gasket and thermostat (Fig. 42). Discard old gasket.

INSTALLATION

(1) Clean mating areas of intake manifold and thermostat housing.

(2) Install thermostat (spring side down) into recessed machined groove on intake manifold (Fig. 42).

(3) Install gasket on intake manifold and over thermostat (Fig. 42).

(4) Position thermostat housing to intake manifold. Note the word FRONT stamped on housing (Fig. 43). For adequate clearance, this **must** be placed towards front of vehicle. The housing is slightly angled forward after installation to intake manifold.

(5) Install two housing-to-intake manifold bolts. Tighten bolts to 23 N·m (200 in. lbs.) torque.

CAUTION: Housing must be tightened evenly and thermostat must be centered into recessed groove in intake manifold. If not, it may result in a cracked housing, damaged intake manifold threads or coolant leak.

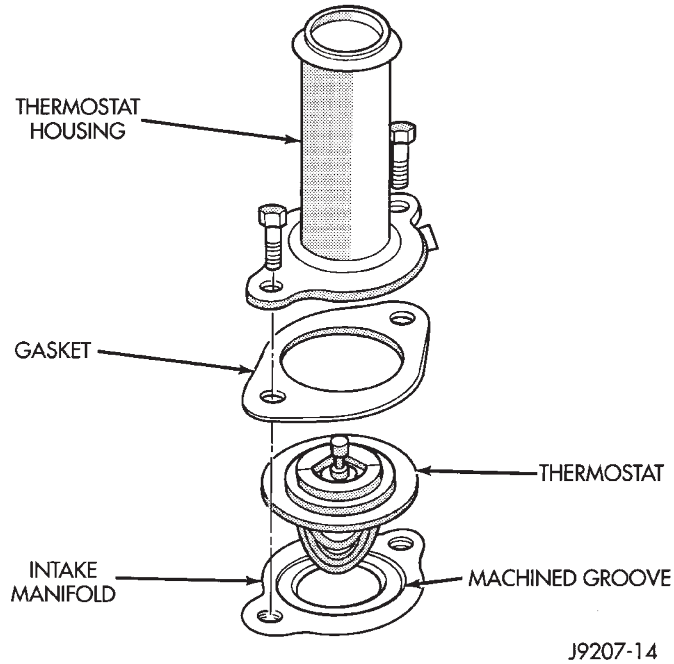

Fig. 42 Thermostat—5.2L Engine

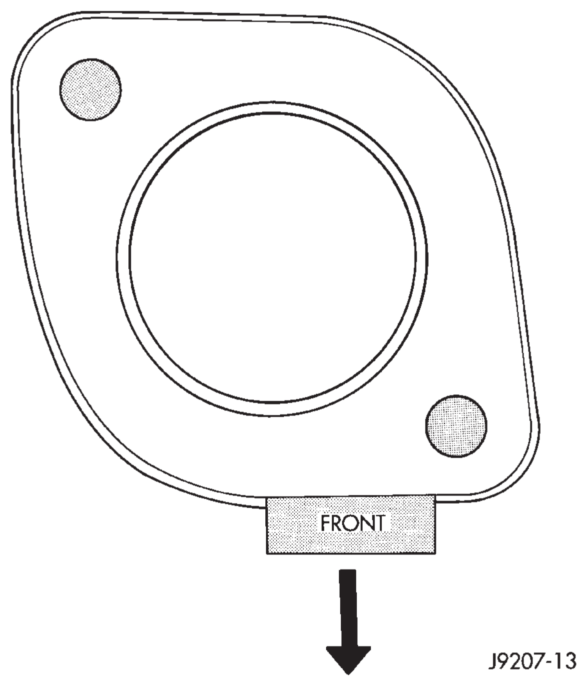

Fig. 43 Thermostat Position—5.2L Engine

(6) Install upper radiator hose to thermostat housing.

(7) Air Conditioned vehicles:

REMOVAL AND INSTALLATION (Continued)

CAUTION: When installing the serpentine accessory drive belt, belt must be routed correctly. If not, engine may overheat due to water pump rotating in wrong direction. Refer to (Fig. 44) for correct 5.2L engine belt routing. Or, refer to the Belt Routing Label located in the engine compartment. The correct belt with correct length must be used.

(a) Install generator. Tighten bolts to 41 N·m (30 ft. lbs.) torque.

(b) Install support bracket (generator mounting bracket-to-intake manifold) (Fig. 40). Tighten bolts to 54 N·m (40 ft. lbs.) torque.

(c) Position drive belt over all pulleys **except** idler pulley (located between generator and A/C compressor).

(d) Attach a socket/wrench to pulley mounting bolt of automatic belt tensioner (Fig. 41).

(e) Rotate socket/wrench clockwise. Place belt over idler pulley. Let tensioner rotate back into place. Remove wrench. Be sure belt is properly seated on all pulleys.

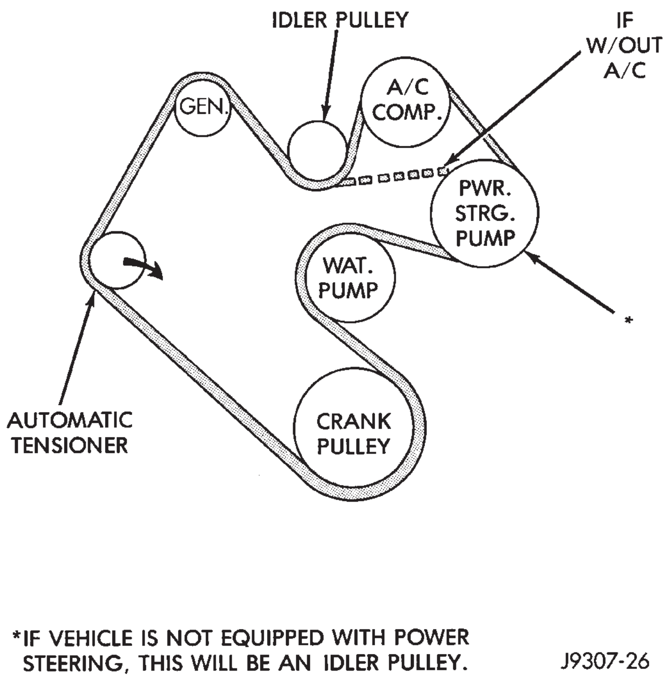

Fig. 44 Belt Routing—5.2L Engine

(8) Fill cooling system. Refer to Refilling Cooling System in this group.

(9) Connect negative battery cable to battery.

(10) Start and warm the engine. Check for leaks.

RADIATOR

REMOVAL

WARNING: DO NOT REMOVE THE CYLINDER BLOCK DRAIN PLUGS OR LOOSEN THE RADIATOR DRAINCOCK WITH THE SYSTEM HOT AND UNDER PRESSURE. SERIOUS BURNS FROM COOLANT CAN OCCUR. REFER TO COOLING SYSTEM DRAINING IN THIS GROUP.

Do not waste reusable coolant. If the solution is clean, drain the coolant into a clean container for reuse.

WARNING: CONSTANT TENSION HOSE CLAMPS ARE USED ON MOST COOLING SYSTEM HOSES. WHEN REMOVING OR INSTALLING, USE ONLY TOOLS DESIGNED FOR SERVICING THIS TYPE OF CLAMP, SUCH AS SPECIAL CLAMP TOOL (NUMBER 6094) (Fig. 45). SNAP-ON CLAMP TOOL (NUMBER HPC-20) MAY BE USED FOR LARGER CLAMPS. ALWAYS WEAR SAFETY GLASSES WHEN SERVICING CONSTANT TENSION CLAMPS.

CAUTION: A number or letter is stamped into the tongue of constant tension clamps (Fig. 46). If replacement is necessary, use only an original equipment clamp with matching number or letter.

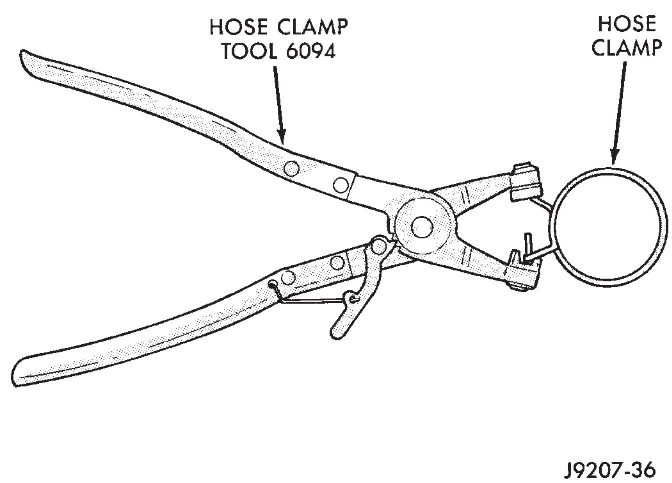

Fig. 45 Hose Clamp Tool—Typical

CAUTION: When removing the radiator or A/C condenser for any reason, note the location of all radiator-to-body and radiator-to-A/C condenser rubber air seals (Fig. 47). These are used at the top, bottom and sides of the radiator and A/C condenser. To prevent overheating, these seals must be installed to their original positions.

(1) Disconnect the negative battery cable at battery.

(2) Observe the previous WARNINGS and CAUTIONS.

REMOVAL AND INSTALLATION (Continued)

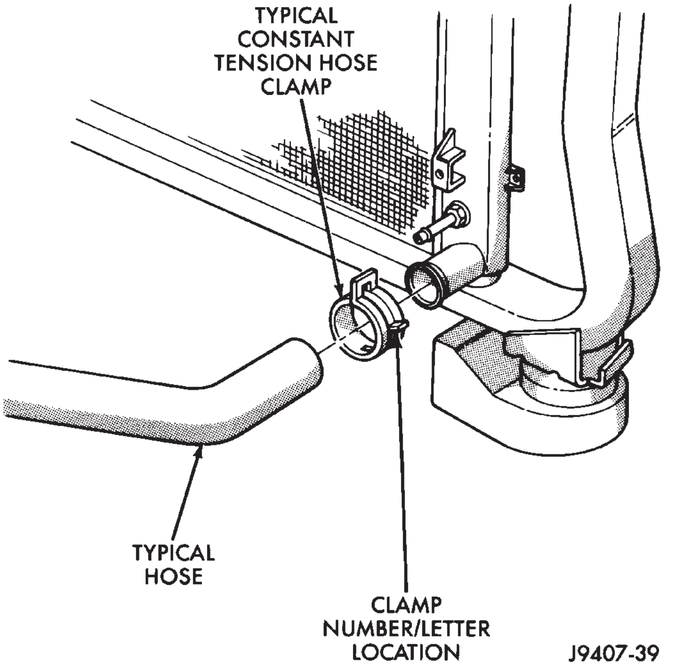

Fig. 46 Clamp Number/Letter Location

(3) Drain coolant from radiator. Refer to Draining Cooling System in this group.

(4) **4.0L Engine:** Remove the four fan hub-to-water pump pulley mounting nuts (Fig. 48). Carefully remove the fan assembly from the water pump pulley and position to center of fan shroud. Fan belt removal is not necessary as the water pump studs will hold the pump pulley in position.

(5) Do not remove fan/viscous fan drive assembly from vehicle at this time.

(6) **5.2L Engine:** The thermal viscous fan drive is attached (threaded) to the water pump hub shaft (Fig. 49). Remove fan/viscous fan drive assembly from water pump by turning mounting nut counterclockwise as viewed from front. Threads on viscous fan drive are **RIGHT HAND.** A Snap-On 36 MM Fan Wrench (number SP346 from Snap-On Cummins Diesel Tool Set number 2017DSP) can be used. Place a bar or screwdriver between water pump pulley bolts (Fig. 49) to prevent pulley from rotating. Drive belt removal is not necessary for removal of fan drive.

(7) Do not attempt to remove fan/viscous fan drive assembly from vehicle at this time.

(8) Remove the two fan shroud-to-upper radiator crossmember mounting nuts (Fig. 50).

(9) Remove the fan assembly and fan shroud (as one unit) from vehicle.

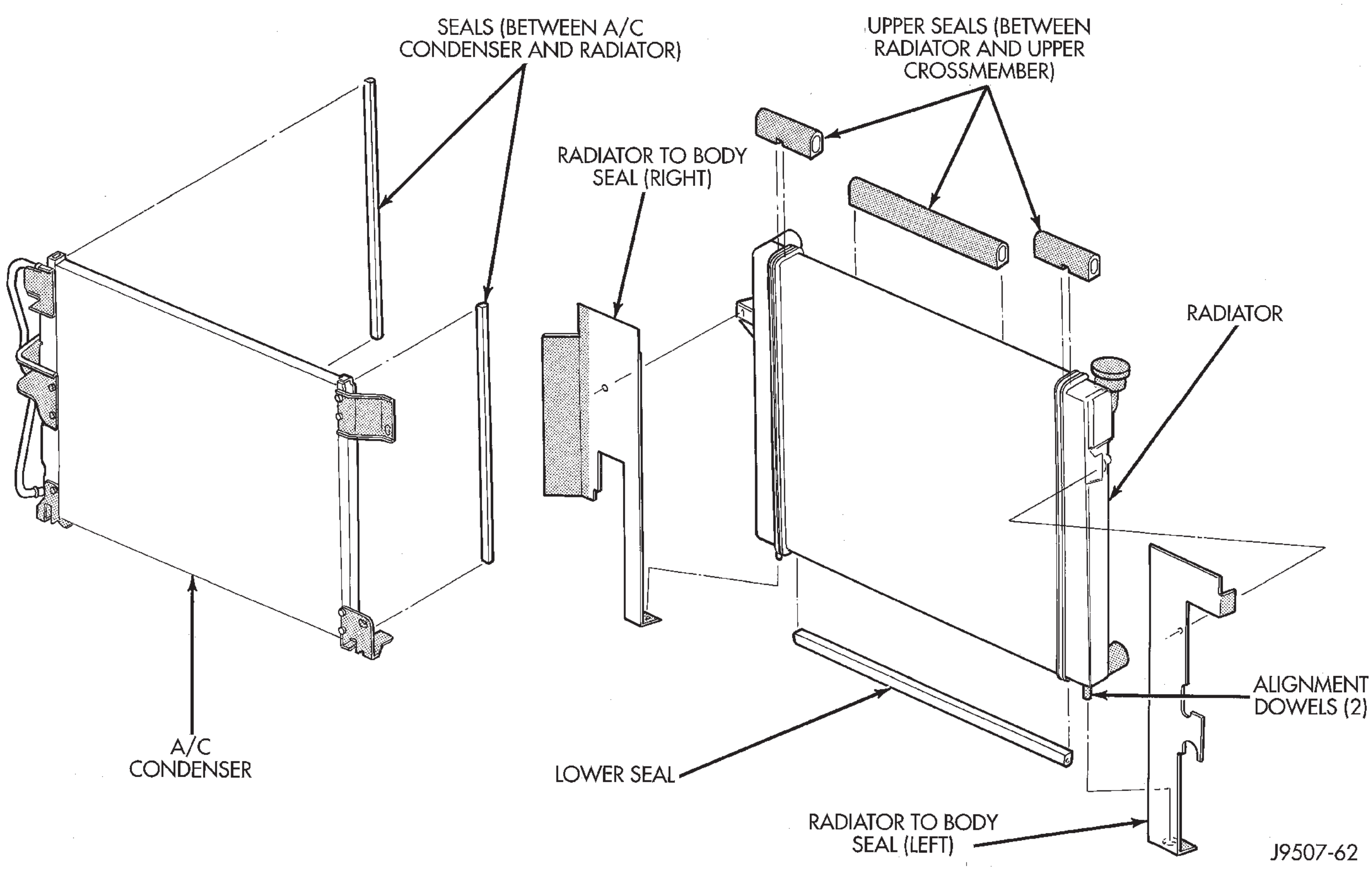

Fig. 47 Air Seals—Typical

REMOVAL AND INSTALLATION (Continued)

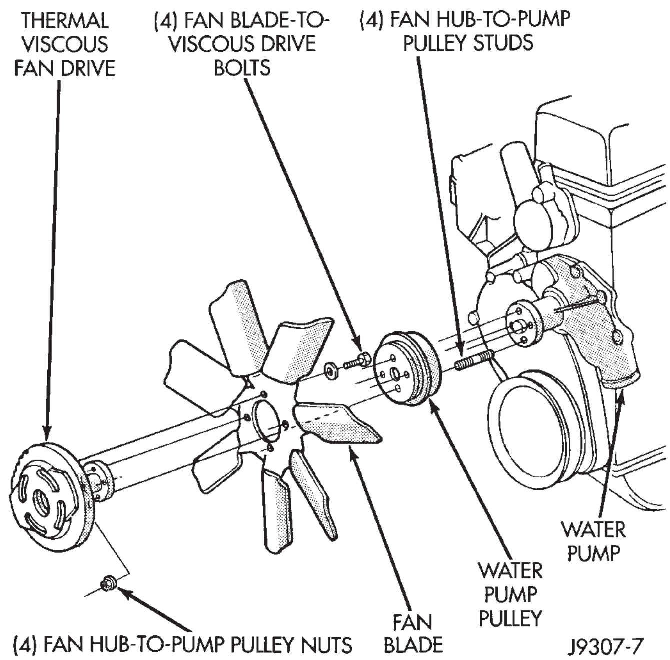

Fig. 48 Fan Mounting Nuts—4.0L 6-Cyl. Engine

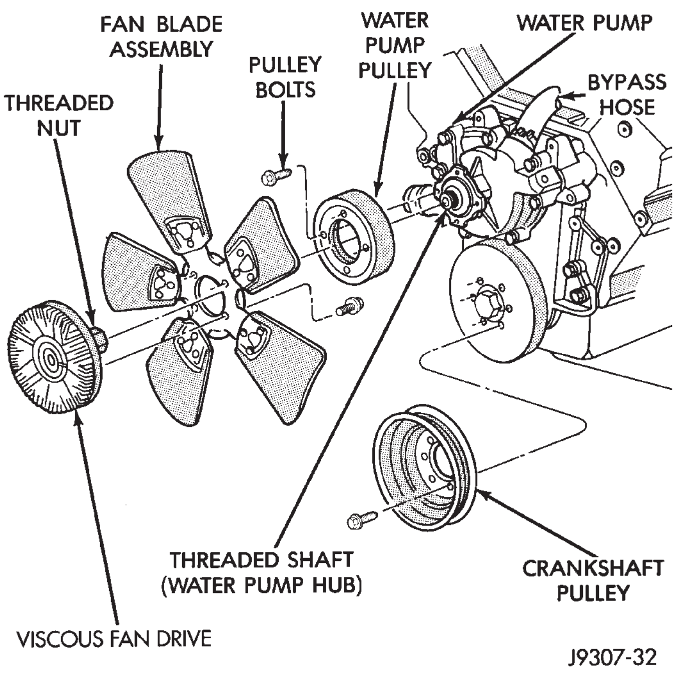

Fig. 49 Fan Blade and Viscous Fan Drive—5.2L V-8 Engine

(10) Special quick-connect fittings are used to join the transmission cooling lines to the radiator. Removal procedures are different between the 4.0L and 5.2L engine. Disconnect the cooling lines from the radiator. Refer to Group 21 for transmission cooling line removal and installation.

(11) The radiator upper crossmember (Fig. 51) can be adjusted left or right through the use of slotted holes. Before removal, mark the original position of the crossmember.

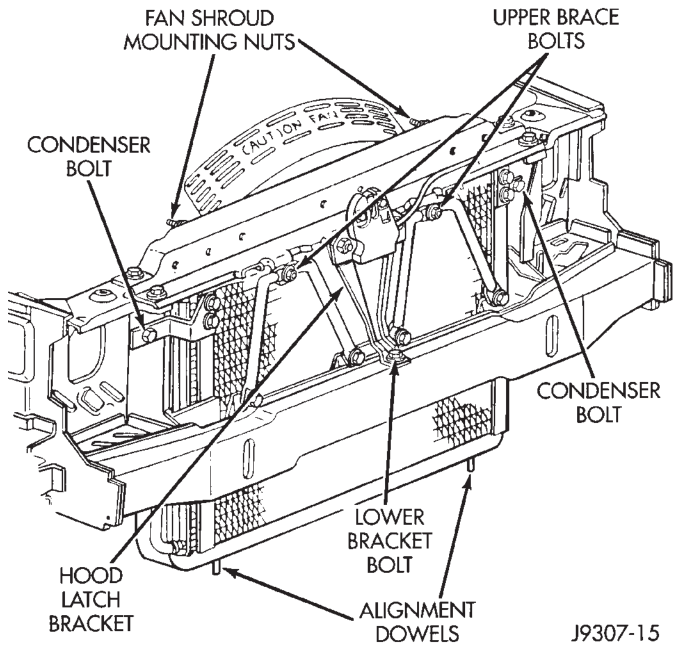

Fig. 50 Radiator and A/C Condenser Mounting

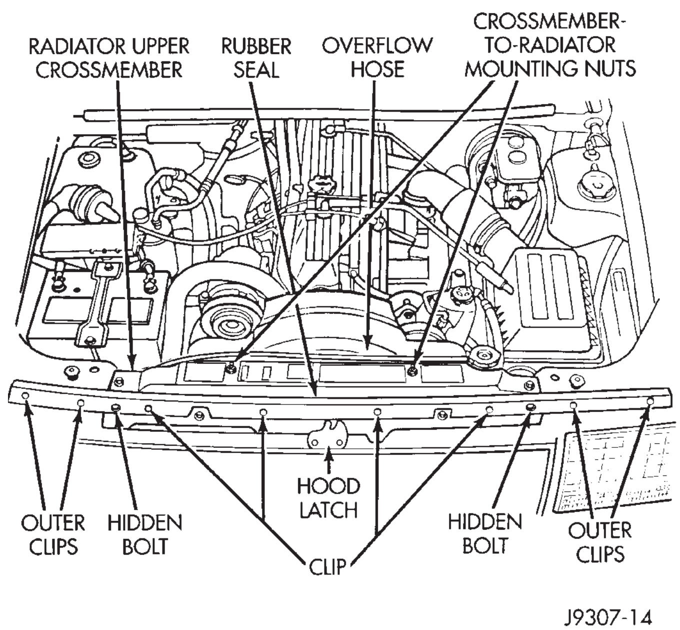

Fig. 51 Radiator Upper Crossmember—Typical

(12) Eight clips are used to retain a rubber seal (Fig. 51) to the body and upper radiator crossmember. Gently pry up the outboard clips (two per side) until rubber seal can be removed. Do not remove the clips entirely. Fold back the seal on both sides for access to (the hidden) grille opening reinforcement mounting bolts (Fig. 51). Remove these two bolts.

(13) Remove the grill. Refer to group 23, Body.

REMOVAL AND INSTALLATION (Continued)

(14) Remove the upper brace bolt from each of the two radiator braces (Fig. 50).

(15) Remove the two crossmember-to-radiator mounting nuts (Fig. 51).

(16) Working through grill opening, remove the lower bracket bolt securing lower part of hood latch support bracket to lower frame crossmember (Fig. 50).

(17) Remove the remaining four bolts securing the radiator upper crossmember to the body. Do not remove the hood latch or hood latch cable from the crossmember. Lift the crossmember straight up and lay to the side.

(18) Equipped with air conditioning: Remove the two A/C condenser-to-radiator mounting bolts (Fig. 50). These two bolts are also used to retain the side mounted rubber air seals (Fig. 47). These seals are compressed between the A/C condenser and the radiator. The lower part of the air seals are compressed between the radiator and the A/C condenser mounting brackets (Fig. 52).

(19) Not equipped with air conditioning: Remove the two bolts retaining the side mounted rubber air seals (Fig. 47) to the radiator. The lower part of the air seals are compressed between the radiator and the radiator lower crossmember.

CAUTION: Note the location of all rubber air seals (Fig. 47). To prevent overheating, they must be installed back to their original positions.

(20) Disconnect the coolant reserve/overflow tank hose (Fig. 51) at radiator.

(21) Remove upper radiator hose at radiator. A special clamp tool (Fig. 45) must be used to remove the constant tension hose clamps.

(22) 4.0L Engine Only: Remove the lower radiator hose at the water pump end.

(23) To gain access to lower radiator hose clamp at radiator, gently lift the radiator a slight amount. Remove hose clamp and hose.

(24) The lower part of radiator is equipped with two alignment dowel pins (Fig. 50) (Fig. 52). They are located on the bottom of radiator tank and fit into rubber grommets. These rubber grommets are pressed into the radiator lower crossmember.

WARNING: THE AIR CONDITIONING SYSTEM (IF EQUIPPED) IS UNDER A CONSTANT PRESSURE EVEN WITH THE ENGINE OFF. REFER TO REFRIGERANT WARNINGS IN GROUP 24, HEATING AND AIR CONDITIONING BEFORE HANDLING ANY AIR CONDITIONING COMPONENT.

(25) If equipped with an auxiliary automatic transmission oil cooler, use caution when removing radiator. The oil cooler lines are routed through a rubber

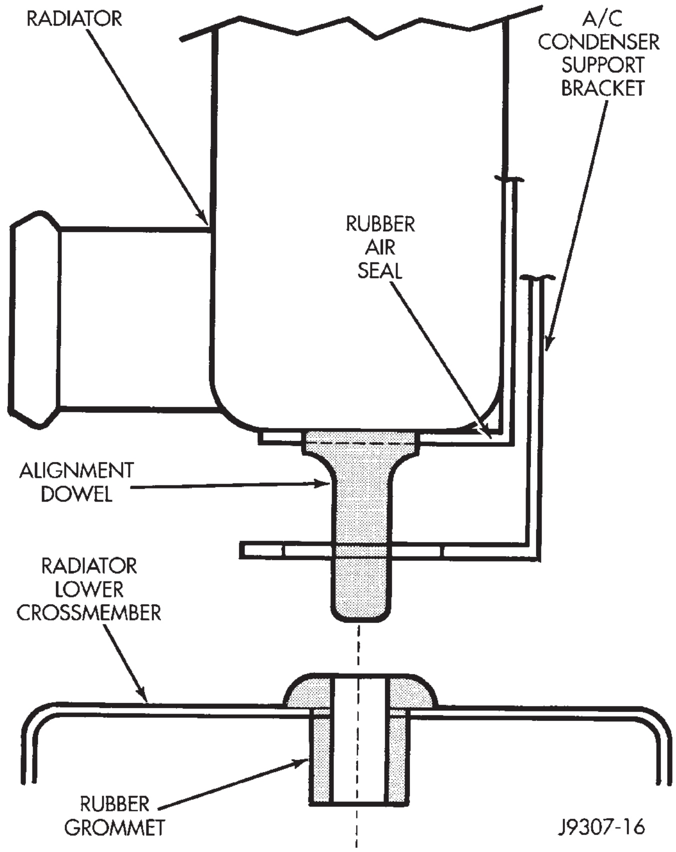

Fig. 52 Radiator Alignment Dowels

air seal on the left side of radiator. Do not cut or tear this seal.

(26) Gently lift up and remove radiator from vehicle. Be careful not to scrape the radiator fins against any other component. Also be careful not to disturb the air conditioning condenser (if equipped).

INSTALLATION

CAUTION: Before installing the radiator or A/C condenser, be sure the radiator-to-body and radiator-to-A/C condenser rubber air seals (Fig. 47) are properly fastened to their original positions. These are used at the top, bottom and sides of the radiator and A/C condenser. To prevent overheating, these seals must be installed to their original positions.

(1) Equipped with air conditioning: Gently lower the radiator into the vehicle. Guide the two radiator alignment dowels through the holes in the rubber air seals first and then through the A/C support brackets (Fig. 52). Continue to guide the alignment dowels into the rubber grommets located in lower radiator crossmember (Fig. 52). The holes in the L-shaped brackets (located on bottom of A/C condenser) must be positioned between bottom of rubber air seals and top of rubber grommets.

REMOVAL AND INSTALLATION (Continued)

(2) Not equipped with air conditioning: Gently lower the radiator into the vehicle. Guide the two radiator alignment dowels through the holes in the rubber air seals. Continue to guide the alignment dowels into the rubber grommets located in lower radiator crossmember.

(3) Connect the lower radiator hose and hose clamp to radiator.

CAUTION: The tangs on the hose clamp must be positioned straight down.

(4) 4.0L Engine: Connect the lower radiator hose at the water pump.

(5) Connect the upper radiator hose at the radiator.

(6) Equipped with air conditioning: Install the two A/C condenser- to-radiator mounting bolts (Fig. 50). These two bolts are also used to retain the rubber air seal (Fig. 47) to the sides of radiator.

(7) Not equipped with A/C: Install the two bolts retaining the rubber air seal (Fig. 47) to sides of radiator.

(8) Install coolant reserve/overflow tank hose at radiator.

(9) If radiator-to-upper crossmember rubber isolators were removed from radiator, install them. Tighten mounting nuts to 3 N·m (24-36 in. lbs.) torque. Position upper radiator crossmember to radiator.

(10) Working through grill opening, install and tighten the hood latch support bracket-to-lower frame crossmember bolt (Fig. 50).

(11) Install the four bolts securing the radiator upper crossmember to the body (Fig. 51).

(12) Install two nuts securing the radiator to the upper radiator crossmember (Fig. 51). Tighten nuts to 2 N·m (18-21 in. lbs.) torque.

(13) Install the upper bolt to each radiator brace (Fig. 50).

(14) Install the grill. Refer to group 23, Body.

(15) Install the rubber seal (Fig. 51) to the four (outer) seal mounting clips on vehicle body. Press down on clips until seated.

(16) Install the transmission cooler lines to radiator. Refer to Group 21 for installation.

(17) Position the fan assembly and fan shroud (as one unit) to the vehicle.

(18) Position fan shroud to radiator. Be sure the alignment tabs at the lower part of shroud are placed into the slots near lower part of radiator.

Be sure the upper and lower portions of the fan shroud are firmly connected. All air must flow through the radiator.

(19) Install the two nuts securing the fan shroud to the upper radiator crossmember (Fig. 50).

(20) 4.0L Engine: Install the four nuts securing the fan assembly to the water pump (Fig. 48). Tighten nuts to 27 N·m (20 ft. lbs.) torque.

(21) 5.2L Engine: Install the fan/viscous fan drive assembly to the water pump.

(22) Rotate the fan blades (by hand) and check for interference at fan shroud.

(23) Be sure of at least 25 mm (1.0 inches) between tips of fan blades and fan shroud.

(24) Fill cooling system. Refer to Refilling Cooling System in this group.

(25) Connect battery cable at battery.

(26) Start and warm engine. Check for leaks.

WATER PUMP BYPASS HOSE

WITHOUT AIR CONDITIONING

REMOVAL

(1) Partially drain cooling system. Refer to Draining Cooling System in this group.

(2) Do not waste reusable coolant. If solution is clean, drain coolant into a clean container for reuse.

WARNING: CONSTANT TENSION HOSE CLAMPS ARE USED ON MOST COOLING SYSTEM HOSES. WHEN REMOVING OR INSTALLING, USE ONLY TOOLS DESIGNED FOR SERVICING THIS TYPE OF CLAMP, SUCH AS SPECIAL CLAMP TOOL (NUMBER 6094) (Fig. 53). SNAP-ON CLAMP TOOL (NUMBER HPC-20) MAY BE USED FOR LARGER CLAMPS. ALWAYS WEAR SAFETY GLASSES WHEN SERVICING CONSTANT TENSION CLAMPS.

CAUTION: A number or letter is stamped into the tongue of constant tension clamps (Fig. 54). If replacement is necessary, use only an original equipment clamp with matching number or letter.

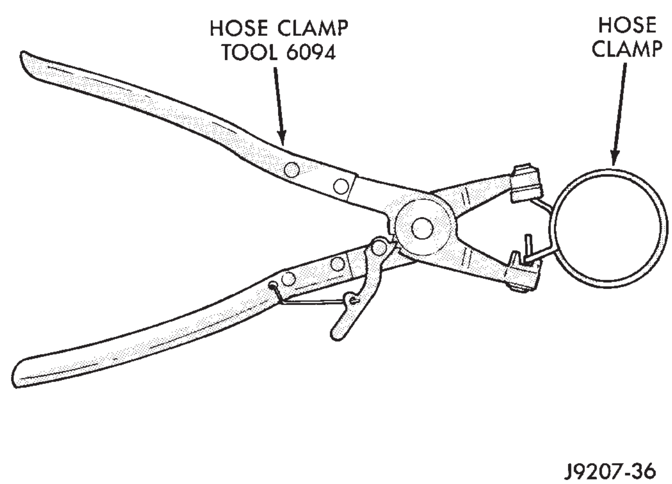

Fig. 53 Hose Clamp Tool—Typical

REMOVAL AND INSTALLATION (Continued)

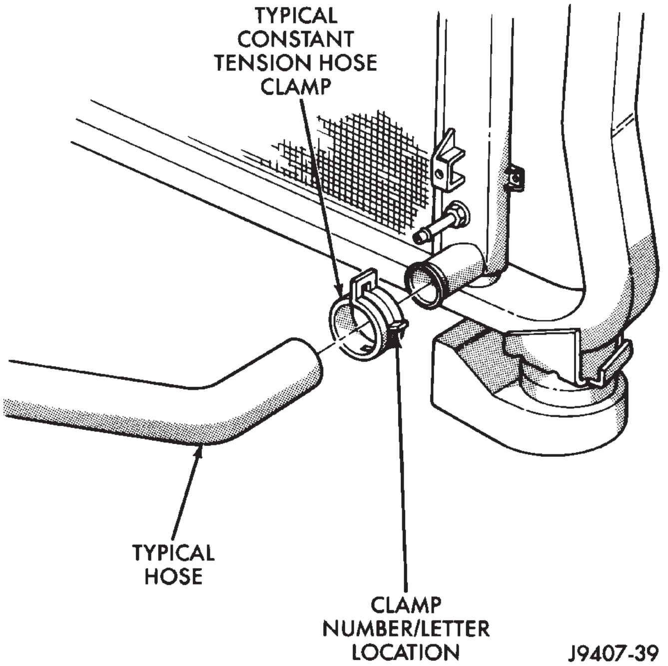

Fig. 54 Clamp Number/Letter Location

(3) Loosen both bypass hose clamps (Fig. 53) and position to center of hose. Remove hose from vehicle.

INSTALLATION

(1) Position bypass hose clamps (Fig. 53) to center of hose.
(2) Install bypass hose to engine.
(3) Secure both hose clamps (Fig. 53).
(4) Fill cooling system. Refer to Refilling the Cooling System in this group.
(5) Start and warm the engine. Check for leaks.

WITH AIR CONDITIONING

REMOVAL

If equipped with A/C, the generator and A/C compressor along with their common mounting bracket (Fig. 55) must be partially removed. Removing generator or A/C compressor from their mounting bracket is not necessary. Also, discharging A/C system is not necessary. **Do not** remove any refrigerant lines from A/C compressor.

WARNING: THE A/C SYSTEM IS UNDER PRESSURE EVEN WITH ENGINE OFF. REFER TO REFRIGERANT WARNINGS IN GROUP 24, HEATING AND AIR CONDITIONING.

(1) Disconnect negative battery cable from battery.
(2) Partially drain cooling system. Refer to Draining Cooling System in this group.
Do not waste reusable coolant. If solution is clean, drain coolant into a clean container for reuse.

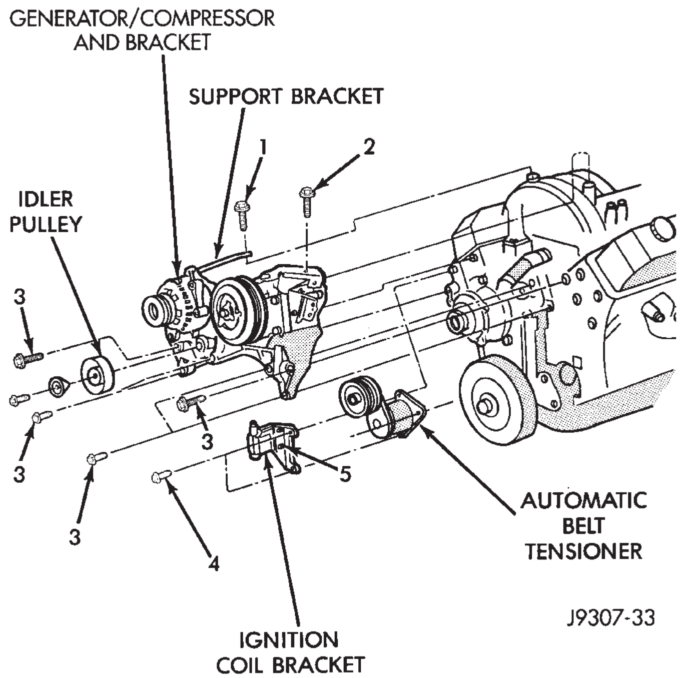

Fig. 55 Generator and A/C Compressor Mounting Bracket—5.2L Engine

(3) Remove upper radiator hose clamp (Fig. 53) and hose at radiator.
(4) Unplug wiring harness from A/C compressor.
(5) Remove air duct at throttle body.
(6) Disconnect A/C lines from clip at intake manifold.
(7) Remove heater hose coolant return tube mounting bolt and nut (Fig. 56). Remove tube from engine and discard the old tube o-ring.

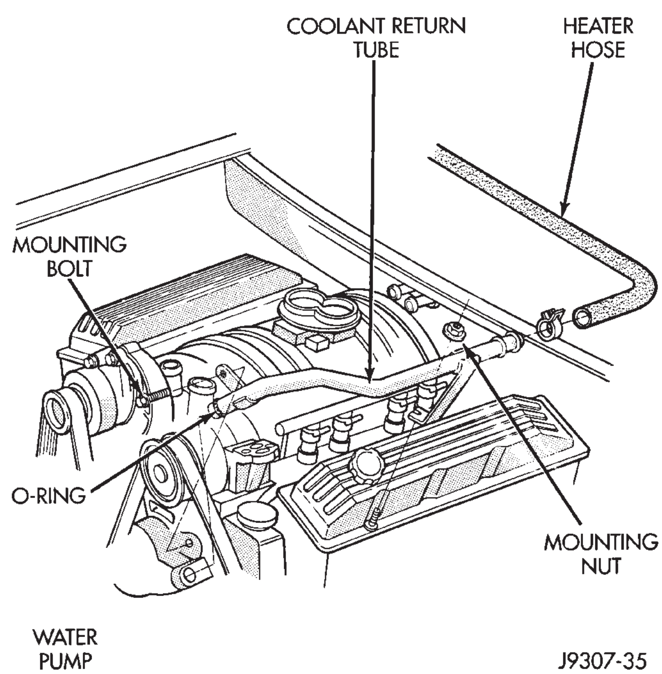

Fig. 56 Coolant Return Tube—5.2L Engine

REMOVAL AND INSTALLATION (Continued)

(8) Remove accessory drive belt as follows: The drive belt is equipped with a spring loaded automatic belt tensioner (Fig. 57). Relax tension from belt by rotating tensioner clockwise (as viewed from front) (Fig. 57). When all belt tension has been relaxed, remove accessory drive belt.

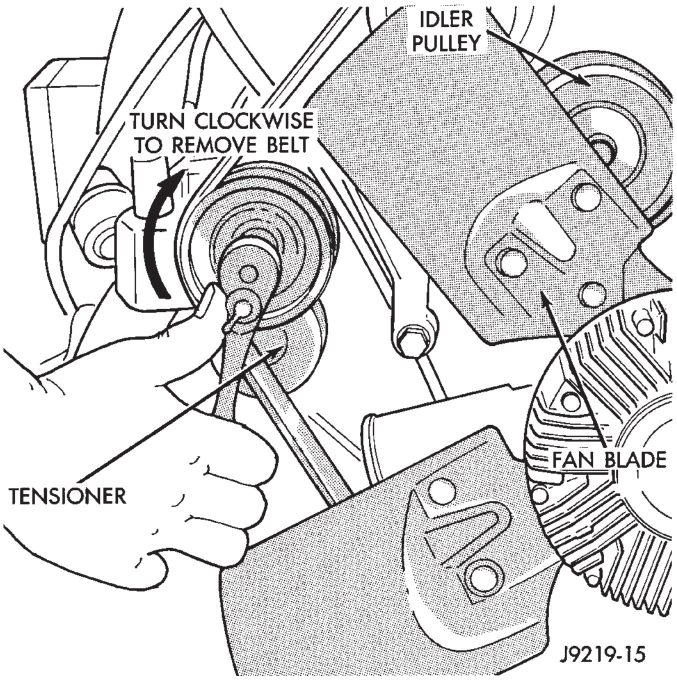

Fig. 57 Belt Tensioner Assembly—5.2L Engine

(9) The drive belt idler pulley must be removed to gain access to one of A/C compressor/generator bracket mounting bolts. Remove idler pulley bolt and remove idler pulley (Fig. 55).

(10) Remove oil dipstick tube mounting bolt at side of A/C- generator mounting bracket.

(11) Disconnect speed control cable and throttle cable at throttle body. Refer to Accelerator Pedal and Throttle Cable in Group 14, Fuel System for throttle cable removal and installation. Refer to Group 8H for removal and installation of speed control cable.

(12) Remove bracket-to-intake manifold bolts (number 1 and 2) (Fig. 55).

(13) Remove bracket bolts (Fig. 55).

(14) Lift and position generator and A/C compressor (along with their common mounting bracket) to gain access to bypass hose. A block of wood may be used to hold assembly in position.

(15) Loosen and position both hose clamps to center of bypass hose. Remove hose from vehicle.

INSTALLATION

(1) Position bypass hose clamps to center of hose.

(2) Install bypass hose to engine.

(3) Secure both hose clamps (Fig. 53).

(4) Install generator-A/C mounting bracket assembly to engine. Tighten bolts (number 1 and 2) (Fig. 55) to 54 N·m (40 ft. lbs.) torque. Tighten bolts (number 3) (Fig. 55) to 40 N·m (30 ft. lbs.) torque.

(5) Install a new o-ring to the heater hose coolant return tube (Fig. 56). Coat the new o-ring with anti-freeze before installation.

(6) Install coolant return tube to engine (Fig. 56).

Be sure the slot in tube bracket is bottomed to the mounting bolt. This will properly position return tube.

(7) Connect throttle body control cables.

(8) Install oil dipstick mounting bolt.

(9) Install idler pulley. Tighten pulley bolt to 54 N·m (40 ft. lbs.) torque.

(10) Relax tension from belt tensioner (Fig. 57). Install drive belt.

CAUTION: When installing serpentine accessory drive belt, belt must be routed correctly. If not, engine may overheat due to water pump rotating in wrong direction. Refer to (Fig. 58) for correct belt routing. Or, refer to the Belt Routing Label located in the engine compartment. The correct belt with correct length must be used.

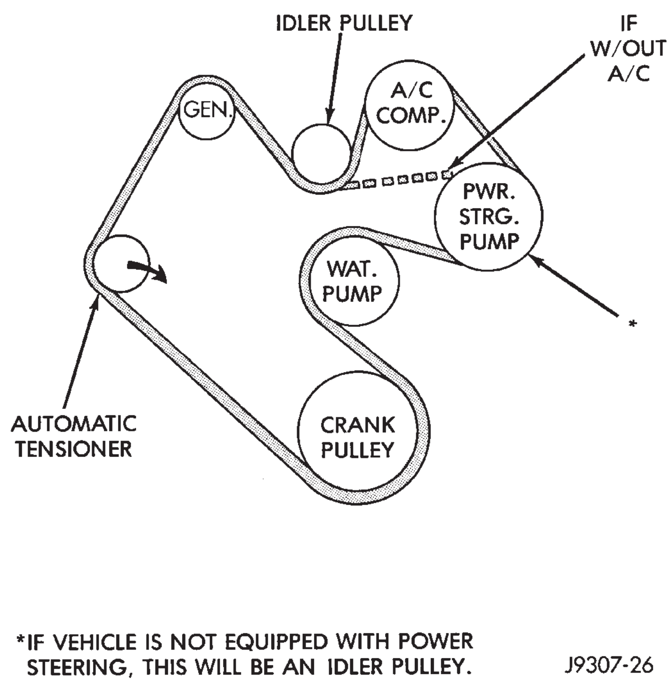

Fig. 58 Belt Routing—5.2L Engine

(11) Install air duct to throttle body.

(12) Install upper radiator hose to radiator.

(13) Connect wiring harness to A/C compressor.

(14) Connect A/C lines to clip at intake manifold.

(15) Fill cooling system. Refer to Refilling the Cooling System in this group.

(16) Start and warm the engine. Check for leaks.

REMOVAL AND INSTALLATION (Continued)

ENGINE BLOCK HEATER

REMOVAL

(1) Disconnect negative battery cable from battery.

(2) Drain coolant from radiator. Refer to Draining Cooling System in this group.

(3) Raise vehicle.

(4) Remove engine cylinder block drain plug(s) located on the sides of cylinder block above the oil pan rail (Fig. 59) (Fig. 60).

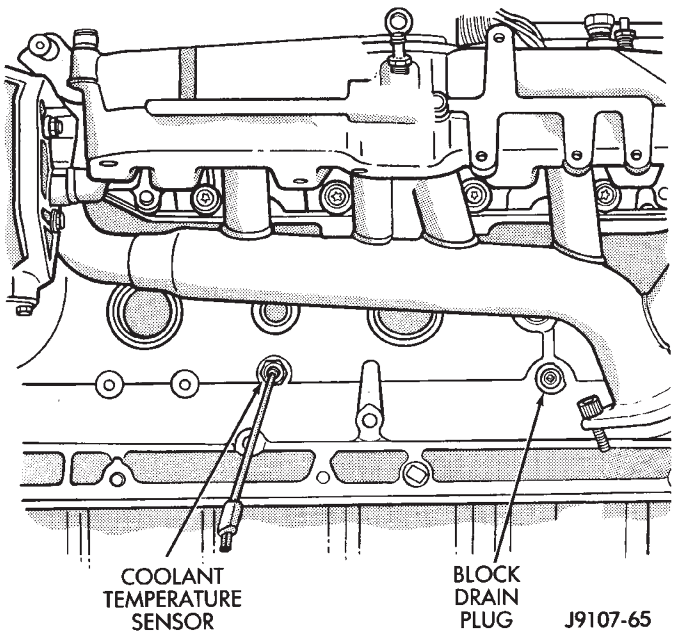

Fig. 59 Drain Plug—4.0L 6-Cylinder Engine

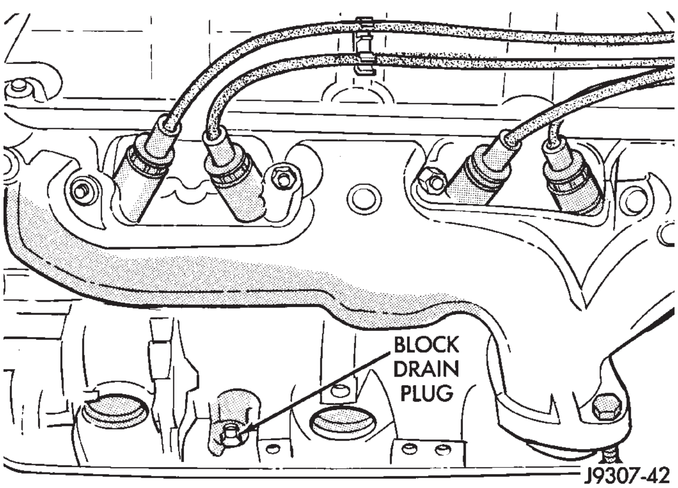

Fig. 60 Drain Plugs—5.2L V-8 Engine

(5) Remove power cord from block heater (Fig. 61) (Fig. 62).

(6) Loosen screw at center of block heater. Remove heater assembly.

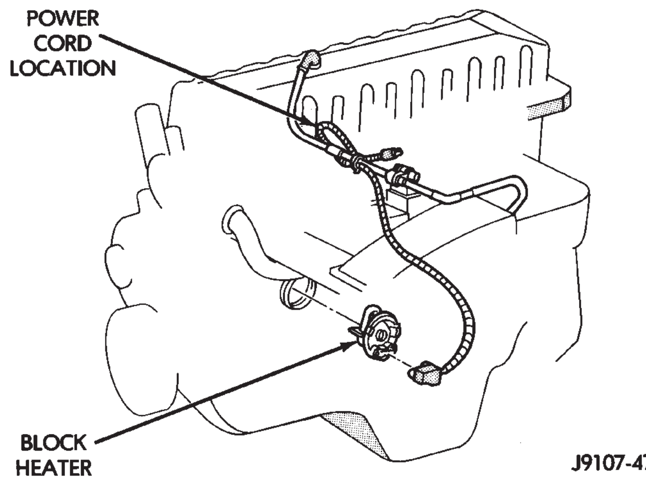

Fig. 61 Block Heater—4.0L Engine

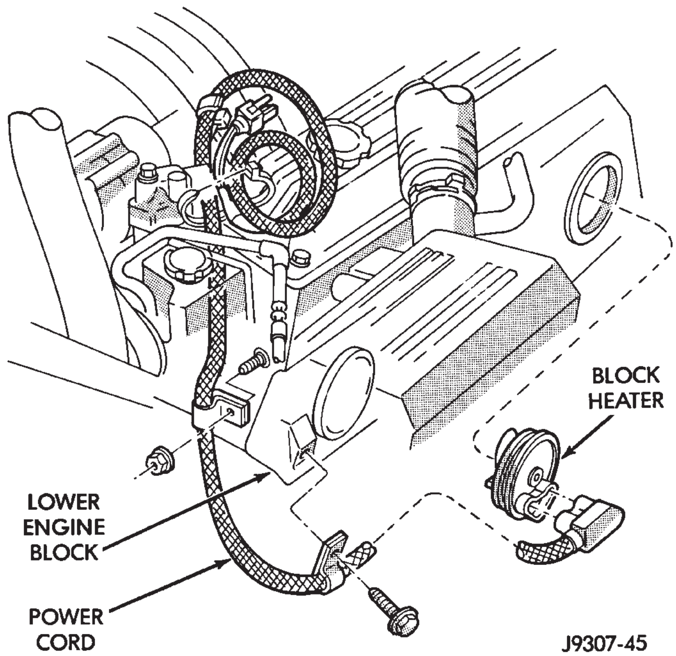

Fig. 62 Block Heater—5.2L Engine

INSTALLATION

(1) Thoroughly clean cylinder block core hole and block heater seat.

(2) Insert block heater assembly with element loop pointing down.

(3) With block heater fully seated, tighten center screw to 2 N·m (17 in. lbs.) torque.

(4) Fill cooling system with recommended coolant. Refer to Refilling Cooling System section in this group.

(5) Start and warm the engine. Check for leaks.

REMOVAL AND INSTALLATION (Continued)

BELT REPLACEMENT/ADJUSTMENT

NOTE: The belt routing schematics are published from the latest information available at the time of publication. If anything differs between these schematics and the Belt Routing Label, use the schematics on Belt Routing Label. This label is located in the engine compartment.

4.0L ENGINE

REMOVAL

Belt tension is adjusted at the power steering pump bracket and idler pulley assembly.

(1) Disconnect negative battery cable from battery.

(2) Loosen belt tension at power steering pump bracket and idler pulley (Fig. 63).

(3) Remove belt.

INSTALLATION

(1) Check condition of all pulleys.

CAUTION: When installing the serpentine accessory drive belt, the belt MUST be routed correctly. If not, the engine may overheat due to the water pump rotating in the wrong direction (Fig. 64).

(2) Install new belt. Refer to the end of this group for Drive Belt Tension specifications.

(3) After power steering pump bracket and idler pulley has been tightened into position, recheck belt tension. Adjust if necessary.

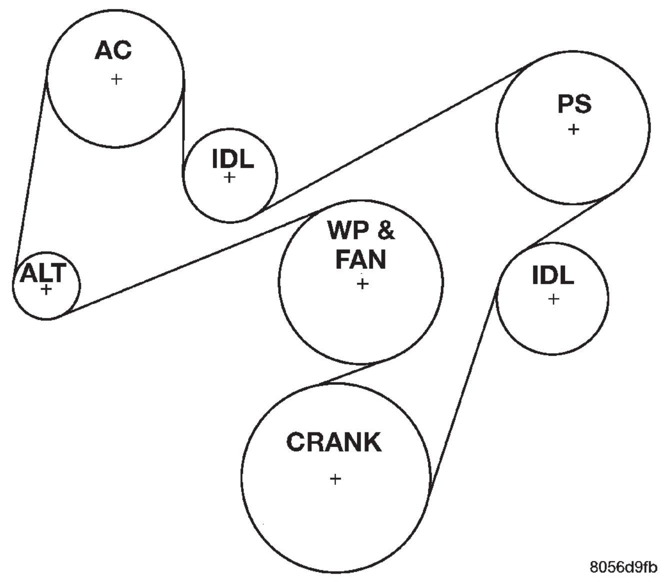

Fig. 64 Belt Routing—4.0L Engine

5.2L Engine

Drive belts on the 5.2L engine are equipped with a spring loaded automatic belt tensioner (Fig. 65).

CAUTION: Do not attempt to check belt tension with a belt tension gauge on vehicles equipped with an automatic belt tensioner. Refer to Automatic Belt Tensioner in this group.

REMOVAL

(1) Attach a socket/wrench to pulley mounting bolt of automatic belt tensioner (Fig. 65).

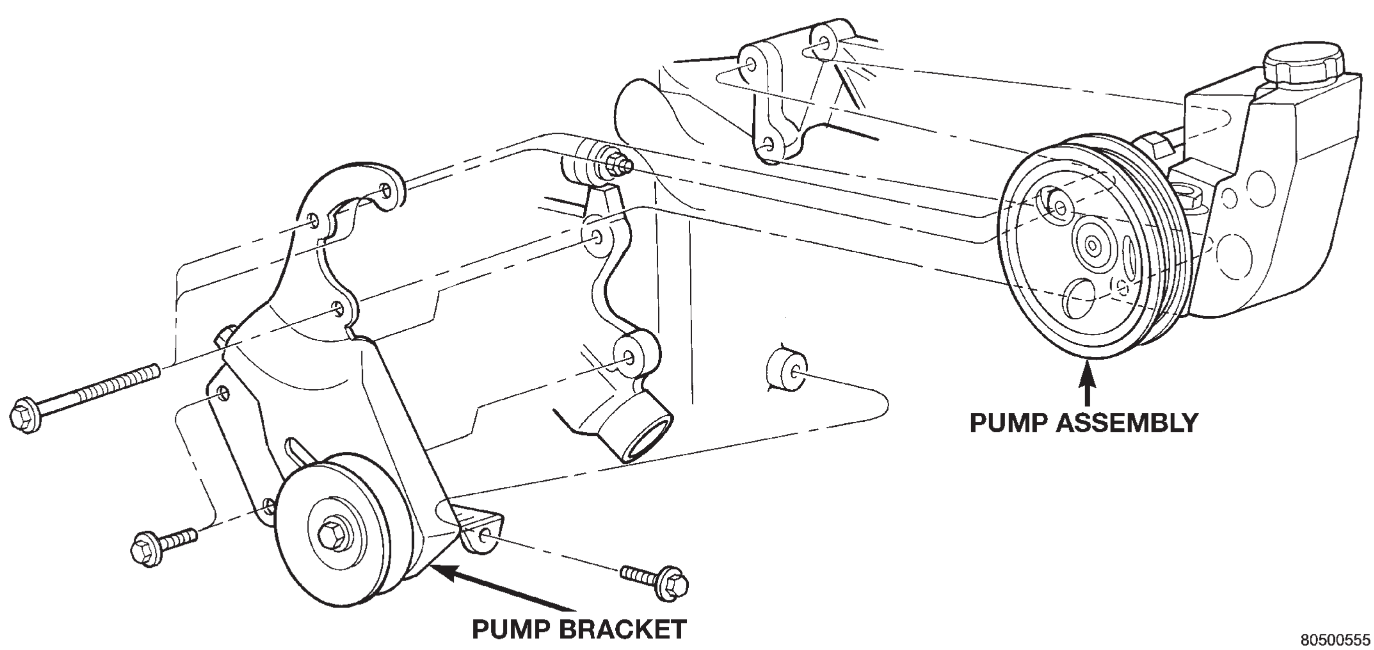

Fig. 63 Power Steering Pump Bracket and Idler Pulley

REMOVAL AND INSTALLATION (Continued)

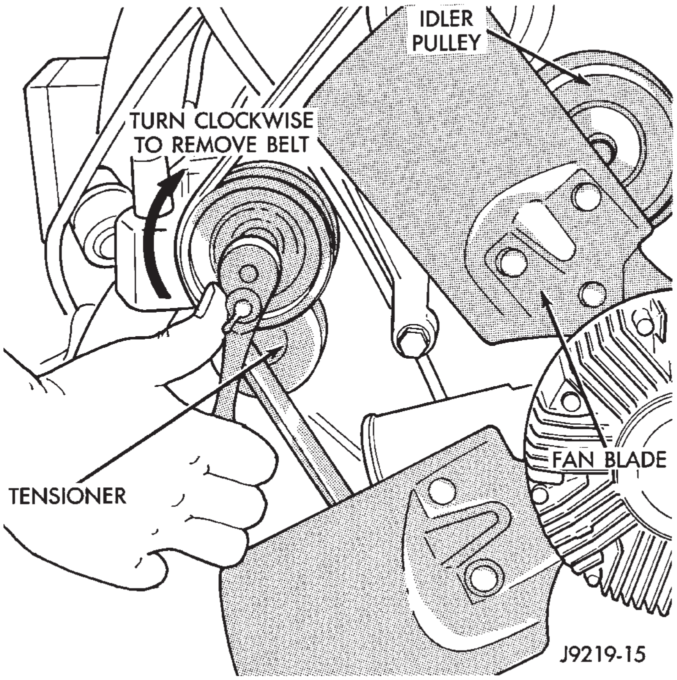

Fig. 65 Belt Tensioner—5.2L Engine

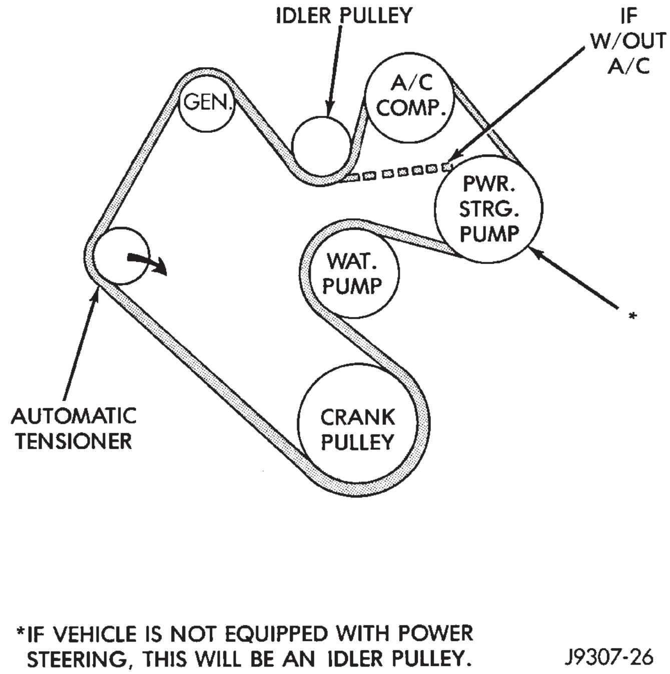

Fig. 66 Belt Routing—5.2L Engine

(2) Rotate tensioner assembly clockwise (as viewed from front) until tension has been relieved from belt.

(3) Remove belt from idler pulley first.

(4) Remove belt from vehicle.

INSTALLATION

CAUTION: When installing serpentine accessory drive belt, the belt must be routed correctly. If not, engine may overheat due to water pump rotating in wrong direction. Refer to (Fig. 66) for correct engine belt routing. The correct belt with correct length must be used.

(1) Position drive belt over all pulleys **except** idler pulley. This pulley is located between generator and A/C compressor.

(2) Attach a socket/wrench to pulley mounting bolt of automatic tensioner (Fig. 65).

(3) Rotate socket/wrench clockwise. Place belt over idler pulley. Let tensioner rotate back into place. Remove wrench. Be sure belt is properly seated on all pulleys.

(4) Check belt indexing marks. Refer to Automatic Belt Tensioner.

AUTOMATIC BELT TENSIONER

NOTE: On 5.2 engines, the tensioner is equipped with an indexing arrow (Fig. 67) on back of tensioner and an indexing mark on tensioner housing. If a new belt is being installed, arrow must be within approximately 3 mm (1/8 in.) of indexing mark (point B-) (Fig. 67). Belt is considered new if it has been used 15 minutes or less. If this specification cannot be met, check for:

The wrong belt being installed (incorrect length/width)

Worn bearings on an engine accessory (A/C compressor, power steering pump, water pump, idler pulley or generator)

A pulley on an engine accessory being loose

Misalignment of an engine accessory

Belt incorrectly routed.

A used belt should be replaced if tensioner indexing arrow has moved to point-A (Fig. 67). Tensioner travel stops at point-A.

REMOVAL

(1) Remove accessory drive belt. Refer to Belt Removal/Installation in this group.

(2) Disconnect wiring and secondary cable from ignition coil.

(3) Remove ignition coil from coil mounting bracket (two bolts). Do not remove coil mounting bracket from cylinder head.

(4) Remove tensioner assembly from mounting bracket (one nut) (Fig. 67).

WARNING: BECAUSE OF HIGH SPRING PRESSURE, DO NOT ATTEMPT TO DISASSEMBLE AUTOMATIC TENSIONER. UNIT IS SERVICED AS AN ASSEMBLY (EXCEPT FOR PULLEY).

(5) Remove pulley bolt. Remove pulley from tensioner.

REMOVAL AND INSTALLATION (Continued)

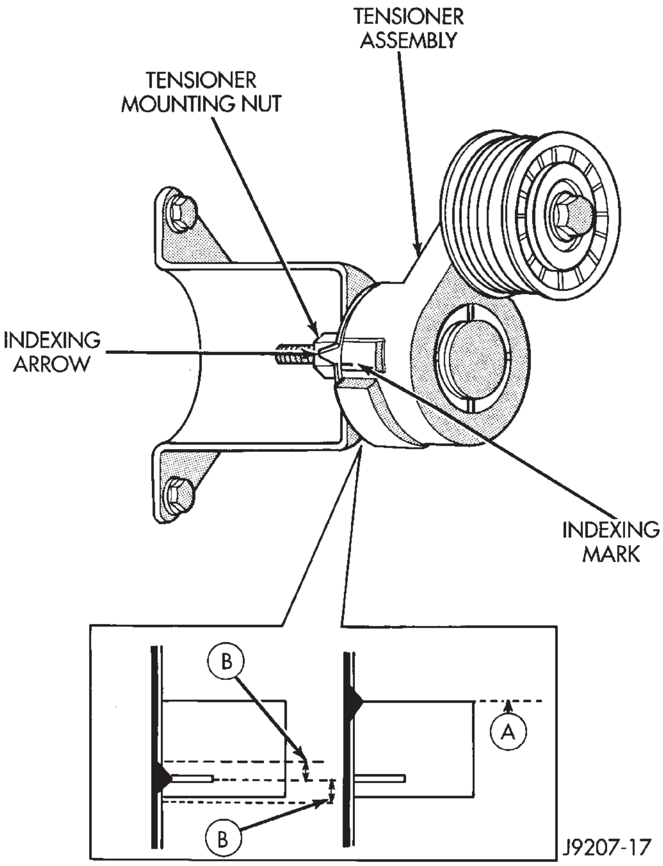

Fig. 67 Belt Tensioner/Pulley Assembly—5.2L Engine

INSTALLATION

(1) Install pulley and pulley bolt to tensioner. Tighten bolt to 61 N·m (45 ft. lbs.) torque.

(2) Install tensioner assembly to mounting bracket. An indexing tab is located on back of tensioner. Align this tab to slot in mounting bracket. Tighten nut to 67 N·m (50 ft. lbs.) torque.

(3) Connect all wiring to ignition coil.

(4) Install coil to coil bracket. If nuts and bolts are used to secure coil to coil bracket, tighten to 11 N·m (100 in. lbs.) torque. If coil mounting bracket has been tapped for coil mounting bolts, tighten bolts to 5 N·m (50 in. lbs.) torque.

CAUTION: To prevent damage to coil case, coil mounting bolts must be torqued.

(5) Install drive belt. Refer to Belt Removal/Installation in this group.

(6) Check belt indexing marks (Fig. 67).

COOLING SYSTEM FAN 4.0L ENGINE

REMOVAL

(1) Remove the four fan hub-to-water pump pulley mounting nuts (Fig. 68). Carefully remove the fan assembly from the water pump pulley and position to center of fan shroud. Fan belt removal is not necessary as the water pump studs will hold the pump pulley in position. Do not remove fan assembly from vehicle at this time.

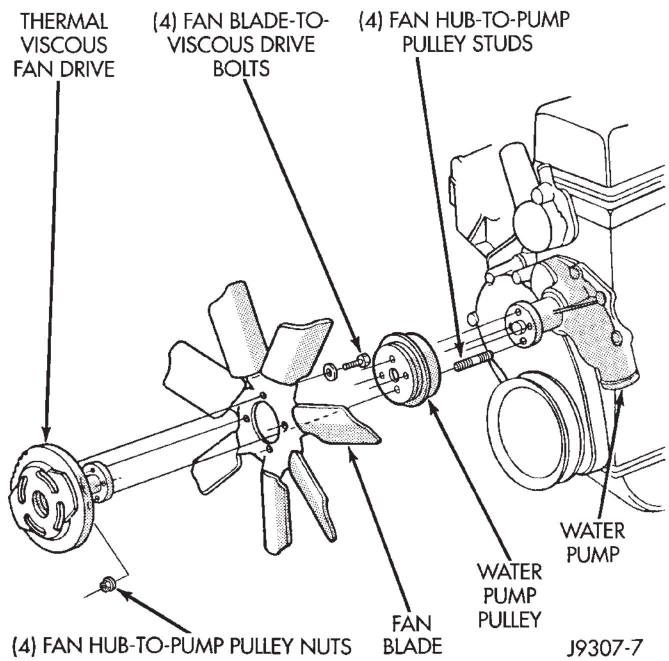

Fig. 68 Fan Mounting Nuts—4.0L 6-Cyl. Engine

(2) Remove the two fan shroud-to-upper radiator crossmember mounting nuts (Fig. 69).

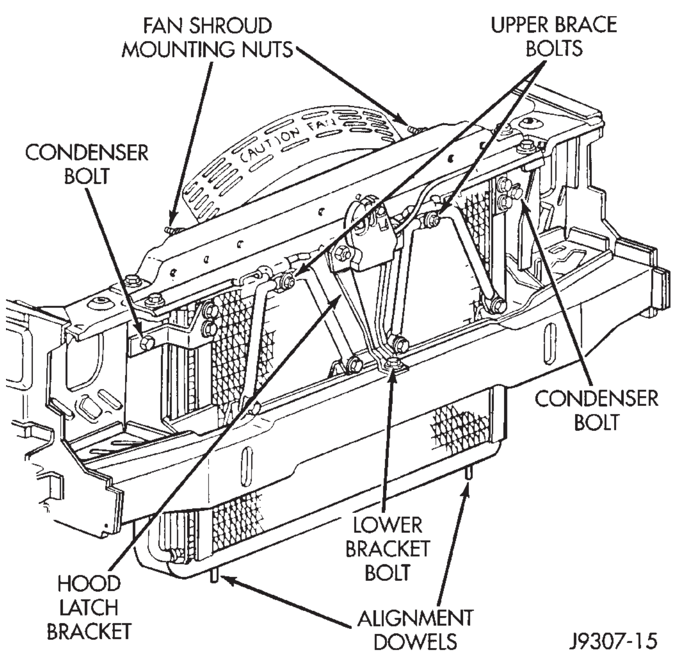

Fig. 69 Fan Shroud Mounting Nuts

(3) Remove fan, viscous fan drive and fan shroud as an assembly from the vehicle.

REMOVAL AND INSTALLATION (Continued)

(4) Remove the four fan blade-to-viscous fan drive mounting bolts. Remove viscous fan drive from fan blades.

(5) After removing fan blade/fan drive assembly **do not** place the thermal viscous fan drive in the horizontal position. If stored horizontally, the silicone fluid in the viscous fan drive could drain into the bearing assembly and contaminate the lubricant.

INSTALLATION

(1) Assemble fan blades to viscous fan drive. Tighten mounting bolts to 24 N·m (18 ft. lbs.) torque.

(2) Position fan, viscous fan drive and fan shroud to the engine as one assembly.

(3) Position fan shroud to radiator. Be sure the alignment tabs at the lower part of shroud are placed into the slots near lower part of radiator.

Be sure the upper and lower portions of the fan shroud are firmly connected. All air must flow through the radiator.

(4) Position mounting flange of fan/viscous fan drive assembly onto water pump pulley. Install four nuts and tighten to 24 N·m (18 ft. lbs.) torque.

(5) Install two fan shroud mounting nuts.

Be sure of at least 25 mm (1.0 inches) between tips of fan blades and fan shroud.

COOLING SYSTEM FAN 5.2L ENGINE

REMOVAL

(1) Disconnect negative battery cable from battery.

(2) The thermal viscous fan drive/fan blade assembly is attached (threaded) to water pump hub shaft (Fig. 70). Remove fan blade/viscous fan drive assembly from water pump by turning mounting nut counterclockwise as viewed from front. Threads on viscous fan drive are **RIGHT HAND.** A Snap-On 36 MM Fan Wrench (number SP346 from Snap-On Cummins Diesel Tool Set number 2017DSP) can be used. Place a bar or screwdriver between water pump pulley bolts to prevent pulley from rotating.

(3) Do not attempt to remove fan/viscous fan drive assembly from vehicle at this time.

(4) Do not unbolt fan blade assembly from viscous fan drive at this time.

(5) Remove two fan shroud-to-upper crossmember nuts (Fig. 69).

(6) Remove fan shroud and fan blade/viscous fan drive assembly as a complete unit from vehicle.

(7) After removing fan blade/viscous fan drive assembly, **do not** place viscous fan drive in horizontal position. If stored horizontally, silicone fluid in the viscous fan drive could drain into its bearing assembly and contaminate lubricant.

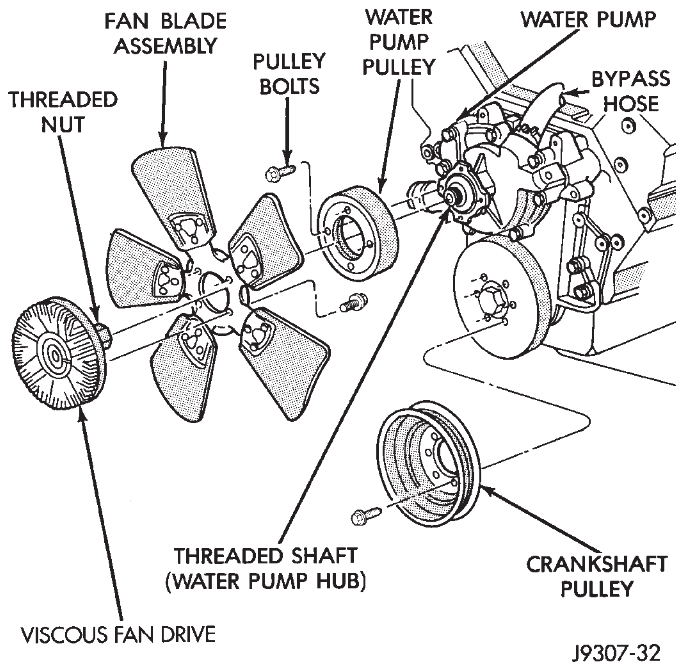

Fig. 70 Fan Blade/Viscous Fan Drive—5.2L V-8 Engine

CAUTION: Do not remove water pump pulley-to-water pump bolts. This pulley is under spring tension.

(8) Remove four bolts securing fan blade assembly to viscous fan drive.

INSTALLATION

(1) Install fan blade assembly to viscous fan drive. Tighten bolts to 23 N·m (17 ft. lbs.) torque.

(2) Position fan shroud and fan blade/viscous fan drive assembly to vehicle as a complete unit.

(3) Position fan shroud to radiator. Be sure the alignment tabs at the lower part of shroud are placed into the slots near lower part of radiator. Install and tighten the two fan shroud-to-upper crossmember mounting nuts.

Be sure of at least 25 mm (1.0 inches) between tips of fan blades and fan shroud.

(4) Install fan blade/viscous fan drive assembly to water pump shaft.

(5) Connect negative battery cable.

VISCOUS FAN DRIVE

REMOVAL/INSTALLATION

Refer to Cooling System Fan removal and installation procedures of the viscous fan drive unit procedures.

Viscous Fan Drive Fluid Pump Out Requirement:

After installing a **NEW** viscous fan drive, bring the engine speed up to approximately 2000 rpm and hold

REMOVAL AND INSTALLATION (Continued)

for approximately two minutes. This will ensure proper fluid distribution within the drive.

CLEANING AND INSPECTION

RADIATOR CAP

INSPECTION

Visually inspect the pressure valve gasket on the cap. Replace cap if the gasket is swollen, torn or worn. Inspect the area around radiator filler neck for white deposits that indicate a leaking cap.

RADIATOR

CLEANING

The radiator and air conditioning fins should be cleaned when an accumulation of bugs, leaves etc. has occurred. Clean radiator fins are necessary for good heat transfer. With the engine cold, apply cold water and compressed air to the back (engine side) of the radiator to flush the radiator and/or A/C condenser of debris.

FAN BLADE INSPECTION

The fan blades cannot be repaired. If the fan is damaged, it must be replaced. Inspect the fan blades as follows:

Lay fan blade assembly on a flat surface with leading edge facing down. With tip of blade touching flat surface, replace fan if clearance between opposite blade and surface is greater than 2.0 mm (.090 inch). Rocking motion of opposite blades should not exceed 2.0 mm (.090 inch). Test all blades in this manner.

WARNING: IF FAN IS NOT WITHIN SPECIFICATIONS, DO NOT ATTEMPT TO BEND OR STRAIGHTEN FAN.

Inspect fan assembly for cracks, bends, loose rivets or broken welds. Replace fan if any damage is found.

CAUTION: If the fan blade assembly is replaced because of mechanical damage, the water pump and viscous fan drive should also be inspected. These components could have been damaged due to excessive vibration.

WATER PUMP INSPECTION

Replace water pump assembly if it has any of the following conditions:

- The body is cracked or damaged
- Water leaks from shaft seal. This is evident by traces of coolant below vent hole
- Loose or rough turning bearing. Also inspect viscous fan drive
- Impeller rubs either the pump body or timing chain case/cover

SPECIFICATIONS

INFORMATION

The following specifications are published from the latest information available at the time of publication. **If anything differs between the specifications found on the Vehicle Emission Control Information (VECI) label and the following specifications, use specifications on VECI label.** The VECI label is located in the engine compartment. Refer to Group 25, Emission System for more information on the VECI label.

COOLING SYSTEM CAPACITIES

4.0L (6 cylinder engine)—
(a) with standard cooling system
8.8L (9.3 qts.)

4.0L (6 cylinder engine)—
(a) (b) with heavy duty cooling system
9.5L (10.0 qts.)

5.2L (V-8) engine
(a) All systems
14.1L (14.9 qts.)

(a) Nominal refill capacities are shown. A variation may be observed due to manufacturing tolerances and refill procedures.

(b) The heavy duty cooling system can be identified by the use of an auxiliary transmission oil cooler located in front of the radiator.

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SPECIFICATIONS (Continued)

DRIVE BELT TENSION

4.0L (6 cylinder) engine—
* (With new serpentine belt)
800-900 N (180-200 lbs. force)

4.0L (6 cylinder) engine—
* (With used serpentine belt)
623-712 N (140-160 lbs. force)

5.2L (V-8) engine—
Do not attempt to check belt tension with a tension gauge. Belt is equipped with an automatic tensioner. Refer to Automatic Belt Tensioner in Group 7, Cooling System.

* Specifications for use with a belt tension gauge. Refer to operating instructions supplied with gauge.

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TORQUE

DESCRIPTION	TORQUE
Generator Pivot Bolt (4.0L)	27 N•m (20 ft. lbs.)
Generator Rear Adj. Bolt (4.0L Engine)	27 N•m (20 ft. lbs.)
Automatic Belt Tensioner-To Mounting Bracket (5.2L)	67 N•m (50 ft. lbs.)
Automatic Belt Tensioner Pulley Bolt (5.2L)	61 N•m (45 ft. lbs.)
Auto. Trans. Auxiliary Oil Cooler Mtg. Screws	10 N•m (90 in. lbs.)
Block Htr. Mounting Screw	4 N•m (32 in. lbs.)
Fan Blade Assy.-to-Viscous Drive	24 N•m (18 ft. lbs.)
Fan/Drive Assy.-to-Water Pump (4.0L Engine)	27 N•m (20 ft. lbs.)
Fan Shroud Mtg. Bolts	3 N•m (20 in. lbs.)
Radiator Upper Isolator-to-Crossmember Mounting Nuts	3 N•m (20 in. lbs.)
Radiator Upper Isolator-to-Radiator Mounting Nuts	4 N•m (36 in. lbs.)
Radiator Brace Bolts	10 N•m (90 in. lbs.)
Thermostat Housing	22 N•m (16 ft. lbs.)
Upper Radiator Crossmember-to-Body Mounting Bolts	10 N•m (90 in. lbs.)
Water Pump Bolts (4.0L)	30 N•m (22 ft. lbs.)
Water Pump Bolts (5.2L)	40 N•m (30 ft. lbs.)
Water Pump Pulley (5.2L)	27 N•m (20 ft. lbs.)

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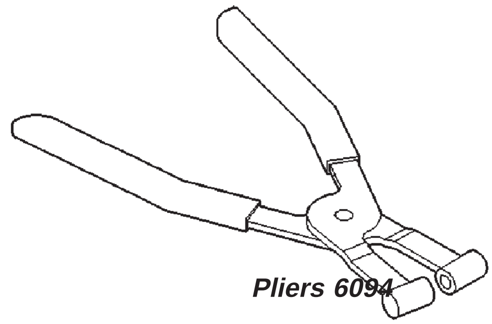
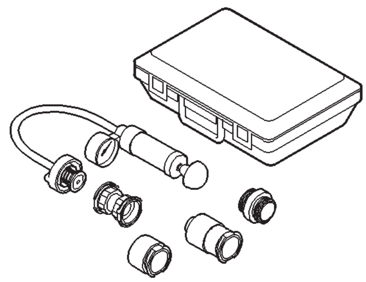
SPECIAL TOOLS

COOLING



Pliers 6094



Pressure Tester 7700–A

BATTERY

CONTENTS

GENERAL INFORMATION

OVERVIEW

The battery, starting, and charging systems operate with one another, and must be tested as a complete system. In order for the vehicle to start and charge properly, all of the components involved in these systems must perform within specifications.

Group 8A covers the battery, Group 8B covers the starting system, and Group 8C covers the charging system. Refer to Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams. We have separated these systems to make it easier to locate the information you are seeking within this Service Manual. However, when attempting to diagnose any of these systems, it is important that you keep their interdependency in mind.

The diagnostic procedures used in these groups include the most basic conventional diagnostic methods to the more sophisticated On-Board Diagnostics (OBD) built into the Powertrain Control Module (PCM). Use of a induction milliampere ammeter, volt/ohmmeter, battery charger, carbon pile rheostat (load tester), and 12-volt test lamp may be required.

All OBD-sensed systems are monitored by the PCM. Each monitored circuit is assigned a Diagnostic Trouble Code (DTC). The PCM will store a DTC in electronic memory for any failure it detects. See the On-Board Diagnostics Test in Group 8C - Charging System for more information.

INTRODUCTION

This section covers battery diagnostic and service procedures only. For battery maintenance procedures, refer to Group 0 - Lubrication and Maintenance. While battery charging can be considered a maintenance procedure, battery charging information is located in this group. This was done because the battery must be fully-charged before any diagnosis can be performed.

The factory-installed low-maintenance battery has removable battery cell caps (Fig. 1). Water can be added to this battery. The battery is not sealed and has vent holes in the cell caps. The chemical composition within the low-maintenance battery reduces battery gassing and water loss at normal charge and discharge rates.

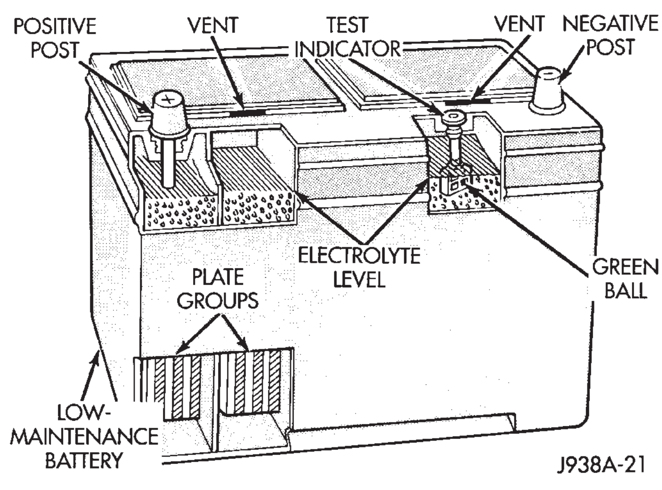


Fig. 1 Low-Maintenance Battery

Rapid loss of electrolyte can be caused by an overcharging condition. Be certain to diagnose the charging system before returning the vehicle to service. Refer to Group 8C - Charging System for more information.

The factory-installed battery also has a built-in test indicator (hydrometer). The color visible in the sight glass of the indicator will reveal the battery

GENERAL INFORMATION (Continued)

condition. See Built-In Test Indicator in this group for more information.

It is important that the battery, starting, and charging systems be thoroughly tested and inspected any time a battery needs to be charged or replaced. The cause of abnormal discharge, over-charging, or early battery failure must be diagnosed and corrected before a battery is replaced or returned to service.

DESCRIPTION AND OPERATION

BATTERY

The storage battery is a device used to store electrical energy potential in a chemical form. When an electrical load is applied to the battery terminals, an electrochemical reaction occurs within the battery. This reaction causes the battery to discharge electrical current.

The battery is made up of six individual cells that are connected in series. Each cell contains positively charged plate groups made of lead oxide, and negatively charged plate groups made of sponge lead. These dissimilar metal plates are submerged in a sulfuric acid and water solution called an electrolyte.

As the battery discharges, a gradual chemical change takes place within each cell. The sulfuric acid in the electrolyte combines with the plate materials, causing both plates to slowly change to lead sulfate. At the same time, oxygen from the positive plate material combines with hydrogen from the sulfuric acid, causing the electrolyte to become mainly water.

The chemical changes within the battery are caused by the movement of excess, or free, electrons between the positive and negative plate groups. This movement of electrons produces a flow of electrical current through the load device attached to the battery terminals.

As the plate materials become more similar chemically, and the electrolyte becomes less acid, the voltage potential of each cell is reduced. However, by charging the battery with a voltage higher than that of the battery, the battery discharging process is reversed.

Charging the battery gradually changes the sulfated lead plates back into sponge lead and lead oxide, and the water back into sulfuric acid. This action restores the difference in the electron charges deposited on the plates, and the voltage potential of the battery cells.

For a battery to remain useful, it must be able to produce high-amperage current over an extended period. A battery must also be able to accept a charge, so that its voltage potential may be restored.

In addition to producing and storing electrical energy, the battery serves as a capacitor, or voltage stabilizer, for a vehicle's electrical system. It absorbs most abnormal or transient voltages caused by the switching of any of the vehicle's electrical components.

The battery is vented to release excess hydrogen gas that is created when the battery is being charged or discharged. However, even with these vents, the hydrogen gas can collect in or around the battery. If hydrogen gas is exposed to flame or sparks, it may ignite.

If the electrolyte level is low, the battery may arc internally and explode. If the battery is equipped with removable cell caps, add distilled water whenever the electrolyte level is below the top of the plates. If the battery cell caps cannot be removed, the battery must be replaced if the electrolyte level becomes low.

BATTERY SIZE AND RATINGS

The outside dimensions and terminal placement of the battery conform to standards established by the Battery Council International (BCI). Each battery is assigned a BCI Group Size number to help identify a correctly-sized replacement.

In addition, there are two commonly accepted methods for rating and comparing battery performance. These ratings are called Cold Cranking Amperage (CCA) and Reserve Capacity (RC). Both ratings are described in more detail below.

The Group Size number, CCA rating, and RC rating can be found on the original equipment battery label. Be certain that a replacement battery has the correct Group Size number, as well as CCA and RC ratings that equal or exceed the original equipment specification for the vehicle being serviced. See the Battery Classifications and Ratings chart in Specifications at the back of this group for more information.

COLD CRANKING AMPERAGE

The Cold Cranking Amperage (CCA) rating specifies how much current (in amperes) the battery can deliver for 30 seconds at -17.7°C (0°F). Terminal voltage must not fall below 7.2 volts during or after the 30 second discharge. The CCA required is generally higher as engine displacement increases, depending also upon the starter current draw requirements.

RESERVE CAPACITY

The Reserve Capacity (RC) rating specifies the time (in minutes) it takes for battery terminal voltage to fall below 10.2 volts, at a discharge rate of 25 amperes. RC is determined with the battery fully-charged at 26.7°C (80°F). This rating estimates how long the battery might last after a charging system failure, under minimum electrical load.

DESCRIPTION AND OPERATION (Continued)

BATTERY MOUNTING

The battery is mounted to a molded plastic tray located in the right front corner of the engine compartment. Two U-nuts are held in formations on each side of the tray. A holddown strap fits across the top of the battery case and thermoguard. A bolt passes through the holddown strap on each side of the battery, and is threaded into the U-nut on each side of the battery tray.

The battery tray is fastened with three screws to the front wheelhouse extension panel, forward of the right front wheel. The tray is also secured to the right fender inner shield with two screws.

A vacuum reservoir for the vehicle speed control and heater-A/C systems is mounted to the underside of the battery tray. Refer to Group 8H - Vehicle Speed Control System and Group 24 - Heating and Air Conditioning for more information on the vacuum reservoir.

A hole in the bottom of the battery tray is fitted with a battery temperature sensor on some models. Models without the battery temperature sensor have a plug fitted to this hole. Refer to Group 8C - Charging System for more information on the battery temperature sensor.

DIAGNOSIS AND TESTING

BATTERY

The battery must be completely charged and the top, posts, and terminal clamps should be properly cleaned before diagnostic procedures are performed. See Battery Charging in this group for more information.

WARNING:

IF THE BATTERY SHOWS SIGNS OF FREEZING, LEAKING, LOOSE POSTS, OR LOW ELECTROLYTE LEVEL, DO NOT TEST, ASSIST-BOOST, OR CHARGE. THE BATTERY MAY ARC INTERNALLY AND EXPLODE. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT.

EXPLOSIVE HYDROGEN GAS FORMS IN AND AROUND THE BATTERY. DO NOT SMOKE, USE FLAME, OR CREATE SPARKS NEAR THE BATTERY. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT.

THE BATTERY CONTAINS SULFURIC ACID, WHICH IS POISONOUS AND CAUSTIC. AVOID CONTACT WITH THE SKIN, EYES, OR CLOTHING. IN THE EVENT OF CONTACT, FLUSH WITH WATER AND CALL A PHYSICIAN IMMEDIATELY. KEEP OUT OF THE REACH OF CHILDREN.

IF THE BATTERY IS EQUIPPED WITH REMOVABLE CELL CAPS, BE CERTAIN THAT EACH OF THE CELL CAPS IS IN PLACE AND TIGHT BEFORE THE BATTERY IS RETURNED TO SERVICE. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT FROM LOOSE OR MISSING CELL CAPS.

The condition of a battery is determined by two criteria:

1. **State-Of-Charge** - This can be determined by viewing the built-in test indicator, by checking the specific gravity of the electrolyte (hydrometer test), or by checking the battery voltage (open-circuit voltage test).
2. **Cranking Capacity** - This can be determined by performing a battery load test, which measures the ability of the battery to supply high-amperage current.

First, determine the battery state-of-charge. This can be done in one of three ways. If the battery has a built-in test indicator, use this test to determine the state-of-charge. If the battery has no test indicator, but has removable cell caps, perform the hydrometer test to determine the state-of-charge. If the cell caps are not removable, or a hydrometer is not available, perform the open-circuit voltage test to determine the state-of-charge.

The battery must be charged before proceeding with a load test if:

- The built-in test indicator has a black or dark color visible.
- The temperature corrected specific gravity is less than 1.235.
- The open-circuit voltage is less than 12.4 volts.

A battery that will not accept a charge is faulty, and must be replaced. Further testing is not required. A fully-charged battery must be load tested to determine its cranking capacity. A battery that is fully-charged, but does not pass the load test, is faulty and must be replaced.

NOTE: Completely discharged batteries may take several hours to accept a charge. See Charging A Completely Discharged Battery in this group for more information.

A battery is fully-charged when:

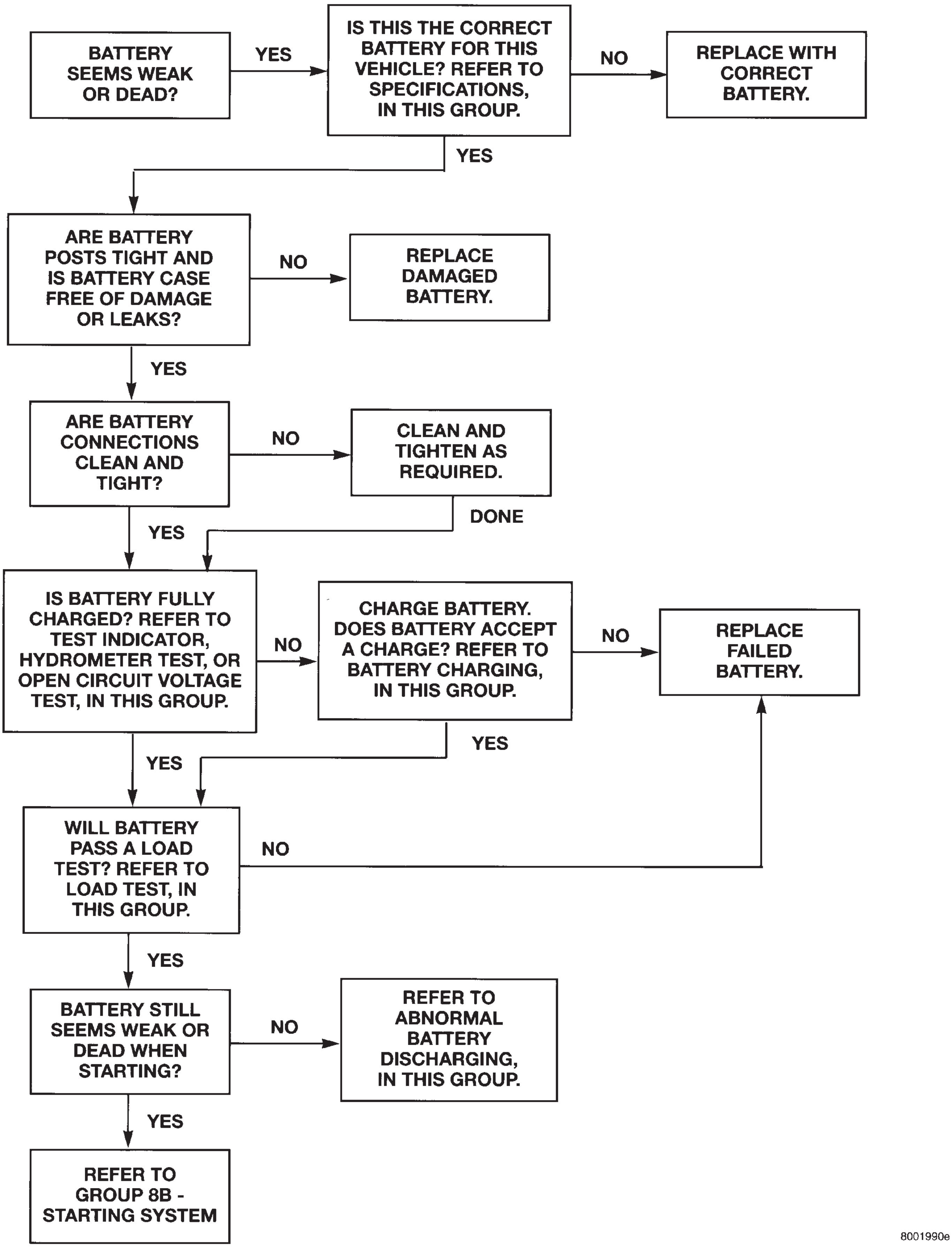
- All cells are gassing freely during charging.
- A green color is visible in the sight glass of the built-in test indicator.
- Three corrected specific gravity tests, taken at 1-hour intervals, indicate no increase in the specific gravity.
- Open-circuit voltage is 12.4 volts or greater.

ABNORMAL BATTERY DISCHARGING

Any of the following conditions can result in abnormal battery discharging:

1. Corroded or loose battery posts and terminal clamps.

DIAGNOSIS AND TESTING (Continued)



Battery Diagnosis

DIAGNOSIS AND TESTING (Continued)

2. A loose or worn generator drive belt.
3. Electrical loads that exceed the output of the charging system. This can be due to equipment installed after manufacture, or repeated short trip use.
4. Slow driving speeds (heavy traffic conditions) or prolonged idling, with high-amperage draw systems in use.
5. A faulty circuit or component causing excessive ignition-off draw. See Ignition-Off Draw Test in this group for more information.
6. A faulty or incorrect charging system component.
7. A faulty or incorrect battery.

BUILT-IN TEST INDICATOR

A test indicator (hydrometer) built into the top of the battery case provides visual information for battery testing (Fig. 2). Like a hydrometer, the built-in test indicator measures the specific gravity of the electrolyte. The test indicator reveals the battery state-of-charge; however, it will not reveal the cranking capacity of the battery. A load test must be performed to determine the battery cranking capacity. See Load Test in this group for more information.

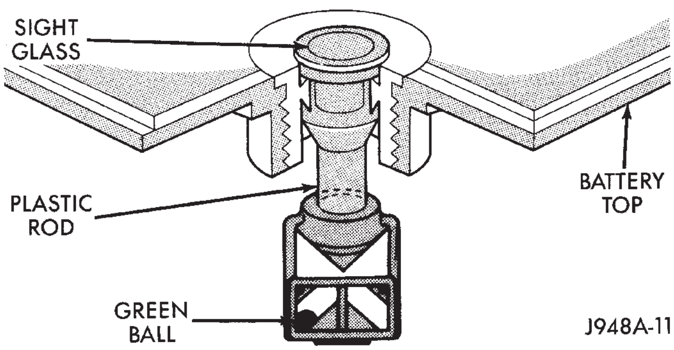


Fig. 2 Built-In Test Indicator

WARNING:

IF THE BATTERY SHOWS SIGNS OF FREEZING, LEAKING, LOOSE POSTS, OR LOW ELECTROLYTE LEVEL, DO NOT TEST, ASSIST-BOOST, OR CHARGE. THE BATTERY MAY ARC INTERNALLY AND EXPLODE. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT.

EXPLOSIVE HYDROGEN GAS FORMS IN AND AROUND THE BATTERY. DO NOT SMOKE, USE FLAME, OR CREATE SPARKS NEAR THE BATTERY. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT.

THE BATTERY CONTAINS SULFURIC ACID, WHICH IS POISONOUS AND CAUSTIC. AVOID CONTACT WITH THE SKIN, EYES, OR CLOTHING. IN THE EVENT OF CONTACT, FLUSH WITH WATER AND CALL A PHYSICIAN IMMEDIATELY. KEEP OUT OF THE REACH OF CHILDREN.

IF THE BATTERY IS EQUIPPED WITH REMOVABLE CELL CAPS, BE CERTAIN THAT EACH OF THE CELL CAPS IS IN PLACE AND TIGHT BEFORE THE BATTERY IS RETURNED TO SERVICE. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT FROM LOOSE OR MISSING CELL CAPS.

Before testing, visually inspect the battery for any damage (a cracked case or cover, loose posts, etc.) that would cause the battery to be faulty. In order to obtain correct indications from the built-in test indicator, it is important that the battery be level and have a clean sight glass. Additional light may be required to view the indicator. **Do not use open flame as a source of additional light.**

To read the built-in test indicator, look into the sight glass and note the color of the indicator (Fig. 3). Refer to the following description, as the color indicates:

- **Green -** indicates 75% to 100% state-of-charge. The battery is adequately charged for further testing or return to use. If the vehicle will not crank for a minimum of 15 seconds with a fully-charged battery, perform the Load Test.
- **Black or Dark -** indicates 0% to 75% state-of-charge. The battery is inadequately charged and must be charged until a green indication is visible in the sight glass (12.4 volts or more), before the battery is tested further or returned to service. See Battery Charging in this group for more information. Also see Abnormal Battery Discharging in this group for possible causes of the discharged condition.
- **Yellow or Bright -** indicates a low electrolyte level. The electrolyte level in the battery is below the test indicator. A maintenance-free battery with non-removable cell caps must be replaced if the electrolyte level is low. Water must be added to a low-maintenance battery with removable cell caps before it is charged. See Battery Charging in this group for more information. A low electrolyte level may be caused by an over-charging condition. Refer to Group 8C - Charging System to diagnose an over-charging condition.

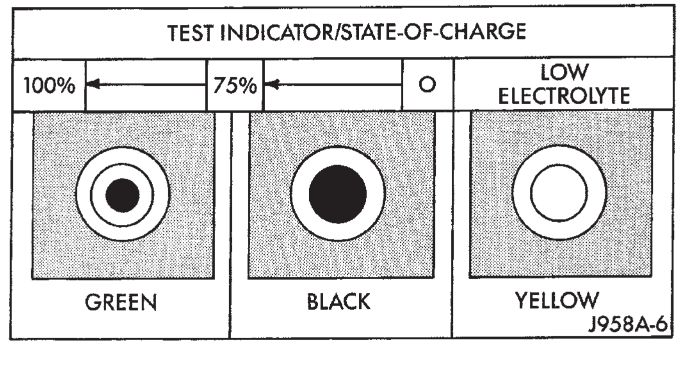


Fig. 3 Built-In Test Indicator Sight Glass

DIAGNOSIS AND TESTING (Continued)

HYDROMETER TEST

The hydrometer test reveals the battery state-of-charge by measuring the specific gravity of the electrolyte. This test cannot be performed on maintenance-free batteries with non-removable cell caps. If the battery has non-removable cell caps, see Built-In Test Indicator or Open Circuit Voltage Test in this group.

Specific gravity is a comparison of the density of the electrolyte to the density of pure water. Pure water has a specific gravity of 1.000, and sulfuric acid has a specific gravity of 1.835. Sulfuric acid makes up approximately 35% of the electrolyte by weight, or 24% by volume.

In a fully-charged battery the electrolyte will have a temperature-corrected specific gravity of 1.260 to 1.290. However, a specific gravity of 1.235 or above is satisfactory for battery load testing and/or return to service.

WARNING:

IF THE BATTERY SHOWS SIGNS OF FREEZING, LEAKING, LOOSE POSTS, OR LOW ELECTROLYTE LEVEL, DO NOT TEST, ASSIST-BOOST, OR CHARGE. THE BATTERY MAY ARC INTERNALLY AND EXPLODE. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT.

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Before testing, visually inspect the battery for any damage (a cracked case or cover, loose posts, etc.) that would cause the battery to be faulty. Then remove the cell caps and check the electrolyte level. Add distilled water if the electrolyte level is below the top of the battery plates.

Refer to the hydrometer manufacturer's instructions for correct use of the hydrometer. Remove only enough electrolyte from the battery so that the float is off the bottom of the hydrometer barrel with pressure on the bulb released.

CAUTION: Exercise care when inserting the tip of the hydrometer into a cell to avoid damaging the plate separators. Damaged plate separators can cause early battery failure.

To read the hydrometer correctly, hold it with the top surface of the electrolyte at eye level. Hydrometer floats are generally calibrated to indicate the specific gravity correctly only at 26.7°C (80°F). When testing the specific gravity at any other temperature, a correction factor is required.

The correction factor is approximately a specific gravity value of 0.004, referred to as 4 points of specific gravity. For each 5.5°C above 26.7°C (10°F above 80°F), add 4 points. For each 5.5°C below 26.7°C (10°F below 80°F), subtract 4 points. Always correct the specific gravity for temperature variation. Test the specific gravity of the electrolyte in each battery cell.

EXAMPLE: A battery is tested at -12.2°C (10°F) and has a specific gravity of 1.240. Determine the actual specific gravity as follows:

(1) Determine the number of degrees above or below 26.7°C (80°F):

26.6°C - -12.2°C = 38.8°C (80°F - 10°F = 70°F)

(2) Divide the result from Step 1 by 5.5 (10):

38.8°C/5.5 = 7 (70°F/10 = 7)

(3) Multiply the result from Step 2 by the temperature correction factor (0.004):

7 X 0.004 = 0.028

(4) The temperature at testing was below 26.7°C (80°F); therefore, the temperature correction factor is subtracted:

1.240 - 0.028 = 1.212

The corrected specific gravity of the battery in this example is 1.212.

If the specific gravity of all cells is above 1.235, but the variation between cells is more than 50 points (0.050), the battery should be replaced. If the specific gravity of one or more cells is less than 1.235, charge the battery at a rate of approximately 5 amperes.

Continue charging until three consecutive specific gravity tests, taken at 1-hour intervals, are constant. If the cell specific gravity variation is more than 50 points (0.050) at the end of the charge period, replace the battery.

When the specific gravity of all cells is above 1.235, and the cell variation is less than 50 points (0.050), the battery may be load tested to determine its cranking capacity. See Load Test in this group for more information.

OPEN-CIRCUIT VOLTAGE TEST

A battery open-circuit voltage (no load) test will show the state-of-charge of a battery. This test can be used in place of the hydrometer test, if a hydrometer

DIAGNOSIS AND TESTING (Continued)

is not available; or, for maintenance-free batteries with non-removable cell caps.

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Before proceeding with this test, completely charge the battery as described in Battery Charging in this group.

(1) Before measuring the open-circuit voltage, the surface charge must be removed from the battery. Turn the headlamps on for 15 seconds, then allow up to five minutes for the battery voltage to stabilize.

(2) Disconnect and isolate both battery cables, negative cable first.

(3) Using a voltmeter connected to the battery posts (refer to the instructions provided with the voltmeter), measure the open-circuit voltage (Fig. 4).

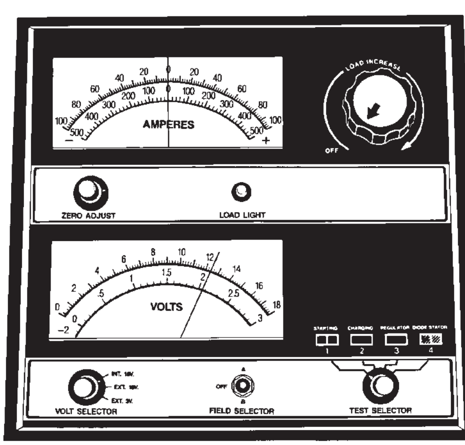

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Fig. 4 Testing Open-Circuit Voltage

See the Open-Circuit Voltage chart. This voltage reading will indicate the battery state-of-charge, but will not reveal its cranking capacity. If a battery has an open-circuit voltage reading of 12.4 volts or greater, it may be load tested to reveal its cranking capacity. See Load Test in this group for more information.

Open Circuit Voltage	
Open Circuit Volts	**Charge Percentage**
11.7 volts or less	0%
12.0 volts	25%
12.2 volts	50%
12.4 volts	75%
12.6 volts or more	100%

LOAD TEST

A battery load test will verify the battery cranking capacity. The test is based on the Cold Cranking Amperage (CCA) rating of the battery. See the Battery Classifications and Ratings chart in Specifications at the back of this group.

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Before proceeding with this test, completely charge the battery as described in Battery Charging in this group.

(1) Disconnect and isolate both battery cables, negative cable first. The battery top and posts should be clean.

DIAGNOSIS AND TESTING (Continued)

(2) Connect a suitable volt-ammeter-load tester (Fig. 5) to the battery posts (Fig. 6). Refer to the operating instructions provided with the tester being used. Check the open-circuit voltage (no load) of the battery. Open-circuit voltage must be 12.4 volts or greater.

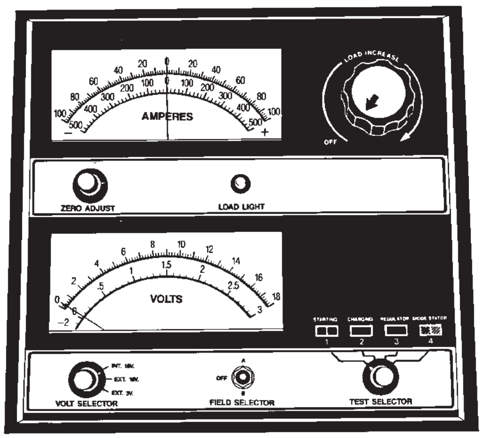

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Fig. 5 Volt-Ammeter-Load Tester - Typical

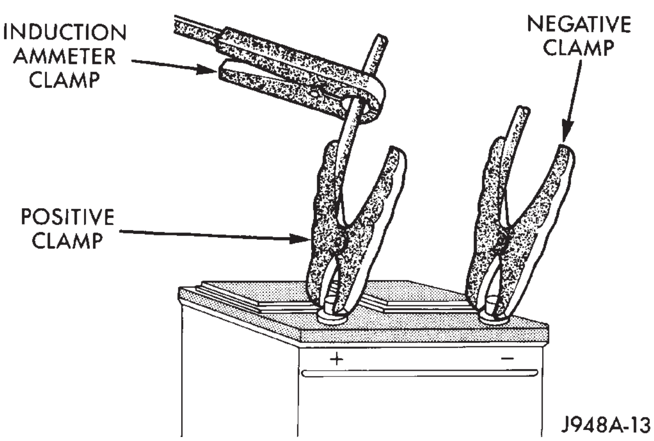

Fig. 6 Volt-Ammeter-Load Tester Connections

(3) Rotate the load control knob (carbon pile rheostat) to apply a 300 ampere load to the battery for 15 seconds, then return the control knob to the Off position (Fig. 7). This will remove the surface charge from the battery.

(4) Allow the battery to stabilize to open-circuit voltage. It may take up to five minutes for the battery voltage to stabilize.

(5) Rotate the load control knob to maintain a load equal to 50% of the battery's CCA rating (Fig. 8). After 15 seconds, record the loaded voltage reading, then return the load control knob to the Off position.

(6) The voltage drop will vary with the battery temperature at the time of the load test. The battery temperature can be estimated by using the ambient temperature during the past several hours. If the battery has been charged, boosted, or loaded a few minutes prior to the test, the battery will be somewhat warmer. See the Load Test Temperature chart for the proper loaded voltage reading.

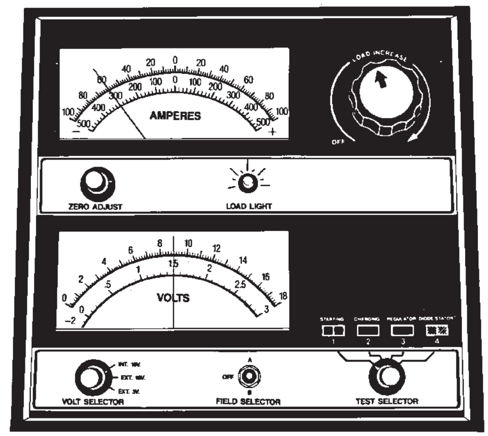

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Fig. 7 Remove Surface Charge from Battery

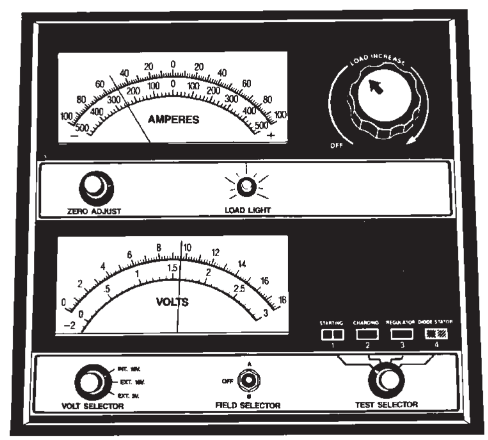

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Fig. 8 Load 50% CCA Rating - Note Voltage

Load Test Temperature		
Minimum Voltage	Temperature	
	°F	°C
9.6 volts	70° and above	21° and above
9.5 volts	60°	16°
9.4 volts	50°	10°
9.3 volts	40°	4°
9.1 volts	30°	-1°
8.9 volts	20°	-7°
8.7 volts	10°	-12°
8.5 volts	0°	-18°

(7) If the voltmeter reading falls below 9.6 volts, at a minimum battery temperature of 21°C (70°F), the battery is faulty and must be replaced.

DIAGNOSIS AND TESTING (Continued)

IGNITION-OFF DRAW TEST

Ignition-Off Draw (IOD) refers to power being drained from the battery with the ignition switch in the Off position. A normal vehicle electrical system will draw from 5 to 25 milliamperes (0.005 - 0.025 ampere) with the ignition switch in the Off position, and all non-ignition controlled circuits in proper working order. The 25 milliamperes are needed to supply Powertrain Control Module (PCM) memory, digital clock memory, and electronically tuned radio memory.

A vehicle that has not been operated for approximately 20 days, may discharge the battery to an inadequate level. When a vehicle will not be used for 20 days or more (stored), remove the IOD fuse from the Power Distribution Center (PDC). This will reduce battery discharging.

Excessive IOD can be caused by:

- Electrical items left on
- Faulty or improperly adjusted switches
- An internally shorted generator
- Intermittent shorts in the wiring.

If the IOD is over 25 milliamperes, the problem must be found and corrected before replacing a battery. In most cases, the battery can be charged and returned to service.

DIAGNOSIS

CAUTION: Testing for high-amperage IOD must be performed first to prevent damage to most milliampere meters.

(1) Verify that all electrical accessories are off. Turn off all lamps, remove the ignition key, and close all doors. If the vehicle is equipped with a illuminated entry system or electronically tuned radio, allow the electronic timer function of these systems to automatically shut off (time out). This may take up to three minutes.

(2) Determine that the underhood lamp is operating properly, then disconnect the lamp or remove the bulb.

(3) Disconnect the battery negative cable.

(4) Connect a typical 12-volt test lamp (low-wattage bulb) between the disconnected battery negative cable clamp and the battery negative terminal post. Make sure that the doors remain closed so that the illuminated entry system is not activated. The test lamp may light brightly for up to three minutes, or may not light at all, depending upon the vehicle's electrical equipment. The term "brightly," as used throughout the following tests, implies the brightness of the test lamp will be the same as if it were connected across the battery. The test lamp must be securely clamped to the battery negative cable clamp and the battery negative terminal post. If the continuity between the battery negative terminal post and cable clamp is lost during any part of the IOD test, the electronic timer function will be activated and all tests must be repeated.

(5) After three minutes, the test lamp should turn off or be dimly lit, depending upon the vehicle's electrical equipment. If the test lamp remains brightly lit, do not disconnect it. Remove each fuse or circuit breaker (refer to Group 8W - Wiring Diagrams for more information) until the test lamp is either off, or dimly lit. This will isolate each circuit and identify the source of the high-amperage IOD. If the test lamp is still brightly lit after disconnecting each fuse and circuit breaker, disconnect the wiring harness from the generator. If the test lamp now turns off or is dimly lit, refer to Group 8C - Charging System to diagnose the faulty charging system. Do not disconnect the test lamp. After the high-amperage IOD has been corrected, the low-amperage IOD may be checked. It is now safe to install a milliampere meter to check the low-amperage IOD.

(6) With the test lamp still connected securely, clamp a milliampere meter between the battery negative terminal post and the negative cable clamp.

CAUTION: Do not open any doors, or turn on any electrical accessories, with the test lamp disconnected or the milliampere meter may be damaged.

(7) Disconnect the test lamp. Observe the milliampere meter. The current draw should not exceed 25 milliamperes (0.025 ampere). If the draw exceeds 25 milliamperes, isolate each circuit by removing the circuit breakers and fuses. The milliampere meter reading will drop when the source of the draw is disconnected. Repair this circuit as required, whether it is a wiring short, incorrect switch adjustment or a component failure.

SERVICE PROCEDURES

BATTERY CHARGING

A battery is fully-charged when:

- All cells are gassing freely during battery charging.
- A green color is visible in the sight glass of the built-in test indicator.
- Three corrected specific gravity tests, taken at 1-hour intervals, indicate no increase in the specific gravity.
- Open-circuit voltage is 12.4 volts or above.

SERVICE PROCEDURES (Continued)

WARNING:

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IF THE BATTERY IS EQUIPPED WITH REMOVABLE CELL CAPS, BE CERTAIN THAT EACH OF THE CELL CAPS IS IN PLACE AND TIGHT BEFORE THE BATTERY IS RETURNED TO SERVICE. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT FROM LOOSE OR MISSING CELL CAPS.

CAUTION:

Always disconnect and isolate the battery negative cable before charging a battery. Do not exceed 16.0 volts while charging a battery. Damage to the vehicle electrical system components may result.

Battery electrolyte will bubble inside the battery case during normal battery charging. Electrolyte boiling or being discharged from the battery vents indicates a battery over-charging condition. Immediately reduce the charging rate or turn off the charger to evaluate the battery condition. Damage to the battery may result from over-charging.

The battery should not be hot to the touch. If the battery feels hot to the touch, turn off the charger and let the battery cool before continuing the charging operation. Damage to the battery may result.

Some battery chargers are equipped with polarity-sensing circuitry. This circuitry protects the charger and/or battery from being damaged if they are improperly connected. If the battery state-of-charge is too low for the polarity-sensing circuitry to detect, the charger will not operate. This makes it appear that the battery will not accept charging current. Refer to the instructions provided with the battery charger to bypass the polarity-sensing circuitry.

After the battery has been charged to 12.4 volts or greater, perform a load test to determine the battery cranking capacity. If the battery will endure a load test, return the battery to use. If the battery will not endure a load test, it is faulty and must be replaced.

Clean and inspect the battery holddowns, tray, terminals, posts, and top before completing service. See the Battery Removal and Installation procedures in this group for more information.

CHARGING A COMPLETELY DISCHARGED BATTERY

The following procedure should be used to recharge a completely discharged battery. Unless this procedure is properly followed, a good battery may be needlessly replaced.

(1) Measure the voltage at the battery posts with a voltmeter, accurate to 1/10 (0.10) volt (Fig. 9). If the reading is below 10 volts, the charge current will be low. It could take some time before the battery accepts a current greater than a few milliamperes. Such low current may not be detectable on the ammeters built into many chargers.

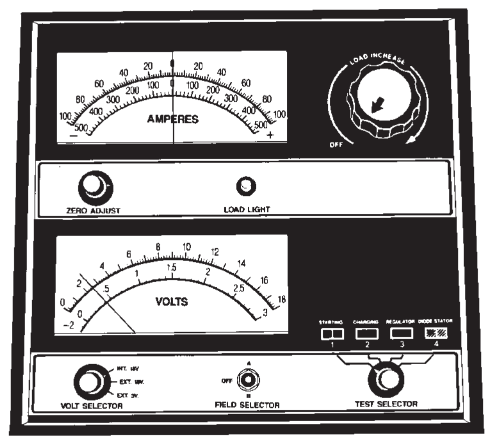


Fig. 9 Voltmeter Accurate to 1/10 Volt Connected

(2) Disconnect and isolate the battery negative cable. Connect the battery charger leads. Some battery chargers are equipped with polarity-sensing circuitry. This circuitry protects the charger and/or battery from being damaged if they are improperly connected. If the battery state-of-charge is too low for the polarity-sensing circuitry to detect, the charger will not operate. This makes it appear that the battery will not accept charging current. Refer to the instructions provided with the battery charger to bypass the polarity-sensing circuitry.

(3) Battery chargers vary in the amount of voltage and current they provide. The amount of time required for a battery to accept measurable charger current at various voltages is shown in the Charge Rate chart. If the charge current is still not measurable at the end of the charging time, the battery is faulty and must be replaced. If the charge current is measurable during the charging time, the battery

SERVICE PROCEDURES (Continued)

may be good and the charging should be completed in the normal manner.

Charge Rate	
Voltage	**Hours**
16.0 volts maximum	up to 4 hours
14.0 to 15.9 volts	up to 8 hours
13.9 volts or less	up to 16 hours

CHARGING TIME REQUIRED

The time required to charge a battery will vary, depending upon the following factors:

- **Battery Capacity** - A completely discharged heavy-duty battery requires twice the charging time of a small capacity battery.
- **Temperature** - A longer time will be needed to charge a battery at -18°C (0°F) than at 27°C (80°F). When a fast charger is connected to a cold battery, the current accepted by the battery will be very low at first. As the battery warms, it will accept a higher charging current rate (amperage).
- **Charger Capacity** - A charger that supplies only 5 amperes will require a longer charging time. A charger that supplies 20 amperes or more will require a shorter charging time.
- **State-Of-Charge** - A completely discharged battery requires more charging time than a partially discharged battery. Electrolyte is nearly pure water in a completely discharged battery. At first, the charging current (amperage) will be low. As the battery charges, the specific gravity of the electrolyte will gradually rise.

WARNING: NEVER EXCEED 20 AMPERES WHEN CHARGING A COLD (-1°C/30°F) BATTERY. THE BATTERY MAY ARC INTERNALLY AND EXPLODE. PERSONAL INJURY AND/OR VEHICLE DAMAGE MAY RESULT.

Battery Charging Timetable			
Charging Amperage	**5 Amperes**	**10 Amperes**	**20 Amperes**
Open Circuit Voltage	**Hours Charging at 21°C (70°F)**		
12.25 to 12.39	6 hours	3 hours	1.5 hours
12.00 to 12.24	8 hours	4 hours	2 hours
11.95 to 11.99	12 hours	6 hours	3 hours
10.00 to 11.94	14 hours	7 hours	3.5 hours
less than 10.00	See Charging Completely Discharged Battery		

REMOVAL AND INSTALLATION

BATTERY

(1) Turn the ignition switch to the Off position. Make sure all electrical accessories are off.

(2) Loosen the cable terminal clamps and disconnect both battery cables, negative cable first. If necessary, use a puller to remove the terminal clamps from the battery posts (Fig. 10).

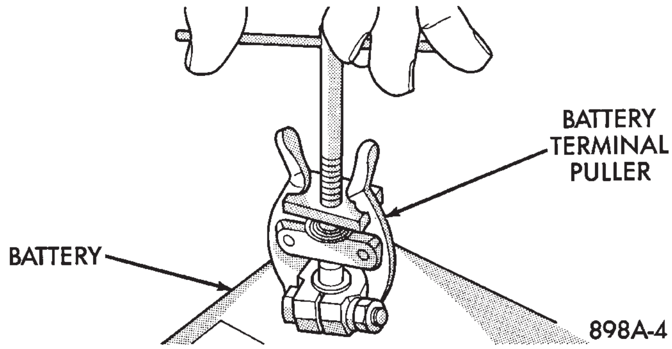


Fig. 10 Remove Battery Terminal Clamp

(3) Inspect the cable terminal clamps for corrosion and damage. Remove any corrosion using a wire brush or a post and terminal cleaning tool, and a sodium bicarbonate (baking soda) and warm water cleaning solution (Fig. 11). Replace any cable that has damaged or deformed terminal clamps.

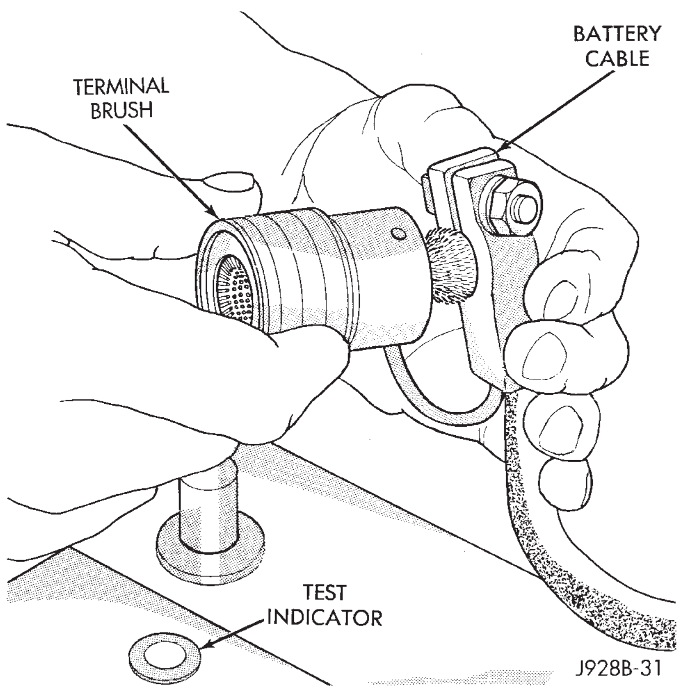


Fig. 11 Clean Battery Cable Terminal Clamp

REMOVAL AND INSTALLATION (Continued)

WARNING: WEAR A SUITABLE PAIR OF RUBBER GLOVES (NOT THE HOUSEHOLD TYPE) WHEN REMOVING A BATTERY BY HAND. SAFETY GLASSES SHOULD ALSO BE WORN. IF THE BATTERY IS CRACKED OR LEAKING, THE ELECTROLYTE CAN BURN THE SKIN AND EYES.

(4) Remove the battery holddowns and remove the battery from the vehicle (Fig. 12).

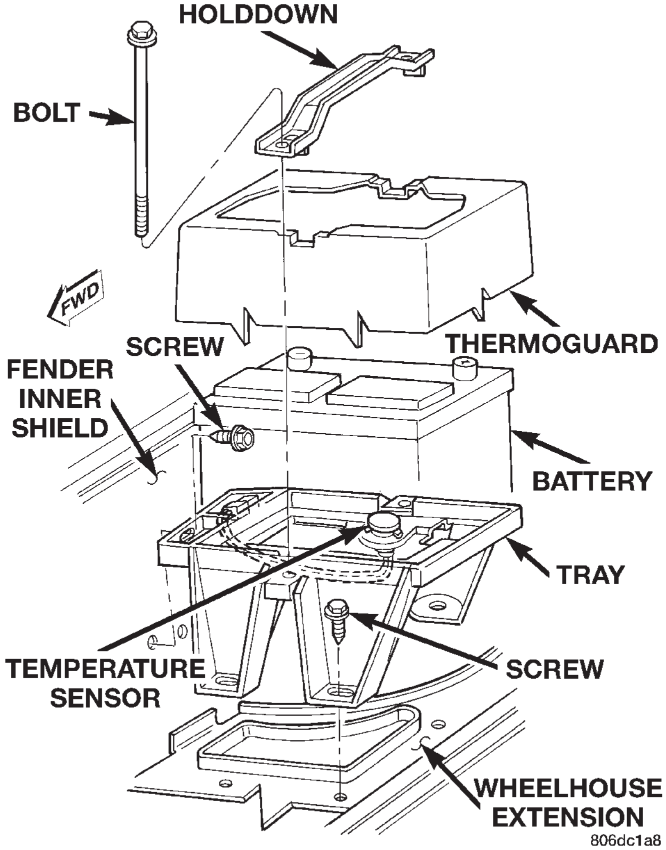


Fig. 12 Battery Holddown

(5) Inspect the battery tray and holddowns for corrosion or damage. Remove any corrosion using a wire brush and a sodium bicarbonate (baking soda) and warm water cleaning solution. Paint any exposed bare metal and replace any damaged parts.

(6) Inspect the battery case for cracks or other damage that could result in electrolyte leaks. Also, check the battery terminal posts for looseness. Batteries with damaged cases or loose posts must be replaced.

(7) Check the electrolyte level in the battery. Use a putty knife or another suitable wide flat-bladed tool to pry the cell caps off (Fig. 13). Do not use a screwdriver. Add distilled water to each cell until the liquid reaches the bottom of the vent well. DO NOT OVERFILL.

(8) Inspect the battery built-in test indicator sight glass for an indication of the battery condition. If the battery is discharged, charge as required. See Built-In Test Indicator and Battery Charging in this group for more information.

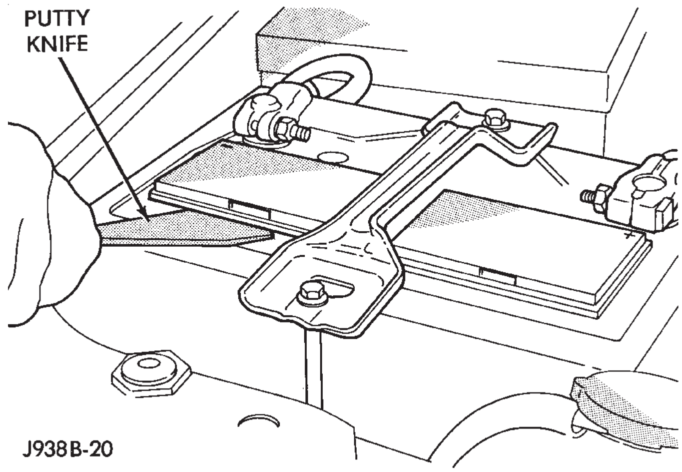


Fig. 13 Removing Cell Caps

(9) If the battery is to be reinstalled, clean the outside of the battery case and the top cover with a sodium bicarbonate (baking soda) and warm water cleaning solution to remove any acid film (Fig. 14). Rinse the battery with clean water. Ensure that the cleaning solution does not enter the battery cells through the vent holes. If the battery is being replaced, see the Battery Ratings and Classifications chart in Specifications at the back of this group. Confirm that the replacement battery is the correct size and has the correct ratings for the vehicle.

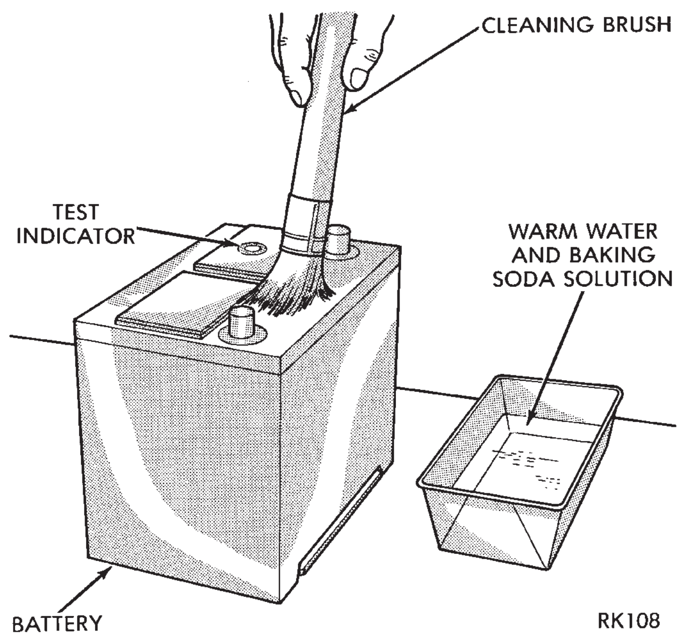


Fig. 14 Clean Battery

(10) Clean any corrosion from the battery terminal posts with a wire brush or a post and terminal

REMOVAL AND INSTALLATION (Continued)

cleaner, and a sodium bicarbonate (baking soda) and warm water cleaning solution (Fig. 15).

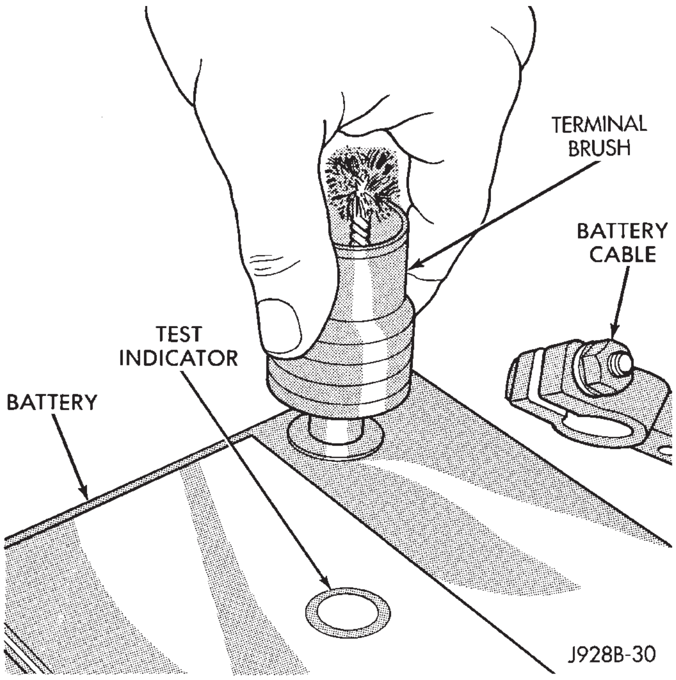


Fig. 15 Clean Battery Terminal Post

(11) Position the battery in the tray. Ensure that the positive and negative terminal posts are correctly positioned. The cable terminal clamps must reach the correct battery post without stretching the cables (Fig. 16).

(12) Loosely install the battery holddown hardware. Ensure that the battery base is correctly positioned in the tray, then tighten the holddowns to 2.2 N·m (20 in. lbs.).

CAUTION: Be certain that the battery cables are connected to the correct battery terminals. Reverse polarity may damage electrical components.

(13) Place an oiled felt washer on the battery positive terminal post.

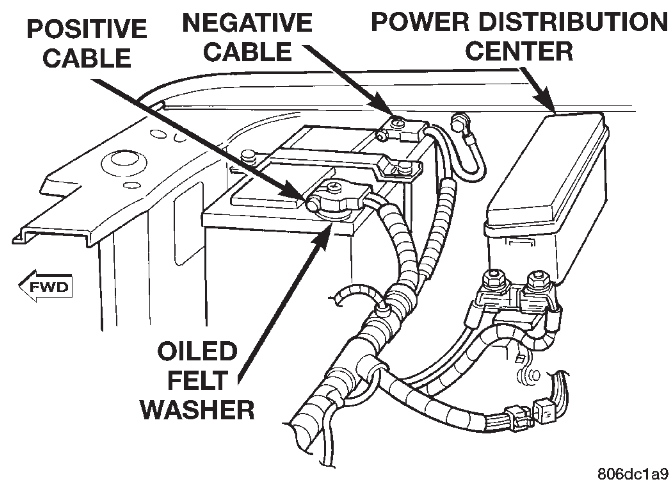


Fig. 16 Battery Cables

(14) Install and tighten the battery positive cable terminal clamp. Then install and tighten the negative cable terminal clamp. Tighten both cable terminal clamp bolts to 8.5 N·m (75 in. lbs.).

(15) Apply a thin coating of petroleum jelly or chassis grease to the exposed surfaces of the cable terminal clamps and battery terminal posts.

SPECIFICATIONS

BATTERY

Battery Classifications and Ratings			
BCI Group Size Classification	Cold Cranking Amperage	Reserve Capacity	Load Test Amperage
34	600	120 Minutes	300

STARTING SYSTEMS

CONTENTS

GENERAL INFORMATION

OVERVIEW

The battery, starting, and charging systems operate with one another, and must be tested as a complete system. In order for the vehicle to start and charge properly, all of the components involved in these systems must perform within specifications.

Group 8A covers the battery, Group 8B covers the starting system, and Group 8C covers the charging system. Refer to Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams. We have separated these systems to make it easier to locate the information you are seeking within this Service Manual. However, when attempting to diagnose any of these systems, it is important that you keep their interdependency in mind.

The diagnostic procedures used in these groups include the most basic conventional diagnostic methods to the more sophisticated On-Board Diagnostics (OBD) built into the Powertrain Control Module (PCM). Use of a induction milliampere ammeter, volt/ohmmeter, battery charger, carbon pile rheostat (load tester), and 12-volt test lamp may be required.

All OBD-sensed systems are monitored by the PCM. Each monitored circuit is assigned a Diagnostic Trouble Code (DTC). The PCM will store a DTC in electronic memory for any failure it detects. See the On-Board Diagnostics Test in Group 8C - Charging System for more information.

INTRODUCTION

The starting system consists of:

- Battery
- Starter relay
- Starter with an integral solenoid
- Ignition switch
- Park/neutral position switch (automatic transmission)
- Wiring harness and connections.

This group covers diagnosis of the complete starting system, except the battery. However, this group only covers service procedures for the starter and starter relay. Service procedures for other starting system components can be located as follows:

- Battery - refer to Group 8A - Battery for the diagnostic and service procedures
- Ignition switch - refer to Group 8D - Ignition Systems for the service procedures
- Park/neutral position switch - refer to Group 21 - Transmission for the service procedures
- Wiring harness and connections - refer to Group 8W - Wiring Diagrams for the service procedures.

DESCRIPTION AND OPERATION

STARTING SYSTEM

The starting system components form two separate circuits. A high-amperage feed circuit that feeds the starter between 150 and 350 amperes, and a low-amperage control circuit that operates on less than 20 amperes.

Battery voltage is supplied through the low-amperage control circuit to the coil battery terminal of the starter relay when the ignition switch is turned to the Start position. The park/neutral position switch is installed in series between the starter relay coil ground terminal and ground. This normally open switch closes only with the automatic transmission gear selector in the Neutral or Park positions.

With the starter relay coil now energized, the normally open relay contacts close. The relay contacts connect the relay common feed terminal to the relay normally open terminal. The closed relay contacts energize the starter solenoid coil windings.

DESCRIPTION AND OPERATION (Continued)

The energized solenoid pull-in coil pulls in the solenoid plunger. The solenoid plunger pulls the shift lever in the starter. This engages the starter overrunning clutch and pinion gear with the starter ring gear on the automatic transmission torque converter (5.2L engine), or torque converter drive plate (4.0L engine).

As the solenoid plunger reaches the end of its travel, the solenoid contact disc completes the high-amperage starter feed circuit and energizes the solenoid plunger hold-in coil. Current now flows between the solenoid battery terminal and the starter motor, energizing the starter.

Once the engine starts, the overrunning clutch protects the starter from damage by allowing the starter pinion gear to spin faster than the pinion shaft. When the driver releases the ignition switch to the On position, the starter relay coil is de-energized. This causes the relay contacts to open. When the relay contacts open, the starter solenoid plunger hold-in coil is de-energized.

When the solenoid plunger hold-in coil is de-energized, the solenoid plunger return spring returns the plunger to its relaxed position. This causes the contact disc to open the starter feed circuit, and the shift lever to disengage the overrunning clutch and pinion gear from the starter ring gear.

STARTER

The starter motor incorporates several features to create a reliable, efficient, compact and lightweight unit. A planetary gear system (intermediate transmission) is used between the electric motor and the pinion gear. This feature makes it possible to reduce the dimensions of the starter. At the same time, it allows higher armature rotational speed and delivers increased torque through the pinion gear to the starter ring gear on the automatic transmission torque converter or torque converter drive plate.

The use of a permanent magnet field also reduces the size and weight of the starter. The permanent magnet field consists of four high-strength permanent magnets. The magnets are aligned according to their polarity, and are permanently mounted in the starter field frame.

The starter motors for all engines are activated by a solenoid mounted to the overrunning clutch housing. However, the starter motor and solenoid are serviced only as a complete assembly. If either component fails, the entire assembly must be replaced.

CAUTION: Permanent magnet starters are highly sensitive to hammering, shocks, and external pressure. The permanent magnets may be damaged and the starter rendered unserviceable, if subjected to any of these conditions.

- **The starter motor must not be clamped in a vise by the starter field frame. Doing so may damage the permanent magnets. The starter should only be clamped by the mounting flange.**
- **Do not connect the starter motor incorrectly when testing. Reverse polarity may damage the permanent magnets and render the starter unserviceable.**

STARTER RELAY

The starter relay is a International Standards Organization (ISO) micro-relay. The terminal designations and functions are the same as a conventional ISO relay. However, the micro-relay terminal orientation (or footprint) is different, current capacity is lower, and the relay case dimensions are smaller than on the conventional ISO relay.

The starter relay is a electro-mechanical device that switches current to the pull-in coil of the starter solenoid when the ignition switch is turned to the Start position. See the Diagnosis and Testing section of this group for more information on the starter relay.

The starter relay is located in the Power Distribution Center (PDC), in the engine compartment. Refer to the PDC label for relay identification and location.

DIAGNOSIS AND TESTING

STARTING SYSTEM

For circuit descriptions and diagrams, refer to 8W-21-Starting System in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

INSPECTION

Before removing any unit from the starting system for repair or diagnosis, perform the following inspections:

- **Battery** - Visually inspect the battery for indications of physical damage and loose or corroded cable connections. Determine the state-of-charge and cranking capacity of the battery. Charge or replace the battery, if required. Refer to Group 8A - Battery for more information.
- **Ignition Switch** - Visually inspect the ignition switch for indications of physical damage and loose or corroded wiring connections.

DIAGNOSIS AND TESTING (Continued)

• **Park/Neutral Position Switch** - Visually inspect the park/neutral position switch for indications of physical damage and loose or corroded wiring connections.

• **Starter Relay** - Visually inspect the starter relay for indications of physical damage and loose or corroded terminal connections.

• **Starter** - Visually inspect the starter for indications of physical damage and loose or corroded wiring connections.

• **Starter Solenoid** - Visually inspect the starter solenoid for indications of physical damage and loose or corroded wiring connections.

• **Wiring** - Visually inspect the wiring for damage. Repair or replace the faulty wiring, as required.

Starting System Diagnosis

CONDITION	POSSIBLE CAUSE	CORRECTION
STARTER FAILS TO ENGAGE.	1. Battery discharged or faulty. 2. Starting circuit wiring faulty. 3. Starter relay faulty. 4. Ignition switch faulty. 5. Park/Neutral position switch (auto trans) faulty or misadjusted. 6. Starter solenoid faulty. 7. Starter assembly faulty.	1. Refer to Group 8A - Battery. Charge or replace battery, if required. 2. See Cold Cranking Test, in this group. Test and repair feed and/or control circuits, if required. 3. See Relay Test, in this group. Replace relay, if required. 4. See Ignition Switch Test, in this group. Replace switch, if required. 5. See Park/Neutral Position Switch Test, in this group. Replace switch, if required. 6. See Solenoid Test, in this Group. Replace starter assembly, if required. 7. If all other starting system components and circuits check OK, replace starter assembly.
STARTER ENGAGES, FAILS TO TURN ENGINE.	1. Battery discharged or faulty. 2. Starting circuit wiring faulty. 3. Starter assembly faulty. 4. Engine seized.	1. Refer to Group 8A - Battery. Charge or replace battery, if required. 2. See Cold Cranking Test, in this group. Test and repair feed and/or control circuits, if required. 3. If all other starting system components and circuits check OK, replace starter assembly. 4. Refer to Group 9 - Engine, for diagnostic and service procedures.
STARTER ENGAGES, SPINS OUT BEFORE ENGINE STARTS.	1. Broken teeth on starter ring gear. 2. Starter assembly faulty.	1. Remove starter as described in this group. Inspect ring gear on torque converter or flywheel and replace, if required. 2. If all other starting system components and circuits check OK, replace starter assembly.
STARTER DOES NOT DISENGAGE.	1. Starter improperly installed. 2. Starter relay faulty. 3. Ignition switch faulty. 4. Starter assembly faulty.	1. Install starter as described in this group. Tighten starter mounting hardware to correct torque specifications. 2. See Relay Test, in this group. Replace relay, if required. 3. See Ignition Switch Test, in this group. Replace switch, if required. 4. If all other starting system components and circuits check OK, replace starter assembly.

DIAGNOSIS AND TESTING (Continued)

COLD CRANKING TEST

For circuit descriptions and diagrams, refer to 8W-21 - Starting System in Group 8W - Wiring Diagrams. The battery must be fully-charged and load-tested before proceeding. Refer to Group 8A - Battery for more information.

(1) Connect a suitable volt-ampere tester to the battery terminals (Fig. 1). Refer to the operating instructions provided with the tester being used.

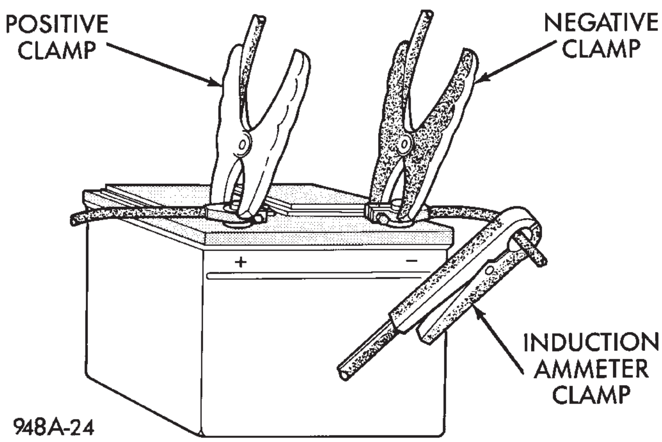


Fig. 1 Volts-Amps Tester Connections - Typical

(2) Fully engage the parking brake.

(3) Place the automatic transmission gearshift selector lever in the Park position.

(4) Verify that all lamps and accessories are turned off.

(5) Unplug the Automatic Shut-Down (ASD) relay to prevent the engine from starting. The ASD relay is located in the Power Distribution Center (PDC). Refer to the PDC label for ASD relay identification and location.

(6) Rotate and hold the ignition switch in the Start position. Note the cranking voltage and current (amperage) draw.

(a) If the voltage reads above 9.6 volts and the current (amperage) draw reads above specifications, see the Feed Circuit Tests in this group.

(b) If the voltage reads 12.5 volts or greater and the current (amperage) reads below specifications, see the Control Circuit Tests in this group.

NOTE: A cold engine will increase the starter current (amperage) draw reading, and reduce the battery voltage reading.

FEED CIRCUIT TESTS

The starter feed circuit tests (voltage drop method) will determine if there is excessive resistance in the high-amperage circuit. For circuit descriptions and diagrams, refer to 8W-21 - Starting System in Group 8W - Wiring Diagrams.

When performing these tests, it is important to remember that the voltage drop is giving an indication of the resistance between the two points at which the voltmeter probes are attached.

EXAMPLE: When testing the resistance of the battery positive cable, touch the voltmeter leads to the battery positive cable clamp and the cable connector at the starter solenoid. If you probe the battery positive terminal post and the cable connector at the starter solenoid, you are reading the combined voltage drop in the battery positive cable clamp-to-terminal post connection and the battery positive cable.

The following operation will require a voltmeter accurate to 1/10 (0.10) volt. Before performing the tests, be certain that the following procedures are accomplished:

- Battery is fully-charged. Refer to Group 8A - Battery for more information.
- Fully engage the parking brake.
- Place the automatic transmission gearshift selector lever in the Park position.
- Unplug the Automatic Shut-Down (ASD) relay to prevent the engine from starting. The relay is located in the Power Distribution Center (PDC). Refer to the PDC label for ASD relay identification and location.

(1) Connect the positive lead of the voltmeter to the battery negative terminal post. Connect the negative lead of the voltmeter to the battery negative cable clamp (Fig. 2). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If voltage is detected, correct the poor contact between the cable clamp and the terminal post.

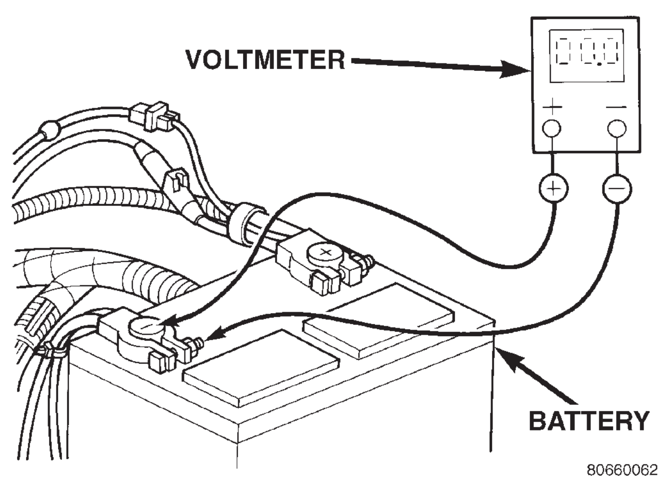


Fig. 2 Test Battery Negative Connection Resistance - Typical

(2) Connect the positive lead of the voltmeter to the battery positive terminal post. Connect the negative lead of the voltmeter to the battery positive cable clamp (Fig. 3). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If voltage

DIAGNOSIS AND TESTING (Continued)

is detected, correct the poor contact between the cable clamp and the terminal post.

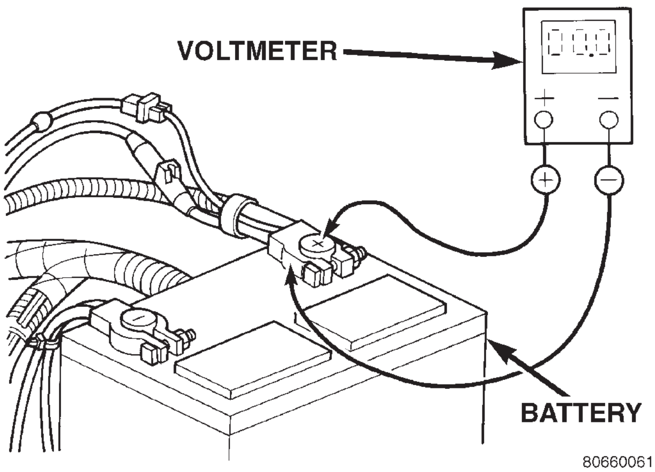


Fig. 3 Test Battery Positive Connection Resistance - Typical

(3) Connect the voltmeter to measure between the battery positive terminal post and the starter solenoid battery terminal stud (Fig. 4). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If the reading is above 0.2 volt, clean and tighten the battery cable connection at the solenoid. Repeat the test. If the reading is still above 0.2 volt, replace the faulty battery positive cable.

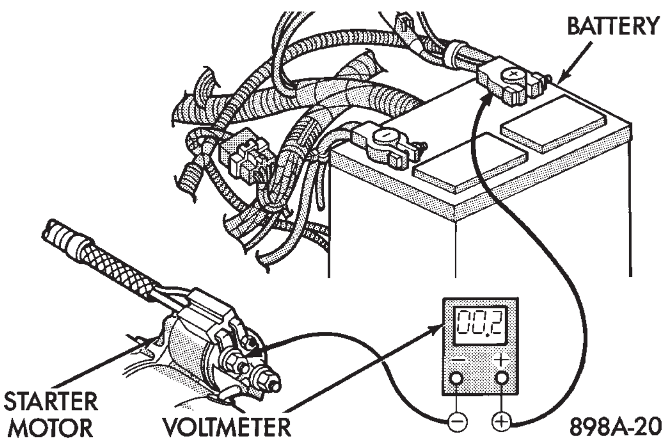


Fig. 4 Test Battery Positive Cable Resistance - Typical

(4) Connect the voltmeter to measure between the battery negative terminal post and a good clean ground on the engine block (Fig. 5). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If the reading is above 0.2 volt, clean and tighten the battery negative cable attachment on the engine block. Repeat the test. If the reading is still above 0.2 volt, replace the faulty battery negative cable.

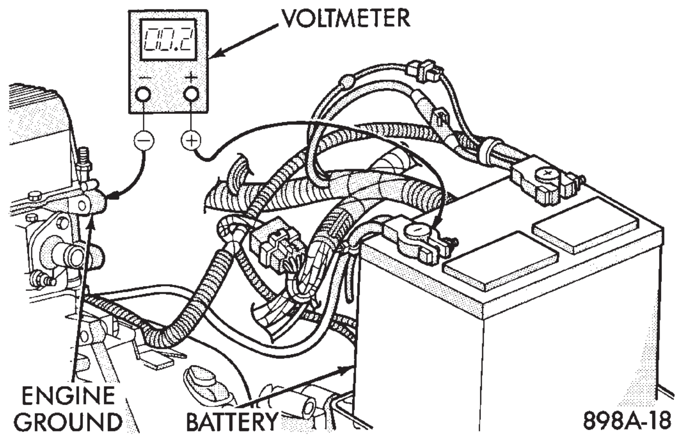


Fig. 5 Test Ground Circuit Resistance - Typical

(5) Connect the positive lead of the voltmeter to the starter housing. Connect the negative lead of the voltmeter to the battery negative terminal post (Fig. 6). Rotate and hold the ignition switch in the Start position. Observe the voltmeter. If the reading is above 0.2 volt, correct the poor starter to engine block ground contact.

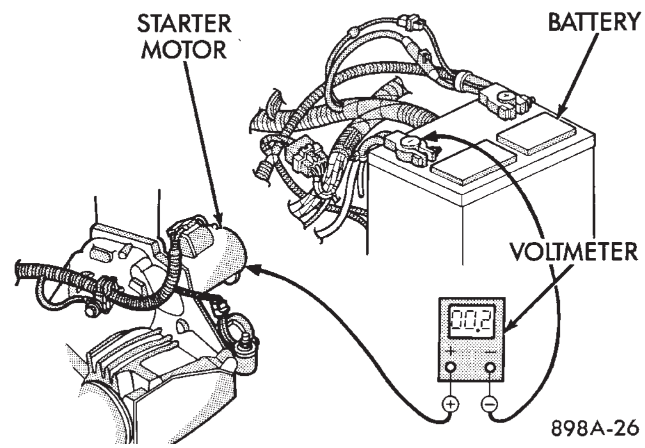


Fig. 6 Test Starter Ground - Typical

If the resistance tests detect no feed circuit problems, remove the starter and see the Solenoid Test in this group.

CONTROL CIRCUIT TESTS

For circuit descriptions and diagrams, refer to 8W-21 - Starting System in Group 8W - Wiring Diagrams. The starter control circuit consists of:

- Battery
- Starter relay
- Starter solenoid
- Ignition switch
- Park/neutral position switch
- Wiring harness and connections.

Test procedures for these components should be performed in the order in which they are listed, as follows:

DIAGNOSIS AND TESTING (Continued)

SOLENOID TEST

Remove the starter as described in this group. Then proceed as follows:

(1) Disconnect the wire from the solenoid field coil terminal.

(2) Check for continuity between the solenoid terminal and field coil terminal with a continuity tester (Fig. 7). There should be continuity. If OK, go to Step 3. If not OK, replace the faulty starter assembly.

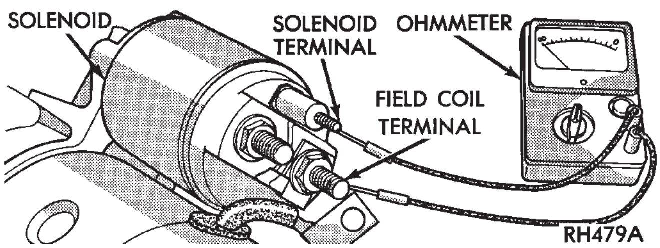


Fig. 7 Continuity Test Between Solenoid Terminal and Field Coil Terminal

(3) Check for continuity between the solenoid terminal and the solenoid case (Fig. 8). There should be continuity. If OK, go to Step 4. If not OK, replace the faulty starter assembly.

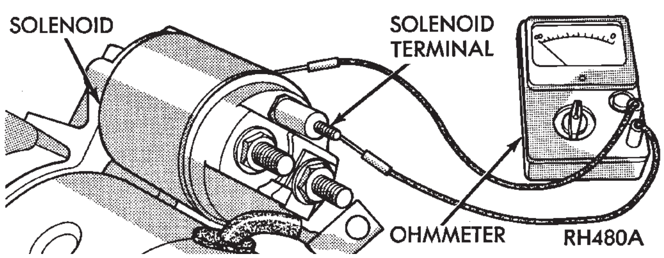


Fig. 8 Continuity Test Between Solenoid Terminal and Solenoid Case

(4) Connect the solenoid field coil wire to the field coil terminal.

(5) Install the starter as described in this group.

RELAY TEST

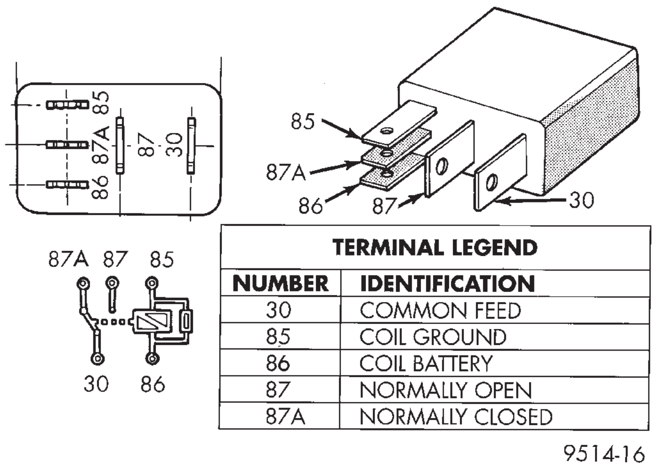
The starter relay is located in the Power Distribution Center (PDC) in the engine compartment. Refer to the PDC label for relay identification and location.

Remove the starter relay from the PDC as described in this group to perform the following tests:

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75±5 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, see the Relay Circuit Test in this group. If not OK, replace the faulty relay.



Starter Relay

RELAY CIRCUIT TEST

(1) The relay common feed terminal cavity (30) is connected to battery voltage and should be hot at all times. If OK, go to Step 2. If not OK, repair the open circuit to the PDC fuse as required.

(2) The relay normally closed terminal (87A) is connected to terminal 30 in the de-energized position, but is not used for this application. Go to Step 3.

(3) The relay normally open terminal (87) is connected to the common feed terminal (30) in the energized position. This terminal supplies battery voltage to the starter solenoid field coils. There should be continuity between the cavity for relay terminal 87 and the starter solenoid terminal at all times. If OK, go to Step 4. If not OK, repair the open circuit to the starter solenoid as required.

(4) The coil battery terminal (86) is connected to the electromagnet in the relay. It is energized when the ignition switch is held in the Start position. Check for battery voltage at the cavity for relay terminal 86 with the ignition switch in the Start position, and no voltage when the ignition switch is released to the On position. If OK, go to Step 5. If not OK, check for an open or short circuit to the ignition switch and repair, if required. If the circuit to the ignition switch is OK, see the Ignition Switch Test in this group.

(5) The coil ground terminal (85) is connected to the electromagnet in the relay. It is grounded through the park/neutral position switch only when the gearshift selector lever is in the Park or Neutral positions. Check for continuity to ground at the cavity for relay terminal 85. If not OK, check for an open or short circuit to the park/neutral position switch and repair, if required. If the circuit is OK, see the Park/Neutral Position Switch Test in this group.

DIAGNOSIS AND TESTING (Continued)

PARK/NEUTRAL POSITION SWITCH TEST

(1) Place the transmission gear selector lever in the Park position.

(2) Disconnect and isolate the battery negative cable.

(3) Raise and support the vehicle.

(4) Disconnect the park/neutral position switch harness connector.

(5) Check for continuity between the center switch terminal and a good chassis ground. There should be continuity. If OK, go to Step 6. If not OK, replace the faulty switch.

(6) Move the transmission gear selector to the Reverse position and check for continuity between the center switch terminal and a good chassis ground. There should be no continuity. If not OK, replace the faulty switch.

IGNITION SWITCH TEST

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the steering column shrouds and disconnect the ignition switch harness connector. Refer to Group 8D - Ignition Systems for the procedures.

(3) With the ignition switch in the On position, check for continuity between the ignition switch terminals 1 and 7. These are the terminals at each end of the switch connector. There should be no continuity. If OK, go to Step 4. If not OK, replace the faulty switch.

(4) With the ignition switch held in the Start position, check for continuity between the ignition switch terminals 1 and 7 again. There should now be continuity. If not OK, replace the faulty switch.

REMOVAL AND INSTALLATION

STARTER

4.0L ENGINE

(1) Disconnect and isolate the battery negative cable.

(2) Raise and support the vehicle.

(3) Disconnect the battery cable and solenoid feed wire from the starter solenoid (Fig. 9).

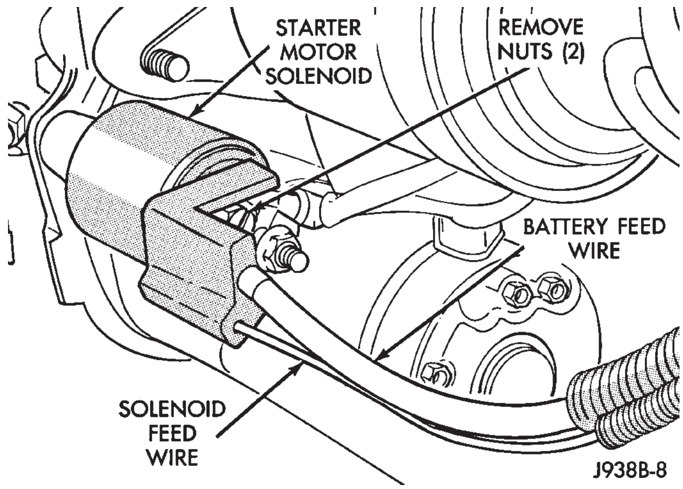


Fig. 9 Starter Wiring Remove/Install - Typical

(4) Remove the front starter mounting bolt and oil cooler line bracket (Fig. 10).

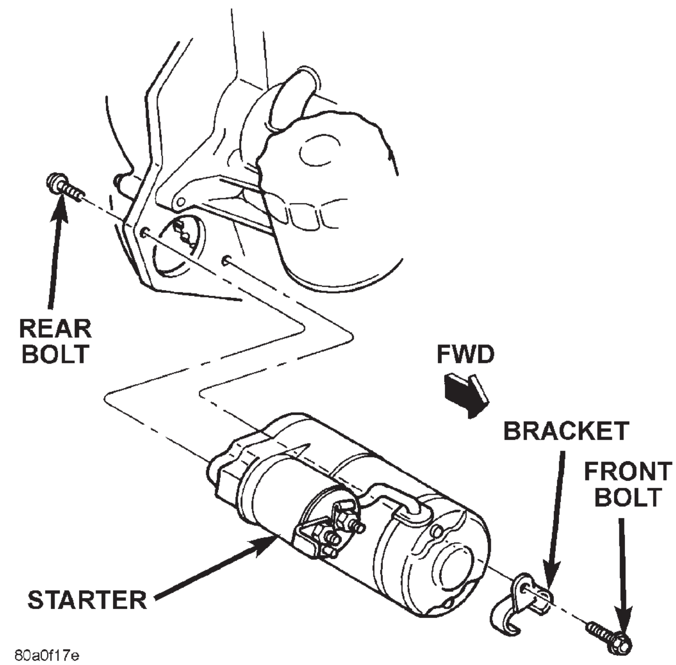


Fig. 10 Starter Remove/Install - 4.0L Engine

(5) Remove the rear starter mounting bolt and lower the starter.

(6) Reverse the removal procedures to install. Tighten the starter hardware as follows:

- Upper mounting bolt - 55 N·m (40 ft. lbs.)
- Lower mounting bolt - 41 N·m (30 ft. lbs.)
- Solenoid battery cable nut - 10 N·m (90 in. lbs.)
- Solenoid terminal nut - 6 N·m (55 in. lbs.).

5.2L ENGINE

(1) Disconnect and isolate the battery negative cable.

(2) Raise and support the vehicle.

REMOVAL AND INSTALLATION (Continued)

(3) Disconnect the battery cable and solenoid feed wire from the starter solenoid (Fig. 9).

(4) Remove the lower starter mounting bolt and exhaust brace (Fig. 11).

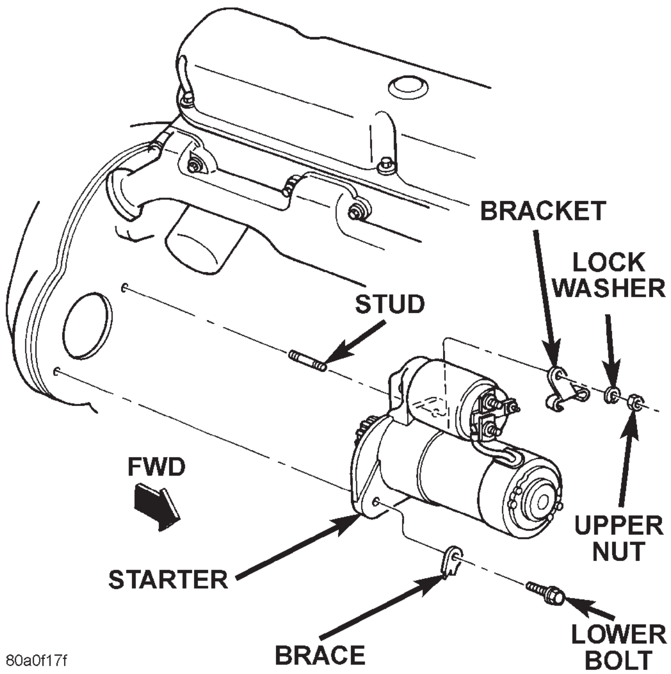


Fig. 11 Starter Remove/Install - 5.2L Engine

(5) Remove the upper starter mounting nut, lock washer, and oil cooler line bracket.

(6) Move the starter towards the front of the vehicle until the starter gear housing nose clears the bell-housing. Then tilt the starter nose downwards past the exhaust pipe.

(7) Reverse the removal procedures to install. Tighten the starter hardware as follows:

- Lower mounting bolt - 68 N·m (50 ft. lbs.)
- Upper mounting nut - 68 N·m (50 ft. lbs.)
- Solenoid battery cable nut - 10 N·m (90 in. lbs.)
- Solenoid terminal nut - 6 N·m (55 in. lbs.).

STARTER RELAY

(1) Disconnect and isolate the battery negative cable.

(2) Remove the cover from the Power Distribution Center (PDC) (Fig. 12).

(3) Refer to the label on the PDC for starter relay identification and location.

(4) Remove the starter relay by unplugging it from the PDC.

(5) Install the starter relay by aligning the relay terminals with the cavities in the PDC and pushing the relay firmly into place.

(6) Install the PDC cover.

(7) Connect the battery negative cable.

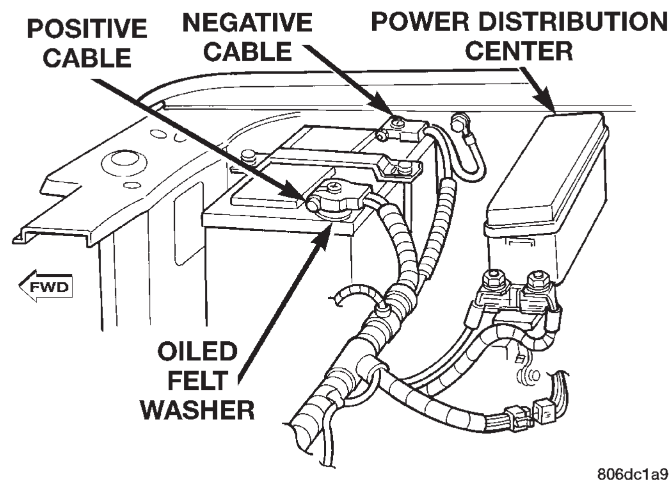


Fig. 12 Power Distribution Center

(8) Test the relay operation.

SPECIFICATIONS

STARTING SYSTEM

Starter and Solenoid		
Manufacturer	Mitsubishi	Mitsubishi
Engine Application	4.0L	5.2L
Power Rating	1.4 Kilowatt	1.4 Kilowatt
Voltage	12 Volts	12 Volts
Number of Fields	4	4
Number of Poles	4	4
Number of Brushes	4	4
Drive Type	Planetary Gear Reduction	Planetary Gear Reduction
Free Running Test Voltage	11.2 Volts	11.2 Volts
Free Running Test Maximum Amperage Draw	80 Amperes	80 Amperes
Free Running Test Minimum Speed	2500 rpm	2500 rpm
Solenoid Closing Maximum Voltage	7.8 Volts	7.8 Volts
*Cranking Amperage Draw Test	160 Amperes	160 Amperes
*Test at operating temperature. Cold engine, tight (new) engine, or heavy oil will increase starter amperage draw.		

CHARGING SYSTEM

CONTENTS

GENERAL INFORMATION

OVERVIEW

The battery, starting, and charging systems operate with one another, and must be tested as a complete system. In order for the vehicle to start and charge properly, all of the components involved in these systems must perform within specifications.

Group 8A covers the battery, Group 8B covers the starting system, and Group 8C covers the charging system. Refer to Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams. We have separated these systems to make it easier to locate the information you are seeking within this Service Manual. However, when attempting to diagnose any of these systems, it is important that you keep their interdependency in mind.

The diagnostic procedures used in these groups include the most basic conventional diagnostic methods to the more sophisticated On-Board Diagnostics (OBD) built into the Powertrain Control Module (PCM). Use of a induction milliampere ammeter, volt/ohmmeter, battery charger, carbon pile rheostat (load tester), and 12-volt test lamp may be required.

All OBD-sensed systems are monitored by the PCM. Each monitored circuit is assigned a Diagnostic Trouble Code (DTC). The PCM will store a DTC in electronic memory for any failure it detects. See the On-Board Diagnostics Test in Group 8C - Charging System for more information.

DESCRIPTION AND OPERATION

CHARGING SYSTEM OPERATION

The charging system consists of:
- Generator
- Electronic Voltage Regulator (EVR) circuitry within the Powertrain Control Module (PCM)
- Ignition switch (refer to Group 8D, Ignition System for information)
- Battery (refer to Group 8A, Battery for information)
- Battery temperature sensor
- Voltmeter (refer to Group 8E, Instrument Panel and Gauges for information)
- Wiring harness and connections (refer to Group 8W, Wiring for information)

The charging system is turned on and off with the ignition switch. When the ignition switch is turned to the ON position, battery voltage is applied to the generator rotor through one of the two field terminals to produce a magnetic field. The generator is driven by the engine through a serpentine belt and pulley arrangement.

The amount of DC current produced by the generator is controlled by the EVR (field control) circuitry, contained within the PCM. This circuitry is connected in series with the second rotor field terminal and ground.

A battery temperature sensor located in the battery tray housing, is used to sense battery temperature. This temperature data, along with data from monitored line voltage, is used by the PCM to vary the battery charging rate. This is done by cycling the ground path to control the strength of the rotor magnetic field. The PCM then compensates and regulates generator current output accordingly.

All vehicles are equipped with On-Board Diagnostics (OBD). All OBD-sensed systems, including the EVR (field control) circuitry, are monitored by the PCM. Each monitored circuit is assigned a Diagnostic Trouble Code (DTC). The PCM will store a DTC in

DESCRIPTION AND OPERATION (Continued)

electronic memory for any failure it detects. See On-Board Diagnostic System Test in this group for more information.

GENERATOR

The generator is belt-driven by the engine using a serpentine type drive belt. It is serviced only as a complete assembly. If the generator fails for any reason, the entire assembly must be replaced.

As the energized rotor begins to rotate within the generator, the spinning magnetic field induces a current into the windings of the stator coil. Once the generator begins producing sufficient current, it also provides the current needed to energize the rotor.

The Y type stator winding connections deliver the induced AC current to 3 positive and 3 negative diodes for rectification. From the diodes, rectified DC current is delivered to the vehicle electrical system through the generator battery and ground terminals.

Although the generators appear the same externally, different generators with different output ratings are used on this vehicle. This will depend upon engine size and optional equipment. Be certain that the replacement generator has the same output rating as the original unit. See Generator Ratings in the Specifications section at the back of this group for amperage ratings.

Noise emitting from the generator may be caused by: worn, loose or defective bearings; a loose or defective drive pulley; incorrect, worn, damaged or misadjusted fan drive belt; loose mounting bolts; a misaligned drive pulley or a defective stator or diode.

BATTERY TEMPERATURE SENSOR

The battery temperature sensor is used to determine the battery temperature and control battery charging rate. This temperature data, along with data from monitored line voltage, is used by the PCM to vary the battery charging rate. System voltage will be higher at colder temperatures and is gradually reduced at warmer temperatures.

The sensor is located under the vehicle battery, and is attached to the battery tray (Fig. 1).

VOLTAGE REGULATOR

The Electronic Voltage Regulator (EVR) is not a separate component. It is actually a voltage regulating circuit located within the Powertrain Control Module (PCM). The EVR is not serviced separately. If replacement is necessary, the PCM must be replaced.

Operation: The amount of DC current produced by the generator is controlled by EVR circuitry contained within the PCM. This circuitry is connected in series with the generators second rotor field terminal and its ground.

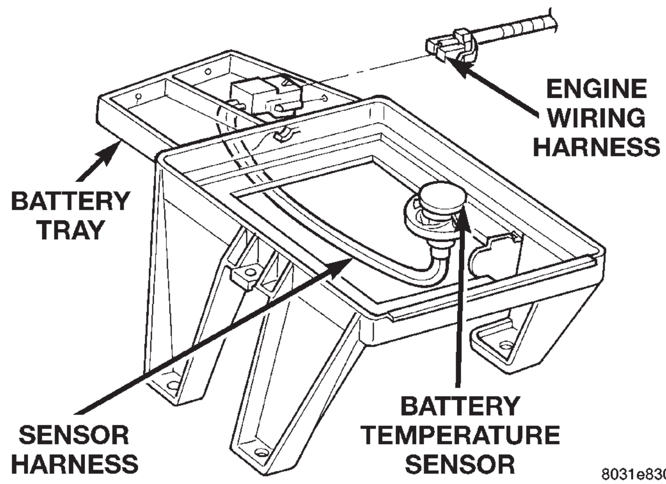


Fig. 1 Battery Temperature Sensor

Voltage is regulated by cycling the ground path to control the strength of the rotor magnetic field. The EVR circuitry monitors system line voltage and battery temperature (refer to Battery Temperature Sensor for more information). It then compensates and regulates generator current output accordingly. Also see Charging System Operation for additional information.

DIAGNOSIS AND TESTING

CHARGING SYSTEM

When the ignition switch is turned to the ON position, battery potential will register on the voltmeter. During engine cranking a lower voltage will appear on the meter. With the engine running, a voltage reading higher than the first reading (ignition in ON) should register.

The following procedures may be used to diagnose the charging system if:

- the voltmeter does not operate properly
- an undercharged or overcharged battery condition occurs.

Remember that an undercharged battery is often caused by:

- accessories being left on with the engine not running
- a faulty or improperly adjusted switch that allows a lamp to stay on. See Ignition-Off Draw Test in Group 8A, Battery for more information.

INSPECTION

(1) Inspect condition of battery cable terminals, battery posts, connections at engine block, starter solenoid and relay. They should be clean and tight. Repair as required.

(2) Inspect all fuses in the fuseblock module and Power Distribution Center (PDC) for tightness in

DIAGNOSIS AND TESTING (Continued)

receptacles. They should be properly installed and tight. Repair or replace as required.

(3) Inspect the electrolyte level in the battery. Replace battery if electrolyte level is low.

(4) Inspect generator mounting bolts for tightness. Replace or tighten bolts if required. Refer to the Generator Removal/Installation section of this group for torque specifications.

(5) Inspect generator drive belt condition and tension. Tighten or replace belt as required. Refer to Belt Tension Specifications in Group 7, Cooling System.

(6) Inspect automatic belt tensioner (if equipped). Refer to Group 7, Cooling System for information.

(7) Inspect connections at generator field, battery output, and ground terminals. Also check ground connection at engine. They should all be clean and tight. Repair as required.

CHARGING SYSTEM RESISTANCE TESTS

These tests will show the amount of voltage drop across the generator output wire, from the generator output (B+) terminal (Fig. 2) to the battery positive post. They will also show the amount of voltage drop from the ground (-) terminal on the generator (Fig. 2) to the battery negative post.

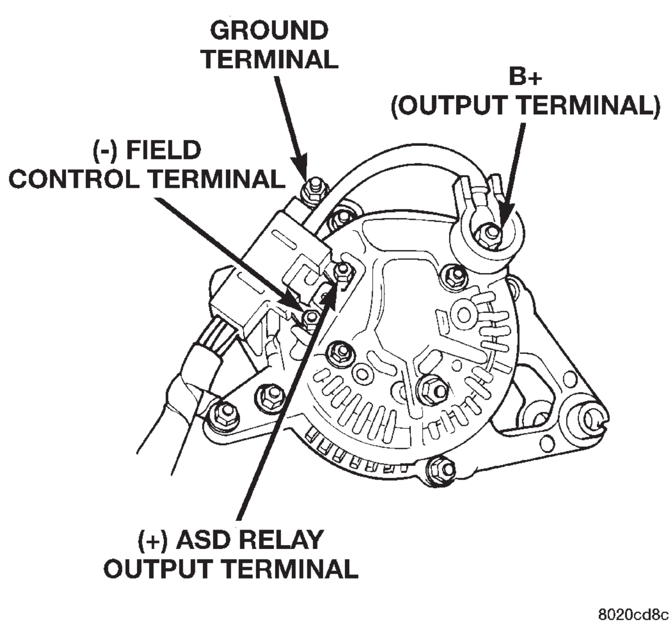


Fig. 2 Generator Terminals

A voltmeter with a 0–18 volt DC scale should be used for these tests. By repositioning the voltmeter test leads, the point of high resistance (voltage drop) can easily be found.

PREPARATION

(1) Before starting test, make sure battery is in good condition and is fully-charged. See Group 8A, Battery for more information.

(2) Check condition of battery cables at battery. Clean if necessary.

(3) Start the engine and allow it to reach normal operating temperature.

(4) Shut engine off.

(5) Connect an engine tachometer.

(6) Fully engage the parking brake.

TEST

(1) Start engine.

(2) Place heater blower in high position.

(3) Turn on headlamps and place in high-beam position.

(4) Turn vehicle interior lamps on.

(5) Start engine. Bring engine speed up to 2400 rpm and hold.

(6) Testing (+) circuitry:

(a) Touch the negative lead of voltmeter directly to battery positive post.

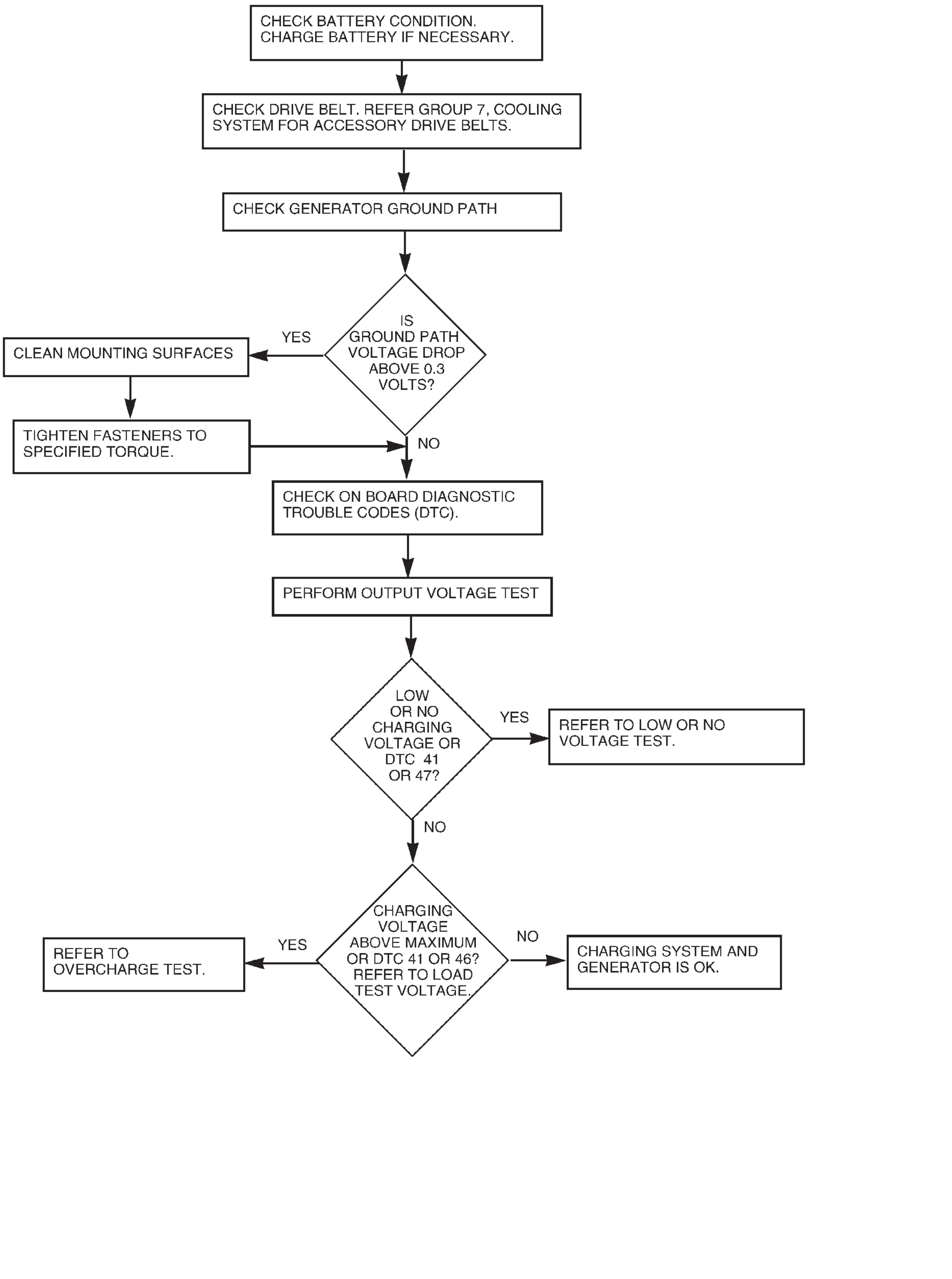
(b) Touch the positive lead of voltmeter to the B+ output terminal stud on the generator (not the terminal mounting nut). Voltage should be no higher than 0.6 volts. If voltage is higher than 0.6 volts, touch test lead to terminal mounting stud nut and then to the wiring connector. If voltage is now below 0.6 volts, look for dirty, loose or poor connection at this point. Also check condition of the generator output wire-to-battery bullet connector. Refer to Group 8, Wiring for connector location. A voltage drop test may be performed at each (+) connection in this circuit to locate the excessive resistance.

(7) Testing (-) circuitry:

(a) Touch the negative lead of voltmeter directly to battery negative post.

(b) Touch the positive lead of voltmeter to the ground terminal stud on the generator case (not the terminal mounting nut). Voltage should be no higher than 0.3 volts. If voltage is higher than 0.3 volts, touch test lead to terminal mounting stud nut and then to the wiring connector. If voltage is now below 0.3 volts, look for dirty, loose or poor connection at this point. A voltage drop test may be performed at each (-) connection in this circuit to locate the excessive resistance. This test can also be performed between the generator case and the engine. If test voltage is higher than 0.3 volts, check for corrosion at generator mounting points or loose generator mounting.

DIAGNOSIS AND TESTING (Continued)



Charging System Test

DIAGNOSIS AND TESTING (Continued)

CURRENT OUTPUT TEST

The current output test will determine if the charging system can deliver its minimum test current (amperage) output. Refer to the Specifications section at the end of this group for minimum test current (amperage) requirements.

The first part of this test (Test 1) will determine the combined amperage output of both the generator and the Electronic Voltage Regulator (EVR) circuitry. The second part of this test (Test 2) will determine only generator amperage and **will not** include analysis of EVR circuitry. EVR circuitry is located within the Powertrain Control Module (PCM). To test voltage regulator circuitry, refer to the appropriate Powertrain Diagnostic Procedures service manual.

PREPARATION

(1) Determine if any Diagnostic Trouble Codes (DTC's) exist. To determine a DTC, refer to On-Board Diagnostics in this group. For repair, refer to the appropriate Powertrain Diagnostic Procedures manual.

(2) Before starting test, make sure battery is in good condition and is fully-charged. See Group 8A, Battery for more information.

(3) Check condition of battery cables at battery. Clean if necessary.

(4) Perform the previous Output Wire Resistance Test (voltage drop test). This will ensure clean and tight generator/battery electrical connections.

(5) Be sure the generator drive belt is properly tensioned. Refer to Group 7, Cooling System for information.

(6) A volt/amp tester equipped with both a battery load control (carbon pile rheostat) and an inductive-type pickup clamp (ammeter probe) will be used for this test. Refer to operating instructions supplied with tester. When using a tester equipped with an inductive-type clamp, removal of wiring at the generator will not be necessary.

(7) Start the engine and allow it to reach operating temperature.

(8) Shut engine off.

(9) Turn off all electrical accessories and all vehicle lighting.

(10) Connect the volt/amp tester leads to the battery. Be sure the carbon pile rheostat control is in the OPEN or OFF position before connecting leads. See Load Test in Group 8A, Battery for more information. Also refer to the operating instructions supplied with test equipment.

(11) Connect the inductive clamp (ammeter probe). Refer to the operating instructions supplied with test equipment.

(12) If volt/amp tester is not equipped with an engine tachometer, connect a separate tachometer to the engine.

TEST 1

(1) Perform the previous test Preparation.

(2) Fully engage the parking brake.

(3) Start engine.

(4) Bring engine speed to 2500 rpm.

(5) With engine speed held at 2500 rpm, slowly adjust the rheostat control (load) on the tester to obtain the highest amperage reading. Do not allow voltage to drop below 12 volts. Record the reading. **This load test must be performed within 15 seconds to prevent damage to test equipment.** On certain brands of test equipment, this load will be applied automatically. Refer to the operating manual supplied with test equipment.

(6) The ammeter reading must meet the Minimum Test Amps specifications as displayed in the Generator Ratings chart. This can be found in the Specifications section at the end of this group. A label stating a part reference number is attached to the generator case. On some engines this label may be located on the bottom of the case. Compare this reference number to the Generator Ratings chart.

(7) Rotate the load control to the OFF position.

(8) Continue holding engine speed at 2500. If EVR circuitry is OK, amperage should drop below 15–20 amps. With all electrical accessories and vehicle lighting off, this could take several minutes of engine operation. If amperage did not drop, refer to the appropriate Powertrain Diagnostic Procedures manual for testing.

(9) Remove volt/amp tester.

If minimum amperage could not be met, proceed to Test 2. This test will determine if the generator is faulty, or if EVR circuitry is defective.

TEST 2

(1) Perform the previous test preparation.

(2) Fully engage the parking brake.

(3) Connect one end of a jumper wire to a good ground. Connect the other end of jumper wire to the (-) field control circuit terminal. This terminal is located on the back of the generator (Fig. 2). Connecting the jumper wire will remove the voltage regulator circuitry from the test. It will also generate a Diagnostic Trouble Code (DTC).

CAUTION: Do not connect the jumper wire to the (+) ASD Relay output terminal (Fig. 2). Damage to electrical system components may result. The (-) field control circuit terminal is located farther away from the B+ output terminal than the (+) ASD Relay terminal (Fig. 2).

(4) Start engine. **Immediately** after starting, reduce engine speed to idle. This will prevent any electrical accessory damage from high voltage.

DIAGNOSIS AND TESTING (Continued)

(5) Adjust carbon pile rheostat (load) and engine speed in slow increments until a speed of 1250 rpm, and a voltmeter reading of 15 volts is obtained. Immediately record ammeter reading. Do not apply load to system longer than 15 seconds as damage to test equipment may result.

CAUTION: When adjusting rheostat load, do not allow voltage to rise above 16 volts. Damage to the battery and electrical system components may result.

(6) The ammeter reading must meet the Minimum Test Amps specifications as displayed in the Generator Ratings chart. This can be found in the Specifications section at the end of this group. A label stating a part reference number is attached to the generator case. On some engines this label may be located on the bottom of the case. Compare this reference number to the Generator Rating chart.

(7) Remove volt/amp tester.

(8) Remove jumper wire.

(9) Use the DRB scan tool to erase the DTC. Refer to the DRB screen for procedures.

RESULTS

- If amp reading meets specifications in Test 2, generator is OK.
- If amp reading is less than specified in Test 2, and wire resistance (voltage drop) tests were OK, the generator should be replaced. Refer to Removal and Installation in this group for procedures.
- If Test 2 results were OK, but Test 1 results were not, the problem is in EVR circuitry. Refer to appropriate Powertrain Diagnostic Procedures manual for diagnosis.

BATTERY TEMPERATURE SENSOR

To perform a complete test of this sensor and its circuitry, refer to the appropriate Powertrain Diagnostic Procedures manual. To test the sensor only, refer to the following:

(1) The sensor is located under the battery and is attached to the battery tray (Fig. 1). A two-wire pigtail harness is attached directly to the sensor. The opposite end of this harness connects the sensor to the engine wiring harness.

(2) Disconnect the two-wire pigtail harness from the engine harness.

(3) Attach ohmmeter leads to the wire terminals of the pigtail harness.

(4) At room temperature of 25° C (75–80° F), an ohmmeter reading of 9 to 11K ohms should be observed.

(5) If reading is above or below the specification, replace the sensor.

(6) Refer to the Removal and Installation section for procedures.

ON-BOARD DIAGNOSTIC SYSTEM TEST

GENERAL INFORMATION

The Powertrain Control Module (PCM) monitors critical input and output circuits of the charging system, making sure they are operational. A Diagnostic Trouble Code (DTC) is assigned to each input and output circuit monitored by the OBD system. Some circuits are checked continuously and some are checked only under certain conditions.

If the OBD system senses that a monitored circuit is bad, it will put a DTC into electronic memory. The DTC will stay in electronic memory as long as the circuit continues to be bad. The PCM is programmed to clear the memory after 50 engine starts if the problem does not occur again.

DIAGNOSTIC TROUBLE CODES

Diagnostic Trouble Codes (DTC) are two-digit numbers flashed on the malfunction indicator (Check Engine) lamp that identify which circuit is bad. Refer to Group 25, On Board Diagnostic for more information. A DTC description can also be read using the DRB scan tool. Refer to the appropriate Powertrain Diagnostic Procedures manual for information.

A DTC does not identify which component in a circuit is bad. Thus, a DTC should be treated as a symptom, not as the cause for the problem. In some cases, because of the design of the diagnostic test procedure, a DTC can be the reason for another DTC to be set. Therefore, it is important that the test procedures be followed in sequence, to understand what caused a DTC to be set.

See the Generator Diagnostic Trouble Code chart (Fig. 3) for DTC's which apply to the charging system. Refer to the Powertrain Diagnostic Procedures manual to diagnose an on-board diagnostic system trouble code.

RETRIEVING DIAGNOSTIC TROUBLE CODES

To start this function, cycle the ignition switch ON-OFF-ON-OFF-ON within 5 seconds. This will cause any DTC stored in the PCM memory to be displayed. The malfunction indicator (Check Engine) lamp will display a DTC by flashing on and off. There is a short pause between flashes and a longer pause between digits. All DTC's displayed are two-digit numbers, with a four-second pause between codes.

An example of a DTC is as follows:

(1) Lamp on for 2 seconds, then turns off.

(2) Lamp flashes 4 times pauses and then flashes 1 time.

(3) Lamp pauses for 4 seconds, flashes 4 times, pauses, then flashes 7 times.

(4) The two DTC's are 41 and 47. Any number of DTC's can be displayed, as long as they are in memory. The lamp will flash until all stored DTC's are displayed, then it will flash a DTC 55 to indicate the test is complete.

DIAGNOSIS AND TESTING (Continued)

Diagnostic Trouble Code	DRB Scan Tool Display	Description of Diagnostic Trouble Code
12*	Battery Disconnect	Direct battery input to PCM was disconnected within the last 50 key-on cycles.
41**	Generator Field Not Switching Properly	An open or shorted condition detected in the generator field control circuit.
46**	Charging System Voltage Too High	Battery voltage sense input above target charging voltage during engine operation.
47**	Charging System Voltage Too Low	Battery voltage sense input below target charging during engine operation. Also, no significant change detected in battery voltage during active test of generator output.
55*	N/A	Completion of fault code display on Check Engine lamp.

* Check Engine lamp will not illuminate at all times if this Diagnostic Trouble Code was recorded. Cycle ignition key as described in manual and observe code flashed by Check Engine lamp.

** Check Engine lamp will illuminate during engine operation if this Diagnostic Trouble Code was recorded.

J958A-7

Fig. 3 Generator Diagnostic Trouble Code

ERASING DIAGNOSTIC TROUBLE CODES

The DRB Scan Tool must be used to erase a DTC.

REMOVAL AND INSTALLATION

GENERATOR

WARNING: DISCONNECT NEGATIVE CABLE FROM BATTERY BEFORE REMOVING BATTERY OUTPUT WIRE FROM GENERATOR. FAILURE TO DO SO CAN RESULT IN INJURY.

(1) Disconnect negative battery cable.
(2) Remove generator drive belt. Refer to Group 7, Cooling System for procedure.
(3) Remove the generator pivot and mounting bolts (Fig. 4). Position generator for access to wire connectors.
(4) Remove nuts from harness holddown, battery terminal, ground terminal and 2 field terminals (Fig. 5). Remove wire connectors.
(5) Remove the generator.
(6) Reverse removal procedures to install. Tighten generator hardware as follows:

- Generator mounting bolt 5.2L engines - 41 N·m (30 ft. lbs.)
- Generator pivot bolt 5.2L engines - 41 N·m (30 ft. lbs.)
- Generator mounting bolt 4.0L engine - 55 N·m (41 ft. lbs.)
- Generator pivot bolt 4.0L engine - 55 N·m (41 ft. lbs.)
- Battery terminal nut - 8.5 N·m (75 in. lbs.)
- Ground terminal nut - 8.5 N·m (75 in. lbs.)
- Harness holddown nut - 8.5 N·m (75 in. lbs.)

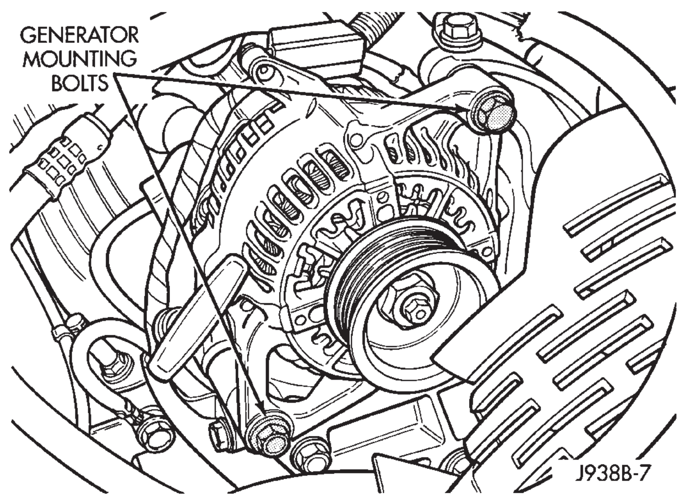


Fig. 4 Remove/Install Generator—Typical

- Field terminal nuts - 2.8 N·m (25 in. lbs.)

CAUTION: Never force a belt over a pulley rim using a screwdriver. The synthetic fiber of the belt can be damaged.

CAUTION: When installing a serpentine accessory drive belt, the belt MUST be routed correctly. The water pump will be rotating in the wrong direction if the belt is installed incorrectly, causing the engine to overheat. Refer to belt routing label in engine compartment, or refer to Belt Schematics in Group 7, Cooling System.

REMOVAL AND INSTALLATION (Continued)

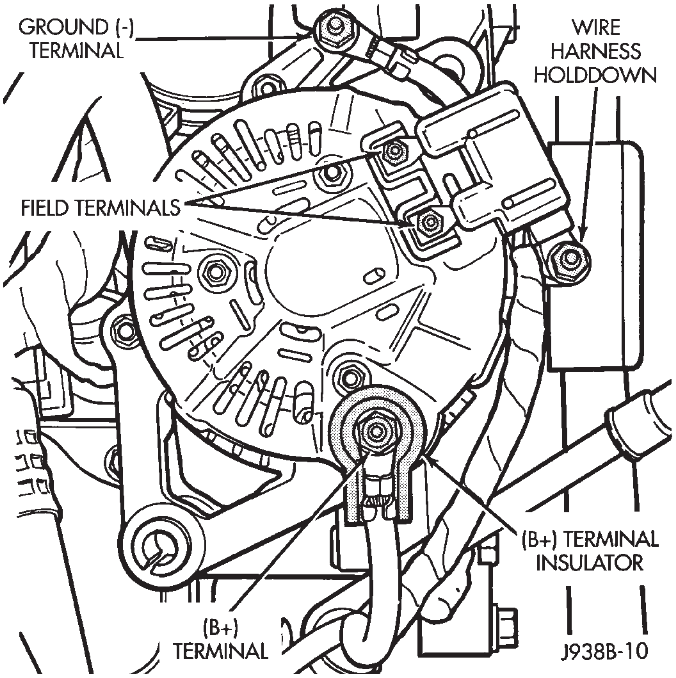


Fig. 5 Remove/Install Generator Connectors—Typical

BATTERY TEMPERATURE SENSOR

The battery temperature sensor is located under vehicle battery (Fig. 6) and is attached to a mounting hole on battery tray.

REMOVAL

(1) Remove the battery. Refer to Group 8A, Battery for procedures.

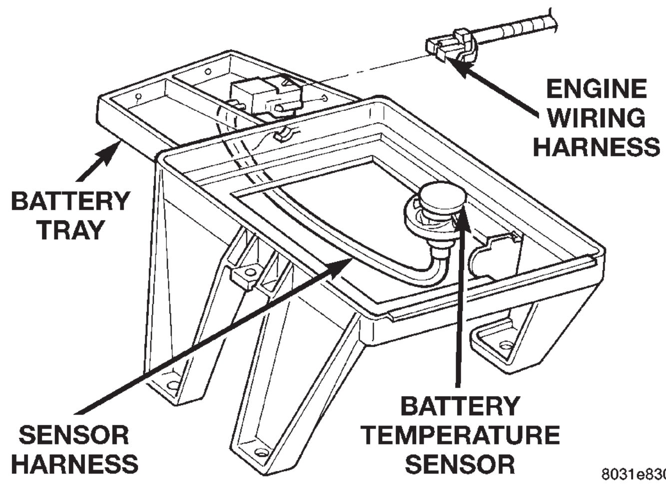


Fig. 6 Battery Temperature Sensor Location

(2) Disconnect the sensor pigtail harness from the engine wire harness.

(3) Pry the sensor straight up from the battery tray mounting hole.

INSTALLATION

(1) Feed the pigtail harness through the hole in top of battery tray and press sensor into top of battery tray.

(2) Connect the pigtail harness.

(3) Install the battery. Refer to Group 8A, Battery for procedures.

SPECIFICATIONS

GENERATOR RATINGS

TYPE	PART NUMBER	RATED SAE AMPS	ENGINES	MINIMUM TEST AMPS
DENSO	56005685	117	4.0L	90
DENSO	56005686	136	4.0L	120
DENSO	56027912	117	5.2L	90
DENSO	56027913	136	5.2L	120

TORQUE SPECIFICATIONS

Description	Torque
Generator Mounting Bolt—5.2L Engine	41 N·m (30 ft. lbs.)
Generator Pivot Bolt—5.2L Engine	41 N·m (30 ft. lbs.)
Generator Mounting Bolt—4.0L Engine	55 N·m (41 ft. lbs.)
Generator Pivot Bolt—4.0L Engine	55 N·m (41 ft. lbs.)
Battery Terminal Nut	8.5 N·m (75 in. lbs.)
Ground Terminal Nut	8.5 N·m (75 in. lbs.)
Harness Hold-down Nut	8.5 N·m (75 in. lbs.)
Field Terminal Nuts	2.8 N·m (25 in. lbs.)

IGNITION SYSTEM

CONTENTS

GENERAL INFORMATION

INTRODUCTION

This group describes the ignition systems for both 5.2L V–8 and 4.0L 6–cylinder engines.

On Board Diagnostics is described in Group 25, Emission Control Systems.

Group 0, Lubrication and Maintenance, contains general maintenance information (in time or mileage intervals) for ignition related items. The Owner's Manual also contains maintenance information.

DESCRIPTION AND OPERATION

IGNITION SYSTEM

The ignition systems used on the 5.2L V–8 and the 4.0L 6–cylinder engine are basically identical. Similarities and differences between the systems will be discussed.

The ignition system is controlled by the powertrain control module (PCM) on all engines.

The ignition system consists of:

- Spark Plugs
- Ignition Coil
- Secondary Ignition Cables
- Distributor (contains rotor and camshaft position sensor)
- Powertrain Control Module (PCM)
- Crankshaft Position, Camshaft Position, Throttle Position and MAP Sensors

POWERTRAIN CONTROL MODULE (PCM)

The Powertrain Control Module (PCM) is located in the engine compartment (Fig. 1).

The ignition system is controlled by the PCM.

NOTE: Base ignition timing by rotation of distributor is not adjustable.

The PCM opens and closes the ignition coil ground circuit to operate the ignition coil. This is done to adjust ignition timing, both initial (base) and advance, and for changing engine operating conditions.

The amount of electronic spark advance provided by the PCM is determined by five input factors: engine coolant temperature, engine rpm, intake manifold temperature, manifold absolute pressure and throttle position.

DISTRIBUTOR

All 4.0L/5.2L engines are equipped with a camshaft driven mechanical distributor containing a shaft driven distributor rotor. All distributors are equipped with an internal camshaft position (fuel sync) sensor (Fig. 2). This sensor provides fuel injection synchronization and cylinder identification.

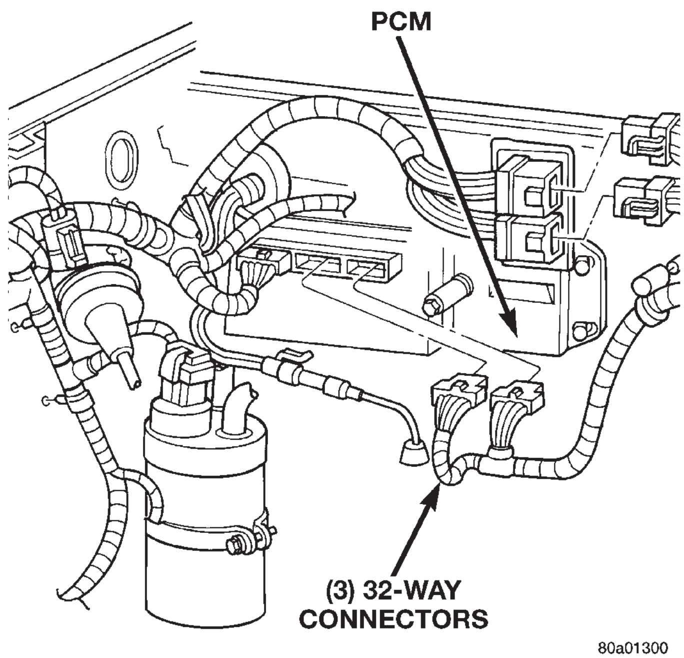


Fig. 1 Powertrain Control Module (PCM) Location

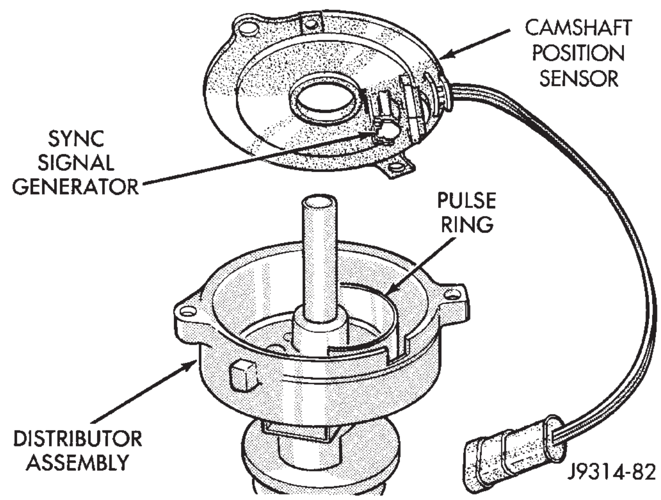


Fig. 2 Distributor and Camshaft Position Sensor-Typical (5.2L Shown)

The distributor does not have built in centrifugal or vacuum assisted advance. Base ignition timing and all timing advance is controlled by the powertrain control module (PCM). Because ignition timing is controlled by the PCM, **base ignition timing is not adjustable on any of these engines.**

On the 4.0L 6–cylinder engine, the distributor is locked in place by a fork with a slot located on the distributor housing base. The distributor holddown clamp bolt passes through this slot when installed. Because the distributor position is locked when installed, its rotational position can not be changed.

DESCRIPTION AND OPERATION (Continued)

Do not attempt to modify the distributor housing to get distributor rotation. Distributor position will have no effect on ignition timing. The position of the distributor will determine fuel synchronization only.

All 4.0L/5.2L distributors contain an internal oil seal that prevents oil from entering the distributor housing. The seal is not serviceable.

SPARK PLUGS

All engines use resistor type spark plugs. Remove the spark plugs and examine them for burned electrodes and fouled, cracked or broken porcelain insulators. Keep plugs arranged in the order in which they were removed from the engine. A single plug displaying an abnormal condition indicates that a problem exists in the corresponding cylinder. Replace spark plugs at the intervals recommended in Group O, Lubrication and Maintenance

Spark plugs that have low milage may be cleaned and reused if not otherwise defective, carbon or oil fouled. Refer to the Spark Plug Condition section of this group.

SPARK PLUG CABLES

Spark plug cables are sometimes referred to as secondary ignition wires. These cables transfer electrical current from the ignition coil(s) and/or distributor, to individual spark plugs at each cylinder. The resistive spark plug cables are of nonmetallic construction. The cables provide suppression of radio frequency emissions from the ignition system.

IGNITION COIL

Battery voltage is supplied to the ignition coil positive terminal from the ASD relay.

The Powertrain Control Module (PCM) opens and closes the ignition coil ground circuit for ignition coil operation.

Base ignition timing is not adjustable on any engine. By controlling the coil ground circuit, the PCM is able to set the base timing and adjust the ignition timing advance. This is done to meet changing engine operating conditions.

The ignition coil is not oil filled. The windings are embedded in an epoxy compound. This provides heat and vibration resistance that allows the ignition coil to be mounted on the engine.

AUTOMATIC SHUTDOWN (ASD) RELAY

As one of its functions, the ASD relay will supply battery voltage to the ignition coil. The ground circuit for the ASD relay is controlled by the Powertrain Control Module (PCM). The PCM regulates ASD relay operation by switching the ground circuit on-and-off.

CRANKSHAFT POSITION SENSOR—5.2L V-8 ENGINE

Engine speed and crankshaft position are provided through the crankshaft position sensor. The sensor generates pulses that are the input sent to the Powertrain Control Module (PCM). The PCM interprets the sensor input to determine the crankshaft position. The PCM then uses this position, along with other inputs, to determine injector sequence and ignition timing.

The sensor is a hall effect device combined with an internal magnet. It is also sensitive to steel within a certain distance from it.

On 5.2L V-8 engines, the flywheel/drive plate has 8 single notches, spaced every 45 degrees, at its outer edge (Fig. 3).

The notches cause a pulse to be generated when they pass under the sensor. The pulses are the input to the PCM. For each engine revolution, there are 8 pulses generated on V-8 engines.

The engine will not operate if the PCM does not receive a crankshaft position sensor input.

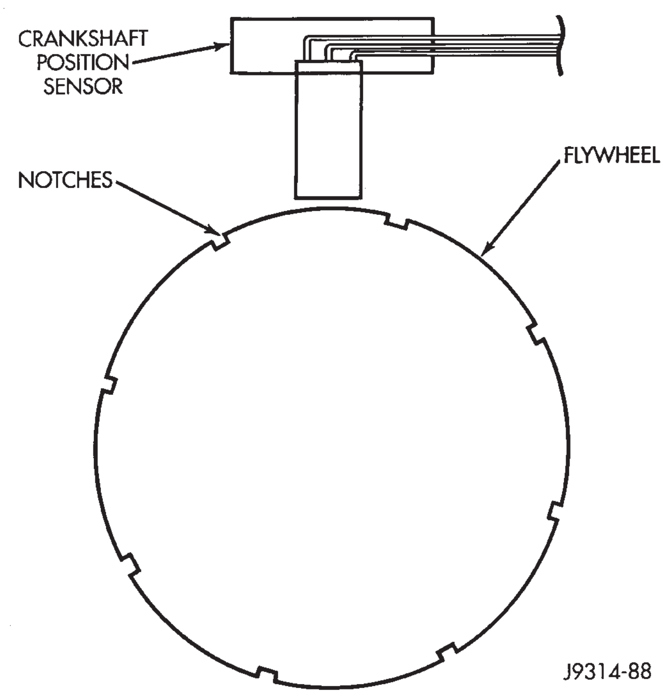


Fig. 3 Sensor Operation—5.2L Engine

CRANKSHAFT POSITION SENSOR—4.0L ENGINE

The crankshaft position sensor is mounted to the transmission bellhousing at the left/rear side of the engine block (Fig. 4).

Engine speed and crankshaft position are provided through the crankshaft position sensor. The sensor generates pulses that are the input sent to the powertrain control module (PCM). The PCM interprets the sensor input to determine the crankshaft position. The PCM then uses this position, along with

DESCRIPTION AND OPERATION (Continued)

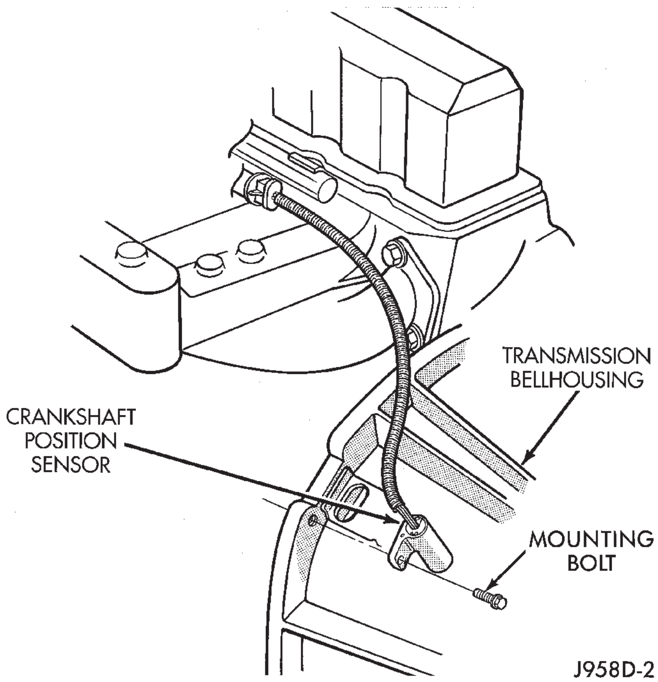


Fig. 4 Crankshaft Position Sensor Location—4.0L 6-Cyl. Engine

other inputs, to determine injector sequence and ignition timing.

The sensor is a hall effect device combined with an internal magnet. It is also sensitive to steel within a certain distance from it.

SENSOR OPERATION

The flywheel/drive plate has groups of four notches at its outer edge. On 4.0L 6-cylinder engines there are three sets of notches (Fig. 5).

The notches cause a pulse to be generated when they pass under the sensor. The pulses are the input to the PCM. For each engine revolution there are 3 groups of four pulses generated on 4.0L 6-cylinder engines.

The trailing edge of the fourth notch, which causes the pulse, is four degrees before top dead center (TDC) of the corresponding piston.

The engine will not operate if the PCM does not receive a crankshaft position sensor input.

CAMSHAFT POSITION SENSOR

The camshaft position sensor is located in the distributor on all engines.

The sensor contains a hall effect device called a sync signal generator to generate a fuel sync signal. This sync signal generator detects a rotating pulse ring (shutter) on the distributor shaft. The pulse ring rotates 180 degrees through the sync signal generator. Its signal is used in conjunction with the crankshaft position sensor to differentiate between fuel injection and spark events. It is also used to synchronize the fuel injectors with their respective cylinders.

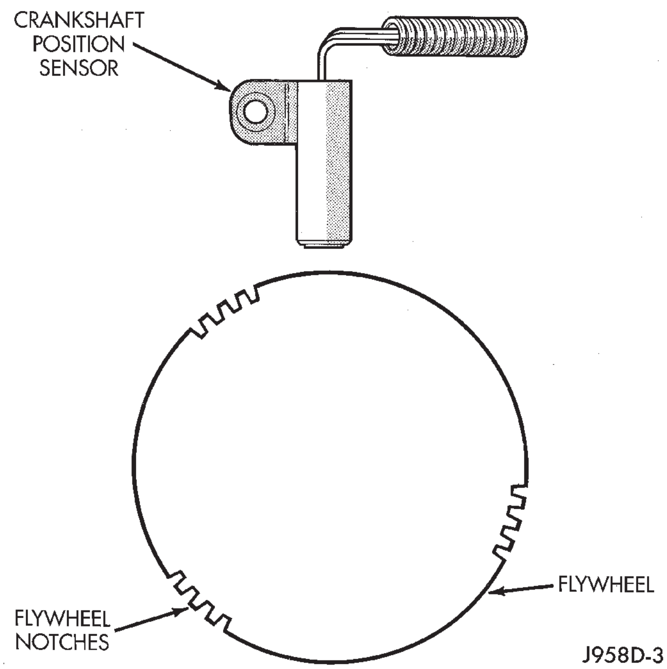


Fig. 5 Sensor Operation—4.0L 6-Cyl. Engine

When the leading edge of the pulse ring (shutter) enters the sync signal generator, the following occurs: The interruption of magnetic field causes the voltage to switch high resulting in a sync signal of approximately 5 volts.

When the trailing edge of the pulse ring (shutter) leaves the sync signal generator, the following occurs: The change of the magnetic field causes the sync signal voltage to switch low to 0 volts.

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

ENGINE COOLANT TEMPERATURE SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

THROTTLE POSITION SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

DESCRIPTION AND OPERATION (Continued)

IGNITION SWITCH AND KEY LOCK CYLINDER

The ignition switch is located on the steering column. The Key-In-Switch is located in the ignition switch module. For diagnosis of the Key-In-Switch, refer to Group, 8U.

A column shift interlock device is used to lock the transmission shifter in the Park position when the key is in the Off position. The interlock device is located within the steering column assembly and is not servicable. If repair is necessary, the steering column assembly must be replaced. Refer to Group 19, Steering for procedures.

DIAGNOSIS AND TESTING

AUTOMATIC SHUTDOWN (ASD) RELAY TEST

To perform a complete test of this relay and its circuitry, refer to the DRB scan tool. Also refer to the appropriate Powertrain Diagnostics Procedures manual. To test the relay only, refer to Relays—Operation/Testing in the Group 14, Fuel Systems section.

TESTING FOR SPARK AT COIL

CAUTION: When disconnecting a high voltage cable from a spark plug or from the distributor cap, twist the rubber boot slightly (1/2 turn) to break it loose (Fig. 6). Grasp the boot (not the cable) and pull it off with a steady, even force.

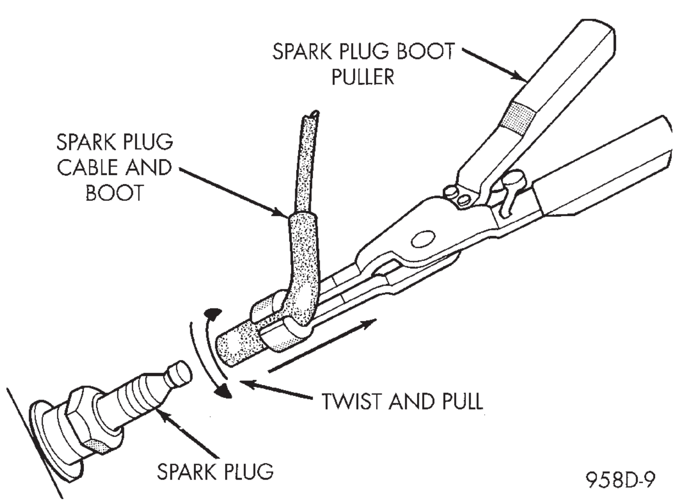


Fig. 6 Cable Removal

(1) Disconnect the ignition coil secondary cable from center tower of the distributor cap. Hold the cable terminal approximately 12 mm (1/2 in.) from a good engine ground (Fig. 7).

WARNING: BE VERY CAREFUL WHEN THE ENGINE IS CRANKING. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR THE FAN. DO NOT WEAR LOOSE FITTING CLOTHING.

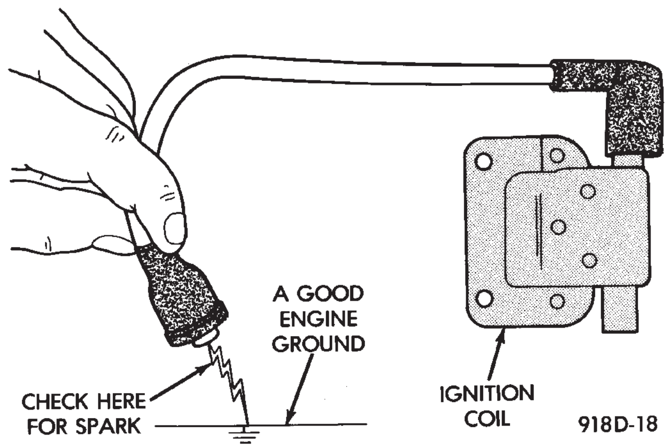


Fig. 7 Checking for Spark—Typical

(2) Rotate (crank) the engine with the starter motor and observe the cable terminal for a steady arc. If steady arcing does not occur, inspect the secondary coil cable. Refer to Spark Plug Cables in this group. Also inspect the distributor cap and rotor for cracks or burn marks. Repair as necessary. If steady arcing occurs, connect ignition coil cable to the distributor cap.

(3) Remove a cable from one spark plug.

(4) Using insulated pliers, hold the cable terminal approximately 12 mm (1/2 in.) from the engine cylinder head or block while rotating the engine with the starter motor. Observe the spark plug cable terminal for an arc. If steady arcing occurs, it can be expected that the ignition secondary system is operating correctly. **(If the ignition coil cable is removed for this test, instead of a spark plug cable, the spark intensity will be much higher).** If steady arcing occurs at the spark plug cables, but the engine will not start, connect the DRB scan tool. Refer to the appropriate Powertrain Diagnostic Procedures service manual.

IGNITION COIL TEST

To perform a complete test of the ignition coil and its circuitry, refer to the DRB scan tool. Also refer to the appropriate Powertrain Diagnostics Procedures manual. To test the coil only, refer to the following:

The ignition coil (Fig. 8) is designed to operate without an external ballast resistor.

Inspect the ignition coil for arcing. Test the coil according to coil tester manufacturer's instructions. Test the coil primary and secondary resistance. Replace any coil that does not meet specifications. Refer to the Ignition Coil Resistance chart.

If the ignition coil is being replaced, the secondary spark plug cable must also be checked. Replace cable if it has been burned or damaged.

DIAGNOSIS AND TESTING (Continued)

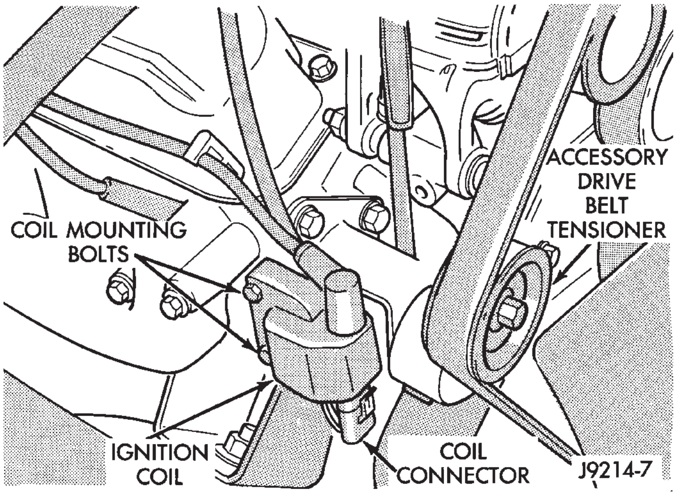


Fig. 8 Ignition Coil—Typical (5.2L Shown)

Arcing at the tower will carbonize the cable boot, which if it is connected to a new ignition coil, will cause the coil to fail.

If the secondary coil cable shows any signs of damage, it should be replaced with a new cable and new terminal. Carbon tracking on the old cable can cause arcing and the failure of a new ignition coil.

FAILURE TO START TEST

To prevent unnecessary diagnostic time and wrong test results, the Testing For Spark At Coil test should be performed prior to this test.

WARNING: SET PARKING BRAKE OR BLOCK THE DRIVE WHEELS BEFORE PROCEEDING WITH THIS TEST.

(1) Unplug the ignition coil harness connector at the coil.

(2) Connect a set of small jumper wires (18 gauge or smaller) between the disconnected harness terminals and the ignition coil terminals. To determine polarity at connector and coil, refer to the Wiring Diagrams section.

(3) Attach one lead of a voltmeter to the positive (12 volt) jumper wire. Attach the negative side of voltmeter to a good ground. Determine that sufficient battery voltage (12.4 volts) is present for the starting and ignition systems.

(4) Determine that sufficient battery voltage (12.4 volts) is present for the starting and ignition systems.

(5) Crank the engine for 5 seconds while monitoring the voltage at the coil positive terminal:

- If the voltage remains near zero during the entire period of cranking, refer to On-Board Diagnostics in Group 14, Fuel Systems. Check the Powertrain Control Module (PCM) and auto shutdown relay.
- If voltage is at or near battery voltage and drops to zero after 1-2 seconds of cranking, check the powertrain control module circuit. Refer to On-Board Diagnostics in Group 14, Fuel Systems.
- If voltage remains at or near battery voltage during the entire 5 seconds, turn the key off. Remove the three 32-way connectors (Fig. 9) from the PCM. Check 32-way connectors for any spread terminals or corrosion.

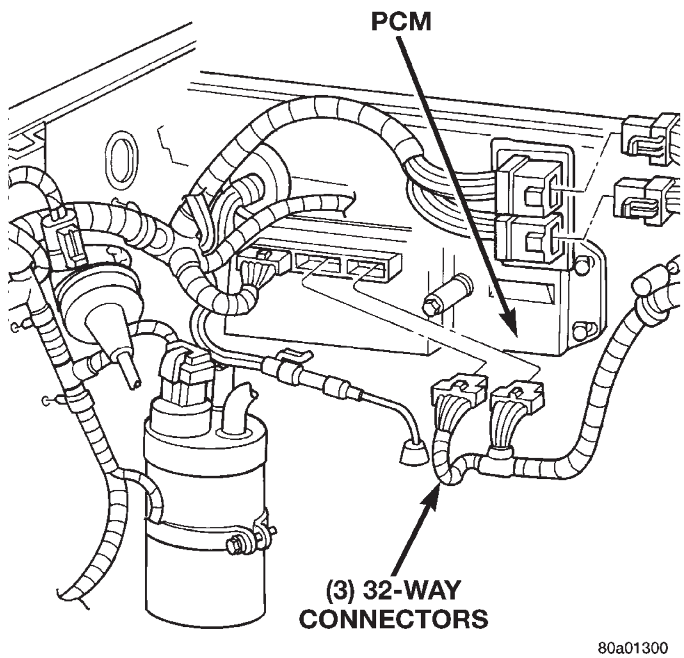


Fig. 9 PCM and Three 32–Way Connectors

COIL (MANUFACTURER)	PRIMARY RESISTANCE 21–27°C (70–80°F)	SECONDARY RESISTANCE 21–27°C (70–80°F)
Diamond	0.97 - 1.18 Ohms	11,300 - 15,300 Ohms
Toyodenso	0.95 - 1.20 Ohms	11,300 - 13,300 Ohms

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IGNITION COIL RESISTANCE

DIAGNOSIS AND TESTING (Continued)

(6) Remove test lead from the coil positive terminal. Connect an 18 gauge jumper wire between the battery positive terminal and the coil positive terminal.

(7) Make the special jumper shown in (Fig. 10). Using the jumper, **momentarily** ground the ignition coil driver circuit at the PCM connector (cavity A-7). For cavity/terminal location of this circuit, refer to Group 8W, Wiring. A spark should be generated at the coil cable when the ground is removed.

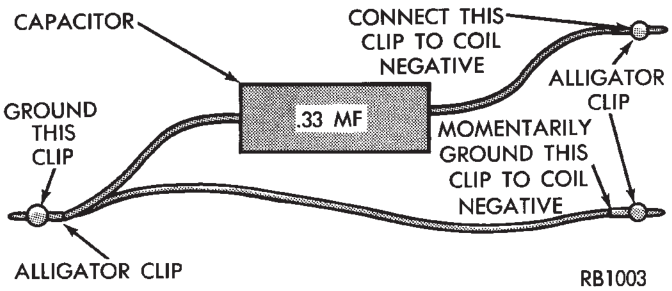

Fig. 10 Special Jumper Ground-to-Coil Negative Terminal

(8) If spark is generated, replace the PCM.

(9) If spark is not seen, use the special jumper to ground the coil negative terminal directly.

(10) If spark is produced, repair wiring harness for an open condition.

(11) If spark is not produced, replace the ignition coil.

DISTRIBUTOR CAP

Remove the distributor cap and wipe it clean with a dry lint free cloth. Visually inspect the cap for cracks, carbon paths, broken towers or damaged rotor button (Fig. 11) or (Fig. 12). Also check for white deposits on the inside (caused by condensation entering the cap through cracks). Replace any cap that displays charred or eroded terminals. The machined surface of a terminal end (faces toward rotor) will indicate some evidence of erosion from normal operation. Examine the terminal ends for evidence of mechanical interference with the rotor tip.

DISTRIBUTOR ROTOR

Visually inspect the rotor (Fig. 13) for cracks, evidence of corrosion or the effects of arcing on the metal tip. Also check for evidence of mechanical interference with the cap. Some charring is normal on the end of the metal tip. The silicone-dielectric-varnish-compound applied to the rotor tip for radio interference noise suppression, will appear charred. This is normal. **Do not remove the charred compound.** Test the spring for insufficient tension. Replace a rotor that displays any of these adverse conditions.

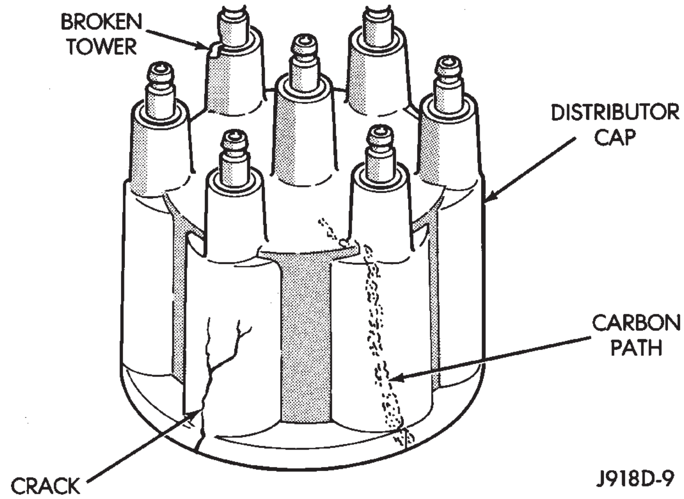

Fig. 11 Cap Inspection—External—Typical

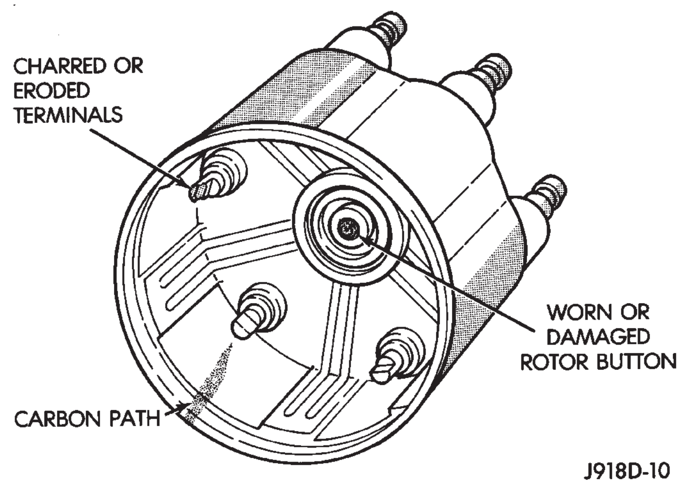

Fig. 12 Cap Inspection—Internal—Typical

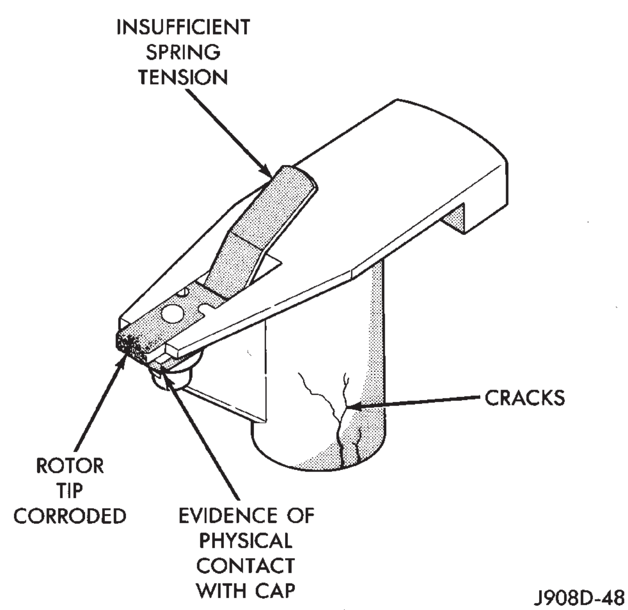

Fig. 13 Rotor Inspection—Typical

DIAGNOSIS AND TESTING (Continued)

IGNITION TIMING

NOTE: Base (initial) ignition timing is NOT adjustable on any 4.0L/5.2L engine. Do not attempt to adjust ignition timing by rotating the distributor.

NOTE: On 4.0L 6–cylinder engines, do not attempt to modify the slotted fork on the distributor housing to get distributor rotation. Distributor position will have no effect on ignition timing.

All ignition timing functions are controlled by the powertrain control module (PCM). For additional information, refer to the appropriate Powertrain Diagnostics Procedures service manual for operation of the DRB Scan Tool.

MAP SENSOR

For an operational description, diagnosis or removal/ installation procedures, refer to Group 14, Fuel Systems.

CRANKSHAFT POSITION SENSOR—4.0L ENGINE

To perform a complete test of this sensor and its circuitry, refer to the DRB scan tool. Also refer to the appropriate Powertrain Diagnostics Procedures manual. To test the sensor only, refer to the following:

The sensor is located on the transmission bellhousing at the left/rear side of the engine block (Fig. 14).

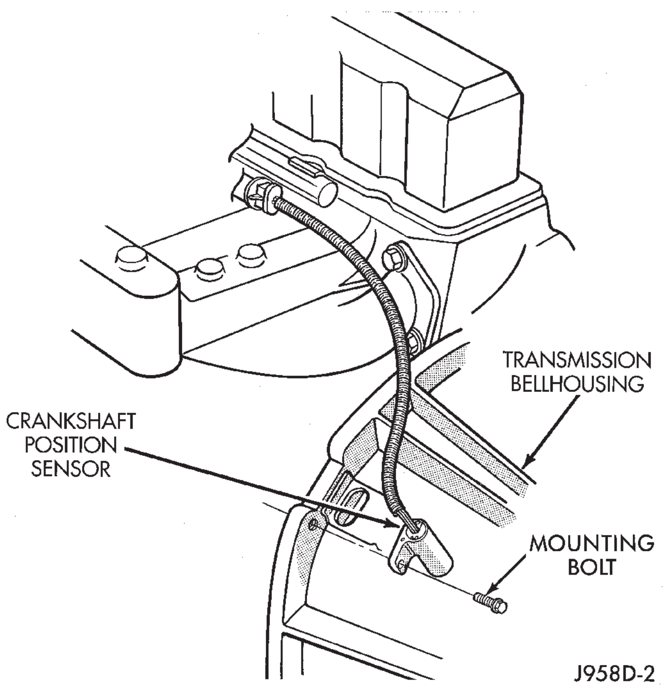

Fig. 14 Crankshaft Position Sensor Location—4.0L 6-Cyl. Engine

(1) Near the rear of the intake manifold, disconnect sensor pigtail harness connector from main wiring harness.

(2) Place an ohmmeter across terminals B and C (Fig. 15). Ohmmeter should be set to 1K-to-10K scale for this test. The meter reading should be open (no resistance). Replace sensor if a low resistance is indicated.

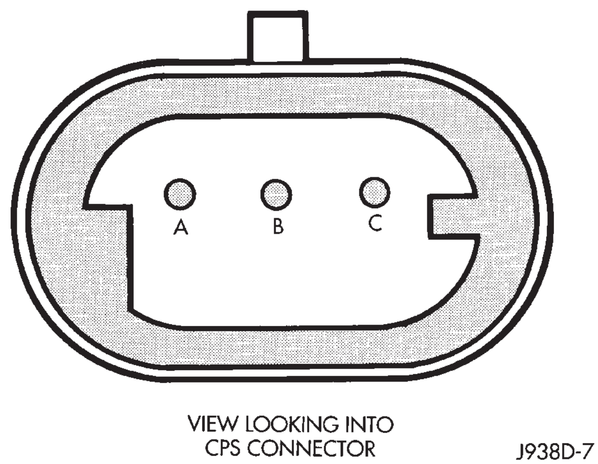

Fig. 15 Crankshaft Position Sensor Connector

CRANKSHAFT POSITION SENSOR—5.2L ENGINES

To perform a complete test of this sensor and its circuitry, refer to the DRB scan tool. Also refer to the appropriate Powertrain Diagnostics Procedures manual. To test the sensor only, refer to the following:

The sensor is located on the top of cylinder block near the rear of right cylinder head (Fig. 16).

(1) Near the rear of the intake manifold, disconnect sensor pigtail harness connector from main wiring harness.

(2) Place an ohmmeter across terminals B and C (Fig. 15). Ohmmeter should be set to 1K-to-10K scale for this test. The meter reading should be open (no resistance). Replace sensor if a low resistance is indicated.

CAMSHAFT POSITION SENSOR

The camshaft position sensor is located in the distributor (Fig. 17) on all engines.

To perform a complete test of this sensor and its circuitry, refer to the appropriate Powertrain Diagnostics Procedures service manual. To test the sensor only, refer to the following:

For this test, an analog (non-digital) voltmeter is needed. Do not remove the distributor connector from the distributor. Using small paper clips, insert them into the backside of the distributor wire harness connector to make contact with the terminals. Be sure that the connector is not damaged

DIAGNOSIS AND TESTING (Continued)

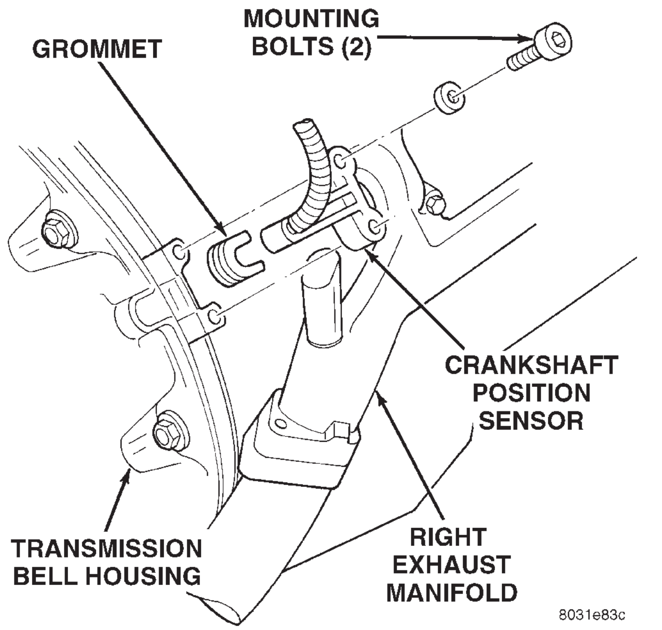

Fig. 16 Crankshaft Position Sensor—5.2L Engines

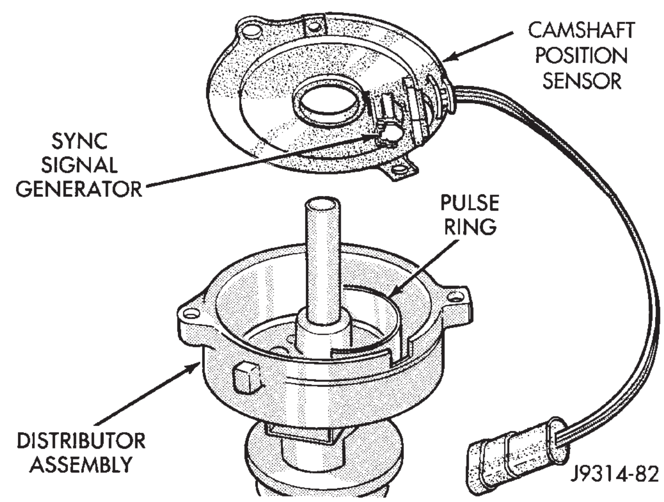

Fig. 17 Camshaft Position Sensor—Typical (5.2L Distributor Shown)

when inserting the paper clips. Attach voltmeter leads to these paper clips.

(1) Connect the positive (+) voltmeter lead into the sensor output wire. This is at done the distributor wire harness connector. For wire identification, refer to Group 8W, Wiring Diagrams.

(2) Connect the negative (-) voltmeter lead into the ground wire. For wire identification, refer to Group 8W, Wiring Diagrams.

(3) Set the voltmeter to the 15 Volt DC scale.

(4) **5.2L Engines:** Remove distributor cap from distributor (two screws). Rotate (crank) the engine until the distributor rotor is pointed towards the rear of vehicle. The movable pulse ring should now be within the sensor pickup.

(5) **4.0L Engine:** Remove distributor cap from distributor (two screws). Rotate (crank) the engine until the distributor rotor is pointed to approximately the 11 o'clock position. The movable pulse ring should now be within the sensor pickup.

(6) Turn ignition key to ON position. Voltmeter should read approximately 5.0 volts.

(7) If voltage is not present, check the voltmeter leads for a good connection.

(8) If voltage is still not present, check for voltage at the supply wire. For wire identification, refer to Group 8W, Wiring Diagrams.

(9) If 5 volts is not present at supply wire, check for voltage at PCM 32-way connector (cavity A-17). Refer to Group 8W, Wiring for location of connector/terminal. Leave the PCM connector connected for this test.

(10) If voltage is still not present, perform vehicle test using the DRB scan tool.

(11) If voltage is present at cavity A-17, but not at the supply wire:

(a) Check continuity between the supply wire. This is checked between the distributor connector and cavity A-17 at the PCM. If continuity is not present, repair the harness as necessary.

(b) Check for continuity between the camshaft position sensor output wire and cavity A-18 at the PCM. If continuity is not present, repair the harness as necessary.

(c) Check for continuity between the ground circuit wire at the distributor connector and ground. If continuity is not present, repair the harness as necessary.

(12) While observing the voltmeter, crank the engine with ignition switch. The voltmeter needle should fluctuate between 0 and 5 volts while the engine is cranking. This verifies that the camshaft position sensor in the distributor is operating properly and a sync pulse signal is being generated.

If sync pulse signal is not present, replacement of the camshaft position sensor is necessary

ENGINE COOLANT TEMPERATURE SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

SPARK PLUG CABLES

Check the spark plug cable connections for good contact at the coil(s), distributor cap towers, and spark plugs. Terminals should be fully seated. The

DIAGNOSIS AND TESTING (Continued)

insulators should be in good condition and should fit tightly on the coil, distributor and spark plugs. Spark plug cables with insulators that are cracked or torn must be replaced.

Clean high voltage ignition cables with a cloth moistened with a non-flammable solvent. Wipe the cables dry. Check for brittle or cracked insulation.

On 5.2L V-8 engines, spark plug cable heat shields are pressed into the cylinder head to surround each spark plug cable boot and spark plug (Fig. 18). These shields protect the spark plug boots from damage (due to intense engine heat generated by the exhaust manifolds) and should not be removed. After the spark plug cable has been installed, the lip of the cable boot should have a small air gap to the top of the heat shield (Fig. 18).

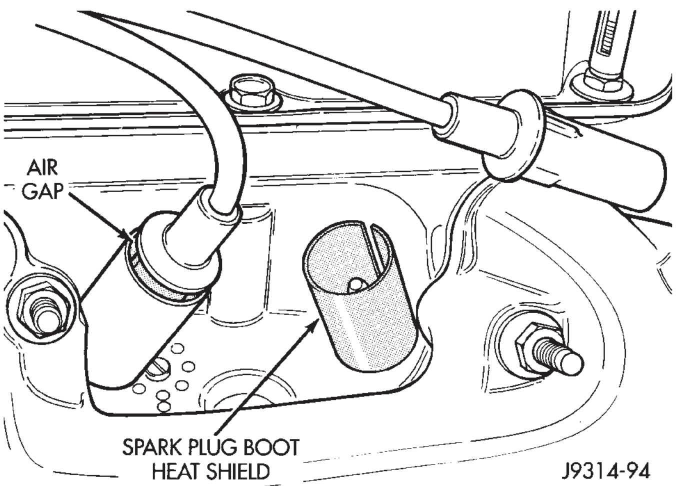

Fig. 18 Heat Shields—5.2L Engines

TESTING

When testing secondary cables for damage with an oscilloscope, follow the instructions of the equipment manufacturer.

If an oscilloscope is not available, spark plug cables may be tested as follows:

CAUTION: Do not leave any one spark plug cable disconnected for longer than necessary during testing. This may cause possible heat damage to the catalytic converter. Total test time must not exceed ten minutes.

With the engine running, remove spark plug cable from spark plug (one at a time) and hold next to a good engine ground. If the cable and spark plug are in good condition, the engine rpm should drop and the engine will run poorly. If engine rpm does not drop, the cable and/or spark plug may not be operating properly and should be replaced. Also check engine cylinder compression.

With the engine not running, connect one end of a test probe to a good ground. Start the engine and run the other end of the test probe along the entire length of all spark plug cables. If cables are cracked or punctured, there will be a noticeable spark jump from the damaged area to the test probe. The cable running from the ignition coil to the distributor cap can be checked in the same manner. Cracked, damaged or faulty cables should be replaced with resistance type cable. This can be identified by the words ELECTRONIC SUPPRESSION printed on the cable jacket.

Use an ohmmeter to test for open circuits, excessive resistance or loose terminals. If equipped, remove the distributor cap from the distributor. **Do not remove cables from cap.** Remove cable from spark plug. Connect ohmmeter to spark plug terminal end of cable and to corresponding electrode in distributor cap. Resistance should be 250 to 1000 Ohms per inch of cable. If not, remove cable from distributor cap tower and connect ohmmeter to the terminal ends of cable. If resistance is not within specifications as found in the Spark Plug Cable Resistance chart, replace the cable. Test all spark plug cables in this manner.

MINIMUM	MAXIMUM
250 Ohms Per Inch	1000 Ohms Per Inch
3000 Ohms Per Foot	12,000 Ohms Per Foot

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SPARK PLUG CABLE RESISTANCE

To test ignition coil-to-distributor cap cable, do not remove the cable from the cap. Connect ohmmeter to rotor button (center contact) of distributor cap and terminal at ignition coil end of cable. If resistance is not within specifications as found in the Spark Plug Cable Resistance chart, remove the cable from the distributor cap. Connect the ohmmeter to the terminal ends of the cable. If resistance is not within specifications as found in the Spark Plug Cable Resistance chart, replace the cable. Inspect the ignition coil tower for cracks, burns or corrosion.

SPARK PLUG CONDITIONS

NORMAL OPERATING

The few deposits present on the spark plug will probably be light tan or slightly gray in color. This is evident with most grades of commercial gasoline (Fig. 19). There will not be evidence of electrode burning. Gap growth will not average more than approximately 0.025 mm (.001 in) per 1600 km (1000 miles) of operation. Spark plugs that have normal wear can usually be cleaned, have the electrodes filed, have the gap set and then be installed.

DIAGNOSIS AND TESTING (Continued)

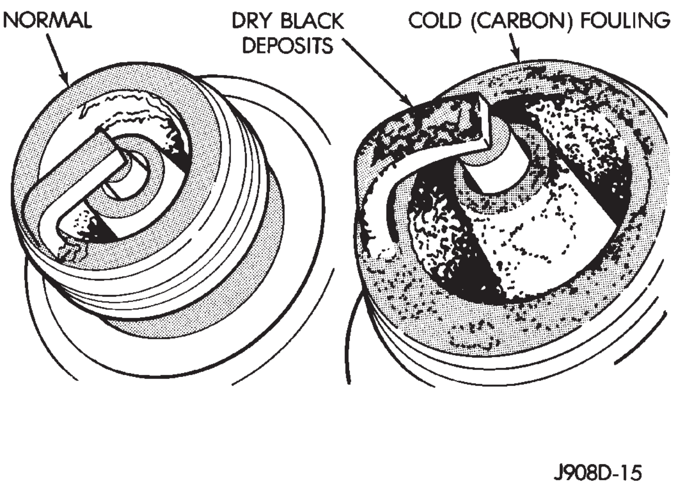


Fig. 19 Normal Operation and Cold (Carbon) Fouling

Some fuel refiners in several areas of the United States have introduced a manganese additive (MMT) for unleaded fuel. During combustion, fuel with MMT causes the entire tip of the spark plug to be coated with a rust colored deposit. This rust color can be misdiagnosed as being caused by coolant in the combustion chamber. Spark plug performance is not affected by MMT deposits.

COLD FOULING/CARBON FOULING

Cold fouling is sometimes referred to as carbon fouling. The deposits that cause cold fouling are basically carbon (Fig. 19). A dry, black deposit on one or two plugs in a set may be caused by sticking valves or defective spark plug cables. Cold (carbon) fouling of the entire set of spark plugs may be caused by a clogged air cleaner element or repeated short operating times (short trips).

WET FOULING OR GAS FOULING

A spark plug coated with excessive wet fuel or oil is wet fouled. In older engines, worn piston rings, leaking valve guide seals or excessive cylinder wear can cause wet fouling. In new or recently overhauled engines, wet fouling may occur before break-in (normal oil control) is achieved. This condition can usually be resolved by cleaning and reinstalling the fouled plugs.

OIL OR ASH ENCRUSTED

If one or more spark plugs are oil or oil ash encrusted (Fig. 20), evaluate engine condition for the cause of oil entry into that particular combustion chamber.

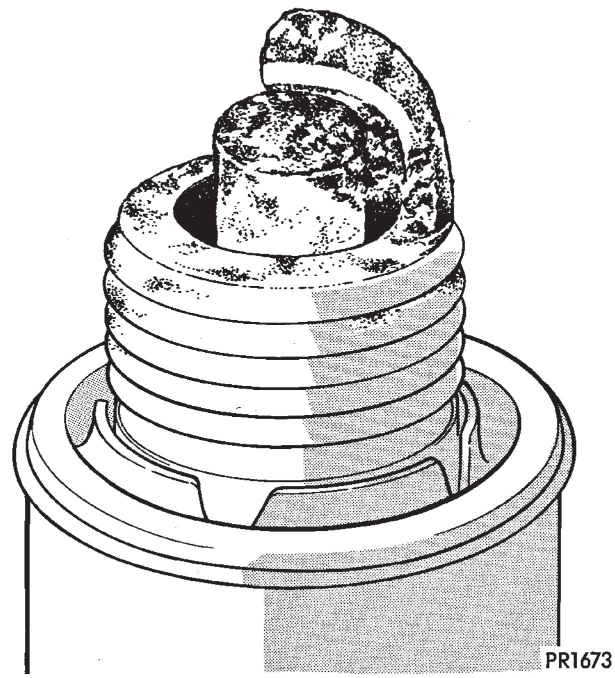


Fig. 20 Oil or Ash Encrusted

ELECTRODE GAP BRIDGING

Electrode gap bridging may be traced to loose deposits in the combustion chamber. These deposits accumulate on the spark plugs during continuous stop-and-go driving. When the engine is suddenly subjected to a high torque load, deposits partially liquefy and bridge the gap between electrodes (Fig. 21). This short circuits the electrodes. Spark plugs with electrode gap bridging can be cleaned using standard procedures.

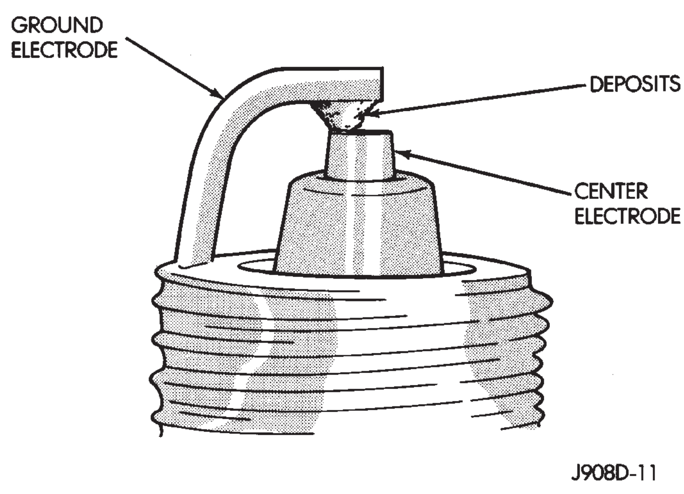


Fig. 21 Electrode Gap Bridging

DIAGNOSIS AND TESTING (Continued)

SCAVENGER DEPOSITS

Fuel scavenger deposits may be either white or yellow (Fig. 22). They may appear to be harmful, but this is a normal condition caused by chemical additives in certain fuels. These additives are designed to change the chemical nature of deposits and decrease spark plug misfire tendencies. Notice that accumulation on the ground electrode and shell area may be heavy, but the deposits are easily removed. Spark plugs with scavenger deposits can be considered normal in condition and can be cleaned using standard procedures.

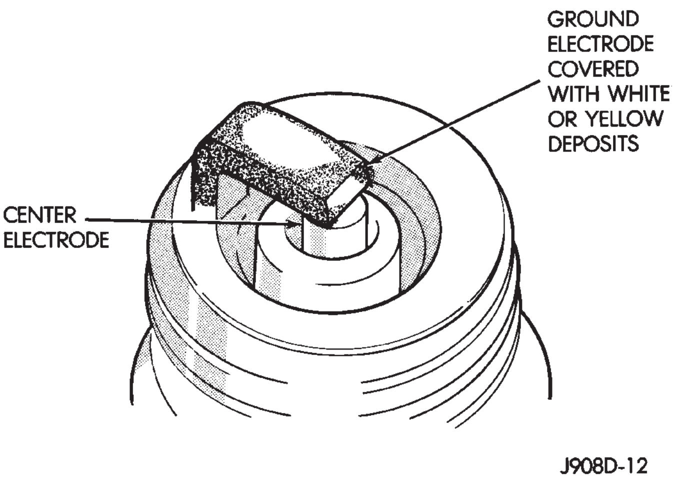


Fig. 22 Scavenger Deposits

CHIPPED ELECTRODE INSULATOR

A chipped electrode insulator usually results from bending the center electrode while adjusting the spark plug electrode gap. Under certain conditions, severe detonation can also separate the insulator from the center electrode (Fig. 23). Spark plugs with this condition must be replaced.

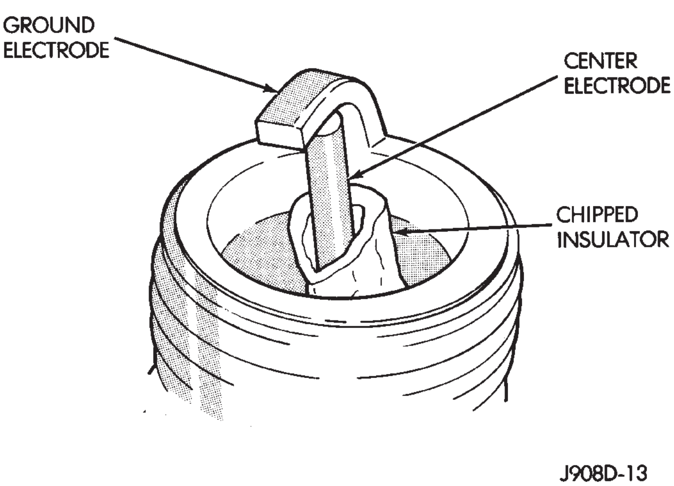


Fig. 23 Chipped Electrode Insulator

PREIGNITION DAMAGE

Preignition damage is usually caused by excessive combustion chamber temperature. The center electrode dissolves first and the ground electrode dissolves somewhat latter (Fig. 24). Insulators appear relatively deposit free. Determine if the spark plug has the correct heat range rating for the engine. Determine if ignition timing is over advanced or if other operating conditions are causing engine overheating. (The heat range rating refers to the operating temperature of a particular type spark plug. Spark plugs are designed to operate within specific temperature ranges. This depends upon the thickness and length of the center electrodes porcelain insulator.)

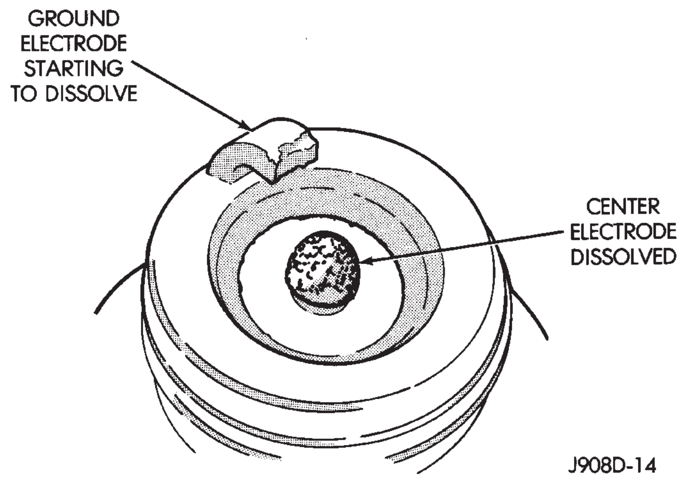


Fig. 24 Preignition Damage

SPARK PLUG OVERHEATING

Overheating is indicated by a white or gray center electrode insulator that also appears blistered (Fig. 25). The increase in electrode gap will be considerably in excess of 0.001 inch per 1000 miles of operation. This suggests that a plug with a cooler heat range rating should be used. Over advanced ignition timing, detonation and cooling system malfunctions can also cause spark plug overheating.

Fig. 25 Spark Plug Overheating

REMOVAL AND INSTALLATION

SPARK PLUG CABLES

CAUTION: When disconnecting a high voltage cable from a spark plug or from the distributor cap, twist the rubber boot slightly (1/2 turn) to break it loose (Fig. 26). Grasp the boot (not the cable) and pull it off with a steady, even force.

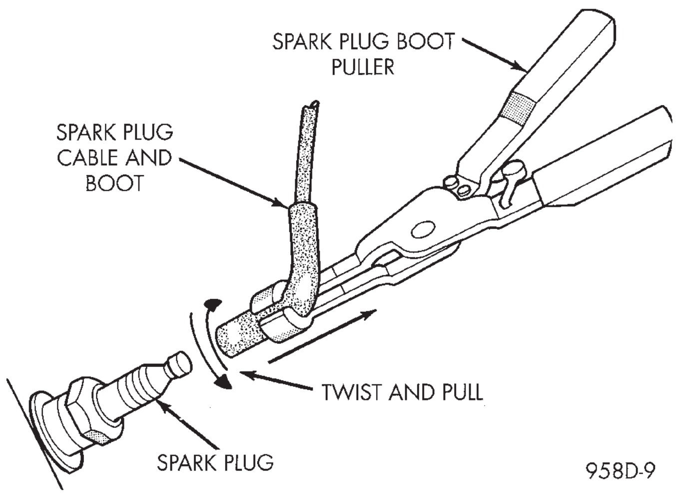


Fig. 26 Cable Removal

Install cables into the proper engine cylinder firing order (Fig. 27) or (Fig. 28).

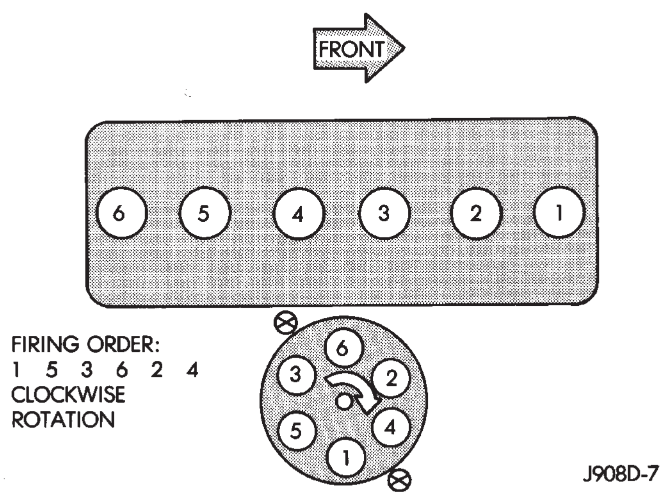


Fig. 27 Engine Firing Order—4.0L 6–Cyl. Engine

When replacing the spark plug and coil cables, route the cables correctly and secure in the proper retainers. Failure to route the cables properly can cause the radio to reproduce ignition noise. It could also cause cross ignition of the plugs or short circuit the cables to ground.

When installing new cables, make sure a positive connection is made. A snap should be felt when a good connection is made between the plug cable and the distributor cap tower.

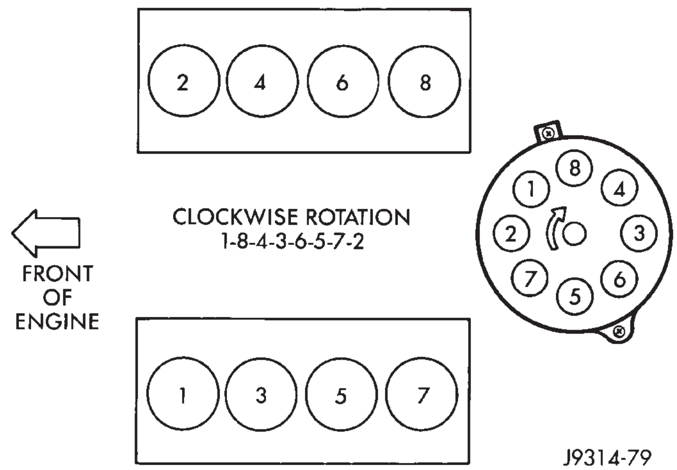


Fig. 28 Engine Firing Order—5.2L V-8 Engine

SPARK PLUGS

On 5.2L V-8 engines, spark plug cable heat shields are pressed into the cylinder head to surround each cable boot and spark plug (Fig. 29).

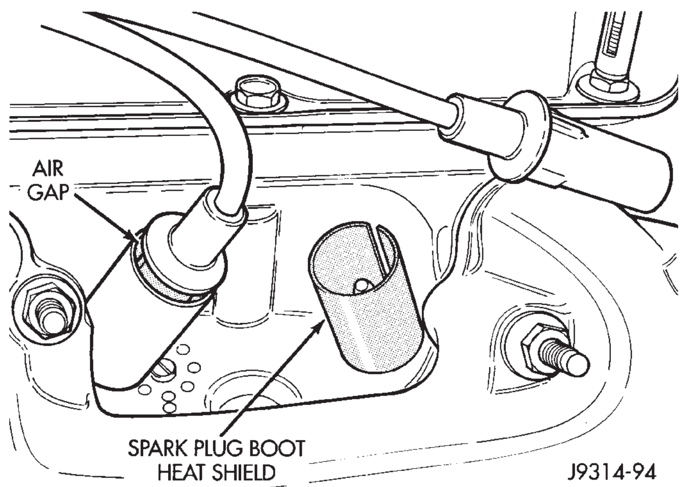


Fig. 29 Heat Shields—5.2L Engines

If removal of the heat shield(s) is necessary, remove the spark plug cable and compress the sides of shield for removal. Each shield is slotted to allow for compression and removal. To install the shields, align shield to machined opening in cylinder head and tap into place with a block of wood.

PLUG REMOVAL

(1) Always remove spark plug or ignition coil cables by grasping at the cable boot (Fig. 26). Turn the cable boot 1/2 turn and pull straight back in a steady motion. Never pull directly on the cable. Internal damage to cable will result.

REMOVAL AND INSTALLATION (Continued)

(2) Prior to removing the spark plug, spray compressed air around the spark plug hole and the area around the spark plug. This will help prevent foreign material from entering the combustion chamber.

(3) Remove the spark plug using a quality socket with a rubber or foam insert.

(4) Inspect the spark plug condition. Refer to Spark Plug Condition in the Diagnostics and Testing section of this group.

PLUG CLEANING

The plugs may be cleaned using commercially available spark plug cleaning equipment. After cleaning, file the center electrode flat with a small point file or jewelers file before adjusting gap.

CAUTION: Never use a motorized wire wheel brush to clean the spark plugs. Metallic deposits will remain on the spark plug insulator and will cause plug misfire.

PLUG GAP ADJUSTMENT

Check the spark plug gap with a gap gauge tool. If the gap is not correct, adjust it by bending the ground electrode (Fig. 30). **Never attempt to adjust the gap by bending the center electrode.**

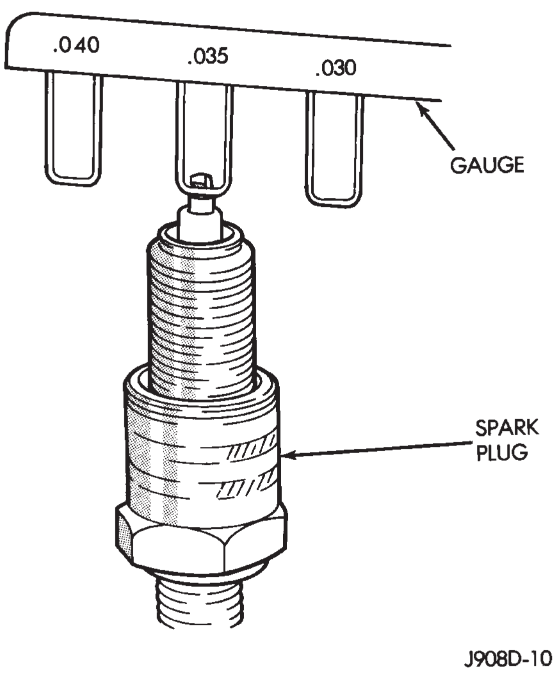


Fig. 30 Setting Spark Plug Gap—Typical

SPARK PLUG GAP

4.0L 6–Cyl. Engine: .89 mm (.035 in).

5.2L V-8 Engines: .89 mm (.035 in).

PLUG INSTALLATION

Special care should be taken when installing spark plugs into the cylinder head spark plug wells. Be sure the plugs do not drop into the plug wells as electrodes can be damaged.

Always tighten spark plugs to the specified torque. Over tightening can cause distortion resulting in a change in the spark plug gap or a cracked porcelain insulator.

When replacing the spark plug and ignition coil cables, route the cables correctly and secure them in the appropriate retainers. Failure to route the cables properly can cause the radio to reproduce ignition noise. It could cause cross ignition of the spark plugs or short circuit the cables to ground.

(1) Start the spark plug into the cylinder head by hand to avoid cross threading.

(2) Tighten spark plugs to 35-41 N·m (26-30 ft. lbs.) torque.

(3) Install spark plug cables over spark plugs.

IGNITION COIL—5.2L ENGINES

The ignition coil is an epoxy filled type. If the coil is replaced, it must be replaced with the same type.

REMOVAL

The coil is mounted to a bracket that is bolted to the front of the right engine cylinder head (Fig. 31). This bracket is mounted on top of the automatic belt tensioner bracket using common bolts.

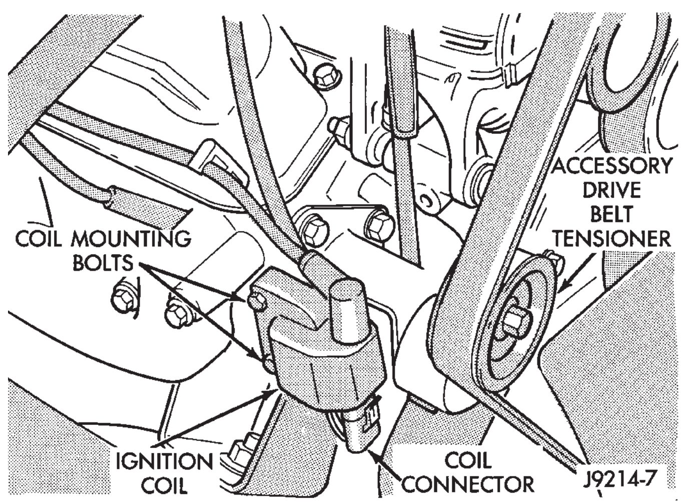


Fig. 31 Ignition Coil—5.2L V-8 Engine

(1) Disconnect the primary wiring from the ignition coil.

(2) Disconnect the secondary spark plug cable from the ignition coil.

REMOVAL AND INSTALLATION (Continued)

WARNING: DO NOT REMOVE THE COIL MOUNTING BRACKET-TO-CYLINDER HEAD MOUNTING BOLTS. THE COIL MOUNTING BRACKET IS UNDER ACCESSORY DRIVE BELT TENSION. IF THIS BRACKET IS TO BE REMOVED FOR ANY REASON, ALL BELT TENSION MUST FIRST BE RELIEVED. REFER TO THE BELT SECTION OF GROUP 7, COOLING SYSTEM.

(3) Remove ignition coil from coil mounting bracket (two bolts).

INSTALLATION

(1) Install the ignition coil to coil bracket. If nuts and bolts are used to secure coil to coil bracket, tighten to 11 N·m (100 in. lbs.) torque. If the coil mounting bracket has been tapped for coil mounting bolts, tighten bolts to 5 N·m (50 in. lbs.) torque.

(2) Connect all wiring to ignition coil.

IGNITION COIL—4.0L ENGINE

The ignition coil is an epoxy filled type. If the coil is replaced, it must be replaced with the same type.

REMOVAL

The ignition coil is mounted to a bracket on the side of the engine to the front of the distributor (Fig. 32).

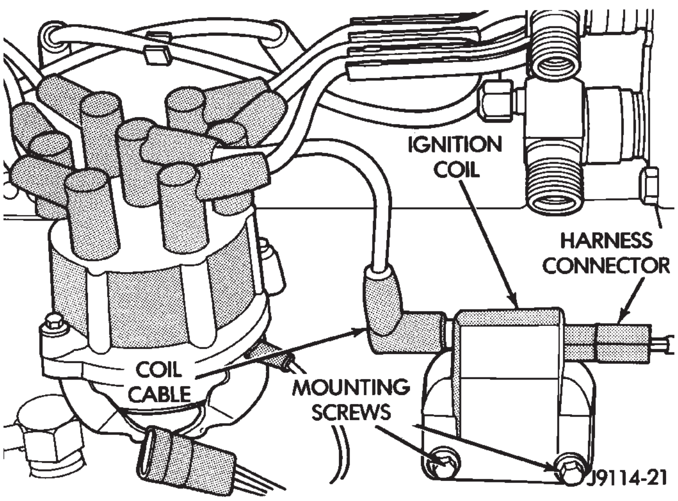


Fig. 32 Ignition Coil—4.0L Engine

(1) Disconnect the ignition coil secondary cable from ignition coil (Fig. 32).

(2) Disconnect engine harness connector from ignition coil.

(3) Remove ignition coil mounting bolts (nuts may also be used on back side of bracket).

(4) Remove coil.

INSTALLATION

(1) Install ignition coil to bracket. If nut and bolts are used to secure coil to coil bracket, tighten to 11 N·m (100 in. lbs.) torque. If bolts are used, tighten bolts to 5 N·m (50 in. lbs.) torque.

(2) Connect engine harness connector to coil.

(3) Connect ignition coil cable to ignition coil.

AUTOMATIC SHUTDOWN (ASD) RELAY

The Automatic Shutdown (ASD) relay is located in the Power Distribution Center (PDC). The PDC is located in the engine compartment (Fig. 33). Refer to label on PDC cover for relay location. Check the terminals in the PDC relay connector for corrosion or damage before installation.

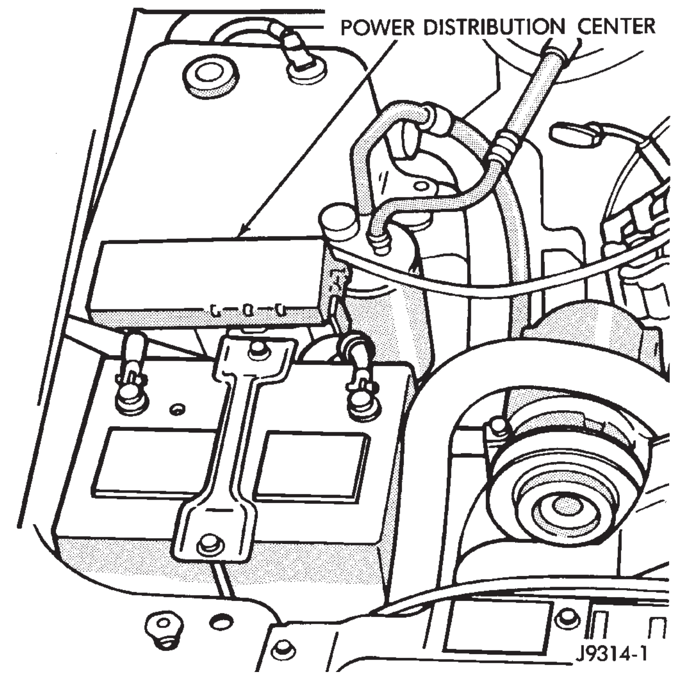


Fig. 33 Power Distribution Center

CRANKSHAFT POSITION SENSOR—5.2L ENGINES

REMOVAL

The sensor is bolted to the top of the cylinder block near the rear of right cylinder head (Fig. 34).

(1) Disconnect crankshaft position sensor pigtail harness from main wiring harness.

(2) Remove two sensor (recessed hex head) mounting bolts (Fig. 34).

(3) Remove sensor from engine.

INSTALLATION

(1) Position crankshaft position sensor to engine.

(2) Install mounting bolts and tighten to 8 N·m (70 in. lbs.) torque.

(3) Connect main harness electrical connector to sensor.

CRANKSHAFT POSITION SENSOR—4.0L ENGINE

The crankshaft position sensor is mounted in the transmission bellhousing at the left/rear side of the

REMOVAL AND INSTALLATION (Continued)

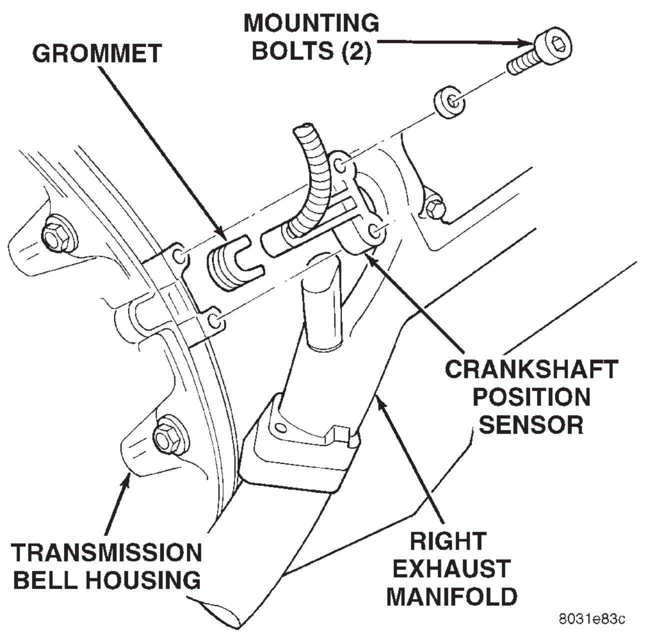


Fig. 34 Crankshaft Position Sensor—5.2L Engine

engine block (Fig. 35). The sensor is attached with one bolt.

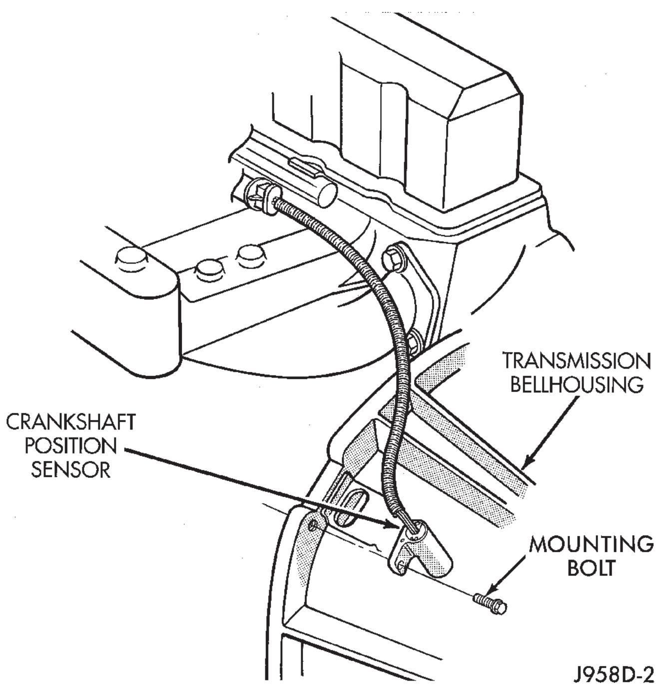


Fig. 35 Crankshaft Position Sensor—4.0L 6-Cylinder Engine

REMOVAL

(1) Near the rear of the intake manifold, disconnect the pigtail harness (on the sensor) from the main electrical harness.

(2) Remove the nut holding sensor wire clip to fuel rail mounting stud.

(3) Remove the sensor mounting bolt.

(4) Remove the sensor.

(5) Remove clip from sensor wire harness.

INSTALLATION

(1) Install the sensor flush against the opening in the transmission housing.

(2) Install and tighten the sensor mounting bolt to 7 N·m (60 in. lbs.) torque.

(3) Connect the electrical connector to the sensor.

(4) Install clip on sensor wire harness.

(5) Install clip over fuel rail mounting stud. Install clip mounting nut.

CAMSHAFT POSITION SENSOR

The camshaft position sensor is located in the distributor on all 4.0L and 5.2L engines (Fig. 36).

REMOVAL

Distributor removal is not necessary to remove camshaft position sensor.

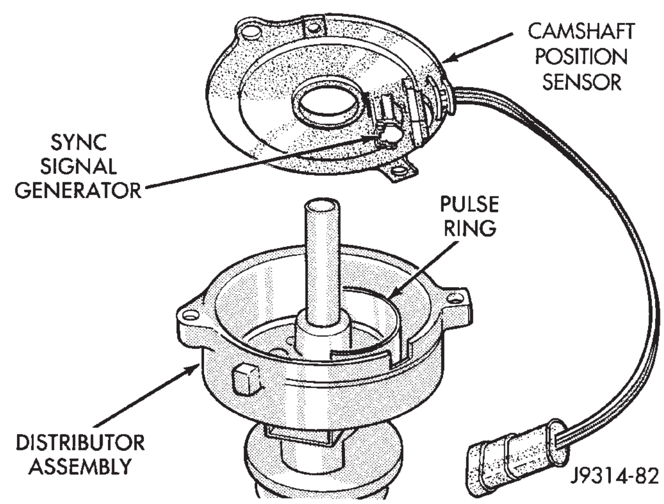


Fig. 36 Camshaft Position Sensor—Typical (5.2L Shown)

(1) 5.2L Engines: Remove air cleaner tube at throttle body.

(2) Disconnect negative cable from battery.

(3) Remove distributor cap from distributor (two screws).

(4) Disconnect camshaft position sensor wiring harness from main engine wiring harness.

(5) Remove distributor rotor from distributor shaft.

(6) Lift the camshaft position sensor assembly from the distributor housing (Fig. 36).

INSTALLATION

(1) Install camshaft position sensor to distributor. Align sensor into notch on distributor housing.

(2) Connect wiring harness.

(3) Install rotor.

(4) Install distributor cap. Tighten mounting screws.

REMOVAL AND INSTALLATION (Continued)

(5) 5.2L Engines: Install air cleaner tube to throttle body.

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR

For removal and installation, refer to Manifold Absolute Pressure Sensor in group 14, Fuel Systems.

ENGINE COOLANT TEMPERATURE SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

THROTTLE POSITION SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR

For an operational description, diagnosis and removal/installation procedures, refer to Group 14, Fuel System.

DISTRIBUTOR—5.2L ENGINE

REMOVAL

CAUTION: Base ignition timing is not adjustable on any 5.2L engine. Distributors do not have built in centrifugal or vacuum assisted advance. Base ignition timing and timing advance are controlled by the Powertrain Control Module (PCM). Because a conventional timing light can not be used to adjust distributor position after installation, note position of distributor before removal.

(1) Disconnect negative cable from battery.
(2) Remove air cleaner tube at throttle body.
(3) Disconnect coil secondary cable at distributor cap.
(4) Disconnect all secondary spark plug cables at distributor cap. Note and mark position before removal.
(5) Remove distributor cap from distributor (two screws).
(6) Mark the position of distributor housing in relationship to engine or dash panel. This is done to aid in installation.
(7) Before distributor is removed, the number one cylinder must be brought to the Top Dead Center (TDC) firing position.
(8) Attach a socket to the Crankshaft Vibration Damper mounting bolt.
(9) Slowly rotate engine clockwise, as viewed from front, until indicating mark on crankshaft vibration damper is aligned to 0 degree (TDC) mark on timing chain cover (Fig. 37).

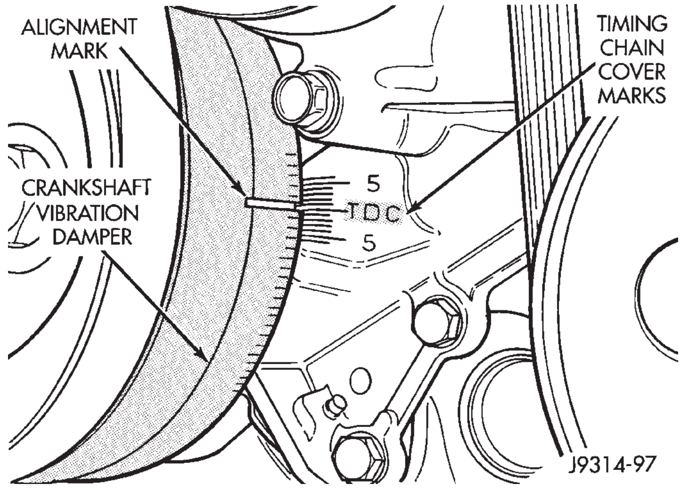


Fig. 37 Damper-To-Cover Alignment Marks—Typical

(10) The distributor rotor should now be aligned to the CYL. NO. 1 alignment mark (stamped) into the camshaft position sensor (Fig. 38). If not, rotate the crankshaft through another complete 360 degree turn. Note the position of the number one cylinder spark plug cable (on the cap) in relation to rotor. Rotor should now be aligned to this position.

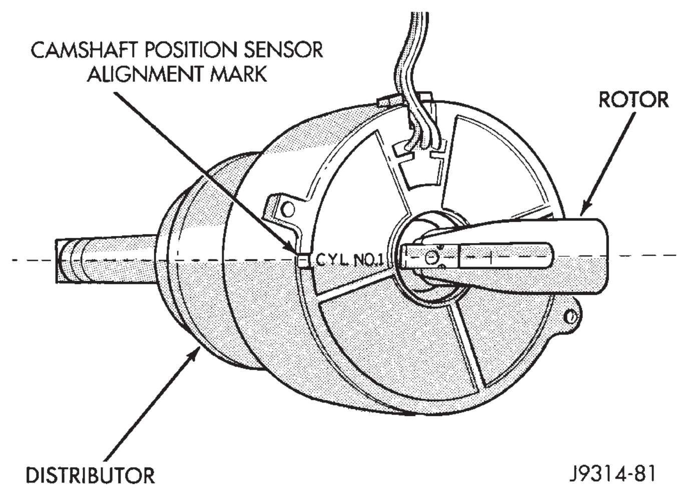


Fig. 38 Rotor Alignment Mark—5.2L Engines

(11) Disconnect camshaft position sensor wiring harness from main engine wiring harness.
(12) Remove distributor rotor from distributor shaft.
(13) Remove distributor holddown clamp bolt and clamp (Fig. 39).
(14) Remove distributor from vehicle.

CAUTION: Do not crank engine with distributor removed. Distributor/crankshaft relationship will be lost.

REMOVAL AND INSTALLATION (Continued)

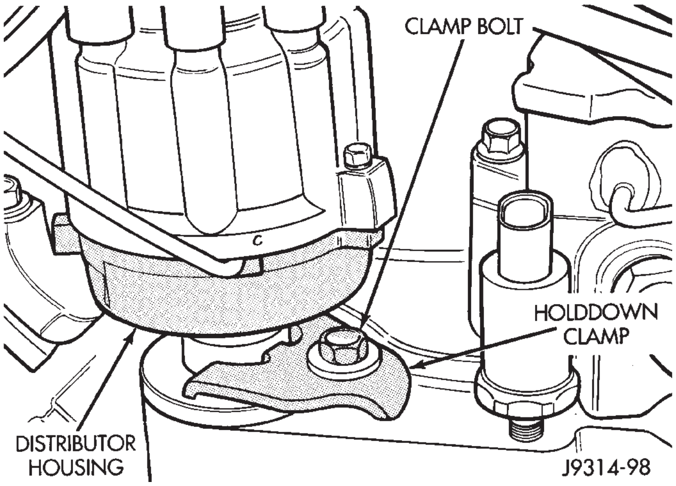


Fig. 39 Distributor Holddown Clamp—5.2L Engines

INSTALLATION

If engine has been cranked while distributor is removed, establish the relationship between distributor shaft and number one piston position as follows:

Rotate crankshaft in a clockwise direction, as viewed from front, until number one cylinder piston is at top of compression stroke (compression should be felt on finger with number one spark plug removed). Then continue to slowly rotate engine clockwise until indicating mark (Fig. 37) is aligned to 0 degree (TDC) mark on timing chain cover.

(1) Clean top of cylinder block for a good seal between distributor base and block.

(2) Lightly oil the rubber o-ring seal on the distributor housing.

(3) Install rotor to distributor shaft.

(4) Position distributor into engine to its original position. Engage tongue of distributor shaft with slot in distributor oil pump drive gear. Position rotor to the number one spark plug cable position.

(5) Install distributor holddown clamp and clamp bolt. Do not tighten bolt at this time.

(6) Rotate the distributor housing until rotor is aligned to CYL. NO. 1 alignment mark on the camshaft position sensor (Fig. 38).

(7) Tighten clamp holddown bolt (Fig. 39) to 22.5 N·m (200 in. lbs.) torque.

(8) Connect camshaft position sensor wiring harness to main engine harness.

(9) Install distributor cap. Tighten mounting screws.

(10) Install secondary cables to distributor cap.

(11) Refer to the following, Checking Distributor Position.

CHECKING DISTRIBUTOR POSITION

To verify correct distributor rotational position, connect the DRB scan tool to the data link connector. The data link connector is located in the engine compartment. Gain access to the SET SYNC screen on the DRB.

WARNING: WHEN PERFORMING THE FOLLOWING TEST, THE ENGINE WILL BE RUNNING. BE CAREFUL NOT TO STAND IN LINE WITH THE FAN BLADES OR FAN BELT. DO NOT WEAR LOOSE CLOTHING.

Follow the directions on the DRB screen and start the engine. With the engine running, the words IN RANGE should appear on the screen along with 0°. This indicates correct distributor position.

If a plus (+) or a minus (-) is displayed next to the degree number, and/or the degree displayed is not zero, loosen but do not remove the distributor holddown clamp bolt. Rotate the distributor until IN RANGE appears on the screen. Continue to rotate the distributor until achieving as close to 0° as possible. After adjustment, tighten clamp bolt to 22.5 N·m (200 in. lbs.) torque.

The degree scale on the SET SYNC screen of the DRB is referring to fuel synchronization only. **It is not referring to ignition timing.** Because of this, do not attempt to adjust ignition timing using this method. Rotating the distributor will have no effect on ignition timing. All ignition timing values are controlled by the powertrain control module (PCM).

After testing, install air cleaner tube to throttle body.

DISTRIBUTOR—4.0L ENGINE

All 4.0L distributors contain an internal oil seal that prevents oil from entering the distributor housing. The seal is not serviceable.

Factory replacement distributors are equipped with a plastic alignment pin already installed. The pin is located in an access hole on the bottom of the distributor housing (Fig. 40). It is used to temporarily lock the rotor to the cylinder number 1 position during installation. The pin must be removed after installing the distributor.

The camshaft position sensor is located in the distributor on all 4.0L engines (Fig. 41). For removal/installation procedures, refer to Camshaft Position Sensor. Distributor removal is not necessary for sensor removal.

Refer to (Fig. 41) for an exploded view of the distributor.

A fork with a slot is supplied on the bottom of the distributor housing where the housing base seats against the engine block (Fig. 41). The centerline of the slot aligns with the distributor holddown bolt hole in the engine block. Because of the fork, the distributor cannot be rotated. Distributor rotation is not necessary as all ignition timing requirements are handled by the powertrain control module (PCM).

REMOVAL AND INSTALLATION (Continued)

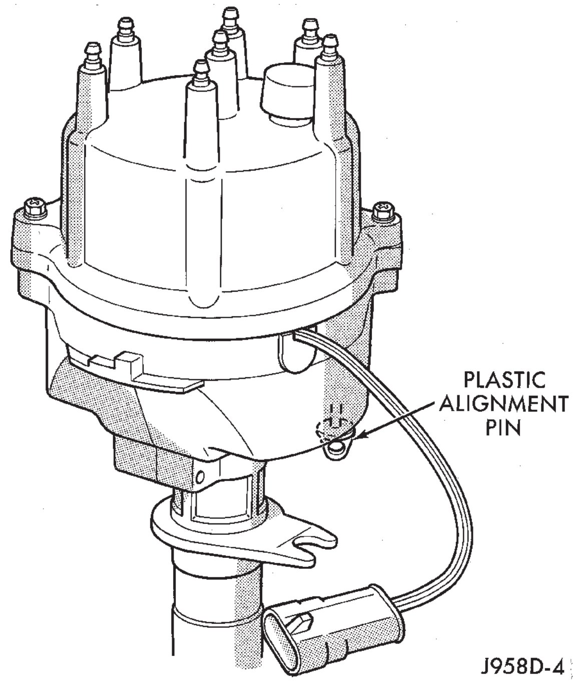


Fig. 40 Plastic Alignment Pin—4.0L Engine

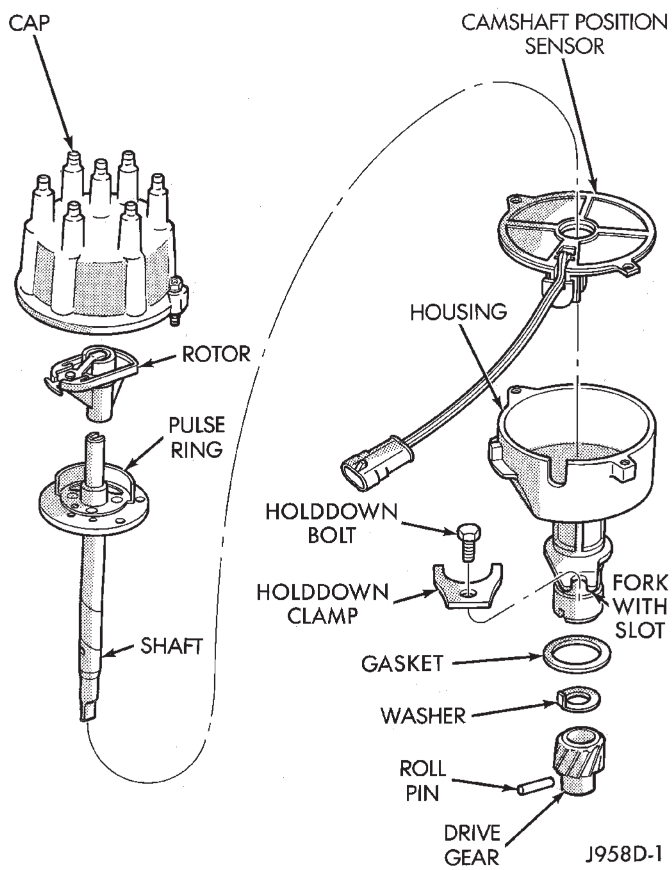


Fig. 41 Distributor— 4.0L Engine—Typical

The position of the distributor determines fuel synchronization only. It does not determine ignition timing.

NOTE: Do not attempt to modify this fork to attain ignition timing.

REMOVAL—4.0L ENGINE

(1) Disconnect the negative battery cable at the battery.

(2) Disconnect coil secondary cable at coil.

(3) Remove distributor cap from distributor (2 screws). Do not remove cables from cap. Do not remove rotor.

(4) Disconnect the distributor wiring harness from the main engine harness.

(5) Remove the cylinder number 1 spark plug.

(6) Hold a finger over the open spark plug hole. Rotate the engine at the vibration dampener bolt until compression (pressure) is felt.

(7) Slowly continue to rotate the engine. Do this until the timing index mark on the vibration damper pulley aligns with the top dead center (TDC) mark (0 degree) on timing degree scale (Fig. 42). Always rotate the engine in direction of normal rotation. Do not rotate the engine backward to align the timing marks.

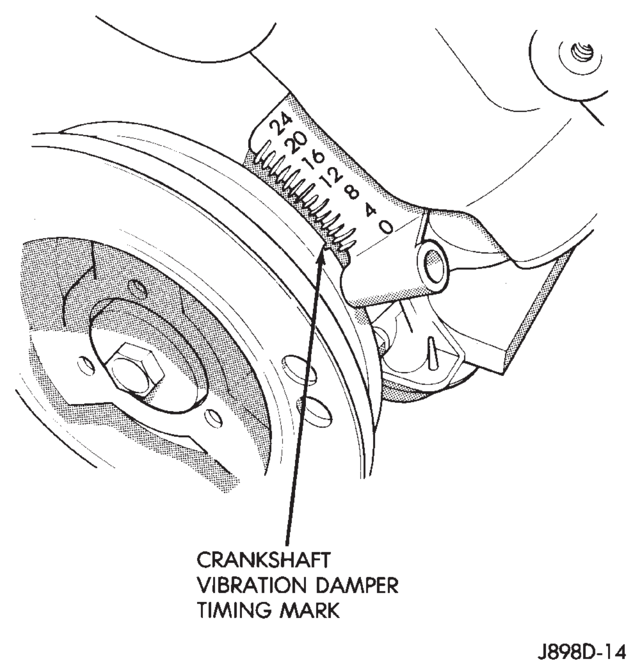


Fig. 42 Align Timing Marks—4.0L Engine

(8) Remove the distributor holddown bolt and clamp.

(9) Remove the distributor from engine by slowly lifting straight up.

(10) Note that the rotor will rotate slightly in a counterclockwise direction while lifting up the distributor. The oil pump gear will also rotate slightly in a counterclockwise direction while lifting up the distributor. This is due to the helical cut gears on the distributor and camshaft.

REMOVAL AND INSTALLATION (Continued)

(11) Note the removed position of the rotor during distributor removal. During installation, this will be referred to as the Pre-position.

(12) Observe the slot in the oil pump gear through the hole on the side of the engine. It should be slightly before (counterclockwise of) the 11 o'clock position (Fig. 43).

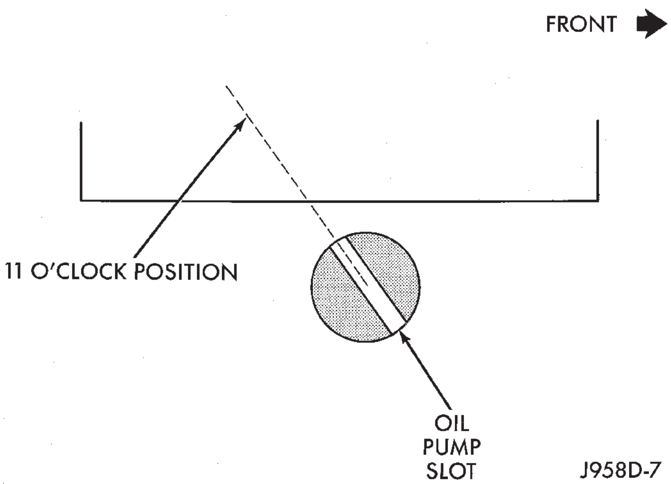


Fig. 43 Slot At 11 O'clock Position—4.0L Engine

(13) Remove and discard the old distributor-to-engine block gasket.

INSTALLATION

(1) If the engine crankshaft has been rotated after distributor removal, cylinder number 1 must be returned to its proper firing stroke. Refer to previous REMOVAL Step 5 and Step 6. These steps must be done before installing distributor.

(2) Check the position of the slot on the oil pump gear. It should be just slightly before (counterclockwise of) the 11 o'clock position (Fig. 43). If not, place a flat blade screwdriver into the oil pump gear and rotate it into the proper position.

(3) Factory replacement distributors are equipped with a plastic alignment pin already installed (Fig. 40). This pin is used to temporarily hold the rotor to the cylinder number 1 firing position during distributor installation. If this pin is in place, proceed to Step 8. If not, proceed to next step.

(4) If the original distributor is to be reinstalled, such as during engine overhaul, the plastic pin will not be available. A 3/16 inch drift pin punch tool may be substituted for the plastic pin.

(5) Remove the camshaft position sensor from the distributor housing. Lift straight up.

(6) Four different alignment holes are provided on the plastic ring (Fig. 44). **Note that 2.5L and 4.0L engines have different alignment holes (Fig. 44).**

(7) Rotate the distributor shaft and install the pin punch tool through the proper alignment hole in the plastic ring (Fig. 44) and into the mating access hole in the distributor housing. This will prevent the distributor shaft and rotor from rotating.

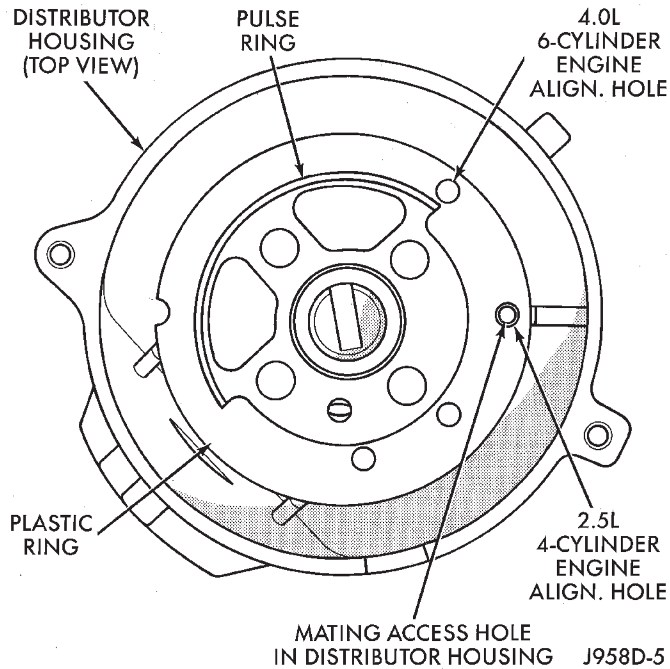


Fig. 44 Pin Alignment Holes—4.0L Engine

(8) Clean the distributor mounting hole area of the engine block.

(9) Install a new distributor-to-engine block gasket (Fig. 41).

(10) Install the rotor to the distributor shaft.

Pre-position the distributor into the engine while holding the centerline of the base slot in the 1 o'clock position (Fig. 45). Continue to engage the distributor into the engine. The rotor and distributor will rotate clockwise during installation. This is due to the helical cut gears on the distributor and camshaft. When the distributor is fully seated to the engine block, the centerline of the base slot should be aligned to the clamp bolt mounting hole on the engine (Fig. 46). The rotor should also be pointed at the 5 o'clock position.

It may be necessary to rotate the rotor and distributor shaft (very slightly) to engage the distributor shaft with the slot in the oil pump gear. The same may have to be done to engage the distributor gear with the camshaft gear.

The distributor is correctly installed when:

- the rotor is pointed at the 5 o'clock position.
- the plastic alignment pin (or pin punch tool) is still installed to distributor.
- the number 1 cylinder piston is set at top dead center (TDC) (compression stroke).
- the centerline of the slot at the base of the distributor is aligned to the centerline of the distributor holddown bolt hole on the engine. In this position,

REMOVAL AND INSTALLATION (Continued)

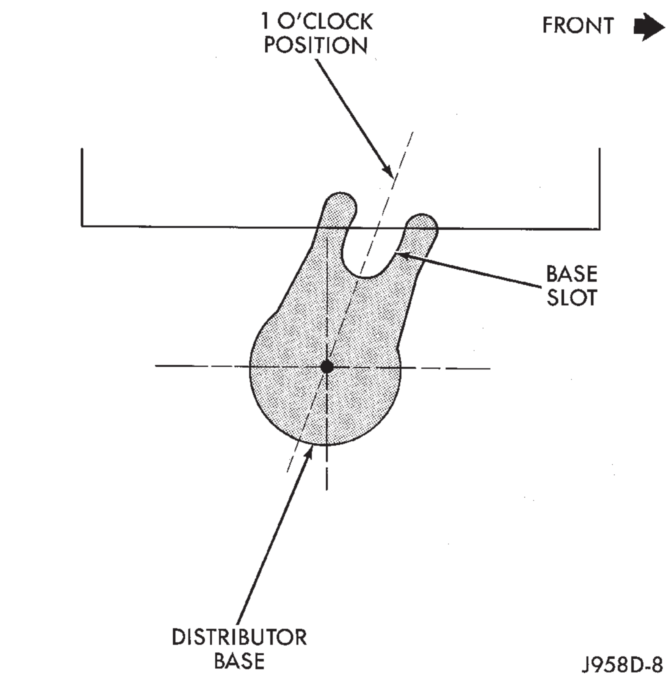


Fig. 45 Distributor Pre-position—4.0L Engines

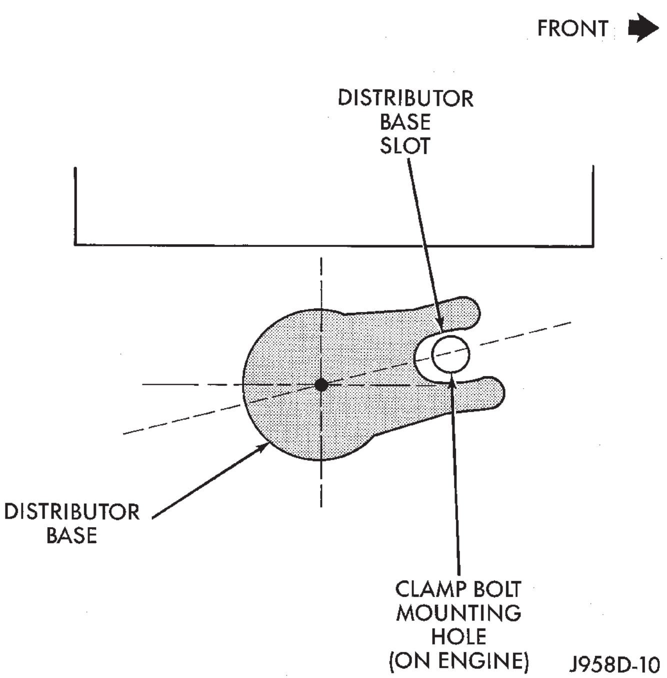


Fig. 46 Distributor Engaged Position—4.0L Engine

the holddown bolt should easily pass through the slot and into the engine.

No adjustments are necessary. Proceed to next step.

(11) Install the distributor holddown clamp and bolt. Tighten the bolt to 23 N·m (17 ft. lbs.) torque.

(12) Remove the pin punch tool from the distributor. Or, if the plastic alignment pin was used, remove it straight down from the bottom of the distributor. Discard plastic pin.

(13) If removed, install the camshaft position sensor to the distributor. Align the wiring harness grommet to the notch in the distributor housing.

(14) Install the rotor.

CAUTION: If the distributor cap is incorrectly positioned on distributor housing, the cap or rotor may be damaged when engine is started.

(15) Install the distributor cap. Tighten distributor cap holddown screws to 3 N·m (26 in. lbs.) torque.

(16) If removed, install the spark plug cables to the distributor cap. For proper firing order, refer to the Specifications section at the end of this group. See Engine Firing Order.

(17) Connect the distributor wiring harness to the main engine harness.

(18) Connect battery cable to battery.

POWERTRAIN CONTROL MODULE (PCM)

Refer to Group 14, Fuel System for procedures.

IGNITION SWITCH AND KEY CYLINDER

The ignition switch is located on the steering column. The Key-In-Switch is located in the ignition switch module. For diagnosis of the Key-In-Switch, refer to Section 8U.

REMOVAL

(1) Disconnect negative cable from battery.

(2) If vehicle has a tilt column, remove tilt lever by turning it counterclockwise.

(3) Remove upper and lower covers from steering column (Fig. 47).

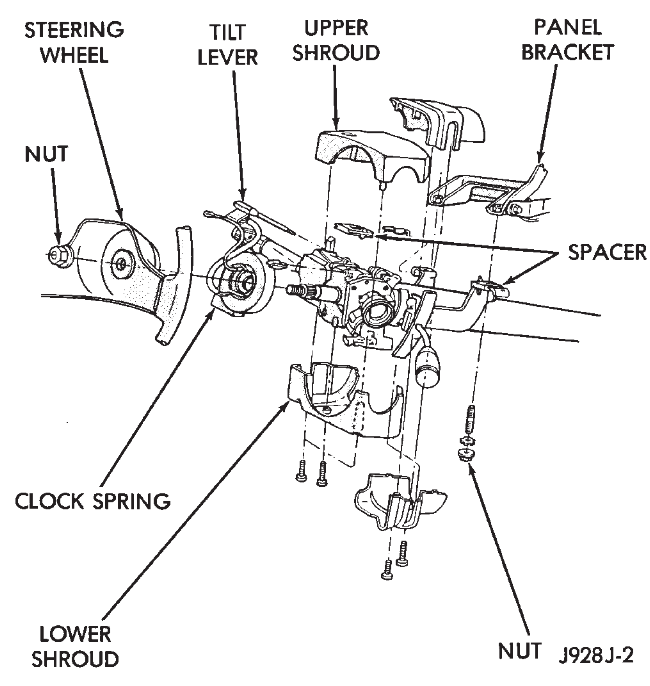


Fig. 47 Shroud Removal/Installation—Typical

REMOVAL AND INSTALLATION (Continued)

(4) Remove ignition switch mounting screws. Use tamper proof torx bit Snap-on TTXR20A2 or equivalent to remove the screws (Fig. 48) or (Fig. 49).

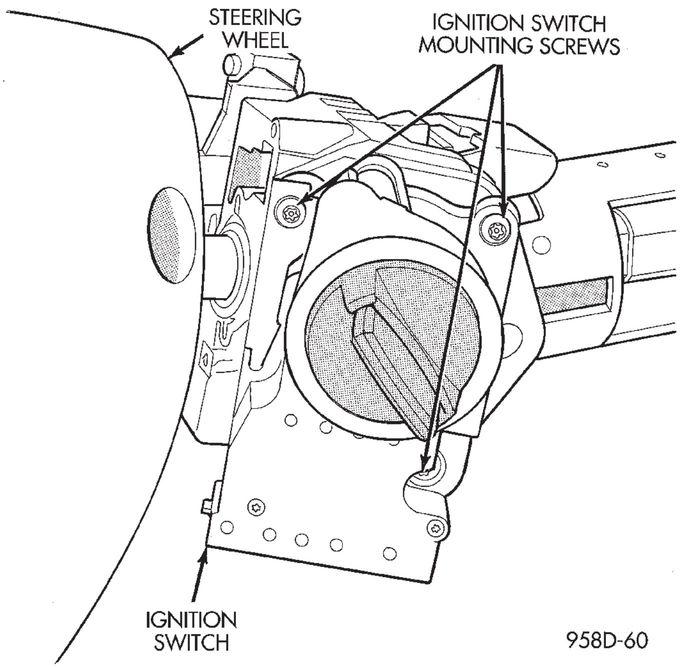


Fig. 48 Ignition Switch Screw Removal

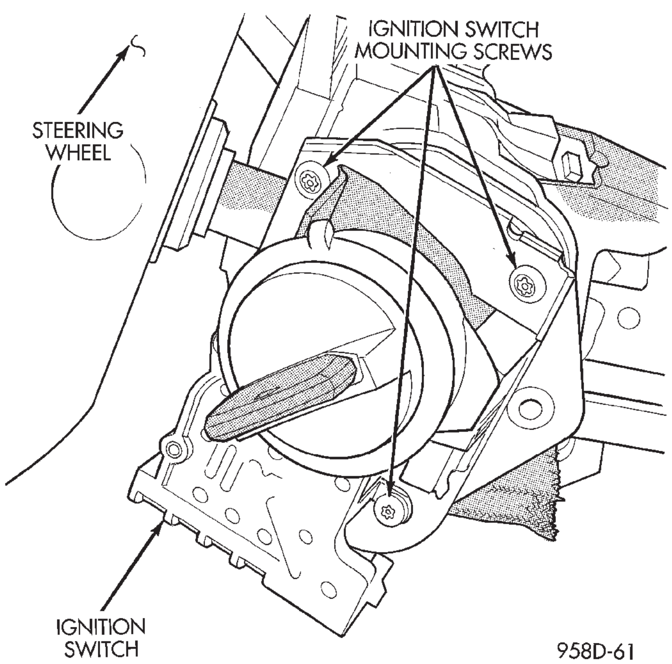


Fig. 49 Ignition Switch Screw Removal

(5) Gently pull switch away from column. Release connector locks on 7-terminal wiring connector, then remove connector from ignition switch.

(6) Release connector lock on 4-terminal connector, then remove connector from ignition switch (Fig. 50).

(7) To remove key cylinder from ignition switch:

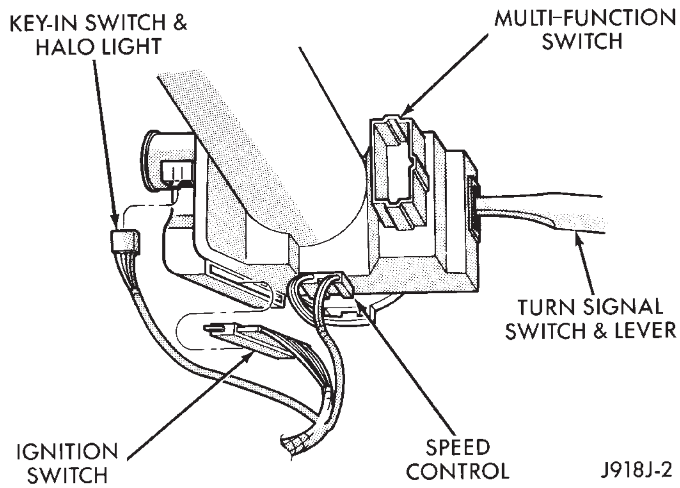


Fig. 50 Key-In-Switch and Halo Lamp Connector

(a) Insert key in ignition switch. Turn key to LOCK position. Using a TTXR20A2 or equivalent torx bit, remove key cylinder retaining screw and bracket (Fig. 51) or (Fig. 52).

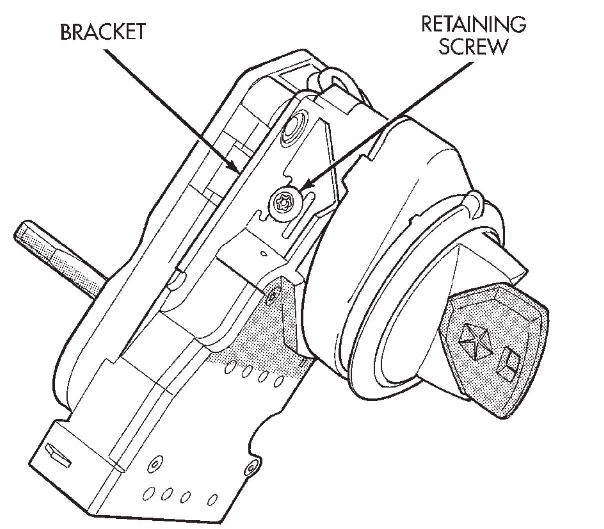


Fig. 51 Key Cylinder Retaining Screw

(b) Rotate key clockwise to the OFF position. Key cylinder will unseat from ignition switch (Fig. 53). When key cylinder is unseated, it will be approximately 1/8 inch away from ignition switch halo light ring. **Do not attempt to remove key cylinder at this time.**

(c) With key cylinder in unseated position, rotate key counterclockwise to the lock position and remove key.

REMOVAL AND INSTALLATION (Continued)

(d) With key cylinder in unseated position, rotate key counterclockwise to the lock position and remove key.

(e) Remove key cylinder from ignition switch (Fig. 54).

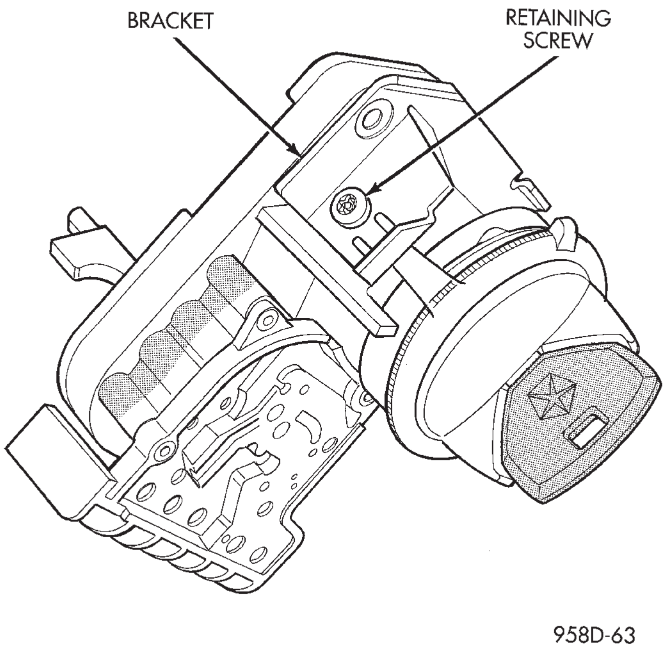


Fig. 52 Key Cylinder Retaining Screw

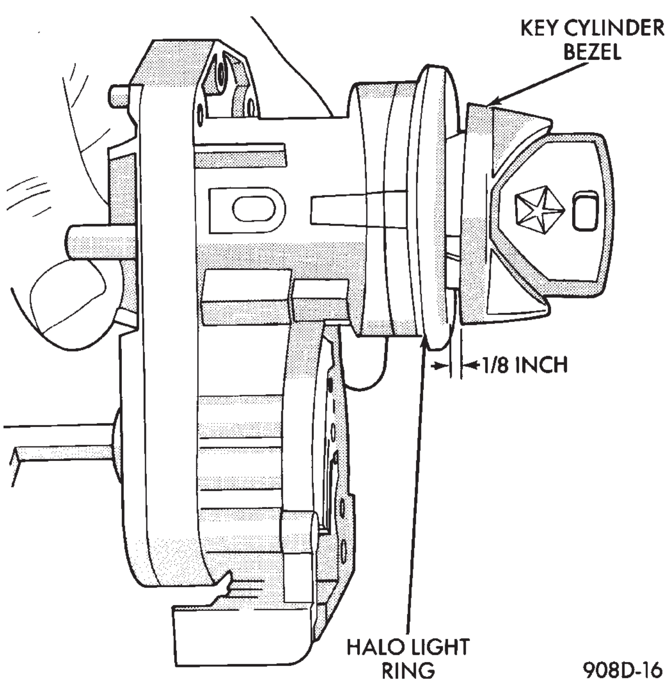


Fig. 53 Unseated Key Cylinder

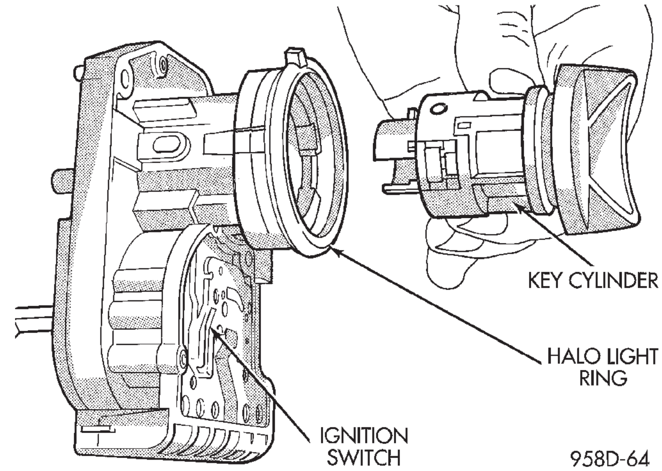


Fig. 54 Key Cylinder Removal

INSTALLATION

(1) Connect electrical connectors to ignition switch. Make sure that switch locking tabs are fully seated in wiring connectors.

(2) Before attaching ignition switch to a tilt steering column, the transmission shifter must be in Park position. The park lock dowel pin and column lock flag must also be properly indexed before installing switch (Fig. 55).

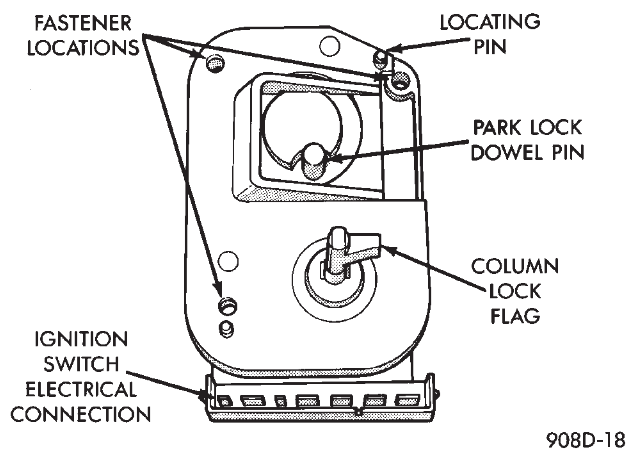


Fig. 55 Ignition Switch View From Column

(a) Place transmission shifter in PARK position.

(b) Place ignition switch in lock position. The switch is in the lock position when column lock flag is parallel to ignition switch terminals (Fig. 55).

(c) Position ignition switch park lock dowel pin so it will engage steering column park lock slider linkage (Fig. 56).

(d) Apply a light coating of grease to column lock flag and park lock dowel pin.

(3) Place ignition switch against lock housing opening on steering column. Ensure that ignition switch park lock dowel pin enters slot in park lock slider linkage in steering column.

(4) Install retaining bracket and ignition switch mounting screws. Tighten screws to 3±.5 N·m (26±4 in. lbs.) torque.

(5) Install ignition lock cylinder:

REMOVAL AND INSTALLATION (Continued)

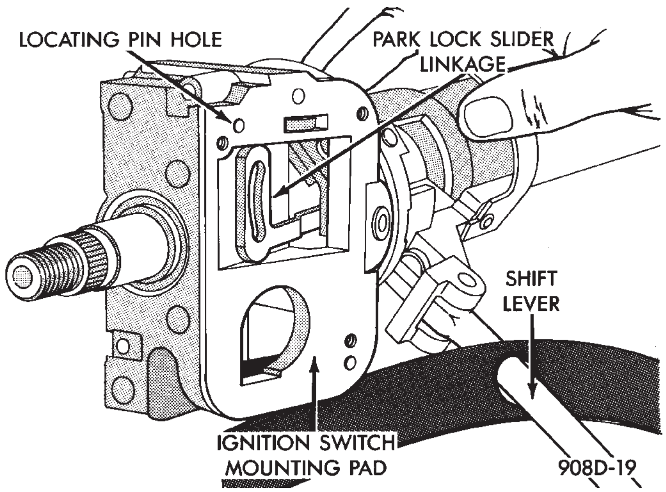


Fig. 56 Ignition Switch Mounting Pad

(6) With lock cylinder and ignition switch in Lock position, insert lock cylinder into ignition switch until it bottoms.

(7) Insert ignition key into lock cylinder. While gently pushing lock cylinder in toward ignition switch, rotate ignition key to end of travel.

(8) Install retaining screw into bracket and lock cylinder. Tighten screw to 3±.5 N·m (26±4 in. lbs.) torque.

(9) Install steering column covers. Tighten screws to 2 N·m (17 in. lbs.) torque.

(10) If vehicle is equipped with a tilt steering column, install tilt lever.

(11) Connect negative cable to battery.

(12) Check for proper operation of halo light, shift lock (if applicable), and column lock. Also check for proper operation of ignition switch accessory, lock, off, run, and start positions.

SHIFTER/IGNITION INTERLOCK

On models equipped with an automatic transmission, a cable connects the ignition switch with the floor shift lever. The shifter will be locked in the PARK position when the ignition key is in the LOCK or ACCESSORY positions. The cable can be adjusted or replaced. Refer to Group 21, Transmissions for procedures. The ignition interlock device within the steering column is not serviceable. If service is necessary, the steering column must be replaced. Refer to Group 19, Steering for procedures.

SPECIFICATIONS

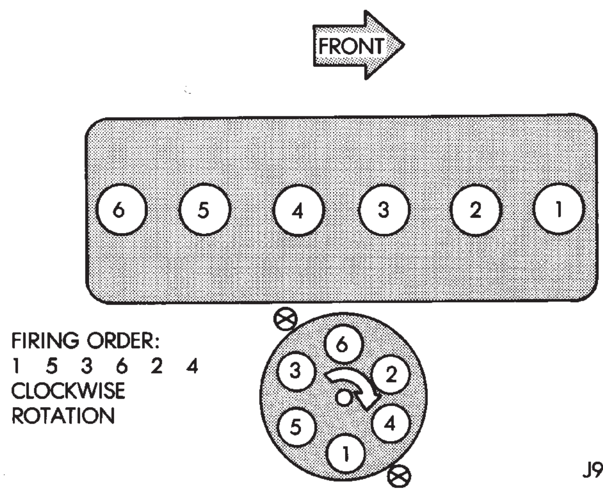
VECI LABEL SPECIFICATIONS

If anything differs between the specifications found on the Vehicle Emission Control Information (VECI) label and the following specifications, use specifications on VECI label. The VECI label is located in the engine compartment.

IGNITION TIMING

Ignition timing is not adjustable on any engine. Refer to Ignition Timing in the Diagnostics/Service Procedures section of this group for more information.

ENGINE FIRING ORDER—4.0L 6-CYLINDER ENGINE



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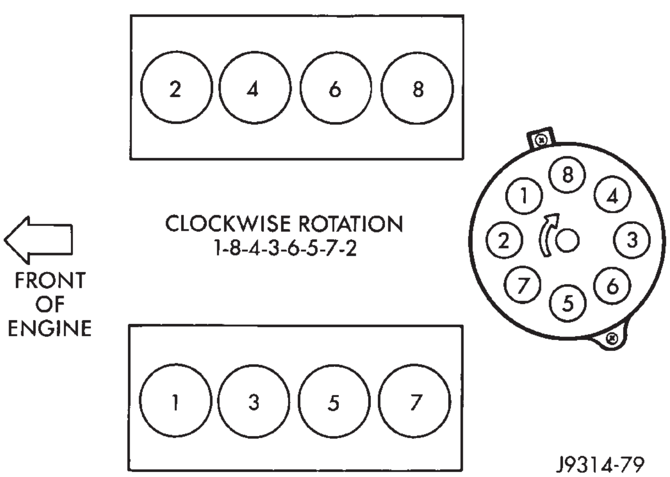
ENGINE FIRING ORDER—5.2L V-8 ENGINE



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TORQUE SPECIFICATIONS

DESCRIPTION	TORQUE
Crankshaft Position Sensor—4.0L Engine	7 N·m (60 in. lbs.)
Crankshaft Position Sensor—5.2L Engine	8 N·m (70 in. lbs.)
Distributor Hold Down Bolt—All Engines	23 N·m (17 ft. lbs.)
Ignition Coil Mounting (if tapped bolts are used)	5 N·m (50 in. lbs.)
Ignition Coil Mounting (if nuts/bolts are used)	11 N·m (100 in. lbs.)
Powertrain Control Module (PCM) Mounting Screws	1 N·m (9 in. lbs.)
Spark Plugs—All Engines	41 N·m (30 ft. lbs.)

SPARK PLUGS

ENGINE	PLUG TYPE	ELECTRODE GAP
4.0L 6-CYL.	RC12LYC	0.89 mm (.035 in.)
5.2L V-8	RC12YC	0.89 mm (.035 in.)

SPARK PLUG CABLE RESISTANCE

MINIMUM	MAXIMUM
250 Ohms Per Inch	1000 Ohms Per Inch
3000 Ohms Per Foot	12,000 Ohms Per Foot

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SPECIFICATIONS (Continued)

IGNITION COIL

COIL	TOYODENSO	DIAMOND
Primary Resistance	.95 - 1.20 Ohms	.96 - 1.18 Ohms
Secondary Resistance at 70° - 80°F	11,300 - 13,300 Ohms	11,300 - 15,300 Ohms

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INSTRUMENT PANEL SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

This group is responsible for covering the vehicle instrument panel. However, because the instrument panel serves as the vehicle's command center, it is a very complex unit. The instrument panel is designed to house the controls and monitors for standard and optional powertrains, climate control systems, audio systems, lighting systems, safety systems and many other comfort or convenience items. It is also designed so that all of the controls and monitors can be safely reached and/or viewed by the vehicle operator, while still allowing relative ease of access to these items for service.

Complete service information coverage for all of the systems and components housed in the instrument panel in this section of the service manual would not be practical. It would result in a great deal of duplication and make this group too large for the information to be easily accessed and used. Therefore, the information found in this group has been limited as follows:

- General Information - Covers non-electrical components and features of the instrument panel that are not related to other systems.
- Description and Operation - Covers gauges and their sending units, warning lamps and their switches, and instrument panel illumination lamps.
- Diagnosis and Testing - Covers gauges and their sending units, warning lamps and their switches, and instrument panel illumination lamps.
- Removal and Installation - Covers components installed on or in the instrument panel that require removal for diagnosis or service of instrument panel components covered in this group.

For more information on components or systems not covered above, refer to the proper group in this manual. If you are uncertain as to the proper group, refer to the Component and System Index at the back of this manual. Refer to Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

INSTRUMENT PANEL

Modular instrument panel construction allows all of the gauges and controls to be serviced from the front of the panel. In addition, most of the instrument panel wiring or heating and air conditioning components can be accessed without complete instrument panel removal. If necessary, the instrument panel can be removed from the vehicle as an assembly.

Removal of the switch pod bezels allows access to most switches and the climate controls. Removal of the instrument cluster bezel allows access to the cluster assembly and the radio. Removal of the cluster assembly allows access to the individual gauges, illumination and indicator lamp bulbs, and most of the instrument panel wiring.

Removal of the steering column cover/knee blocker provides access to the steering column mounts, the body control module, the gearshift interlock mechanism, and additional instrument panel and steering column wiring. Removal of the right lower instrument panel module and center bezel unit allows access to the Vehicle Information Center (VIC), Graphic Display Module (GDM), additional instrument panel wiring, the in-vehicle temperature sensor, and other heating and air conditioning components.

Removal of the instrument panel cowl top panel allows access to the instrument panel speakers, the solar sensor, and the automatic headlamp light sensor/vehicle theft security system lamp. Removal of the instrument panel top cover allows access to the passenger's side airbag module.

INSTRUMENT CLUSTERS

One basic instrument cluster option is offered on Grand Cherokee models. This cluster is an electromechanical unit that utilizes integrated circuitry and information carried on the Chrysler Collision Detection (CCD) data bus network for control of all gauges and most indicator lamps. This cluster also incorporates a vacuum fluorescent display tube for the digital odometer/trip odometer display functions. Some variations of the cluster exist due to optional equipment and regulatory requirements.

The cluster includes the following analog gauges:

- Coolant temperature gauge
- Fuel gauge
- Oil pressure gauge
- Speedometer
- Tachometer
- Voltmeter.

This cluster includes provisions for the following indicator lamps:

- Airbag indicator lamp
- Anti-lock brake system lamp
- Brake warning lamp
- Check gauges lamp
- Cruise-on indicator lamp
- Headlamp high beam indicator lamp
- Low fuel warning lamp
- Malfunction indicator (Check Engine) lamp
- Master lighting indicator lamp (export)
- Seat belt reminder lamp
- Turn signal indicator lamps
- Upshift indicator lamp (export)
- Wait-to-start lamp (export-diesel)
- Water-in-fuel lamp (export-diesel).

GENERAL INFORMATION (Continued)

GRAPHIC DISPLAY MODULE

A Graphic Display Module (GDM) is standard equipment on all Grand Cherokee models, unless the vehicle is equipped with the optional Vehicle Information Center (VIC). The GDM is mounted in the lower center stack area of the instrument panel, above the ash receiver and below the climate controls.

The display consists of a back-lit screen with a vehicle outline. The two rear wheels of the vehicle are illuminated by a lamp when the transfer case is engaged in any two-wheel drive operating mode. The two front wheels are also illuminated when the transfer case is engaged in any four-wheel drive operating mode.

The GDM also has up to three lamps, which indicate whether the four-wheel drive mode selected is Lo, Part-Time, or Full-Time. The number of operational indicator lamps may vary, depending upon the optional four-wheel drive transfer case in the vehicle. A switch on the transfer case is hard-wired to the GDM and energizes the proper wheels and indicator lamps.

The GDM bulbs can be serviced. However, if any other part of the GDM is damaged or faulty, the entire GDM must be replaced.

VEHICLE INFORMATION CENTER

The Vehicle Information Center (VIC) is an available option on Grand Cherokee models. The VIC module replaces the standard equipment Graphic Display Module. The VIC is mounted in the lower center stack area of the instrument panel, above the ash receiver and below the climate controls.

The VIC consists of a multi-colored vacuum fluorescent display screen with a vehicle outline. The VIC is able to display four functions in a choice of five languages. The display functions include:

- Current time (12 or 24 hour clock), day, and date
- Monitor specific vehicle operating systems and alert the driver of a malfunction in a monitored system
- Provide service reminders or the distance to the next service interval
- The current transfer case mode of operation.

The display language choices include:

- English
- French
- German
- Italian
- Spanish.

The VIC receives input from hard-wired sensors and over the Chrysler Collision Detection (CCD) data bus network. In response to these inputs the VIC offers a combination of graphic and message displays, and provides requests for audible chime alerts to the body control module on the CCD data bus.

Refer to the owner's manual for more information on the VIC controls, operation, and setting procedures. For diagnosis of the VIC module or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The VIC module cannot be repaired. If damaged or faulty, the entire module must be replaced.

GAUGES

With the ignition switch in the On or Start positions, voltage is supplied to all gauges through the instrument cluster electronic circuit board. With the ignition switch in the Off position, voltage is not supplied to the gauges. The gauges do not accurately indicate any vehicle condition unless the ignition switch is in the On or Start positions.

All gauges, except the odometer, are air core magnetic units. Two fixed electromagnetic coils are located within the gauge. These coils are wrapped at right angles to each other around a movable permanent magnet. The movable magnet is suspended within the coils on one end of a shaft. The gauge needle is attached to the other end of the shaft.

One of the coils has a fixed current flowing through it to maintain a constant magnetic field strength. Current flow through the second coil changes, which causes changes in its magnetic field strength. The current flowing through the second coil is changed by the electronic circuitry in the instrument cluster circuit board, in response to messages received on the Chrysler Collision Detection (CCD) data bus network.

The gauge needle moves as the movable permanent magnet aligns itself to the changing magnetic fields created around it by the electromagnets. These gauges also feature a small fixed permanent magnet which will cause the gauge needles to return to zero after the ignition switch is turned to the Off position.

INDICATOR LAMPS

Indicator lamps are located in the instrument cluster and the Graphic Display Module (GDM) or the Vehicle Information Center (VIC). Those lamps within the instrument cluster are served by the cluster circuit board and connector. Those lamps located in the GDM/VIC are served by the GDM/VIC circuit board and connector.

Most of the indicator lamps are controlled by messages received by the instrument cluster circuitry over the Chrysler Collision Detection (CCD) data bus network. Only the anti-lock brake system lamp, four-wheel drive indicator lamps, lamp outage warning lamp, low coolant level warning lamp, low washer fluid warning lamp, and turn signal indicator lamps

GENERAL INFORMATION (Continued)

are hard-wired. The remaining indicator lamps are activated by the Body Control Module (BCM), Powertrain Control Module (PCM), or Airbag Control Module (ACM) with CCD data bus messages.

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

Some of the functions and features that the BCM supports and/or controls, include:

- Chimes
- Automatic headlamp control
- Headlamp delay
- Headlamps on with ignition off and driver's door open warning
- Key in ignition with ignition off and driver's door open warning
- Automatic funeral mode
- Panel lamp dimming
- Vehicle theft security system
- Remote keyless entry panic mode
- Illuminated entry
- Heated rear window and heated outside mirror control
- Intermittent wipe control
- Monitoring and transmitting door, hood, liftgate, liftglass ajar data
- Monitoring and transmitting outside ambient temperature data
- Monitoring and transmitting air conditioning select switch data
- Courtesy lamp time-out
- Gulf coast country overspeed warning
- Door lock inhibit
- Electronic odometer/trip odometer
- Brake warning lamp
- Check gauges lamp
- High beam indicator lamp
- Seatbelt reminder lamp and chime
- Speed sensitive intermittent wipe
- Fog lamp control
- Remote radio control
- Electro-mechanical instrument cluster
- BCM diagnostic support
- VIC support
- Rolling door locks
- Horn chirp upon door lock with remote keyless entry (programmable)
- Low fuel warning chime (programmable)
- Headlights on with wipers (programmable - with automatic headlamps only)

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

JUNCTION BLOCK

The junction block is mounted on the right cowl side kick panel below the right end of the instrument panel. It is concealed behind the right cowl side trim. The junction block serves to simplify and centralize numerous electrical components.

The junction block has cavities for up to 22 blade-type fuses, 3 circuit breakers, 6 ISO micro-relays, and an electronic combination flasher unit. It also eliminates the need for numerous splice connections and serves in the place of a bulkhead connector between the engine compartment, instrument panel, and body wiring harnesses.

The right cowl side trim panel has a snap-fit access cover that can be removed for service of the junction block fuses, but the cowl side trim panel must be removed for service of other junction block components. The junction block cannot be repaired and, if faulty, it must be replaced.

DESCRIPTION AND OPERATION

COOLANT TEMPERATURE GAUGE

The coolant temperature gauge gives an indication of the engine coolant temperature. The instrument cluster circuitry controls the gauge pointer position. The instrument cluster circuitry calculates the proper gauge pointer position based upon an engine coolant temperature message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The PCM uses an input from the engine coolant temperature sensor and internal programming to decide what engine coolant temperature message is required. The PCM then sends the proper message to the instrument cluster and the Body Control Module (BCM) on the CCD data bus.

The BCM monitors the PCM coolant temperature messages. If the PCM message indicates that coolant temperature is high or critical, the BCM sends a

DESCRIPTION AND OPERATION (Continued)

message to the instrument cluster to turn on the Check Gauges lamp and to drive the coolant temperature gauge needle to the corresponding high or critical position of the gauge scale.

The engine coolant temperature sensor is installed in a threaded hole that penetrates a coolant passage of the engine. It is a thermistor-type sensor that changes its internal resistance with changes in engine coolant temperature. Refer to Group 14 - Fuel System for more information.

FUEL GAUGE

The fuel gauge gives an indication of the level of fuel in the fuel tank. The instrument cluster circuitry controls the gauge pointer position. The instrument cluster circuitry calculates the proper gauge pointer position based upon a fuel level message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The PCM uses an input from the fuel gauge sending unit and internal programming to decide what fuel level message is required. The PCM then sends the proper message to the instrument cluster on the CCD data bus. If the PCM detects a short or open in the fuel level sending unit circuit, it sends a message on the CCD data bus that will cause the instrument cluster circuitry to position the fuel gauge needle at the Empty stop.

The fuel gauge sending unit is mounted to the electric fuel pump module inside the fuel tank. The sending unit has a float attached to the end of a swing-arm. The float moves up or down within the fuel tank as the fuel level changes. As the float moves, an electrical contact on the pivot end of the swing-arm wipes across a resistor coil, which changes the resistance of the sending unit. Refer to Group 14 - Fuel System for more information.

ODOMETER/TRIP ODOMETER

The odometer and the trip odometer share the same vacuum fluorescent digital display tube in the instrument cluster circuit board. Each gives an indication of the distance the vehicle has travelled. However, by depressing the reset knob on the face of the instrument cluster, the display can be switched from odometer to trip odometer, or the trip odometer can be reset to zero. The odometer and trip odometer display the distance values that are received from the Body Control Module (BCM) on the Chrysler Collision Detection (CCD) data bus.

The BCM uses an input from the Powertrain Control Module (PCM) and internal programming to calculate the distance value. The PCM uses an input from the Vehicle Speed Sensor (VSS) to send a distance pulse signal to the BCM on the CCD data bus. The BCM stores both the odometer and trip odometer distance information and sends the proper value to the instrument cluster based upon ignition key-on and trip odometer reset knob messages received on the CCD data bus.

If the instrument cluster is not receiving distance information on the CCD data bus when the ignition switch is turned to the On position, the odometer display will be blank for about four seconds. If there is still no distance message on the CCD data bus after four seconds, the instrument panel circuitry will insert the last normally displayed mileage in the odometer display.

The VSS is a hall-effect sensor that is installed in the transmission or transfer case, and is driven by the output shaft through a speedometer gear. Incorrect tire size, incorrect axle ratio, a faulty or incorrect speedometer gear, or a faulty VSS can each result in inaccurate odometer readings. Refer to Group 14 - Fuel System for more information.

OIL PRESSURE GAUGE

The oil pressure gauge gives an indication of the engine oil pressure. The instrument cluster circuitry controls the gauge pointer position. The instrument cluster circuitry calculates the proper gauge pointer position based upon an engine oil pressure message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The PCM uses an input from the engine oil pressure sensor and internal programming to decide what engine oil pressure message is required. The PCM then sends the proper message to the instrument cluster and the Body Control Module (BCM) on the CCD data bus.

The BCM monitors the PCM engine oil pressure messages. If the PCM message indicates that engine oil pressure is too low, the BCM sends a message to the instrument cluster to turn on the Check Gauges lamp and to drive the oil pressure gauge needle to the zero end of the gauge scale.

The engine oil pressure sensor is installed in a threaded hole that penetrates an oil passage of the engine. The engine oil pressure sensor contains a flexible diaphragm and a variable resistor coil. The diaphragm moves in response to changes in the engine oil pressure. As the diaphragm moves, resistance in the resistor coil increases or decreases.

SPEEDOMETER

The speedometer gives an indication of the current vehicle speed. The instrument cluster circuitry controls the gauge pointer position. The instrument cluster circuitry calculates the proper gauge pointer position based upon a vehicle speed message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

DESCRIPTION AND OPERATION (Continued)

The PCM uses an input from the Vehicle Speed Sensor (VSS) and internal programming to calculate what vehicle speed message is required. The PCM then sends the proper message to the instrument cluster on the CCD bus.

The VSS is a hall-effect sensor that is installed in the transmission or transfer case, and is driven by the output shaft through a speedometer gear. Incorrect tire size, incorrect axle ratio, a faulty or incorrect speedometer gear, or a faulty VSS can each result in inaccurate speedometer readings. Refer to Group 14 - Fuel System for more information.

TACHOMETER

The tachometer gives an indication of the engine speed in revolutions-per-minute (rpm). The instrument cluster circuitry controls the gauge pointer position. The instrument cluster circuitry calculates the proper gauge pointer position based upon an engine speed message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The PCM uses an input from the crankshaft position sensor and internal programming to calculate what engine speed message is required. The PCM then sends the proper message to the instrument cluster on the CCD data bus.

The is installed near the rear of the engine, where it is aimed at the trigger wheel attached to the rear flange of the crankshaft. Refer to Group 8D - Ignition Systems for more information.

VOLTMETER

The voltmeter gives an indication of the electrical system voltage. The instrument cluster circuitry controls the gauge pointer position. The instrument cluster circuitry calculates the proper gauge pointer position based upon a system voltage message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The PCM uses an input from the electrical system and internal programming to decide what system voltage message is required. The PCM then sends the proper message to the instrument cluster on the CCD data bus. Refer to Group 8C - Charging System for more information.

AIRBAG INDICATOR LAMP

The airbag indicator lamp gives an indication when the airbag system is faulty or inoperative. The lamp is turned on by the instrument cluster circuitry for about seven seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the Airbag Control Module (ACM) on the Chrysler Collision Detection (CCD) data bus.

The ACM continually monitors the airbag system circuits and sensors to decide whether the system is in good operating condition. The ACM then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. If the ACM turns the lamp on after the bulb test, it indicates the ACM has detected a system malfunction and/or that the airbag system has become inoperative. Each time the instrument cluster circuitry receives a lamp-on message from the ACM, it will light the lamp for twelve seconds or the duration of the airbag system malfunction, whichever is longer.

The airbag indicator lamp also has a lamp backup feature. Following the seat belt reminder lamp display function, if the instrument cluster circuitry has detected an inoperative airbag warning lamp circuit it will flash the seat belt reminder lamp on and off for twenty seconds. Once the instrument cluster circuitry has detected an inoperative airbag warning lamp circuit, if it receives a lamp-on message from the ACM, it will flash the seatbelt reminder lamp for twelve seconds or the duration of the airbag system malfunction, whichever is longer.

Refer to Group 8M - Passive Restraint Systems for more information.

ANTI-LOCK BRAKE SYSTEM LAMP

The Anti-Lock Brake System (ABS) lamp gives an indication when the ABS system is faulty or inoperative. The lamp is hard-wired in the instrument cluster, and is completely controlled by the Controller Anti-lock Brake (CAB). It receives battery voltage through the instrument cluster fused ignition switch output feed circuit, and is grounded by the CAB. The lamp is turned on by the CAB for about two seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the CAB turns the lamp on or off based upon the results of the ABS system self-tests.

The CAB continually monitors the ABS circuits and sensors to decide whether the system is in good operating condition. If the CAB turns the lamp on after the bulb test, it indicates that the CAB has detected a system malfunction and/or that the ABS system has become inoperative. Refer to Group 5 - Brakes for more information.

BRAKE WARNING LAMP

The brake warning lamp gives an indication when the parking brake is applied, or when the pressures in the two halves of the split brake hydraulic system are unequal. The lamp is turned on by the instrument cluster circuitry for about four seconds when the ignition switch is turned to the On position as a

DESCRIPTION AND OPERATION (Continued)

bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the Body Control Module (BCM) on the Chrysler Collision Detection (CCD) data bus.

The BCM uses an input from the parking brake switch and/or the brake warning switch to decide whether the brake warning lamp should be on or off. The BCM then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off.

The brake warning switch closes to ground when it senses unequal hydraulic pressures in the two halves of the split brake hydraulic system, possibly due to low brake fluid level or brake fluid leakage. The parking brake switch closes to ground when the parking brake is applied. Refer to Group 5 - Brakes for more information.

CHECK GAUGES LAMP

The check gauges lamp gives an indication when certain gauges reflect a condition requiring immediate attention. The lamp is turned on by the instrument cluster circuitry for about three seconds after the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry upon a message received from either the Body Control Module (BCM) or the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The BCM and PCM use several inputs to decide whether a condition exists requiring the check gauges lamp to be turned on. The responsible module then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. When the instrument cluster circuitry receives a check gauges lamp-on message, it sends a message to the BCM on the CCD data bus for a single chime tone to sound.

The conditions monitored and the responsible modules are:

- Engine coolant temperature is high or critical (BCM)
- Engine oil pressure is low (BCM)
- Charging system failure (PCM)
- System voltage is high (PCM)
- Battery temperature sensor failure (PCM).

CLUSTER ILLUMINATION LAMPS

When the park or head lamps are on, the cluster illumination lamps light. Illumination brightness is adjusted by sliding the panel dimmer switch knob (downwards to dim, upwards to brighten). Each of the instrument cluster illumination lamps receives pulse-width modulated battery feed from the Body Control Module (BCM) on the hard-wired panel lamps driver circuit. The BCM monitors the panel dimmer resistor switch to determine the desired dimming level, then adjusts the pulse-width signal accordingly.

The BCM also sends the proper panel lamps dimming level message on the Chrysler Collision Detection (CCD) data bus. Other modules on the CCD data bus (radio, mini trip computer, vehicle information center) receive this message and adjust their dimming levels to match that of the incandescent cluster illumination bulbs driven directly by the BCM.

Vehicles equipped with the automatic headlamps option have an automatic funeral mode. In this mode, the BCM uses an input from the automatic headlamps photocell sensor to determine the ambient light levels. If the BCM decides that the exterior lighting is turned on in the daylight, it overrides the selected panel dimmer switch signal by sending a message on the CCD bus to illuminate all vacuum fluorescent displays at full brightness for easier visibility in daytime light levels. The automatic funeral mode has no effect on the incandescent bulb dimming levels.

Refer to Group 8L - Lamps for more information.

CRUISE-ON INDICATOR LAMP

The cruise-on indicator lamp gives an indication when the vehicle speed control system is turned on, even when the system is not currently engaged. The lamp is turned on by the instrument cluster circuitry for about four seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the Powertrain Control Module on the Chrysler Collision Detection (CCD) data bus.

The PCM uses an input from the analog resistor-multiplexed vehicle speed control switches in the steering wheel to decide whether to turn the lamp on or off. The PCM then sends the proper message to the instrument cluster on the CCD data bus. Refer to Group 8H - Vehicle Speed Control System for more information.

HEADLAMP HIGH BEAM INDICATOR LAMP

The headlamp high beam indicator lamp gives an indication when the headlamp high beams are on. The lamp is turned on by the instrument cluster circuitry for about four seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the Body Control Module (BCM) on the Chrysler Collision Detection (CCD) data bus.

The BCM uses an input from the headlamp dimmer (multi-function) switch to decide whether the

DESCRIPTION AND OPERATION (Continued)

headlamp high beams are turned on. It then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. Refer to Group 8L - Lamps for more information.

LOW FUEL WARNING LAMP

The low fuel warning lamp gives an indication when the fuel level in the fuel tank has fallen below about one-eighth full, as registered on the fuel gauge. The instrument cluster circuitry lights the lamp for about four seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the instrument cluster circuitry controls the lamp based upon a message received from the Body Control Module (BCM) on the Chrysler Collision Detection (CCD) data bus.

The BCM uses an input from the Powertrain Control Module (PCM) on the CCD bus to decide when the fuel level is low. The BCM then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. When the lamp-on message is sent, the BCM also issues a single low fuel warning chime tone. Once the lamp is turned on, an increase in the fuel level of at least one-half gallon is required before the PCM input to the BCM will change and cause a lamp-off message to be issued. If the PCM detects a short or open in the fuel gauge sending unit circuit, it sends a message on the CCD data bus that will cause the fuel gauge pointer to move to the empty stop and the low fuel lamp to be turned on.

MALFUNCTION INDICATOR LAMP

The Check Engine or Malfunction Indicator Lamp (MIL) gives an indication when the Powertrain Control Module (PCM) has recorded a Diagnostic Trouble Code (DTC) for an On-Board Diagnostics II (OBDII) emissions-related circuit or component malfunction. The lamp is turned on by the instrument cluster circuitry for about three seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the PCM on the Chrysler Collision Detection (CCD) data bus.

The PCM uses inputs from many emissions-related circuits and sensors, along with its internal programming, to decide whether a condition exists that requires the MIL lamp to be turned on. The PCM then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. When the instrument cluster circuitry receives a MIL lamp-on message from the PCM, it sends a message to the Body Control Module (BCM) on the CCD data bus for a single chime tone to sound.

The MIL lamp can also be used to display a stored DTC by flashing on and off. Refer to Group 14 - Fuel System for more information on DTCs and their retrieval.

MASTER LIGHTING INDICATOR LAMP

Export vehicles are equipped with a master lighting indicator lamp. The master lighting indicator lamp gives an indication when the exterior lamps are lighted. The lamp is hard-wired in the instrument cluster, and is completely controlled by the headlamp switch.

The lamp receives battery feed at all times and is grounded by the headlamp switch when the park lamps or head lamps are turned on. The instrument cluster circuitry does not perform a bulb test for this lamp. Refer to Group 8L - Lamps for more information.

SEAT BELT REMINDER LAMP

The seat belt reminder lamp gives a visual reminder to the vehicle occupants to fasten their seat belts. The lamp is turned on by the instrument cluster circuitry for about seven seconds when the ignition switch is turned to the On position. If the driver's seat belt switch is closed (seat belt is not buckled), the Body Control Module (BCM) will also sound a chime warning for the duration of the seat belt reminder lamp illumination. The chime warning will stop when the driver's seat belt switch is open (seat belt is buckled).

The seat belt reminder lamp also serves as a backup for the airbag indicator lamp. Following the seat belt reminder lamp seven second display function, if the instrument cluster circuitry has detected an inoperative airbag indicator lamp circuit it will flash the seat belt reminder lamp on and off for twenty seconds. If the seat belt reminder lamp flashes longer than twenty seconds, or flashes at any time other than immediately after the initial seven second seat belt reminder lamp display, it indicates an airbag system fault has been detected and that the airbag indicator lamp is inoperative.

Refer to Group 8U - Chime/Buzzer Warning Systems for more information.

TURN SIGNAL INDICATOR LAMPS

The left and right turn signal indicator lamps give an indication when the turn signal circuits are activated. The lamps are hard-wired in the instrument cluster, and are completely controlled by the turn signal and hazard warning (multi-function) switches.

The lamps are grounded at all times and receives battery feed through the contacts of the multi-function switch when the turn signal lever (multi-function switch stalk) or hazard warning button is

DESCRIPTION AND OPERATION (Continued)

actuated to the On position. The instrument cluster circuitry does not perform a bulb test of these lamps. Refer to Group 8J - Turn Signal and Hazard Warning Systems for more information.

UPSHIFT INDICATOR LAMP

Export vehicles equipped with a manual transmission and a diesel engine have an upshift indicator lamp. The upshift indicator lamp gives an indication when the driver should shift to the next highest gear for the best fuel economy. The lamp is turned on by the instrument cluster circuitry for about three seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The PCM uses inputs from many sensors and its internal programming to decide whether the engine speed and load conditions are proper for a transmission upshift. The PCM then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. The PCM will send a lamp-off message three to five seconds after a lamp-on message, if an upshift is not performed. The lamp will then remain off until the vehicle stops accelerating and is brought back into the range of lamp operation, or until the transmission is shifted into another gear. Refer to Group 14 - Fuel System for more information.

WAIT-TO-START LAMP

Export vehicles equipped with a diesel engine have a wait-to-start lamp. The wait-to-start lamp gives an indication that the conditions for easiest starting of the diesel engine have not yet been achieved. The lamp is turned on by the instrument cluster circuitry for about four seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the Powertrain Control Module (PCM) on the Chrysler Collision Detection (CCD) data bus.

The PCM uses inputs from many sensors and its internal programming to determine whether the proper conditions exist to turn the lamp on. The PCM then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. Refer to Group 14 - Fuel Systems for more information.

WATER-IN-FUEL LAMP

Export vehicles equipped with a diesel engine have a water-in-fuel lamp. The water-in-fuel lamp gives an indication when water in the diesel fuel exceeds a certain level. The lamp is turned on by the instrument cluster circuitry for about three seconds when the ignition switch is turned to the On position as a bulb test. After the bulb test, the lamp is controlled by the instrument cluster circuitry based upon a message received from the Powertrain Control Module (PCM) on the CCD data bus.

The PCM uses an input from the water-in-fuel sensor in the fuel filter/water separator to decide whether the water-in-fuel lamp should be turned on. The PCM then sends the proper message to the instrument cluster on the CCD data bus to turn the lamp on or off. Refer to Group 14 - Fuel Systems for more information.

DIAGNOSIS AND TESTING

GAUGE CLUSTER

All of the gauges and most of the indicator lamps in the gauge cluster are controlled by messages received by the instrument cluster circuitry on the CCD data bus. Only the cluster illumination lamps, anti-lock brake system lamp, and the turn signal indicator lamps are hard wired in the cluster.

If an individual gauge or lamp is inoperative, see the diagnostic procedure under the heading for that gauge or lamp. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster in Group 8W - Wiring Diagrams. If more than one gauge or lamp is inoperative, perform the following:

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Check the fuse in the junction block module. If OK, go to Step 2. If not OK, replace the faulty fuse.

(2) Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Remove the instrument cluster bezel and the cluster assembly as described in this group.

(3) Connect the battery negative cable. Check for battery voltage at the fused B(+) circuit cavity of the cluster connector. If OK, go to Step 4. If not OK, repair the open circuit from the fuse as required.

(4) Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Probe each ground circuit cavity of the cluster connector. Check for continuity to a good ground. There should be continuity. If OK, refer to the proper Body

DIAGNOSIS AND TESTING (Continued)

Diagnostic Procedures Manual for further testing of the gauge cluster circuitry and the CCD data bus with a DRB scan tool. If not OK, repair the open circuit to ground as required.

COOLANT TEMPERATURE GAUGE

If the problem being diagnosed is related to gauge accuracy, be certain to confirm that the problem is with the gauge and not with cooling system performance. The actual engine coolant temperature should be checked with a test gauge or thermometer and compared to the gauge readings before you proceed with gauge diagnosis. Refer to Group 8W - Wiring Diagrams for circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Diagnosis of the coolant temperature sensor and circuit, and/or the powertrain control module should be performed with the DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual. Diagnosis of the coolant temperature gauge, the gauge cluster circuitry, and/or the CCD data bus should be performed with the DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

FUEL GAUGE

If the problem being diagnosed is related to gauge accuracy, be certain to confirm that the problem is with the gauge or sending unit and not with the fuel tank. Inspect the fuel tank for signs of damage or distortion that could affect the sending unit performance before you proceed with gauge diagnosis. Refer to Group 8W - Wiring Diagrams for circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Diagnosis of the fuel gauge sending unit and circuit, and/or the powertrain control module should be performed with a DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual. Diagnosis of the fuel gauge, the gauge cluster circuitry, and/or the CCD data bus should be performed with the DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

ODOMETER - TRIP ODOMETER

If the problem being diagnosed is related to gauge accuracy, be certain to confirm that the problem is with the gauge and not with an incorrect speedometer pinion, axle ratio, or tire size. Refer to Group 21 - Transmission for more information. Refer to Group 8W - Wiring Diagrams for circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Diagnosis of the vehicle speed sensor and circuit, and/or the powertrain control module should be performed with the DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual. Diagnosis of the odometer - trip odometer display, the gauge cluster circuitry, the body control module, and/or the CCD data bus should be performed with the DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

OIL PRESSURE GAUGE

If the problem being diagnosed is related to gauge accuracy, be certain to confirm that the problem is with the gauge and not with the engine oiling system performance. The actual engine oil pressure should be checked with a test gauge and compared to the instrument cluster gauge readings before you proceed with gauge diagnosis. Refer to Group 9 - Engines for more information. Refer to Group 8W - Wiring Diagrams for circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Diagnosis of the oil pressure sensor and circuit, and/or the powertrain control module should be performed with the DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual.

DIAGNOSIS AND TESTING (Continued)

Diagnosis of the oil pressure gauge, the instrument cluster circuitry, and/or the CCD data bus should be performed with the DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

SPEEDOMETER

If the problem being diagnosed is related to gauge accuracy, be certain to confirm that the problem is with the gauge and not with an incorrect speedometer pinion, axle ratio, or tire size. Refer to Group 21 - Transmission for more information. Refer to Group 8W - Wiring Diagrams for circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Diagnosis of the vehicle speed sensor and circuit, and/or the powertrain control module should be performed with the DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual. Diagnosis of the speedometer, the gauge cluster circuitry, and/or the CCD data bus should be performed with the DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

TACHOMETER

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Refer to Group 8W - Wiring Diagrams for circuit descriptions and diagrams. Diagnosis of the crankshaft position sensor and circuit, and/or the powertrain control module should be performed with the DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual. Diagnosis of the tachometer, the gauge cluster circuitry, and/or the CCD data bus should be performed with the DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

VOLTMETER

If the problem being diagnosed is related to gauge accuracy, be certain to confirm proper charging system operation before considering gauge replacement. Refer to Group 8C - Charging System for more information. Refer to Group 8W - Wiring Diagrams for circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Diagnosis of the system voltage input circuit, and/or the powertrain control module should be performed with the DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual. Diagnosis of the voltmeter gauge, the instrument cluster circuitry, and/or the CCD data bus should be performed with the DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

AIRBAG INDICATOR LAMP

The diagnosis found here addresses an inoperative lamp condition. If the airbag indicator lamp stays on with the ignition switch in the On position, or comes on while driving, refer to Group 8M - Passive Restraint Systems for diagnosis. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster, 8W-43 - Airbag System, and 8W-45 - Body Control Module in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

The airbag indicator lamp has a lamp backup feature. Following the seat belt reminder lamp display function, if the instrument cluster circuitry has detected an inoperative airbag warning lamp circuit it will flash the seat belt reminder lamp on and off for twenty seconds. Once the instrument cluster circuitry has detected an inoperative airbag warning lamp circuit, if a lamp-on message is received from the airbag control module on the CCD data bus, the seatbelt reminder lamp will flash for twelve seconds or the duration of the airbag system malfunction, whichever is longer.

If the airbag indicator lamp fails to light when the ignition switch is turned to the On position, and the seat belt reminder lamp flashes following its normal

DIAGNOSIS AND TESTING (Continued)

display function (about six seconds after the ignition switch is turned to the On position), replace the airbag indicator lamp bulb with a known good unit. If the airbag indicator lamp still fails to operate, diagnosis of the lamp, the gauge cluster circuitry, the CCD data bus, and the body control module should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

ANTI-LOCK BRAKE SYSTEM LAMP

The diagnosis found here addresses an inoperative Anti-lock Brake System (ABS) lamp condition. If the ABS lamp stays on with the ignition switch in the On position, or comes on and stays on while driving, refer to Group 5 - Brakes for diagnosis. If no ABS problem is found, the following procedure will help locate a short or open in the ABS lamp circuit. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster, and 8W-35 - All-Wheel Anti-Lock Brakes in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Check the fuse in the junction block. If OK, go to Step 2. If not OK, replace the faulty fuse.

(2) With the ignition switch in the On position, check for battery voltage at the fuse in the junction block. If OK, go to Step 3. If not OK, repair the open circuit to the ignition switch as required.

(3) Disconnect and isolate the battery negative cable. Remove the instrument cluster bezel and the cluster assembly.

(4) Connect the battery negative cable. Check for battery voltage between the fused ignition switch output circuit and the ABS warning lamp driver circuit cavities of the cluster connector within five seconds of turning the ignition switch to the On position. If OK, replace the faulty bulb. If not OK, go to Step 5.

(5) Disconnect and isolate the battery negative cable. Disconnect the Controller Anti-lock Brake (CAB) connector. Check for continuity between the ABS warning lamp driver circuit cavity of the cluster connector and a good ground. There should be no continuity. If OK, go to Step 6. If not OK, repair the short circuit as required.

(6) Check for continuity between the ABS warning lamp driver circuit cavities of the cluster connector and the CAB connector. There should be continuity. If OK, refer to Group 5 - Brakes for diagnosis of the CAB. If not OK, repair the open circuit as required.

BRAKE WARNING LAMP

The diagnosis found here addresses an inoperative brake warning lamp condition. If the brake warning lamp stays on with the ignition switch in the On position and the parking brake released, refer to Group 5 - Brakes for diagnosis. If no service brake or parking brake problem is found, proceed as follows. Refer to 8W-40 - Instrument Cluster, 8W-35 - All-Wheel Anti-Lock Brakes, and 8W-45 - Body Control Module in Group 8W - Wiring Diagrams for circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If the brake warning lamp fails to light during the bulb test (for about four seconds after the ignition switch is turned to the On position), replace the bulb with a known good unit. If the lamp still fails to light, diagnosis of the park brake switch and circuit, the brake warning switch and circuit, the body control module, the gauge cluster circuitry, and/or the CCD data bus should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

CHECK GAUGES LAMP

The diagnosis found here addresses an inoperative lamp condition. If the check gauges lamp stays on with the ignition switch in the On position, or comes on while driving with no unusual gauge readings evident, refer to the proper Body Diagnostic Procedures Manual for diagnosis. For circuit descriptions and diagrams, refer to 8W-30 - Fuel/Ignition Systems, 8W-40 - Instrument Cluster, and 8W-45 - Body Control Module in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If the check gauges lamp fails to light during the bulb test (about three seconds after the ignition

DIAGNOSIS AND TESTING (Continued)

switch is turned to the On position), replace the check gauges lamp bulb with a known good unit. If the check gauges lamp still fails to operate, diagnosis of the lamp, the gauge cluster circuitry, the CCD data bus, and the body control module should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

CLUSTER ILLUMINATION LAMPS

The diagnosis found here addresses an inoperative cluster illumination lamp condition. If the problem being diagnosed is related to the dimming level of the cluster illumination lamps, diagnosis should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster, 8W-45 - Body Control Module, and/or 8W-50 - Front Lighting in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If only individual cluster illumination lamps are inoperative, replace the faulty bulbs. If all of the cluster illumination lamps are inoperative, proceed as follows.

(1) Disconnect and isolate the battery negative cable. Remove the cluster bezel and the cluster assembly as described in this group.

(2) Connect the battery negative cable and turn the park lamps on with the headlamp switch. Adjust the panel lamp dimmer switch knob to its highest level (fully upwards). Check for voltage at the panel lamp driver circuit cavity of the cluster connector. If OK, replace the faulty gauge cluster. If not OK, go to Step 3.

(3) Disconnect and isolate the battery negative cable. Unplug the white 24-way Body Control Module (BCM) connector. Check for continuity between the panel lamp driver circuit cavities of the cluster connector and the BCM connector. If OK, refer to Group 8L - Lamps for diagnosis of the headlamp switch and/or the proper Body Diagnostic Procedures Manual for diagnosis of the BCM. If not OK, repair the open circuit as required.

CRUISE-ON INDICATOR LAMP

The diagnosis found here addresses an inoperative lamp condition. If the problem being diagnosed is an inaccurate cruise-on indicator lamp, refer to Group 8H - Vehicle Speed Control and/or to the proper Powertrain Diagnostic Procedures Manual for diagnosis. For circuit descriptions and diagrams, refer to 8W-33 - Vehicle Speed Control and 8W-40 - Instrument Cluster in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If the cruise-on indicator lamp fails to light during the bulb test (about four seconds after the ignition switch is turned to the On position), replace the cruise-on indicator lamp bulb with a known good unit. If the cruise-on lamp still fails to operate, diagnosis of the lamp, the gauge cluster circuitry, and the CCD data bus should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual. Diagnosis of the speed control switches and circuits and/or powertrain control module should be performed with a DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual.

GRAPHIC DISPLAY MODULE

If the problem being diagnosed is related to Graphic Display Module (GDM) illumination, see the GDM Illumination diagnosis below. If the problem being diagnosed is related to the four-wheel drive display or four-wheel drive message lamps, see the Four-Wheel Drive Indicator Lamps diagnosis below. Refer to 8W-46 - Message Center in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

GDM ILLUMINATION

The diagnosis found here addresses an inoperative illumination lamp condition. If the problem being diagnosed is related to the dimming level of the illumination lamps, diagnosis should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

DIAGNOSIS AND TESTING (Continued)

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If only individual illumination lamps are inoperative, replace the faulty bulbs. If all of the illumination lamps are inoperative, proceed as follows.

(1) Disconnect and isolate the battery negative cable. Remove the GDM as described in this group. Unplug the GDM connector and connect the battery negative cable.

(2) Turn the park lamps on with the headlamp switch. Adjust the panel lamp dimmer switch knob to its highest level (fully upwards). Check for voltage at the panel lamp driver circuit cavity of the GDM connector. If OK, replace the faulty GDM. If not OK, go to Step 3.

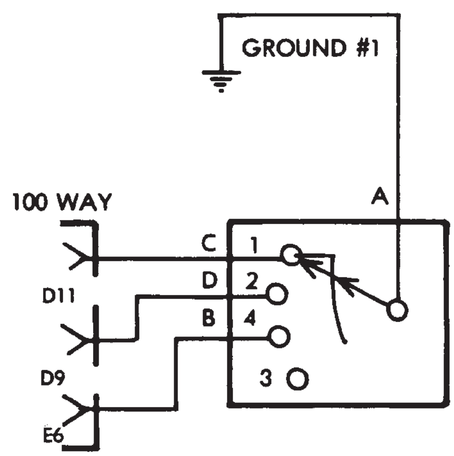
(3) Disconnect and isolate the battery negative cable. Unplug the white 24-way Body Control Module (BCM) connector. Check for continuity between the panel lamp driver circuit cavities of the GDM connector and the BCM connector. If OK, refer to Group 8L - Lamps for diagnosis of the headlamp switch and/or the proper Body Diagnostic Procedures Manual for diagnosis of the BCM. If not OK, repair the open circuit as required.

FOUR-WHEEL DRIVE INDICATOR LAMPS

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Unplug the connector at the transfer case switch. Check for continuity between the ground circuit cavity of the transfer case switch connector and a good ground. There should be continuity. If OK, go to Step 2. If not OK, repair the open circuit as required.

(2) Check the transfer case switch continuity while shifting the transfer case shift lever to the proper positions. The switch continuity should be as shown in (Fig. 1). If OK, go to Step 3. If not OK, replace the faulty switch.



231 TRANSFER CASE (COMMAND-TRAC)

T/C POSITION	SWITCH POSITION
2WD	1
4 PART TIME	2
N	3
4 LO	2

242 TRANSFER CASE (SELEC-TRAC)

T/C POSITION	SWITCH POSITION
2WD	1
4 PART TIME	2
4 FULL TIME	4
N	3
4 LO	2

249 TRANSFER CASE (QUADRA-TRAC)

T/C POSITION	SWITCH POSITION
4 ALL TIME	1
N	3
4 LO	2

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Fig. 1 Transfer Case Switch

DIAGNOSIS AND TESTING (Continued)

(3) Disconnect and isolate the battery negative cable. Remove the GDM as described in this group. Unplug the GDM connector.

(4) Check the continuity of the circuit for the indicator lamp or wheel lamp that is not functioning between the GDM and transfer case switch connectors. There should be continuity. If OK, go to Step 5. If not OK, repair the open circuit as required.

(5) Replace the bulb for the inoperative indicator lamp or wheel lamp. Plug in the GDM and transfer case connectors. Connect the battery negative cable and check the operation of the inoperative lamp. If OK, discard the faulty bulb. If not OK, replace the faulty GDM.

HEADLAMP HIGH BEAM INDICATOR LAMP

The diagnosis found here addresses an inoperative headlamp high beam indicator lamp condition. If the problem being diagnosed is related to inoperative headlamp high beams, refer to Group 8L - Lamps for diagnosis of the headlamp system. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If the headlamp high beam indicator lamp fails to light during the bulb test (about four seconds after the ignition switch is turned to the On position), replace the headlamp high beam indicator lamp bulb with a known good unit. If the indicator lamp still fails to operate, diagnosis of the lamp, the gauge cluster circuitry, the CCD data bus, and/or the body control module should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

LOW FUEL WARNING LAMP

The diagnosis found here addresses an inoperative low fuel warning lamp condition. If the problem being diagnosed is related to lamp accuracy, be certain to confirm the problem is the with the low fuel warning lamp and not with the fuel gauge circuit. See the diagnosis for the Fuel Gauge in this group. If no fuel gauge problem is found, the following procedure will help to identify a faulty low fuel warning lamp circuit. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If the low fuel warning lamp fails to light during the bulb test (about four seconds after the ignition switch is turned to the On position), replace the low fuel warning lamp bulb with a known good unit. If the indicator lamp still fails to operate, diagnosis of the lamp, the gauge cluster circuitry, the CCD data bus, and/or the body control module should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual. Diagnosis of the fuel gauge sending unit and circuit, and/or the powertrain control module should be performed with a DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual.

MALFUNCTION INDICATOR LAMP

The diagnosis found here addresses an inoperative malfunction indicator lamp condition. If the lamp comes on and stays on with the engine running, refer to Group 14 - Fuel System for diagnosis. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If the malfunction indicator lamp fails to light during the bulb test (about three seconds after the ignition switch is turned to the On position), replace the malfunction indicator lamp bulb with a known good unit. If the indicator lamp still fails to operate, diagnosis of the lamp, the gauge cluster circuitry, and/or the CCD data bus should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual. Diagnosis of the powertrain control module should be performed with a DRB scan tool as described in the proper Powertrain Diagnostic Procedures Manual.

DIAGNOSIS AND TESTING (Continued)

SEAT BELT REMINDER LAMP

The diagnosis found here addresses an inoperative seat belt reminder lamp condition. If the lamp comes on and flashes following its display function (for about seven seconds after the ignition switch is turned to the On position), refer to the diagnosis for the airbag indicator lamp in this group. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

If the seat belt reminder lamp fails to light during its display function, replace the seat belt reminder lamp bulb with a known good unit. If the reminder lamp still fails to operate, diagnosis of the lamp, and/or the gauge cluster circuitry should be performed with a DRB scan tool as described in the proper Body Diagnostic Procedures Manual.

TURN SIGNAL INDICATOR LAMPS

The diagnosis found here addresses an inoperative turn signal indicator lamp condition. For any other turn signal problem, refer to Group 8J - Turn Signal and Hazard Warning Systems for diagnosis. If no turn signal or hazard warning system problem is found, the following procedure will help locate a short or open in the indicator lamp circuit. For circuit descriptions and diagrams, refer to 8W-40 - Instrument Cluster and 8W-50 - Front Lighting in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable. Remove the instrument cluster bezel and the cluster assembly as described in this group.

(2) Connect the battery negative cable. Activate the hazard warning system by depressing the hazard warning switch. Check for battery voltage at the inoperative (right or left) turn signal indicator lamp circuit cavity of the cluster connector. There should be a switching (on and off) battery voltage signal. If OK, replace the faulty (right or left) indicator bulb. If not OK, repair the open circuit to the turn signal (multi-function) switch as required.

VEHICLE INFORMATION CENTER

The Vehicle Information Center (VIC) has a number of display functions and features. The diagnosis found here addresses only those VIC messages and functions that are controlled by hard wired inputs. To diagnose any internally controlled VIC function or feature, or any that are enabled by inputs on the CCD data bus network, use a DRB scan tool and the proper Body Diagnostic Procedures Manual. Refer to 8W-46 - Message Center in Group 8W - Wiring Diagrams.

COOLANT LEVEL LOW/COOLANT SENSOR BAD

If the problem being diagnosed is related to lamp accuracy, be certain to confirm that the problem is with the lamp and sensor and not with the engine coolant level. The actual engine coolant level should be checked before you proceed with lamp and sensor diagnosis. Refer to 8W-46 - Message Center in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Unplug the coolant level sensor connector on the coolant reserve bottle. Check for continuity between the ground circuit cavity of the connector and a good ground. There should be continuity. If OK, go to Step 2. If not OK, repair the open circuit as required.

(2) With the engine coolant at the proper level, check the resistance between the two terminals of the coolant level sensor. The resistance should be 3000 to 3500 ohms. If OK, go to Step 3. If not OK, replace the faulty sensor.

(3) Disconnect and isolate the battery negative cable. Remove the VIC module as described in this group. Unplug the VIC module connector. Check for continuity between the engine coolant level switch sense circuit cavity of the VIC connector and a good ground. There should be no continuity. If OK, go to Step 4. If not OK, repair the short circuit as required.

DIAGNOSIS AND TESTING (Continued)

(4) Check for continuity between the engine coolant level switch sense circuit cavities of the VIC connector and the engine coolant level sensor connector. If OK, replace the faulty VIC module. If not OK, repair the open circuit as required.

FOUR-WHEEL DRIVE DISPLAY AND INDICATORS/SERVICE 4WD SWITCH

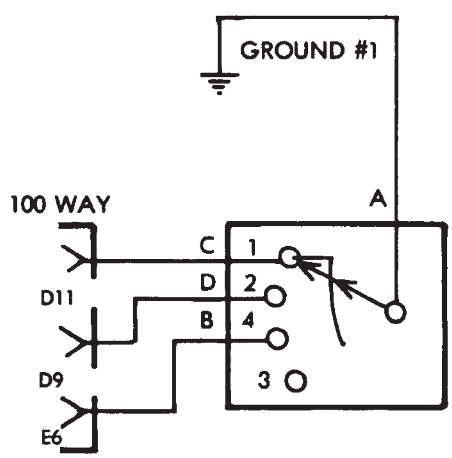
WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Unplug the connector at the transfer case switch. Check for continuity between the ground circuit cavity of the transfer case switch connector and a good ground. There should be continuity. If OK, go to Step 2. If not OK, repair the open circuit as required.

(2) Check the transfer case switch continuity while shifting the transfer case shift lever to the proper positions. The switch continuity should be as shown in (Fig. 2). If OK, go to Step 3. If not OK, replace the faulty switch.

(3) Disconnect and isolate the battery negative cable. Remove the VIC module as described in this group. Unplug the VIC module connector.

(4) Locate two pairs of connectors located in the wire harness leading to the VIC module. The connectors should be taped back to the harness. One pair of connectors are black with a single cavity. The other pair are red with two cavities. If the vehicle has the Quadra-Trac 4WD transfer case, only the red connectors should be joined. If the vehicle has the Command-Trac or Selec-Trac 4WD transfer case, only the black connectors should be joined. In all cases, only one pair of connectors should be joined. If OK, go to Step 5. If not OK, correct the connections as required.



231 TRANSFER CASE (COMMAND-TRAC)

T/C POSITION	SWITCH POSITION
2WD	1
4 PART TIME	2
N	3
4 LO	2

242 TRANSFER CASE (SELEC-TRAC)

T/C POSITION	SWITCH POSITION
2WD	1
4 PART TIME	2
4 FULL TIME	4
N	3
4 LO	2

249 TRANSFER CASE (QUADRA-TRAC)

T/C POSITION	SWITCH POSITION
4 ALL TIME	1
N	3
4 LO	2

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Fig. 2 Transfer Case Switch

DIAGNOSIS AND TESTING (Continued)

DRIVE SYSTEM (TRANSFER CASE)	VIC 4WD DISPLAY CHARACTERISTICS	TRANSFER CASE SHIFT LEVER POSITION				
		2WD	4 PART TIME	4 FULL/ALL TIME	NEUTRAL	4 LO
4WD QUADRA-TRAC (NP249)	Nomenclature	N/A	N/A	None	None	"LO"
	Lighted Wheels	N/A	N/A	All	None	All
4WD SELEC-TRAC (NP242)	Nomenclature	None	"PART TIME"	"FULL TIME"	None	"PART TIME"
	Lighted Wheels	Rear	All	All	None	All
4WD COMMAND-TRAC (NP231)	Nomenclature	None	"PART TIME"	N/A	None	"PART TIME"
	Lighted Wheels	Rear	All	N/A	None	All
2WD (NONE)	Nomenclature	None	N/A	N/A	N/A	N/A
	Lighted Wheels	None	N/A	N/A	N/A	N/A

N/A=Not Applicable

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Fig. 3 VIC 4WD Display Characteristics

(5) Refer to the VIC 4WD Display Characteristics chart (Fig. 3). Check the continuity of the circuit for the indicator lamp or wheel lamp that is not functioning between the VIC module and transfer case switch connectors. There should be continuity. If OK, replace the faulty VIC module. If not OK, repair the open circuit as required.

REAR LAMP FAILURE

Refer to the diagnosis for the lamp outage module in Group 8L - Lamps to diagnose this feature of the VIC module. Refer to 8W-46 - Message Center in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

TURN SIGNAL ON

Refer to Group 8J - Turn Signal and Hazard Warning Systems for more information on this feature of the VIC module. The VIC module uses its internal programming, and inputs from the combination flasher on the fused ignition switch output (L5) circuit, and a vehicle speed sensor (distance) message received on the CCD data bus by the powertrain control module to control this message.

If testing of the L5 circuit between the VIC module and the combination flasher in the junction block reveals no problem, use a DRB scan tool and the proper Body Diagnostic Procedures Manual to diagnose the VIC module and the CCD data bus. Refer to 8W-46 - Message Center in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

WASHER LEVEL LOW/WASHER SENSOR BAD

If the problem being diagnosed is related to lamp accuracy, be certain to confirm that the problem is with the lamp and sensor and not with the washer fluid level. The actual fluid level should be checked before you proceed with lamp and sensor diagnosis. Refer to 8W-46 - Message Center in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Unplug the washer fluid level sensor connector on the washer reservoir bottle. Check for continuity between the ground circuit cavity of the connector and a good ground. There should be continuity. If OK, go to Step 2. If not OK, repair the open circuit as required.

(2) With the washer fluid at the proper level, check the resistance between the two terminals of the washer fluid level sensor. The resistance should be 3000 to 3500 ohms. If OK, go to Step 3. If not OK, replace the faulty sensor.

(3) Disconnect and isolate the battery negative cable. Remove the VIC module as described in this group. Unplug the VIC module connector. Check for continuity between the washer fluid level sense circuit cavity of the VIC connector and a good ground. There should be no continuity. If OK, go to Step 4. If not OK, repair the short circuit as required.

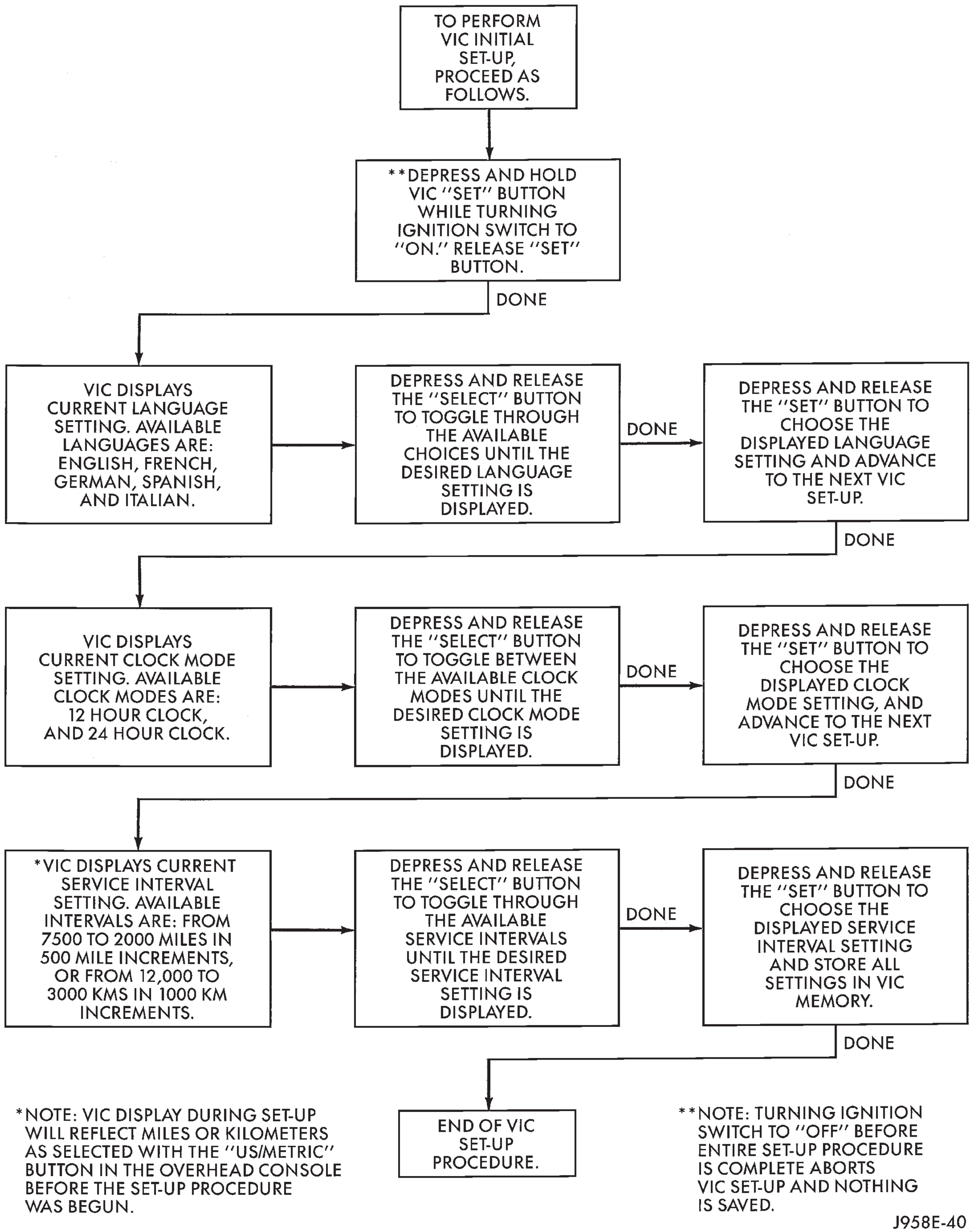
(4) Check for continuity between the washer fluid level sense circuit cavities of the VIC connector and the washer fluid level sensor connector. If OK, replace the faulty VIC module. If not OK, repair the open circuit as required.

SERVICE PROCEDURES

VEHICLE INFORMATION CENTER

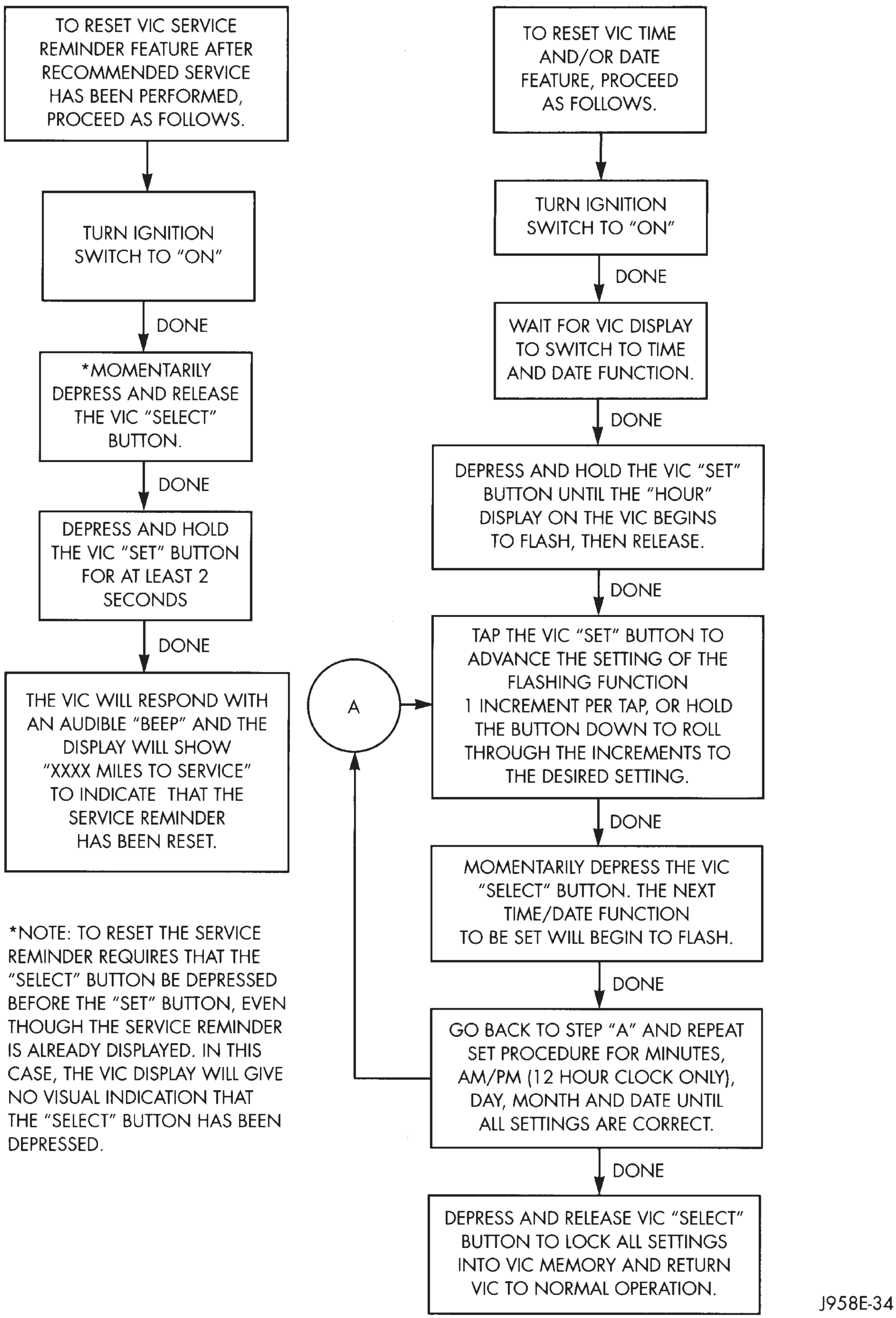
The following flow charts describe the procedures to perform an initial set-up of the Vehicle Information Center (VIC), and how to reset the VIC service reminder or clock settings. It should be noted that the minutes setting of the VIC clock will automatically be synchronized to the minutes setting of the radio clock by a message that the radio sends to the VIC module on the Chrysler Collision Detection (CCD) data bus network. Refer to Group 8F - Audio Systems for more information on this feature.

SERVICE PROCEDURES (Continued)



VIC Initial Set-Up

SERVICE PROCEDURES (Continued)



VIC Reset

REMOVAL AND INSTALLATION

SWITCH POD BEZELS

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Both switch pod bezels are held in place with spring clips and a light snap fit. To remove the bezel from the instrument panel, pry gently around the edges of the bezel using a trim stick or other suitable wide flat-bladed tool. To install the bezel, hold it in position with one hand, then push the bezel firmly into place with the other hand.

KNEE BLOCKER

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.
(2) Remove the left and right switch pod bezels as described in this group.
(3) Remove one screw on each side of the steering column on the upper edge of the knee blocker/steering column cover (Fig. 4).
(4) Remove one screw securing the left end of the knee blocker to the instrument panel.
(5) Remove the four screws securing the lower edge of the knee blocker to the lower instrument panel reinforcement.
(6) Using a trim stick or other suitable wide flat-bladed tool, gently pry the edges of the knee blocker away from the instrument panel at the locations shown (Fig. 4).
(7) Remove the knee blocker/steering column cover from the vehicle.
(8) Reverse the removal procedures to install.

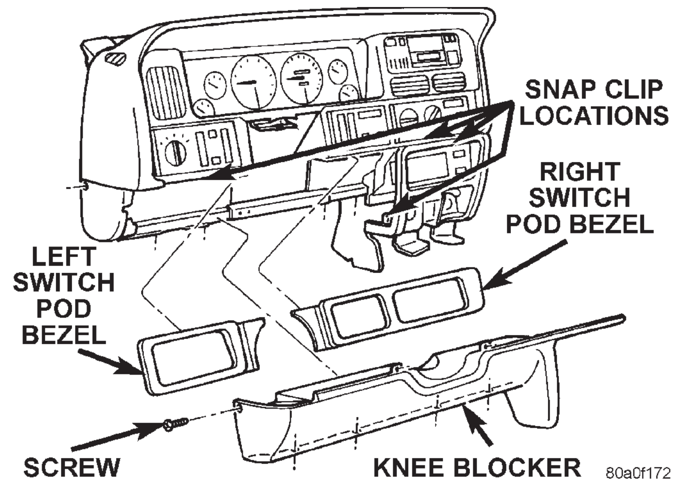


Fig. 4 Knee Blocker Remove/Install

CLUSTER BEZEL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.
(2) Remove the left and right switch pod bezels as described in this group.
(3) Remove the nine screws securing the cluster bezel to the instrument panel (Fig. 5).

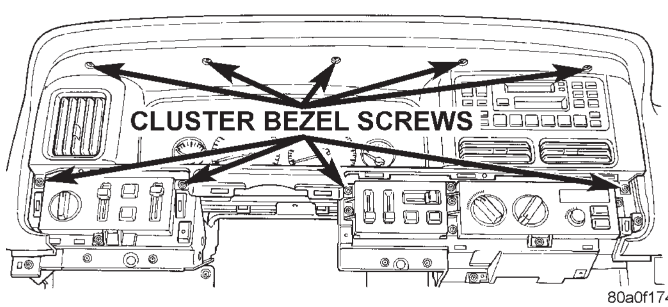


Fig. 5 Cluster Bezel Screws Remove/Install

(4) Pull the cluster bezel rearward and move it to the left of the steering wheel to remove it from the vehicle.
(5) Reverse the removal procedures to install.

REMOVAL AND INSTALLATION (Continued)

INSTRUMENT CLUSTER

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the cluster bezel as described in this group.
(2) Remove the two screws securing each end of the cluster to the instrument panel.
(3) Pull the cluster rearward and remove it from the vehicle.
(4) Reverse the removal procedures to install.

CLUSTER LENS, HOOD, AND MASK

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the cluster bezel as described in this group.
(2) Remove the instrument cluster as described in this group.
(3) Remove the trip odometer reset knob by pulling it off of the switch stem (Fig. 6).
(4) Depress the snap clips securing the cluster lens to the cluster hood and gently pull the lens away from the hood.
(5) Depress the snap clips securing the cluster hood to the cluster circuit and gauge housing and gently pull the hood away from the housing.
(6) Gently lift the gauge mask away from the locating pins on the front of the cluster circuit and gauge housing.
(7) Reverse the removal procedures to install.

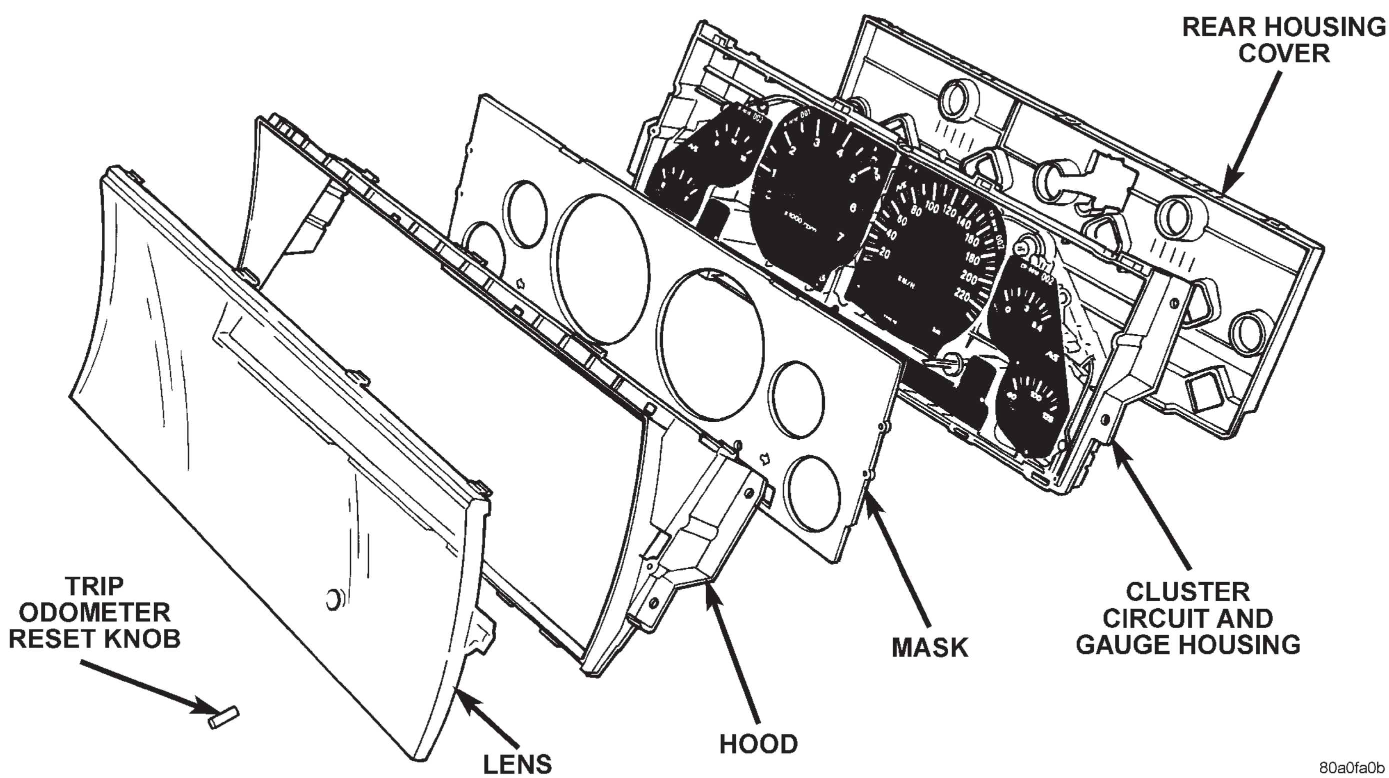


Fig. 6 Instrument Cluster Components

REMOVAL AND INSTALLATION (Continued)

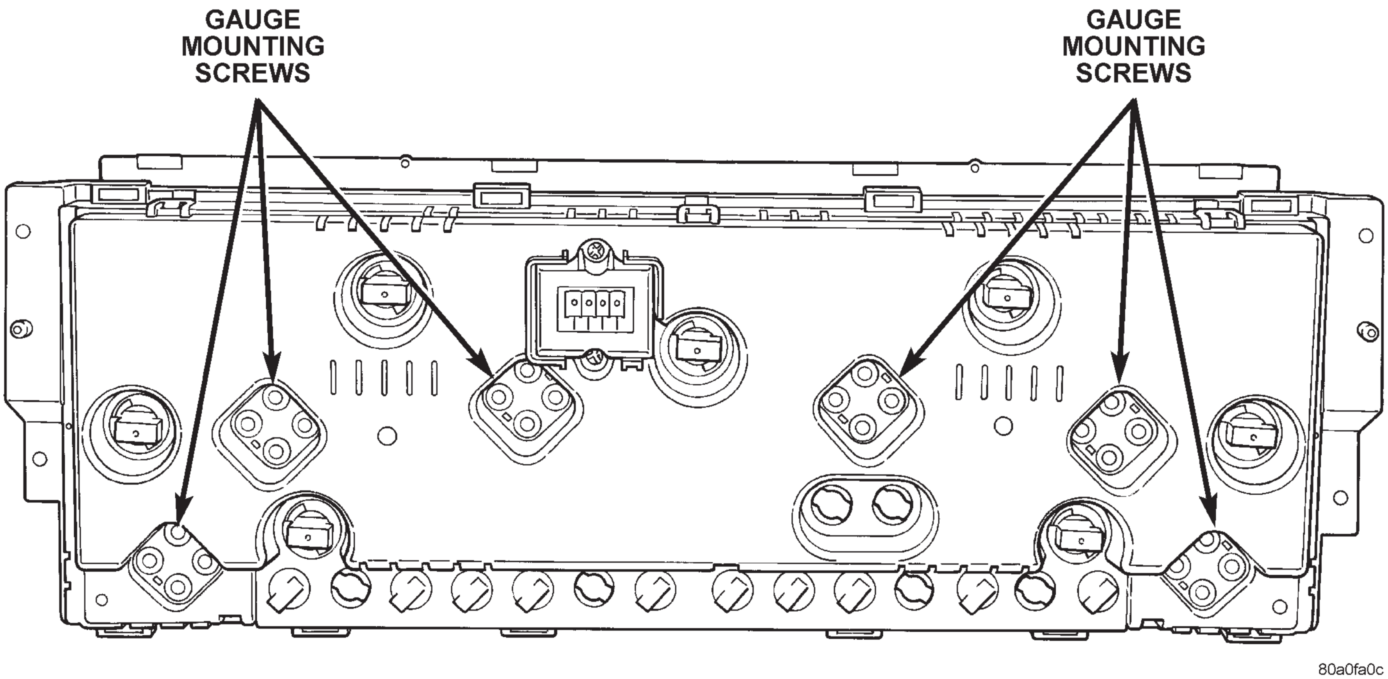


Fig. 7 Gauge Mounting Screws

GAUGES

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the cluster lens, hood, and mask as described in this group.
(2) Remove the retaining screws securing the gauge(s) from the rear of the cluster circuit and gauge housing (Fig. 7).
(3) Remove the gauge(s) from the front of the cluster circuit and gauge housing.
(4) Reverse the removal procedures to install.

CLUSTER BULBS

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the instrument cluster as described in this group.
(2) Remove the bulb and socket from the rear cluster circuit and gauge housing by using a twisting motion (Fig. 8).
(3) Unplug the bulb from the socket.
(4) Reverse the removal procedures to install.

LEFT SWITCH POD

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the cluster bezel as described in this group.
(2) Remove the two screw securing the left switch pod to the instrument panel (Fig. 9).
(3) Pull the left switch pod out from the instrument panel far enough to unplug the wiring connectors.
(4) Remove the left switch pod from the instrument panel.
(5) Reverse the removal procedures to install.

REMOVAL AND INSTALLATION (Continued)

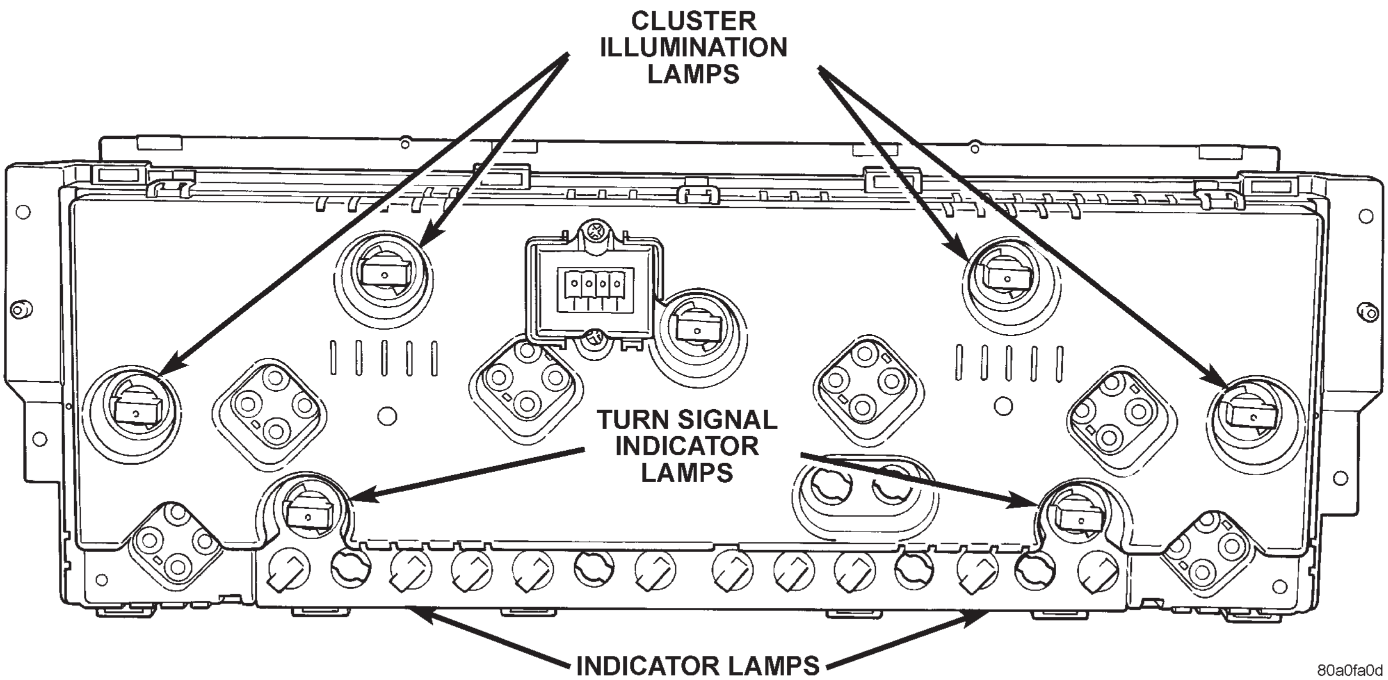


Fig. 8 Cluster Bulb Locations

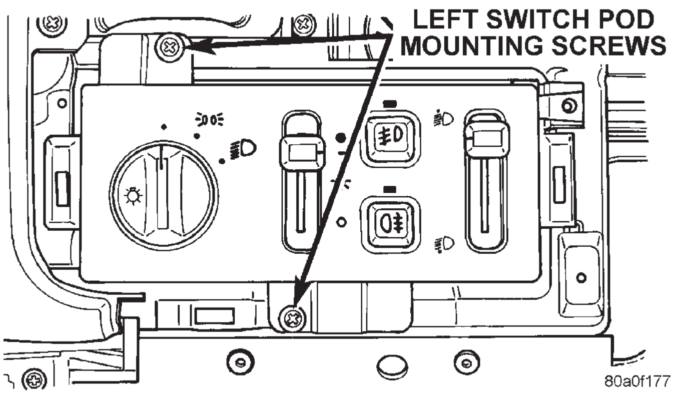


Fig. 9 Left Switch Pod Remove/Install

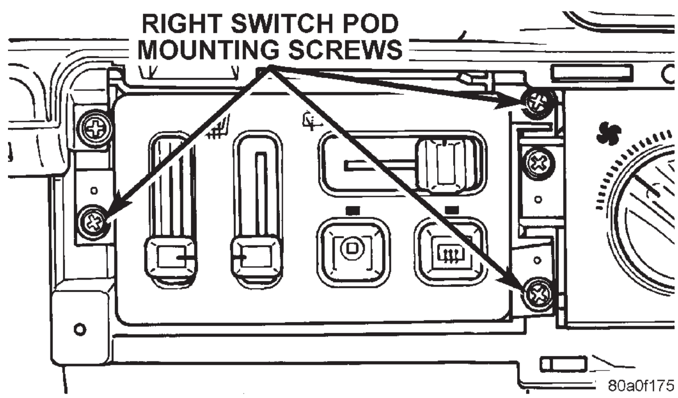


Fig. 10 Right Switch Pod Remove/Install

RIGHT SWITCH POD

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the right switch pod bezel as described in this group.

(3) Remove the three screws securing the right switch pod to the instrument panel (Fig. 10).

(4) Pull the right switch pod out from the instrument panel far enough to unplug the wiring connectors.

(5) Remove the right switch pod from the instrument panel.

(6) Reverse the removal procedures to install.

BODY CONTROL MODULE

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

REMOVAL AND INSTALLATION (Continued)

(1) Remove the knee blocker/steering column cover as described in this group.

(2) Remove the four screws securing the body control module to the instrument panel armature (Fig. 11).

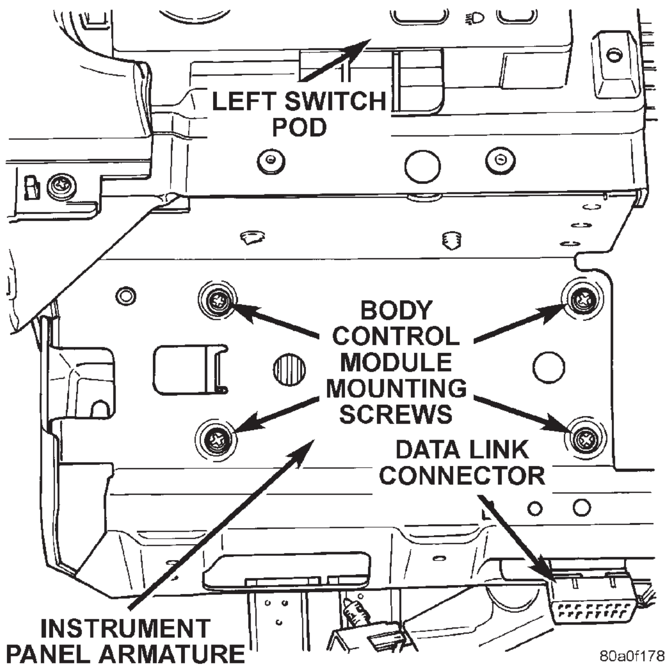


Fig. 11 Body Control Module Remove/Install

(3) Move the body control module towards the steering column far enough to unplug the three wiring connectors.

(4) Remove the body control module.

(5) Reverse the removal procedures to install.

LOWER RIGHT INSTRUMENT PANEL MODULE

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the knee blocker/steering column cover as described in this group.

(2) Remove the two screws securing the top of the instrument panel center bezel above the graphic display module/vehicle information center.

(3) Remove the ash receiver and remove the two screws in the back of the ash receiver opening of the center bezel.

(4) Remove the courtesy lamp under the right end of the instrument panel.

(5) Open the right front door and remove the screw in the right end of the instrument panel.

(6) Remove the four screws in the glove box hinge on the bottom edge of the lower right instrument panel module.

(7) Open the glove box door and remove the four screws on the upper edge of the glove box opening in the lower right instrument panel module.

(8) Lower the lower right instrument panel far enough to unplug the wiring connectors for the glove box lamp/switch, the cigar lighter/lamp, and the power outlet. Also remove the bulb and socket as a unit from the ash receiver lamp hood.

(9) Remove the lower right instrument panel module from the vehicle.

(10) Reverse the removal procedures to install.

GRAPHIC DISPLAY MODULE/VEHICLE INFORMATION CENTER

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the lower right instrument panel module as described in this group.

(2) Remove the three screws securing the graphic display module/vehicle information center to the instrument panel (Fig. 12).

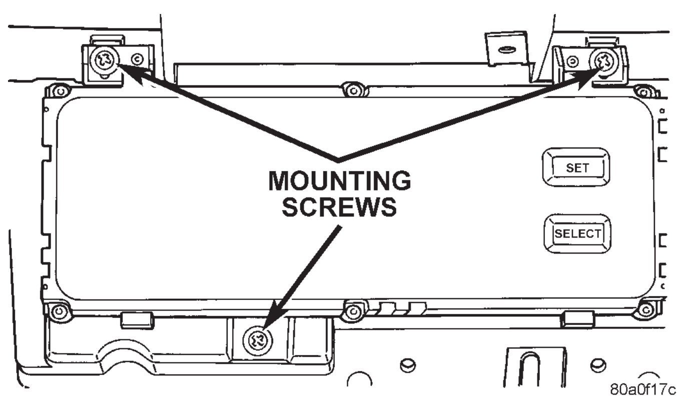


Fig. 12 Graphic Display Module/Vehicle Information Center Remove/Install

(3) Pull the unit out from the instrument panel far enough to unplug the wiring connector.

(4) Remove the graphic display module/vehicle information center from the instrument panel.

(5) Reverse the removal procedures to install.

REMOVAL AND INSTALLATION (Continued)

GLOVE BOX LAMP AND SWITCH

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the lower right instrument panel module as described in this group.

(2) From the back side of the lower right instrument panel module, squeeze the retaining tabs on the glove box lamp and switch housing together and push the unit out through the front of the mounting hole in the module (Fig. 13).

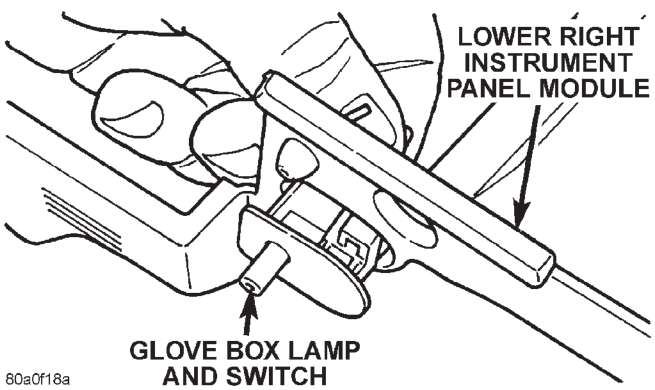


Fig. 13 Glove Box Lamp and Switch Remove/Install

(3) To install the glove box lamp and switch unit, insert the unit through the mounting hole from the front of the lower right instrument panel module and push in on the unit firmly, until the retaining tabs snap into place.

GLOVE BOX LATCH STRIKER

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the lower right instrument panel module as described in this group.

(2) From the top of the lower right instrument panel module, straighten the two mounting tabs (Fig. 14).

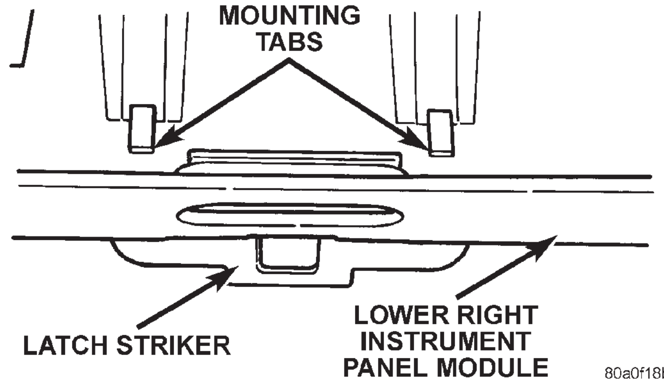


Fig. 14 Glove Box Latch Striker Remove/Install

(3) Remove the latch striker from the upper glove box opening.

(4) To install the latch striker, insert the mounting tabs through the slots in the upper glove box opening and bend the tabs over from the top of the lower right instrument panel module.

CIGAR LIGHTER

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Pull the cigar lighter knob and element out of the cigar lighter base.

(3) Look inside the cigar lighter base and note the position of the retaining bosses (Fig. 15).

(4) Insert a pair of external snap ring pliers into the cigar lighter base and engage the tips of the pliers with the retaining bosses.

(5) Squeeze the pliers to disengage the retaining bosses from the base, and using a gentle rocking motion pull the pliers and the cigar lighter base out of the light ring/retainer.

(6) Remove the pliers from the cigar lighter base and unplug the wiring connector.

(7) Remove the cigar lighter light ring/retainer from the instrument panel and unplug the wiring connector.

(8) Reverse the removal procedures to install.

REMOVAL AND INSTALLATION (Continued)

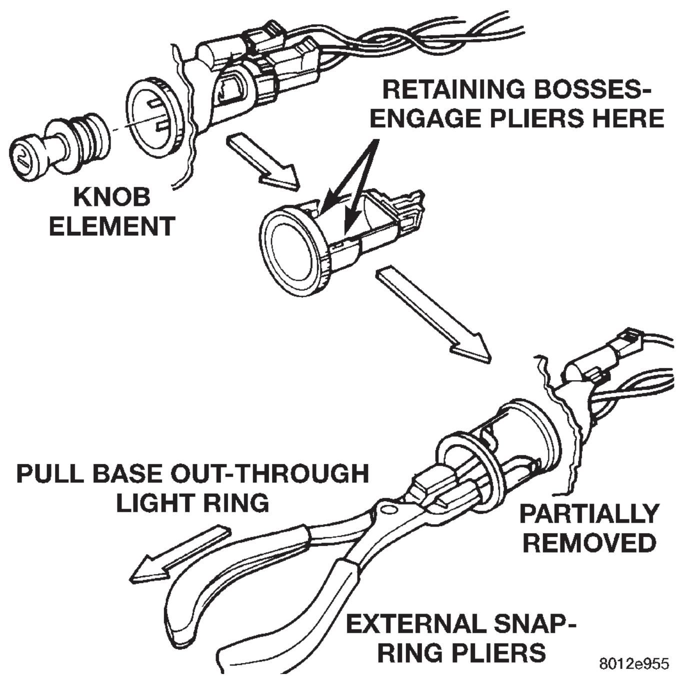


Fig. 15 Cigar Lighter Remove/Install

POWER OUTLET

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the lower right instrument panel module as described in this group.

(2) From the rear of the instrument panel center bezel, unscrew the power outlet shell clamp from the power outlet base.

(3) From the front of the instrument panel center bezel, remove the power outlet base.

(4) Reverse the removal procedures to install.

POWER OUTLET DOOR

(1) Insert a trim stick or other suitable wide flat-bladed tool between the side of the power outlet housing in the instrument panel center bezel and the upper pivot area of the power outlet door.

(2) Pry gently against the upper pivot area of the power outlet door until the door pivot pin clears the pivot receptacle in the instrument panel center bezel.

(3) Pull the power outlet door out of the power outlet housing.

(4) To install the door, insert one of the pivot pins into a pivot receptacle in the center bezel and twist the door gently until the pivot pin on the opposite side of the door snaps into the other pivot receptacle.

INSTRUMENT PANEL CENTER BEZEL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the lower right instrument panel module as described in this group.

(2) From the rear of the lower right instrument panel module, remove the two screws securing the center bezel to the lower right module (Fig. 16).

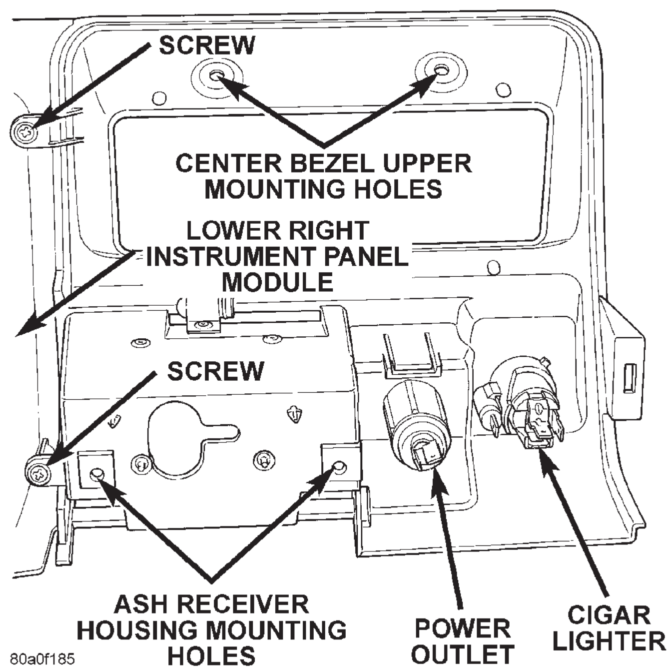


Fig. 16 Center Bezel Remove/Install

(3) Reverse the removal procedures to install.

GLOVE BOX

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

REMOVAL AND INSTALLATION (Continued)

(1) Disconnect and isolate the battery negative cable.

(2) Drill out the two rivets securing the glove box hinge to the lower right instrument panel module (Fig. 17).

NOTE: The rivets are used to ease assembly during the manufacturing process, but do not require replacement following service.

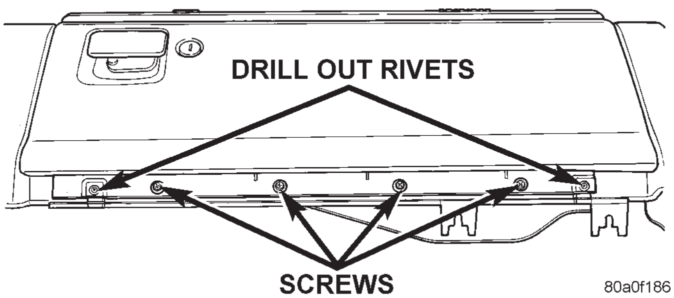


Fig. 17 Glove Box Remove/Install

(3) Remove the four screws securing the glove box hinge to the instrument panel armature.

(4) Release the glove box latch and remove the glove box from the lower right instrument panel module glove box opening.

(5) Reverse the removal procedures to install.

GLOVE BOX COMPONENTS

The glove box bezel is the only component of the glove box that can be serviced without glove box removal. All other components will require the glove box to be removed from the lower right instrument panel module as described in this group.

GLOVE BOX BEZEL

(1) Open the glove box.

(2) Remove the two screws securing the bezel at the top of the glove box inner door panel (Fig. 18).

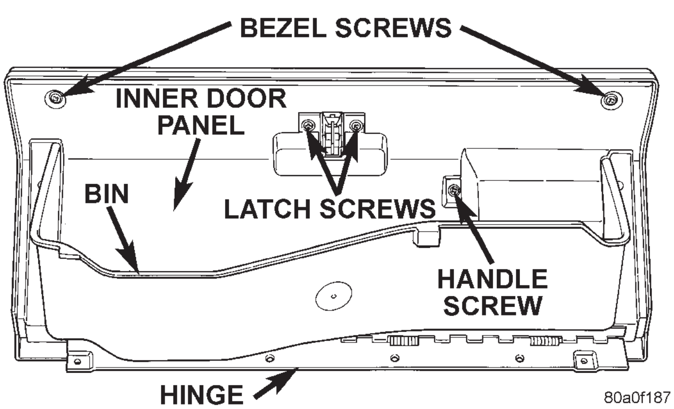


Fig. 18 Glove Box Components

(3) Pull the bezel firmly away from the outside glove box door. There is double-faced adhesive tape between the bezel and the outer door panel.

(4) Reverse the removal procedures to install.

GLOVE BOX HINGE

(1) Remove the glove box.

(2) Remove the screws securing the glove box hinge to the glove box door.

(3) Remove the glove box hinge.

(4) Reverse the removal procedures to install.

GLOVE BOX BIN

(1) Remove the glove box.

(2) Remove the glove box hinge as described in this group.

(3) Remove the screws securing each side of the bin to the glove box door.

(4) Remove the glove box bin.

(5) Reverse the removal procedures to install.

GLOVE BOX LATCH AND HANDLE

(1) Remove the glove box.

(2) Remove the glove box hinge and bin as described in this group.

(3) Remove the two bezel screws, two latch screws, and one handle screw from the inner door panel.

(4) Remove the inner panel from the glove box door.

(5) Remove the other glove box latch handle screw (Fig. 19).

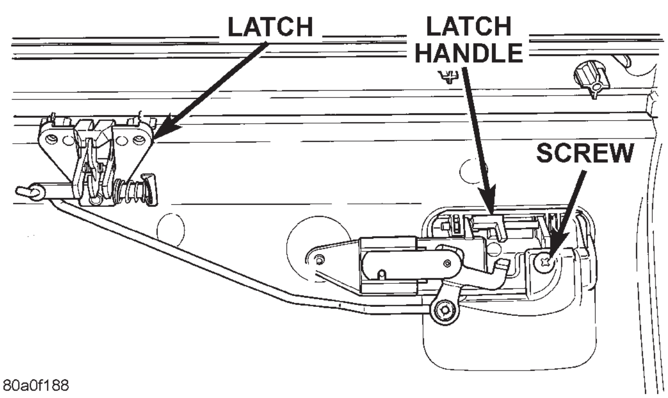


Fig. 19 Glove Box Latch and Handle Remove/Install

(6) Remove the latch and handle from the glove box door as a unit.

(7) Reverse the removal procedures to install.

GLOVE BOX LOCK CYLINDER

(1) Remove the glove box latch and handle as described in this group.

(2) Insert the key into the glove box lock cylinder.

(3) Insert a small screwdriver into the retaining tumbler release slot and depress the retaining tumbler (Fig. 20).

REMOVAL AND INSTALLATION (Continued)

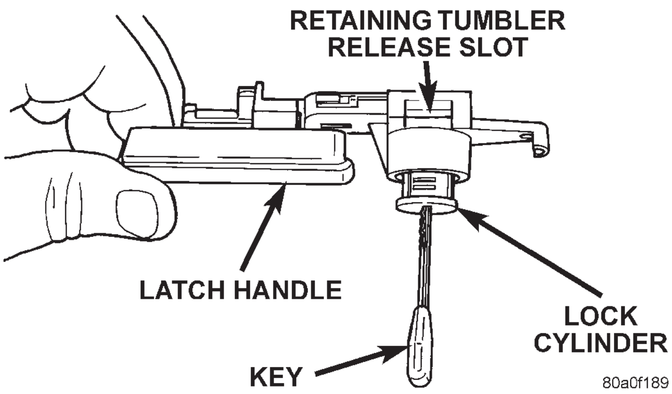


Fig. 20 Glove Box Lock Cylinder Remove/Install

(4) Pull the lock cylinder out of the latch handle by using a gentle twisting and pulling action on the key.

(5) Reverse the removal procedures to install.

COWL TOP TRIM PANEL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Using a wide flat-bladed tool such as a trim stick, pry the cowl top trim panel off of the instrument panel top pad (Fig. 21).

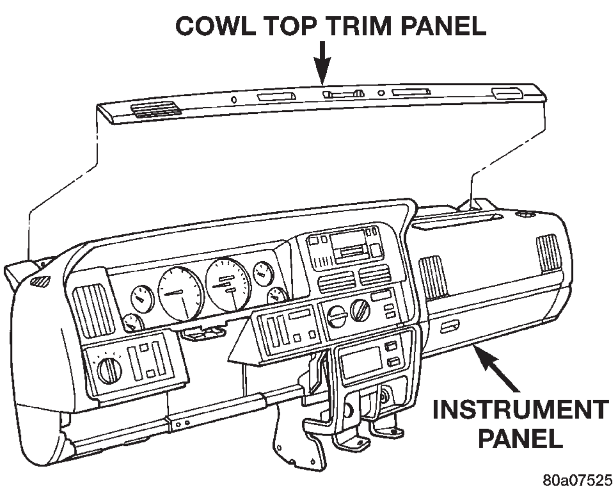


Fig. 21 Cowl Top Trim Remove/Install

(3) Pull the panel up far enough to unplug the wiring connector for the solar sensor, or to remove the solar sensor from the cowl top trim between the right and center defroster outlets, if so equipped.

(4) Remove the cowl top trim panel from the vehicle.

(5) Reverse the removal procedures to install.

INSTRUMENT PANEL TOP PAD

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the switch pod bezels, the cluster bezel, the knee blocker, the lower right instrument panel module, and the cowl top trim panel. See the procedures in this group.

(3) If so equipped, remove the auto headlamp light sensor/vehicle theft security system lamp mounting screw near the left defroster duct outlet and move it for clearance of the instrument panel top pad.

(4) Remove all of the screws around the perimeter of the instrument panel top pad, which secure the top pad to the instrument panel armature.

(5) Lift the top pad off of the instrument panel armature and remove it from the vehicle.

(6) Reverse the removal procedures to install.

JUNCTION BLOCK

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the fuse access panel by unsnapping it from the right cowl side trim panel.

(3) Remove the nut securing the right cowl side trim to the junction block stud (Fig. 22).

(4) Remove the two screws securing the right cowl side trim to the right front door opening trim.

(5) Remove the right cowl side trim panel.

REMOVAL AND INSTALLATION (Continued)

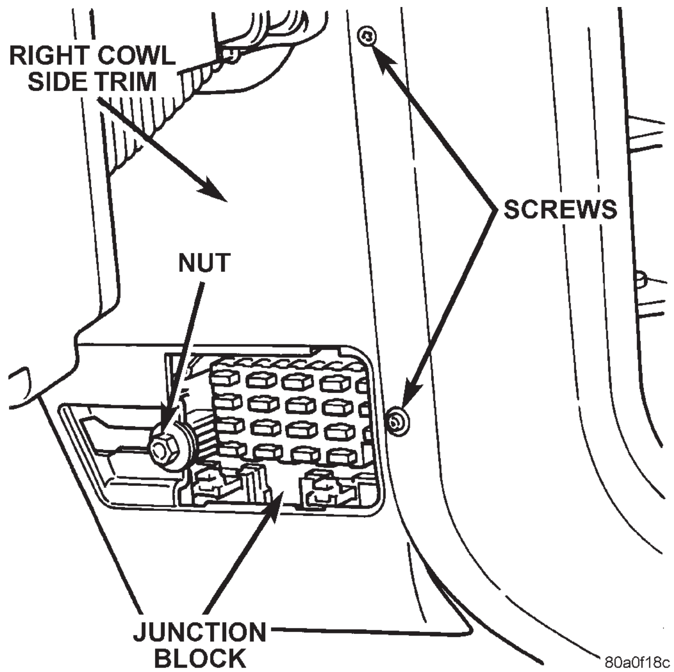


Fig. 22 Right Cowl Side Trim Remove/Install

(6) Unplug all of the wiring connectors from the junction block cavities.

(7) Remove the junction block mounting bolt (Fig. 23).

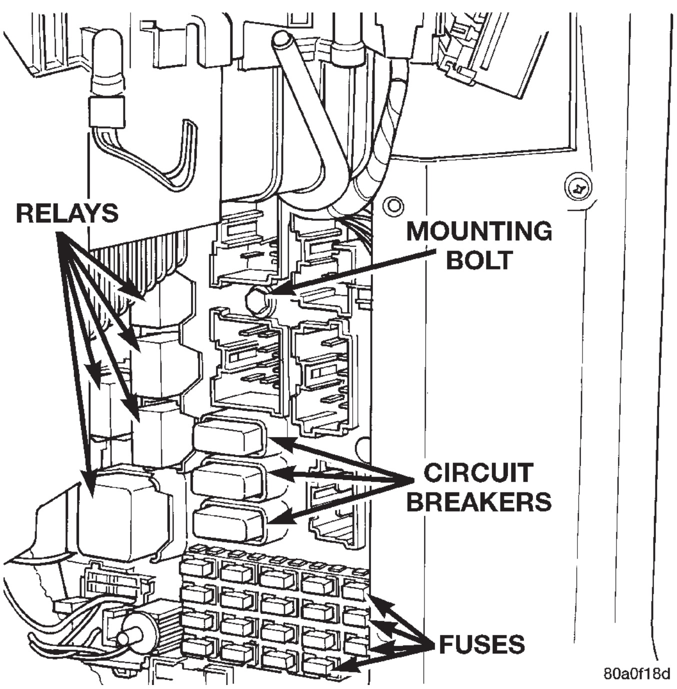


Fig. 23 Junction Block Remove/Install

(8) Lift upwards on the junction block to remove its slide-tab mount off of the mounting bracket on the right cowl side panel.

(9) Remove the junction block from the vehicle.

(10) Reverse the removal procedures to install.

INSTRUMENT PANEL ASSEMBLY

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the left and right switch pod bezels as described in this group.

(3) Remove the knee blocker as described in this group.

(4) Remove the two bolts securing the lower instrument panel reinforcement to the instrument panel armature and remove the reinforcement (Fig. 24).

(5) Remove the upper and lower steering column shrouds. Refer to Group 19 - Steering for the procedures.

(6) Unplug all of the wiring connectors on the steering column-mounted components and switches.

(7) Remove the three nuts securing the steering column toe plate at the base of the steering column.

(8) Remove the two nuts securing the steering column mounting bracket to the studs on the steering column and brake pedal support and lower the steering column to the floor.

(9) Remove the right and left cowl side trim panels. Refer to Group 23 - Body Components for the procedures.

(10) Unplug the instrument panel to body wiring connector under the left end of the instrument panel.

(11) Unplug the brake lamp switch wiring connector.

(12) Unplug the instrument panel to heater-A/C housing vacuum connector (manual temperature control only) and wiring connector located under the right side of the instrument panel.

(13) Unplug the radio antenna coaxial cable connector near the right cowl side panel.

(14) Unplug all of the instrument panel wiring connectors from the junction block on the right cowl side panel.

(15) Disconnect the in-car temperature sensor aspirator hose at the coupling near the right side of the transmission floor tunnel, if so equipped.

(16) Remove the ash receiver and then remove the screw in the back of the ash receiver housing securing the instrument panel armature to the heater-A/C housing.

REMOVAL AND INSTALLATION (Continued)

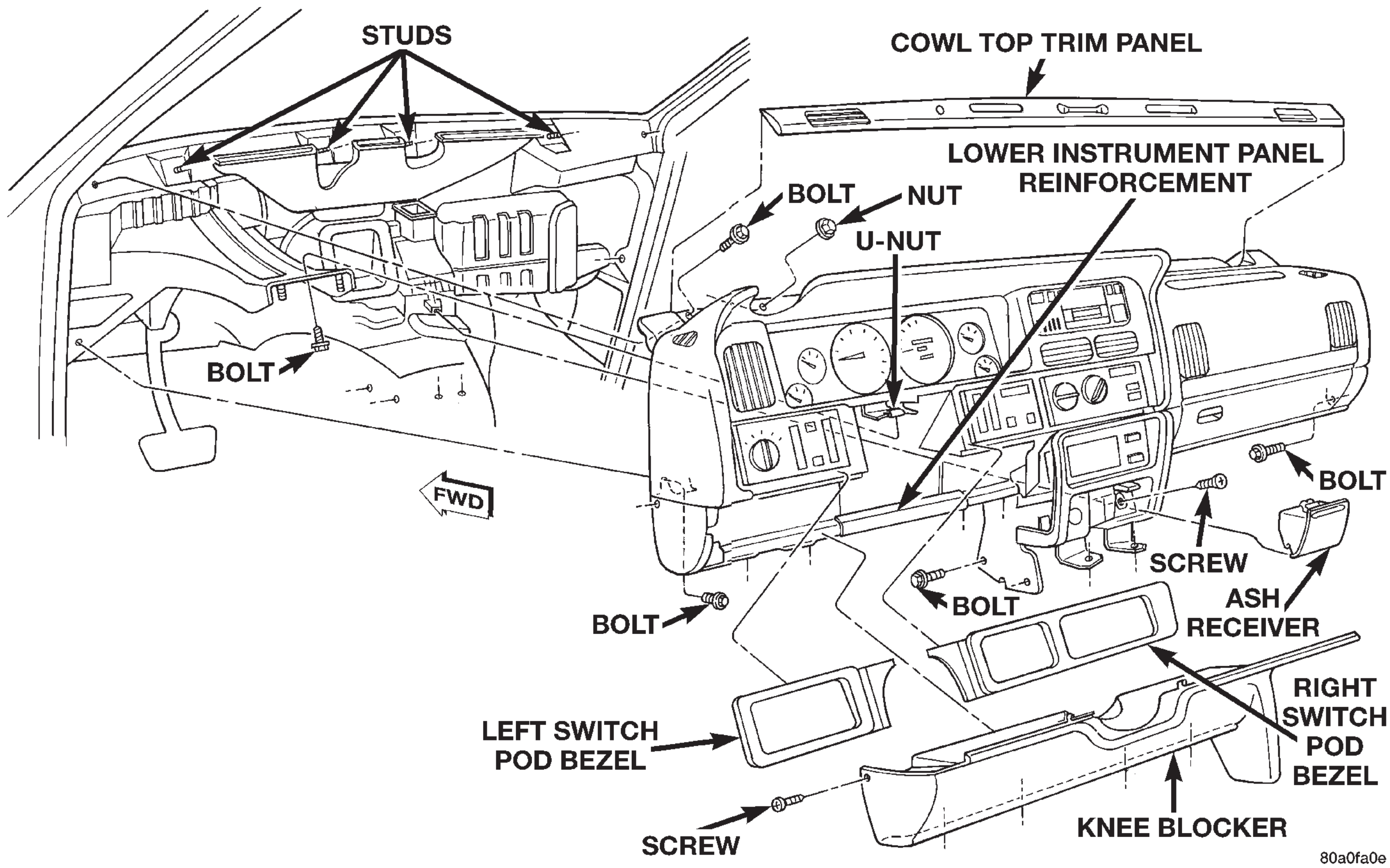


Fig. 24 Instrument Panel Assembly Remove/Install

(17) Pull back the floor carpet on the transmission floor tunnel from the base of the instrument panel center bezel and remove the two bolts securing the instrument panel center bracket to the floor.

(18) Remove the two bolts securing the instrument panel center bracket to the left side of the transmission floor tunnel.

(19) Remove the bolt securing the instrument panel armature to the steering column and brake pedal support.

(20) Remove the two bolts securing the ends of the instrument panel armature to the cowl side panels.

(21) Remove the cowl top trim panel as described in this group.

(22) Remove the two bolts securing the ends of the instrument panel armature to the windshield fence.

(23) Remove the four nuts securing the top of the instrument panel armature to the studs on the windshield fence.

(24) With the aid of an assistant, lift the instrument panel off of the windshield fence studs and maneuver the assembly out of the passenger's side front door.

(25) Reverse the removal procedures to install. Tighten the mounting hardware as follows:

- Instrument panel to windshield fence bolts and nuts - 5 N·m (45 in. lbs.)
- Instrument panel to cowl side panel bolts - 12 N·m (105 in. lbs.)
- Instrument panel to steering column support bolt - 12 N·m (105 in. lbs.)
- Knee blocker mounting screws - 2.2 N·m (20 in. lbs.).

AUDIO SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Following are general descriptions of the major components used in both the standard and optional equipment audio systems. Refer to 8W-47 Audio System in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

MEMORY SYSTEM

An electronic memory system is an available option on this model. The memory system is able to store and recall the driver's power seat positions (including power lumbar and recliner positions), both outside power mirror positions, and ten radio station presets (including last station tuned) for two drivers. The memory system will automatically return to all of these settings when the corresponding button (Driver 1 or 2) of the memory switch on the driver's front door trim panel is depressed, or when the doors are unlocked using the corresponding (Driver 1 or 2) Remote Keyless Entry (RKE) transmitter.

The Driver Door Module (DDM) receives hard-wired input from the memory set/select switch on the driver's front door trim panel. The DDM also receives messages on the Chrysler Collision Detection (CCD) data bus network from the Remote Keyless Entry (RKE) receiver in the Passenger Door Module (PDM) for the memory select function. The DDM processes these inputs and sends messages to the radio on the CCD data bus for memory recall.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

This group covers only the diagnostic procedures for the conventional audio system components. For additional information on the features and functions of the memory system, refer to the vehicle owner's manual. For diagnosis of the memory system, use of a DRB scan tool and the proper Body Diagnostic Procedures Manual are recommended.

DESCRIPTION AND OPERATION

RADIOS

Radio options include an AM/FM/cassette (RAS sales code), an AM/FM/cassette/5-band graphic equalizer (RBN sales code), an AM/FM/CD/3-band graphic equalizer (RBR sales code), or an AM/FM/CD/cassette/3-band graphic equalizer (RAZ sales code). All receivers are stereo Electronically Tuned Radios (ETR) and include a clock function.

All radio receivers, except the RAS model, communicate on the Chrysler Collision Detection (CCD) data bus network through a separate two-way connector. The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, internal controller hardware, and component sensor current loads. At the same time,

DESCRIPTION AND OPERATION (Continued)

this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

Models equipped with the optional Vehicle Information Center (VIC) have a clock synchronization feature. The VIC clock's minutes display is automatically updated to the setting shown on the radio clock through a message sent on the CCD data bus by the radio. This synchronization does not apply to the hours display of the radio or VIC clocks. Refer to Group 8E - Instrument Panel Systems for more information on the VIC module.

Several audio system functions can be diagnosed using a DRB scan tool. Refer to the proper Body Diagnostic Procedures Manual for more information on DRB testing of the audio systems. For more information on radio features, setting procedures, and control functions refer to the owner's manual in the vehicle glove box.

REMOTE RADIO SWITCHES

A remote radio control switch option is available on Grand Cherokee Limited models with the AM/FM/cassette/5-band graphic equalizer (RBN sales code), or the AM/FM/CD/cassette/3-band graphic equalizer (RAZ sales code) radio receivers. Two rocker-type switches are mounted on the back (instrument panel side) of the steering wheel spokes. The switch on the left spoke is the seek switch and has seek up, seek down, and preset station advance functions. The switch on the right spoke is the volume control switch and has volume up, and volume down functions.

These switches are resistor multiplexed units that are hard-wired to the Body Control Module (BCM) through the clockspring. The BCM sends the proper messages on the Chrysler Collision Detection (CCD) data bus network to the radio receiver. For diagnosis of the BCM or the CCD bus, refer to the proper Body Diagnostic Procedures Manual. For more information on the operation of the remote radio switch controls, refer to the owner's manual in the vehicle glove box.

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

One of the functions and features that the BCM supports and controls, is the remote radio switches. The BCM receives hard wired resistor multiplexed inputs from the remote radio switches. The programming in the BCM allows it to process those inputs and send the proper CCD data bus messages to control the radio volume, seek, and preset station advance functions.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

IGNITION-OFF DRAW FUSE

All vehicles are equipped with an Ignition-Off Draw (IOD) fuse that is removed when the vehicle is shipped from the factory. This fuse feeds various accessories that require current when the ignition switch is in the Off position, including the clock and radio station preset memory functions. The fuse is removed to prevent battery discharge during vehicle storage.

When removing or installing the IOD fuse, it is important that the ignition switch be in the Off position. Failure to place the ignition switch in the Off position can cause the radio display to become scrambled when the IOD fuse is removed and replaced. Removing and replacing the IOD fuse again, with the ignition switch in the Off position, will correct the scrambled display condition.

The IOD fuse should be checked if the radio station preset memory or clock functions are erratic or inoperative. The IOD fuse is located in the junction block.

SPEAKERS

The standard equipment speaker system includes four full-range speakers, one mounted in each of the four doors. This speaker system is only offered on the standard AM/FM/cassette radio receiver (RAS sales code).

All other radio receivers include the Infinity Gold premium speaker and amplifier package upgrade. This package uses an Infinity 120 watt amplifier mounted on the floor beneath the rear seat cushion on the driver's side of the vehicle. The package includes an Infinity coaxial full-range speaker mounted in each rear door, an Infinity mid-range speaker mounted in each front door, and an Infinity

DESCRIPTION AND OPERATION (Continued)

tweeter mounted in each outboard end of the top of the instrument panel.

ANTENNA

All models use a fixed-length stainless steel rod-type antenna mast, installed at the right front fender of the vehicle. The antenna mast is connected to the center wire of the coaxial antenna cable and is not grounded to any part of the vehicle.

To eliminate static, the antenna base must have a good ground. The coaxial antenna cable shield (the outer wire mesh of the cable) is grounded to the antenna base and the radio chassis. The antenna cable has an additional disconnect, located near the right end of the instrument panel and the right cowl side panel, to allow instrument panel installation and removal without removing the radio.

The factory-installed ETRs automatically compensate for radio antenna trim. Therefore, no antenna trimmer adjustment is required or possible when replacing the receiver or the antenna.

RADIO NOISE SUPPRESSION

Radio Frequency Interference (RFI) and Electro-Magnetic Interference (EMI) noise suppression is accomplished primarily through circuitry internal to the radio receivers. These internal suppression devices are only serviced as part of the radio receiver.

External suppression devices that are serviced, and should be checked in the case of RFI or EMI noise complaints, include the following:

- Radio antenna base ground
- Radio chassis ground wire, strap, or bracket
- Engine-to-body ground strap (if equipped)
- Cab-to-bed ground strap (if equipped)
- Heater core ground strap (if equipped)
- Resistor-type spark plugs
- Radio suppression-type secondary ignition wiring.

In addition, if the source of RFI or EMI noise is identified as a component on the vehicle (i.e., generator, blower motor, etc.), the ground path for that component should be checked. If excessive resistance is found in that circuit, repair that circuit as required before considering any component replacement.

If the source of the noise is identified as two-way mobile radio or telephone equipment, check the following:

- Power connections should be made directly to the battery, and fused as closely to the battery as possible.
- The antenna should be mounted on the roof or toward the rear of the vehicle. Remember that magnetic antenna mounts on the roof panel can adversely affect the operation of an overhead console compass, if the vehicle is so equipped.
- The antenna cable should be fully shielded coaxial cable, should be as short as is practical, and should be routed away from the vehicle wiring whenever possible.
- The antenna and cable must be carefully matched to ensure a low Standing Wave Ratio (SWR).

Fleet vehicles are available with an extra-cost RFI-suppressed Powertrain Control Module (PCM). This unit reduces interference generated by the PCM on some radio frequencies used in two-way radio communications. However, this unit will not resolve complaints of RFI in the commercial AM or FM radio frequency ranges.

DIAGNOSIS AND TESTING

AUDIO SYSTEM

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DIAGNOSIS AND TESTING (Continued)

Audio System Diagnosis

CONDITION	POSSIBLE CAUSE	CORRECTION
NO AUDIO.	1. Fuse faulty. 2. Radio connector faulty. 3. Wiring faulty. 4. Ground faulty. 5. Radio faulty. 6. Speakers faulty.	1. Check radio fuses in fuseblock module. Replace fuses, if required. 2. Check for loose or corroded radio connector. Repair, if required. 3. Check for battery voltage at radio connector. Repair wiring, if required. 4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required. 5. Exchange or replace radio, if required. 6. See speaker diagnosis, in this group.
NO DISPLAY.	1. Fuse faulty. 2. Radio connector faulty. 3. Wiring faulty. 4. Ground faulty. 5. Radio faulty.	1. Check radio fuses in fuseblock module. Replace fuses, if required. 2. Check for loose or corroded radio connector. Repair, if required. 3. Check for battery voltage at radio connector. Repair wiring, if required. 4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required. 5. Exchange or replace radio, if required.
NO MEMORY.	1. Fuse faulty. 2. Radio connector faulty. 3. Wiring faulty. 4. Ground faulty. 5. Radio faulty.	1. Check ignition-off draw fuse. Replace fuse, if required. 2. Check for loose or corroded radio connector. Repair, if required. 3. Check for battery voltage at radio connector. Repair wiring, if required. 4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required. 5. Exchange or replace radio, if required.
POOR RADIO RECEPTION.	1. Antenna faulty. 2. Ground faulty. 3. Radio faulty.	1. See antenna diagnosis, in this group. Repair or replace antenna, if required. 2. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.. 3. Exchange or replace radio, if required.
NO/POOR TAPE OPERATION.	1. Faulty tape. 2. Foreign objects behind tape door. 3. Faulty tape deck.	1. Insert known good tape and test operation. 2. Remove foreign objects and test operation. 3. Exchange or replace radio, if required.
NO COMPACT DISC OPERATION	1. Faulty CD. 2. Foreign material on CD. 3. Condensation on CD or optics. 4. Faulty CD player.	1. Insert known good CD and test operation. 2. Clean CD and test operation. 3. Allow temperature of vehicle interior to stabilize and test operation. 4. Exchange or replace radio, if required.

DIAGNOSIS AND TESTING (Continued)

RADIO

For circuit descriptions and diagrams, refer to 8W-47 - Audio System in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

CAUTION: The speaker output of the radio is a “floating ground” system. Do not allow any speaker lead to short to ground, as damage to the radio may result.

(1) Check the fuse(s) in the junction block and the Power Distribution Center (PDC). If OK, go to Step 2. If not OK, replace the faulty fuse(s).

(2) Check for battery voltage at the fuse in the PDC. If OK, go to Step 3. If not OK, repair the open circuit as required.

(3) Turn the ignition switch to the On position. Check for battery voltage at the fuse in the junction block. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Remove the instrument cluster bezel. Remove the radio, but do not unplug any connections. Check for continuity between the radio chassis and a good ground. There should be continuity. If OK, go to Step 5. If not OK, repair the open circuit as required.

(5) Connect the battery negative cable. Turn the ignition switch to the On position. Check for battery voltage at the fused ignition switch output circuit cavity of the left (gray) radio connector. If OK, go to Step 6. If not OK, repair the open circuit as required.

(6) Turn the ignition switch to the Off position. Check for battery voltage at the fused B(+) circuit cavity of the left (gray) radio connector. If OK, replace the faulty radio. If not OK, repair the open circuit as required.

REMOTE RADIO SWITCHES

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(1) Disconnect and isolate the battery negative cable. Wait two minutes for the airbag system capacitor to discharge before further service.

(2) Remove the remote radio switches as described in this group.

(3) Use an ohmmeter to check the switch resistance as shown in the Remote Radio Switch Test chart.

Remote Radio Switch Test	
Switch Position	**Resistance**
Volume Up	7320 Ohms
Volume Down	1210 Ohms
Seek Up	4530 Ohms
Seek Down	2050 Ohms
Pre-Set Station Advance	10 Ohms

(4) If the switch checks OK, go to Step 5. If not OK, replace the faulty switch.

(5) Check for continuity between the ground circuit cavity of the switch connector and a good ground. There should be continuity. If OK, go to Step 6. If not OK, repair the open circuit as required.

(6) Unplug the 24-way white connector from the Body Control Module (BCM). Check for continuity between the radio control mux circuit cavity of the remote radio switch connector and a good ground. There should be no continuity. If OK, go to Step 7. If not OK, repair the short circuit as required.

(7) Check for continuity between the radio control mux circuit cavities of the remote radio switch and the BCM connectors. There should be continuity. If OK, refer to the proper Body Diagnostic Procedures Manual to test the BCM and the CCD data bus. If not OK, repair the open circuit as required.

SPEAKERS

For circuit descriptions and diagrams, refer to 8W-47 - Audio System in Group 8W - Wiring Diagrams.

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DIAGNOSIS AND TESTING (Continued)

CAUTION: The speaker output of the radio is a “floating ground” system. Do not allow any speaker lead to short to ground, as damage to the radio may result.

(1) Turn the radio on. Adjust the balance and fader controls to check the performance of each individual speaker. Note the speaker locations that are not performing correctly. Go to Step 2.

(2) Turn the radio off. Disconnect and isolate the battery negative cable. Remove the instrument cluster bezel and remove the radio. If equipped with the Infinity Gold speaker package, also unplug the connectors at the amplifier. Check both the speaker feed (+) circuit and return (-) circuit cavities at the radio connectors for continuity to ground. In each case, there should be no continuity. If OK, go to Step 3. If not OK, repair the shorted speaker circuit(s) as required.

(3) If equipped with the Infinity Gold speaker package, go to Step 6. If equipped with the standard speaker system, check the resistance between the speaker feed (+) circuit and return (-) circuit cavities, for each speaker location. The meter should read between 3 and 8 ohms (speaker resistance). If OK, go to Step 4. If not OK, go to Step 5.

(4) Install a known good radio. Connect the battery negative cable. Turn on the radio and test the speaker operation. If OK, replace the faulty radio. If not OK, disconnect and isolate the battery negative cable, remove the test radio, and go to Step 5.

(5) Unplug the speaker wiring connector at the speaker. Check for continuity between the speaker feed (+) circuit cavities of the radio connector and the speaker connector. Repeat the check between the speaker return (-) circuit cavities of the radio connector and the speaker connector. In each case, there should be continuity. If OK, replace the faulty speaker. If not OK, repair the open circuit(s) as required.

(6) Check for continuity between the speaker feed (+) circuit cavities of the radio connector and the amplifier connector. Repeat the check between the speaker return (-) circuit cavities of the radio connector and the amplifier connector. In each case, there should be continuity. If OK, go to Step 7. If not OK, repair the open circuit as required.

(7) Check for continuity between the two ground circuit cavities of the amplifier connector and a good ground. There should be continuity. If OK, go to Step 8. If not OK, repair the open circuit(s) as required.

(8) Check the amplifier fuse in the junction block. If OK, go to Step 9. If not OK, replace the faulty fuse.

(9) Install the radio. Connect the battery negative cable. Check for battery voltage at the two fused B(+) circuit cavities of the amplifier connector. If OK, go to Step 10. If not OK, repair the open circuit as required.

(10) Turn the ignition switch and radio switch to the On position. Check for battery voltage at the radio 12 volt output circuit cavity of the amplifier connector. If OK, go to Step 11. If not OK, repair the open circuit as required.

(11) Turn the radio switch and the ignition switch to the Off position. Check both the amplified feed (+) circuit and the amplified return (-) circuit cavities of the amplifier connectors for continuity to ground. In each case there should be no continuity. If OK, go to Step 12. If not OK, repair the short circuit as required.

(12) Check the resistance between the amplified feed (+) circuit and the amplified return (-) circuit cavities of the amplifier connectors, for each speaker position. The meter should read between 3 and 8 ohms (speaker resistance). If OK, replace the faulty amplifier. If not OK, go to Step 13.

(13) Unplug the speaker wiring connector at the speaker. Check for continuity between the speaker feed (+) circuit cavity of the speaker connector and the amplified feed (+) circuit cavity of the amplifier connector. Repeat the check for the return (-) circuit. In each case there should be continuity. If OK, replace the faulty speaker. If not OK, repair the open circuit as required.

ANTENNA

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

The following four tests are used to diagnose the antenna with an ohmmeter:

- **Test 1 -** Mast to ground test
- **Test 2 -** Tip-of-mast to tip-of-conductor test
- **Test 3 -** Body ground to battery ground test
- **Test 4 -** Body ground to coaxial shield test.

The ohmmeter test lead connections for each test are shown in Antenna Tests (Fig. 1).

NOTE: This model has a two-piece antenna cable. Tests 2 and 4 must be conducted in two steps to isolate a coaxial cable problem; from the coaxial cable connection under the right end of the instrument panel near the right cowl side panel to the antenna base, and then from the coaxial cable connection to the radio chassis connection.

DIAGNOSIS AND TESTING (Continued)

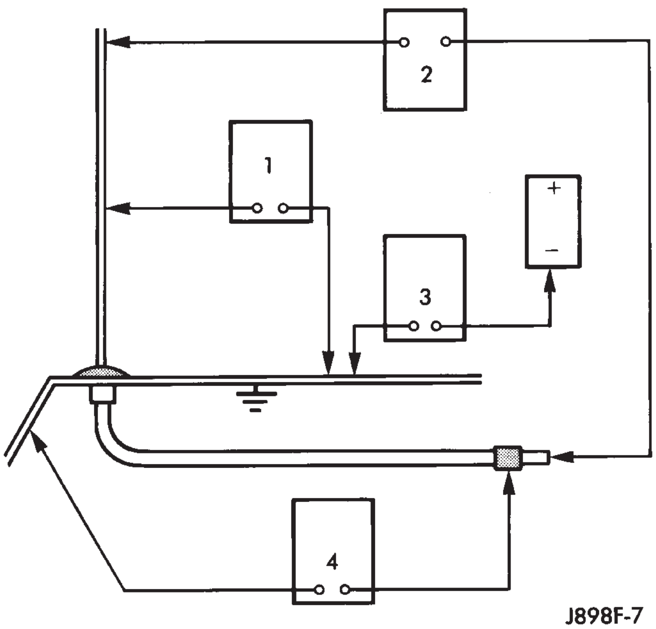

Fig. 1 Antenna Tests

TEST 1

Test 1 determines if the antenna mast is insulated from the base. Proceed as follows:

(1) Disconnect the antenna cable lead from the radio chassis and isolate.

(2) Connect one ohmmeter lead to the tip of the antenna mast and the other lead to the antenna base. Check for continuity.

(3) There should be no continuity. If continuity is found, replace the faulty or damaged antenna base and cable assembly.

TEST 2

Test 2 checks the antenna for an open circuit as follows:

(1) Disconnect the antenna cable lead from the radio chassis.

(2) Connect one ohmmeter test lead to the tip of the antenna mast. Connect the remaining lead to the tip of the antenna cable lead (the part inserted into the radio).

(3) Continuity should exist (the ohmmeter should only register a fraction of an ohm). High or infinite resistance indicates damage to the base and cable assembly. Replace the faulty base and cable, if required.

TEST 3

Test 3 checks the condition of the vehicle body ground connection. This test should be performed with the battery positive cable removed from the battery. Disconnect both battery cables, the negative cable first. Reconnect the negative cable and perform the test as follows:

(1) Connect one ohmmeter test lead to the vehicle fender and the other lead to the battery negative post.

(2) The resistance should be less than one ohm.

(3) If the resistance is more than one ohm, check the braided ground strap connected to the engine and the vehicle body for being loose, corroded, or damaged. Repair the ground strap connection, if required.

TEST 4

Test 4 checks the condition of the ground between the antenna base and the vehicle body as follows:

(1) Connect one ohmmeter test lead to the fender and the other lead to the crimp on the coaxial antenna cable shield.

(2) The resistance should be less then one ohm.

(3) If the resistance is more then one ohm, clean and/or tighten antenna base to fender mounting hardware.

RADIO FREQUENCY INTERFERENCE

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Inspect the ground connections at the following:

- Blower motor
- Electric fuel pump
- Generator
- Ignition module
- Wiper motor
- Antenna coaxial ground
- Radio ground
- Body-to-engine braided ground strap (if equipped).

Clean, tighten or repair the connections as required.

Also inspect the following secondary ignition system components:

- Spark plug wire routing and condition
- Distributor cap and rotor
- Ignition coil
- Spark plugs.

Reroute the spark plug wires or replace the faulty components as required.

REMOVAL AND INSTALLATION

RADIO

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(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick or other suitable wide flat-bladed tool, pry gently around the edges of the switch pod bezels and remove both bezels.

(3) Remove the nine screws securing the cluster bezel to the instrument panel (Fig. 2).

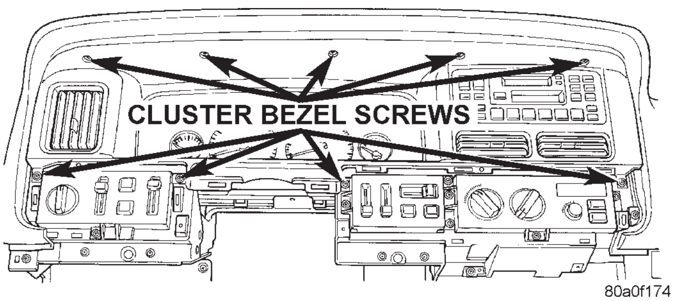

Fig. 2 Cluster Bezel Screws Remove/Install

(4) Pull the cluster bezel rearward and move it to the left of the steering wheel to remove it from the vehicle.

(5) Remove the two radio mounting screws from the front of the radio (Fig. 3).

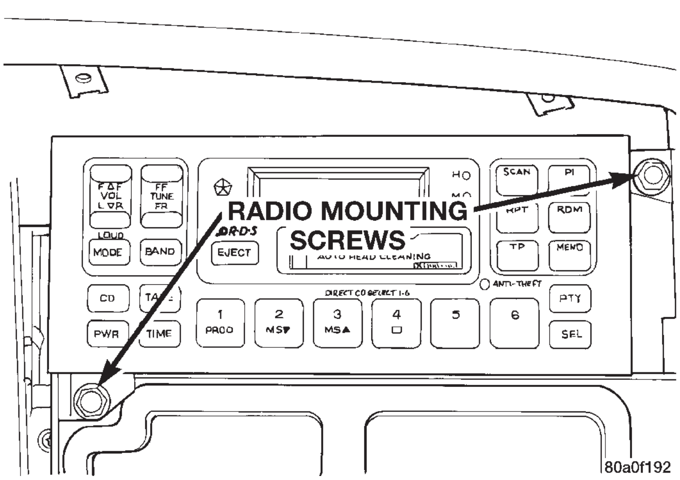

Fig. 3 Radio Remove/Install

(6) Pull the radio out from the instrument panel far enough to unplug the wiring connectors and the antenna coaxial cable (Fig. 4).

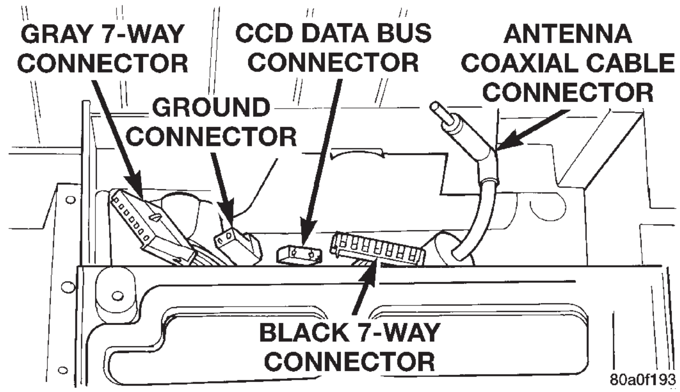

Fig. 4 Radio Connectors

(7) Remove the radio from the instrument panel.

(8) Reverse the removal procedures to install.

REMOTE RADIO SWITCHES

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(1) Disconnect and isolate the battery negative cable.

(2) Remove the three screws securing the driver's airbag module to the steering wheel (Fig. 5).

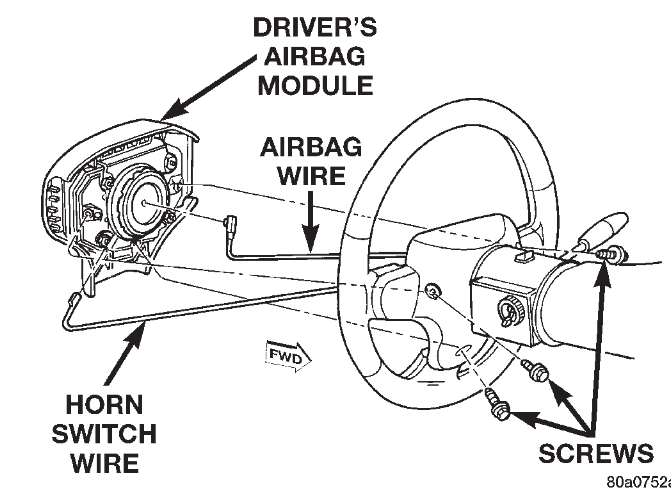

Fig. 5 Driver's Airbag Module Remove/Install

REMOVAL AND INSTALLATION (Continued)

(3) Unplug the airbag and horn switch wiring connectors and remove the airbag module from the steering wheel.

(4) Remove the screws securing the speed control switches to the steering wheel, and lower the switches from the steering wheel spokes (Fig. 6).

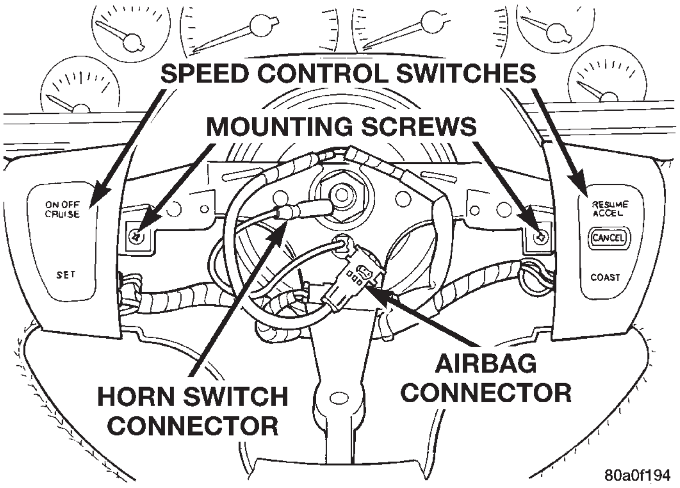

Fig. 6 Speed Control Switches Remove/Install

(5) Remove the two screws securing each of the remote radio switches to the steering wheel, unplug the wiring connector from the switch, and remove the switch (Fig. 7).

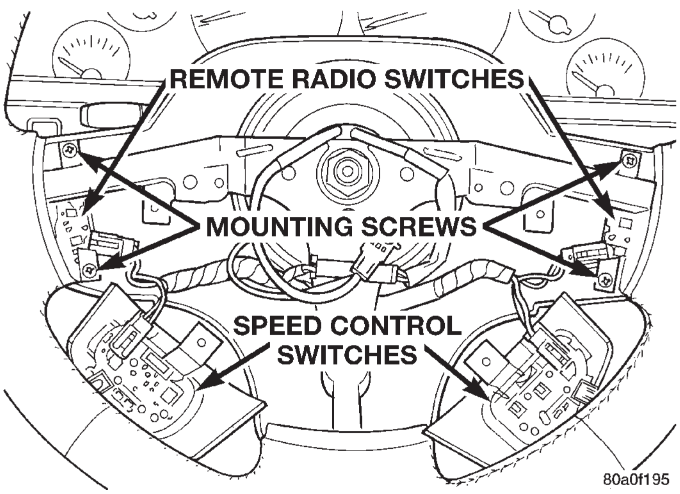

Fig. 7 Remote Radio Switches Remove/Install

(6) Reverse the removal procedures to install. Tighten the airbag module mounting screws to 10.2 N·m (90 in. lbs.).

AMPLIFIER

(1) Disconnect and isolate the battery negative cable.

(2) Disengage the left rear seat cushion latch by pulling upward on the release strap. Tilt the seat cushion forward.

(3) Lift the carpeting in the underseat area as required to access the amplifier.

(4) Unplug the two wiring connectors from the amplifier (Fig. 8).

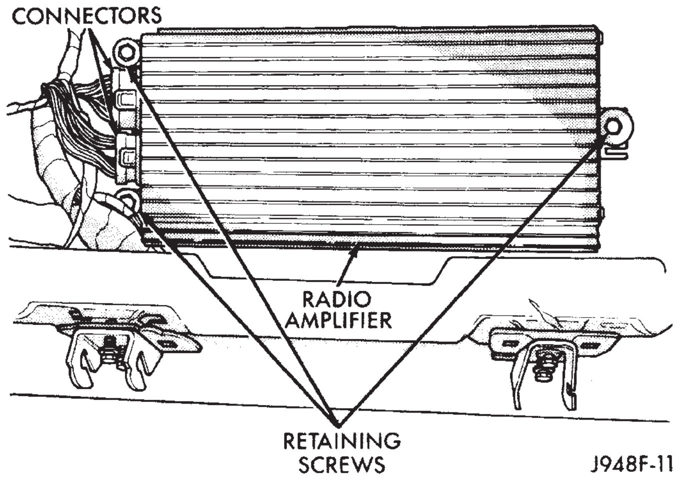

Fig. 8 Amplifier Remove/Install

(5) Remove the three amplifier mounting screws.

(6) Remove the amplifier.

(7) Reverse the removal procedures to install. Tighten the amplifier mounting screws to 2.8 N·m (25 in. lbs.).

SPEAKERS

INSTRUMENT PANEL

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(1) Disconnect and isolate the battery negative cable.

(2) Using a wide flat-bladed tool such as a trim stick, pry the cowl top trim panel off of the instrument panel top pad (Fig. 9).

(3) Pull the panel up far enough to unplug the wiring connector for the solar sensor, or to remove the solar sensor from the cowl top trim between the right and center defroster outlets, if so equipped.

(4) Remove the cowl top trim panel from the vehicle.

(5) Unplug the speaker wiring connector.

(6) Remove the two screws securing the speaker to the instrument panel (Fig. 10).

REMOVAL AND INSTALLATION (Continued)

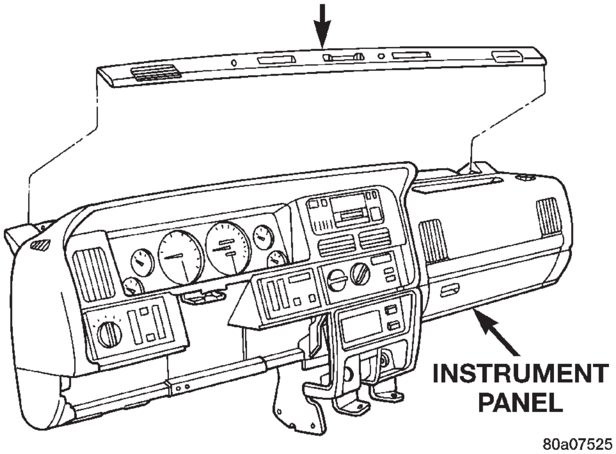

Fig. 9 Cowl Top Trim Remove/Install

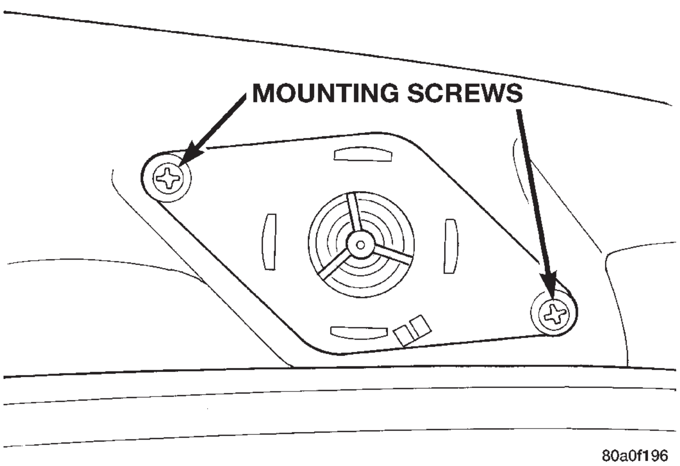

Fig. 10 Instrument Panel Speaker Remove/Install

(7) Remove the speaker from the instrument panel.

(8) Reverse the removal procedures to install.

FRONT DOOR

(1) Disconnect and isolate the battery negative cable.

(2) Remove the bezel near the inside door latch release handle by inserting a straight-bladed screw-driver in the notched end and prying gently upwards.

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 11).

(4) Remove the trim cap and screw near the rear of the door armrest.

(5) Remove the trim cap and screw at the upper front corner of the trim panel.

(6) Remove the screw located above the front door speaker grille.

(7) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

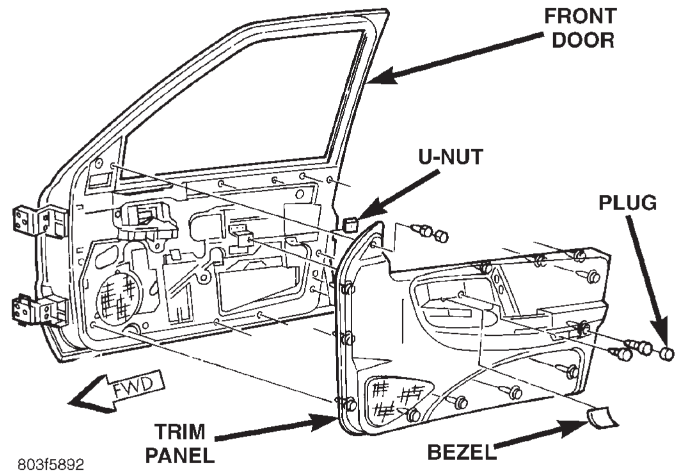

Fig. 11 Front Door Trim Panel Remove/Install

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(8) Unplug the wiring connectors from the door module and the door courtesy lamp, if so equipped.

(9) Remove the three screws holding the speaker to the lower front corner of the inner door panel (Fig. 12).

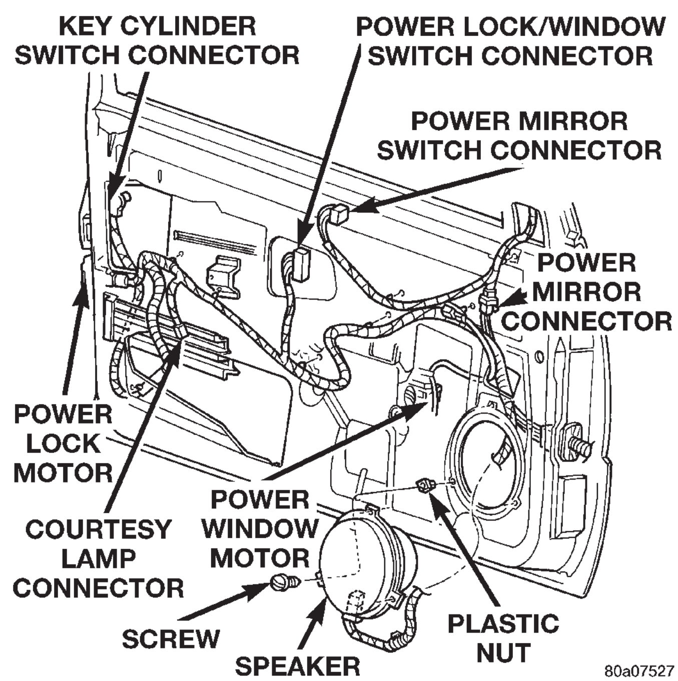

Fig. 12 Front Door Speaker Remove/Install

(10) Disconnect the speaker wiring connector and remove the speaker.

(11) Reverse the removal procedures to install. Tighten the hardware as follows:

• speaker mounting screws - 1.1 N·m (10 in. lbs.)

• trim panel mounting screws - 1.3 N·m (12 in. lbs.).

REMOVAL AND INSTALLATION (Continued)

REAR DOOR

(1) Disconnect and isolate the battery negative cable.

(2) Remove the bezel near the inside door latch release handle by inserting a straight-bladed screwdriver in the notched end and prying gently upwards.

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 13).

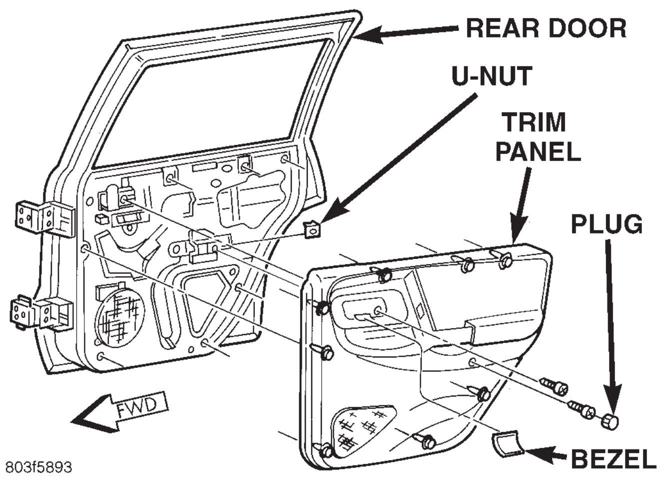

Fig. 13 Rear Door Trim Panel Remove/Install

(4) Remove the trim cap and screw near the rear of the door armrest.

(5) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(6) Unplug the wiring connector from the power window switch.

(7) Remove the three screws holding the speaker to the lower front corner of the inner door panel (Fig. 14).

(8) Disconnect the speaker wiring connector and remove the speaker.

(9) Reverse the removal procedures to install. Tighten the hardware as follows:

- speaker mounting screws - 1.1 N·m (10 in. lbs.)
- trim panel mounting screws - 1.3 N·m (12 in. lbs.).

ANTENNA

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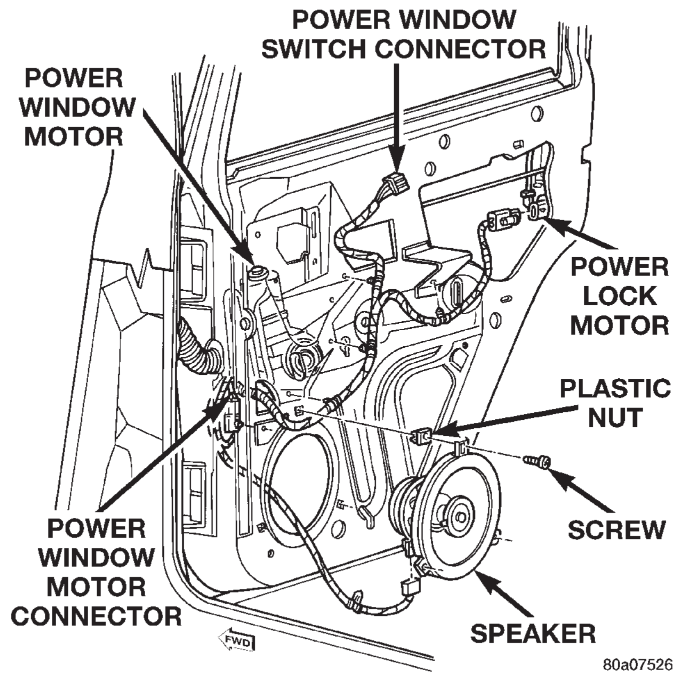


Fig. 14 Rear Door Speaker Remove/Install

(1) Disconnect and isolate the battery negative cable.

(2) Remove the right front inner fender liner. Refer to Group 23 - Body Components for the procedures.

(3) Unscrew the antenna mast from the antenna body (Fig. 15).

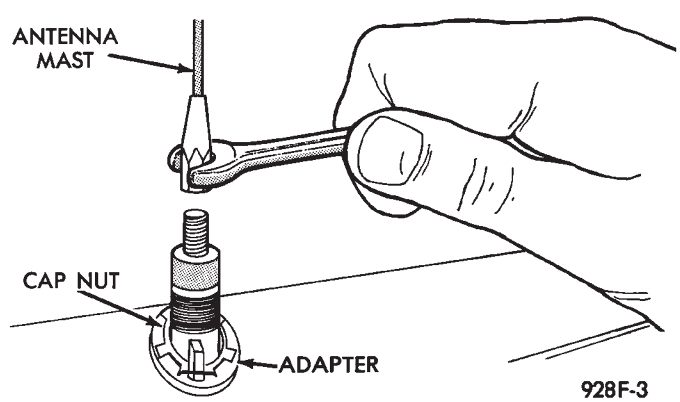


Fig. 15 Antenna Mast Remove/Install - Typical

REMOVAL AND INSTALLATION (Continued)

(4) Remove the antenna cap nut using an antenna nut wrench (Special Tool C-4816) (Fig. 16).

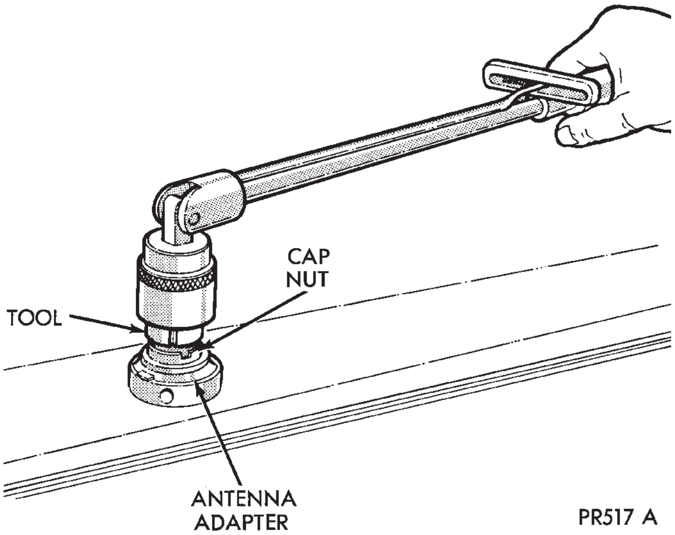


Fig. 16 Cap Nut and Adapter Remove/Install - Typical

(5) Lower the antenna assembly through the fender far enough to gain access to the antenna body (Fig. 17).

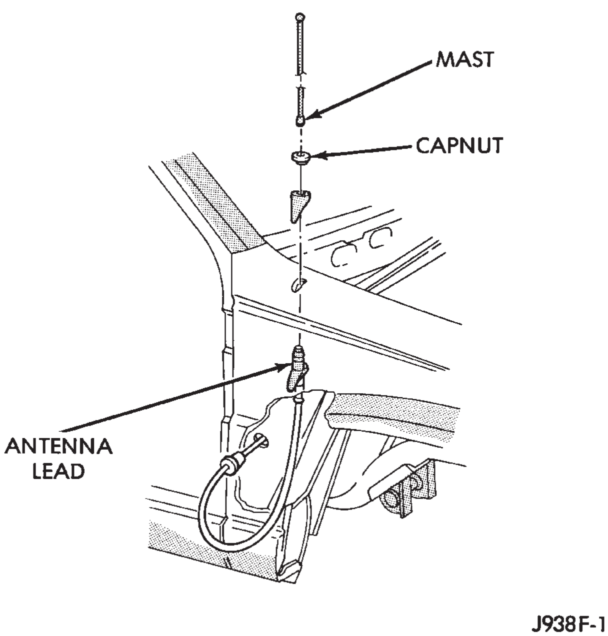


Fig. 17 Antenna Body and Cable Remove/Install

(6) Remove the fuse access panel in the right cowl side trim panel, and remove the nut securing the trim to the junction block (Fig. 18).

(7) Remove the two screws securing the right cowl side trim panel to the front door opening trim and remove the cowl side kick panel trim.

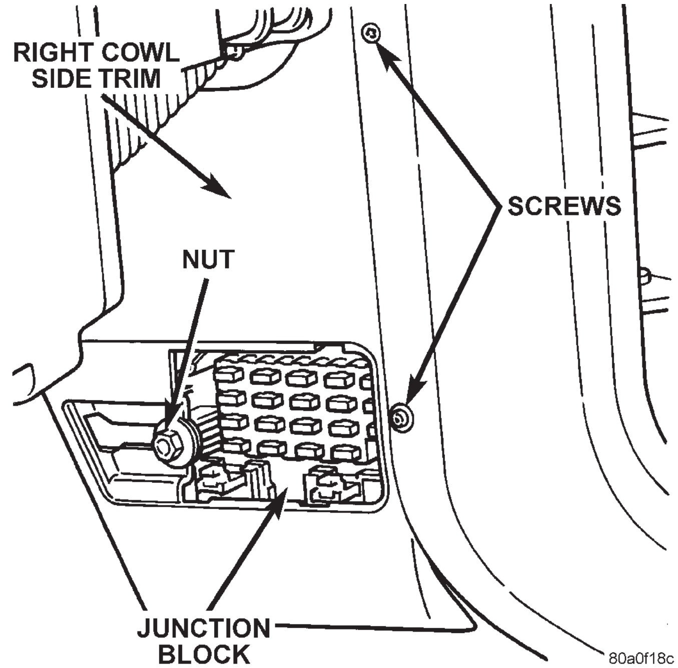


Fig. 18 Right Cowl Side Trim Remove/Install

(8) Locate the antenna coaxial cable lead connector near the junction block at the right cowl side panel. Unplug the connector by pulling it apart while twisting the metal connector halves (Fig. 19). Do not pull on the cable.

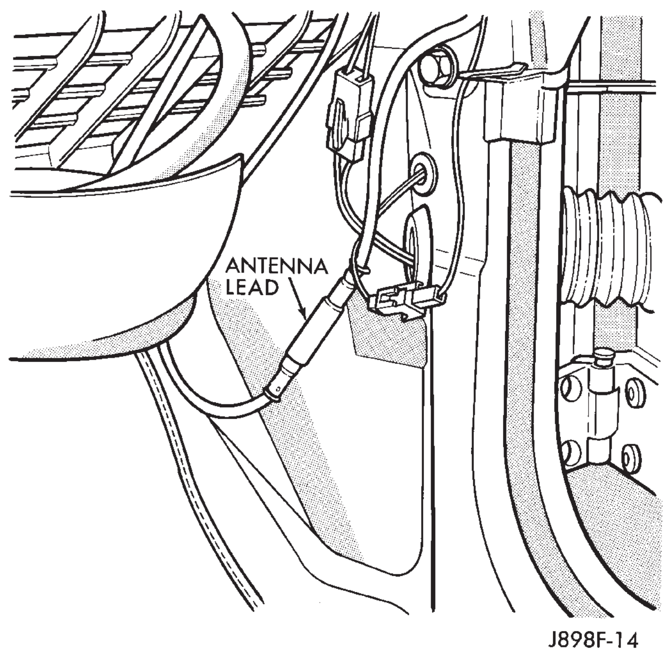


Fig. 19 Antenna Cable Connector - Typical

(9) Remove the antenna body and cable by pulling the cable and grommet out of the cowl side panel from inside the right front fender wheel housing.

(10) Reverse the removal procedures to install. Tighten the antenna cap nut to 7.9 N·m (70 in. lbs.).

HORN SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Following are general descriptions of the major components in the factory-installed horn systems. Refer to 8W-41 - Horns/Cigar Lighter in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

HORN RELAY

The horn relay is a International Standards Organization (ISO) micro-relay. The terminal designations and functions are the same as a conventional ISO relay. However, the micro-relay terminal orientation (or footprint) is different, current capacity is lower, and the relay case dimensions are smaller than on the conventional ISO relay.

The horn relay is a electro-mechanical device that switches current to the horn when the horn switch on the steering wheel is depressed. See the Diagnosis and Testing section of this group for more information on the horn relay's operation.

The horn relay is located in the Power Distribution Center (PDC) in the engine compartment. Refer to the PDC label for horn relay identification and location.

If a problem is encountered with a continuously sounding horn, it can usually be quickly resolved by removing the horn relay from the PDC until further diagnosis is completed.

HORN SWITCH

A center-blow, resistive membrane type horn switch is installed on the back side of the driver's airbag module trim cover in the center of the steering wheel. When the center area of the airbag trim cover is depressed, the horn switch completes a circuit to ground for the coil side of the horn relay. The steering wheel and steering column must be properly grounded for the horn switch to function. The horn switch is only serviced as a part of the airbag module trim cover. If the switch should fail, or if the airbag is deployed, the airbag module trim cover and switch unit must be replaced.

HORN

The standard, dual-note, diaphragm-type horns are mounted next to each other on a bracket beneath the right radiator closure extension panel and forward of the right front inner wheelhouse. The two horns are connected in parallel. They are grounded through their wiring connector and circuit to an eyelet bolted to the right inner fender shield near the power distribution center, and receive battery feed through the closed contacts of the horn relay.

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

DESCRIPTION AND OPERATION (Continued)

The horn system is one of the outputs of the BCM. The BCM is programmed to energize the horn relay in response to certain inputs from the Vehicle Theft Security System (VTSS) system or the Remote Keyless Entry (RKE) system. Refer to Group 8P - Power Lock Systems for more information on the RKE system. Refer to Group 8Q - Vehicle Theft/Security Systems for more information on the VTSS system.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

DIAGNOSIS AND TESTING

HORN RELAY

For circuit descriptions and diagrams, refer to 8W-41 - Horns/Cigar Lighter in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

RELAY TESTS

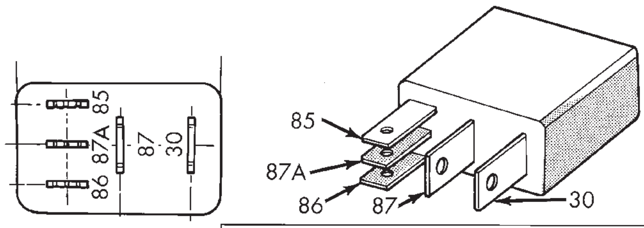
The horn relay is located in the Power Distribution Center (PDC) in the engine compartment. Refer to the PDC label for horn relay identification and location.

Remove the horn relay from the PDC as described in this group to perform the following tests:

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75±5 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, see the Relay Circuit Test in this group. If not OK, replace the faulty relay.



TERMINAL LEGEND	
NUMBER	IDENTIFICATION
30	COMMON FEED
85	COIL GROUND
86	COIL BATTERY
87	NORMALLY OPEN
87A	NORMALLY CLOSED

Horn Relay

RELAY CIRCUIT TESTS

(1) The relay common feed terminal cavity (30) is connected to battery voltage and should be hot at all times. If OK, go to Step 2. If not OK, repair the open circuit to the PDC fuse as required.

(2) The relay normally closed terminal (87A) is connected to terminal 30 in the de-energized position, but is not used for this application. Go to Step 3.

(3) The relay normally open terminal (87) is connected to the common feed terminal (30) in the energized position. This terminal supplies battery voltage to the horn(s). There should be continuity between the cavity for relay terminal 87 and the horn(s) feed terminal(s) at all times. If OK, go to Step 4. If not OK, repair the open circuit to the horn(s) as required.

(4) The coil battery terminal (86) is connected to the electromagnet in the relay. It is connected to battery voltage and should be hot at all times. Check for battery voltage at the cavity for relay terminal 86. If OK, go to Step 5. If not OK, repair the open circuit to the PDC fuse as required.

(5) The coil ground terminal (85) is connected to the electromagnet in the relay. It is grounded through the horn switch when the horn switch is depressed. It can also be grounded by the body control module in response to inputs from the vehicle theft alarm or remote keyless entry systems. Check for continuity to ground at the cavity for relay terminal 85. There should be continuity with the horn switch depressed, and no continuity with the horn switch released. If not OK, see the diagnosis for the Horn Switch in this group.

HORN SWITCH

For circuit descriptions and diagrams, refer to 8W-41 - Horns/Cigar Lighter in Group 8W - Wiring Diagrams.

DIAGNOSIS AND TESTING (Continued)

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable. Remove the lower steering column cover/knee blocker. Check for continuity between the metal steering column jacket and a good ground. There should be continuity. If OK, go to Step 2. If not OK, refer to Group 19 - Steering and check for proper installation of the steering column ground clip.

(2) Remove the driver's airbag module. Unplug the horn switch wire connector. Unplug the body control module connector B (white). Remove the horn relay from the Power Distribution Center (PDC). Check for continuity between the steering column half of the horn switch wire connector and a good ground. There should be no continuity. If OK, go to Step 3. If not OK, repair the short circuit as required.

(3) Check for continuity between the steering column half of the horn switch wire connector and the horn relay control circuit cavity in the PDC. There should be continuity. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) Check for continuity between the two horn switch wires on the airbag module. There should be no continuity. If OK, go to Step 5. If not OK, replace the faulty horn switch.

(5) Depress the center of the airbag module cover and check for continuity between the two horn switch wires. There should be continuity. If not OK, replace the faulty horn switch.

HORN

For circuit descriptions and diagrams, refer to 8W-41 - Horns/Cigar Lighter in Group 8W - Wiring Diagrams.

(1) Disconnect the horn wiring connector. Measure the resistance between the ground circuit cavity of the horn connector and a good ground. There should be zero ohms resistance. If OK, go to Step 2. If not OK, repair the faulty horn ground circuit as required.

(2) Depress the horn switch. There should be battery voltage at the horn relay output circuit cavity of the horn connector. If OK, replace the faulty horn. If not OK, repair the open circuit to the horn relay as required.

REMOVAL AND INSTALLATION

HORN RELAY

(1) Disconnect and isolate the battery negative cable.

(2) Remove the cover from the Power Distribution Center (PDC) (Fig. 1).

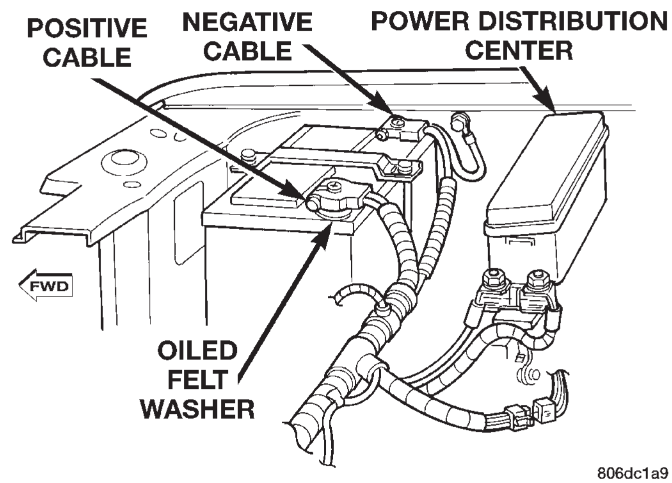


Fig. 1 Power Distribution Center

(3) Refer to the label on the PDC for horn relay identification and location.

(4) Remove the horn relay by unplugging it from the PDC.

(5) Install the horn relay by aligning the relay terminals with the cavities in the PDC and pushing the relay firmly into place.

(6) Install the PDC cover.

(7) Connect the battery negative cable.

(8) Test the relay operation.

HORN SWITCH

WARNING: ON VEHICLES EQUIPPED WITH A DRIVER'S AIRBAG, THE HORN SWITCH IS INTEGRAL TO THE AIRBAG MODULE COVER. SERVICE OF THIS COMPONENT SHOULD BE PERFORMED ONLY BY CHRYSLER-TRAINED AND AUTHORIZED DEALER SERVICE TECHNICIANS. FAILURE TO TAKE THE PROPER PRECAUTIONS OR TO FOLLOW THE PROPER PROCEDURES COULD RESULT IN ACCIDENTAL, INCOMPLETE, OR IMPROPER AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY. REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS FOR THE SERVICE PROCEDURES.

HORN

(1) Disconnect and isolate the battery negative cable.

(2) Raise and support the vehicle.

REMOVAL AND INSTALLATION (Continued)

(3) Remove the radiator lower air deflector. refer to Group 7 - Cooling System for the procedures.

(4) Unplug the horn wiring connectors (Fig. 2).

(5) Remove the bolt holding the horn mounting bracket to the radiator closure extension panel and remove the horns.

(6) Reverse the removal procedures to install. Tighten the horn bracket mounting bolt to 30 N·m (22 ft. lbs.).

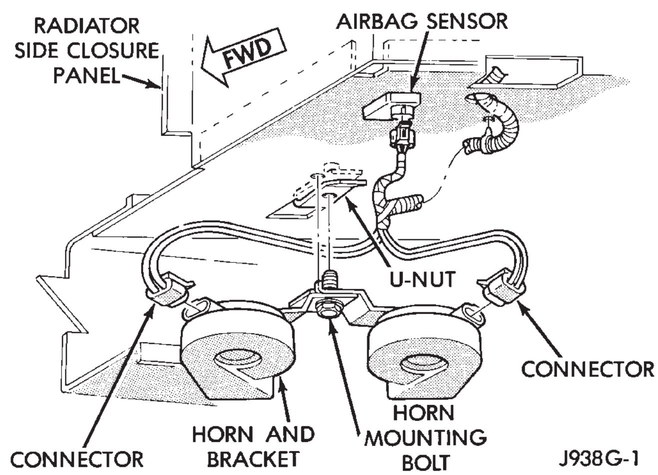


Fig. 2 Horn Remove/Install

VEHICLE SPEED CONTROL SYSTEM

CONTENTS

GENERAL INFORMATION

INTRODUCTION

The vehicle speed control system is electronically controlled and vacuum operated. The system is designed to operate between approximately 35 and 85 mph (56 and 137 km/h). Following are general descriptions of the major components in the speed control system. Refer to Group 8W, Wiring Diagrams for complete circuit descriptions and wiring diagrams.

DESCRIPTION AND OPERATION

SPEED CONTROL SERVO

The speed control servo is located in the engine compartment, mounted to a bracket on the right inner fender. The servo unit consists of a solenoid valve body, a vacuum servo and the mounting bracket. The PCM controls the solenoid valve body. The solenoid valve body controls the application and release of vacuum to the diaphragm of the vacuum servo. The servo unit cannot be repaired and is serviced only as a complete assembly.

SPEED CONTROL SWITCHES

Two separate speed control switch modules are mounted on the steering wheel to the left and right side of the driver's airbag module. Within the two switch modules, five **momentary** contact switches, supporting seven different speed control functions are used. The outputs from these switches are filtered into one input. The Powertrain Control Module (PCM) determines which output has been applied through **resistive multiplexing.** The input circuit voltage is measured by the PCM to determine which switch function has been selected.

A speed control indicator lamp, located on the instrument panel cluster is energized by the PCM via the CCD Bus. This occurs when speed control system power has been turned ON, and the engine is running.

The two switch modules are labeled: ON/OFF, SET, RESUME/ACCEL, CANCEL and COAST. Refer to the owner's manual for more information on speed control switch functions and setting procedures. The individual switches cannot be repaired. If one individual switch fails, the switch module must be replaced.

STOP LAMP SWITCH

Vehicles equipped with the speed control option use a dual function stop lamp switch. The switch is mounted in the same location as the conventional stop lamp switch, on the brake pedal mounting bracket under the instrument panel. The PCM monitors the state of the dual function stop lamp switch. Refer to Group 5, Brakes for more information on stop lamp switch service and adjustment procedures.

DESCRIPTION AND OPERATION (Continued)

SERVO CABLE

The speed control servo cable is connected between the speed control vacuum servo diaphragm and the throttle body control linkage. This cable causes the throttle control linkage to open or close the throttle valve in response to movement of the vacuum servo diaphragm.

POWERTRAIN CONTROL MODULE (PCM)

The speed control electronic control circuitry is integrated into the Powertrain Control Module (PCM). The PCM is located in the engine compartment behind the coolant recovery tank. The PCM speed control functions are monitored by the On-Board Diagnostics (OBD). All OBD-sensed systems are monitored by the PCM. Each monitored circuit is assigned a Diagnostic Trouble Code (DTC). The PCM will store a DTC in electronic memory for certain failures it detects. See On-Board Diagnostic Tests in this group for more information. The PCM cannot be repaired and must be replaced if faulty.

VACUUM RESERVOIR

The vacuum reservoir is mounted below the battery tray. The reservoir contains a one-way check valve to trap engine vacuum in the reservoir. When engine vacuum drops, as in climbing a grade while driving, the reservoir supplies the vacuum needed to maintain proper speed control operation. The vacuum reservoir cannot be repaired and must be replaced if faulty.

VEHICLE SPEED SENSOR

The Vehicle Speed Sensor (VSS) is a pulse generator mounted to an adapter near the transmission output shaft. The sensor is driven through the adapter by a speedometer pinion gear. The VSS pulse signal is monitored by the PCM speed control circuitry to determine vehicle speed and to maintain speed control set speed. Refer to the appropriate Powertrain Diagnostic Procedures manual for diagnosis and testing of this component. Refer to Group 14, Fuel System for removal/installation procedures.

DIAGNOSIS AND TESTING

ROAD TEST

Perform a vehicle road test to verify reports of speed control system malfunction. The road test should include attention to the speedometer.

The cause of any speedometer problems should be corrected before proceeding. Refer to Group 8E, Instrument Panel and Gauges for speedometer diagnosis.

If a road test verifies a system problem and the speedometer operates properly, check for:

- A misadjusted brake (stop) lamp switch. This could also cause an intermittent problem.
- Loose or corroded electrical connections at the servo. Corrosion should be removed from electrical terminals and a light coating of Mopar MultiPurpose Grease, or equivalent, applied.
- Loose or leaking vacuum hoses or connections.
- Secure attachment of both ends of the speed control servo cable.
- Smooth operation of throttle linkage and throttle body air valve.

CAUTION: When test probing for voltage or continuity at electrical connectors, care must be taken not to damage connector, terminals or seals. If these components are damaged, intermittent or complete system failure may occur.

ON-BOARD DIAGNOSTICS TEST

The Powertrain Control Module (PCM) monitors critical input and output circuits of the speed control system making sure they are operational. A Diagnostic Trouble Code (DTC) is assigned to each input and output circuit monitored by the On-Board Diagnostic (OBD) system. Some circuits are checked continuously and some are checked only under certain conditions.

If the OBD system senses that a monitored circuit is bad, it will put a DTC into electronic memory. The DTC will stay in electronic memory as long as the circuit continues to be bad. The PCM is programmed to clear the memory after 50 engine starts if the problem does not occur again.

DIAGNOSTIC TROUBLE CODES

Diagnostic Trouble Codes (DTC's) are used to help identify a faulty circuit. A DTC does not identify which component in a circuit is bad. Thus, a DTC should be treated as a symptom, not as the cause for the problem. In some cases, because of the design of the diagnostic test procedure, a DTC can be the reason for another DTC to be set. Therefore, it is important that the test procedures be followed in sequence to understand what caused a DTC to be set.

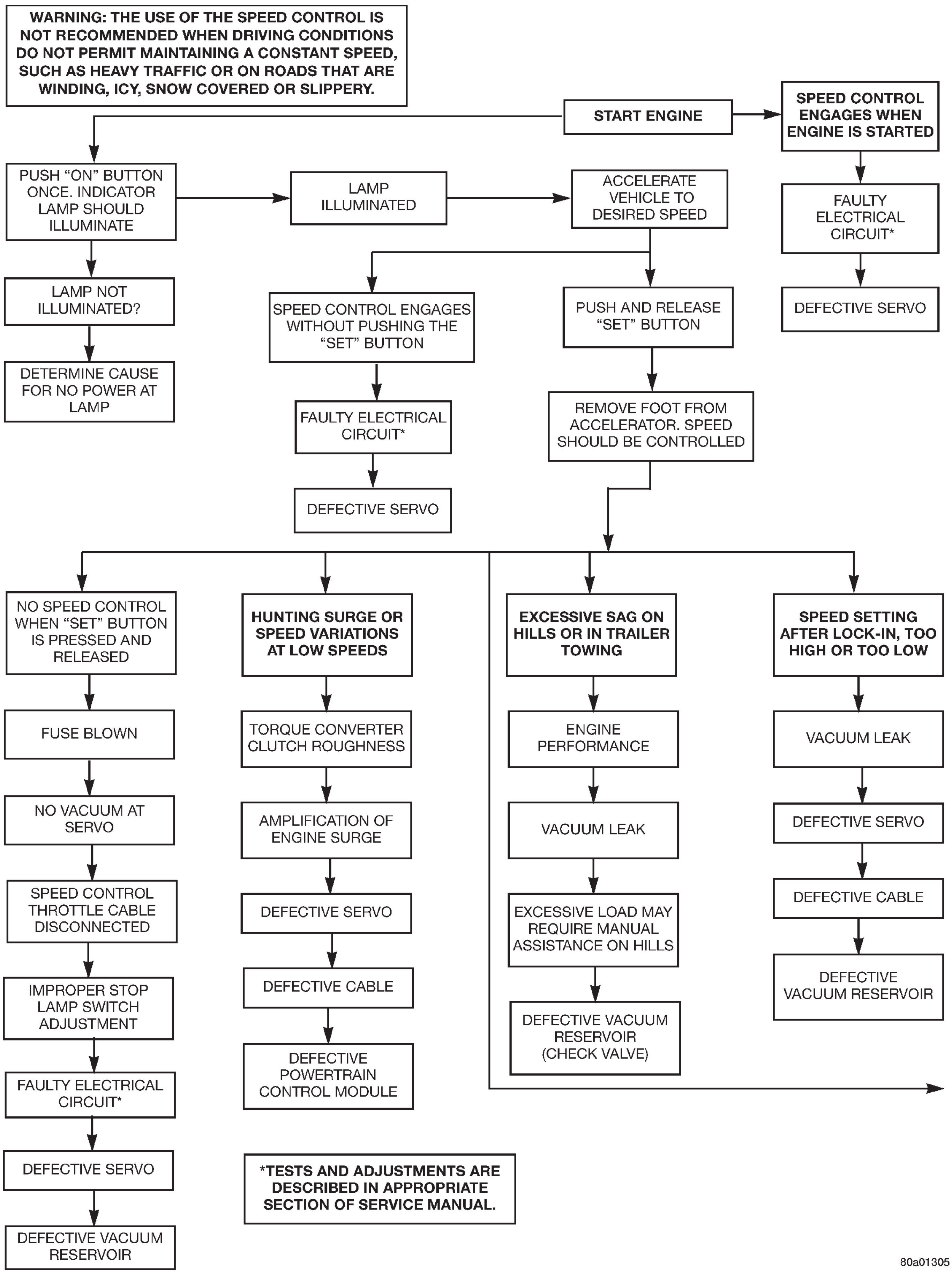
A DTC can be displayed in three different ways:

- a two-digit number flashed on the Malfunction Indicator (Check Engine) Lamp
- a two-digit number displayed on the vehicle odometer
- a description of the DTC can be read using the DRB scan tool

Refer to Group 25, Emission Control System for more DTC information.

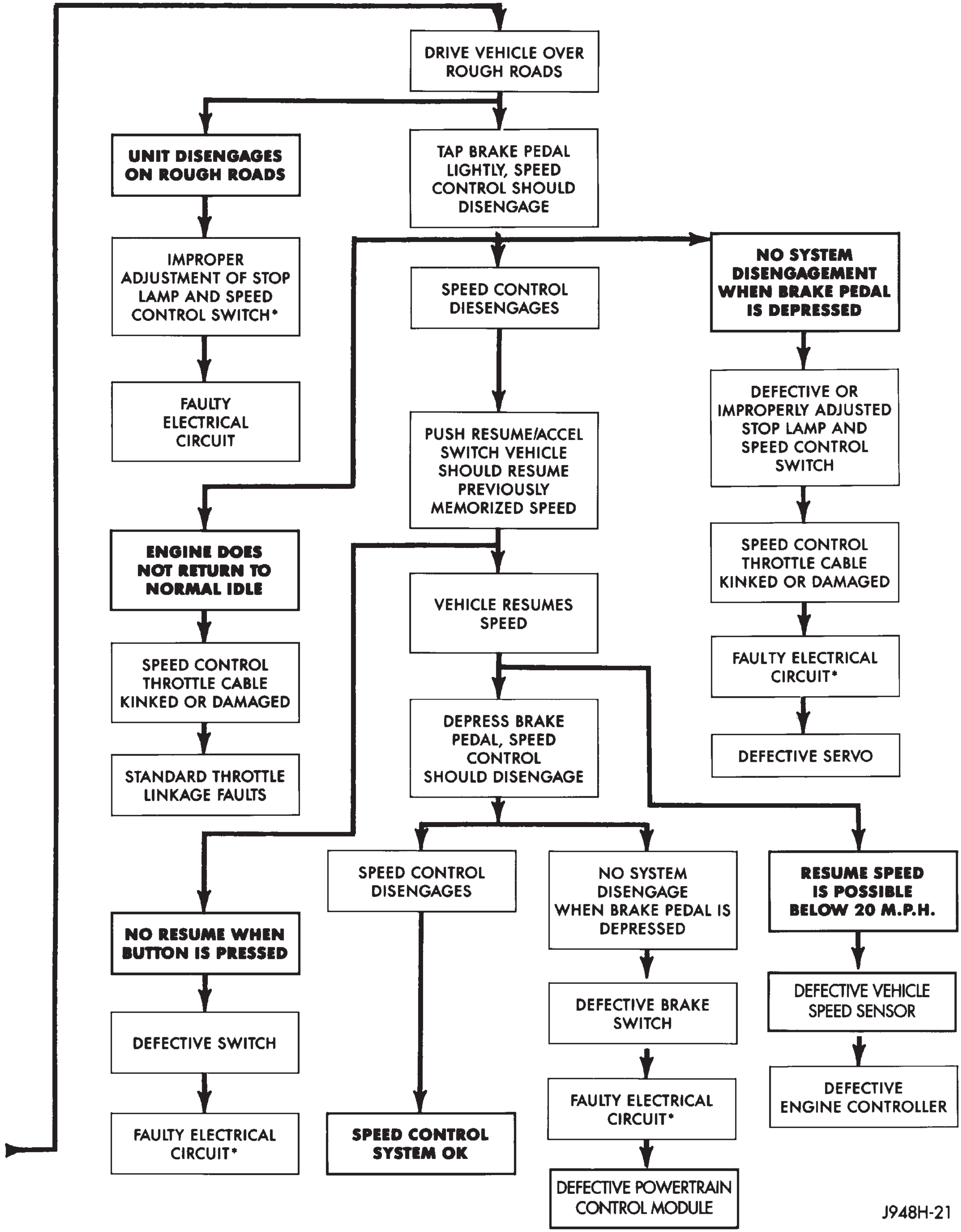
Refer to the following Speed Control Diagnostic Trouble Code chart for DTC's which apply to the speed control system. Refer to the appropriate Pow-

DIAGNOSIS AND TESTING (Continued)



DIAGNOSIS CHART 1

DIAGNOSIS AND TESTING (Continued)



DIAGNOSIS CHART 2

DIAGNOSIS AND TESTING (Continued)

ertrain Diagnostic Procedures manual to diagnose an on-board diagnostic system trouble code.

RETRIEVING DIAGNOSTIC TROUBLE CODES

To start this function, cycle the ignition switch ON-OFF-ON-OFF-ON within 5 seconds. This will cause any DTC stored in the PCM memory to be displayed. The instrument panel mounted malfunction indicator (Check Engine) lamp will display a DTC by flashing on and off. There is a short pause between flashes and a longer pause between digits. All DTC's displayed are two-digit numbers, with an approximate four-second pause between codes.

An example of a DTC is as follows:

(1) Lamp on for 2 seconds, then turns off.

(2) Lamp flashes 1 time pauses and then flashes 5 times.

(3) Lamp pauses for 4 seconds, flashes 3 times, pauses, then flashes 4 times.

While the lamp is flashing, a two-digit number will also be displayed on the vehicle odometer.

The three DTC's are 15, 34 and 77. Any number of DTC's can be displayed, as long as they are in memory. The lamp will flash until all stored DTC's are displayed. A DTC code number 55 signifies the end of tests.

If a DTC number 15, 34 or 77 is observed, refer to the appropriate Powertrain Diagnostic Procedures manual. Correct any problems found in your diagnosis, then recheck for a DTC after corrections are completed. Use the DRB scan tool to erase a DTC after repair.

SPEED CONTROL DIAGNOSTIC TROUBLE CODES

Diagnostic Trouble Code	DRB Scan Tool Display	Description of Diagnostic Trouble Code
15**	No Vehicle Speed Sensor Signal	No vehicle distance (speed) sensor signal detected during road load conditions.
34*	S/C Switch High or Low	MUX S/C Switch High or Low
77*	S/C Pow. Ckt.	Speed Control Power Circuit Problem
55*	N/A	Completion of fault code display on Check Engine Lamp.
* Check Engine Lamp will not illuminate at all times if this Diagnostic Trouble Code was recorded. Cycle ignition key as described in manual and observe code flashed by Check Engine Lamp.		
** Check Engine Lamp will illuminate during engine operation if this Diagnostic Trouble Code was recorded.		

DIAGNOSIS AND TESTING (Continued)

SPEED CONTROL ELECTRICAL TEST

Two different test methods may be used to check the electronic speed control system. One involves using the DRB scan tool. If this test method is desired, refer to the appropriate Powertrain Diagnostic Procedures service manual.

The other test method will involve the use of a volt/ohm meter. The volt/ohm meter method is described within the tests on the following pages. Refer to Group 8W, Wiring Diagrams for speed control electrical schematics and connector location.

CAUTION: When test probing for voltage or continuity at electrical connectors, care must be taken not to damage connector, terminals or seals. If these components are damaged, intermittent or complete system failure may occur.

When electrical connections are removed, corrosion should be removed from electrical terminals and a light coating of Mopar Multi-Purpose Grease, or equivalent, should be applied.

Inspect connectors for damaged terminals. A poor electrical connection can cause a complete or intermittent malfunction. For this reason, a poor connection may be misdiagnosed as a component malfunction.

VEHICLE SPEED SENSOR

For diagnosis and testing of the speed sensor, refer to the appropriate Powertrain Diagnostic Procedures service manual.

SPEED CONTROL SWITCHES

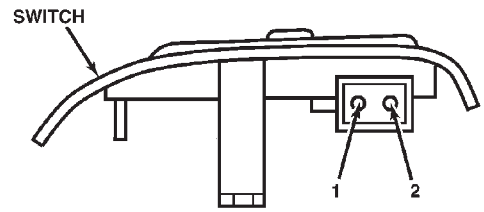
For complete speed control system diagnosis, refer to the appropriate Powertrain Diagnostic Procedures manual. To test each of the speed control switches only, refer to the following:

WARNING: BEFORE ATTEMPTING TO DIAGNOSE, REMOVE OR INSTALL ANY AIRBAG SYSTEM OR RELATED STEERING WHEEL AND STEERING COLUMN COMPONENTS, YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. WAIT 2 MINUTES FOR SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. FAILURE TO DO SO COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect negative battery cable. Wait 2 minutes for airbag system capacitor to discharge.

(2) Remove the two speed control switch modules from steering wheel. Refer to the removal/installation section for procedures.

(3) Check continuity of each individual speed control switch module as shown in chart (Fig. 1). If OK, reinstall switch. If not OK, replace switch module assembly.



SWITCH POSITION	RESISTANCE BETWEEN PINS 1 AND 2
ON	909 ohms +/- 9 ohms
SET	6650 ohms +/- 66 ohms
RESUME/ACCEL	15,4000 ohms +/- 1540 ohms
CANCEL	0 ohms (CLOSED CIRCUIT)
COAST	2940 ohms +/- 29 ohms

80a01304

Fig. 1 Speed Control Switch Continuity

STOP LAMP SWITCH

For continuity checks and switch adjustment, refer to Group 5, Brakes.

VACUUM SUPPLY TEST

(1) Disconnect vacuum hose at speed control servo and install a vacuum gauge into the disconnected hose.

(2) Start engine and observe gauge at idle. Vacuum gauge should read at least ten inches of mercury.

(3) If vacuum is less than ten inches of mercury, determine source of leak. Check vacuum line to engine for leaks. Also check actual engine intake manifold vacuum. If manifold vacuum does not meet this requirement, check for poor engine performance and repair as necessary.

(4) If vacuum line to engine is not leaking, check for leak at reservoir. Disconnect vacuum line at reservoir and connect a hand-operated vacuum pump to reservoir fitting. Reservoir vacuum should not bleed off. If vacuum is being lost, replace reservoir.

SPEED CONTROL SERVO

For complete speed control system diagnosis, refer to the appropriate Powertrain Diagnostic Procedures manual. To test the speed control servo only, refer to the following:

The engine must be started and running for the following voltage tests.

(1) Start engine.

(2) Disconnect 4–way electrical connector at servo (Fig. 2).

DIAGNOSIS AND TESTING (Continued)

(3) Turn speed control switch to ON position.

(4) Check for battery voltage at pin–3 of wiring harness 4–way connector (Fig. 3). This is the 12 volt feed from the stoplamp switch. When the brake pedal is depressed, voltage should not be present at pin–3. If voltage is not present with brake pedal **not** depressed, check for continuity between servo and stop lamp switch. Also check stop lamp switch adjustment. Refer to Group 5, Brakes for procedures.

(5) Connect a small gauge jumper wire between the disconnected servo harness 4–way connector pin–3, and pin–3 on the servo. Check for battery voltage at pins–1, 2 and 4 of the servo. If battery voltage is not at these pins, replace the servo.

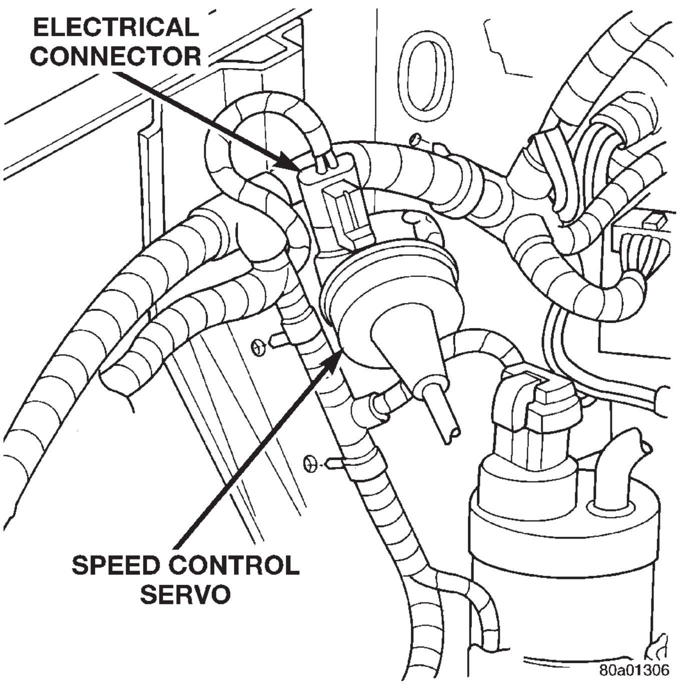


Fig. 2 Servo Electrical Connector Location

(6) Turn ignition switch to OFF position. Check for continuity between disconnected servo harness 4–way connector pin–4 and a good ground. There should be continuity. If not OK, repair open circuit to ground as required.

POWERTRAIN CONTROL MODULE (PCM)

For complete PCM diagnosis on the speed control system, refer to the DRB scan tool and the appropriate Powertrain Diagnostic Procedures manual.

REMOVAL AND INSTALLATION

SPEED CONTROL SERVO

4.0L ENGINES—REMOVAL/INSTALLATION

(1) Disconnect vacuum hose at servo.

(2) Unplug electrical connector at servo.

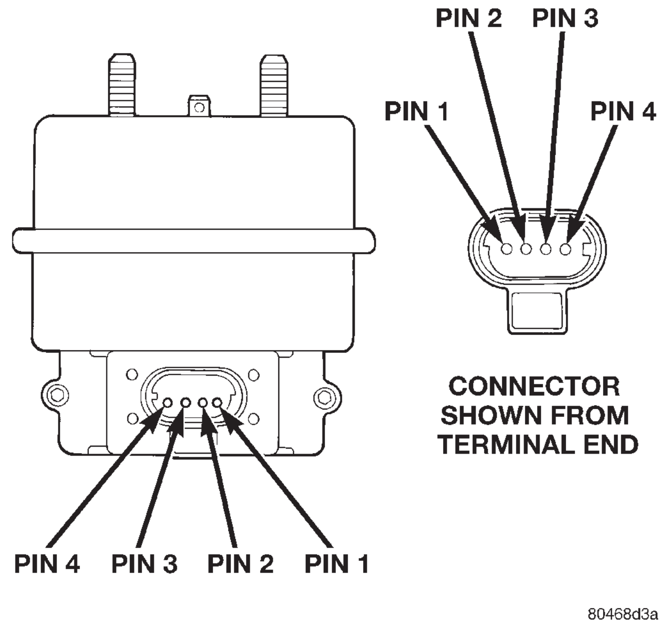


Fig. 3 Servo 4–Way Harness Connector

(3) Remove 2 nuts holding servo cable sleeve.

(4) Pull speed control cable sleeve away from servo to expose cable retaining clip.

(5) Remove clip attaching cable to servo.

(6) Remove servo from mounting bracket.

(7) Reverse removal procedures to install. Block throttle to full open position to align hole in cable connector with hole in servo pin and install retaining clip. Tighten servo mounting nuts to 8.5 N·m (75 in. lbs.).

CAUTION: The cable sleeve must be installed on the OUTSIDE face of the bracket to avoid possible binding of the cable.

5.2L ENGINES—REMOVAL/INSTALLATION

(1) Disconnect vacuum hose at servo.

(2) Unplug electrical connector at servo.

(3) Remove 2 nuts from servo mounting bracket.

(4) Remove and discard push nuts on servo studs.

(5) Remove servo from mounting bracket.

(6) Pull speed control cable sleeve away from servo to expose cable retaining clip.

(7) Remove clip attaching cable to servo.

(8) Reverse removal procedures to install. Block throttle to full open position to align hole in cable connector with hole in servo pin and install retaining clip. Install new push nuts on servo studs. Tighten servo mounting nuts to 8.5 N·m (75 in. lbs.).

CAUTION: The cable sleeve must be installed BETWEEN the servo and bracket to avoid possible binding of the cable.

REMOVAL AND INSTALLATION (Continued)

SPEED CONTROL SWITCHES

REMOVAL/INSTALLATION

WARNING: BEFORE BEGINNING ANY AIRBAG SYSTEM COMPONENT REMOVAL OR INSTALLATION, REMOVE AND ISOLATE THE NEGATIVE (-) CABLE FROM THE BATTERY. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. THEN WAIT TWO MINUTES FOR SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE INJURY.

(1) Disconnect and isolate negative battery cable.
(2) Remove airbag module. Refer to Group 8M for procedures.
(3) Remove switch-to-steering wheel mounting screw (Fig. 4).
(4) Remove switch.
(5) Reverse removal procedures to install.

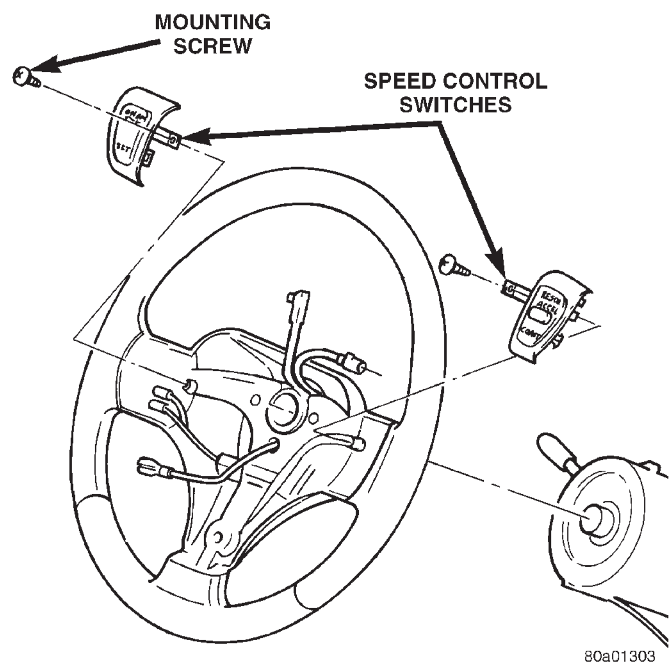


Fig. 4 Speed Control Switches

STOP LAMP SWITCH

Refer to Group 5, Brakes for removal/installation and adjustment procedures.

SERVO CABLE

REMOVAL/INSTALLATION

(1) 4.0L Engine: Using finger pressure only, remove speed control cable connector at throttle body bellcrank pin by pushing connector off the bellcrank towards the drivers side of vehicle (Fig. 5). **DO NOT try to pull connector off perpendicular to the bellcrank pin. Connector will be broken.**

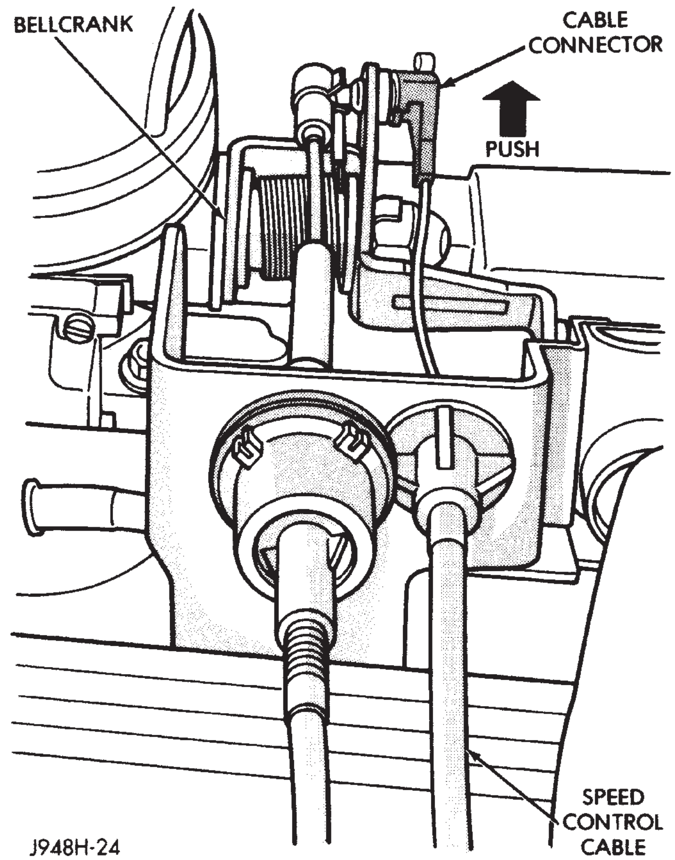


Fig. 5 Cable at Bell Crank—4.0L Engine

(2) 5.2L Engine: Using finger pressure only, remove speed control cable connector at throttle body bellcrank by pushing connector rearward off the bellcrank pin (Fig. 6). **DO NOT try to pull connector off perpendicular to the bellcrank pin. Connector will be broken.**

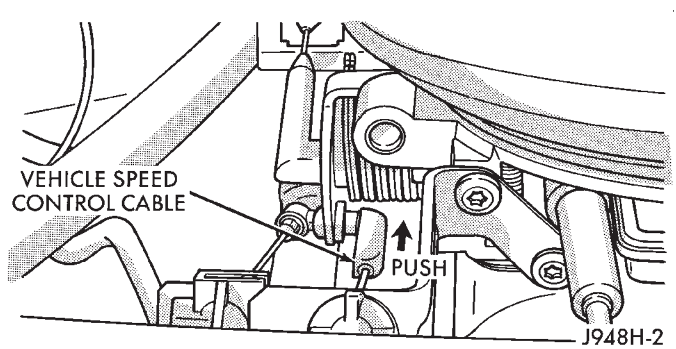


Fig. 6 Cable at Bell Crank—5.2L V-8 Engine

(3) 4.0L Engine: Remove cable from cable guide at top of valve cover (Fig. 7).
(4) Squeeze 2 tabs on sides of speed control cable at throttle body mounting bracket (locking plate) and push out of bracket.

REMOVAL AND INSTALLATION (Continued)

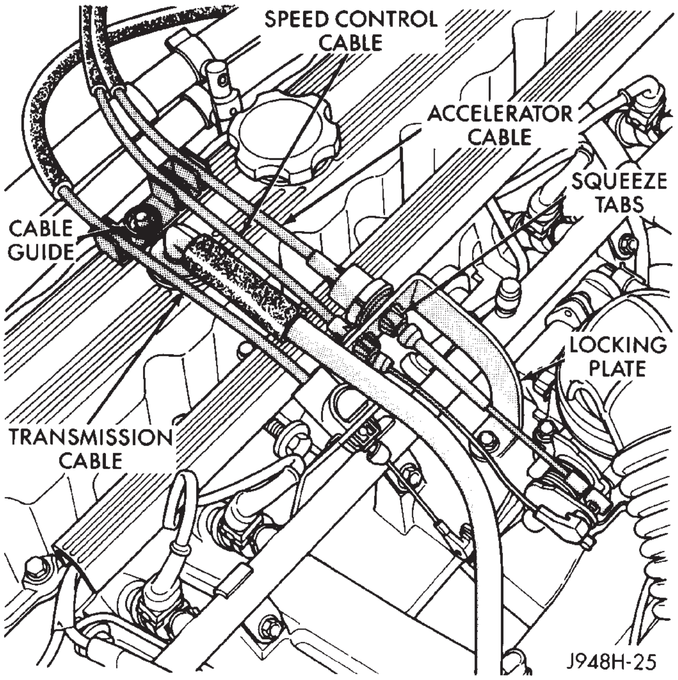


Fig. 7 Cable Guide/Locking Plate—4.0L Engine

(5) Remove servo cable from servo. Refer to Speed Control Servo removal and installation in this group.

(6) Reverse removal procedures to install.

POWERTRAIN CONTROL MODULE

For Removal/Installation refer to Group 14, Fuel Injection System.

VACUUM RESERVOIR

REMOVAL/INSTALLATION

(1) Disconnect both battery cables, negative cable first.

(2) Remove battery holddowns.

(3) Remove battery from battery tray.

(4) Remove 5 bolts securing battery tray.

(5) Pull up battery tray and remove vacuum line from reservoir (Fig. 8).

(6) Remove 2 screws holding reservoir to battery tray.

(7) Reverse removal procedures to install. Tighten hardware as follows:

- vacuum reservoir mounting bolts to 3 N·m (30 in. lbs.)
- battery tray mounting bolts to 10 N·m (90 in. lbs.)

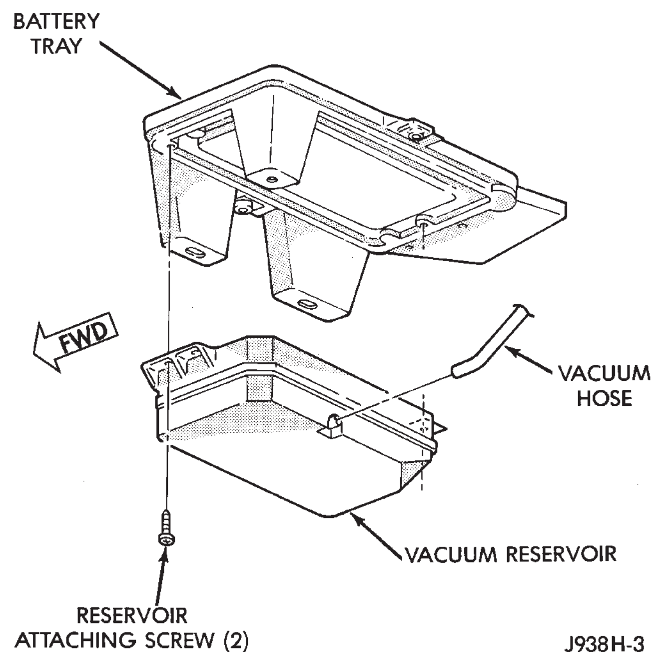


Fig. 8 Vacuum Reservoir

- battery holddown bolts to 10 N·m (90 in. lbs.)
- battery cable clamp bolts to 8.5 N·m (75 in. lbs.).

VEHICLE SPEED SENSOR

For Removal/Installation of the Vehicle Speed Sensor refer to Group 21, Transaxle..

SPECIFICATIONS

TORQUE

Description	**Torque**
Servo Mounting Bracket-to-Servo Nuts	8.5 N·m (75 in. lbs.)
Servo Mounting Bracket-to-Body Nuts	5 N·m (47 in. lbs.)
Switch Module Mounting Screws	1.5 N·m (15 in. lbs.)
Vacuum Reservoir Mounting Bolts	4 N·m (35 in. lbs.)

TURN SIGNAL AND HAZARD WARNING SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Following are general descriptions of the major components in the turn signal and hazard warning systems. Refer to 8W-52 - Turn Signals in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

TURN SIGNAL SYSTEM

With the ignition switch in the On or Accessory position, and the multi-function switch control lever moved up (right turn) or down (left turn), the turn signal system is activated. The switch has a detent position in each direction that provides turn signals with automatic cancellation, and an intermediate momentary position that provides turn signals only until the multi-function switch lever is released.

When the turn signal switch is in a detent position, it is turned off by one of two cancelling cam lobes molded into the hub of the clockspring mechanism. When turning the steering wheel causes one of the cam lobes to contact a cancel actuator in the multi-function switch, the turn signal switch automatically returns to the off position.

When the turn signal system is activated, the selected (right or left) turn signal indicator lamp, front park/turn signal lamp and rear tail/stop/turn signal lamp bulbs will flash. With the headlamp switch in the Off position, the front turn signal and front side marker lamps flash in unison. With the headlamp switch in the On position, the front turn signal and front side marker lamps flash alternately.

HAZARD WARNING SYSTEM

The hazard warning system is activated by a switch button in the multi-function switch. The button is located on the top of the steering column between the steering wheel and the instrument panel. The hazard warning switch button is identified with a double triangle.

The hazard warning system is connected to an unswitched battery feed so that the system remains functional, regardless of the ignition switch position. Push the switch button in to activate the hazard warning system, and push in on the button again to turn the system off. When the hazard warning system is activated, the right and left turn signal indicators, front park/turn signal lamps, front side marker lamps, and rear tail/stop/turn signal lamps will flash.

COMBINATION FLASHER

The combination flasher is a smart relay that functions as both the turn signal system and hazard warning system flasher. The combination flasher is designed to handle the current flow requirements of the factory installed lighting.

If supplemental lighting is added to the turn signal lamp circuits, such as when towing a trailer with lights, the combination flasher will automatically compensate. This allows the flash rate to remain the same, regardless of electrical load increases. However, if a bulb fails in the turn signal lamp circuits, the flash rate of the remaining bulbs in that circuit will increase to 120 flashes per minute, or higher.

While the combination flasher shares the terminal orientation (footprint) of a International Standards Organization (ISO)-type relay, the internal circuitry is much different. The combination flasher contains active electronic integrated circuitry elements. Do not substitute any other relay for the combination flasher.

DESCRIPTION AND OPERATION (Continued)

The combination flasher cannot be repaired and, if faulty, it must be replaced. Also, because of the combination flasher's active elements, it cannot be tested with conventional automotive electrical test equipment. If the flasher is believed to be faulty, test the turn signal and hazard warning system circuits as described in this group. Then, replace the combination flasher with a known good unit to confirm system operation.

MULTI-FUNCTION SWITCH

The multi-function switch assembly is mounted to the left side of the steering column (Fig. 1). This switch contains circuitry for the following functions:

- Turn signals
- Hazard warning
- Headlamp beam selection
- Headlamp optical horn
- Windshield wipers
- Windshield washers.

The information contained in this group addresses only the switch functions for the turn signal and hazard warning circuits. For information relative to the other switch functions, refer to the appropriate group. However, the multi-function switch cannot be repaired. If any function of the switch is faulty, the entire switch assembly must be replaced.

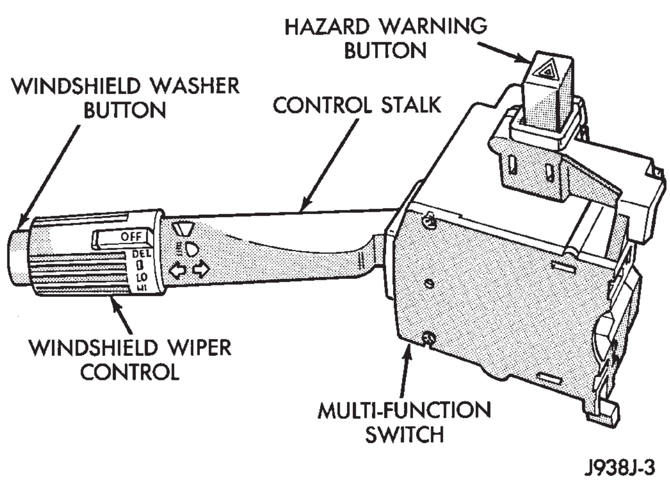


Fig. 1 Multi-Function Switch

TURN SIGNAL INDICATOR LAMPS

The turn signal indicator lamps are located in the instrument cluster. They flash with the exterior turn signal lamps to give the driver a visual indication that a turn signal or the hazard warning system is operating. For diagnosis and service of this component, refer to Group 8E - Instrument Panel Systems.

VEHICLE INFORMATION CENTER

Models equipped with an optional Vehicle Information Center (VIC) have a “turn signal on” warning feature. The VIC module monitors the combination flasher's turn signal circuit. The VIC module will display the message, Turn Signal On, and send a chime request signal to the Body Control Module (BCM) on the Chrysler Collision Detection (CCD) data bus for a single chime tone, if a turn signal remains activated for more than approximately one-half mile of driving.

Refer to Group 8E - Instrument Panel Systems for diagnosis and service of the VIC module. Refer to the appropriate Body Diagnostic Procedures Manual for diagnosis and service of the BCM or the CCD bus.

TURN SIGNAL LAMPS

The exterior lamps in the turn signal and hazard warning circuits include the front park/turn signal, the front side marker, and the rear tail/stop/turn signal. For diagnosis and service of these lamps, refer to Group 8L - Lamps.

DIAGNOSIS AND TESTING

INTRODUCTION

When diagnosing the turn signal or hazard warning circuits, remember that high generator output can burn out bulbs rapidly and repeatedly. If this is a problem on the vehicle being diagnosed, refer to Group 8C - Charging System for further diagnosis.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

TURN SIGNAL/HAZARD WARNING SYSTEM

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Turn the ignition switch to the On position. Actuate the turn signal lever or hazard warning button. Observe the turn indicator lamp(s) in the instrument cluster. If the flash rate is very high, check for a turn signal bulb that is not lit. Replace that bulb or repair the circuits to that lamp, as required. Test the operation of the system again. If the turn indicator(s) fail to light, go to Step 2.

DIAGNOSIS AND TESTING (Continued)

(2) Remove and inspect the turn signal fuse in the junction block, or the hazard warning fuse in the Power Distribution Center (PDC). Replace the faulty fuse(s), if required, and go to Step 3.

(3) Remove the combination flasher from the junction block and replace it with a known good unit. Test the operation of the turn signal and hazard warning systems. If OK, discard the faulty combination flasher. If not OK, remove the test flasher and go to Step 4.

(4) With the ignition switch in the On position, check for battery voltage at the fused ignition switch output circuit cavity for the flasher in the junction block. If OK, go to Step 5. If not OK, repair the open circuit to the ignition switch as required.

(5) With the ignition switch in the Off position, check for battery voltage at the fused B(+) circuit cavity for the flasher in the junction block. If OK, go to Step 6. If not OK, repair the open circuit to the PDC as required.

(6) With the ignition switch in the Off position, check for continuity between the ground circuit cavity for the flasher in the junction block and a good ground. There should be continuity. If OK, go to Step 7. If not OK, repair the circuit to ground as required.

(7) Disconnect the multi-function switch connector as described in this group. Check for continuity between the hazard signal circuit cavities of the junction block and the multi-function switch connector. There should be continuity. If OK, go to Step 8. If not OK, repair the open circuit as required.

(8) Check for continuity between the turn signal cavities of the junction block and the multi-function switch connector. There should be continuity. If OK, test the multi-function switch as described in this group. If not OK, repair the open circuit as required.

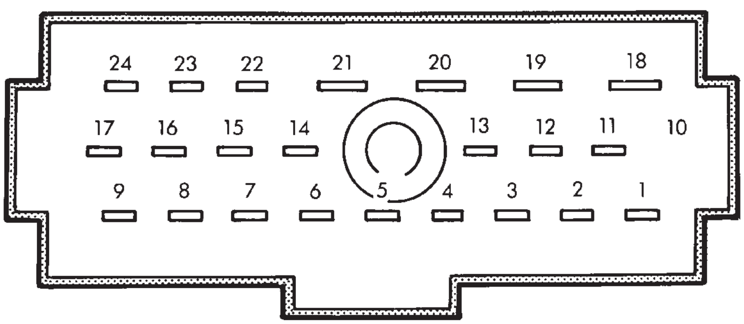
MULTI-FUNCTION SWITCH

Perform the diagnosis of the hazard warning and/or turn signal systems as described in this group before testing the multi-function switch. For circuit descriptions and diagrams, see 8W-52 - Turn Signals in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect the multi-function switch connector as described in this group.

(2) Using an ohmmeter, perform the switch continuity checks at the switch terminals as shown in the chart (Fig. 2).



VIEW FROM TERMINAL CASE

SWITCH POSITIONS TURN SIGNAL	HAZARD WARNING	CONTINUITY BETWEEN
NEUTRAL	OFF	12 AND 14 AND 15
LEFT	OFF	15 AND 16 AND 17
LEFT	OFF	12 AND 14
LEFT	OFF	22 AND 23 WITH OPTIONAL CORNER LAMPS
RIGHT	OFF	11 AND 12 AND 17
RIGHT	OFF	14 AND 15
RIGHT	OFF	23 AND 24 WITH OPTIONAL CORNER LAMPS
NEUTRAL	ON	11 AND 12 AND 13 AND 15 AND 16

908J-4

Fig. 2 Multi-Function Switch Continuity

DIAGNOSIS AND TESTING (Continued)

(3) If the switch fails any of the continuity checks, replace the faulty switch. If the switch is OK, repair the lighting circuits as required.

REMOVAL AND INSTALLATION

COMBINATION FLASHER

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.
(2) Remove the fuse access panel by unsnapping it from the right cowl side trim panel.
(3) Remove the nut securing the right cowl side trim to the junction block stud (Fig. 3).

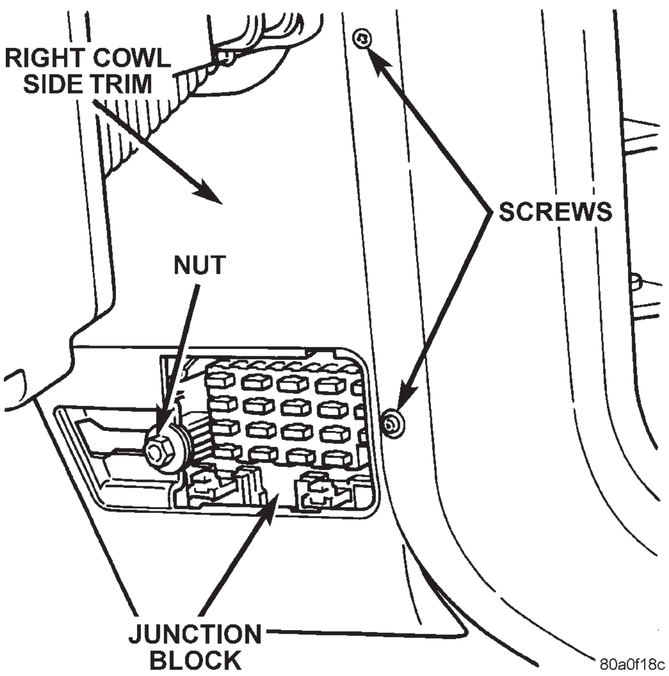


Fig. 3 Right Cowl Side Trim Remove/Install

(4) Remove the two screws securing the right cowl side trim to the right front door opening trim.
(5) Remove the right cowl side trim panel.
(6) Unplug the combination flasher from the junction block.
(7) To install the flasher, align the terminals with the cavities in the junction block and push the flasher firmly into place.
(8) Connect the battery negative cable.
(9) Test the combination flasher operation.
(10) Install the right cowl side trim panel and the fuse access panel.

MULTI-FUNCTION SWITCH

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.
(2) Remove the tilt steering column lever, if equipped.
(3) Using a trim stick or other suitable wide flat-bladed tool, pry gently around the edges of the switch pod bezels and remove both bezels.
(4) Remove one screw on each side of the steering column on the upper edge of the knee blocker/steering column cover (Fig. 4).

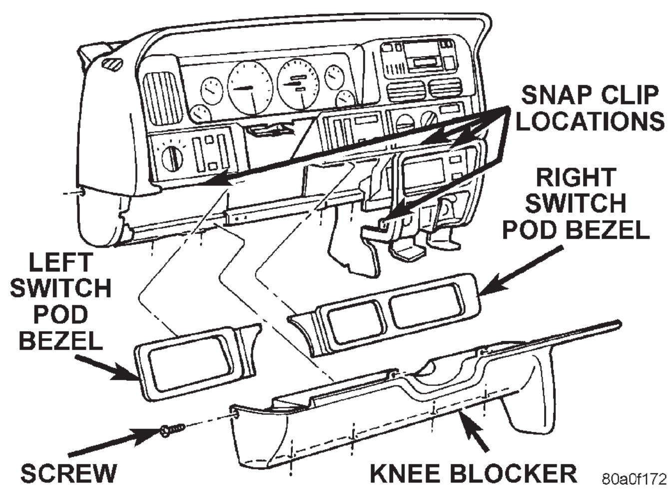


Fig. 4 Knee Blocker Remove/Install

(5) Remove one screw securing the left end of the knee blocker to the instrument panel.
(6) Remove the four screws securing the lower edge of the knee blocker to the lower instrument panel reinforcement.
(7) Using a trim stick or other suitable wide flat-bladed tool, gently pry the edges of the knee blocker away from the instrument panel at the locations shown (Fig. 4).
(8) Remove the knee blocker/steering column cover from the vehicle.

REMOVAL AND INSTALLATION (Continued)

(9) Remove both the upper and lower shrouds from the steering column (Fig. 5).

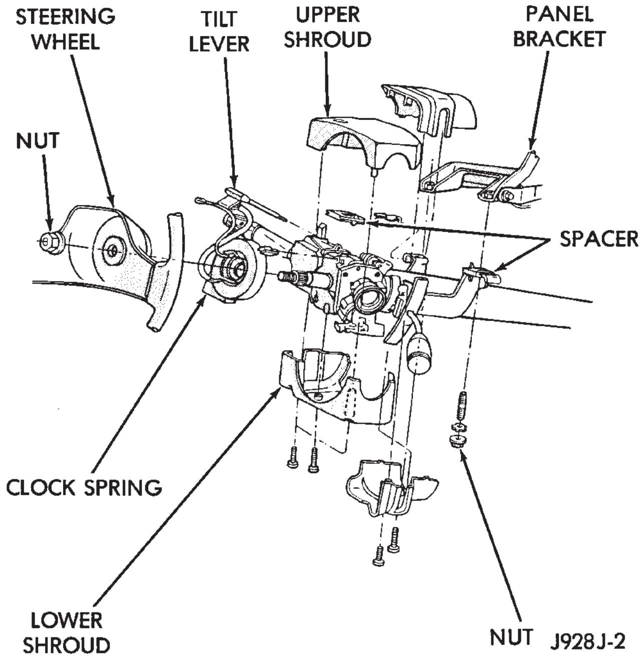


Fig. 5 Steering Column Shrouds Remove/Install

(10) Remove the lower fixed column shroud.

(11) Loosen the steering column upper bracket nuts. Do not remove the nuts.

(12) Move the upper fixed column shroud to gain access to the rear of the multi-function switch (Fig. 6).

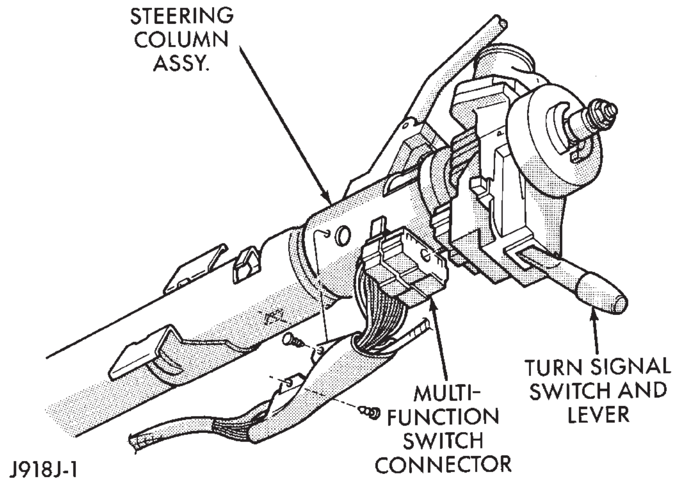


Fig. 6 Multi-Function Switch Connector

(13) Remove the multi-function switch tamper proof mounting screws (a Snap On tamper proof torx bit TTXR20B2 or equivalent is required).

(14) Gently pull the switch away from the column. Loosen the connector screw. The screw will remain in the connector.

(15) Remove the wiring connector from the multi-function switch.

(16) Reverse the removal procedures to install. Tighten the fasteners as follows:

- Multi-function switch connector screw - 1.9 N·m (17 in. lbs.)
- Multi-function switch retaining screws - 1.9 N·m (17 in. lbs.)
- Steering column upper bracket nuts - 12 N·m (110 in. lbs.).

WIPER AND WASHER SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Following are general descriptions of the major components in the wiper and washer systems. Refer to 8W-53 - Wipers in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

WINDSHIELD WIPER SYSTEM

An intermittent wiper system is standard equipment. This system lets the driver select from two wiper speeds, or an intermittent wipe feature. The intermittent wipe feature is provided by the Body Control Module (BCM) and an intermittent wipe relay.

The intermittent wipe delay times are speed sensitive. Above ten miles-per-hour the delay is adjustable from about one-half second to about eighteen seconds. Below ten miles-per-hour the BCM doubles the delay time, or provides delays of about one second to about thirty-six seconds.

Models equipped with the optional automatic headlamp system have a programmable feature in the BCM that will energize the headlamps automatically whenever the wipers are turned on. Refer to the proper Body Diagnostic Procedures Manual for more information on enabling or disabling this feature.

The wipers will operate only when the ignition switch is in the Accessory or On positions. A circuit breaker located in the junction block protects the circuitry of the wiper system. Refer to the owner's manual for more information on wiper system controls and operation.

WINDSHIELD WASHER SYSTEM

A electrically operated windshield washer system is standard equipment. A reservoir in the engine compartment holds the washer fluid, which is pressurized by a pump when the washer (multi-function) switch is actuated. The washer pump feeds the pressurized washer fluid through the washer system plumbing to the washer nozzles.

Vehicles with the optional Vehicle Information Center (VIC) have a low washer fluid warning feature that will warn the driver when the washer fluid level needs to be checked. Refer to Group 8E - Instrument Panel Systems for more information on this feature.

The washers will operate only when the ignition switch is in the Accessory or On positions. A circuit breaker located in the junction block protects the circuitry of the washer system. Refer to the owner's manual for more information on washer system controls and operation.

REAR WIPER AND WASHER SYSTEM

A rear wiper and washer system is standard equipment on this model. The rear wiper system provides the following operating modes:

- Intermittent wipe with a five to eight second delay between sweeps.

DESCRIPTION AND OPERATION (Continued)

- Continuous fixed-cycle wipe.
- A park mode that operates the wiper motor until the blade reaches its park position when the rear wiper switch or ignition switch is placed in the Off position, or when the liftgate or liftglass (if equipped) is opened.
- A rear washer mode that provides two or three wiper blade sweeps before returning to the previously selected rear wiper switch mode.

A single switch in the instrument panel right switch pod controls both the rear wiper and washer functions. The rear washer system shares the reservoir of the windshield washer system, but has its own dedicated washer pump and plumbing.

These systems will operate only when the ignition switch is in the Accessory or On positions, and when the liftgate and/or liftglass (if equipped) are closed. The rear wiper motor monitors the liftgate ajar and liftglass ajar (if equipped) switch circuit. Refer to Group 8Q - Vehicle Theft/Security Systems for more information on the liftgate ajar and liftglass ajar switches.

A fuse in the junction block protects the circuitry of both the rear wiper and washer systems. Refer to the owner's manual for more information on the rear wiper and washer system controls and operation.

WIPER ARMS AND BLADES

All Grand Cherokee models have two 20-inch windshield wiper blades with replaceable rubber elements (squeegees). The rear wiper uses a single 12-inch wiper blade with a replaceable rubber element (squeegee).

Caution should be exercised to protect the rubber squeegees from any petroleum-based cleaners or contaminants, which will rapidly deteriorate the rubber. If the squeegees are damaged, worn, or contaminated, they must be replaced.

Wiper squeegees exposed to the elements for a long time tend to lose their wiping effectiveness. Periodic cleaning of the squeegees is suggested to remove deposits of salt and road film. The wiper blades, arms, and windshield or rear glass should be cleaned with a sponge or cloth and a mild detergent or non-abrasive cleaner. If the squeegees continue to streak or smear, they should be replaced.

The blades are mounted to spring-loaded wiper arms. Spring tension of the wiper arms controls the pressure applied to the blades on the glass. The windshield wiper arms are attached by an integral latch to the two wiper pivots on the cowl grille panel at the base of the windshield. The rear wiper arm is attached by a nut under the wiper arm pivot-end cover directly to the rear wiper motor output shaft on the liftgate panel. The wiper arms and blades cannot be adjusted or repaired. If faulty, they must be replaced.

WIPER LINKAGE AND PIVOTS

The wiper linkage and pivot module is fastened with screws to the cowl plenum panel beneath the cowl plenum cover/grille panel. The wiper motor is fastened with screws to the center of the linkage and pivot module bracket. The wiper pivots are fastened to the ends of the module bracket.

The two wiper pivot crank arms and the wiper motor crank arm each have ball studs on their ends. The motor crank arm ball stud is the longer of the three. Two drive links connect the motor crank arm to the pivot crank arms. The right drive link has a plastic socket-type bushing on each end. The left drive link has a plastic socket-type bushing on one end, and a plastic sleeve-type bushing on the other end. The socket-type bushing on one end of each drive link is fit over the ball stud on the crank arm of its respective pivot. The left drive link sleeve-type bushing end is then fit over the motor crank arm ball stud, and the other socket-type bushing of the right drive link is snap-fit over the exposed end of the motor crank arm ball stud.

The wiper linkage, pivots, bushings, and mounting bracket are only serviced as a complete unit. If any part of this assembly is faulty, the entire unit must be replaced. The wiper motor and motor crank arm are serviced separately.

WIPER MOTORS

FRONT

The two-speed permanent magnet wiper motor has an integral transmission and park switch. The motor is mounted to the wiper linkage and pivot module bracket with three screws. The motor output shaft passes through a hole in the module bracket, where a nut secures the wiper motor crank arm to the motor output shaft.

Wiper speed is controlled by current flow to the appropriate set of brushes. The wiper motor completes its wipe cycle when the wiper/washer (multi-function) switch is turned to the Off position, and parks the blades in the lowest portion of the wipe pattern. The wiper motor cannot be repaired. If faulty, the entire wiper motor assembly must be replaced. The motor crank arm and the linkage and pivot module are available for service.

REAR

The rear wiper motor is mounted with two bolts and nuts to a bracket on the liftgate inner panel, below the rear glass and behind the liftgate trim. The motor output shaft passes through the liftgate outer panel where a gasket, bezel, and nut, seal and

DESCRIPTION AND OPERATION (Continued)

secure the unit to the liftgate outer panel. The rear wiper arm is mounted directly to the motor output shaft. The rear wiper motor unit contains integral electronic controls that provide the following operating modes:

- Intermittent wipe with a five to eight second delay between sweeps.
- Continuous fixed-cycle wipe.
- A park mode that operates the wiper motor until the blade reaches its park position when the rear wiper switch or ignition switch is placed in the Off position, or when the liftgate or liftglass (if equipped) is opened.
- A rear washer mode that provides two or three wiper blade sweeps before returning to the previously selected rear wiper switch mode.

The rear wiper motor cannot be repaired. If faulty, the entire wiper motor assembly must be replaced.

WIPER AND WASHER SWITCHES

FRONT

The front wiper and washer switches are contained in the multi-function switch assembly. The multi-function switch assembly is mounted to the left side of the steering column. This switch contains circuitry for the following functions:

- Turn signals
- Hazard warning
- Headlamp beam selection
- Headlamp optical horn
- Windshield wipers
- Windshield washers.

The information contained in this group addresses only the switch functions for the wiper and washer systems. For information relative to the other switch functions, refer to the appropriate group. However, the multi-function switch cannot be repaired. If any function of the switch is faulty, the entire switch assembly must be replaced.

REAR

The single two-function rear wiper switch is part of the right switch pod unit, which is located on the instrument panel just right of the steering column. The rear wiper switch controls the rear wiper and washer functions. The sliding-type switch features a detent in the On and Delay positions. The switch knob is depressed to actuate the rear washer switch, and activate the rear washer system. Both the rear wiper and rear washer motors will operate continuously for as long as the switch is held in the momentary Wash position. The rear wiper switch cannot be repaired and, if faulty, the right switch pod unit must be replaced.

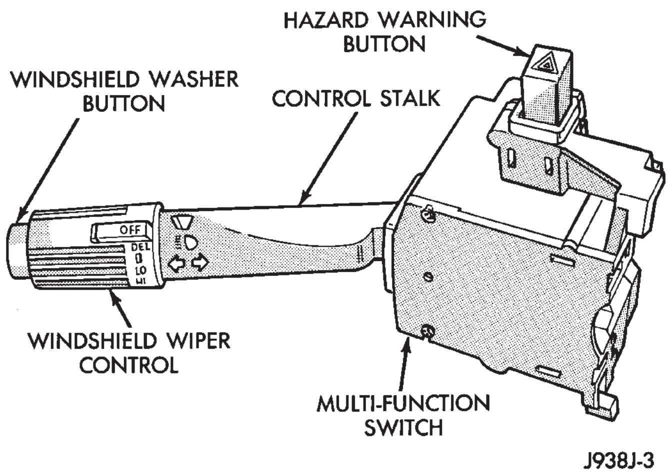


Fig. 1 Multi-Function Switch

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

Some of the functions and features that the BCM supports and controls are the speed sensitive intermittent wipe, pulse wipe, and wipe-after-wash modes. The BCM is programmed to energize the intermittent wipe relay in response to certain inputs from the multi-function switch and the wiper motor park switch. For the speed sensitive intermittent wipe feature, the BCM also uses an input from the vehicle speed sensor, which is received on the CCD data bus from the Powertrain Control Module (PCM).

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

INTERMITTENT WIPE RELAY

The intermittent wipe relay is a International Standards Organization (ISO) micro-relay. The terminal designations and functions are the same as a con-

DESCRIPTION AND OPERATION (Continued)

ventional ISO relay. However, the micro-relay terminal orientation (or footprint) is different, current capacity is lower, and the relay case dimensions are smaller than on the conventional ISO relay.

The intermittent wipe relay is a electro-mechanical device that switches current to the wiper motor or wiper motor park switch when the relay is energized or de-energized by the body control module in response to the appropriate inputs from the wiper (multi-function) switch. See the Diagnosis and Testing section of this group for more information on the intermittent wipe relay.

The intermittent wipe relay is located in the Power Distribution Center (PDC), in the engine compartment. Refer to the PDC label for relay identification and location.

WASHER RESERVOIR

A single washer fluid reservoir is used for both the front and rear washer systems. The washer fluid reservoir is mounted to the left front inner fender shield, behind the front wheelhouse in the engine compartment.

Each washer pump and motor unit has a threaded nipple, which is installed through a rubber grommet seal inserted in a hole in the bottom of the reservoir. A plastic nut and washer secures the washer pump nipple from the inside of the reservoir, and can be accessed through the reservoir filler neck.

The reservoir have a provision for the optional low washer fluid level sensor. Refer to Group 8E - Instrument Panel Systems for diagnosis and service of the sensor. The reservoir and filler cap are each available for service.

WASHER PUMPS

The washer pumps and motors are mounted near the bottom of the washer reservoir. A threaded nipple on the pump housing passes through a grommet in the bottom of the reservoir. A nut and washer is installed on the nipple from inside the reservoir.

A permanently lubricated and sealed motor is coupled to a rotor-type pump. Washer fluid is gravity-fed from the reservoir to the pump. The pump then pressurizes the fluid and forces it through the plumbing to the nozzles, when the motor is energized. The pump and motor cannot be repaired. If faulty, the entire washer pump and motor unit must be replaced.

WASHER NOZZLES AND PLUMBING

FRONT

Pressurized washer fluid is fed through a single hose, attached to a nipple on the front washer pump, to a tee fitting located in the cowl plenum area beneath the cowl plenum cover/grille panel. Hoses from the tee fitting are routed to the two nozzles, which are snapped into openings in the cowl plenum cover/grille panel below the windshield. The two fluidic washer nozzles are not adjustable. The nozzles cannot be repaired and, if faulty, must be replaced.

REAR

Pressurized washer fluid is fed through a single hose, attached to a nipple on the rear washer pump, to the liftgate. The hose is routed, from the front of the vehicle to the liftgate, with the driver's side body wiring harness. Above the liftgate opening, the hose connects to a check valve, which prevents washer fluid drain-back or siphoning from occurring. From the check valve, another single hose is routed through holes and grommets in the liftgate opening panel and the liftgate inner panel to the washer nozzle. The nozzle snaps into a hole in the liftgate outer panel, above the liftgate glass. Both the nozzle and check valve are not repairable and, if faulty, must be replaced.

DIAGNOSIS AND TESTING

WIPER SYSTEMS

FRONT

If the problem being diagnosed involves only the pulse wipe or wipe-after-wash modes, see the Washer System diagnosis in this group. For circuit descriptions and diagrams, refer to 8W-53 - Wipers in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the circuit breaker from the junction block and turn the ignition switch to the Accessory or On position. Measure the voltage at the battery side of the circuit breaker. The meter should read battery voltage. If OK, go to Step 2. If not OK, repair the circuit from the ignition switch as required.

(2) Measure the voltage at the wiper system side of the circuit breaker. The meter should read battery voltage. If OK, go to Step 3. If not OK, replace the faulty circuit breaker.

(3) Disconnect the multi-function switch connector. Turn the ignition switch to the Accessory or On position. Measure the voltage at the fused ignition switch

DIAGNOSIS AND TESTING (Continued)

output (F86) circuit cavity of the multi-function switch connector. The meter should read battery voltage. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) If the problem being diagnosed involves only the intermittent wipe feature, go to Step 5. If the problem being diagnosed involves all wiper modes, or only the Low and/or High speed modes, go to Step 7.

(5) Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Unplug the white 24-way body control module connector. Check for continuity between the wiper switch mode sense cavities of the multi-function switch and body control module connectors. There should be continuity. If OK, go to Step 6. If not OK, repair the open circuit as required.

(6) Unplug the black 24-way body control module connector. Check for continuity between the windshield wiper switch signal cavities of the multi-function switch and body control module connectors. There should be continuity. If OK, see the Intermittent Wipe Relay diagnosis in this group. If not OK, repair the open circuit as required.

(7) Turn the ignition switch to the Off position. Check for continuity between the two wiper switch low speed output circuit cavities of the multi-function switch connector. There should be continuity. If OK, go to Step 8. If not OK, repair the open circuit as required.

(8) Test the multi-function switch, as described in this group. If the switch tests OK, reinstall the switch connector and go to Step 9. If not OK, replace the faulty switch and test the wiper system operation. If still not OK, go to Step 9.

(9) Measure the resistance between the ground circuit cavity of the wiper motor connector and a good ground. The meter should read zero ohms. If OK, go to Step 10. If not OK, repair the circuit to ground as required.

(10) Turn the ignition switch to the Accessory or On position. Place the multi-function switch in the positions indicated in the tests below, and check for voltage at the wiper motor connector.

(a) Measure the voltage at the fused ignition switch output circuit cavity of the connector with the wiper switch in any position. The meter should read battery voltage. If OK, go to Step 2. If not OK, repair the open circuit as required.

(b) Measure the voltage at the wiper switch low speed output circuit cavity of the wiper motor connector with the wiper switch in the Low position. The meter should read battery voltage. If OK, go to Step 3. If not OK, repair the open circuit as required.

(c) Measure the voltage at the wiper switch high speed output circuit cavity of the connector with the wiper switch in the High position. The meter should read battery voltage. If OK, go to Step 4. If not OK, repair the open circuit as required.

(d) Measure the voltage at the wiper park switch sense circuit cavity of the connector with the wiper switch in the Low or High position, then move the switch to the Off position. The meter should switch between battery voltage and zero volts while the wipers are cycling. Then, the meter should read battery voltage when the switch is moved to the Off position until the wipers park, and then read a steady zero volts. If not OK, replace the faulty wiper motor.

REAR

For circuit descriptions and diagrams, refer to 8W-53 - Wipers in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Check the fuse in the junction block. If OK, go to Step 2. If not OK, replace the faulty fuse.

(2) Turn the ignition switch to the On position. Check for battery voltage at the fused ignition switch output circuit cavity of the rear wiper switch connector. If OK, go to Step 3. If not OK, repair the open circuit as required.

(3) Test the rear wiper switch, as described in this group. If OK, go to Step 4. If not OK, replace the faulty switch.

(4) Turn the ignition switch to the Off position. Remove the liftgate inner trim panel. Measure the resistance between the ground circuit cavity of the rear wiper motor connector and a good ground. The meter should read zero ohms. If OK, go to Step 5. If not OK, repair the circuit to ground as required.

(5) Check for continuity between the liftgate ajar switch sense cavity of the wiper motor connector and a good ground. There should be continuity with liftgate and/or liftglass (if equipped) open, and no continuity with the liftgate and liftglass (if equipped) closed. If OK, go to Step 6. If not OK, repair the liftgate and/or liftglass ajar circuit or switch as required.

(6) Turn the ignition switch to the On position, and place the rear wiper switch in the Wipe position. Measure the voltage at the rear wiper motor control circuit cavity of the motor connector. Repeat the test for the rear wiper motor control (intermittent) circuit

DIAGNOSIS AND TESTING (Continued)

cavity with the rear wiper switch in the Intermittent position, then at the rear washer motor control circuit cavity with the rear wiper switch in the Wash position. In each case, the meter should read battery voltage. If OK, replace the faulty rear wiper motor. If not OK, repair the open circuit(s) as required.

WASHER SYSTEMS

FRONT

The diagnosis found here addresses an inoperative washer pump or wipe-after-wash feature. If the washer pump operates, but no washer fluid is emitted from the washer nozzles, be certain to check the fluid level in the reservoir. Check for ice or other foreign material in the reservoir, and for pinched, disconnected, broken, or incorrectly routed washer system plumbing. For circuit descriptions and diagrams, refer to 8W-53 - Wipers in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Turn the ignition switch to the On position. Turn the wiper switch to the Low or High speed position. Check whether the wipers operate. If OK, go to Step 2. If not OK, see the Windshield Wiper System diagnosis in this group.

(2) Turn the wiper switch to the Off position. Depress the washer switch for less than one-half second. The wipers should operate for one sweep cycle and then park. Depress the washer switch for more than one-half second. The washer pump should operate and the wipers should operate for two sweep cycles after the switch is released before they park. If the wipers are OK, but the washers are not, go to Step 3. If the washers are OK, but the wipers are not, go to Step 5.

(3) Turn the ignition switch to the Off position. Unplug the front washer pump connector. Measure the resistance between the ground circuit cavity of the pump connector and a good ground. The meter should read zero ohms. If OK, go to Step 4. If not OK, repair the ground circuit as required.

(4) Turn the ignition switch to the On position. Depress the washer switch. Measure the voltage at the washer switch output circuit cavity of the front washer pump connector. The meter should read battery voltage. If OK, replace the faulty pump. If not OK, repair the open circuit as required.

(5) Disconnect and isolate the battery negative cable. Unplug the white 24-way connector from the body control module. Connect the battery negative cable. Turn the ignition switch to the On position. Check for battery voltage at the washer switch output circuit cavity of the white body control module connector. If OK, see the Intermittent Wipe Relay diagnosis in this group. If not OK, repair the open circuit as required.

REAR

The diagnosis found here addresses an inoperative washer pump. If the washer pump operates, but no washer fluid is emitted from the washer nozzles, be certain to check the fluid level in the reservoir. Check for ice or other foreign material in the reservoir, and for pinched, disconnected, broken, or incorrectly routed washer system plumbing. For circuit descriptions and diagrams, refer to 8W-53 - Wipers in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Turn the ignition switch to the On position. Place the rear wiper/washer switch in the Wipe position. Check whether the rear wiper is operating. If OK, go to Step 2. If not OK, see the Rear Wiper System diagnosis in this group.

(2) Turn the ignition switch to the Off position and unplug the rear washer pump connector. Measure the resistance between the ground circuit cavity of the pump connector and a good ground. The meter should read zero ohms. If OK, go to Step 3. If not OK, repair the circuit to ground as required.

(3) Turn the ignition switch to the On position. Depress the rear washer switch. Measure the voltage at the rear washer motor control circuit cavity of the rear washer pump connector. The meter should read battery voltage. If OK, replace the faulty pump. If not OK, repair the open circuit as required.

WIPER AND WASHER SWITCHES

FRONT

Perform the diagnosis for the wiper and/or washer systems as described in this group before testing the multi-function switch. For circuit descriptions and

DIAGNOSIS AND TESTING (Continued)

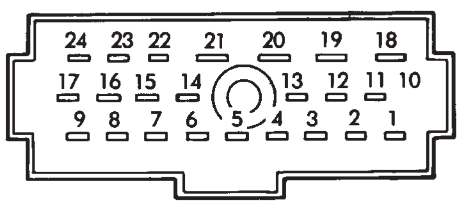
diagrams, see 8W-53 - Wipers in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Disconnect the multi-function switch connector as described in this group.

(3) Using an ohmmeter, perform the switch continuity checks at the switch terminals as shown in the chart (Fig. 2).



MULTIFUNCTION SWITCH PINS

SWITCH POSITION	CONTINUITY BETWEEN
OFF	PIN 6 AND PIN 7
DELAY	PIN 8 AND PIN 9 PIN 2 AND PIN 4 PIN 1 AND PIN 2 PIN 1 AND PIN 4
LOW	PIN 4 AND PIN 6
HIGH	PIN 4 AND PIN 5
WASH	PIN 3 AND PIN 4
*RESISTANCE AT MAXIMUM DELAY POSITION SHOULD BE BETWEEN 270,000 OHMS AND 330,000 OHMS. *RESISTANCE AT MINIMUM DELAY POSITION SHOULD BE ZERO WITH OHMMETER SET ON HIGH OHM SCALE.	

918J-4

Fig. 2 Multi-Function Switch Continuity

(4) If the switch fails any of the continuity checks, replace the faulty switch.

REAR

Perform the diagnosis for the rear wiper and/or washer systems as described in this group before testing the rear wiper and washer switch. For circuit descriptions and diagrams, see 8W-53 - Wipers in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the rear wiper and washer switch as described in this group.

(2) Using an ohmmeter, check the switch continuity at the switch terminals as follows:

a. With the switch in the Off position, there should be no continuity between any two switch terminals.

b. With the switch knob depressed in the Wash position, there should be continuity between the fused ignition switch output circuit and the rear washer motor control circuit terminals.

c. With the switch in the Intermittent position, there should be continuity between the fused ignition switch output circuit and the rear wiper motor control (intermittent) circuit terminals.

d. With the switch in the On position, there should be continuity between the fused ignition switch output circuit and the rear wiper motor control circuit terminals.

(3) If the switch fails any of the continuity checks, replace the faulty switch.

INTERMITTENT WIPE RELAY

For circuit descriptions and diagrams, refer to 8W-53 - Wipers in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

RELAY TESTS

The intermittent wipe relay is located in the Power Distribution Center (PDC) in the engine compartment. Refer to the PDC label for intermittent wipe relay identification and location.

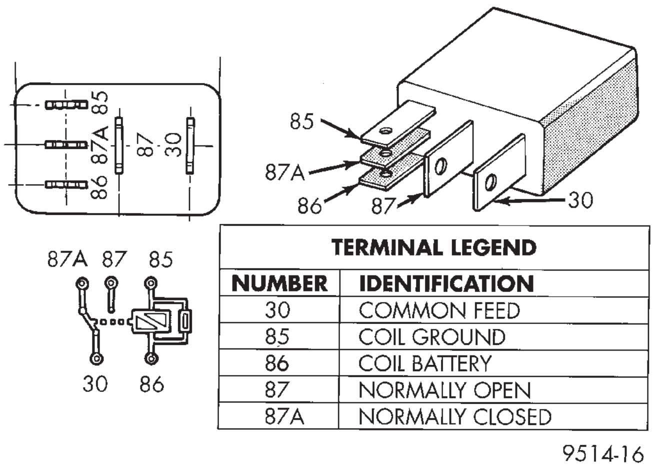
Remove the intermittent wipe relay from the PDC as described in this group to perform the following tests:

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

DIAGNOSIS AND TESTING (Continued)

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75±5 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, see the Relay Circuit Test in this group. If not OK, replace the faulty relay.



TERMINAL LEGEND	
NUMBER	IDENTIFICATION
30	COMMON FEED
85	COIL GROUND
86	COIL BATTERY
87	NORMALLY OPEN
87A	NORMALLY CLOSED

Intermittent Wipe Relay

RELAY CIRCUIT TESTS

(1) The relay common feed terminal cavity (30) is connected to the wiper (multi-function) switch. There should be continuity between the cavity for relay terminal 30 and the two fused ignition switch output (V6) circuit cavities of the multi-function switch connector at all times. If OK, go to Step 2. If not OK, repair the open circuit(s) to the multi-function switch as required.

(2) The relay normally closed terminal (87A) is connected to terminal 30 in the de-energized position. There should be continuity between the cavity for relay terminal 87A and the wiper park switch sense circuit cavities of the wiper motor and the white 24-way body control module connectors at all times. If OK, go to Step 3. If not OK, repair the open circuit(s) to the wiper motor and body control module as required.

(3) The relay normally open terminal (87) is connected to the common feed terminal (30) in the energized position. There should be battery voltage at the cavity for relay terminal 87 with the ignition switch in the On or Accessory positions. If OK, go to Step 4. If not OK, repair the open circuit to the ignition switch as required.

(4) The coil battery terminal (86) is connected to the electromagnet in the relay. There should be battery voltage at the cavity for relay terminal 86 with the ignition switch in the On or Accessory positions. If OK, go to Step 5. If not OK, repair the open circuit to the ignition switch as required.

(5) The coil ground terminal (85) is connected to the electromagnet in the relay. It is grounded by the Body Control Module (BCM) to energize the relay and cycle the wiper motor. Check for continuity to the intermittent wiper relay control circuit cavity of the white 24-way BCM connector. There should be continuity. If OK, refer to the proper Body Diagnostic Procedures Manual for diagnosis of the BCM. If not OK, repair the open circuit to the BCM as required.

REMOVAL AND INSTALLATION

WIPER BLADES AND ELEMENTS

FRONT

Note that the pinch-release for the wiper element should always be oriented towards the end of the wiper blade that is nearest to the wiper pivot. To remove the wiper blade and/or element, proceed as follows:

(1) Turn the wiper/washer switch to the On position. By turning the ignition switch to the On and Off positions, cycle the wiper blades to a convenient working location on the windshield.

(2) Lift the wiper arm to raise the wiper blade and element off of the windshield glass.

(3) Remove the wiper blade from the wiper arm, or the wiper element from the wiper blade as follows:

(a) To remove the wiper blade from the wiper arm, push the release tab under the arm tip and slide the blade away from the tip towards the pivot end of the arm (Fig. 3).

(b) To remove the wiper element from the wiper blade, pinch the notched (pivot) end of the wiper element tightly between the thumb and forefinger (Fig. 4). Then, pull the element firmly towards the wiper pivot to release the wiper blade claw from the wiper element retaining pocket. Once the claw is released from the pocket, the element will slide easily out of the remaining claws.

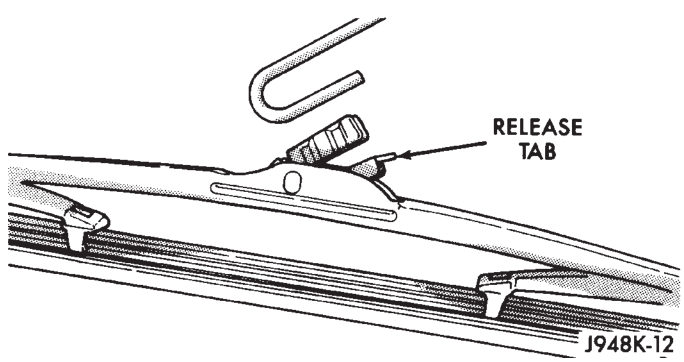


Fig. 3 Front or Rear Wiper Blade Remove/Install - Typical

(4) Install the wiper blade on the wiper arm, or the wiper element in the wiper blade as follows:

REMOVAL AND INSTALLATION (Continued)

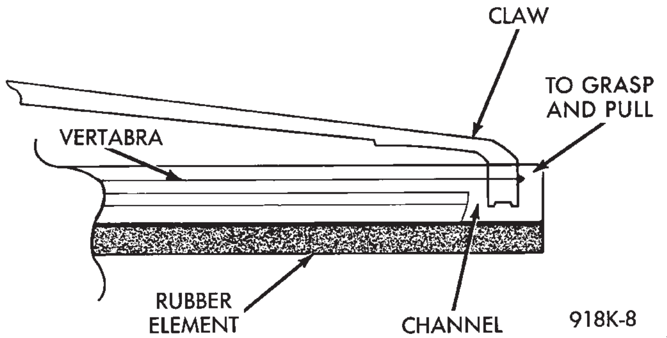


Fig. 4 Wiper Element Remove

(a) To install the wiper blade on the wiper arm, slide the blade retainer into the U-shaped formation on the tip of the wiper arm until the release tab snaps into its locked position. Be certain that the pinch-release for the wiper element is oriented towards the end of the wiper blade that is nearest to the wiper pivot.

(b) To install the wiper element in the wiper blade, be certain that the metal element rails (vertebra) are properly seated in the slots on either side of the rubber element. Starting at the wiper pivot end of the blade, slide the element through each pair of wiper blade claws. The element is fully installed when the claws on the wiper pivot end of the blade are engaged in the wiper element retaining pockets.

REAR

Note that the pinch-release for the wiper element should always be oriented towards the end of the wiper blade that is nearest to the wiper pivot. To remove the wiper blade and/or element, proceed as follows:

(1) Lift the wiper arm to raise the wiper blade and element off of the liftgate glass.

(2) Remove the wiper blade from the wiper arm, or the wiper element from the wiper blade as follows:

(a) To remove the wiper blade from the wiper arm, push the release tab under the arm tip and slide the blade away from the tip towards the pivot end of the arm (Fig. 3).

(b) To remove the wiper element from the wiper blade, pinch the notched (pivot) end release clip of the wiper element tightly between the thumb and forefinger. Then, pull the element firmly towards the wiper pivot to release the wiper element release clip from the wiper blade claw. Once the clip is released from the claw, the element will slide easily out of the remaining claws.

(3) Install the wiper blade on the wiper arm, or the wiper element in the wiper blade as follows:

(a) To install the wiper blade on the wiper arm, slide the blade retainer into the U-shaped formation on the tip of the wiper arm until the release tab snaps into its locked position. Be certain that the pinch-release clip for the wiper element is oriented towards the end of the wiper blade that is nearest to the wiper pivot.

(b) To install the wiper element in the wiper blade, start at the wiper pivot end of the blade and slide the element through each pair of wiper blade claws. The element is fully installed when the claws on the wiper pivot end of the blade are engaged in the wiper element retaining clip notches.

WIPER ARMS

FRONT

CAUTION: The use of a screwdriver or other prying tool to remove a wiper arm may distort it. This distortion could allow the arm to come off of the pivot shaft, regardless of how carefully it is installed.

(1) Open the vehicle's hood.

(2) Lift the wiper arm to permit the latch to be pulled out to its holding position, then release the arm (Fig. 5). The arm will remain off the windshield with the latch in this position.

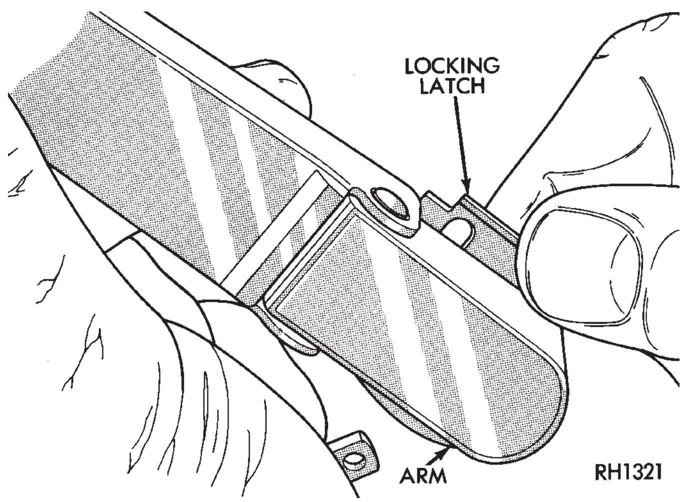


Fig. 5 Wiper Arm Remove/Install

(3) Remove the arm from the pivot using a rocking motion.

(4) Install the arm and blade with the wiper motor in the Park position. See the Wiper Arm Installation illustration (Fig. 6). Mount the arms on the pivot shafts so that the distance from the lower edge of the wiper arm tip to the upper edge of the lower windshield moulding is:

- 25 - 52 mm (0.98 - 2.04 inch) on the driver's side
- 33 - 62 mm (1.29 - 2.44 inch) on the passenger's side.

REMOVAL AND INSTALLATION (Continued)

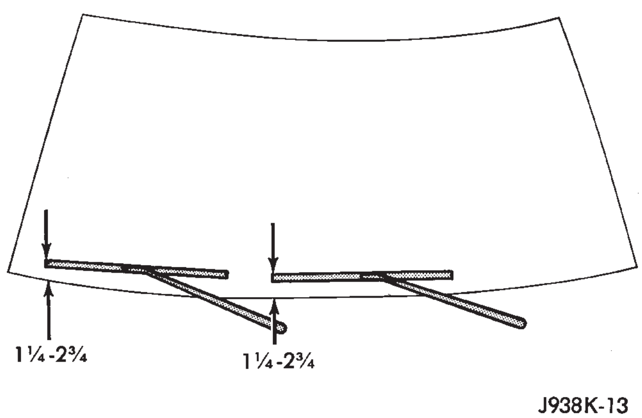


Fig. 6 Front Wiper Arm Installation

(5) Lift the wiper arm away from the windshield slightly to relieve the spring tension on the locking latch. Push the latch into the locked position and slowly release the arm until the wiper blade rests on the windshield.

(6) Operate the wipers with the windshield glass wet, then turn the wiper switch to the Off position. Check for the correct wiper arm positioning and re-adjust if required.

REAR

(1) Remove the wiper arm assembly from the pivot pin by lifting the pivot cover and removing the retaining nut (Fig. 7).

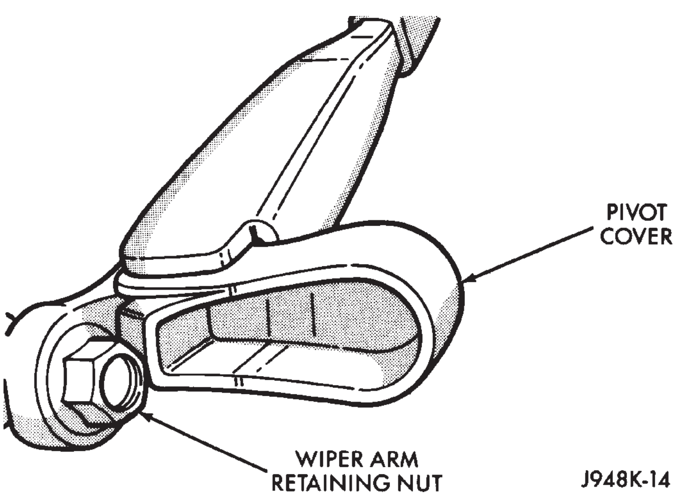


Fig. 7 Rear Wiper Arm Remove/Install

(2) Remove the wiper arm from the motor output shaft.

(3) Install the rear wiper arm with the wiper motor in the Park position. Place the rear wiper blade in the installation position on the ramp (Fig. 8) and tighten the retaining nut to 18 N·m (160 in. lbs.).

(4) Close the pivot cover and move the rear wiper blade to the park position on the ramp.

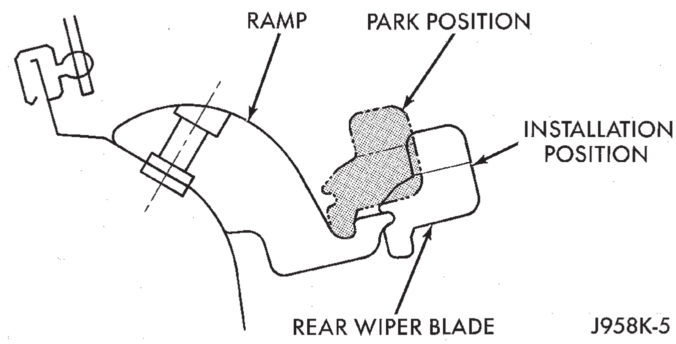


Fig. 8 Rear Wiper Arm Installation

WIPER MOTOR

FRONT

(1) Disconnect and isolate the battery negative cable.

(2) Remove the wiper arms as described in this group.

(3) Remove the screws from the cowl plenum cover/grille panel.

(4) Lift the cowl plenum cover/grille panel and disconnect the washer hose at the tee fitting. Remove the cowl plenum cover/grille panel.

(5) Remove the five wiper linkage cowl mounting bracket bolts (Fig. 9).

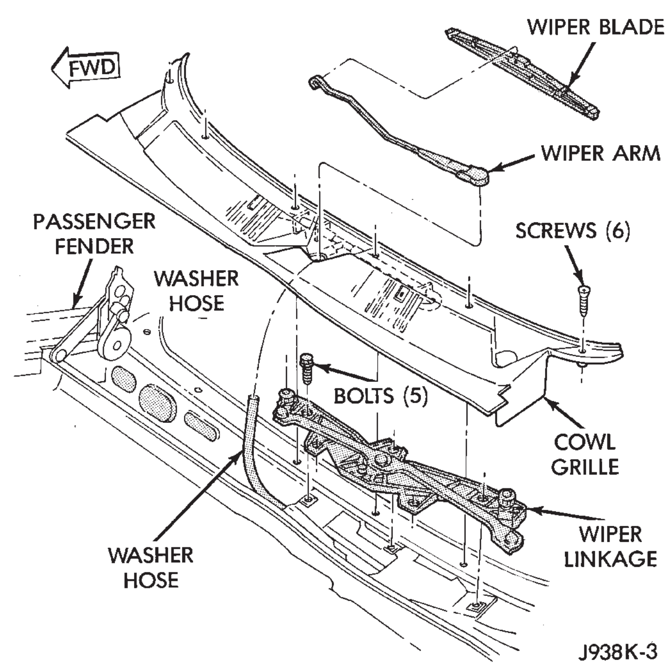


Fig. 9 Wiper Linkage Assembly Remove/Install

(6) Disconnect the wiper motor wiring harness and remove the motor and linkage assembly from the cowl plenum.

(7) Turn the linkage and motor assembly over and remove the nut holding the wiper motor crank arm to the output shaft.

REMOVAL AND INSTALLATION (Continued)

(8) Remove the three screws holding the motor to the linkage assembly bracket and remove the motor.

(9) Reverse the removal procedures to install. Tighten the mounting hardware as follows:

- wiper motor screws - 5-7 N·m (44-62 in. lbs.)
- crank arm nut - 10-12 N·m (88-106 in. lbs.)
- linkage assembly mounting bolts - 8 N·m (72 in. lbs.).

REAR

(1) Disconnect and isolate the battery negative cable.

(2) Remove the rear wiper arm as described in this group.

(3) Remove the motor retaining nut (Fig. 10).

(4) Remove the external bezel and gasket.

(5) Remove the liftgate inner trim panel.

(6) Disconnect the rear wiper motor wiring harness.

(7) Remove the wiper motor mounting screws.

(8) Remove the wiper motor.

(9) Reverse the removal procedures to install. Tighten the mounting hardware as follows:

- motor mounting screws - 1-1.7 N·m (10-15 in. lbs.)
- motor mounting nut - 4-5.6 N·m (35-50 in. lbs.).

WIPER LINKAGE AND PIVOTS

The wiper linkage and pivots can only be removed from the vehicle as a unit with the wiper motor. See Wiper Motors in this group for the service procedures.

INTERMITTENT WIPE RELAY

(1) Disconnect and isolate the battery negative cable.

(2) Remove the cover from the Power Distribution Center (PDC) (Fig. 11).

(3) Refer to the label on the PDC for intermittent wipe relay identification and location.

(4) Remove the intermittent wipe relay by unplugging it from the PDC.

(5) Install the intermittent wipe relay by aligning the relay terminals with the cavities in the PDC and pushing the relay firmly into place.

(6) Install the PDC cover.

(7) Connect the battery negative cable.

(8) Test the relay operation.

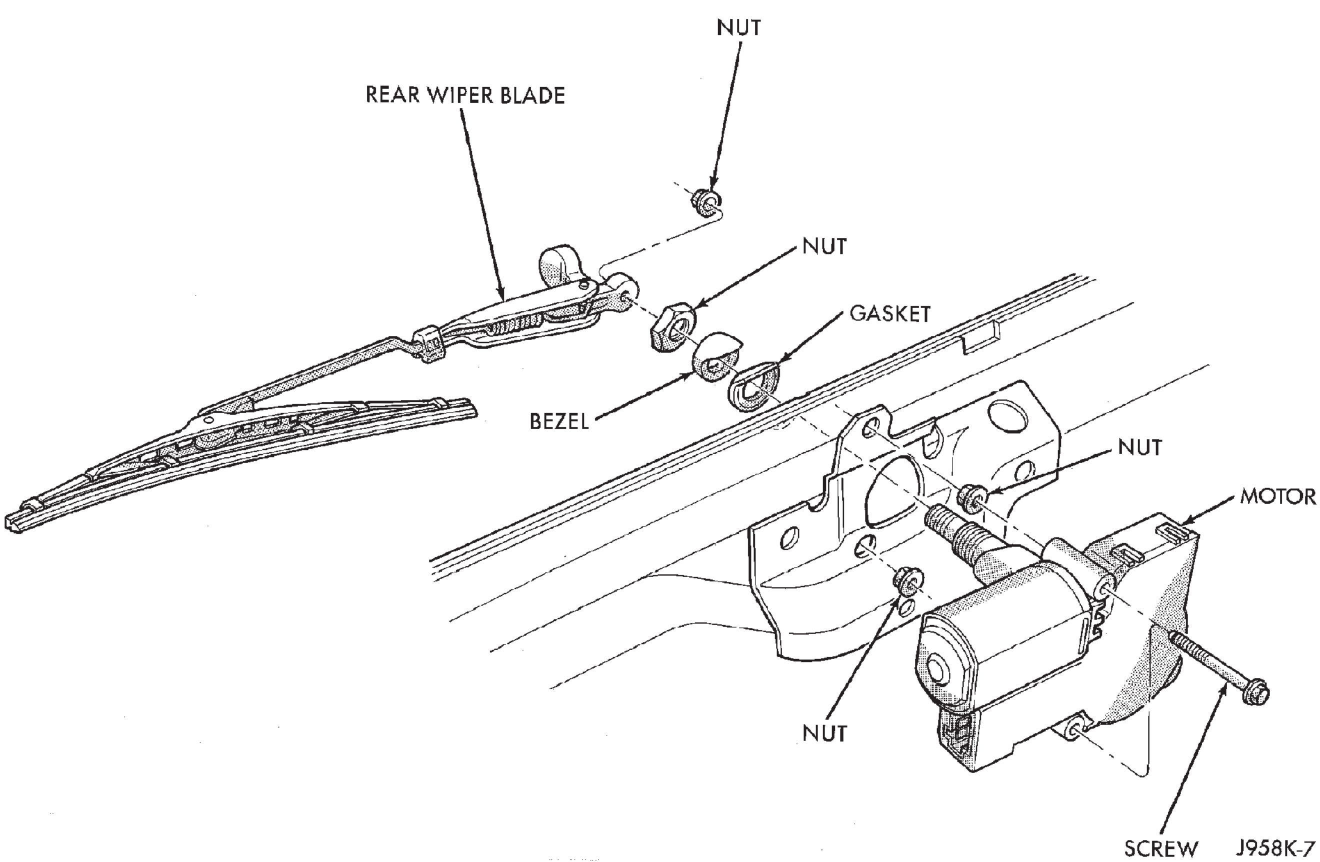


Fig. 10 Rear Wiper Motor Remove/Install

REMOVAL AND INSTALLATION (Continued)

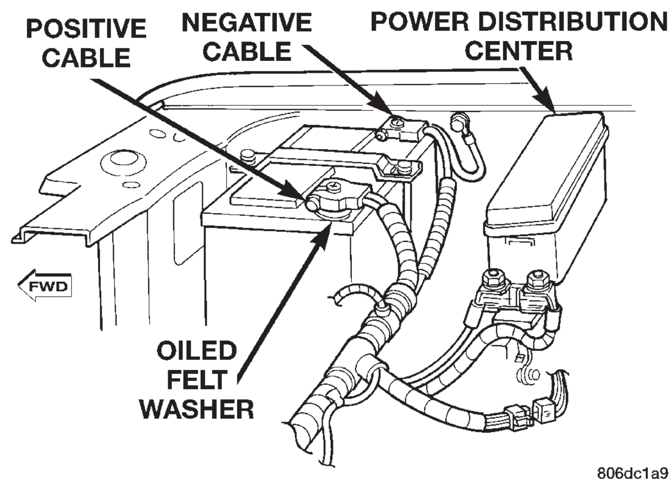


Fig. 11 Power Distribution Center

WIPER AND WASHER SWITCHES

FRONT

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the tilt steering column lever, if equipped.

(3) Using a trim stick or other suitable wide flat-bladed tool, pry gently around the edges of the switch pod bezels and remove both bezels.

(4) Remove one screw on each side of the steering column on the upper edge of the knee blocker/steering column cover (Fig. 12).

(5) Remove one screw securing the left end of the knee blocker to the instrument panel.

(6) Remove the four screws securing the lower edge of the knee blocker to the lower instrument panel reinforcement.

(7) Using a trim stick or other suitable wide flat-bladed tool, gently pry the edges of the knee blocker away from the instrument panel at the locations shown (Fig. 12).

(8) Remove the knee blocker/steering column cover from the vehicle.

(9) Remove both the upper and lower shrouds from the steering column (Fig. 13).

(10) Remove the lower fixed column shroud.

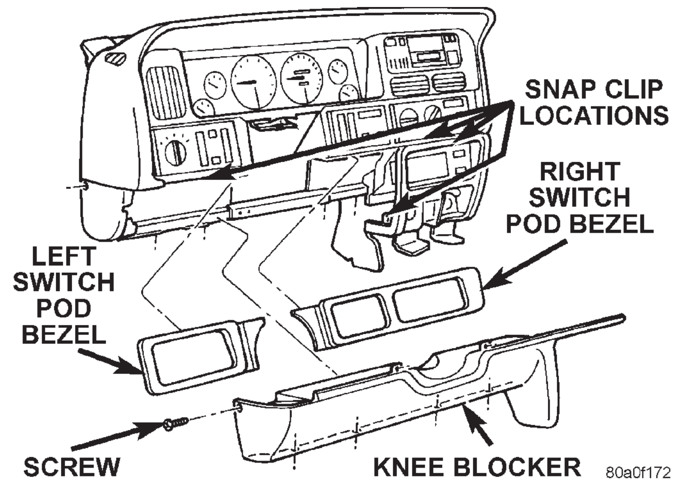


Fig. 12 Knee Blocker Remove/Install

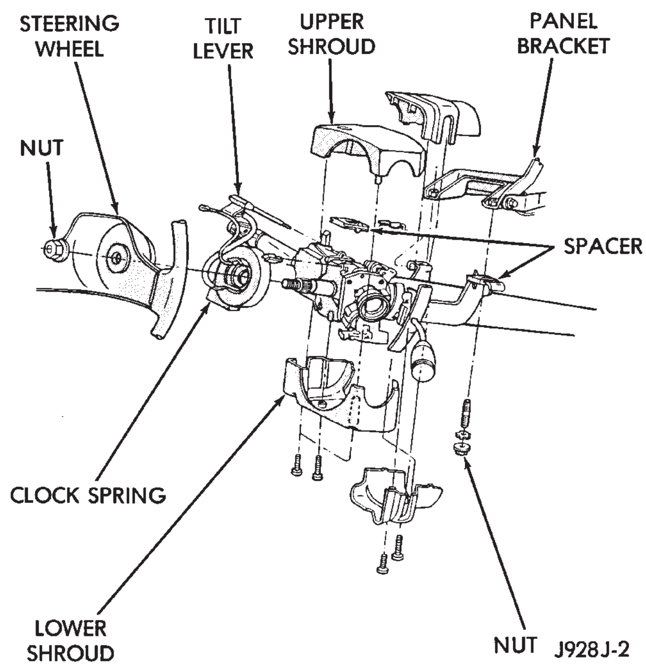


Fig. 13 Steering Column Shrouds Remove/Install

(11) Loosen the steering column upper bracket nuts. Do not remove the nuts.

(12) Move the upper fixed column shroud to gain access to the rear of the multi-function switch (Fig. 14).

(13) Remove the multi-function switch tamper proof mounting screws (a Snap On tamper proof torx bit TTXR20B2 or equivalent is required).

(14) Gently pull the switch away from the column. Loosen the connector screw. The screw will remain in the connector.

(15) Remove the wiring connector from the multi-function switch.

(16) Reverse the removal procedures to install. Tighten the fasteners as follows:

REMOVAL AND INSTALLATION (Continued)

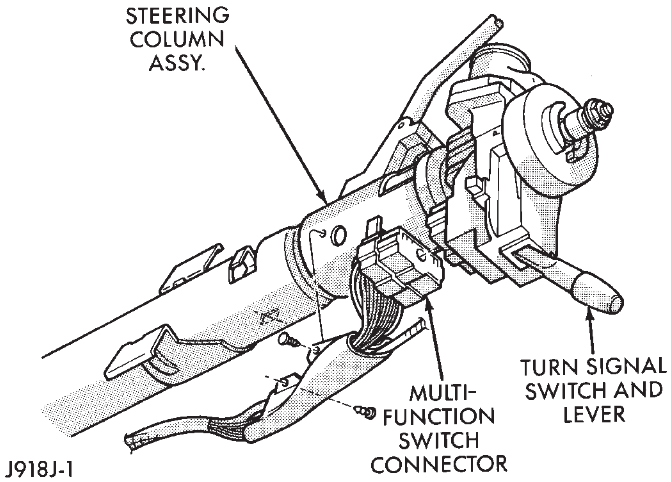


Fig. 14 Multi-Function Switch Connector

- Multi-function switch connector screw - 1.9 N·m (17 in. lbs.)
- Multi-function switch retaining screws - 1.9 N·m (17 in. lbs.)
- Steering column upper bracket nuts - 12 N·m (110 in. lbs.).

REAR

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick or other suitable wide flat-bladed tool, pry gently around the edges of the right switch pod bezel and remove the bezel.

(3) Remove the three screws securing the right switch pod to the instrument panel (Fig. 15).

(4) Pull the right switch pod out from the instrument panel far enough to unplug the wiring connectors.

(5) Remove the right switch pod from the instrument panel.

(6) Reverse the removal procedures to install.

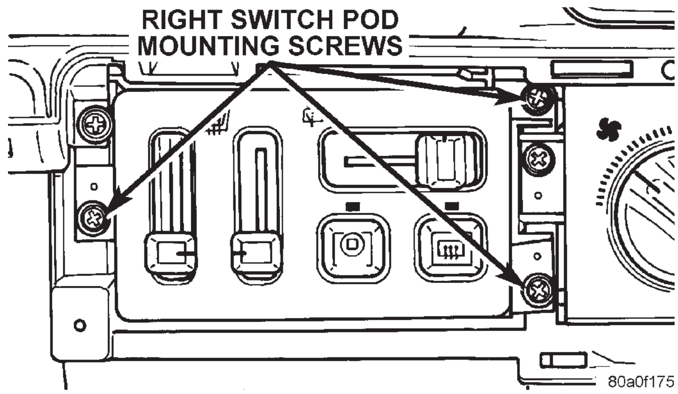


Fig. 15 Right Switch Pod Remove/Install

WASHER PUMPS AND RESERVOIR

(1) Disconnect and isolate the battery negative cable.

(2) Disconnect the wiring from the fluid level sensor, if equipped.

(3) Remove the three screws securing the washer reservoir (Fig. 16).

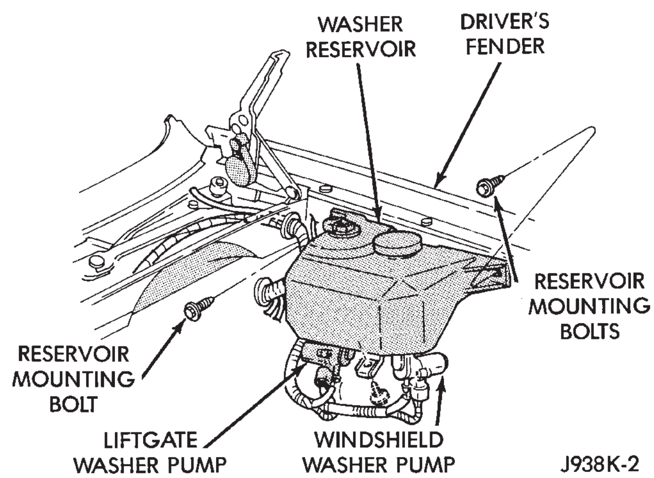


Fig. 16 Washer Reservoir Remove/Install

(4) Disconnect the hoses from the washer pumps, and drain the solvent from the reservoir into a clean container for reuse.

(5) Use a deep socket and extension, inserted through the reservoir filler neck, to remove the washer pump filter/nuts from inside of the reservoir.

(6) Remove the pumps from the reservoir.

(7) Reverse the removal procedures to install.

LAMPS

CONTENTS

LAMP DIAGNOSIS

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GENERAL INFORMATION

GENERAL INFORMATION

Each vehicle is equipped with various lamp assemblies. A good ground is necessary for proper lighting operation. Grounding is provided by the lamp socket when it comes in contact with the metal body, or through a separate ground wire.

When changing lamp bulbs check the socket for corrosion. If corrosion is present, clean it with a wire brush and coat the inside of the socket lightly with Mopar Multi-Purpose Grease or equivalent.

SAFETY PRECAUTIONS

WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING GLASS COMPONENTS. PERSONAL INJURY CAN RESULT.

CAUTION: Do not touch the glass of halogen bulbs with fingers or other possibly oily surface, reduced bulb life will result.

Do not use bulbs with higher candle power than indicated in the Bulb Application table at the end of this group. Damage to lamp can result.

Do not use fuses, circuit breakers or relays having greater amperage value than indicated on the fuse panel or in the Owners Manual.

When it is necessary to remove components to service another, it should not be necessary to apply excessive force or bend a component to remove it. Before damaging a trim component, verify hidden fasteners or captured edges are not holding the component in place.

DIAGNOSIS AND TESTING

DIAGNOSTIC PROCEDURES

When a vehicle experiences problems with the headlamp system, verify the condition of the battery connections, charging system, headlamp bulbs, wire connectors, relay, high beam dimmer switch and headlamp switch. Refer to Group 8W, Wiring Diagrams for component locations and circuit information.

DIAGNOSIS AND TESTING (Continued)

HEADLAMP DIAGNOSIS

HEADLAMP DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
HEADLAMPS ARE DIM WITH ENGINE IDLING OR IGNITION TURNED OFF	1. Loose or corroded battery cables. 2. Loose or worn generator drive belt. 3. Charging system output too low. 4. Battery has insufficient charge. 5. Battery is sulfated or shorted. 6. Poor lighting circuit Z1-ground. 7. Both headlamp bulbs defective.	1. Clean and secure battery cable clamps and posts. 2. Adjust or replace generator drive belt. 3. Test and repair charging system, refer to Group 8A, 4. Test battery state-of -charge, refer to Group 8A. 5. Load test battery, refer to Group 8A. 6. Test for voltage drop across Z1-ground locations, refer to Group 8W. 7. Replace both headlamp bulbs.
HEADLAMP BULBS BURN OUT FREQUENTLY	1. Charging system output too high. 2. Loose or corroded terminals or splices in circuit.	1. Test and repair charging system, refer to Group 8A. 2. Inspect and repair all connectors and splices, refer to Group 8W.
HEADLAMPS ARE DIM WITH ENGINE RUNNING ABOVE IDLE	1. Charging system output too low. 2. Poor lighting circuit Z1-ground. 3. High resistance in headlamp circuit. 4. Both headlamp bulbs defective.	1. Test and repair charging system, refer to Group 8A. 2. Test for voltage drop across Z1-ground locations, refer to Group 8W. 3. Test amperage draw of headlamp circuit. 4. Replace both headlamp bulbs.
HEADLAMPS FLASH RANDOMLY	1. Poor lighting circuit Z1-ground. 2. High resistance in headlamp circuit. 3. Faulty headlamps switch circuit breaker. 4. Loose or corroded terminals or splices in circuit.	1. Test for voltage drop across Z1-ground locations, refer to Group 8W. 2. Test amperage draw of headlamp circuit. Should not exceed 30 amps. 3. Replace headlamp switch. 4. Inspect and repair all connectors and splices, refer to Group 8W.
HEADLAMPS DO NOT ILLUMINATE	1. No voltage to headlamps. 2. No Z1-ground at headlamps. 3. Faulty headlamp switch. 4. Faulty headlamp dimmer (multi-function) switch. 5. Broken connector terminal or wire splice in headlamp circuit.	1. Repair open headlamp circuit, refer to Group 8W. 2. Repair circuit ground, refer to Group 8W. 3. Replace headlamp switch. 4. Replace multi-function switch. 5. Repair connector terminal or wire splice.

DIAGNOSIS AND TESTING (Continued)

FOG LAMP DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
FOG LAMPS ARE DIM WITH ENGINE IDLING OR IGNITION TURNED OFF.	1. Loose or corroded battery cables. 2. Loose or worn generator drive belt. 3. Charging system output too low. 4. Battery has insufficient charge. 5. Battery is sulfated or shorted. 6. Poor lighting circuit Z1-ground. 7. Both fog lamp bulbs defective.	1. Clean and secure battery cable clamps and posts. 2. Adjust or replace generator drive belt. 3. Test and repair charging system, refer to Group 8A. 4. Test battery state-of-charge, refer to Group 8A. 5. Load test battery, refer to Group 8A. 6. Test for voltage drop across Z1-ground locations, refer to Group 8W. 7. Replace both lamp bulbs.
FOG LAMP BULBS BURN OUT FREQUENTLY.	1. Charging system output too high. 2. Loose or corroded terminals or splices in circuit.	1. Test and repair charging system, refer to Group 8A. 2. Inspect and repair all connectors and splices, refer to Group 8W.
FOG LAMPS ARE DIM WITH ENGINE RUNNING ABOVE IDLE.	1. Charging system output too low. 2. Poor fog lamp circuit ground. 3. High resistance in fog lamp circuit. 4. Both fog lamp bulbs defective.	1. Test and repair charging system, refer to Group 8A. 2. Test voltage drop across Z1-ground, refer to Group 8W. 3. Test amperage draw of fog lamp circuit. 4. Replace both fog lamp bulbs.
FOG LAMPS FLASH RANDOMLY.	1. Poor fog lamp circuit ground. 2. High resistance in fog lamp circuit. 3. Faulty fog lamp switch circuit breaker. 4. Loose or corroded terminals or splices in circuit.	1. Repair circuit ground, refer to Group 8W. 2. Test amperage draw of fog lamp circuit. 3. Replace fog lamp switch. 4. Repair connector terminals or splices, refer to Group 8W.
FOG LAMPS DO NOT ILLUMINATE.	1. Blown fuse for fog lamps. 2. No ground at fog lamps. 3. Faulty fog lamp switch. 4. Broken connector terminal or wire splice in fog lamp circuit.	1. Replace fuse, refer to group 8W. 2. Repair circuit ground, refer to Group 8W. 3. Replace fog lamp switch. 4. Repair connector terminal or wire splices.

J958L-12

DIAGNOSIS AND TESTING (Continued)

DAYTIME RUNNING LAMP DIAGNOSIS

DAYTIME RUNNING LAMP DIAGNOSIS

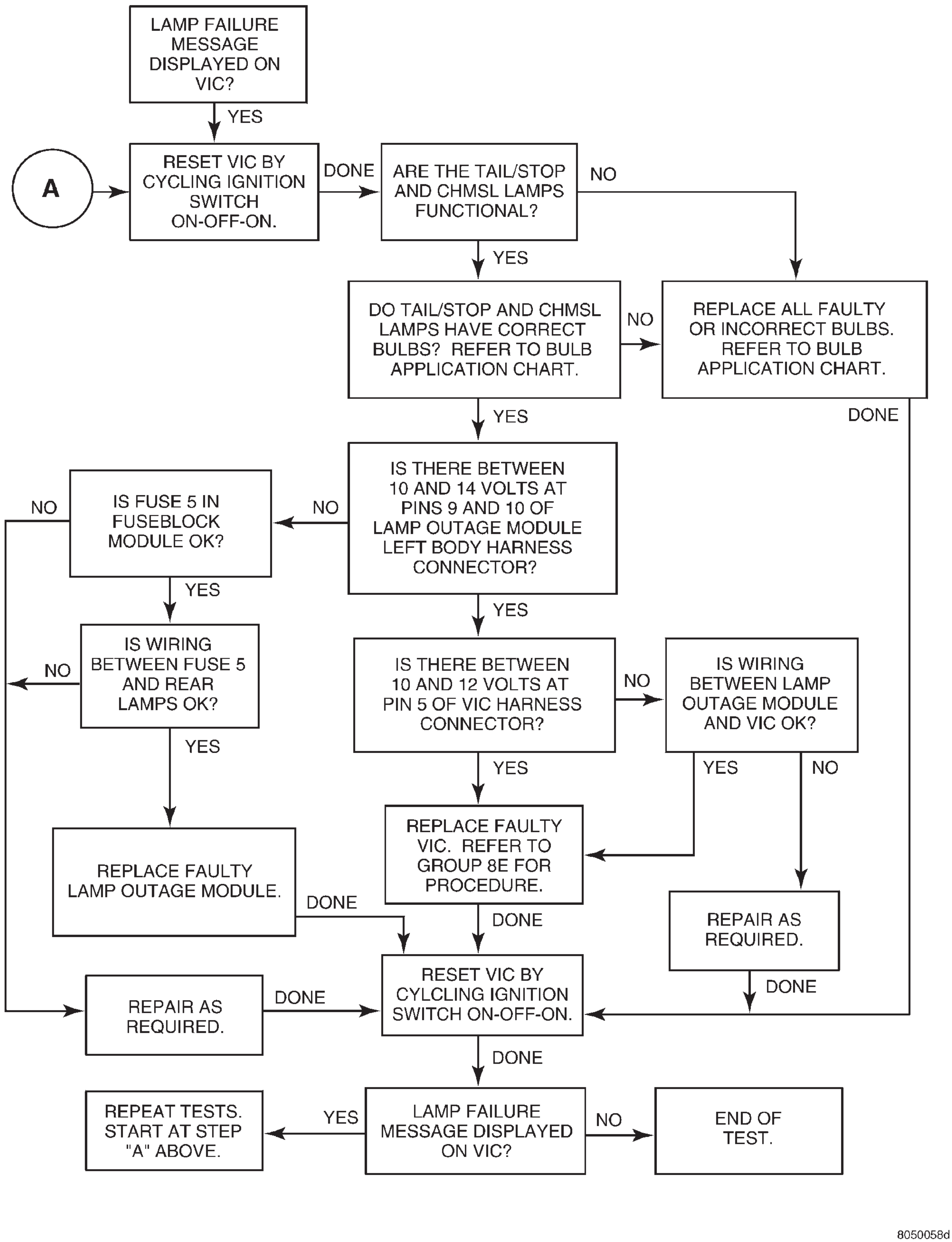
CONDITION	POSSIBLE CAUSES	CORRECTION
DAYTIME RUNNING LAMPS DO NOT WORK	1. Poor connection at DRL module. 2. Parking brake engaged. 3. Parking brake circuit shorted to ground. 4. Headlamp circuit shorted to ground. 5. Defective DRL module.	1. Secure connector on DRL module. 2. Disengage parking brake. 3. Check voltage on pin 3 of module, refer to Group 8W. 4. Check L3 circuit, refer to Group 8W. 5. Replace DRL module.

LAMP OUTAGE MODULE DIAGNOSIS

NOTE: The Lamp Outage Module contains an internal circuit breaker. When the module senses an overload it will trip the circuit breaker and illuminate a failure in the Vehicle Information Center (VIC). The circuit breaker will reset once the vehicle is turned off for approximately 60 seconds. Continuous tripping of the circuit breaker may indicate a circuit problem.

DIAGNOSIS AND TESTING (Continued)

LAMP OUTAGE MODULE DIAGNOSIS



HEADLAMP ALIGNMENT

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GENERAL INFORMATION

HEADLAMP ALIGNMENT

Headlamps can be aligned using the screen method provided in this section. Alignment Tool C-4466-A or equivalent can also be used. Refer to instructions provided with the tool for proper procedures. **The preferred headlamp alignment setting is 0 for the left/right adjustment and 1″ down for the up/down adjustment.**

SERVICE PROCEDURES

HEADLAMP ALIGNMENT PREPARATION

(1) Verify headlamp dimmer switch and high beam indicator operation.

(2) Correct defective components that could hinder proper headlamp alignment.

(3) Verify proper tire inflation.

(4) Clean headlamp lenses.

(5) Verify that luggage area is not heavily loaded.

(6) Fuel tank should be FULL. Add 2.94 kg (6.5 lbs.) of weight over the fuel tank for each estimated gallon of missing fuel.

ALIGNMENT SCREEN PREPARATION

(1) Position vehicle on a level surface perpendicular to a flat wall 7.62 meters (25 ft) away from front of headlamp lens (Fig. 1).

(2) If necessary, tape a line on the floor 7.62 meters (25 ft) away from and parallel to the wall.

(3) Measure from the floor up 1.27 meters (5 ft) and tape a line on the wall at the centerline of the vehicle. Sight along the centerline of the vehicle (from rear of vehicle forward) to verify accuracy of the line placement.

(4) Rock vehicle side-to-side three times to allow suspension to stabilize.

(5) Jounce front suspension three times by pushing downward on front bumper and releasing.

(6) Measure the distance from the center of headlamp lens to the floor. Transfer measurement to the alignment screen (with tape). Use this line for up/down adjustment reference.

(7) Measure distance from the centerline of the vehicle to the center of each headlamp being aligned. Transfer measurements to screen (with tape) to each side of vehicle centerline. Use these lines for left/right adjustment reference.

HEADLAMP ADJUSTMENT USING ALIGNMENT SCREEN

A properly aimed low beam will project the top edge of high intensity pattern on the screen from 50 mm (2 in.) above to 50 mm (2 in.) below headlamp centerline. The side-to-side left edge of high intensity pattern should be from 50 mm (2 in.) left to 50 mm (2 in.) right of headlamp centerline (Fig. 1). **The preferred headlamp alignment is 0 for the left/right adjustment and 1″ down for the up/down adjustment.** The high beams on a vehicle with aero headlamps cannot be aligned. The high beam pattern should be correct when the low beams are aligned properly.

To adjust headlamp aim, rotate alignment screws (Fig. 2).

SERVICE PROCEDURES (Continued)

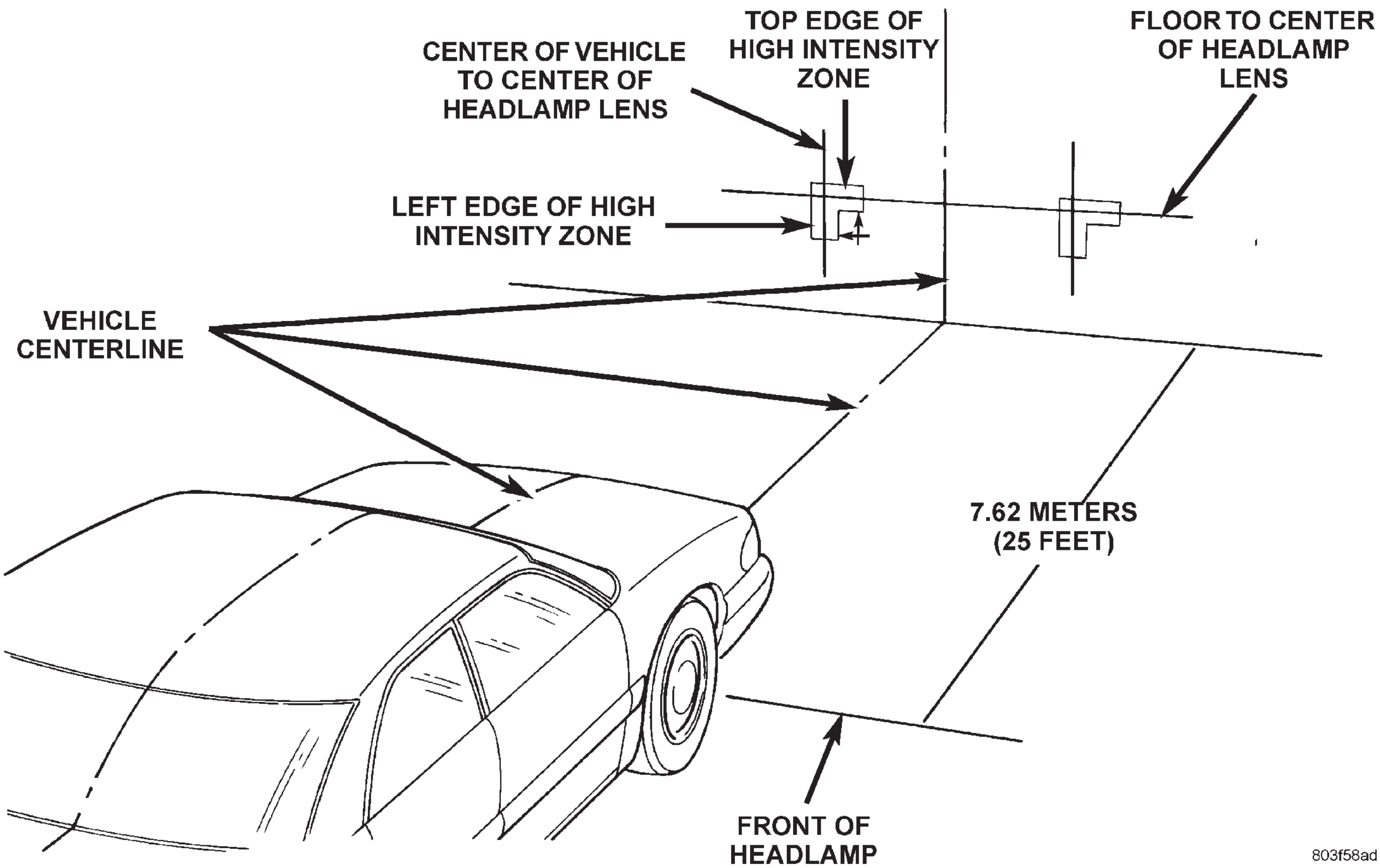


Fig. 1 Headlamp Alignment Screen—Typical

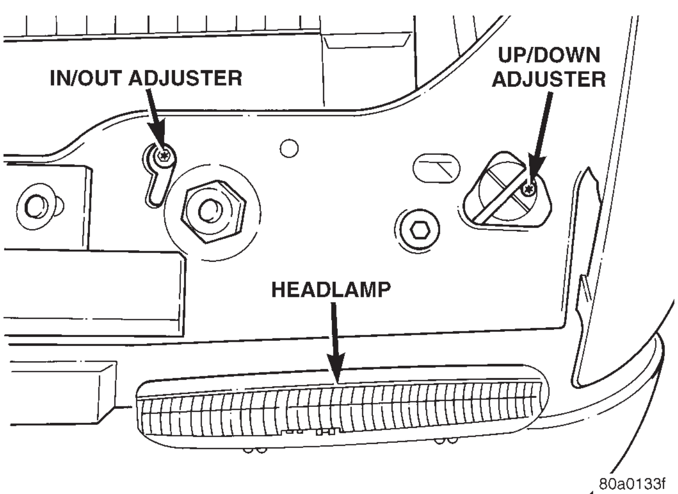


Fig. 2 Aero Headlamp Alignment Screws

FOG LAMP ADJUSTMENT

Prepare an alignment screen. A properly aligned fog lamp will project a pattern on the alignment screen 100 mm (4 in.) below the fog lamp centerline and straight ahead (Fig. 3).

Rotate the adjustment screw (Fig. 4) to obtain the correct pattern.

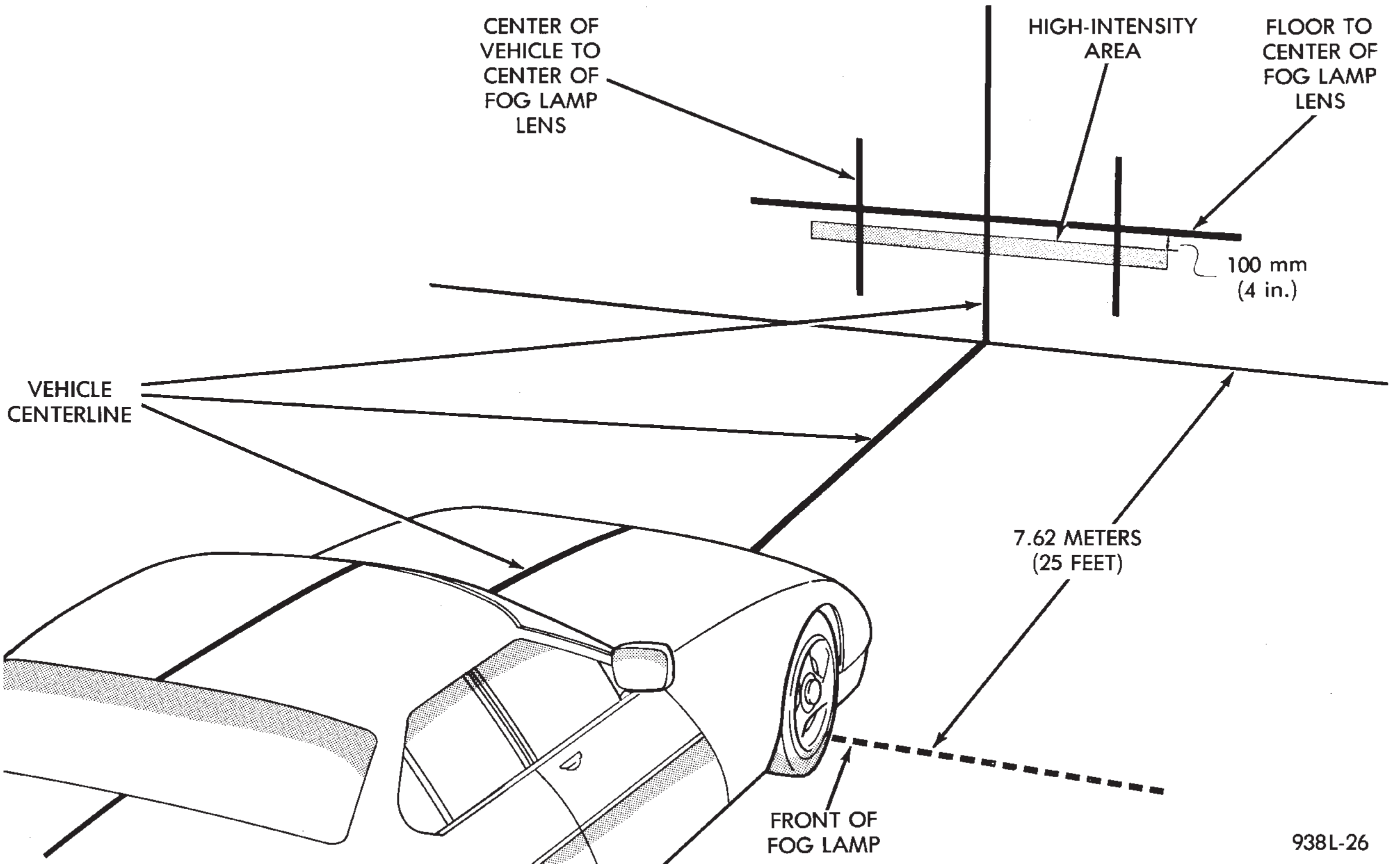


Fig. 3 Fog Lamp Alignment—Typical

SPECIAL TOOLS

SPECIAL TOOLS—HEADLAMP ALIGNMENT

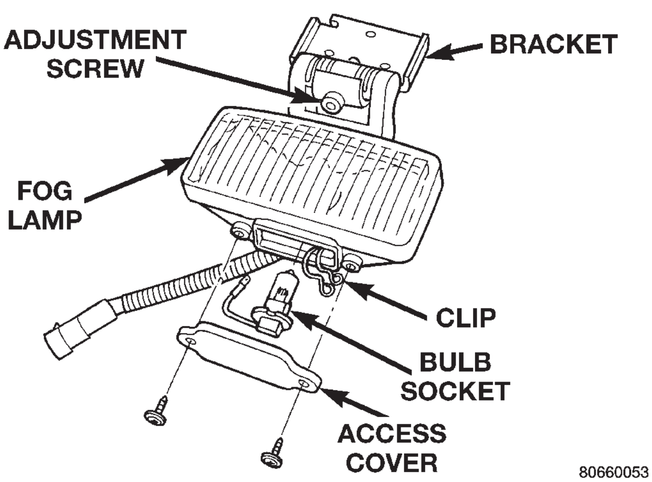
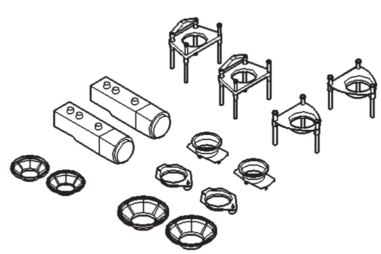


Fig. 4 Fog Lamp



Headlamp Aiming Kit C-4466–A

LAMP BULB SERVICE

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REMOVAL AND INSTALLATION

HEADLAMP BULB

REMOVAL

(1) Lift hood to access lamps.

If clearance is minimal behind the headlamp assembly, refer to the Headlamp Removal/Installation procedure for bulb replacement.

(2) Reach into engine compartment and locate lock ring supporting the headlamp bulb assembly.

(3) Rotate the lock ring 1/8 turn counterclockwise (Fig. 1).

(4) Pull the bulb straight out from the housing.

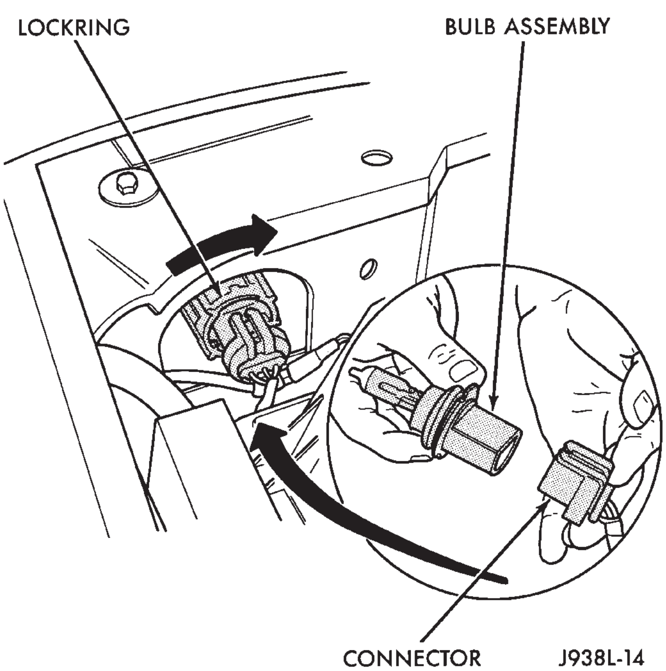

Fig. 1 Headlamp Bulb

INSTALLATION

CAUTION: Do not touch the bulb glass with fingers or other oily surfaces. Reduced bulb life will result.

(1) Install new bulb.

(2) Position bulb assembly in the lamp housing and turning the lock ring 1/8 turn clockwise to secure.

FOG LAMP BULB

REMOVE

(1) Remove the screws attaching the access cover to the bottom of the fog lamp (Fig. 2).

(2) Remove spring clip securing bulb to fog lamp.

(3) Disconnect wire connectors at bulb.

(4) Remove bulb element from fog lamp.

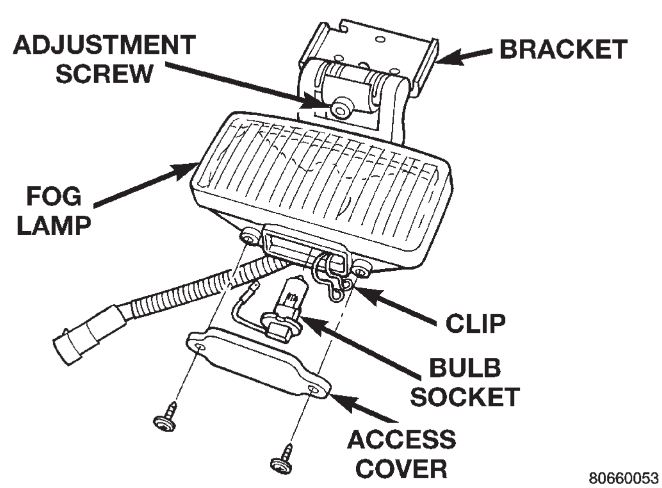

Fig. 2 Fog Lamp Bulb

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

CAUTION: Do not touch the bulb glass with fingers or other oily surfaces. Reduced bulb life will result.

(1) Position bulb element in fog lamp.
(2) Connect wire connectors at bulb.
(3) Install spring clip securing bulb to fog lamp.
(4) Install screws attaching the access cover to the bottom of the fog lamp (Fig. 2).

PARKING LAMP BULB

REMOVAL

(1) Remove lamp from vehicle
(2) Rotate socket counterclockwise and pull socket from lamp.
(3) Pull bulb to from socket.

INSTALLATION

(1) Position bulb in socket and push into place.
(2) Position socket in lamp and rotate socket clockwise.
(3) Install the lamp.

TURN SIGNAL AND SIDE MARKER LAMP BULB

REMOVAL

(1) Remove parking lamp.
(2) Remove turn signal/side marker lamp.
(3) Rotate turn signal bulb socket counterclockwise, press in on bulb and rotate 1/4 turn to remove.
(4) Rotate sidemarker bulb socket counterclockwise grasp and pull from lamp.

INSTALLATION

(1) Install side marker lamp bulb.
(2) Install turn signal lamp bulb.
(3) Install turn signal/side marker lamp.
(4) Install parking lamp.

TAIL, STOP, TURN SIGNAL, BACK-UP AND SIDE MARKER LAMP BULBS

The stop, turn signal, back-up and rear side marker lamp bulbs are incorporated into the tail lamp.

REMOVAL

(1) Remove tail lamp.
(2) Grasp bulb socket and rotate counterclockwise. Separate socket from lamp.
(3) Rotate bulb in the socket counterclockwise and remove bulb from socket (Fig. 3).

INSTALLATION

(1) Position bulb in socket and rotate clockwise.

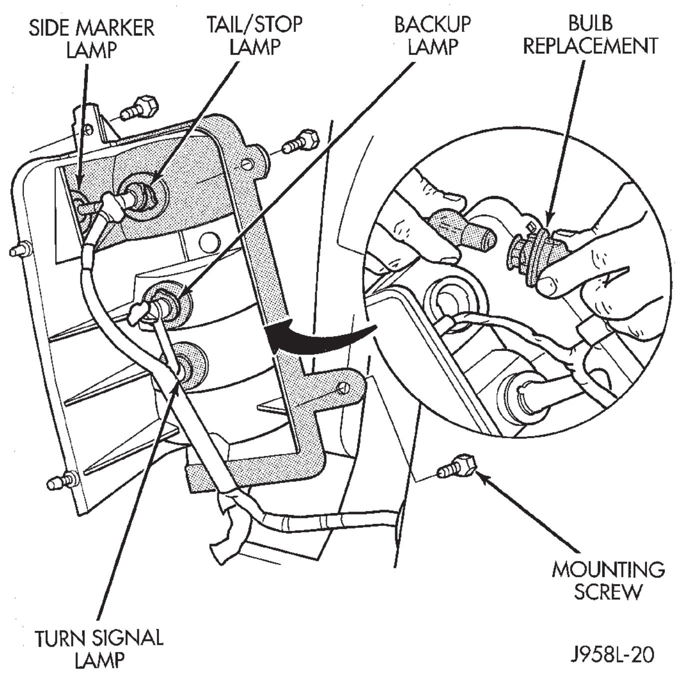

Fig. 3 Tail Lamp Bulbs

(2) Position bulb socket in lamp and rotate clockwise.
(3) Install lamp.

LICENSE PLATE LAMP BULB

REMOVAL

(1) Remove screws attaching license plate lamp to license plate housing.
(2) Separate lamp from housing.
(3) Grasp bulb and pull from bulb socket.

INSTALLATION

(1) Position bulb in socket and press into place.
(2) Position license plate lamp in license plate housing.
(3) Install screws attaching license plate lamp to license plate housing.

CENTER HIGH MOUNTED STOP LAMP (CHMSL) BULB

REMOVAL

(1) Remove CHMSL from liftgate.
(2) Turn bulb socket 1/4 turn counterclockwise.
(3) Separate socket from lamp.
(4) Grasp bulb and pull from socket.

INSTALLATION

(1) Position bulb in socket and press into place.
(2) Position socket in lamp.
(3) Turn bulb socket 1/4 turn clockwise.
(4) Install CHMSL.

REMOVAL AND INSTALLATION (Continued)

UNDERHOOD LAMP BULB

REMOVAL

(1) Disconnect the wire harness connector from the underhood lamp.

(2) Rotate the bulb counterclock-wise. Remove it from the lamp socket.

INSTALLATION

(1) Insert the replacement bulb in the lamp base socket. Rotate it clockwise.

(2) Connect the wire harness connector to the lamp.

VISOR VANITY LAMP BULB

REMOVAL

(1) Using a small flat blade, carefully pry each corner of lens outward from lamp.

(2) Separate lens from lamp.

(3) Grasp bulb and pull outward.

INSTALLATION

(1) Position bulb in socket and push into place.

(2) Position lens on lamp and snap into place.

OVERHEAD CONSOLE READING LAMP BULB

REMOVAL

(1) Insert a flat blade screwdriver in slot at front of lens (Fig. 4).

(2) Rotate the screwdriver until lens snaps out of the housing.

(3) Remove lens from housing.

(4) Remove bulb from terminals.

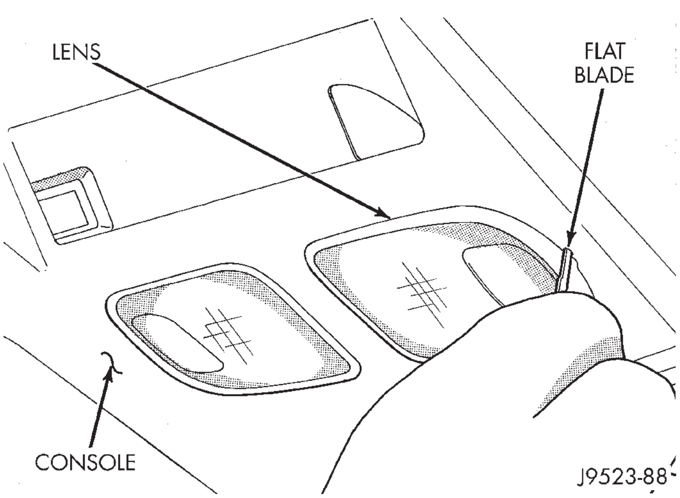

Fig. 4 Overhead Console Reading Lamp Bulb

INSTALLATION

(1) Insert bulb into reading lamp terminals.

(2) Replace lens by holding lens level and pushing rearward into housing.

(3) Push lens up to snap into housing.

DOME LAMP BULB

REMOVAL

(1) Insert a flat blade screwdriver in slot at front of lens.

(2) Rotate the screwdriver until lens snaps out of the housing.

(3) Remove lens from housing.

(4) Remove bulb from socket.

INSTALLATION

(1) Insert bulb into reading lamp terminals.

(2) Replace lens by holding lens level and pushing rearward into housing.

(3) Push lens up to snap into housing.

READING LAMP BULB

REMOVAL

(1) Insert a flat blade screwdriver in slot at front of lens.

(2) Rotate the screwdriver until lens snaps out of the housing.

(3) Remove lens from housing.

(4) Remove bulb from terminals.

INSTALLATION

(1) Insert bulb into reading lamp terminals.

(2) Replace lens by holding lens level and pushing rearward into housing.

(3) Push lens up to snap into housing.

DOOR COURTESY LAMP BULB

REMOVAL

(1) Remove door trim panel. Refer to Group 23, Body Components for service procedure.

(2) Remove bulb socket from lamp.

(3) Pull bulb from socket.

INSTALLATION

(1) Position bulb in socket and press into place.

(2) Install bulb socket in lamp.

(3) Install door trim panel.

REMOVAL AND INSTALLATION (Continued)

CARGO LAMP BULB

REMOVAL

(1) Insert a flat blade screwdriver in slots provided at lower portion of lens.

(2) Rotate screwdriver upward until lens snaps out of housing.

(3) Remove lens from housing.

(4) Remove bulb from bulb socket.

INSTALLATION

(1) Position bulb in socket and press into place.

(2) Insert upper tabs of lens into lens housing.

(3) Snap lower portion of lens into slots at lens housing.

LAMP SERVICE

INDEX

REMOVAL AND INSTALLATION

HEADLAMP

REMOVAL

(1) Grasp lower edge of headlamp lens and pull straight back (away) from grille opening reinforcement (GOR). Disengage lower adjuster pivots from lens assembly.

(2) Grasp upper edge of headlamp lens. Pull straight back (away) from grille opening reinforcement (GOR). Disengage upper adjuster pivot from lens assembly.

(3) Rotate bulb lock ring counterclockwise. and remove ring and bulb from lens.

INSTALLATION

(1) Replace by seating the assembly in the lamp housing and turning the lock ring 1/8 turn clockwise to secure.

(2) Align upper adjust pivot into headlamp opening and snap into place.

(3) Snap lower adjuster pivots into place.

FOG LAMP

REMOVAL

(1) Remove adjustment screw (Fig. 1).

(2) Disengage fog lamp electrical connector.

(3) Separate fog lamp from vehicle.

INSTALLATION

(1) Position fog lamp at vehicle.

(2) Engage fog lamp electrical connector.

(3) Install adjustment screw (Fig. 1).

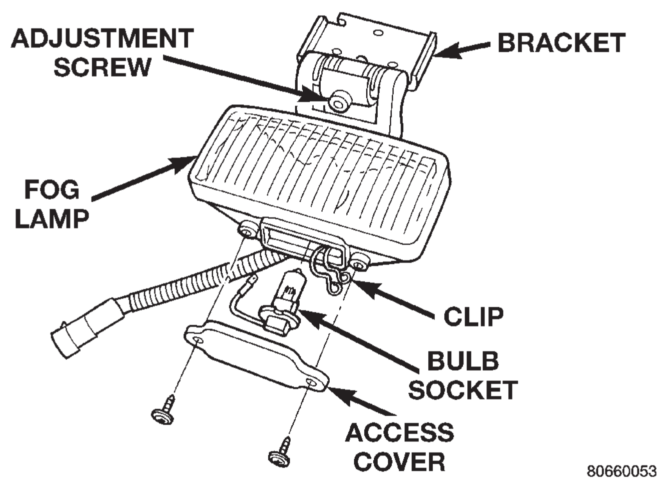

Fig. 1 Fog Lamp

(4) Align fog lamp.

PARKING LAMP

REMOVAL

The parking lamp is mounted on the side of the GOR next to headlamp assembly.

(1) Open hood.

(2) Remove screws which hold the parking lamp in position (Fig. 2).

(3) Rotate lamp socket counterclockwise and pull socket from lamp.

INSTALLATION

(1) Position lamp socket in lamp and rotate clockwise.

(2) Position lamp in place and install the screws.

REMOVAL AND INSTALLATION (Continued)

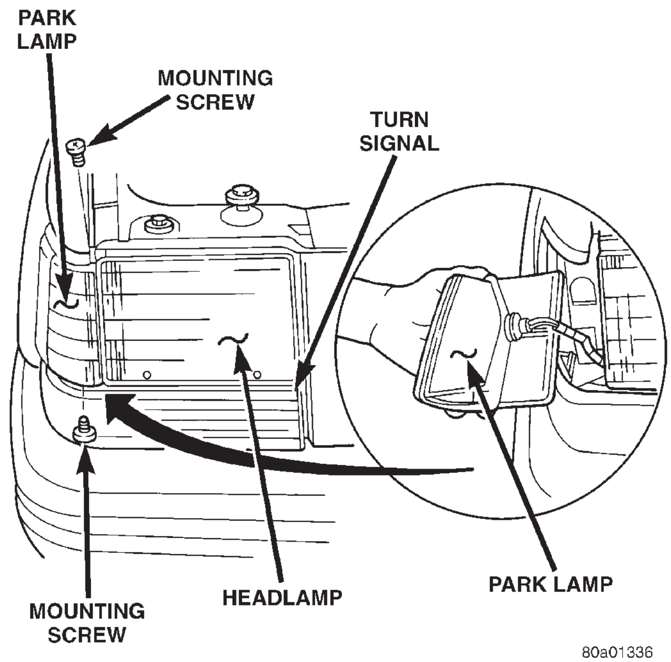

Fig. 2 Park Lamp

TURN SIGNAL AND SIDE MARKER LAMP

REMOVAL

(1) Remove parking lamp.
(2) Remove the screws and slide lamp outboard to expose the socket (Fig. 3).
(3) Remove turn signal socket from lamp.
(4) Remove sidemarker socket from lamp.
(5) Separate lamp from vehicle.

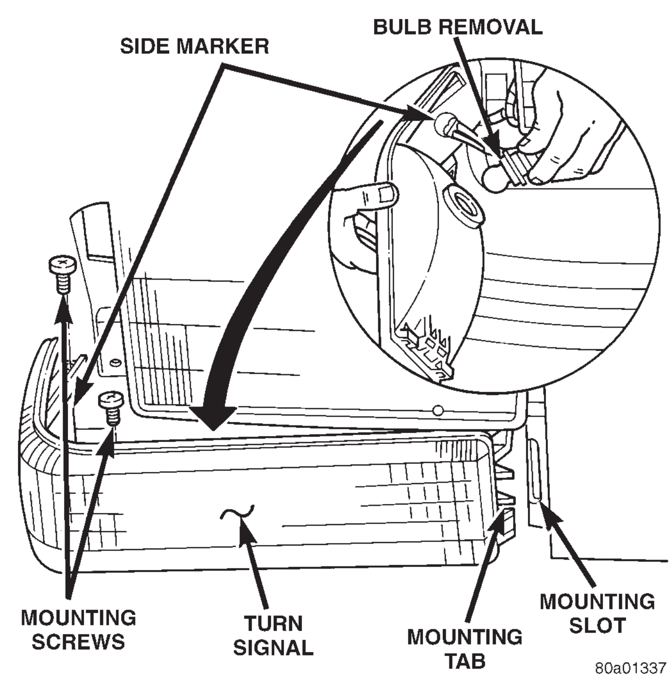

Fig. 3 Turn Signal And Side Marker Lamp

INSTALLATION

(1) Install turn signal lamp socket.
(2) Install side marker lamp socket.
(3) Slide lamp into slot provided on inboard side of headlamp assembly.
(4) Install screws.
(5) Install parking lamp.

TAIL, STOP, TURN SIGNAL, BACK-UP AND SIDE MARKER LAMP

The stop, turn signal, back-up and rear side marker lamps are incorporated into the tail lamp.

REMOVAL

(1) Remove screws attaching lamp to body (Fig. 4).
(2) Remove bulb sockets from lamp.
(3) Separate lamp from vehicle.

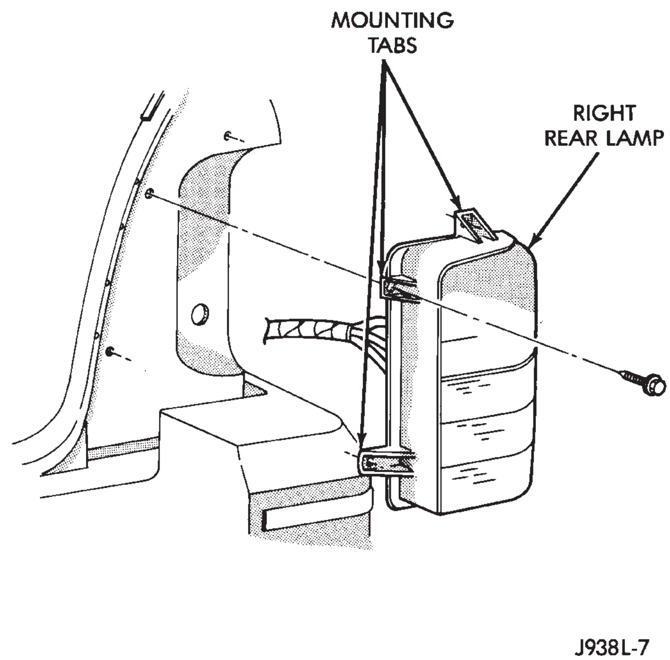

Fig. 4 Tail Lamp

INSTALLATION

(1) Position lamp at vehicle and install bulb sockets.
(2) Position lamp on vehicle and install screws.

LICENSE PLATE LAMP

REMOVAL

(1) Remove screws attaching license plate lamp to license plate housing.
(2) Separate lamp from housing.
(3) Grip bulb socket, rotate counterclockwise and separate bulb socket from license plate lamp.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Position bulb socket in license plate lamp and turn clockwise.

(2) Position license plate lamp in license plate housing.

(3) Install screws attaching license plate lamp to license plate housing.

CENTER HIGH MOUNTED STOP LAMP (CHMSL)

REMOVAL

(1) Raise liftgate.

(2) Remove upper liftgate trim panel.

(3) Remove CHMSL lamp mounting screws (Fig. 5).

(4) Remove CHMSL lamp.

(5) Turn bulb socket 1/4 turn counterclockwise.

(6) Separate socket from lamp.

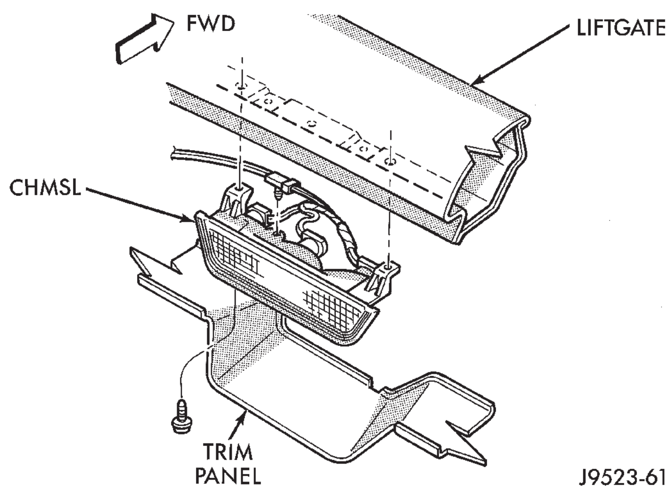

Fig. 5 Center High Mounted Stop Lamp

INSTALLATION

(1) Position socket in lamp.

(2) Turn bulb socket 1/4 turn clockwise.

(3) Position CHMSL lamp in place and install mounting screws.

(4) Install upper liftgate trim panel.

UNDERHOOD LAMP

REMOVAL

When equipped, the underhood lamp is installed on the hood right, rear panel. The lamp is on when hood is opened by way of liquid ON/OFF switch that is integral with lamp base.

(1) Open hood.

(2) Remove screw attaching lamp support bracket to hood (Fig. 6).

(3) Disengage connector for underhood lamp.

(4) Separate lamp from vehicle.

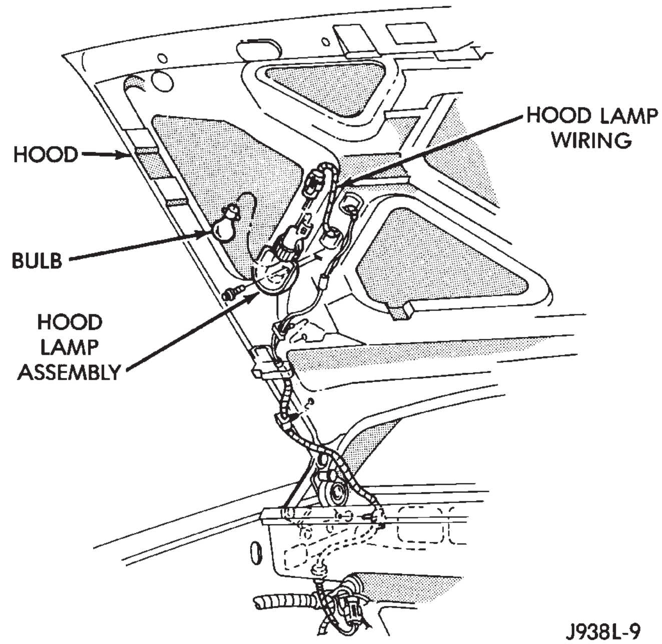

Fig. 6 Underhood Lamp

INSTALLATION

(1) Engage connector for underhood lamp.

(2) Position lamp on hood and install screw.

VISOR VANITY LAMP

REMOVAL

(1) Fold down sunvisor.

(2) Starting at the base of the lamp assembly and working right-to-left, use a small flat blade, carefully pry lamp from visor.

(3) Disconnect visor lamp wire connector and remove from vehicle.

INSTALLATION

(1) Position visor lamp at visor and connect visor lamp wire connector.

(2) Position visor lamp in visor and press into place.

DOME/READING LAMP

REMOVAL

(1) Insert a flat blade screwdriver in slot at the center of the lamp housing. Rotate screwdriver upward and unsnap dome lamp lens.

(2) Pull lens downward. Remove it from lamp housing.

(3) Remove the lamp housing retaining screws (Fig. 7).

(4) Push housing forward and release housing from bracket.

(5) Disconnect wire harness connectors.

(6) Remove lamp housing from headliner cavity.

REMOVAL AND INSTALLATION (Continued)

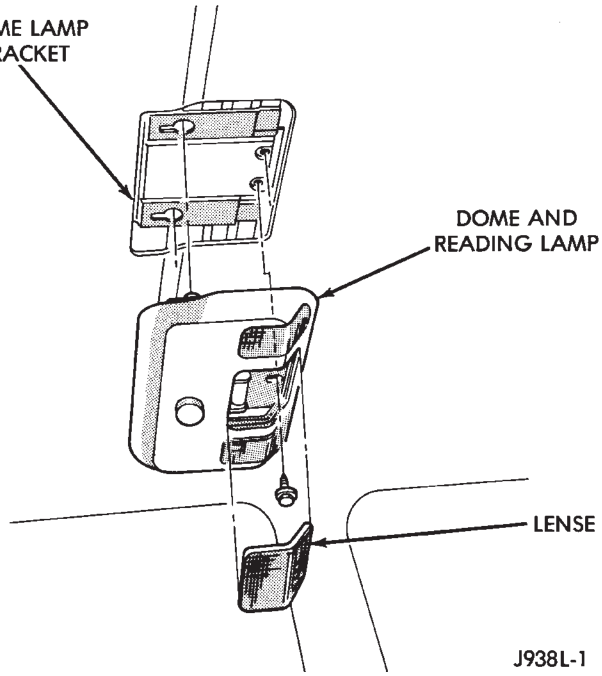

Fig. 7 Dome/Reading Lamp

INSTALLATION

(1) Position dome/reading lamp housing at headliner cavity.

(2) Connect wire harness connectors.

(3) Locate rear pods of the lamp in the slots of the dome lamp bracket. Push lamp housing up and to rear.

(4) Install the lamp housing screws.

(5) Position dome lamp lens at lamp housing. Snap lens into housing.

DOOR COURTESY LAMP

REMOVAL

(1) Remove door trim panel. Refer to Group 23, Body Components for service procedure.

(2) Remove bulb socket from lamp.

(3) Depress lamp locking tabs and separate lamp from trim panel.

INSTALLATION

(1) Position lamp in trim panel and snap into place.

(2) Install bulb socket in lamp.

(3) Install door trim panel.

CARGO LAMP

REMOVAL

(1) Insert a flat blade screwdriver in slots provided at lower portion of lens.

(2) Rotate screwdriver upward until lens snaps out of housing.

(3) Remove lens from housing (Fig. 8).

(4) Remove screws attaching liftgate opening upper trim panel/cargo lamp to liftgate opening roof panel.

(5) Separate trim panel from roof panel.

(6) Disengage electrical connector for cargo lamp.

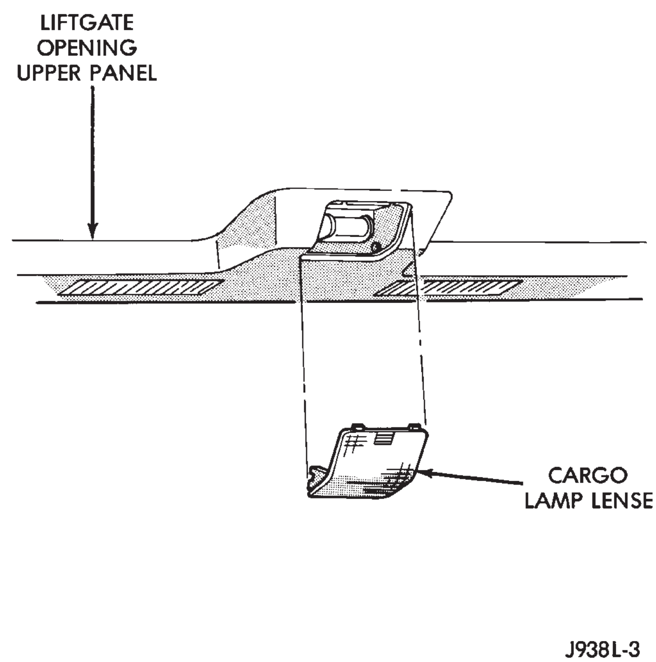

Fig. 8 Cargo Lamp

INSTALLATION

(1) Position trim panel/cargo lamp at liftgate opening.

(2) Engage electrical connector for cargo lamp.

(3) Install screws attaching liftgate opening upper trim panel/cargo lamp to liftgate opening roof panel.

(4) Position lens on cargo lamp and snap into place.

LAMP SYSTEMS

INDEX

GENERAL INFORMATION

DAYTIME RUNNING LAMP SYSTEM

ZJ vehicles built for use in Canada are equipped with a Daytime Running Lamp System (DRL). The DRL system operates the headlamp at 50% illumination with the headlamp switch OFF, park brake released and the ignition in the RUN position. The DRL system is controlled by the Daytime Running Lamp Module located in the engine compartment attached to the Power Distribution Center (PDC) bracket. The DRL module overides the headlamp switch when the headlamps are turned OFF. The headlamps operate normally when the headlamps are turned ON.

LAMP OUTAGE MODULE

The Lamp Outage Module will indicate a tail lamp, stop lamp, or a CHMSL bulb failure. A display will illuminate in the Vehicle Information Center (VIC), displaying the failure.

Details for the VIC can be found in Group 8E, Vehicle Information Center. For circuit information, refer to Group 8W, Wiring Diagrams.

The Lamp Outage Module is located behind the left quarter trim panel.

Connecting trailer lights to the body harness at the rear of the vehicle can cause damage to the lamp outage module. The lamp outage module is designed to handle a 5 amp current load. This is adequate for the operation of the vehicles lighting system. When additional lights are added to the system such as trailer lights, the 5 amp limit can be exceeded. This can cause failure of the lamp outage module.

If trailer towing is required and the vehicle is not equipped with a trailer tow package, the MOPAR accessory trailer towing harnesses are the only approved method to provide additional trailer lights. These harnesses are designed to provide current to the trailer lights but bypass the lamp outage module.

AUTO HEADLAMP SENSOR

The auto headlamp sensor is the key sensor for the auto headlamp system. The sensor needs real sunlight to properly register the light level. When auto headlamps are enabled indoors, the headlamps may be turned on. The sensor is located in the center of the defroster grille at the base of the windshield.

REMOVAL AND INSTALLATION

DAYTIME RUNNING LIGHT MODULE

REMOVAL

(1) Open hood.
(2) Disconnect electrical connector from module.
(3) Remove screws holding module to PDC bracket (Fig. 1).
(4) Separate module from bracket.

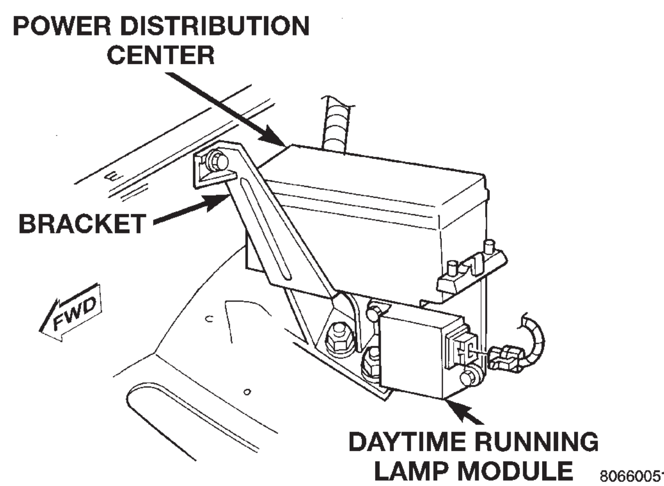

Fig. 1 Daytime Running Lamp Module

INSTALLATION

(1) Reverse the removal procedures.

AUTO HEADLAMP SENSOR

REMOVAL

(1) Using a trim stick, gently pry defroster bezel out of dash pad.
(2) Unplug auto headlamp sensor connector.
(3) Snap out sensor from bezel.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Reverse the removal procedure.

LAMP OUTAGE MODULE

REMOVAL

(1) Disconnect battery negative cable.
(2) Remove spare tire from carrier.
(3) Remove access door.
(4) Remove screw holding module to inner quarter panel (Fig. 2).
(5) Disconnect wiring connectors at module.
(6) Separate lamp outage module from vehicle.

INSTALLATION

(1) Connect wiring connectors at module.
(2) Install screw holding module to inner quarter panel.
(3) Install access door.
(4) Install spare tire.

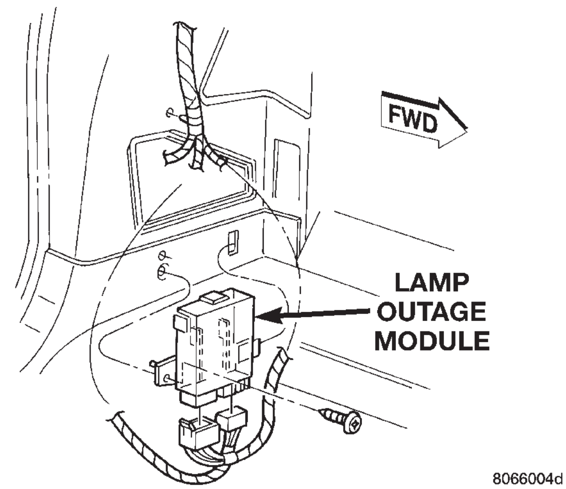

Fig. 2 Lamp Outage Module

(5) Connect battery negative cable.

BULB APPLICATION

INDEX

GENERAL INFORMATION

GENERAL INFORMATION

The following Bulb Application Tables lists the lamp title on the left side of the column and trade number or part number on the right.

CAUTION: Do not use bulbs that have a higher candle power than the bulb listed in the Bulb Application Table. Damage to lamp can result. Do not touch halogen bulbs with fingers or other oily surfaces. Bulb life will be reduced.

SPECIFICATIONS

EXTERIOR LAMPS

LAMP	BULB
Back-up	1156
Center High Mounted Stoplamp	921
Fog lamp	H3
Front Turn Signal	1295NA
Front Side Marker	194NA
Headlamp	9004
License Plate	168
Tail/Stop	2057
Rear Turn Signal	1156
Underhood Lamp	105

INTERIOR LAMPS

Service procedures for most of the lamps in the instrument panel, are located in Group 8E. Some components have lamps that can only be serviced by an Authorized Service Center (ASC) after the component is removed from the vehicle. Contact local dealer for location of nearest ASC.

LAMP	BULB
A/C Heater	4720843
Ash Receiver	37
Cigarette Lighter	53
Climate Control	74
Console Floor Shifter	194
Dome/Reading	561
Door Courtesy	168
Front Reading	906
Glove Compartment	194
Hazard Lamp	74
Heater	194
Overhead Console	212
Radio	ASC
Rear Cargo	212
Rocker Switch	37
Shift Lamp	74
Transfer Case Shifter	194
Theft Alarm	74
Under Panel Courtesy	89

PASSIVE RESTRAINT SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

A dual front airbag system is a standard equipment safety feature on this model. It is designed to protect the driver and front seat passenger from serious injury caused by a frontal impact of the vehicle. To inspect this system, refer to the proper Body Diagnostic Procedures Manual. If an airbag module assembly is defective and non-deployed, refer to the Chrysler Corporation current parts return list in the Warranty Policies and Procedures manual for the proper handling procedures.

Following are general descriptions of the major components in the airbag system. Refer to 8W-43 - Airbag System in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

WARNING: THIS SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE, REMOVE OR INSTALL THE AIRBAG SYSTEM OR RELATED STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENTS, YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG SYSTEM DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- **THE AIRBAG MODULE INFLATOR ASSEMBLY CONTAINS SODIUM AZIDE AND POTASSIUM NITRATE. THESE MATERIALS ARE POISONOUS AND EXTREMELY FLAMMABLE. CONTACT WITH ACID, WATER, OR HEAVY METALS MAY PRODUCE HARMFUL AND IRRITATING GASES (SODIUM HYDROXIDE IS FORMED IN THE PRESENCE OF MOISTURE) OR COMBUSTIBLE COMPOUNDS. IN ADDITION, THE PASSENGER AIRBAG CONTAINS ARGON GAS PRESSURIZED TO OVER 2500 PSI. DO NOT ATTEMPT TO DISMANTLE THE MODULE OR TAMPER WITH ITS INFLATOR. DO NOT PUNCTURE, INCINERATE, OR BRING INTO CONTACT WITH ELECTRICITY. DO NOT STORE AT TEMPERATURES EXCEEDING 93°C (200°F).**
- **REPLACE AIRBAG SYSTEM COMPONENTS ONLY WITH PARTS SPECIFIED IN THE CHRYSLER MOPAR PARTS CATALOG. SUBSTITUTE PARTS MAY APPEAR INTERCHANGEABLE, BUT INTERNAL DIFFERENCES MAY RESULT IN INFERIOR OCCUPANT PROTECTION. THE FASTENERS, SCREWS, AND BOLTS ORIGINALLY USED FOR THE AIRBAG SYSTEM COMPONENTS HAVE SPECIAL COATINGS AND ARE SPECIFICALLY DESIGNED FOR THE AIRBAG SYSTEM. THEY MUST NEVER BE REPLACED WITH SUBSTITUTES. ANY TIME A NEW FASTENER IS NEEDED, REPLACE IT WITH THE CORRECT FASTENERS PROVIDED IN THE SERVICE PACKAGE OR SPECIFIED IN THE CHRYSLER MOPAR PARTS CATALOG.**
- **WHEN A STEERING COLUMN HAS AN AIRBAG MODULE ATTACHED, NEVER PLACE THE COLUMN ON THE FLOOR OR ANY OTHER SURFACE WITH THE STEERING WHEEL OR AIRBAG MODULE FACE DOWN.**

DESCRIPTION AND OPERATION

AIRBAG MODULE

DRIVER'S SIDE

The airbag module protective cover is the most visible part of the driver's side airbag system. The module is mounted directly to the steering wheel. Under the airbag module cover, the airbag cushion and its supporting components are contained. The airbag module contains a housing to which the cushion and inflator are attached and sealed. The airbag module cannot be repaired, and must be replaced if deployed or in any way damaged.

The inflator assembly is mounted to the back of the module. The inflator seals the hole in the airbag cushion so it can discharge the gas it produces directly into the cushion when supplied with the proper electrical signal. The protective cover is fitted to the front of the airbag module and forms a decorative cover in the center of the steering wheel. Upon airbag deployment, this cover will split horizontally.

PASSENGER'S SIDE

The instrument panel top pad is the most visible part of the passenger's side airbag system. Under the instrument panel top pad, the airbag cushion and its supporting components are contained. The airbag module contains a housing to which the cushion and inflator are attached and sealed. The airbag module cannot be repaired, and must be replaced if deployed or in any way damaged.

The inflator assembly is mounted to the back of the airbag module. The inflator seals the hole in the airbag cushion so it can discharge the gas it produces directly into the cushion when supplied with the proper electrical signal. The instrument panel top pad above the glove box opening has a door and predetermined break-out lines concealed beneath its decorative cover. Upon airbag deployment, the top pad will split at the break-out lines and the door will pivot out of the way. The instrument panel top pad must be replaced following an airbag deployment.

The airbag module is mounted to two brackets beneath the instrument panel top pad and above the glove box opening. The airbag front mounting bracket (closest to the dash panel) is welded to the instrument panel armature. The airbag rear mounting bracket (closest to the passenger) is bolted to the instrument panel armature. Following an airbag deployment, the airbag rear mounting bracket must be replaced. If the airbag front mounting bracket is damaged, the instrument panel armature assembly must be replaced.

STORAGE

An airbag module must be stored in its original, special container until used for service. Also, it must be stored in a clean, dry environment; away from sources of extreme heat, sparks, and high electrical energy. Always place or store an airbag module on a surface with its trim cover or airbag side facing up, to minimize movement in case of an accidental deployment.

IMPACT SENSORS

The impact sensors provide verification of the direction and severity of the impact. Three sensors are used. One is called a safing sensor. It is located inside the Airbag Control Module (ACM), which is mounted under the center floor console next to the parking brake mounting bracket. The other two sensors are mounted on the radiator side closure panel extensions, on the left and right sides of the vehicle behind the grille opening reinforcement panel.

The impact sensors are threshold sensitive switches that complete an electrical circuit when an impact provides a sufficient deceleration force to close the switch. The sensors are calibrated for the specific vehicle, and react to the severity and direction of the impact.

The impact sensors are available for service replacement. The safing sensor is only serviced as part of the ACM.

CLOCKSPRING

The clockspring is mounted on the steering column behind the steering wheel. This assembly consists of a plastic housing which contains a flat, ribbon-like electrically conductive tape that winds and unwinds with the steering wheel rotation.

The clockspring is used to maintain a continuous electrical circuit between the wiring harness and the driver's side airbag module, the horn switch, the speed control switches, and the remote radio switches. There are separate versions of the clockspring for models equipped with or without the optional speed proportional steering. Refer to Group 19 - Steering for more information.

The clockspring cannot be repaired and, if damaged or faulty, it must be replaced. The clockspring must be replaced following an airbag system deployment.

AIRBAG CONTROL MODULE

The Airbag Control Module (ACM) contains the safing sensor, and a microprocessor that monitors the airbag system to determine its readiness. The ACM contains On-Board Diagnostics (OBD), and will send an airbag lamp-on message to the instrument cluster on the Chrysler Collision Detection (CCD) data bus

DESCRIPTION AND OPERATION (Continued)

to light the airbag indicator lamp in the instrument cluster when a monitored airbag system fault occurs.

The ACM also contains an energy-storage capacitor. This capacitor stores enough electrical energy to deploy the airbags for up to one second following a battery disconnect or failure during an impact. The purpose of the capacitor is to provide airbag system protection in a severe secondary impact, if the initial impact has damaged or disconnected the battery, but was not severe enough to deploy the airbags.

The ACM cannot be repaired and, if damaged or faulty, it must be replaced.

DIAGNOSIS AND TESTING

AIRBAG SYSTEM

A DRB scan tool is required for diagnosis of the airbag system. Refer to the proper Body Diagnostic Procedures Manual for more information.

(1) Disconnect and isolate the battery negative cable. If the airbag system is undeployed, wait two minutes for the system capacitor to discharge before further service.

(2) Connect the DRB scan tool to the 16-way data link connector. The connector is located under the lower left corner of the instrument panel behind the steering column cover/knee blocker (Fig. 1).

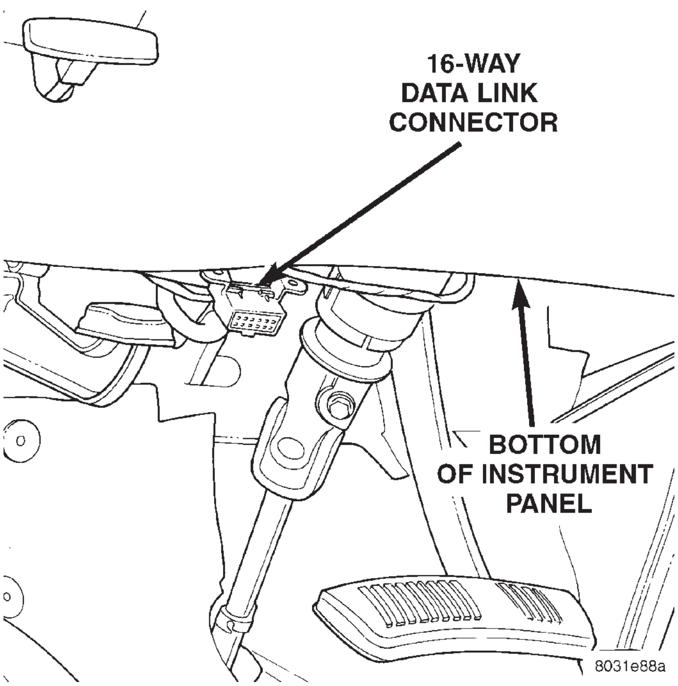

Fig. 1 16-Way Data Link Connector - Typical

(3) Turn the ignition switch to the On position. Exit the vehicle with the DRB. Use the latest version of the proper DRB cartridge.

(4) After checking that nobody is inside the vehicle, reconnect the battery negative cable.

(5) Using the DRB, read and record the active Diagnostic Trouble Code (DTC) data.

(6) Read and record any stored DTC data.

(7) Refer to the proper Body Diagnostic Procedures Manual, if any DTC is found in Step 5 or Step 6.

(8) Erase the stored DTC data, if there are no active fault codes. If any problems remain, the stored DTC data will not erase.

(9) With the ignition switch still in the On position, make sure nobody is in the vehicle.

(10) From outside of the vehicle (away from the airbag modules in case of an accidental deployment) turn the ignition switch to the Off position, and then back to the On position. Observe the airbag indicator lamp in the instrument cluster. It should light for six to eight seconds - then go out. This indicates that the airbag system is functioning normally.

NOTE: If the airbag warning lamp fails to light, or lights and stays on, there is a system malfunction. Refer to the proper Body Diagnostic Procedures Manual to diagnose the problem.

SERVICE PROCEDURES

AIRBAG SYSTEM

UNDEPLOYED

At no time should any source of electricity be permitted near the inflator on the back of an airbag module. When carrying an undeployed airbag module, the trim cover or airbag side should be pointed away from the body to minimize injury in the event of accidental deployment. If the module is placed on a bench or any other surface, the trim cover or airbag side should face up to minimize movement in the event of an accidental deployment.

In addition, the airbag system should be disarmed whenever steering wheel, steering column, or instrument panel components require diagnosis or service. Failure to observe this warning could result in accidental airbag deployment and possible personal injury. Refer to Group 8E - Instrument Panel Systems for additional service procedures on the instrument panel. Refer to Group 19 - Steering for additional service procedures on the steering wheel and steering column.

DEPLOYED

Any vehicle which is to be returned to use after an airbag system deployment, must have the airbag modules, clockspring, instrument panel top pad, and the passenger's side airbag rear mounting bracket replaced. These are one-time components and cannot

SERVICE PROCEDURES (Continued)

be reused. Other components are replaced as required by the extent of the damage incurred.

CLEAN-UP PROCEDURE

Following an airbag system deployment, the vehicle interior will contain a powdery residue. This residue is primarily sodium bicarbonate (baking soda), used as an airbag cushion lubricant. However, there will also be traces of sodium hydroxide powder, a chemical by-product of the generant used for airbag deployment. Since this powder can irritate the skin, eyes, nose, or throat, be sure to wear safety glasses, rubber gloves, and a long-sleeved shirt during cleanup (Fig. 2).

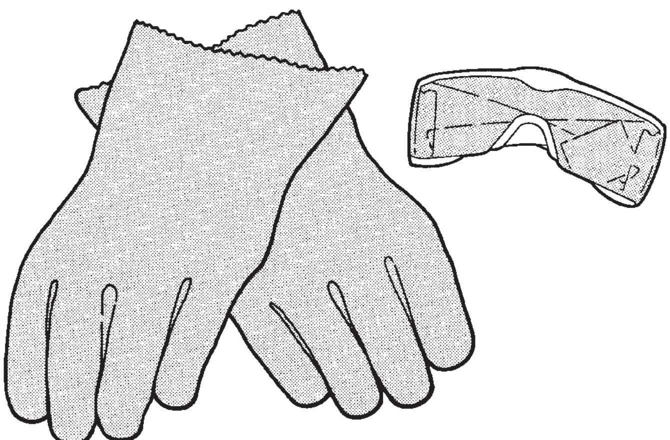

Fig. 2 Wear Safety Glasses and Rubber Gloves

WARNING: IF YOU EXPERIENCE SKIN IRRITATION DURING CLEANUP, RUN COOL WATER OVER THE AFFECTED AREA. ALSO, IF YOU EXPERIENCE IRRITATION OF THE NOSE OR THROAT, EXIT THE VEHICLE FOR FRESH AIR UNTIL THE IRRITATION CEASES. IF IRRITATION CONTINUES, SEE A PHYSICIAN.

Begin by removing the airbag modules from the vehicle as described in this group.

Use a vacuum cleaner to remove any residual powder from the vehicle interior. Clean from outside the vehicle and work your way inside, so that you avoid kneeling or sitting on an uncleaned area.

Be sure to vacuum the heater and air conditioning outlets as well (Fig. 3). Run the heater and air conditioning blower on the lowest speed setting and vacuum any powder expelled from the outlets. You may need to vacuum the interior of the vehicle a second time to recover all of the powder.

Place the deployed airbag modules in your vehicular scrap pile.

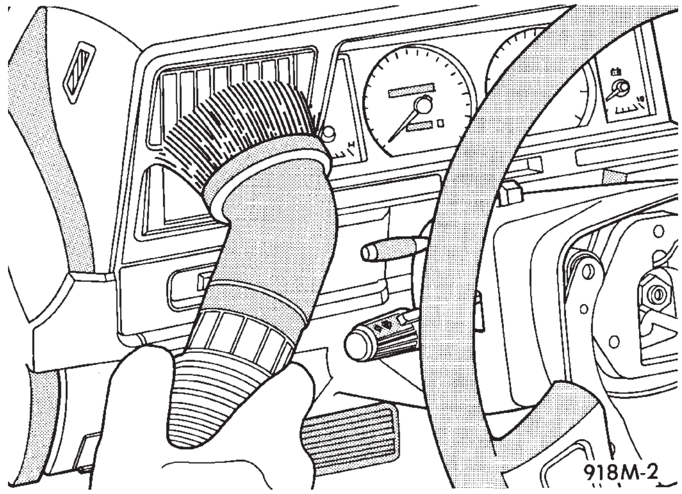

Fig. 3 Vacuum Heater and A/C Outlets

REMOVAL AND INSTALLATION

AIRBAG MODULE

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- **WHEN REMOVING A DEPLOYED AIRBAG MODULE, RUBBER GLOVES, EYE PROTECTION, AND A LONG-SLEEVED SHIRT SHOULD BE WORN. THERE MAY BE DEPOSITS ON THE AIRBAG MODULE AND OTHER INTERIOR SURFACES. IN LARGE DOSES, THESE DEPOSITS MAY CAUSE IRRITATION TO THE SKIN AND EYES.**

DRIVER'S SIDE

(1) Disconnect and isolate the battery negative cable. If the airbag module is undeployed, wait two minutes for the system capacitor to discharge before further service.

(2) Remove the three screws securing the driver's airbag module to the steering wheel (Fig. 4).

(3) Unplug the airbag and horn switch wiring connectors and remove the airbag module from the steering wheel.

(4) If the airbag is deployed, see the procedure for replacing the clockspring in this group.

REMOVAL AND INSTALLATION (Continued)

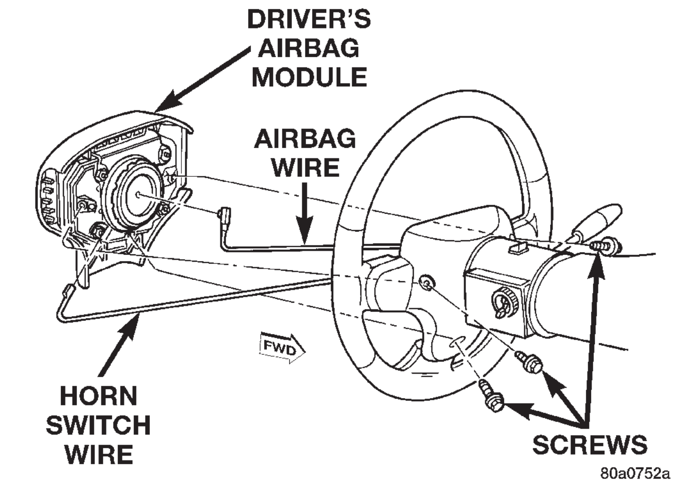


Fig. 4 Driver's Airbag Module Remove/Install

(5) When installing, connect the clockspring wiring connector to the module by pressing straight in on the connector. Tighten the airbag module mounting screws to 10.2 N·m (90 in. lbs.).

(6) Do not connect the battery negative cable at this time. See Airbag System in Diagnosis and Testing for the proper procedures.

PASSENGER'S SIDE

(1) Disconnect and isolate the battery negative cable. If the airbag module is undeployed, wait two minutes for the system capacitor to discharge before further service.

(2) Remove the instrument panel top pad. Refer to Group 8E - Instrument Panel Systems for the procedures.

(3) Remove the two screws securing the airbag module to the front airbag mounting bracket (Fig. 5).

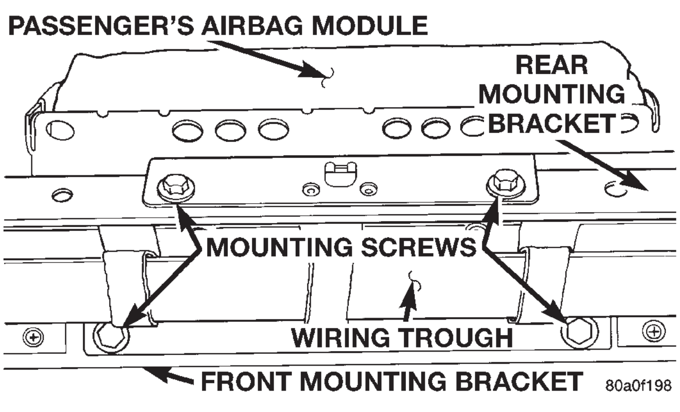


Fig. 5 Passenger's Airbag Module Remove/Install

(4) Remove the two screws securing the airbag module to the rear airbag mounting bracket.

(5) Unplug the airbag wiring connector and remove the airbag module from the instrument panel.

(6) If the airbag is deployed, see the procedure for replacing the rear airbag mounting bracket in this group.

(7) When installing, be certain the airbag wiring connector halves are fully engaged. Tighten the airbag module mounting screws to 11.75 N·m (105 in. lbs.).

NOTE: If the airbag module mounting screws cannot be tightened to the specified torque value, replace the screws with the over-sized screws specified in the Mopar Parts Catalog.

(8) Reverse the remaining removal procedures to complete the installation, but do not connect the battery negative cable at this time. See Airbag System in Diagnosis and Testing for the proper procedures.

DRIVER'S AIRBAG TRIM COVER AND HORN SWITCH

WARNING: THE AIRBAG SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE OR SERVICE THE AIRBAG SYSTEM OR RELATED STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG SYSTEM DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- **THE HORN SWITCH IS INTEGRAL TO THE AIRBAG MODULE TRIM COVER. SERVICE OF THIS COMPONENT SHOULD BE PERFORMED ONLY BY CHRYSLER-TRAINED AND AUTHORIZED DEALER SERVICE TECHNICIANS. FAILURE TO TAKE THE PROPER PRECAUTIONS OR TO FOLLOW THE PROPER PROCEDURES COULD RESULT IN ACCIDENTAL, INCOMPLETE, OR IMPROPER AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

(1) Disconnect and isolate the battery negative cable. If the airbag module is undeployed, wait two minutes for the system capacitor to discharge before further service.

(2) Remove the driver's airbag module as described in this group.

(3) Remove the two plastic horn switch feed wire retainers from the studs on the airbag housing (Fig. 6).

(4) Disconnect the horn switch ground wire from the airbag module lower trim cover retainer.

REMOVAL AND INSTALLATION (Continued)

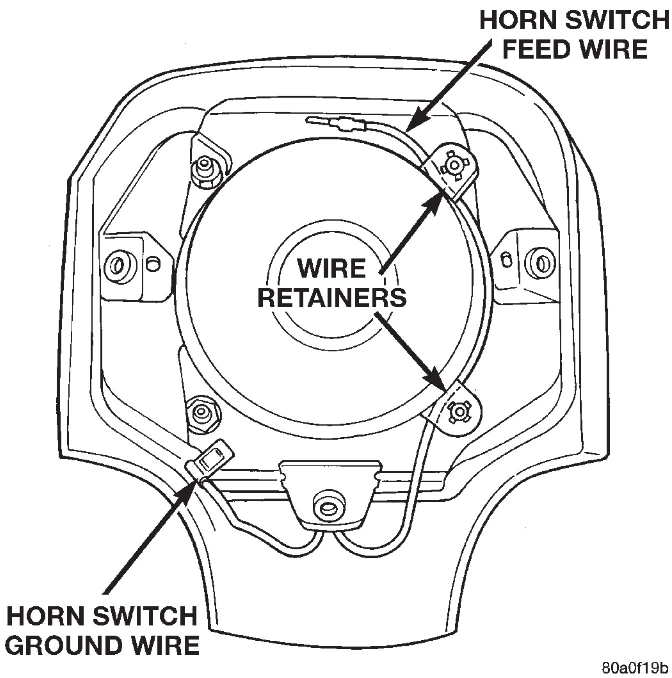


Fig. 6 Horn Switch Wires Remove/Install

(5) Remove the four nuts securing the upper and lower trim cover retainers to the studs on the airbag housing (Fig. 7).

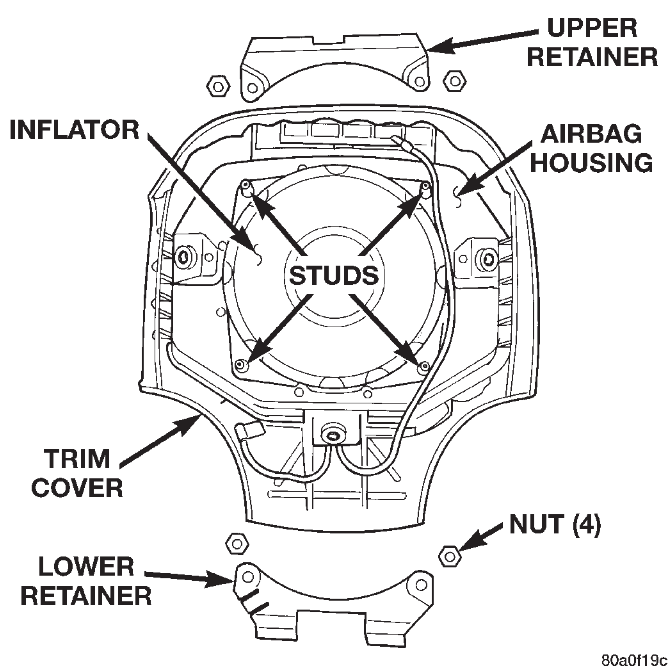


Fig. 7 Trim Cover Retainers Remove/Install

(6) Remove the upper and lower trim cover retainers from the airbag housing studs.

(7) Release the five trim cover locking blocks from the lip around the outside edge of the airbag housing and remove the housing from the cover (Fig. 8).

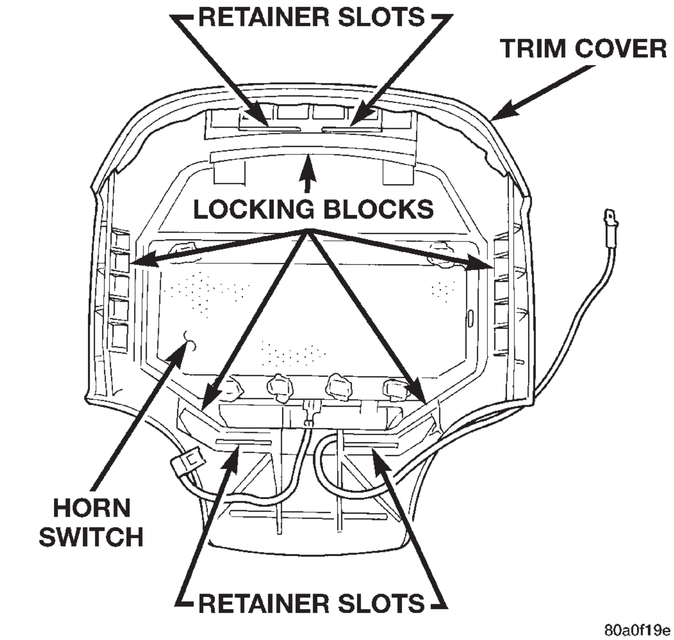


Fig. 8 Trim Cover Remove/Install

(8) When installing the trim cover/horn switch, be certain that the locking blocks are fully engaged on the lip of the airbag housing (Fig. 9).

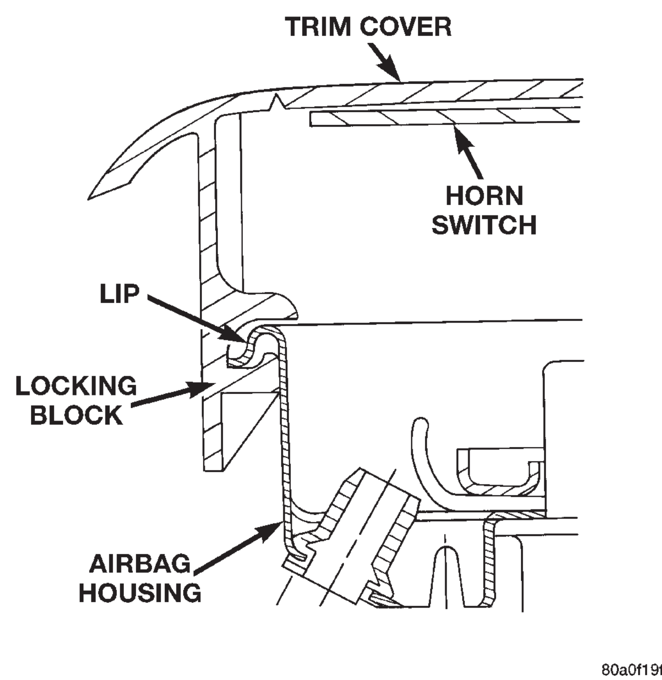


Fig. 9 Trim Cover Locking Blocks Install

(9) When installing the upper and lower trim cover retainers, be certain that the tabs on each retainer are engaged in the retainer slots of the trim cover (Fig. 8). Tighten the retainer nuts to 10 N·m (90 in. lbs.).

(10) Reverse the remaining removal procedures to complete the installation, but do not connect the bat-

REMOVAL AND INSTALLATION (Continued)

tery negative cable at this time. See Airbag System in Diagnosis and Testing for the proper procedures.

PASSENGER'S AIRBAG REAR MOUNTING BRACKET

(1) Remove the passenger's side airbag module as described in this group.

(2) Remove the screws securing the instrument panel wiring trough to the airbag rear mounting bracket.

(3) Remove the heater-A/C controls from the instrument panel. Refer to Group 24 - Heating and Air Conditioning for the procedures.

(4) Reaching through the heater-A/C control opening in the instrument panel, remove the two bolts securing the left end of the bracket to the instrument panel armature (Fig. 10).

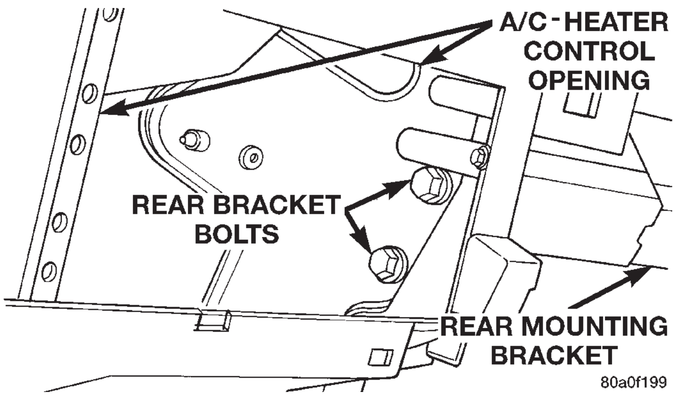


Fig. 10 Left Mounting Bolts Remove/Install

(5) Remove the two bolts securing the right end of the bracket from the right end of the instrument panel armature (Fig. 11).

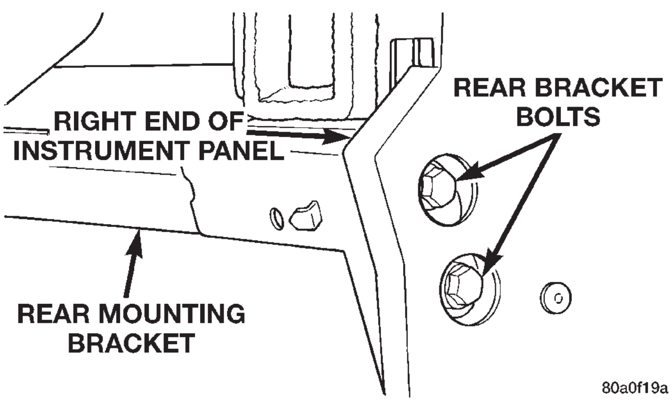


Fig. 11 Right Mounting Bolts Remove/Install

(6) Remove the rear mounting bracket through the lower opening of the instrument panel armature, right end first.

(7) Reverse the removal procedures to install. Tighten the mounting bolts to 11.75 N·m (105 in. lbs.).

IMPACT SENSORS

The impact sensors are located on the radiator side closure panel extensions behind the grille opening reinforcement.

(1) Disconnect and isolate the battery negative cable. If the airbag module is undeployed, wait two minutes for the system capacitor to discharge before further service.

(2) Remove the screws securing the grille to the grille opening reinforcement (Fig. 12).

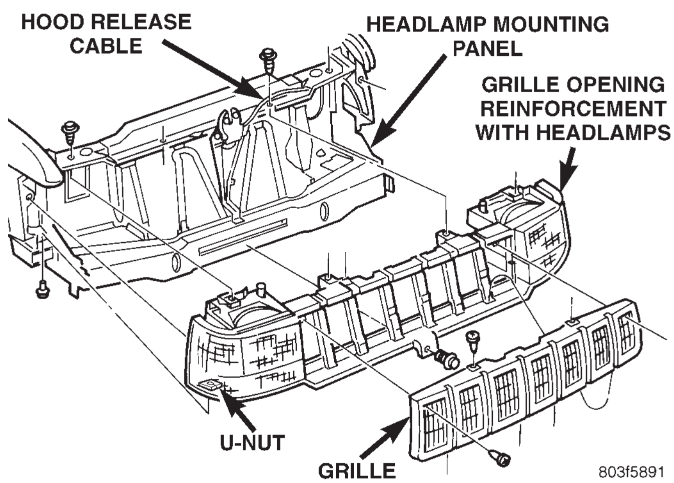


Fig. 12 Grille Remove/Install

(3) Remove the grille from the grille opening reinforcement.

(4) Remove the turn signal, side marker, and head lamps. Refer to Group 8L - Lamps for the procedures.

(5) Remove the six push-in retainers securing the front fascia to the front crossmember (Fig. 13).

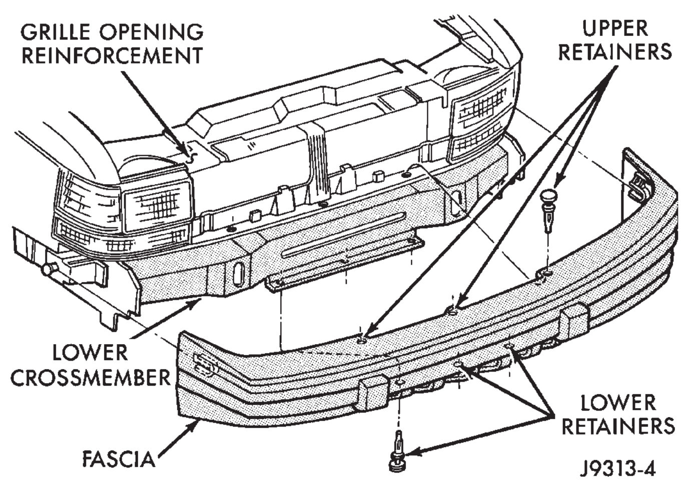


Fig. 13 Front Fascia Remove/Install

(6) Remove the three retainers at the front of each front wheel opening.

(7) Slide the fascia off of the retainers on each end of the front crossmember and remove the fascia.

REMOVAL AND INSTALLATION (Continued)

(8) Remove the three screws securing each impact sensor to the front wheelhouse extensions (Fig. 14).

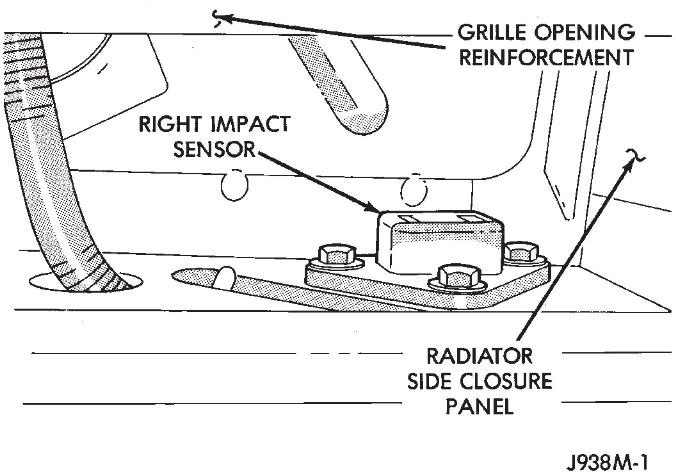


Fig. 14 Impact Sensor - Typical

(9) Unplug the wiring connector from the impact sensor and remove (Fig. 15).

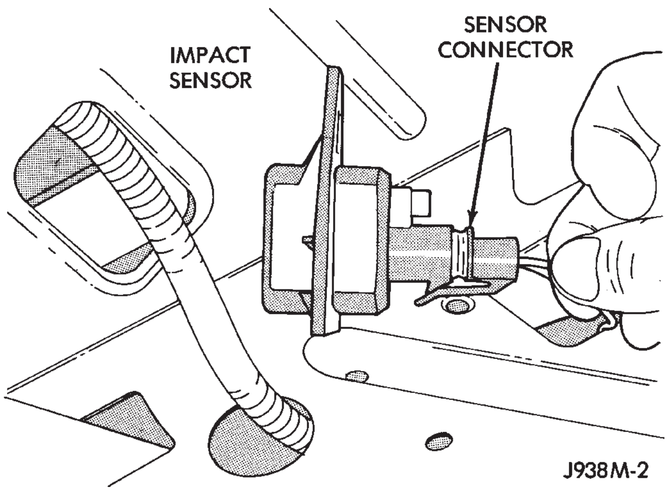


Fig. 15 Impact Sensor Remove/Install

(10) Reverse the removal procedures to install. Tighten the sensor mounting screws to 3.5 - 4.5 N·m (30 - 40 in. lbs.).

(11) Do not connect the battery negative cable at this time. See Airbag System in Diagnosis and Testing for the proper procedures.

AIRBAG CONTROL MODULE

WARNING: THE AIRBAG CONTROL MODULE CONTAINS ONE OF THE IMPACT SENSORS, WHICH ENABLE THE SYSTEM TO DEPLOY THE AIRBAG. TO AVOID ACCIDENTAL DEPLOYMENT, NEVER CONNECT THE AIRBAG CONTROL MODULE ELECTRICALLY TO THE SYSTEM UNLESS IT IS BOLTED TO THE VEHICLE. NEVER STRIKE OR KICK THE AIRBAG CONTROL MODULE. BEFORE BEGINNING ANY AIRBAG SYSTEM REMOVAL OR INSTALLATION PROCEDURES, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE FROM THE VEHICLE BATTERY. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT, AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable. If the airbag is undeployed, wait two minutes for the system capacitor to discharge before further service.

(2) Pull the transmission shift lever handle straight up firmly and quickly to remove the handle.

(3) Remove the transmission and transfer case shift indicator bezels by prying between the edge of the bezels and the floor console with a trim stick or other suitable wide flat-bladed tool (Fig. 16). Then disconnect the lamp sockets from the bezels.

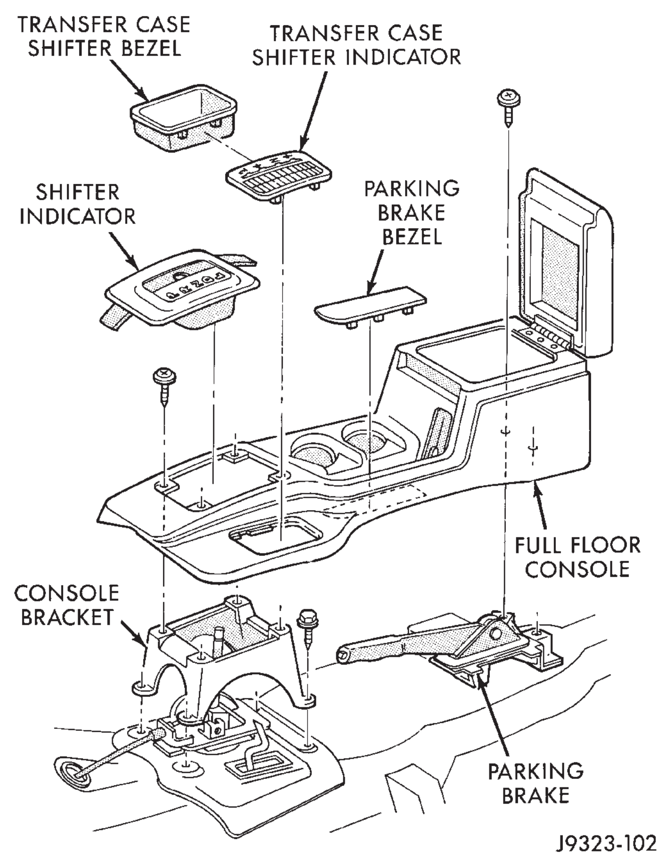


Fig. 16 Floor Console Components

(4) Remove the screws securing the floor console to the console and parking brake lever mounting brackets.

(5) Remove the floor console from the floor pan transmission tunnel.

REMOVAL AND INSTALLATION (Continued)

(6) Unplug the two electrical connectors from the airbag control module.

(7) Remove the four screws securing the airbag control module mounting bracket to the floor pan transmission tunnel (Fig. 17).

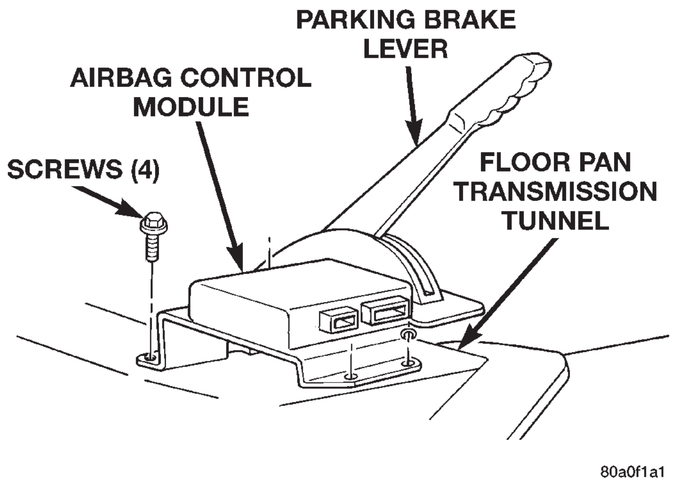


Fig. 17 Airbag Control Module Remove/Install

(8) Remove the airbag control module.

(9) When installing the airbag control module, position the unit with the arrow on the module housing pointing forward.

(10) Attach the airbag control module to the floor pan transmission tunnel with the four screws. Tighten the mounting screws to 10.7 N·m (95 in. lbs.).

(11) Connect the wiring to the airbag control module, making sure both of the connectors are fully-seated and their locking tabs are engaged.

(12) Reverse the remaining removal procedures to complete the installation.

(13) Do not connect the battery negative cable at this time. See Airbag System in Diagnosis and Testing for the proper procedures.

CLOCKSPRING

WARNING: THE AIRBAG SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE OR SERVICE THE AIRBAG SYSTEM OR RELATED STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG SYSTEM DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Turn the steering wheel until the front wheels are in the straight-ahead position before starting the repair.

(2) Disconnect and isolate the battery negative cable. If the airbag system is undeployed, wait two minutes for the system capacitor to discharge before further service.

(3) Remove the airbag module as described in this group.

(4) Unplug the wiring for the speed control and remote radio switches, if equipped.

(5) Remove the steering wheel with a steering wheel puller (Special Tool C-3428B).

(6) Remove the upper and lower steering column shrouds to gain access to the clockspring wiring (Fig. 18).

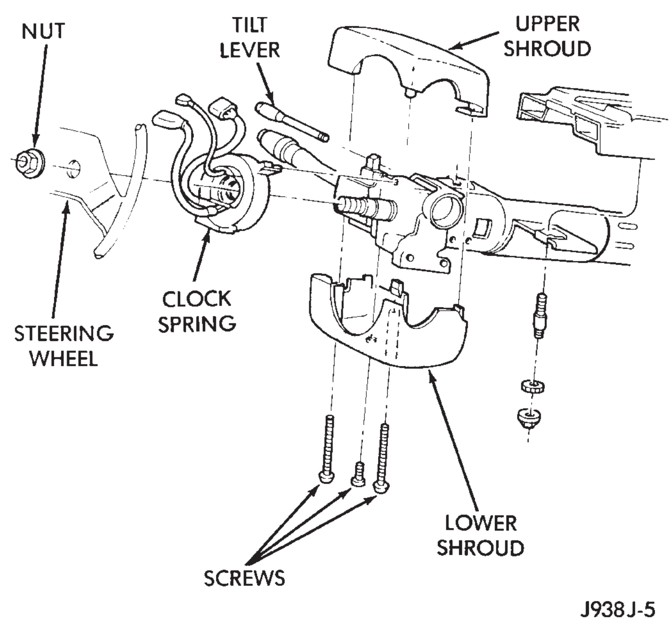


Fig. 18 Steering Column Shrouds Remove/Install

(7) Disconnect the two-way connector between the clockspring and the instrument panel wiring harness at the base of the steering column.

(8) To remove, lift the locating fingers of the clockspring assembly from the steering column as necessary. The clockspring cannot be repaired. It must be replaced if faulty, or if the airbag system has been deployed.

(9) When installing, snap the clockspring onto the steering column. If the clockspring is not properly positioned, see Clockspring Centering in this group before installing the steering wheel.

(10) Connect the clockspring wiring to the instrument panel wiring harness. Be certain that the wiring locator clips are properly seated on the outside of the wiring trough and that the locking tabs are engaged.

(11) Re-install the steering column shrouds. Be certain that the airbag wire is inside the shrouds.

REMOVAL AND INSTALLATION (Continued)

(12) The front wheels should still be in the straight-ahead position. Install the steering wheel being certain to fit the flats on the hub of the steering wheel with the formations on the inside of the clockspring. Pull the wiring through the upper and lower holes in the steering wheel hub. Tighten the steering wheel nut to 61 N·m (45 ft. lbs.). Be certain not to pinch the wiring between the steering wheel and the nut.

(13) Connect the speed control and remote radio switch wiring. Connect the horn switch wire, then the airbag wire to the airbag module.

(14) Install the airbag module and tighten the screws to 10.2 N·m (90 in. lbs.).

(15) Do not connect the battery negative cable at this time. See Airbag System in Diagnosis and Testing for the proper procedures.

ADJUSTMENTS

CLOCKSPRING CENTERING

If the rotating tape within the clockspring is not positioned properly in relation to the steering wheel and the front wheels, the clockspring may fail during use. The clockspring must be centered if it is not known to be properly positioned, or if the front wheels were moved from the straight-ahead position with the clockspring removed during any service procedure.

WARNING: THE AIRBAG SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE OR SERVICE THE AIRBAG SYSTEM OR RELATED STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. THEN WAIT TWO MINUTES FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO DO THIS COULD RESULT IN ACCIDENTAL AIRBAG SYSTEM DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Turn the steering wheel until the front wheels are in the straight-ahead position before starting the centering procedure.

(2) Disconnect and isolate the battery negative cable. If the airbag system is undeployed, wait two minutes for the system capacitor to discharge before further service.

(3) Remove the airbag module as described in this group.

(4) Unplug the wiring for the speed control and remote radio switches, if so equipped.

(5) Remove the steering wheel with a steering wheel puller (Special Tool C-3428B).

(6) Depress the two plastic auto-locking tabs (Fig. 19).

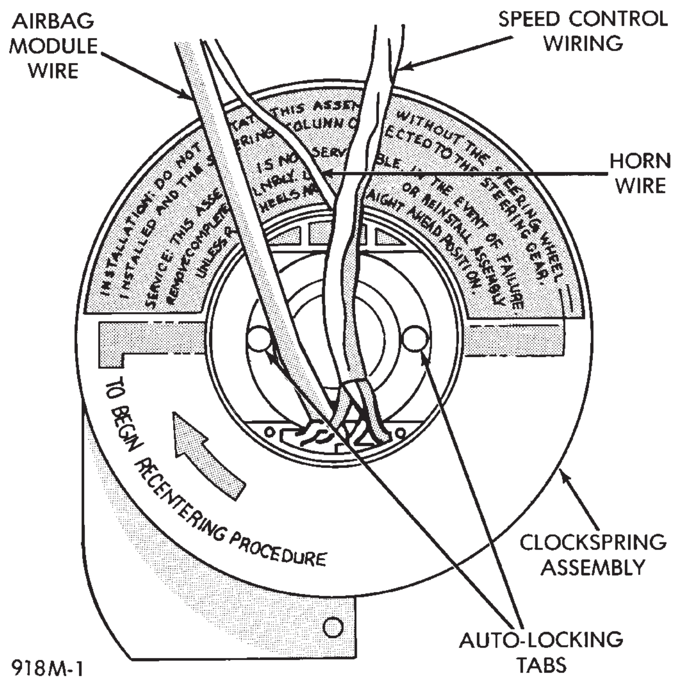


Fig. 19 Clockspring Auto-Locking Tabs

(7) Keeping the locking mechanism disengaged, rotate the clockspring rotor clockwise to the end of its travel. Do not apply excessive torque.

(8) From the end of the clockwise travel, rotate the rotor two and one-half turns counterclockwise. The horn wire should end up at the top, and the airbag wire at the bottom.

(9) The front wheels should still be in the straight-ahead position. Install the steering wheel being certain to fit the flats on the hub of the steering wheel with the formations on the inside of the clockspring. Pull the wiring through the upper and lower holes in the steering wheel hub. Tighten the steering wheel nut to 61 N·m (45 ft. lbs.). Be certain not to pinch the wiring between the steering wheel and the nut.

(10) Connect the speed control and remote radio switch wiring. Connect the horn switch wire, then the airbag wire to the airbag module.

(11) Install the airbag module and tighten the screws to 10.2 N·m (90 in. lbs.).

(12) Do not connect the battery negative cable at this time. See Airbag System in Diagnosis and Testing for the proper procedures.

ELECTRICALLY HEATED SYSTEMS

CONTENTS

DEFOGGER SYSTEM

INDEX

GENERAL INFORMATION

INTRODUCTION

An electrically heated rear window defogger and electrically heated outside rear view mirrors are standard factory-installed equipment on this model. The defogger will only operate when the ignition switch is in the On position. When the defogger is turned on, electric heater grids on the rear window glass and behind the outside rear view mirror glass are energized. These grids produce heat to help clear the window and mirrors of ice, snow, or fog.

This defogger system is controlled by a switch located to the right of the steering column in the right switch pod on the instrument panel. A light-emitting diode above the switch button in the switch pod will light to indicate when the defogger system is turned on.

The defogger system will be automatically turned off after a programmed time interval of about ten minutes. Any time the system is turned on again after the initial timed interval has expired, the defogger system will automatically turn off again after about five minutes. The defogger system will automatically shut off if the ignition switch is turned to the Off position, or it can be turned off manually by depressing the instrument panel switch. Refer to the owner's manual for more information on the defogger system controls and operation.

Following are general descriptions of the major components in the defogger system. Refer to 8W-48 - Rear Window Defogger and 8W-62 - Power Mirrors in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

REAR GLASS HEATING GRID

The heated rear window glass has two electrically conductive vertical bus bars and a series of horizontal grid lines made of a silver-ceramic material, which is baked on and bonded to the inside surface of the glass. The grid lines and bus bars comprise a parallel electrical circuit.

When the rear window defogger switch is placed in the On position, current is directed to the rear window grid lines through the bus bars. The grid lines heat the rear window to clear the surface of fog or snow. Protection for the heated grid circuit is provided by a fuse in the junction block.

DESCRIPTION AND OPERATION (Continued)

The grid lines and bus bars are highly resistant to abrasion. However, it is possible for an open circuit to occur in an individual grid line, resulting in no current flow through the line. The grid lines can be damaged or scraped off with sharp instruments. Care should be taken when cleaning the glass or removing foreign materials, decals, or stickers from the glass. Normal glass cleaning solvents or hot water used with rags or toweling is recommended.

A repair kit is available to repair the grid lines and bus bars, or to reinstall the heated glass pigtail wires.

HEATED MIRRORS

The heated mirrors are controlled by the rear window defogger switch. The heater elements in the mirror are activated only when the rear window defogger switch is in the On position. The heater elements in the mirrors cannot be repaired and, if faulty, the entire mirror head must be replaced. Refer to Group 8T - Power Mirrors for the diagnosis and service of this component.

DEFOGGER SWITCH

The rear window defogger switch is mounted in the right instrument panel switch pod, right of the steering column. The momentary-type switch provides a hard-wired ground signal to the Body Control Module (BCM) each time it is depressed. The BCM responds by energizing or de-energizing the rear window defogger relay.

Energizing the rear window defogger relay provides current to the rear window defogger grid and the Light-Emitting Diode (LED) in the switch, which lights to indicate that the defogger system is turned on. The defogger switch and LED cannot be repaired. If faulty, the right switch pod unit must be replaced.

DEFOGGER RELAY

The rear window defogger relay is a International Standards Organization (ISO)-type relay. The defogger relay is a electro-mechanical device that switches fused battery current to the rear glass heating grid and the light-emitting diode of the defogger switch, when the body control module grounds the relay coil. See the Diagnosis and Testing section of this group for more information on the defogger relay's operation.

The defogger relay is located in the junction block, on the right cowl side panel below the instrument panel in the passenger compartment. The defogger relay cannot be repaired and, if faulty, it must be replaced.

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

One of the functions and features that the BCM supports and controls, is the Defogger System. The BCM receives hard-wired inputs from the defogger switch and the ignition switch. In its role as the defogger system timer and controller, the programming in the BCM allows it to process the information from these inputs and send a control output, which grounds the coil of the defogger relay. The BCM also sends a defogger switch status message to the Driver Door Module (DDM) and Passenger Door Module (PDM) on the CCD data bus. The DDM and PDM respond by controlling the current feeds to their respective outside rear view mirror heating elements.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

DIAGNOSIS AND TESTING

DEFOGGER SYSTEM

For circuit descriptions and diagrams, refer to 8W-48 - Rear Window Defogger in Group 8W - Wiring Diagrams. Electrically heated defogger operation can be confirmed in one of the following manners:

1. Turn the ignition switch to the On position. While monitoring the instrument panel voltmeter, set the defogger switch in the On position. When the defogger switch is turned On, a distinct voltmeter needle deflection should be noted.

2. Turn the ignition switch to the On position. Set the defogger switch in the On position. The defogger system operation can be checked by feeling the glass. A distinct difference in temperature between the grid lines and the adjacent clear glass or the mirror glass

DIAGNOSIS AND TESTING (Continued)

can be detected within three to four minutes of operation.

3. Using a 12-volt DC voltmeter, contact the rear glass heating grid terminal A (passenger's side) with the negative lead, and terminal B (driver's side) with the positive lead (Fig. 1). The voltmeter should read battery voltage.

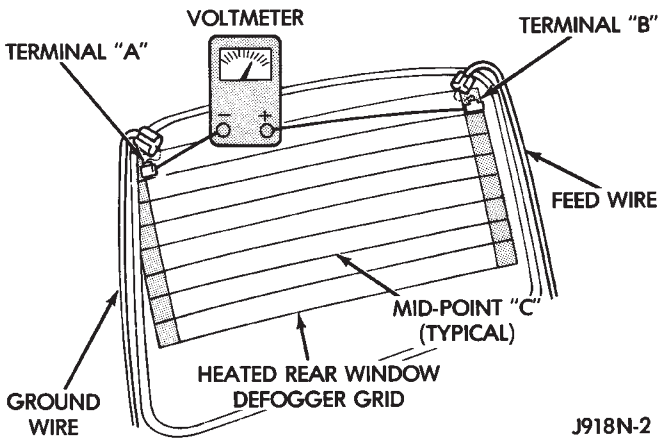


Fig. 1 Rear Glass Heating Grid Test

The above checks will confirm system operation. Illumination of the switch LED means that there is power available at the output of the defogger relay, but does not confirm that power is reaching the rear glass heating grid lines.

If the defogger system does not operate, the problem should be isolated in the following manner:

(1) Confirm that the ignition switch is in the On position.

(2) Ensure that the rear glass heating grid feed and ground wires are connected to the glass. Confirm that the ground wire has continuity to ground.

(3) Check the fuses in the power distribution center and in the junction block. The fuses must be tight in their receptacles and all electrical connections must be secure.

When the above steps have been completed and the rear glass heating grid is still inoperative, one or more of the following is faulty:

- Defogger switch
- Defogger relay
- Body control module
- Rear window grid lines (all grid lines would have to be broken or one of the feed wires disconnected for the entire system to be inoperative).

When the above steps have been completed and the heated mirror glass heating element is still inoperative, one or more of the following is faulty:

- Body control module
- CCD data bus
- Driver or passenger door module
- Outside rear view mirror heating elements

If setting the defogger switch to the On position produces a severe voltmeter deflection, check for a short circuit between the defogger relay output and the rear glass heating grid.

REAR GLASS HEATING GRID

For circuit descriptions and diagrams, refer to 8W-48 - Rear Window Defogger in Group 8W - Wiring Diagrams. To detect breaks in the grid lines, the following procedure is required:

(1) Turn the ignition switch to the On position. Set the rear defogger switch in the On position. The indicator lamp should light. If OK, go to Step 2. If not OK, see the diagnosis for Defogger Relay in this group.

(2) Using a 12-volt DC voltmeter, contact the vertical bus bar on the passenger's side of the vehicle with the negative lead. With the positive lead, contact the vertical bus bar on the driver's side of the vehicle. The voltmeter should read battery voltage. If OK, go to Step 3. If not OK, repair the open circuit to the defogger relay as required.

(3) With the negative lead of the voltmeter, contact a good body ground point. The voltage reading should not change. If OK, go to Step 4. If not OK, repair the circuit to ground as required.

(4) Connect the negative lead of the voltmeter to the passenger's side bus bar and touch each grid line at mid-point C with the positive lead. A reading of approximately six volts indicates a line is good. A reading of zero volts indicates a break in the grid line between mid-point C and the driver's side bus bar. A reading of 10-14 volts indicates a break between mid-point C and the passenger's side bus bar. Move the positive lead on the grid line towards the break and the voltage reading will change as soon as the break is crossed.

DEFOGGER SWITCH

For circuit descriptions and diagrams, refer to 8W-48 - Rear Window Defogger in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable. Remove the right instrument panel switch pod and unplug the switch pod 10-way wiring connector.

DIAGNOSIS AND TESTING (Continued)

(2) Check for continuity between the ground circuit cavity of the switch pod 10-way wire harness connector and a good ground. There should be continuity. If OK, go to Step 3. If not OK, repair the open circuit as required.

(3) Using two jumper wires, connect the ground circuit terminal in the 10-way connector receptacle on the back of the switch pod housing to a good ground, connect the fused rear window defogger relay output circuit terminal of the 10-way connector receptacle to a 12-volt battery feed. The defogger switch LED should light. If OK, go to Step 4. If not OK, replace the faulty switch pod.

(4) Check for continuity between the ground circuit and rear window defogger switch sense circuit terminals of the 10-way connector receptacle on the back of the switch pod housing. There should be continuity with the defogger switch button depressed, and no continuity with the switch button released. If OK, go to Step 5. If not OK, replace the faulty switch pod.

(5) Unplug the white 24-way connector from the body control module. Check for continuity between the rear window defogger switch sense circuit cavity of the switch pod 10-way wire harness connector and a good ground. There should be no continuity. If OK, go to Step 6. If not OK, repair the short circuit as required.

(6) Check for continuity between the rear window defogger switch sense circuit cavities of the switch pod 10-way wire harness connector and the body control module white 24-way harness connector. There should be continuity. If OK, see the Defogger Relay diagnosis in this group. If not OK, repair the open circuit as required.

DEFOGGER RELAY

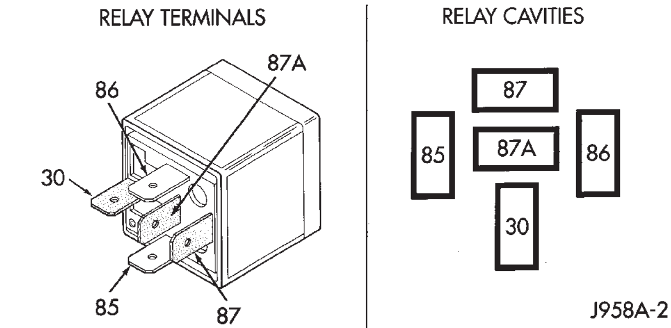
RELAY TEST

The defogger relay is located in the junction block, on the right cowl side panel below the instrument panel in the passenger compartment. Remove the defogger relay from the junction block as described in this group to perform the following tests:

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75±10 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, see the Relay Circuit Test in this group. If not OK, replace the faulty relay.



TERMINAL LEGEND	
NUMBER	IDENTIFICATION
30	COMMON FEED
85	COIL GROUND
86	COIL BATTERY
87	NORMALLY OPEN
87A	NORMALLY CLOSED

Defogger Relay

RELAY CIRCUIT TEST

(1) The relay common feed terminal cavity (30) is connected to battery voltage and should be hot at all times. If OK, go to Step 2. If not OK, repair the open circuit to the PDC fuse as required.

(2) The relay normally closed terminal (87A) is connected to terminal 30 in the de-energized position, but is not used for this application. Go to Step 3.

(3) The relay normally open terminal (87) is connected to the common feed terminal (30) in the energized position. This terminal supplies battery voltage to the fuse in the junction block that feeds the rear glass heating grid and the defogger switch LED. There should be continuity between the cavity for relay terminal 87 and the rear glass heating grid/defogger switch LED at all times. If OK, go to Step 4. If not OK, check the fuse in the junction block and/or repair the open circuit as required.

(4) The coil battery terminal (86) is connected to the electromagnet in the relay. It is connected to battery voltage and should be hot at all times. Check for battery voltage at the cavity for relay terminal 86. If OK, go to Step 5. If not OK, repair the open circuit to the PDC fuse as required.

(5) The coil ground terminal (85) is connected to the electromagnet in the relay. This terminal is provided with ground by the Body Control Module (BCM) to energize the rear glass heating grid and defogger switch LED. There should be continuity to the rear window defogger relay control circuit cavity of the white 24-way BCM connector. If OK, use a DRB scan tool and the proper Body Diagnostic Procedures Manual to diagnose the BCM. If not OK, repair the open circuit as required.

SERVICE PROCEDURES

REAR GLASS HEATING GRID REPAIRS

Repair of the grid lines, bus bars or pigtail wires can be accomplished using a Mopar Rear Window Defogger Repair Kit (P/N 4267922) or equivalent.

WARNING: MATERIALS CONTAINED IN THE REPAIR KIT MAY CAUSE SKIN OR EYE IRRITATION. THE KIT CONTAINS EPOXY RESIN AND AMINE TYPE HARDENER, WHICH ARE HARMFUL IF SWALLOWED. AVOID CONTACT WITH THE SKIN AND EYES. FOR SKIN CONTACT, WASH THE AFFECTED AREAS WITH SOAP AND WATER. FOR CONTACT WITH THE EYES, FLUSH WITH PLENTY OF WATER. DO NOT TAKE INTERNALLY. IF TAKEN INTERNALLY, INDUCE VOMITING AND CALL A PHYSICIAN IMMEDIATELY. USE WITH ADEQUATE VENTILATION. DO NOT USE NEAR FIRE OR FLAME. CONTAINS FLAMMABLE SOLVENTS. KEEP OUT OF THE REACH OF CHILDREN.

(1) Mask the repair area so that the conductive epoxy can be applied neatly. Extend the epoxy application onto the grid line or the bus bar on either side of the break (Fig. 2).

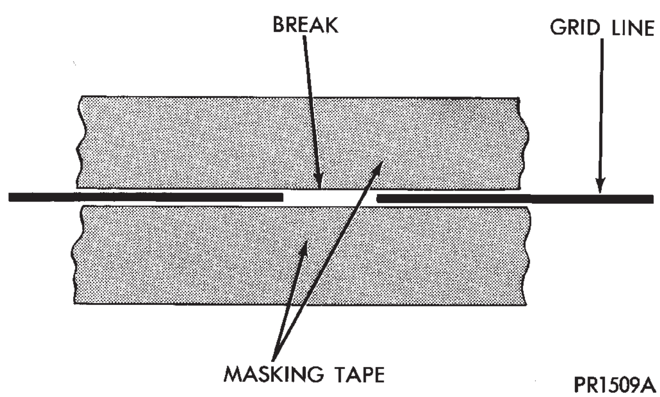


Fig. 2 Grid Line Repair - Typical

(2) Follow the instructions in the repair kit for preparing the damaged area.

(3) Remove the package separator clamp and mix the two conductive epoxy components thoroughly within the packaging. Fold the package in half and cut the center corner to dispense the epoxy.

(4) For grid line repairs, mask the area to be repaired with masking tape or a template.

(5) Apply the epoxy through the slit in the masking tape or template. Overlap both ends of the break by at least 19 mm (0.75 in.).

(6) For a terminal or pigtail replacement, mask the adjacent areas so the epoxy can be extended onto the adjacent grid line as well as the bus bar. Apply a thin layer of epoxy to the area where the terminal or pigtail was fastened and onto the adjacent grid line.

(7) Apply a thin layer of conductive epoxy to the terminal or bare wire end of the pigtail and place in the desired location. To prevent the terminal or pigtail from moving while the epoxy is curing, it must be wedged or clamped.

(8) Carefully remove the masking tape or template.

CAUTION: Do not allow the glass surface to exceed 204°C (400°F) or the glass may fracture.

(9) Allow the epoxy to cure 24 hours at room temperature, or use a heat gun with a 260°-371°C (500°-700°F) range for 15 minutes. Hold the heat gun approximately 254 mm (10 in.) from the repair.

(10) After the conductive epoxy is properly cured, remove the wedge or clamp from the terminal or pigtail. Do not attach the connectors until the curing process is complete.

(11) Check the operation of the rear window defogger.

REMOVAL AND INSTALLATION

DEFOGGER SWITCH

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick or other suitable wide flat-bladed tool, pry gently around the edges of the right switch pod bezel and remove the bezel.

(3) Remove the three screws securing the right switch pod to the instrument panel (Fig. 3).

(4) Pull the right switch pod out from the instrument panel far enough to unplug the wiring connectors.

(5) Remove the right switch pod from the instrument panel.

(6) Reverse the removal procedures to install.

REMOVAL AND INSTALLATION (Continued)

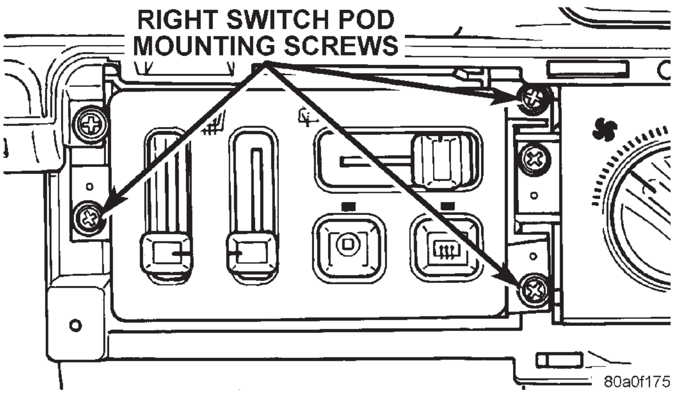


Fig. 3 Right Switch Pod Remove/Install

DEFOGGER RELAY

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the fuse access panel by unsnapping it from the right cowl side trim panel.

(3) Remove the nut securing the right cowl side trim to the junction block stud (Fig. 4).

(4) Remove the two screws securing the right cowl side trim to the right front door opening trim.

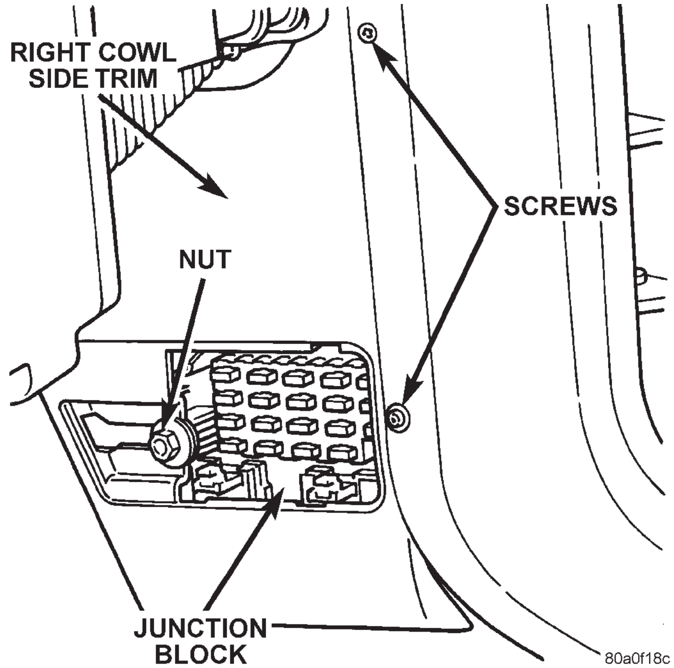


Fig. 4 Right Cowl Side Trim Remove/Install

(5) Remove the right cowl side trim panel.

(6) Unplug the defogger relay from the junction block.

(7) To install the relay, align the terminals with the cavities in the junction block and push the relay firmly into place.

(8) Connect the battery negative cable.

(9) Test the defogger relay operation.

(10) Install the right cowl side trim panel and the fuse access panel.

HEATED SEATS

INDEX

GENERAL INFORMATION

INTRODUCTION

Individually controlled electrically heated front seats are available factory-installed optional equipment on this model. The seat heaters will only operate when the ignition switch is in the On position, and the surface temperature at the front seat heating element sensors is below the system's designed temperature set points. The heated seat system will not operate in ambient temperatures greater than about 32°C (90°F).

There are separate three-position switches for each front seat located in the right instrument panel switch pod, just right of the steering column. An Off, Low, or High position can be selected with each switch, and Light-Emitting Diodes (LED) for each switch illuminate to give a visual indication that the system is turned on. The Low heat position set point is about 32°C (90°F), and the High heat position set point is about 38°C (100°F). Each switch controls a Heated Seat Control Module (HSCM) mounted to the seat cushion frame under each front seat.

When a seat heater is turned on, a sensor located near the seat cushion electric heater element provides the HSCM with an input indicating the surface temperature of the seat cushion. If the surface temperature input is below the temperature set point for the selected Low or High switch position, a relay in the HSCM energizes the heating elements in the seat cushion and back. When the sensor input indicates the correct temperature set point has been achieved, the HSCM de-energizes the relay. The HSCM will continue to cycle the relay as needed to maintain the temperature set point.

The HSCM will automatically disconnect power from the heating elements if it detects an open in the sensor circuit, or a short in the heating element circuit causing an excessive current draw. The system is also turned off automatically when the ignition switch is turned to the Off position. The control circuit operates on ignition switched power from a fuse in the junction block. The heating elements operate on power supplied through the power seat circuit breaker in the junction block.

Following are general descriptions of the major components in the heated seat system. Refer to 8W-63 - Power Seat With Heated Seats in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

HEATED SEAT SWITCH

The heated seat switch is integral to the right switch pod, which is mounted in the instrument panel just right of the steering column. The two three-position sliding-type switches, one switch for each front seat, provide a resistor multiplexed signal to their respective Heated Seat Control Module (HSCM). Each switch has an Off, Low, and High position so that both the driver and the front seat passenger can select a preferred seat heating mode.

Each switch has a Light-Emitting Diode (LED), which lights to indicate that the heated seat that the switch controls is turned on. The heated seat switches and their LED cannot be repaired. If faulty, the right switch pod unit must be replaced.

HEATED SEAT CONTROL MODULE

The Heated Seat Control Module (HSCM) is an electronic thermostatic module designed to operate the electric seat heater elements. Two modules are used in the vehicle, one for each front seat. The HSCM for each seat is mounted to a bracket under the seat cushion spring. The bracket is fastened to the inside surface of the outboard seat cushion frame with a single screw driven through the frame from the outside.

DESCRIPTION AND OPERATION (Continued)

Inputs to the module include the multiplex resistor instrument panel switch signals (which includes the seat cushion temperature sensor circuits), an ignition-switched battery feed, an unswitched battery feed, and a ground. The only HSCM output is the feed for the seat heating elements.

The HSCM cannot be repaired and, if faulty, must be replaced.

HEATED SEAT ELEMENTS AND SENSOR

Two heated seat heating elements are used in each front seat, one for the seat cushion and the other for the seat back. The two elements for each seat are connected in series with the HSCM.

The temperature sensor is a negative temperature coefficient thermistor. One temperature sensor is used for each seat, and it is integrated into the seat cushion heating element.

The heating elements are sewn into the seat cushion cover and seat back cover assemblies, which are serviced individually. The heating elements and temperature sensor cannot be repaired and, if faulty, the affected seat cover assembly must be replaced. Refer to Group 23 - Body Components for the seat cover service procedures.

DIAGNOSIS AND TESTING

HEATED SEAT SYSTEM

For circuit descriptions and diagrams, refer to 8W-63 - Power Seat With Heated Seats in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

Before testing the individual components in the heated seat system check the following:

- If the heated seat switch LED doesn't light with the ignition switch in the On position and the heated seat switch in Low or High, check the fuse in the junction block. If the fuse is OK, test the heated seat switch as described in this group.
- If the heated seat switch LED lights, but the heating elements don't heat, check the circuit breaker in the junction block. If the circuit breaker is OK, test the heated seat elements as described in this group.

HEATED SEAT SWITCH

For circuit descriptions and diagrams, refer to 8W-63 - Power Seat With Heated Seats in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable. Remove the right switch pod as described in this group. Unplug the 10-way connector from the switch pod.

(2) Check for continuity between the ground circuit cavity of the 10-way switch pod connector and a good ground. There should be continuity. If OK, go to Step 3. If not OK, repair the open circuit as required.

(3) Connect the battery negative cable. Turn the ignition switch to the On position. Check for battery voltage at the fused ignition switch output circuit cavity of the 10-way switch pod connector. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Remove the remaining switch pod connectors and remove the right switch pod from the instrument panel.

(5) With both heated seat switches in the Off position, check for continuity between the fused ignition switch output circuit and the driver heated seat switch output circuit terminals in the 10-way connector receptacle on the back of the right switch pod. Repeat this check between the fused ignition switch output circuit and the passenger heated seat switch output circuit terminals. In each case, there should be no continuity. If OK, go to Step 6. If not OK, replace the faulty right switch pod.

(6) Move both heated seat switches to the Low position. Using an ohmmeter, check the resistance between the fused ignition switch output circuit and the driver heated seat switch output circuit terminals in the 10-way connector receptacle on the back of the right switch pod. Repeat this check between the fused ignition switch output circuit and the passenger heated seat switch output circuit terminals. In each case, the resistance reading should be about 11.5 kilohms. If OK, go to Step 7. If not OK, replace the faulty right switch pod.

(7) Move both heated seat switches to the High position. Using an ohmmeter, check the resistance

DIAGNOSIS AND TESTING (Continued)

between the fused ignition switch output circuit and the driver heated seat switch output circuit terminals in the 10-way connector receptacle on the back of the right switch pod. Repeat this check between the fused ignition switch output circuit and the passenger heated seat switch output circuit terminals. In each case, the resistance reading should be about 6.5 kilohms. If not OK, replace the faulty right switch pod.

HEATED SEAT CONTROL MODULE

Before testing the heated seat control module, test the heated seat switch, the heated seat elements, and the heated seat sensor as described in this group. If testing of the heated seat switch, elements, and sensor reveals no problems, replace the heated seat control module with a known good unit and test the operation of the heated seats. If OK, discard the faulty heated seat control module. If not OK, test the circuits from the heated seat switch, elements, and sensor to the heated seat control module. Repair any short or open circuits as required. For circuit descriptions and diagrams, refer to 8W-63 - Power Seat With Heated Seats in Group 8W - Wiring Diagrams.

HEATED SEAT ELEMENT

The connectors for the seat cushion and seat back heating elements are located under the seat near the rear edge of the seat cushion frame. For circuit descriptions and diagrams, refer to 8W-63 - Power Seat With Heated Seats in Group 8W - Wiring Diagrams.

SEAT CUSHION

(1) Disconnect and isolate the battery negative cable. Unplug the 4-way heated seat cushion connector.

(2) Check for continuity between the two heated seat driver circuit cavities of the seat cover half of the heated seat cushion connector. There should be continuity. If OK, go to Step 3. If not OK, replace the faulty seat cushion cover.

(3) Check for continuity between one of the heated seat driver circuit cavities of the seat cover half of the heated seat cushion connector and the seat cushion frame. There should be no continuity. If OK, test the seat back element. If not OK, replace the faulty seat cushion cover.

SEAT BACK

(1) Disconnect and isolate the battery negative cable. Unplug the 2-way heated seat back connector.

(2) Check for continuity between the heated seat driver circuit cavity and the ground circuit cavity of the seat cover half of the heated seat back connector. There should be continuity. If OK, go to Step 3. If not OK, replace the faulty seat back cover.

(3) Check for continuity between the heated seat driver circuit cavity of the seat cover half of the heated seat back connector and the seat back frame. There should be no continuity. If OK, test the heated seat sensor as described in this group. If not OK, replace the faulty seat back cover.

HEATED SEAT SENSOR

The connector for the seat cushion heating element and sensor are located under the seat near the rear edge of the seat cushion frame. For circuit descriptions and diagrams, refer to 8W-63 - Power Seat With Heated Seats in Group 8W - Wiring Diagrams.

(1) Disconnect and isolate the battery negative cable. Unplug the 4-way heated seat cushion connector.

(2) Using an ohmmeter, check the resistance between the heated seat switch output circuit cavity and the ground circuit cavity of the seat cover half of the heated seat cushion connector. The sensor resistance should be between 2 kilohms and 200 kilohms. If OK, test the heated seat control module as described in this group. If not OK, replace the faulty seat cushion cover.

REMOVAL AND INSTALLATION

HEATED SEAT SWITCH

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick or other suitable wide flat-bladed tool, pry gently around the edges of the right switch pod bezel and remove the bezel.

(3) Remove the three screws securing the right switch pod to the instrument panel (Fig. 1).

(4) Pull the right switch pod out from the instrument panel far enough to unplug the wiring connectors.

(5) Remove the right switch pod from the instrument panel.

(6) Reverse the removal procedures to install.

HEATED SEAT CONTROL MODULE

(1) Move the power seat adjuster to its upper-most and forward-most stop positions.

REMOVAL AND INSTALLATION (Continued)

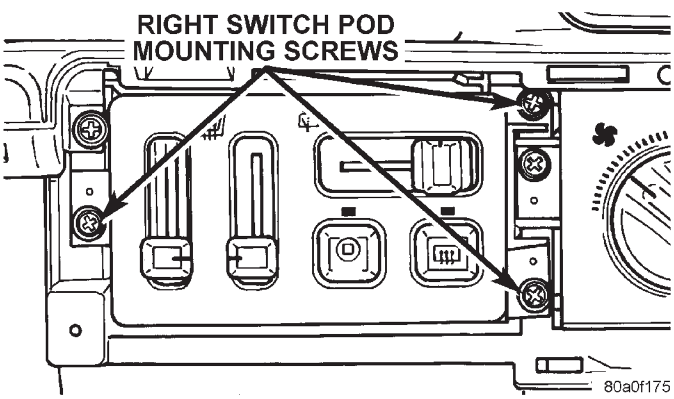


Fig. 1 Right Switch Pod Remove/Install

(2) Remove the three screws securing the seat side shield to the seat cushion frame and pull the shield away from the seat so that the power recliner adjuster lower bracket can be seen.

(3) Adjust the seat back with the power recliner switch so that both of the two bolts in the power recliner adjuster lower bracket can be accessed.

(4) Disconnect and isolate the battery negative cable.

(5) Remove the two bolts securing the power recliner adjuster lower bracket to the seat cushion frame.

(6) Gently pry the power recliner adjuster lower bracket upwards to access the heated seat control module mounting screw (Fig. 2).

(7) Remove the mounting screw from the seat cushion frame.

(8) Reach under the rear of the seat cushion to lower the heated seat control module and mounting bracket unit from the inside of the seat cushion frame (Fig. 3).

(9) Unplug the wiring connector and remove the module from under the seat.

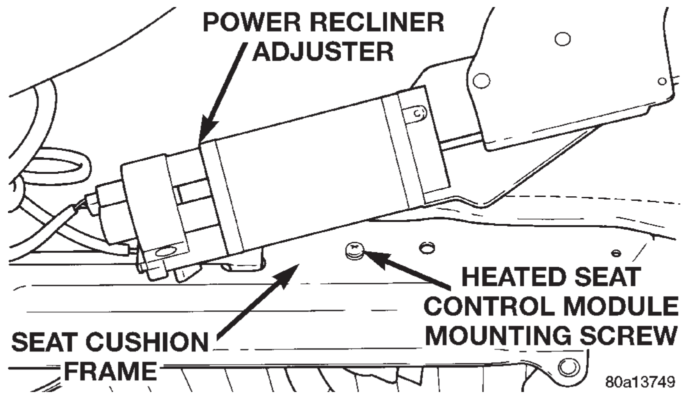


Fig. 2 Heated Seat Control Module Remove/Install

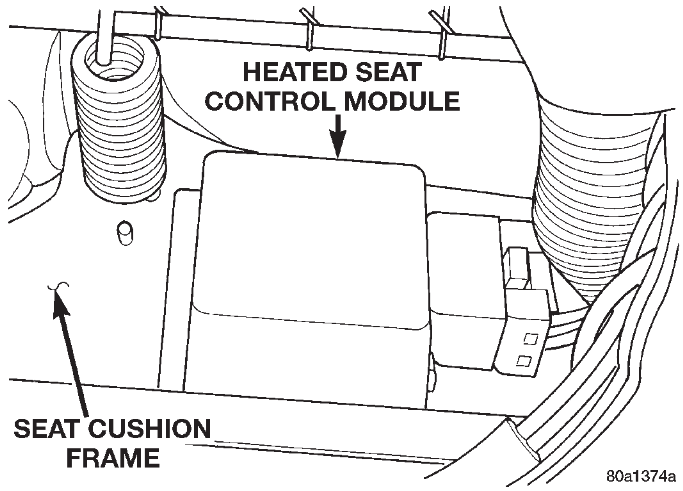


Fig. 3 Heated Seat Control Module

(10) Reverse the removal procedures to install. Tighten the power recliner adjuster lower bracket bolts to 28 N·m (20 ft. lbs.).

POWER LOCK SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Power lock and remote keyless entry systems are standard factory-installed equipment on this model. Following are general descriptions of the major components in the power lock, remote keyless entry, and liftglass latch systems. Refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams. Refer to the owner's manual for more information on the features and use of these systems.

POWER LOCK SYSTEM

The power lock system allows all doors and the liftgate to be locked or unlocked by operating the switch on either front door panel. This system operates with battery power supplied through a circuit breaker in the junction block, independent of the ignition switch.

The power lock system includes the front door switches, door modules mounted in each front door, and power lock motors mounted in each door and the liftgate.

POWER LIFTGLASS RELEASE SYSTEM

Models equipped with the optional liftgate liftglass feature also have a power operated liftglass release system. This system operates with battery power supplied through a fuse in the junction block, independent of the ignition switch. The power liftglass release system allows the liftglass to be opened by depressing a switch mounted in the top of the liftgate license plate tub.

The liftglass release system includes the liftgate mounted switch, a mechanical latch equipped with an electric release solenoid, and a limit switch integral to the liftgate latch mechanism. The limit switch automatically disables the liftglass release circuit whenever the liftgate latch is locked with either the key, the power lock system, or the remote keyless entry transmitter.

Refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams for circuit descriptions and diagrams. Refer to Group 23 - Body Components for the procedures to service the power liftglass release components.

REMOTE KEYLESS ENTRY SYSTEM

The Remote Keyless Entry (RKE) system is a radio frequency system that allows the use of a remote transmitter to control the power lock and illuminated entry systems. If the vehicle is so equipped, the remote keyless entry transmitter will also control the memory seat/mirror/radio, and the vehicle theft alarm systems.

The RKE system consists of the remote key fob transmitter and a receiver with program logic, which

GENERAL INFORMATION (Continued)

is integral to the passenger door module. The remote keyless entry system can retain the vehicle access codes of two transmitters. The transmitter codes are retained in memory, even if the battery is disconnected. If a transmitter is faulty or lost, new transmitter vehicle access codes can be programmed into the system using a DRB scan tool.

In addition, a function of the RKE system made possible by the connection of the passenger door module to the Chrysler Collision Detection (CCD) data bus network is a panic mode. If the Panic button on the transmitter is depressed, the vehicle's horn will sound and lights will flash for about three minutes, or until any of the three transmitter buttons is depressed. A vehicle speed of about 15 miles-per-hour will also cancel the panic mode.

MEMORY SYSTEM

An electronic memory system is an available option on this model. The memory system is able to store and recall the driver's power seat positions (including power lumbar and recliner positions), both outside power mirror positions, and ten radio station presets (including last station tuned) for two drivers. The memory system will automatically return to all of these settings when the corresponding button (Driver 1 or 2) of the memory switch on the driver's front door trim panel is depressed, or when the doors are unlocked using the corresponding (Driver 1 or 2) Remote Keyless Entry (RKE) transmitter.

The Driver Door Module (DDM) receives hardwired input from the memory set/select switch on the driver's front door trim panel. The DDM also receives messages on the Chrysler Collision Detection (CCD) data bus network from the Remote Keyless Entry (RKE) receiver in the Passenger Door Module (PDM) for the memory select function. The DDM processes these inputs and sends messages to the radio, the PDM, and the Memory Seat Module (MSM) on the CCD data bus for memory recall.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

This group covers only the diagnostic procedures for the conventional power lock and RKE system components. For additional information on the features and functions of the memory system, refer to the vehicle owner's manual. For diagnosis of the memory system, use of a DRB scan tool and the proper Body Diagnostic Procedures Manual are recommended.

DESCRIPTION AND OPERATION

POWER LOCK SWITCH

The power locks are controlled by a two-way switch mounted in the trim panel of each front door. Each switch is illuminated by a light-emitting diode when the ignition switch is turned to the On position.

The power lock switches are integral to the Driver Door Module (DDM) or Passenger Door Module (PDM), respectively. The power lock switch provides a lock or unlock signal to the door module circuitry.

The DDM circuitry controls the output to the left front door power lock motor. The PDM circuitry controls the output to the power lock motors for the remaining doors and the liftgate. When a door lock switch is actuated, the door module circuitry for that switch sends a message to the other door module on the Chrysler Collision Detection (CCD) data bus to activate the output to the remaining power lock motor(s).

The power lock switches and their lamps cannot be repaired. If faulty, the entire door module must be replaced.

DOOR MODULE

A Driver Door Module (DDM) and a Passenger Door Module (PDM) are used on this model to control and integrate many of the vehicle's electrical features and functions. The DDM and PDM communicate with each other, and with other vehicle modules on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, internal controller hardware, and component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

Some of the features and functions of the power lock and Remote Keyless Entry (RKE) systems made possible because of the communication of the door modules on the Chrysler Collision Detection (CCD) data bus network include:

- A door-lock inhibit feature which prevents the power lock system from being energized with a door switch if the key is in the ignition and/or the headlamps are on with the driver's door open. However, the locks can still be operated manually with a key or energized with the RKE transmitter.
- A rolling door locks feature will automatically lock all of the doors and the liftgate, after the vehicle reaches a speed of about 15 miles-per-hour or greater. This feature will also re-lock the doors if a door is opened and reclosed at any speed above 15 miles-per-hour. Rolling door locks is a programmable

DESCRIPTION AND OPERATION (Continued)

feature of the power lock system. This feature can be enabled or disabled using the DRB scan tool.

• An RKE system panic mode. If the Panic button on the RKE transmitter is depressed, the vehicle's horn will sound and lights will flash for about three minutes, or until any of the three transmitter buttons is depressed. A vehicle speed of about 15 miles-per-hour will also cancel the panic mode.

• A programmable feature of the RKE system is the enabling or disabling of the horn chirp following the remote keyless entry Lock function. This feature can be enabled or disabled using the DRB scan tool.

• Another programmable feature of the RKE system is the enabling or disabling of each RKE transmitter so that the driver's door only, or all doors unlock upon one depression of the transmitter Unlock button. This feature can be enabled or disabled for both RKE transmitters, or only one transmitter using the DRB scan tool.

For diagnosis of the DDM, PDM, or the CCD data bus network, refer to the proper Body Diagnostic Procedures Manual.

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

One of the functions and features that the BCM supports and controls, is the Remote Keyless Entry (RKE) Panic Mode. The BCM receives input from the RKE receiver in the Passenger Door Module (PDM) on the CCD data bus. The programming in the BCM allows it to process the information from this input and send control outputs to the headlamp relay, horn relay, and park lamp relay to accomplish the panic mode functions.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

POWER LOCK MOTOR

In the power lock and remote keyless entry systems, the locks are actuated by a reversible motor mounted within each door and the liftgate. The left front door lock motor direction is controlled by the battery and ground feeds from the driver door module. The remaining door lock motors and the liftgate lock motor are controlled by the battery and ground feeds from the passenger door module.

The power lock motors cannot be repaired. If faulty, the entire motor must be replaced.

CIRCUIT BREAKER

An automatic resetting circuit breaker in the junction block is used to protect the power lock system circuit. The circuit breaker can protect the system from a short circuit, or from an overload condition caused by an obstructed or stuck lock motor, latch, or lock linkage. The circuit breaker cannot be repaired. If faulty, the circuit breaker must be replaced.

REMOTE KEYLESS ENTRY TRANSMITTER

The remote keyless entry system transmitter is equipped with three buttons, labeled Lock, Unlock, and Panic. It is also equipped with a key ring and is designed to serve as a key fob. The operating range of the radio frequency transmitter signal is up to 7 meters (23 feet) from the receiver.

Each transmitter has a different vehicle access code, which must be programmed into the memory of the receiver in the vehicle in order to operate the remote keyless entry system. In addition, vehicles with the memory seat/mirror/radio system must have their access codes programmed in the receiver so that the molded-in numbers "1" or "2" on the back of the transmitter case coincide with the memory "1" and "2" buttons of the memory set switch in the vehicle.

The transmitter operates on two Duracell DL2016 (or equivalent) batteries. Typical battery life is from one to two years.

REMOTE KEYLESS ENTRY RECEIVER

The Remote Keyless Entry (RKE) receiver is a radio frequency unit contained in the Passenger Door Module (PDM). The PDM also contains the program circuitry for the RKE system.

The RKE receiver is energized by one of three messages from the RKE transmitter; Unlock, Lock, or Panic. The PDM circuitry responds to these messages to lock or unlock the power lock motors that it controls. The PDM circuitry also puts Lock, Unlock, and Panic messages on the Chrysler Collision Detection (CCD) data bus.

These messages will result in the Driver Door Module (DDM) locking or unlocking the left front door, and/or the body control module initiating the

DESCRIPTION AND OPERATION (Continued)

proper Panic, Illuminated Entry, and Vehicle Theft Alarm functions. If the vehicle is equipped with the memory seat/mirror/radio systems, the proper CCD Unlock message will also result in the DDM initiating its memory recall functions.

For diagnosis of the RKE receiver, the PDM, the DDM, or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The RKE receiver is only serviced as a unit with the PDM and, if faulty, the PDM unit must be replaced.

DIAGNOSIS AND TESTING

POWER LOCK/REMOTE KEYLESS ENTRY SYSTEM

As a preliminary power lock/remote keyless entry system diagnosis, note the system operation while you actuate both the Lock and Unlock functions with the power lock switches and the remote keyless entry transmitter. Then, proceed as follows:

- If the system fails to function with either the switches or the transmitter, see the Circuit Breaker diagnosis.
- If the system functions with both switches, but not with the transmitter, see the Remote Keyless Entry Transmitter diagnosis.
- If the system functions with the transmitter, but not with one or both switches, see the Door Module diagnosis.
- If one lock motor fails to operate with the switches or the transmitter, see the Power Lock Motor diagnosis.

CIRCUIT BREAKER

For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) Locate the correct circuit breaker in the junction block. Pull out the circuit breaker slightly, but be sure that the terminals still contact the terminals in the junction block.

(2) Connect the negative lead of a 12-volt DC voltmeter to a good ground.

(3) With the voltmeter positive lead, check both terminals of the circuit breaker for battery voltage.

If only one terminal has battery voltage, the circuit breaker is faulty and must be replaced. If neither terminal has battery voltage, repair the open circuit from the power distribution center as required. If the circuit breaker checks OK, but no power locks operate, see the diagnosis for Door Modules.

DOOR MODULE

NOTE: The following tests may not prove conclusive in the diagnosis of this component. The most reliable, efficient, and accurate means to diagnose this system involves the use of a DRB scan tool and the proper Body Diagnostic Procedures Manual.

For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) Disconnect and isolate the battery negative cable. Remove the front door trim panel as described in this group. Go to Step 2.

(2) Check the 12-way door module wiring connector to see that it is fully seated in the door module receptacle. If OK, go to Step 3. If not OK, install the connector properly.

(3) Unplug the 12-way connector from the door module. Check for continuity between the ground circuit cavity of the door module connector and a good ground. There should be continuity. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) Connect the battery negative cable. Check for battery voltage at the fused B(+) circuit cavity of the connector. If OK, go to Step 5. If not OK, repair the open circuit as required.

(5) Disconnect and isolate the battery negative cable. Check for continuity between the door lock driver circuit cavity of the door module connector and a good ground. Repeat the check for the door unlock driver circuit. In each case there should be no continuity. If OK, go to Step 6. If not OK, repair the short circuit as required.

(6) Plug the 12-way connector back into the door module. Unplug the inoperative power lock motor connector. Connect the battery negative cable. Go to Step 7.

(7) Connect the probes of a reversible DC digital voltmeter to the door module side of the power lock motor connector. Observe the voltmeter while actuating the switch in the lock and unlock directions. There should be a short 12 volt voltage spike as the switch is moved to both the lock and unlock positions, and no voltage in the neutral position. If OK, see the diagnosis for Power Lock Motors. If not OK, replace the faulty door module.

POWER LOCK MOTOR

Remember, the DDM circuitry controls the output to the left front door power lock motor. The PDM circuitry controls the output to the power lock motors for the remaining doors and the liftgate. For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) If only one lock motor is inoperative, go to Step 2. If all lock motors except the left front door are inoperative, the problem may be caused by one shorted motor. Disconnecting a shorted motor will allow the good motors to operate. Disconnect each PDM-controlled motor connector, one at a time, and

DIAGNOSIS AND TESTING (Continued)

re-check both the lock and unlock functions by operating the door lock switch. If disconnecting one motor causes the other motors to become functional, go to Step 2 to test the disconnected motor.

(2) Once it is determined which lock motor is inoperative, that motor can be tested as follows. Disconnect the wire connector at the inoperative motor. Apply 12 volts to the motor terminals to check its operation in one direction. Reverse the polarity to check the operation in the other direction. If OK, repair the circuits to the door module as required. If not OK, replace the faulty motor.

REMOTE KEYLESS ENTRY TRANSMITTER

(1) Replace the remote keyless entry transmitter batteries as described in this group. Test each of the transmitter functions. If OK, discard the faulty batteries. If not OK, go to Step 2.

(2) Perform the transmitter program procedure with the suspect transmitter and another known good transmitter using the DRB scan tool, as described in the proper Body Diagnostic Procedures Manual.

(3) Test the remote keyless entry system operation with both transmitters. If both transmitters fail to operate each of the system functions, see the proper Body Diagnostic Procedures Manual for diagnosis of the remote keyless entry system. If the known good transmitter operates each of the system functions and the suspect transmitter does not, replace the faulty transmitter.

NOTE: Be certain to perform the transmitter program procedure again when replacing a faulty transmitter. This procedure will erase the access code of the test transmitter from the remote keyless entry system.

POWER LIFTGLASS RELEASE SYSTEM

For circuit descriptions and diagrams, refer to 8W-61 - Power Door Locks in Group 8W - Wiring Diagrams.

(1) Check the fuse in the junction block. If OK, go to Step 2. If not OK, replace the faulty fuse.

(2) Check for battery voltage at the fuse in the junction block. If OK, go to Step 3. If not OK, repair the open circuit as required.

(3) Unplug the liftglass limit switch connector. Check for battery voltage at the fused B(+) circuit cavity of the limit switch connector. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) Check for continuity between the two terminals of the liftglass limit switch. There should be continuity with the liftgate latch unlocked, and no continuity with the latch locked. If OK, go to Step 5. If not OK, replace the faulty limit switch.

(5) Unplug the liftglass push button switch connector. With the liftgate latch unlocked, check for battery voltage at the liftglass limit switch output circuit cavity of the connector. If OK, go to Step 6. If not OK, repair the open circuit as required.

(6) Check for continuity between the two terminals of the liftglass push button switch. There should be no continuity. Depress the switch, there should now be continuity. If OK, go to Step 7. If not OK, replace the faulty push button switch.

(7) Unplug the liftglass release solenoid connector. Check for continuity between the ground circuit cavity of the connector and a good ground. There should be continuity. If OK, go to Step 8. If not OK, repair the open circuit as required.

(8) With the liftgate latch unlocked and the liftglass push button switch depressed, check for battery voltage at the liftglass push button output circuit cavity of the liftglass release solenoid connector. If OK, replace the faulty solenoid. If not OK, repair the open circuit as required.

SERVICE PROCEDURES

REMOTE KEYLESS ENTRY TRANSMITTER BATTERY REPLACEMENT

To replace the remote keyless entry transmitter batteries, separate the transmitter case halves by prying gently with a trim stick, or other suitable wide flat-bladed tool, at the center seam. The case snaps open and shut. Replace the batteries with new Duracell DL2016, or their equivalent.

REMOTE KEYLESS ENTRY TRANSMITTER PROGRAMMING

To program the Remote Keyless Entry (RKE) transmitter access codes into the RKE system requires the use of a DRB scan tool. Refer to the proper Body Diagnostic Procedures Manual for more information.

REMOVAL AND INSTALLATION

DOOR MODULE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the bezel near the inside door latch release handle by inserting a straight-bladed screwdriver in the notched end and prying gently upwards.

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 1).

(4) Remove the trim cap and screw near the rear of the door armrest.

REMOVAL AND INSTALLATION (Continued)

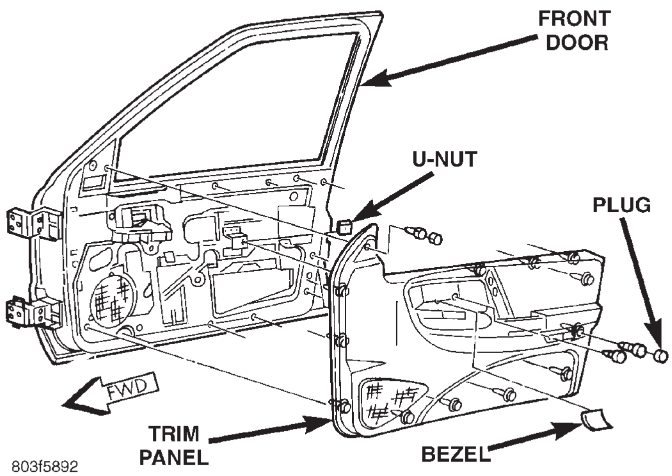


Fig. 1 Front Door Trim Panel Remove/Install

(5) Remove the trim cap and screw at the upper front corner of the trim panel.

(6) Remove the screw located above the front door speaker grille.

(7) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(8) Unplug the wiring connectors from the door module and the door courtesy lamp, if equipped.

(9) Remove the five screws securing the door module to the door trim panel (Fig. 2).

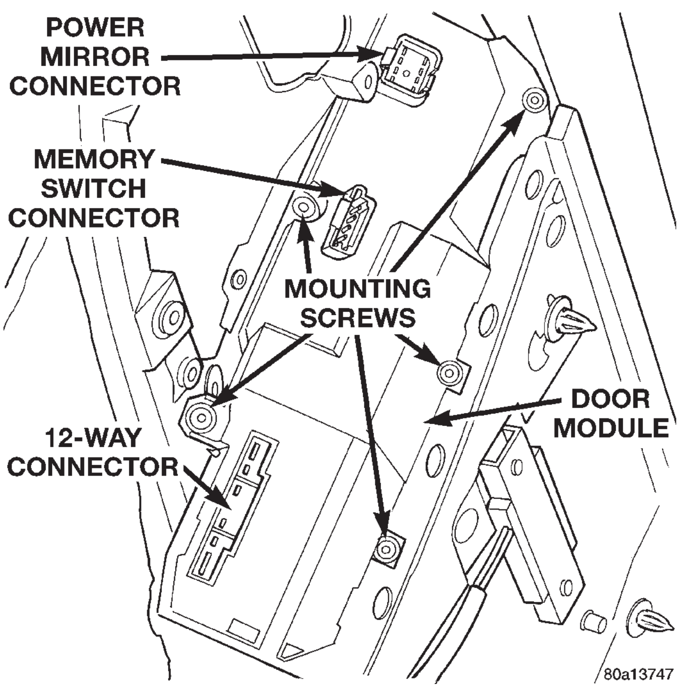


Fig. 2 Door Module Remove/Install

(10) Remove the door module from the trim panel.

(11) Reverse the removal procedures to install.

POWER LOCK MOTOR

FRONT DOOR

(1) Remove the front door trim panel as described under Door Module in this group.

(2) Pull back the watershield from the rear access holes of the inner door panel.

(3) Remove the door latch retaining screws (Fig. 3).

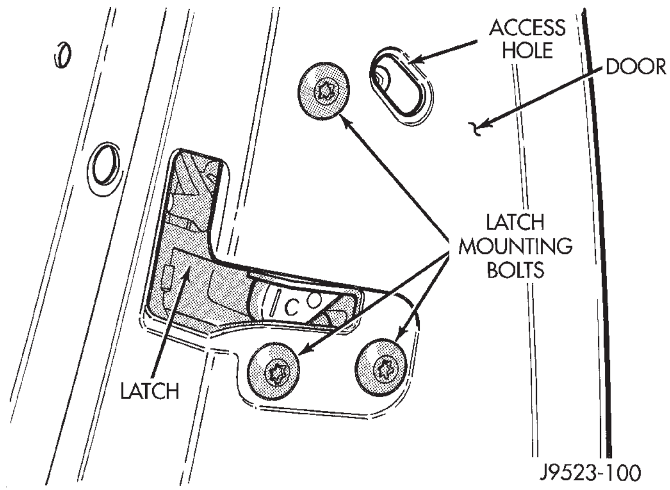


Fig. 3 Door Latch Remove/Install

(4) Disconnect all of the actuating rods from the door latch (Fig. 4).

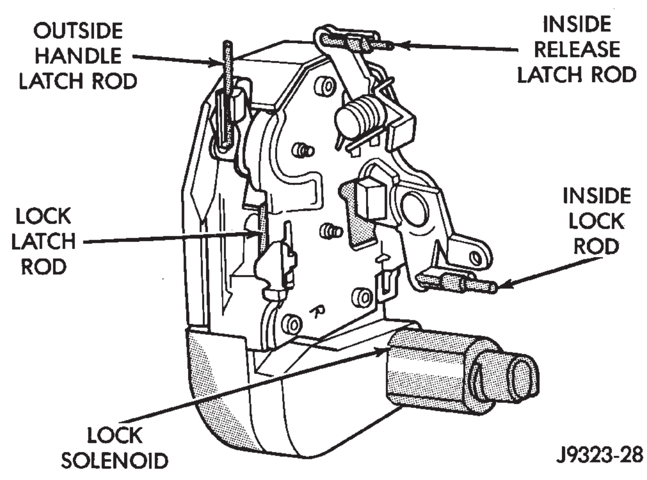


Fig. 4 Door Latch

(5) Unplug the power lock motor/solenoid wire connector.

(6) Remove the door latch/power lock motor from the door.

(7) Reverse the removal procedures to install. Tighten the latch mounting screws to 10 N·m (95 in. lbs.).

REMOVAL AND INSTALLATION (Continued)

REAR DOOR

(1) Disconnect and isolate the battery negative cable.

(2) Remove the bezel near the inside door latch release handle by inserting a straight-bladed screwdriver in the notched end and prying gently upwards.

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 5).

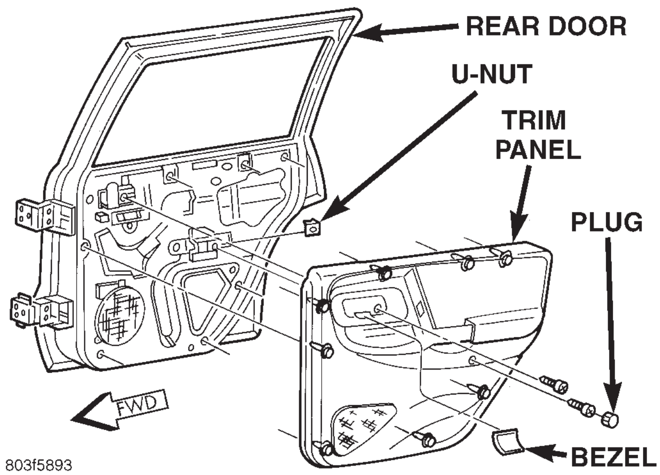


Fig. 5 Rear Door Trim Panel Remove/Install

(4) Remove the trim cap and screw near the rear of the door armrest.

(5) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(6) Unplug the wiring connector from the door power window switch.

(7) Pull back the watershield from the rear access holes of the inner door panel.

(8) Remove the door latch retaining screws (Fig. 6).

(9) Disconnect all of the actuating rods from the door latch.

(10) Unplug the power lock motor/solenoid wire connector.

(11) Remove the door latch/power lock motor from the door.

(12) Reverse the removal procedures to install. Tighten the latch mounting screws to 10 N·m (95 in. lbs.).

LIFTGATE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the screws securing the liftgate lower trim panel to the liftgate (Fig. 7).

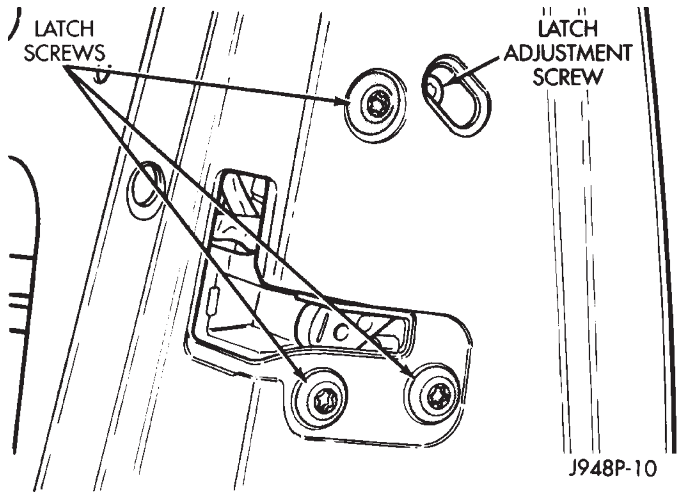


Fig. 6 Door Latch Remove/Install - Typical

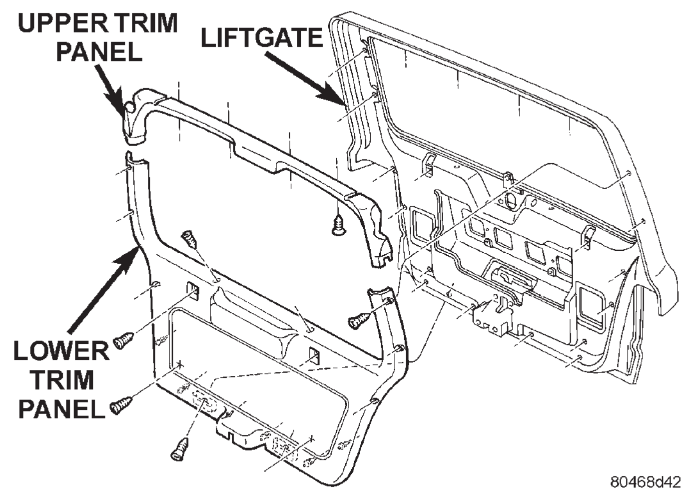


Fig. 7 Liftgate Trim Panel Remove/Install

(3) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the liftgate around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

REMOVAL AND INSTALLATION (Continued)

(4) Disconnect the lock actuator motor linkage clip at the liftgate latch handle (Fig. 8).

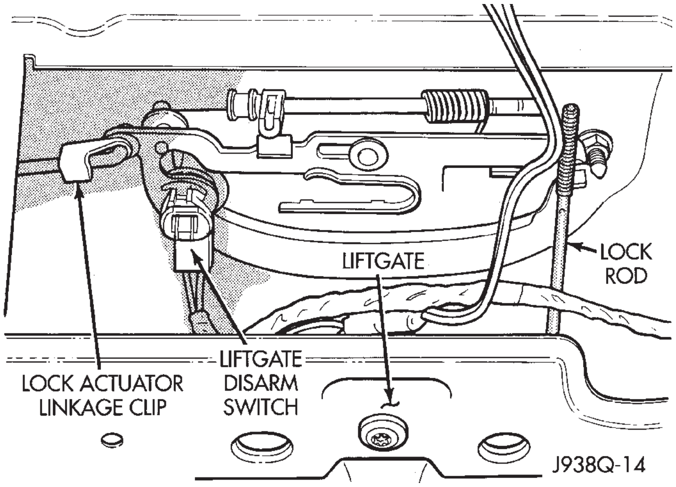


Fig. 8 Lock Actuator Motor Linkage Remove/Install

(5) Remove the two screws securing the lock actuator motor to the liftgate (Fig. 9).

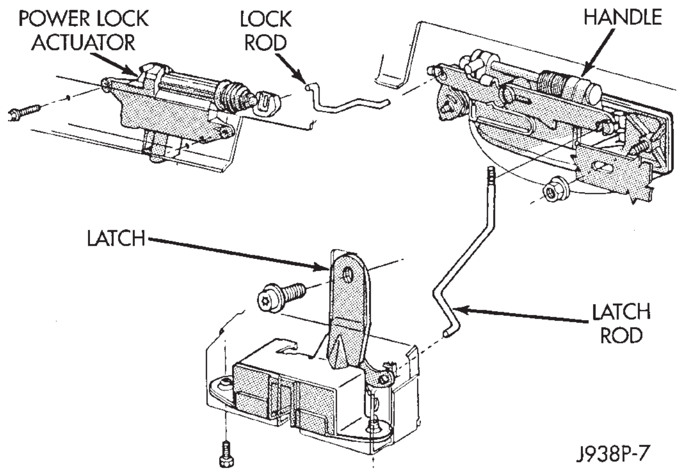


Fig. 9 Liftgate Lock Motor Remove/Install

(6) Unplug the wire connector from the actuator motor.

(7) Remove the motor from the liftgate.

(8) Reverse the removal procedures to install. Tighten the actuator motor mounting screws to 3 N·m (28 in. lbs.).

VEHICLE THEFT/SECURITY SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

The Vehicle Theft Security System (VTSS) is an available factory-installed option on this model. This system is designed to provide perimeter protection against unauthorized use or tampering by monitoring the vehicle doors, hood, liftgate, and ignition system. If unauthorized use or tampering is detected, the system responds by sounding the horn, flashing the exterior lamps, and providing an engine no-run feature.

Following are some general descriptions of the features of the VTSS. Refer to the vehicle owner's manual for additional information. Refer to 8W-39 - Vehicle Theft Security System in Group 8W - Wiring diagrams for complete circuit descriptions and diagrams.

ARMING

Passive arming of the VTSS occurs when the vehicle is exited with the key removed from the ignition switch, the headlamps are turned off, and the doors are locked using the power lock switch. The power lock switch will not function if the key is in the ignition switch or the headlamps are on with the driver's door open. The VTSS will not arm if either front door or the liftgate are locked using the key in the lock cylinder.

Active arming of the VTSS occurs when the Remote Keyless Entry (RKE) transmitter is used to lock the vehicle, even if the doors and/or the liftgate are open when the RKE transmitter Lock button is depressed. However, the VTSS arming will not be complete until all the doors and the liftgate are closed.

Following successful passive or active VTSS arming, the VTSS set lamp on the top of the instrument panel will flash rapidly for about 15 seconds after the illuminated entry system times out. This indicates that VTSS arming is in progress. If the light stays on steadily during the arming, it indicates that the hood switch is closed (the hood is open). The VTSS will still arm if the hood is open, but the engine compartment will not be protected. Once the 15 second arming function is complete, the set lamp will flash at a slower rate to indicate that the VTSS is armed.

DISARMING

Passive disarming of the VTSS occurs when the vehicle is unlocked using the key to unlock either front door or the liftgate. Active disarming of the VTSS occurs when the vehicle is unlocked by depressing the Unlock button of the RKE transmitter.

Once the alarm has been activated (horn sounding, lights flashing, and the engine no-run feature), either disarming method will also deactivate the alarm.

GENERAL INFORMATION (Continued)

Depressing the Panic button on the RKE transmitter will also disarm the VTSS, but the horn will sound and the lights will flash for about three minutes as part of the Panic feature. Refer to Group 8P - Power Lock Systems for more information on the Panic feature.

POWER-UP MODE

When the armed VTSS senses that the battery has been disconnected and reconnected, it enters its power-up mode. In the power-up mode the alarm system remains armed following a battery failure or disconnect. If the VTSS was armed prior to a battery disconnect or failure, the system will have to be actively or passively disarmed following a battery reconnection.

The power-up mode will also apply if the battery goes dead while the system is armed, and battery jump-starting is attempted. The engine no-run feature will prevent the engine from starting until the alarm system has been actively or passively disarmed.

TAMPER ALERT

The VTSS tamper alert will sound the horn three times upon disarming, if the alarm was activated and has since timed-out (about 18 minutes). This feature alerts the driver that the VTSS was activated.

DESCRIPTION AND OPERATION

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

One of the functions and features that the BCM supports and controls, is the Vehicle Theft Security System (VTSS). In addition to the information received on the CCD data bus, the BCM receives hard wired inputs from the door ajar, door lock cylinder, hood, liftgate ajar, liftgate lock cylinder, and liftglass ajar switches. In its role as the VTSS controller, the programming in the BCM allows it to process the information from all of its inputs and send control outputs to the auto headlamp relay, horn relay, park lamp relay, powertrain control module, and the security set lamp.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

HOOD SWITCH

The hood switch is mounted to the right inner fender ledge, under the hood and near the battery. It is a plunger-type switch that is case grounded to the fender shield. When the hood is open the switch is closed, and when the hood is closed the switch is open.

The hood switch cannot be repaired and, if faulty or damaged, it must be replaced.

DOOR AJAR SWITCH

The door ajar switches are mounted to the pillar in the rear of each door opening. They are plunger-type switches that are case grounded to the pillar. When the door is open the switch is closed, and when the door is closed the switch is open.

The door ajar switches cannot be repaired and, if faulty or damaged, they must be replaced.

DOOR LOCK CYLINDER SWITCH

The door lock cylinder switches are mounted to the back of the key lock cylinder inside each front door. They are normally-open momentary switches that close to ground only when the lock cylinder is rotated to the unlock position.

The door lock cylinder switches cannot be repaired and, if faulty or damaged, they must be replaced.

LIFTGATE AJAR SWITCH

The liftgate ajar switch is integral to the liftgate latch assembly on the liftgate. It is a momentary-type switch that is open when the liftgate is closed, and closed when the liftgate is open.

The liftgate ajar switch cannot be repaired and, if faulty or damaged, the liftgate latch assembly must be replaced.

LIFTGATE LOCK CYLINDER SWITCH

The liftgate lock cylinder switch is mounted to the back of the key lock cylinder inside the liftgate. It is a normally-open momentary switch that closes to ground only when the lock cylinder is rotated to the unlock position.

DESCRIPTION AND OPERATION (Continued)

The liftgate lock cylinder switch cannot be repaired and, if faulty or damaged, it must be replaced.

LIFTGLASS AJAR SWITCH

The liftglass ajar switch is integral to the liftglass latch assembly on the liftgate. It is a momentary-type switch that is open when the liftglass is closed, and closed when the liftglass is open.

The liftglass ajar switch cannot be repaired and, if faulty or damaged, the liftglass latch assembly must be replaced.

AUTO HEADLAMP RELAY

The auto headlamp relay is a International Standards Organization (ISO) micro-relay. The terminal designations and functions are the same as a conventional ISO relay. However, the micro-relay terminal orientation (or footprint) is different, current capacity is lower, and the relay case dimensions are smaller than on the conventional ISO relay.

The auto headlamp relay is a electro-mechanical device that switches current to the headlamps when the body control module grounds the relay coil. The auto headlamp relay is located in the junction block, on the right cowl side panel below the instrument panel in the passenger compartment.

HORN RELAY

The horn relay is a International Standards Organization (ISO) micro-relay. The terminal designations and functions are the same as a conventional ISO relay. However, the micro-relay terminal orientation (or footprint) is different, current capacity is lower, and the relay case dimensions are smaller than on the conventional ISO relay.

The horn relay is a electro-mechanical device that switches current to the horns when the horn switch or the body control module grounds the relay coil. The horn relay is located in the power distribution center, in the engine compartment.

PARK LAMP RELAY

The park lamp relay is a International Standards Organization (ISO) micro-relay. The terminal designations and functions are the same as a conventional ISO relay. However, the micro-relay terminal orientation (or footprint) is different, current capacity is lower, and the relay case dimensions are smaller than on the conventional ISO relay.

The park lamp relay is a electro-mechanical device that switches current to the park lamps when the body control module grounds the relay coil. The park lamp relay is located in the junction block, on the right cowl side panel below the instrument panel in the passenger compartment.

SET LAMP

The VTSS set lamp is a red light-emitting diode mounted with the auto headlamp ambient light sensor on top of the instrument panel near the left defroster outlet. The set lamp receives fused battery feed at all times and is grounded by the body control module to give a visible indication of the VTSS status.

The set lamp cannot be repaired and, if damaged or faulty, the set lamp/auto headlamp ambient light sensor must be replaced as a unit.

DIAGNOSIS AND TESTING

VEHICLE THEFT SECURITY SYSTEM

The vehicle theft security system should be diagnosed using the DRB scan tool and the proper Body Diagnostic Procedures Manual. Refer to 8W-39 - Vehicle Theft Security System in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

Self-Diagnostics

The vehicle theft security system has a self-diagnostic mode that can be entered using the DRB scan tool. Refer to the proper Body Diagnostic Procedures Manual for more information on this feature.

RELAYS

The horn relay is located in the Power Distribution Center (PDC) in the engine compartment. The auto headlamp and park lamp relays are located in the junction block in the passenger compartment. Each of these relays can be tested as described in the following procedure, however the circuits they are used in vary. To test the relay circuits, refer to the circuit descriptions and diagrams in 8W-39 - Vehicle Theft Security System in Group 8W - Wiring Diagrams.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

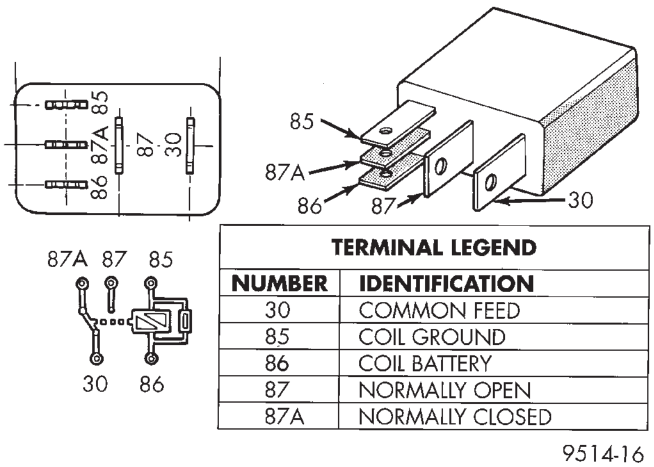
Remove the relay from the PDC or junction block as described in this group to perform the following tests:

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

DIAGNOSIS AND TESTING (Continued)

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75±5 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, test the relay circuits. If not OK, replace the faulty relay.



Relay Terminals

REMOVAL AND INSTALLATION

HOOD SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Remove the screw securing the hood switch to the right inner fender ledge (Fig. 1).

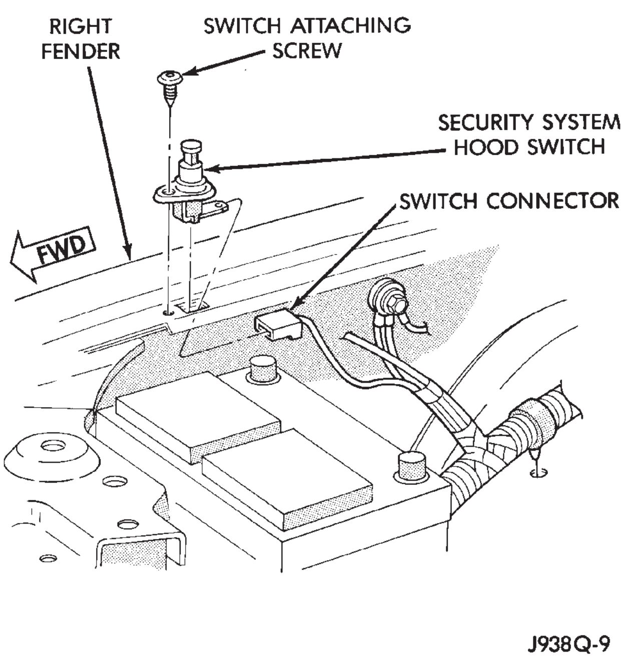


Fig. 1 Hood Switch Remove/Install

(3) Unplug the wire connector from the switch.

(4) Remove the switch from the mounting hole in the inner fender ledge.

(5) Reverse the removal procedures to install. Tighten the switch mounting screw to 1.5 N·m (15 in. lbs.).

DOOR AJAR SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Remove the screw securing the switch to the pillar at the rear of the door opening (Fig. 2).

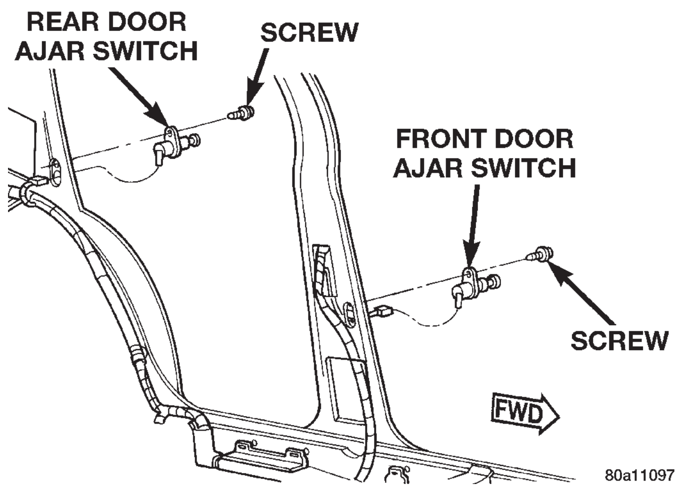


Fig. 2 Door Ajar Switch Remove/Install

(3) Pull the switch from the mounting hole in the door opening.

(4) Unplug the wire connector from the switch.

(5) Reverse the removal procedures to install. Tighten the switch mounting screw to 1.7 N·m (15 in. lbs.).

DOOR LOCK CYLINDER SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Remove the bezel near the inside door latch release handle by inserting a straight-bladed screwdriver in the notched end and prying gently upwards.

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 3).

(4) Remove the trim cap and screw near the rear of the door armrest.

(5) Remove the trim cap and screw at the upper front corner of the trim panel.

(6) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

REMOVAL AND INSTALLATION (Continued)

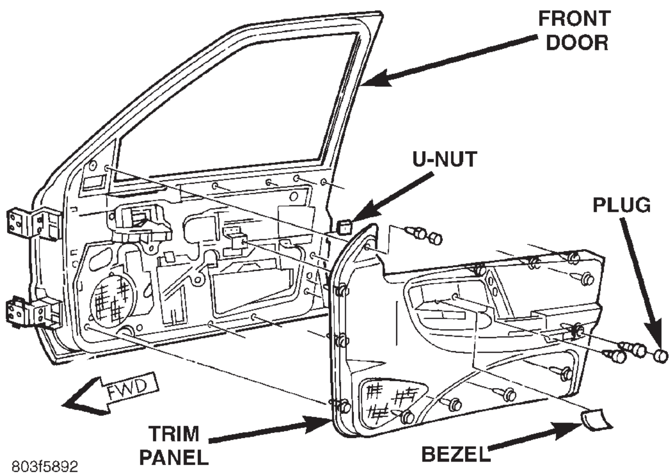


Fig. 3 Front Door Trim Panel Remove/Install

(7) Unplug the wiring connectors from the door multiplex switch module and set the trim panel aside.

(8) Pull the watershield away from the rear access holes in the inner door panel.

(9) Remove the U-clip retainer securing the lock cylinder to the outer door panel (Fig. 4).

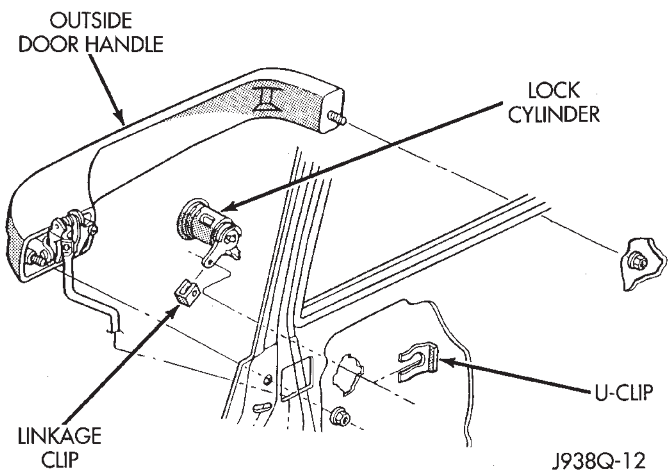


Fig. 4 Door Lock Cylinder Remove/Install

(10) Disconnect the lock cylinder rod from the door latch by unsnapping the retainer from the rod.

(11) Pull the lock cylinder out from the outer door panel far enough to pry the lock cylinder switch off of the back of the lock cylinder (Fig. 5).

(12) Unplug the lock cylinder switch wire harness connector and remove the switch from inside the door.

(13) Reverse the removal procedures to install.

LIFTGATE AJAR SWITCH

(1) Disconnect and isolate the battery negative cable.

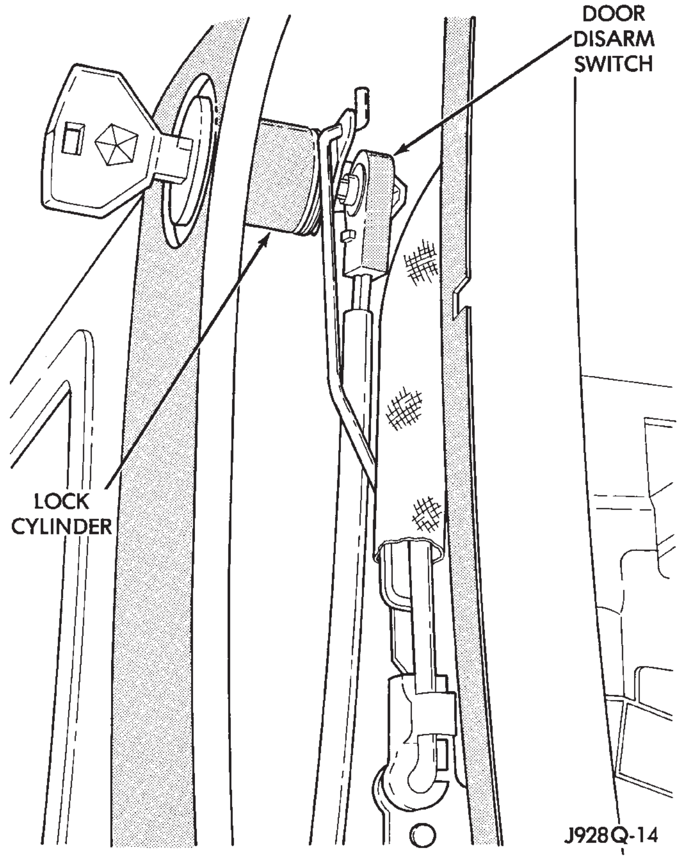


Fig. 5 Door Lock Cylinder Switch Remove/Install - Typical

(2) Remove the screws securing the liftgate lower trim panel to the liftgate (Fig. 6).

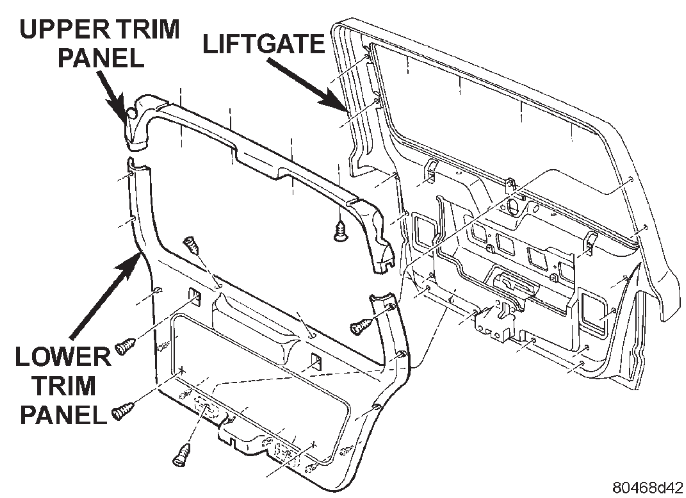


Fig. 6 Liftgate Trim Panel Remove/Install

(3) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the liftgate around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

REMOVAL AND INSTALLATION (Continued)

(4) Remove the three screws securing the liftgate latch to the liftgate (Fig. 7).

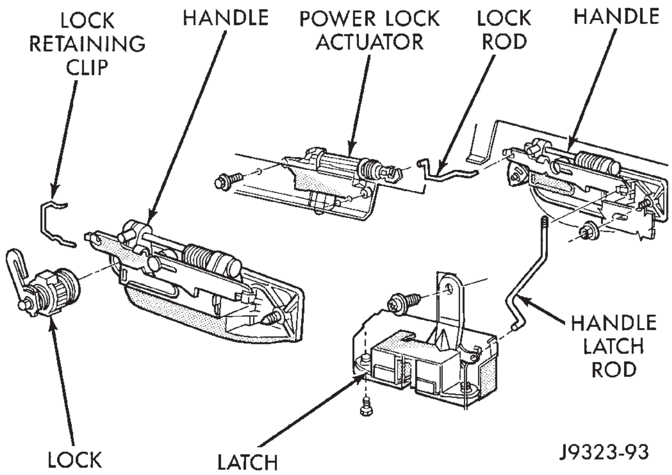


Fig. 7 Liftgate Latch/Lock Components

(5) Disconnect the liftgate handle latch actuator rod from the latch.

(6) Unplug the liftgate ajar switch wire connector from the latch.

(7) Remove the latch from the liftgate.

(8) Reverse the removal procedures to install. Tighten the latch mounting screws to 7 N·m (62 in lbs.).

LIFTGATE LOCK CYLINDER SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Remove the screws securing the liftgate lower trim panel to the liftgate (Fig. 8).

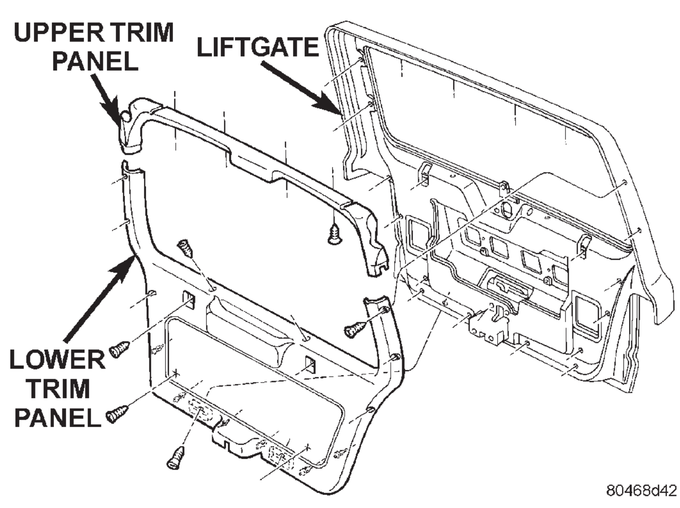


Fig. 8 Liftgate Trim Panel Remove/Install

(3) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the liftgate around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(4) Pry the liftgate lock cylinder switch off of the back of the lock cylinder (Fig. 9).

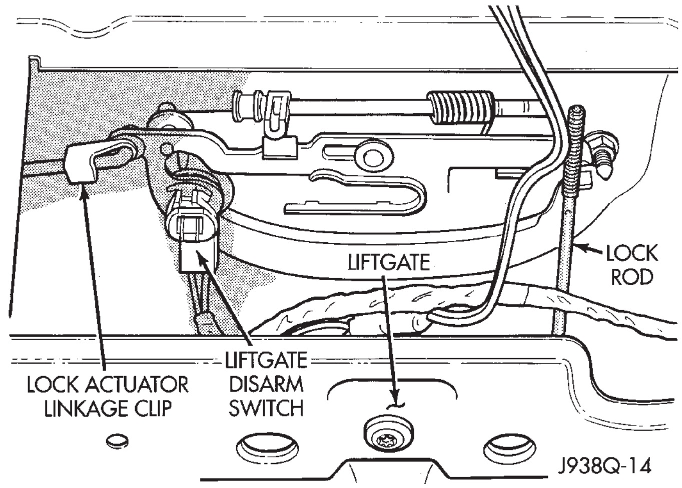


Fig. 9 Liftgate Lock Cylinder Switch Remove/Install

(5) Unplug the lock cylinder switch wire harness connector and remove the switch from inside the lift-gate.

(6) Reverse the removal procedures to install.

LIFTGLASS AJAR SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Remove the screws securing the liftgate lower trim panel to the liftgate (Fig. 10).

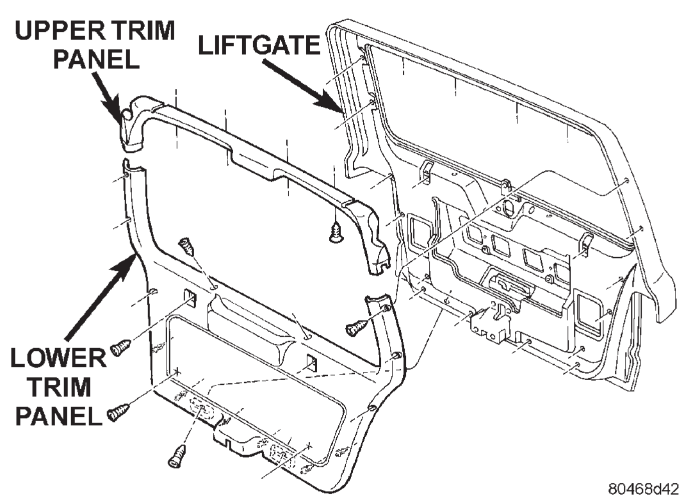


Fig. 10 Liftgate Trim Panel Remove/Install

(3) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the liftgate around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

REMOVAL AND INSTALLATION (Continued)

(4) Remove the two nuts securing the liftglass latch to the liftgate inner panel (Fig. 11).

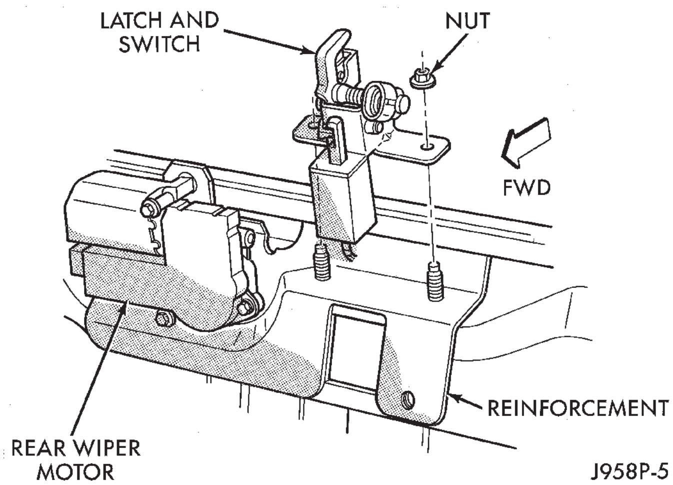


Fig. 11 Liftglass Ajar Switch Remove/Install

(5) Unplug the wiring connectors for the liftglass latch solenoid and the liftglass ajar switch.

(6) Remove the liftglass latch from the liftgate.

(7) Reverse the removal procedures to install. Tighten the latch mounting nuts to 11 N·m (100 in. lbs.).

AUTO HEADLAMP AND PARK LAMP RELAYS

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the fuse access panel by unsnapping it from the right cowl side trim panel.

(3) Remove the nut securing the right cowl side trim to the junction block stud (Fig. 12).

(4) Remove the two screws securing the right cowl side trim to the right front door opening trim.

(5) Remove the right cowl side trim panel.

(6) Remove the relay by unplugging it from the junction block.

(7) Install the relay by aligning the relay terminals with the cavities in the junction block and pushing the relay firmly into place.

(8) Reverse the remaining removal procedures to complete the installation.

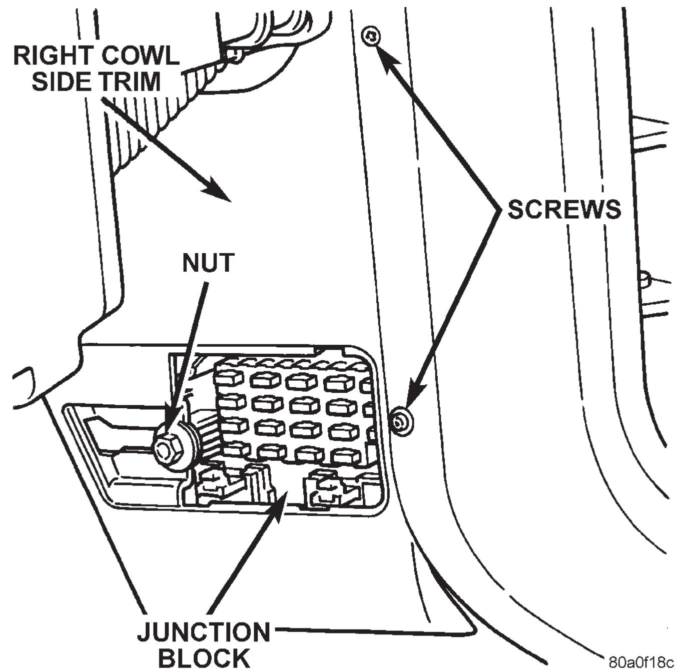


Fig. 12 Right Cowl Side Trim Remove/Install

HORN RELAY

(1) Disconnect and isolate the battery negative cable.

(2) Remove the cover from the Power Distribution Center (PDC) (Fig. 13).

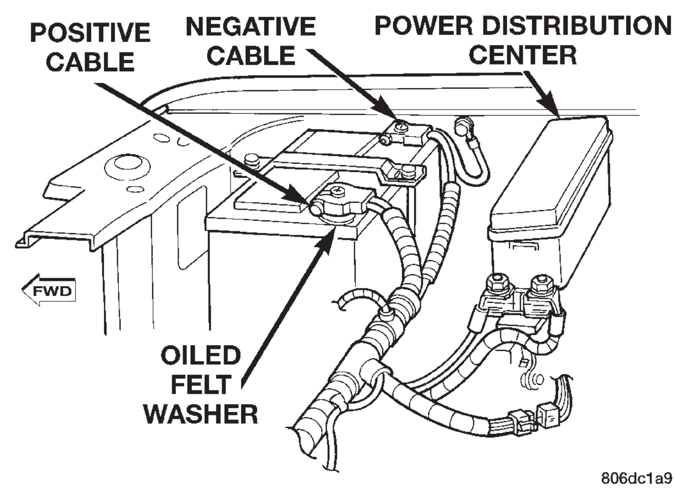


Fig. 13 Power Distribution Center

(3) Refer to the label on the PDC for horn relay identification and location.

(4) Remove the horn relay by unplugging it from the PDC.

(5) Install the horn relay by aligning the relay terminals with the cavities in the PDC and pushing the relay firmly into place.

(6) Install the PDC cover.

(7) Connect the battery negative cable.

(8) Test the relay operation.

REMOVAL AND INSTALLATION (Continued)

SET LAMP

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Disconnect and isolate the battery negative cable.

(2) Using a wide flat-bladed tool such as a trim stick, pry the cowl top trim panel off of the instrument panel top pad (Fig. 14).

(3) Pull the panel up far enough to unplug the wiring connector for the solar sensor, or to remove the solar sensor from the cowl top trim between the right and center defroster outlets, if so equipped.

(4) Remove the cowl top trim panel from the vehicle.

(5) Remove the auto headlamp light sensor/vehicle theft security system set lamp mounting screw near the left defroster duct outlet.

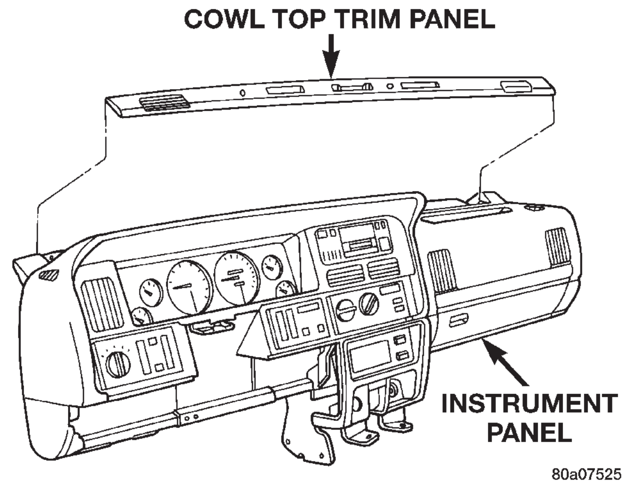


Fig. 14 Cowl Top Trim Remove/Install

(6) Pull the lamp up far enough to unplug the wire harness connector and remove the lamp.

(7) Reverse the removal procedures to install.

POWER SEAT SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Six-way driver and passenger power front seats with power recliners and power lumbar supports is an available factory-installed option for this model. The power seat system receives battery feed through a fuse in the power distribution center and a circuit breaker in the junction block at all times.

Following are general descriptions of the major components in the power seat system. Refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

MEMORY SYSTEM

An electronic memory system is an available option on this model. The memory system is able to store and recall the driver's power seat positions (including power lumbar and recliner positions), both outside power mirror positions, and ten radio station presets (including last station tuned) for two drivers. The memory system will automatically return to all of these settings when the corresponding button (Driver 1 or 2) of the memory switch on the driver's front door trim panel is depressed, or when the doors are unlocked using the corresponding (Driver 1 or 2) Remote Keyless Entry (RKE) transmitter.

The Driver Door Module (DDM) receives hard-wired input from the memory set/select switch on the driver's front door trim panel. The DDM also receives messages on the Chrysler Collision Detection (CCD) data bus network from the Remote Keyless Entry (RKE) receiver in the Passenger Door Module (PDM) for the memory select function. The DDM processes these inputs and sends messages to the radio, the PDM, and the Memory Seat Module (MSM) on the CCD data bus for memory recall.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

This group covers only the diagnostic procedures for the conventional power seat system components. For additional information on the features and functions of the memory system, refer to the vehicle owner's manual. For diagnosis of the memory system, use of a DRB scan tool and the proper Body Diagnostic Procedures Manual are recommended.

DESCRIPTION AND OPERATION

MEMORY SEAT MODULE

A Memory Seat Module (MSM), mounted under the inboard side of the driver's front seat cushion, is used on this model to control all of the driver's power seat memory functions and features. The MSM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The MSM receives hard-wired inputs from the power seat switch, the power lumbar switch, and the

DESCRIPTION AND OPERATION (Continued)

potentiometers on each of the driver's power seat motors. The MSM receives messages on the CCD data bus from the Driver Door Module (DDM) (memory set/select switch status), the Powertrain Control Module (PCM) (vehicle speed status), and the Body Control Module (seat belt switch status). The programming in the MSM allows it to process the information from these inputs and send control outputs to each of the driver's power seat motors. The MSM will prevent the seat memory function from being initiated if the driver's seat belt is buckled, or if the vehicle is moving.

For diagnosis of the MSM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The MSM cannot be repaired and, if faulty, it must be replaced.

POWER SEAT SWITCH

The power seat can be adjusted in eight different ways using the power seat switch. The switch is located at the lower outboard side of the seat cushion on the seat cushion side shield.

Refer to the owner's manual for more information on the power seat switch functions and the seat adjusting procedures. The individual switches cannot be repaired. If one switch fails, the entire switch module must be replaced.

POWER LUMBAR SWITCH

The power lumbar adjuster on each front seat can be moved in or out electrically by operating the single two-way switch mounted near the front of the outboard seat cushion side shield. The power lumbar switches cannot be repaired and, if faulty, must be replaced.

POWER SEAT ADJUSTER/MOTORS

There are three reversible motors that operate the power seat adjuster. The motors are connected to worm-drive gearboxes that move the seat adjuster through a combination of screw-type drive units.

The front and rear of a seat are operated by different motors. They can be raised or lowered independently of each other. When the seat switch is pushed to the Up or Down position, both the front and rear motors operate in unison, moving the entire seat up or down. The forward-rearward motor is operated by pushing the seat switch to the Forward or Rearward position.

When a switch is actuated, a battery feed and a ground path are applied through the switch contacts to the motor(s). The motor(s) operate to move the seat in the selected direction until the switch is released, or until the travel limit of the power seat adjuster is reached. When the switch is moved in the opposite direction, the battery feed and ground paths to the motor(s) are reversed through the switch contacts. This causes the motor to run in the opposite direction.

Each motor contains a self-resetting circuit breaker to protect it from overload. Consecutive or frequent resetting of the circuit breakers must not be allowed to continue, or the motors may be damaged. Make the necessary repairs. The motors used on models with the optional memory system also have a position potentiometer included in the motor assembly.

The power seat adjuster and motors cannot be repaired, and are serviced only as a complete unit. If any component in this unit should fail, the entire assembly must be replaced.

POWER RECLINER ADJUSTER/MOTORS

The power recliner adjuster uses a reversible motor to operate the seat back recliner adjuster. The motor is connected to a gearbox that moves the recliner adjuster through a screw-type drive unit.

When the power recliner switch is actuated, a battery feed and a ground path are applied through the switch contacts to the motor. The motor operates to move the seat back in the selected direction until the switch is released, or until the travel limit of the power recliner adjuster is reached. When the switch is moved in the opposite direction, the battery feed and ground paths to the motor are reversed through the switch contacts. This causes the motor to run in the opposite direction.

The motor contains a self-resetting circuit breaker to protect it from overload. Consecutive or frequent resetting of the circuit breaker must not be allowed to continue, or the motor may be damaged. Make the necessary repairs. The motors used on models with the optional memory system also have a position potentiometer included in the motor assembly.

The power recliner adjuster and motor cannot be repaired, and is serviced only as a complete unit. If any component in this unit should fail, the entire assembly must be replaced.

POWER LUMBAR ADJUSTER/MOTORS

There is a reversible motor that operates the power lumbar adjuster. The motor is connected to a worm-drive gearbox that moves the lumbar adjuster mechanism through a cable and lever-type actuator unit.

When the power lumbar switch is actuated, a battery feed and a ground path are applied through the switch contacts to the motor. The motor operates to move the lumbar adjuster mechanism in the selected direction until the switch is released, or until the travel limit of the lumbar adjuster is reached. When the switch is moved in the opposite direction, the battery feed and ground paths to the motor are

DESCRIPTION AND OPERATION (Continued)

reversed through the switch contacts. This causes the motor to run in the opposite direction.

The motor contains a self-resetting circuit breaker to protect it from overload. Consecutive or frequent resetting of the circuit breaker must not be allowed to continue, or the motors may be damaged. Make the necessary repairs. The motors used on models with the optional memory system also have a position potentiometer included in the motor assembly.

The power lumbar adjuster and motor cannot be repaired, and are serviced only as a complete unit with the seat back frame. If any component in this unit should fail, the entire assembly must be replaced.

CIRCUIT BREAKER

An automatic resetting circuit breaker in the junction block is used to protect the power seat system circuit. The circuit breaker can protect the system from a short circuit, or from an overload condition caused by an obstructed or stuck seat adjuster. The circuit breaker cannot be repaired. If faulty, it must be replaced.

DIAGNOSIS AND TESTING

POWER SEAT SYSTEM

For circuit descriptions and diagrams, refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams.

Before any testing is attempted, the battery should be fully-charged and all connections and pins cleaned and tightened to ensure proper continuity and grounds.

With the dome lamp on, apply the switch in the direction of the failure. If the dome lamp dims, the seat adjusters may be jamming. Check under and behind the seat for binding or obstructions. If the dome lamp does not dim, proceed with the following component tests.

CIRCUIT BREAKER

For circuit descriptions and diagrams, refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams.

(1) Locate the correct circuit breaker in the junction block. Pull out the circuit breaker slightly, but be sure that the terminals still contact the terminals in the junction block.

(2) Connect the negative lead of a 12-volt DC voltmeter to a good ground.

(3) With the voltmeter positive lead, check both terminals of the circuit breaker for battery voltage.

If only one terminal has battery voltage, the circuit breaker is faulty and must be replaced. If neither terminal has battery voltage, repair the open circuit from the power distribution center as required.

POWER SEAT SWITCH

For circuit descriptions and diagrams, refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams. To check the power seat switch:

(1) Remove the power seat switch as described in this group.

(2) Use an ohmmeter to test the continuity of the switches in each position. See the Power Seat Switch Continuity chart (Fig. 1). If OK, see the affected Power Adjuster/Motors diagnosis. If not OK, replace the faulty switch module.

SWITCH POSITION	CONTINUITY BETWEEN PINS	
	DRIVER	PASSENGER
OFF	PIN 1 to 2 PIN 1 to 3 PIN 1 to 4 PIN 1 to 6 PIN 1 to 7 PIN 1 to 8 PIN 1 to 9 PIN 1 to 10	PIN 1 to 2 PIN 1 to 3 PIN 1 to 4 PIN 1 to 6 PIN 1 to 7 PIN 1 to 8 PIN 1 to 9 PIN 1 to 10
FRONT RISER UP	PIN 1 to 10 PIN 5 to 7	PIN 1 to 7 PIN 5 to 10
FRONT RISER DOWN	PIN 1 to 7 PIN 5 to 10	PIN 1 to 10 PIN 5 to 7
CENTER SWITCH FORWARD	PIN 1 to 3 PIN 5 to 6	PIN 1 to 3 PIN 5 to 6
CENTER SWITCH REARWARD	PIN 1 to 6 PIN 3 to 5	PIN 1 to 6 PIN 3 to 5
REAR RISER UP	PIN 1 to 9 PIN 5 to 8	PIN 1 to 8 PIN 5 to 9
REAR RISER DOWN	PIN 1 to 8 PIN 5 to 9	PIN 1 to 9 PIN 5 to 8
RECLINER UP	PIN 1 to 4 PIN 2 to 5	PIN 1 to 4 PIN 2 to 5
RECLINER DOWN	PIN 1 to 2 PIN 4 to 5	PIN 1 to 2 PIN 4 to 5

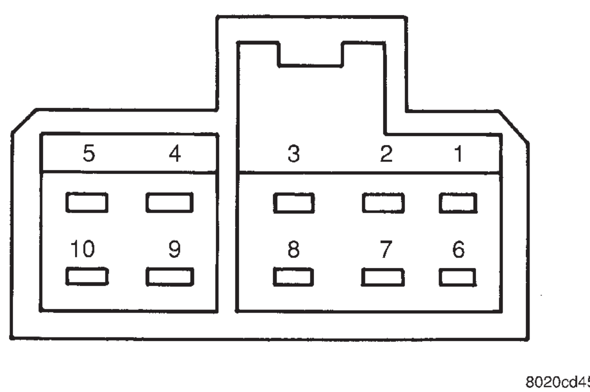


Fig. 1 Power Seat Switch Continuity

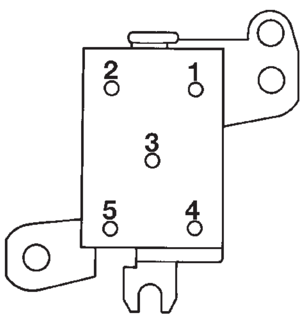
DIAGNOSIS AND TESTING (Continued)

POWER LUMBAR SWITCH

For circuit descriptions and diagrams, refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams. To check the power lumbar switch:

(1) Remove the power lumbar switch as described in this group.

(2) Use an ohmmeter to test the continuity of the switch in each position. See the Power Lumbar Switch Continuity chart (Fig. 2). If OK, see the affected Power Lumbar Adjuster/Motor diagnosis. If not OK, replace the faulty switch.



SWITCH POSITION	CONTINUITY BETWEEN
NEUTRAL	1 AND 4
NEUTRAL	2 AND 5
FORWARD	1 AND 4
FORWARD	3 AND 5
REARWARD	1 AND 3
REARWARD	2 AND 5

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Fig. 2 Power Lumbar Switch Continuity

POWER SEAT ADJUSTER/MOTORS

The tests below apply to a power seat system without the memory system option. For testing of the power seats with the memory system, refer to the proper Body Diagnostic Procedures Manual. For circuit descriptions and diagrams, refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams.

Operate the power seat switch to move all three seat motors. The seat should move in all directions. If one or more of the motors operate, see the diagnosis for the Power Seat Switch in this group. If no motors operate, proceed as follows:

(1) Check the circuit breaker in the junction block. If OK, go to Step 2. If not OK, replace the faulty circuit breaker.

(2) Remove the power seat switch as described in this group, and check for battery voltage at the fused B(+) circuit cavity of the switch connector. If OK, go to Step 3. If not OK, repair the open circuit to the junction block as required.

(3) Check for continuity between the ground circuit cavity of the switch connector and a good ground. There should be continuity. If OK, go to Step 4. If not OK, repair the open circuit to ground as required.

(4) Test the power seat switch as described in this group. If the switch tests OK, check the circuits for the inoperative motor between the switch and the motor for shorts or opens. If the circuits check OK, replace the faulty power seat adjuster and motors assembly.

POWER RECLINER ADJUSTER/MOTOR

The tests below apply to a power seat system without the memory system option. For testing of the power seats with the memory system, refer to the proper Body Diagnostic Procedures Manual. For circuit descriptions and diagrams, refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams.

Operate the power seat switch to move the power recliner. The recliner should move in both directions. If the power recliner fails to operate in only one direction, see the diagnosis for the Power Seat Switch in this group. If the power recliner fails to operate at all, proceed as follows:

(1) Check the circuit breaker in the junction block. If OK, go to Step 2. If not OK, replace the faulty circuit breaker.

(2) Remove the power seat switch as described in this group, and check for battery voltage at the fused B(+) circuit cavity of the switch connector. If OK, go to Step 3. If not OK, repair the open circuit to the junction block as required.

(3) Check for continuity between the ground circuit cavity of the switch connector and a good ground. There should be continuity. If OK, go to Step 4. If not OK, repair the open circuit to ground as required.

(4) Test the power seat switch as described in this group. If the switch tests OK, check the circuits for the power recliner between the switch and the motor for shorts or opens. If the circuits check OK, replace the faulty power recliner adjuster and motor assembly.

POWER LUMBAR ADJUSTER/MOTOR

The tests below apply to a power seat system without the memory system option. For testing of the power seats with the memory system, refer to the proper Body Diagnostic Procedures Manual. For circuit descriptions and diagrams, refer to 8W-63 - Power Seat in Group 8W - Wiring Diagrams.

Operate the power lumbar switch to move the power lumbar adjuster. The lumbar adjuster should move in both directions. If the power lumbar adjuster fails to operate in only one direction, see the diagno-

DIAGNOSIS AND TESTING (Continued)

sis for the Power Lumbar Switch in this group. If the power lumbar adjuster fails to operate at all, proceed as follows:

(1) Check the circuit breaker in the junction block. If OK, go to Step 2. If not OK, replace the faulty circuit breaker.

(2) Remove the power lumbar switch as described in this group, and check for battery voltage at the fused B(+) circuit cavity of the switch connector. If OK, go to Step 3. If not OK, repair the open circuit to the junction block as required.

(3) Check for continuity between the ground circuit cavity of the switch connector and a good ground. There should be continuity. If OK, go to Step 4. If not OK, repair the open circuit to ground as required.

(4) Test the power lumbar switch as described in this group. If the switch tests OK, check the circuits for the power lumbar motor between the switch and the motor for shorts or opens. If the circuits check OK, replace the faulty power lumbar adjuster and motor, which are serviced with the seat back frame assembly.

REMOVAL AND INSTALLATION

POWER SEAT SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick or other suitable wide flat-bladed tool, gently pry the power seat and power recliner switch knobs off of the switch stems.

(3) Remove the three screws securing the seat cushion side shield to the seat cushion frame.

(4) Pull the side shield away from the seat cushion far enough to unplug the switch wiring connector.

(5) Remove the two screws securing the switch to the inside of the side shield (Fig. 3).

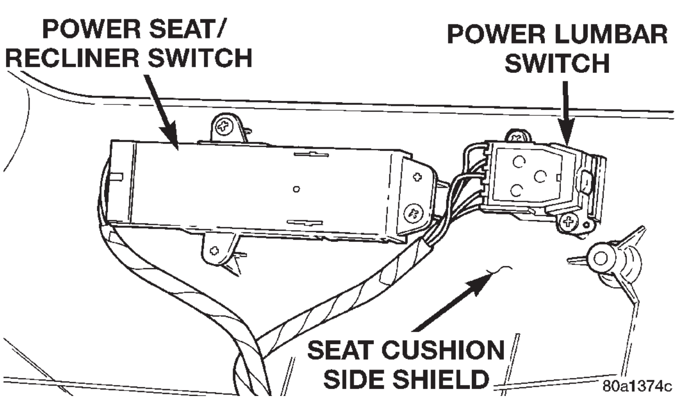


Fig. 3 Power Seat Switches Remove/Install

(6) Remove the switch from the side shield.

(7) Reverse the removal procedures to install.

POWER LUMBAR SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Remove the three screws securing the seat cushion side shield to the seat cushion frame.

(3) Pull the side shield away from the seat cushion far enough to unplug the switch wiring connector.

(4) Remove the two screws securing the switch to the inside of the side shield.

(5) Remove the switch from the side shield.

(6) Reverse the removal procedures to install.

POWER SEAT ADJUSTER/MOTORS

(1) Move the seat to the forward-most position, if possible.

(2) On the driver's side only, unplug the seat belt switch wire harness from the inboard seat belt.

(3) Remove the single screw securing each of the two rear seat track covers to the rear of the seat tracks and remove the covers.

(4) Remove the single screw securing the rear of each of the two seat tracks to the floor pan.

(5) Move the seat to the rearward-most position, if possible.

(6) Disconnect and isolate the battery negative cable.

(7) Remove the single screw securing the front of each of the two seat tracks to the floor pan (Fig. 4).

Fig. 4 Power Seat Remove/Install - Typical

(8) Tilt the seat rearward and unplug the power seat wire harness connector located under the seat.

(9) Remove the seat assembly from the vehicle.

(10) Remove the three screws securing the outboard seat cushion side shield to the seat cushion

REMOVAL AND INSTALLATION (Continued)

frame and pull the shield away from the seat cushion.

(11) Remove the four nuts securing the upper seat adjuster mounting rails to the seat cushion frame.

(12) Unplug the wire harness connectors as required, depending upon how the vehicle is equipped, to separate the power seat motors and adjuster from the seat cushion frame.

(13) Reverse the removal procedures to install. Tighten the seat mounting hardware as follows:

- Seat cushion frame to adjuster nuts - 20 N·m (15 ft. lbs.)
- Seat adjuster to floor pan bolts - 29 N·m (20 ft. lbs.).

POWER RECLINER ADJUSTER/MOTOR

(1) Move the power seat adjuster to its upper-most and forward-most stop positions.

(2) Remove the three screws securing the outboard seat cushion side shield to the seat cushion frame and pull the shield away from the seat so that the power recliner adjuster lower bracket can be seen.

(3) If possible, adjust the seat back with the power recliner switch so that both of the two bolts in the power recliner adjuster lower bracket can be accessed.

(4) Disconnect and isolate the battery negative cable.

(5) Remove the two bolts securing the power recliner adjuster lower bracket to the seat cushion frame (Fig. 5).

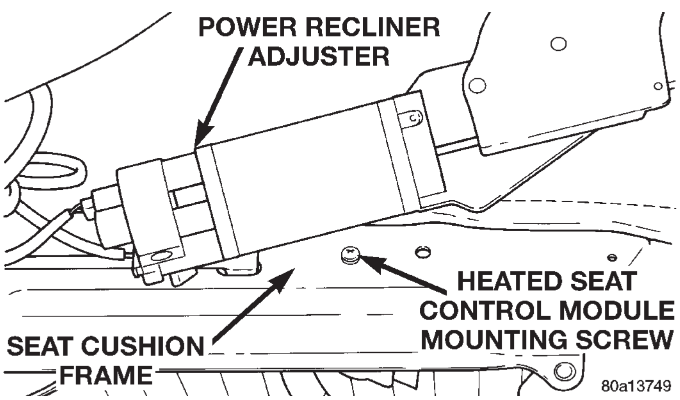


Fig. 5 Power Recliner Lower Bracket Remove/Install

(6) Remove the inboard seat back pivot bolt.

(7) Unplug the wiring connectors, depending upon how the vehicle is equipped, as required to remove the seat back from the seat cushion.

(8) Remove the seat back cover far enough to access the two bolts securing the power recliner adjuster upper bracket to the seat back frame (Fig. 6). Refer to Group 23 - Body components for the seat back cover removal procedures.

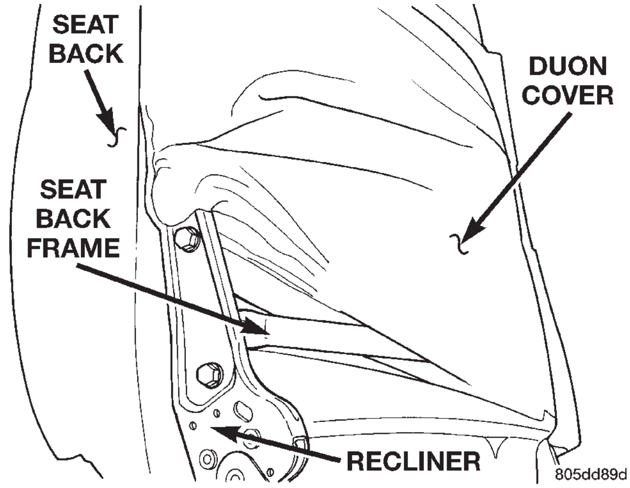


Fig. 6 Power Recliner Upper Bracket Remove/Install

(9) Remove the power recliner adjuster and motor unit from the seat back frame.

(10) Reverse the removal procedures to install. Tighten the hardware as follows:

- Inboard pivot bolt - 40 N·m (29 ft. lbs.)
- Recliner bracket bolts - 28 N·m (20 ft. lbs.).

POWER LUMBAR ADJUSTER/MOTOR

(1) Remove the power recliner adjuster and motor from the seat back frame as described in this group.

(2) Remove all of the seat back trim from the seat back. Refer to Group 23 - Body Components for the procedures.

(3) Replace the seat back frame assembly with the lumbar adjuster and motor (Fig. 7).

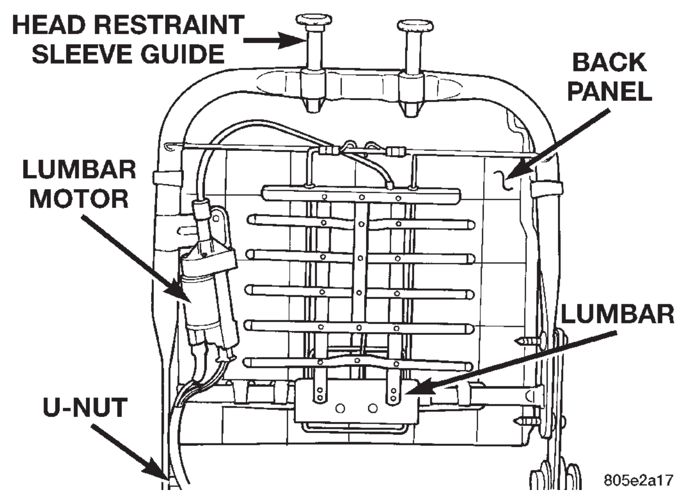


Fig. 7 Power Lumbar Adjuster/Motor

(4) Reverse the removal procedures to install.

MEMORY SEAT MODULE

(1) Move the seat to the upper-most and forward-most position, if possible.

REMOVAL AND INSTALLATION (Continued)

(2) Unplug the seat belt switch wire harness from the inboard seat belt.

(3) Remove the single screw securing each of the two rear seat track covers to the rear of the seat tracks and remove the covers.

(4) Remove the single screw securing the rear of each of the two seat tracks to the floor pan.

(5) Move the seat to the rearward-most position, if possible.

(6) Remove the single screw securing the front of each of the two seat tracks to the floor pan.

(7) Disconnect and isolate the battery negative cable.

(8) Carefully tilt the seat back towards the outboard side of the vehicle.

(9) Remove the two wire harness retainers out of the seat adjuster top rail (Fig. 8).

(10) Slide the memory seat module off of the mounting bracket slide tabs far enough to unplug the wire harness connectors.

(11) Remove the module from under the seat cushion.

(12) Reverse the removal procedures to install.

(13) Following the installation it will be necessary to initialize the memory seat module. This is done by moving each of the power seat adjuster motors (including the power recliner and power lumbar motors) through its full range of motion using the power seat switches. It is necessary for the memory seat module to learn the motor sensor values in each of the adjuster hard stop positions, so that the module can function properly.

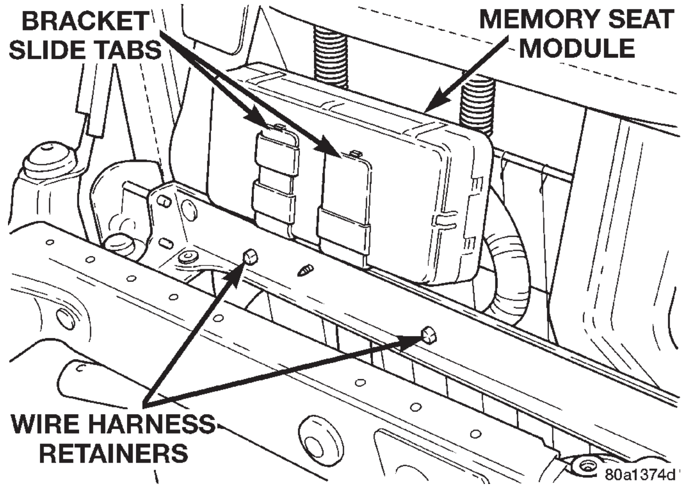


Fig. 8 Memory Seat Module Remove/Install

POWER WINDOW SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Power windows are standard factory-installed equipment on this model. This group covers diagnosis and service of only the electrical components in the power window system. For service of mechanical components, such as the regulator, lift plate or window tracks, refer to Group 23 - Body Components.

Following are general descriptions of the major components in the power window system. Refer to 8W-60 - Power Windows in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams. Refer to the owner's manual for more information on the features and use of this system.

POWER WINDOW SYSTEM

The power window system allows all of the door windows to be opened or closed by operating a switch on the trim panel for that door. The master switches on the driver's door trim panel can be operated to open or close any of the door windows. In addition, a lockout switch on the driver's door trim panel allows the driver to disable all of the passenger door window switches.

The power window system includes the door modules mounted in each front door, the switches mounted on the rear doors, and the power window motors mounted in each door. In addition, several features and functions of the power window system are made possible because of the communication of the door modules on the Chrysler Collision Detection (CCD) data bus network.

This system operates with battery power supplied through a circuit breaker in the junction block, only when the ignition switch is in the On position. However, a feature of this system will allow the windows to be operated for up to thirty seconds after the ignition switch is turned to the Off position, or until a front door is opened, whichever occurs first.

An auto-down feature allows the driver's door window to be lowered all the way, even if the window switch is released. The driver's door window switch must be depressed in the down direction to a second detent to begin an auto-down event. Depressing the switch again in the up or down direction will stop the window and cancel the auto-down event.

DESCRIPTION AND OPERATION

POWER WINDOW SWITCH

The power windows are controlled by a two-way momentary switch mounted in the trim panel of each passenger door, and four two-way momentary switches in the driver's door. The driver's door also has a two-position power window lockout switch.

Each switch, except the lockout switch, is illuminated by a Light-Emitting Diode (LED) when the ignition switch is turned to the On position. However, when the lockout switch is placed in the Lock position, the LED for the locked-out front and rear passenger door switches is turned off.

The front door power window switches and the power window lockout switch are integral to the Driver Door Module (DDM) or Passenger Door Module (PDM), respectively. These power window switches provide an up or down (or lock and unlock signal in the case of the lockout switch) to the door module circuitry.

DESCRIPTION AND OPERATION (Continued)

The DDM circuitry controls the output to the left front and rear door power window motors, and supplies battery feed for the power window switch on the left rear door. The PDM circuitry controls the output to the right front and rear power window motors, and supplies battery feed for the power window switch on the right rear door. When a DDM-integrated power window switch for a passenger's side window is actuated, the DDM circuitry sends a message to the PDM on the Chrysler Collision Detection (CCD) data bus to activate the output to that power window motor(s).

The front door power window switches and their lamps cannot be repaired so, if faulty, the entire door module must be replaced. The rear door power window switches and their lamps cannot be repaired but, if faulty, only the switch unit must be replaced.

DOOR MODULE

A Driver Door Module (DDM) and a Passenger Door Module (PDM) are used on this model to control and integrate many of the vehicle's electrical features and functions. The DDM and PDM communicate with each other, and with other vehicle modules on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, internal controller hardware, and component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

For diagnosis of the DDM, PDM, or the CCD data bus network, refer to the proper Body Diagnostic Procedures Manual.

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

One of the functions and features that the BCM supports and controls, is the Power Window System. The BCM receives inputs from the ignition switch and the door ajar switches. The programming in the BCM allows it to process the information from these inputs and send ignition switch and door ajar status messages to the DDM and PDM on the CCD data bus. The DDM and PDM use this information to control the lighting of the switch lamps, and to control the power window operation after ignition off feature.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

POWER WINDOW MOTOR

A permanent magnet reversible motor moves the window regulator through an integral gearbox mechanism. A positive and negative battery connection to the two motor terminals will cause the motor to rotate in one direction. Reversing current through these same two connections will cause the motor to rotate in the opposite direction. In addition, each power window motor is equipped with an integral self-resetting circuit breaker to protect the motor from overloads. The power window motor and gearbox assembly cannot be repaired. If faulty, the entire motor assembly must be replaced.

CIRCUIT BREAKER

An automatic resetting circuit breaker in the junction block is used to protect the power window system circuit. The circuit breaker can protect the system from a short circuit, or from an overload condition caused by an obstructed or stuck window glass or regulator. The circuit breaker cannot be repaired. If faulty, the circuit breaker must be replaced.

DIAGNOSIS AND TESTING

POWER WINDOW SYSTEM

For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Group 8W - Wiring Diagrams.

ALL WINDOWS INOPERATIVE

(1) Check the circuit breaker in the junction block, as described in this group. If OK, go to Step 2. If not OK, replace the faulty circuit breaker.

(2) Remove the left and right front door trim panels. Check the 12-way door module wiring connectors to see that they are fully seated in the door module receptacles. If OK, go to Step 3. If not OK, install the connectors properly.

(3) Unplug the 12-way door module connectors. Check for continuity between the ground circuit cav-

DIAGNOSIS AND TESTING (Continued)

ity of each module connector and a good ground. If OK, go to Step 4. If not OK, repair the open circuit to ground as required.

(4) Check for battery voltage at the fused B(+) circuit cavity of each module connector. If OK, use a DRB scan tool and the proper Body Diagnostic Procedures Manual to diagnose the door modules and the CCD data bus. If not OK, repair the open circuit to the junction block as required.

ONE WINDOW INOPERATIVE

The window glass must be free to slide up and down for the power window motor to function properly. If the glass is not free to move up and down, the motor will overload and trip the circuit breaker. To determine if the glass is free, disconnect the regulator plate from the glass. Then slide the window up and down by hand.

There is an alternate method to check if the glass is free. Position the glass between the up and down stops. Then, shake the glass in the door. Check that the glass can be moved slightly from side to side, front to rear, and up and down. Then check that the glass is not bound tight in the tracks. If the glass is free, proceed to the Door Module diagnosis in this group. If the glass is not free, refer to Group 23 - Body Components for window glass service and adjustment procedures.

CIRCUIT BREAKER

For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Group 8W - Wiring Diagrams.

(1) Locate the correct circuit breaker in the junction block. Pull out the circuit breaker slightly, but be sure that the terminals still contact the terminals in the junction block.

(2) Connect the negative lead of a 12-volt DC voltmeter to a good ground.

(3) With the voltmeter positive lead, check both terminals of the circuit breaker for battery voltage.

If only one terminal has battery voltage, the circuit breaker is faulty and must be replaced. If neither terminal has battery voltage, repair the open circuit from the power distribution center as required. If the circuit breaker checks OK, but no power windows operate, see the diagnosis for Power Window System.

DOOR MODULE

If the problem being diagnosed is a rear door window that doesn't operate from the rear door switch, but does operate from the master switch on the driver's door, go to the diagnosis for Power Window Switch in this group. If the problem is a passenger side front or rear window that operates from the switch on that door, but does not operate from the master switch on the driver's door, use a DRB scan tool and the proper Body Diagnostic Procedures Manual to diagnose the circuitry of the door modules and the CCD data bus.

NOTE: The following tests may not prove conclusive in the diagnosis of this component. The most reliable, efficient, and accurate means to diagnose this system involves the use of a DRB scan tool and the proper Body Diagnostic Procedures Manual.

For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Group 8W - Wiring Diagrams.

(1) Disconnect and isolate the battery negative cable. Remove the front door trim panel as described in this group. Go to Step 2.

(2) Check the 12-way door module wiring connector to see that it is fully seated in the door module receptacle. If OK, go to Step 3. If not OK, install the connector properly.

(3) Unplug the 12-way connector from the door module. Check for continuity between the ground circuit cavity of the door module connector and a good ground. There should be continuity. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) Connect the battery negative cable. Check for battery voltage at the fused B(+) circuit cavity of the connector. If OK, go to Step 5. If not OK, repair the open circuit as required.

(5) If the inoperative window is on a front door, go to Step 6. If the inoperative window is on a rear door go to Step 9.

(6) Disconnect and isolate the battery negative cable. Unplug the inoperative power window motor connector. Check for continuity between the front window driver up circuit cavity of the door module connector and a good ground. Repeat the check for the front window driver down circuit cavity. In each case there should be no continuity. If OK, go to Step 7. If not OK, repair the short circuit as required.

(7) Check for continuity between the front window driver up circuit cavities of the door module connector and the power window motor connector. Repeat the check for the front window driver down circuit cavities. In each case there should be continuity. If OK, go to Step 8. If not OK, repair the open circuit as required.

(8) Plug the 12-way connector back into the door module. Connect the battery negative cable. Connect the probes of a reversible DC digital voltmeter to the door module side of the power window motor connector. Observe the voltmeter while actuating the switch in the up and down directions. There should be battery voltage for as long as the switch is held in both the up and down positions, and no voltage in the neutral position. If OK, see the diagnosis for Power

DIAGNOSIS AND TESTING (Continued)

Window Motors. If not OK, replace the faulty door module.

(9) Disconnect and isolate the battery negative cable. Remove the rear door trim panel as described in this group. Check the rear door power window switch continuity as described in this group. If OK, go to Step 10. If not OK, replace the faulty switch.

(10) Connect the wiring to the rear door power window switch. Unplug the inoperative power window motor connector. Check for continuity between the rear window driver up circuit cavity of the door module connector and a good ground. Repeat the check for the rear window driver down circuit cavity. In each case there should be no continuity. If OK, go to Step 11. If not OK, repair the short circuit as required.

(11) Check for continuity between the rear window driver up circuit cavities of the door module connector and the power window motor connector. Repeat the check for the rear window driver down circuit cavities. In each case there should be continuity. If OK, go to Step 12. If not OK, repair the open circuit as required.

NOTE: The door module feeds battery voltage to both terminals of the rear door power window motors when the window lock switch is in the Unlock position. The door module feeds ground to both terminals of the rear door power window motor when the window lock switch is in the Lock position.

(12) Plug the 12-way connector back into the door module. Connect the battery negative cable. Check for battery voltage at each cavity of the switch side of the power window motor connector. Each cavity should have battery voltage in the neutral position. Each cavity should also have battery voltage in one other switch position, either up or down, and zero volts with the switch in the opposite position. If OK, go to the Power Window Motor diagnosis in this group. If not OK, replace the faulty door module.

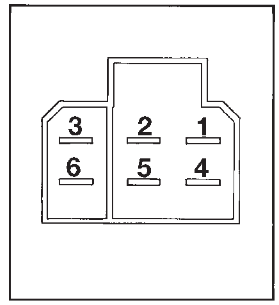
POWER WINDOW SWITCH

This diagnosis is for the rear door power window switches. The front door power window switches are integral to the door modules. For diagnosis of the front door power window switches, refer to Door Module in this group. For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Group 8W - Wiring Diagrams.

(1) Disconnect and isolate the battery negative cable.

(2) Remove the switch from the door trim panel as described in this group. Unplug the wiring connector from the switch.

(3) Check the switch continuity in each position, as shown in the chart (Fig. 1). If OK, see the Power Window Motor diagnosis in this group. If not OK, replace the faulty switch.



SWITCH POSITION	CONTINUITY BETWEEN
ALL POSITIONS	3 AND 6
OFF	1 AND 2
OFF	4 AND 5
FORWARD	1 AND 2
FORWARD	5 AND 6
REARWARD	2 AND 6
REARWARD	4 AND 5

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Fig. 1 Rear Power Window Switch Continuity

POWER WINDOW MOTOR

For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Group 8W - Wiring Diagrams. Before you proceed with this diagnosis, confirm proper switch operation. See the Door Module and/or Power Window Switch diagnosis in this group.

(1) Remove the door trim panel as described in this group.

(2) Disconnect the power window motor connector. Apply 12 volts across the motor terminals to check its operation in one direction. Reverse the connections across the motor terminals to check the operation in the other direction. Remember, if the window is in the full up or full down position, the motor will not operate in that direction by design. If OK, repair the circuits from the motor to the switch as required. If not OK, replace the faulty motor.

(3) If the motor operates in both directions, check the window's operation through its complete up and down travel. If not OK, refer to Group 23 - Body Components to check the window glass, tracks, and regulator for sticking, binding, or improper adjustment.

REMOVAL AND INSTALLATION

DOOR MODULE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the bezel near the inside door latch release handle by inserting a straight-bladed screwdriver in the notched end and prying gently upwards.

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 2).

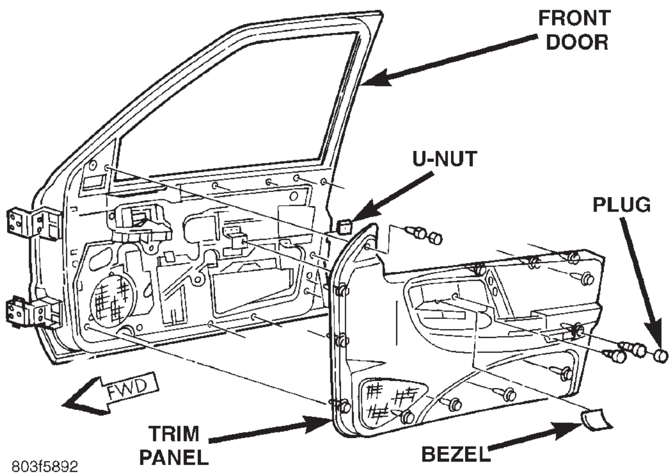


Fig. 2 Front Door Trim Panel Remove/Install

(4) Remove the trim cap and screw near the rear of the door armrest.

(5) Remove the trim cap and screw at the upper front corner of the trim panel.

(6) Remove the screw located above the front door speaker grille.

(7) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(8) Unplug the wiring connectors from the door module and the door courtesy lamp, if equipped.

(9) Remove the five screws securing the door module to the door trim panel (Fig. 3).

(10) Remove the door module from the trim panel.

(11) Reverse the removal procedures to install.

POWER WINDOW SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Remove the rear door trim panel bezel near the inside door latch release handle by inserting a straight-bladed screwdriver in the notched end and prying gently upwards.

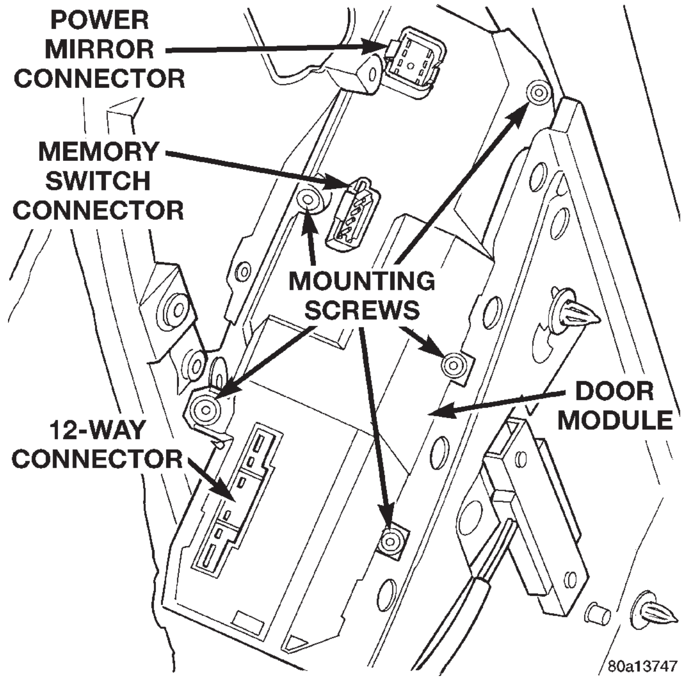


Fig. 3 Door Module Remove/Install

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 4).

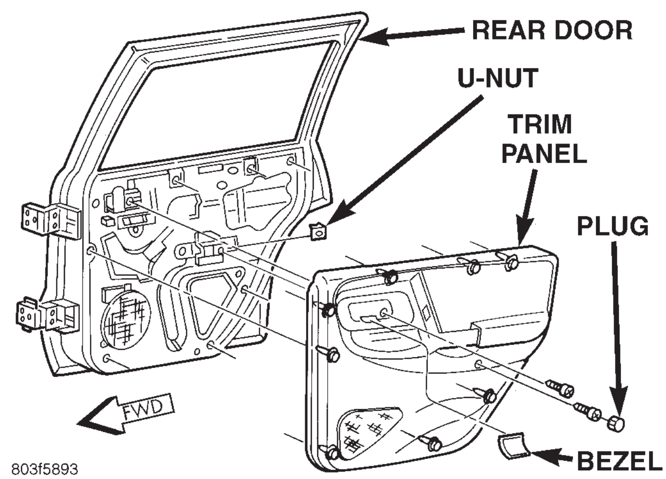


Fig. 4 Rear Door Trim Panel Remove/Install

(4) Remove the trim cap and screw near the rear of the door armrest.

(5) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

REMOVAL AND INSTALLATION (Continued)

(6) Unplug the wiring connector from the door power window switch.

(7) Unsnap the switch from the receptacle in the trim panel (Fig. 5).

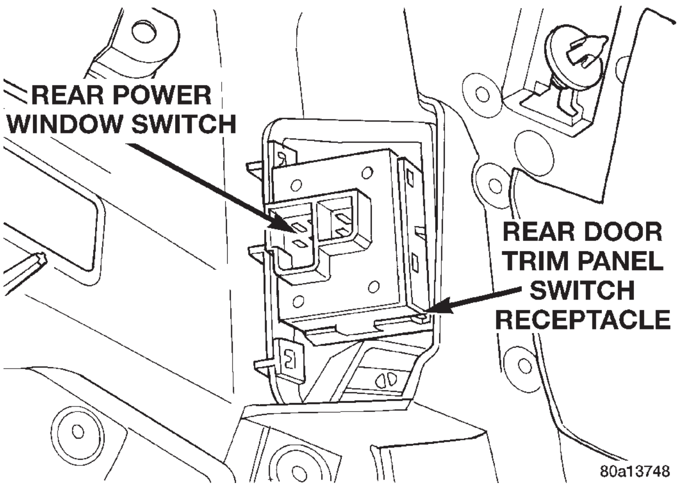


Fig. 5 Rear Door Power Window Switch Remove/Install

(8) Reverse the removal procedures to install.

POWER WINDOW MOTOR

FRONT DOOR

(1) Remove the front door trim panel as described in Door Module in this group.

(2) Remove the watershield from the inner door panel.

(3) Loosen the two nuts securing the door glass to the window regulator lift plate (Fig. 6).

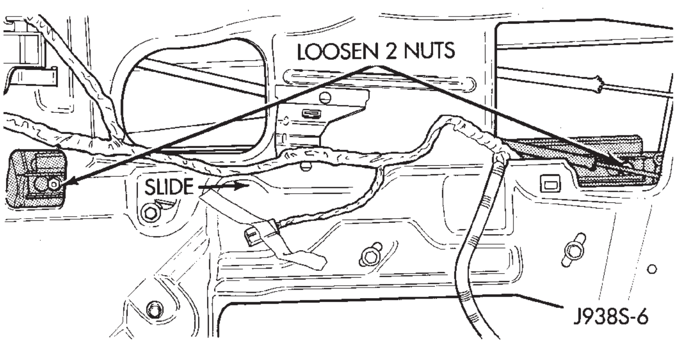


Fig. 6 Glass Attaching Nuts

(4) Slide the door glass rearward to remove it from the nuts.

(5) Pull the door glass to the full up position and tape the glass to the upper door window frame.

(6) Unplug the wire harness connector from the power window motor.

(7) Remove the four screws securing the window regulator to the inner door panel (Fig. 7).

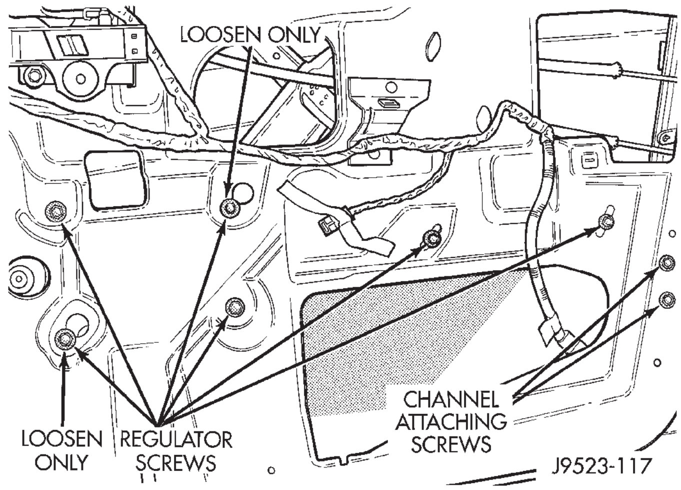


Fig. 7 Front Door Window Regulator Remove/Install

(8) Loosen the last two screws securing the regulator to the inner door panel.

(9) Remove the window regulator assembly from inside the door.

(10) To install, place the window regulator inside the door and slide the two loose screws into the slotted holes in the door inner panel.

(11) Install the remaining regulator mounting screws and tighten to 12 N·m (105 in. lbs.).

(12) Remove the tape securing the glass to the upper door window frame and lower the glass. Move the glass as far rearward into the channel as possible and push down. Tighten the two loose window regulator screws to 12 N·m (105 in. lbs.).

(13) Attach the door glass by sliding the two nuts into the slotted holes on the regulator lift plate. Tighten the nuts to 12 N·m (105 in. lbs.).

(14) Connect the wire harness to the power window motor.

(15) Use an adhesive/sealant to install the plastic watershield to the door inner panel.

(16) Reverse the remaining removal procedures to complete the installation.

REMOVAL AND INSTALLATION (Continued)

REAR DOOR

(1) Remove the rear door trim panel as described in Power Window Switch in this group.

(2) Remove the watershield from the inner door panel.

(3) Loosen the two nuts securing the door glass to the window regulator lift plate (Fig. 8).

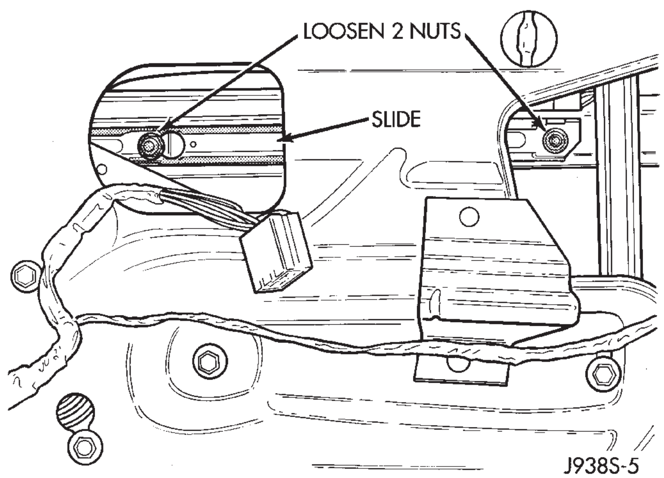


Fig. 8 Glass Attaching Nuts

(4) Slide the door glass forward to remove it from the nuts.

(5) Pull the door glass to the full up position and tape the glass to the upper door window frame.

(6) Unplug the wire harness connector from the power window motor.

(7) Remove the four screws securing the window regulator to the inner door panel (Fig. 9).

(8) Loosen the last two screws securing the regulator to the inner door panel.

(9) Remove the window regulator assembly from inside the door.

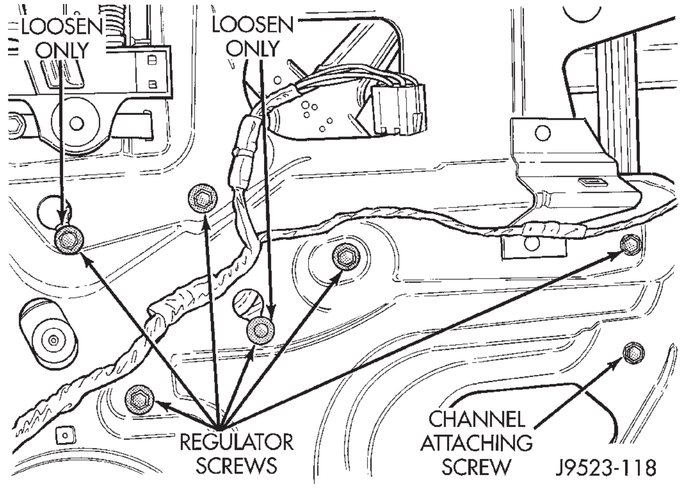


Fig. 9 Rear Door Window Regulator Remove/Install

(10) To install, place the window regulator inside the door and slide the two loose screws into the slotted holes in the door inner panel.

(11) Install the remaining regulator mounting screws and tighten to 12 N·m (105 in. lbs.).

(12) Remove the tape securing the glass to the upper door window frame and lower the glass. Move the glass as far rearward into the channel as possible and push down. Tighten the two loose window regulator screws to 12 N·m (105 in. lbs.).

(13) Attach the door glass by sliding the two nuts into the slotted holes on the regulator lift plate. Tighten the nuts to 12 N·m (105 in. lbs.).

(14) Connect the wire harness to the power window motor.

(15) Use an adhesive/sealant to install the plastic watershield to the door inner panel.

(16) Reverse the remaining removal procedures to complete the installation.

POWER MIRROR SYSTEMS

CONTENTS

OUTSIDE POWER MIRRORS

INDEX

GENERAL INFORMATION

INTRODUCTION

Power operated and heated outside rear view mirrors are standard factory-installed equipment on this model. Following are general descriptions of the major components in the power mirror system. Refer to 8W-62 - Power Mirrors in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

MEMORY SYSTEM

An electronic memory system is an available option on this model. The memory system is able to store and recall the driver's power seat positions (including power lumbar and recliner positions), both outside power mirror positions, and ten radio station presets (including last station tuned) for two drivers. The memory system will automatically return to all of these settings when the corresponding button (Driver 1 or 2) of the memory switch on the driver's front door trim panel is depressed, or when the doors are unlocked using the corresponding (Driver 1 or 2) Remote Keyless Entry (RKE) transmitter.

The Driver Door Module (DDM) receives hard-wired input from the memory set/select switch on the driver's front door trim panel. The DDM also receives messages on the Chrysler Collision Detection (CCD) data bus network from the Remote Keyless Entry (RKE) receiver in the Passenger Door Module (PDM) for the memory select function. The DDM processes these inputs and sends messages to the radio, the PDM, and the Memory Seat Module (MSM) on the CCD data bus for memory recall.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

This group covers only the diagnostic procedures for the conventional power mirror system components. For additional information on the features and functions of the memory system, refer to the vehicle owner's manual. For diagnosis of the memory system, use of a DRB scan tool and the proper Body Diagnostic Procedures Manual are recommended.

DESCRIPTION AND OPERATION

POWER MIRROR

The power mirrors are connected to battery feed at all times. Each mirror head contains two electric motors, two drive mechanisms, an electric heating element, horizontal and vertical position sensors for the memory system option, and the mirror glass. One motor and drive controls mirror up-and-down move-

DESCRIPTION AND OPERATION (Continued)

ment, and the other controls right-and-left movement.

An optional driver's side electrochromic mirror is able to automatically change its reflectance level. This mirror is controlled by the circuitry of the automatic day/night inside rear view mirror. A thin layer of electrochromic material between two pieces of conductive glass make up the face of the mirror. Two photocell sensors are used to monitor light levels and adjust the mirror's reflectance to reduce the glare of headlamps approaching the vehicle from the rear. Refer to the Automatic Day/Night Mirror section of this group for more information on the operation of this system.

The power mirror assembly cannot be repaired. If any component of the mirror unit is faulty or damaged, the entire assembly must be replaced.

POWER MIRROR SWITCH

Both the right and left power mirrors are controlled by a multi-function switch located on the driver's door trim panel. This switch is integral to the Driver Door Module (DDM).

A selector switch is moved right (right mirror control), left (left mirror control), or center to turn the power mirrors off. Then one of four directional control buttons is depressed to control movement of the selected mirror up, down, right, or left.

The power mirror switch cannot be repaired and, if faulty, the DDM must be replaced.

DOOR MODULE

A Driver Door Module (DDM) and a Passenger Door Module (PDM) are used on this model to control and integrate many of the vehicle's electrical features and functions. The DDM and PDM communicate with each other, and with other vehicle modules on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, internal controller hardware, and component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

Each door module controls the positioning of its respective outside mirror. When the power mirror switch on the DDM is used to position the passenger side outside mirror, the DDM sends mirror positioning messages to the PDM on the CCD data bus. The PDM then moves the passenger side mirror accordingly.

Both the PDM and DDM respond to the defogger switch status messages sent by the Body Control Module on the CCD data bus to control the heater elements of their respective mirrors. Refer to Group 8N - Electrically Heated Systems for more information on this feature.

On models equipped with the memory system, each door module stores the mirror position information for its respective mirror. When the DDM receives a Driver 1 or 2 signal from the Memory Switch or from the Remote Keyless Entry (RKE) system in the PDM, it positions the left side mirror and sends a memory recall message on the CCD data bus to the PDM to position the right side mirror.

For diagnosis of the DDM, PDM, or the CCD data bus network, refer to the proper Body Diagnostic Procedures Manual.

DIAGNOSIS AND TESTING

POWER MIRROR SYSTEM

If only one power mirror is inoperative, or partially inoperative, see the tests under Power Mirror in this group. If both power mirrors are inoperative, proceed as follows. For circuit descriptions and diagrams, refer to 8W-62 - Power Mirrors in Group 8W - Wiring Diagrams.

NOTE: The following tests may not prove conclusive in the diagnosis of this system. The most reliable, efficient, and accurate means to diagnose this system involves the use of a DRB scan tool and the proper Body Diagnostic Procedures Manual.

(1) Check the circuit breaker in the junction block. If OK, go to Step 2. If not OK, replace the faulty circuit breaker.

(2) Check the fuse in the Power Distribution Center (PDC). If OK, go to Step 3. If not OK, replace the faulty fuse.

(3) Disconnect and isolate the battery negative cable. Remove the driver's door trim panel as described in this group. Check the 12-way door module wiring connector to see that it is fully seated in the door module receptacle. If OK, go to Step 4. If not OK, install the connector properly.

(4) Unplug the 12-way connector from the door module. Check for continuity between the ground circuit cavity of the door module connector and a good ground. There should be continuity. If OK, go to Step 5. If not OK, repair the open circuit as required.

(5) Connect the battery negative cable. Check for battery voltage at the fused B(+) circuit cavity of the connector. If OK, use a DRB scan tool and the proper Body Diagnostic Procedures Manual to test the door modules and the CCD data bus. If not OK, repair the open circuit as required.

DIAGNOSIS AND TESTING (Continued)

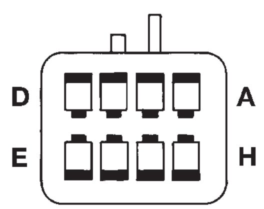
POWER MIRROR

If both power mirrors are inoperative, see the tests under Power Mirror System in this group. If only one power mirror is inoperative, or partially inoperative, refer to the symptom diagnosis as follows. For circuit descriptions and diagrams, refer to 8W-62 - Power Mirrors in Group 8W - Wiring Diagrams.

LIMITED OR NO MIRROR MOVEMENT

(1) Disconnect and isolate the battery negative cable. Remove the front door trim panel on the side of the inoperative mirror as described in Door Module in this group.

(2) Unplug the mirror harness connector from the door module. Using two jumper wires test the mirror as shown in the Mirror Test chart (Fig. 1). If the mirror tests OK, use a DRB scan tool and the proper Body Diagnostic Procedures Manual to test the door modules and the CCD data bus. If the mirror does not test OK, replace the faulty mirror.



POWER MIRROR HARNESS CONNECTOR		
APPLY 12 VOLTS TO:	APPLY GROUND TO:	MIRROR REACTION
A	G	LEFT
G	A	RIGHT
H	G	UP
G	H	DOWN

80a1374e

Fig. 1 Mirror Test

NO MIRROR HEAT

If both mirror heaters are inoperative, refer to Group 8N - Electrically Heated Systems to test the Rear Defogger System.

(1) Disconnect and isolate the battery negative cable. Remove the front door trim panel on the side of the inoperative mirror as described in Door Module in this group.

(2) Unplug the mirror harness connector from the door module. Check for continuity between the heater switched ground circuit cavity and the heater 12V supply circuit cavity of the mirror connector. There should be continuity. If OK, use a DRB scan tool and the proper Body Diagnostic Procedures Manual to test the door modules and the CCD data bus. If not OK, replace the faulty mirror.

NO MIRROR DIMMING (Driver's Side Only)

(1) Test the operation of the Automatic Day/Night Mirror as described in this group. If OK, go to Step 2. If not OK, repair that unit as necessary before you proceed.

(2) Disconnect and isolate the battery negative cable. Remove the driver's front door trim panel as described in Door Module in this group.

(3) Unplug the 2-way electric chromatic mirror harness connector and connect a voltmeter to the door harness half of the connector. Perform the automatic day/night mirror test as described in this group, while observing the voltmeter. A voltmeter reading of 1.45 ± .5 volts indicates a proper dimming signal is being received at the mirror connector. If OK, replace the faulty power mirror. If not OK, repair the circuits to the automatic day/night mirror as required.

NO MIRROR MEMORY

For diagnosis of the memory system, use of a DRB scan tool and the proper Body Diagnostic Procedures Manual are recommended.

REMOVAL AND INSTALLATION

DOOR MODULE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the bezel near the inside door latch release handle by inserting a straight-bladed screwdriver in the notched end and prying gently upwards.

(3) Remove the door trim panel mounting screw located in the bezel opening near the inside door latch release handle (Fig. 2).

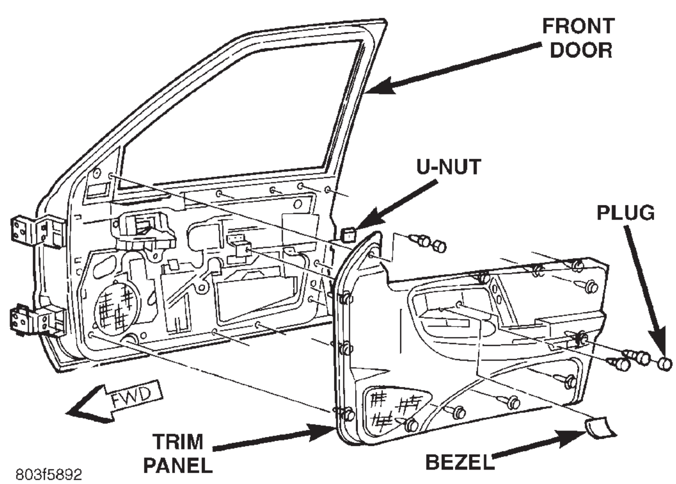


Fig. 2 Front Door Trim Panel Remove/Install

REMOVAL AND INSTALLATION (Continued)

(4) Remove the trim cap and screw near the rear of the door armrest.

(5) Remove the trim cap and screw at the upper front corner of the trim panel.

(6) Remove the screw located above the front door speaker grille.

(7) Using a wide flat-bladed tool such as a trim stick, pry the trim panel away from the door around the perimeter and remove the trim panel.

NOTE: To aid in the removal of the trim panel, start at the bottom of the panel.

(8) Unplug the wiring connectors from the door module and the door courtesy lamp, if equipped.

(9) Remove the five screws securing the door module to the door trim panel (Fig. 3).

(10) Remove the door module from the trim panel.

(11) Reverse the removal procedures to install.

POWER MIRROR

(1) Disconnect and isolate the battery negative cable.

(2) Remove the door trim panel as described under Door Module in this group.

(3) Unplug the electric chromatic mirror connector, if equipped.

(4) Unclip the mirror harnesses from the inner door panel.

(5) Remove the mirror flag seal (Fig. 4).

(6) Remove the three nuts securing the mirror to the door.

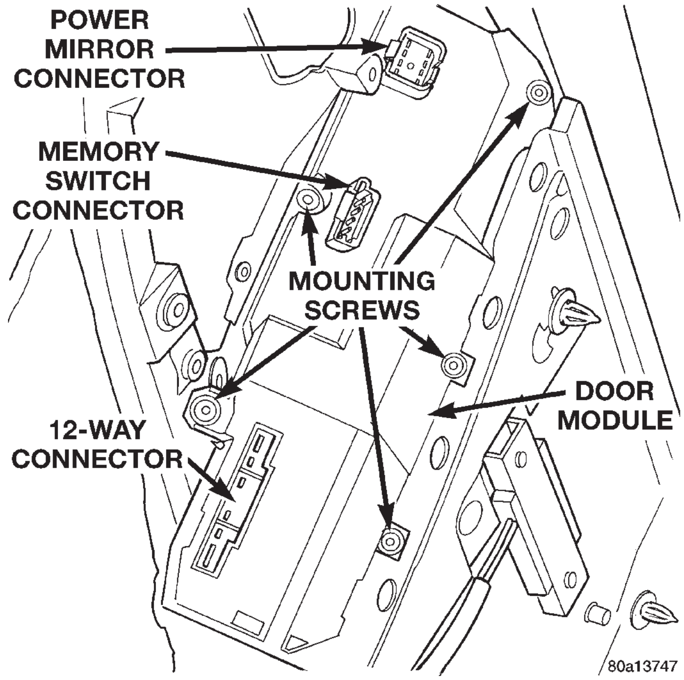


Fig. 3 Door Module Remove/Install

(7) Remove the mirror from the door.

(8) Reverse the removal procedures to install. Tighten the mirror nuts to 7.4 N·m (65 in. lbs.).

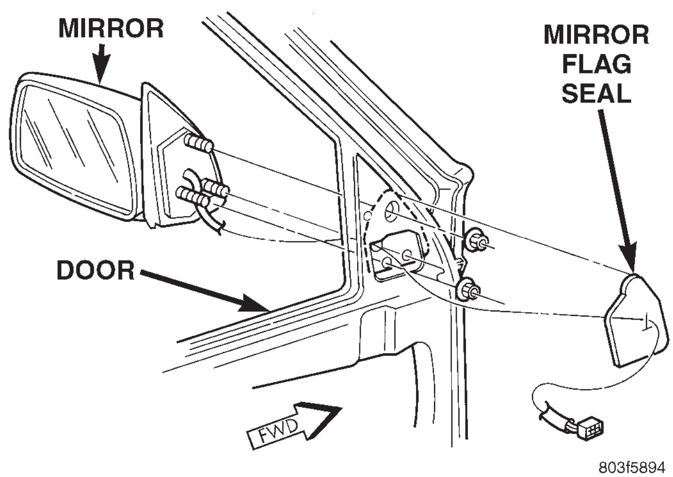


Fig. 4 Power Mirror Remove/Install

AUTOMATIC DAY/NIGHT MIRROR

INDEX

GENERAL INFORMATION

INTRODUCTION

An automatic dimming inside day/night rear view mirror and an automatic dimming driver's outside rear view mirror are available factory-installed options on this model. Following is a general description of this optional equipment. Refer to 8W-44 - Interior Lighting and 8W-62 - Power Mirrors in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

AUTOMATIC DAY/NIGHT MIRROR

The automatic day/night mirror is able to automatically change its reflectance. A thin layer of electrochromic material between two pieces of conductive glass make up the face of the mirror. Two photocell sensors are used to monitor light levels and adjust the mirror's reflectance to reduce the glare of headlamps approaching the vehicle from the rear.

The ambient photocell sensor faces forward, to detect the outside light levels. The headlamp sensor faces rearward, to detect the light level received at the rear window side of the mirror. When the difference between the two light levels becomes too great (the light level received at the rear of the mirror is much higher than at the front of the mirror), the mirror begins to darken.

The mirror switch allows the driver a manual control of whether the automatic dimming feature is operational. When On is selected, the mirror switch is lighted by an integral Light-Emitting Diode (LED). The automatic dimming feature will only operate when the ignition switch is in the On position. The mirror also senses the back-up lamp circuit, and disables the self-dimming feature whenever the transmission gear selector is in the Reverse position.

On models with an optional electrochromic driver's outside rear view mirror, the signal to control the dimming of that mirror is generated by the automatic day/night inside rear view mirror circuitry. That signal is then delivered to the driver's outside rear view mirror on a hard-wired circuit.

The automatic day/night mirror cannot be repaired. If faulty, the entire assembly must be replaced.

DIAGNOSIS AND TESTING

AUTOMATIC DAY/NIGHT MIRROR

For circuit descriptions and diagrams, refer to 8W-44 - Interior Lighting or 8W-62 Power Mirrors in Group 8W - Wiring Diagrams.

(1) Check the fuse in the junction block. If OK, go to Step 2. If not OK, replace the faulty fuse.

(2) Turn the ignition switch to the On position. Check for battery voltage at the fuse in the junction block. If OK, go to Step 3. If not OK, repair the open circuit to the ignition switch as required.

(3) Unplug the wiring connector from the mirror (Fig. 1). Check for battery voltage at the fused ignition switch output circuit cavity of the mirror connector. If OK, go to Step 4. If not OK, repair the open circuit to the junction block as required.

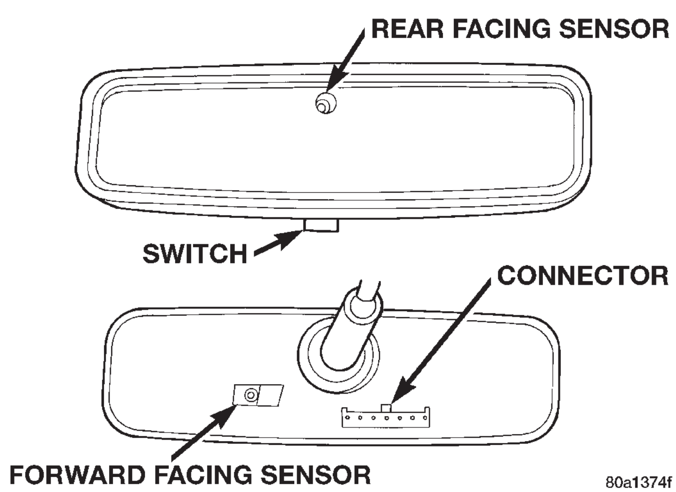


Fig. 1 Automatic Day/Night Mirror

(4) Turn the ignition switch to the Off position. Check for continuity between the ground circuit cav-

DIAGNOSIS AND TESTING (Continued)

ity of the mirror connector and a good ground. There should be continuity. If OK, go to Step 5. If not OK, repair the circuit to ground as required.

(5) Turn the ignition switch to the On position. Set the parking brake. Place the transmission gear selector lever in the Reverse position. Check for battery voltage at the back-up lamp switch output circuit cavity of the mirror connector. If OK, plug the mirror connector in and go to Step 6. If not OK, repair the open circuit as required.

(6) Place the transmission gear selector lever in the Neutral position. Place the mirror switch in the On (switch LED lighted) position. Cover the forward facing ambient photocell sensor to keep out any ambient light.

NOTE: The ambient photocell sensor must be covered completely, so that no light reaches the sensor. Use a finger pressed tightly against the sensor, or cover the sensor completely with electrical tape.

(7) Shine a light into the rear facing headlamp photocell sensor. The mirror should darken. If OK, go to Step 8. If not OK, replace the faulty mirror unit.

(8) With the mirror darkened, place the transmission gear selector lever in the Reverse position. The mirror should return to its normal condition. If not OK, replace the faulty mirror unit.

REMOVAL AND INSTALLATION

AUTOMATIC DAY/NIGHT MIRROR

(1) Disconnect and isolate the battery negative cable.

(2) If so equipped, remove the wire cover by grasping the lower portion of the wire cover and sliding it into the upper portion and off of the mirror base (Fig. 2).

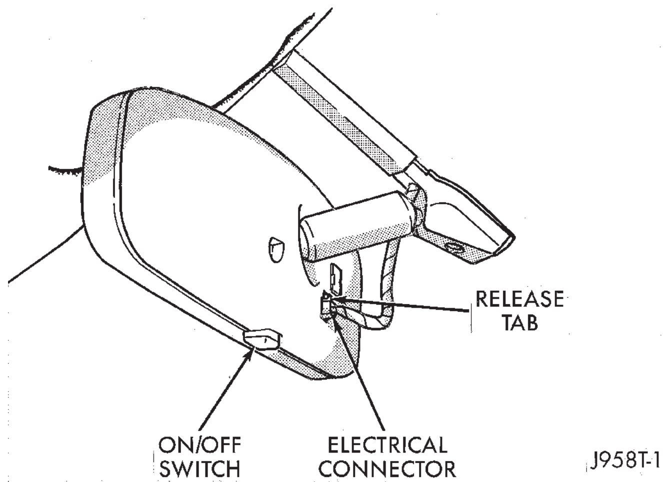


Fig. 2 Automatic Day/Night Mirror Remove/Install - Typical

(3) Unplug the wiring connector from the mirror.

(4) Remove the setscrew holding the mirror to the windshield support button.

(5) Push the mirror up far enough to clear the support button and remove the mirror.

(6) Reverse the removal procedures to install.

CHIME/BUZZER WARNING SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

This group covers the chime warning system, which is standard factory-installed equipment on this model. The system provides an audible warning to the driver when it monitors the following conditions:

- Check engine warning
- Check gauges warning
- Door ajar above critical speed (about 10 miles-per-hour for the driver's door, or about 3 miles-per-hour for any other door)
- Head or park lamps are on with the ignition switch Off and the driver's door open
- High speed warning - export only
- Hood ajar
- Key is in the ignition switch with the ignition switch Off and the driver's door open
- Low fuel warning - less than about one-eighth tank of fuel remaining
- Rear lamp failure
- Seat belt (driver's) is not buckled with the ignition switch in the On position
- Transmission fluid temperature too high
- Turn signal on for about one mile with no decrease in speed or throttle position
- Washer fluid low.

Following are general descriptions of the major components in the chime warning system. Refer to 8W-44 - Interior Lighting or 8W-45 - Body Control Module in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

BODY CONTROL MODULE

A Body Control Module (BCM) is used on this model to control and integrate many of the vehicle's electrical functions and features. The BCM contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

Some of the functions and features that the BCM supports and/or controls, include:

- Chimes
- Automatic headlamp control
- Headlamp delay
- Headlamps on with ignition off and driver's door open warning
- Key in ignition with ignition off and driver's door open warning
- Automatic funeral mode
- Panel lamp dimming
- Vehicle theft security system
- Remote keyless entry panic mode
- Illuminated entry
- Heated rear window and heated outside mirror control
- Intermittent wipe control
- Monitoring and transmitting door, hood, liftgate, liftglass ajar data
- Monitoring and transmitting outside ambient temperature data
- Monitoring and transmitting air conditioning select switch data
- Courtesy lamp time-out
- Gulf coast country overspeed warning
- Door lock inhibit
- Electronic odometer/trip odometer
- Brake warning lamp
- High beam indicator lamp
- Seatbelt reminder lamp and chime
- Speed sensitive intermittent wipe
- Fog lamp control
- Remote radio control
- Electro-mechanical instrument cluster
- BCM diagnostic support
- VIC support

DESCRIPTION AND OPERATION (Continued)

- Rolling door locks
- Horn chirp upon door lock with remote keyless entry (programmable)
- Low fuel warning chime (programmable)
- Headlights on with wipers (programmable - with automatic headlamps only)

The BCM provides chime service to the instrument cluster and the vehicle information center, in addition to its own chime functions.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. For diagnosis of the BCM or the CCD data bus, refer to the proper Body Diagnostic Procedures Manual. The BCM can only be serviced by an authorized repair station. Refer to the Warranty Policies and Procedures Manual for a listing of authorized repair stations.

BODY CONTROL MODULE INPUTS

In addition to CCD data bus chime requests and inputs, the BCM receives inputs from many hard-wired switches to perform its many functions and provide so many features. Some of the hard-wired inputs used by the BCM for its chime functions include:

- Door, hood, liftgate, and liftglass ajar switches
- Driver's seat belt switch
- Headlamp switch
- Ignition switch
- Ignition key cylinder switch.

The BCM is mounted under the left end of the instrument panel, behind the instrument panel support armature and below the left switch pod. Refer to Group 8E - Instrument Panel Systems for removal and installation procedures. For diagnosis of the chime warning system, use of a DRB scan tool and the proper Body Diagnostic Procedures Manual are recommended.

Testing and service procedures for the various switches used in the chime warning system can be found in other groups of this service manual as follows:

- Door, hood, liftgate, and liftglass ajar switches - refer to Group 8Q - Vehicle Theft/Security Systems
- Ignition switch and ignition key-in switch - refer to Group 8D - Ignition Systems
- Headlamp switch - refer to Group 8E - Instrument Panel Systems
- Driver's seat belt switch - refer to Group 23 - Body Components.

OVERHEAD CONSOLE SYSTEMS

CONTENTS

GENERAL INFORMATION

INTRODUCTION

Two overhead consoles featuring a mini trip computer, an electronic compass, and a thermometer are available factory-installed options on this model. A long version of the overhead console is used on models without a power sunroof option. A short version of the overhead console is used on models with a power sunroof option.

The long overhead console includes two front-mounted and two rear-mounted reading/courtesy lamps, a garage door opener storage bin, and a sunglasses storage bin. The short overhead console includes two reading courtesy lamps and houses the power sunroof switch.

Following are general descriptions of the major components used in the overhead console. Refer to 8W-49 Overhead Console in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

DESCRIPTION AND OPERATION

TRIP COMPUTER

A mini trip computer is available on this model to provide several electrical functions and features. The trip computer contains a central processing unit and interfaces with other modules in the vehicle on the Chrysler Collision Detection (CCD) data bus network.

The CCD data bus network allows the sharing of sensor information. This helps to reduce wiring harness complexity, reduce internal controller hardware, and reduce component sensor current loads. At the same time, this system provides increased reliability, enhanced diagnostics, and allows the addition of many new feature capabilities.

Some of the functions and features that the trip computer supports and/or controls, include the following displays:

- Compass/temperature
- Trip odometer (ODO)
- Average miles per gallon (AVG ECO)
- Instant miles per gallon (ECO)
- Distance to empty (DTE)
- Elapsed time (ET)
- Blank display.

Momentarily depressing and releasing the Step button when the ignition switch is in the On position will cause the overhead console display to step sequentially through the listed display options. Momentarily depressing and releasing the U.S/Metric button toggles the display between U.S. and Metric measurements. For more information on the trip computer features refer to the owner's manual in the vehicle glove box.

The push button module is hard-wired to the trip computer. The compass flux-gate unit is integral to the trip computer, compass, thermometer, display module unit. Data input for all other trip computer functions is received through CCD data bus network messages. The trip computer uses its internal programming and all of these inputs to calculate and display the requested data. If the data displayed is incorrect, perform the self-diagnostic tests as described in this group. If these tests prove inconclusive, the use of a DRB scan tool and the proper Body Diagnostic Procedures Manual is recommended for

DESCRIPTION AND OPERATION (Continued)

further testing of the trip computer and the CCD data bus.

The trip computer, compass, thermometer, and display module cannot be repaired, and are only available for service as a unit. If faulty, the complete assembly must be replaced. The push button switch (Step and U.S./Metric) module is serviced separately.

COMPASS

The compass will display the direction in which the vehicle is pointed using the eight major compass headings (Examples: north is N, northeast is NE). It does not display the headings in actual degrees.

The self-calibrating compass unit requires no adjusting in normal use. The only calibration that may prove necessary is to drive the vehicle in three complete circles, on level ground, in not less than 48 seconds. This will reorient the compass unit to its vehicle.

The compass unit also will compensate for magnetism the body of the vehicle may acquire during normal use. However, avoid placing anything magnetic directly on the roof of the vehicle. Magnetic mounts for an antenna, a repair order hat, or a funeral procession flag can exceed the compensating ability of the compass unit if placed on the roof panel. Magnetic bit drivers used on the fasteners that hold the assembly to the roof header can also affect compass operation. If the vehicle roof should become magnetized, the demagnetizing and calibration procedures found in this group may be required to restore proper compass operation.

The compass, trip computer, thermometer, and display module cannot be repaired, and are only available for service as a unit. If faulty, the complete assembly must be replaced. The push button switches (Step and U.S./Metric) are serviced separately.

THERMOMETER

The thermometer displays the outside ambient temperature. The temperature display can be changed from Fahrenheit to Celsius using the US/Metric button, located just rearward of the display module. The displayed temperature is not an instant reading of conditions, but an average temperature. It may take the thermometer display several minutes to respond to a major temperature change, such as driving out of a heated garage into winter temperatures.

When the ignition switch is turned to the Off position, the last displayed temperature reading stays in the thermometer unit memory. When the ignition switch is turned to the On position again, the thermometer will display the memory temperature for one minute; then update the display to the current average temperature reading within five minutes.

When the outside temperature is below 3°C (37°F), the thermometer will provide an ice indicator function to alert the driver of possible icy road conditions. The ice indicator function will cause the word “ICE” to be flashed on the overhead console display for approximately two minutes, only one time during any ignition switch cycle. The ice indicator function will not occur if the display is in the elapsed time mode, due to the character limitations of the display.

The thermometer function is supported by an ambient temperature sensor. The sensor is mounted outside the passenger compartment near the front and center of the vehicle and is hard-wired to the Body Control Module (BCM). The BCM sends a temperature status message to the overhead console over the CCD data bus network. The ambient temperature sensor is available as a separate service item.

The thermometer, compass, trip computer, and display module cannot be repaired, and are only available for service as a unit. If the module is faulty, the complete assembly must be replaced. The push button switches (Step and U.S./Metric) are serviced separately.

READING/COURTESY LAMPS

All reading and courtesy lamps located in the overhead console are activated by the door ajar switches. When the doors are closed, the lamps can be individually activated by depressing the corresponding lens. When a door is open, depressing the lamp lens switches will not turn the lamps off. Refer to Group 8L - Lamps, for diagnosis and service of the reading and courtesy lamps.

GARAGE DOOR OPENER STORAGE BIN

A compartment in the long-type overhead console is designed to hold most garage door opener remote control transmitters. The transmitter is mounted within the compartment with an adhesive-backed hook and loop fastener patch. Then one, two, or no adapter pegs are selected and mounted on a post on the inside of the storage compartment door. The peg(s) selected or the post must be long enough to depress the button of the transmitter, when the garage door opener storage compartment door is depressed. The pegs may be stacked, if necessary.

SUNGLASSES STORAGE BIN

A sunglasses storage bin is included in the long-type overhead console. The interior of the bin is covered with a flocking material to protect the sunglasses from being scratched. This bin features a push/push-type latching mechanism, and a viscous dampening system for a fluid opening action.

DIAGNOSIS AND TESTING

TRIP COMPUTER/COMPASS/DISPLAY MODULE

If the problem with the trip computer/compass/display module is an inaccurate or scrambled display, use the Self-Diagnostics procedures. If the problem is a no-display condition, use the following procedures. For circuit descriptions and diagrams, refer to 8W-49 - Overhead Console in Group 8W - Wiring Diagrams.

(1) Check the fuses in the junction block. If OK, go to Step 2. If not OK, replace the faulty fuse(s).

(2) Remove the overhead console as described in this group. Check for continuity between the ground circuit cavity of the overhead console connector and a good ground. There should be continuity. If OK, go to Step 3. If not OK, repair the circuit to ground as required.

(3) Check for battery voltage at the fused B(+) circuit cavity of the overhead console connector. If OK, go to Step 4. If not OK, repair the open circuit to the junction block as required.

(4) Turn the ignition switch to the On position. Check for battery voltage at the fused ignition switch output cavity of the overhead console connector. If OK, go to Step 5. If not OK, repair the open circuit to the junction block as required.

(5) Check for continuity between the courtesy lamp relay output circuit cavities of the overhead console connector and the junction block receptacle for the courtesy lamp relay. There should be continuity. If OK, proceed to the self-diagnostic tests in this group for further diagnosis of the module and the CCD data bus. If not OK, repair the open circuit to the courtesy lamp relay as required.

SELF-DIAGNOSTICS

A self-diagnostic test is used to determine that the trip computer, compass, and all of the display module segments are operating properly electrically. Initiate the self-diagnostic test as follows:

(1) With the ignition switch in the Off position, simultaneously press and hold the Step button and the U.S./Metric button.

(2) Turn the ignition switch to the On position.

(3) Continue to hold both buttons, until the display module performs a display segment test. In this test, all of the vacuum fluorescent display segments are lighted. This test will:

a. Verify that all display segments are functional

b. Check the internal circuitry of the module

c. Check that all of the CCD data bus messages needed are being received.

(4) In the display segment test (a), if any segment should fail to light the unit is faulty and must be replaced. If test (b) is failed, the module will display “FAIL”. If “FAIL” is displayed, the unit is faulty and must be replaced. If test (c) is failed, the module will display “CCD”. If “CCD” is displayed, the use of a DRB scan tool and the proper Body Diagnostic Procedures Manual are required for further diagnosis. If all tests are passed, the module will automatically return to normal operation.

(5) Momentarily depress and release either button one time to exit the self-diagnostic mode and return the trip computer, compass, and display module to normal operation.

NOTE: If the compass functions, but accuracy is suspect, it may be necessary to perform a variation adjustment. This procedure allows the compass unit to accommodate variations in the earth’s magnetic field strength, based on geographic location. See the Compass Variation Adjustment procedures, in this group.

NOTE: If the compass reading has blanked out, and only “CAL” appears in the display module, demagnetizing may be necessary to remove excessive residual magnetic fields from the vehicle. See the Compass Demagnetizing procedure, in this group.

THERMOMETER

The thermometer function is supported by a temperature sensor, a wiring circuit, the Body Control Module (BCM), the CCD data bus, and a portion of the overhead console trip/computer/compass/display module display. The sensor is mounted outside the passenger compartment near the front and center of the vehicle.

If any portion of the temperature sensor circuit fails, the thermometer display will self-diagnose the circuit. An “SC” (short circuit) will appear on the display module in place of the temperature when the sensor is exposed to temperatures above 55°C (131°F), or if the sensor circuit is shorted. An “OC” (open circuit) will appear in place of the temperature when the sensor is exposed to temperatures below -40°C (-40°F), or if the sensor circuit is open.

The temperature sensor circuit can also be diagnosed using the following Sensor Test, and Sensor Circuit Test. If the temperature sensor and circuit are confirmed to be OK, but the temperature display is inoperative or incorrect, see the Trip Computer/Compass/Display Module diagnosis in this group. For circuit descriptions and diagrams, refer to 8W-45 - Body Control Module and 8W-49 - Overhead Console in Group 8W - Wiring Diagrams.

SENSOR TEST

(1) Turn the ignition switch to the Off position. Unplug the temperature sensor connector.

DIAGNOSIS AND TESTING (Continued)

(2) Measure the resistance of the temperature sensor. At -40°C (-40°F), the sensor resistance is 336 kilohms. At 55°C (140°F), the sensor resistance is 2.488 kilohms. The sensor resistance should read between these two values. If OK, go to the Sensor Circuit Test. If not OK, replace the faulty sensor.

SENSOR CIRCUIT TEST

(1) Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Unplug the temperature sensor connector and the black 24-way BCM connector.

(2) Connect a jumper wire between the two terminals in the body half of the sensor connector.

(3) Check for continuity between the sensor return circuit and the ambient temperature sensor signal circuit cavities of the BCM connector. There should be continuity. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) Remove the jumper wire from the temperature sensor connector. Check for continuity between the sensor return circuit cavity of the BCM connector and a good ground. There should be no continuity. If OK, go to Step 5. If not OK, repair the short circuit as required.

(5) Check for continuity between the ambient temperature sensor signal circuit cavity of the BCM connector and a good ground. There should be no continuity. If OK, see the Trip Computer/Compass/Display Module diagnosis in this group. If not OK, repair the short circuit as required.

SERVICE PROCEDURES

COMPASS VARIATION ADJUSTMENT

Variance is the difference between magnetic north and geographic north. In some areas, the difference between magnetic and geographic north is great enough to cause the compass to give false readings. If this problem occurs, the compass variance must be set.

To set the compass variance:

(1) Using the Variance Settings map, find your geographic location and note the zone number (Fig. 1).

(2) Turn the ignition switch to the On position. If the compass/temperature option is not being displayed, momentarily depress and release the Step button to step through the display options until you have reaced the compass/temperature display.

(3) Depress both the U.S./Metric, and the Step buttons. Hold the buttons down until “VAR” appears in the display module. This takes about five seconds.

(4) Release both of the buttons. The zone number will appear in the display module.

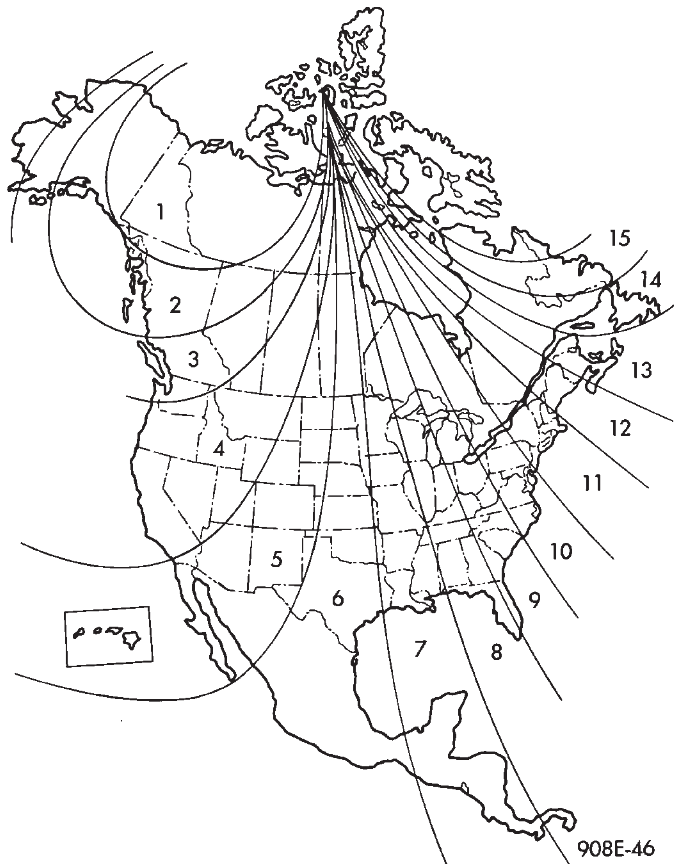


Fig. 1 Variance Settings

(5) Press and release the U.S./Metric button to step through the zone numbers, until the zone number for your area appears in the display.

(6) Press the Step button to enter this zone number into the compass unit memory.

(7) Confirm that the correct directions are now indicated.

COMPASS CALIBRATION

CAUTION: Do not place any external magnets, such as magnetic roof mount antennas, in the vicinity of the compass. Do not use magnetic tools when servicing the overhead console.

The electronic compass unit features a self-calibrating design, which simplifies the calibration procedure. This feature automatically updates the compass calibration while the vehicle is being driven. This allows the compass unit to compensate for small changes in the residual magnetism that the vehicle may acquire during normal use. Do not attempt to calibrate the compass near large metal objects such as other vehicles, large buildings, or bridges.

SERVICE PROCEDURES (Continued)

NOTE: Whenever the compass is calibrated manually, the variation number must also be reset. See the Compass Variation Adjustment procedure, in this group.

Calibrate the compass manually as follows:

(1) Start the engine. If the compass/temperature option is not being displayed, momentarily depress and release the Step button through the display options until you have reached the compass/temperature display.

(2) Depress both the U.S./Metric and Step buttons. Hold down both buttons until “CAL” appears in the display module. This takes about ten seconds, and appears about five seconds after “VAR” is displayed.

(3) Release both buttons.

(4) Drive the vehicle on a level surface, away from large metal objects, through three or more complete circles in not less than 48 seconds. The “CAL” message will disappear from the display to indicate that the compass is now calibrated.

NOTE: If the “CAL” message remains in the display, either there is excessive magnetism near the compass, or the unit is faulty. Repeat the demagnetizing and calibration procedures at least one more time.

NOTE: If the wrong direction is still indicated in the compass display, the area selected for calibration may be too close to a strong magnetic field. Repeat the calibration procedure in another location.

COMPASS DEMAGNETIZING

A degaussing tool (Special Tool 6029) is used to demagnetize, or degauss, the overhead console front mounting screw and the roof panel. Equivalent units must be rated as continuous duty for 110/115 volts and 60Hz. They must also have a field strength of over 350 gauss at 1/4-inch beyond the tip of the probe.

To demagnetize the roof panel and the console forward mounting screw, proceed as follows:

(1) Be certain the ignition switch is in the Off position, before you begin the demagnetizing procedure.

(2) Plug in the degaussing tool, while keeping the tool at least two feet away from the compass unit.

(3) Slowly approach the head of the overhead console front mounting screw with the plastic coated tip of the degaussing tool. Contact the head of the screw with the tip of the tool for about two seconds.

(4) With the degaussing tool still energized, slowly back it away from the screw. When the tool is at least two feet from the screw head, unplug the tool.

(5) Place an 8-1/2 X 11-inch piece of paper, oriented on the vehicle lengthwise from front to rear, on the center line of the roof at the windshield header (Fig. 2). The purpose of the paper is to protect the roof panel from scratches, and to define the area to be demagnetized.

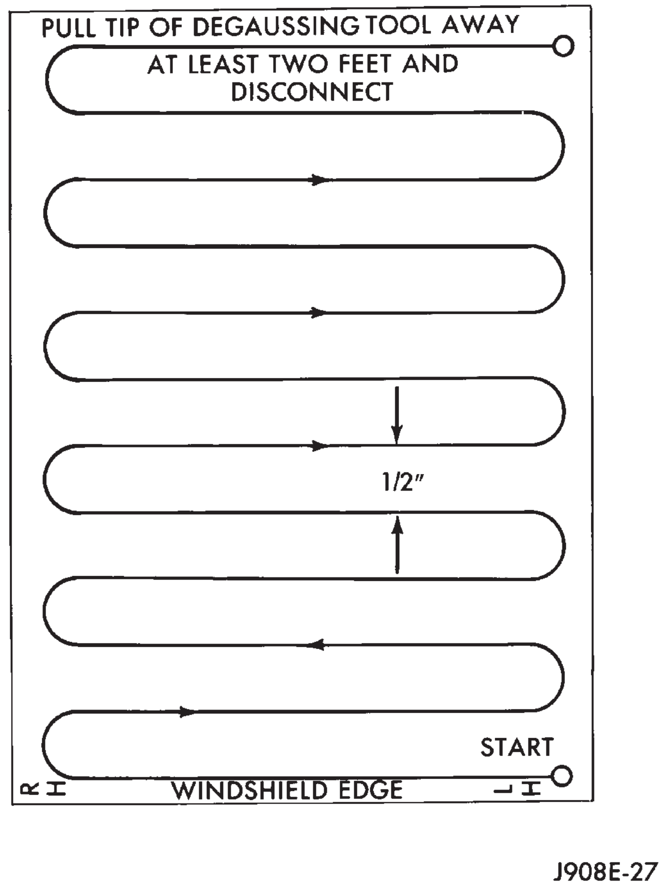


Fig. 2 Roof Demagnetizing Pattern

(6) Plug in the degaussing tool, while keeping the tool at least two feet away from the compass unit.

(7) Slowly approach the center line of the roof panel at the windshield header, with the degaussing tool plugged in.

(8) Contact the roof panel with the tip of the tool. Be sure the template is in place to avoid scratching the roof panel. Using a slow, back-and-forth sweeping motion, and allowing 1/2-inch between passes, move the tool at least four inches to each side of the roof center line, and eleven inches back from the windshield header.

(9) With the degaussing tool still energized, slowly back it away from the roof panel. When the tip of the tool is at least two feet from the roof panel, unplug the tool.

(10) Calibrate the compass and adjust the compass variance as described in this group.

REMOVAL AND INSTALLATION

OVERHEAD CONSOLE

LONG-TYPE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the mounting screw, forward of the display unit (Fig. 3).

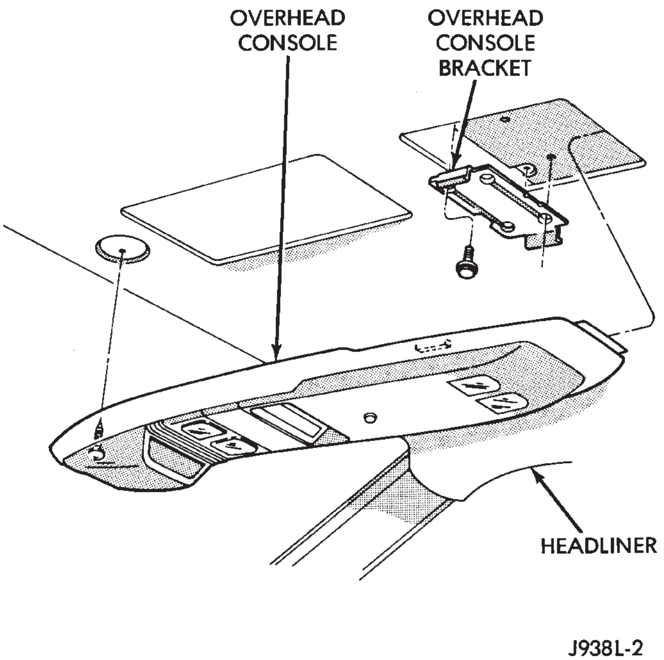


Fig. 3 Overhead Console Remove/Install - Long-Type

(3) Slide the console forward until the rear of the console separates from the rear mounting bracket.

(4) Unplug the wire harness connector from the trip computer/compass/thermometer module.

(5) Remove the overhead console from the vehicle.

(6) Reverse the removal procedures to install.

SHORT-TYPE

(1) Disconnect and isolate the battery negative cable.

(2) Remove the mounting screw, forward of the display unit (Fig. 4).

(3) Using a trim stick or other suitable wide flat-bladed tool, pry gently downwards at the rear edge of the console housing to release the two snap clips.

(4) Unplug the wire harness connectors from the trip computer/compass/thermometer module and the power sunroof switch.

(5) Reverse the removal procedures to install.

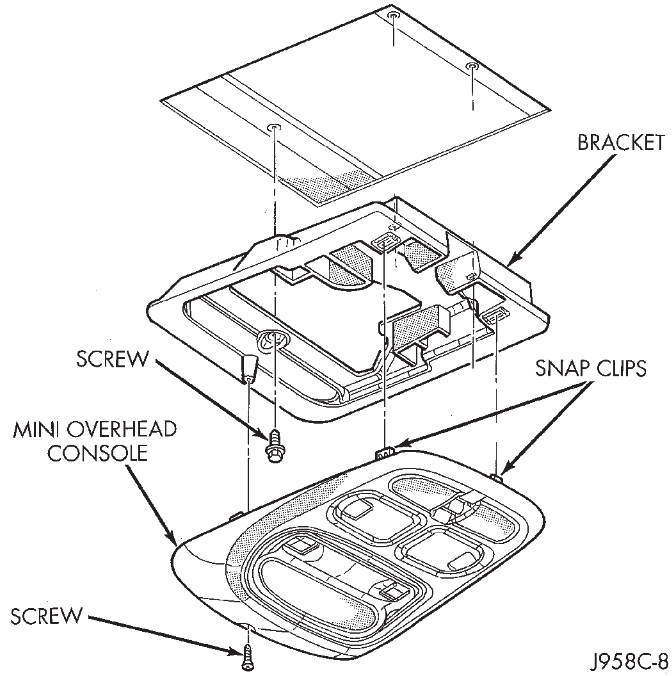


Fig. 4 Overhead Console Remove/Install - Short-Type

TRIP COMPUTER, COMPASS, THERMOMETER, DISPLAY MODULE

(1) Remove the overhead console as described in this group.

(2) Remove the screws securing the compass/thermometer/display module to the overhead console housing (Fig. 5).

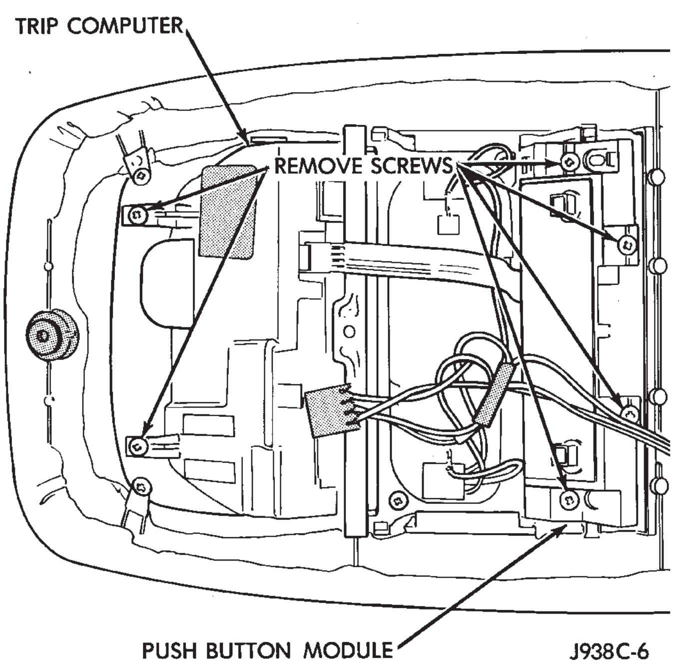


Fig. 5 Trip Computer Remove/Install - Typical

REMOVAL AND INSTALLATION (Continued)

(3) Unplug the lighting and push-button wire harness connectors from the trip computer/compass/thermometer/display module.

(4) Remove the module from the overhead console housing.

(5) Reverse the removal procedures to install.

PUSH-BUTTON MODULE

(1) Remove the overhead console as described in this group.

(2) Unplug the wire harness connectors from the push-button module.

(3) Remove the four screws (long-type console) or two screws (short-type console) securing the push-button module to the console housing.

(4) Remove the module from the console.

(5) Reverse the removal procedures to install.

AMBIENT TEMPERATURE SENSOR

(1) Disconnect and isolate the battery negative cable.

(2) Remove the radiator grille unit. Refer to Group 23 - Body Components for the procedure.

(3) Locate the temperature sensor, on the radiator support behind the grille (Fig. 6).

(4) Unplug the temperature sensor wiring connector.

(5) Remove the temperature sensor mounting bolt and remove the sensor.

(6) Reverse the removal procedures to install.

READING/COURTESY LAMP BULBS

(1) Insert the tip of a wide flat-bladed tool in the notch on the curved edge of the courtesy lamp lens.

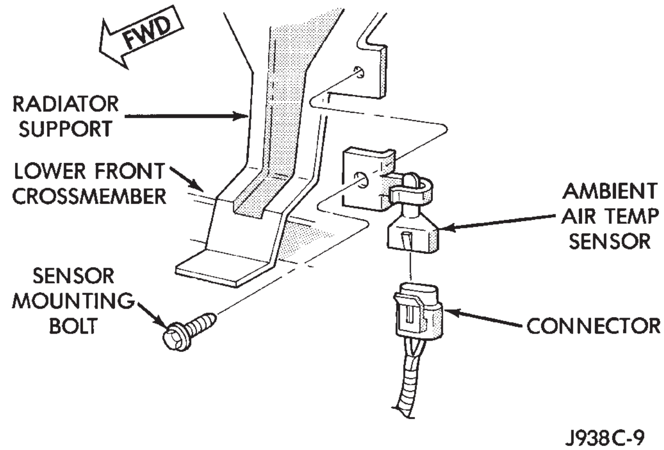


Fig. 6 Temperature Sensor Remove/Install

(2) Gently pry the lens from the housing and pivot it downwards.

(3) Remove the bulb by pulling it straight out from the socket.

(4) Install the new bulb by aligning its base with the socket, and pushing the bulb firmly into place.

(5) Pivot the lens back up into position and press upward firmly until it snaps into place.

(6) Test the operation of the lamp and bulb by depressing the lens.

WIRING DIAGRAMS

CONTENTS

8W-01 GENERAL INFORMATION

INDEX

DESCRIPTION AND OPERATION

HOW TO USE THIS GROUP

The purpose of this group is to show the electrical circuits in a clear, simple fashion and to make troubleshooting easier. Components that work together are shown together. All electrical components used in a specific system are shown on one diagram. The feed for a system is shown at the top of the page. All wires, connectors, splices, and components are shown in the flow of current to the bottom of the page. Wiring which is not part of the circuit represented is referenced to another page/section, where the complete circuit is shown. In addition, all switches, components, and modules are shown in the **at rest position with the doors closed and the key removed from the ignition.**

If a component is part of several different circuits, it is shown in the diagram for each. For example, the headlamp switch is the main part of the exterior lighting, but it also affects the interior lighting and the chime warning system. **It is important to realize that no attempt is made on the diagrams to represent components and wiring as they appear on the vehicle. For example, a short piece of wire is treated the same as a long one. In addition, switches and other components are shown as simply as possible, with regard to function only.**

SECTION IDENTIFICATION

Sections in Group 8W are organized by sub-systems. The sections contain circuit operation descriptions, helpful information, and system diagrams. The intention is to organize information by system, consistently from year to year.

CONNECTOR/GROUND LOCATIONS

Section 8W-90 contains connector/ground location illustrations. The illustrations contain the connector/ground number and component identification. Connector/ground location charts in Section 8W-90 reference the illustration number for components and connectors.

Section 8W-80 shows each connector and the circuits involved with that connector. The connectors are identified using the number on the Diagram pages.

SPLICE LOCATIONS

Splice Location charts in Section 8W-70 show the entire splice, and provide references to other sections the splice serves.

Section 8W-95 contains illustrations that show the general location of the splices in each harness. The illustrations show the splice by number, and provide a written location.

NOTES, CAUTIONS, and WARNINGS

Throughout this group additional important information is presented in three ways; Notes, Cautions, and Warnings.

NOTES are used to help describe how switches or components operate to complete a particular circuit. They are also used to indicate different conditions

DESCRIPTION AND OPERATION (Continued)

that may appear on the vehicle. For example, an up-to and after condition.

CAUTIONS are used to indicate information that could prevent making an error that may damage the vehicle.

WARNINGS provide information to prevent personal injury and vehicle damage. Below is a list of general warnings that should be followed any time a vehicle is being serviced.

WARNING: ALWAYS WEAR SAFETY GLASSES FOR EYE PROTECTION.

WARNING: USE SAFETY STANDS ANYTIME A PROCEDURE REQUIRES BEING UNDER A VEHICLE.

WARNING: BE SURE THAT THE IGNITION SWITCH ALWAYS IS IN THE OFF POSITION, UNLESS THE PROCEDURE REQUIRES IT TO BE ON.

WARNING: SET THE PARKING BRAKE WHEN WORKING ON ANY VEHICLE. AN AUTOMATIC TRANSMISSION SHOULD BE IN PARK. A MANUAL TRANSMISSION SHOULD BE IN NEUTRAL.

WARNING: OPERATE THE ENGINE ONLY IN A WELL-VENTILATED AREA.

WARNING: KEEP AWAY FROM MOVING PARTS WHEN THE ENGINE IS RUNNING, ESPECIALLY THE FAN AND BELTS.

WARNING: TO PREVENT SERIOUS BURNS, AVOID CONTACT WITH HOT PARTS SUCH AS THE RADIATOR, EXHAUST MANIFOLD(S), TAIL PIPE, CATALYTIC CONVERTER, AND MUFFLER.

WARNING: DO NOT ALLOW FLAME OR SPARKS NEAR THE BATTERY. GASES ARE ALWAYS PRESENT IN AND AROUND THE BATTERY.

WARNING: ALWAYS REMOVE RINGS, WATCHES, LOOSE HANGING JEWELRY, AND LOOSE CLOTHING.

WIRE CODE IDENTIFICATION

Each wire shown in the diagrams contains a code (Fig. 1) which identifies the main circuit, part of the main circuit, gauge of wire, and color. The color is shown as a two letter code which can be identified by referring to the Wire Color Code Chart (Fig. 2)

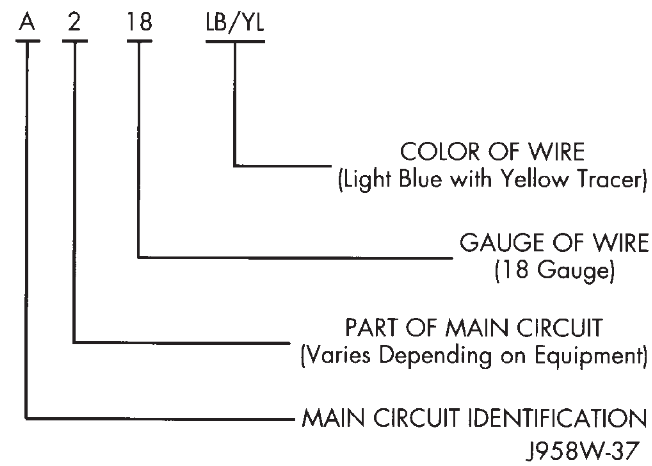


Fig. 1 Wire Code Identification

COLOR CODE	COLOR	STANDARD TRACER COLOR	COLOR CODE	COLOR	STANDARD TRACER CODE
BL	BLUE	WT	OR	ORANGE	BK
BK	BLACK	WT	PK	PINK	BK OR WT
BR	BROWN	WT	RD	RED	WT
DB	DARK BLUE	WT	TN	TAN	WT
DG	DARK GREEN	WT	VT	VIOLET	WT
GY	GRAY	BK	WT	WHITE	BK
LB	LIGHT BLUE	BK	YL	YELLOW	BK
LG	LIGHT GREEN	BK	*	WITH TRACER	

918W-136

Fig. 2 Wire Color Code Chart

DESCRIPTION AND OPERATION (Continued)

CIRCUIT IDENTIFICATION

All circuits in the diagrams use an alpha/numeric code to identify the wire and its function (Fig. 3). To identify which circuit code applies to a system, refer to the Circuit Identification Code Chart. This chart shows the main circuits only and does not show the secondary codes that may apply to some models.

CIRCUIT	FUNCTION
A	Battery Feed
B	Brake Controls
C	Climate Controls
D	Diagnostic Circuits
E	Dimming Illumination Circuits
F	Fused Circuits (Secondary Feed)
G	Monitoring Circuits (Gauges)
H	Open
I	Not Used
J	Open
K	Powertrain Control Module
L	Exterior Lighting
M	Interior Lighting
N	ESA Module
O	Not Used
P	Power Option (Battery Feed)
Q	Power Options (Battery Feed)
R	Passive Restraint
S	Suspension/Steering
T	Transmission/Transaxle/Transfer Case
U	Open
V	Speed Control, Washer/Wiper
W	Open
X	Audio Systems
Y	Open
Z	Grounds

948W-190

Fig. 3 Circuit Identification

CONNECTORS

Connectors shown in the diagrams are identified using the international standard arrows for male and female terminals (Fig. 4). A connector identifier is placed next to the arrows to indicate the connector number (Fig. 4).

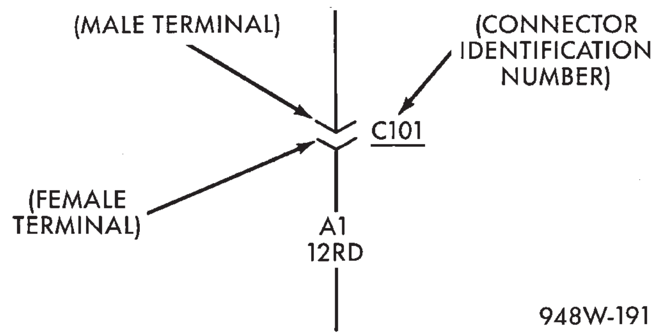


Fig. 4 Connector Identification

For viewing connector pin outs, with two terminals or greater, refer to section 8W-80. This section identifies the connector by number and provides terminal numbering, circuit identification, wire colors, and functions.

All connectors are viewed from the terminal end unless otherwise specified. To find the connector location in the vehicle refer to section 8W-90. This section uses the connector identification number from the wiring diagrams to provide a figure number reference.

TAKE OUTS

The abbreviation T/O is used in the component location section to indicate a point in which the wiring harness branches out to a component.

SYMBOLS

Various symbols are used throughout the Wiring Diagrams. These symbols can be identified by referring to the symbol identification chart (Fig. 5).

DESCRIPTION AND OPERATION (Continued)

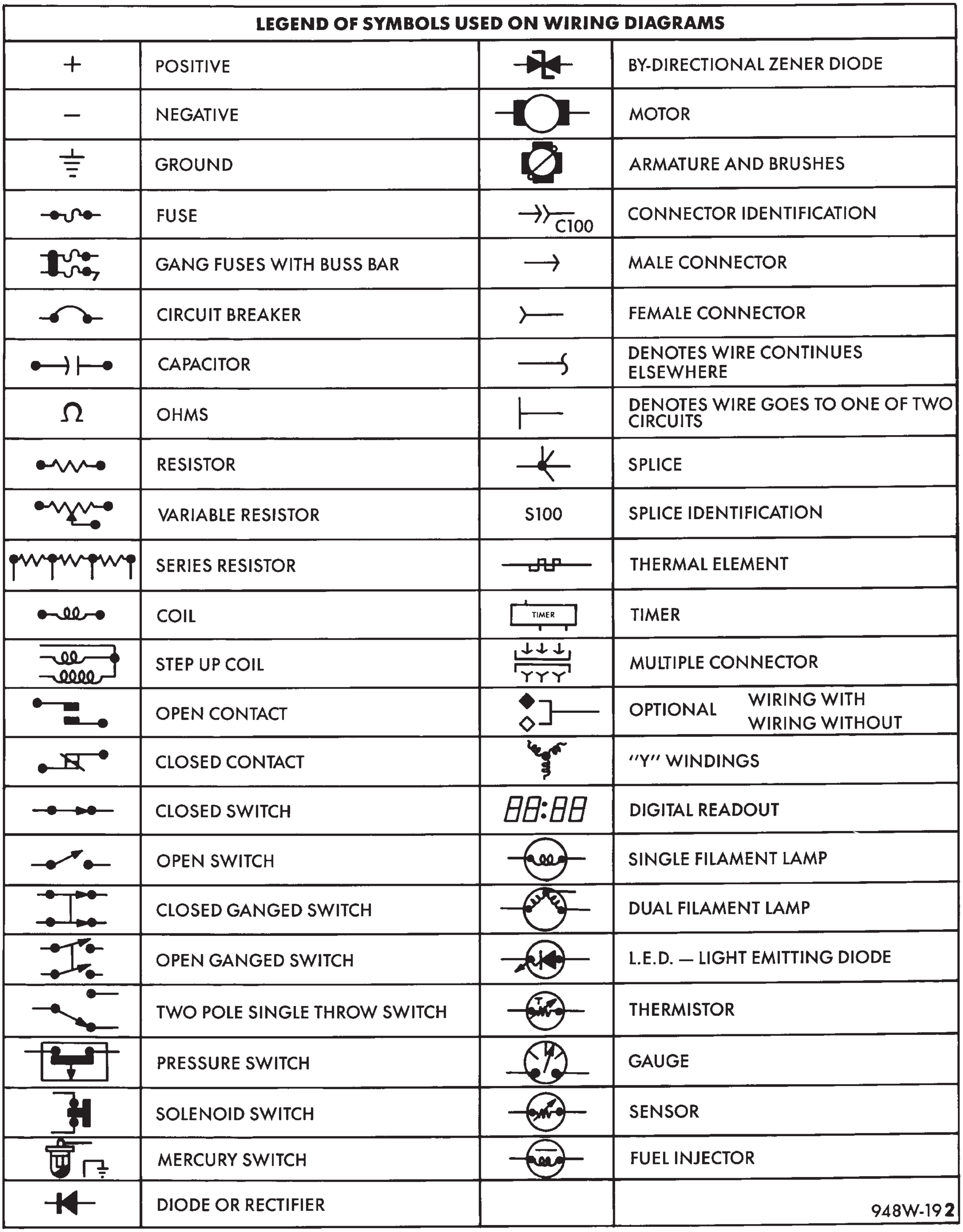


Fig. 5 Symbol Identification

DESCRIPTION AND OPERATION (Continued)

ELECTROSTATIC DISCHARGE (ESD) SENSITIVE DEVICES

All ESD sensitive components are solid state and a symbol (Fig. 6) is used to indicate this. When handling any component with this symbol comply with the following procedures to reduce the possibility of electrostatic charge build up on the body and inadvertent discharge into the component. If it is not known whether the part is ESD sensitive, assume that it is.

(1) Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across a seat, sitting down from a standing position, or walking a distance.

(2) Avoid touching electrical terminals of the part, unless instructed to do so by a written procedure.

(3) When using a voltmeter, be sure to connect the ground lead first.

(4) Do not remove the part from its protective packing until it is time to install the part.

(5) Before removing the part from its package, ground the package to a known good ground on the vehicle.

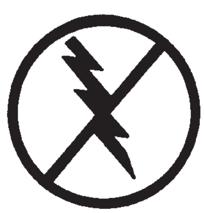


Fig. 6 Electrostatic Discharge Symbol

DIAGNOSIS AND TESTING

TROUBLESHOOTING TOOLS

When diagnosing a problem in an electrical circuit there are several common tools necessary. These tools are listed and explained below.

• Jumper Wire - This is a test wire used to connect two points of a circuit. It can be used to bypass an open in a circuit.

WARNING: NEVER USE A JUMPER WIRE ACROSS A LOAD, SUCH AS A MOTOR, CONNECTED BETWEEN A BATTERY FEED AND GROUND.

• Voltmeter - Used to check for voltage on a circuit. Always connect the black lead to a known good ground and the red lead to the positive side of the circuit.

CAUTION: Most of the electrical components used in today's vehicle are solid state. When checking voltages in these circuits use a meter with a 10-megohm or greater impedance.

• Ohmmeter - Used to check the resistance between two points of a circuit. Low or no resistance in a circuit means good continuity.

CAUTION: - Most of the electrical components used in today's vehicle are Solid State. When checking resistance in these circuits use a meter with a 10-megohm or greater impedance. In addition, make sure the power is disconnected from the circuit. Circuits that are powered up by the vehicle electrical system can cause damage to the equipment and provide false readings.

• Probing Tools - These tools are used for probing terminals in connectors (Fig. 7). Select the proper size tool from Special Tool Package 6807, and insert it into the terminal being tested. Use the other end of the tool to insert the meter probe.

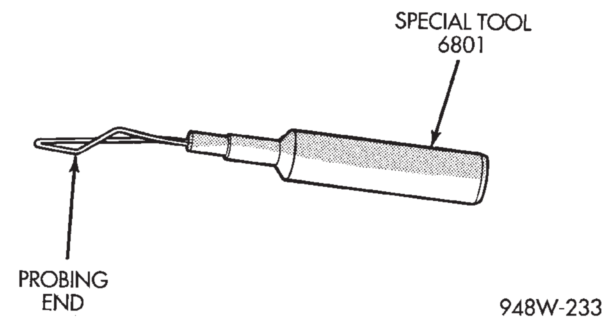


Fig. 7 Probing Tool

INTERMITTENT AND POOR CONNECTIONS

Most intermittent electrical problems are caused by faulty electrical connections or wiring. It is also possible for a sticking component or relay to cause a problem. Before condemning a component or wiring assembly check the following items.

• Connectors are fully seated

• Spread terminals, or terminal push out

• Terminals in the wiring assembly are fully seated into the connector/component and locked in position

• Dirt or corrosion on the terminals. Any amount of corrosion or dirt could cause an intermittent problem

• Damaged connector/component casing exposing the item to dirt and moisture

• Wire insulation that has rubbed through causing a short to ground

• Wiring broke inside of the insulation

DIAGNOSIS AND TESTING (Continued)

TROUBLESHOOTING TESTS

Before beginning any tests on a vehicles electrical system use the Wiring Diagrams and study the circuit. Also refer to the Troubleshooting Wiring Problems section in this section.

TESTING FOR VOLTAGE

(1) Connect the ground lead of a voltmeter to a known good ground (Fig. 8).

(2) Connect the other lead of the voltmeter to the selected test point. The vehicle ignition may need to be turned ON to check voltage. Refer to the appropriate test procedure.

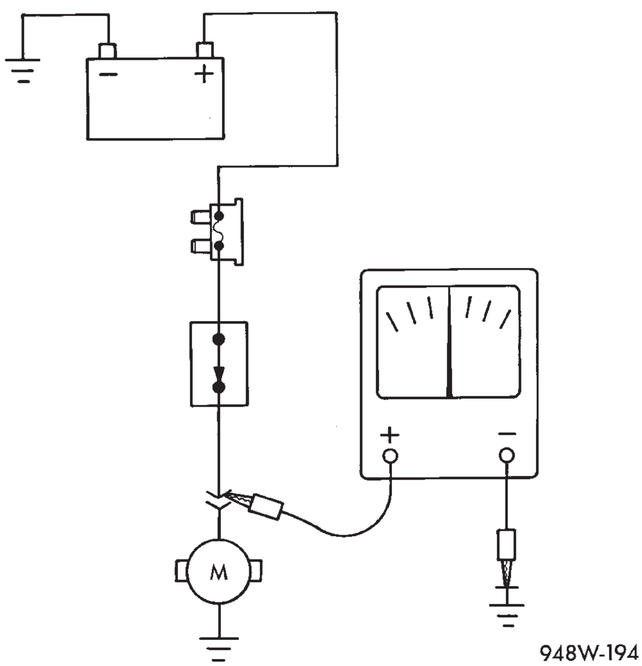


Fig. 8 Testing for Voltage

TESTING FOR CONTINUITY

(1) Remove the fuse for the circuit being checked or, disconnect the battery.

(2) Connect one lead of the ohmmeter to one side of the circuit being tested (Fig. 9).

(3) Connect the other lead to the other end of the circuit being tested. Low or no resistance means good continuity.

TESTING FOR A SHORT TO GROUND

(1) Remove the fuse and disconnect all items involved with the fuse.

(2) Connect a test light or a voltmeter across the terminals of the fuse.

(3) Starting at the fuse block, wiggle the wiring harness about six to eight inches apart and watch the voltmeter/test lamp.

(4) If the voltmeter registers voltage or the test lamp glows, there is a short to ground in that general area of the wiring harness.

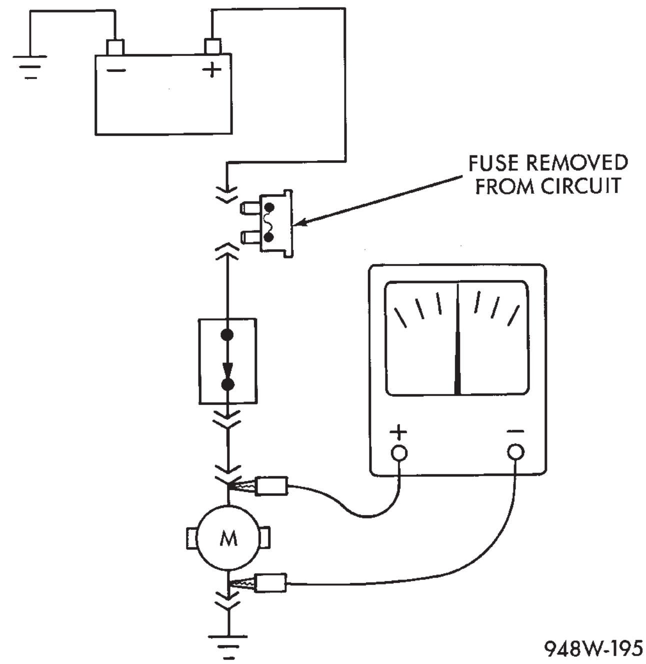


Fig. 9 Testing for Continuity

TESTING FOR A SHORT TO GROUND ON FUSES POWERING SEVERAL LOADS

(1) Refer to the wiring diagrams and disconnect or isolate all items on the fused circuit.

(2) Replace the blown fuse.

(3) Supply power to the fuse by turning ON the ignition switch or re-connecting the battery.

(4) Start connecting the items in the fuse circuit one at a time. When the fuse blows the circuit with the short to ground has been isolated.

TESTING FOR A VOLTAGE DROP

(1) Connect the positive lead of the voltmeter to the side of the circuit closest to the battery (Fig. 10).

(2) Connect the other lead of the voltmeter to the other side of the switch or component.

(3) Operate the item.

(4) The voltmeter will show the difference in voltage between the two points.

TROUBLESHOOTING WIRING PROBLEMS

When troubleshooting wiring problems there are six steps which can aid in the procedure. The steps are listed and explained below. Always check for non-factory items added to the vehicle before doing any diagnosis. If the vehicle is equipped with these items, disconnect them to verify these add-on items are not the cause of the problem.

(1) Verify the problem.

(2) Verify any related symptoms. Do this by performing operational checks on components that are in the same circuit. Refer to the wiring diagrams.

DIAGNOSIS AND TESTING (Continued)

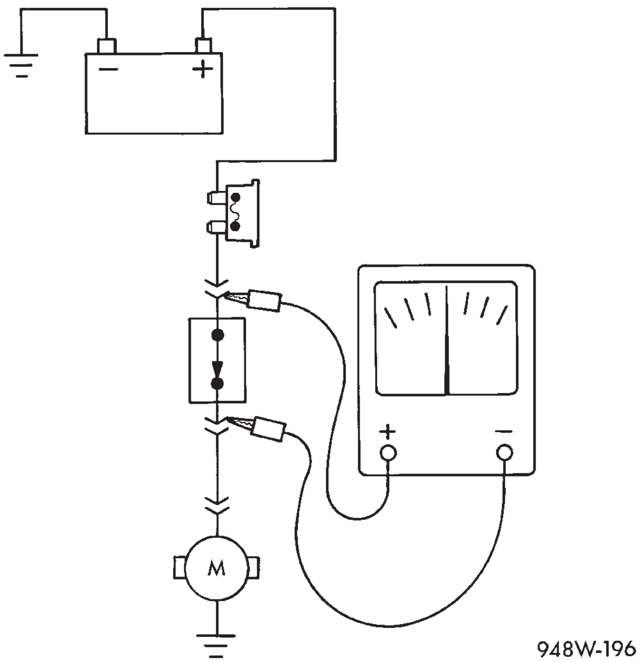


Fig. 10 Testing for Voltage Drop

(3) Analyze the symptoms. Use the wiring diagrams to determine what the circuit is doing, where the problem most likely is occurring and where the diagnosis will continue.

(4) Isolate the problem area.

(5) Repair the problem.

(6) Verify proper operation. For this step check for proper operation of all items on the repaired circuit. Refer to the wiring diagrams.

SERVICE PROCEDURES

WIRING REPAIR

When replacing or repairing a wire, it is important that the correct gauge be used as shown in the wiring diagrams. The wires must also be held securely in place to prevent damage to the insulation.

(1) Disconnect battery negative cable

(2) Remove 1 inch of insulation from each end of the wire.

(3) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(4) Spread the strands of the wire apart on each part of the exposed wire (example 1). (Fig. 11)

(5) Push the two ends of wire together until the strands of wire are close to the insulation (example 2) (Fig. 11)

(6) Twist the wires together (example 3) (Fig. 11)

(7) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(8) Center the heat shrink tubing over the joint, and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(9) Secure the wire to the existing ones to prevent chafing or damage to the insulation

(10) Connect battery and test all affected systems.

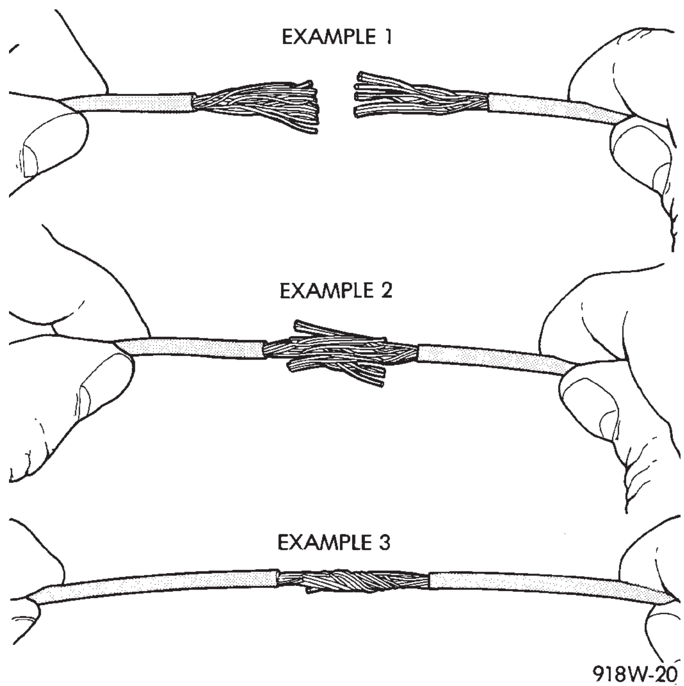


Fig. 11 Wire Repair

TERMINAL/CONNECTOR REPAIR-MOLEX CONNECTORS

(1) Disconnect battery.

(2) Disconnect the connector from its mating half/component.

(3) Insert the terminal releasing special tool 6742 into the terminal end of the connector (Fig. 12).

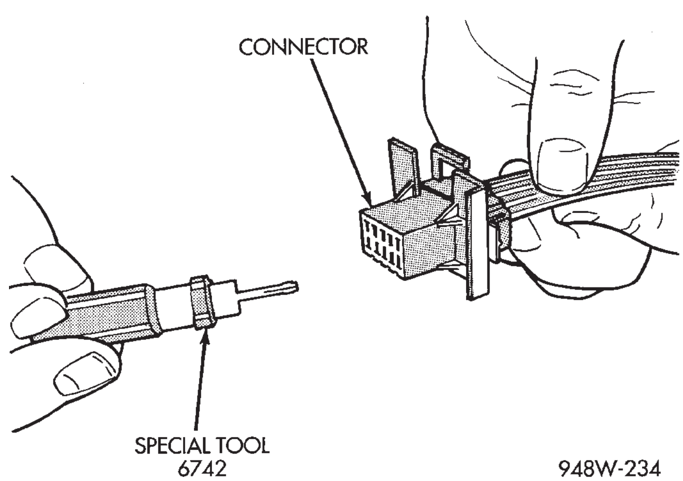


Fig. 12 Molex Connector Repair

SERVICE PROCEDURES (Continued)

(4) Using special tool 6742 release the locking fingers on the terminal (Fig. 13).

(5) Pull on the wire to remove it from the connector.

(6) Repair or replace the connector or terminal, as necessary.

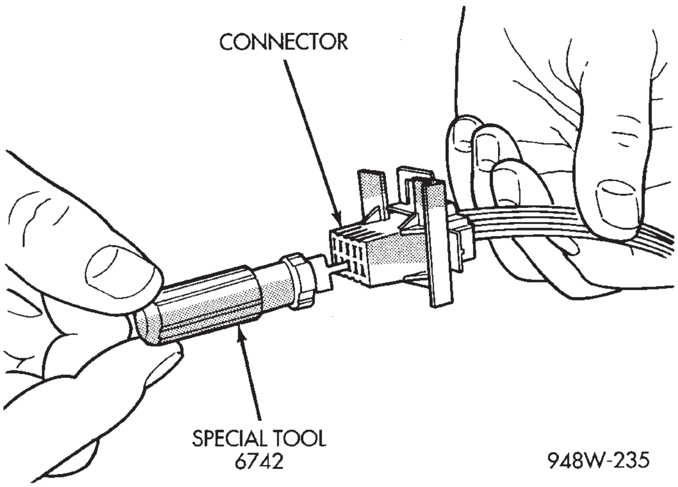


Fig. 13 Using Special Tool 6742

TERMINAL/CONNECTOR REPAIR—THOMAS AND BETTS CONNECTORS

(1) Disconnect battery.

(2) Disconnect the connector from its mating half/component.

(3) Push in the two lock tabs on the side of the connector (Fig. 14).

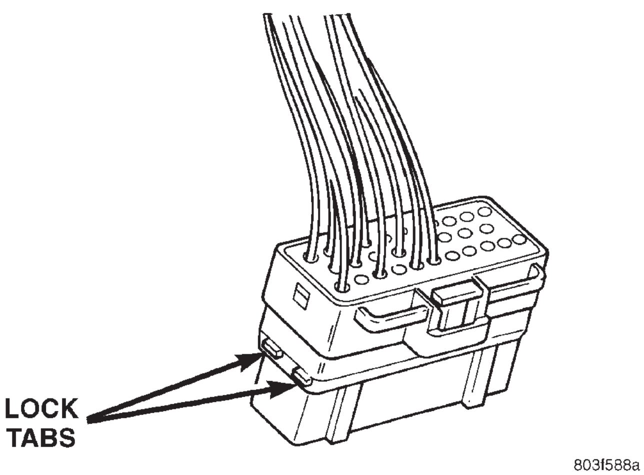


Fig. 14 Thomas and Betts Connector Lock Release Tabs

(4) Insert the probe end of special tool 6934 into the back of the connector cavity (Fig. 15).

(5) Grasp the wire and tool 6934 and slowly remove the wire and terminal from the connector.

(6) Repair or replace the terminal.

(7) Install the wire and terminal in the connector. Fully seat the terminal in the connector.

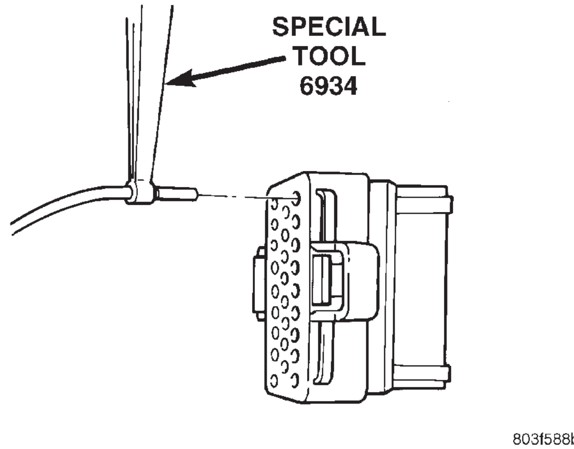


Fig. 15 Removing Wire Terminal

(8) Push in the single lock tab on the side of the connector (Fig. 16).

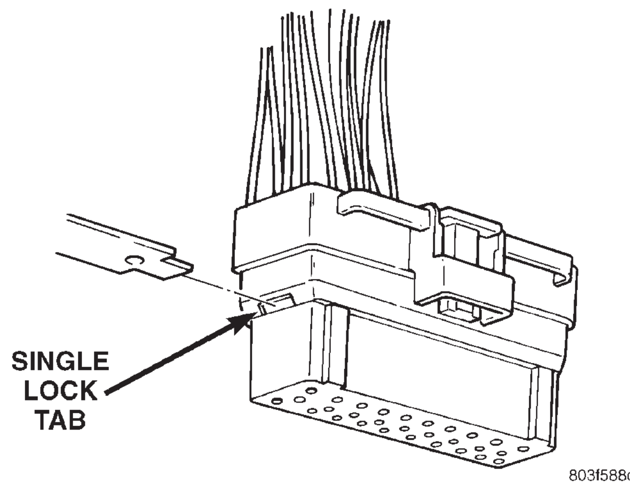


Fig. 16 Single Lock Tab

CONNECTOR REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector that is to be repaired from its mating half/component

(3) Remove the connector locking wedge, if required (Fig. 17)

(4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 18) (Fig. 19).

(5) Reset the terminal locking tang, if it has one.

(6) Insert the removed wire in the same cavity on the repair connector.

(7) Repeat steps four through six for each wire in the connector, being sure that all wires are inserted into the proper cavities. For additional connector pin-out identification, refer to the wiring diagrams.

(8) Insert the connector locking wedge into the repaired connector, if required.

SERVICE PROCEDURES (Continued)

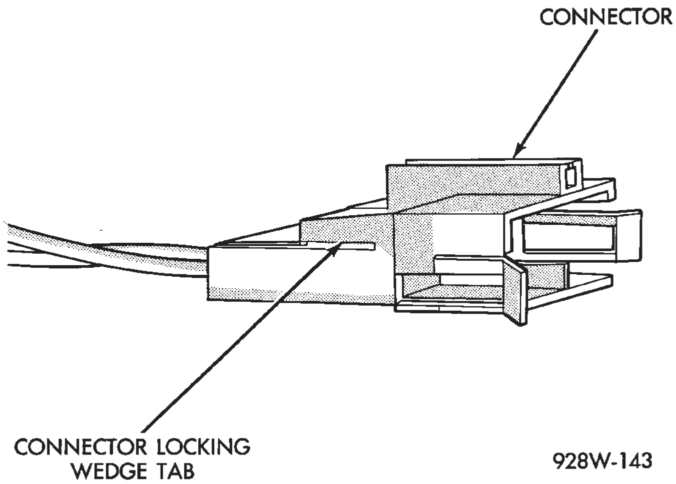


Fig. 17 Connector Locking Wedge

(9) Connect connector to its mating half/component.

(10) Connect battery and test all affected systems.

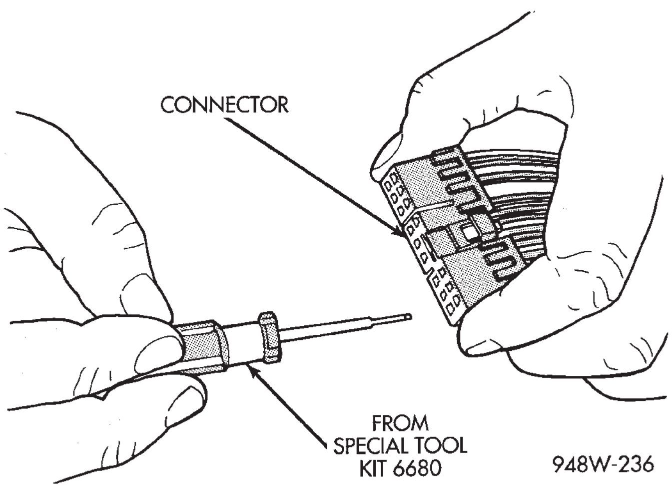


Fig. 18 Terminal Removal

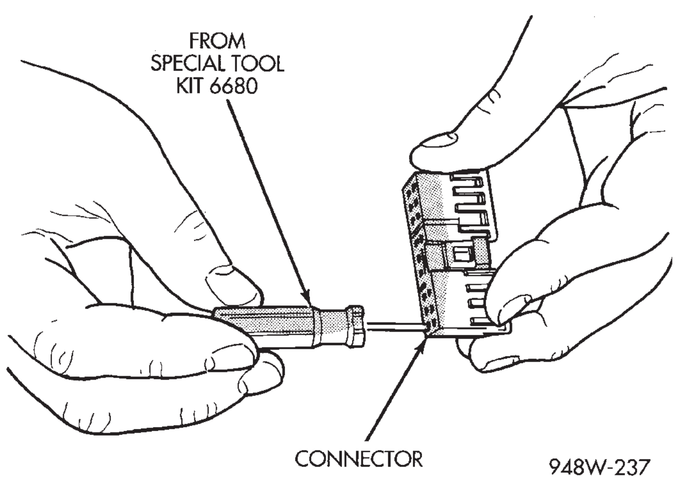


Fig. 19 Terminal Removal Using Special Tool

CONNECTOR AND TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector (that is to be repaired) from its mating half/component.

(3) Cut off the existing wire connector directly behind the insulator. Remove six inches of tape from the harness.

(4) Stagger cut all wires on the harness side at 1/2 inch intervals (Fig. 20).

(5) Remove 1 inch of insulation from each wire on the harness side.

(6) Stagger cut the matching wires on the repair connector assembly in the opposite order as was done on the harness side of the repair. Allow extra length for soldered connections. Check that the overall length is the same as the original (Fig. 20).

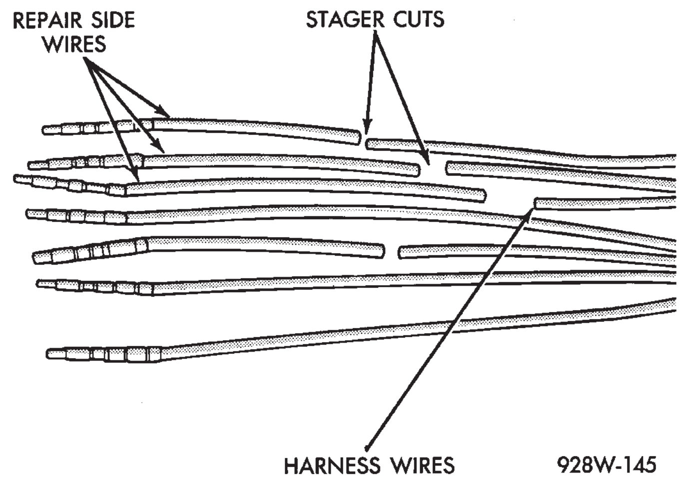


Fig. 20 Stagger Cutting Wires

(7) Remove 1 inch of insulation from each wire.

(8) Place a piece of heat shrink tubing over one side of the wire. Be sure the tubing will be long enough to cover and seal the entire repair area.

(9) Spread the strands of the wire apart on each part of the exposed wires.

(10) Push the two ends of wire together until the strands of wire are close to the insulation.

(11) Twist the wires together.

(12) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(13) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing

(14) Repeat steps 8 through 13 for each wire.

(15) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

(16) Re-connect the repaired connector.

(17) Connect the battery, and test all affected systems.

SERVICE PROCEDURES (Continued)

TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector being repaired from its mating half. Remove connector locking wedge, if required (Fig. 21).

(3) Remove connector locking wedge, if required (Fig. 21).

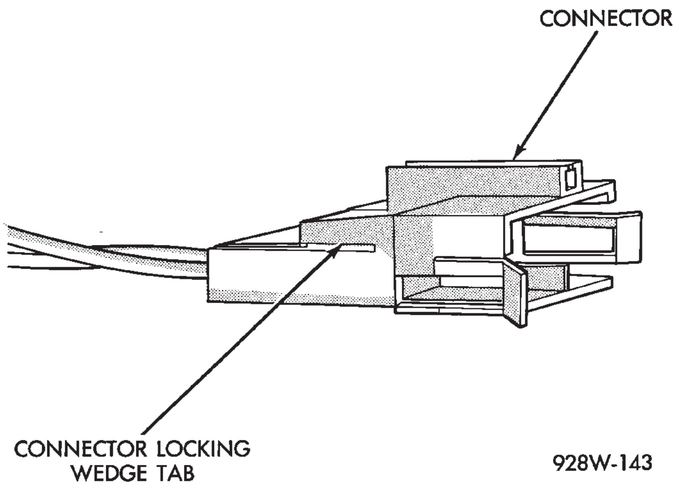


Fig. 21 Connector Locking Wedge Tab (Typical)

(4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 22) (Fig. 23).

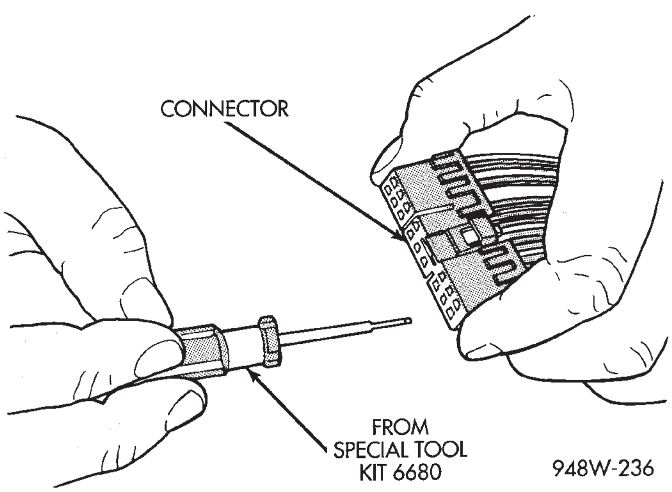


Fig. 22 Terminal Removal

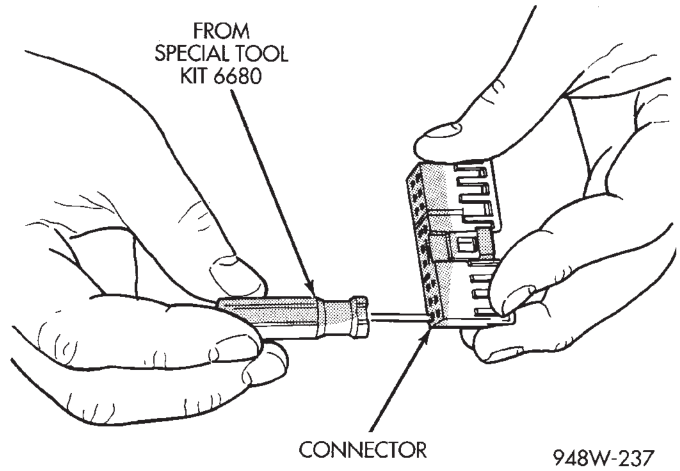


Fig. 23 Terminal Removal Using Special Tool

(5) Cut the wire 6 inches from the back of the connector.

(6) Remove 1 inch of insulation from the wire on the harness side.

(7) Select a wire from the terminal repair assembly that best matches the color wire being repaired.

(8) Cut the repair wire to the proper length and remove 1 inch of insulation.

(9) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(10) Spread the strands of the wire apart on each part of the exposed wires.

(11) Spread the strands of the wire apart on each part of the exposed wires.

(12) Push the two ends of wire together until the strands of wire are close to the insulation.

(13) Twist the wires together.

(14) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(15) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(16) Insert the repaired wire into the connector.

(17) Install the connector locking wedge, if required, and reconnect the connector to its mating half/component.

(18) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

(19) Connect battery, and test all affected systems.

SERVICE PROCEDURES (Continued)

DIODE REPLACEMENT

(1) Disconnect the battery.
(2) Locate the diode in the harness, and remove the protective covering.
(3) Remove the diode from the harness, pay attention to the current flow direction (Fig. 24).

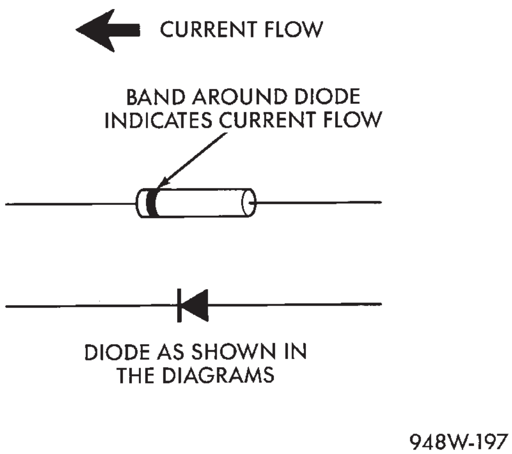
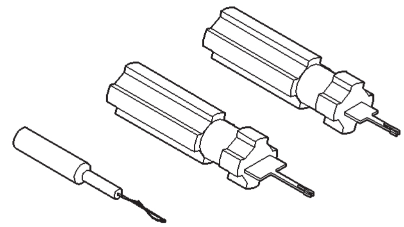


Fig. 24 Diode Identification

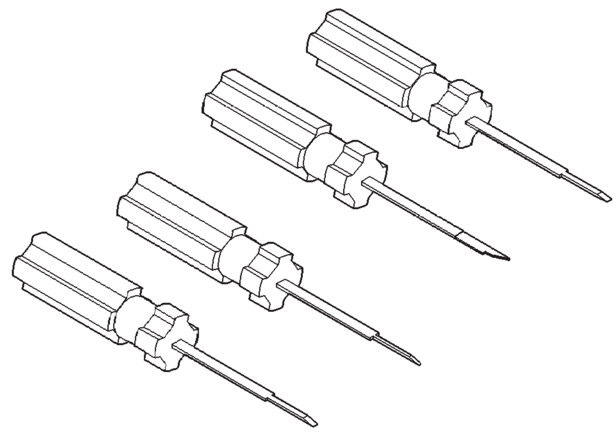
(4) Remove the insulation from the wires in the harness. Only remove enough insulation to solder in the new diode.
(5) Install the new diode in the harness, making sure current flow is correct. If necessary refer to the appropriate wiring diagram for current flow.
(6) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**
(7) Tape the diode to the harness using electrical tape making, sure the diode is completely sealed from the elements.
(8) Re-connect the battery, and test affected systems.

SPECIAL TOOLS

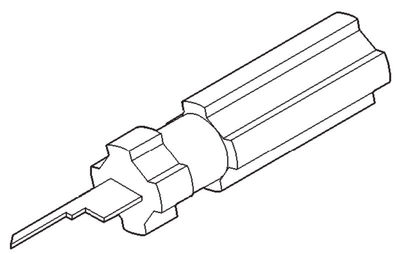
WIRING/TERMINAL



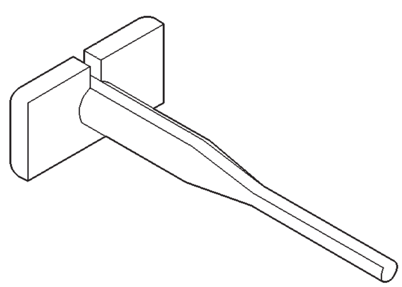
Probing Tool Package 6807



Terminal Pick 6680



Terminal Removing Tool 6932



Terminal Removing Tool 6934

8W-02 COMPONENT INDEX

GENERAL INFORMATION

INTRODUCTION

This section provides an alphabetical listing of all the components covered in group 8W. For information on system operation, refer to the appropriate section of the wiring diagrams.

COMPONENT INDEX

COMPONENT INDEX

8W-11 POWER DISTRIBUTION

DESCRIPTION AND OPERATION

INTRODUCTION

This section covers the power distribution center and all circuits involved with it. For additional information on system operation, refer to the appropriate section of the wiring diagrams.

1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996

DIAGRAM INDEX

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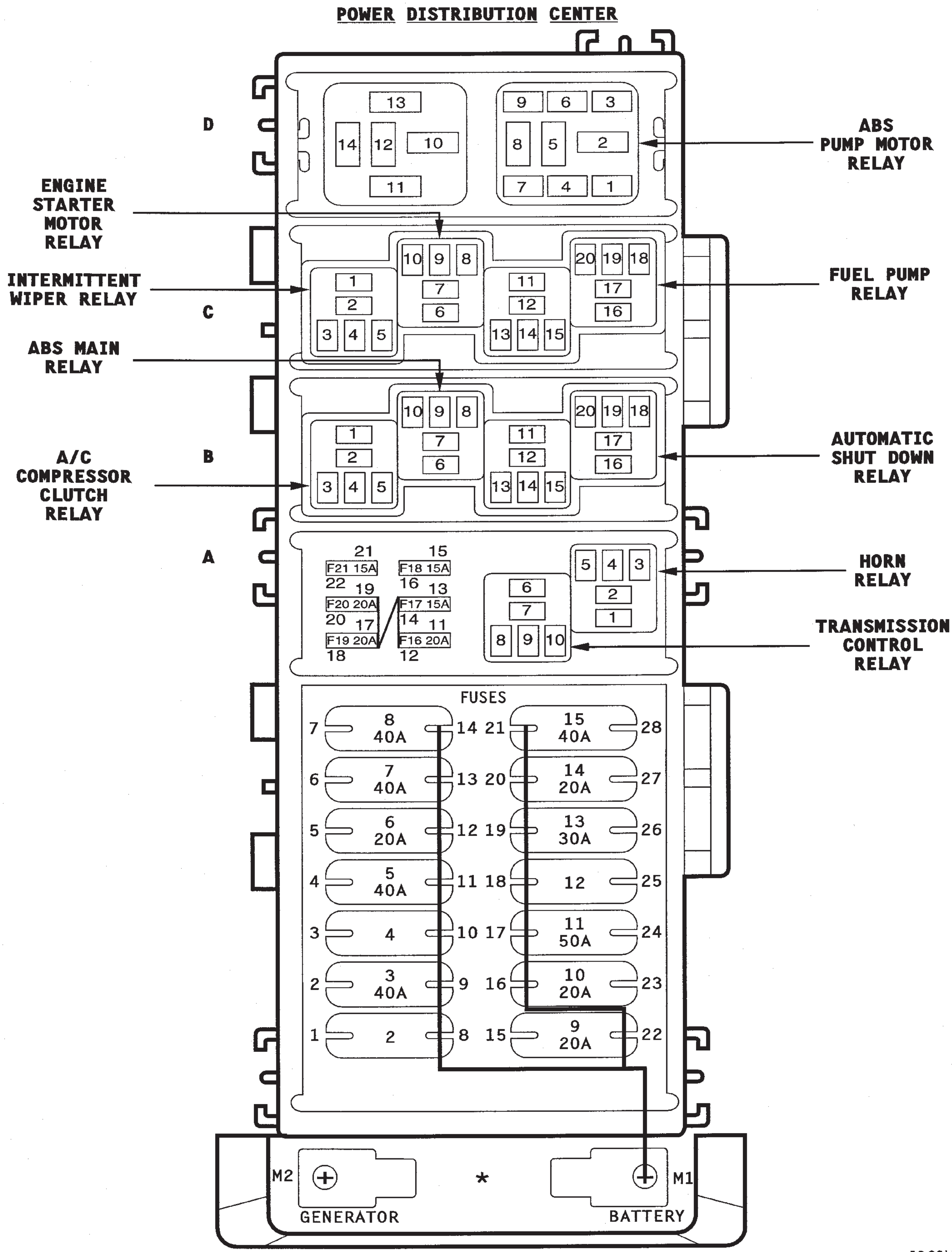
Publication No. 81-370-6147
TSB 26-02-96 February, 1996



FUSES

FUSE NO.	AMPS	CIRCUIT	FUNCTION
1	175	A11 6RD/BK	B (+)
2	–	–	SPARE
3	40	A900 12OR/YL	FUSED B(+)
		A900 16OR/YL	FUSED B(+)
4	–	–	SPARE
5	40	A10 12RD/DB	FUSED B(+)
6	20	F31 16VT	FUSED B(+)
7	40	A19 12RD/VT	FUSED B(+)
8	40	A1 12RD/WT	FUSED B(+)
		A1 12RD/WT	FUSED B(+)
9	–	–	SPARE
10	20	F61 16WT/OR	FUSED B(+)
11	50	A250 10RD	FUSED B(+)
12	–	–	SPARE
13	30	A6 14RD/LB	FUSED B(+)
		A6 14RD/LB	FUSED B(+)
14	20	A20 16RD/LG	FUSED B(+)
15	40	A7 12YL/RD	FUSED B(+)
		A7 12YL/RD	FUSED B(+)
16	20	A61 16DG/BK	FUSED B(+)
17	15	F92 18LG	FUSED B(+)
18	15	F99 18OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
19	20	F62 18RD	FUSED B(+)
20	20	F5 14RD/YL	FUSED B(+)
21	15	F250 18RD/GY	FUSED B(+)

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RELAYS

HORN RELAY

CAV	CIRCUIT	FUNCTION
A1	F31 16VT	FUSED B(+)
A3	F31 16VT	FUSED B(+)
	F31 16VT	FUSED B(+)
A4	–	–
A5	X4 20GY/OR	HORN RELAY CONTROL

TRANSMISSION CONTROL RELAY

CAV	CIRCUIT	FUNCTION
A6	F92 18LG	FUSED B(+)
A7	T20 18LB	TRANSMISSION RELAY OUTPUT
A8	F99 20OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
A9	–	–
A10	T66 20BR/OR	TRANSMISSION RELAY CONTROL

A/C COMPRESSOR CLUTCH RELAY

CAV	CIRCUIT	FUNCTION
B1	F250 18RD/GY	FUSED B(+)
B2	C2 18DB/YL	A/C COMPRESSOR CLUTCH RELAY OUTPUT
B3	F99 20OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
B4	–	–
B5	C13 20DB/RD	A/C COMPRESSOR CLUTCH RELAY CONTROL

ABS MAIN RELAY

CAV	CIRCUIT	FUNCTION
B6	B47 16RD/LB	ABS SYSTEM RELAY OUTPUT
B7	A20 16RD/LG	FUSED B(+)
B8	F12 20DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN)
B9	Z4 20BK	GROUND
B10	B58 20GY/LB	ABS SYSTEM RELAY CONTROL

AUTOMATIC SHUT DOWN RELAY

CAV	CIRCUIT	FUNCTION
B16	F5 18RD/YL	FUSED B(+)
B17	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
B18	F99 20OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
B19	–	–
B20	K900 20PK/WT	AUTOMATIC SHUT DOWN RELAY CONTROL

INTERMITTENT WIPER RELAY

CAV	CIRCUIT	FUNCTION
C1	V6 16DB	WIPER PARK SWITCH SENSE
C2	F86 16LG/RD	FUSED B(+)
	F86 16LG/RD	FUSED B(+)
C3	F86 16LG/RD	FUSED B(+)
C4	V66 18VT/WT	WIPER PARK SWITCH SENSE
C5	V18 20YL/LG	INTERMITTENT WIPER RELAY CONTROL

RELAYS

ENGINE STARTER MOTOR RELAY

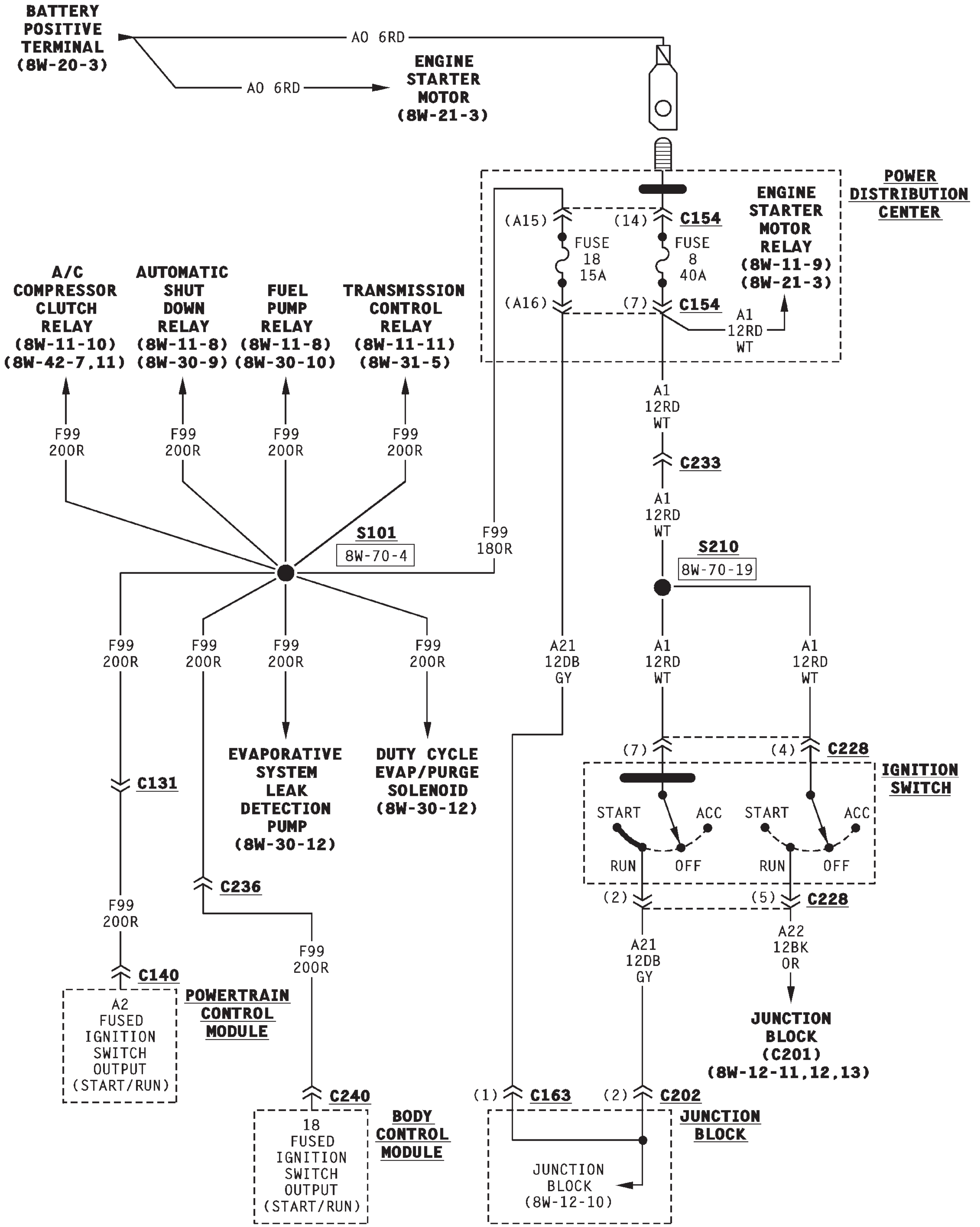
CAV	CIRCUIT	FUNCTION
C6	A1 12RD/WT	FUSED B(+)
C7	T40 12LG/BK	ENGINE STARTER MOTOR RELAY OUTPUT
C8	T141 14YL/RD	FUSED IGNITION SWITCH OUTPUT (START)
C9	–	–
C10	T41 20BK/WT	PARK NEUTRAL POSITION SWITCH SENSE

FUEL PUMP RELAY

CAV	CIRCUIT	FUNCTION
C16	A61 16DG/BK	FUSED B(+)
C17	A64 16DG/WT	FUEL PUMP RELAY OUTPUT
C18	F99 20OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
C19	–	–
C20	K81 20DB	FUEL PUMP RELAY CONTROL

ABS PUMP MOTOR RELAY

CAV	CIRCUIT	FUNCTION
D1	–	–
D2	A10 12RD/DB	FUSED B(+)
D3	Z4 16BK	GROUND
D4	B116 20GY	ABS PUMP MOTOR RELAY CONTROL
D5	–	–
D6	B47 16RD/LB	ABS SYSTEM RELAY OUTPUT
D7	–	–
D8	B82 12BR/WT	ABS PUMP MOTOR RELAY OUTPUT
D9	–	–



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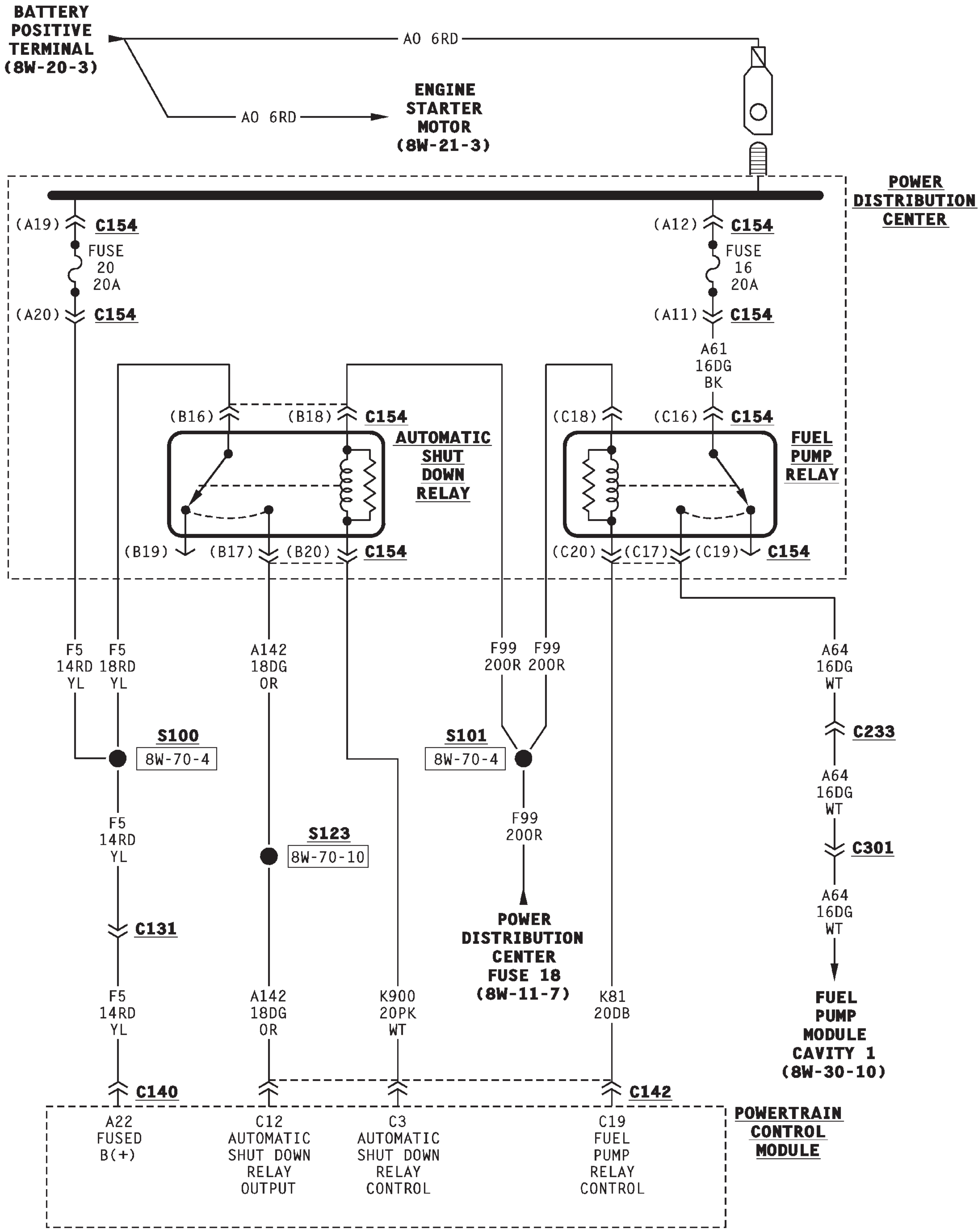
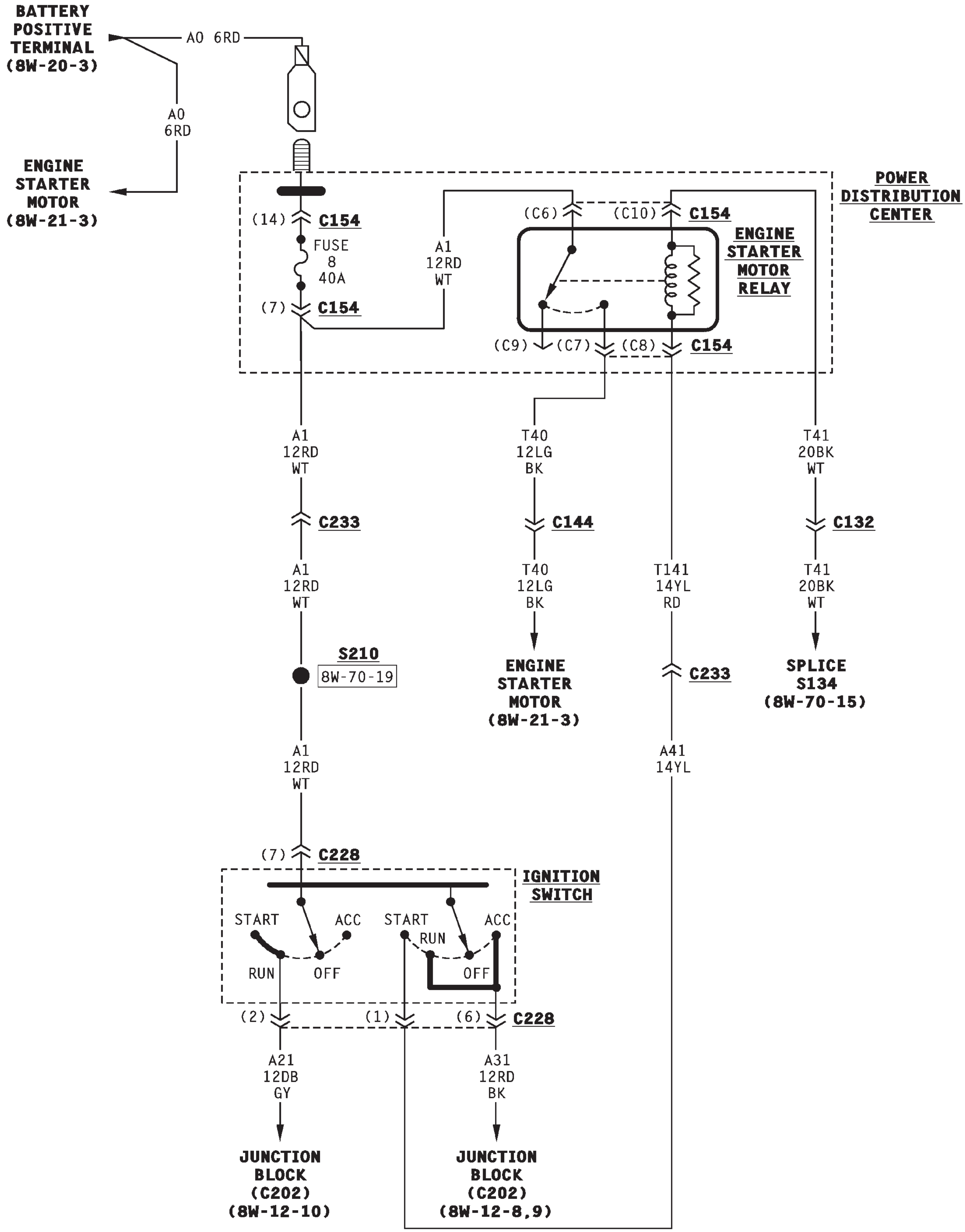
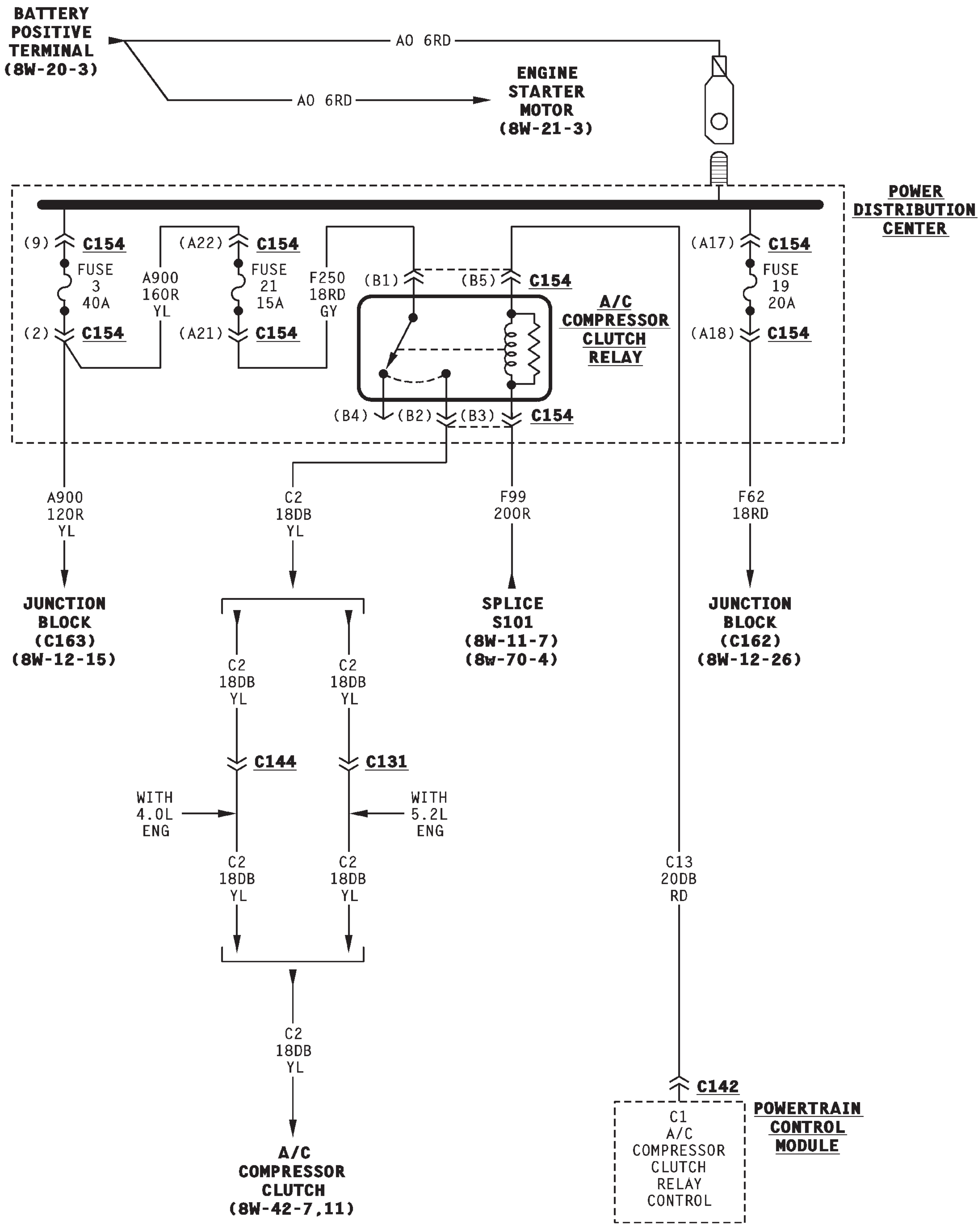
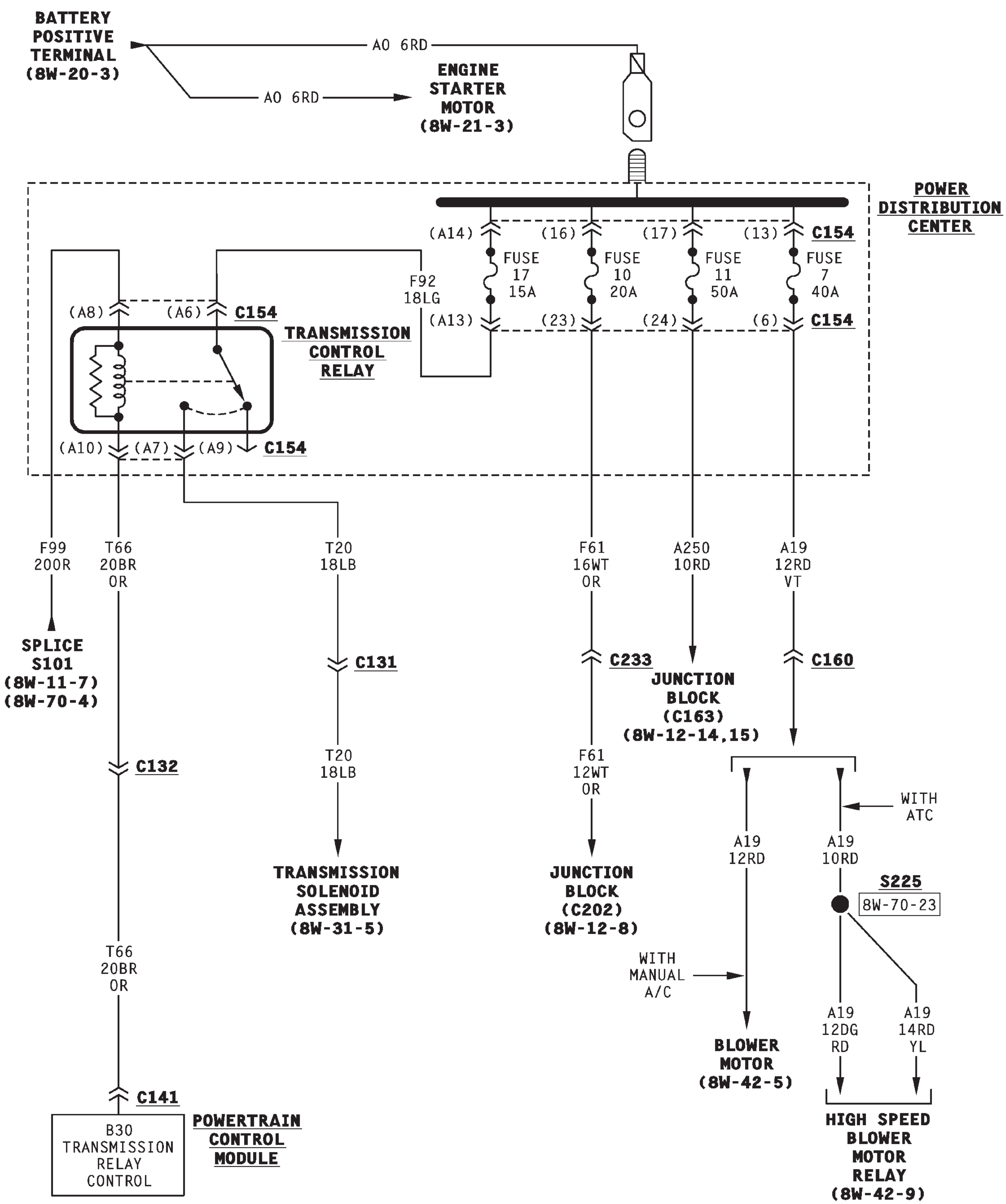
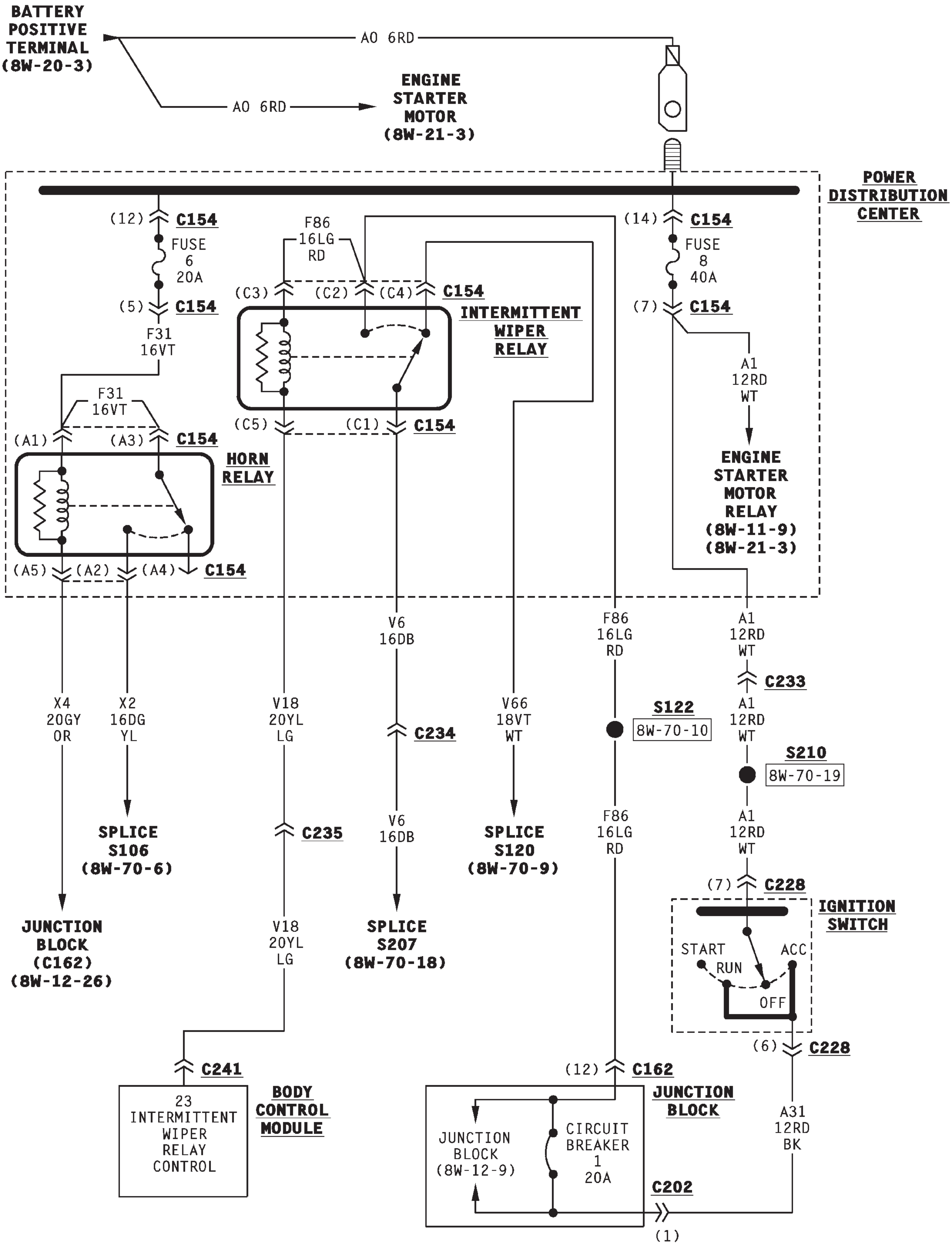


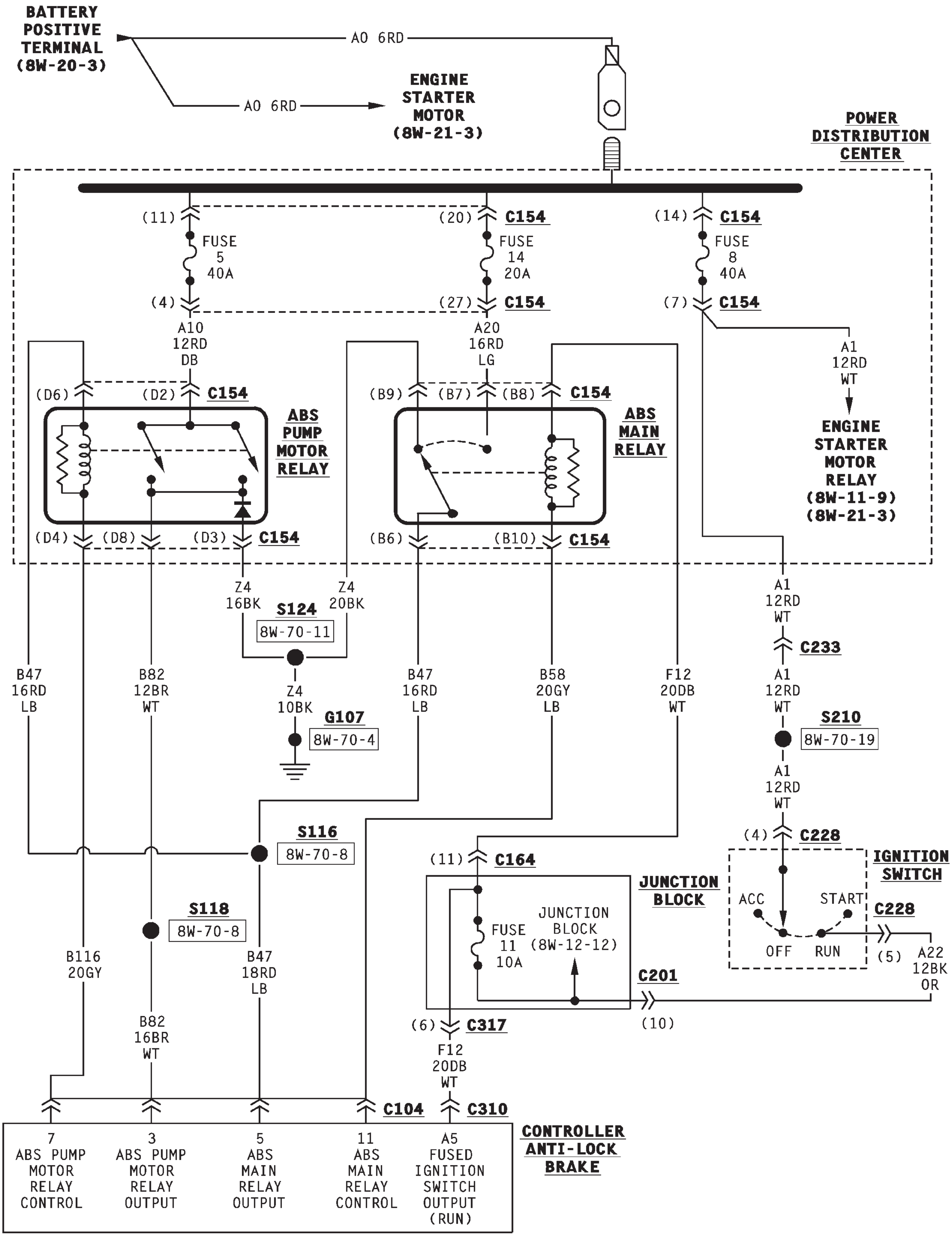
BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(A19) C154
FUSE 20 20A
(A20) C154
(A12) C154
FUSE 16 20A
(A11) C154
A61 16DG BK
(B16) (B18) C154
AUTOMATIC SHUT DOWN RELAY
(C18) (C16) C154
FUEL PUMP RELAY
(B19) (B17) (B20) C154
(C20) (C17) (C19) C154
F5 14RD YL
F5 18RD YL
A142 18DG OR
F99 20OR
F99 20OR
A64 16DG WT
S100 8W-70-4
S101 8W-70-4
C233
A64 16DG WT
F5 14RD YL
S123 8W-70-10
F99 20OR
C301
A64 16DG WT
C131
POWER DISTRIBUTION CENTER FUSE 18 (8W-11-7)
F5 14RD YL
A142 18DG OR
K900 20PK WT
K81 20DB
FUEL PUMP MODULE CAVITY 1 (8W-30-10)
C140
C142
A22 FUSED B(+)
C12 AUTOMATIC SHUT DOWN RELAY OUTPUT
C3 AUTOMATIC SHUT DOWN RELAY CONTROL
C19 FUEL PUMP RELAY CONTROL
POWERTRAIN CONTROL MODULE


BATTERY
POSITIVE
TERMINAL
(8W-20-3)
A0 6RD
A0
6RD
ENGINE
STARTER
MOTOR
(8W-21-3)
POWER
DISTRIBUTION
CENTER
(14) C154
FUSE
8
40A
(7) C154
A1
12RD
WT
(C6)
(C10) C154
ENGINE
STARTER
MOTOR
RELAY
(C9) (C7) (C8) C154
A1
12RD
WT
T40
12LG
BK
T41
20BK
WT
C233
C144
C132
A1
12RD
WT
T40
12LG
BK
T141
14YL
RD
T41
20BK
WT
S210
8W-70-19
ENGINE
STARTER
MOTOR
(8W-21-3)
C233
SPLICE
S134
(8W-70-15)
A1
12RD
WT
A41
14YL
(7) C228
IGNITION
SWITCH
START
ACC
START
RUN
ACC
RUN
OFF
OFF
(2) (1) (6) C228
A21
12DB
GY
A31
12RD
BK
JUNCTION
BLOCK
(C202)
(8W-12-10)
JUNCTION
BLOCK
(C202)
(8W-12-8,9)

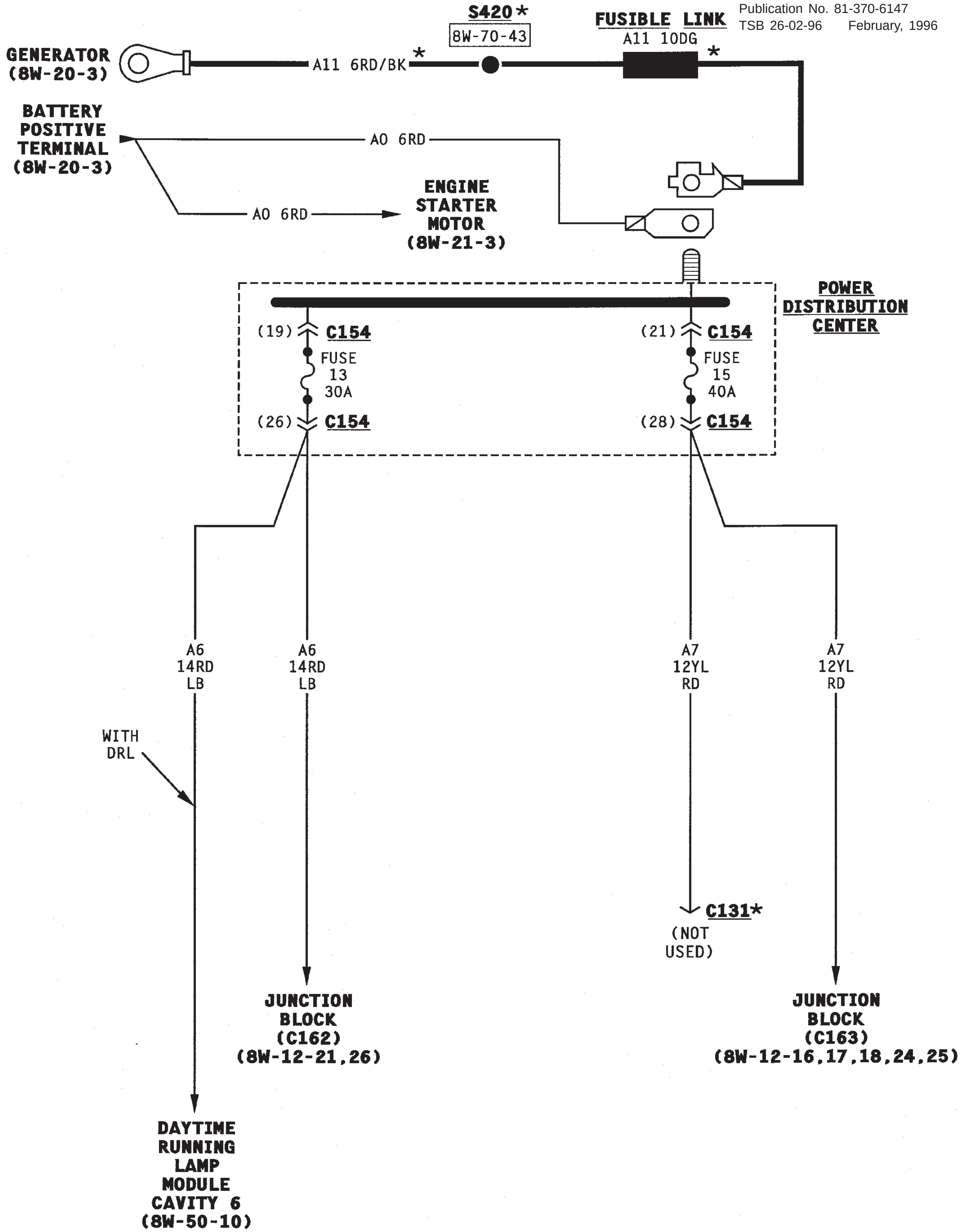

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(9) C154
FUSE 3 40A
(2) C154
A900 160R YL
(A22) C154
FUSE 21 15A
(A21) C154
F250 18RD GY
(B1)
(B5) C154
A/C COMPRESSOR CLUTCH RELAY
(B4) (B2) (B3) C154
(A17) C154
FUSE 19 20A
(A18) C154
A900 120R YL
JUNCTION BLOCK (C163) (8W-12-15)
C2 18DB YL
F99 20OR
SPLICE S101 (8W-11-7) (8w-70-4)
F62 18RD
JUNCTION BLOCK (C162) (8W-12-26)
C2 18DB YL
C2 18DB YL
C144
C131
WITH 4.0L ENG
WITH 5.2L ENG
C2 18DB YL
C2 18DB YL
C13 20DB RD
C2 18DB YL
A/C COMPRESSOR CLUTCH (8W-42-7,11)
C142
C1 A/C COMPRESSOR CLUTCH RELAY CONTROL
POWERTRAIN CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(A14) (16) (17) (13) C154
FUSE 17 15A
FUSE 10 20A
FUSE 11 50A
FUSE 7 40A
(A13) (23) (24) (6) C154
F92 18LG
(A8) (A6) C154
TRANSMISSION CONTROL RELAY
(A10) (A7) (A9) C154
F99 20OR
T66 20BR OR
T20 18LB
F61 16WT OR
A250 10RD
A19 12RD VT
SPLICE S101 (8W-11-7) (8W-70-4)
C131
C233
JUNCTION BLOCK (C163) (8W-12-14,15)
C160
C132
T20 18LB
F61 12WT OR
WITH ATC
A19 12RD
A19 10RD
S225
8W-70-23
TRANSMISSION SOLENOID ASSEMBLY (8W-31-5)
JUNCTION BLOCK (C202) (8W-12-8)
T66 20BR OR
WITH MANUAL A/C
A19 12DG RD
A19 14RD YL
BLOWER MOTOR (8W-42-5)
C141
B30 TRANSMISSION RELAY CONTROL
POWERTRAIN CONTROL MODULE
HIGH SPEED BLOWER MOTOR RELAY (8W-42-9)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(12) C154
FUSE 6 20A
(5) C154
F31 16VT
F86 16LG RD
(C3) (C2) (C4) C154
INTERMITTENT WIPER RELAY
(14) C154
FUSE 8 40A
(7) C154
A1 12RD WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(A1) (A3) C154
HORN RELAY
(C5) (C1) C154
(A5) (A2) (A4) C154
V6 16DB
F86 16LG RD
A1 12RD WT
C233
X4 20GY OR
X2 16DG YL
V18 20YL LG
C234
V66 18VT WT
S122
8W-70-10
S210
8W-70-19
C235
SPLICE S106 (8W-70-6)
SPLICE S120 (8W-70-9)
(7) C228
IGNITION SWITCH
START RUN ACC OFF
JUNCTION BLOCK (C162) (8W-12-26)
SPLICE S207 (8W-70-18)
(6) C228
C241
23 INTERMITTENT WIPER RELAY CONTROL
BODY CONTROL MODULE
(12) C162
JUNCTION BLOCK
A31 12RD BK
JUNCTION BLOCK (8W-12-9)
CIRCUIT BREAKER 1 20A
C202
(1)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(11)
(20) C154
(14) C154
FUSE 5 40A
FUSE 14 20A
FUSE 8 40A
(4)
(27) C154
(7) C154
A10 12RD DB
A20 16RD LG
A1 12RD WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(D6)
(D2) C154
ABS PUMP MOTOR RELAY
(B9)
(B7)
(B8) C154
ABS MAIN RELAY
(D4)
(D8)
(D3) C154
(B6)
(B10) C154
Z4 16BK
S124
8W-70-11
Z4 20BK
Z4 10BK
G107
8W-70-4
A1 12RD WT
C233
A1 12RD WT
S210
8W-70-19
A1 12RD WT
B47 16RD LB
B82 12BR WT
B47 16RD LB
B58 20GY LB
F12 20DB WT
S116
8W-70-8
S118
8W-70-8
(4) C228
IGNITION SWITCH
ACC
START
C228
OFF
RUN
(5)
A22 12BK OR
(11) C164
JUNCTION BLOCK
FUSE 11 10A
JUNCTION BLOCK (8W-12-12)
C201
(10)
B116 20GY
B47 18RD LB
B82 16BR WT
(6) C317
F12 20DB WT
C104
C310
7 ABS PUMP MOTOR RELAY CONTROL
3 ABS PUMP MOTOR RELAY OUTPUT
5 ABS MAIN RELAY OUTPUT
11 ABS MAIN RELAY CONTROL
A5 FUSED IGNITION SWITCH OUTPUT (RUN)
CONTROLLER ANTI-LOCK BRAKE

1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996



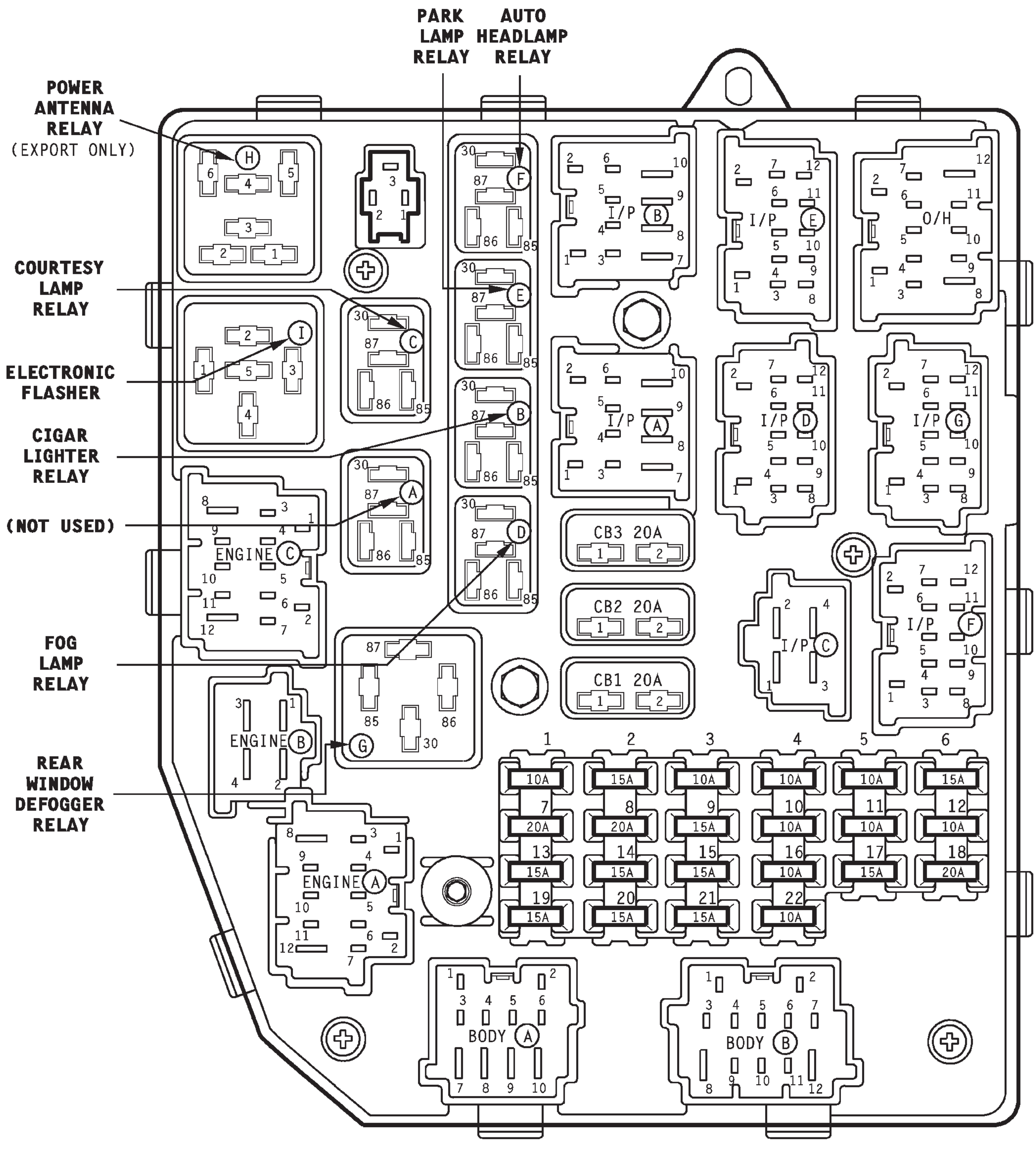
8W-12 JUNCTION BLOCK

DESCRIPTION AND OPERATION

INTRODUCTION

This section covers the internal circuitry of the junction block. For additional information on system operation, refer to the appropriate group of the wiring diagrams. Group 02 lists components and corresponding wiring diagram groups.

DIAGRAM INDEX



FRONT OF JUNCTION BLOCK

FUSES

FUSE NO.	SIZE	FEED CIRCUIT	FUSED CIRCUIT
1	10A	A31 12RD/BK	X12 18RD/GY
2	15A	A31 12RD/BK	A31 18RD/BK
3	10A	A31 12RD/BK	V23 18BR/PK
			V23 20BR/PK
4	10A	A21 12DB/GY	G5 18DB/WT
5	10A	A21 12DB/GY	F87 20BK/WT
			F87 18WT/PK
6	15A	A22 12BK/OR	F83 18YL/DG
			F83 20YL/DG*
			F83 20BK/VT
7	20A	A250 10RD	F75 18VT
			F75 18VT
			F75 14VT
8	20A	A250 10RD	F70 14PK/BK
9	15A	A250 10RD	L16 18RD/LG
10	10A	C15 12BK/WT	C16 20LB/YL
11	10A	A22 12BK/OR-	F12 20DB/WT
			F12 20DB/WT
12	10A	A22 12BK/OR	F71 20PK/DG
			F71 20PK/DG
13	15A	A7 12YL/RD	INTERNAL
14	15A	F61 12WT/OR	INTERNAL
15	NOT USED	–	–
16	10A	A7 12YL/RD	MI 18PK
			M1 20PK (7 WIRES)
17	15A	A6 14RD/LB	366 16PK/OR
18	NOT USED	–	–
19	15A	A7 12YL/RD	L11 16LG/BK
20	15A	A7 12YL/RD	F60 20RD/WT (3 WIRES)
21	15A	A7 12YL/RD	F38 18OR
22	10A	A22 12BK/OR	F20 18WT

* WITH OVERHEAD CONSOLE OR
MINI OVERHEAD CONSOLE

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CIRCUIT BREAKERS

CIRCUIT BREAKER NO.	SIZE	FEED CIRCUIT	FUSED CIRCUIT
1	20A	A31 12RD/BK	F86 16LG/BK
			F86 16LG/BK
			F86 16LG/RD*
2	30A	A250 10RD	F81 10TN
			F81 12TN
3	20A	A7 12YL/RD	F35 16RD
			F35 16RD

RELAYS

NOT USED (A)

CAVITY	CIRCUIT	FUNCTION
30	--	--
85	-	-
86	-	-
87	-	-
87A	-	-

CIGAR LIGHTER RELAY (B)

CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	Z1 BK	GROUND
86	A31 RD/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
87	F30 RD/DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
87A	-	-

* WITH POWER SUNROOF

RELAYS (CON'T)

COURTESY LAMP RELAY (C)

CAVITY	CIRCUIT	FUNCTION
30	M2 YL	COURTESY LAMP RELAY OUTPUT
85	M112 BR/LG	COURTESY LAMP RELAY CONTROL
86	M1 PK	FUSED B(+)
87	Z1 BK	GROUND
87A	–	–

FOG LAMP RELAY (D)

CAVITY	CIRCUIT	FUNCTION
30	F62 RD	FUSED B(+)
85	L95 DG/YL	FOG LAMP RELAY CONTROL
86	F62 RD	FUSED B(+)
87	L39 LB	FOG LAMP RELAY OUTPUT
87A	–	–

PARK LAMP RELAY (E)

CAVITY	CIRCUIT	FUNCTION
30	366 PK/OR	PARK LAMP FEED
85	L79 TN	PARK LAMP RELAY CONTROL
86	366 PK/OR	PARK LAMP FEED
87	L90 DB/RD	PARK LAMP RELAY OUTPUT
87A	–	–

AUTO HEADLAMP RELAY (F)

CAVITY	CIRCUIT	FUNCTION
30	A6 RD/LB	FUSED B(+)
85	714 BK/OR	AUTO HEADLAMP RELAY CONTROL
86	A6 RD/LB	FUSED B(+)
87	F34 TN/BK	AUTO HEADLAMP RELAY OUTPUT
87A	–	–

RELAYS (CON'T)

REAR WINDOW DEFOGGER RELAY (G)

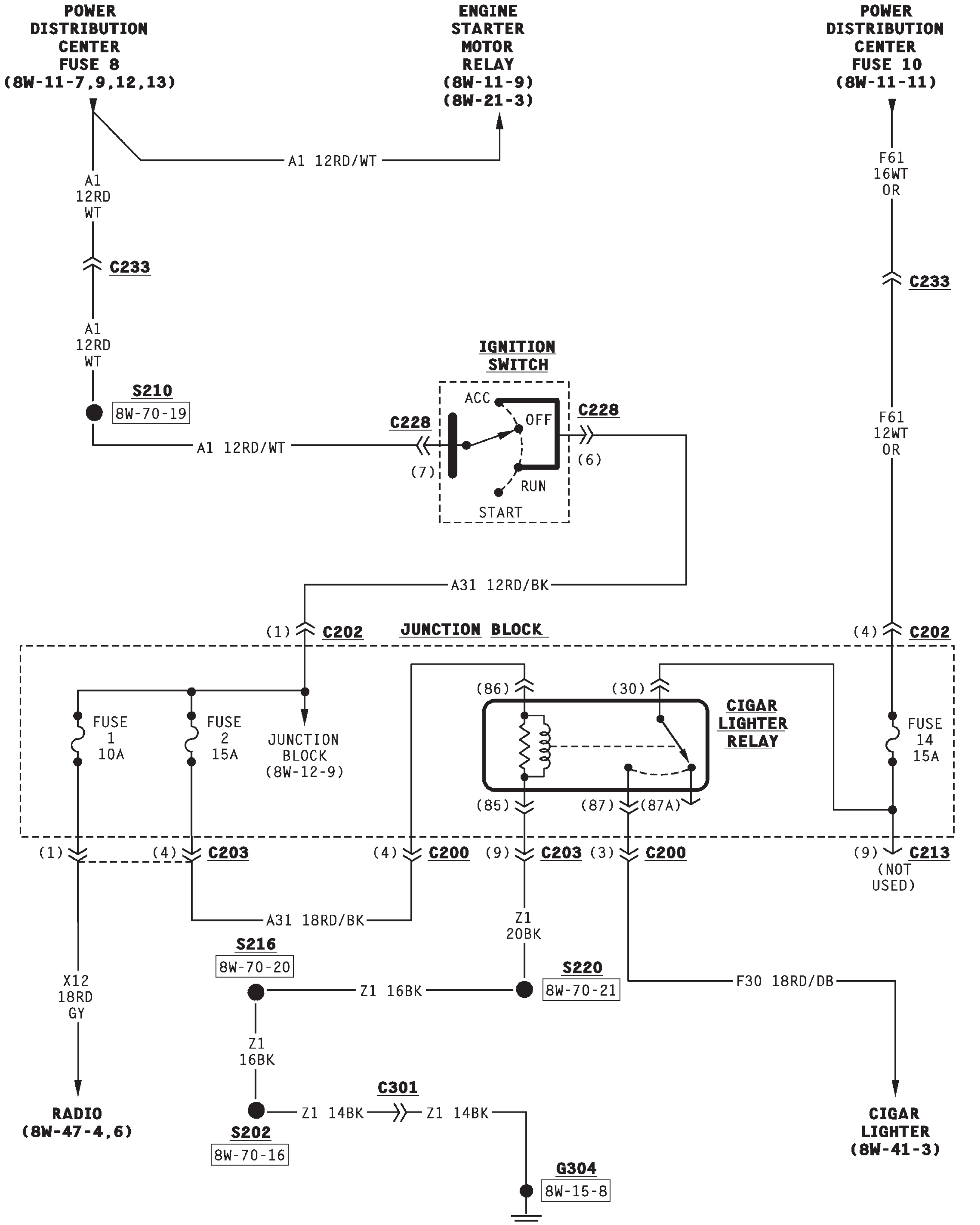
CAVITY	CIRCUIT	FUNCTION
30	A900 OR/YL	FUSED B(+)
85	C14 WT/RD	REAR WINDOW DEFOGGER RELAY CONTROL
86	A900 OR/YL	FUSED B(+)
87	C15 BK/WT	REAR WINDOW DEFOGGER RELAY OUTPUT
87A	–	–

POWER ANTENNA RELAY (H)
(EXPORT ONLY)

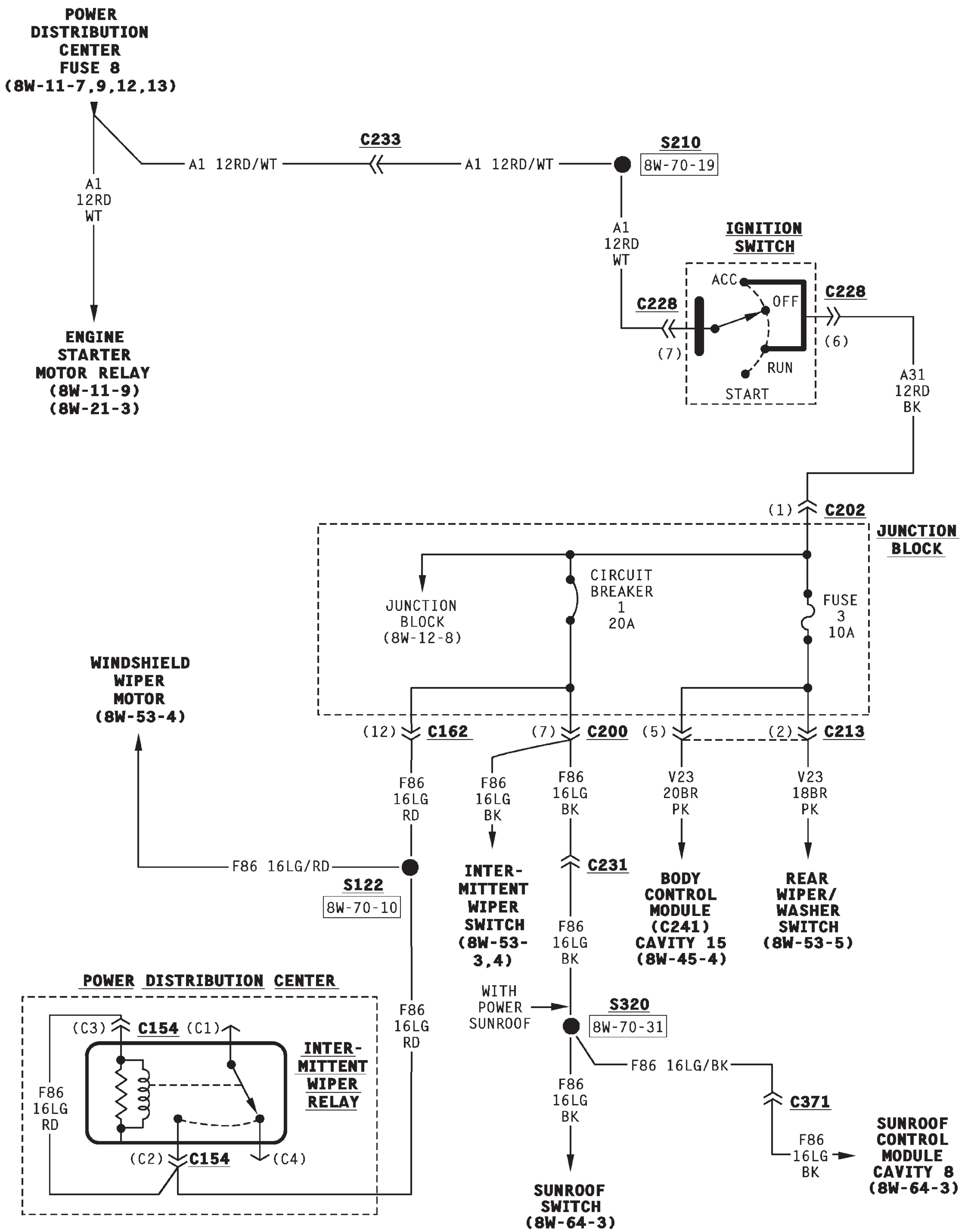
CAVITY	CIRCUIT	FUNCTION
1	Z1 BK	GROUND
2	INTERNAL	FUSED B(+)
3	X60 DG/RD	RADIO 12 VOLT OUTPUT
4	X14 WT	POWER ANTENNA DOWN CONTROL
5	X16 GY	POWER ANTENNA DRIVER
6	X17 GN	POWER ANTENNA UP CONTROL

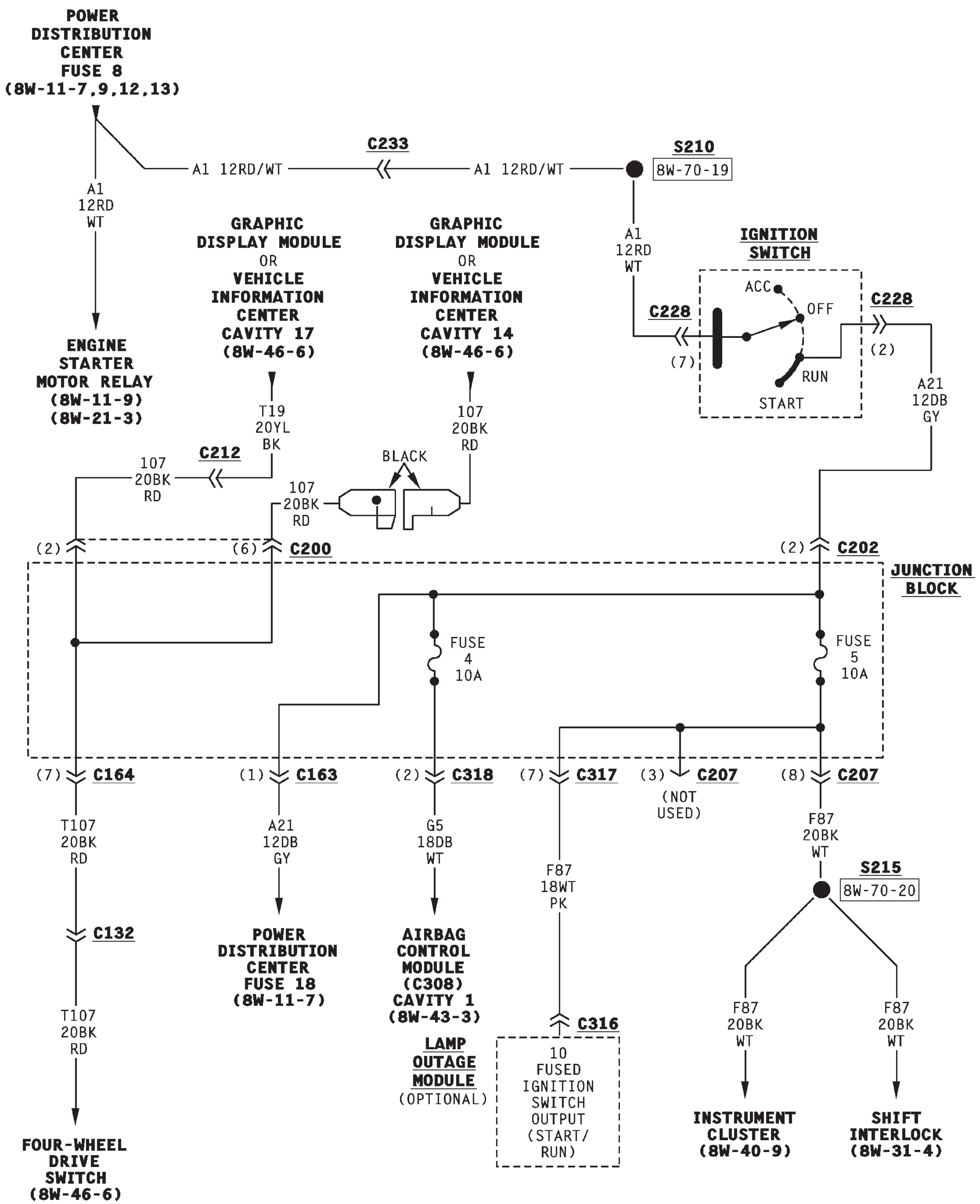
ELECTRONIC FLASHER (I)

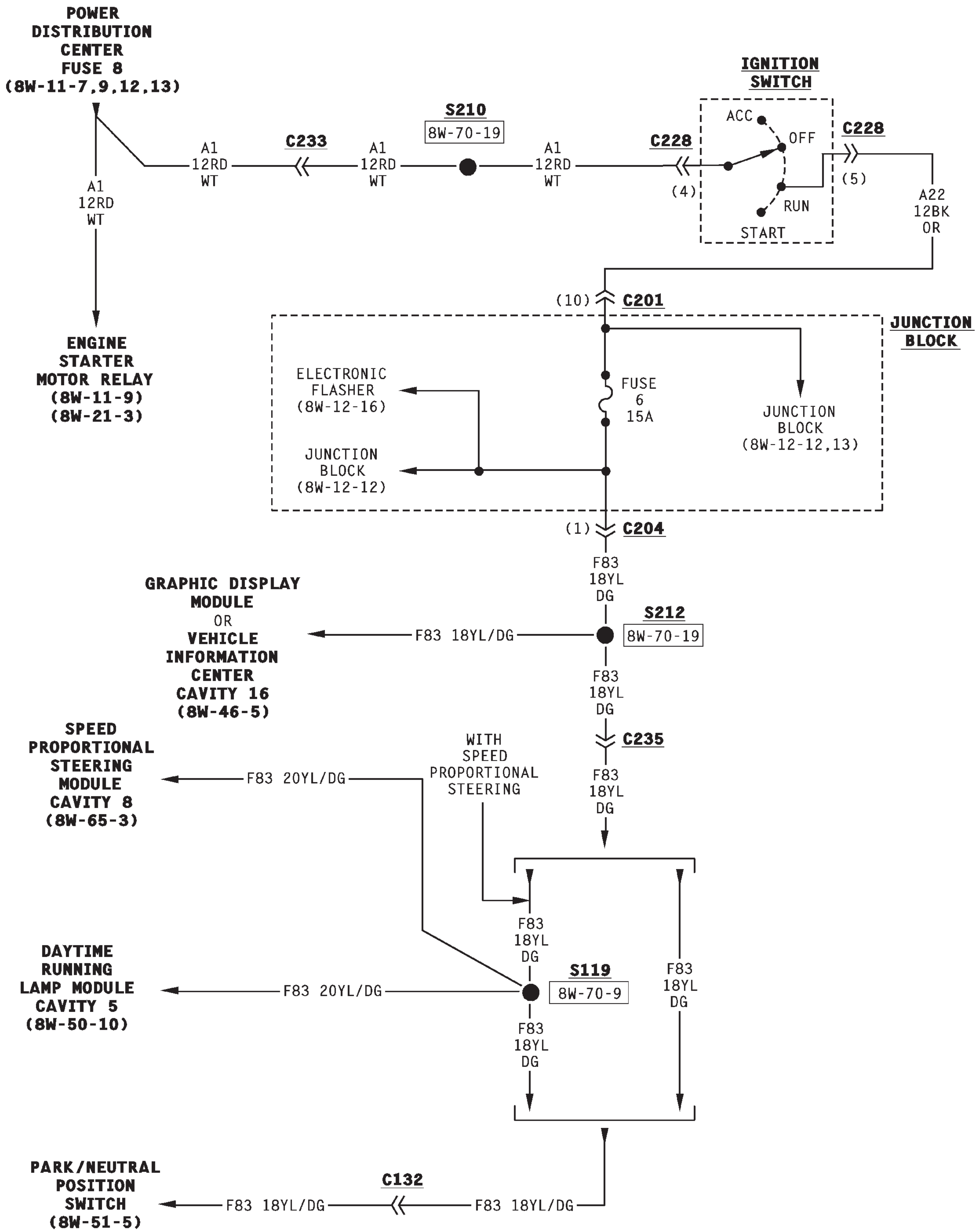
CAVITY	CIRCUIT	FUNCTION
1	INTERNAL	FUSED B(+)
2	INTERNAL	FUSED IGNITION SWITCH OUTPUT (RUN)
3	L12 18VT/TN	HAZARD SIGNAL
4	L5 18OR/BK	TURN SIGNAL
5	Z1 18BK	GROUND

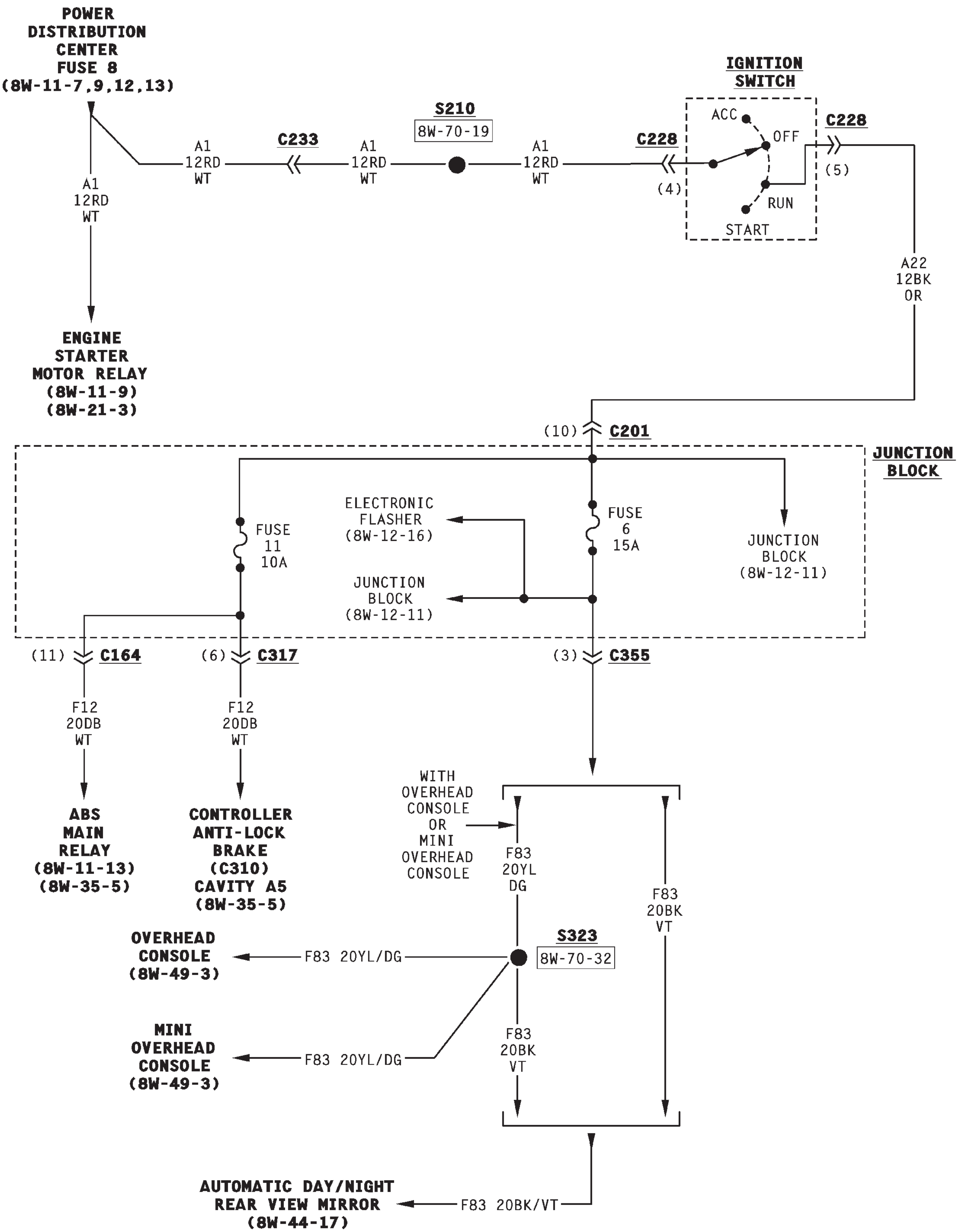


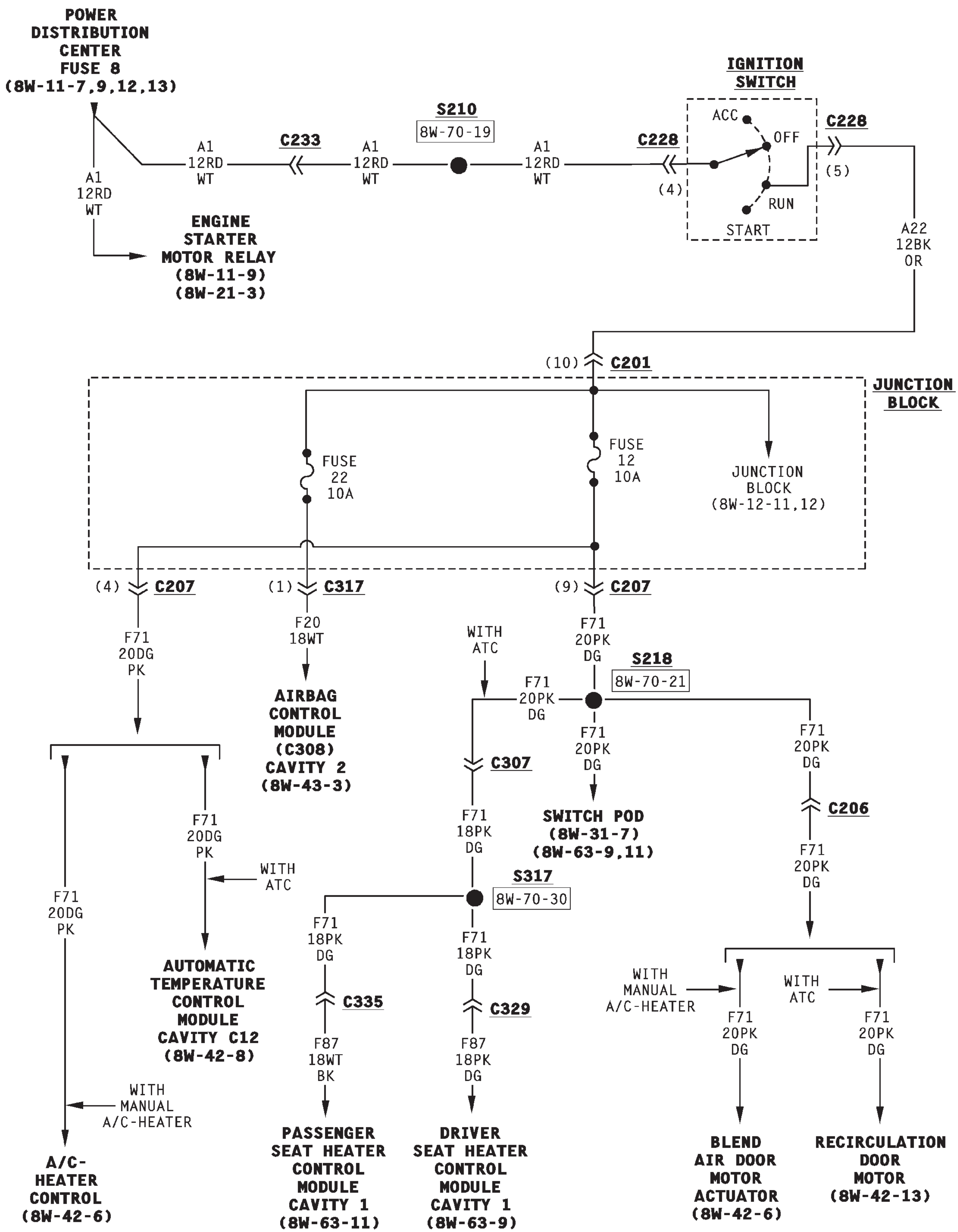
POWER DISTRIBUTION CENTER FUSE 8 (8W-11-7,9,12,13)
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
POWER DISTRIBUTION CENTER FUSE 10 (8W-11-11)
A1 12RD/WT
A1 12RD WT
C233
F61 16WT OR
S210
8W-70-19
IGNITION SWITCH
ACC
OFF
RUN
START
C228
(7)
(6)
F61 12WT OR
A31 12RD/BK
(1)
C202
JUNCTION BLOCK
(4)
FUSE 1 10A
FUSE 2 15A
JUNCTION BLOCK (8W-12-9)
(86)
(30)
CIGAR LIGHTER RELAY
FUSE 14 15A
(85)
(87)
(87A)
C203
C200
(9)
(3)
C213
(NOT USED)
A31 18RD/BK
Z1 20BK
X12 18RD GY
S216
8W-70-20
Z1 16BK
S220
8W-70-21
F30 18RD/DB
C301
Z1 14BK
S202
8W-70-16
G304
8W-15-8
RADIO (8W-47-4,6)
CIGAR LIGHTER (8W-41-3)


POWER DISTRIBUTION CENTER FUSE 8 (8W-11-7,9,12,13)
A1 12RD/WT
C233
A1 12RD/WT
S210
8W-70-19
A1 12RD WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD WT
IGNITION SWITCH
ACC
OFF
RUN
START
C228
(7)
C228
(6)
A31 12RD BK
(1)
C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-8)
CIRCUIT BREAKER 1 20A
FUSE 3 10A
WINDSHIELD WIPER MOTOR (8W-53-4)
(12)
C162
(7)
C200
(5)
(2)
C213
F86 16LG RD
F86 16LG BK
F86 16LG BK
V23 20BR PK
V23 18BR PK
F86 16LG/RD
S122
8W-70-10
INTER-MITTENT WIPER SWITCH (8W-53-3,4)
C231
BODY CONTROL MODULE (C241) CAVITY 15 (8W-45-4)
REAR WIPER/ WASHER SWITCH (8W-53-5)
F86 16LG BK
POWER DISTRIBUTION CENTER
(C3)
C154
(C1)
INTER-MITTENT WIPER RELAY
F86 16LG RD
(C2)
C154
(C4)
F86 16LG RD
WITH POWER SUNROOF
S320
8W-70-31
F86 16LG/BK
F86 16LG BK
C371
F86 16LG BK
SUNROOF CONTROL MODULE CAVITY 8 (8W-64-3)
SUNROOF SWITCH (8W-64-3)

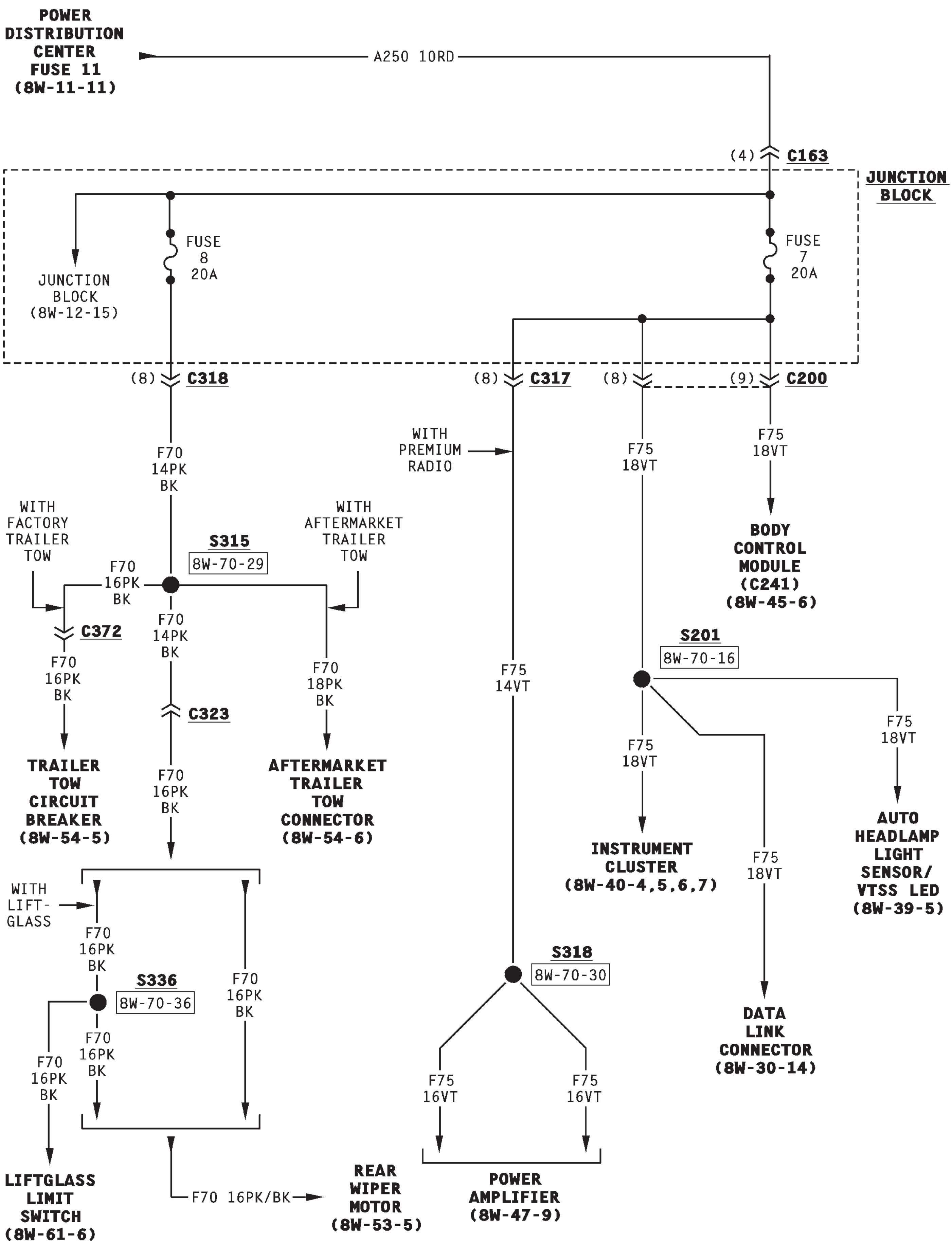

POWER DISTRIBUTION CENTER FUSE 8 (8W-11-7,9,12,13)
A1 12RD/WT
C233
A1 12RD/WT
S210
8W-70-19
A1 12RD WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 17 (8W-46-6)
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 14 (8W-46-6)
A1 12RD WT
IGNITION SWITCH
ACC
OFF
RUN
START
C228
(7)
C228
(2)
A21 12DB GY
T19 20YL BK
107 20BK RD
BLACK
107 20BK RD
C212
107 20BK RD
(2)
(6)
C200
(2)
C202
JUNCTION BLOCK
FUSE 4 10A
FUSE 5 10A
(7) C164
(1) C163
(2) C318
(7) C317
(3) C207
(NOT USED)
(8) C207
T107 20BK RD
C132
T107 20BK RD
FOUR-WHEEL DRIVE SWITCH (8W-46-6)
A21 12DB GY
POWER DISTRIBUTION CENTER FUSE 18 (8W-11-7)
G5 18DB WT
AIRBAG CONTROL MODULE (C308) CAVITY 1 (8W-43-3)
LAMP OUTAGE MODULE (OPTIONAL)
F87 18WT PK
C316
10 FUSED IGNITION SWITCH OUTPUT (START/ RUN)
F87 20BK WT
S215
8W-70-20
F87 20BK WT
F87 20BK WT
INSTRUMENT CLUSTER (8W-40-9)
SHIFT INTERLOCK (8W-31-4)


POWER DISTRIBUTION CENTER FUSE 8 (8W-11-7,9,12,13)
A1 12RD WT
C233
S210
8W-70-19
C228
(4)
IGNITION SWITCH
ACC
OFF
RUN
START
(5)
A22 12BK OR
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(10)
C201
JUNCTION BLOCK
ELECTRONIC FLASHER (8W-12-16)
FUSE 6 15A
JUNCTION BLOCK (8W-12-12,13)
JUNCTION BLOCK (8W-12-12)
(1)
C204
F83 18YL DG
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 16 (8W-46-5)
F83 18YL/DG
S212
8W-70-19
C235
SPEED PROPORTIONAL STEERING MODULE CAVITY 8 (8W-65-3)
F83 20YL/DG
WITH SPEED PROPORTIONAL STEERING
DAYTIME RUNNING LAMP MODULE CAVITY 5 (8W-50-10)
S119
8W-70-9
PARK/NEUTRAL POSITION SWITCH (8W-51-5)
C132

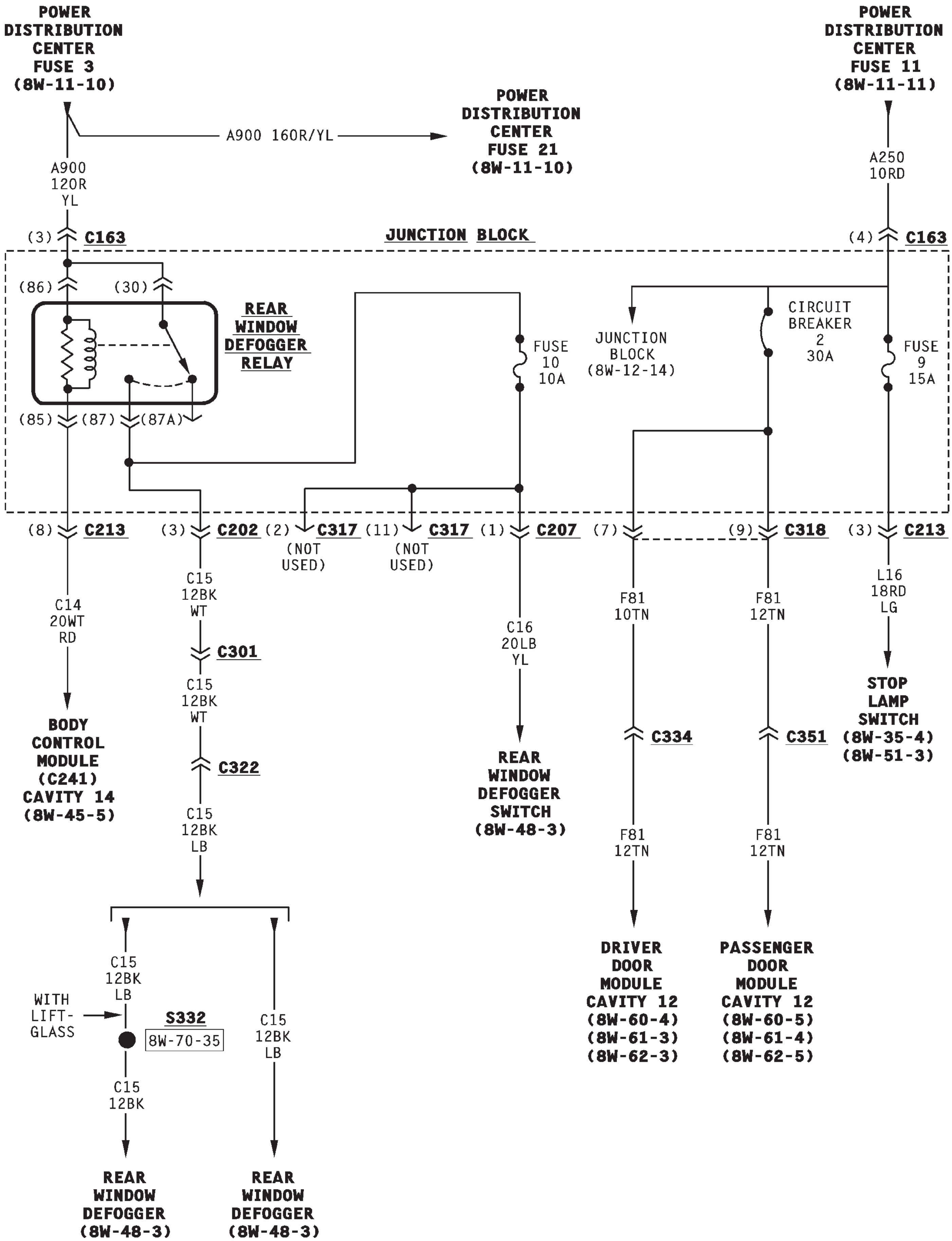

POWER DISTRIBUTION CENTER FUSE 8 (8W-11-7,9,12,13)
A1 12RD WT
C233
S210
8W-70-19
C228
(4)
IGNITION SWITCH
ACC
OFF
RUN
START
C228
(5)
A22 12BK OR
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(10) C201
JUNCTION BLOCK
FUSE 11 10A
ELECTRONIC FLASHER (8W-12-16)
JUNCTION BLOCK (8W-12-11)
FUSE 6 15A
JUNCTION BLOCK (8W-12-11)
(11) C164
(6) C317
(3) C355
F12 20DB WT
ABS MAIN RELAY (8W-11-13) (8W-35-5)
CONTROLLER ANTI-LOCK BRAKE (C310) CAVITY A5 (8W-35-5)
WITH OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
F83 20YL DG
F83 20BK VT
S323
8W-70-32
OVERHEAD CONSOLE (8W-49-3)
F83 20YL/DG
MINI OVERHEAD CONSOLE (8W-49-3)
AUTOMATIC DAY/NIGHT REAR VIEW MIRROR (8W-44-17)
F83 20BK/VT

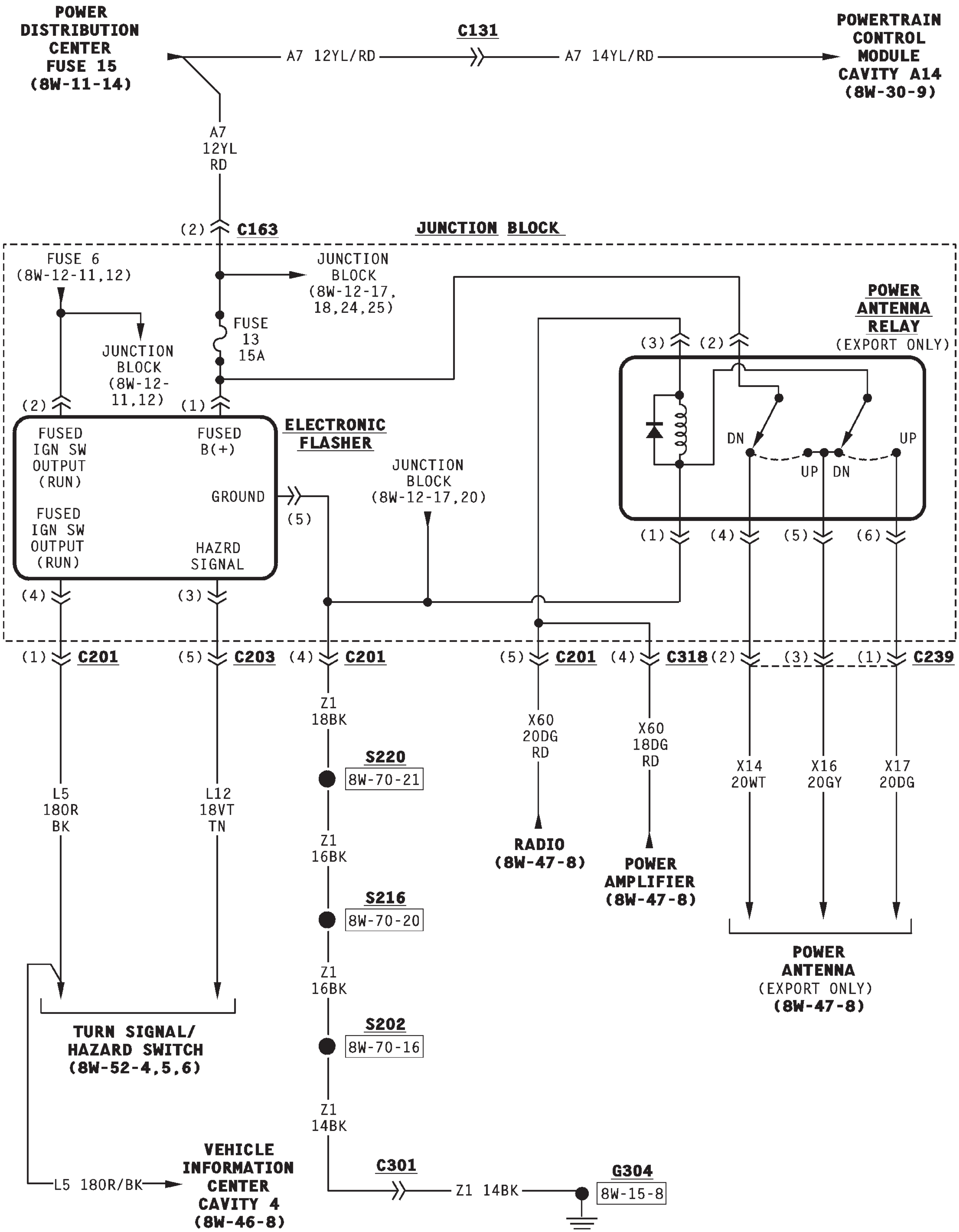


POWER DISTRIBUTION CENTER FUSE 8 (8W-11-7,9,12,13)
A1 12RD WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
C233
S210
8W-70-19
C228
(4)
IGNITION SWITCH
ACC
OFF
RUN
START
C228
(5)
A22 12BK OR
(10)
C201
JUNCTION BLOCK
FUSE 22 10A
FUSE 12 10A
JUNCTION BLOCK (8W-12-11,12)
(4) C207
(1) C317
(9) C207
F71 20DG PK
F20 18WT
AIRBAG CONTROL MODULE (C308) CAVITY 2 (8W-43-3)
WITH ATC
F71 20PK DG
S218
8W-70-21
C307
F71 18PK DG
SWITCH POD (8W-31-7) (8W-63-9,11)
C206
S317
8W-70-30
C335
C329
F87 18WT BK
F87 18PK DG
AUTOMATIC TEMPERATURE CONTROL MODULE CAVITY C12 (8W-42-8)
WITH MANUAL A/C-HEATER
A/C-HEATER CONTROL (8W-42-6)
PASSENGER SEAT HEATER CONTROL MODULE CAVITY 1 (8W-63-11)
DRIVER SEAT HEATER CONTROL MODULE CAVITY 1 (8W-63-9)
BLEND AIR DOOR MOTOR ACTUATOR (8W-42-6)
RECIRCULATION DOOR MOTOR (8W-42-13)

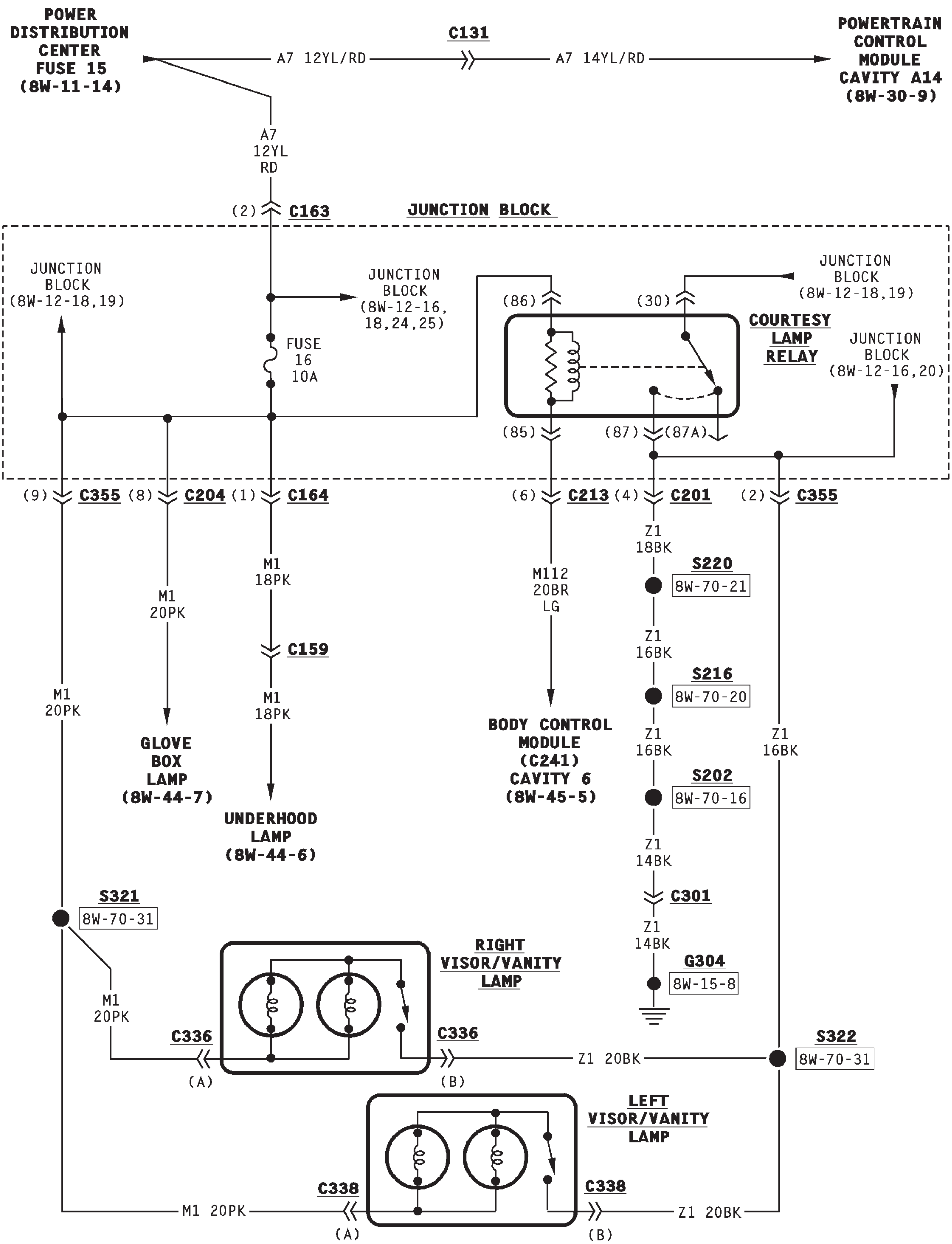


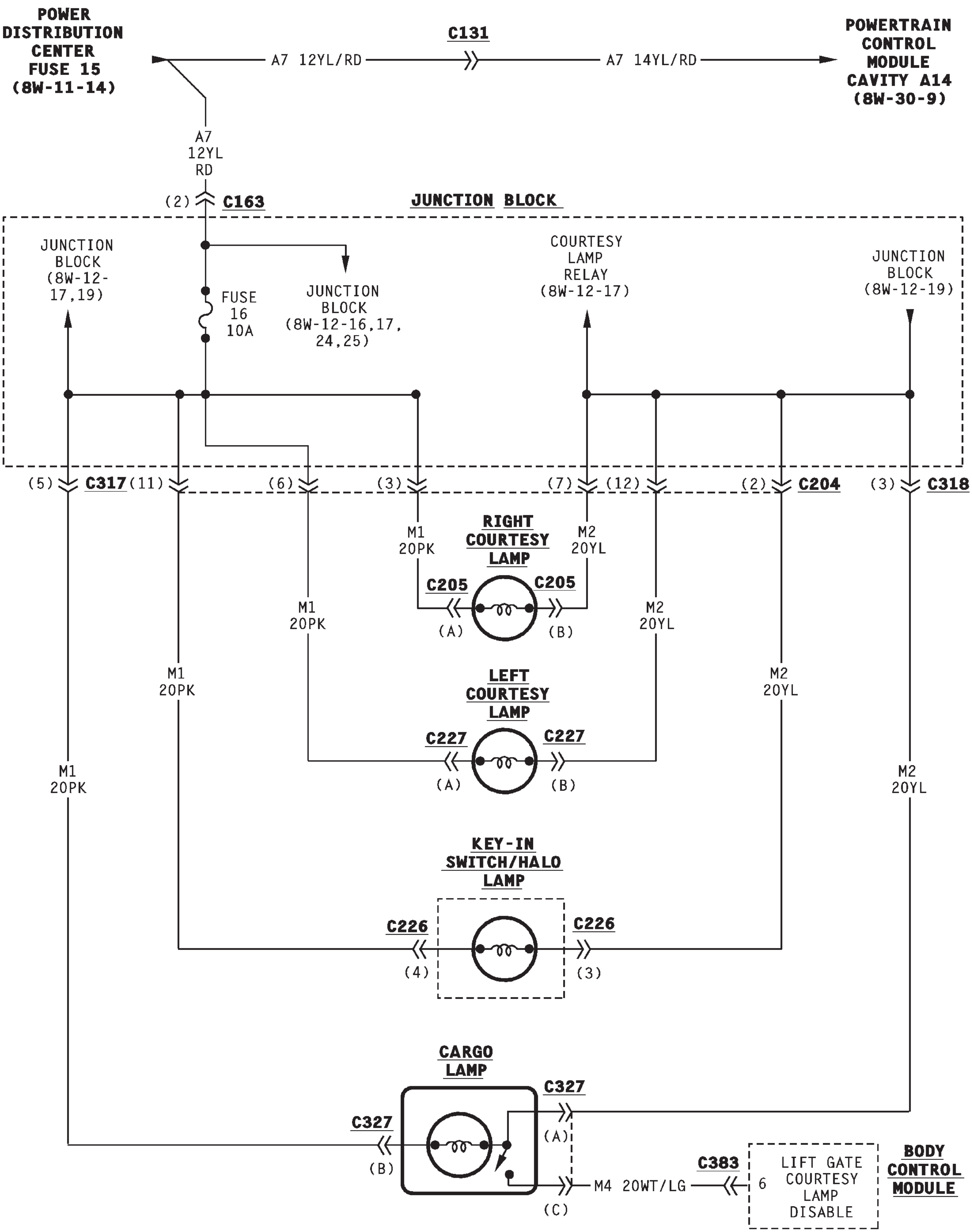
POWER DISTRIBUTION CENTER FUSE 11 (8W-11-11)
A250 10RD
(4) C163
JUNCTION BLOCK
FUSE 8 20A
FUSE 7 20A
JUNCTION BLOCK (8W-12-15)
(8) C318
(8) C317
(8)
(9) C200
F70 14PK BK
WITH PREMIUM RADIO
F75 18VT
F75 18VT
BODY CONTROL MODULE (C241) (8W-45-6)
WITH FACTORY TRAILER TOW
WITH AFTERMARKET TRAILER TOW
S315
8W-70-29
F70 16PK BK
C372
F70 16PK BK
F70 14PK BK
C323
F70 18PK BK
F75 14VT
S201
8W-70-16
F75 18VT
F75 18VT
F75 18VT
TRAILER TOW CIRCUIT BREAKER (8W-54-5)
F70 16PK BK
AFTERMARKET TRAILER TOW CONNECTOR (8W-54-6)
INSTRUMENT CLUSTER (8W-40-4,5,6,7)
AUTO HEADLAMP LIGHT SENSOR/ VTSS LED (8W-39-5)
WITH LIFT-GLASS
F70 16PK BK
S336
8W-70-36
F70 16PK BK
F70 16PK BK
F70 16PK BK
S318
8W-70-30
F75 16VT
F75 16VT
DATA LINK CONNECTOR (8W-30-14)
F70 16PK/BK
LIFTGLASS LIMIT SWITCH (8W-61-6)
REAR WIPER MOTOR (8W-53-5)
POWER AMPLIFIER (8W-47-9)

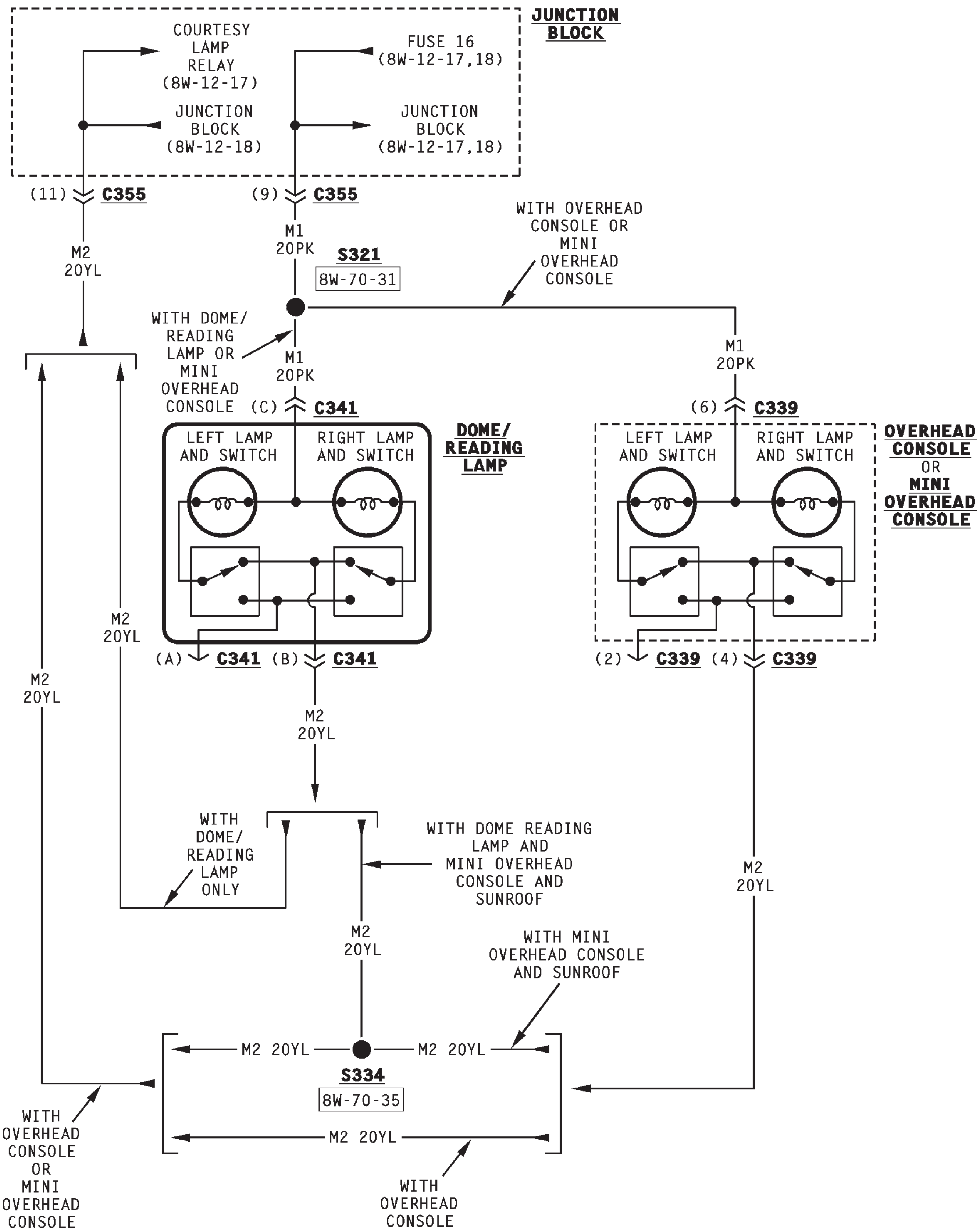

POWER DISTRIBUTION CENTER FUSE 3 (8W-11-10)
A900 16OR/YL
POWER DISTRIBUTION CENTER FUSE 21 (8W-11-10)
A900 12OR YL
POWER DISTRIBUTION CENTER FUSE 11 (8W-11-11)
A250 10RD
(3) C163
JUNCTION BLOCK
(4) C163
(86)
(30)
REAR WINDOW DEFOGGER RELAY
(85) (87) (87A)
FUSE 10 10A
JUNCTION BLOCK (8W-12-14)
CIRCUIT BREAKER 2 30A
FUSE 9 15A
(8) C213
(3) C202
(2) C317 (NOT USED)
(11) C317 (NOT USED)
(1) C207
(7)
(9) C318
(3) C213
C14 20WT RD
BODY CONTROL MODULE (C241) CAVITY 14 (8W-45-5)
C15 12BK WT
C301
C15 12BK WT
C322
C15 12BK LB
C16 20LB YL
REAR WINDOW DEFOGGER SWITCH (8W-48-3)
F81 10TN
C334
F81 12TN
F81 12TN
C351
F81 12TN
L16 18RD LG
STOP LAMP SWITCH (8W-35-4) (8W-51-3)
DRIVER DOOR MODULE CAVITY 12 (8W-60-4) (8W-61-3) (8W-62-3)
PASSENGER DOOR MODULE CAVITY 12 (8W-60-5) (8W-61-4) (8W-62-5)
C15 12BK LB
WITH LIFT-GLASS
S332
8W-70-35
C15 12BK
C15 12BK LB
REAR WINDOW DEFOGGER (8W-48-3)
REAR WINDOW DEFOGGER (8W-48-3)

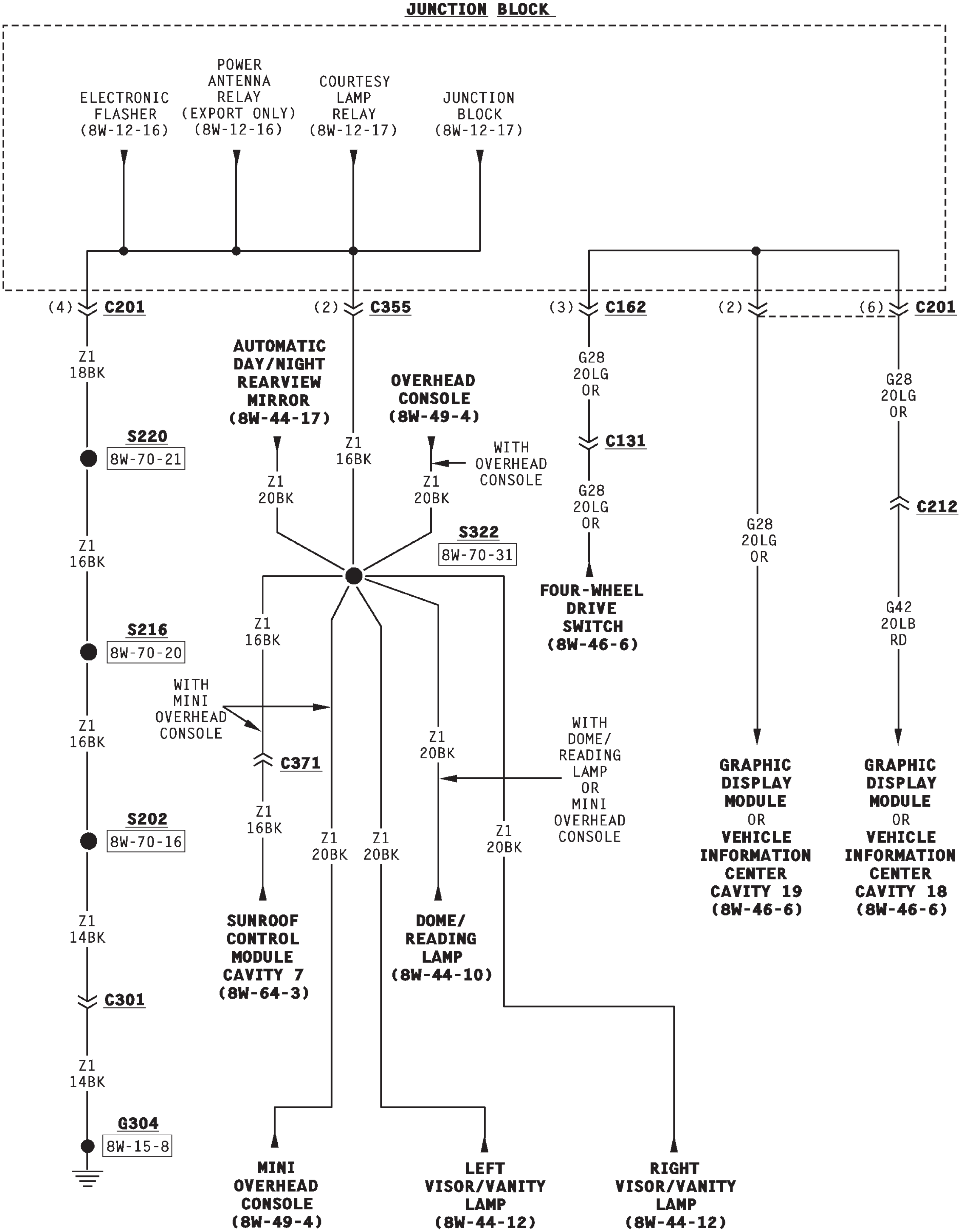


POWER DISTRIBUTION CENTER FUSE 15 (8W-11-14)
A7 12YL/RD
C131
A7 14YL/RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
A7 12YL RD
(2) C163
JUNCTION BLOCK
FUSE 6 (8W-12-11,12)
JUNCTION BLOCK (8W-12-17, 18,24,25)
FUSE 13 15A
JUNCTION BLOCK (8W-12- 11,12)
POWER ANTENNA RELAY (EXPORT ONLY)
(3) (2)
DN UP UP DN
(2) (1)
FUSED IGN SW OUTPUT (RUN)
FUSED B(+)
ELECTRONIC FLASHER
GROUND
(5)
FUSED IGN SW OUTPUT (RUN)
HAZRD SIGNAL
JUNCTION BLOCK (8W-12-17,20)
(1) (4) (5) (6)
(4) (3)
(1) C201 (5) C203 (4) C201 (5) C201 (4) C318 (2) (3) (1) C239
Z1 18BK
S220 8W-70-21
Z1 16BK
S216 8W-70-20
Z1 16BK
S202 8W-70-16
Z1 14BK
L5 18OR BK
L12 18VT TN
X60 20DG RD
X60 18DG RD
X14 20WT
X16 20GY
X17 20DG
RADIO (8W-47-8)
POWER AMPLIFIER (8W-47-8)
POWER ANTENNA (EXPORT ONLY) (8W-47-8)
TURN SIGNAL/ HAZARD SWITCH (8W-52-4,5,6)
L5 18OR/BK
VEHICLE INFORMATION CENTER CAVITY 4 (8W-46-8)
C301
Z1 14BK
G304 8W-15-8

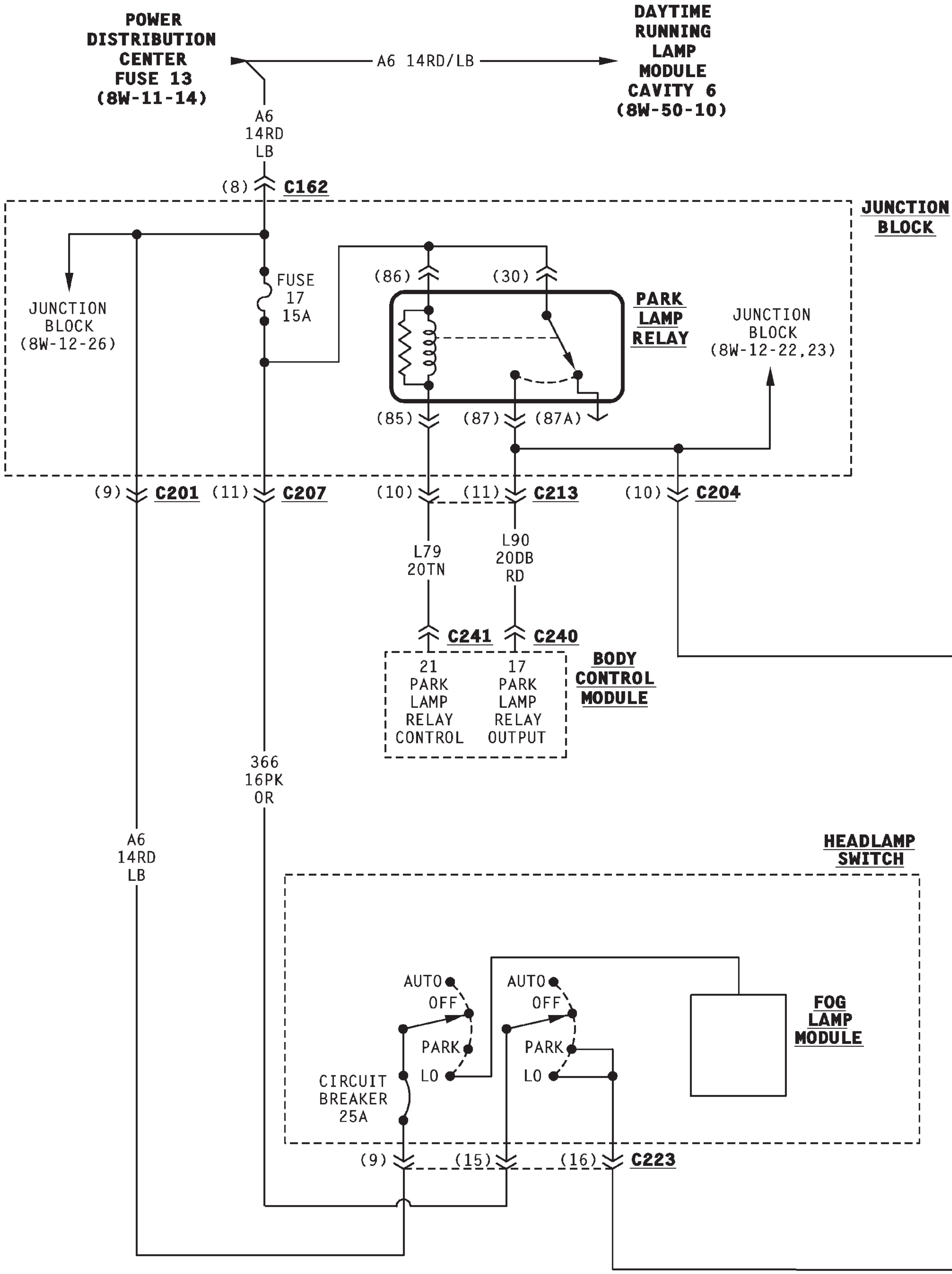

POWER DISTRIBUTION CENTER FUSE 15 (8W-11-14)
A7 12YL/RD
C131
A7 14YL/RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
A7 12YL RD
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-18,19)
JUNCTION BLOCK (8W-12-16, 18,24,25)
FUSE 16 10A
(86)
(30)
JUNCTION BLOCK (8W-12-18,19)
COURTESY LAMP RELAY
JUNCTION BLOCK (8W-12-16,20)
(85)
(87)
(87A)
(9) C355
(8) C204
(1) C164
(6) C213
(4) C201
(2) C355
Z1 18BK
S220 8W-70-21
M1 18PK
M112 20BR LG
M1 20PK
Z1 16BK
C159
S216 8W-70-20
M1 20PK
M1 18PK
Z1 16BK
Z1 16BK
GLOVE BOX LAMP (8W-44-7)
BODY CONTROL MODULE (C241) CAVITY 6 (8W-45-5)
S202 8W-70-16
UNDERHOOD LAMP (8W-44-6)
Z1 14BK
C301
S321 8W-70-31
Z1 14BK
RIGHT VISOR/VANITY LAMP
G304 8W-15-8
M1 20PK
C336
C336
Z1 20BK
S322 8W-70-31
(A)
(B)
LEFT VISOR/VANITY LAMP
C338
C338
M1 20PK
Z1 20BK
(A)
(B)

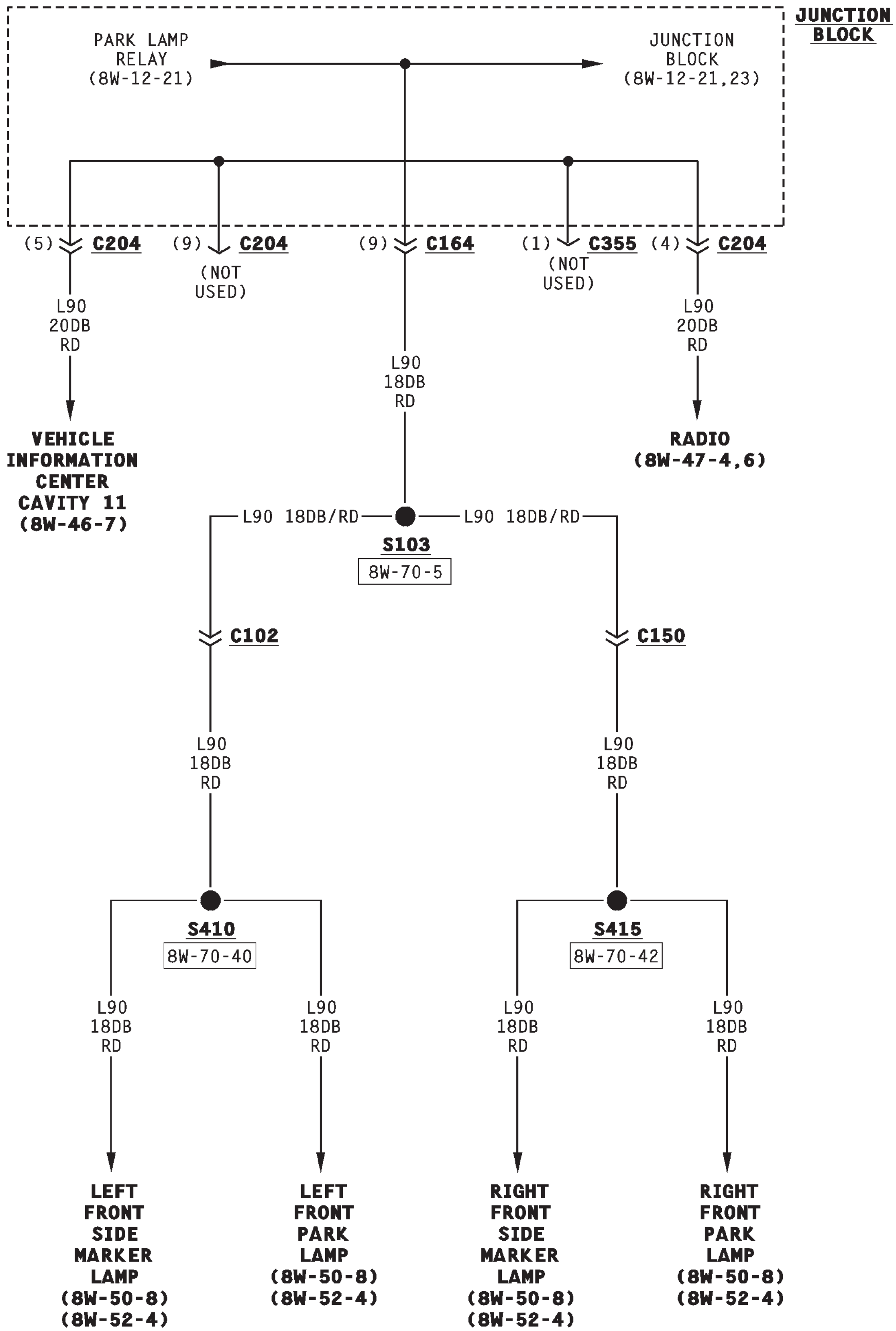

POWER DISTRIBUTION CENTER FUSE 15 (8W-11-14)
A7 12YL/RD
C131
A7 14YL/RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
A7 12YL RD
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-17,19)
FUSE 16 10A
JUNCTION BLOCK (8W-12-16,17, 24,25)
COURTESY LAMP RELAY (8W-12-17)
JUNCTION BLOCK (8W-12-19)
(5) C317 (11)
(6)
(3)
(7)
(12)
(2) C204
(3) C318
M1 20PK
RIGHT COURTESY LAMP
M2 20YL
C205
C205
(A)
(B)
M1 20PK
M2 20YL
M1 20PK
M2 20YL
LEFT COURTESY LAMP
C227
C227
(A)
(B)
M1 20PK
M2 20YL
KEY-IN SWITCH/HALO LAMP
C226
C226
(4)
(3)
CARGO LAMP
C327
C327
(A)
(B)
(C)
M4 20WT/LG
C383
6
LIFT GATE COURTESY LAMP DISABLE
BODY CONTROL MODULE

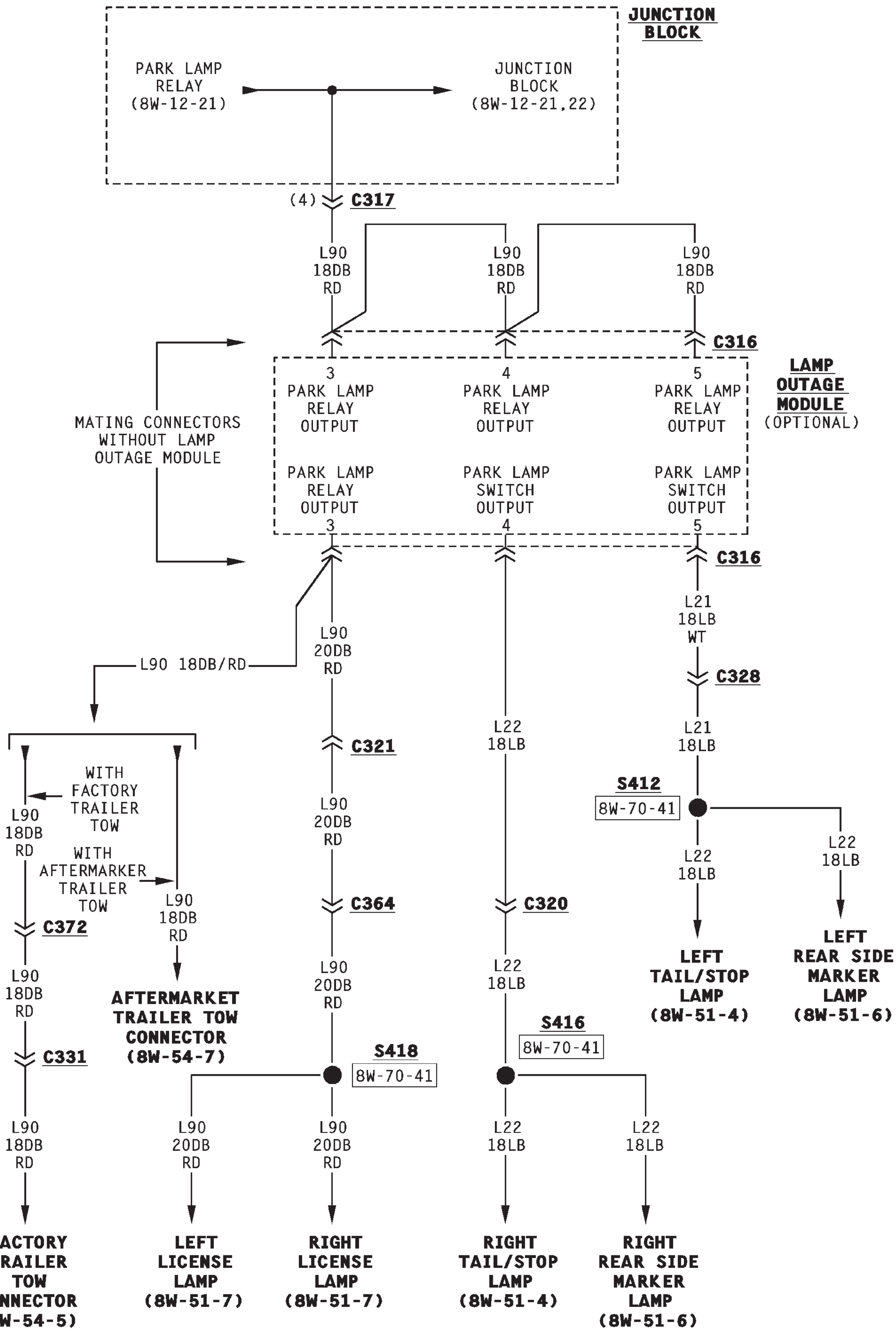

JUNCTION BLOCK
COURTESY LAMP RELAY (8W-12-17)
FUSE 16 (8W-12-17,18)
JUNCTION BLOCK (8W-12-18)
JUNCTION BLOCK (8W-12-17,18)
(11) C355
(9) C355
M1 20PK
M2 20YL
S321
8W-70-31
WITH OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
WITH DOME/ READING LAMP OR MINI OVERHEAD CONSOLE
M1 20PK
(C) C341
M1 20PK
(6) C339
LEFT LAMP AND SWITCH
RIGHT LAMP AND SWITCH
DOME/ READING LAMP
LEFT LAMP AND SWITCH
RIGHT LAMP AND SWITCH
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
M2 20YL
M2 20YL
(A) C341 (B) C341
(2) C339 (4) C339
M2 20YL
WITH DOME/ READING LAMP ONLY
WITH DOME READING LAMP AND MINI OVERHEAD CONSOLE AND SUNROOF
M2 20YL
M2 20YL
WITH MINI OVERHEAD CONSOLE AND SUNROOF
M2 20YL
M2 20YL
S334
8W-70-35
M2 20YL
WITH OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
WITH OVERHEAD CONSOLE

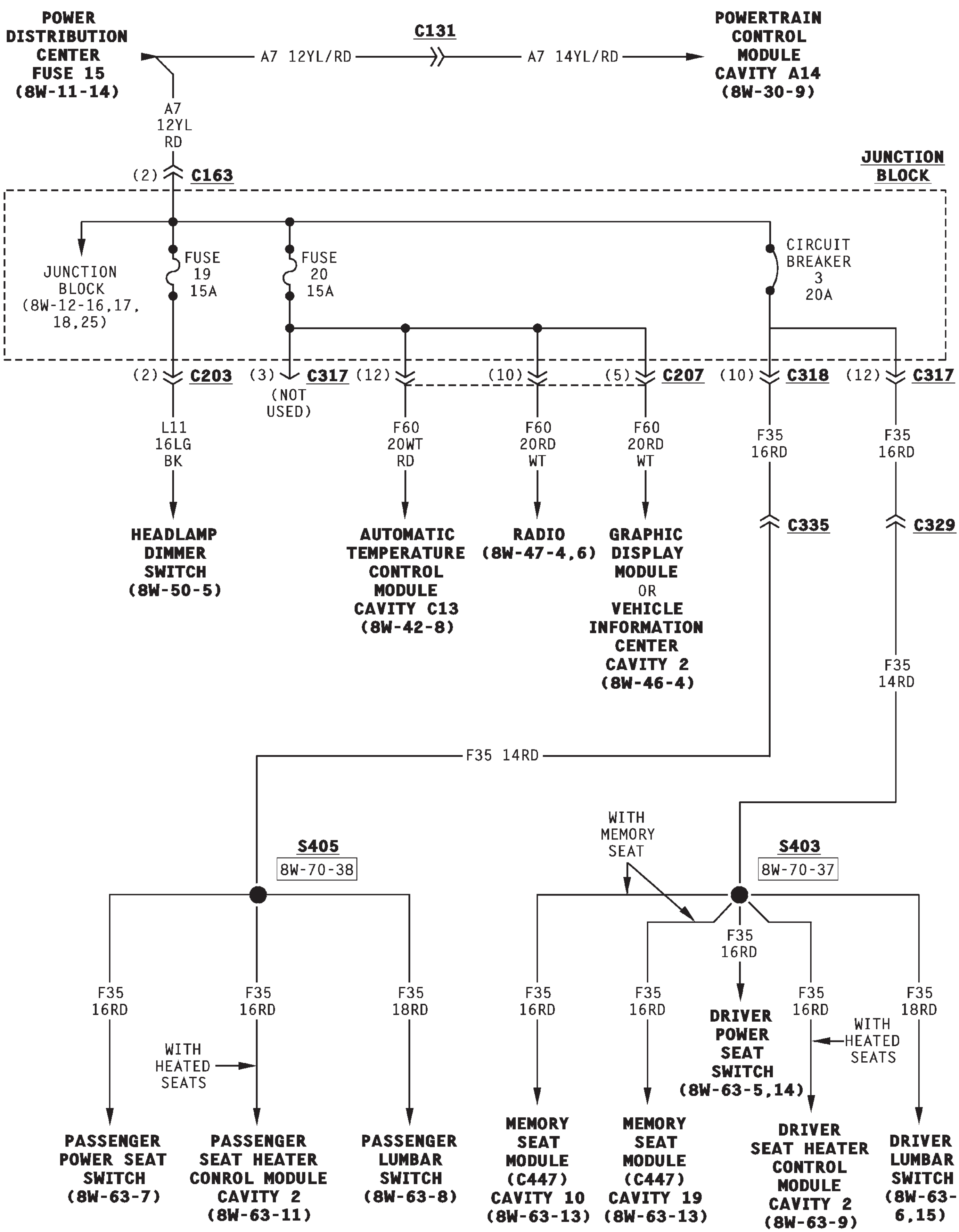


JUNCTION BLOCK
ELECTRONIC FLASHER (8W-12-16)
POWER ANTENNA RELAY (EXPORT ONLY) (8W-12-16)
COURTESY LAMP RELAY (8W-12-17)
JUNCTION BLOCK (8W-12-17)
(4) C201
(2) C355
(3) C162
(2)
(6) C201
Z1 18BK
S220 8W-70-21
Z1 16BK
S216 8W-70-20
Z1 16BK
S202 8W-70-16
Z1 14BK
C301
Z1 14BK
G304 8W-15-8
AUTOMATIC DAY/NIGHT REARVIEW MIRROR (8W-44-17)
Z1 16BK
OVERHEAD CONSOLE (8W-49-4)
WITH OVERHEAD CONSOLE
Z1 20BK
Z1 20BK
S322 8W-70-31
Z1 16BK
WITH MINI OVERHEAD CONSOLE
C371
Z1 16BK
SUNROOF CONTROL MODULE CAVITY 7 (8W-64-3)
Z1 20BK
Z1 20BK
Z1 20BK
WITH DOME/ READING LAMP OR MINI OVERHEAD CONSOLE
DOME/ READING LAMP (8W-44-10)
Z1 20BK
G28 20LG OR
C131
G28 20LG OR
FOUR-WHEEL DRIVE SWITCH (8W-46-6)
G28 20LG OR
G28 20LG OR
C212
G42 20LB RD
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 19 (8W-46-6)
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 18 (8W-46-6)
MINI OVERHEAD CONSOLE (8W-49-4)
LEFT VISOR/VANITY LAMP (8W-44-12)
RIGHT VISOR/VANITY LAMP (8W-44-12)

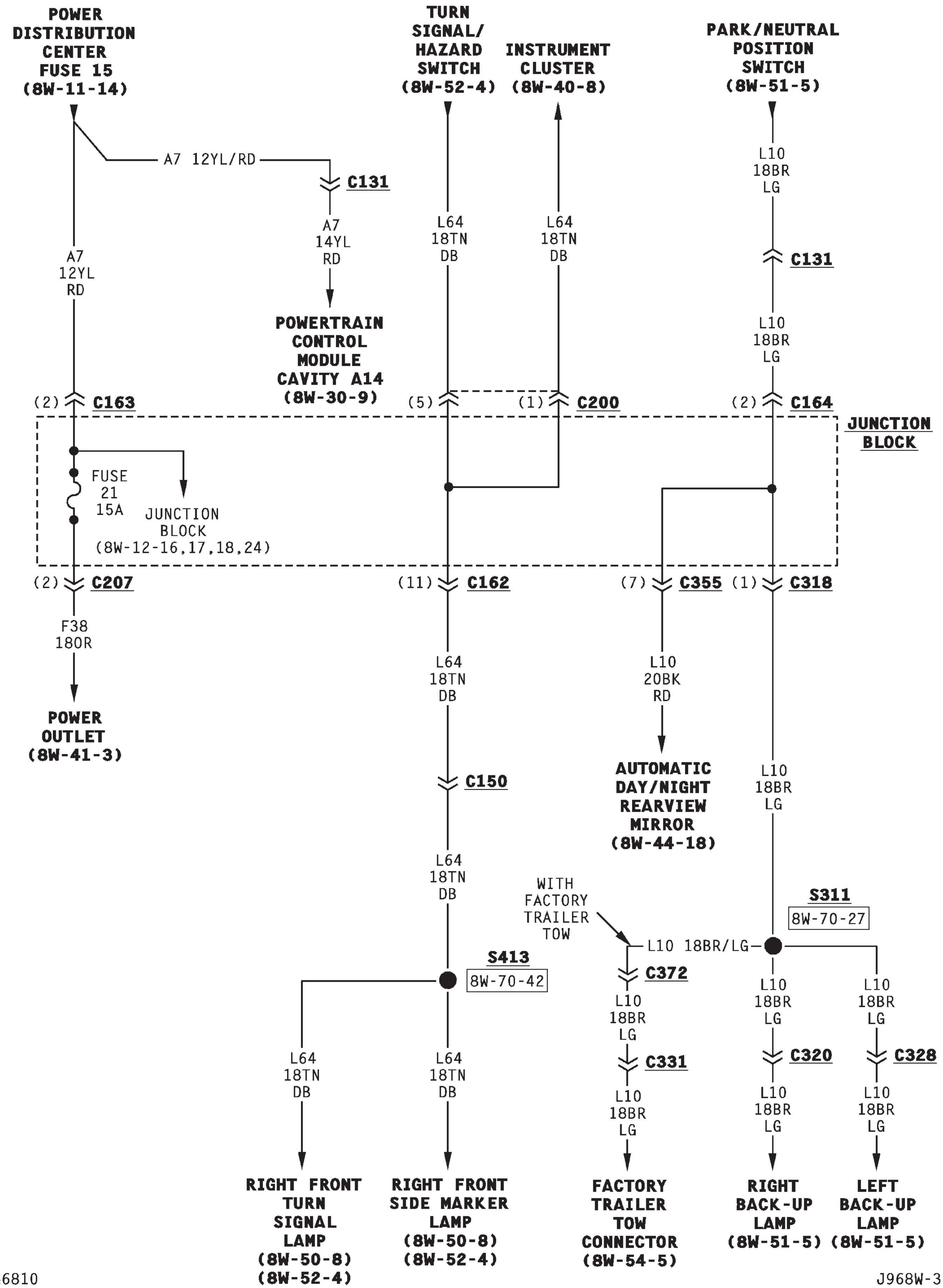

POWER DISTRIBUTION CENTER FUSE 13 (8W-11-14)
A6 14RD/LB
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
A6 14RD LB
(8) C162
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-26)
FUSE 17 15A
(86)
(30)
PARK LAMP RELAY
JUNCTION BLOCK (8W-12-22,23)
(85)
(87)
(87A)
(9) C201
(11) C207
(10)
(11) C213
(10) C204
L79 20TN
L90 20DB RD
C241
C240
21 PARK LAMP RELAY CONTROL
17 PARK LAMP RELAY OUTPUT
BODY CONTROL MODULE
366 16PK OR
A6 14RD LB
HEADLAMP SWITCH
L90 20DB RD
AUTO
OFF
PARK
LO
AUTO
OFF
PARK
LO
FOG LAMP MODULE
CIRCUIT BREAKER 25A
(9)
(15)
(16) C223

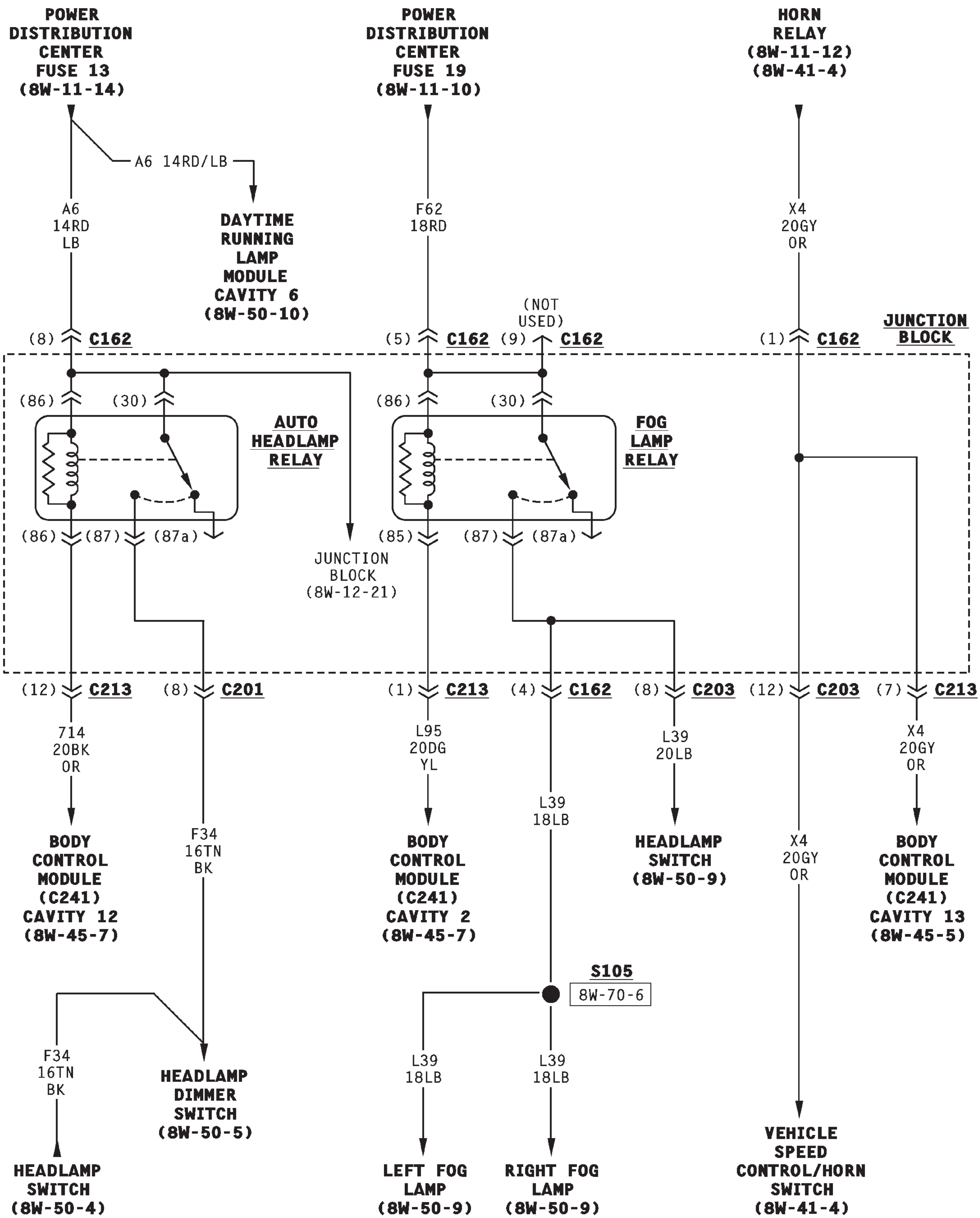

JUNCTION BLOCK
PARK LAMP RELAY (8W-12-21)
JUNCTION BLOCK (8W-12-21,23)
(5) C204
(9) C204
(NOT USED)
(9) C164
(1) C355
(NOT USED)
(4) C204
L90 20DB RD
L90 18DB RD
L90 20DB RD
VEHICLE INFORMATION CENTER CAVITY 11 (8W-46-7)
RADIO (8W-47-4,6)
L90 18DB/RD
S103
8W-70-5
L90 18DB/RD
C102
C150
L90 18DB RD
L90 18DB RD
S410
8W-70-40
S415
8W-70-42
L90 18DB RD
L90 18DB RD
L90 18DB RD
L90 18DB RD
LEFT FRONT SIDE MARKER LAMP (8W-50-8) (8W-52-4)
LEFT FRONT PARK LAMP (8W-50-8) (8W-52-4)
RIGHT FRONT SIDE MARKER LAMP (8W-50-8) (8W-52-4)
RIGHT FRONT PARK LAMP (8W-50-8) (8W-52-4)


JUNCTION BLOCK
PARK LAMP RELAY (8W-12-21)
JUNCTION BLOCK (8W-12-21,22)
(4) C317
L90 18DB RD
L90 18DB RD
L90 18DB RD
C316
LAMP OUTAGE MODULE (OPTIONAL)
3 PARK LAMP RELAY OUTPUT
4 PARK LAMP RELAY OUTPUT
5 PARK LAMP RELAY OUTPUT
MATING CONNECTORS WITHOUT LAMP OUTAGE MODULE
PARK LAMP RELAY OUTPUT 3
PARK LAMP SWITCH OUTPUT 4
PARK LAMP SWITCH OUTPUT 5
C316
L90 18DB/RD
L90 20DB RD
L21 18LB WT
C328
L21 18LB
C321
L22 18LB
WITH FACTORY TRAILER TOW
L90 18DB RD
WITH AFTERMARKER TRAILER TOW
L90 20DB RD
S412
8W-70-41
L22 18LB
L22 18LB
L90 18DB RD
C372
C364
C320
L90 18DB RD
L90 20DB RD
L22 18LB
LEFT TAIL/STOP LAMP (8W-51-4)
LEFT REAR SIDE MARKER LAMP (8W-51-6)
AFTERMARKET TRAILER TOW CONNECTOR (8W-54-7)
S418
8W-70-41
S416
8W-70-41
C331
L90 18DB RD
L90 20DB RD
L90 20DB RD
L22 18LB
L22 18LB
FACTORY TRAILER TOW CONNECTOR (8W-54-5)
LEFT LICENSE LAMP (8W-51-7)
RIGHT LICENSE LAMP (8W-51-7)
RIGHT TAIL/STOP LAMP (8W-51-4)
RIGHT REAR SIDE MARKER LAMP (8W-51-6)
806e680e



POWER DISTRIBUTION CENTER FUSE 15 (8W-11-14)
A7 12YL/RD
C131
A7 14YL/RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
A7 12YL RD
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-16,17, 18,25)
FUSE 19 15A
FUSE 20 15A
CIRCUIT BREAKER 3 20A
(2) C203
(3) C317
(NOT USED)
(12)
(10)
(5) C207
(10) C318
(12) C317
L11 16LG BK
F60 20WT RD
F60 20RD WT
F60 20RD WT
F35 16RD
F35 16RD
HEADLAMP DIMMER SWITCH (8W-50-5)
AUTOMATIC TEMPERATURE CONTROL MODULE CAVITY C13 (8W-42-8)
RADIO (8W-47-4,6)
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 2 (8W-46-4)
C335
C329
F35 14RD
F35 14RD
S405
8W-70-38
S403
8W-70-37
WITH MEMORY SEAT
F35 16RD
F35 16RD
F35 18RD
WITH HEATED SEATS
F35 16RD
F35 16RD
F35 16RD
F35 16RD
F35 18RD
WITH HEATED SEATS
DRIVER POWER SEAT SWITCH (8W-63-5,14)
PASSENGER POWER SEAT SWITCH (8W-63-7)
PASSENGER SEAT HEATER CONROL MODULE CAVITY 2 (8W-63-11)
PASSENGER LUMBAR SWITCH (8W-63-8)
MEMORY SEAT MODULE (C447) CAVITY 10 (8W-63-13)
MEMORY SEAT MODULE (C447) CAVITY 19 (8W-63-13)
DRIVER SEAT HEATER CONTROL MODULE CAVITY 2 (8W-63-9)
DRIVER LUMBAR SWITCH (8W-63-6,15)


POWER DISTRIBUTION CENTER FUSE 15 (8W-11-14)
A7 12YL/RD
C131
A7 14YL RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
A7 12YL RD
(2) C163
FUSE 21 15A
JUNCTION BLOCK (8W-12-16,17,18,24)
(2) C207
F38 18OR
POWER OUTLET (8W-41-3)
TURN SIGNAL/ HAZARD SWITCH (8W-52-4)
INSTRUMENT CLUSTER (8W-40-8)
L64 18TN DB
L64 18TN DB
(5)
(1) C200
(11) C162
L64 18TN DB
C150
L64 18TN DB
S413
8W-70-42
L64 18TN DB
L64 18TN DB
RIGHT FRONT TURN SIGNAL LAMP (8W-50-8) (8W-52-4)
RIGHT FRONT SIDE MARKER LAMP (8W-50-8) (8W-52-4)
PARK/NEUTRAL POSITION SWITCH (8W-51-5)
L10 18BR LG
C131
L10 18BR LG
(2) C164
JUNCTION BLOCK
(7) C355
(1) C318
L10 20BK RD
AUTOMATIC DAY/NIGHT REARVIEW MIRROR (8W-44-18)
L10 18BR LG
S311
8W-70-27
WITH FACTORY TRAILER TOW
L10 18BR/LG
C372
L10 18BR LG
C331
L10 18BR LG
FACTORY TRAILER TOW CONNECTOR (8W-54-5)
L10 18BR LG
C320
L10 18BR LG
RIGHT BACK-UP LAMP (8W-51-5)
L10 18BR LG
C328
L10 18BR LG
LEFT BACK-UP LAMP (8W-51-5)



POWER DISTRIBUTION CENTER FUSE 13 (8W-11-14)
POWER DISTRIBUTION CENTER FUSE 19 (8W-11-10)
HORN RELAY (8W-11-12) (8W-41-4)
A6 14RD/LB
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
A6 14RD LB
F62 18RD
X4 20GY OR
(NOT USED)
(8) C162
(5) C162
(9) C162
(1) C162
JUNCTION BLOCK
(86)
(30)
AUTO HEADLAMP RELAY
FOG LAMP RELAY
(86)
(87)
(87a)
(85)
JUNCTION BLOCK (8W-12-21)
(12) C213
(8) C201
(1) C213
(4) C162
(8) C203
(12) C203
(7) C213
714 20BK OR
L95 20DG YL
L39 20LB
X4 20GY OR
BODY CONTROL MODULE (C241) CAVITY 12 (8W-45-7)
F34 16TN BK
BODY CONTROL MODULE (C241) CAVITY 2 (8W-45-7)
L39 18LB
HEADLAMP SWITCH (8W-50-9)
BODY CONTROL MODULE (C241) CAVITY 13 (8W-45-5)
S105
8W-70-6
HEADLAMP DIMMER SWITCH (8W-50-5)
HEADLAMP SWITCH (8W-50-4)
LEFT FOG LAMP (8W-50-9)
RIGHT FOG LAMP (8W-50-9)
VEHICLE SPEED CONTROL/HORN SWITCH (8W-41-4)

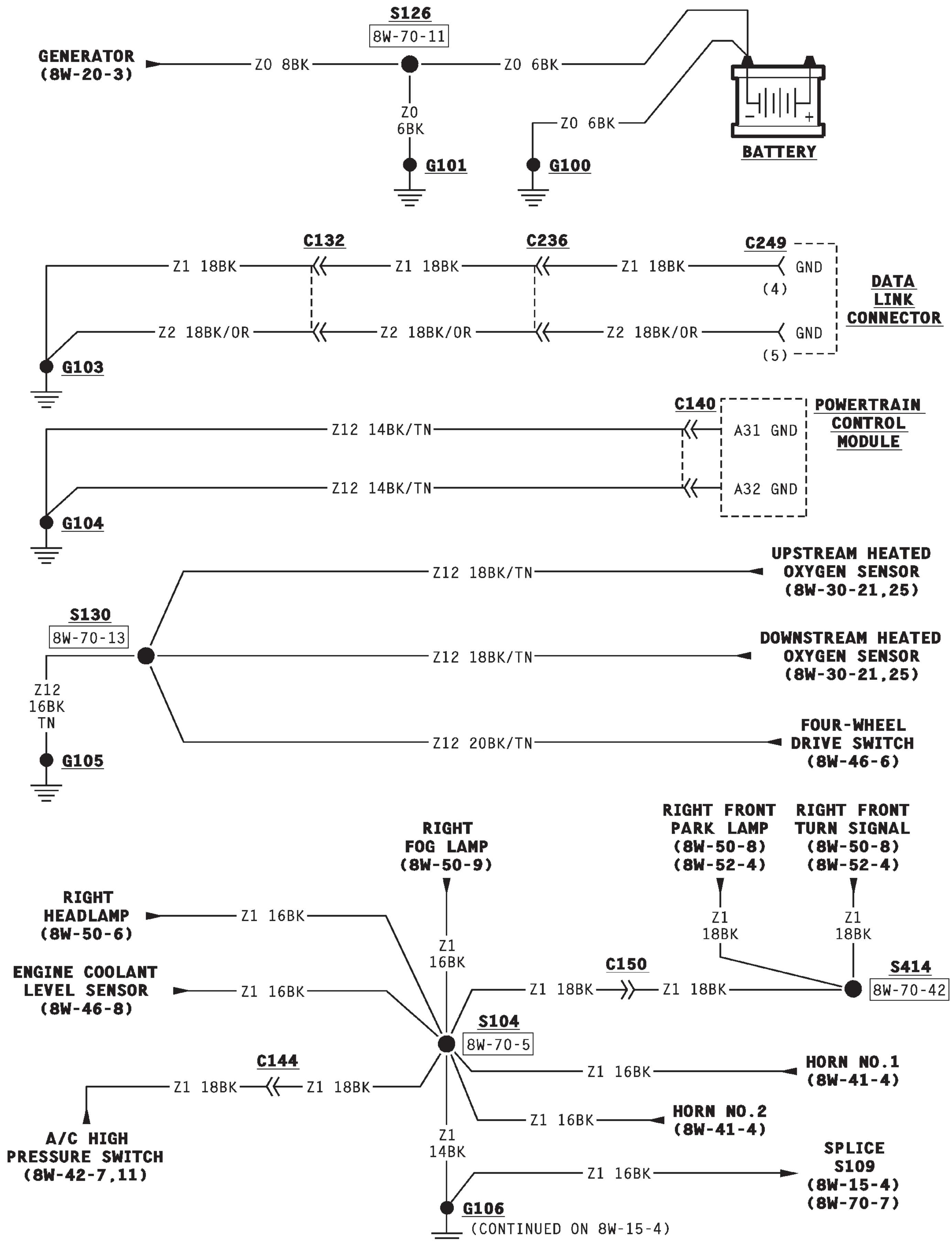
8W-15 GROUND DISTRIBUTION

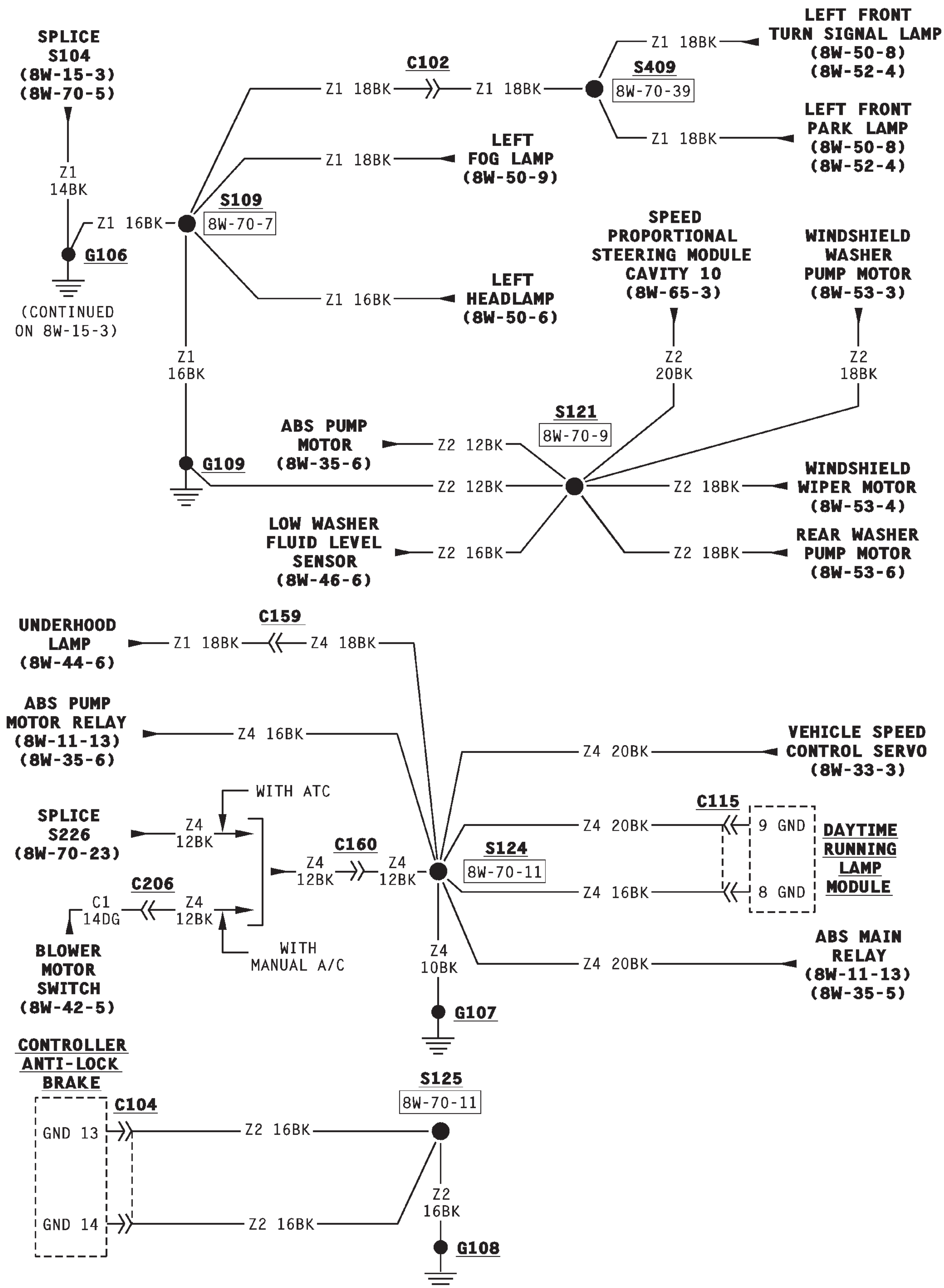
DESCRIPTION AND OPERATION

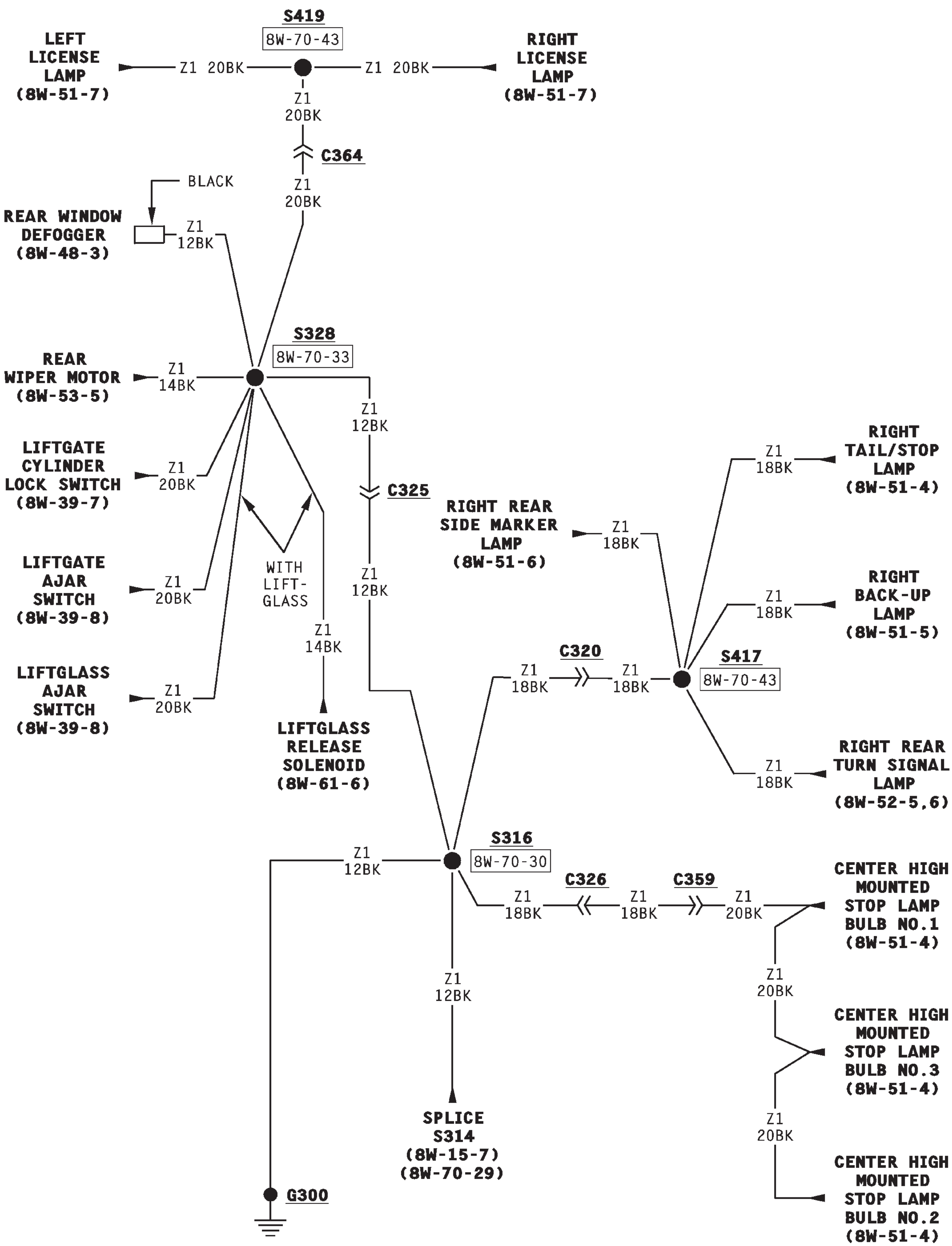
INTRODUCTION

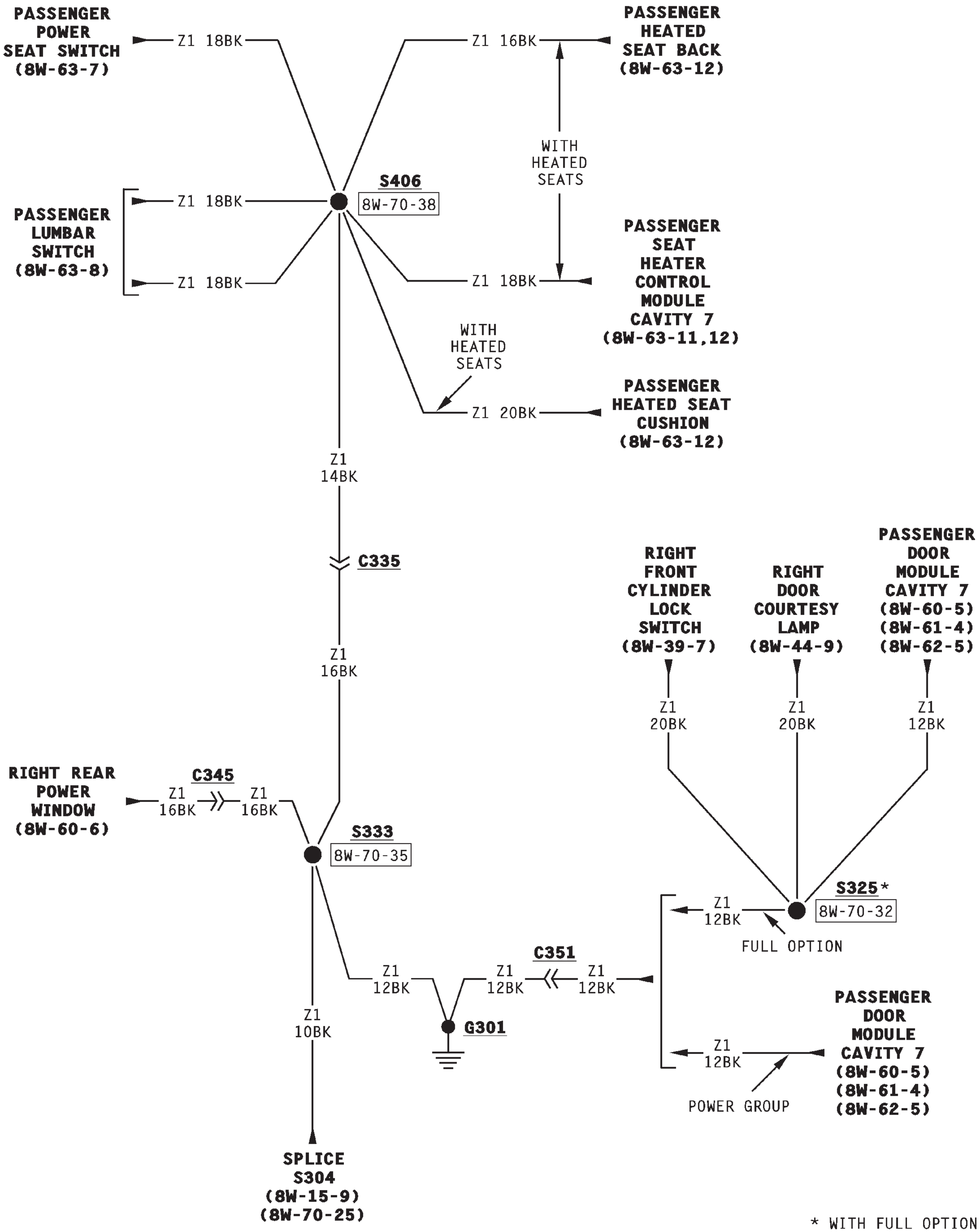
This section identifies the grounds, splices that connect to those grounds, and the components that connect those grounds. For additional information on system operation, refer to the appropriate section of the wiring diagrams. For an illustration of the physical location of each ground, refer to group 8W-90.

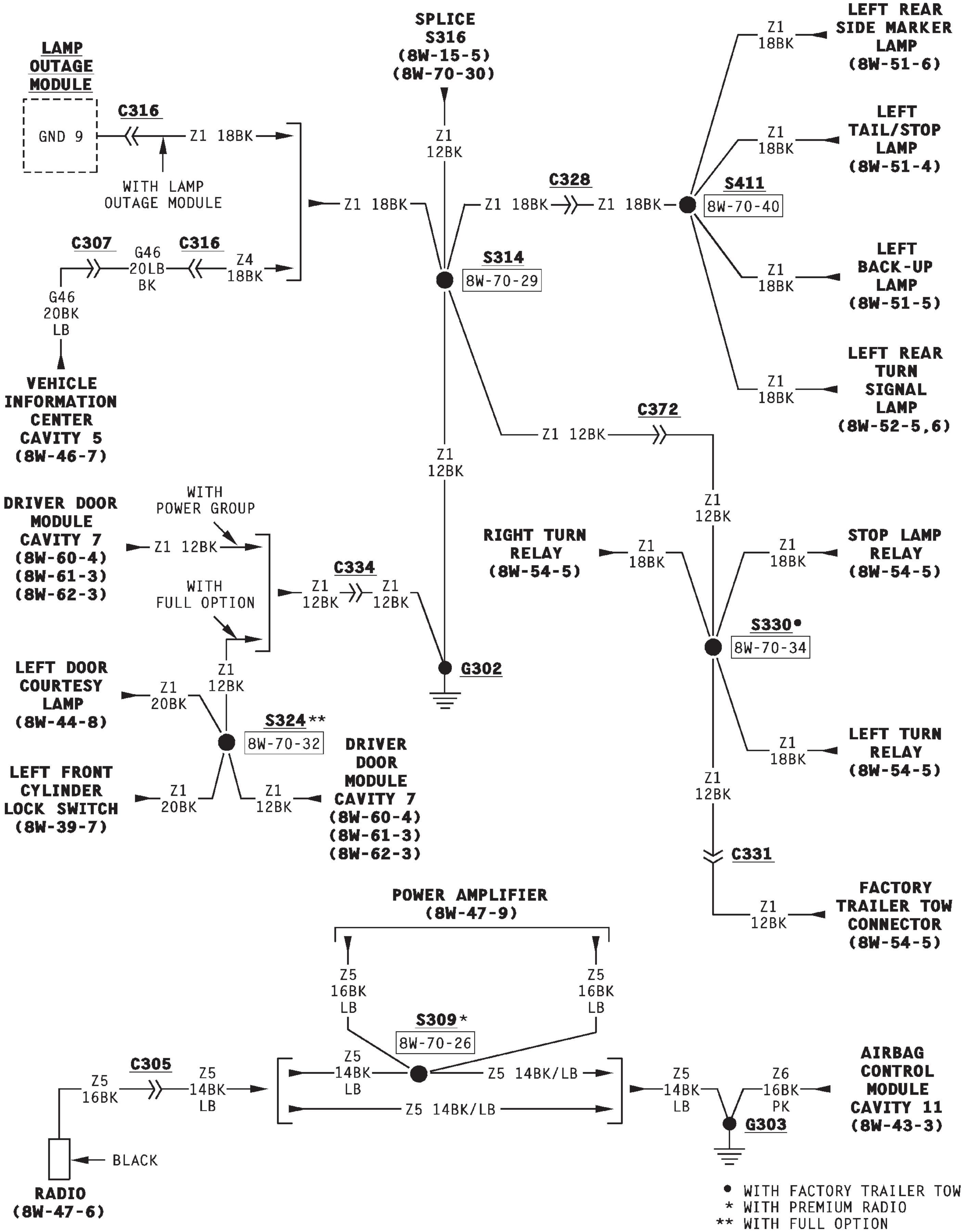
DIAGRAM INDEX

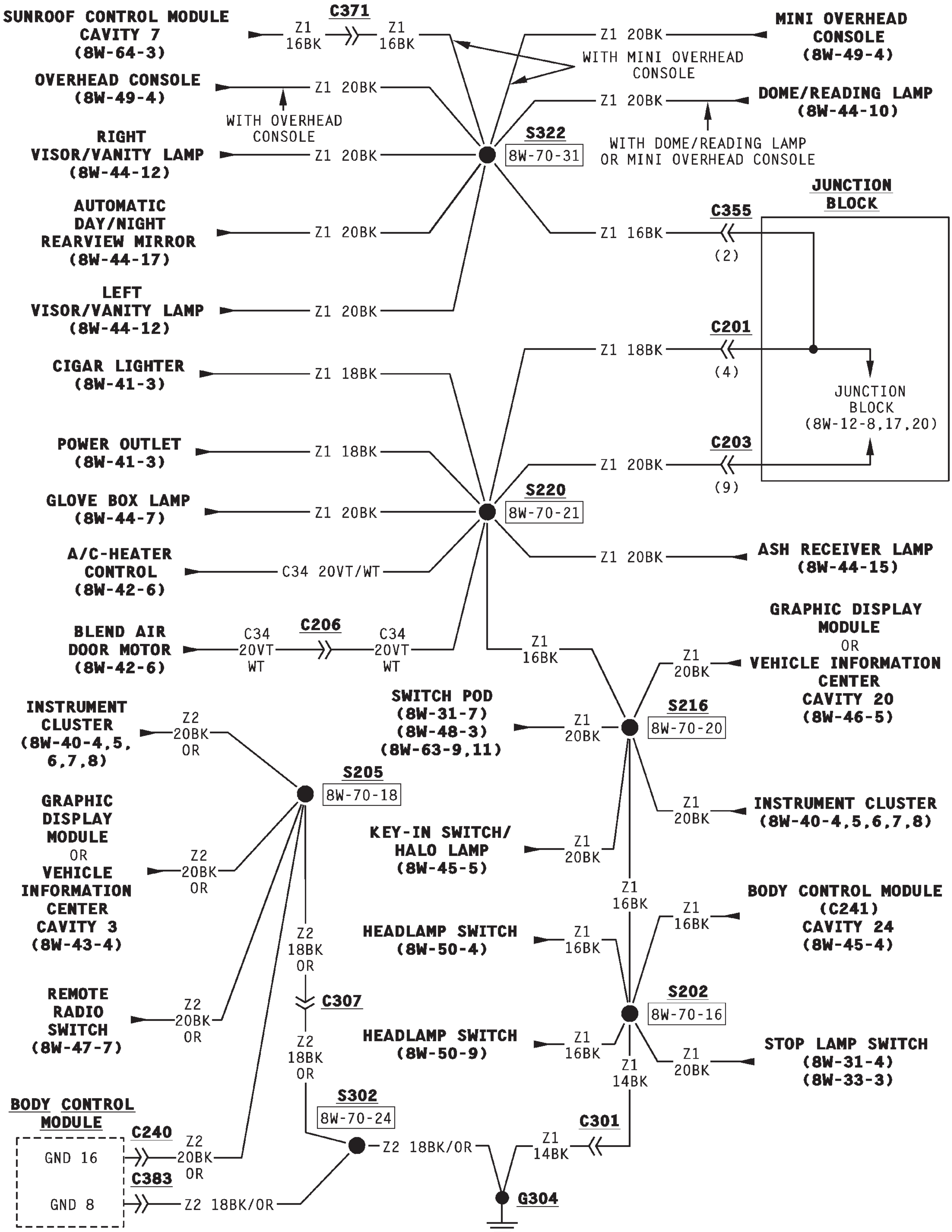

S126
8W-70-11
GENERATOR
(8W-20-3)
Z0 8BK
Z0 6BK
Z0
6BK
G101
Z0 6BK
G100
BATTERY
C132
C236
C249
Z1 18BK
Z1 18BK
Z1 18BK
GND
(4)
DATA
LINK
CONNECTOR
Z2 18BK/OR
Z2 18BK/OR
Z2 18BK/OR
GND
(5)
G103
C140
POWERTRAIN
CONTROL
MODULE
Z12 14BK/TN
A31 GND
Z12 14BK/TN
A32 GND
G104
Z12 18BK/TN
UPSTREAM HEATED
OXYGEN SENSOR
(8W-30-21,25)
S130
8W-70-13
Z12 18BK/TN
DOWNSTREAM HEATED
OXYGEN SENSOR
(8W-30-21,25)
Z12
16BK
TN
G105
Z12 20BK/TN
FOUR-WHEEL
DRIVE SWITCH
(8W-46-6)
RIGHT
FOG LAMP
(8W-50-9)
RIGHT FRONT
PARK LAMP
(8W-50-8)
(8W-52-4)
RIGHT FRONT
TURN SIGNAL
(8W-50-8)
(8W-52-4)
RIGHT
HEADLAMP
(8W-50-6)
Z1 16BK
Z1
16BK
Z1
18BK
Z1
18BK
ENGINE COOLANT
LEVEL SENSOR
(8W-46-8)
Z1 16BK
C150
Z1 18BK
Z1 18BK
S414
8W-70-42
S104
8W-70-5
C144
Z1 18BK
Z1 18BK
Z1 16BK
HORN NO.1
(8W-41-4)
Z1 16BK
HORN NO.2
(8W-41-4)
A/C HIGH
PRESSURE SWITCH
(8W-42-7,11)
Z1
14BK
Z1 16BK
SPLICE
S109
(8W-15-4)
(8W-70-7)
G106
(CONTINUED ON 8W-15-4)

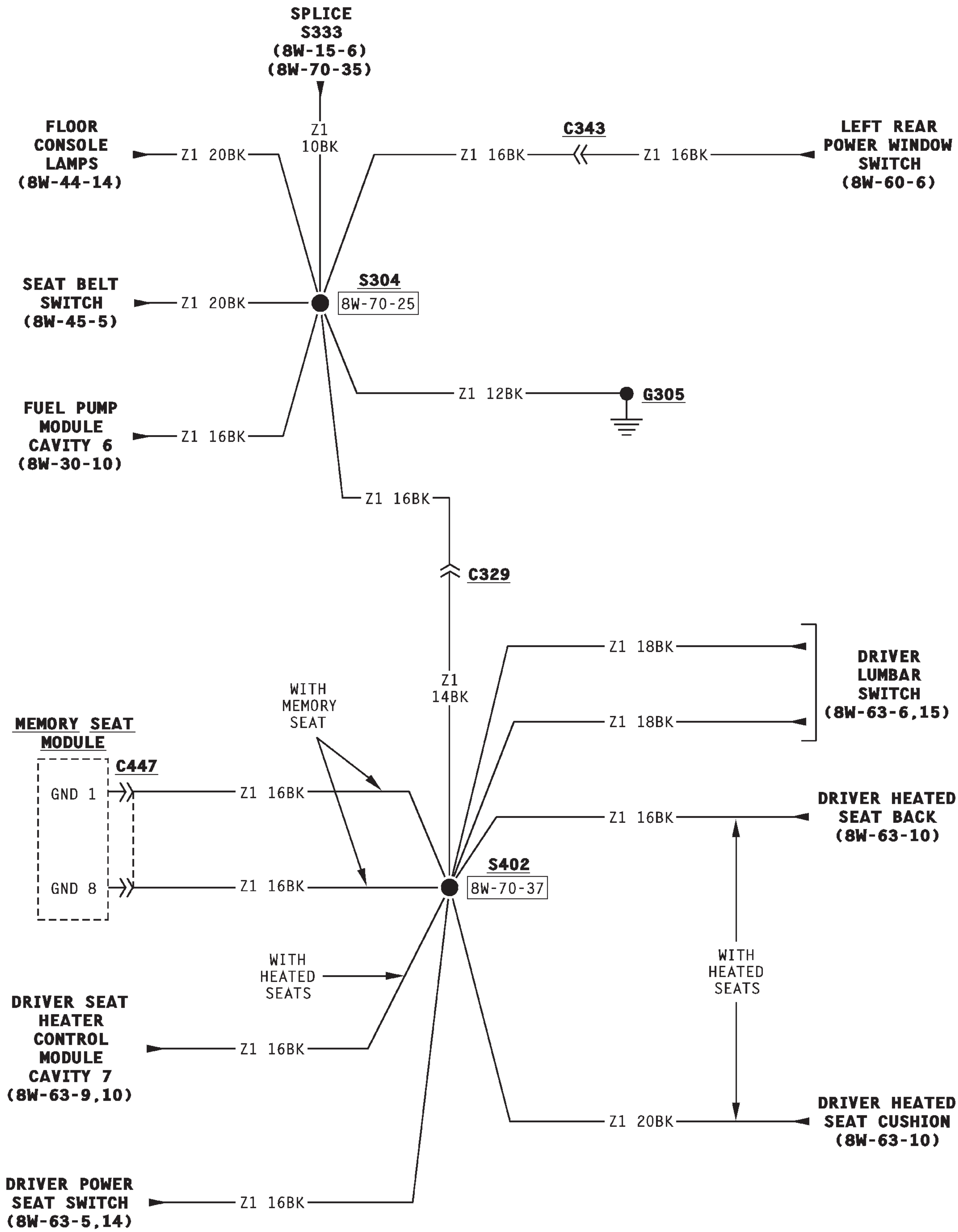

SPLICE
S104
(8W-15-3)
(8W-70-5)
Z1
14BK
Z1 16BK
G106
(CONTINUED
ON 8W-15-3)
S109
8W-70-7
Z1 18BK
C102
Z1 18BK
S409
8W-70-39
Z1 18BK
LEFT FRONT
TURN SIGNAL LAMP
(8W-50-8)
(8W-52-4)
Z1 18BK
LEFT FRONT
PARK LAMP
(8W-50-8)
(8W-52-4)
Z1 18BK
LEFT
FOG LAMP
(8W-50-9)
Z1 16BK
LEFT
HEADLAMP
(8W-50-6)
Z1
16BK
G109
SPEED
PROPORTIONAL
STEERING MODULE
CAVITY 10
(8W-65-3)
Z2
20BK
WINDSHIELD
WASHER
PUMP MOTOR
(8W-53-3)
Z2
18BK
S121
8W-70-9
ABS PUMP
MOTOR
(8W-35-6)
Z2 12BK
Z2 12BK
Z2 18BK
WINDSHIELD
WIPER MOTOR
(8W-53-4)
LOW WASHER
FLUID LEVEL
SENSOR
(8W-46-6)
Z2 16BK
Z2 18BK
REAR WASHER
PUMP MOTOR
(8W-53-6)
UNDERHOOD
LAMP
(8W-44-6)
Z1 18BK
C159
Z4 18BK
ABS PUMP
MOTOR RELAY
(8W-11-13)
(8W-35-6)
Z4 16BK
Z4 20BK
VEHICLE SPEED
CONTROL SERVO
(8W-33-3)
WITH ATC
SPLICE
S226
(8W-70-23)
Z4
12BK
C160
Z4
12BK
Z4
12BK
C206
C1
14DG
Z4
12BK
BLOWER
MOTOR
SWITCH
(8W-42-5)
WITH
MANUAL A/C
S124
8W-70-11
C115
Z4 20BK
9 GND
Z4 16BK
8 GND
DAYTIME
RUNNING
LAMP
MODULE
Z4
10BK
Z4 20BK
ABS MAIN
RELAY
(8W-11-13)
(8W-35-5)
G107
CONTROLLER
ANTI-LOCK
BRAKE
C104
GND 13
Z2 16BK
S125
8W-70-11
GND 14
Z2 16BK
Z2
16BK
G108


S419
8W-70-43
LEFT LICENSE LAMP (8W-51-7)
Z1 20BK
RIGHT LICENSE LAMP (8W-51-7)
Z1 20BK
Z1 20BK
C364
Z1 20BK
BLACK
REAR WINDOW DEFOGGER (8W-48-3)
Z1 12BK
S328
8W-70-33
REAR WIPER MOTOR (8W-53-5)
Z1 14BK
LIFTGATE CYLINDER LOCK SWITCH (8W-39-7)
Z1 20BK
LIFTGATE AJAR SWITCH (8W-39-8)
Z1 20BK
LIFTGLASS AJAR SWITCH (8W-39-8)
Z1 20BK
WITH LIFT-GLASS
Z1 14BK
LIFTGLASS RELEASE SOLENOID (8W-61-6)
Z1 12BK
C325
Z1 12BK
RIGHT REAR SIDE MARKER LAMP (8W-51-6)
Z1 18BK
RIGHT TAIL/STOP LAMP (8W-51-4)
Z1 18BK
RIGHT BACK-UP LAMP (8W-51-5)
Z1 18BK
C320
Z1 18BK
Z1 18BK
S417
8W-70-43
RIGHT REAR TURN SIGNAL LAMP (8W-52-5,6)
Z1 18BK
S316
8W-70-30
Z1 12BK
C326
C359
Z1 18BK
Z1 18BK
Z1 20BK
CENTER HIGH MOUNTED STOP LAMP BULB NO.1 (8W-51-4)
Z1 20BK
CENTER HIGH MOUNTED STOP LAMP BULB NO.3 (8W-51-4)
Z1 20BK
CENTER HIGH MOUNTED STOP LAMP BULB NO.2 (8W-51-4)
Z1 12BK
SPLICE S314 (8W-15-7) (8W-70-29)
G300


PASSENGER POWER SEAT SWITCH (8W-63-7)
Z1 18BK
Z1 16BK
PASSENGER HEATED SEAT BACK (8W-63-12)
WITH HEATED SEATS
S406
8W-70-38
PASSENGER LUMBAR SWITCH (8W-63-8)
Z1 18BK
Z1 18BK
PASSENGER SEAT HEATER CONTROL MODULE CAVITY 7 (8W-63-11,12)
Z1 18BK
WITH HEATED SEATS
PASSENGER HEATED SEAT CUSHION (8W-63-12)
Z1 20BK
Z1 14BK
C335
Z1 16BK
RIGHT FRONT CYLINDER LOCK SWITCH (8W-39-7)
RIGHT DOOR COURTESY LAMP (8W-44-9)
PASSENGER DOOR MODULE CAVITY 7 (8W-60-5) (8W-61-4) (8W-62-5)
Z1 20BK
Z1 20BK
Z1 12BK
RIGHT REAR POWER WINDOW (8W-60-6)
C345
Z1 16BK
Z1 16BK
S333
8W-70-35
S325*
8W-70-32
Z1 12BK
FULL OPTION
C351
Z1 12BK
Z1 12BK
Z1 12BK
G301
Z1 10BK
PASSENGER DOOR MODULE CAVITY 7 (8W-60-5) (8W-61-4) (8W-62-5)
Z1 12BK
POWER GROUP
SPLICE S304 (8W-15-9) (8W-70-25)
* WITH FULL OPTION


LAMP OUTAGE MODULE
GND 9
C316
Z1 18BK
WITH LAMP OUTAGE MODULE
C307
G46 20LB BK
C316
Z4 18BK
G46 20BK LB
VEHICLE INFORMATION CENTER CAVITY 5 (8W-46-7)
SPLICE S316 (8W-15-5) (8W-70-30)
Z1 12BK
Z1 18BK
S314
8W-70-29
C328
Z1 18BK
Z1 18BK
S411
8W-70-40
Z1 18BK
LEFT REAR SIDE MARKER LAMP (8W-51-6)
LEFT TAIL/STOP LAMP (8W-51-4)
LEFT BACK-UP LAMP (8W-51-5)
LEFT REAR TURN SIGNAL LAMP (8W-52-5,6)
C372
Z1 12BK
DRIVER DOOR MODULE CAVITY 7 (8W-60-4) (8W-61-3) (8W-62-3)
WITH POWER GROUP
WITH FULL OPTION
C334
Z1 12BK
G302
RIGHT TURN RELAY (8W-54-5)
STOP LAMP RELAY (8W-54-5)
S330•
8W-70-34
LEFT TURN RELAY (8W-54-5)
C331
FACTORY TRAILER TOW CONNECTOR (8W-54-5)
LEFT DOOR COURTESY LAMP (8W-44-8)
Z1 20BK
S324**
8W-70-32
LEFT FRONT CYLINDER LOCK SWITCH (8W-39-7)
DRIVER DOOR MODULE CAVITY 7 (8W-60-4) (8W-61-3) (8W-62-3)
POWER AMPLIFIER (8W-47-9)
Z5 16BK LB
S309*
8W-70-26
Z5 14BK LB
Z5 14BK/LB
C305
Z5 16BK
BLACK
RADIO (8W-47-6)
G303
Z6 16BK PK
AIRBAG CONTROL MODULE CAVITY 11 (8W-43-3)
● WITH FACTORY TRAILER TOW
* WITH PREMIUM RADIO
** WITH FULL OPTION


SUNROOF CONTROL MODULE CAVITY 7 (8W-64-3)
C371
Z1 16BK
Z1 16BK
Z1 20BK
MINI OVERHEAD CONSOLE (8W-49-4)
WITH MINI OVERHEAD CONSOLE
OVERHEAD CONSOLE (8W-49-4)
Z1 20BK
WITH OVERHEAD CONSOLE
Z1 20BK
DOME/READING LAMP (8W-44-10)
WITH DOME/READING LAMP OR MINI OVERHEAD CONSOLE
RIGHT VISOR/VANITY LAMP (8W-44-12)
Z1 20BK
S322
8W-70-31
AUTOMATIC DAY/NIGHT REARVIEW MIRROR (8W-44-17)
Z1 20BK
Z1 16BK
C355
(2)
JUNCTION BLOCK
LEFT VISOR/VANITY LAMP (8W-44-12)
Z1 20BK
C201
Z1 18BK
(4)
CIGAR LIGHTER (8W-41-3)
Z1 18BK
JUNCTION BLOCK (8W-12-8,17,20)
POWER OUTLET (8W-41-3)
Z1 18BK
C203
Z1 20BK
(9)
GLOVE BOX LAMP (8W-44-7)
Z1 20BK
S220
8W-70-21
A/C-HEATER CONTROL (8W-42-6)
C34 20VT/WT
Z1 20BK
ASH RECEIVER LAMP (8W-44-15)
BLEND AIR DOOR MOTOR (8W-42-6)
C34 20VT WT
C206
C34 20VT WT
Z1 16BK
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 20 (8W-46-5)
Z1 20BK
INSTRUMENT CLUSTER (8W-40-4,5,6,7,8)
Z2 20BK OR
SWITCH POD (8W-31-7) (8W-48-3) (8W-63-9,11)
Z1 20BK
S216
8W-70-20
S205
8W-70-18
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 3 (8W-43-4)
Z2 20BK OR
Z1 20BK
INSTRUMENT CLUSTER (8W-40-4,5,6,7,8)
KEY-IN SWITCH/ HALO LAMP (8W-45-5)
Z1 20BK
Z1 16BK
BODY CONTROL MODULE (C241) CAVITY 24 (8W-45-4)
Z1 16BK
Z2 18BK OR
HEADLAMP SWITCH (8W-50-4)
Z1 16BK
REMOTE RADIO SWITCH (8W-47-7)
Z2 20BK OR
C307
S202
8W-70-16
HEADLAMP SWITCH (8W-50-9)
Z1 16BK
Z2 18BK OR
Z1 14BK
Z1 20BK
STOP LAMP SWITCH (8W-31-4) (8W-33-3)
S302
8W-70-24
C301
BODY CONTROL MODULE
C240
GND 16
Z2 20BK OR
Z2 18BK/OR
Z1 14BK
C383
GND 8
Z2 18BK/OR
G304


SPLICE
S333
(8W-15-6)
(8W-70-35)
Z1
10BK
FLOOR
CONSOLE
LAMPS
(8W-44-14)
Z1 20BK
Z1 16BK
C343
Z1 16BK
LEFT REAR
POWER WINDOW
SWITCH
(8W-60-6)
SEAT BELT
SWITCH
(8W-45-5)
Z1 20BK
S304
8W-70-25
Z1 12BK
G305
FUEL PUMP
MODULE
CAVITY 6
(8W-30-10)
Z1 16BK
Z1 16BK
C329
Z1 18BK
Z1 18BK
DRIVER
LUMBAR
SWITCH
(8W-63-6,15)
Z1
14BK
WITH
MEMORY
SEAT
MEMORY SEAT
MODULE
C447
GND 1
Z1 16BK
GND 8
Z1 16BK
Z1 16BK
DRIVER HEATED
SEAT BACK
(8W-63-10)
S402
8W-70-37
WITH
HEATED
SEATS
WITH
HEATED
SEATS
DRIVER SEAT
HEATER
CONTROL
MODULE
CAVITY 7
(8W-63-9,10)
Z1 16BK
Z1 20BK
DRIVER HEATED
SEAT CUSHION
(8W-63-10)
DRIVER POWER
SEAT SWITCH
(8W-63-5,14)
Z1 16BK

1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996

8W-20 CHARGING SYSTEM

DESCRIPTION AND OPERATION

CHARGING SYSTEM

The charging system is an integral part of the battery and starting systems. Because all these systems work in conjunction, diagnose and test them together.

Circuit A11 connects to the generator output terminal and the Power Distribution Center (PDC). Circuit A0 connects the battery to the PDC. Circuit Z0 provides ground for the generator.

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 8 in the PDC to circuit A21. Circuit A21 powers circuit F99 through fuse 18 in the PDC. Circuit F99 splices to supply current to the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K900. Circuit K900 connects to cavity C3 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit F5 from the fuse 20 in the PDC to circuit A142. Circuit A142 splices to the generator field terminal.

The PCM has an internal voltage regulator that controls generator output. The PCM controls the generator field on circuit K20. Circuit K20 connects to PCM cavity B10.

When the engine operates and there is current in the generator field, the generator produces a B+ voltage. The generator supplies B+ voltage to the battery through the A11 and A0 circuits.

HELPFUL INFORMATION

- Circuit A21 passes through the junction block before reaching fuse 18 in the PDC.
- The ASD relay supplies battery voltage for the fuel injectors, ignition coil, and the heated oxygen sensors.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

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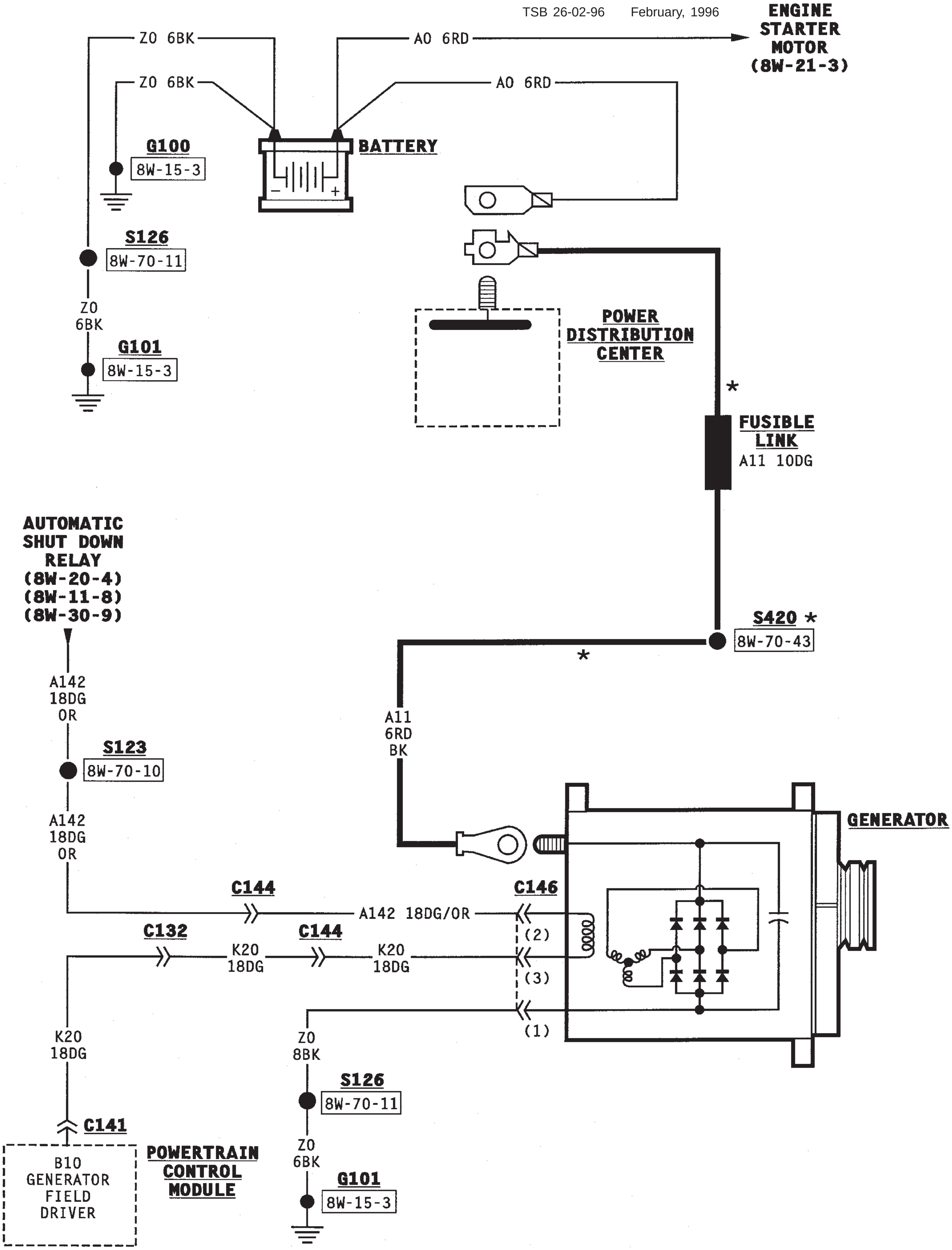
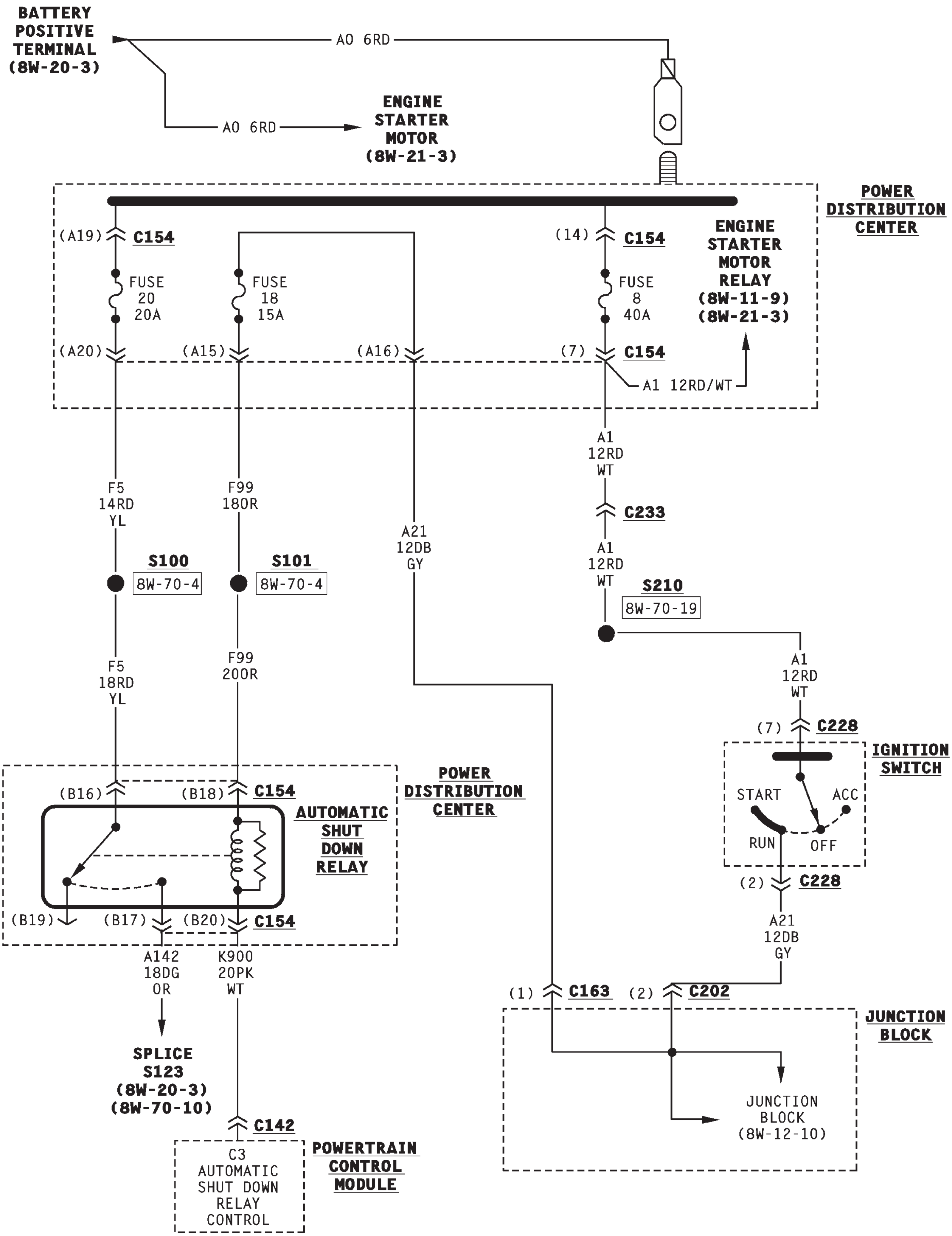
TSB 26-02-96 February, 1996

DIAGRAM INDEX

1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996




BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(A19) C154
FUSE 20 20A
FUSE 18 15A
(14) C154
FUSE 8 40A
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(A20) (A15) (A16) (7) C154
A1 12RD/WT
A1 12RD WT
C233
A1 12RD WT
S210 8W-70-19
F5 14RD YL
F99 18OR
A21 12DB GY
S100 8W-70-4
S101 8W-70-4
F5 18RD YL
F99 20OR
A1 12RD WT
(7) C228
IGNITION SWITCH
START ACC RUN OFF
(2) C228
A21 12DB GY
(B16) (B18) C154
POWER DISTRIBUTION CENTER
AUTOMATIC SHUT DOWN RELAY
(B19) (B17) (B20) C154
A142 18DG OR
K900 20PK WT
SPLICE S123 (8W-20-3) (8W-70-10)
C142
C3 AUTOMATIC SHUT DOWN RELAY CONTROL
POWERTRAIN CONTROL MODULE
(1) C163
(2) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-10)

8W-21 STARTING SYSTEM

DESCRIPTION AND OPERATION

STARTING SYSTEM

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the engine starter motor. The other A0 branch supplies voltage to the Power Distribution Center (PDC).

Circuit A1 from fuse 8 in the PDC supplies battery voltage to the contact side of the engine starter motor relay. When the coil side of the engine starter motor relay energizes, the contacts close and connect circuit A1 to circuit T40. Circuit T40 supplies battery voltage to the starter motor solenoid.

The ignition switch supplies battery voltage to the coil side of the starter motor relay on circuit A41 when the key is moved to the START position and the PARK/NEUTRAL position switch is closed. Ground for the coil side of the starter motor relay is supplied by the case grounded PARK/NEUTRAL position switch. Circuit T41 connects the coil side of the relay to the PARK/NEUTRAL position switch.

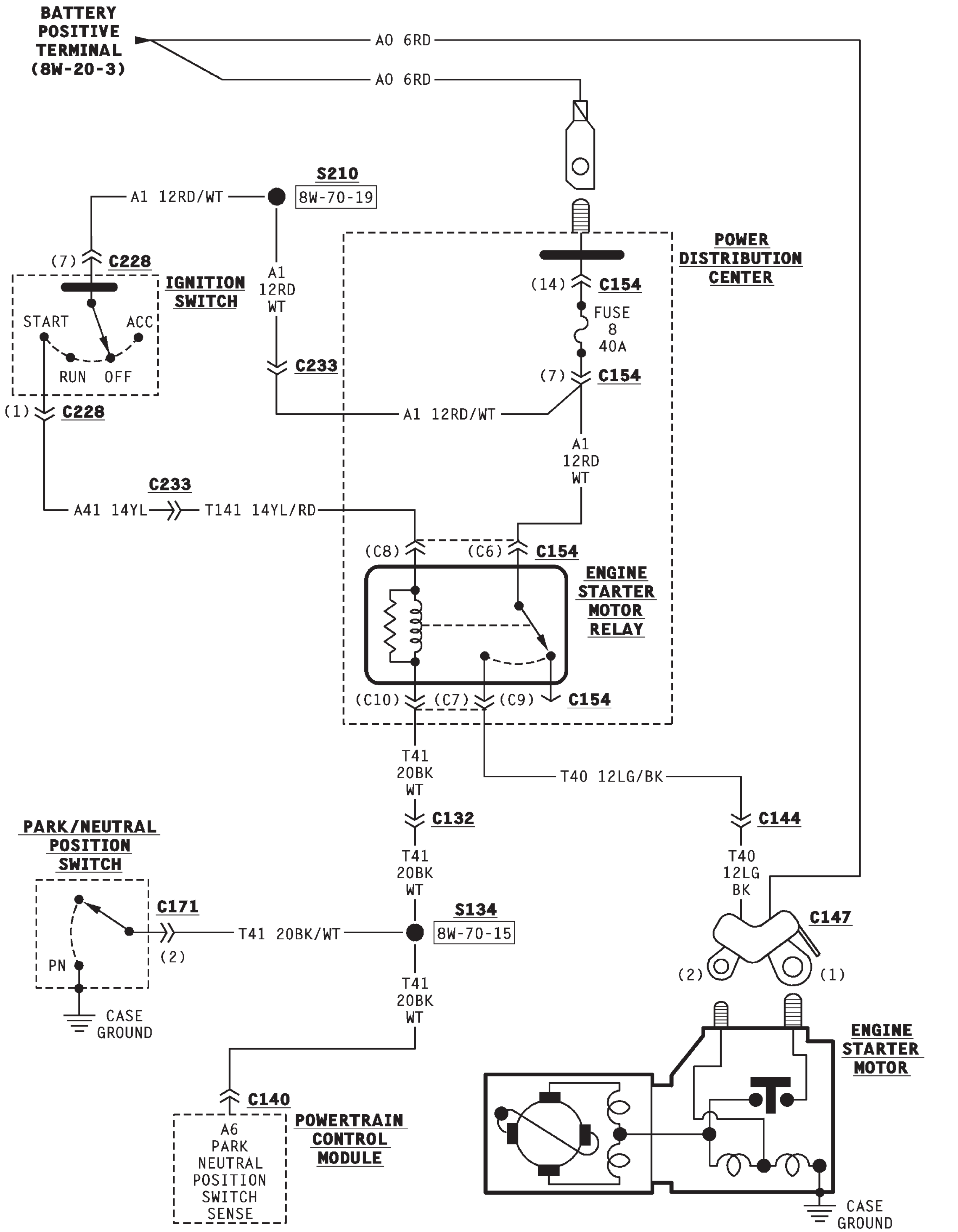
When the starter motor relay energizes and the contacts close, circuit T40 supplies battery voltage to the starter motor solenoid. Circuit A0 from the battery supplies voltage to the starter motor when the solenoid energizes.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
S210
8W-70-19
A1 12RD/WT
C228
(7)
IGNITION SWITCH
START
ACC
RUN
OFF
(1)
C228
A1 12RD WT
C233
POWER DISTRIBUTION CENTER
(14)
C154
FUSE 8 40A
(7)
C154
A1 12RD/WT
A1 12RD WT
C233
A41 14YL
T141 14YL/RD
(C8)
(C6)
C154
ENGINE STARTER MOTOR RELAY
(C10)
(C7)
(C9)
C154
T41 20BK WT
C132
T40 12LG/BK
C144
T40 12LG BK
C147
(2)
(1)
PARK/NEUTRAL POSITION SWITCH
C171
(2)
PN
CASE GROUND
T41 20BK/WT
S134
8W-70-15
T41 20BK WT
C140
A6 PARK NEUTRAL POSITION SWITCH SENSE
POWERTRAIN CONTROL MODULE
ENGINE STARTER MOTOR
CASE GROUND

8W-30 FUEL/IGNITION SYSTEMS

INDEX

DESCRIPTION AND OPERATION

IGNITION SWITCH

Circuit A1 from fuse 8 in the Power Distribution Center (PDC) powers four different circuits through the ignition switch. When the ignition switch is in the START or RUN position, it connects circuit A1 to circuit A21.

In the ACCESSORY or RUN position, the ignition switch connects to circuit A31. In the START position, the ignition switch connects circuit A1 to circuit A41. When the ignition switch is in the RUN position it connects circuit A1 to circuit A22.

Also in the START position, the case grounded ignition switch grounds circuit G9 from the brake warning switch.

BATTERY FEED

Circuit F5 from fuse 20 in the Power Distribution Center (PDC) supplies battery voltage to cavity A22 of the Powertrain Control Module (PCM). Circuit A7 from PDC fuse 15 also powers the PDC at cavity A14.

HELPFUL INFORMATION

Circuit F5 also supplies power to the contact sides of the Automatic Shut Down (ASD) relay.

GROUND

Circuit Z12 connects to cavities A31 and A32 of the PCM. The Z12 circuit provides ground for PCM internal drivers that operate high current devices like the injectors and ignition coil.

Internal to the PCM, the ground circuit connects to the PCM sensor return circuit (from circuit K4).

HELPFUL INFORMATION

- If the system loses ground for the Z12 circuits, the vehicle will not operate. Check the connection at the ganged-ground circuit eyelet.

DATA LINK CONNECTOR

Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F75 through fuse 7 in the junction block. Circuit F75 supplies battery voltage to the data link connector.

Circuit D84 connects to cavity C29 of the PCM. Circuit D84 is the SCI transmit circuit for the Powertrain Control Module (PCM). Circuit D83 connects to cavity C27 of the PCM and cavity A3 of the Controller- Anti Lock Brakes. Circuit D83 is the SCI receive circuit for the PCM.

Circuits D98 and D99 from the speed proportional steering module connect to the data link connector.

Circuits Z1 and Z2 provide ground for the data link connector.

AUTOMATIC SHUT DOWN (ASD) RELAY

When the ignition switch is in either the START or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F99 through PDC fuse 18. Circuit F99 feeds the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K900. Circuit K900 connects to cavity C3 of the PCM.

DESCRIPTION AND OPERATION (Continued)

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit F5 from fuse 20 in the PDC to circuit A142. Circuit A142 splices to the generator field terminal, fuel injectors, ignition coil and the upstream and downstream heated oxygen sensors. Circuit A142 also connects to cavity C12 of the PCM.

HELPFUL INFORMATION

Along with supplying voltage to the coil side of the ASD relay, circuit F99 also supplies voltage to the coil side of the fuel pump relay.

FUEL PUMP RELAY

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F99 through PDC fuse 18. Circuit F99 supplies battery voltage to the coil side of the fuel pump relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K81. Circuit K81 connects to cavity C19 of the PCM.

When the PCM grounds the fuel pump relay, contacts inside the relay close and connect circuit A61 from fuse 16 in the PDC to circuit A64. Circuit A64 feeds the fuel pump motor (part of the in-tank fuel pump module).

HELPFUL INFORMATION

Circuit F99 also powers the coil side of the Automatic Shut Down (ASD) relay.

FUEL PUMP MODULE

The in-tank fuel pump module contains the fuel pump motor and fuel level sensor.

FUEL PUMP MOTOR

When the fuel pump relay contacts close, the relay feeds the fuel pump motor. Circuit A64 from the relay powers the fuel pump module. Circuit Z1 provides ground for the fuel pump motor.

FUEL LEVEL SENSOR

The fuel level sensor is a variable resistor. Circuit G40 provides the fuel level input to cavity C26 of the Powertrain Control Module (PCM). The PCM broadcasts fuel level data on the CCD bus. The micro-processor in the instrument cluster receives the message on the CCD bus, calculates fuel gauge needle position and adjusts the gauge.

VEHICLE SPEED SENSOR

Circuit K6 supplies 5 volts from the Powertrain Control Module (PCM) to the vehicle speed sensor. The K6 circuit connects to cavity B31 of the PCM.

Circuit G7 from the vehicle speed sensor provides an input signal to the PCM. The G7 circuit connects to cavity B27 of the PCM.

The PCM provides a ground for the vehicle speed sensor signal (circuit G7) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Intake air temperature sensor

HEATED OXYGEN SENSORS

When the Automatic Shut Down (ASD) relay contacts close, circuit A142 supplies voltage to the upstream and downstream heated oxygen sensors.

Circuit K41 delivers the signal from the upstream heated oxygen sensor to the Powertrain Control Module (PCM). Circuit K41 connects to cavity A24 of the PCM. Circuit K141 supplies the signal from the downstream heated oxygen sensor to the PCM. Circuit K141 connects to PCM cavity A25.

The PCM provides a ground for the heated oxygen sensor signals (circuits K41 and K141) through circuit K4. Circuit K4 connects to cavity A4 of the PCM connector.

Circuit Z12 provides ground for the heater circuit in each sensor.

HELPFUL INFORMATION

Circuit A142 also supplies battery voltage to the fuel injectors, ignition coil, and generator.

Circuit K4 splices to supply ground for the signals from the following:

- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

BATTERY TEMPERATURE SENSOR

The Powertrain Control Module (PCM) determines battery temperature on circuit T222. Circuit T222 connects the PCM to the battery temperature sensor. Circuit T222 connects to cavity C15 of the PCM. Circuit K4 provides ground for the sensor and connects to PCM cavity A4.

DESCRIPTION AND OPERATION (Continued)

CRANKSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 5 volts to the crankshaft position sensor on circuit K25. Circuit K25 connects to cavity A17 of the PCM.

The PCM receives the crankshaft position sensor signal on circuit K27. Circuit K27 connects to cavity A8 of the PCM.

The PCM provides a ground for the crankshaft position sensor (circuit K27) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

- Circuit K25 splices to supply 5 volts to the camshaft position sensor, manifold absolute pressure sensor and throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Upstream and downstream heated oxygen sensor
- Camshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

CAMSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 5 volts to the camshaft position sensor (in distributor) on circuit K25. Circuit K25 connects to cavity A17 of the PCM.

The PCM receives the camshaft position sensor signal on circuit K24. Circuit K24 connects to cavity A18 of the PCM.

The PCM provides a ground for the camshaft position sensor signal (circuit K24) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

- Circuit K25 splices to supply 5 volts to the crankshaft position sensor, manifold absolute pressure sensor, and throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Upstream and downstream heated oxygen sensors
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K2. From circuit K2, the engine coolant temperature sensor draws up to 5 volts from the PCM. The sensor is a variable resistor. As coolant temperature changes, the resistance in the sensor changes, causing a change in current draw. The K2 circuit connects to cavity A16 of the PCM.

The PCM provides a ground for the engine coolant temperature sensor signal (circuit K2) through circuit K4. Circuit K4 connects to cavity A4 of the PCM connector.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Upstream and downstream heated oxygen sensor
- Vehicle speed sensor

EVAPORATIVE SYSTEM LEAK DETECTION PUMP

Vehicle built for sale in the State of California are equipped with an evaporative system leak detection pump.

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F99 through PDC fuse 18. Circuit F99 feeds the leak detection pump.

On circuits J96 and J95, the PCM operates the leak detection pump. Circuit J96 connects to cavity C14 of the PCM. Circuit J95 connects to PCM cavity C10.

THROTTLE POSITION SENSOR

From the Powertrain Control Module (PCM), circuit K25 supplies 5 volts to the throttle position sensor (TPS). Circuit K25 connects to cavity A17 of the PCM.

Circuit K22 delivers the TPS signal to the PCM. Circuit K22 connects to cavity A23 of the PCM.

The PCM provides a ground for the throttle position sensor signal (circuit K22) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for throttle position sensor operation.

Circuit K25 splices to supply 5 volts to the manifold absolute pressure sensor, camshaft position sensor, and crankshaft position sensor.

Circuit K4 splices to supply ground for the signals from the following:

DESCRIPTION AND OPERATION (Continued)

- Upstream and downstream heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

MANIFOLD ABSOLUTE PRESSURE SENSOR

From the Powertrain Control Module (PCM), circuit K25 supplies 5 volts to the manifold absolute pressure (MAP) sensor. Circuit K25 connects to cavity A17 of the PCM.

Circuit K70 delivers the MAP signal to the PCM. Circuit K70 connects to cavity A27 of the PCM.

The PCM provides a ground for the MAP sensor signal (circuit K70) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for MAP sensor operation.

Circuit K25 splices to supply 5 volts to the camshaft position sensor, crankshaft position sensor and throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Upstream and downstream heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

INTAKE AIR TEMPERATURE SENSOR

The intake air temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K21. Circuit K21 connects to cavity A15 of the PCM.

From circuit K21, the intake air temperature sensor draws voltage from the PCM. The sensor is a variable resistor. As intake air temperature changes, the resistance in the sensor changes, causing a change in current draw.

The PCM provides a ground for the intake air temperature sensor signal (circuit K21) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Upstream and downstream heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

OIL PRESSURE SENSOR

The oil pressure sensor is a variable resistor. A change in engine oil pressure changes the resistance in the sending unit which alters the signal sensed by the Powertrain Control Module on circuit G6. Circuit G6 connects to cavity B23 of the PCM.

The PCM provides ground for the oil pressure sensor on circuit K4. Circuit K4 connects to cavity A4 of the PCM.

The PCM broadcasts the oil pressure data on the CCD bus. The micro-processor in the instrument cluster receives the signal from the CCD bus, calculates oil pressure and adjusts the gauge needle position.

The Body Control Module (BCM) also receives the oil pressure data broadcast by the PCM on the CCD bus. If oil pressure drops below a calibrated pressure, the BCM sounds an audible chime and illuminates the oil pressure warning lamp.

FUEL INJECTORS

When the Automatic Shut Down (ASD) relay contacts close, they connect circuit A142 supplies voltage to the fuel injectors. Each injector has a separate ground circuit controlled by the Powertrain Control Module (PCM).

Circuit K11 provides ground for injector number one. The K11 circuit connects to cavity B4 of the PCM.

Circuit K12 provides ground for injector number two. The K12 circuit connects to cavity B15 of the PCM.

Circuit K13 provides ground for injector number three. The K13 circuit connects to cavity B5 of the PCM.

Circuit K14 provides ground for injector number four. The K14 circuit connects to cavity B16 of the PCM.

Circuit K38 provides ground for injector number five. The K38 circuit connects to cavity B6 of the PCM.

Circuit K58 provides ground for injector number six. The K58 circuit connects to cavity B12 of the PCM.

On the 5.2L engine, circuit K17 provides ground for injector number seven. The K17 circuit connects to cavity B2 of the PCM.

Also on the 5.2L engine, circuit K18 provides ground for injector number eight. The K18 circuit connects to cavity B13 of the PCM.

DESCRIPTION AND OPERATION (Continued)

HELPFUL INFORMATION

- Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, PCM, generator, and heated oxygen sensors.
- For information about fuel injector operation, refer to Group 14.

IGNITION COIL

When the Automatic Shut Down (ASD) relay contacts close, circuit A142 supplies voltage to the ignition coil. The Powertrain Control Module (PCM) controls the ground path for the ignition coil on circuit K19. Circuit K19 connects to cavity A7 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, PCM, heated oxygen sensors, and generator.

IDLE AIR CONTROL (IAC) MOTOR

The Powertrain Control Module (PCM) operates the idle air control motor through 4 circuits; K39, K40, K59, and K60. Each circuit connects to separate cavities in the PCM connector.

- Circuit K39 connects to cavity A20 of the PCM
- Circuit K40 connects to cavity A11 of the PCM
- Circuit K59 connects to cavity A10 of the PCM
- Circuit K60 connects to cavity A19 of the PCM

DUTY CYCLE EVAP\PURGE SOLENOID

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F99 through PDC fuse 18. Circuit F99 powers to the Duty Cycle EVAP/Purge solenoid.

The Powertrain Control Module (PCM) provides the ground path for the solenoid on circuit K52. Circuit K52 connects to cavity C20 of the PCM.

CCD BUS

Circuits D1 and D2 connect the Powertrain Control Module (PCM) to the CCD Bus. Circuit D1 connects to cavity C30 of the PCM. Circuit D2 connects to cavity C28 of the PCM. Circuits D1 and D2 are a twisted pair of wires.

Several modules and controllers broadcast and receive data on the CCD Bus. Each module or controller is enabled to receive only certain messages. The PCM broadcasts the following messages on the CCD bus.

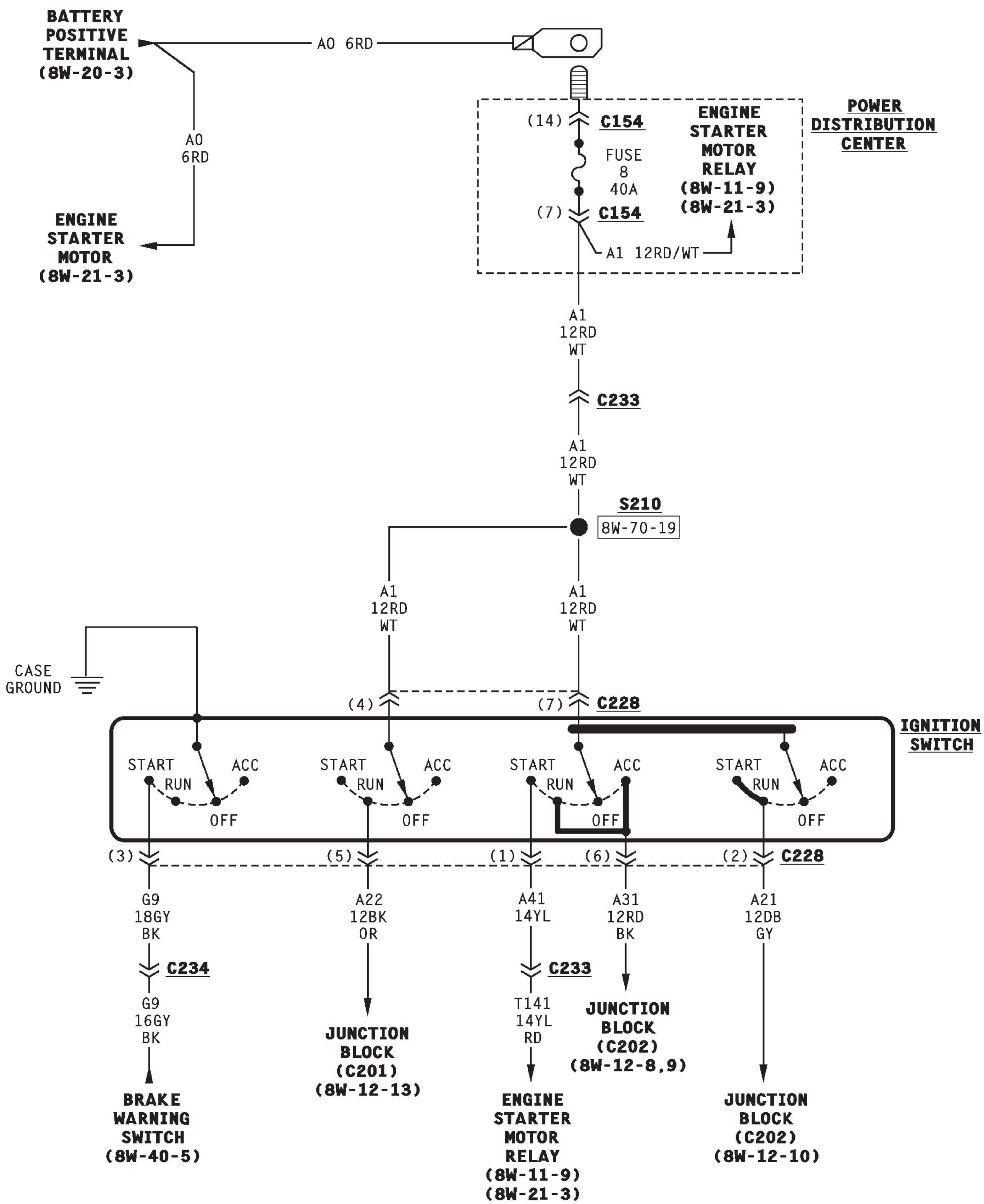
- Engine RPM
- Injector on-time and distance pulses
- Vehicle speed
- Engine temperature
- Battery temperature
- Oil pressure

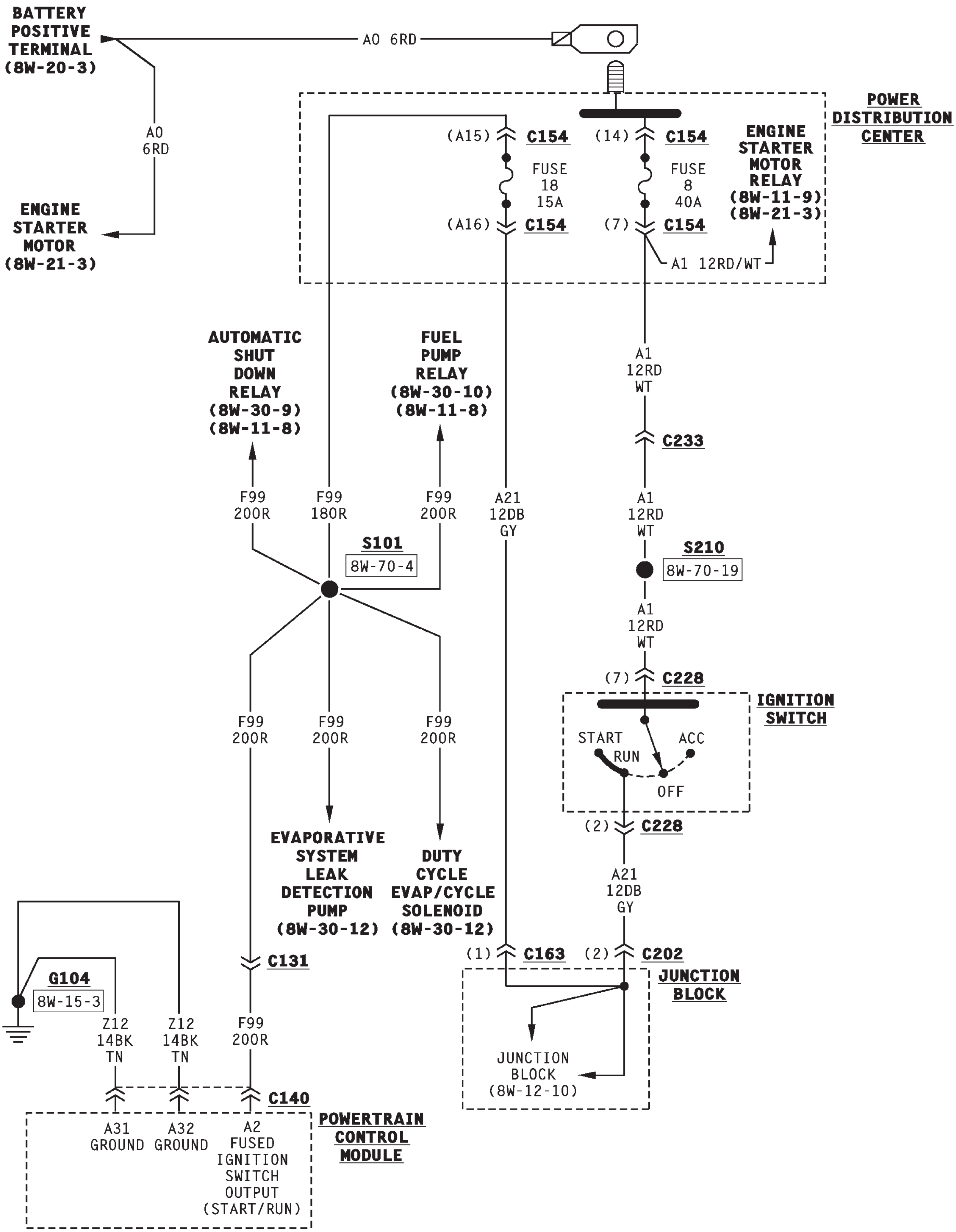
SCHEMATICS AND DIAGRAMS

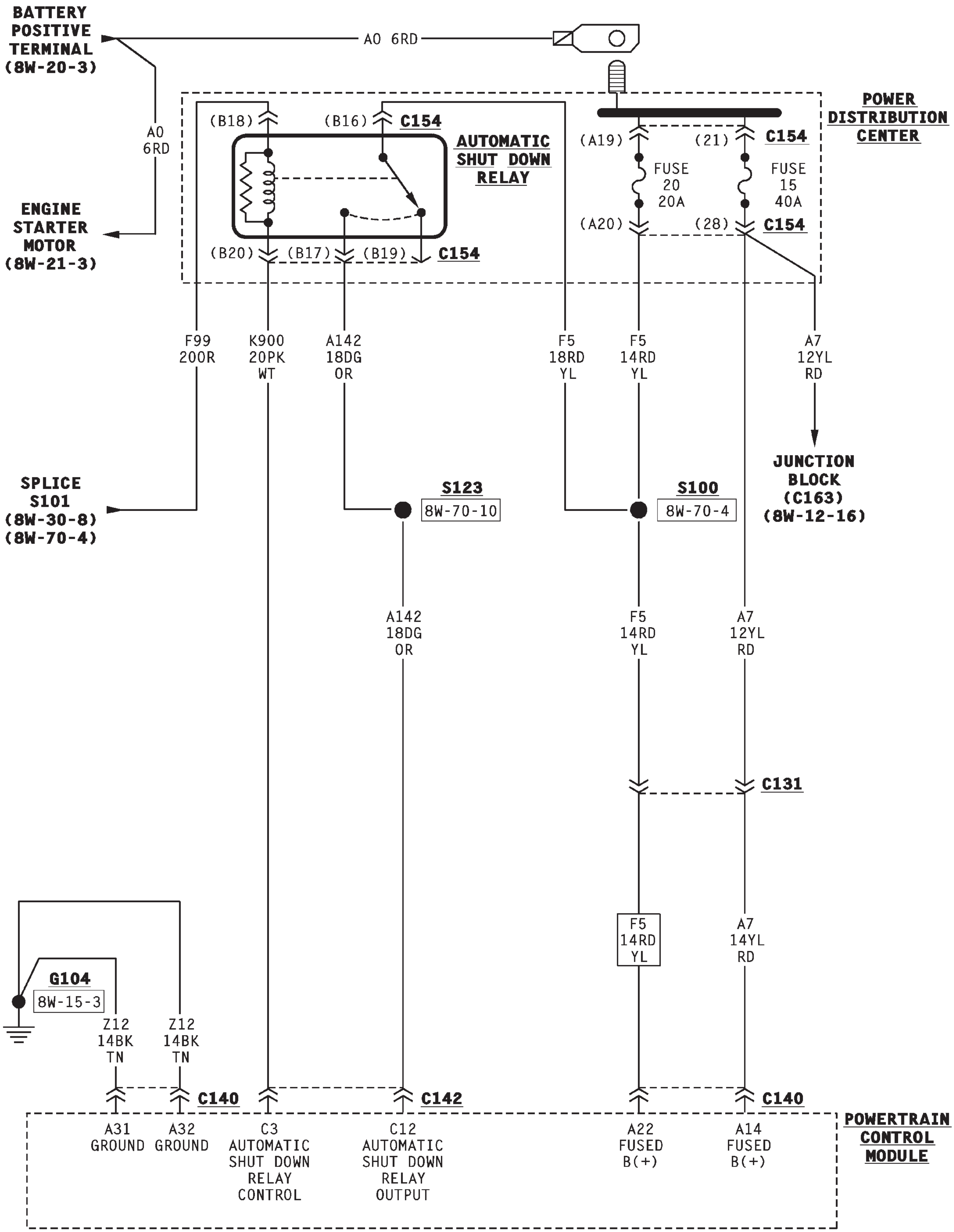
WIRING DIAGRAM INDEX

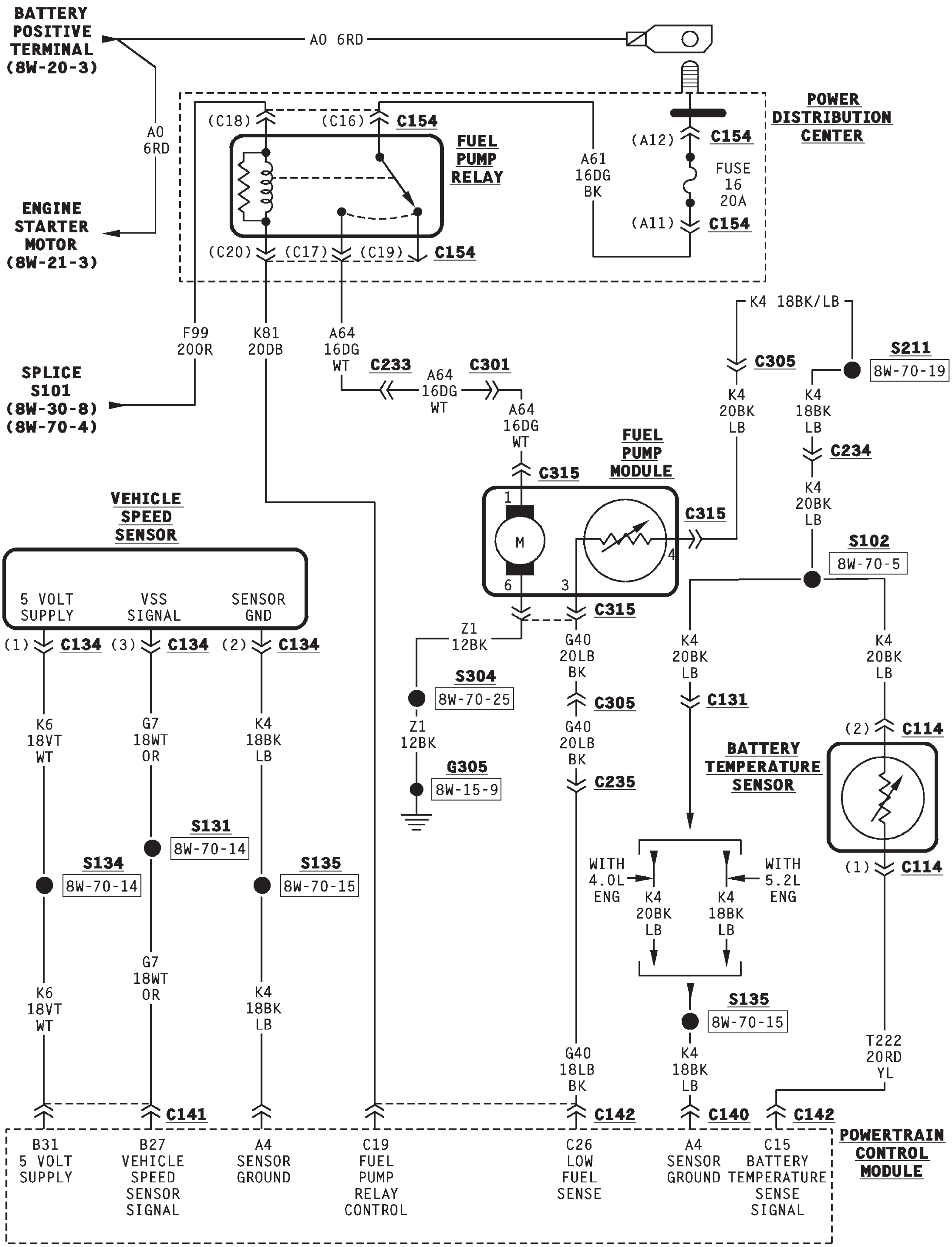
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

COMPONENT INDEX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
POWER DISTRIBUTION CENTER
A1 12RD WT
C233
A1 12RD WT
S210
8W-70-19
A1 12RD WT
A1 12RD WT
CASE GROUND
(4)
(7) C228
IGNITION SWITCH
START RUN ACC OFF
START RUN ACC OFF
START RUN ACC OFF
START RUN ACC OFF
(3)
(5)
(1)
(6)
(2) C228
G9 18GY BK
C234
G9 16GY BK
BRAKE WARNING SWITCH (8W-40-5)
A22 12BK OR
JUNCTION BLOCK (C201) (8W-12-13)
A41 14YL
C233
T141 14YL RD
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A31 12RD BK
JUNCTION BLOCK (C202) (8W-12-8,9)
A21 12DB GY
JUNCTION BLOCK (C202) (8W-12-10)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(A15) C154
(14) C154
FUSE 18 15A
FUSE 8 40A
(A16) C154
(7) C154
A1 12RD/WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
AUTOMATIC SHUT DOWN RELAY (8W-30-9) (8W-11-8)
FUEL PUMP RELAY (8W-30-10) (8W-11-8)
A1 12RD WT
C233
F99 20OR
F99 18OR
A21 12DB GY
S101
8W-70-4
S210
8W-70-19
(7) C228
IGNITION SWITCH
START RUN ACC OFF
(2) C228
EVAPORATIVE SYSTEM LEAK DETECTION PUMP (8W-30-12)
DUTY CYCLE EVAP/CYCLE SOLENOID (8W-30-12)
C131
(1) C163
(2) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-10)
G104
8W-15-3
Z12 14BK TN
C140
POWERTRAIN CONTROL MODULE
A31 GROUND
A32 GROUND
A2 FUSED IGNITION SWITCH OUTPUT (START/RUN)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(B18)
(B16)
C154
AUTOMATIC SHUT DOWN RELAY
(B20)
(B17)
(B19)
C154
(A19)
(21)
C154
FUSE 20 20A
FUSE 15 40A
(A20)
(28)
C154
F99 20OR
K900 20PK WT
A142 18DG OR
F5 18RD YL
F5 14RD YL
A7 12YL RD
JUNCTION BLOCK (C163) (8W-12-16)
SPLICE S101 (8W-30-8) (8W-70-4)
S123
8W-70-10
S100
8W-70-4
A142 18DG OR
F5 14RD YL
A7 12YL RD
C131
F5 14RD YL
A7 14YL RD
G104
8W-15-3
Z12 14BK TN
Z12 14BK TN
C140
C142
C140
POWERTRAIN CONTROL MODULE
A31 GROUND
A32 GROUND
C3 AUTOMATIC SHUT DOWN RELAY CONTROL
C12 AUTOMATIC SHUT DOWN RELAY OUTPUT
A22 FUSED B(+)
A14 FUSED B(+)



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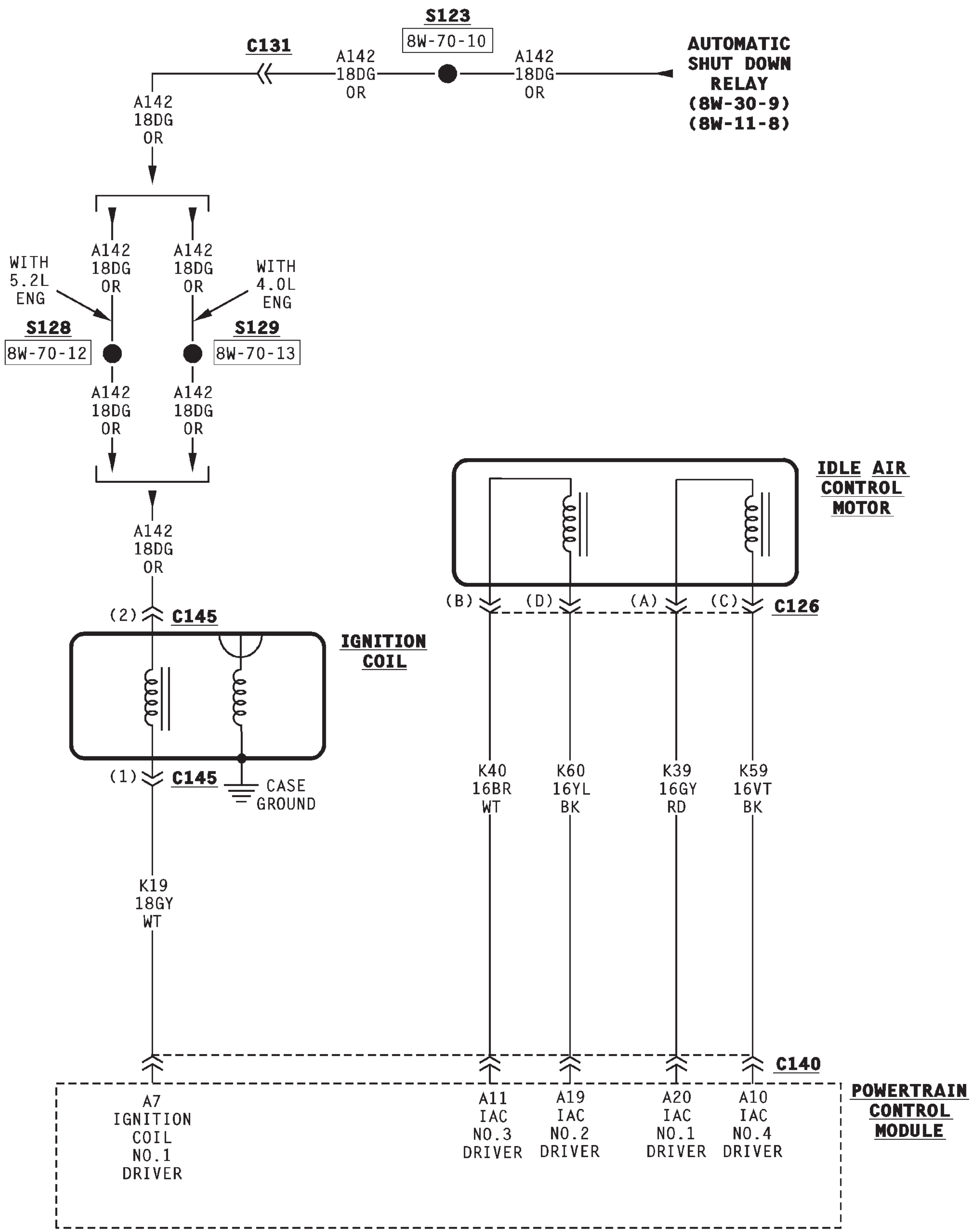
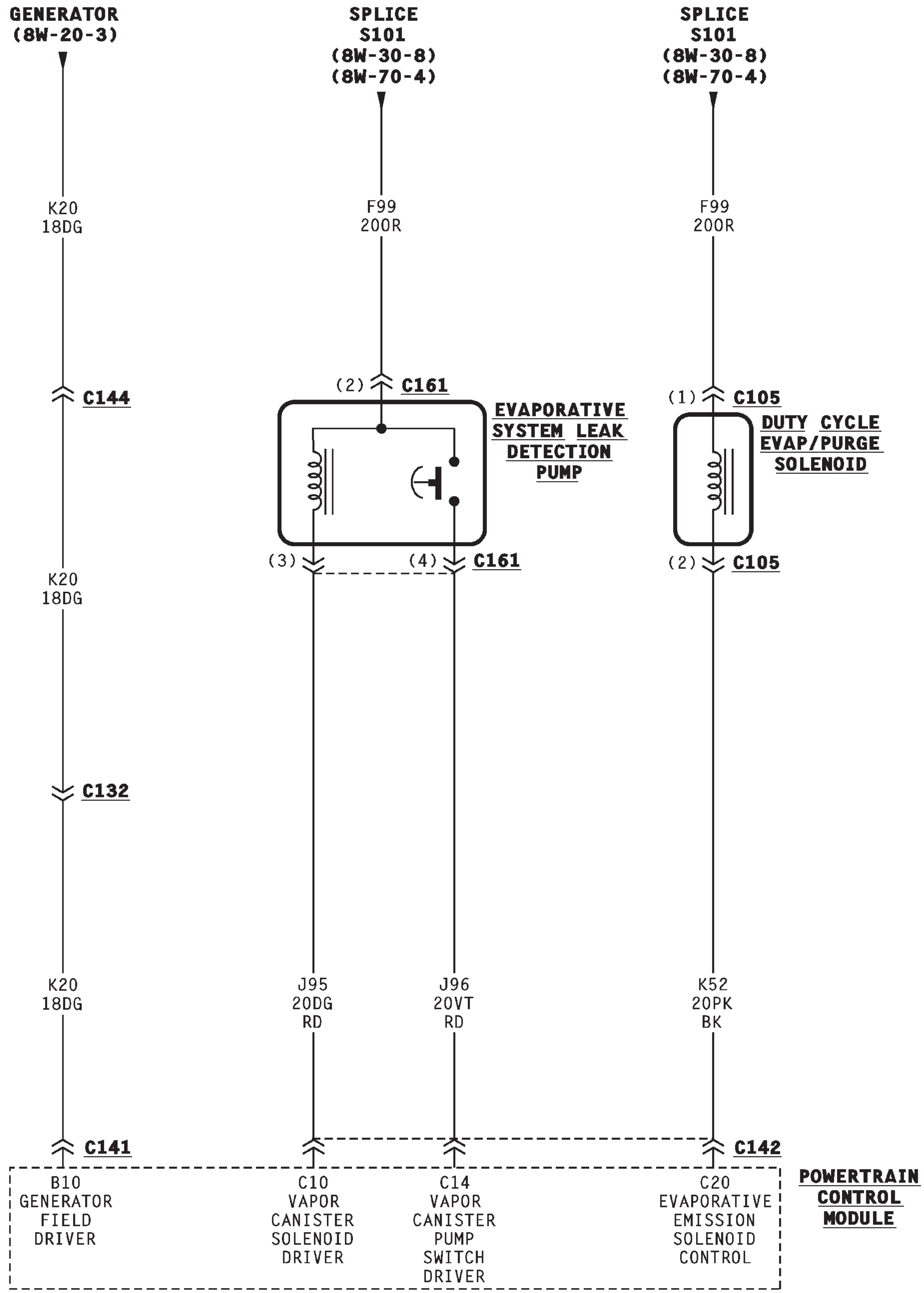
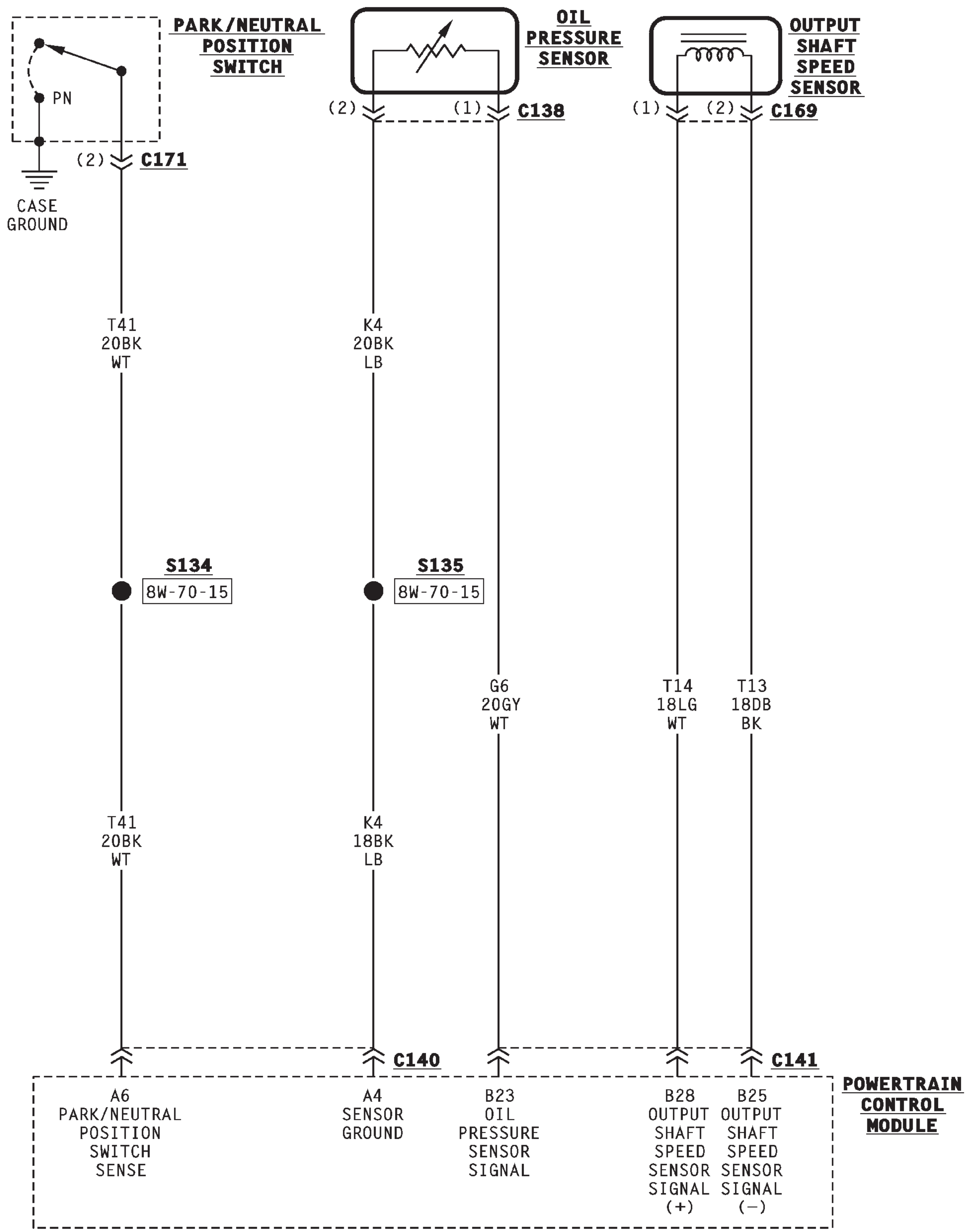
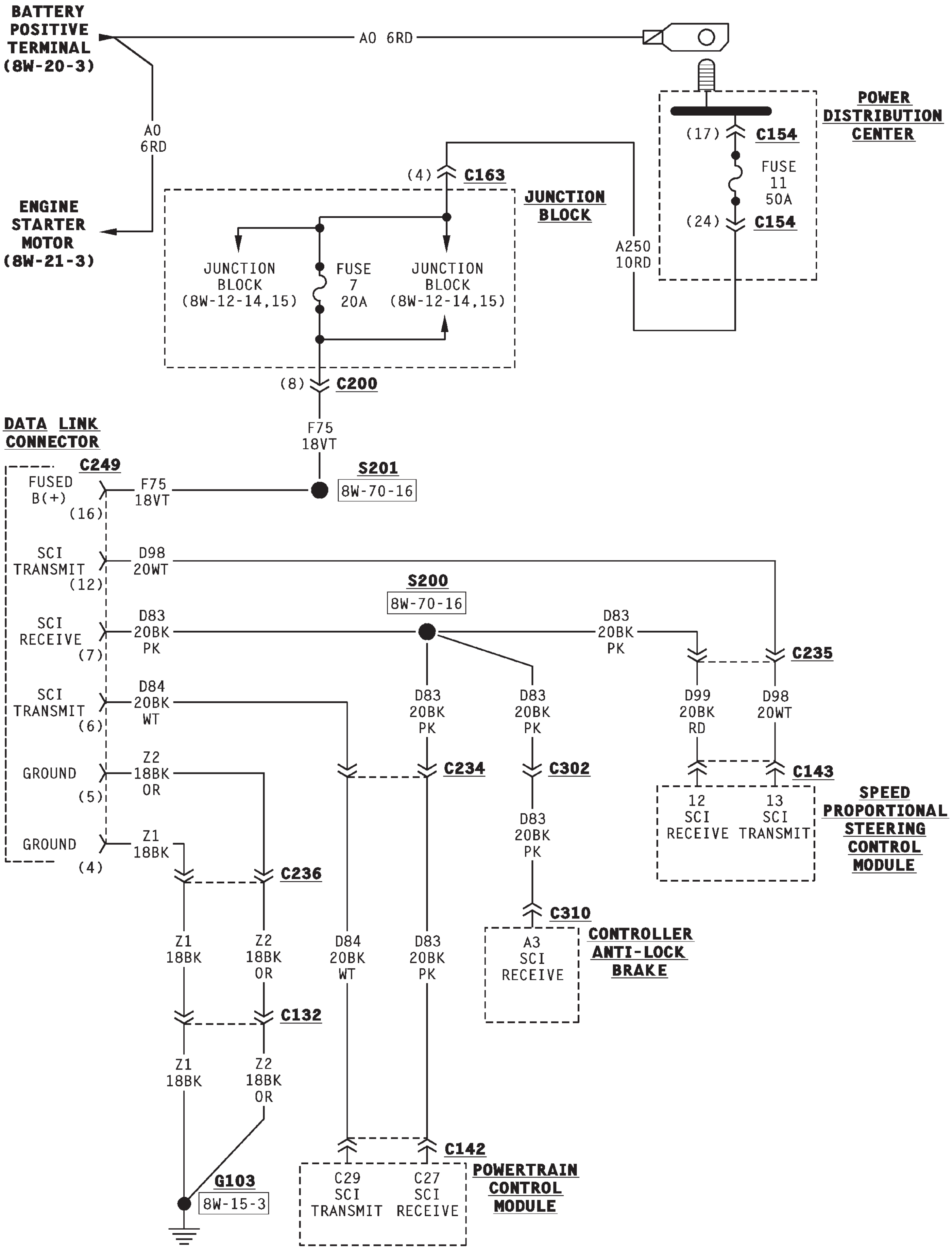
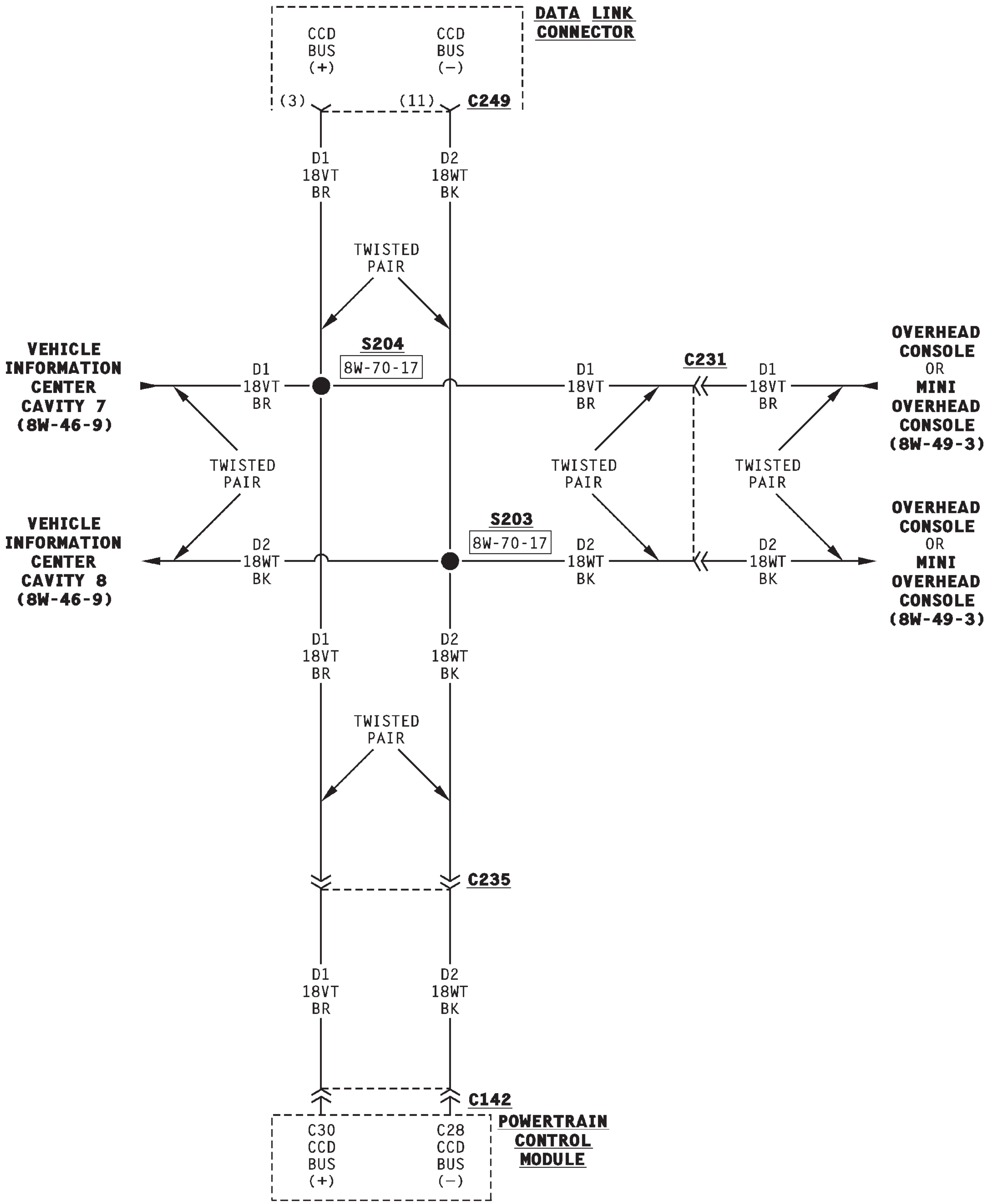
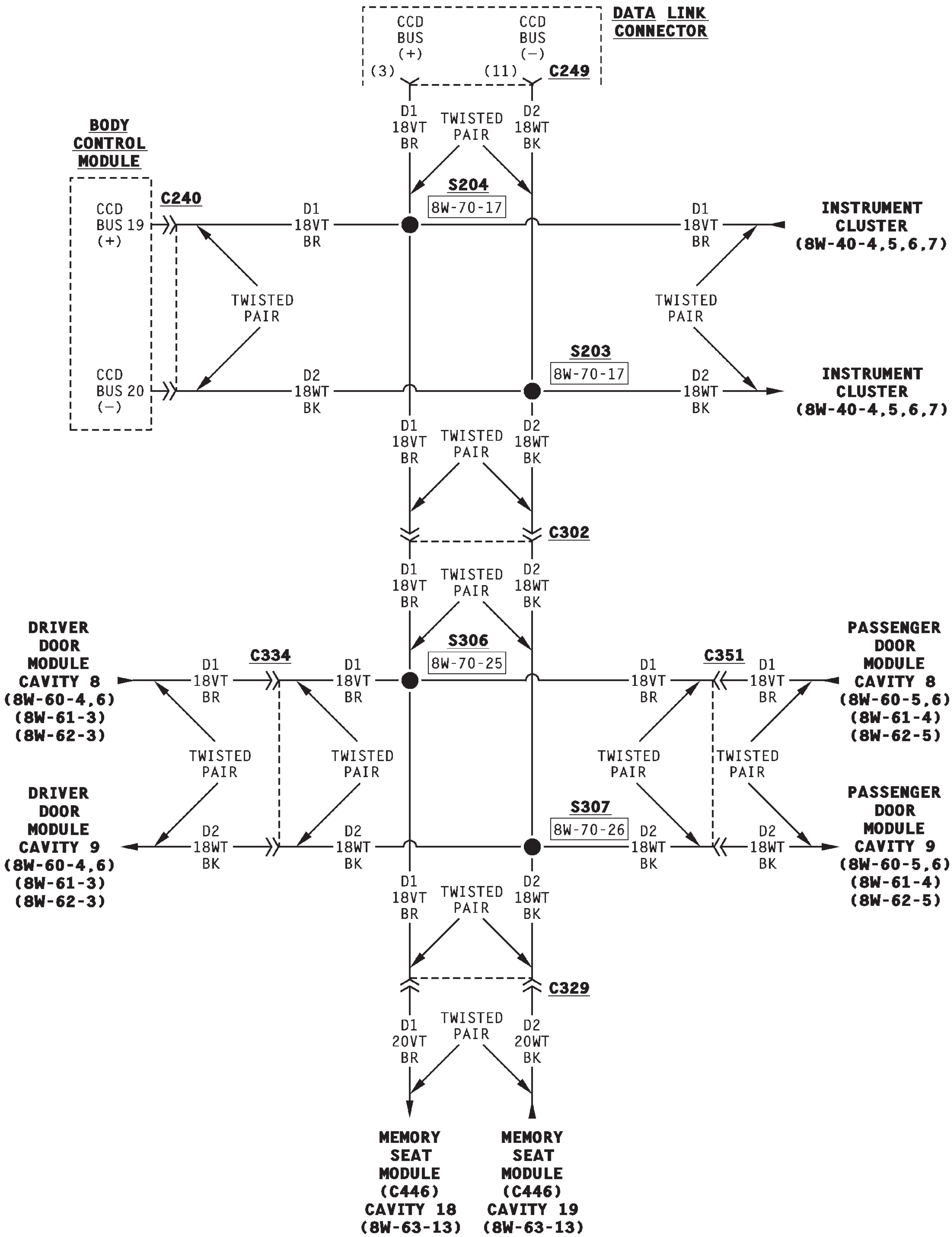

S123
8W-70-10
C131
A142
18DG
OR
AUTOMATIC
SHUT DOWN
RELAY
(8W-30-9)
(8W-11-8)
WITH
5.2L
ENG
WITH
4.0L
ENG
S128
8W-70-12
S129
8W-70-13
IDLE AIR
CONTROL
MOTOR
(B)
(D)
(A)
(C)
C126
(2)
C145
IGNITION
COIL
(1)
CASE
GROUND
K40
16BR
WT
K60
16YL
BK
K39
16GY
RD
K59
16VT
BK
K19
18GY
WT
C140
A7
IGNITION
COIL
NO.1
DRIVER
A11
IAC
NO.3
DRIVER
A19
IAC
NO.2
DRIVER
A20
IAC
NO.1
DRIVER
A10
IAC
NO.4
DRIVER
POWERTRAIN
CONTROL
MODULE

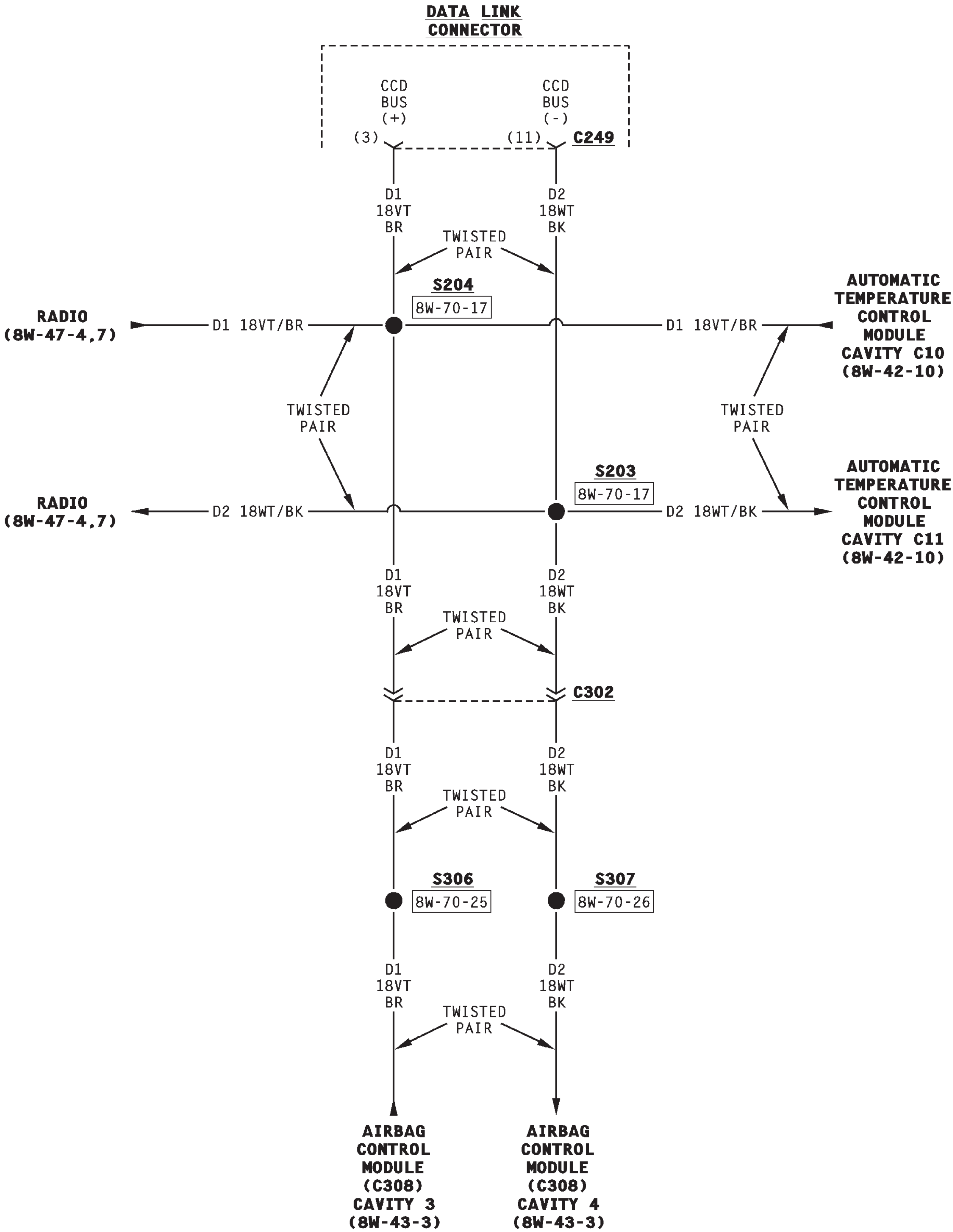

GENERATOR
(8W-20-3)
SPLICE
S101
(8W-30-8)
(8W-70-4)
SPLICE
S101
(8W-30-8)
(8W-70-4)
K20
18DG
F99
20OR
F99
20OR
C144
(2)
C161
EVAPORATIVE
SYSTEM LEAK
DETECTION
PUMP
(1)
C105
DUTY CYCLE
EVAP/PURGE
SOLENOID
(3)
(4)
C161
(2)
C105
K20
18DG
C132
K20
18DG
J95
20DG
RD
J96
20VT
RD
K52
20PK
BK
C141
C142
B10
GENERATOR
FIELD
DRIVER
C10
VAPOR
CANISTER
SOLENOID
DRIVER
C14
VAPOR
CANISTER
PUMP
SWITCH
DRIVER
C20
EVAPORATIVE
EMISSION
SOLENOID
CONTROL
POWERTRAIN
CONTROL
MODULE


PARK/NEUTRAL POSITION SWITCH
PN
CASE GROUND
(2) C171
OIL PRESSURE SENSOR
(2) (1) C138
OUTPUT SHAFT SPEED SENSOR
(1) (2) C169
T41 20BK WT
K4 20BK LB
S134 8W-70-15
S135 8W-70-15
G6 20GY WT
T14 18LG WT
T13 18DB BK
T41 20BK WT
K4 18BK LB
C140
C141
POWERTRAIN CONTROL MODULE
A6 PARK/NEUTRAL POSITION SWITCH SENSE
A4 SENSOR GROUND
B23 OIL PRESSURE SENSOR SIGNAL
B28 OUTPUT SHAFT SPEED SENSOR SIGNAL (+)
B25 OUTPUT SHAFT SPEED SENSOR SIGNAL (−)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
A250 10RD
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14,15)
FUSE 7 20A
JUNCTION BLOCK (8W-12-14,15)
(8) C200
F75 18VT
DATA LINK CONNECTOR
C249
S201
8W-70-16
FUSED B(+) (16)
F75 18VT
SCI TRANSMIT (12)
D98 20WT
S200
8W-70-16
SCI RECEIVE (7)
D83 20BK PK
D83 20BK PK
C235
SCI TRANSMIT (6)
D84 20BK WT
D83 20BK PK
D83 20BK PK
D99 20BK RD
D98 20WT
GROUND (5)
Z2 18BK OR
C234
C302
C143
12 SCI RECEIVE
13 SCI TRANSMIT
SPEED PROPORTIONAL STEERING CONTROL MODULE
GROUND (4)
Z1 18BK
D83 20BK PK
C236
C310
A3 SCI RECEIVE
CONTROLLER ANTI-LOCK BRAKE
Z1 18BK
Z2 18BK OR
D84 20BK WT
D83 20BK PK
C132
Z1 18BK
Z2 18BK OR
C142
G103
8W-15-3
C29 SCI TRANSMIT
C27 SCI RECEIVE
POWERTRAIN CONTROL MODULE


DATA LINK CONNECTOR
CCD BUS (+)
CCD BUS (−)
(3)
(11)
C249
D1 18VT BR
D2 18WT BK
TWISTED PAIR
S204
8W-70-17
S203
8W-70-17
VEHICLE INFORMATION CENTER CAVITY 7 (8W-46-9)
VEHICLE INFORMATION CENTER CAVITY 8 (8W-46-9)
C231
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE (8W-49-3)
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE (8W-49-3)
C235
C142
POWERTRAIN CONTROL MODULE
C30 CCD BUS (+)
C28 CCD BUS (−)


DATA LINK CONNECTOR
CCD BUS (+)
CCD BUS (−)
(3)
(11)
C249
D1 18VT BR
D2 18WT BK
TWISTED PAIR
BODY CONTROL MODULE
CCD BUS 19 (+)
CCD BUS 20 (−)
C240
S204
8W-70-17
S203
8W-70-17
INSTRUMENT CLUSTER (8W-40-4,5,6,7)
INSTRUMENT CLUSTER (8W-40-4,5,6,7)
C302
DRIVER DOOR MODULE CAVITY 8 (8W-60-4,6) (8W-61-3) (8W-62-3)
DRIVER DOOR MODULE CAVITY 9 (8W-60-4,6) (8W-61-3) (8W-62-3)
C334
S306
8W-70-25
S307
8W-70-26
C351
PASSENGER DOOR MODULE CAVITY 8 (8W-60-5,6) (8W-61-4) (8W-62-5)
PASSENGER DOOR MODULE CAVITY 9 (8W-60-5,6) (8W-61-4) (8W-62-5)
C329
D1 20VT BR
D2 20WT BK
MEMORY SEAT MODULE (C446) CAVITY 18 (8W-63-13)
MEMORY SEAT MODULE (C446) CAVITY 19 (8W-63-13)



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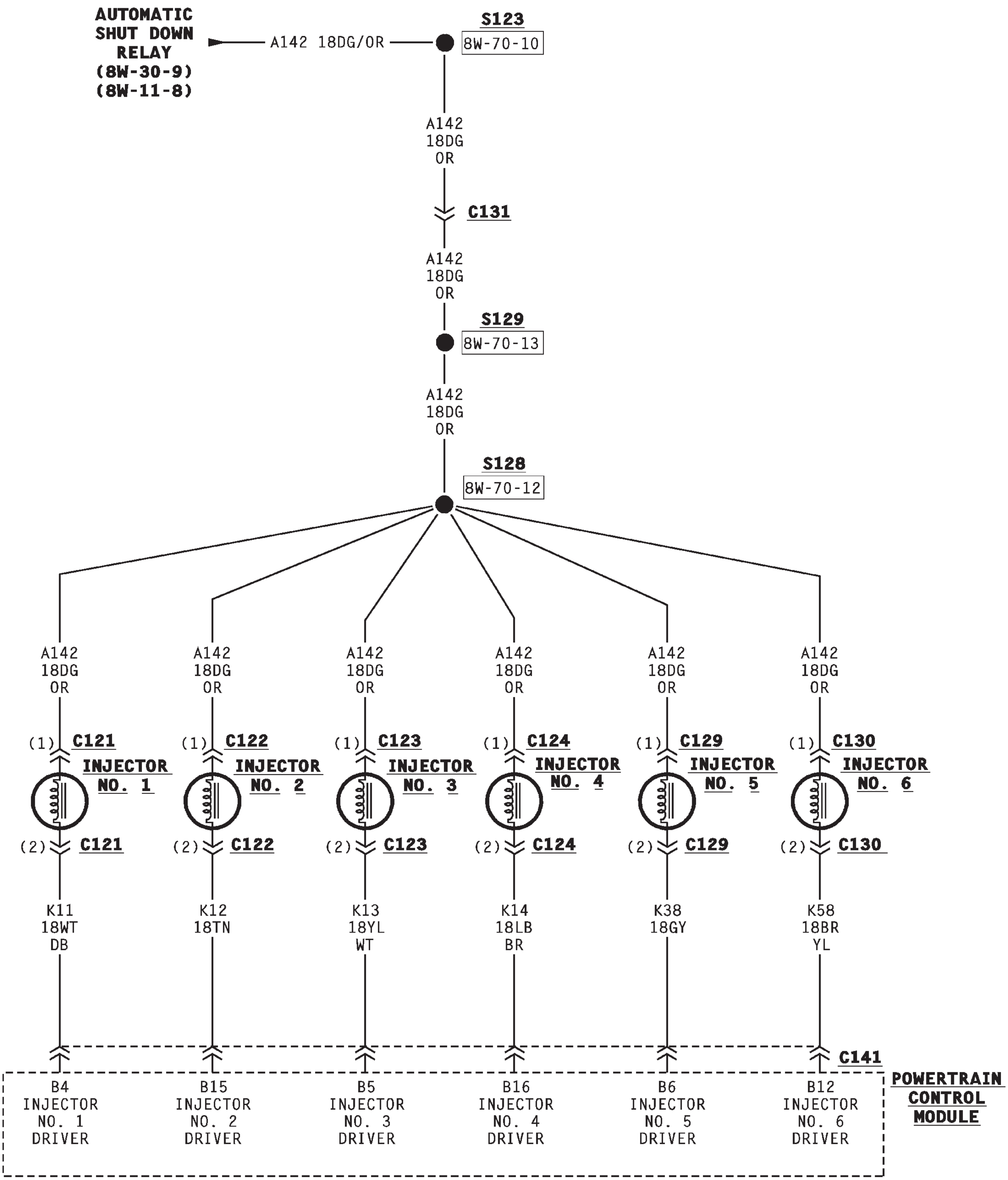
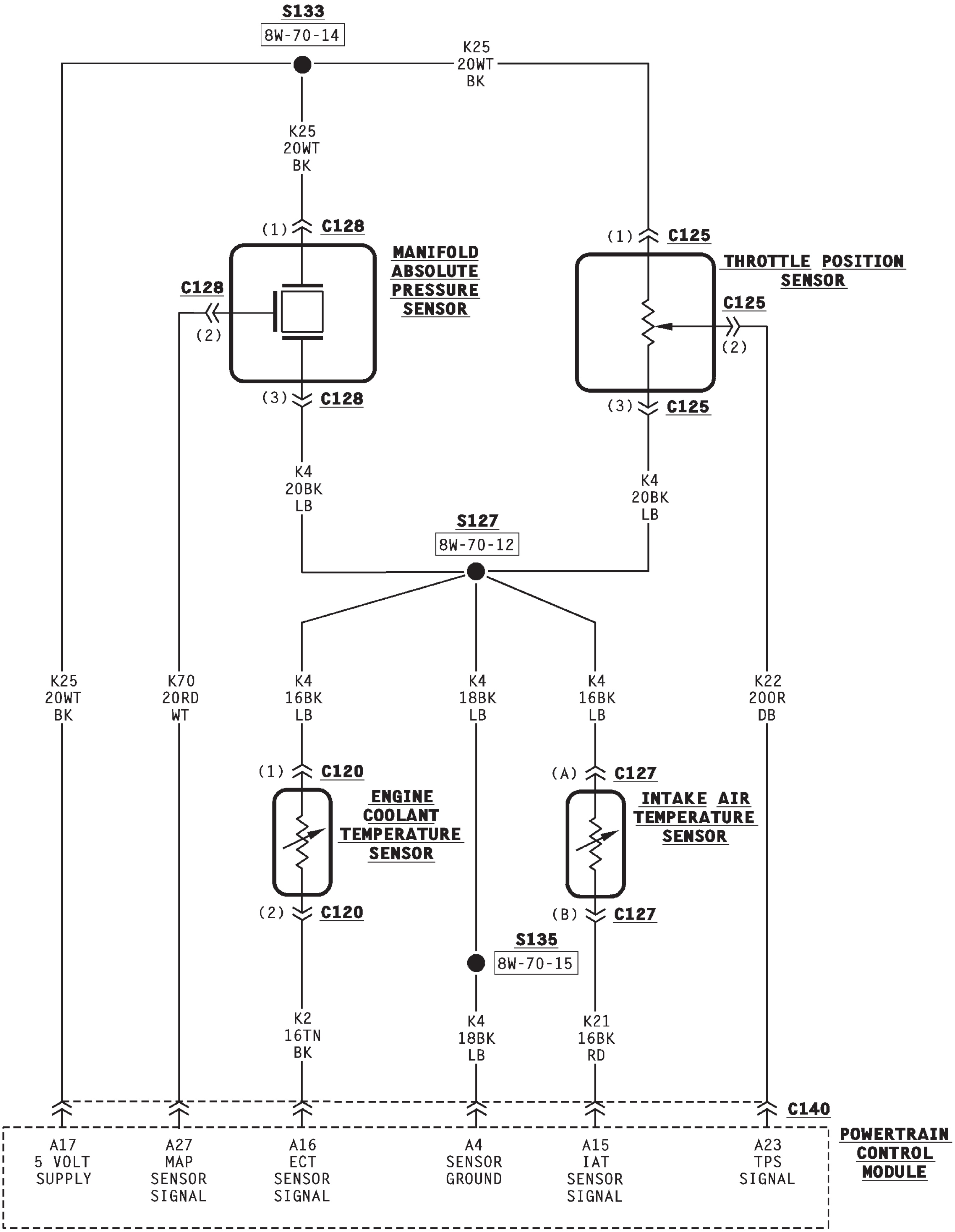
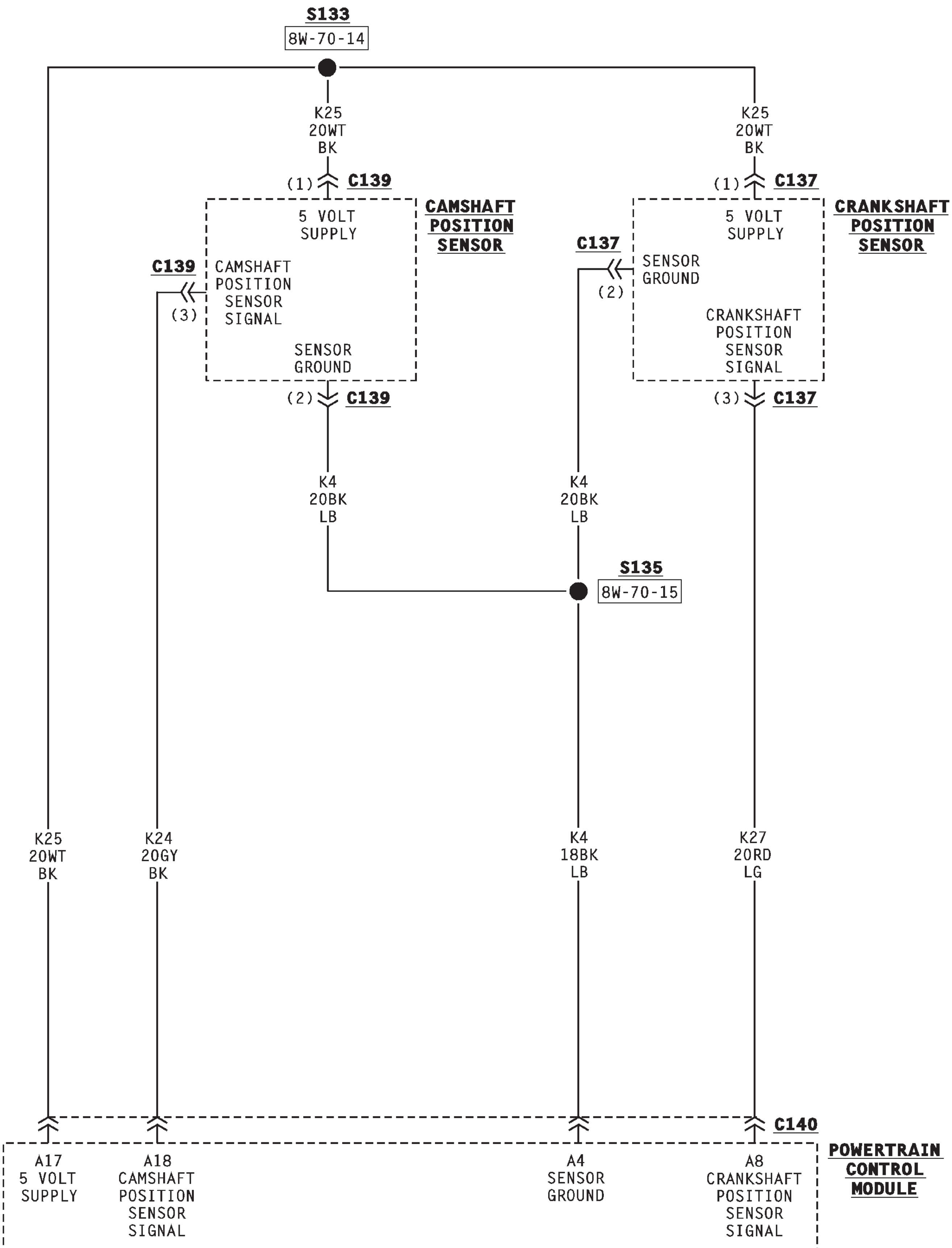
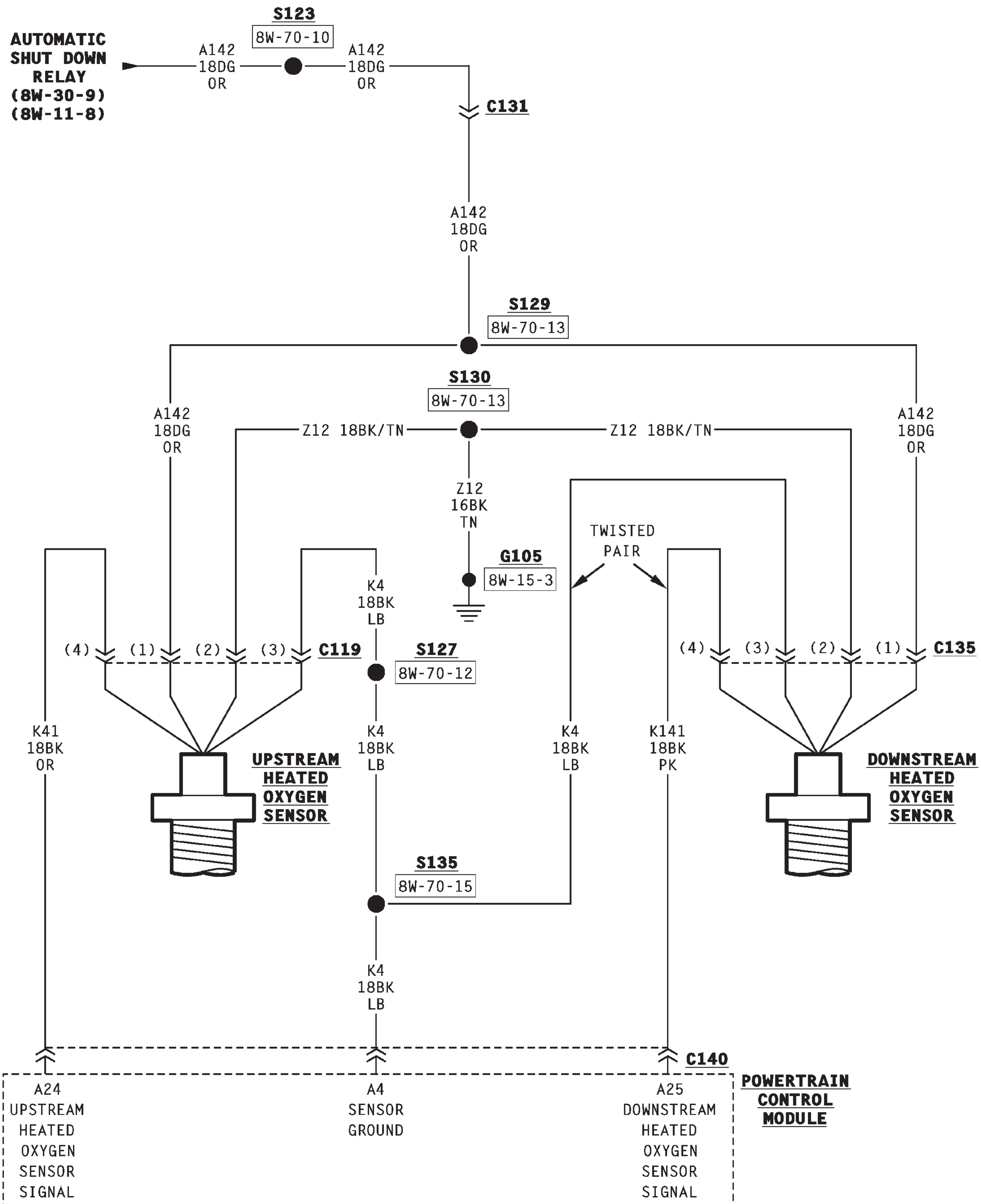
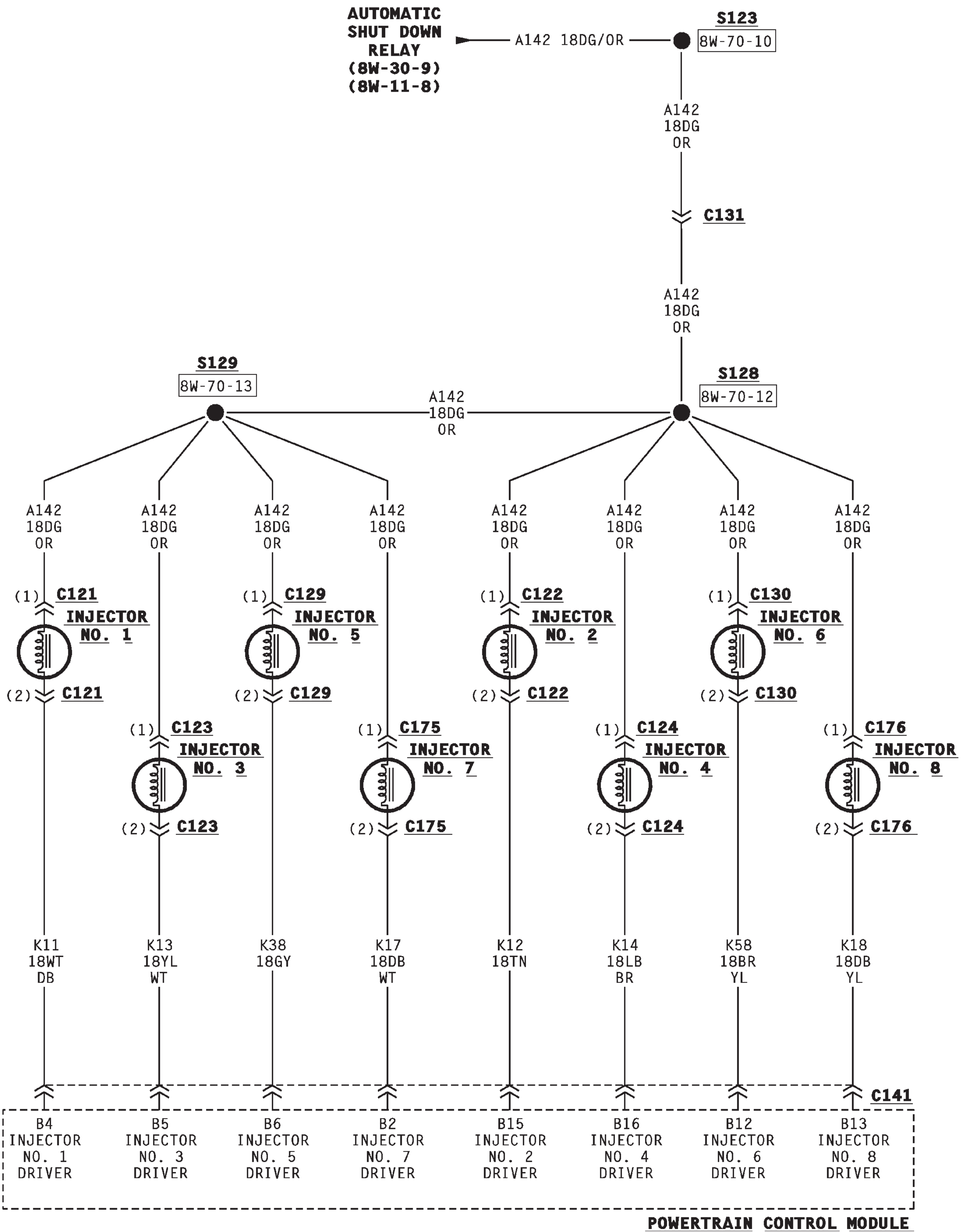
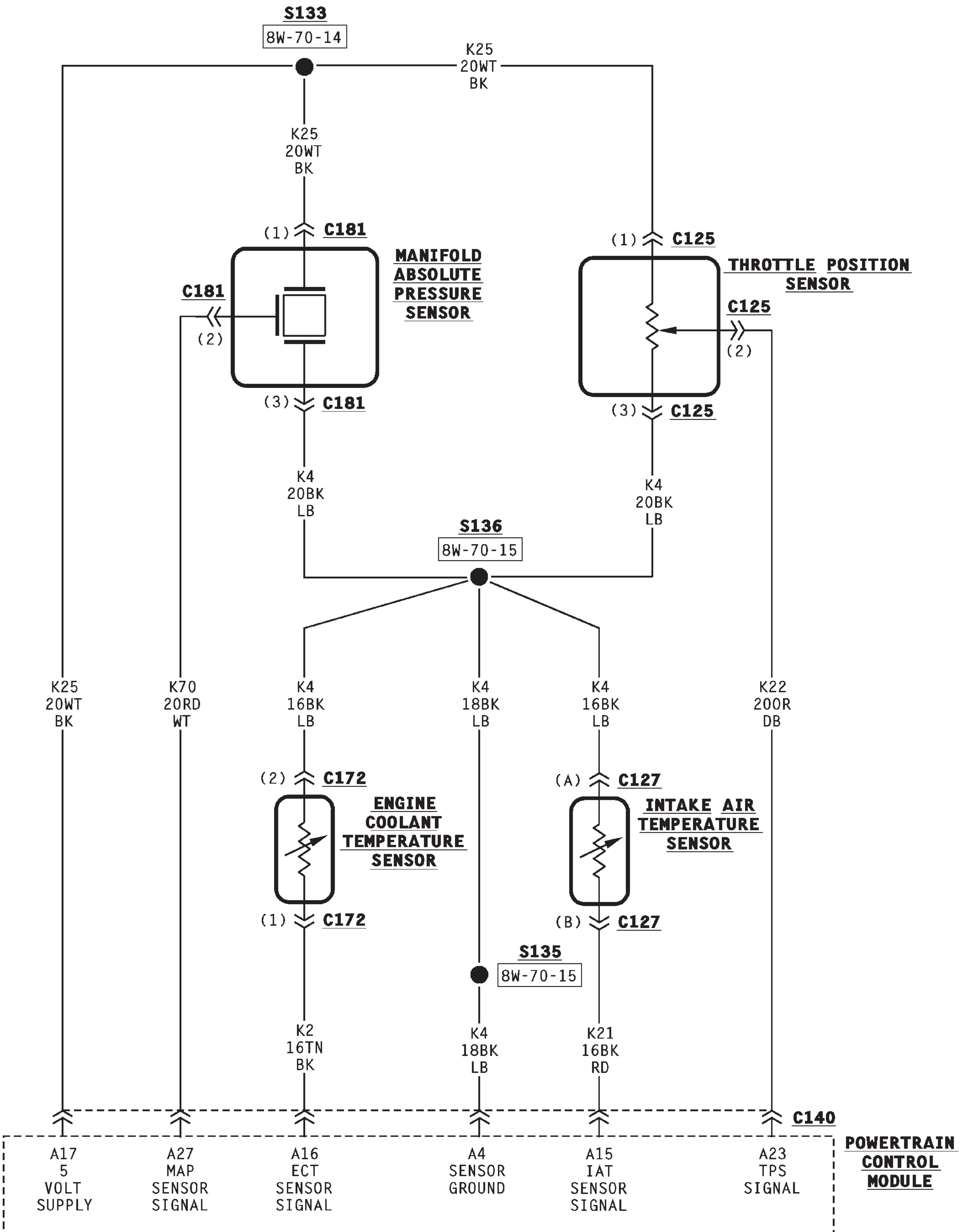

AUTOMATIC
SHUT DOWN
RELAY
(8W-30-9)
(8W-11-8)
A142 18DG/OR
S123
8W-70-10
A142
18DG
OR
C131
A142
18DG
OR
S129
8W-70-13
A142
18DG
OR
S128
8W-70-12
A142
18DG
OR
(1)
C121
INJECTOR
NO. 1
(2)
C121
K11
18WT
DB
(1)
C122
INJECTOR
NO. 2
(2)
C122
K12
18TN
(1)
C123
INJECTOR
NO. 3
(2)
C123
K13
18YL
WT
(1)
C124
INJECTOR
NO. 4
(2)
C124
K14
18LB
BR
(1)
C129
INJECTOR
NO. 5
(2)
C129
K38
18GY
(1)
C130
INJECTOR
NO. 6
(2)
C130
K58
18BR
YL
C141
B4
INJECTOR
NO. 1
DRIVER
B15
INJECTOR
NO. 2
DRIVER
B5
INJECTOR
NO. 3
DRIVER
B16
INJECTOR
NO. 4
DRIVER
B6
INJECTOR
NO. 5
DRIVER
B12
INJECTOR
NO. 6
DRIVER
POWERTRAIN
CONTROL
MODULE

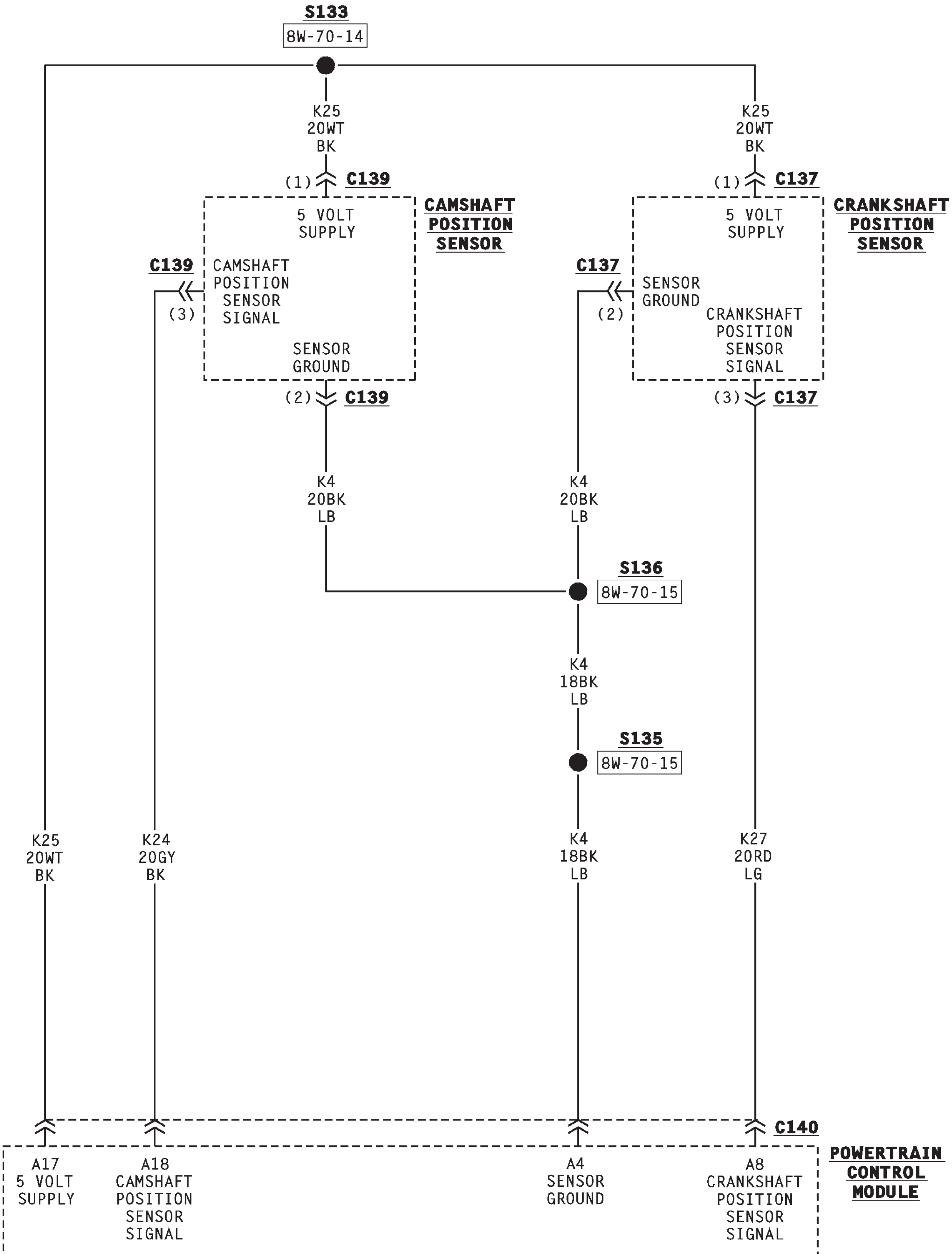

S133
8W-70-14
K25
20WT
BK
K25
20WT
BK
(1) C128
MANIFOLD
ABSOLUTE
PRESSURE
SENSOR
C128
(2)
(3) C128
(1) C125
THROTTLE POSITION
SENSOR
C125
(2)
(3) C125
K4
20BK
LB
K4
20BK
LB
S127
8W-70-12
K25
20WT
BK
K70
20RD
WT
K4
16BK
LB
K4
18BK
LB
K4
16BK
LB
K22
20OR
DB
(1) C120
ENGINE
COOLANT
TEMPERATURE
SENSOR
(2) C120
(A) C127
INTAKE AIR
TEMPERATURE
SENSOR
(B) C127
S135
8W-70-15
K2
16TN
BK
K4
18BK
LB
K21
16BK
RD
C140
A17
5 VOLT
SUPPLY
A27
MAP
SENSOR
SIGNAL
A16
ECT
SENSOR
SIGNAL
A4
SENSOR
GROUND
A15
IAT
SENSOR
SIGNAL
A23
TPS
SIGNAL
POWERTRAIN
CONTROL
MODULE

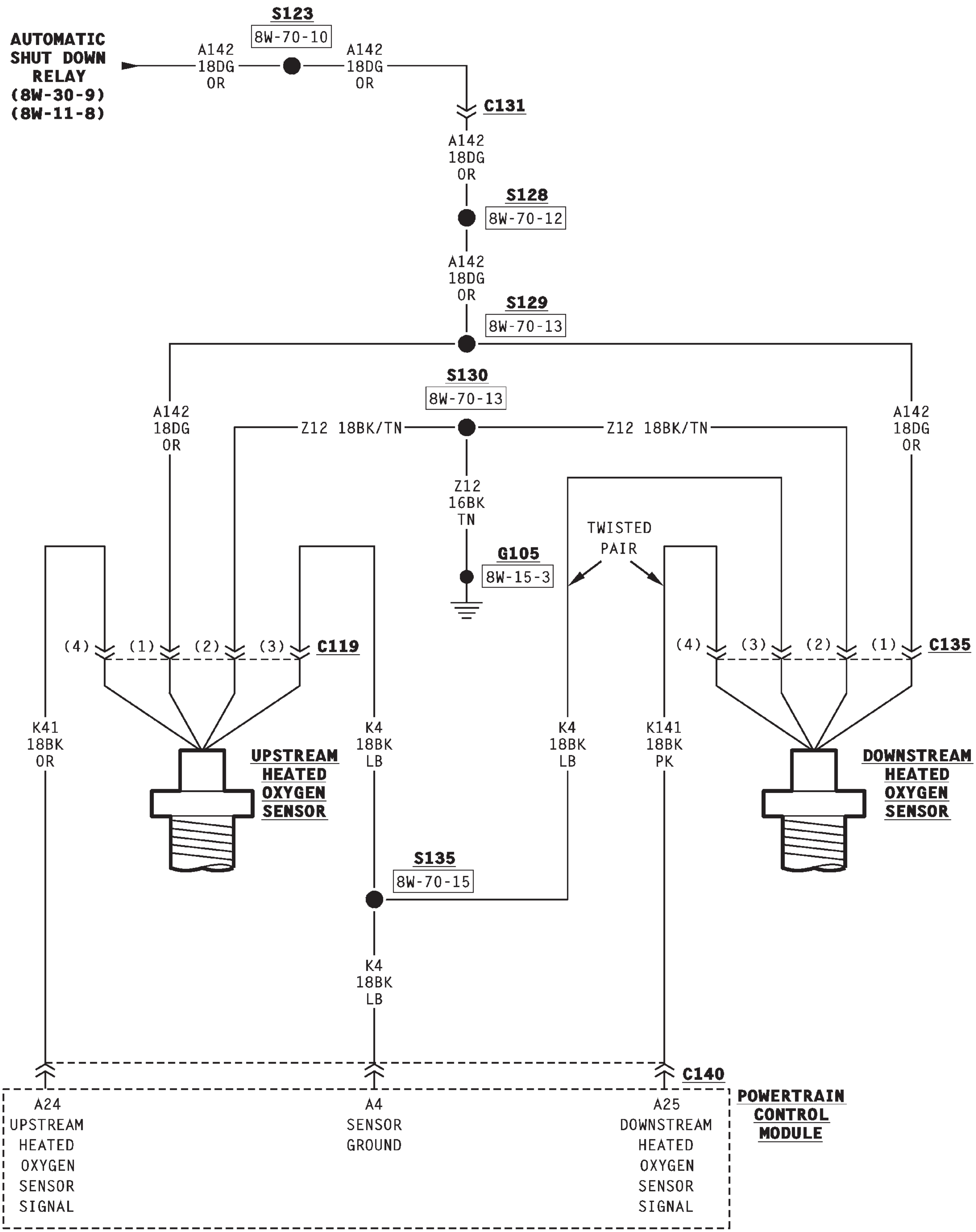

S133
8W-70-14
K25
20WT
BK
(1)
C139
CAMSHAFT POSITION SENSOR
5 VOLT SUPPLY
C139
CAMSHAFT POSITION SENSOR SIGNAL
(3)
SENSOR GROUND
(2)
C139
K4
20BK
LB
K25
20WT
BK
(1)
C137
CRANKSHAFT POSITION SENSOR
5 VOLT SUPPLY
C137
SENSOR GROUND
(2)
CRANKSHAFT POSITION SENSOR SIGNAL
(3)
C137
K4
20BK
LB
S135
8W-70-15
K25
20WT
BK
K24
20GY
BK
K4
18BK
LB
K27
20RD
LG
C140
POWERTRAIN CONTROL MODULE
A17
5 VOLT SUPPLY
A18
CAMSHAFT POSITION SENSOR SIGNAL
A4
SENSOR GROUND
A8
CRANKSHAFT POSITION SENSOR SIGNAL


AUTOMATIC SHUT DOWN RELAY (8W-30-9) (8W-11-8)
S123
8W-70-10
A142 18DG OR
A142 18DG OR
C131
A142 18DG OR
S129
8W-70-13
S130
8W-70-13
A142 18DG OR
Z12 18BK/TN
Z12 18BK/TN
A142 18DG OR
Z12 16BK TN
G105
8W-15-3
TWISTED PAIR
K4 18BK LB
(4) (1) (2) (3) C119
S127
8W-70-12
(4) (3) (2) (1) C135
K41 18BK OR
K4 18BK LB
K4 18BK LB
K141 18BK PK
UPSTREAM HEATED OXYGEN SENSOR
DOWNSTREAM HEATED OXYGEN SENSOR
S135
8W-70-15
K4 18BK LB
C140
A24 UPSTREAM HEATED OXYGEN SENSOR SIGNAL
A4 SENSOR GROUND
A25 DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL
POWERTRAIN CONTROL MODULE


AUTOMATIC SHUT DOWN RELAY (8W-30-9) (8W-11-8)
A142 18DG/OR
S123
8W-70-10
A142 18DG OR
C131
A142 18DG OR
S129
8W-70-13
S128
8W-70-12
A142 18DG OR
(1) C121 INJECTOR NO. 1 (2) C121
(1) C129 INJECTOR NO. 5 (2) C129
(1) C122 INJECTOR NO. 2 (2) C122
(1) C130 INJECTOR NO. 6 (2) C130
(1) C123 INJECTOR NO. 3 (2) C123
(1) C175 INJECTOR NO. 7 (2) C175
(1) C124 INJECTOR NO. 4 (2) C124
(1) C176 INJECTOR NO. 8 (2) C176
K11 18WT DB
K13 18YL WT
K38 18GY
K17 18DB WT
K12 18TN
K14 18LB BR
K58 18BR YL
K18 18DB YL
C141
B4 INJECTOR NO. 1 DRIVER
B5 INJECTOR NO. 3 DRIVER
B6 INJECTOR NO. 5 DRIVER
B2 INJECTOR NO. 7 DRIVER
B15 INJECTOR NO. 2 DRIVER
B16 INJECTOR NO. 4 DRIVER
B12 INJECTOR NO. 6 DRIVER
B13 INJECTOR NO. 8 DRIVER
POWERTRAIN CONTROL MODULE


S133
8W-70-14
K25
20WT
BK
K25
20WT
BK
(1)
C181
MANIFOLD
ABSOLUTE
PRESSURE
SENSOR
C181
(2)
(3)
C181
(1)
C125
THROTTLE POSITION
SENSOR
C125
(2)
(3)
C125
K4
20BK
LB
K4
20BK
LB
S136
8W-70-15
K25
20WT
BK
K70
20RD
WT
K4
16BK
LB
K4
18BK
LB
K4
16BK
LB
K22
20OR
DB
(2)
C172
ENGINE
COOLANT
TEMPERATURE
SENSOR
(1)
C172
(A)
C127
INTAKE AIR
TEMPERATURE
SENSOR
(B)
C127
S135
8W-70-15
K2
16TN
BK
K4
18BK
LB
K21
16BK
RD
C140
A17
5
VOLT
SUPPLY
A27
MAP
SENSOR
SIGNAL
A16
ECT
SENSOR
SIGNAL
A4
SENSOR
GROUND
A15
IAT
SENSOR
SIGNAL
A23
TPS
SIGNAL
POWERTRAIN
CONTROL
MODULE


S133
8W-70-14
K25
20WT
BK
K25
20WT
BK
(1) C139
(1) C137
CAMSHAFT POSITION SENSOR
5 VOLT SUPPLY
CAMSHAFT POSITION SENSOR SIGNAL
SENSOR GROUND
C139
(3)
(2) C139
CRANKSHAFT POSITION SENSOR
5 VOLT SUPPLY
SENSOR GROUND
CRANKSHAFT POSITION SENSOR SIGNAL
C137
(2)
(3) C137
K4
20BK
LB
K4
20BK
LB
S136
8W-70-15
K4
18BK
LB
S135
8W-70-15
K25
20WT
BK
K24
20GY
BK
K4
18BK
LB
K27
20RD
LG
C140
POWERTRAIN CONTROL MODULE
A17
5 VOLT SUPPLY
A18
CAMSHAFT POSITION SENSOR SIGNAL
A4
SENSOR GROUND
A8
CRANKSHAFT POSITION SENSOR SIGNAL


AUTOMATIC SHUT DOWN RELAY (8W-30-9) (8W-11-8)
A142 18DG OR
S123
8W-70-10
A142 18DG OR
C131
A142 18DG OR
S128
8W-70-12
A142 18DG OR
S129
8W-70-13
A142 18DG OR
S130
8W-70-13
Z12 18BK/TN
Z12 18BK/TN
A142 18DG OR
Z12 16BK TN
G105
8W-15-3
TWISTED PAIR
(4) (1) (2) (3) C119
(4) (3) (2) (1) C135
K41 18BK OR
K4 18BK LB
UPSTREAM HEATED OXYGEN SENSOR
K4 18BK LB
K141 18BK PK
DOWNSTREAM HEATED OXYGEN SENSOR
S135
8W-70-15
K4 18BK LB
C140
POWERTRAIN CONTROL MODULE
A24 UPSTREAM HEATED OXYGEN SENSOR SIGNAL
A4 SENSOR GROUND
A25 DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL

8W-31 TRANSMISSION CONTROL SYSTEM

INDEX

DESCRIPTION AND OPERATION

OVERDRIVE SWITCH

Automatic transmission equipped vehicles have an overdrive switch. The operator disables or enables overdrive when the switch is depressed.

The overdrive system consists of a switch connected to the Powertrain Control Module (PCM) and a Light Emitting Diode (LED) which illuminates for the overdrive ON/OFF indicator.

If overdrive is currently enabled, it is disabled when the operator depresses the overdrive switch. Also, if the operator already disabled overdrive, it is enabled when the switch is depressed.

Circuit T9 from the overdrive switch connects to cavity C13 of the PCM and provides the overdrive signal. Circuit Z1 provides ground for the switch.

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) with circuit A22. Circuit A22 powers circuit F71 through fuse 12 in the junction block. Circuit F71 supplies power for the overdrive ON/OFF indicator LED. The PCM turns the overdrive ON/OFF indicator ON or OFF by providing ground on circuit G68. Circuit G68 connects to cavity C6 of the PCM.

TRANSMISSION CONTROL RELAY

The transmission control relay powers the overdrive solenoid, torque convertor clutch solenoid, and variable force solenoid. All three solenoids are molded together.

When the ignition switch is in the START or RUN positions, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F99 through fuse 18 in the PDC. Circuit F99 powers the coil side of the electronic transmission relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit T66. Circuit T66 connects to cavity B30 of the PCM.

When the PCM grounds the relay, the relay contacts connect circuit F92 from fuse 17 in the PDC to circuit T20. Circuit T20 powers the solenoids.

TRANSMISSION SOLENOID ASSEMBLY

The Torque Convertor Clutch (TCC) solenoid, overdrive solenoid and variable force solenoid are molded together. Circuit T20 from the electronic transmission relay supplies power for the solenoids. The Powertrain Control Module (PCM) operates each solenoid individually by providing ground for each solenoid on separate circuits.

- The PCM provides ground for the TCC solenoid on circuit T22. Circuit T22 connects to cavity B11 of the PCM.
- The PCM supplies ground for the overdrive solenoid on circuit T60. Circuit T60 connects to cavity B21 of the PCM.
- On circuit T59, the PCM provides ground for the variable force solenoid. Circuit T59 connects to cavity B8 of the PCM.

SHIFT INTERLOCK

The shift interlock prevents the operator from shifting the vehicle out of PARK unless the brake pedal is pressed. When the ignition switch is in the START or RUN position, circuit A21 feeds circuit F87 through fuse 5 in the junction block. Circuit F87 splices to power the shift interlock.

When the brake pedal is not depressed, the stop lamp switch provides ground for interlock by connecting circuit L53 to ground. When grounded, the interlock prevents shifting the transmission out of PARK. When the brake pedal is pressed, the stop lamp switch disconnects circuit L53 from ground.

OUTPUT SHAFT SPEED SENSOR

The output shaft speed sensor generates a signal indicating the speed of the transmission output shaft. Circuits T13 and T14 connect the sensor to the Powertrain Control Module (PCM). Circuit T13 connects to cavity B25 of the PCM. Circuit T14 connects to cavity B28.

GOVERNOR PRESSURE SENSOR

The governor pressure sensor supplies the transmission pressure input to the Powertrain Control

DESCRIPTION AND OPERATION (Continued)

Module on circuit T25. Circuit T25 connects to cavity B29 of the PCM. Circuit K6 from cavity B31 of the PCM supplies 5 volts to the sensor. The PCM provides ground for the govenor pressure sensor on circuit K4. Circuit K4 connects to cavity A4 of the PCM.

The governor pressure sensor is part of the transmission solenoid assembly.

TRANSMISSION TEMPERATURE SENSOR

The transmission temperature sensor is located in the transmission solenoid assembly. The Powertrain Control Module (PCM) supplies 5 volts to the sensor on circuit K6. Circuit T54 from the sensor connects to cavity B1 of the PCM and provides the transmission temperature input. The PCM provides ground for the sensor on cavity K4.

If transmission temperature exceeds a calibrated temperature, the PCM sends a signal to the Vehicle Information Center (VIC) over the CCD bus. In response, the VIC displays a message to the driver.

HELPFUL INFORMATION

Circuit K6 also supplies 5 volts to the vehicle speed sensor.

Circuit K4 also provides ground for the signals from the following:

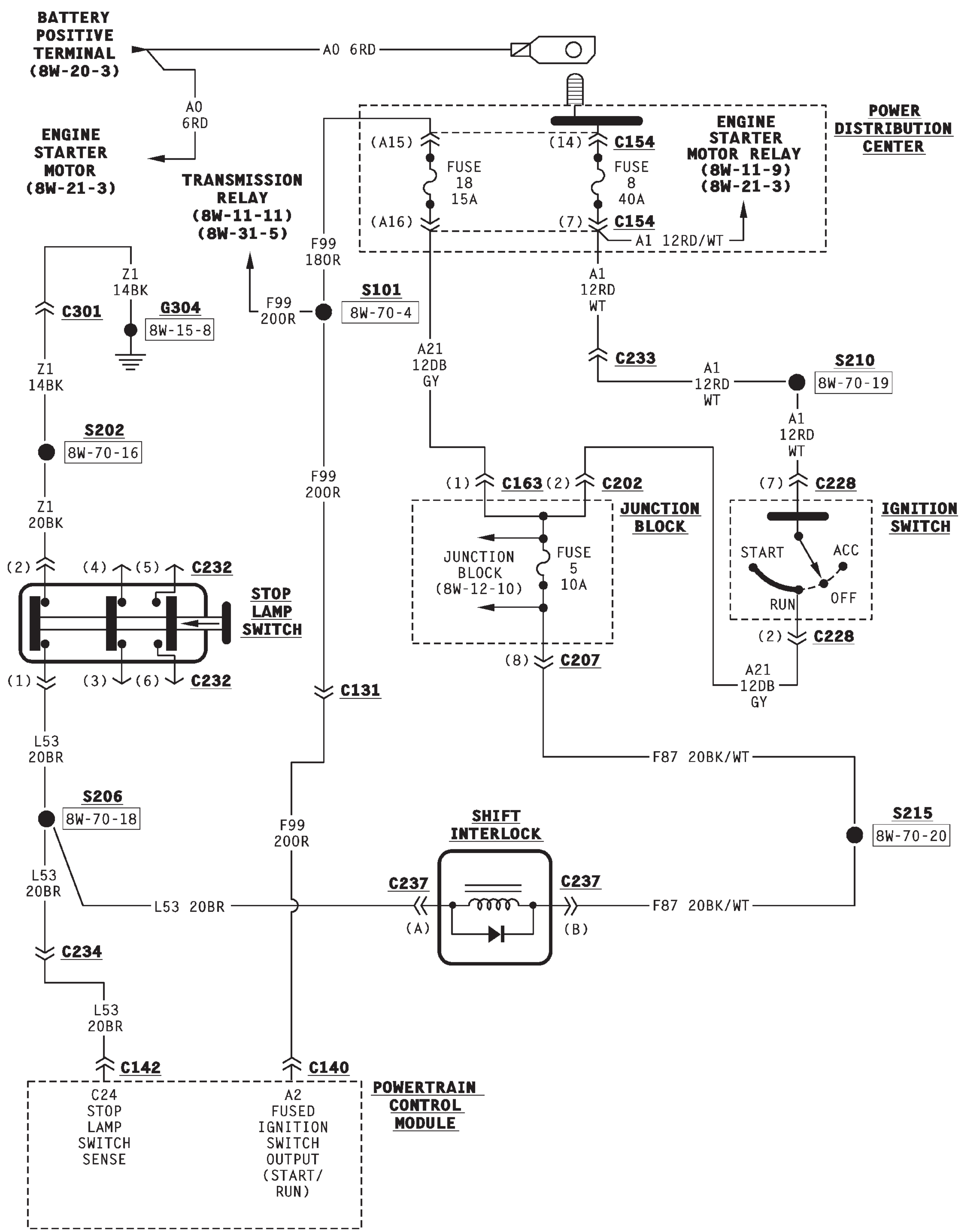
- Heated oxygen sensors
- Crankshaft position sensor
- Camshaft position sensor
- Engine coolant temperature sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Vehicle speed sensor

SCHEMATICS AND DIAGRAMS

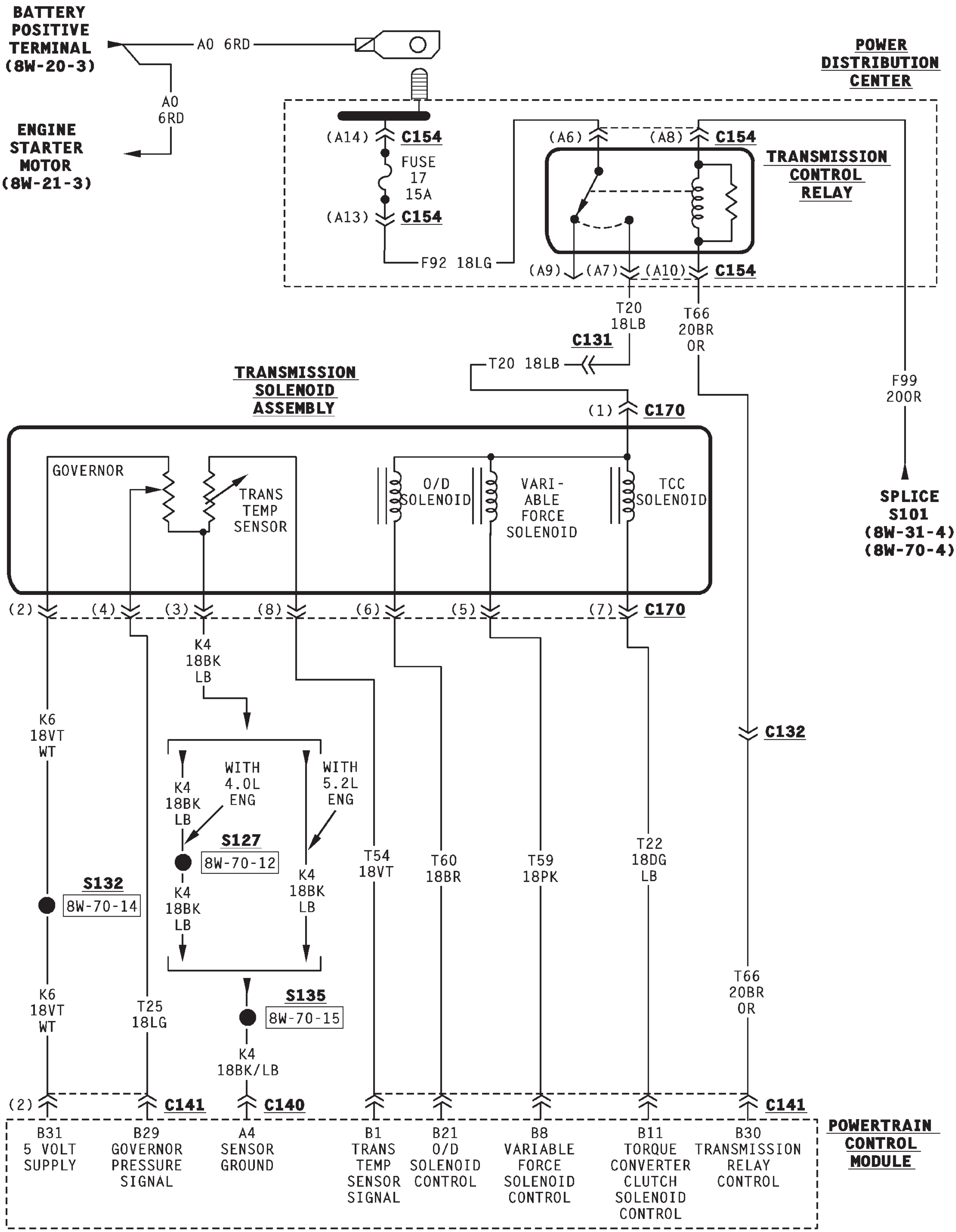
WIRING DIAGRAM INDEX

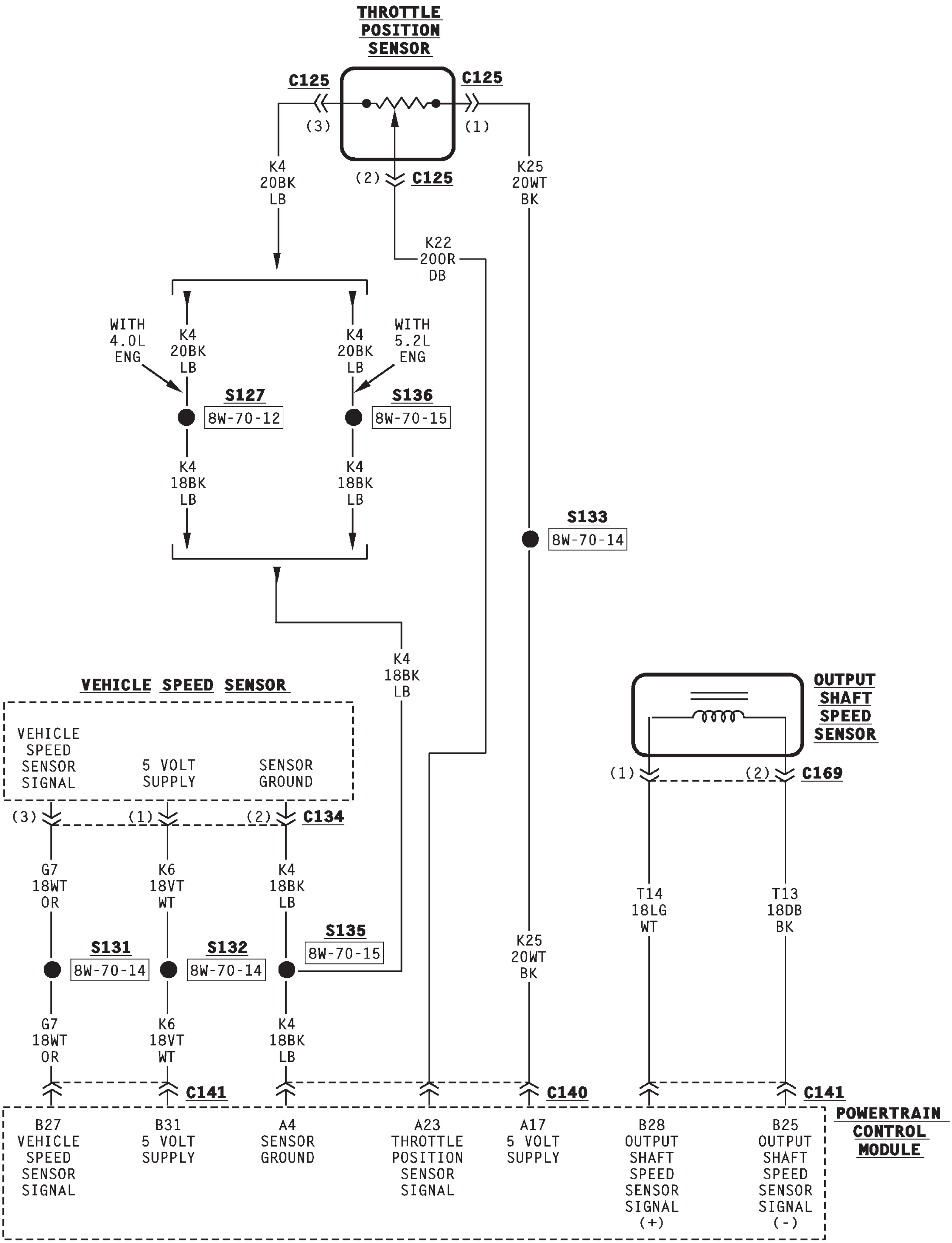
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX



BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
TRANSMISSION RELAY (8W-11-11) (8W-31-5)
POWER DISTRIBUTION CENTER
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(A15)
FUSE 18 15A
(A16)
(14) C154
FUSE 8 40A
(7) C154
A1 12RD/WT
F99 18OR
F99 20OR
S101 8W-70-4
A21 12DB GY
A1 12RD WT
C233
A1 12RD WT
S210 8W-70-19
A1 12RD WT
(7) C228
IGNITION SWITCH
START
ACC
RUN
OFF
(2) C228
A21 12DB GY
Z1 14BK
C301
G304 8W-15-8
Z1 14BK
S202 8W-70-16
Z1 20BK
(2) (4) (5) C232
STOP LAMP SWITCH
(1) (3) (6) C232
F99 20OR
(1) C163 (2) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-10)
FUSE 5 10A
(8) C207
C131
F87 20BK/WT
L53 20BR
S206 8W-70-18
S215 8W-70-20
SHIFT INTERLOCK
L53 20BR
F99 20OR
L53 20BR
C237
C237
F87 20BK/WT
(A)
(B)
C234
L53 20BR
C142
C140
POWERTRAIN CONTROL MODULE
C24 STOP LAMP SWITCH SENSE
A2 FUSED IGNITION SWITCH OUTPUT (START/ RUN)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(A14) C154
FUSE 17 15A
(A13) C154
F92 18LG
(A6) (A8) C154
TRANSMISSION CONTROL RELAY
(A9) (A7) (A10) C154
T20 18LB
T66 20BR OR
C131
T20 18LB
F99 20OR
SPLICE S101 (8W-31-4) (8W-70-4)
TRANSMISSION SOLENOID ASSEMBLY
(1) C170
GOVERNOR
TRANS TEMP SENSOR
O/D SOLENOID
VARI-ABLE FORCE SOLENOID
TCC SOLENOID
(2) (4) (3) (8) (6) (5) (7) C170
K4 18BK LB
K6 18VT WT
WITH 4.0L ENG
WITH 5.2L ENG
K4 18BK LB
S127
8W-70-12
K4 18BK LB
K4 18BK LB
C132
S132
8W-70-14
T54 18VT
T60 18BR
T59 18PK
T22 18DG LB
S135
8W-70-15
K6 18VT WT
T25 18LG
K4 18BK/LB
T66 20BR OR
(2) C141
C140
C141
B31 5 VOLT SUPPLY
B29 GOVERNOR PRESSURE SIGNAL
A4 SENSOR GROUND
B1 TRANS TEMP SENSOR SIGNAL
B21 O/D SOLENOID CONTROL
B8 VARIABLE FORCE SOLENOID CONTROL
B11 TORQUE CONVERTER CLUTCH SOLENOID CONTROL
B30 TRANSMISSION RELAY CONTROL
POWERTRAIN CONTROL MODULE



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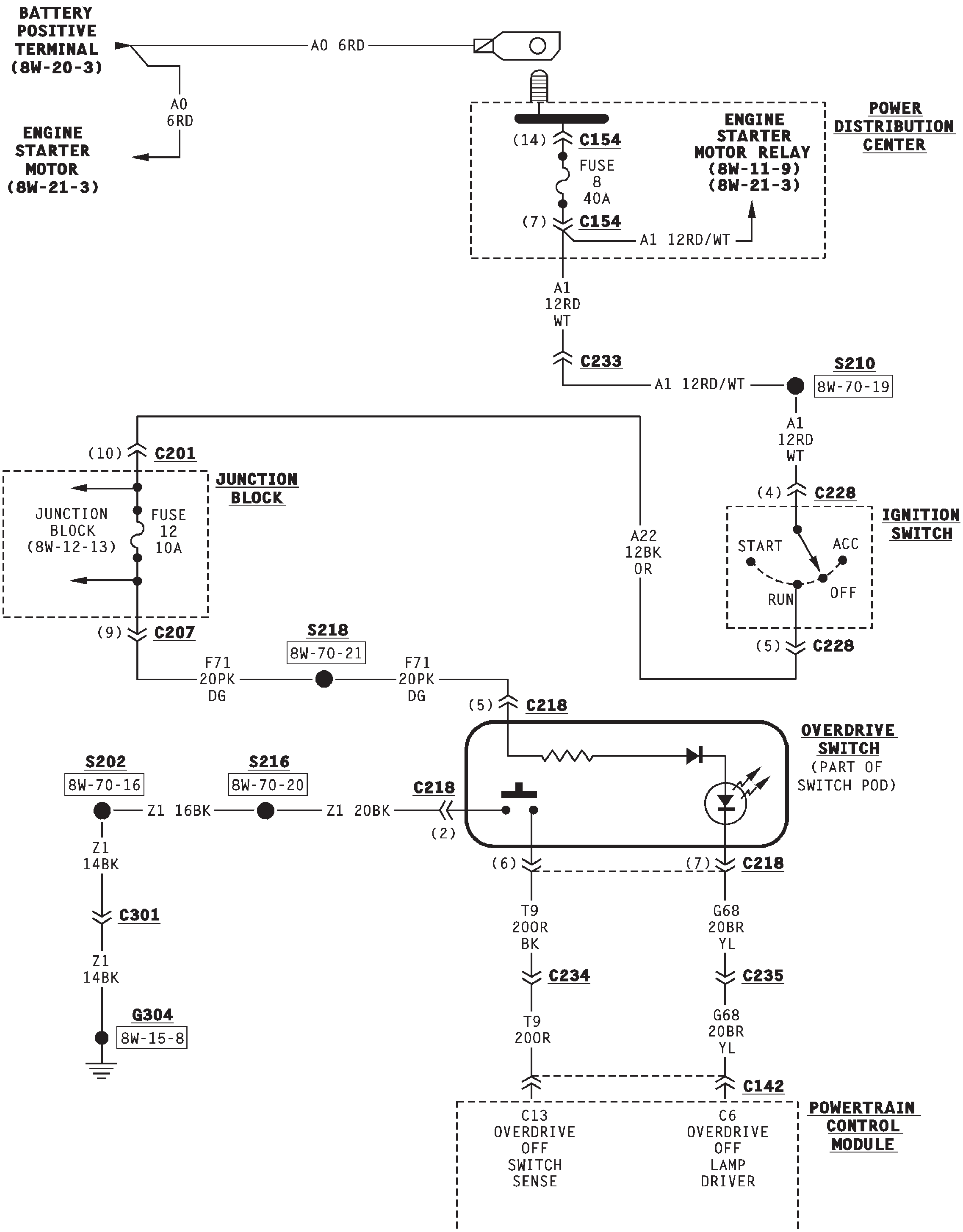

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
A1 12RD/WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD WT
C233
A1 12RD/WT
S210 8W-70-19
A1 12RD WT
(4) C228
IGNITION SWITCH
START ACC RUN OFF
(5) C228
A22 12BK OR
(10) C201
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-13)
FUSE 12 10A
(9) C207
F71 20PK DG
S218 8W-70-21
F71 20PK DG
(5) C218
OVERDRIVE SWITCH (PART OF SWITCH POD)
S202 8W-70-16
S216 8W-70-20
Z1 16BK
Z1 20BK
C218
(2)
Z1 14BK
C301
Z1 14BK
G304 8W-15-8
(6) (7) C218
T9 20OR BK
G68 20BR YL
C234
C235
T9 20OR
G68 20BR YL
C142
C13 OVERDRIVE OFF SWITCH SENSE
C6 OVERDRIVE OFF LAMP DRIVER
POWERTRAIN CONTROL MODULE

8W-33 VEHICLE SPEED CONTROL

DESCRIPTION AND OPERATION

VEHICLE SPEED CONTROL

The Powertrain Control Module (PCM) operates the vehicle speed control system. The vehicle speed control switches are located in the steering wheel.

Circuit V32 from cavity C11 of the PCM connects to circuit V30 through the stop lamp switch. Circuit V30 powers the vehicle speed control servo.

Circuit K95 from PCM cavity C32 connects to the vehicle speed control switches. The switches are wired in parallel and each contains a separate resistor. The voltage level present on circuit K95 (at PCM cavity C32) depends on which speed control switch is selected. Circuit K4 from PCM cavity A4 supplies ground for the speed control switches.

- When the ON/OFF switch is open, the voltage level on circuit K95 at PCM cavity C32 has a nominal value of 5.0 volts with a range from 4.8 to 5.0 volts.
- When the ON/OFF switch closes, the voltage level on circuit K95 at PCM cavity C32 has nominal value of 1.51 volts with a range from 1.31 to 1.61 volts.
- When the SET switch closes, the voltage level on circuit K95 at PCM cavity C32 has nominal value of 3.8 volts with a range from 3.6 to 3.9 volts.
- When the RESUME/ACCEL switch closes, the voltage level on circuit K95 at PCM cavity C32 has nominal value of 4.4 volts with a range from 4.2 to 4.5 volts.
- When the COAST switch closes, the voltage level on circuit K95 at PCM cavity C32 has nominal value of 2.92 volts with a range from 2.72 to 3.02 volts.
- When the CANCEL switch closes, the voltage level on circuit K95 at PCM cavity C32 has is 0.1 volts or less.

The PCM controls the vent and vacuum functions of the vehicle speed control servo on circuits V35 and V36. Depending on the signal it receives from vehicle speed control switches, the PCM either applies vacuum to or vents vacuum from the servo. Circuit V36 from cavity C4 of the PCM sends the vacuum signal to the servo. Circuit V35 from cavity C5 sends the vent signal.

Circuit L53 provides the stop lamp switch sense input to the PCM at cavity C24. The stop lamp switch connects circuit L53 to ground on circuit Z1. When the brake pedal is depressed, the stop lamp switch opens and disconnects circuits L53 and Z1, and circuits V32 and V30. When the stop lamp switch disconnects circuits V32 and V30, power is removed from the speed control servo.

HELPFUL INFORMATION

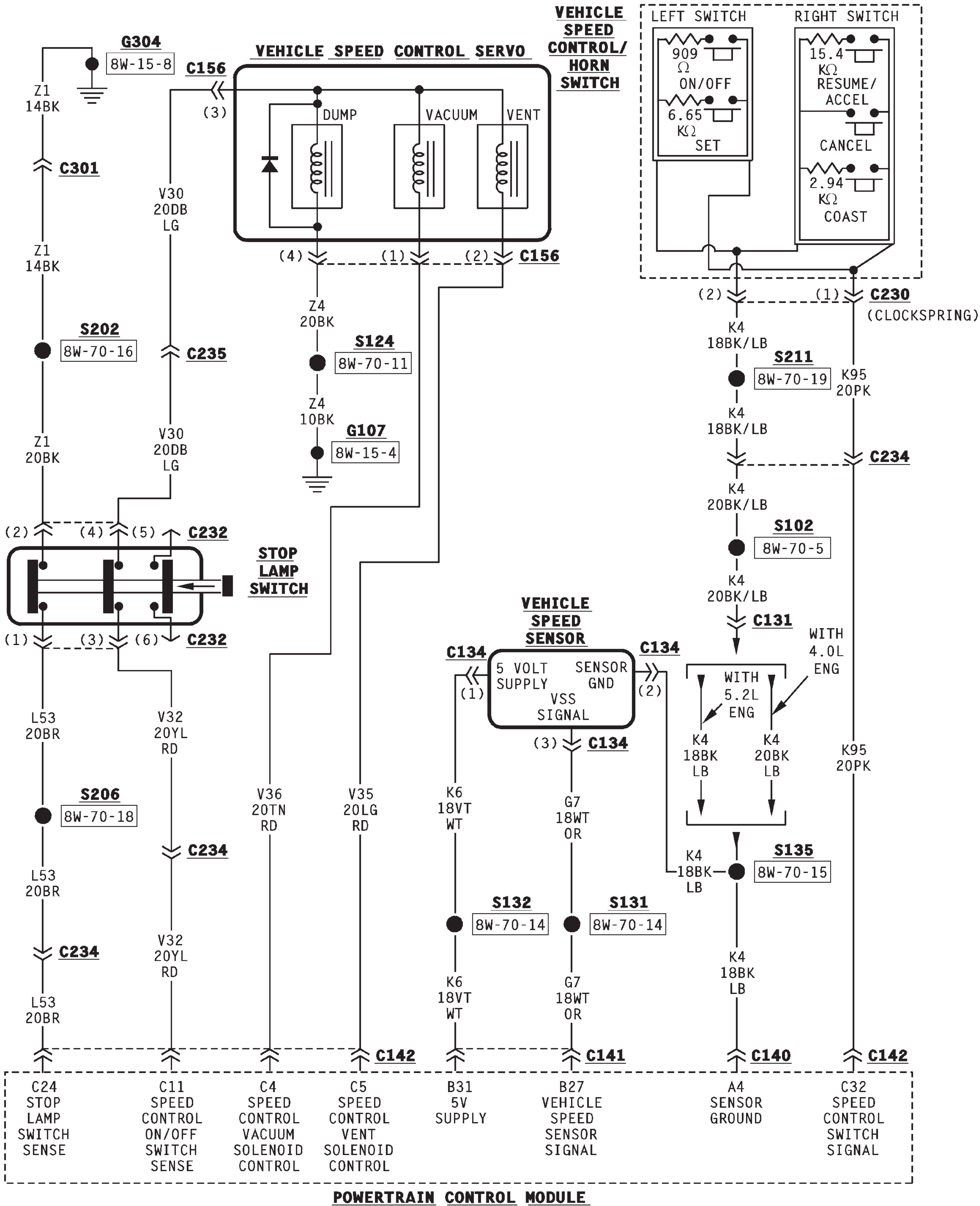
Circuit K4 also provides ground for some of the engine control sensors that provide inputs to the PCM.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX



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8W-35 ALL-WHEEL ANTI-LOCK BRAKES

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

Several fuses supply power for the Anti-Lock Brake System (ABS); fuses 5, 8, 11 and 14 in the Power Distribution Center (PDC) and fuses 5, 9, 11 in the junction block. Fuses 5, 8, 11 and 14 in the PDC are connected directly to battery voltage and are HOT all times. Fuse 5 in the junction block is HOT when the ignition switch is the START or RUN position. Fuse 11 in the junction block is HOT when the ignition switch is in the RUN position. Fuse 9 in the junction block is HOT at all times.

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the PDC with circuit A22. Circuit A22 feeds circuit F12 through fuse 11 in the junction block. Circuit F12 connects to the coil side of the ABS main relay and the Controller, Anti-Lock Brakes (CAB).

Circuit Z2 provides ground for the CAB. Circuit Z2 connects to cavities 14 and 13 of the CAB.

Refer to group 5, Brakes for operational descriptions of ABS system components.

WHEEL SPEED SENSORS

The all wheel anti-lock system uses four wheel speed sensors; one for each wheel. Each sensor converts wheel speed into an electrical signal that it transmits to the Controller, Anti-Lock Brakes (CAB). A pair of twisted wires connect to each sensor to provide signals to the CAB.

Circuits B6 and B7 provide signals to the CAB from the right front wheel speed sensor. Circuit B6 which provides the LOW signal connects to cavity 2 of the CAB. Circuit B7 connects to cavity 1 of the CAB and provides the HIGH signal.

Circuits B8 and B9 provide signals to the CAB from the left front wheel speed sensor. Circuit B8, which provides the HIGH signal, connects to cavity 10 of the CAB. Circuit B9 connects to cavity 9 of the CAB and provides the LOW signal.

Circuits B1 and B2 provide signals to the CAB from right rear wheel speed sensor. Circuit B1 which provides the LOW signal connects to cavity A11 of the CAB. Circuit B2 connects to cavity A12 and provides the HIGH signal.

Circuits B4 and B3 provide signals to the CAB from the left rear wheel speed sensor. Circuit B3, which provides the LOW signal, connects to cavity A9 of the CAB. Circuit B4 connects to cavity A10 and provides the HIGH signal.

G-SWITCH

During four-wheel drive operation, the G-switch provides deceleration data to the Controller, Anti-Lock Brakes (CAB). Refer to Group 5, Brakes for additional information.

Circuits B41, B42, and B43 connect the G-switch to the CAB. Circuits B41 and B42 provide switch states while circuit B43 provides ground. At the CAB, circuit B41 connects to cavity A6, circuit B42 connects to cavity A7 and circuit B43 connects to cavity A2.

ABS MAIN RELAY

The ABS main relay is located in the Power Distribution Center (PDC). When the Controller, Anti-Lock Brakes (CAB) grounds the ABS main relay coil on circuit B58, the relay switches to connect circuit A20 from PDC fuse 14 to circuit B47. Circuit F12 from fuse 11 in the junction block splices to feed the coil side of the ABS main relay. Circuit B58 connects to cavity 11 of the CAB.

Circuit B47 splices to power to the coil side of the ABS pump motor relay. Other branches of circuit B47 connects to cavity 5 of the CAB and to the hydraulic control unit.

ABS PUMP MOTOR RELAY

The ABS pump motor relay in the power distribution center (PDC) supplies voltage to the ABS pump motor. When the ABS main relay energizes, circuit B47 supplies battery voltage to the coil side of the ABS pump motor relay. The Controller, Anti-Lock

DESCRIPTION AND OPERATION (Continued)

Brakes (CAB) provides ground for the relay on circuit B116. Circuit B116 connects to cavity 7 of the CAB.

When the ABS pump motor energizes, it connects circuit A10 from PDC fuse 5 to circuit B82. Circuit B82 supplies battery voltage to the pump motor. Circuit Z2 provides ground for the pump motor.

HYDRAULIC CONTROL UNIT

When the ABS main relay energizes, two branches of circuit B47 splice to supply voltage to the isolation and dump solenoids in the hydraulic control unit. The hydraulic control unit contains three separate inlet valves and three separate outlet valves. The Controller, Anti-Lock Brakes (CAB) activates the inlet and outlet valves by providing separate ground paths for each.

The CAB provides a ground path for the rear inlet valve on circuit B251. Circuit B251 connects to cavity 4 of the CAB.

For the right front inlet valve, the CAB provides a ground path on circuit B249. Circuit B249 connects to cavity 15 of the CAB.

On circuit B245, the CAB provides ground for the left front inlet valve. Circuit B245 connects to cavity 18 of the CAB.

The CAB provides a ground path for the rear outlet valve on circuit B254. Circuit B254 connects to cavity 12 of the CAB.

For the right front outlet valve, the CAB provides a ground path on circuit B248. Circuit B248 connects to cavity 6 of the CAB.

On circuit B243, the CAB provides ground for the left outlet valve. Circuit B243 connects to cavity 8 of the CAB.

ABS WARNING LAMP

Circuit F87 from fuse 5 in the junction block provides power for the ABS warning lamp in the instrument cluster. Ground for the ABS warning lamp is provided by either the Controller, Anti-Lock Brakes (CAB) or by the ABS main relay when the relay is not energized. The CAB illuminates the lamp by providing ground on circuit B205.

Circuit B205 splices to connect to circuit B47 through a diode. When the ABS main relay is not energized, it connects circuit B47 to ground on circuit Z4. The ground path for the warning lamp is through the diode to circuit B47, through the ABS main relay to ground on circuit Z4.

The diode between circuit B205 and B47 prevents voltage from flowing to the CAB when the ABS main relay switches to supply power on circuit B47.

HELPFUL INFORMATION

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F87 through fuse 5 in the junction block.

STOP LAMP SWITCH INPUT

Circuit L50 from the stop lamp switch provides the brake switch input to the Controller, Anti-Lock Brakes (CAB). When the brake pedal is depressed, the stop lamp switch closes to supply battery voltage from circuit L16 to circuit L50. Circuit L50 connects to cavity A8 of the CAB. Circuit L16 originates at fuse 9 in the junction block. Circuit A250 from fuse 11 in the Power Distribution Center (PDC) supplies power to junction block fuse 9.

DATA LINK CONNECTOR

Circuit D83 from cavity A3 of the Controller, Anti-Lock Brakes (CAB) transmits data to the DRB scan tool through the data link connector. Through the data link connector, circuits Z1 and Z1 provide ground for the DRB scan tool.

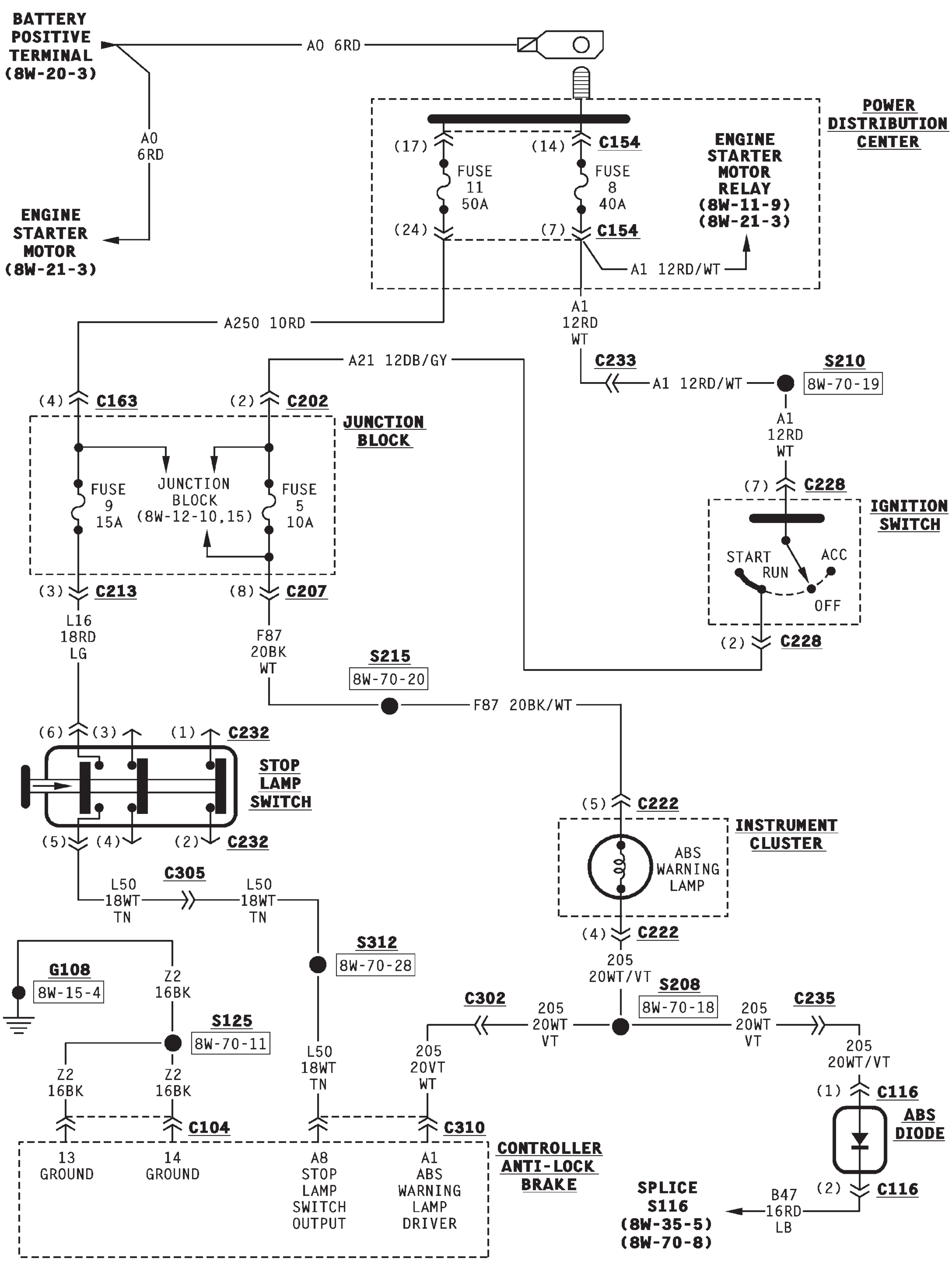
Circuit F75 supplies battery voltage to the scan tool through the diagnostic connector.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX



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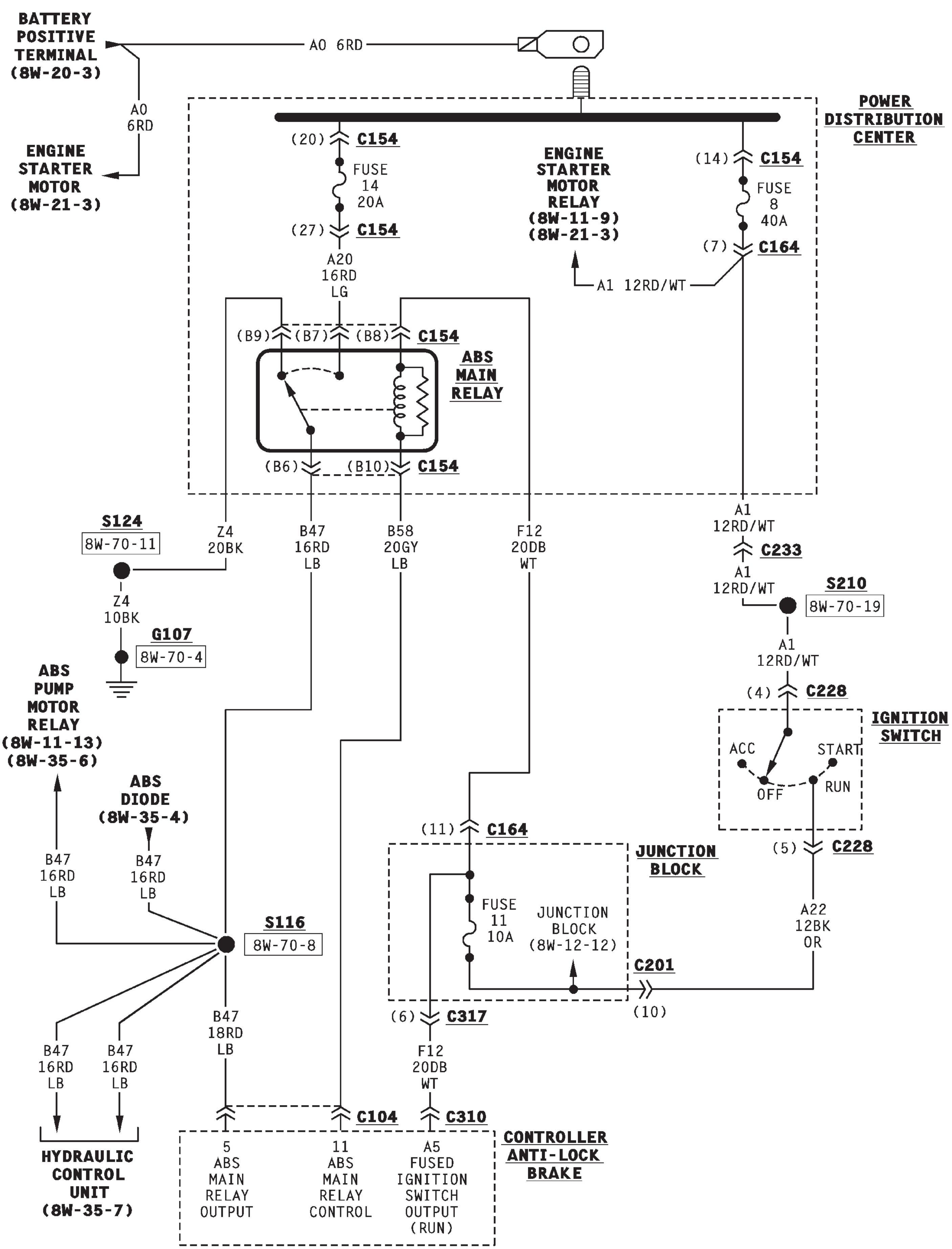
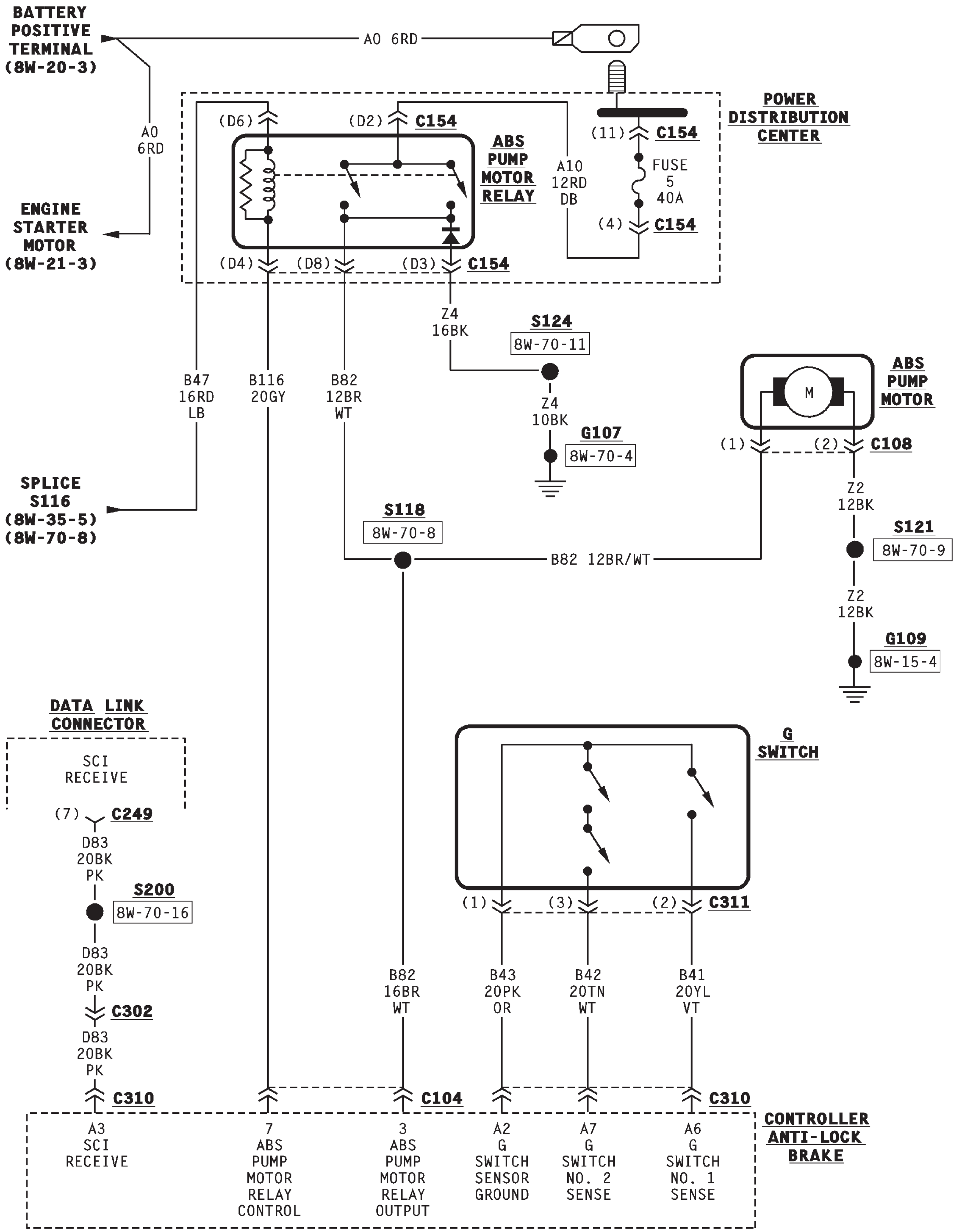
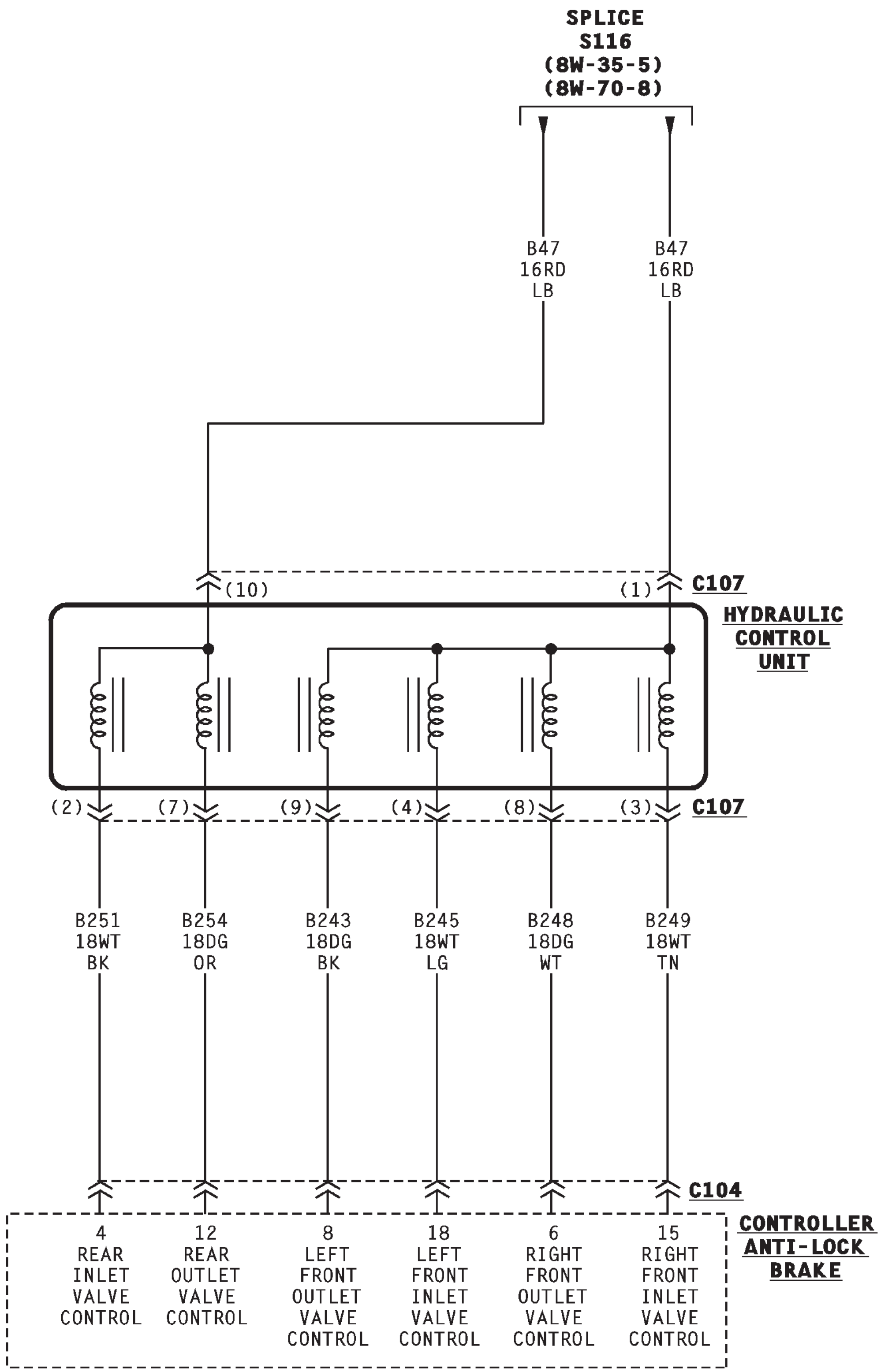
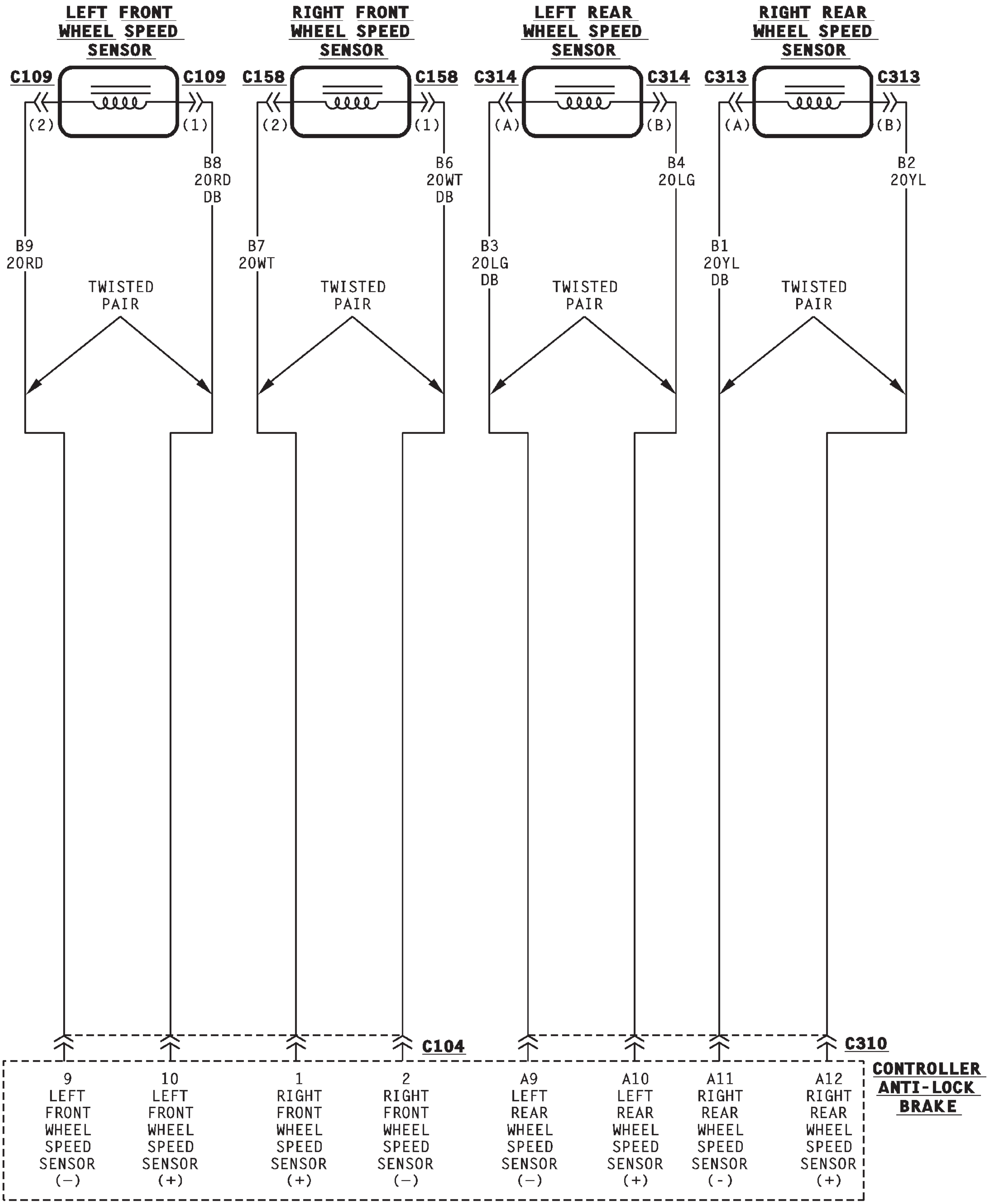

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(20) C154
FUSE 14 20A
(27) C154
A20 16RD LG
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
(14) C154
FUSE 8 40A
(7) C164
(B9) (B7) (B8) C154
ABS MAIN RELAY
(B6) (B10) C154
S124
8W-70-11
Z4 20BK
B47 16RD LB
B58 20GY LB
F12 20DB WT
A1 12RD/WT
C233
A1 12RD/WT
S210
8W-70-19
Z4 10BK
G107
8W-70-4
A1 12RD/WT
(4) C228
IGNITION SWITCH
ACC
START
OFF
RUN
ABS PUMP MOTOR RELAY (8W-11-13) (8W-35-6)
ABS DIODE (8W-35-4)
(11) C164
JUNCTION BLOCK
(5) C228
B47 16RD LB
B47 16RD LB
FUSE 11 10A
JUNCTION BLOCK (8W-12-12)
A22 12BK OR
S116
8W-70-8
C201
(10)
(6) C317
B47 18RD LB
F12 20DB WT
B47 16RD LB
B47 16RD LB
C104
C310
CONTROLLER ANTI-LOCK BRAKE
HYDRAULIC CONTROL UNIT (8W-35-7)
5 ABS MAIN RELAY OUTPUT
11 ABS MAIN RELAY CONTROL
A5 FUSED IGNITION SWITCH OUTPUT (RUN)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(D6)
(D2) C154
ABS PUMP MOTOR RELAY
A10 12RD DB
(11) C154
FUSE 5 40A
(4) C154
(D4) (D8) (D3) C154
Z4 16BK
S124 8W-70-11
Z4 10BK
G107 8W-70-4
B47 16RD LB
B116 20GY
B82 12BR WT
ABS PUMP MOTOR
M
(1) (2) C108
Z2 12BK
S121 8W-70-9
Z2 12BK
G109 8W-15-4
SPLICE S116 (8W-35-5) (8W-70-8)
S118 8W-70-8
B82 12BR/WT
DATA LINK CONNECTOR
SCI RECEIVE
(7) C249
D83 20BK PK
S200 8W-70-16
D83 20BK PK
C302
D83 20BK PK
C310
G SWITCH
(1) (3) (2) C311
B82 16BR WT
B43 20PK OR
B42 20TN WT
B41 20YL VT
C104
C310
CONTROLLER ANTI-LOCK BRAKE
A3 SCI RECEIVE
7 ABS PUMP MOTOR RELAY CONTROL
3 ABS PUMP MOTOR RELAY OUTPUT
A2 G SWITCH SENSOR GROUND
A7 G SWITCH NO. 2 SENSE
A6 G SWITCH NO. 1 SENSE



SPLICE S116 (8W-35-5) (8W-70-8)
B47 16RD LB
B47 16RD LB
(10)
(1)
C107
HYDRAULIC CONTROL UNIT
(2)
(7)
(9)
(4)
(8)
(3)
C107
B251 18WT BK
B254 18DG OR
B243 18DG BK
B245 18WT LG
B248 18DG WT
B249 18WT TN
C104
4 REAR INLET VALVE CONTROL
12 REAR OUTLET VALVE CONTROL
8 LEFT FRONT OUTLET VALVE CONTROL
18 LEFT FRONT INLET VALVE CONTROL
6 RIGHT FRONT OUTLET VALVE CONTROL
15 RIGHT FRONT INLET VALVE CONTROL
CONTROLLER ANTI-LOCK BRAKE



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8W-39 VEHICLE THEFT SECURITY SYSTEM

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

The Body Control Module (BCM) operates the Vehicle Theft Security System (VTSS). The BCM monitors the vehicle doors, hood, liftglass in the liftgate, liftgate, and ignition for unauthorized operation.

When the BCM detects unauthorized operation, it operates the horn repeatedly for three minutes and flashes the headlamps and tail lamps for 15 minutes. Also, the engine will not operate until the VTSS is disarmed.

The vehicle operator can activate the alarm by pushing the panic button on the Remote Keyless Entry (RKE) transmitter. When the operator pushes the panic button, the radio frequency receiver in the Passenger Door Module (PDM) receives the PANIC signal and broadcasts a message on the CCD bus. When the BCM sees the PANIC message on the CCD bus, it operates the horn repeatedly, turns on the interior lights, and flashes the headlamps and tail lamps. The BCM activates the panic alarm for three minutes unless the operator starts the vehicle and drives at a speed above 15 MPH or pushes the panic button on the RKE transmitter a second time.

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 8 in the PDC to circuit A21. Circuit A21 powers circuit F99 through PDC fuse 18. Circuit F99 feeds the BCM.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 to circuit A31. Circuit A31 powers circuit V23 through fuse 3 in the junction block. Circuit V23 feeds the BCM.

VEHICLE THEFT SECURITY SYSTEM OPERATION

Each door, the liftgate, hood, and the liftglass in the liftgate have an ajar switch that connects to the Body Control Module (BCM). The ajar switches are normally open when the doors, liftgate, liftglass and hood are closed. When one of them open, its ajar switch closes and connects the BCM to ground. In response, if the Vehicle Theft Security System is armed, the BCM starts the alarm. Refer to the Introduction in this section for alarm information.

The BCM receives the ajar switch signals on the following circuits.

- Circuit G75 provides the left front door ajar switch signal
- Circuit G74 provides the right front door ajar switch signal
- Circuit G77 provides the left rear door ajar switch signal
- Circuit G76 provides the right rear door ajar switch signal
- Circuit G78 provides the liftgate ajar and liftglass ajar signals

SYSTEM ARMING

The system alarm sets after the operator uses the power door locks or Remote Keyless Entry (RKE) transmitter to lock the doors and liftgate. After all doors and the liftgate are locked and closed, the BCM illuminates a red Light Emitting Diode (LED) (VTSS indicator light) on circuit G69. The red LED is located on the top of the instrument panel. The LED flashes rapidly signalling the system is arming. It flashes at slower rate after approximately 15 seconds, indicating the BCM has set the VTSS.

SYSTEM DISARMING

The operator can disarm the system by unlocking a front door or the liftgate with the key or the RKE transmitter. The BCM monitors the lock cylinder switch in each front door and the liftgate lock cylinder switches on circuit G71.

HORNS

When the BCM activates the horns, it energizes the horn relay by providing a ground path for the relay coil on circuit X4. Circuit F31 from fuse 6 in the Power Distribution Center (PDC) powers the coil and contact sides of the relay.

When the horn relay energize, its contact close and connect circuit F31 to circuit X2. Circuit X2 feeds the horns. Circuit Z1 provides ground for the horns.

DESCRIPTION AND OPERATION (Continued)

PARKING LAMPS

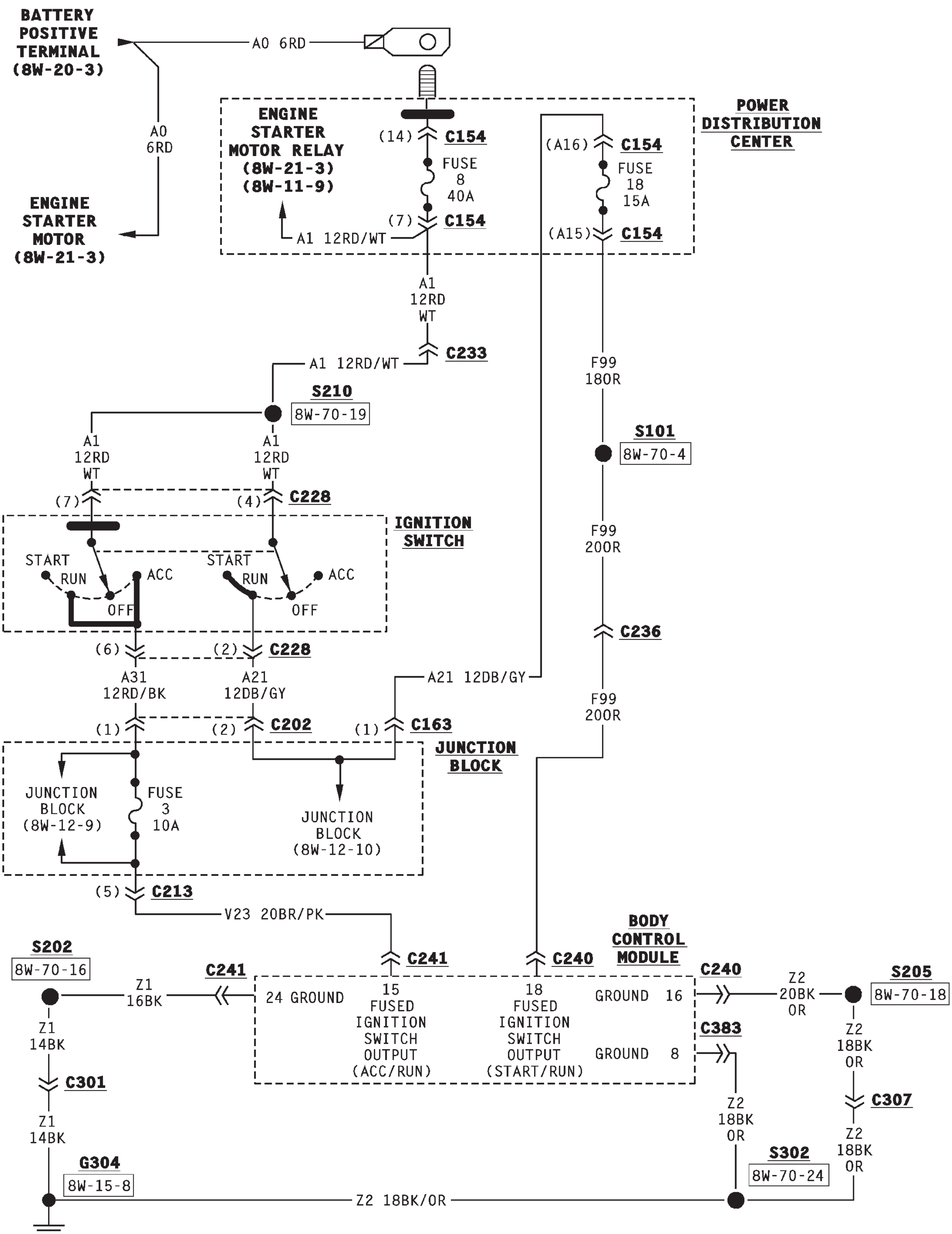
The BCM operates the park lamps when it senses unauthorized entry to the vehicle while the Vehicle Theft Security System is armed. When it senses unauthorized entry, the BCM energizes the park lamp relay by providing ground for the relay coil on circuit L79. Circuit 366 powers the relay coil and contacts. When the relay energizes, it connects circuit 366 to circuit L90. Circuit L90 powers the park lamps, side marker lamps and tail lamps.

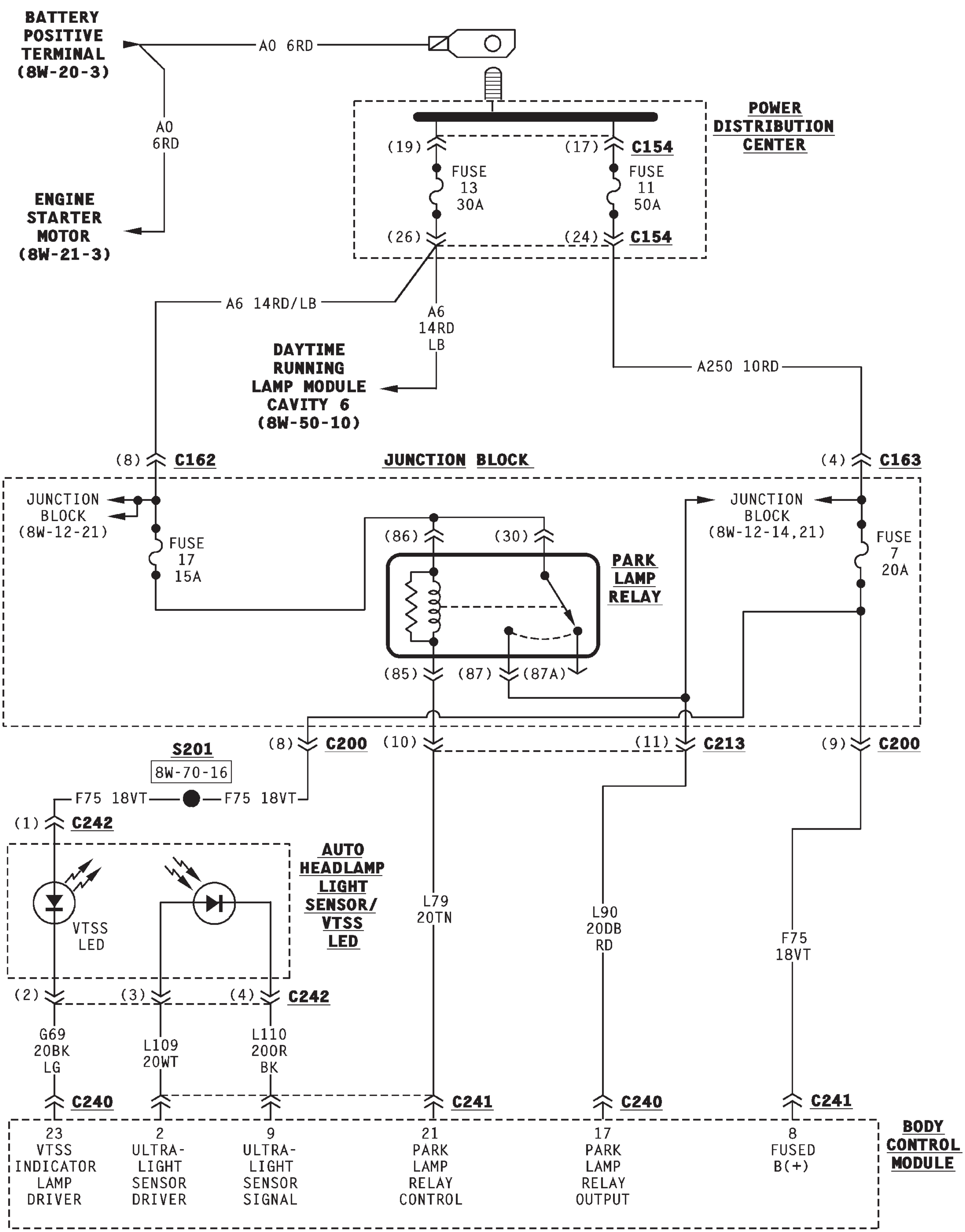
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

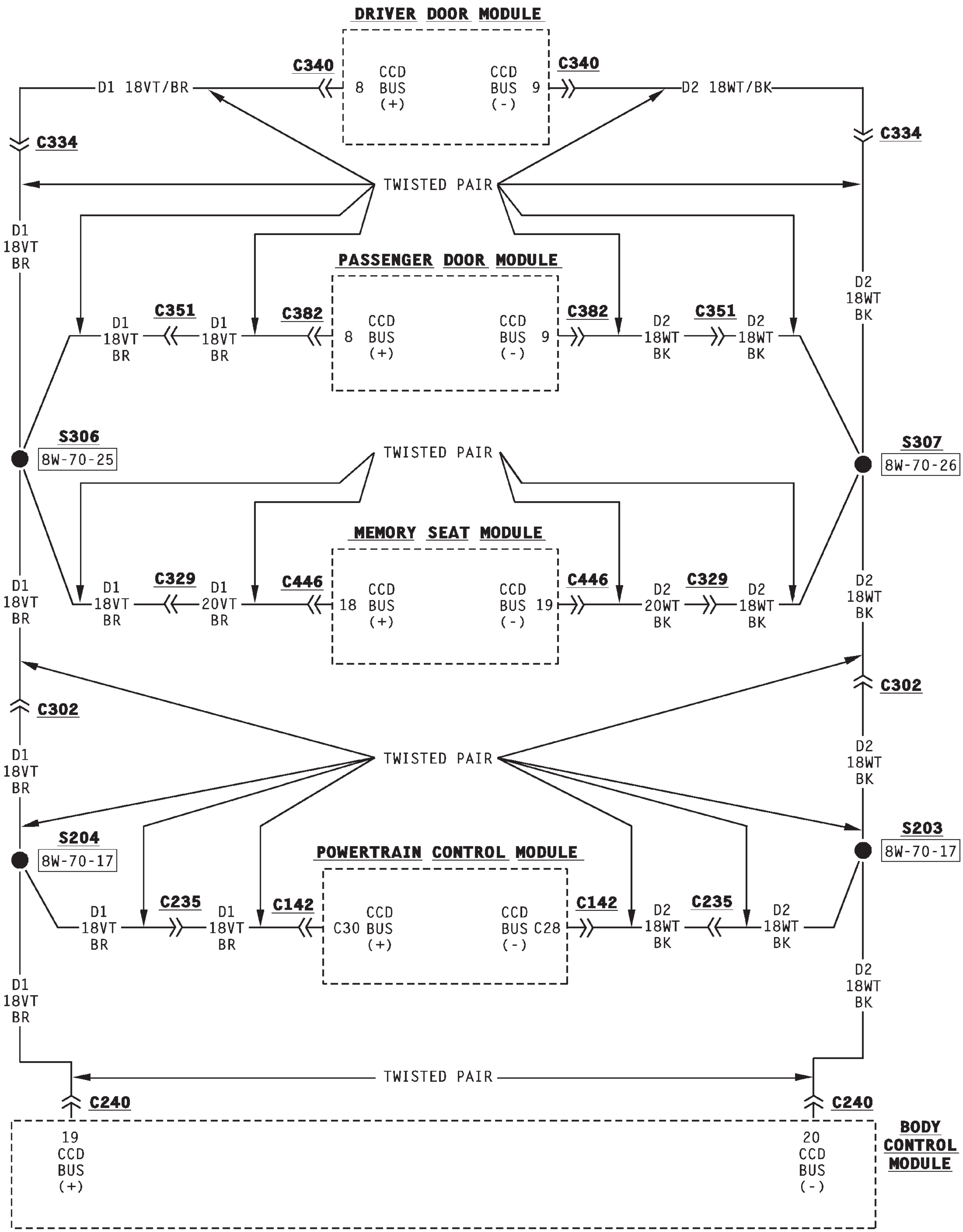
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

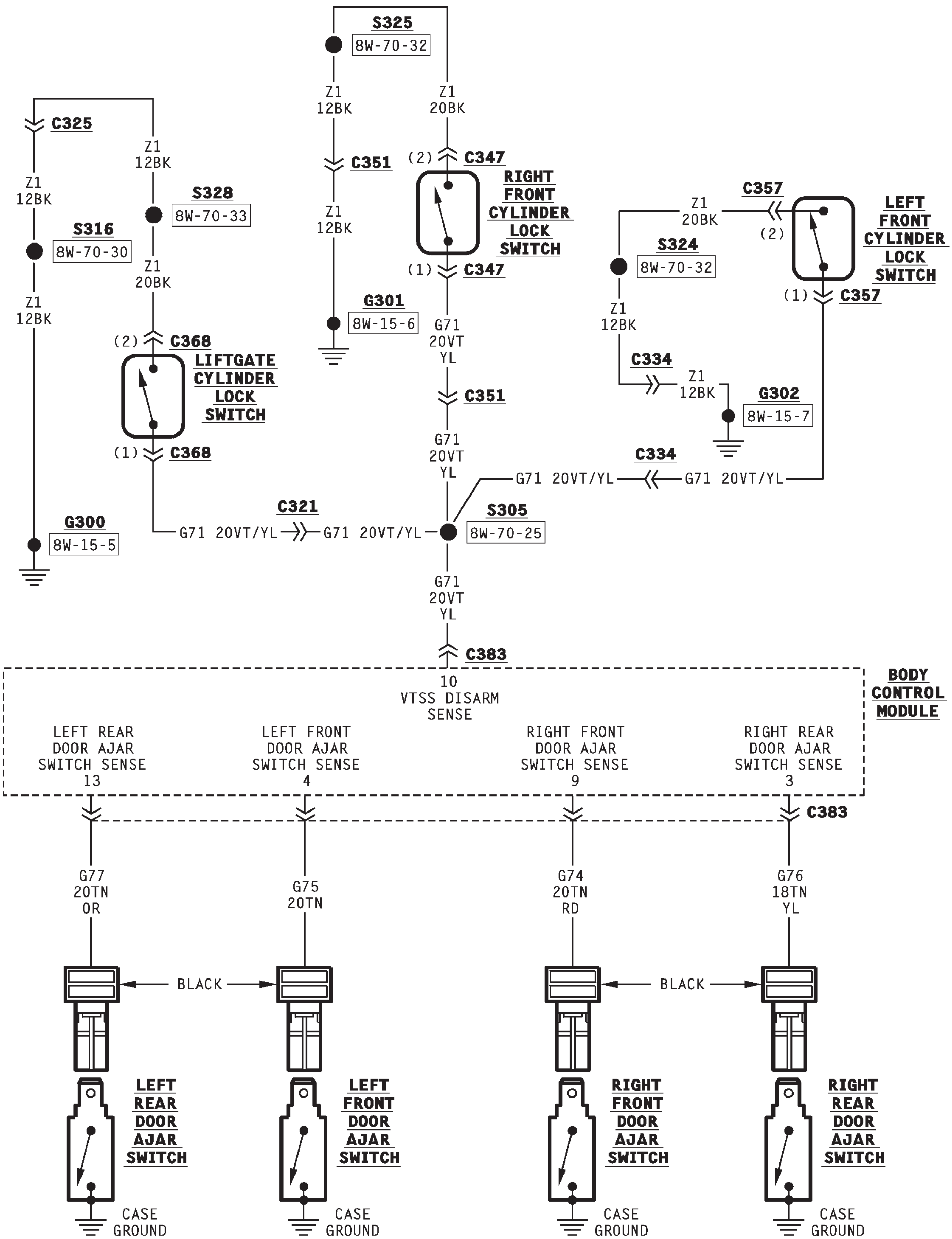
DIAGRAM INDEX

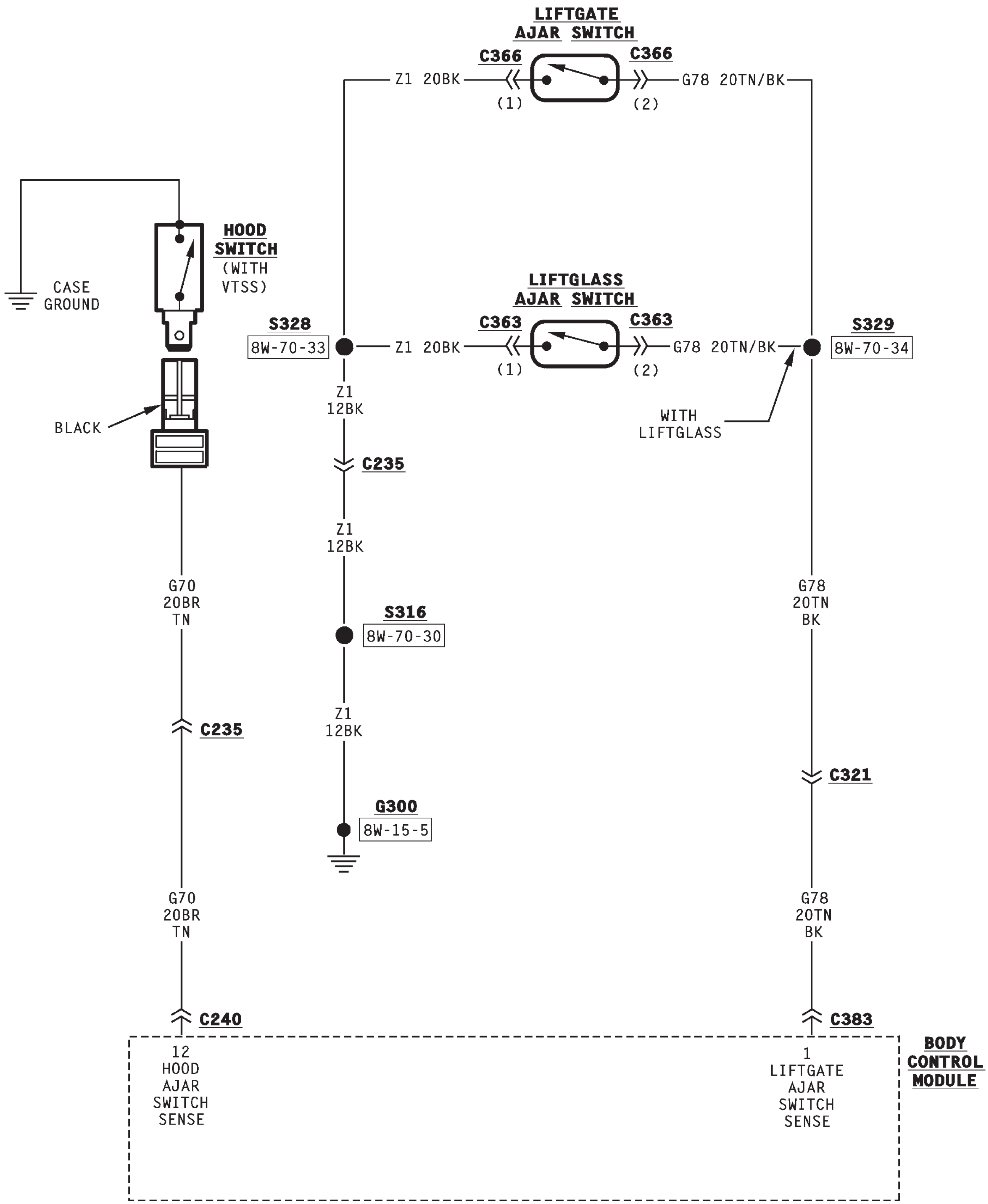

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-21-3) (8W-11-9)
(14) C154
FUSE 8 40A
(7) C154
A1 12RD/WT
POWER DISTRIBUTION CENTER
(A16) C154
FUSE 18 15A
(A15) C154
A1 12RD WT
C233
A1 12RD/WT
S210
8W-70-19
F99 18OR
S101
8W-70-4
F99 20OR
A1 12RD WT
A1 12RD WT
(7)
(4) C228
IGNITION SWITCH
START RUN ACC OFF
START RUN ACC OFF
(6)
(2) C228
C236
A31 12RD/BK
A21 12DB/GY
A21 12DB/GY
F99 20OR
(1)
(2) C202
(1) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-9)
FUSE 3 10A
JUNCTION BLOCK (8W-12-10)
(5) C213
V23 20BR/PK
BODY CONTROL MODULE
S202
8W-70-16
C241
Z1 16BK
C241
C240
24 GROUND
15 FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
18 FUSED IGNITION SWITCH OUTPUT (START/RUN)
GROUND 16
GROUND 8
C240
Z2 20BK OR
S205
8W-70-18
C383
Z1 14BK
C301
Z1 14BK
Z2 18BK OR
Z2 18BK OR
C307
Z2 18BK OR
G304
8W-15-8
S302
8W-70-24
Z2 18BK/OR

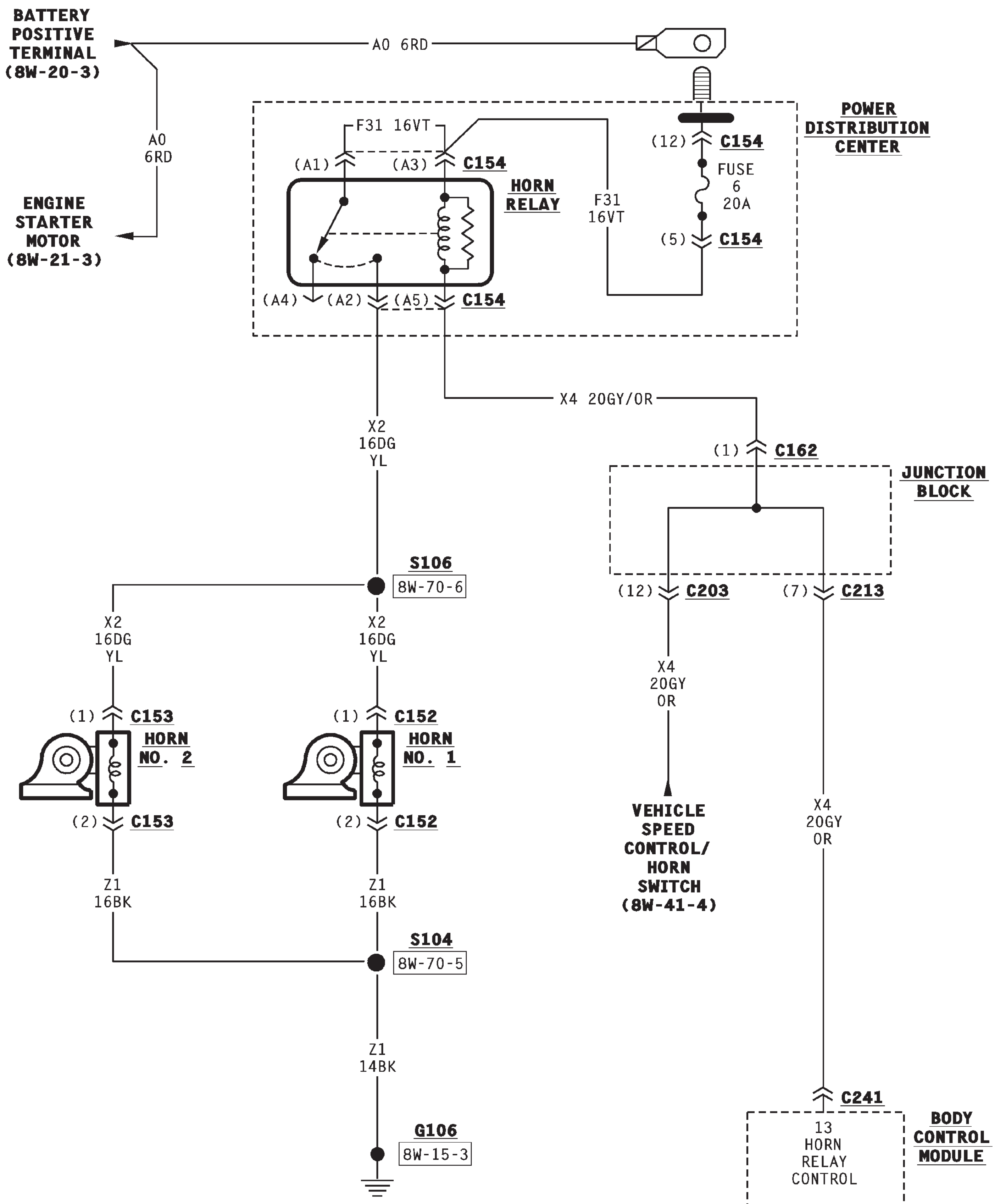


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(19)
(17)
C154
FUSE 13 30A
FUSE 11 50A
(26)
(24)
C154
A6 14RD/LB
A6 14RD LB
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
A250 10RD
(8)
C162
JUNCTION BLOCK
(4)
C163
JUNCTION BLOCK (8W-12-21)
FUSE 17 15A
(86)
(30)
PARK LAMP RELAY
JUNCTION BLOCK (8W-12-14,21)
FUSE 7 20A
(85)
(87)
(87A)
(8)
C200
(10)
(11)
C213
(9)
C200
S201
8W-70-16
F75 18VT
F75 18VT
(1)
C242
AUTO HEADLAMP LIGHT SENSOR/ VTSS LED
VTSS LED
L79 20TN
L90 20DB RD
F75 18VT
(2)
(3)
(4)
C242
G69 20BK LG
L109 20WT
L110 20OR BK
C240
C241
C240
C241
23 VTSS INDICATOR LAMP DRIVER
2 ULTRA-LIGHT SENSOR DRIVER
9 ULTRA-LIGHT SENSOR SIGNAL
21 PARK LAMP RELAY CONTROL
17 PARK LAMP RELAY OUTPUT
8 FUSED B(+)
BODY CONTROL MODULE


DRIVER DOOR MODULE
C340
8 CCD BUS (+)
CCD BUS (-) 9
D1 18VT/BR
D2 18WT/BK
C334
TWISTED PAIR
D1 18VT BR
D2 18WT BK
PASSENGER DOOR MODULE
C351
C382
8 CCD BUS (+)
CCD BUS (-) 9
S306
8W-70-25
S307
8W-70-26
MEMORY SEAT MODULE
C329
C446
D1 20VT BR
18 CCD BUS (+)
CCD BUS (-) 19
D2 20WT BK
C302
S204
8W-70-17
S203
8W-70-17
POWERTRAIN CONTROL MODULE
C235
C142
C30 CCD BUS (+)
CCD BUS (-) C28
C240
19 CCD BUS (+)
20 CCD BUS (-)
BODY CONTROL MODULE


S325
8W-70-32
Z1
12BK
Z1
20BK
C325
C351
(2) C347
RIGHT FRONT CYLINDER LOCK SWITCH
(1) C347
S328
8W-70-33
S316
8W-70-30
(2) C368
LIFTGATE CYLINDER LOCK SWITCH
(1) C368
G301
8W-15-6
G71
20VT
YL
C351
C357
LEFT FRONT CYLINDER LOCK SWITCH
(2)
(1) C357
S324
8W-70-32
C334
G302
8W-15-7
C334
G71 20VT/YL
G300
8W-15-5
C321
S305
8W-70-25
C383
BODY CONTROL MODULE
10
VTSS DISARM SENSE
LEFT REAR DOOR AJAR SWITCH SENSE 13
LEFT FRONT DOOR AJAR SWITCH SENSE 4
RIGHT FRONT DOOR AJAR SWITCH SENSE 9
RIGHT REAR DOOR AJAR SWITCH SENSE 3
C383
G77
20TN
OR
G75
20TN
G74
20TN
RD
G76
18TN
YL
BLACK
BLACK
LEFT REAR DOOR AJAR SWITCH
LEFT FRONT DOOR AJAR SWITCH
RIGHT FRONT DOOR AJAR SWITCH
RIGHT REAR DOOR AJAR SWITCH
CASE GROUND


LIFTGATE AJAR SWITCH
C366
C366
Z1 20BK
G78 20TN/BK
(1)
(2)
HOOD SWITCH (WITH VTSS)
CASE GROUND
BLACK
LIFTGLASS AJAR SWITCH
C363
C363
S328
8W-70-33
Z1 20BK
G78 20TN/BK
(1)
(2)
S329
8W-70-34
WITH LIFTGLASS
Z1 12BK
C235
Z1 12BK
S316
8W-70-30
Z1 12BK
G300
8W-15-5
G70 20BR TN
C235
G70 20BR TN
C240
G78 20TN BK
C321
G78 20TN BK
C383
12 HOOD AJAR SWITCH SENSE
1 LIFTGATE AJAR SWITCH SENSE
BODY CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
F31 16VT
(A1)
(A3)
C154
HORN RELAY
F31 16VT
(12)
C154
FUSE 6 20A
(5)
C154
POWER DISTRIBUTION CENTER
(A4)
(A2)
(A5)
C154
X4 20GY/OR
X2 16DG YL
(1)
C162
JUNCTION BLOCK
S106
8W-70-6
X2 16DG YL
X2 16DG YL
(12)
C203
(7)
C213
X4 20GY OR
(1)
C153
HORN NO. 2
(1)
C152
HORN NO. 1
(2)
C153
(2)
C152
VEHICLE SPEED CONTROL/ HORN SWITCH (8W-41-4)
X4 20GY OR
Z1 16BK
Z1 16BK
S104
8W-70-5
Z1 14BK
G106
8W-15-3
C241
13 HORN RELAY CONTROL
BODY CONTROL MODULE

8W-40 INSTRUMENT CLUSTER

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

The electronic instrument cluster contains a micro-processor which controls cluster functions based on data it receives from the CCD bus. Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F75 through fuse 7 in the junction block. Circuit F75 powers the cluster micro-processor plus the warning lamps (except the ABS warning lamp) and the high beam indicator lamp. The cluster micro-processor switches the warning lamps and high beam indicator lamps on and off by controlling a transistor in the ground path for each lamp.

WARNING LAMPS—EXCEPT ABS

Circuit F75 feeds all the warning lamps in the instrument cluster except the ABS waring lamp. The micro-processor in the cluster controls each lamp (except the ABS lamp) through a transistor in the ground path of each lamp. The cluster micro-processor turns the warning lamps ON and OFF based on inputs received on the CCD bus. Circuits Z1 and Z2 provide ground for the lamps and micro-processor.

SPEEDOMETER

The micro-processor in the instrument cluster calculates the position of the speedometer needle based on the vehicle speed signal broadcast on the CCD bus by the Powertrain Control Module. The PCM determines vehicle speed from the input provided by the vehicle speed sensor.

TACHOMETER

The Powertrain Control Module (PCM) transmits the engine RPM data on the CCD bus. From the bus, the instrument cluster calculates tachometer needle position based on the engine RPM signal.

VOLTMETER

The Powertrain Control Module (PCM) broadcasts system voltage data on the CCD bus. The micro-processor in the instrument cluster calculate voltmeter needle position base on the signal received from the CCD bus.

FUEL GAUGE

The Powertrain Control Module (PCM) transmits the fuel percentage data over the CCD bus. The micro-processor in the instrument cluster calculates position of the fuel gauge needle based on the signal from the PCM.

ENGINE COOLANT TEMPERATURE GAUGE

The Powertrain Control Module (PCM) broadcasts the engine coolant temperature data over the CCD bus. From the data signal on the CCD bus, the instrument cluster micro-processor calculates coolant temperature gauge needle position.

ABS WARNING LAMP

Circuit F87 from fuse 5 in the junction block provides power for the ABS warning lamp in the instrument cluster. Ground for the ABS warning lamp is provided by either the Controller, Anti-Lock Brakes (CAB) or by the ABS main relay when the relay is not energized. The CAB illuminates the lamp by providing ground on circuit B205.

Circuit B205 splices to connect to circuit B47 through a diode. When the ABS main relay is not energized, it connects circuit B47 to ground on circuit Z4. The ground path for the warning lamp is through the diode to circuit B47, through the ABS main relay to ground on circuit Z4.

The diode between circuit B205 and B47 prevents voltage from flowing to the CAB when the ABS main relay switches to supply power on circuit B47.

DESCRIPTION AND OPERATION (Continued)

HELPFUL INFORMATION

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F87 through fuse 5 in the junction block.

OIL PRESSURE GAUGE

The instrument cluster micro-processor calculates engine oil pressure gauge needle position based on the oil pressure data received over the CCD bus. The Powertrain Control Module (PCM) transmits the data over the CCD bus.

HIGH BEAM INDICATOR LAMP

The micro-processor in the instrument cluster switches the high beam indicator lamp ON and OFF through a transistor in lamps ground circuit. The Body Control Module (BCM) signals the instrument cluster micro-processor over the CCD bus to turn the high beam indicator ON or OFF. Circuit F75 powers the lamp.

TURN SIGNAL INDICATOR LAMPS

Circuits L65 and L64 from the turn signal/hazard flasher circuitry in the multi-function switch power the turn signal indicator lamps. Circuit L64 powers the right turn signal indicator lamp. Circuit L65 powers the left indicator lamp. Circuits Z1 and Z2 provide ground for the lamps.

ILLUMINATION LAMPS

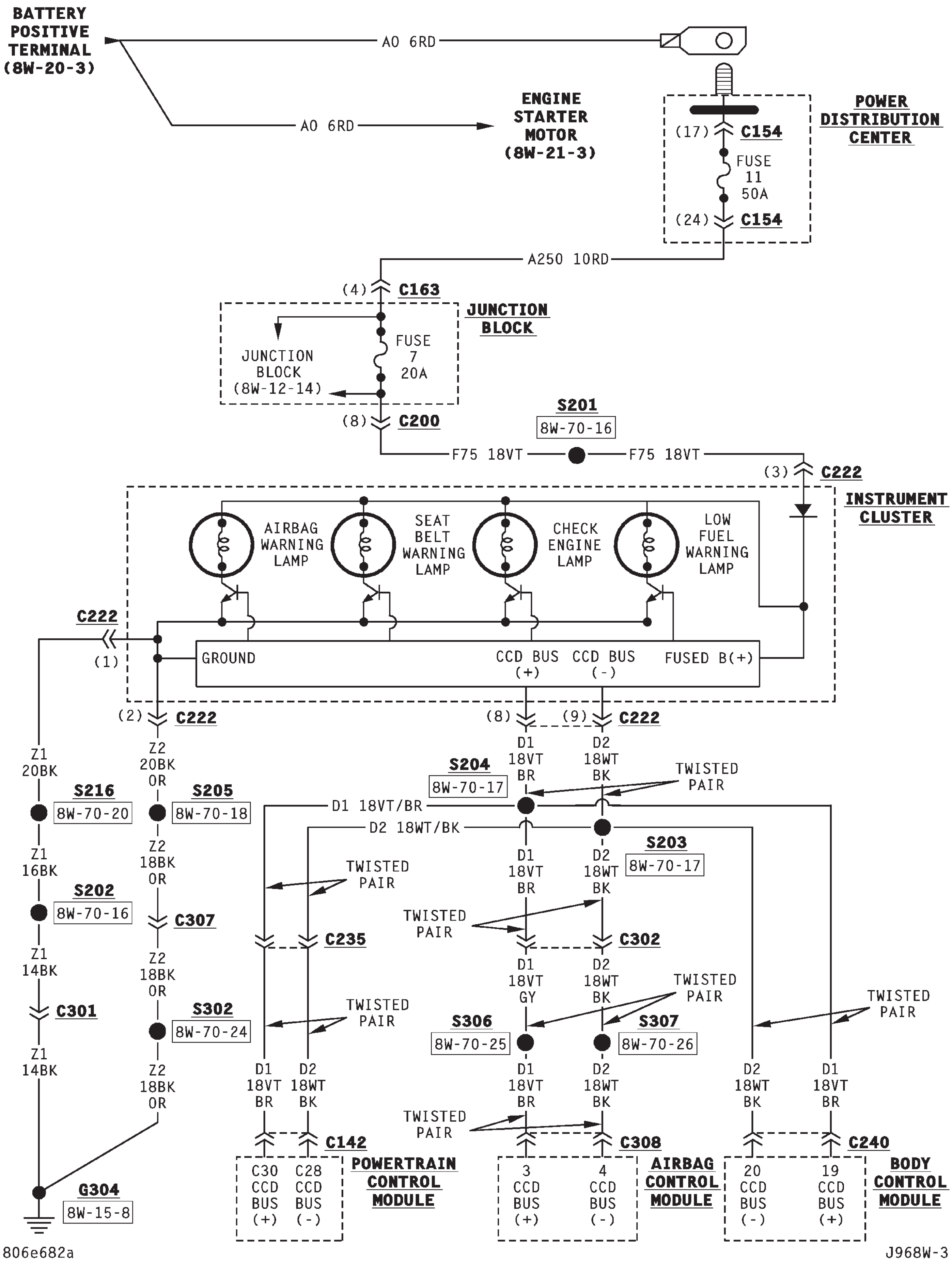
Circuit E2 from the headlamp switch powers the illumination lamps in the instrument cluster. Circuits Z1 and Z2 provide ground for the lamps.

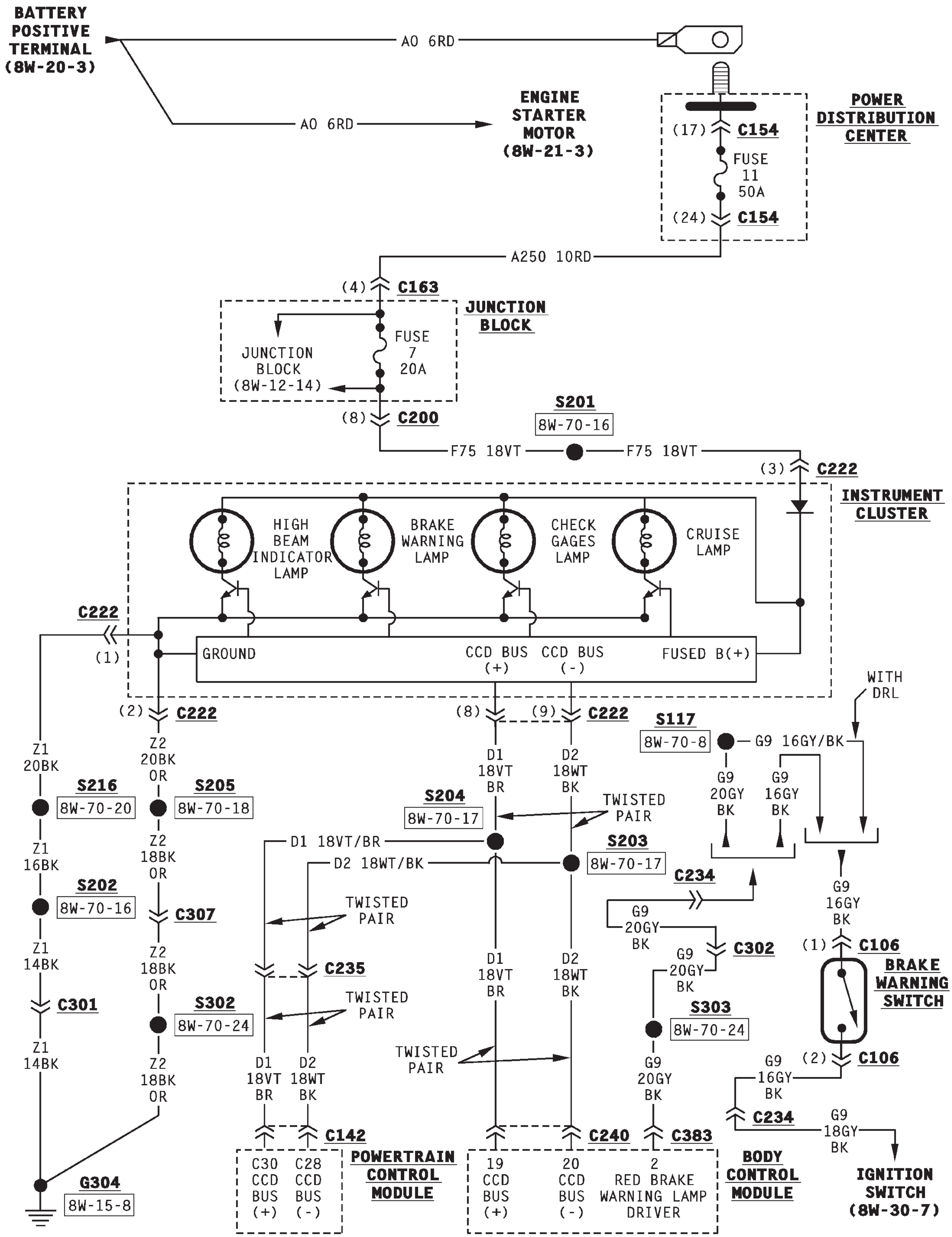
SCHEMATICS AND DIAGRAMS

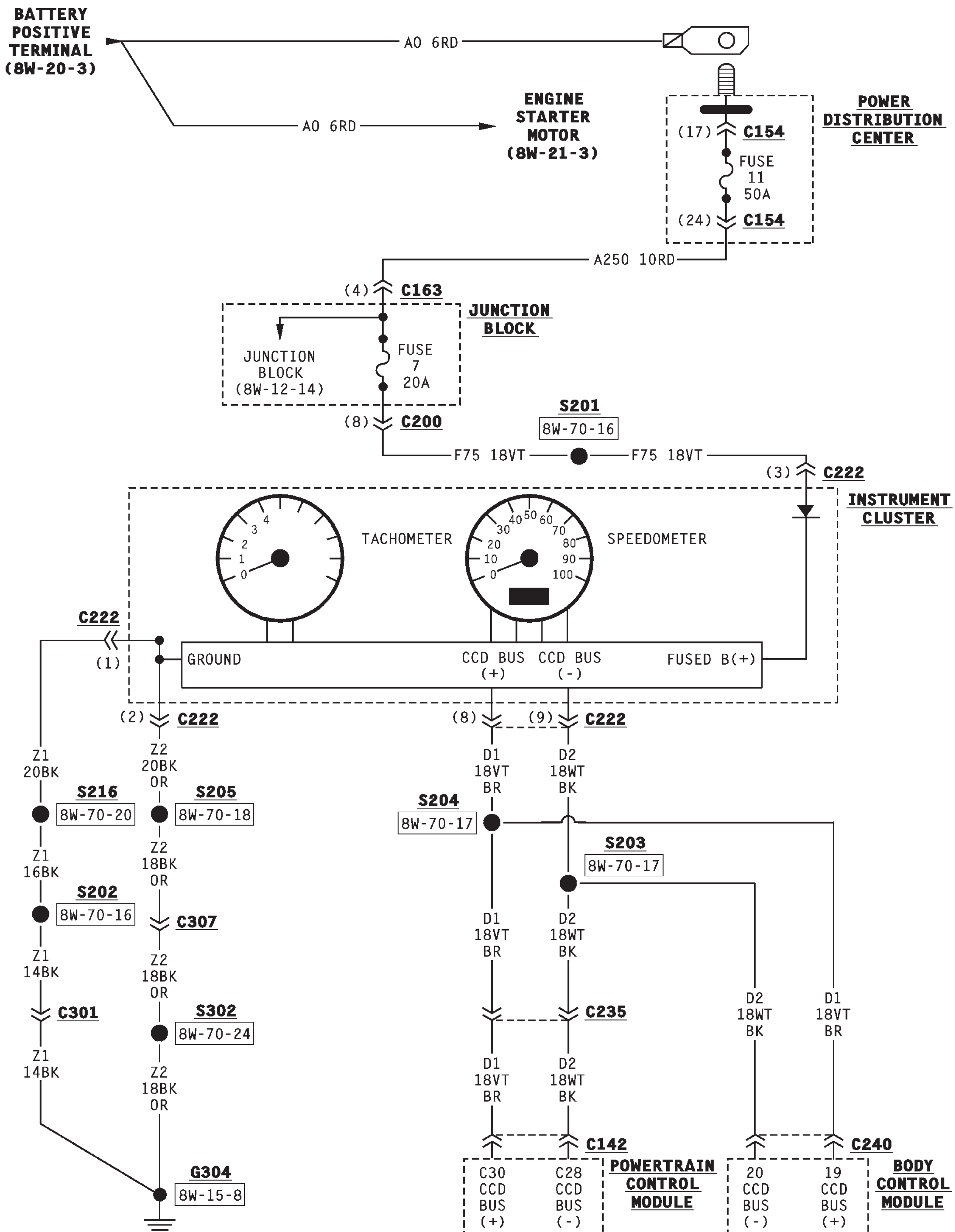
WIRING DIAGRAM INDEX

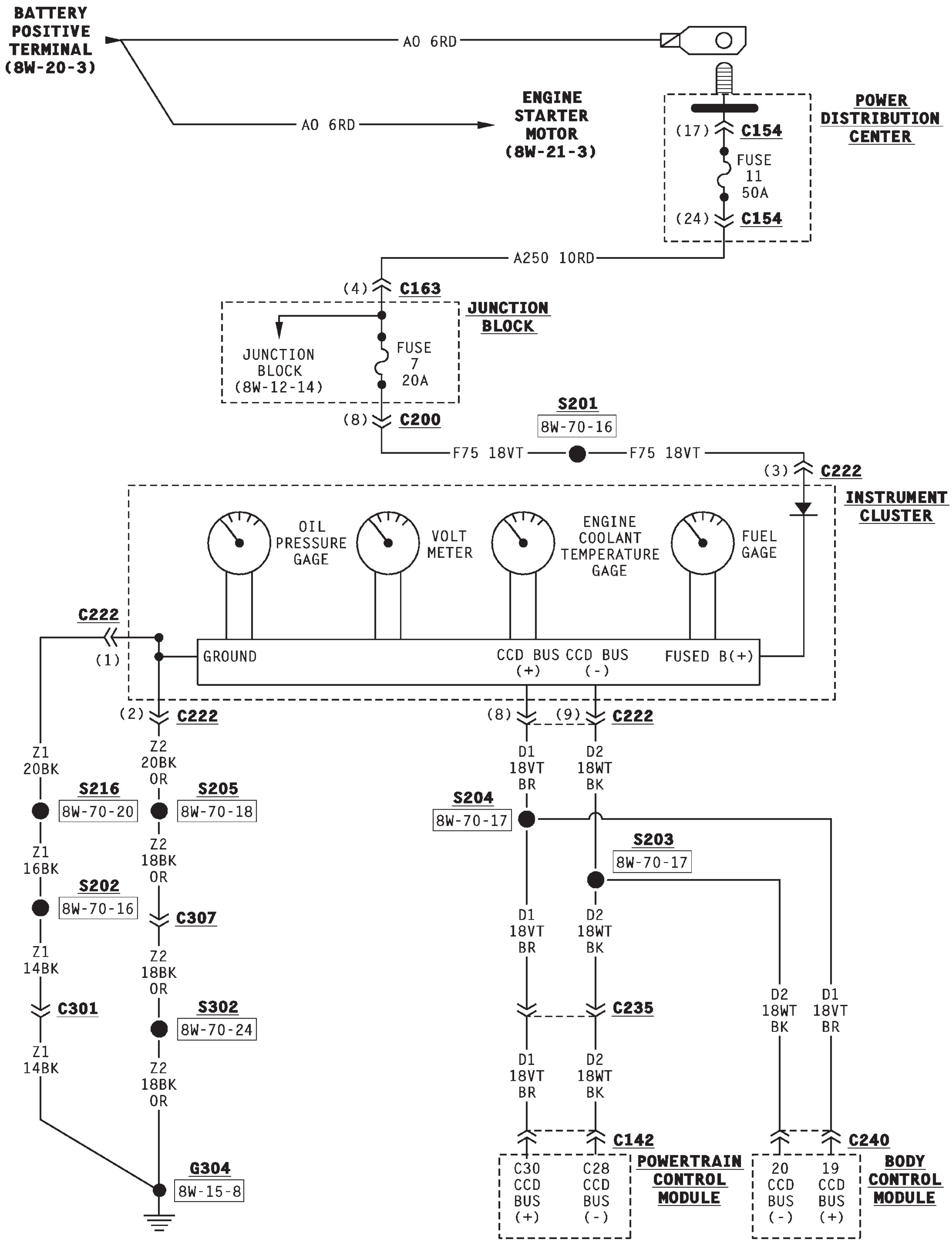
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

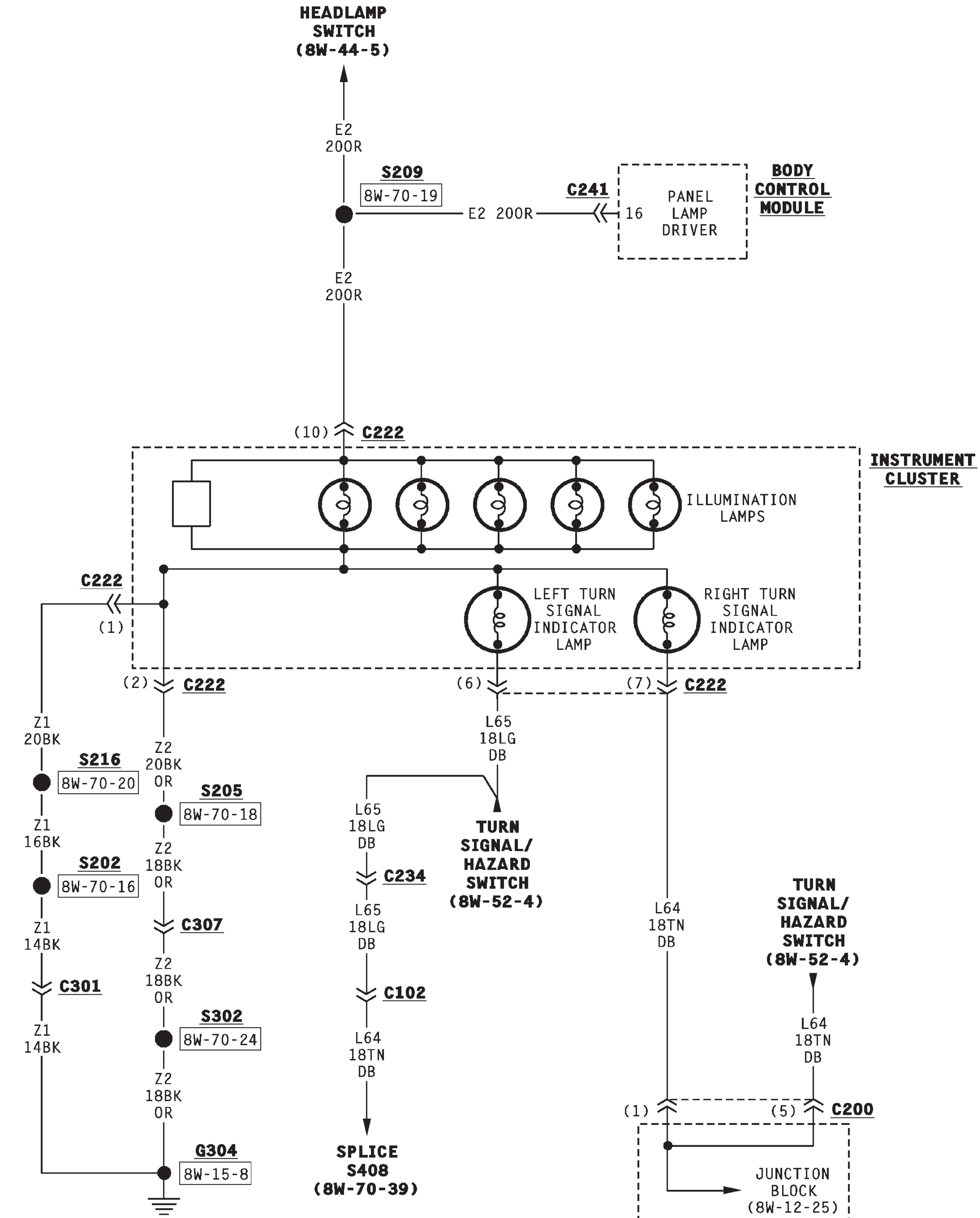

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
A250 10RD
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14)
FUSE 7 20A
(8) C200
S201
8W-70-16
F75 18VT
F75 18VT
(3) C222
INSTRUMENT CLUSTER
AIRBAG WARNING LAMP
SEAT BELT WARNING LAMP
CHECK ENGINE LAMP
LOW FUEL WARNING LAMP
C222
(1)
GROUND
CCD BUS (+)
CCD BUS (-)
FUSED B(+)
(2) C222
(8) (9) C222
Z1 20BK
Z2 20BK OR
S216 8W-70-20
S205 8W-70-18
Z1 16BK
Z2 18BK OR
S202 8W-70-16
C307
Z1 14BK
Z2 18BK OR
C301
S302 8W-70-24
Z1 14BK
Z2 18BK OR
G304 8W-15-8
D1 18VT BR
D2 18WT BK
S204 8W-70-17
TWISTED PAIR
D1 18VT/BR
D2 18WT/BK
S203 8W-70-17
TWISTED PAIR
C235
C302
D1 18VT GY
D2 18WT BK
S306 8W-70-25
S307 8W-70-26
D1 18VT BR
D2 18WT BK
C142
C308
C240
POWERTRAIN CONTROL MODULE
C30 CCD BUS (+)
C28 CCD BUS (-)
AIRBAG CONTROL MODULE
3 CCD BUS (+)
4 CCD BUS (-)
BODY CONTROL MODULE
20 CCD BUS (-)
19 CCD BUS (+)
806e682a
J968W-3

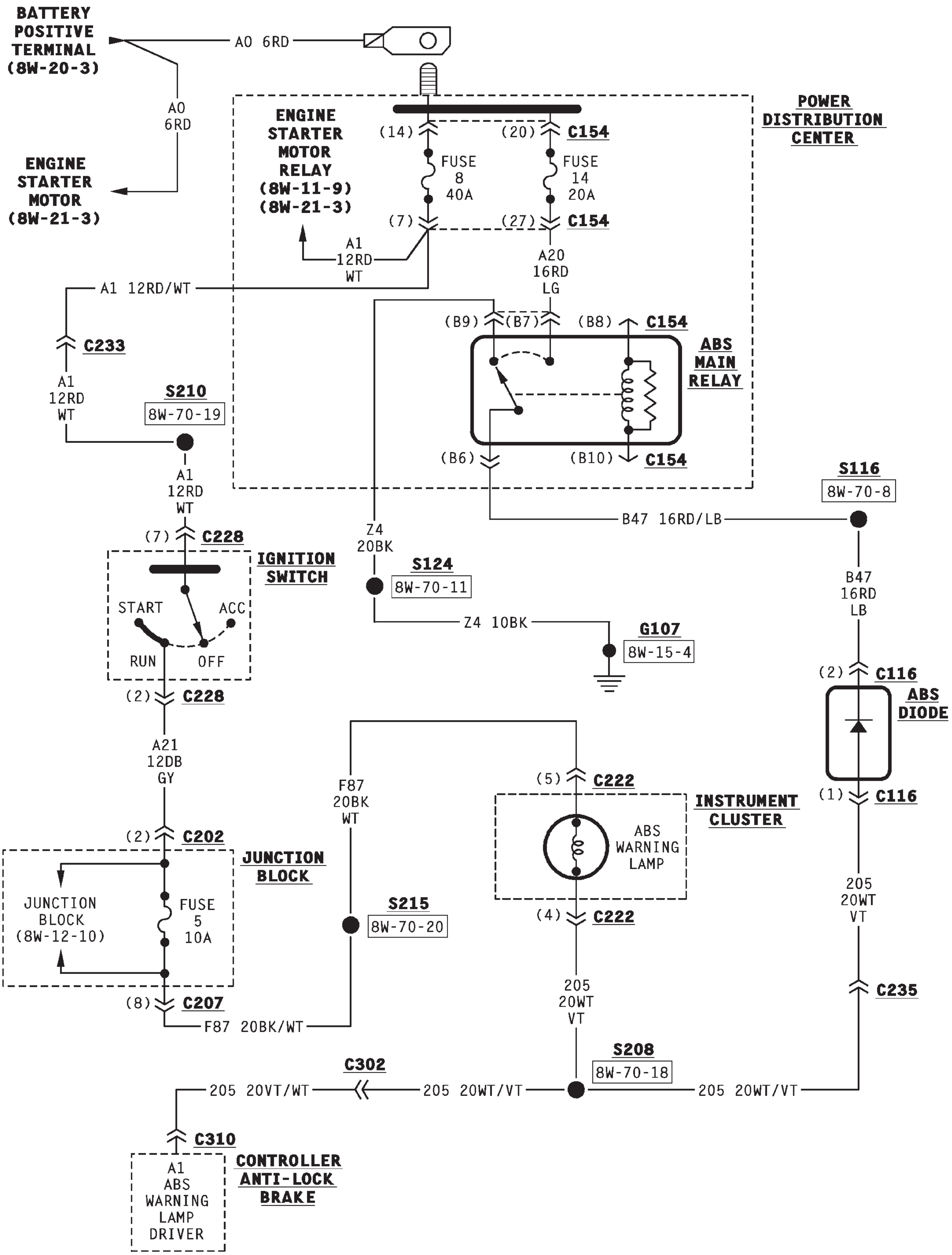

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
A250 10RD
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14)
FUSE 7 20A
(8) C200
S201
8W-70-16
F75 18VT
F75 18VT
(3) C222
INSTRUMENT CLUSTER
HIGH BEAM INDICATOR LAMP
BRAKE WARNING LAMP
CHECK GAGES LAMP
CRUISE LAMP
C222
(1)
GROUND
CCD BUS (+)
CCD BUS (-)
FUSED B(+)
(2) C222
(8) (9) C222
WITH DRL
S117
8W-70-8
G9 16GY/BK
Z1 20BK
Z2 20BK OR
D1 18VT BR
D2 18WT BK
S216
8W-70-20
S205
8W-70-18
S204
8W-70-17
TWISTED PAIR
G9 20GY BK
G9 16GY BK
D1 18VT/BR
D2 18WT/BK
S203
8W-70-17
Z1 16BK
Z2 18BK OR
C234
S202
8W-70-16
C307
TWISTED PAIR
G9 20GY BK
C302
G9 16GY BK
(1) C106
Z1 14BK
Z2 18BK OR
C235
D1 18VT BR
D2 18WT BK
G9 20GY BK
BRAKE WARNING SWITCH
C301
S302
8W-70-24
TWISTED PAIR
S303
8W-70-24
Z1 14BK
Z2 18BK OR
D1 18VT BR
D2 18WT BK
TWISTED PAIR
G9 20GY BK
(2) C106
G9 16GY BK
C142
C240
C383
C234
G9 18GY BK
C30 CCD BUS (+)
C28 CCD BUS (-)
POWERTRAIN CONTROL MODULE
19 CCD BUS (+)
20 CCD BUS (-)
2 RED BRAKE WARNING LAMP DRIVER
BODY CONTROL MODULE
IGNITION SWITCH (8W-30-7)
G304
8W-15-8


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
A250 10RD
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14)
FUSE 7 20A
(8) C200
S201
8W-70-16
F75 18VT
F75 18VT
(3) C222
INSTRUMENT CLUSTER
TACHOMETER
SPEEDOMETER
C222
(1)
GROUND
CCD BUS (+)
CCD BUS (-)
FUSED B(+)
(2) C222
(8)
(9) C222
Z1 20BK
S216
8W-70-20
Z1 16BK
S202
8W-70-16
Z1 14BK
C301
Z1 14BK
Z2 20BK OR
S205
8W-70-18
Z2 18BK OR
C307
Z2 18BK OR
S302
8W-70-24
Z2 18BK OR
G304
8W-15-8
D1 18VT BR
D2 18WT BK
S204
8W-70-17
S203
8W-70-17
C235
D2 18WT BK
D1 18VT BR
C142
C30 CCD BUS (+)
C28 CCD BUS (-)
POWERTRAIN CONTROL MODULE
C240
20 CCD BUS (-)
19 CCD BUS (+)
BODY CONTROL MODULE



806e682d J968W-3


HEADLAMP SWITCH (8W-44-5)
E2 20OR
S209
8W-70-19
E2 20OR
C241
16
PANEL LAMP DRIVER
BODY CONTROL MODULE
E2 20OR
(10)
C222
INSTRUMENT CLUSTER
ILLUMINATION LAMPS
C222
(1)
LEFT TURN SIGNAL INDICATOR LAMP
RIGHT TURN SIGNAL INDICATOR LAMP
(2)
C222
(6)
(7)
C222
Z1 20BK
S216
8W-70-20
Z1 16BK
S202
8W-70-16
Z1 14BK
C301
Z1 14BK
Z2 20BK OR
S205
8W-70-18
Z2 18BK OR
C307
Z2 18BK OR
S302
8W-70-24
Z2 18BK OR
G304
8W-15-8
L65 18LG DB
L65 18LG DB
TURN SIGNAL/ HAZARD SWITCH (8W-52-4)
C234
L65 18LG DB
C102
L64 18TN DB
SPLICE S408 (8W-70-39)
L64 18TN DB
TURN SIGNAL/ HAZARD SWITCH (8W-52-4)
L64 18TN DB
(1)
(5)
C200
JUNCTION BLOCK (8W-12-25)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
POWER DISTRIBUTION CENTER
(14) (20) C154
FUSE 8 40A
FUSE 14 20A
(7) (27) C154
A1 12RD WT
A20 16RD LG
A1 12RD/WT
(B9) (B7) (B8) C154
ABS MAIN RELAY
(B6) (B10) C154
C233
A1 12RD WT
S210
8W-70-19
A1 12RD WT
(7) C228
IGNITION SWITCH
START ACC
RUN OFF
(2) C228
Z4 20BK
S124
8W-70-11
Z4 10BK
G107
8W-15-4
B47 16RD/LB
S116
8W-70-8
B47 16RD LB
(2) C116
ABS DIODE
(1) C116
A21 12DB GY
(2) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-10)
FUSE 5 10A
(8) C207
F87 20BK/WT
F87 20BK WT
S215
8W-70-20
(5) C222
INSTRUMENT CLUSTER
ABS WARNING LAMP
(4) C222
205 20WT VT
205 20WT VT
C235
S208
8W-70-18
C302
205 20VT/WT
205 20WT/VT
205 20WT/VT
C310
A1 ABS WARNING LAMP DRIVER
CONTROLLER ANTI-LOCK BRAKE
806e682f

8W-41 HORN/CIGAR LIGHTER

DESCRIPTION AND OPERATION

HORN

The horn system is powered by circuit F31 from fuse 6 in the Power Distribution Center (PDC). Circuit F31 supplies voltage to the coil and contact sides of the horn relay in the PDC.

When the operator presses the horn switch, a ground path is completed on the coil side of the horn relay through the case grounded switch, on circuit X4. The horn relay contacts then closes to connect circuit F31 to circuit X2. Circuit X2 powers the horns. Circuit Z1 provides ground for the horns.

On vehicles equipped with Vehicle Theft Security System (VTSS), the X4 circuit is spliced to the Body Control Module (BCM). For operation of the VTSS, refer to section 8W-39.

CIGAR LIGHTER

The cigar lighter relay powers the cigar lighter. The relay energizes when the ignition switch is in the ACCESSORY or RUN position. In the ACCESSORY or RUN position, the switch connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 powers relay coil. Circuit Z1 provides ground for the relay coil.

When the relay energizes, its connects circuit F61 from fuse 10 in the PDC to circuit F30. Circuit F30 powers the cigar lighter.

When the operator depresses the lighter, contacts inside the lighter element close, and voltage from circuit F30 flows through the heating element to ground. Circuit Z1 provides ground for the lighter.

HELPFUL INFORMATION

Circuit Z1 also grounds the power outlet.

POWER OUTLET

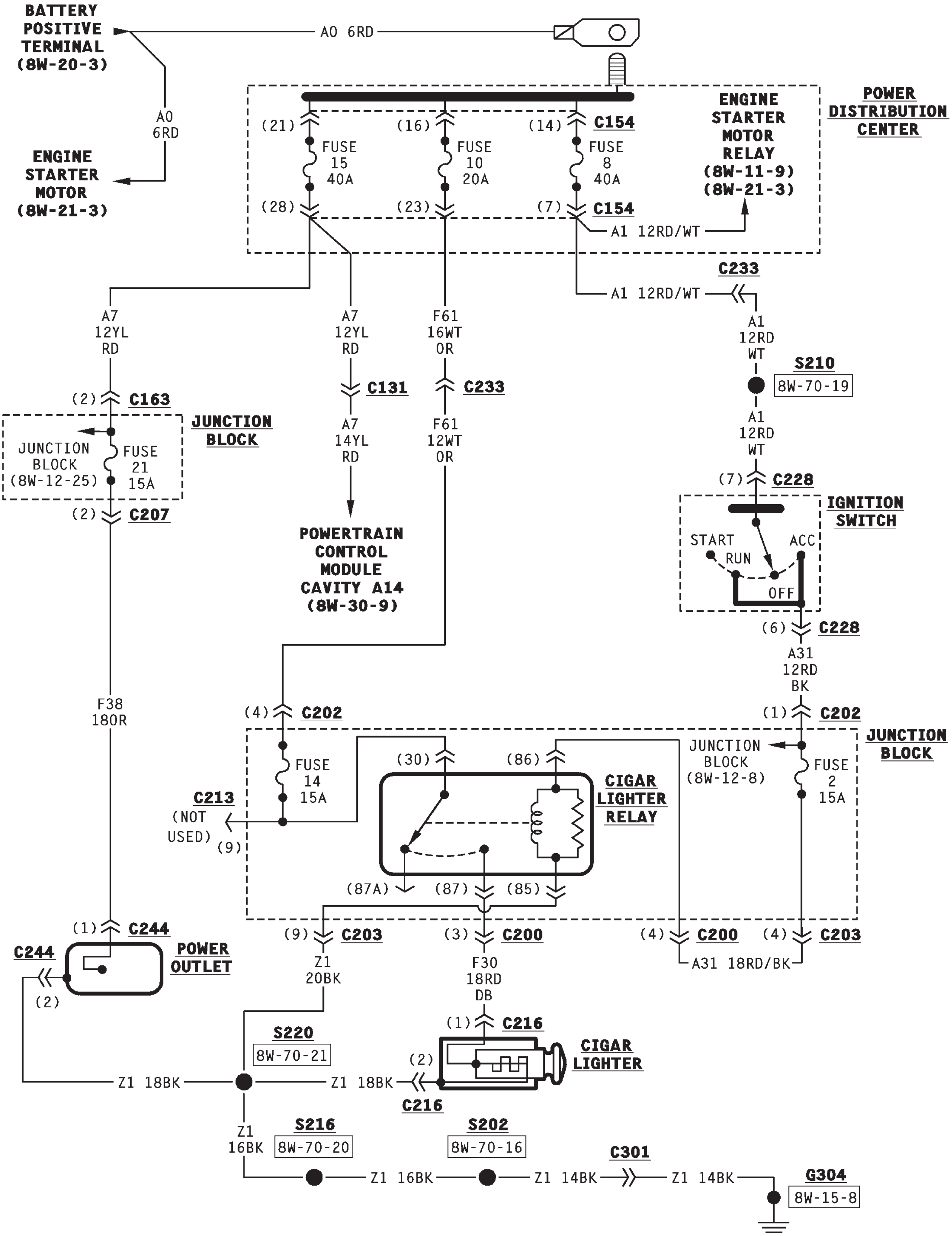
Circuit A7 from 15 in the Power Distribution Center (PDC) powers circuit F38 through fuse 21 in the junction block. Circuit F38 feeds the power outlet. Circuits A7 and F38 are HOT at all times. Circuit Z1 provides ground for the power outlet.

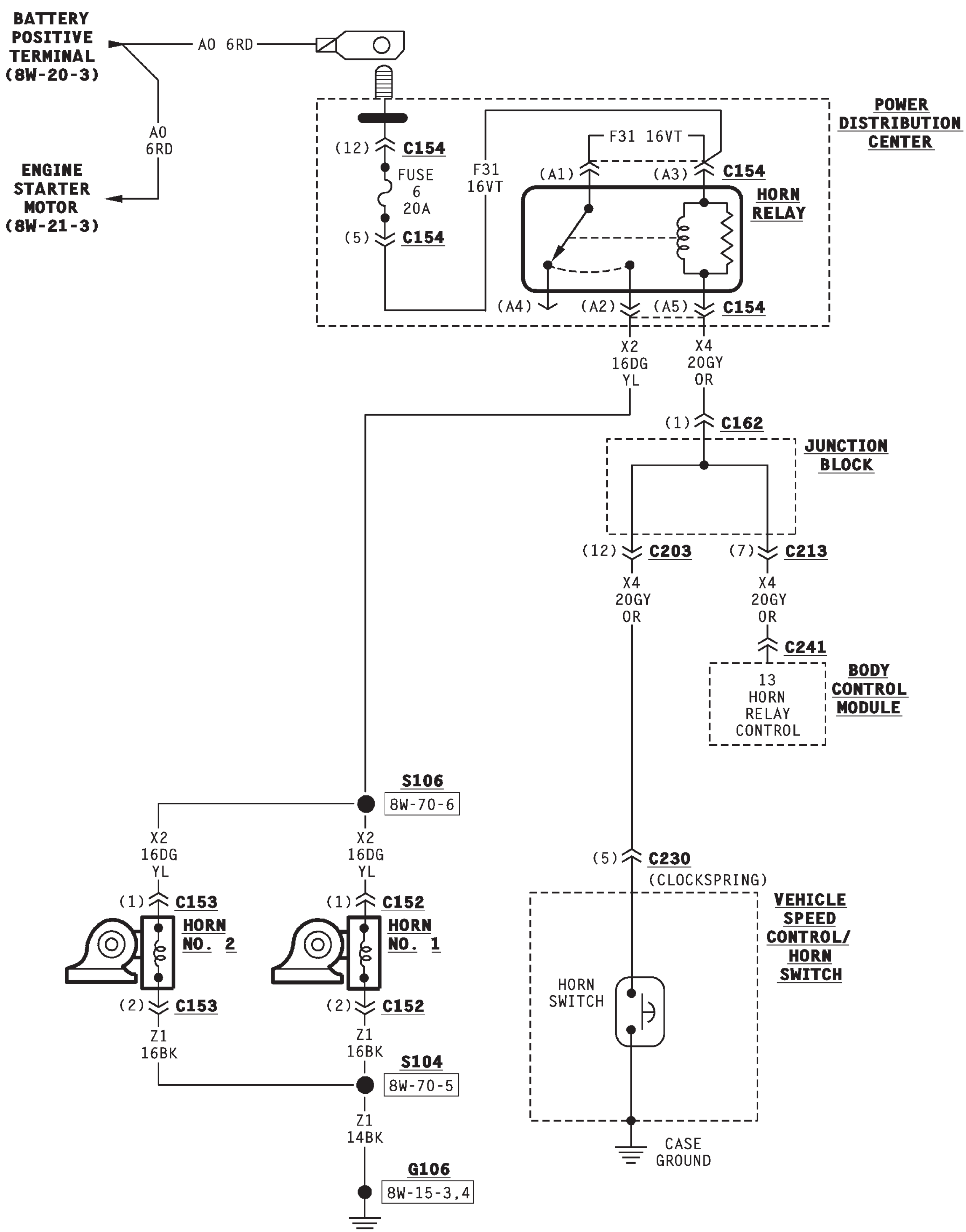
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) (16) (14) C154
FUSE 15 40A
FUSE 10 20A
FUSE 8 40A
(28) (23) (7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
C233
A7 12YL RD
F61 16WT OR
C131
A7 14YL RD
F61 12WT OR
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
S210
8W-70-19
A1 12RD WT
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-25)
FUSE 21 15A
(2) C207
(7) C228
IGNITION SWITCH
START RUN ACC OFF
(6) C228
A31 12RD BK
F38 18OR
(4) C202
(1) C202
FUSE 14 15A
C213 (NOT USED) (9)
(30) (86)
CIGAR LIGHTER RELAY
JUNCTION BLOCK (8W-12-8)
FUSE 2 15A
(87A) (87) (85)
(1) C244
C244
(2)
POWER OUTLET
(9) C203
(3) C200
(4) C200
(4) C203
A31 18RD/BK
Z1 20BK
F30 18RD DB
(1) C216
CIGAR LIGHTER
S220
8W-70-21
(2)
Z1 18BK
Z1 18BK
C216
Z1 16BK
S216
8W-70-20
S202
8W-70-16
C301
G304
8W-15-8
Z1 16BK
Z1 14BK
Z1 14BK


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(12) C154
FUSE 6 20A
(5) C154
F31 16VT
F31 16VT
(A1)
(A3) C154
HORN RELAY
(A4)
(A2)
(A5) C154
X2 16DG YL
X4 20GY OR
(1) C162
JUNCTION BLOCK
(12) C203
(7) C213
X4 20GY OR
X4 20GY OR
C241
13 HORN RELAY CONTROL
BODY CONTROL MODULE
S106
8W-70-6
X2 16DG YL
X2 16DG YL
(1) C153
HORN NO. 2
(1) C152
HORN NO. 1
(2) C153
(2) C152
Z1 16BK
Z1 16BK
S104
8W-70-5
Z1 14BK
G106
8W-15-3,4
(5) C230
(CLOCKSPRING)
VEHICLE SPEED CONTROL/ HORN SWITCH
HORN SWITCH
CASE GROUND

8W-42 AIR CONDITIONING/HEATER

INDEX

GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams is divided into two sub-sections; Manual A/C-Heater, and Automatic Temperature Control (ATC). When referring to the circuit descriptions or wiring diagrams, ensure that you use the correct one.

DESCRIPTION AND OPERATION

MANUAL A/C-HEATER

Several fuses supply power for the manual air conditioning/heater system. When the ignition switch is in the RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F71 through fuse 12 in the junction block. Circuit F71 connects to the A/C control switches and the blend air door motor.

When the ignition switch is in the START or RUN position, it connects circuit A1 to circuit A21. Circuit A21 powers circuit F99 through fuse 18 in the PDC. Circuit F99 powers the coil side of the A/C compressor clutch relay.

Circuit A900 from fuse 3 in the PDC powers circuit F250 through fuse 21 in the PDC. Circuit F250 powers the contact side of the A/C compressor clutch relay.

Circuit E2 from the headlamp dimmer switch powers the case grounded illumination lamp in the A/C-heater control switch.

BLOWER MOTOR—MANUAL A/C-HEATER

The blower motor switch has four positions; LOW, MEDIUM 1, MEDIUM 2, AND HIGH. Circuit A19 from fuse 7 in the PDC supplies power to the blower motor. Ground for the blower motor is supplied on circuit C7 through the blower motor resistor block to the blower motor switch, through an internal relay in the A/C-Heater Control head. When the internal relay energizes, it connects the blower motor switch to circuit C1. Circuit C1 connects to ground circuit Z4.

In the HIGH position, the blower motor switch connects circuit C7 from the blower motor directly to ground on circuits C1 and Z4. In the LOW or MEDIUM positions, the ground path passes through the blower motor resistor block to the switch. The switch connects the circuit C1.

The blower motor resistor block consists of three resistors connected in series. Depending on blower motor switch position, the ground path on circuit C7 from the blower motor passes through one or more resistors to circuit C1.

When the blower motor switch is in the LOW position, the ground path passes through all three resistors in the blower motor resistor block to circuit C4. The blower motor switch connects circuit C4 to circuits C1 and Z4.

In the MEDIUM 1 position, the ground path passes through two resistors in the resistor block to circuit C5. The blower motor switch connects circuit C5 to circuits C1 and Z4.

In the MEDIUM 2 position, the ground path passes through one resistor in the resistor block to circuit C6. The blower motor switch connects circuit C6 to circuits C1 and Z4.

DESCRIPTION AND OPERATION (Continued)

A/C OPERATION—MANUAL A/C

When the A/C-heater control switch is moved to an A/C position or the defrost position, the Body Control Module (BCM) receives the A/C select signal on circuit C90. After receiving the input, the BCM signals the Powertrain Control Module (PCM) on the CCD bus.

The A/C low pressure and high pressure switches are wired in series and connect to ground on circuit Z1. Circuit C3 from the PCM connects to the low pressure switch. Circuit C21 connects the low pressure switch to the high pressure switch. The high pressure switch connects circuit C21 to ground circuit Z1. If the A/C low pressure and high pressure switches are closed, the PCM senses the A/C request signal on circuit C3.

After sensing the A/C request signal, the PCM supplies ground for the coil side of A/C compressor clutch relay on circuit C13. Circuit F99 from fuse 18 in the PDC powers the coil side of the relay.

When the PCM grounds the A/C compressor clutch relay, the contacts close and connect circuit F250 from fuse 21 in the PDC to circuit C2. Circuit C2 supplies power to the case grounded A/C compressor clutch.

The A/C compressor clutch has a built-in diode. The diode controls the induced voltage that results from the magnetic field collapsing when the clutch disengages. The diode provides a current path to protect other components and systems.

HELPFUL INFORMATION

Circuit A900 from fuse 3 in the PDC powers circuit F250 through PDC fuse 21.

BLEND AIR DOOR MOTOR ACTUATOR—MANUAL A/C-HEATER

The A/C-Heater control head contains a blend door position sensor. The sensor is a variable resistor that provides the blend door position input to the blend door motor actuator on circuit C36.

Circuit F71 from fuse 12 in the junction block powers the actuator when the ignition switch is in the RUN position. Circuit C34 splices to connect the blend door actuator to ground circuit Z1.

AUTOMATIC TEMPERATURE CONTROL (ATC)

Several fuses supply power for the Automatic Temperature Control (ATC) system. When the ignition switch is in the RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F71 through fuse 12 in the junction block. Circuit F71 connects to the ATC module and the recirculation door motor.

Circuit A7 from fuse 15 in the PDC powers circuit F60 through fuse 20 in the junction block. Circuit F60 supplies power to the ATC module.

When the ignition switch is in the START or RUN position, it connects circuit A1 from PDC fuse 8 to circuit A21. Circuit A21 powers circuit F99 through fuse 18 in the PDC. Circuit F99 powers the coil side of the A/C compressor clutch relay.

Circuit A19 from fuse 7 in the PDC connects to the blower power module and to the coil and contact sides of the high speed blower motor relay.

AUTOMATIC TEMPERATURE CONTROL (ATC) MODULE

Circuit F71 supplies battery voltage to the Automatic Temperature Control (ATC) module when the ignition switch is in the RUN position. Circuit F60 from fuse 20 in the junction block connects to the ATC module. Circuit F60 is HOT at all times. Circuit Z4 provides ground for the ATC module.

Circuit E2 from the headlamp dimmer switch connects to the ATC module.

The ATC module communicates with other vehicle modules and controllers on the CCD bus. Circuits D1 and D2 for the CCD Bus connect to the ATC module.

AMBIENT TEMPERATURE SENSOR

The ambient temperature sensor is a variable resistor. Circuit C8 provides the ambient temperature sensor signal to the ATC module. Circuit D41 provides ground for the sensor. Circuit D41 connects to the ATC module.

IN-CAR TEMPERATURE SENSOR

The in-car temperature sensor is a variable resistor. Circuit C10 provides the in-car temperature sensor signal to the ATC module. Circuit D41 provides ground for the sensor. Circuit D41 connects to the ATC module.

SOLAR SENSOR

The solar sensor is a variable resistor. Circuit C47 from the ATC module connects to the solar sensor. Circuit D41 provides ground for the sensor. Circuit D41 connects to the ATC module.

A/C OPERATION—AUTOMATIC TEMPERATURE CONTROL

When the A/C select switch in the Automatic Temperature Control (ATC) control head closes circuit C90 provides the A/C select signal to the Body Control Module (BCM). After receiving the input, the BCM signals the Powertrain Control Module (PCM) on the CCD bus.

The A/C low pressure and high pressure switches are wired in series and connect to ground on circuit

DESCRIPTION AND OPERATION (Continued)

Z1. Circuit C3 from the PCM connects to the low pressure switch. Circuit C21 connects the low pressure switch to the high pressure switch. The high pressure switch connects circuit C21 to ground circuit Z1. If the A/C low pressure and high pressure switches are closed, the PCM senses the A/C request signal on circuit C3.

After sensing the A/C request signal, the PCM supplies ground for the coil side of A/C compressor clutch relay on circuit C13. Circuit F99 from fuse 18 in the PDC powers the coil side of the relay.

When the PCM grounds the A/C compressor clutch relay, the contacts close and connects circuit F250 from fuse 21 in the PDC to circuit C2. Circuit C2 supplies power to the case grounded A/C compressor clutch.

The A/C compressor clutch has a built-in diode. The diode controls the induced voltage that results from the magnetic field collapsing when the clutch disengages. The diode provides a current path to protect other components and systems.

HELPFUL INFORMATION

Circuit A900 from fuse 3 in the PDC powers circuit F250 through PDC fuse 21.

RECIRCULATION DOOR MOTOR—AUTOMATIC TEMPERATURE CONTROL

When the ignition switch is in the RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F71 through fuse 12 in the junction block. Circuit F71 feeds the recirculation door motor. Circuit F71 also connects to the Automatic Temperature Control (ATC) module.

Circuits C32 and C33 from the ATC module connect to the recirculation door motor. Circuits C32 and C33 provide ground for the motor.

MODE DOOR MOTOR—AUTOMATIC TEMPERATURE CONTROL

Circuit C40 from the Automatic Temperature Control (ATC) module supplies 5 volts to the position switch in the mode door motor. The ATC module receives the sensor signal from the mode door motor on circuit C39. Circuit D41 provides ground for the mode door position sensor. Circuit D41 connects to the ATC module.

The ATC module operates the mode door motor on circuits C37 and C38.

BLEND DOOR MOTOR—AUTOMATIC TEMPERATURE CONTROL

Circuit C40 from the Automatic Temperature Control (ATC) module supplies 5 volts to the position switch in the blend door motor. The ATC module receives the sensor signal from the blend door motor on circuit C36. Circuit D41 provides ground for the mode door position sensor. Circuit D41 connects to the ATC module.

The ATC module operates the mode door motor on circuits C35 and C34.

BLOWER MOTOR—AUTOMATIC TEMPERATURE CONTROL

When the operator selects blower motor HIGH speed operation, the Automatic Temperature Control (ATC) module grounds high speed blower motor relay. For any speed other than HIGH, the blower power module supplies battery voltage for the blower motor.

BLOWER MOTOR POWER MODULE

When the operator selects any blower motor speed other than HIGH, the blower motor power module supplies voltage for the blower motor. Circuit A19 from fuse 7 in the Power Distribution Center (PDC) supplies battery voltage to the blower motor power module.

The voltage level fed to the blower motor depends on the blower speed selected by the operator. Slower speed selections provide lower voltage to the motor. The blower motor power module feeds the blower motor on circuit C42. Circuit Z4 provides ground for the blower motor and the blower motor power module.

Circuit C43 from the power module connects to the ATC module. The ATC module controls feedback on circuit C43.

HIGH SPEED BLOWER MOTOR RELAY

Circuit A19 from fuse 7 in the Power Distribution Center supplies battery voltage to the coil and contacts sides of the high speed blower motor relay. The ATC module provides ground for the coil side of the relay on circuit C41.

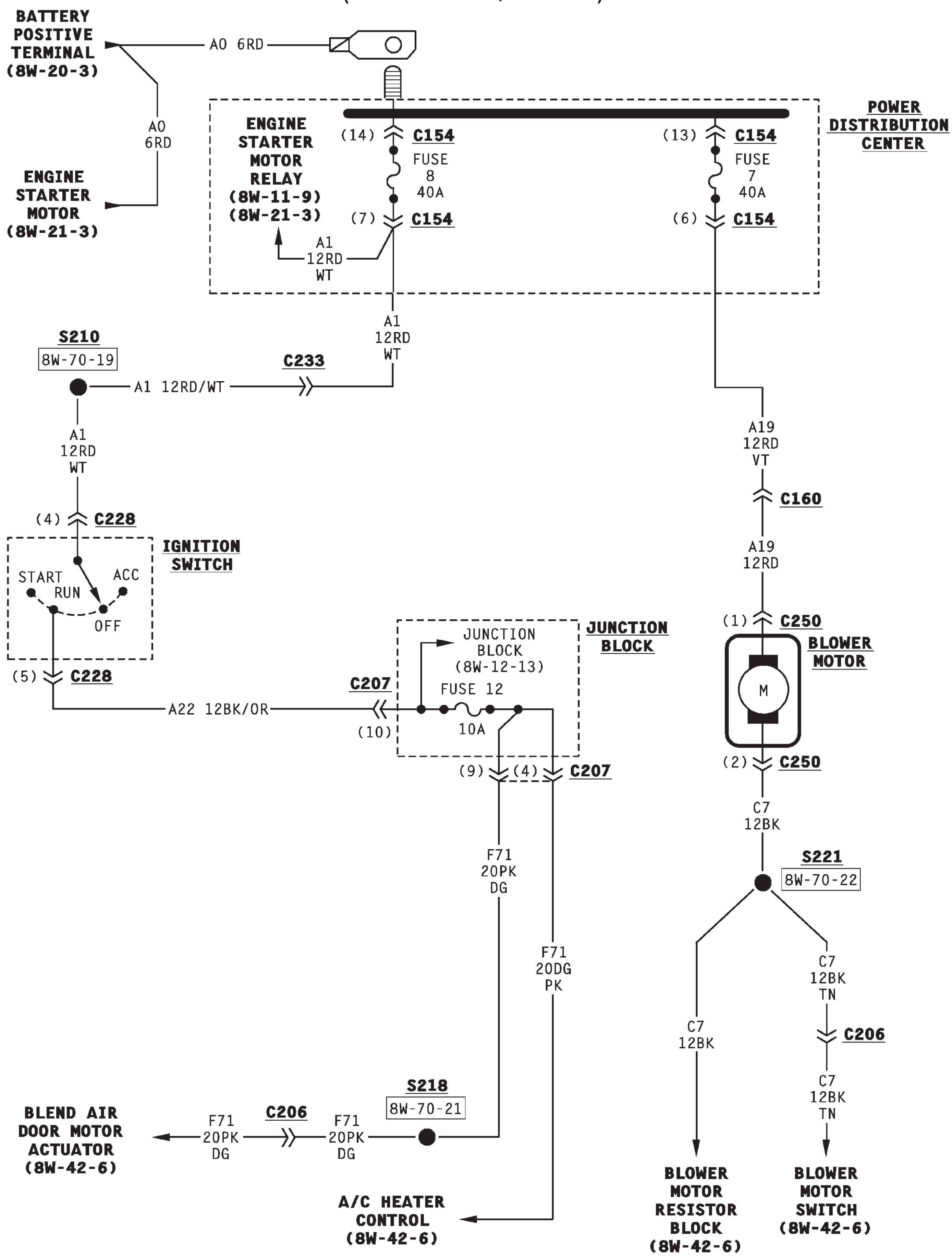
When the ATC module grounds the high speed blower motor relay, the relay contacts close and connect circuit A19 to circuit C42. Circuit C42 connects to the blower motor and the ATC module. Circuit Z4 provides ground for the blower motor.

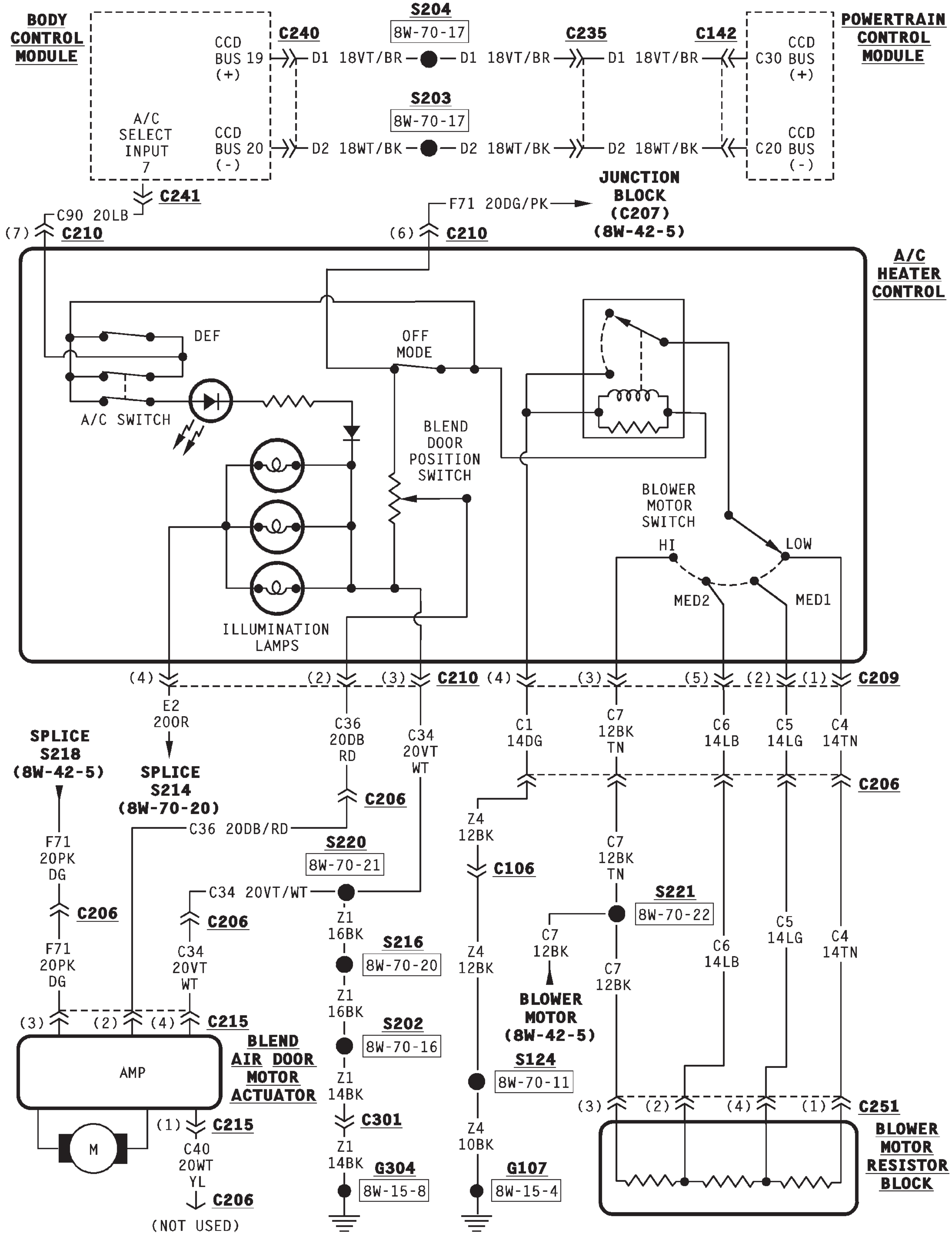
SCHEMATICS AND DIAGRAMS

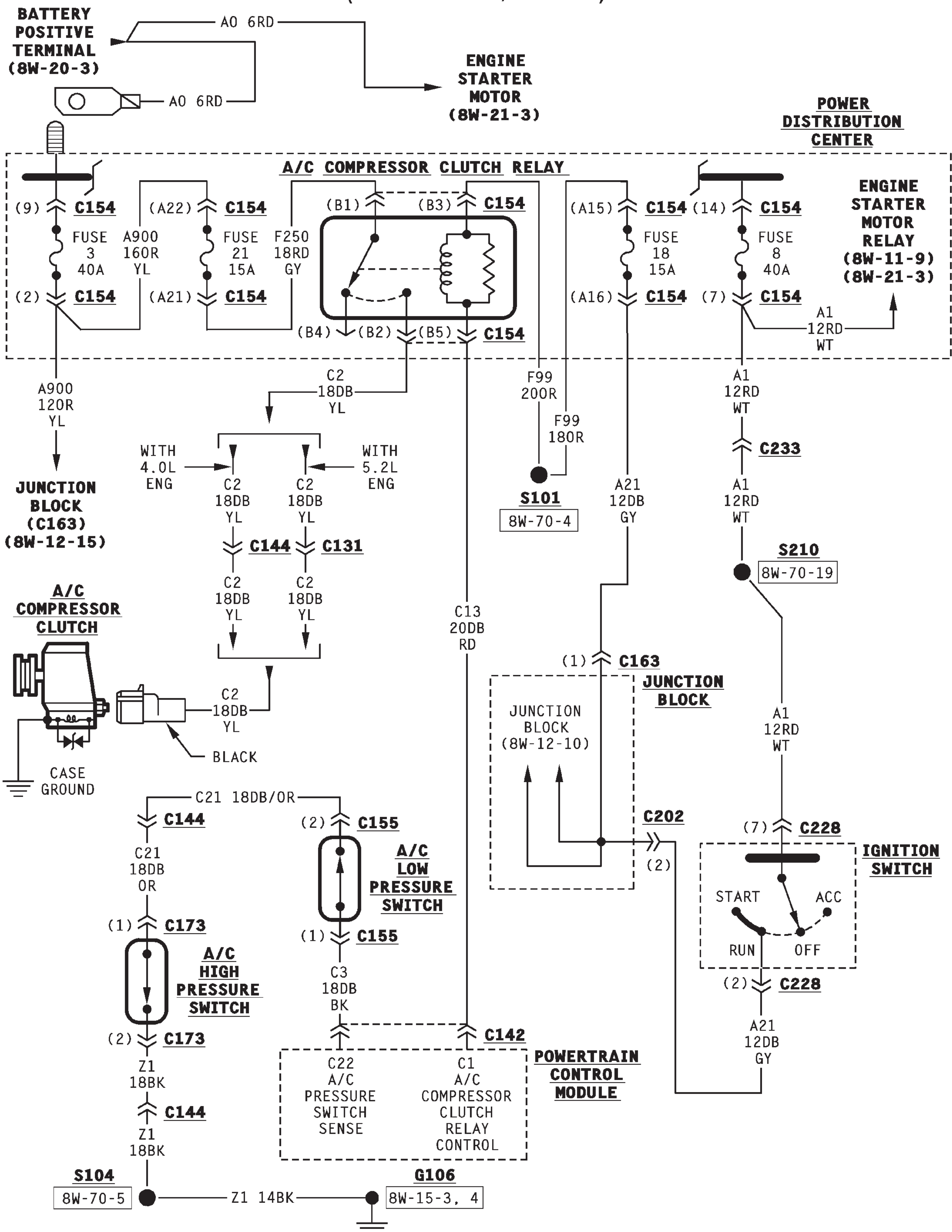
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

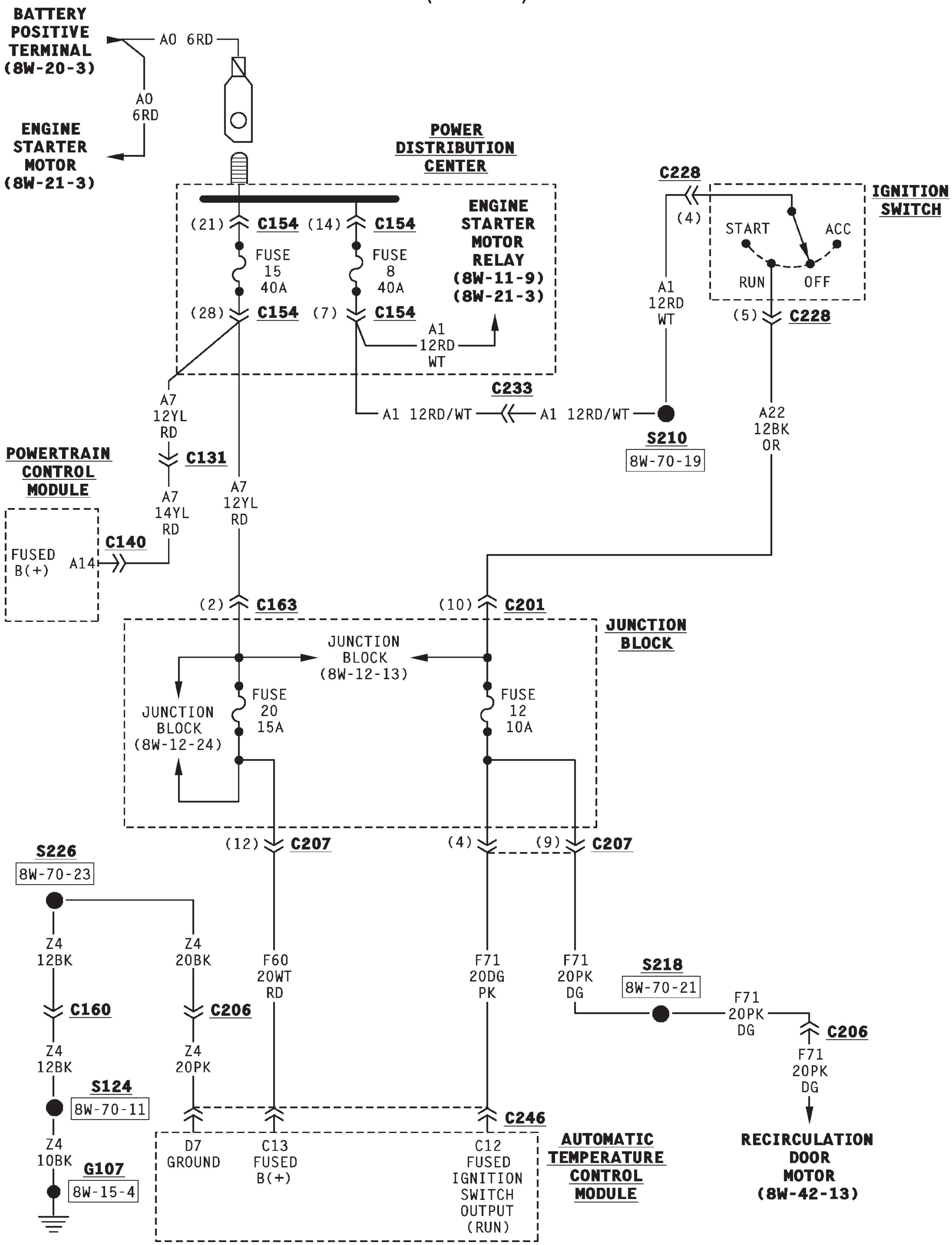
DIAGRAM INDEX

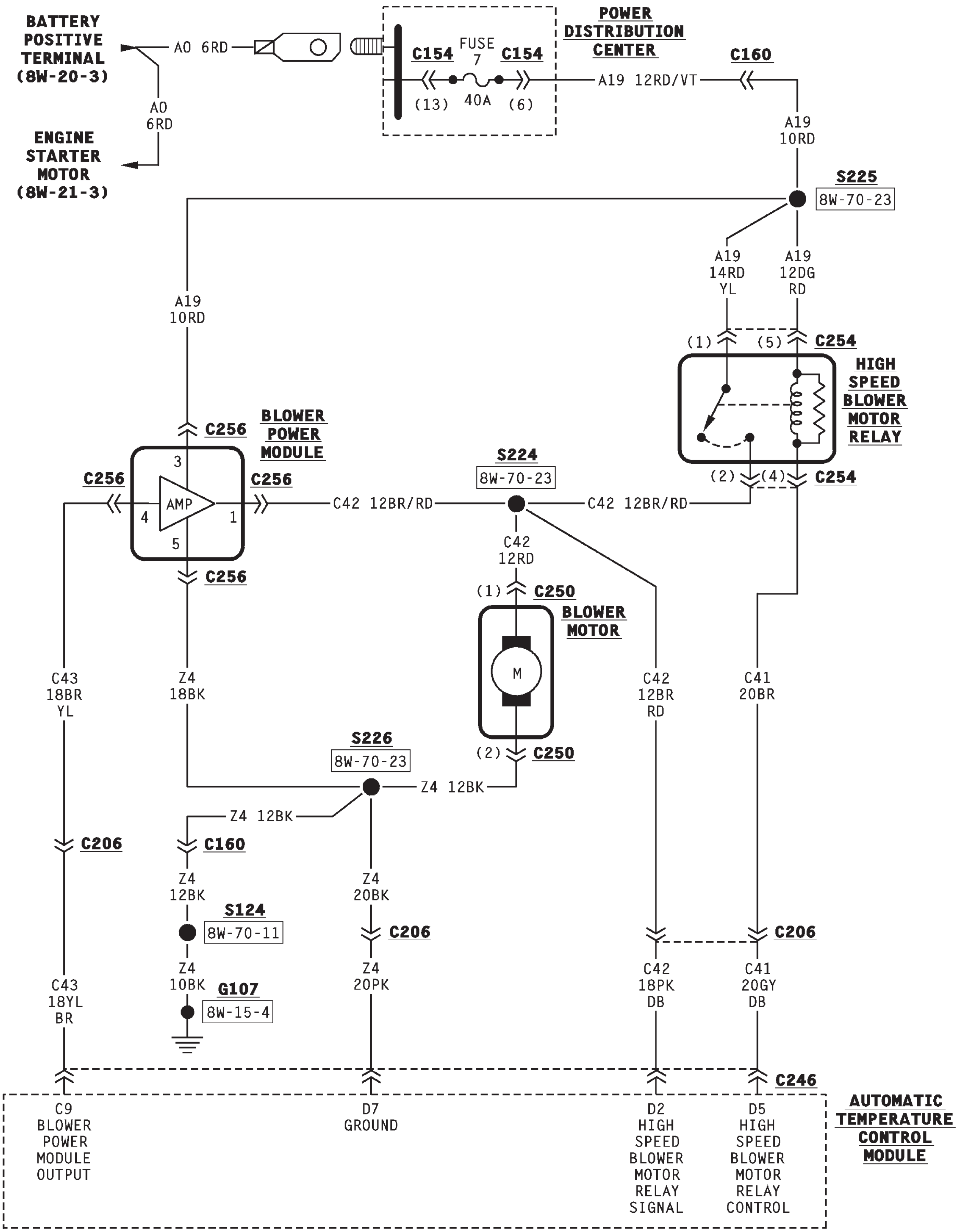

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
(13) C154
FUSE 7 40A
(6) C154
A1 12RD WT
A1 12RD WT
S210
8W-70-19
A1 12RD/WT
C233
A1 12RD WT
(4) C228
IGNITION SWITCH
START
RUN
ACC
OFF
(5) C228
A22 12BK/OR
C207
(10)
JUNCTION BLOCK (8W-12-13)
JUNCTION BLOCK
FUSE 12
10A
(9)
(4)
C207
F71 20PK DG
F71 20DG PK
A19 12RD VT
C160
A19 12RD
(1) C250
BLOWER MOTOR
M
(2) C250
C7 12BK
S221
8W-70-22
C7 12BK
C7 12BK TN
C206
C7 12BK TN
BLEND AIR DOOR MOTOR ACTUATOR (8W-42-6)
F71 20PK DG
C206
F71 20PK DG
S218
8W-70-21
A/C HEATER CONTROL (8W-42-6)
BLOWER MOTOR RESISTOR BLOCK (8W-42-6)
BLOWER MOTOR SWITCH (8W-42-6)

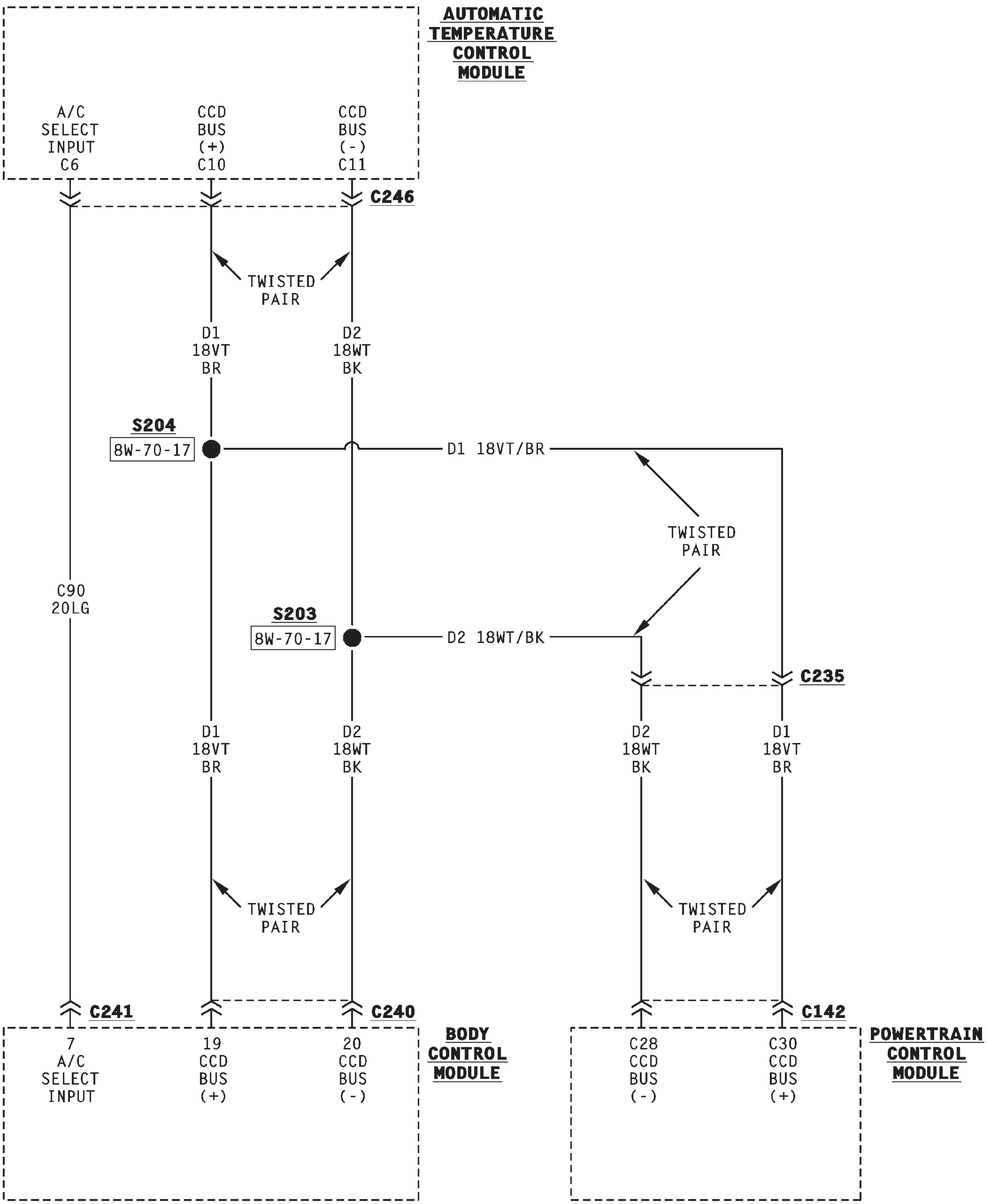

BODY CONTROL MODULE
CCD BUS 19 (+)
CCD BUS 20 (-)
A/C SELECT INPUT 7
C240
S204
8W-70-17
S203
8W-70-17
D1 18VT/BR
D2 18WT/BK
C235
C142
POWERTRAIN CONTROL MODULE
C30 CCD BUS (+)
C20 CCD BUS (-)
C241
C90 20LB
(7) C210
F71 20DG/PK
(6) C210
JUNCTION BLOCK (C207) (8W-42-5)
A/C HEATER CONTROL
DEF
OFF MODE
A/C SWITCH
BLEND DOOR POSITION SWITCH
ILLUMINATION LAMPS
BLOWER MOTOR SWITCH
HI
LOW
MED2
MED1
(4) (2) (3) C210
(4) (3) (5) (2) (1) C209
E2 20OR
SPLICE S214 (8W-70-20)
SPLICE S218 (8W-42-5)
C36 20DB RD
C34 20VT WT
C1 14DG
C7 12BK TN
C6 14LB
C5 14LG
C4 14TN
C206
F71 20PK DG
C36 20DB/RD
S220
8W-70-21
C34 20VT/WT
Z4 12BK
C106
S221
8W-70-22
C7 12BK
BLOWER MOTOR (8W-42-5)
Z1 16BK
S216
8W-70-20
S202
8W-70-16
Z1 14BK
C301
G304
8W-15-8
S124
8W-70-11
Z4 10BK
G107
8W-15-4
(3) (2) (4) C215
AMP
BLEND AIR DOOR MOTOR ACTUATOR
M
(1) C215
C40 20WT YL
(NOT USED)
(3) (2) (4) (1) C251
BLOWER MOTOR RESISTOR BLOCK

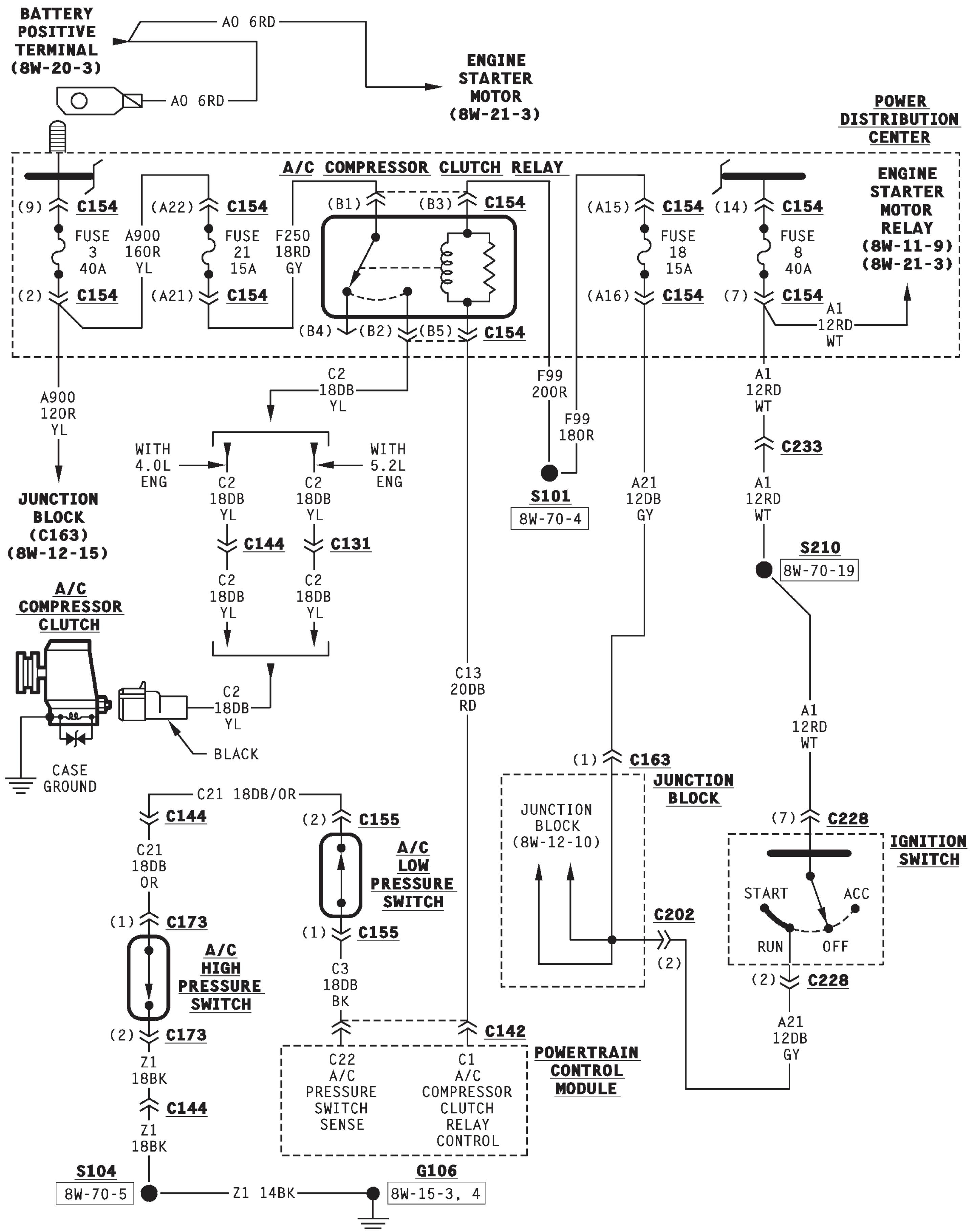


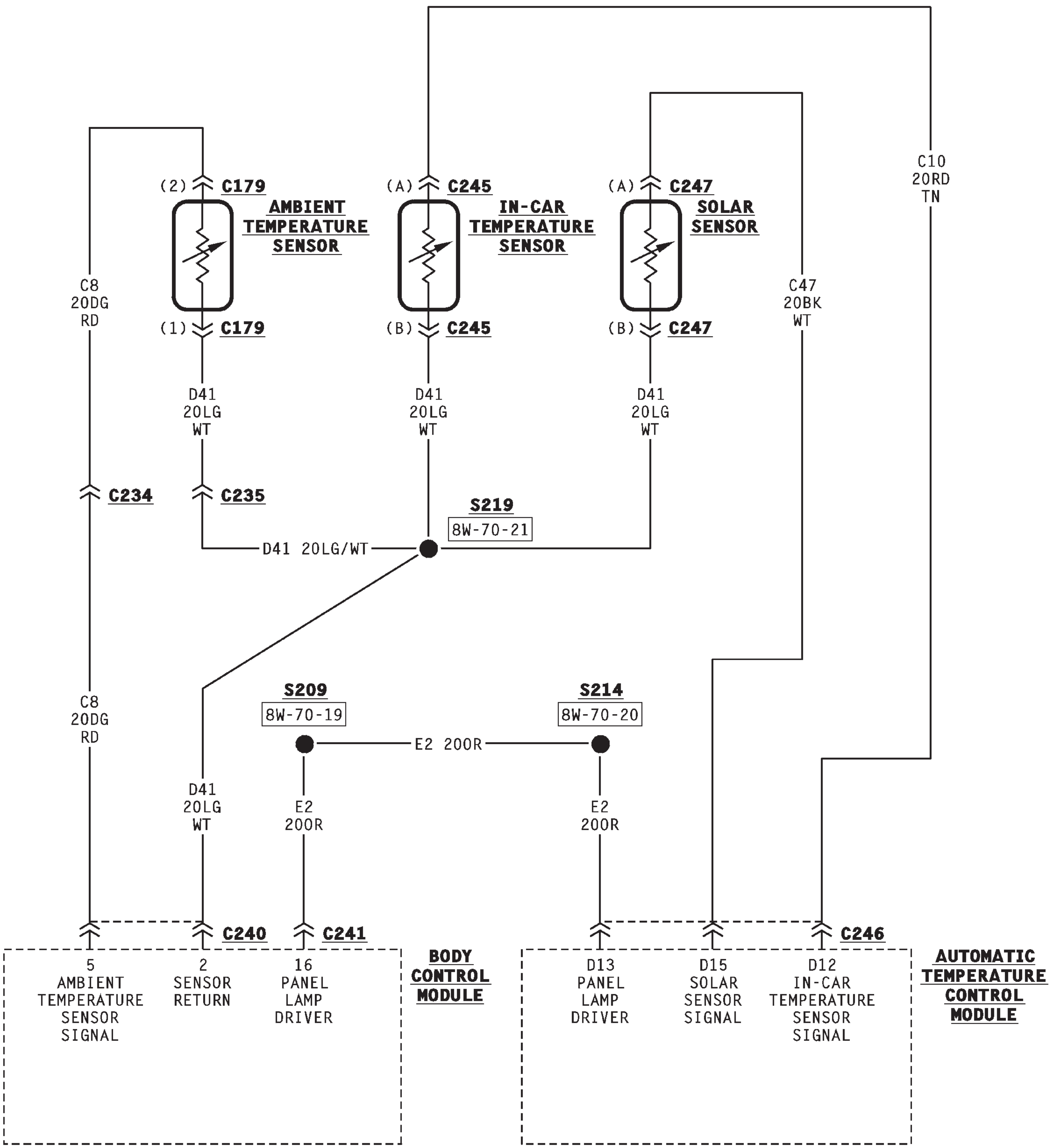
BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
A/C COMPRESSOR CLUTCH RELAY
(9) C154
(A22) C154
(B1)
(B3) C154
(A15) C154
(14) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
FUSE 3 40A
A900 16OR YL
FUSE 21 15A
F250 18RD GY
FUSE 18 15A
FUSE 8 40A
(2) C154
(A21) C154
(A16) C154
(7) C154
A1 12RD WT
(B4)
(B2)
(B5) C154
A900 12OR YL
JUNCTION BLOCK (C163) (8W-12-15)
C2 18DB YL
F99 20OR
F99 18OR
A1 12RD WT
C233
A1 12RD WT
WITH 4.0L ENG
WITH 5.2L ENG
C2 18DB YL
C2 18DB YL
C144
C131
C2 18DB YL
C2 18DB YL
S101
8W-70-4
A21 12DB GY
S210
8W-70-19
A/C COMPRESSOR CLUTCH
C13 20DB RD
(1) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-10)
C2 18DB YL
BLACK
A1 12RD WT
CASE GROUND
C21 18DB/OR
C144
(2) C155
C202
(2)
(7) C228
IGNITION SWITCH
A/C LOW PRESSURE SWITCH
C21 18DB OR
START
ACC
(1) C173
(1) C155
RUN
OFF
A/C HIGH PRESSURE SWITCH
C3 18DB BK
(2) C228
(2) C173
C142
A21 12DB GY
POWERTRAIN CONTROL MODULE
Z1 18BK
C22 A/C PRESSURE SWITCH SENSE
C1 A/C COMPRESSOR CLUTCH RELAY CONTROL
C144
Z1 18BK
S104
8W-70-5
G106
8W-15-3, 4
Z1 14BK

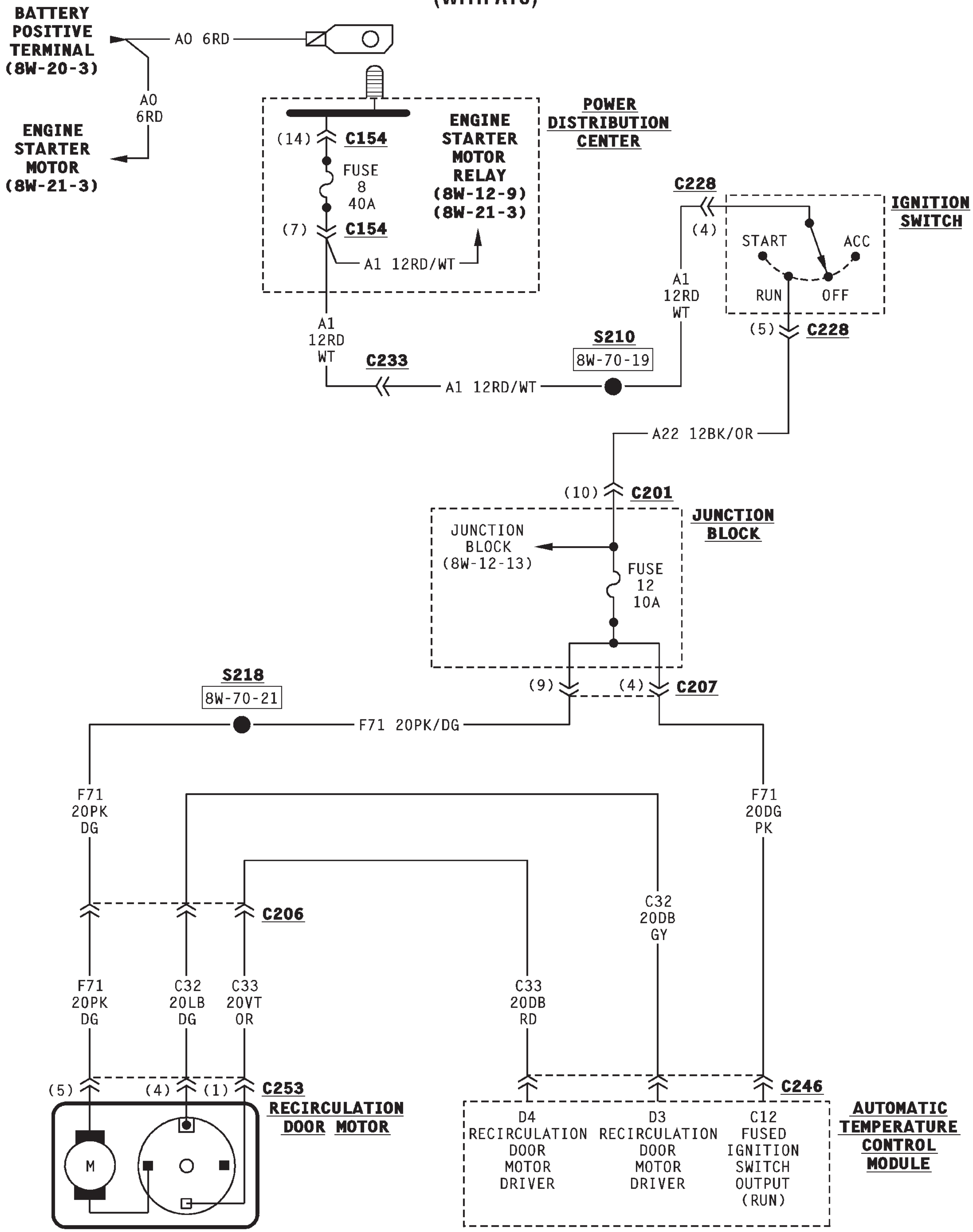

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
(14) C154
FUSE 15 40A
FUSE 8 40A
(28) C154
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD WT
C228
(4)
IGNITION SWITCH
START
ACC
RUN
OFF
A1 12RD WT
(5) C228
A7 12YL RD
C233
A1 12RD/WT
A1 12RD/WT
S210
8W-70-19
A22 12BK OR
POWERTRAIN CONTROL MODULE
C131
A7 14YL RD
A7 12YL RD
FUSED B(+)
A14
C140
(2) C163
(10) C201
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-13)
JUNCTION BLOCK (8W-12-24)
FUSE 20 15A
FUSE 12 10A
(12) C207
(4)
(9) C207
S226
8W-70-23
Z4 12BK
Z4 20BK
F60 20WT RD
F71 20DG PK
F71 20PK DG
S218
8W-70-21
F71 20PK DG
C160
C206
C206
Z4 12BK
Z4 20PK
F71 20PK DG
S124
8W-70-11
C246
Z4 10BK
G107
8W-15-4
D7 GROUND
C13 FUSED B(+)
C12 FUSED IGNITION SWITCH OUTPUT (RUN)
AUTOMATIC TEMPERATURE CONTROL MODULE
RECIRCULATION DOOR MOTOR (8W-42-13)

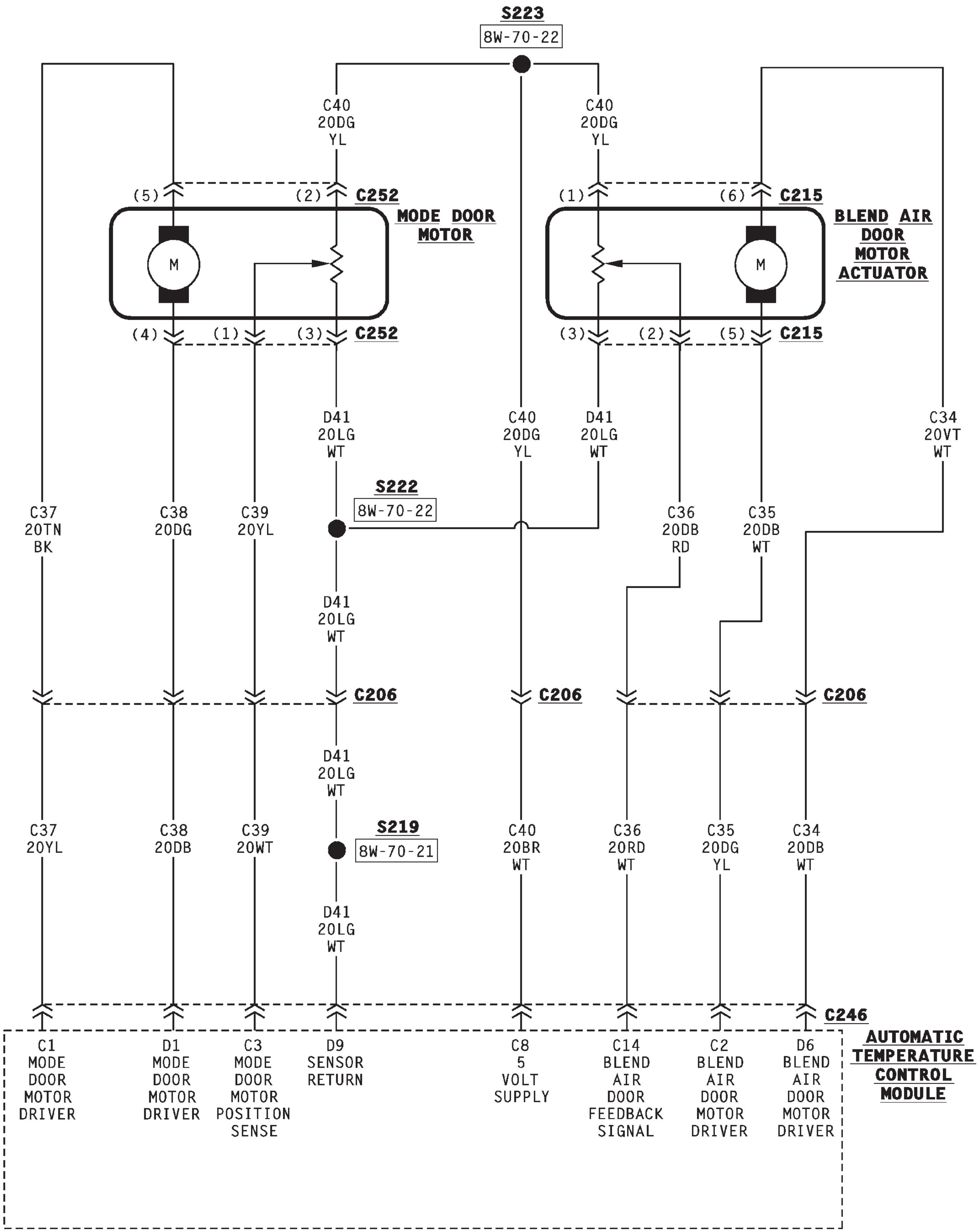

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
C154
FUSE 7
C154
(13)
40A
(6)
A19 12RD/VT
C160
A19 10RD
S225
8W-70-23
A19 14RD YL
A19 12DG RD
A19 10RD
(1)
(5)
C254
HIGH SPEED BLOWER MOTOR RELAY
(2)
(4)
C254
C256
BLOWER POWER MODULE
C256
C256
3
AMP
4
1
5
C256
C42 12BR/RD
S224
8W-70-23
C42 12BR/RD
C42 12RD
(1)
C250
BLOWER MOTOR
M
(2)
C250
C43 18BR YL
Z4 18BK
C42 12BR RD
C41 20BR
S226
8W-70-23
Z4 12BK
Z4 12BK
C206
C160
Z4 12BK
S124
8W-70-11
Z4 10BK
G107
8W-15-4
Z4 20BK
C206
Z4 20PK
C206
C43 18YL BR
C42 18PK DB
C41 20GY DB
C246
C9 BLOWER POWER MODULE OUTPUT
D7 GROUND
D2 HIGH SPEED BLOWER MOTOR RELAY SIGNAL
D5 HIGH SPEED BLOWER MOTOR RELAY CONTROL
AUTOMATIC TEMPERATURE CONTROL MODULE


AUTOMATIC TEMPERATURE CONTROL MODULE
A/C SELECT INPUT C6
CCD BUS (+) C10
CCD BUS (-) C11
C246
TWISTED PAIR
D1 18VT BR
D2 18WT BK
S204
8W-70-17
D1 18VT/BR
TWISTED PAIR
C90 20LG
S203
8W-70-17
D2 18WT/BK
C235
D1 18VT BR
D2 18WT BK
D2 18WT BK
D1 18VT BR
TWISTED PAIR
TWISTED PAIR
C241
C240
C142
7 A/C SELECT INPUT
19 CCD BUS (+)
20 CCD BUS (-)
BODY CONTROL MODULE
C28 CCD BUS (-)
C30 CCD BUS (+)
POWERTRAIN CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
A/C COMPRESSOR CLUTCH RELAY
C154
FUSE 3 40A
A900 16OR YL
FUSE 21 15A
F250 18RD GY
FUSE 18 15A
FUSE 8 40A
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD WT
A900 12OR YL
JUNCTION BLOCK (C163) (8W-12-15)
C2 18DB YL
WITH 4.0L ENG
WITH 5.2L ENG
C144
C131
F99 20OR
F99 18OR
S101
8W-70-4
A21 12DB GY
C233
S210
8W-70-19
A/C COMPRESSOR CLUTCH
BLACK
CASE GROUND
C13 20DB RD
C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-10)
C21 18DB/OR
C155
A/C LOW PRESSURE SWITCH
C21 18DB OR
C173
A/C HIGH PRESSURE SWITCH
C3 18DB BK
C202
C228
IGNITION SWITCH
START ACC RUN OFF
A21 12DB GY
C142
C22 A/C PRESSURE SWITCH SENSE
C1 A/C COMPRESSOR CLUTCH RELAY CONTROL
POWERTRAIN CONTROL MODULE
Z1 18BK
S104
8W-70-5
Z1 14BK
G106
8W-15-3, 4


(2) C179
AMBIENT TEMPERATURE SENSOR
(1) C179
(A) C245
IN-CAR TEMPERATURE SENSOR
(B) C245
(A) C247
SOLAR SENSOR
(B) C247
C10 20RD TN
C47 20BK WT
C8 20DG RD
D41 20LG WT
C234
C235
D41 20LG/WT
S219
8W-70-21
C8 20DG RD
D41 20LG WT
S209
8W-70-19
E2 20OR
S214
8W-70-20
E2 20OR
E2 20OR
C240
C241
C246
5 AMBIENT TEMPERATURE SENSOR SIGNAL
2 SENSOR RETURN
16 PANEL LAMP DRIVER
BODY CONTROL MODULE
D13 PANEL LAMP DRIVER
D15 SOLAR SENSOR SIGNAL
D12 IN-CAR TEMPERATURE SENSOR SIGNAL
AUTOMATIC TEMPERATURE CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-12-9) (8W-21-3)
A1 12RD/WT
A1 12RD WT
C233
A1 12RD/WT
S210
8W-70-19
C228
(4)
A1 12RD WT
IGNITION SWITCH
START
ACC
RUN
OFF
(5) C228
A22 12BK/OR
(10) C201
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-13)
FUSE 12 10A
(9)
(4) C207
S218
8W-70-21
F71 20PK/DG
F71 20PK DG
F71 20DG PK
C206
C32 20DB GY
F71 20PK DG
C32 20LB DG
C33 20VT OR
C33 20DB RD
(5)
(4)
(1)
C253
RECIRCULATION DOOR MOTOR
M
C246
D4 RECIRCULATION DOOR MOTOR DRIVER
D3 RECIRCULATION DOOR MOTOR DRIVER
C12 FUSED IGNITION SWITCH OUTPUT (RUN)
AUTOMATIC TEMPERATURE CONTROL MODULE


S223
8W-70-22
C40
20DG
YL
C40
20DG
YL
(5)
(2)
C252
MODE DOOR MOTOR
M
(4)
(1)
(3)
C252
(1)
(6)
C215
BLEND AIR DOOR MOTOR ACTUATOR
M
(3)
(2)
(5)
C215
D41
20LG
WT
C40
20DG
YL
D41
20LG
WT
C34
20VT
WT
S222
8W-70-22
C37
20TN
BK
C38
20DG
C39
20YL
C36
20DB
RD
C35
20DB
WT
D41
20LG
WT
C206
C206
C206
D41
20LG
WT
S219
8W-70-21
C37
20YL
C38
20DB
C39
20WT
C40
20BR
WT
C36
20RD
WT
C35
20DG
YL
C34
20DB
WT
D41
20LG
WT
C246
C1 MODE DOOR MOTOR DRIVER
D1 MODE DOOR MOTOR DRIVER
C3 MODE DOOR MOTOR POSITION SENSE
D9 SENSOR RETURN
C8 5 VOLT SUPPLY
C14 BLEND AIR DOOR FEEDBACK SIGNAL
C2 BLEND AIR DOOR MOTOR DRIVER
D6 BLEND AIR DOOR MOTOR DRIVER
AUTOMATIC TEMPERATURE CONTROL MODULE

8W-43 AIRBAG SYSTEM

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

This vehicle has a drivers airbag and a passengers airbag. The Airbag Control Module (ACM) operates both. The airbag system has two sensors, located at the left front and right front of the engine compartment.

In the START or RUN position, the ignition switch connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F20 through fuse 22 in the junction block. Circuit F20 connects to the ACM.

When the ignition switch is in the RUN position, it connects circuit A1 to circuit A21. Circuit A21 powers circuit G5 through fuse 4 in the junction block. Circuit G5 connects to the ACM. Circuit Z6 provides ground for the ACM.

Circuit A250 from fuse 11 in the PDC powers circuit F75 through fuse 7 in the junction block. Circuit F75 powers the airbag warning lamp in the instrument cluster.

AIRBAG IMPACT SENSORS

Two airbag impact sensors provide input to the airbag control module (ACM). Each sensor has two circuits that connect to the ACM.

From the left impact sensor, Circuits R47 and R49 connect to the ACM.

From the right impact sensor, Circuits R46 and R48 connect to the ACM.

AIRBAG SQUIB (AIRBAG IGNITER)

Circuits, R43 and R45, connect the ACM to the drivers airbag squib (igniter) after passing through the clock spring connector. Circuit R43 from cavity 3 of the ACM 4-way connector connects to the squib. Circuit R45 from cavity 4 of the ACM 4-way connector connects to the squib.

Circuits, R42 and R44, connect the ACM to the passenger airbag squib (igniter). Circuit R42 from cavity 1 of the ACM 4-way connector connects to the squib. Circuit R44 from cavity 2 of the ACM 4-way connector connects to the squib.

AIRBAG WARNING LAMP

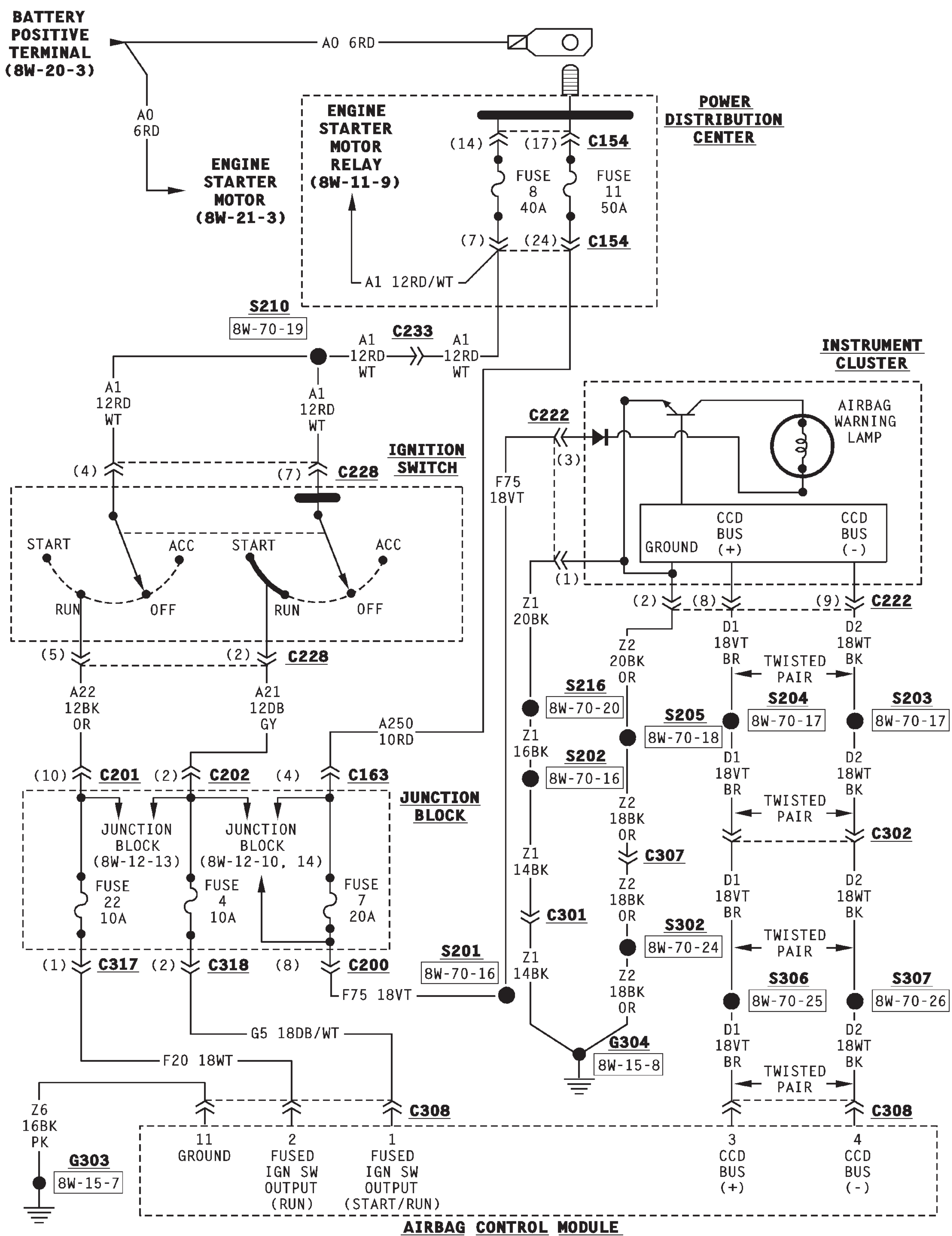
Circuit F75 from fuse 7 in the junction block feeds the airbag warning lamp. Ground circuit Z1 connects to the warning lamp through a transistor controlled by the microprocessor in the instrument cluster. When the microprocessor receives a signal from Airbag Control Module (ACM) on the CCD bus, it switches the transistor to connect the lamp to ground.

SCHEMATICS AND DIAGRAMS

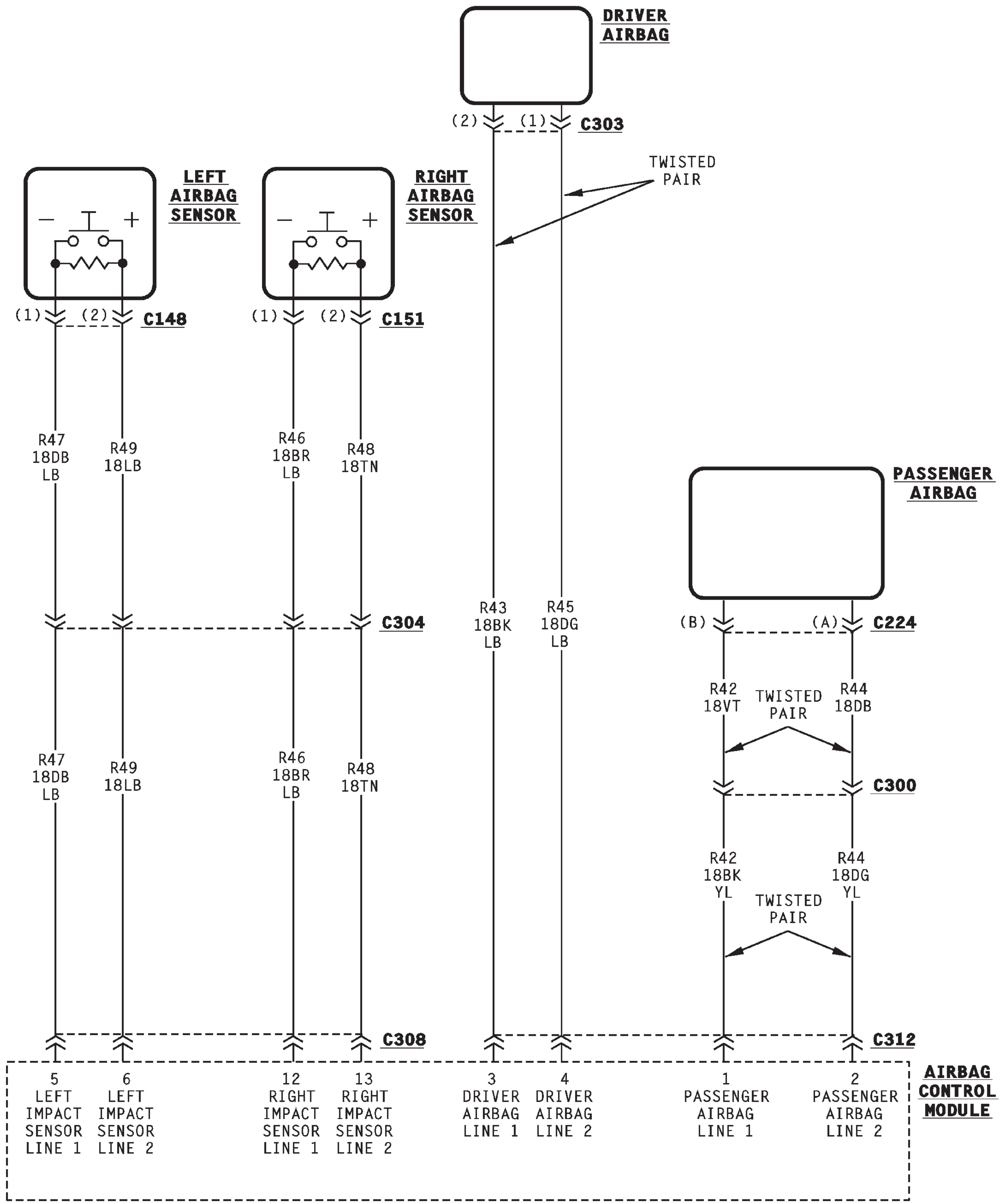
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX



806e6842 J968W-3


DRIVER AIRBAG
(2) (1) C303
TWISTED PAIR
LEFT AIRBAG SENSOR
RIGHT AIRBAG SENSOR
(1) (2) C148
(1) (2) C151
R47 18DB LB
R49 18LB
R46 18BR LB
R48 18TN
PASSENGER AIRBAG
C304
R43 18BK LB
R45 18DG LB
(B) (A) C224
R42 18VT
TWISTED PAIR
R44 18DB
R47 18DB LB
R49 18LB
R46 18BR LB
R48 18TN
C300
R42 18BK YL
R44 18DG YL
TWISTED PAIR
C308
C312
5 LEFT IMPACT SENSOR LINE 1
6 LEFT IMPACT SENSOR LINE 2
12 RIGHT IMPACT SENSOR LINE 1
13 RIGHT IMPACT SENSOR LINE 2
3 DRIVER AIRBAG LINE 1
4 DRIVER AIRBAG LINE 2
1 PASSENGER AIRBAG LINE 1
2 PASSENGER AIRBAG LINE 2
AIRBAG CONTROL MODULE

8W-44 INTERIOR LIGHTING

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

The Body Control Module (BCM) controls the courtesy lamps and rear cargo lamps. The reading dome/reading lamps in the overhead console act as courtesy lamps as well as containing a switch for independent operation.

Circuit 707 from the dimmer switch circuitry in the head lamp switch provides the illumination lamp intensity signal to the BCM. The BCM powers the illumination lamps on circuit E2.

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 8 in the PDC to circuit A21. Circuit A21 powers circuit F99 through PDC fuse 15. Circuit F99 feeds the BCM.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 to circuit A31. Circuit A31 powers circuit V23 through fuse 3 in the junction block. Circuit V23 feeds the BCM.

ILLUMINATION LAMPS

When the headlamps or parking lamps are ON, the The Body Control Module (BCM) recieves the park lamp input on circuit L90 and the illumination lamp intensity signal on circuit 707. Circuit 707 from the dimmer switch circuitry in the head lamp switch provides the illumination lamp intensity signal to the BCM.

After calculating the requested illumination lamp intesity, the BCM powers the following illumination lamps on circuit E2:

- Headlamp switch
- Floor console
- Instrument panel
- Ash receiver
- Graphic Display or Vehicle Information Center (VIC)
- Cigar lighter
- Radio
- A/C-Heater control switch

Circuit Z1 provides ground for the floor console lamps, instrument panel lamps, ash receiver lamp, graphic display or VIC. Circuit Z4 grounds the automatic temperature control switch lamp. Circuit Z5 grounds the radio lamp. The cigar lighter lamp and A/C-Heater control switch lamp (manual A/C-Heater) are case grounded.

COURTESY LAMPS, CARGO LAMP, IGNITION SWITCH KEY-IN HALO LAMP

When the courtesy lamp switch closes, it connects circuit M11 from the Body Control Module to ground on circuit Z1. In response the to the courtesy lamp signal, the BCM energizes the courtesy lamp relay by grounding the relay coil on circuit M112. When the relay energizes, it connects circuit M2 to ground on circuit Z1. Circuit M2 provides ground for the right and left courtesy lamps, dome/reading lamps, key-in halo lamp and cargo lamp.

Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers circuit M1 through fuse 16 in the junction block. Circuit M1 powers the right and left courtesy lamps, ignition switch key-in halo lamp, and cargo lamp. Circuit M1 also powers the glove box lamp and underhood lamp.

DOOR COURTESY LAMPS

When the BCM receives the courtesy lamp signal, it broadcasts a message on the CCD bus. The message signals the Drivers Door Module (DDM) and Passenger Door Module (PDM). In response, the DDM and PDM power the courtesy lamps in the front doors on circuit M1. Circuit Z1 grounds the courtesy lamps in the front doors.

Circuit F81 from the circuit breaker in cavity 2 of the junction block powers the DDM and PDM. Circuit A250 from fuse 11 in the PDC feeds circuit F81 through the circuit breaker.

DESCRIPTION AND OPERATION (Continued)

LIFTGATE COURTESY LAMP DISABLE SWITCH

When closed, the liftgate disable switch provides signal to the BCM on circuit M4 indicating a request to disable the courtesy lamps. To operate, all the doors must be closed with only the liftgate open. Pushing on the liftgate lens activates the switch. Pushing on the lense a second time deactivates the switch.

After receiving the courtesy lamp disable signal, the BCM turns off the courtesy lamps by de-energizing the courtesy lamp relay.

GLOVE BOX LAMP

Circuit A7 from 15 in the Power Distribution Center (PDC) powers circuit M1 through fuse 16 in the junction block. Circuit M1 powers the glove box lamp. The lamp has a switch in series which when closed, connects the lamp to ground on circuit Z1.

UNDERHOOD LAMP

Circuit M1 from fuse 16 in the Power Distribution Center (PDC) feeds the underhood lamp. The lamp contains a mercury switch which connects the lamp to ground on circuit Z1 when the hood is raised.

VISOR VANITY MIRRORS

Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers circuit M1 through fuse 16 in the junction block. Circuit M1 feeds the visor vanity mirror lamps. Each mirror has a switch grounds the lamps in the mirrors to circuit Z1.

OVERHEAD CONSOLE LAMPS

Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers circuit M1 through fuse 16 in the junction block. Circuit M1 feeds the overhead console lamps.

Each overhead console lamp has a switch that connects the lamps to ground on circuit Z1. The lamps are also grounded when the Body Control Module (BCM) energizes the courtesy lamp relay to connect circuit M2 to ground on circuit Z1.

DAY/NIGHT MIRROR

When the ignition switch is in the RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) circuit A22. Circuit A22 powers circuit F83 through fuse 6 in the junction block. Circuit F83 feeds the day/night rear view mirror. Circuit Z1 grounds mirror.

Circuits P112 and P114 connect from the day/night mirror to the drivers outside mirror.

Circuit L10 from the park/neutral switch signals the day/night mirror when the vehicle is in reverse. The mirror turns off when the vehicle is in reverse.

UNIVERSAL GARAGE DOOR OPENER

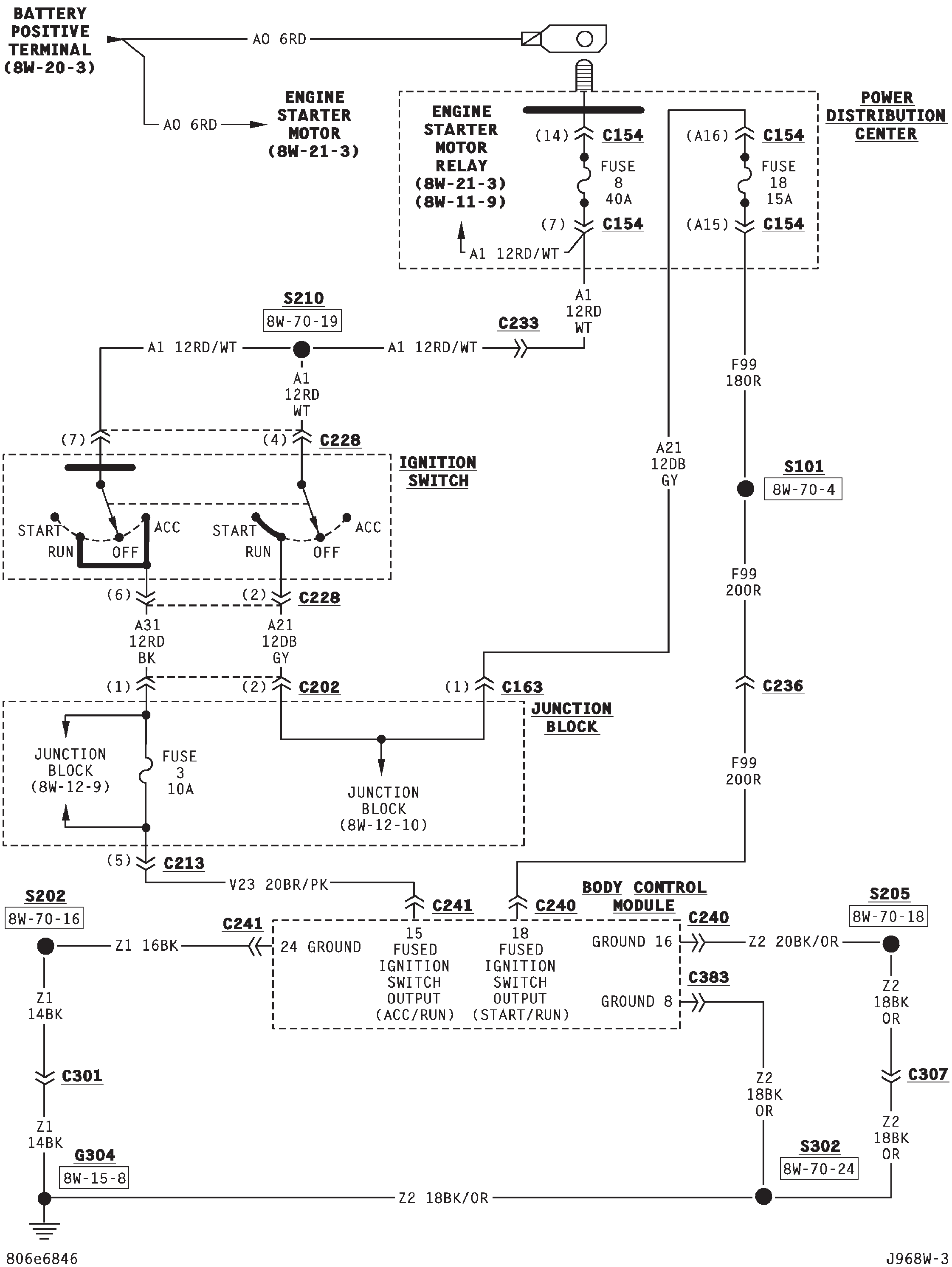
Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers circuit M1 through fuse 16 in the junction block. Circuit M1 feeds the visor vanity mirrors and the universal garage door opener. The opener is located on the left visor. Circuit Z1 provides ground for the opener.

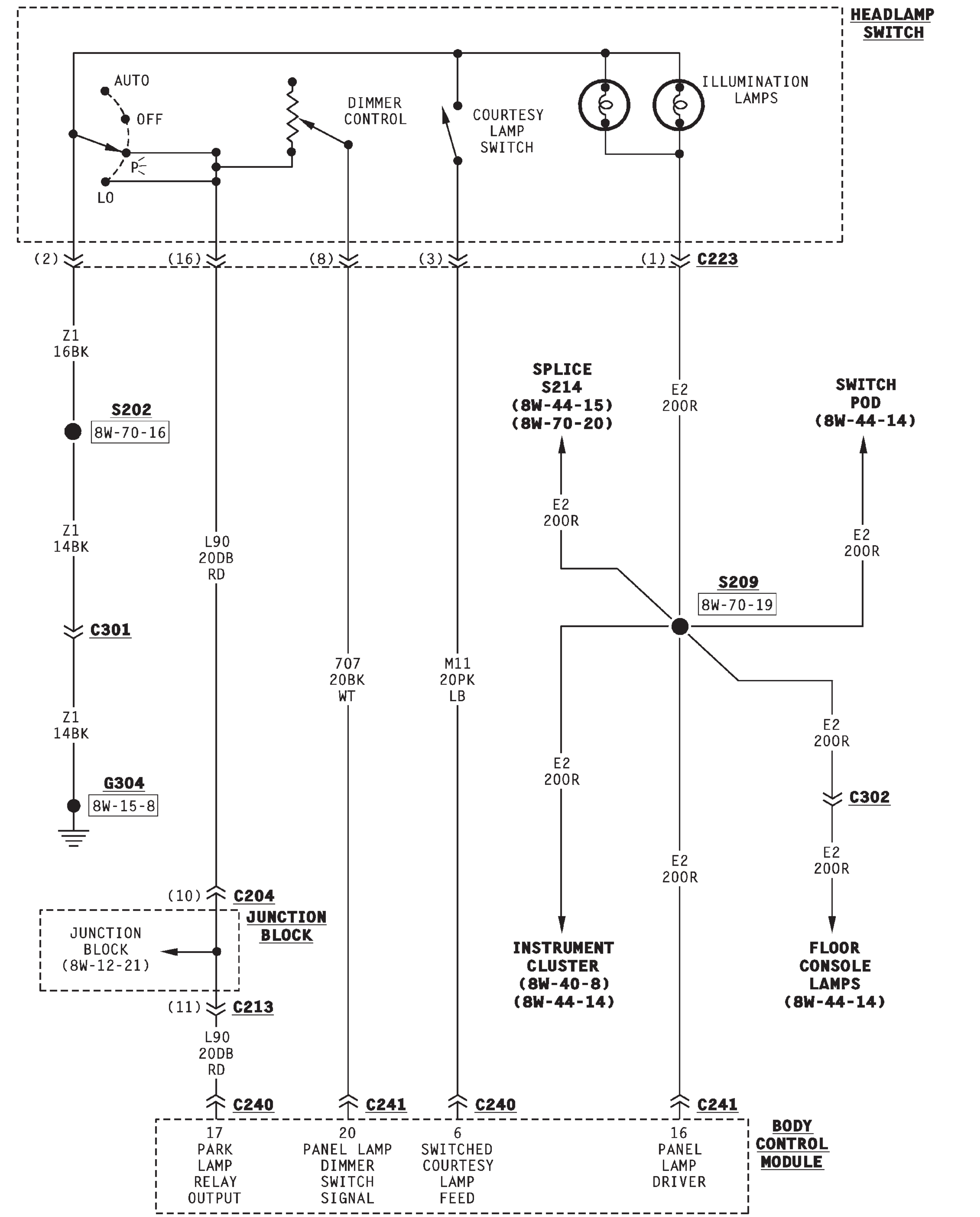
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

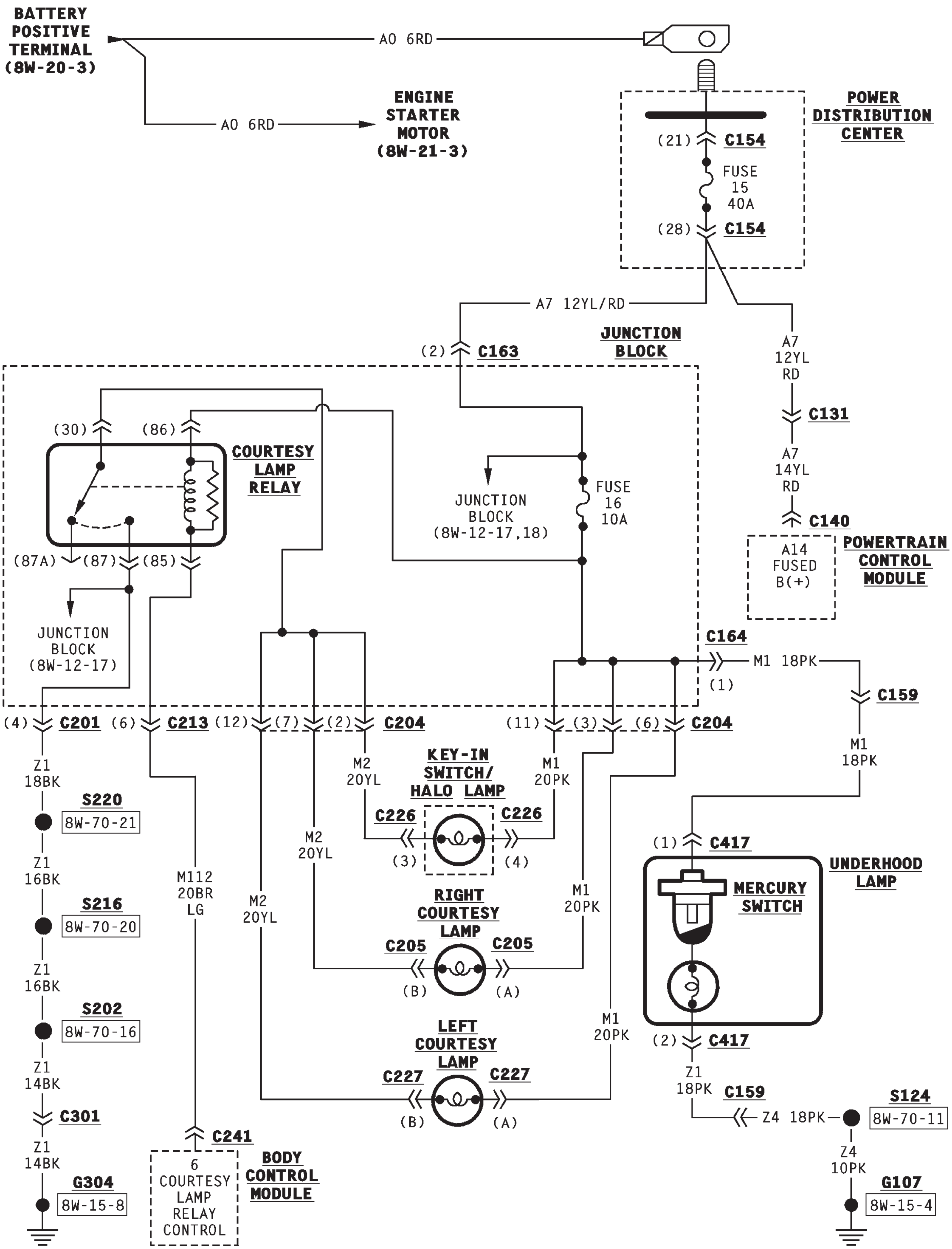
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

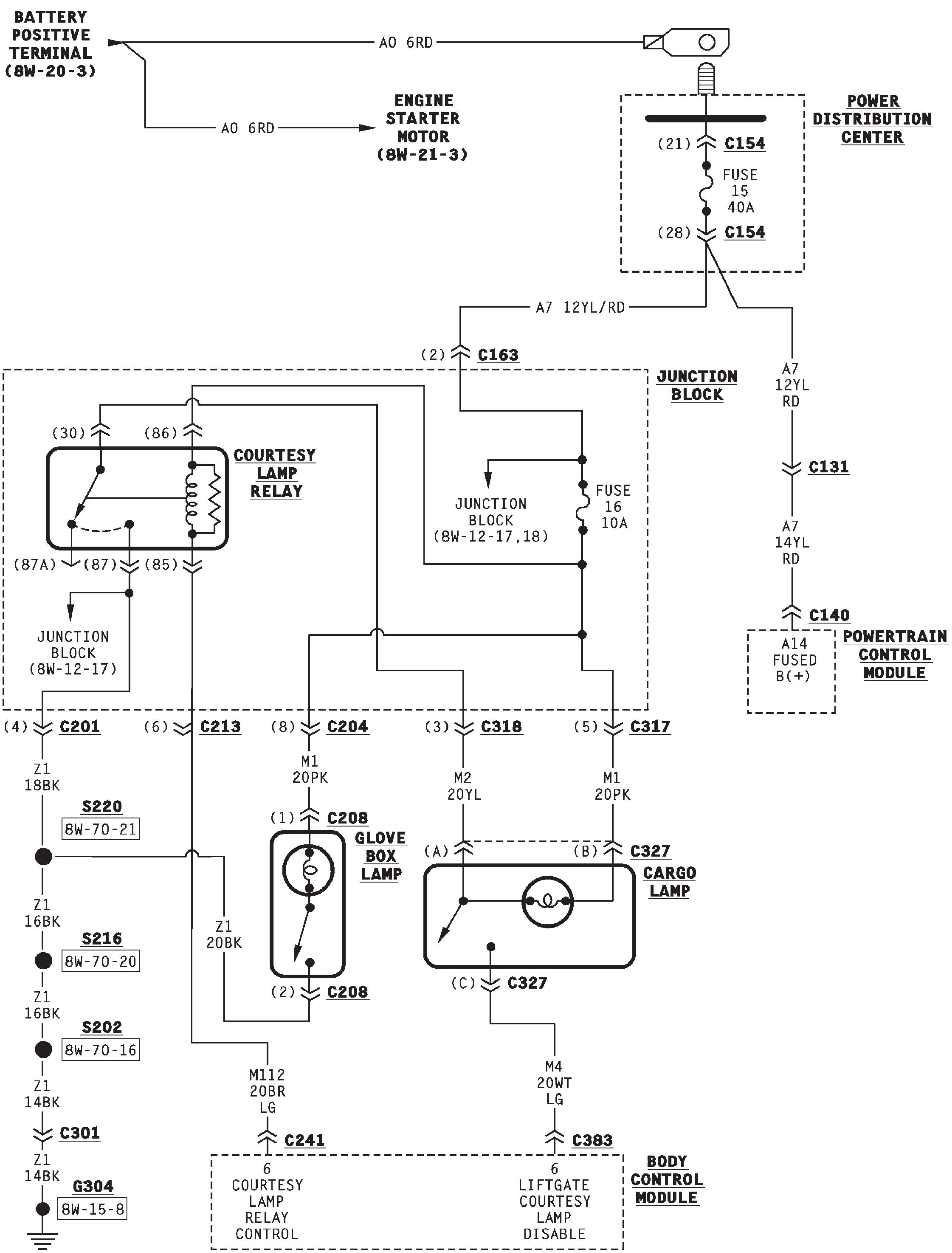
DIAGRAM INDEX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-21-3) (8W-11-9)
(14) C154
FUSE 8 40A
(7) C154
A1 12RD/WT
(A16) C154
FUSE 18 15A
(A15) C154
POWER DISTRIBUTION CENTER
A1 12RD WT
S210
8W-70-19
A1 12RD/WT
A1 12RD/WT
C233
A1 12RD WT
F99 18OR
A21 12DB GY
S101
8W-70-4
(7)
(4) C228
IGNITION SWITCH
START
ACC
RUN
OFF
START
ACC
RUN
OFF
(6)
(2) C228
F99 20OR
A31 12RD BK
A21 12DB GY
(1)
(2) C202
(1) C163
C236
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-9)
FUSE 3 10A
JUNCTION BLOCK (8W-12-10)
F99 20OR
(5) C213
V23 20BR/PK
C241
C240
BODY CONTROL MODULE
S202
8W-70-16
C241
Z1 16BK
24 GROUND
15 FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
18 FUSED IGNITION SWITCH OUTPUT (START/RUN)
C240
GROUND 16
Z2 20BK/OR
S205
8W-70-18
C383
GROUND 8
Z1 14BK
Z2 18BK OR
C301
C307
Z2 18BK OR
Z1 14BK
G304
8W-15-8
S302
8W-70-24
Z2 18BK OR
Z2 18BK/OR
806e6846
J968W-3



HEADLAMP SWITCH
AUTO
OFF
P
LO
DIMMER CONTROL
COURTESY LAMP SWITCH
ILLUMINATION LAMPS
(2)
(16)
(8)
(3)
(1)
C223
Z1 16BK
S202
8W-70-16
Z1 14BK
C301
Z1 14BK
G304
8W-15-8
L90 20DB RD
(10)
C204
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21)
(11)
C213
L90 20DB RD
707 20BK WT
M11 20PK LB
SPLICE S214 (8W-44-15) (8W-70-20)
E2 20OR
SWITCH POD (8W-44-14)
S209
8W-70-19
C302
INSTRUMENT CLUSTER (8W-40-8) (8W-44-14)
FLOOR CONSOLE LAMPS (8W-44-14)
C240
C241
C240
C241
17 PARK LAMP RELAY OUTPUT
20 PANEL LAMP DIMMER SWITCH SIGNAL
6 SWITCHED COURTESY LAMP FEED
16 PANEL LAMP DRIVER
BODY CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
A7 12YL/RD
(2) C163
JUNCTION BLOCK
A7 12YL RD
C131
A7 14YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(30)
(86)
COURTESY LAMP RELAY
JUNCTION BLOCK (8W-12-17,18)
FUSE 16 10A
(87A)
(87)
(85)
JUNCTION BLOCK (8W-12-17)
C164
M1 18PK
(1)
C159
(4) C201
(6) C213
(12)
(7)
(2) C204
(11)
(3)
(6) C204
Z1 18BK
S220 8W-70-21
Z1 16BK
S216 8W-70-20
Z1 16BK
S202 8W-70-16
Z1 14BK
C301
Z1 14BK
G304 8W-15-8
M112 20BR LG
C241
6 COURTESY LAMP RELAY CONTROL
BODY CONTROL MODULE
M2 20YL
M1 20PK
KEY-IN SWITCH/ HALO LAMP
C226
C226
(3)
(4)
M1 18PK
(1) C417
UNDERHOOD LAMP
MERCURY SWITCH
RIGHT COURTESY LAMP
C205
C205
(B)
(A)
LEFT COURTESY LAMP
C227
C227
(B)
(A)
(2) C417
Z1 18PK
C159
Z4 18PK
S124 8W-70-11
Z4 10PK
G107 8W-15-4



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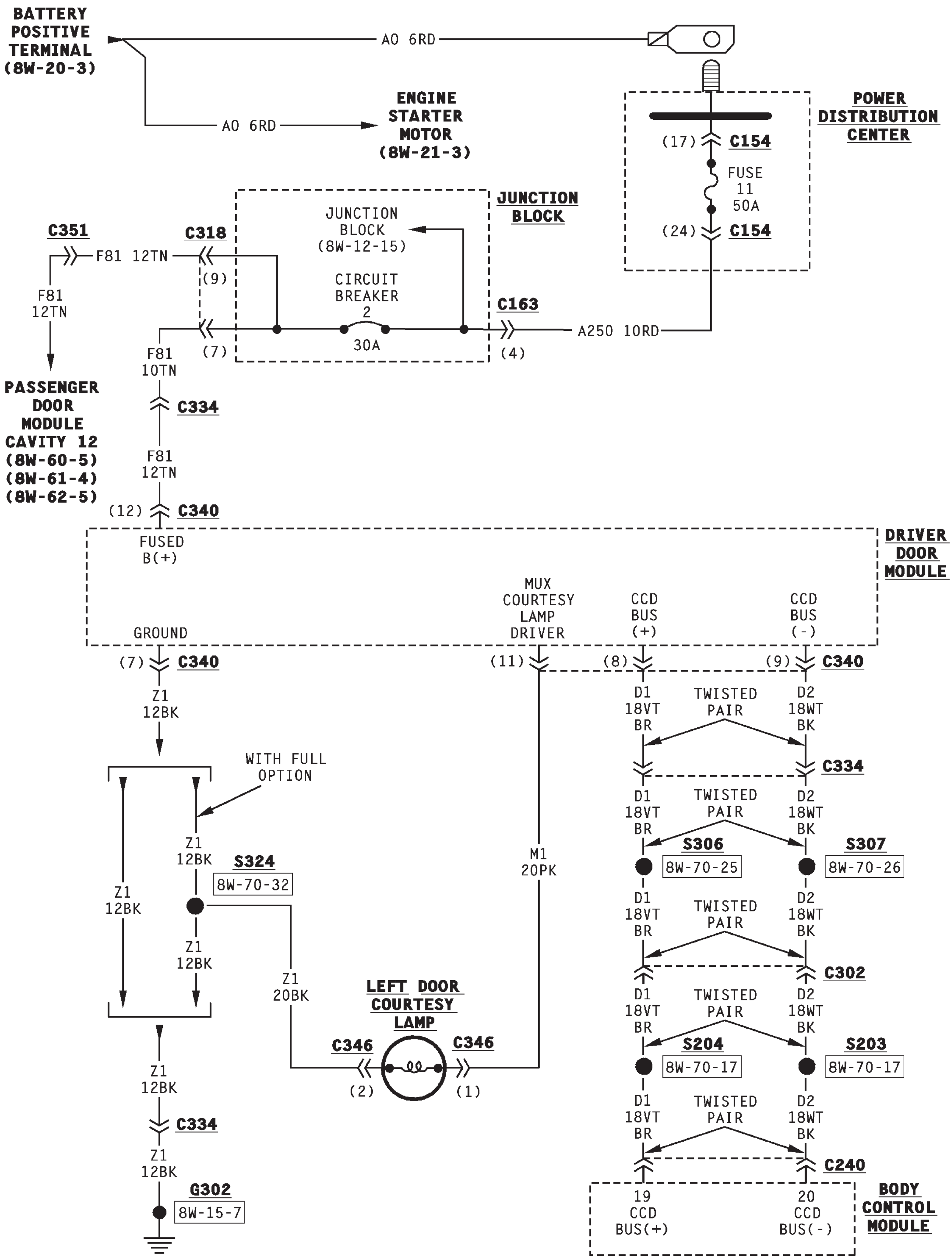
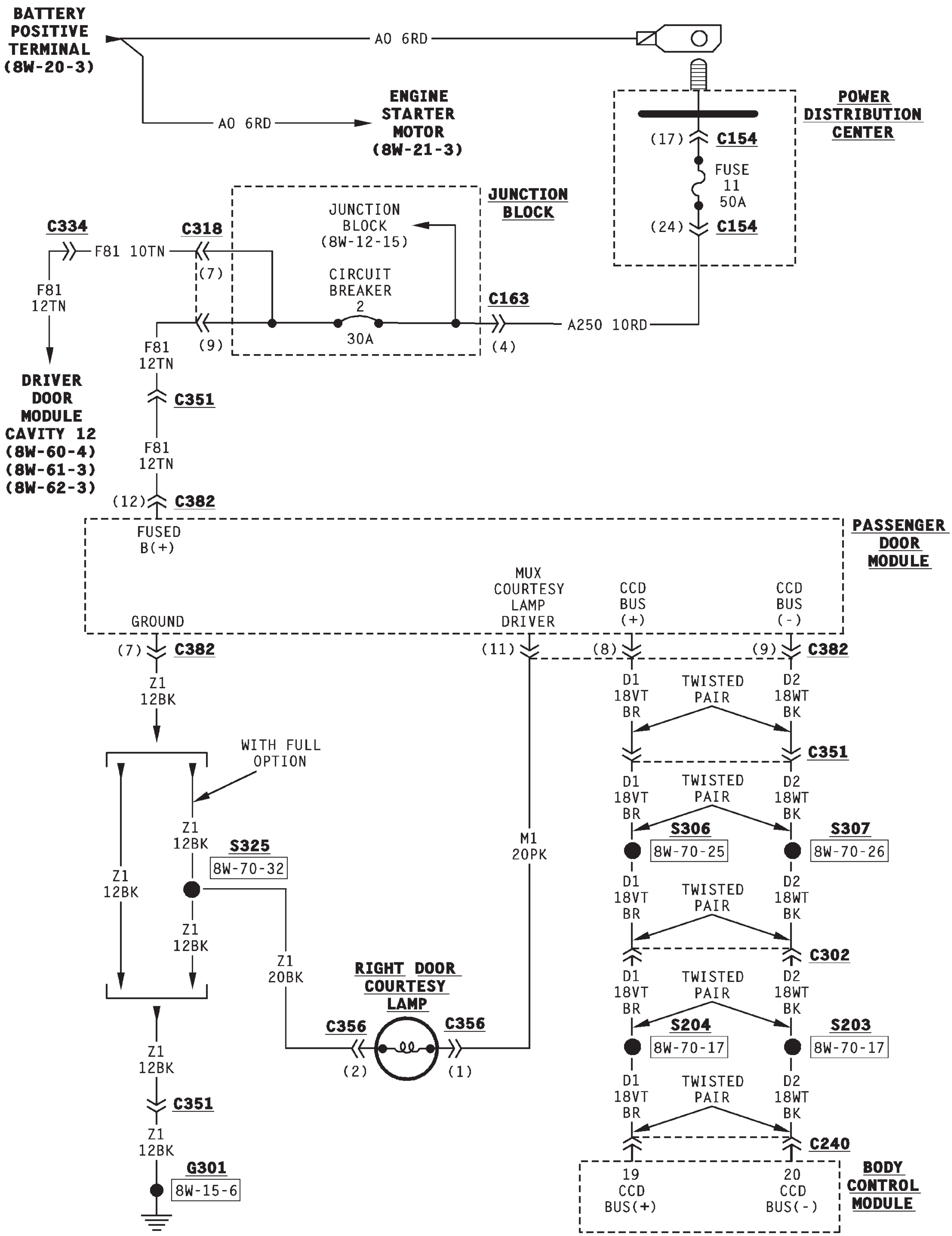
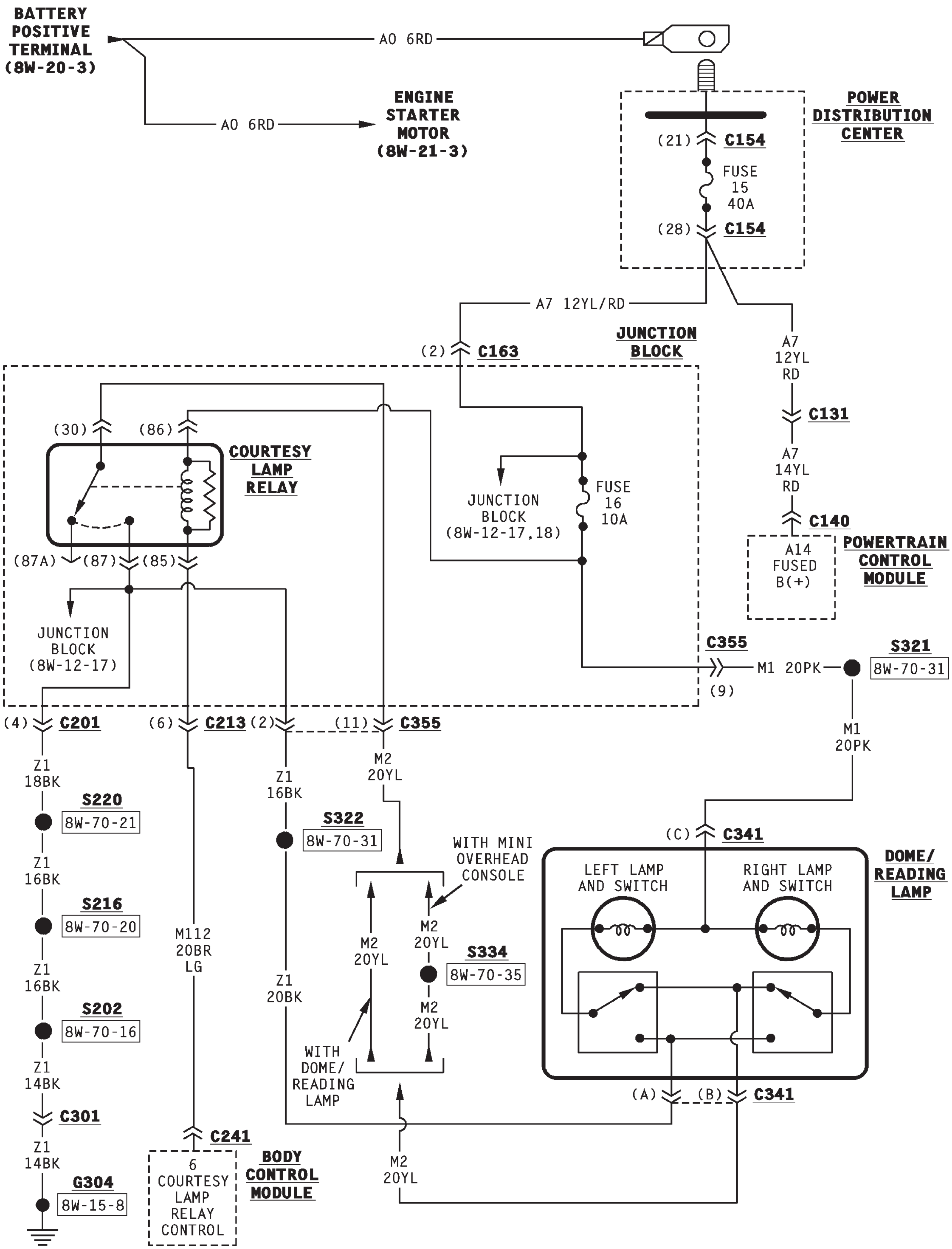
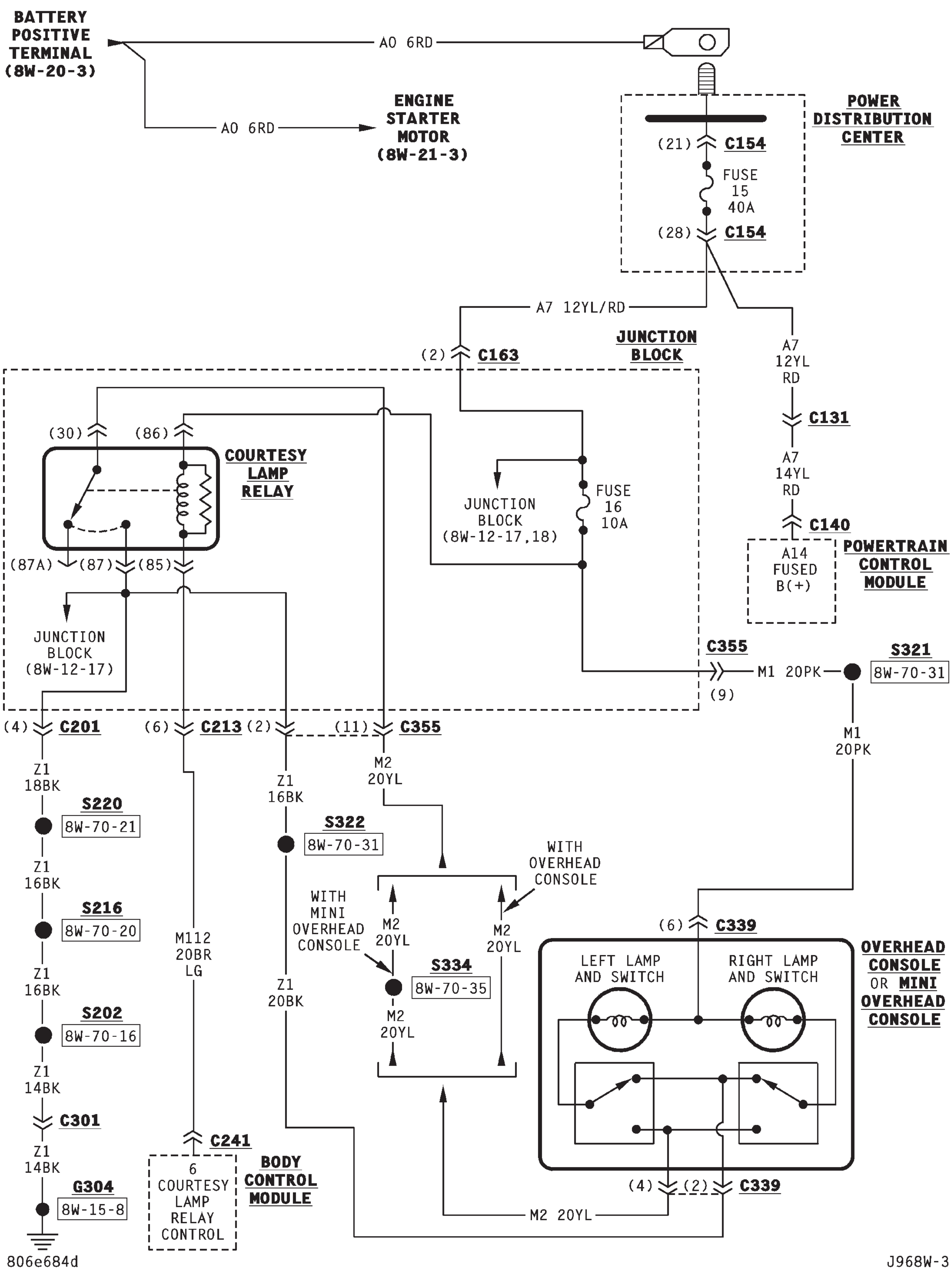
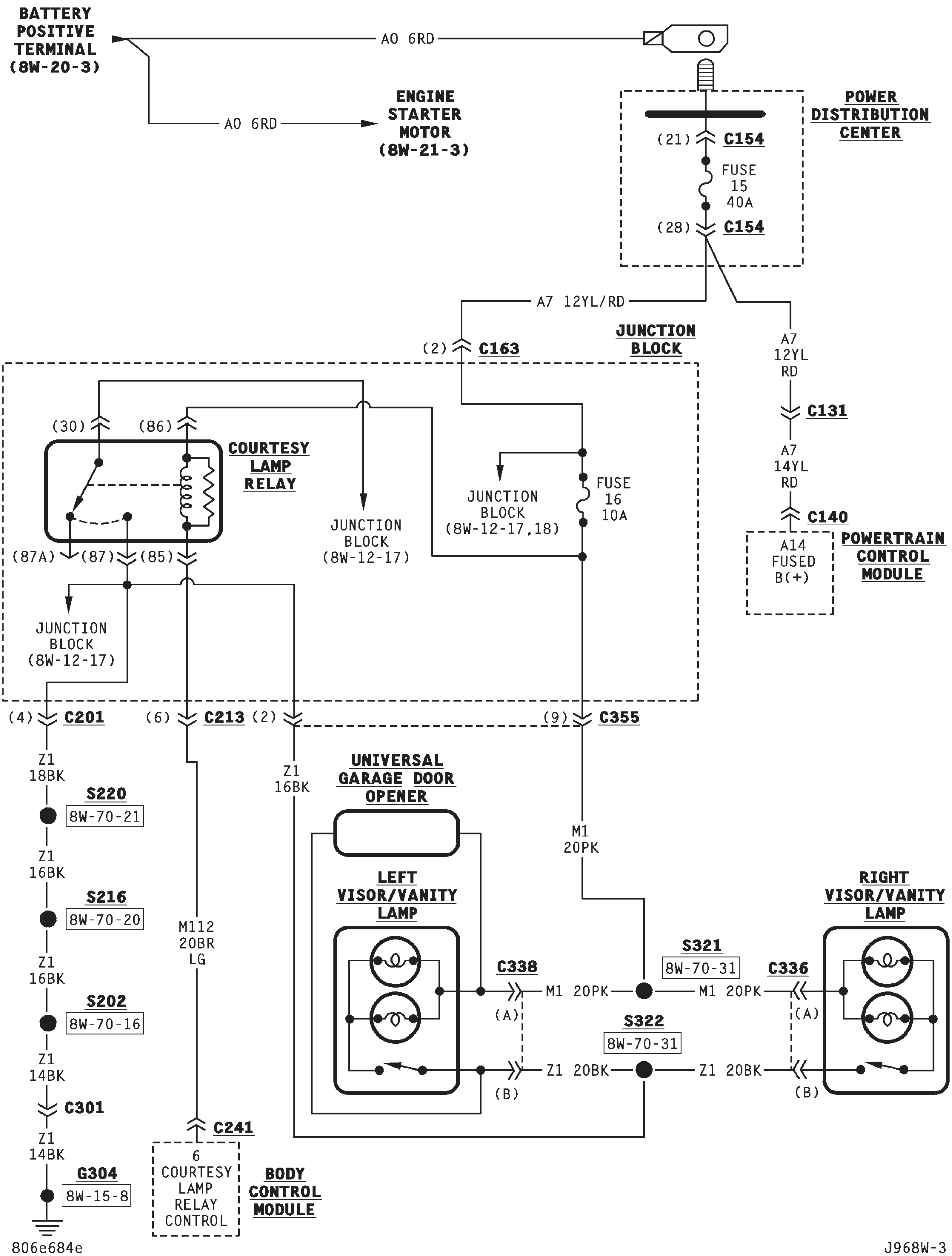
J968W-3

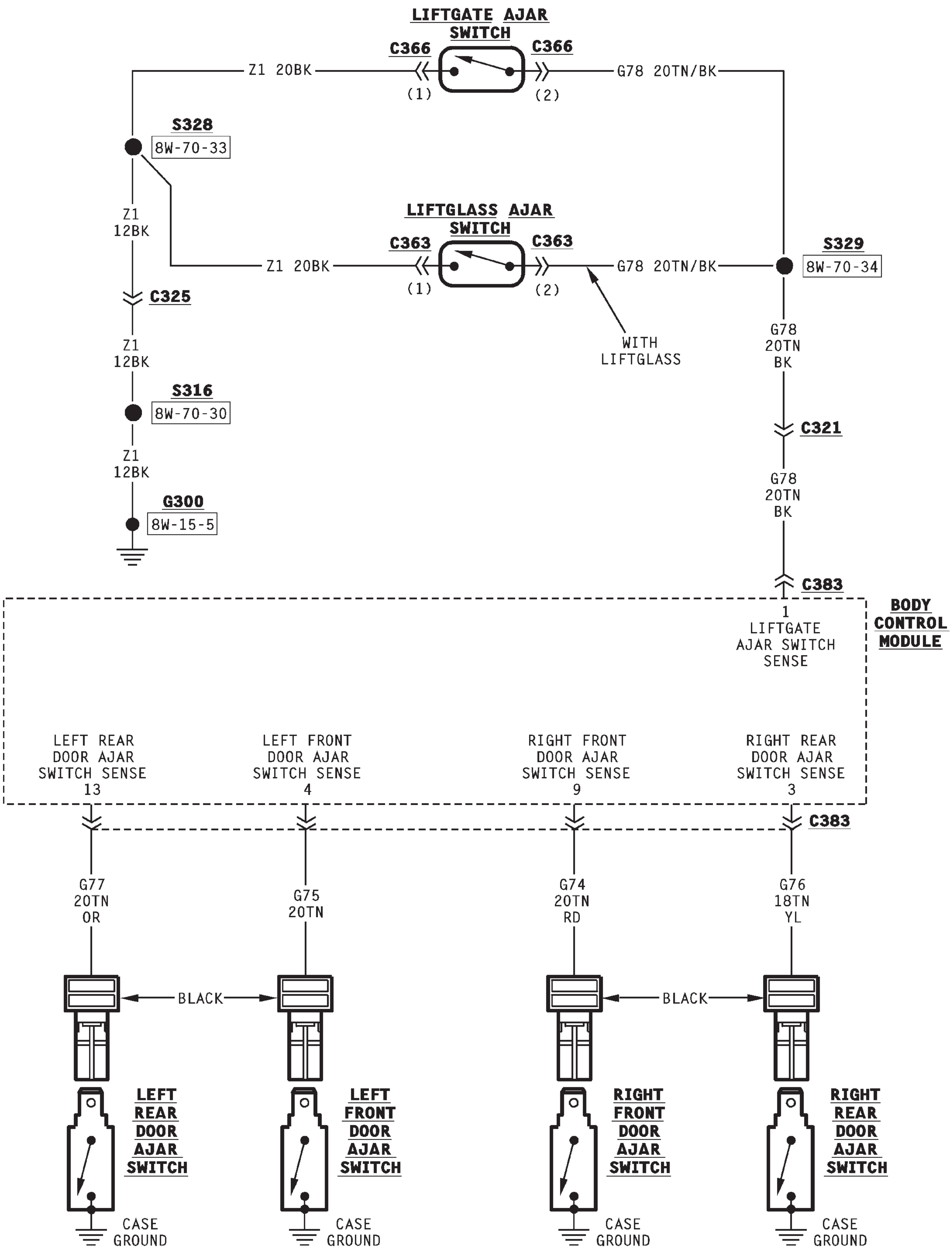

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-15)
CIRCUIT BREAKER 2
30A
C351
F81 12TN
C318
(9)
(7)
F81 12TN
C163
(4)
A250 10RD
F81 10TN
C334
F81 12TN
PASSENGER DOOR MODULE CAVITY 12 (8W-60-5) (8W-61-4) (8W-62-5)
(12) C340
FUSED B(+)
DRIVER DOOR MODULE
MUX COURTESY LAMP DRIVER
CCD BUS (+)
CCD BUS (-)
GROUND
(7) C340
(11)
(8)
(9) C340
Z1 12BK
WITH FULL OPTION
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C334
S306 8W-70-25
S307 8W-70-26
Z1 12BK
S324 8W-70-32
Z1 12BK
Z1 12BK
M1 20PK
Z1 20BK
C302
LEFT DOOR COURTESY LAMP
C346
C346
(2)
(1)
S204 8W-70-17
S203 8W-70-17
Z1 12BK
C334
Z1 12BK
G302 8W-15-7
C240
19 CCD BUS(+)
20 CCD BUS(-)
BODY CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-15)
CIRCUIT BREAKER 2
30A
C334
F81 10TN
C318
(7)
(9)
F81 12TN
C163
(4)
A250 10RD
DRIVER DOOR MODULE CAVITY 12 (8W-60-4) (8W-61-3) (8W-62-3)
F81 12TN
C351
F81 12TN
(12) C382
PASSENGER DOOR MODULE
FUSED B(+)
GROUND
MUX COURTESY LAMP DRIVER
CCD BUS (+)
CCD BUS (-)
(7) C382
(11)
(8)
(9) C382
Z1 12BK
WITH FULL OPTION
Z1 12BK
S325
8W-70-32
Z1 12BK
Z1 12BK
Z1 20BK
M1 20PK
RIGHT DOOR COURTESY LAMP
C356
C356
(2)
(1)
Z1 12BK
C351
Z1 12BK
G301
8W-15-6
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C351
S306
8W-70-25
S307
8W-70-26
C302
S204
8W-70-17
S203
8W-70-17
C240
BODY CONTROL MODULE
19 CCD BUS(+)
20 CCD BUS(-)

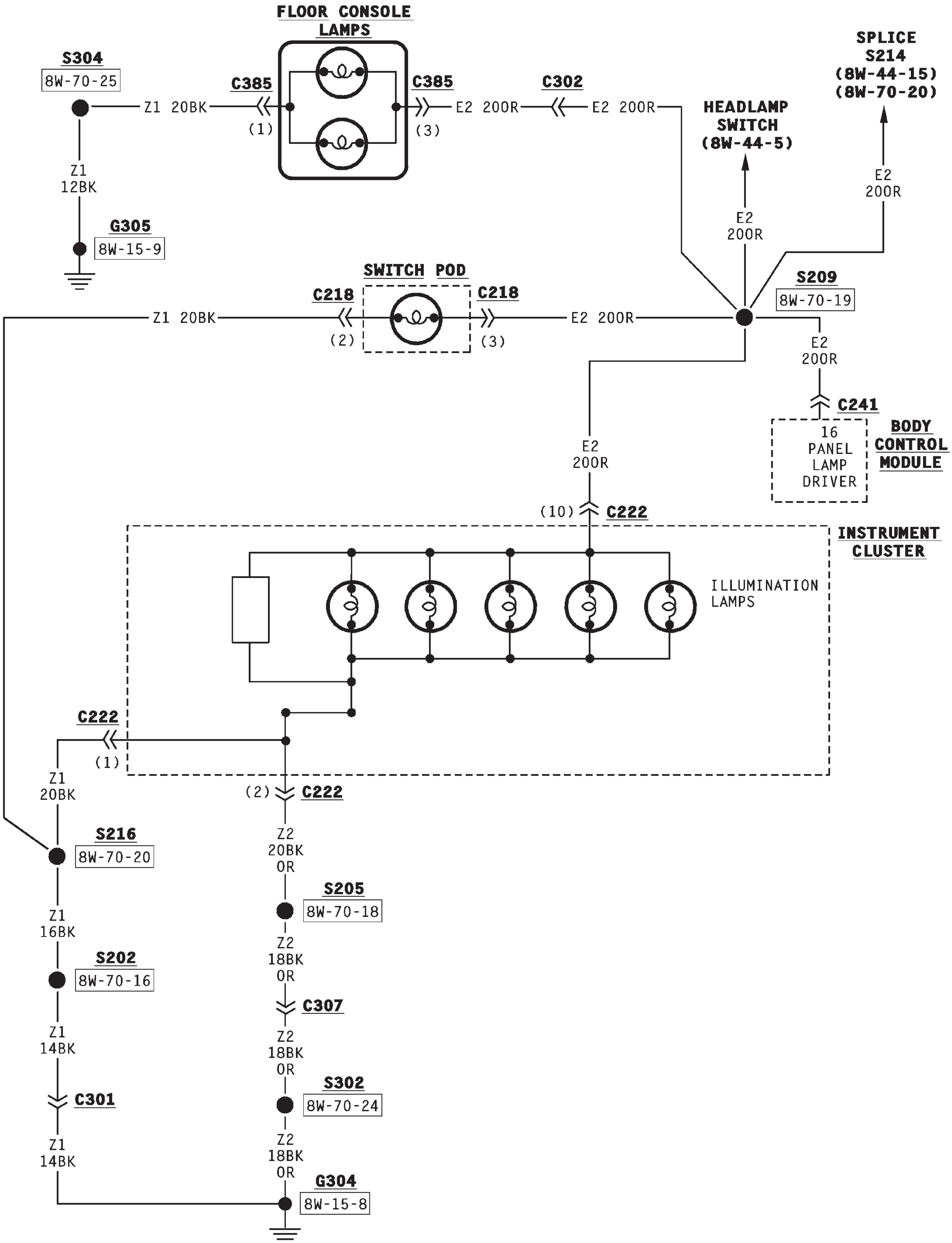

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
A7 12YL/RD
(2) C163
JUNCTION BLOCK
A7 12YL RD
C131
A7 14YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(30) (86)
COURTESY LAMP RELAY
JUNCTION BLOCK (8W-12-17,18)
FUSE 16 10A
(87A) (87) (85)
JUNCTION BLOCK (8W-12-17)
C355
M1 20PK
(9)
S321 8W-70-31
(4) C201
(6) C213
(2)
(11) C355
M1 20PK
Z1 18BK
S220 8W-70-21
Z1 16BK
S216 8W-70-20
Z1 16BK
S202 8W-70-16
Z1 14BK
C301
Z1 14BK
G304 8W-15-8
M112 20BR LG
C241
6 COURTESY LAMP RELAY CONTROL
BODY CONTROL MODULE
Z1 16BK
S322 8W-70-31
Z1 20BK
M2 20YL
WITH MINI OVERHEAD CONSOLE
M2 20YL
M2 20YL
S334 8W-70-35
M2 20YL
WITH DOME/ READING LAMP
M2 20YL
(C) C341
LEFT LAMP AND SWITCH
RIGHT LAMP AND SWITCH
DOME/ READING LAMP
(A) (B) C341

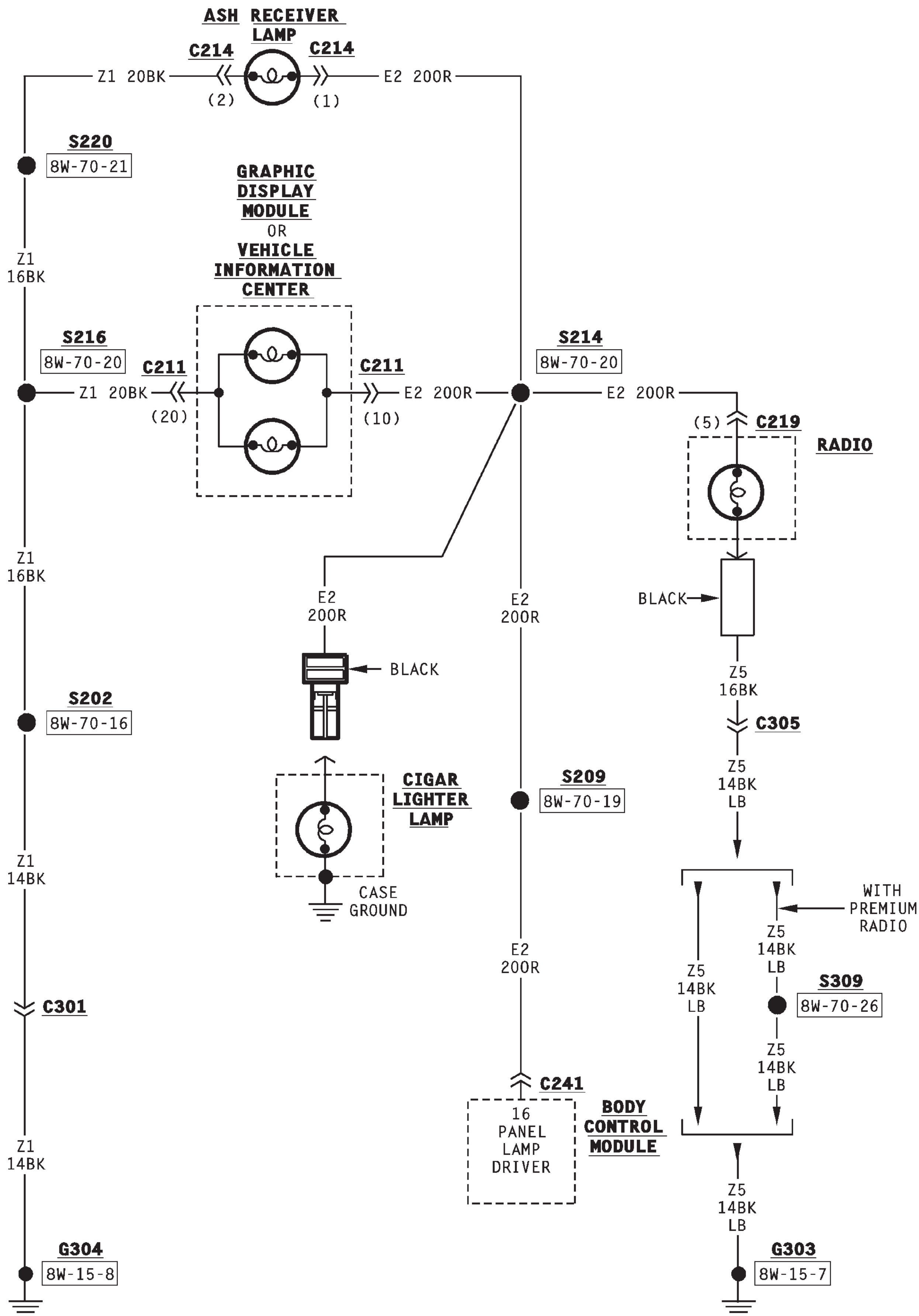

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
A7 12YL/RD
A7 12YL RD
C131
A7 14YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(2) C163
JUNCTION BLOCK
(30)
(86)
COURTESY LAMP RELAY
(87A)
(87)
(85)
JUNCTION BLOCK (8W-12-17,18)
FUSE 16 10A
JUNCTION BLOCK (8W-12-17)
C355
M1 20PK
(9)
S321
8W-70-31
(4) C201
(6) C213
(2)
(11) C355
Z1 18BK
S220
8W-70-21
Z1 16BK
S216
8W-70-20
Z1 16BK
S202
8W-70-16
Z1 14BK
C301
Z1 14BK
G304
8W-15-8
M112 20BR LG
C241
6 COURTESY LAMP RELAY CONTROL
BODY CONTROL MODULE
Z1 16BK
S322
8W-70-31
Z1 20BK
M2 20YL
WITH OVERHEAD CONSOLE
WITH MINI OVERHEAD CONSOLE
M2 20YL
M2 20YL
S334
8W-70-35
M2 20YL
M1 20PK
(6) C339
LEFT LAMP AND SWITCH
RIGHT LAMP AND SWITCH
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
(4)
(2) C339
M2 20YL
806e684d
J968W-3

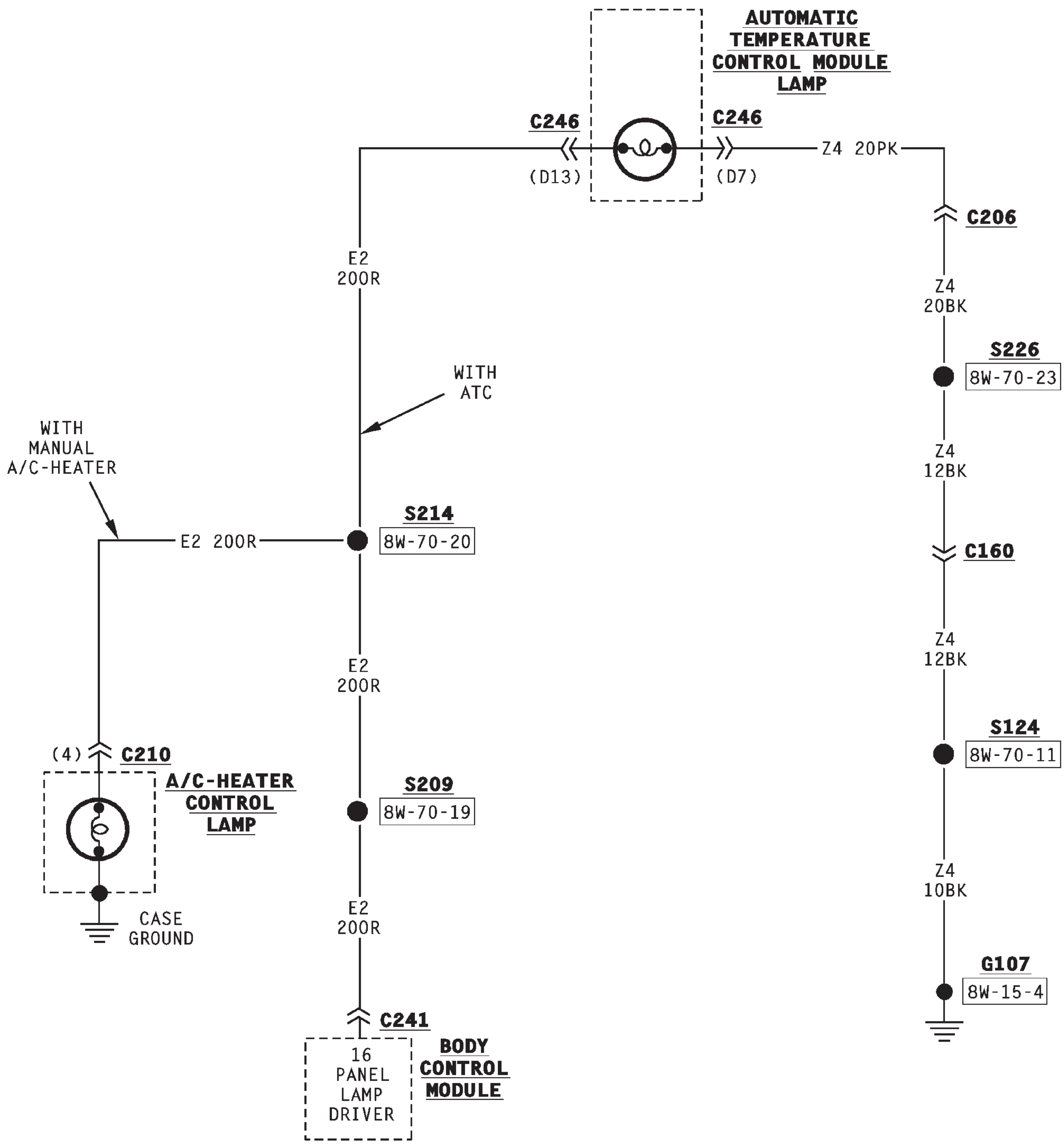

BATTERY
POSITIVE
TERMINAL
(8W-20-3)
A0 6RD
A0 6RD
ENGINE
STARTER
MOTOR
(8W-21-3)
POWER
DISTRIBUTION
CENTER
(21)
C154
FUSE
15
40A
(28)
C154
A7 12YL/RD
(2)
C163
JUNCTION
BLOCK
A7
12YL
RD
C131
A7
14YL
RD
C140
A14
FUSED
B(+)
POWERTRAIN
CONTROL
MODULE
(30)
(86)
COURTESY
LAMP
RELAY
JUNCTION
BLOCK
(8W-12-17)
JUNCTION
BLOCK
(8W-12-17,18)
FUSE
16
10A
(87A)
(87)
(85)
JUNCTION
BLOCK
(8W-12-17)
(4)
C201
(6)
C213
(2)
(9)
C355
Z1
18BK
S220
8W-70-21
Z1
16BK
S216
8W-70-20
Z1
16BK
S202
8W-70-16
Z1
14BK
C301
Z1
14BK
G304
8W-15-8
M112
20BR
LG
C241
6
COURTESY
LAMP
RELAY
CONTROL
BODY
CONTROL
MODULE
Z1
16BK
UNIVERSAL
GARAGE DOOR
OPENER
M1
20PK
LEFT
VISOR/VANITY
LAMP
C338
M1 20PK
(A)
Z1 20BK
(B)
S321
8W-70-31
S322
8W-70-31
M1 20PK
Z1 20BK
C336
(A)
(B)
RIGHT
VISOR/VANITY
LAMP
806e684e
J968W-3



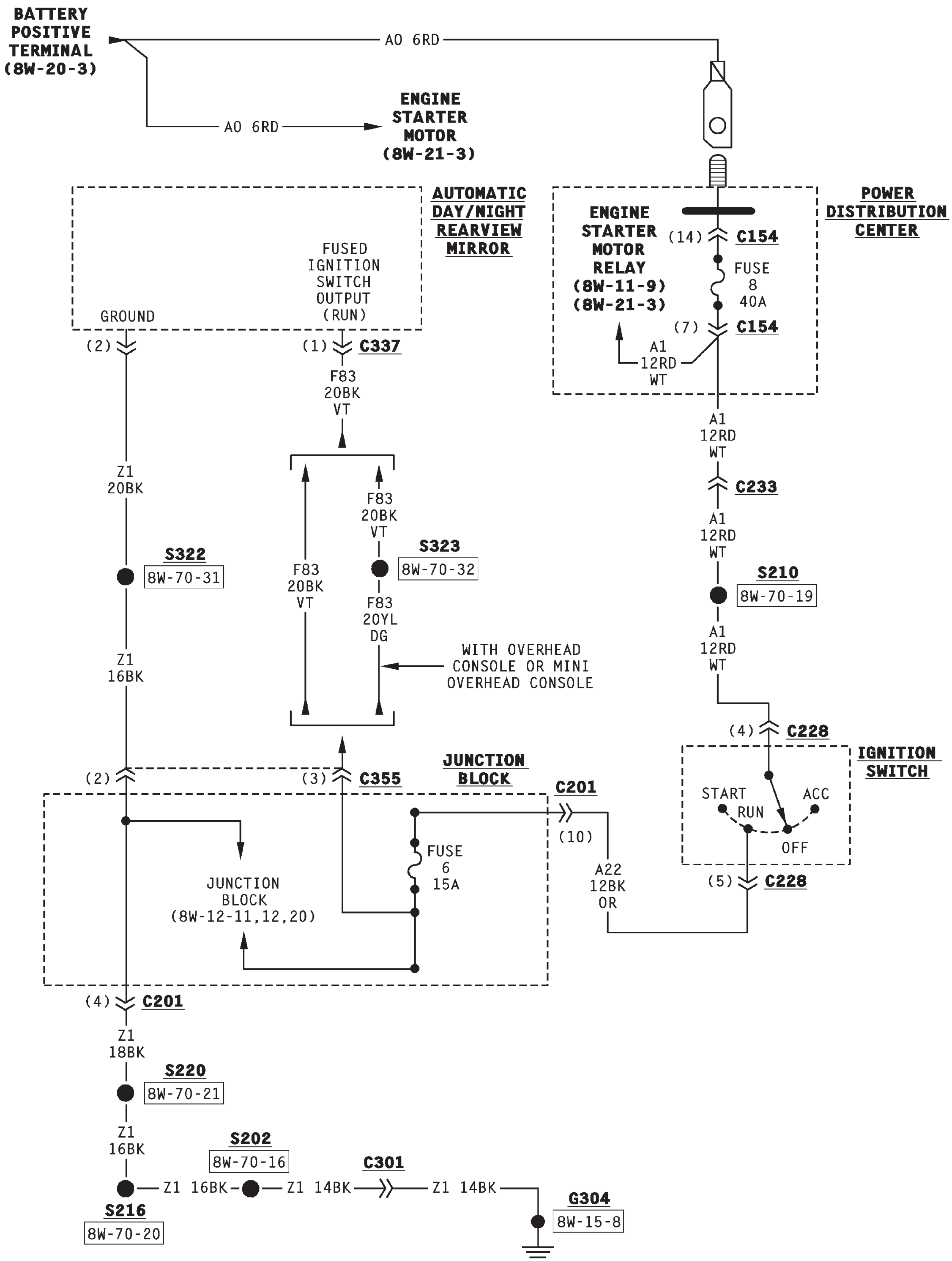
806e684f J968W-3


FLOOR CONSOLE LAMPS
S304
8W-70-25
Z1 20BK
C385
(1)
C385
(3)
E2 20OR
C302
E2 20OR
HEADLAMP SWITCH (8W-44-5)
SPLICE S214 (8W-44-15) (8W-70-20)
Z1 12BK
G305
8W-15-9
E2 20OR
E2 20OR
SWITCH POD
C218
(2)
C218
(3)
Z1 20BK
E2 20OR
S209
8W-70-19
E2 20OR
C241
16 PANEL LAMP DRIVER
BODY CONTROL MODULE
E2 20OR
(10)
C222
INSTRUMENT CLUSTER
ILLUMINATION LAMPS
C222
(1)
Z1 20BK
(2)
C222
S216
8W-70-20
Z2 20BK OR
S205
8W-70-18
Z1 16BK
Z2 18BK OR
S202
8W-70-16
C307
Z1 14BK
Z2 18BK OR
C301
S302
8W-70-24
Z1 14BK
Z2 18BK OR
G304
8W-15-8


ASH RECEIVER LAMP
C214
C214
Z1 20BK
E2 20OR
(2)
(1)
S220
8W-70-21
GRAPHIC DISPLAY MODULE
OR
VEHICLE INFORMATION CENTER
Z1 16BK
S216
8W-70-20
C211
C211
Z1 20BK
E2 20OR
(20)
(10)
S214
8W-70-20
E2 20OR
(5)
C219
RADIO
Z1 16BK
E2 20OR
E2 20OR
BLACK
BLACK
Z5 16BK
C305
Z5 14BK LB
S202
8W-70-16
CIGAR LIGHTER LAMP
S209
8W-70-19
Z1 14BK
CASE GROUND
WITH PREMIUM RADIO
Z5 14BK LB
E2 20OR
Z5 14BK LB
S309
8W-70-26
C301
Z5 14BK LB
C241
16 PANEL LAMP DRIVER
BODY CONTROL MODULE
Z1 14BK
Z5 14BK LB
G304
8W-15-8
G303
8W-15-7



AUTOMATIC TEMPERATURE CONTROL MODULE LAMP
C246
C246
(D13)
(D7)
Z4 20PK
C206
Z4 20BK
S226
8W-70-23
Z4 12BK
C160
Z4 12BK
S124
8W-70-11
Z4 10BK
G107
8W-15-4
E2 20OR
WITH ATC
WITH MANUAL A/C-HEATER
E2 20OR
S214
8W-70-20
E2 20OR
S209
8W-70-19
E2 20OR
C241
16 PANEL LAMP DRIVER
BODY CONTROL MODULE
(4)
C210
A/C-HEATER CONTROL LAMP
CASE GROUND


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
AUTOMATIC DAY/NIGHT REARVIEW MIRROR
FUSED IGNITION SWITCH OUTPUT (RUN)
GROUND
(2)
(1)
C337
F83 20BK VT
POWER DISTRIBUTION CENTER
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(14) C154
FUSE 8 40A
(7) C154
A1 12RD WT
A1 12RD WT
C233
A1 12RD WT
S210
8W-70-19
A1 12RD WT
Z1 20BK
S322
8W-70-31
Z1 16BK
F83 20BK VT
S323
8W-70-32
F83 20BK VT
F83 20YL DG
WITH OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
(4) C228
IGNITION SWITCH
START
RUN
ACC
OFF
(5) C228
(2)
(3) C355
JUNCTION BLOCK
C201
(10)
JUNCTION BLOCK (8W-12-11,12,20)
FUSE 6 15A
A22 12BK OR
(4) C201
Z1 18BK
S220
8W-70-21
Z1 16BK
S202
8W-70-16
C301
Z1 16BK
Z1 14BK
Z1 14BK
S216
8W-70-20
G304
8W-15-8

1996 Grand Cherokee
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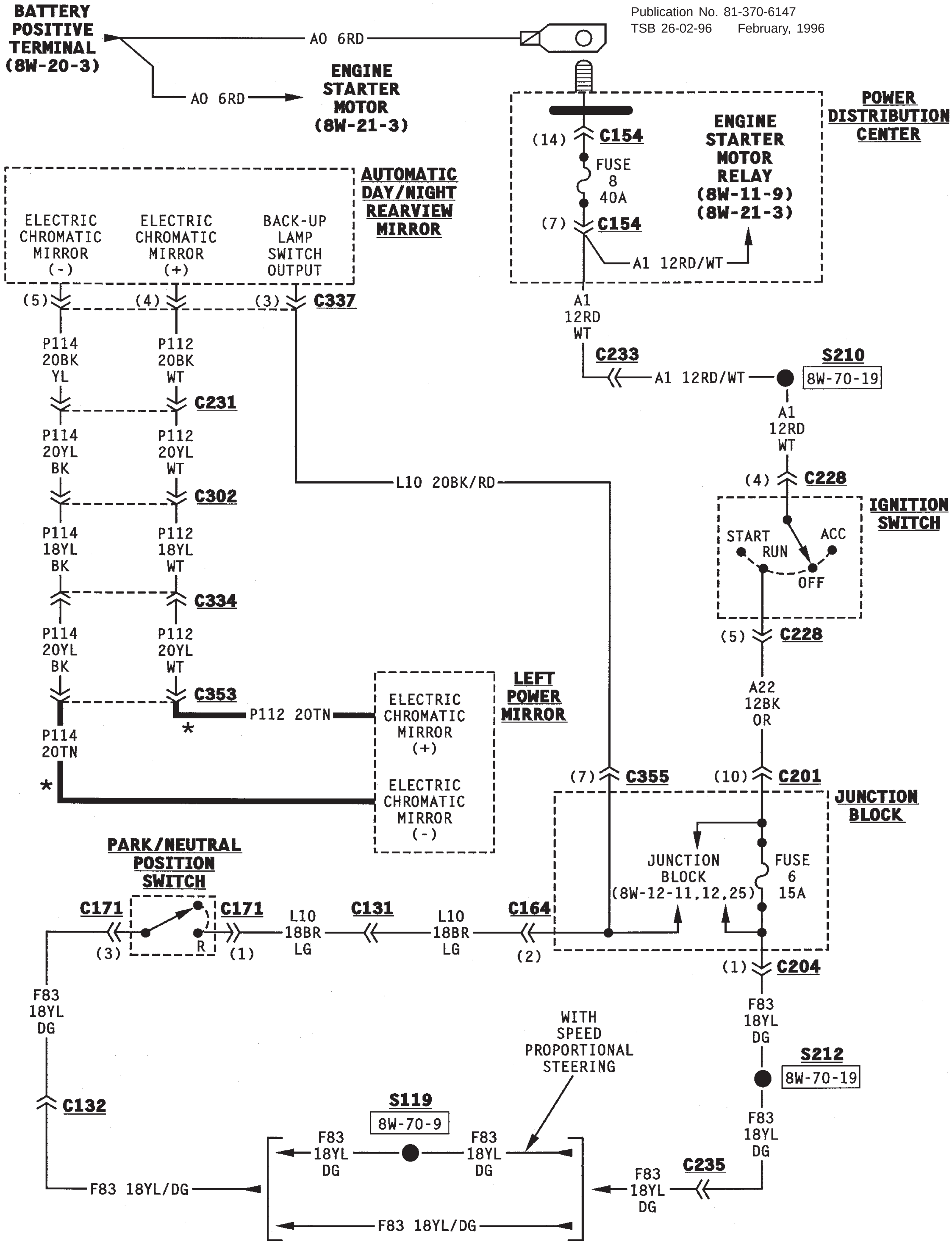
TSB 26-02-96 February, 1996



8W-45 BODY CONTROL MODULE

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

The Body Control Module (BCM) used in this vehicle provides a communication interface with other controllers and modules. The BCM also controls various vehicle functions. Circuit operation of specific systems or components controlled by the BCM are found in wiring diagram section covering the component or system.

This section of the wiring diagrams provides an overview of the functions controlled or supported by the BCM. The BCM provides or supports the following features:

- A/C Select Switch Status
- Ambient Temperature
- Automatic Funeral Mode
- Automatic Headlamp Control
- Chime
- Courtesy Lamps with Time Out
- Door, Hood or Liftgate Ajar Status
- Door Lock Inhibit
- Electronic Odometer
- Electronic Vehicle Information Center
- Fog Lamp Control
- Headlamp Delay
- High Beam Indicator
- Illuminated Entry
- Instrument Panel Dimming
- Intermittent Wiper Control
- Liftgate Courtesy Lamp Disable
- Mechanical Instrument Cluster
- Rear Window Defogger Control
- Remote Radio Control
- Seat Belt Reminder
- Speed Sensitive Intermittent Wipe Control
- Vehicle Theft Security System

The BCM communicates with the following controllers and modules over the CCD bus:

- Automatic Temperature Control (ATC) Module
- Compass (Overhead Console)
- Driver Door Module (DDM)
- Mechanical Instrument Cluster
- Memory Seat Module
- Passenger Door Module (PDM)
- Powertrain Control Module
- Vehicle Information Center
- Radio

Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F75 through fuse 7 in the junction block. Circuit F75 supplies battery voltage to the BCM. Circuits Z1 and Z2 provide ground for the BCM.

A/C SELECT SWITCH

If the vehicle is equipped with Automatic Temperature Control (ATC), the Automatic Temperature Control Module sends the A/C select switch to the Body Control Module (BCM) on circuit C90. If the vehicle has manual A/C, the A/C-heater controll switch sends the A/C select signal to the BCM on circuit C90.

AMBIENT TEMPERATURE SENSOR

The ambient air temperature sensor is a variable resistor. As ambient (outside) temperature varies, the resistance in the sensor changes. Circuit C8 from the Body Control Module (BCM) supplies power to the sensor. Circuit D41 provides the sensor signal to the BCM.

COURTESY LAMP SWITCH

When the courtesy lamp switch inside the headlamp switch closes, it completes a path to ground for circuit M11 from the Body Control Module (BCM).

DESCRIPTION AND OPERATION (Continued)

The BCM energizes the courtesy lamp relay in the junction block to power the courtesy lamps. Refer to section 8W-44.

LIFTGATE COURTESY LAMP DISABLE SWITCH

When the courtesy lamp disable switch closes, it provides battery voltage to the Body Control Module (BCM) on circuit M4.

AUTO HEADLAMPS

When the operator puts the headlamp switch in the AUTO position, the auto headlamp switch closes and connects circuit L24 from the Body Control Module to ground. This signals the BCM to operate the headlamps based on the ultralight sensor input. The BCM powers the ultralight sensor on circuit L110. Circuit L109 provides the signal from the sensor to the BCM.

PARK LAMP SWITCH SENSE

When the operator puts the headlamp switch in the park lamp position, the park lamp switch closes and circuit L90 powers the parking lamps. Circuit L90 also provides an input to the Body Control Module (BCM). The BCM monitors the L90 circuit and circuit 707 from the dimmer switch to determine instrument panel lamp intensity

INSTRUMENT PANEL DIMMING

On circuit 707 from the dimmer switch in the headlamp switch, the Body Control Module (BCM) determines selected intensity for the instrument panel lamps. The BCM also transmits a signal representing required lamp intensity over the CCD bus. After receiving the signal from the CCD bus, all other display modules update their brightness level.

IGNITION SWITCH SENSE

On circuit V23, the Body Control Module (BCM) senses when the ignition switch is in the ACCESSORY or RUN position. The BCM senses when the ignition switch is in the START or RUN position on circuit F99.

AJAR CHIME

On models equipped with a Vehicle Information Center (VIC), the Body Control Module (BCM) sounds an audible chime when the vehicle is moving if one of the doors, the hood, or liftgate opens. The BCM also signals the VIC over the CCD bus. The VIC then displays which component is ajar.

KEY-IN IGNITION CHIME

When the key is inserted into the ignition switch, the key-in switch closes and connects circuit G26 from the Body Control Module to ground on circuit Z1. When the key-in switch closes, the BCM sounds an audible fast rate chime.

SEAT BELT SWITCH

The seat belt switch closes when the seat belt is not buckled. When closed, the switch connects circuit G10 from the Body Control Module (BCM) to ground on circuit Z1. If the switch is closed while the ignition switch is ON, the BCM sounds an audible warning chime.

LOW OIL PRESSURE WARNING CHIME

When oil pressure drops below a calibrated level, the Body Control Module (BCM) sounds an audible chime to alert the operator. The BCM receives the low oil pressure signal on the CCD bus.

ENGINE TEMPERATURE CRITICAL CHIME

When engine temperature exceeds a pre-determined temperature, the Body Control Module (BCM) sounds an audible chime. The Powertrain Control Module (PCM) broadcasts engine coolant temperature to the BCM on the CCD bus.

LOW FUEL WARNING LAMP ANNOUNCEMENT CHIME

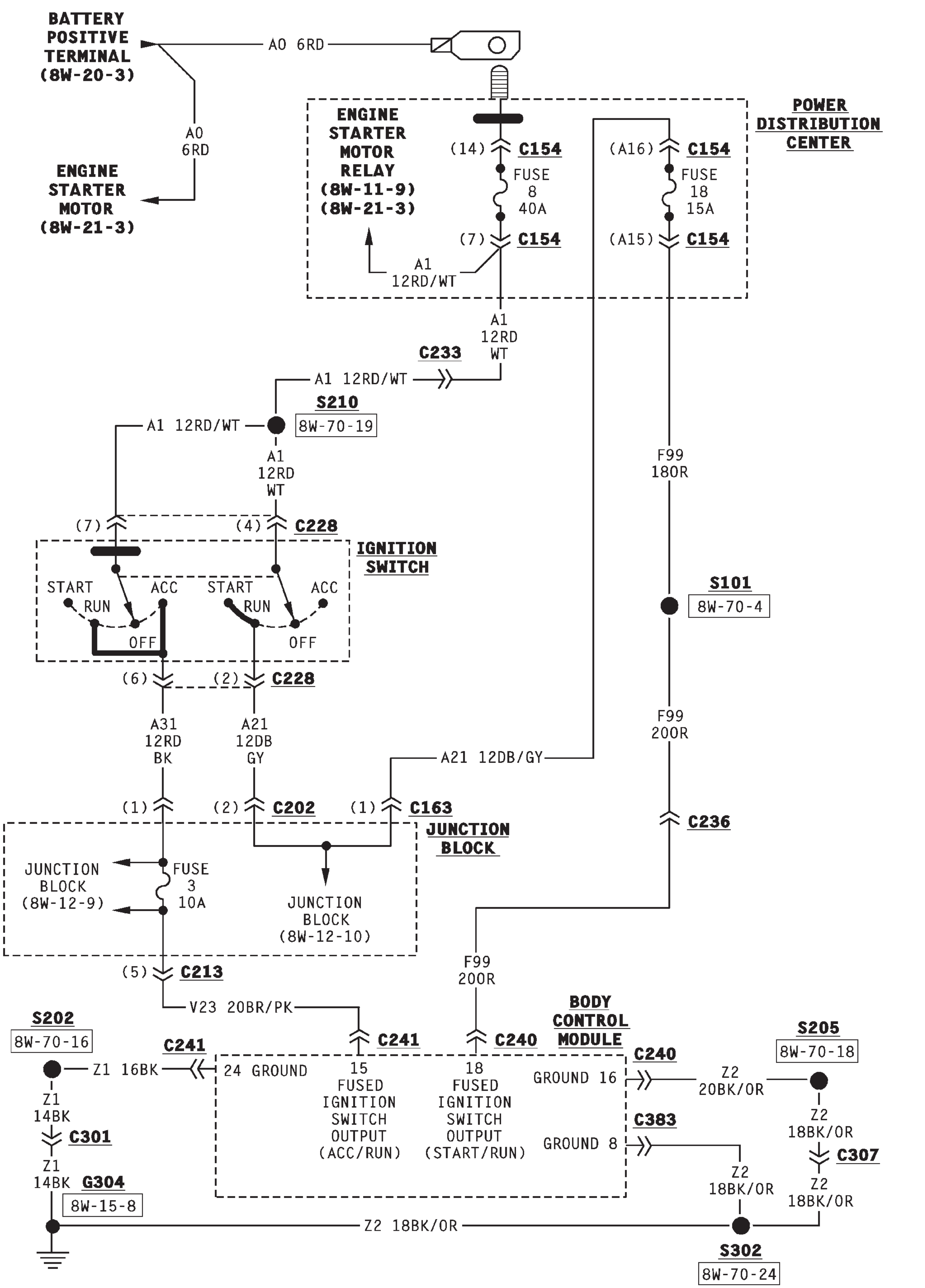
The Body Control Module (BCM) sounds an audible chime when the low fuel warning lamp illuminates.

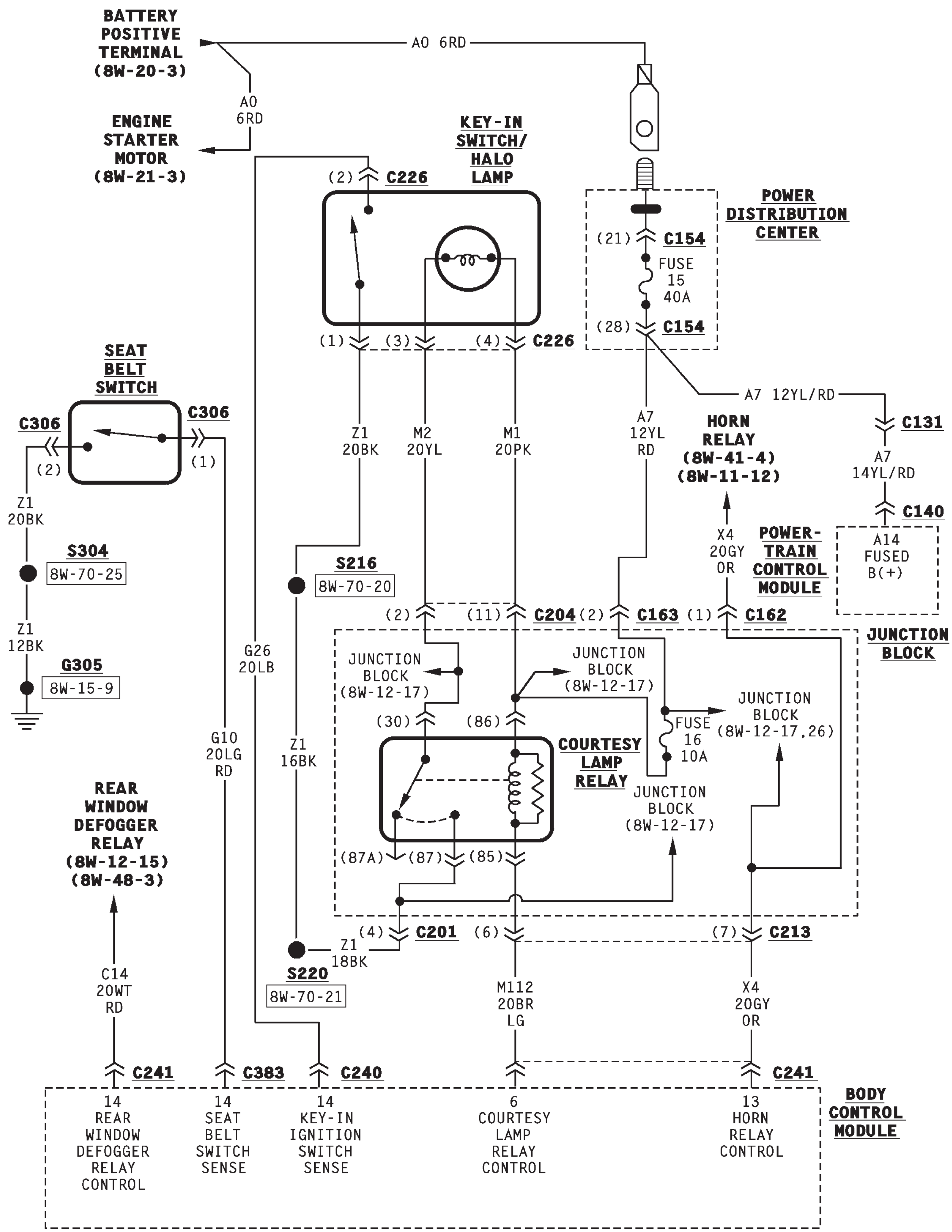
SCHEMATICS AND DIAGRAMS

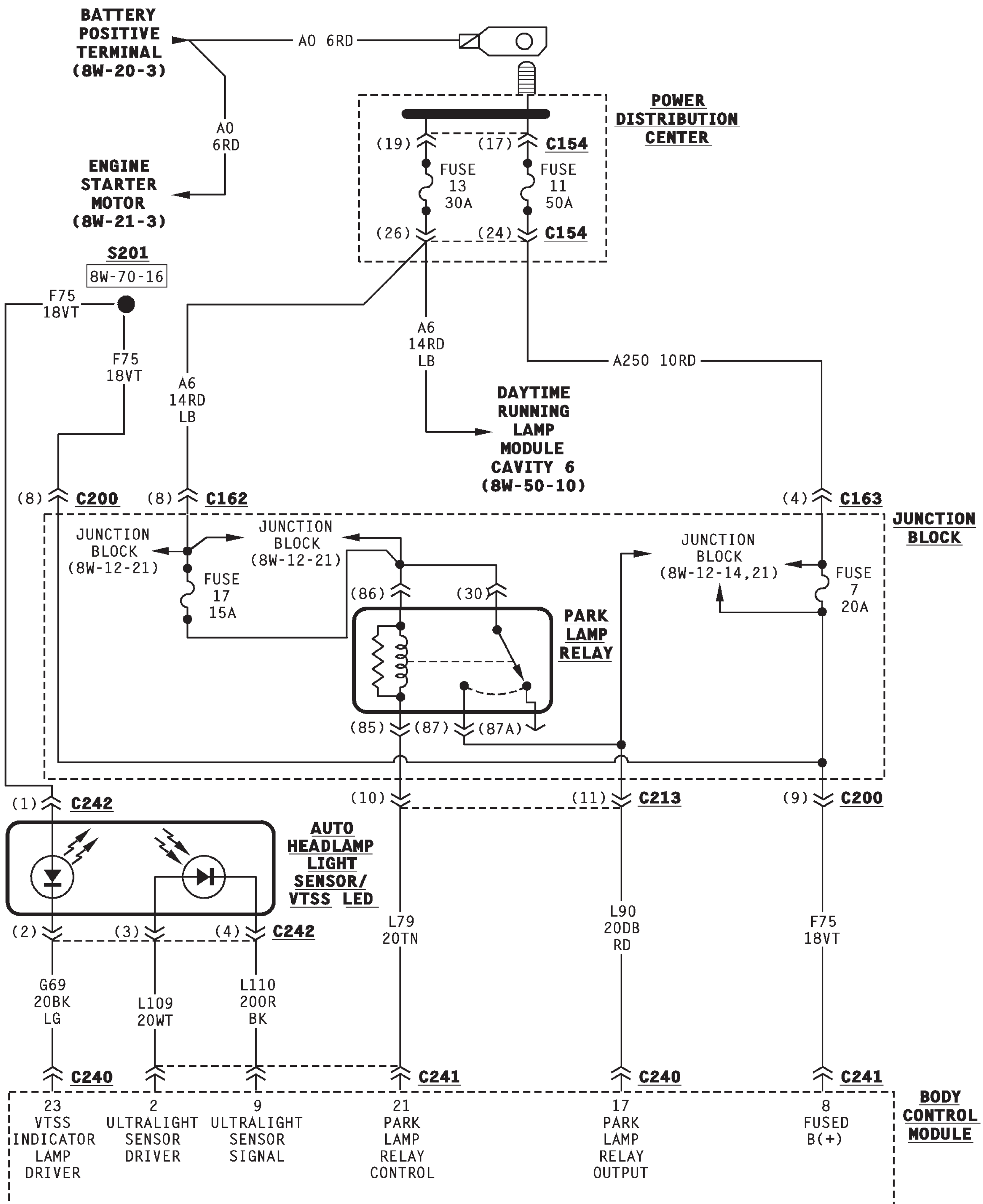
WIRING DIAGRAM INDEX

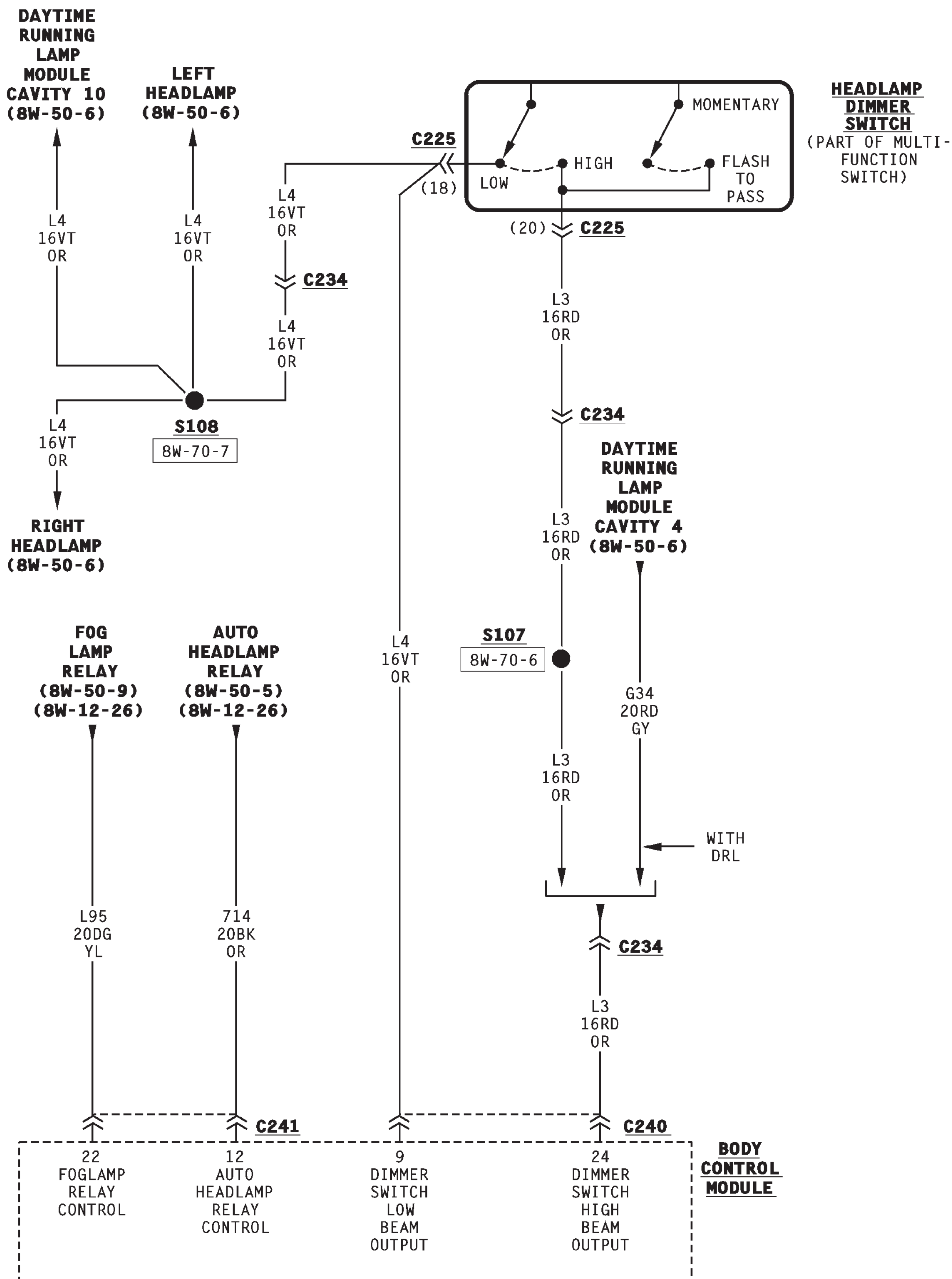
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

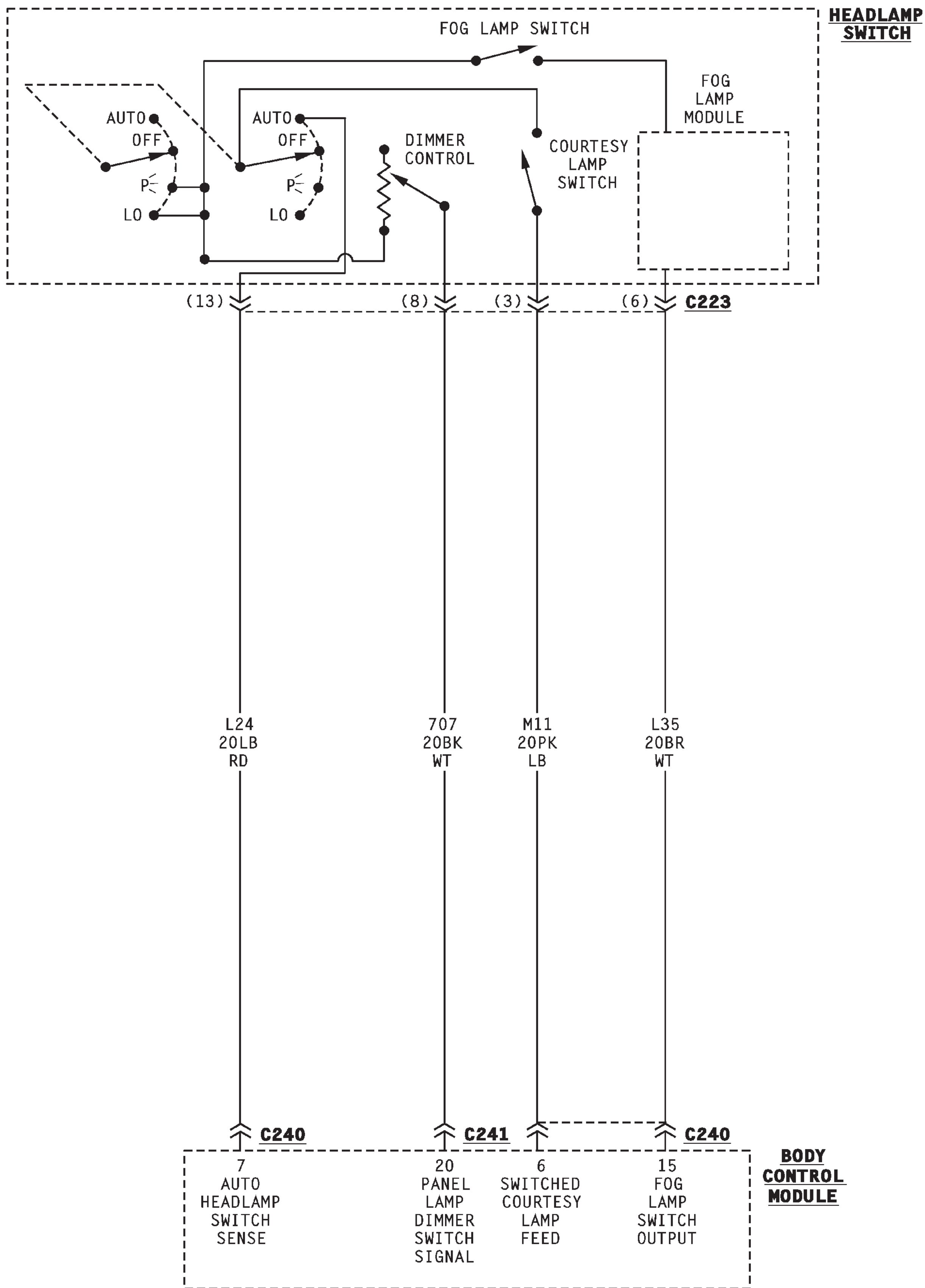
DIAGRAM INDEX

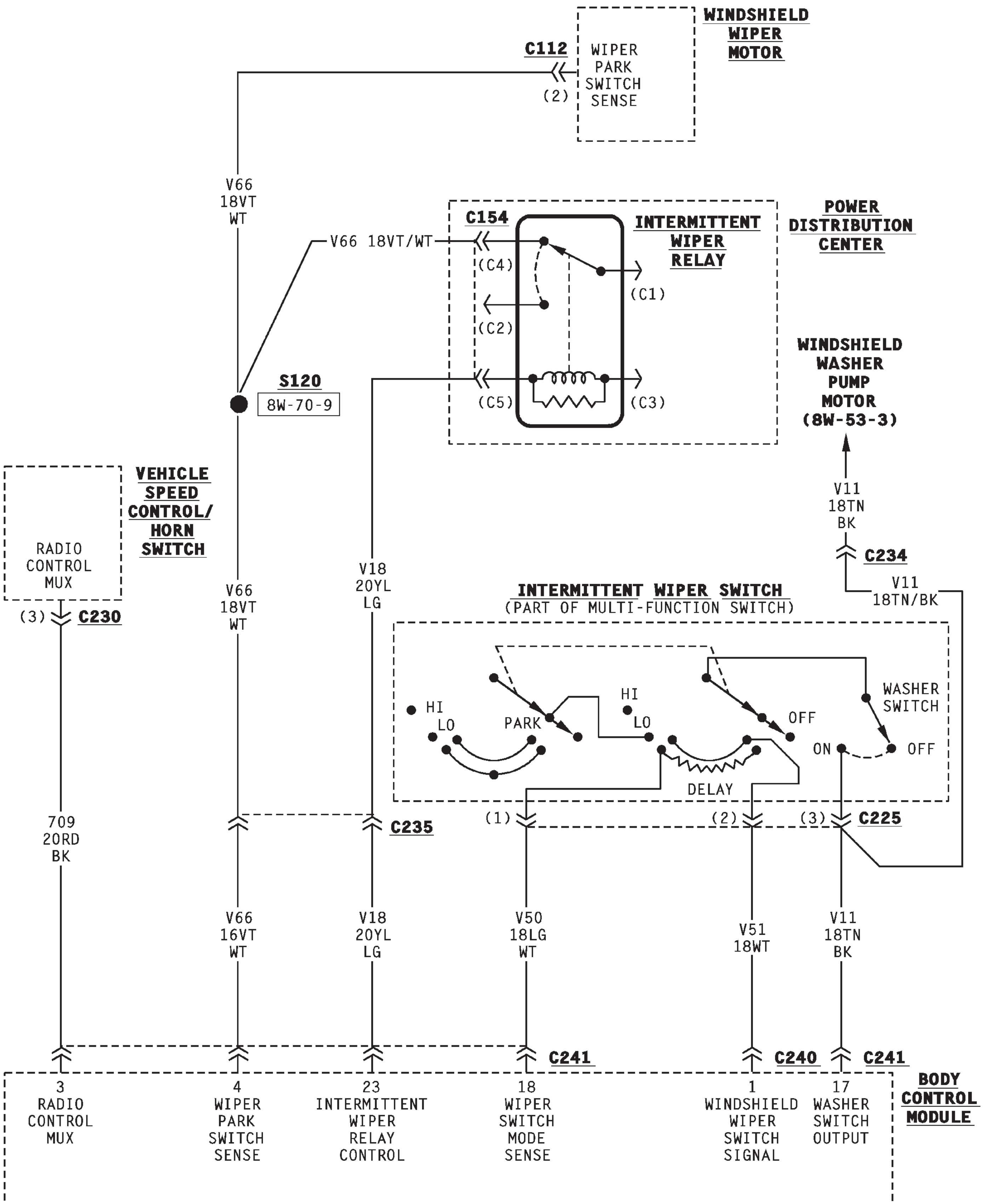

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
A1 12RD/WT
(A16) C154
FUSE 18 15A
(A15) C154
A1 12RD WT
C233
A1 12RD/WT
S210
8W-70-19
A1 12RD/WT
A1 12RD WT
F99 18OR
(7)
(4) C228
IGNITION SWITCH
START RUN ACC OFF
START RUN ACC OFF
S101
8W-70-4
(6)
(2) C228
A31 12RD BK
A21 12DB GY
A21 12DB/GY
F99 20OR
(1)
(2) C202
(1) C163
C236
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-9)
FUSE 3 10A
JUNCTION BLOCK (8W-12-10)
(5) C213
F99 20OR
V23 20BR/PK
S202
8W-70-16
C241
C241
C240
BODY CONTROL MODULE
C240
S205
8W-70-18
Z1 16BK
24 GROUND
15 FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
18 FUSED IGNITION SWITCH OUTPUT (START/RUN)
GROUND 16
Z2 20BK/OR
Z1 14BK
C301
Z2 18BK/OR
C383
GROUND 8
C307
Z1 14BK
G304
8W-15-8
Z2 18BK/OR
Z2 18BK/OR
Z2 18BK/OR
S302
8W-70-24

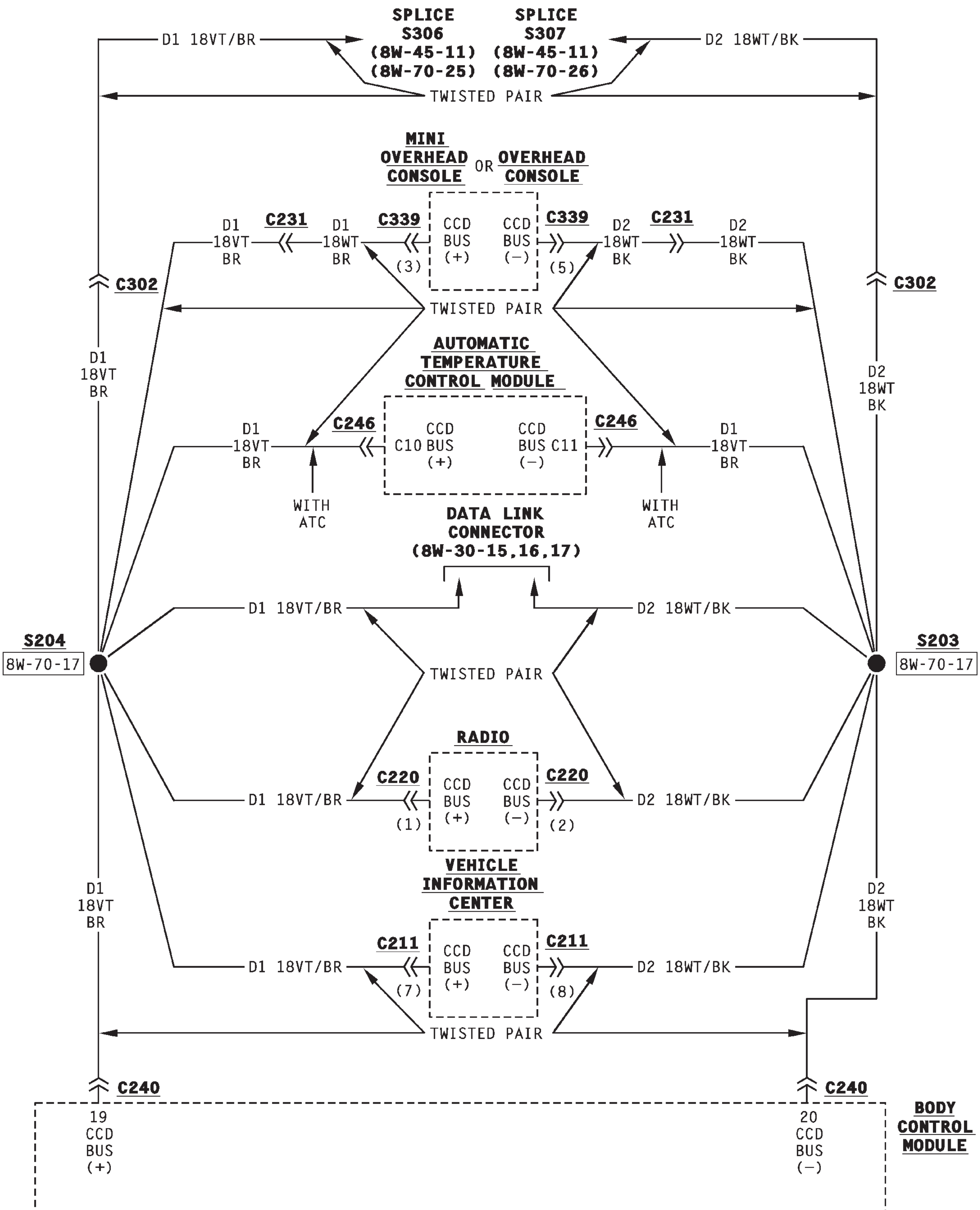

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
KEY-IN SWITCH/ HALO LAMP
C226
POWER DISTRIBUTION CENTER
C154
FUSE 15 40A
A7 12YL/RD
C131
A7 14YL/RD
C140
A14 FUSED B(+)
SEAT BELT SWITCH
C306
Z1 20BK
S304
8W-70-25
Z1 12BK
G305
8W-15-9
Z1 20BK
M2 20YL
M1 20PK
A7 12YL RD
HORN RELAY (8W-41-4) (8W-11-12)
X4 20GY OR
POWER-TRAIN CONTROL MODULE
S216
8W-70-20
C204
C163
C162
JUNCTION BLOCK
G26 20LB
G10 20LG RD
Z1 16BK
JUNCTION BLOCK (8W-12-17)
JUNCTION BLOCK (8W-12-17)
JUNCTION BLOCK (8W-12-17,26)
FUSE 16 10A
COURTESY LAMP RELAY
JUNCTION BLOCK (8W-12-17)
REAR WINDOW DEFOGGER RELAY (8W-12-15) (8W-48-3)
C201
C213
Z1 18BK
S220
8W-70-21
C14 20WT RD
M112 20BR LG
X4 20GY OR
C241
C383
C240
C241
14 REAR WINDOW DEFOGGER RELAY CONTROL
14 SEAT BELT SWITCH SENSE
14 KEY-IN IGNITION SWITCH SENSE
6 COURTESY LAMP RELAY CONTROL
13 HORN RELAY CONTROL
BODY CONTROL MODULE

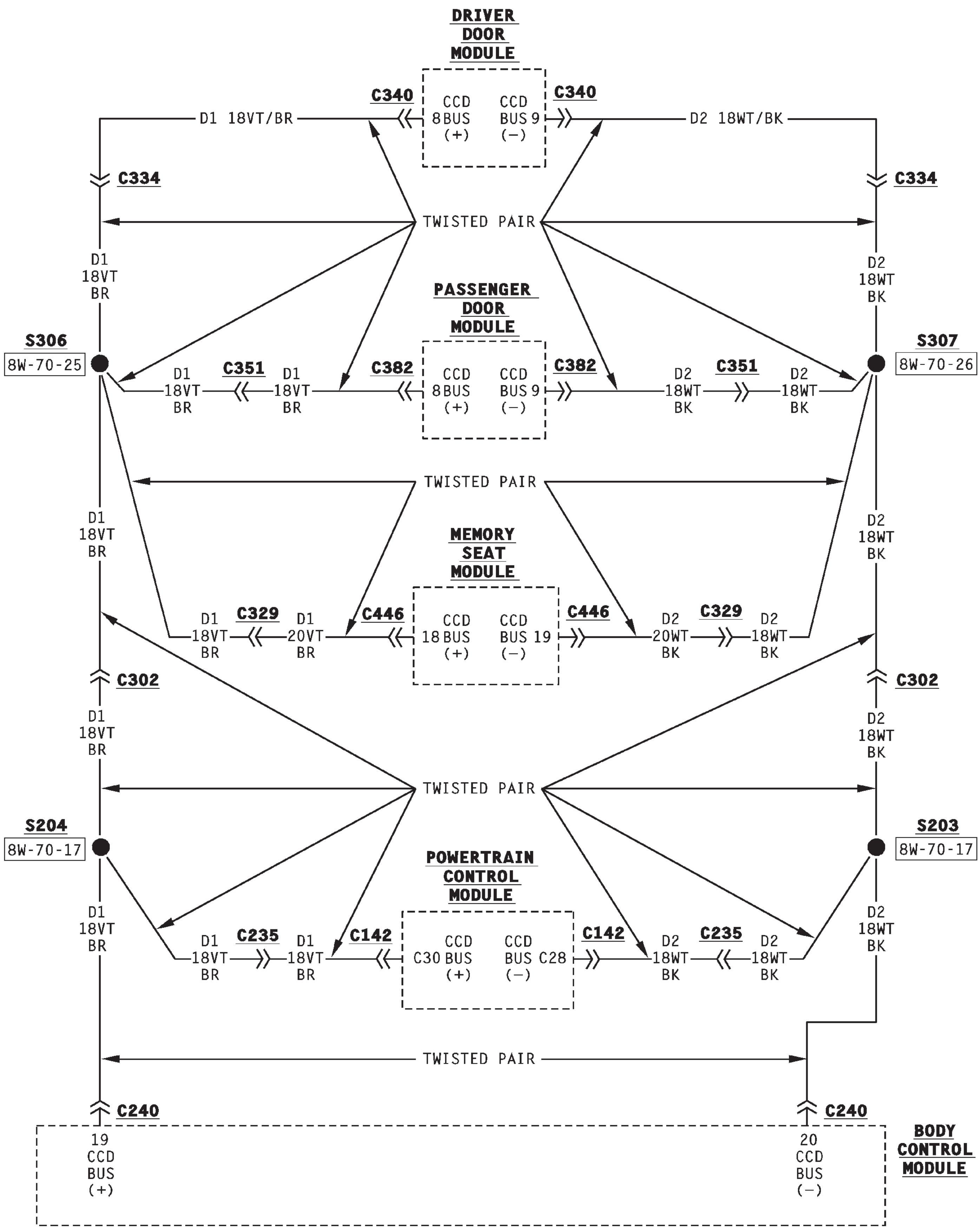

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(19) (17) C154
FUSE 13 30A
FUSE 11 50A
(26) (24) C154
S201
8W-70-16
F75 18VT
F75 18VT
A6 14RD LB
A6 14RD LB
A250 10RD
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
(8) C200
(8) C162
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21)
JUNCTION BLOCK (8W-12-21)
JUNCTION BLOCK (8W-12-14,21)
FUSE 17 15A
FUSE 7 20A
(86) (30)
PARK LAMP RELAY
(85) (87) (87A)
(1) C242
(10) (11) C213
(9) C200
AUTO HEADLAMP LIGHT SENSOR/ VTSS LED
(2) (3) (4) C242
L79 20TN
L90 20DB RD
F75 18VT
G69 20BK LG
L109 20WT
L110 20OR BK
C240 C241 C240 C241
BODY CONTROL MODULE
23 VTSS INDICATOR LAMP DRIVER
2 ULTRALIGHT SENSOR DRIVER
9 ULTRALIGHT SENSOR SIGNAL
21 PARK LAMP RELAY CONTROL
17 PARK LAMP RELAY OUTPUT
8 FUSED B(+)

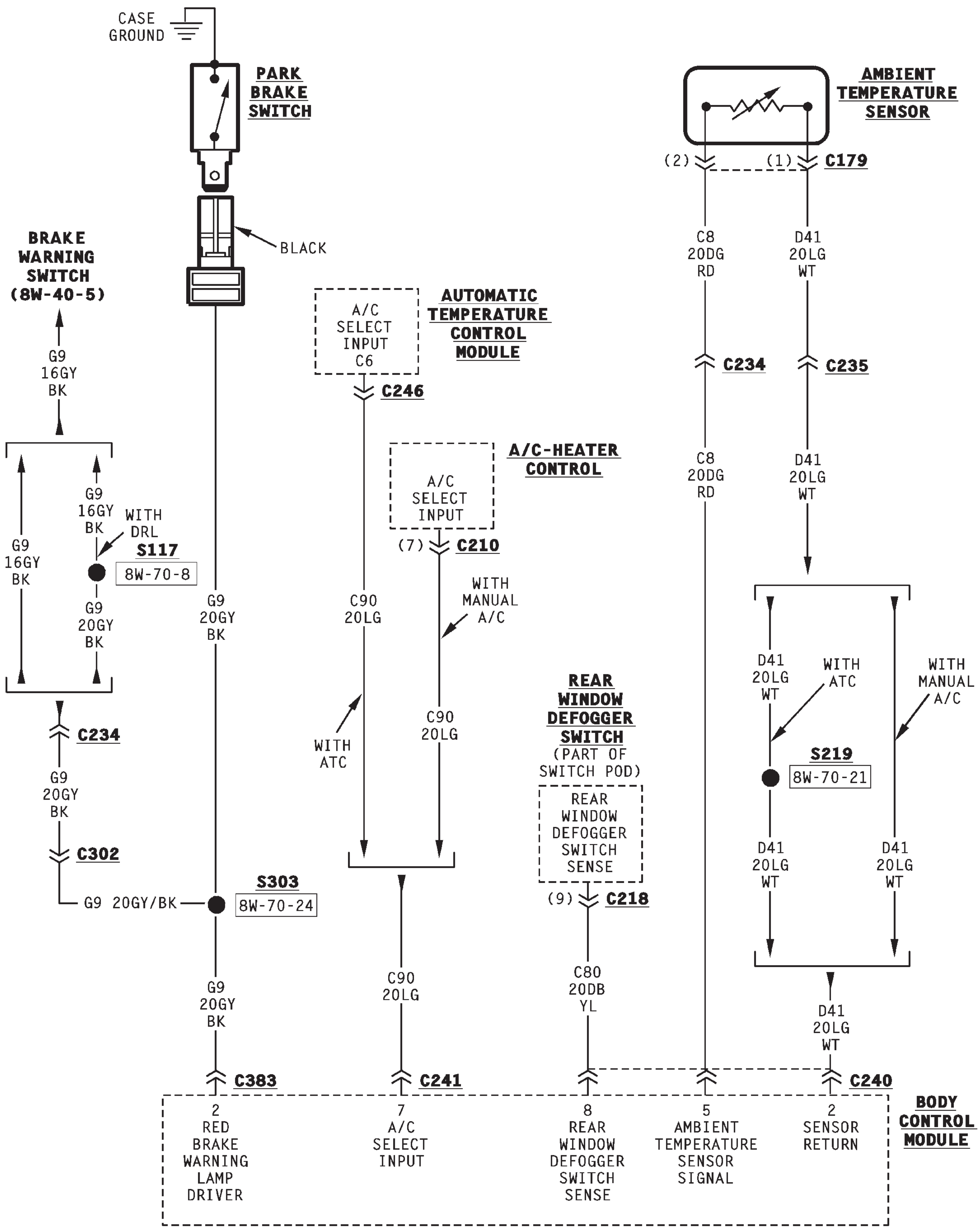

DAYTIME RUNNING LAMP MODULE CAVITY 10 (8W-50-6)
LEFT HEADLAMP (8W-50-6)
C225
HEADLAMP DIMMER SWITCH
(PART OF MULTI-FUNCTION SWITCH)
MOMENTARY
LOW
HIGH
FLASH TO PASS
(18)
(20)
C225
L4 16VT OR
C234
S108
8W-70-7
RIGHT HEADLAMP (8W-50-6)
L3 16RD OR
C234
DAYTIME RUNNING LAMP MODULE CAVITY 4 (8W-50-6)
S107
8W-70-6
G34 20RD GY
WITH DRL
FOG LAMP RELAY (8W-50-9) (8W-12-26)
AUTO HEADLAMP RELAY (8W-50-5) (8W-12-26)
L95 20DG YL
714 20BK OR
C234
C241
C240
22 FOGLAMP RELAY CONTROL
12 AUTO HEADLAMP RELAY CONTROL
9 DIMMER SWITCH LOW BEAM OUTPUT
24 DIMMER SWITCH HIGH BEAM OUTPUT
BODY CONTROL MODULE

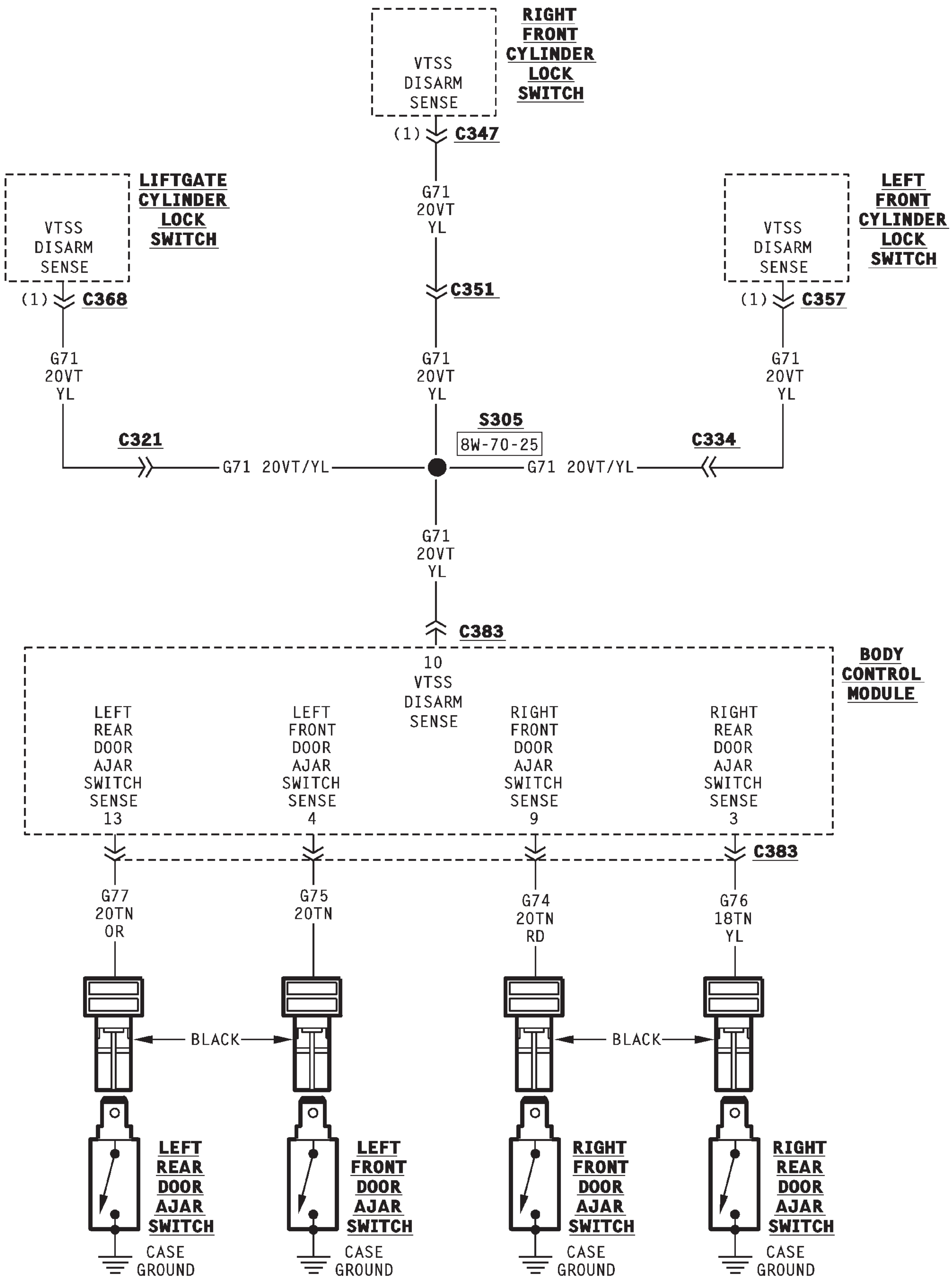

HEADLAMP SWITCH
FOG LAMP SWITCH
AUTO
OFF
P
LO
AUTO
OFF
P
LO
DIMMER CONTROL
COURTESY LAMP SWITCH
FOG LAMP MODULE
(13)
(8)
(3)
(6)
C223
L24 20LB RD
707 20BK WT
M11 20PK LB
L35 20BR WT
C240
C241
C240
BODY CONTROL MODULE
7 AUTO HEADLAMP SWITCH SENSE
20 PANEL LAMP DIMMER SWITCH SIGNAL
6 SWITCHED COURTESY LAMP FEED
15 FOG LAMP SWITCH OUTPUT


WINDSHIELD WIPER MOTOR
C112
(2)
WIPER PARK SWITCH SENSE
V66 18VT WT
POWER DISTRIBUTION CENTER
C154
INTERMITTENT WIPER RELAY
V66 18VT/WT
(C4)
(C1)
(C2)
(C5)
(C3)
S120
8W-70-9
WINDSHIELD WASHER PUMP MOTOR (8W-53-3)
V11 18TN BK
C234
V11 18TN/BK
VEHICLE SPEED CONTROL/ HORN SWITCH
RADIO CONTROL MUX
(3)
C230
V66 18VT WT
V18 20YL LG
INTERMITTENT WIPER SWITCH
(PART OF MULTI-FUNCTION SWITCH)
HI
LO
PARK
HI
LO
OFF
WASHER SWITCH
ON
OFF
DELAY
(1)
(2)
(3)
C225
C235
709 20RD BK
V66 16VT WT
V18 20YL LG
V50 18LG WT
V51 18WT
V11 18TN BK
C241
C240
C241
3 RADIO CONTROL MUX
4 WIPER PARK SWITCH SENSE
23 INTERMITTENT WIPER RELAY CONTROL
18 WIPER SWITCH MODE SENSE
1 WINDSHIELD WIPER SWITCH SIGNAL
17 WASHER SWITCH OUTPUT
BODY CONTROL MODULE

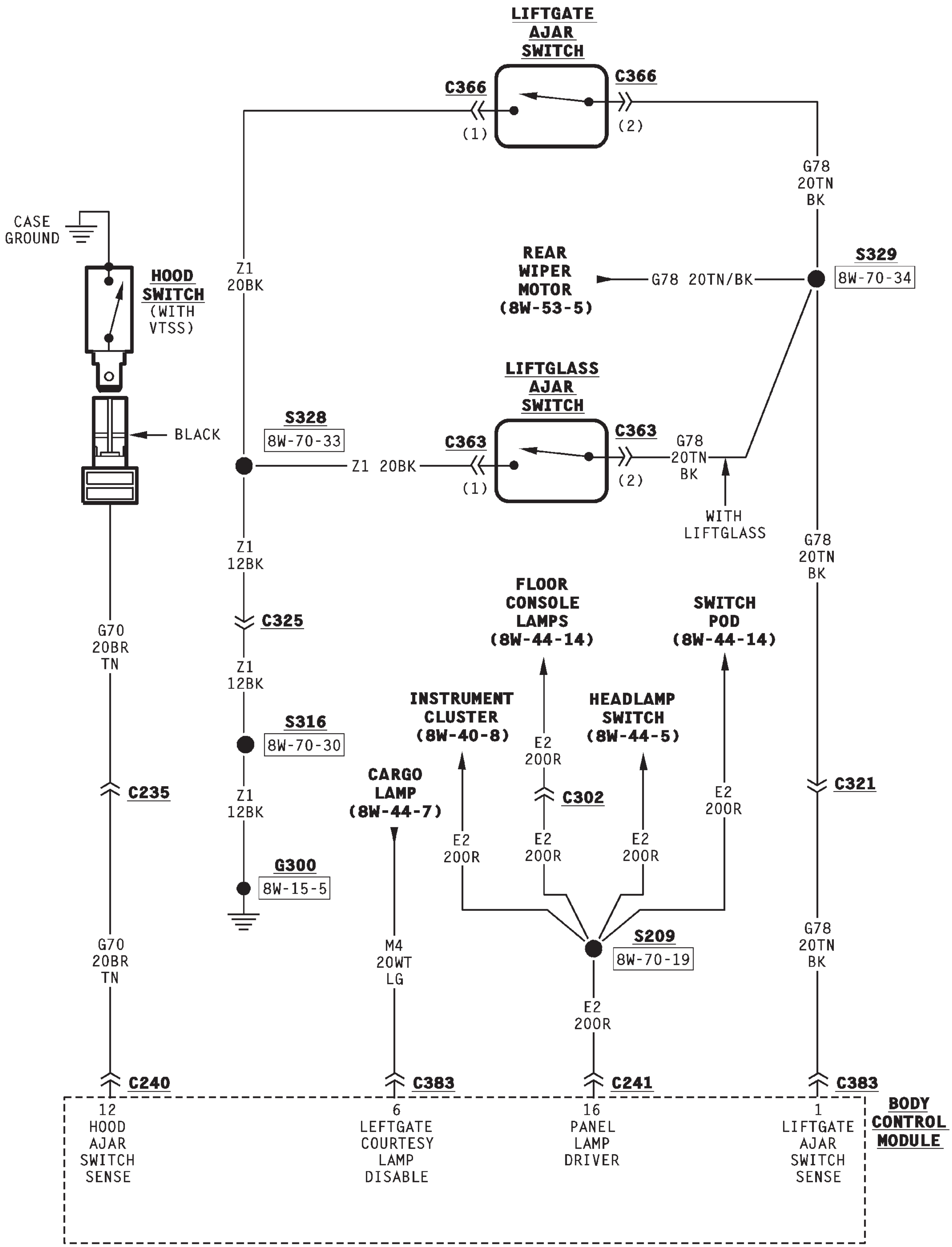

SPLICE
S306
(8W-45-11)
(8W-70-25)
SPLICE
S307
(8W-45-11)
(8W-70-26)
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
MINI
OVERHEAD
CONSOLE
OR
OVERHEAD
CONSOLE
C231
C339
CCD BUS (+)
CCD BUS (−)
(3)
(5)
D1 18VT BR
D1 18WT BR
D2 18WT BK
C302
AUTOMATIC
TEMPERATURE
CONTROL MODULE
C246
C10
C11
WITH ATC
D1 18VT BR
DATA LINK
CONNECTOR
(8W-30-15,16,17)
S204
8W-70-17
S203
8W-70-17
RADIO
C220
(1)
(2)
D1 18VT/BR
D2 18WT/BK
VEHICLE
INFORMATION
CENTER
C211
(7)
(8)
C240
19 CCD BUS (+)
20 CCD BUS (−)
BODY
CONTROL
MODULE


DRIVER DOOR MODULE
C340
CCD 8 BUS (+)
CCD BUS 9 (−)
C340
D1 18VT/BR
D2 18WT/BK
C334
C334
TWISTED PAIR
D1 18VT BR
D2 18WT BK
PASSENGER DOOR MODULE
S306
8W-70-25
S307
8W-70-26
C351
C382
CCD 8 BUS (+)
CCD BUS 9 (−)
C382
C351
TWISTED PAIR
MEMORY SEAT MODULE
D1 20VT BR
C329
C446
CCD 18 BUS (+)
CCD BUS 19 (−)
C446
D2 20WT BK
C329
C302
C302
TWISTED PAIR
S204
8W-70-17
S203
8W-70-17
POWERTRAIN CONTROL MODULE
C235
C142
CCD C30 BUS (+)
CCD BUS C28 (−)
C142
C235
TWISTED PAIR
C240
C240
19 CCD BUS (+)
20 CCD BUS (−)
BODY CONTROL MODULE


CASE GROUND
PARK BRAKE SWITCH
BLACK
BRAKE WARNING SWITCH (8W-40-5)
G9 16GY BK
G9 16GY BK
WITH DRL
S117
8W-70-8
G9 20GY BK
C234
G9 20GY BK
C302
G9 20GY/BK
S303
8W-70-24
G9 20GY BK
C383
AUTOMATIC TEMPERATURE CONTROL MODULE
A/C SELECT INPUT C6
C246
C90 20LG
WITH ATC
A/C-HEATER CONTROL
A/C SELECT INPUT
(7) C210
WITH MANUAL A/C
C90 20LG
C241
REAR WINDOW DEFOGGER SWITCH (PART OF SWITCH POD)
REAR WINDOW DEFOGGER SWITCH SENSE
(9) C218
C80 20DB YL
AMBIENT TEMPERATURE SENSOR
(2) (1) C179
C8 20DG RD
D41 20LG WT
C234
C235
WITH ATC
WITH MANUAL A/C
S219
8W-70-21
C240
BODY CONTROL MODULE
2 RED BRAKE WARNING LAMP DRIVER
7 A/C SELECT INPUT
8 REAR WINDOW DEFOGGER SWITCH SENSE
5 AMBIENT TEMPERATURE SENSOR SIGNAL
2 SENSOR RETURN



RIGHT FRONT CYLINDER LOCK SWITCH
VTSS DISARM SENSE
(1) C347
G71 20VT YL
C351
G71 20VT YL
LIFTGATE CYLINDER LOCK SWITCH
VTSS DISARM SENSE
(1) C368
G71 20VT YL
C321
G71 20VT/YL
LEFT FRONT CYLINDER LOCK SWITCH
VTSS DISARM SENSE
(1) C357
G71 20VT YL
C334
G71 20VT/YL
S305
8W-70-25
G71 20VT YL
C383
BODY CONTROL MODULE
10 VTSS DISARM SENSE
LEFT REAR DOOR AJAR SWITCH SENSE 13
LEFT FRONT DOOR AJAR SWITCH SENSE 4
RIGHT FRONT DOOR AJAR SWITCH SENSE 9
RIGHT REAR DOOR AJAR SWITCH SENSE 3
C383
G77 20TN OR
G75 20TN
G74 20TN RD
G76 18TN YL
BLACK
BLACK
LEFT REAR DOOR AJAR SWITCH
LEFT FRONT DOOR AJAR SWITCH
RIGHT FRONT DOOR AJAR SWITCH
RIGHT REAR DOOR AJAR SWITCH
CASE GROUND
CASE GROUND
CASE GROUND
CASE GROUND


LIFTGATE AJAR SWITCH
C366
C366
(1)
(2)
G78 20TN BK
CASE GROUND
HOOD SWITCH (WITH VTSS)
Z1 20BK
REAR WIPER MOTOR (8W-53-5)
G78 20TN/BK
S329
8W-70-34
BLACK
LIFTGLASS AJAR SWITCH
S328
8W-70-33
Z1 20BK
C363
C363
G78 20TN BK
WITH LIFTGLASS
Z1 12BK
C325
G70 20BR TN
FLOOR CONSOLE LAMPS (8W-44-14)
SWITCH POD (8W-44-14)
INSTRUMENT CLUSTER (8W-40-8)
HEADLAMP SWITCH (8W-44-5)
S316
8W-70-30
E2 20OR
C302
C235
CARGO LAMP (8W-44-7)
C321
G300
8W-15-5
S209
8W-70-19
M4 20WT LG
C240
C383
C241
C383
12 HOOD AJAR SWITCH SENSE
6 LEFTGATE COURTESY LAMP DISABLE
16 PANEL LAMP DRIVER
1 LIFTGATE AJAR SWITCH SENSE
BODY CONTROL MODULE

8W-46 MESSAGE CENTER

INDEX

GENERAL INFORMATION

INTRODUCTION

Each four-wheel drive equipped Grand Cherokee is equipped with a four-wheel drive Graphic Display Module (GDM). The GDM is located at the bottom of the instrument panel center stack. The GDM displays transfer case mode selection.

Some vehicle are equipped with an optional Vehicle Information Center (VIC). The VIC has several functions:

- Display current time and date.
- Monitor specific vehicle operating systems and alert the drive if a malfunction occurs.
- Display service reminder or indicate distance to service.
- Display 2WD/4WD transfer case modes of operation.

DESCRIPTION AND OPERATION

GRAPHIC DISPLAY MODULE

Several fuses supply power to the Graphic Display Module (GDM). When the ignition switch is in the RUN position it connects circuit A1 from fuse 8 in the PDC to circuit A22. Circuit A22 feeds circuit F83 through fuse 6 in the junction block. Circuit F83 supplies voltage to the GDM.

Circuit A7 from fuse 15 in the PDC powers circuit F60 through fuse 20 in the junction block. Circuits A7 and F60 are HOT at all times. Circuit F60 feeds the GDM. Circuits Z1 and Z2 provide ground for the GDM.

TRANSFER CASE RANGE DISPLAY

When the transfer case is in either 4WD Low, Part Time 4WD, or Full Time it connects circuit G28 from the Graphic Display Module (GDM) to ground on circuit Z1. In response, the GDM illuminates the 4WD display.

When the transfer case switch is in 4WD Low, it connects circuit G28 from the GDM to ground on circuit Z1. In addition to illuminating the 4WD display, the GDM also illuminates the LOW display.

When the transfer case switch is in Part Time 4WD position, it connects circuit T107 from the GDM to ground on circuit Z1. In addition to illuminating the 4WD display, the GDM also illuminates the PART TIME display.

When the transfer case switch is in Full Time 4WD position, it connects circuit T106 from the GDM to ground on circuit Z1. In addition to illuminating the 4WD display, the GDM also illuminates the FULL TIME display.

VEHICLE INFORMATION CENTER

Several fuses supply power to the Vehicle Information Center (VIC). When the ignition switch is in the RUN position it connects circuit A1 from fuse 8 in the PDC to circuit A22. Circuit A22 feeds circuit F83 through fuse 6 in the junction block. Circuit F83 supplies voltage to the VIC.

Circuit A7 from fuse 15 in the PDC powers circuit F60 through fuse 20 in the junction block. Circuits A7 and F60 are HOT at all times. Circuit F60 feeds the VIC.

Circuit A6 from fuse 13 in the PDC powers circuit 366 through fuse 17 in the junction block. Circuit 366 connects to the headlamp switch. When the headlamp switch is in the PARK or LOW position, it connects circuit 366 to circuit L90. Circuit L90 connects to the VIC. Circuit E2 from the Body Control Module (BCM) powers the illumination lamps in the VIC.

Circuits Z1 and Z2 provide ground for the VIC.

TRANSFER CASE RANGE DISPLAY

When the transfer case is in either 4WD Low, Part Time 4WD, or Full Time it connects circuit G28 from the Vehicle Information Center (VIC) to ground on circuit Z1. In response, the VIC illuminates the 4WD display.

When the transfer case switch is in 4WD Low, it connects circuit G28 from the VIC to ground on circuit Z1. In addition to illuminating the 4WD display, the VIC also illuminates the LOW display.

DESCRIPTION AND OPERATION (Continued)

When the transfer case switch is in Part Time 4WD position, it connects circuit T107 from the VIC to ground on circuit Z1. In addition to illuminating the 4WD display, the VIC also illuminates the PART TIME display.

When the transfer case switch is in Full Time 4WD position, it connects circuit T106 from the VIC to ground on circuit Z1. In addition to illuminating the 4WD display, the VIC also illuminates the FULL TIME display.

LAMP OUTAGE

Circuit G46 connects from the Lamp Outage Module (LOM) to the Vehicle Information Center (VIC). Circuit G46 supplies the rear lamp out signal to the VIC.

LOW WASHER FLUID WARNING

When the low washer fluid switch closes, it connects circuit G29 from the VIC to ground on circuit Z1. The VIC displays the Low Washer Fluid warning when the switch closes.

LOW ENGINE COOLANT WARNING

When the engine coolant level switch closes, it connects circuit G18 from the VIC to ground on circuit Z1. The VIC displays the Low Coolant Level warning when the switch closes.

DOOR AJAR AND LIFTGATE AJAR DISPLAYS

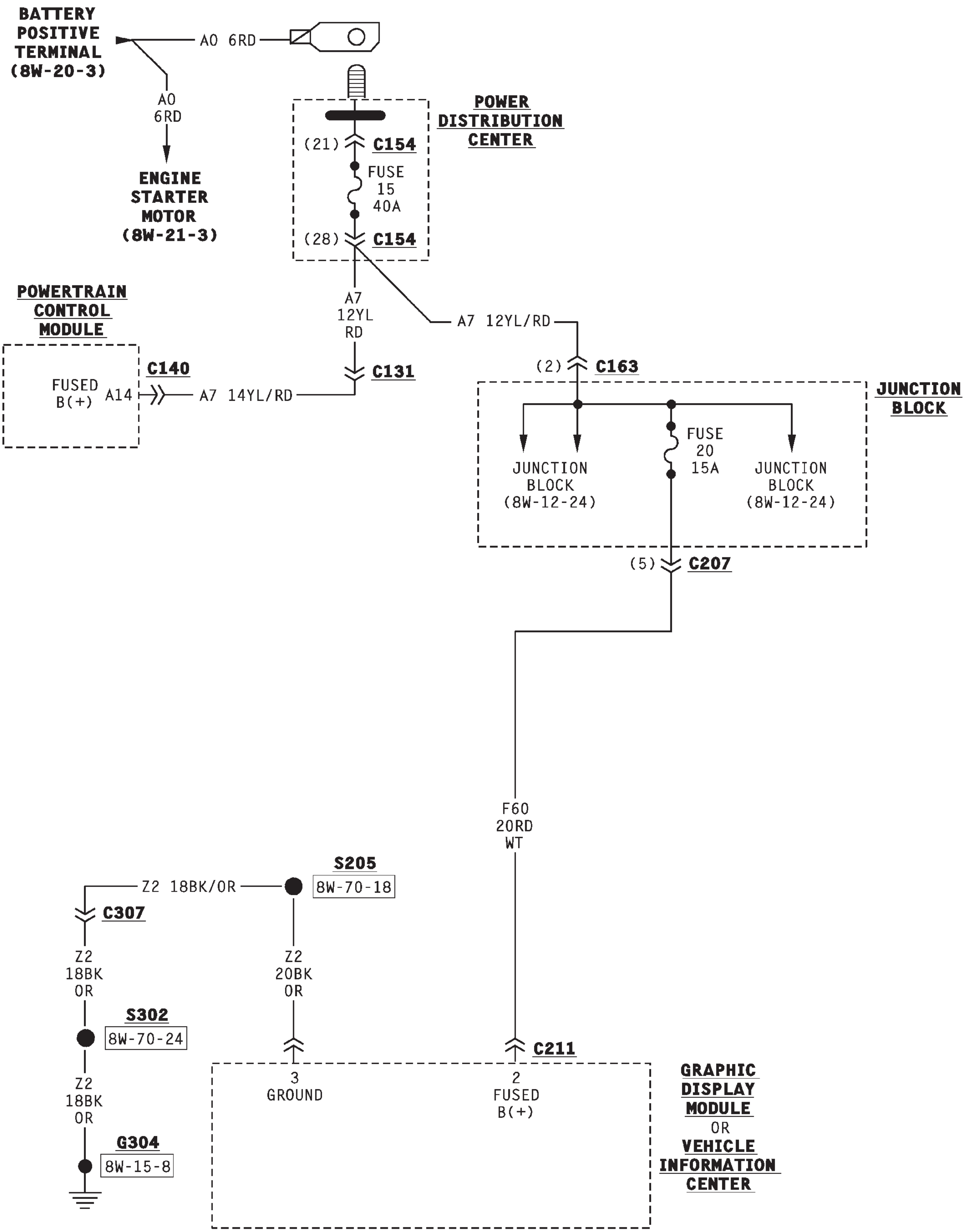
Each door and the liftgate have an ajar switch that connects to the Body Control Module (BCM). The BCM senses when the liftgate or a door opens, and sends the a signal to the VIC on the CCD bus. In response, the VIC displays which door is open. The VIC communicates with the BCM over the CCD bus on circuits D1 and D2.

SCHEMATICS AND DIAGRAMS

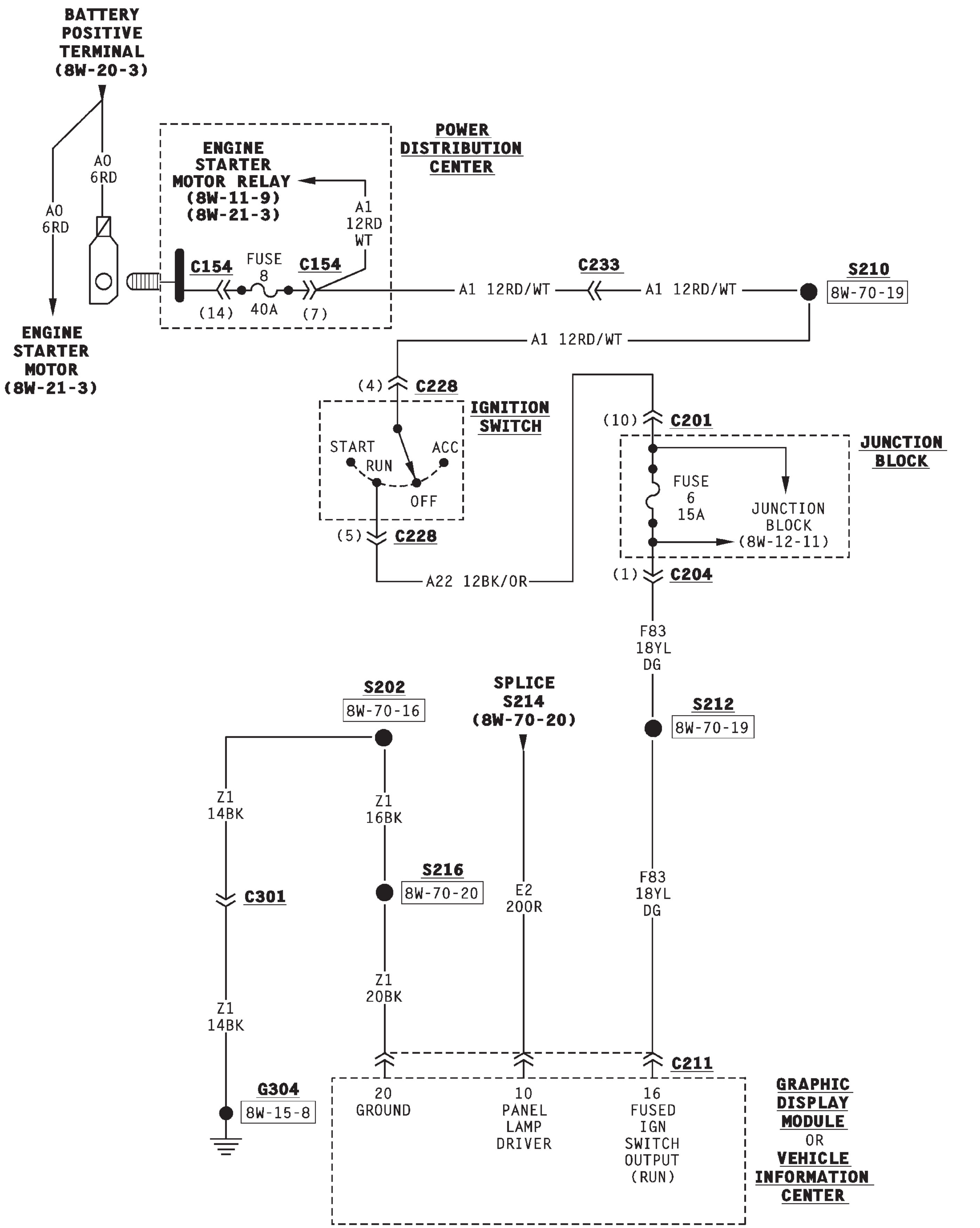
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

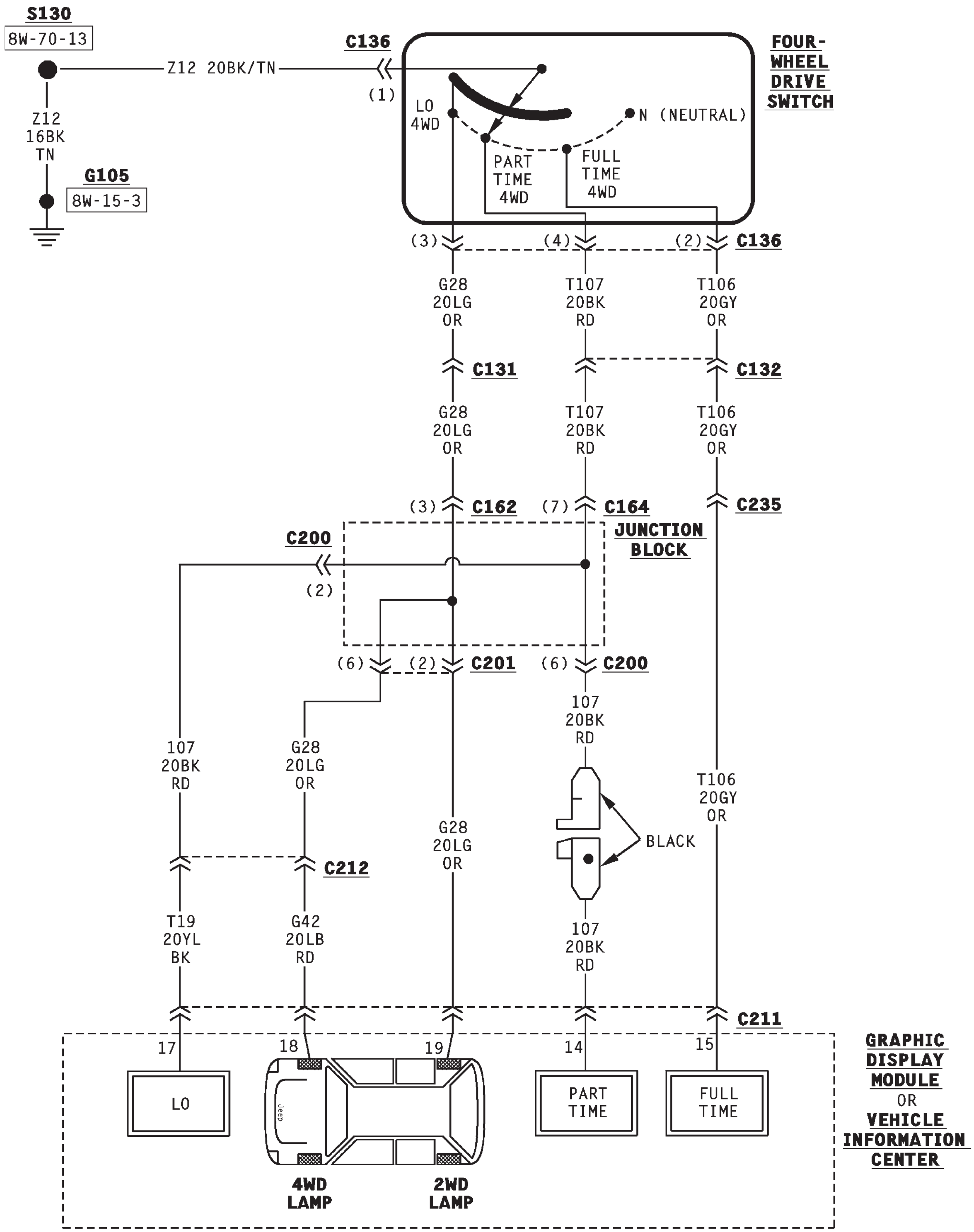
DIAGRAM INDEX

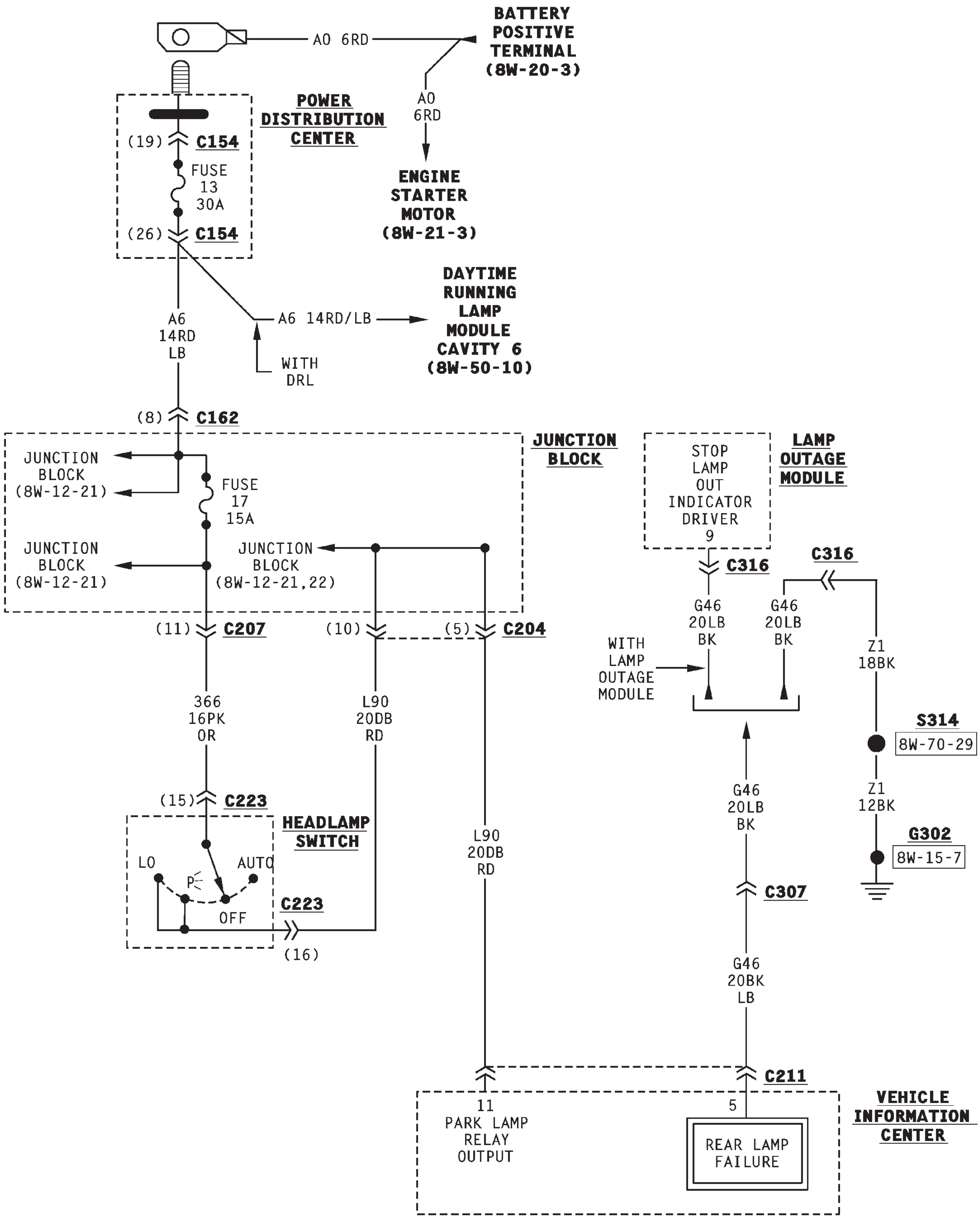


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
A7 12YL RD
A7 12YL/RD
POWERTRAIN CONTROL MODULE
C140
FUSED B(+) A14
A7 14YL/RD
C131
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-24)
FUSE 20 15A
JUNCTION BLOCK (8W-12-24)
(5) C207
F60 20RD WT
S205
8W-70-18
Z2 18BK/OR
C307
Z2 18BK OR
Z2 20BK OR
S302
8W-70-24
Z2 18BK OR
G304
8W-15-8
C211
3 GROUND
2 FUSED B(+)
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER

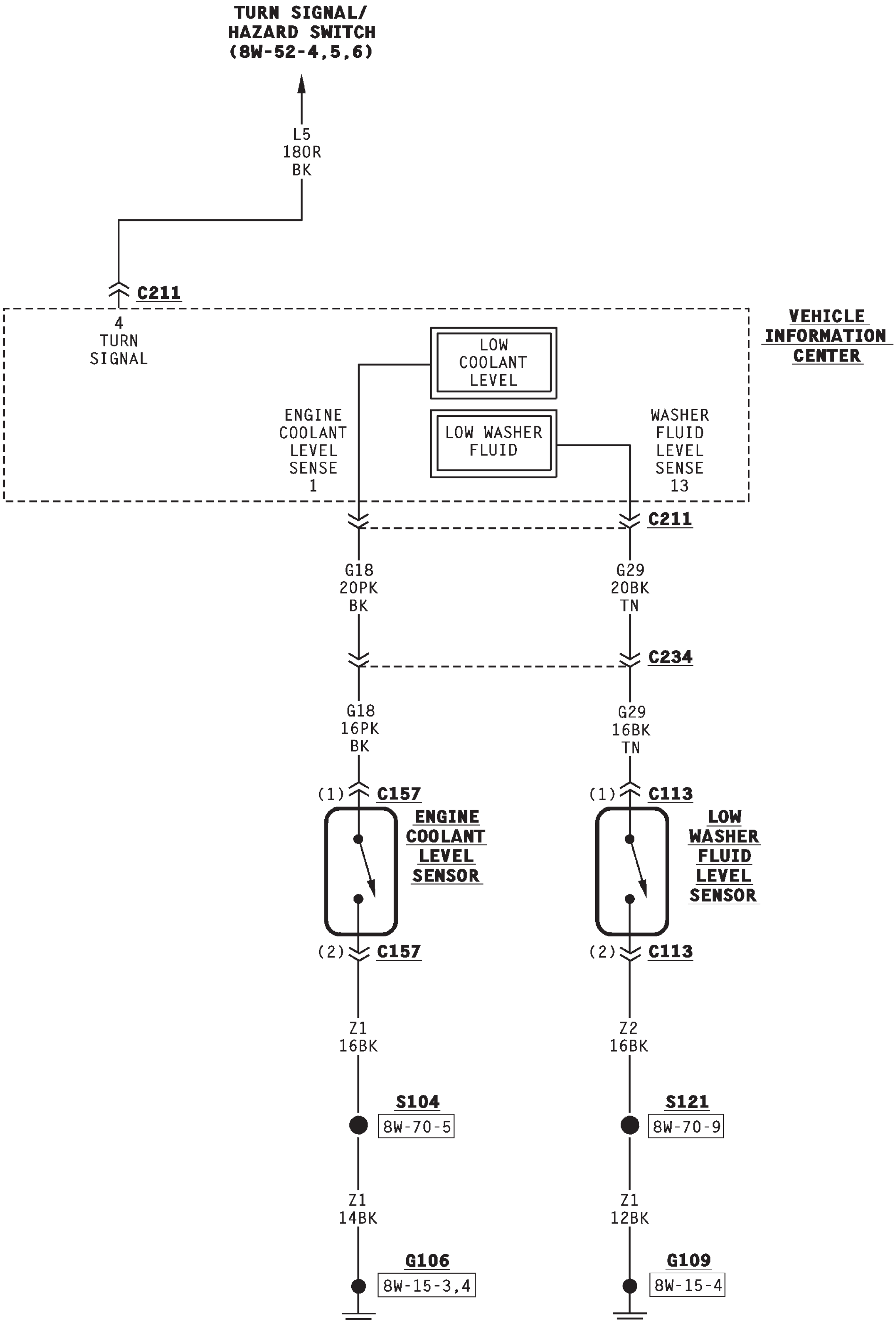


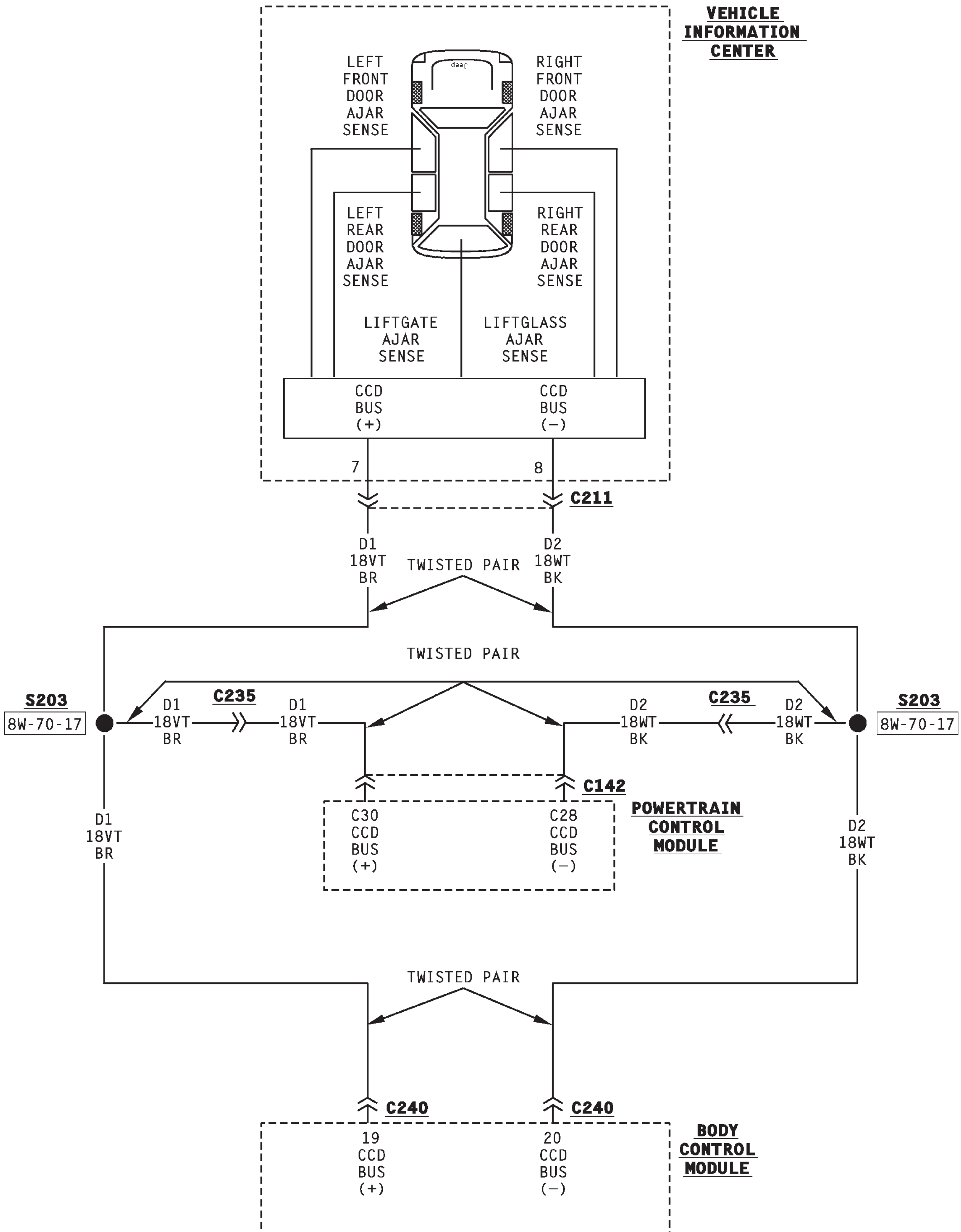
BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
POWER DISTRIBUTION CENTER
A1 12RD WT
C154
FUSE 8 40A
C154
(14)
(7)
A1 12RD/WT
C233
A1 12RD/WT
S210
8W-70-19
A1 12RD/WT
(4) C228
IGNITION SWITCH
START
RUN
ACC
OFF
(5) C228
A22 12BK/OR
(10) C201
JUNCTION BLOCK
FUSE 6 15A
JUNCTION BLOCK (8W-12-11)
(1) C204
F83 18YL DG
S202
8W-70-16
SPLICE S214 (8W-70-20)
S212
8W-70-19
Z1 14BK
Z1 16BK
C301
S216
8W-70-20
E2 20OR
F83 18YL DG
Z1 20BK
Z1 14BK
G304
8W-15-8
C211
20 GROUND
10 PANEL LAMP DRIVER
16 FUSED IGN SWITCH OUTPUT (RUN)
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER


S130
8W-70-13
Z12 20BK/TN
C136
(1)
FOUR-WHEEL DRIVE SWITCH
LO 4WD
N (NEUTRAL)
PART TIME 4WD
FULL TIME 4WD
Z12
16BK
TN
G105
8W-15-3
(3)
(4)
(2)
C136
G28
20LG
OR
T107
20BK
RD
T106
20GY
OR
C131
C132
G28
20LG
OR
T107
20BK
RD
T106
20GY
OR
(3)
C162
(7)
C164
C235
JUNCTION BLOCK
C200
(2)
(6)
(2)
C201
(6)
C200
107
20BK
RD
G28
20LG
OR
107
20BK
RD
G28
20LG
OR
T106
20GY
OR
BLACK
C212
T19
20YL
BK
G42
20LB
RD
107
20BK
RD
C211
17
18
19
14
15
LO
PART TIME
FULL TIME
4WD LAMP
2WD LAMP
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER



BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(19) C154
FUSE 13 30A
(26) C154
A6 14RD LB
A6 14RD/LB
WITH DRL
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
(8) C162
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21)
FUSE 17 15A
JUNCTION BLOCK (8W-12-21)
JUNCTION BLOCK (8W-12-21,22)
(11) C207
(10) (5) C204
366 16PK OR
L90 20DB RD
(15) C223
HEADLAMP SWITCH
LO
AUTO
P
OFF
C223
(16)
L90 20DB RD
STOP LAMP OUT INDICATOR DRIVER 9
LAMP OUTAGE MODULE
C316
C316
G46 20LB BK
G46 20LB BK
WITH LAMP OUTAGE MODULE
Z1 18BK
S314
8W-70-29
Z1 12BK
G302
8W-15-7
G46 20LB BK
C307
G46 20BK LB
C211
11 PARK LAMP RELAY OUTPUT
5
REAR LAMP FAILURE
VEHICLE INFORMATION CENTER


TURN SIGNAL/
HAZARD SWITCH
(8W-52-4,5,6)
L5
18OR
BK
C211
4
TURN
SIGNAL
VEHICLE
INFORMATION
CENTER
LOW
COOLANT
LEVEL
ENGINE
COOLANT
LEVEL
SENSE
1
LOW WASHER
FLUID
WASHER
FLUID
LEVEL
SENSE
13
C211
G18
20PK
BK
G29
20BK
TN
C234
G18
16PK
BK
G29
16BK
TN
(1) C157
(1) C113
ENGINE
COOLANT
LEVEL
SENSOR
LOW
WASHER
FLUID
LEVEL
SENSOR
(2) C157
(2) C113
Z1
16BK
Z2
16BK
S104
8W-70-5
S121
8W-70-9
Z1
14BK
Z1
12BK
G106
8W-15-3,4
G109
8W-15-4


VEHICLE INFORMATION CENTER
LEFT FRONT DOOR AJAR SENSE
RIGHT FRONT DOOR AJAR SENSE
LEFT REAR DOOR AJAR SENSE
RIGHT REAR DOOR AJAR SENSE
LIFTGATE AJAR SENSE
LIFTGLASS AJAR SENSE
CCD BUS (+)
CCD BUS (−)
7
8
C211
D1 18VT BR
D2 18WT BK
TWISTED PAIR
TWISTED PAIR
S203
8W-70-17
D1 18VT BR
C235
D1 18VT BR
D2 18WT BK
C235
D2 18WT BK
S203
8W-70-17
C142
POWERTRAIN CONTROL MODULE
C30 CCD BUS (+)
C28 CCD BUS (−)
D1 18VT BR
D2 18WT BK
TWISTED PAIR
C240
C240
BODY CONTROL MODULE
19 CCD BUS (+)
20 CCD BUS (−)

8W-47 AUDIO SYSTEM

INDEX

GENERAL INFORMATION

INTRODUCTION

There are two audio systems offered on this vehicle. The standard system uses four speakers and a standard antenna. The optional system has six speakers, a power amplifier, standard antenna and remote operating switches on the steering wheel.

Both systems are powered by circuit X12 from fuse 1 in the junction block. When the ignition switch is in the ACCESSORY or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 powers circuit X12 through junction block fuse 1.

Circuit Z5 provides ground for both radios.

Both radios connect to the CCD bus on circuits D1 and D2.

DESCRIPTION AND OPERATION

RADIO MEMORY

On the standard and optional radios, circuit F60 from fuse 20 in the junction block powers the radio memory. Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers junction block fuse 20 and circuit F60.

RADIO ILLUMINATION

When the parking lamps or the headlamps are ON, circuits E2 and L90 are used to power the radio illumination lamps. Circuit E2 is used for the dimmable lamps. Circuit L90 is the parking lamps feed.

SPEAKERS—STANDARD RADIO

The standard radio uses four speakers. Circuit X53 feeds the speaker in the left front door. Circuit X55 is the return from the speaker to the radio.

Circuit X54 feeds the right front door speaker. Circuit X56 is the return from the speaker to the radio.

From the radio, circuit X51 connects to circuit X52 at the jumper harness for the left rear door speaker. Circuit X51 and X52 feed the speaker. Circuit X58 from the speaker jumper harness connects to circuit X57. Circuit X57 is the return from the speaker to the radio.

Circuit X52 feeds the right rear door speaker. Circuit X58 is the return from the speaker to the radio. Circuits X52 and X58 continue through the jumper harness to the right rear door speaker.

POWER AMPLIFIER AND SPEAKERS

The power amplifier is used on optional premium systems only. The amplifier is connected between the radio and the speakers.

Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F75 through fuse 7 in the junction block. Circuit F75 feeds the radio amplifier. Circuit Z5 provides ground for the amplifier. Circuit X60 from the radio supplies power to the amplifier.

From the radio, circuits X54 and X56 for the right front speaker and the speaker in the right side of the instrument panel, connect to the power amplifier. Circuit X54 is the feed from the radio to the amplifier. Circuit X82 is the feed from the amplifier to the right instrument panel speaker and right front door speaker. Circuit X80 is the return from the speakers to the amplifier and circuit X56 is the return from the amplifier to the radio. Circuits X80 and X82 from the amplifier connect to circuits X56 and X54 at the jumper harness for the right front door speaker.

For the left front door speaker and the speaker in the left side of the instrument panel, circuits X53 and X55 from the radio connect to the power amplifier. Circuit X53 is the feed from the radio to the amplifier. Circuit X87 is the feed from the amplifier to the left instrument panel speaker and left front door speaker. Circuit X85 is the return from speakers to the amplifier and circuit X55 is the return from the amplifier to the radio. Circuits X87 and X85 from the amplifier connect to circuits X55 and X53 at the jumper harness for the left front door speaker.

DESCRIPTION AND OPERATION (Continued)

Circuit X51, the feed for the left rear door speaker and circuit X57, the return for the speaker, connect from the radio to the power amplifier. At the jumper harness for the left rear door speaker, circuit X93 from the amplifier connects to circuit X52 and circuit X91 connects to circuit X58. Circuits X93 and X52 feed the speaker. The speaker return is on circuit X58 and circuit X91.

Circuit X52, the feed for the right rear door speaker and circuit X58, the return for the speaker, connect from the radio to the power amplifier. At the jumper harness for the right rear door speaker, circuit X94 from the amplifier connects to circuit X52 and circuit X92 connects to circuit X58. Circuits X94 and X52 feed the speaker. The speaker return is on circuits X58 and X92.

RADIO REMOTE SWITCHES

Premium radios have remote volume, seek, and preset switches on the steering wheel. The remote switches connect to the Body Control Module (BCM) on circuit 709 and ground on circuit Z2. Each switch is wired in parallel. A resistor in series between each switch and ground circuit Z2 determines the signal sensed by the BCM on circuit 709.

After sensing a request from the radio remote switches, the BCM signals the radio over the CCD bus to make the requested selection.

POWER ANTENNA—EXPORT ONLY

The power antenna is only used on vehicles built for export markets.

The power antenna relay supplies voltage to the power antenna motor. The relay supplies voltage to the antenna motor to either raise or lower the antenna.

Circuit A7 from fuse 15 in the Power Distribution Center (PDC) feeds the relay switch through fuse 13 in the junction block.

When the radio is OFF, the switch in the power antenna relay is in the DOWN position. In DOWN position, the relay switch powers circuit X14. Circuit X14 supplies voltage to power antenna motor to lower the antenna. The ground path is from the motor to the relay on circuit X16, through the switch in the relay to ground on circuit Z1.

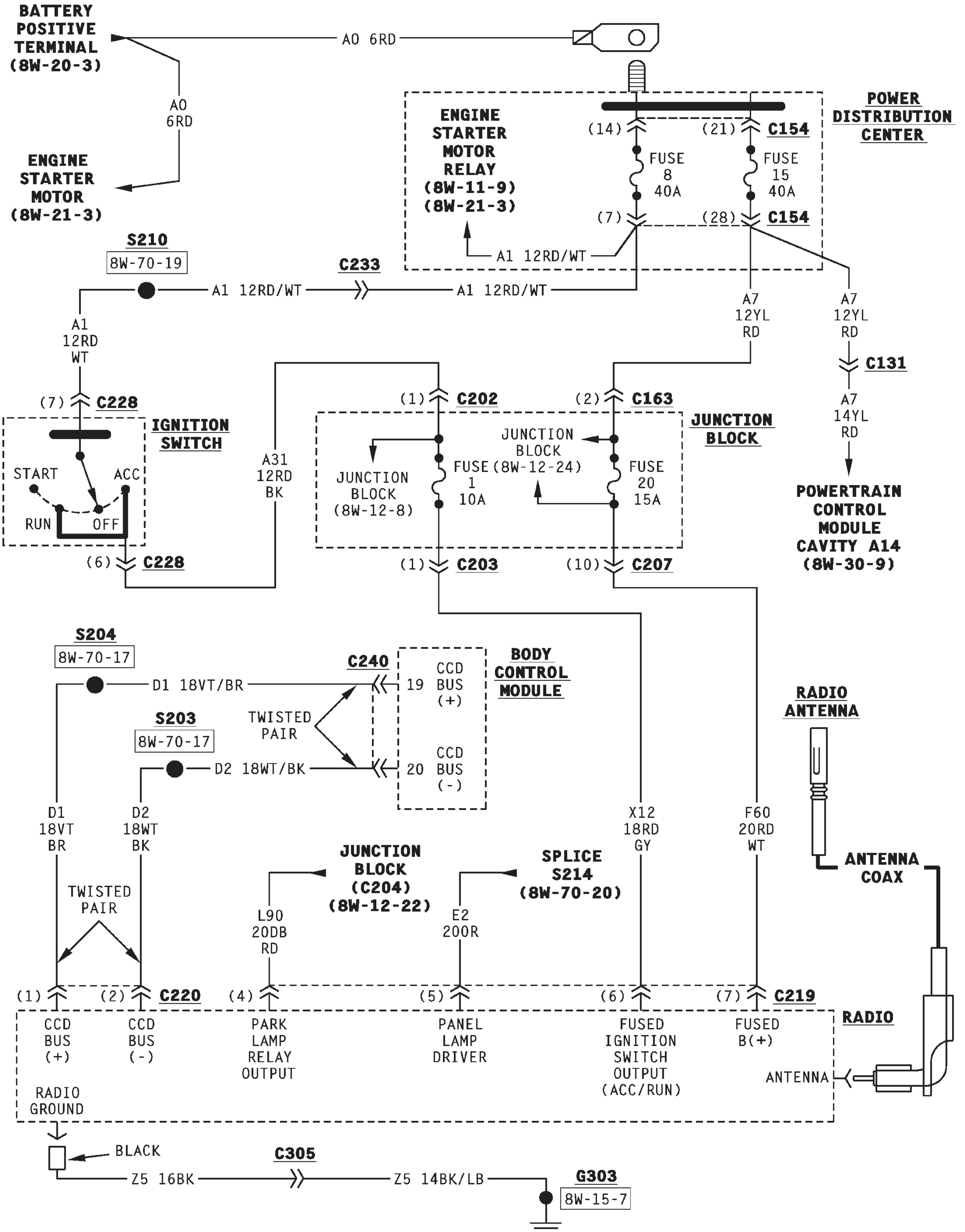
Circuit Z1 also provides ground for the coil side of the power antenna relay. When the radio is turned ON, circuit X60 from the radio supplies power to the coil side of antenna relay and the relay switches to the UP position. In the UP position, the switch powers circuit X16. Circuit X16 supplies voltage to power the antenna motor to raise the antenna. The ground path is from the motor to the relay on circuit X17, through the switch in the relay to ground on circuit Z1.

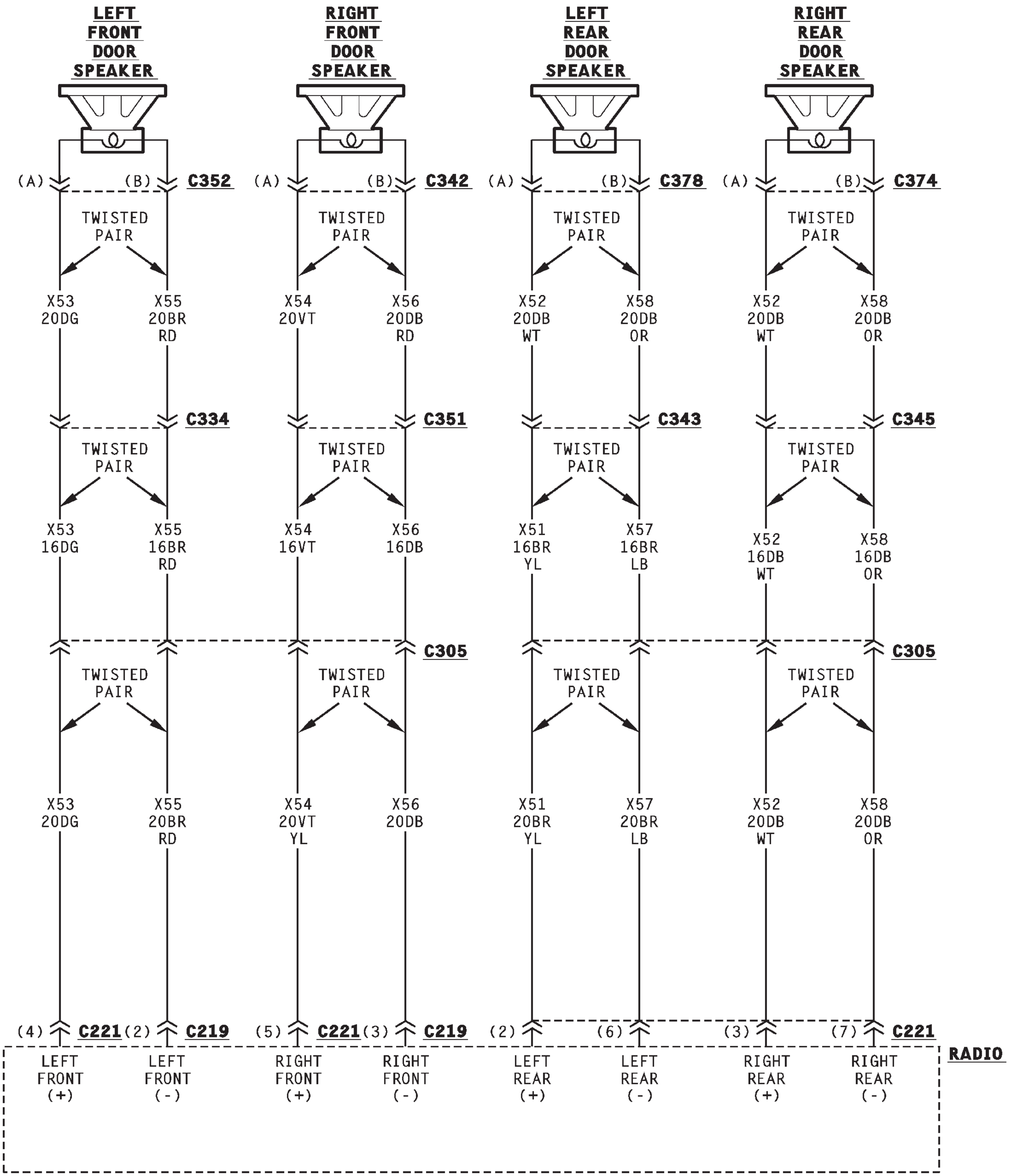
SCHEMATICS AND DIAGRAMS

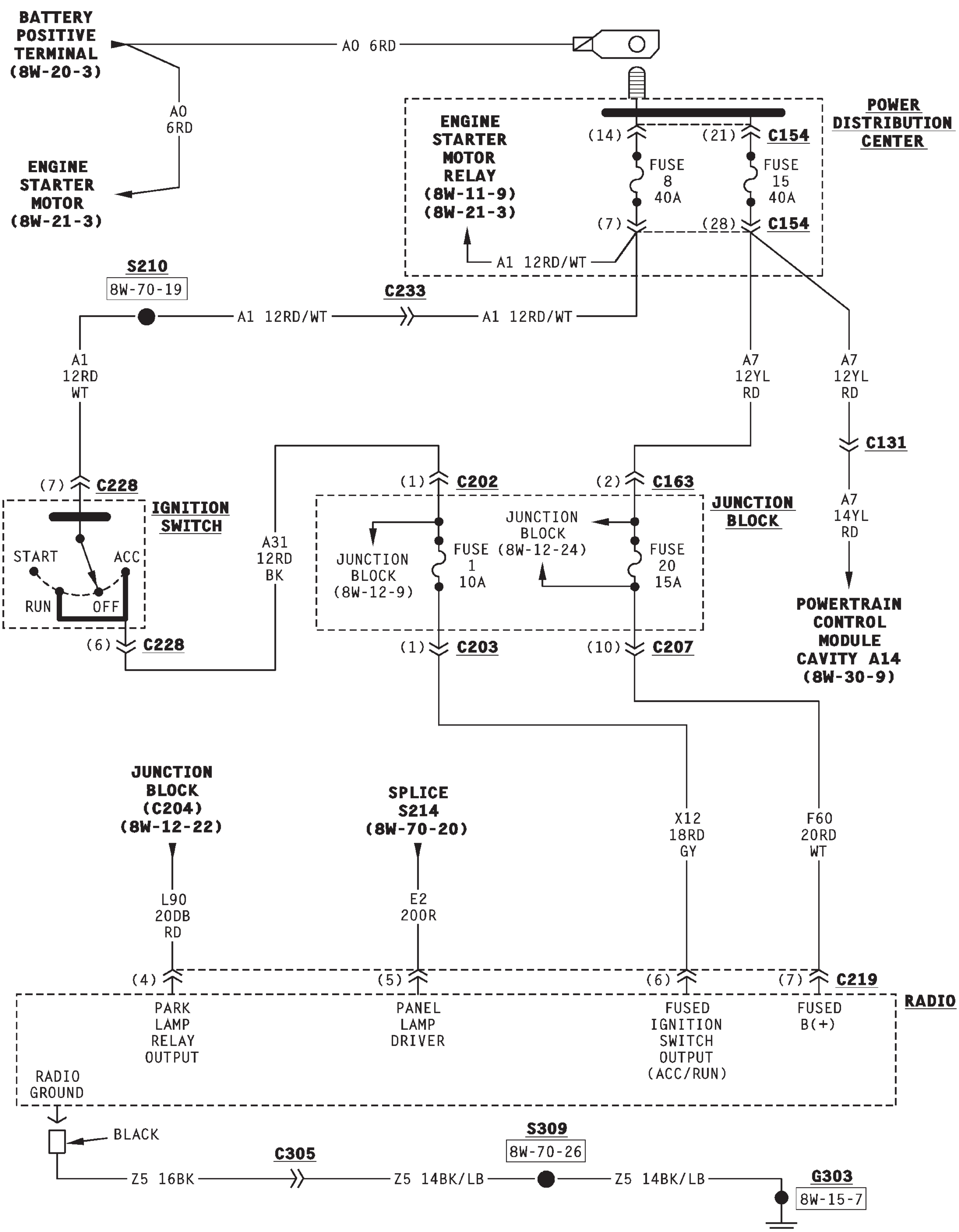
WIRING DIAGRAM INDEX

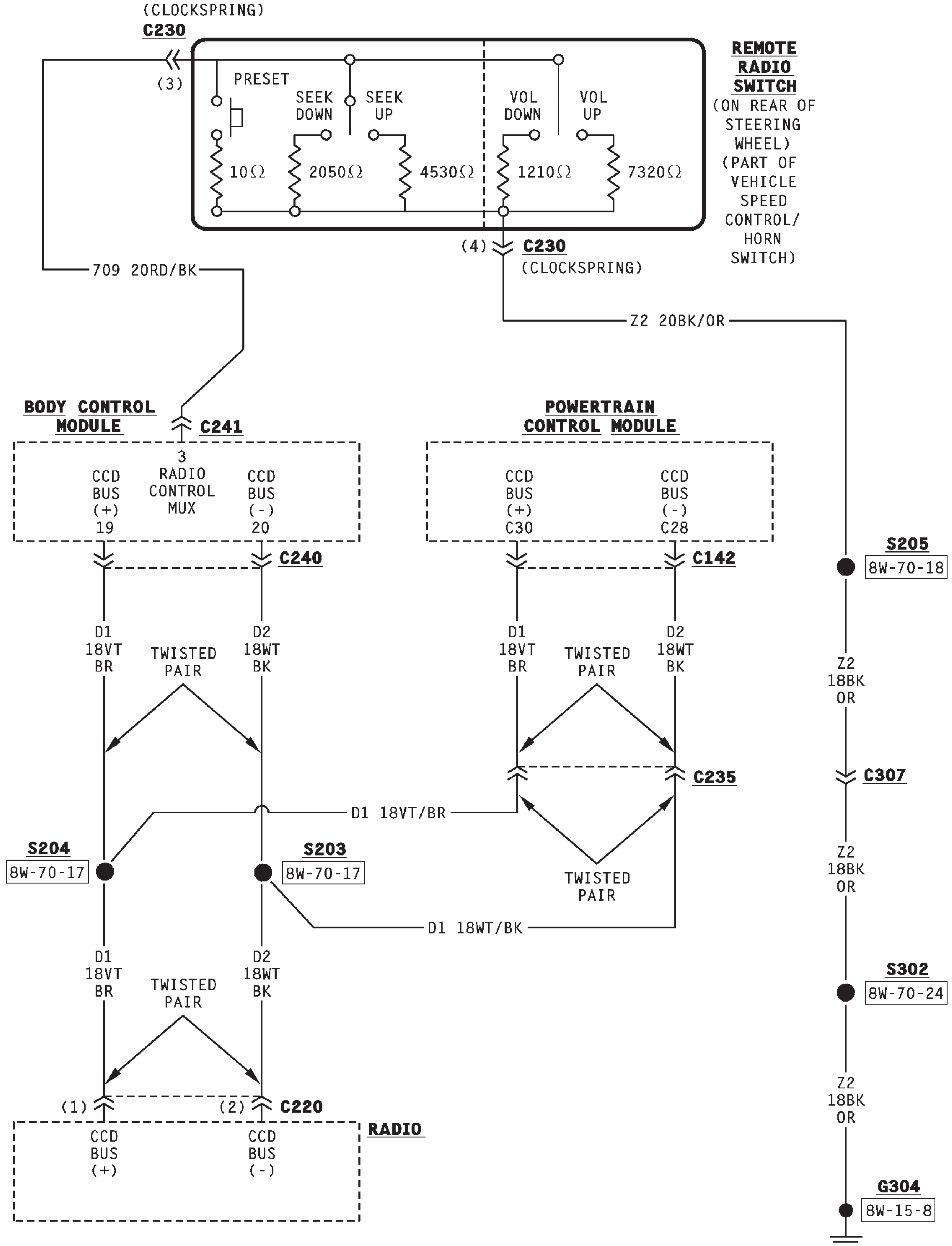
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

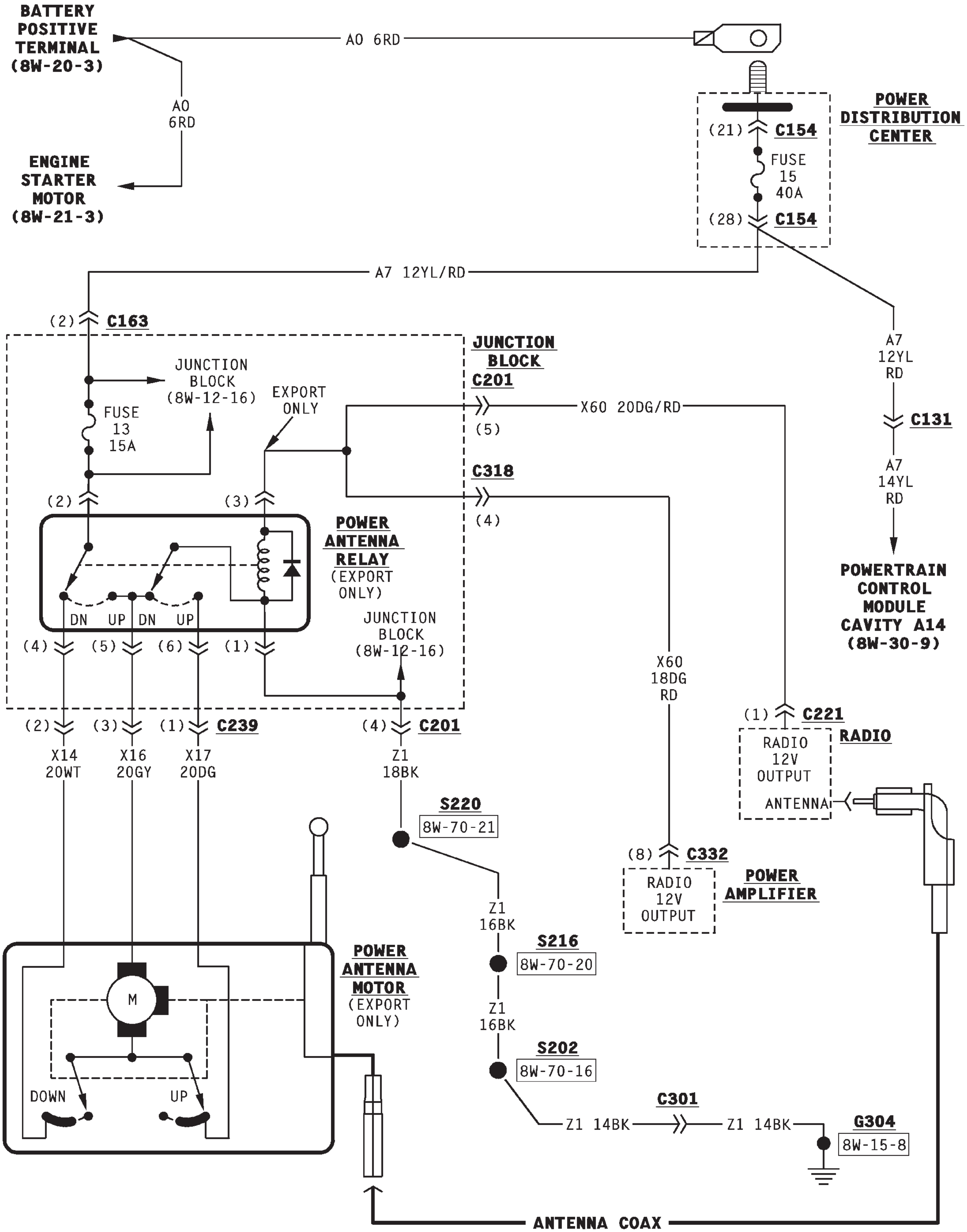
DIAGRAM INDEX

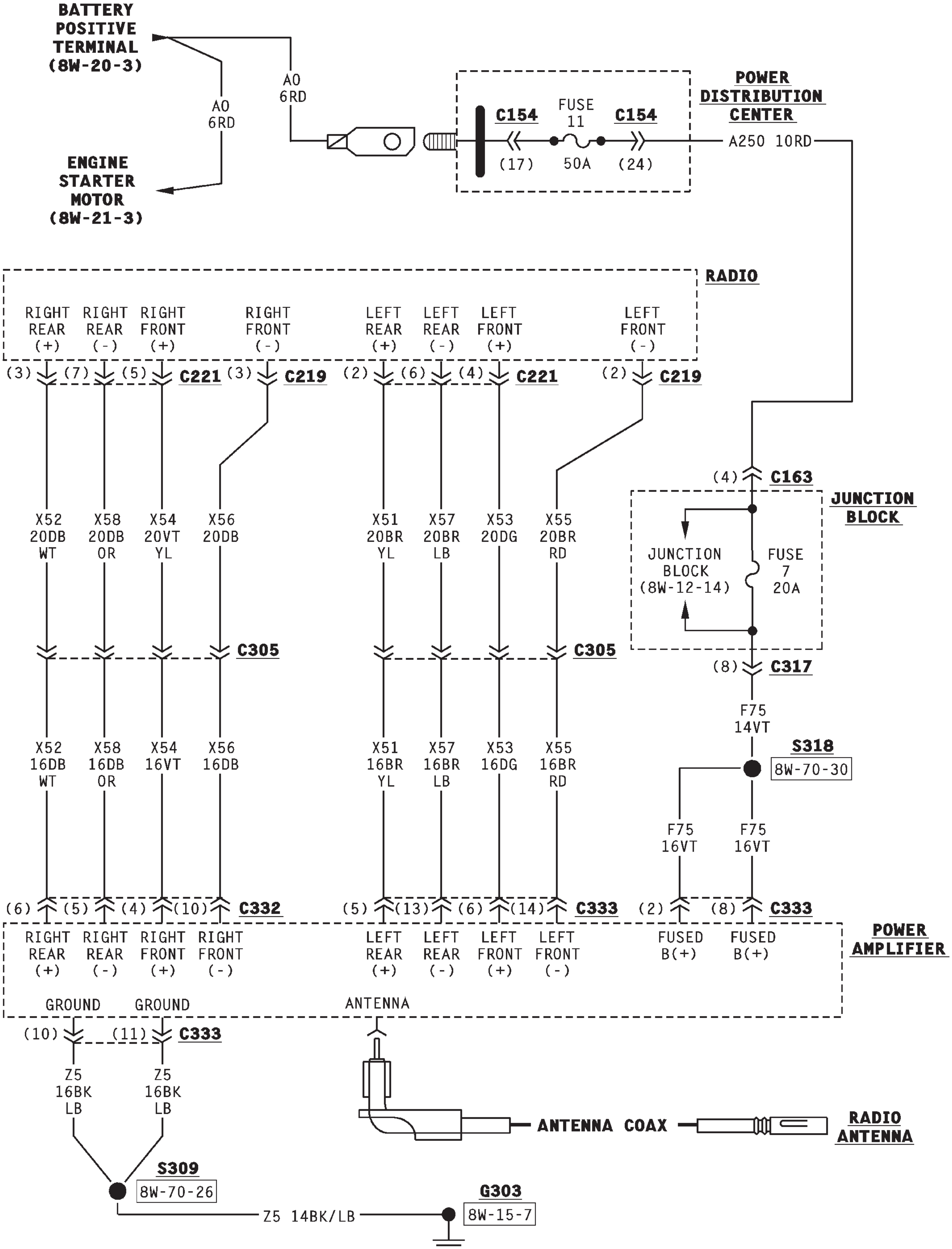

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
POWER DISTRIBUTION CENTER
(14) (21) C154
FUSE 8 40A
FUSE 15 40A
(7) (28) C154
A1 12RD/WT
S210
8W-70-19
A1 12RD/WT
C233
A1 12RD/WT
A7 12YL RD
A7 12YL RD
C131
A7 14YL RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
A1 12RD WT
(7) C228
IGNITION SWITCH
START ACC RUN OFF
(6) C228
A31 12RD BK
(1) C202
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-8)
FUSE 1 10A
JUNCTION BLOCK (8W-12-24)
FUSE 20 15A
(1) C203
(10) C207
S204
8W-70-17
D1 18VT/BR
C240
TWISTED PAIR
S203
8W-70-17
D2 18WT/BK
19 CCD BUS (+)
20 CCD BUS (-)
BODY CONTROL MODULE
RADIO ANTENNA
D1 18VT BR
D2 18WT BK
TWISTED PAIR
JUNCTION BLOCK (C204) (8W-12-22)
L90 20DB RD
SPLICE S214 (8W-70-20)
E2 20OR
X12 18RD GY
F60 20RD WT
ANTENNA COAX
(1) (2) C220
(4) (5) (6) (7) C219
RADIO
CCD BUS (+)
CCD BUS (-)
PARK LAMP RELAY OUTPUT
PANEL LAMP DRIVER
FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
FUSED B(+)
ANTENNA
RADIO GROUND
BLACK
C305
Z5 16BK
Z5 14BK/LB
G303
8W-15-7

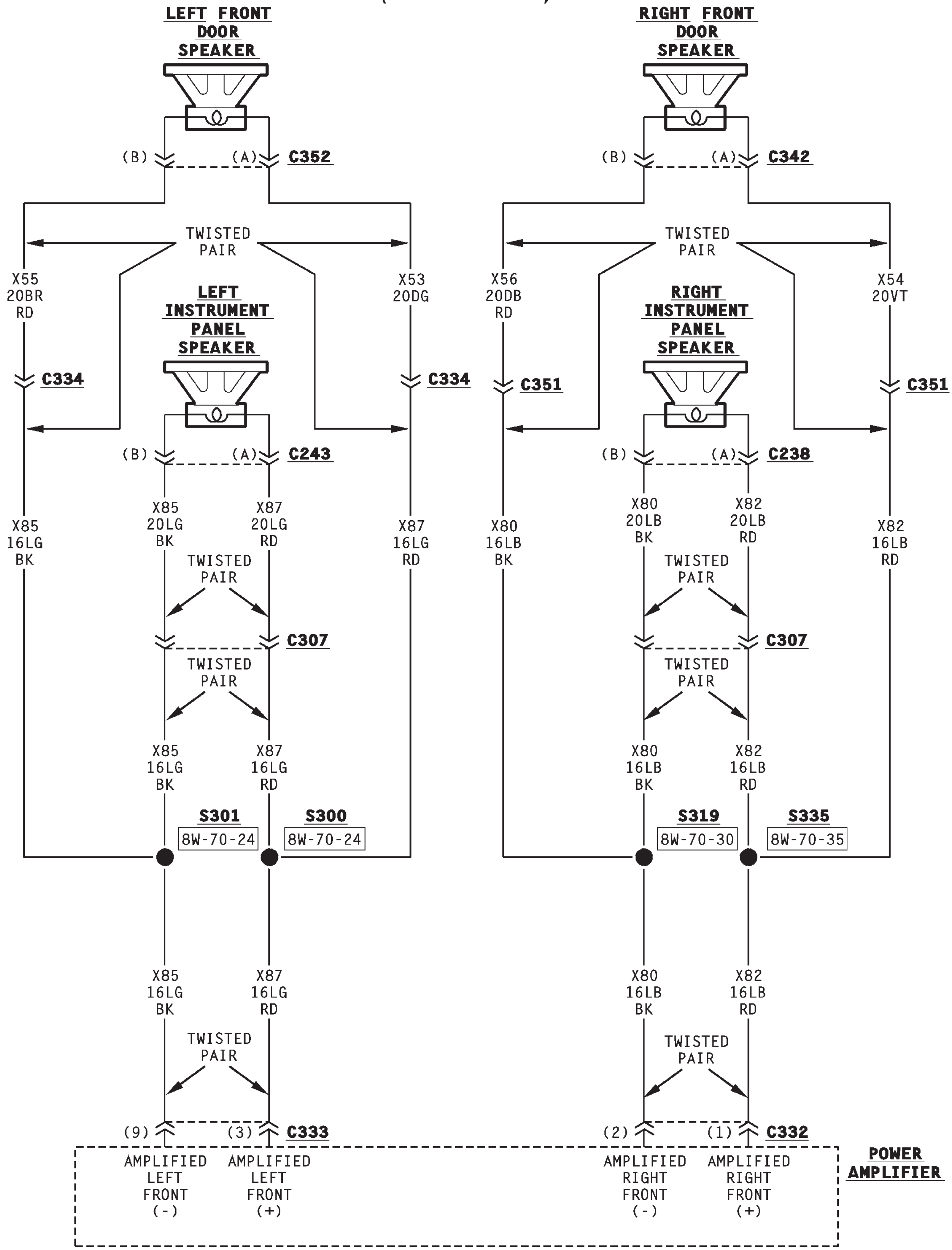

LEFT FRONT DOOR SPEAKER
RIGHT FRONT DOOR SPEAKER
LEFT REAR DOOR SPEAKER
RIGHT REAR DOOR SPEAKER
(A)
(B)
C352
C342
C378
C374
TWISTED PAIR
X53 20DG
X55 20BR RD
X54 20VT
X56 20DB RD
X52 20DB WT
X58 20DB OR
C334
C351
C343
C345
X53 16DG
X55 16BR RD
X54 16VT
X56 16DB
X51 16BR YL
X57 16BR LB
X52 16DB WT
X58 16DB OR
C305
X53 20DG
X55 20BR RD
X54 20VT YL
X56 20DB
X51 20BR YL
X57 20BR LB
X52 20DB WT
X58 20DB OR
(4) C221
(2) C219
(5) C221
(3) C219
(2)
(6)
(3)
(7) C221
RADIO
LEFT FRONT (+)
LEFT FRONT (-)
RIGHT FRONT (+)
RIGHT FRONT (-)
LEFT REAR (+)
LEFT REAR (-)
RIGHT REAR (+)
RIGHT REAR (-)

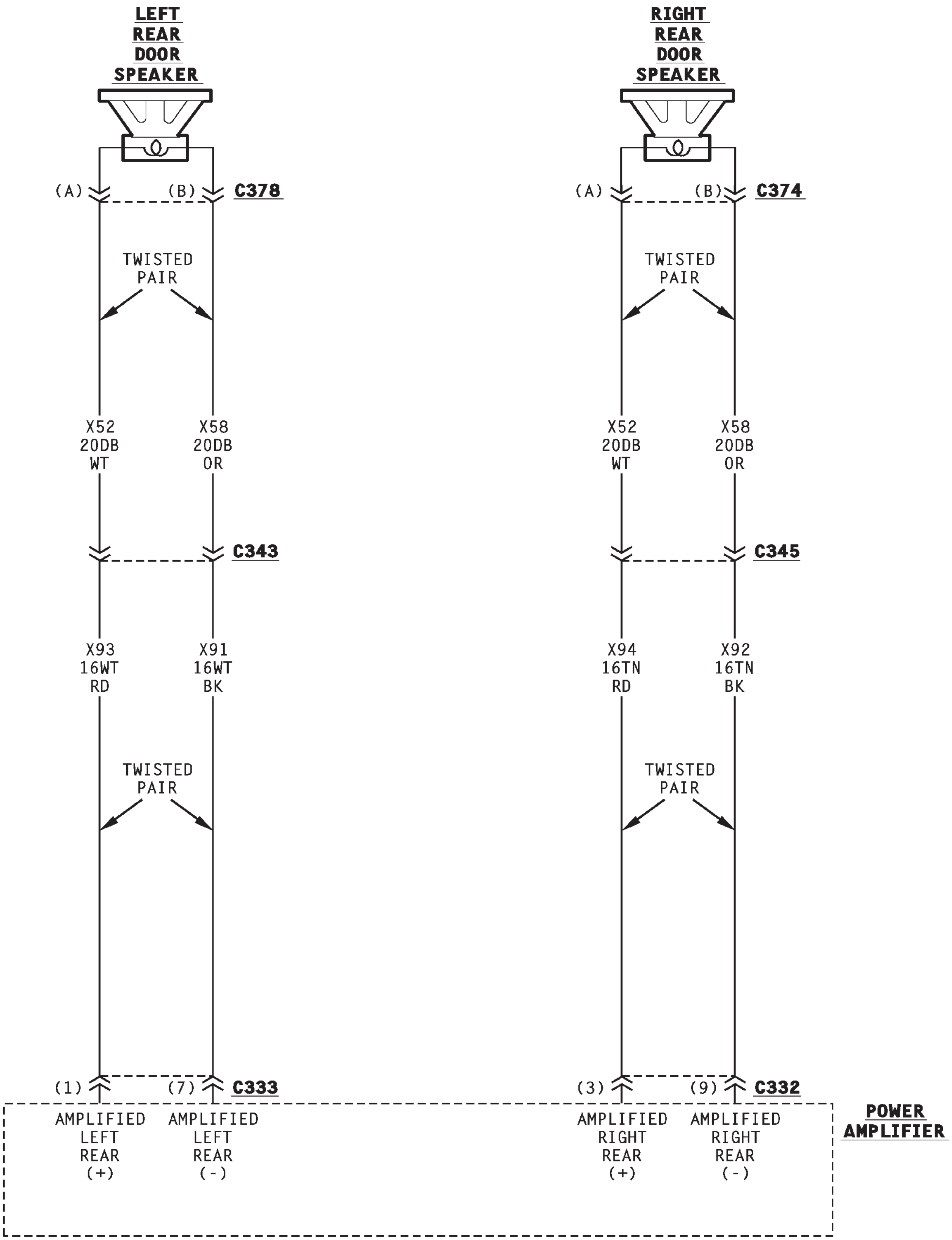

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
POWER DISTRIBUTION CENTER
(14)
(21)
C154
FUSE 8 40A
FUSE 15 40A
(7)
(28)
C154
A1 12RD/WT
S210
8W-70-19
A1 12RD/WT
C233
A1 12RD/WT
A1 12RD WT
A7 12YL RD
A7 12YL RD
C131
A7 14YL RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
(7)
C228
IGNITION SWITCH
START
ACC
RUN
OFF
(6)
C228
A31 12RD BK
(1)
C202
(2)
C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-9)
FUSE 1 10A
JUNCTION BLOCK (8W-12-24)
FUSE 20 15A
(1)
C203
(10)
C207
JUNCTION BLOCK (C204) (8W-12-22)
SPLICE S214 (8W-70-20)
L90 20DB RD
E2 20OR
X12 18RD GY
F60 20RD WT
(4)
(5)
(6)
(7)
C219
RADIO
PARK LAMP RELAY OUTPUT
PANEL LAMP DRIVER
FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
FUSED B(+)
RADIO GROUND
BLACK
Z5 16BK
C305
Z5 14BK/LB
S309
8W-70-26
Z5 14BK/LB
G303
8W-15-7


(CLOCKSPRING)
C230
(3)
PRESET
SEEK DOWN
SEEK UP
VOL DOWN
VOL UP
10Ω
2050Ω
4530Ω
1210Ω
7320Ω
REMOTE RADIO SWITCH
(ON REAR OF STEERING WHEEL)
(PART OF VEHICLE SPEED CONTROL/ HORN SWITCH)
(4)
C230
(CLOCKSPRING)
709 20RD/BK
Z2 20BK/OR
BODY CONTROL MODULE
C241
3
RADIO CONTROL MUX
CCD BUS (+) 19
CCD BUS (-) 20
C240
POWERTRAIN CONTROL MODULE
CCD BUS (+) C30
CCD BUS (-) C28
C142
S205
8W-70-18
D1 18VT BR
D2 18WT BK
TWISTED PAIR
Z2 18BK OR
C235
C307
D1 18VT/BR
S204
8W-70-17
S203
8W-70-17
D1 18WT/BK
S302
8W-70-24
(1)
(2)
C220
RADIO
CCD BUS (+)
CCD BUS (-)
G304
8W-15-8


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
A7 12YL/RD
A7 12YL RD
C131
A7 14YL RD
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-16)
FUSE 13 15A
EXPORT ONLY
C201
(5)
X60 20DG/RD
C318
(4)
POWER ANTENNA RELAY (EXPORT ONLY)
DN UP DN UP
(2) (3) (4) (5) (6) (1)
JUNCTION BLOCK (8W-12-16)
(2) (3) (1) C239
(4) C201
X14 20WT
X16 20GY
X17 20DG
Z1 18BK
X60 18DG RD
(1) C221
RADIO
RADIO 12V OUTPUT
ANTENNA
S220
8W-70-21
(8) C332
RADIO 12V OUTPUT
POWER AMPLIFIER
Z1 16BK
S216
8W-70-20
Z1 16BK
S202
8W-70-16
POWER ANTENNA MOTOR (EXPORT ONLY)
M
DOWN
UP
C301
Z1 14BK
Z1 14BK
G304
8W-15-8
ANTENNA COAX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
C154
FUSE 11 50A
C154
(17)
(24)
POWER DISTRIBUTION CENTER
A250 10RD
RADIO
RIGHT REAR (+)
RIGHT REAR (-)
RIGHT FRONT (+)
RIGHT FRONT (-)
LEFT REAR (+)
LEFT REAR (-)
LEFT FRONT (+)
LEFT FRONT (-)
(3) (7) (5) C221 (3) C219 (2) (6) (4) C221 (2) C219
X52 20DB WT
X58 20DB OR
X54 20VT YL
X56 20DB
X51 20BR YL
X57 20BR LB
X53 20DG
X55 20BR RD
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14)
FUSE 7 20A
C305
C305
(8) C317
F75 14VT
S318
8W-70-30
X52 16DB WT
X58 16DB OR
X54 16VT
X56 16DB
X51 16BR YL
X57 16BR LB
X53 16DG
X55 16BR RD
F75 16VT
F75 16VT
(6) (5) (4) (10) C332 (5) (13) (6) (14) C333 (2) (8) C333
POWER AMPLIFIER
RIGHT REAR (+)
RIGHT REAR (-)
RIGHT FRONT (+)
RIGHT FRONT (-)
LEFT REAR (+)
LEFT REAR (-)
LEFT FRONT (+)
LEFT FRONT (-)
FUSED B(+)
FUSED B(+)
GROUND
GROUND
ANTENNA
(10) (11) C333
Z5 16BK LB
Z5 16BK LB
ANTENNA COAX
RADIO ANTENNA
S309
8W-70-26
Z5 14BK/LB
G303
8W-15-7


LEFT FRONT DOOR SPEAKER
(B)
(A)
C352
TWISTED PAIR
X55 20BR RD
X53 20DG
LEFT INSTRUMENT PANEL SPEAKER
C334
C334
(B)
(A)
C243
X85 16LG BK
X85 20LG BK
X87 20LG RD
X87 16LG RD
TWISTED PAIR
C307
TWISTED PAIR
X85 16LG BK
X87 16LG RD
S301
8W-70-24
S300
8W-70-24
X85 16LG BK
X87 16LG RD
TWISTED PAIR
(9)
(3)
C333
AMPLIFIED LEFT FRONT (-)
AMPLIFIED LEFT FRONT (+)
RIGHT FRONT DOOR SPEAKER
(B)
(A)
C342
TWISTED PAIR
X56 20DB RD
X54 20VT
RIGHT INSTRUMENT PANEL SPEAKER
C351
C351
(B)
(A)
C238
X80 16LB BK
X80 20LB BK
X82 20LB RD
X82 16LB RD
TWISTED PAIR
C307
TWISTED PAIR
X80 16LB BK
X82 16LB RD
S319
8W-70-30
S335
8W-70-35
X80 16LB BK
X82 16LB RD
TWISTED PAIR
(2)
(1)
C332
AMPLIFIED RIGHT FRONT (-)
AMPLIFIED RIGHT FRONT (+)
POWER AMPLIFIER


LEFT REAR DOOR SPEAKER
RIGHT REAR DOOR SPEAKER
(A)
(B)
C378
(A)
(B)
C374
TWISTED PAIR
TWISTED PAIR
X52 20DB WT
X58 20DB OR
X52 20DB WT
X58 20DB OR
C343
C345
X93 16WT RD
X91 16WT BK
X94 16TN RD
X92 16TN BK
TWISTED PAIR
TWISTED PAIR
(1)
(7)
C333
(3)
(9)
C332
AMPLIFIED LEFT REAR (+)
AMPLIFIED LEFT REAR (-)
AMPLIFIED RIGHT REAR (+)
AMPLIFIED RIGHT REAR (-)
POWER AMPLIFIER

8W-48 REAR WINDOW DEFOGGER

DESCRIPTION AND OPERATION

REAR WINDOW DEFOGGER

The Body Control Module (BCM) operates the rear window defogger system through a relay located in the junction block. When the operator presses the rear window defogger switch, the switch connects circuit C80 from the BCM to ground circuit Z1. In response, the BCM grounds the coil side of the rear window defogger relay on circuit C14.

When the BCM grounds the rear window defogger relay coil, the contacts close and connect circuit A900 from fuse 3 in the Power Distribution Center (PDC) to circuit C15. Circuit C15 supplies power to the rear window defogger grid. Circuit A900 also powers the coil side of the relay. Circuit Z1 grounds the rear window defogger grid.

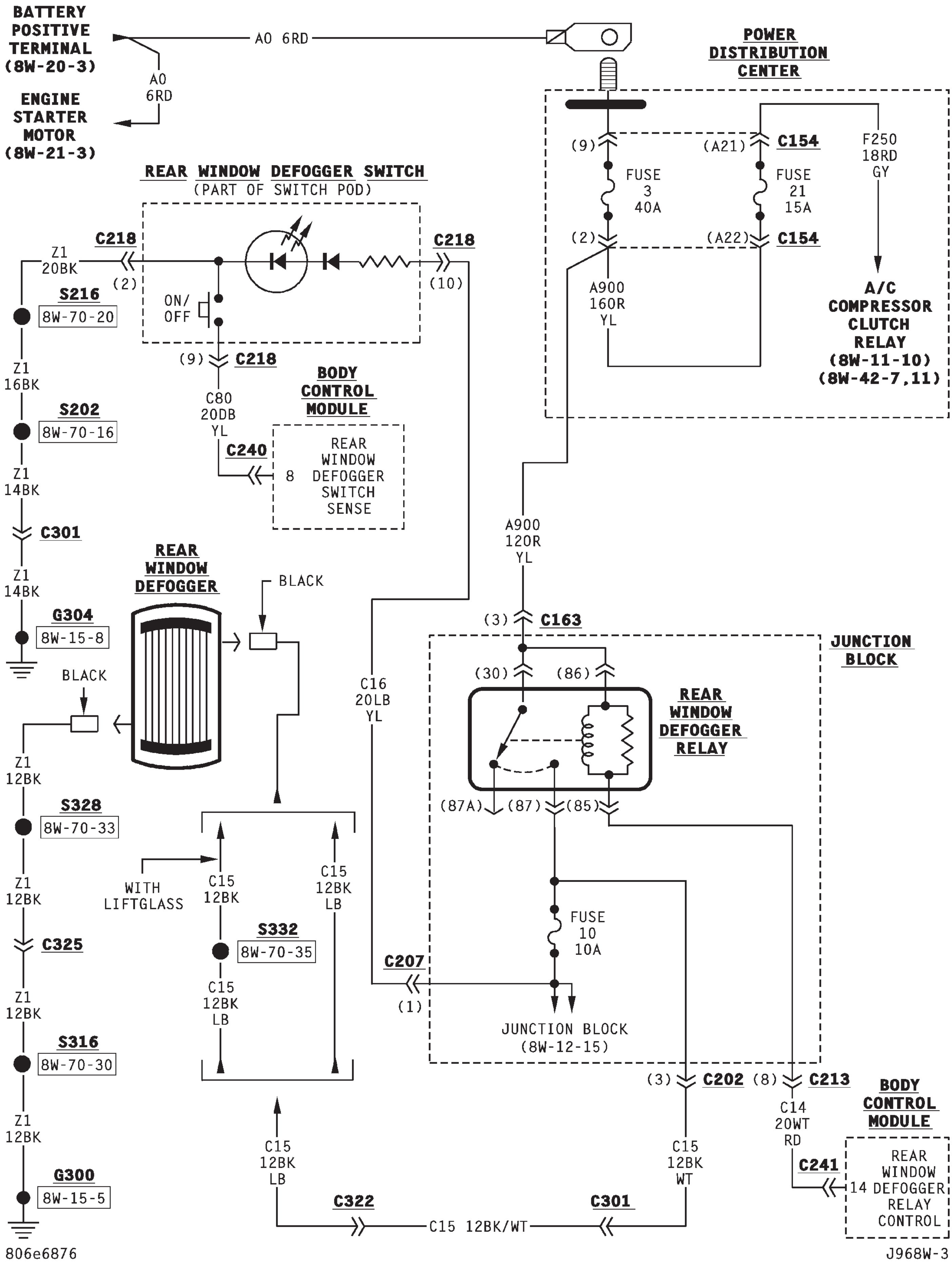
Internal to the junction block, circuit C15 splices to feed circuit C16 through fuse 10. Circuit C16 feeds the Light Emitting Diode (LED) in the rear window defogger switch.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(9)
(A21)
C154
F250 18RD GY
FUSE 3 40A
FUSE 21 15A
(2)
(A22)
C154
A900 160R YL
A/C COMPRESSOR CLUTCH RELAY (8W-11-10) (8W-42-7,11)
REAR WINDOW DEFOGGER SWITCH
(PART OF SWITCH POD)
C218
Z1 20BK
(2)
C218
(10)
ON/ OFF
S216
8W-70-20
(9)
C218
Z1 16BK
S202
8W-70-16
C80 20DB YL
BODY CONTROL MODULE
C240
8
REAR WINDOW DEFOGGER SWITCH SENSE
Z1 14BK
C301
Z1 14BK
REAR WINDOW DEFOGGER
BLACK
G304
8W-15-8
BLACK
A900 120R YL
(3)
C163
JUNCTION BLOCK
(30)
(86)
REAR WINDOW DEFOGGER RELAY
C16 20LB YL
Z1 12BK
S328
8W-70-33
(87A)
(87)
(85)
Z1 12BK
WITH LIFTGLASS
C15 12BK
C15 12BK LB
FUSE 10 10A
C325
S332
8W-70-35
C207
Z1 12BK
C15 12BK LB
(1)
S316
8W-70-30
JUNCTION BLOCK (8W-12-15)
(3)
C202
(8)
C213
Z1 12BK
C14 20WT RD
BODY CONTROL MODULE
C15 12BK LB
C15 12BK WT
C241
14
REAR WINDOW DEFOGGER RELAY CONTROL
G300
8W-15-5
C322
C15 12BK/WT
C301
806e6876
J968W-3

8W-49 OVERHEAD CONSOLE

DESCRIPTION AND OPERATION

OVERHEAD CONSOLE

When the ignition switch is in the RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F83 through fuse 6 in the junction block. Circuit F83 supplies power to the overhead console.

The Body Control Module (BCM) broadcasts the park lamp signal and instrument panel illumination lamp intensity signal on the CCD bus. The overhead console receives the signals over the CCD bus and calculates display illumination intensity.

The overhead console receives the fuel percentage and distance information on the CCD bus from the Powertrain Control Module (PCM).

The overhead console contains a US/Metric switch. The switch selects which units to show on the display. The overhead console broadcasts the US/Metric selection on the CCD bus.

OVERHEAD CONSOLE LAMPS

Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers circuit M1 through fuse 16 in the junction block. Circuit M1 feeds the overhead console lamps.

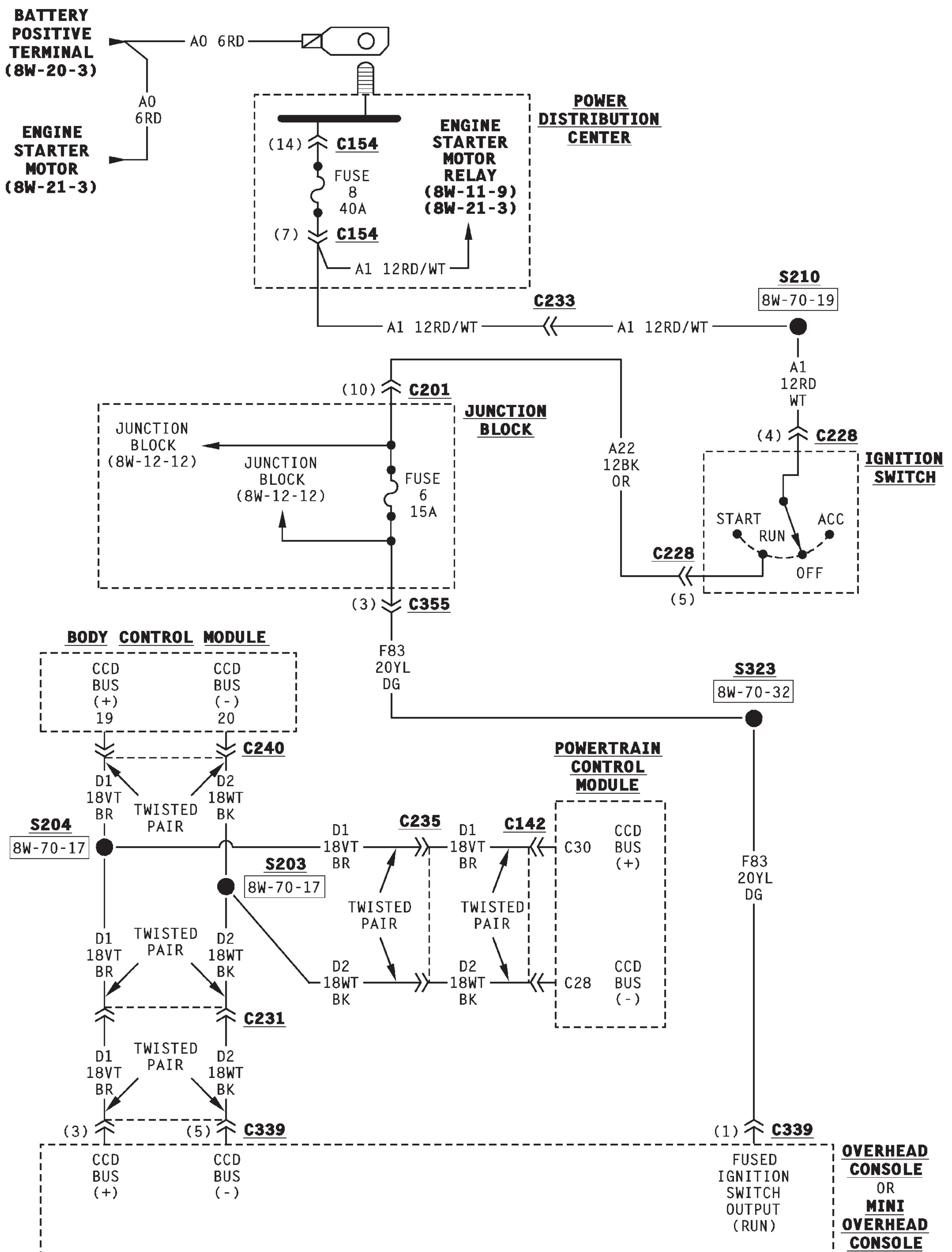
Each overhead console lamp has a switch that connects the lamps to ground on circuit Z1. The lamps are also grounded when the Body Control Module (BCM) energizes the courtesy lamp relay to connect circuit M2 to ground on circuit Z1.

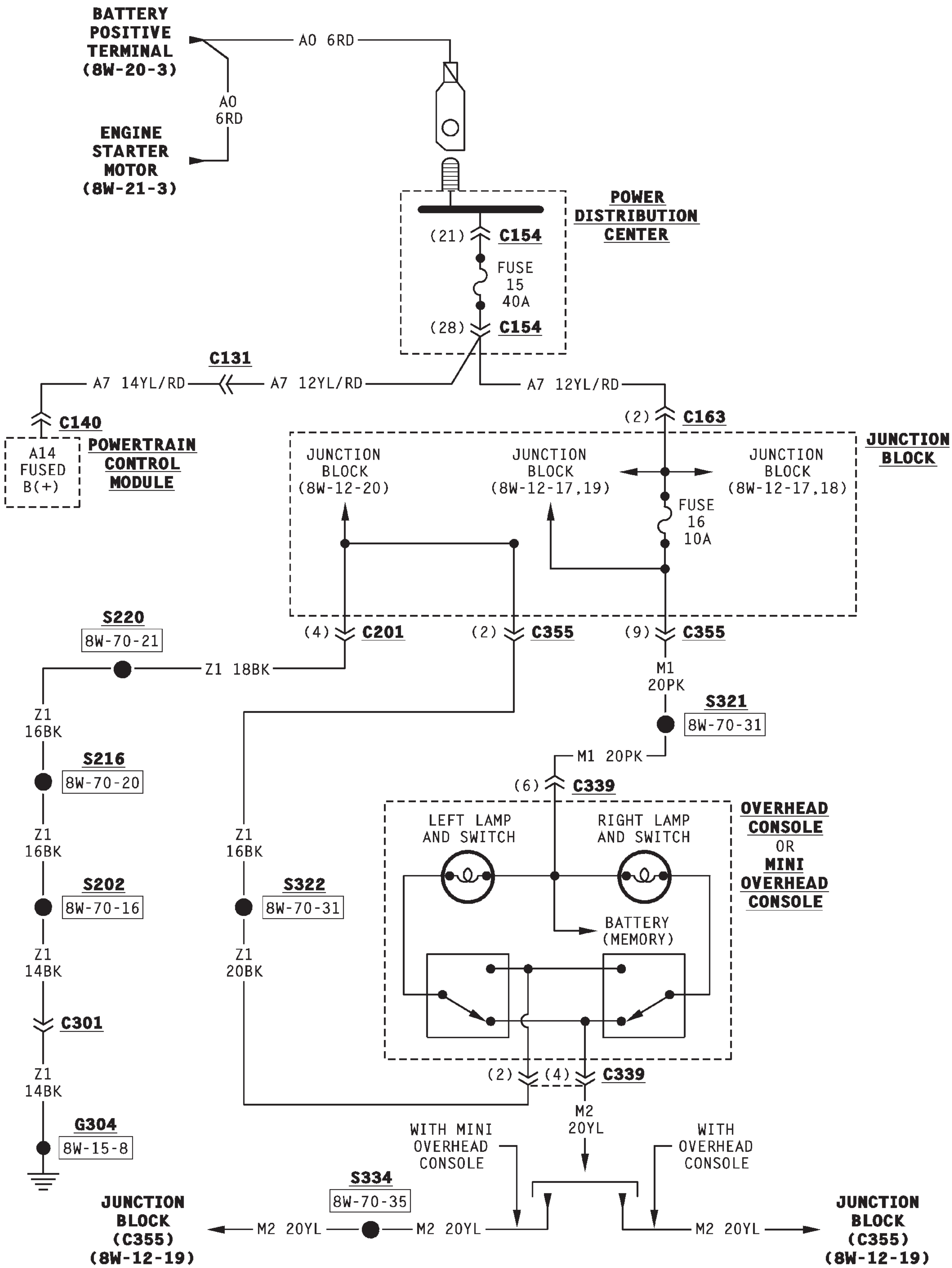
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
S210
8W-70-19
C233
A1 12RD/WT
A1 12RD/WT
A1 12RD WT
(4) C228
IGNITION SWITCH
START
RUN
ACC
OFF
C228
(5)
A22 12BK OR
(10) C201
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-12)
JUNCTION BLOCK (8W-12-12)
FUSE 6 15A
(3) C355
F83 20YL DG
S323
8W-70-32
BODY CONTROL MODULE
CCD BUS (+) 19
CCD BUS (-) 20
C240
D1 18VT BR
D2 18WT BK
TWISTED PAIR
S204
8W-70-17
S203
8W-70-17
D1 18VT BR
C235
D1 18VT BR
C142
POWERTRAIN CONTROL MODULE
C30
CCD BUS (+)
TWISTED PAIR
TWISTED PAIR
D2 18WT BK
D2 18WT BK
C28
CCD BUS (-)
F83 20YL DG
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C231
D1 18VT BR
TWISTED PAIR
D2 18WT BK
(3)
(5) C339
(1) C339
CCD BUS (+)
CCD BUS (-)
FUSED IGNITION SWITCH OUTPUT (RUN)
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
C131
A7 14YL/RD
A7 12YL/RD
A7 12YL/RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-20)
JUNCTION BLOCK (8W-12-17,19)
JUNCTION BLOCK (8W-12-17,18)
FUSE 16 10A
(4) C201
(2) C355
(9) C355
S220
8W-70-21
Z1 18BK
M1 20PK
S321
8W-70-31
M1 20PK
(6) C339
Z1 16BK
S216
8W-70-20
Z1 16BK
Z1 16BK
S202
8W-70-16
S322
8W-70-31
LEFT LAMP AND SWITCH
RIGHT LAMP AND SWITCH
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
BATTERY (MEMORY)
Z1 14BK
Z1 20BK
C301
Z1 14BK
(2) (4) C339
M2 20YL
G304
8W-15-8
WITH MINI OVERHEAD CONSOLE
WITH OVERHEAD CONSOLE
S334
8W-70-35
JUNCTION BLOCK (C355) (8W-12-19)
M2 20YL
M2 20YL
M2 20YL
JUNCTION BLOCK (C355) (8W-12-19)

8W-50 FRONT LIGHTING

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

The vehicle is equipped with a Body Control Module (BCM). The BCM controls the auto headlamp feature through the auto headlamp relay.

The park lamps operate when the headlamp switch is in the ON or PARK position. Also, if the vehicle is equipped with the Vehicle Theft Security System (VTSS), the BCM powers the park lamps through the park lamp relay if it senses unauthorized vehicle operation.

Circuit A6 from fuse 13 in Power Distribution Center (PDC), powers the headlamp switch through the circuit breaker in the switch.

PARKING LAMPS

Circuit A6 from fuse 13 in the Power Distribution Center (PDC) powers circuit 366 through fuse 17 in the junction block. When the headlamp switch is in the PARK lamp position, it connects circuit 366 to circuit L90. Circuit L90 powers the parking lamps, side marker lamps. Circuit L90 also connects to the Body Control Module (BCM).

The BCM operates the park lamps when it senses unauthorized entry to the vehicle while the Vehicle Theft Security System is armed. When it sense unauthorized entry, the BCM energizes the park lamp relay by providing ground for the relay coil on circuit L79. Circuit 366 powers the relay coil and contacts. When the relay energizes, it connects circuit 366 to circuit L90.

HEADLAMPS

When the headlamp switch is in the LOW position, it connects circuit A6 from fuse 13 in the Power Distribution Center (PDC) to circuit F34. Circuit F34 connects to the dimmer switch portion of the multi-function switch and feeds circuit L4. Circuit L4 powers the low beam of the headlamps.

When the operator selects high beam operation or flash-to-pass with the turn signal stalk of the multi-function switch, circuit L11 from fuse 19 in the junction block connects to circuit L3. Circuit L3 powers headlamp high beams. Circuit L3 also connects to the Body Control Module (BCM).

If the vehicle was built for sale in the Country of Canada, the Daytime Running Lamps (DRL) module powers the headlamp high beams on circuit L3 when the headlamp switch is off and the ignition switch is in the RUN position.

AUTO HEADLAMPS

The Body Control Module (BCM) operates the Auto Headlamp feature. The BCM monitors outside light intensity through the auto headlamp light sensor. Circuit L109 from the BCM provides 5 volts to the sensor. Circuit L110 from the sensor sends the light intensity signal to the BCM.

In the AUTO position, the headlamp switch provides a signal to the BCM by connecting circuit L24 to ground on circuit Z1. If outside light intensity is low enough when the BCM senses the AUTO headlamp request, it energizes the auto headlamp relay by grounding the relay coil on circuit 714. Circuit A6 from fuse 13 in the Power Distribution Center (PDC) powers the relay coil and contacts.

When the relay energizes, it connects circuit A6 to circuit F34. Circuit F34 powers circuit L4 through the headlamp dimmer switch circuitry in the multi-function switch. Circuit L4 powers the headlamps.

FOG LAMPS

The fog lamps only operate when the headlamp high beams are off and the park lamps are on. The fog lamp switch contains a light emitting diode (LED) that illuminates during fog lamp operation.

When the fog lamp switch closes, it signals the Body Control Module (BCM) on circuit L35. If the park lamps are on and the BCM does not sense headlamp high beam operation on circuit L3, it energizes the fog lamp relay. The BCM energizes the relay by grounding the relay coil on circuit L95. Circuit F62 from fuse 19 in the Power Distribution Center (PDC) powers the relay coil and contacts.

DESCRIPTION AND OPERATION (Continued)

When the fog lamp relay energizes, it connects circuit F62 from fuse 19 in the Power Distribution Center (PDC) to circuit L39. Circuit L39 powers the fog lamps and the fog lamp switch LED. Circuit Z1 provides ground for the lamps and the LED.

DAYTIME RUNNING LAMPS MODULE

Canadian vehicles are equipped with a Daytime Running Lamps (DRL) module. If the headlamp switch is in the OFF position, the DRL module operates the high beams of the headlamps at 50 percent intensity when the ignition is in the RUN position and the park brake is off. Circuit A6 from fuse 13 in Power Distribution Center (PDC) powers the DRL module. Circuit G9 provides the park brake signal to the DRL module.

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the PDC to circuit A22. Circuit A22 supplies power to circuit F83 through fuse 6 in the junction block. Circuit F83 splices to the DRL module.

Circuit L3 powers the high beams of the left and right headlamps. When the headlamp switch is OFF, the DRL module powers the high beams on circuit L3. When the headlamps are ON, the dimmer switch in the multi-function switch powers the low beams on circuit L4.

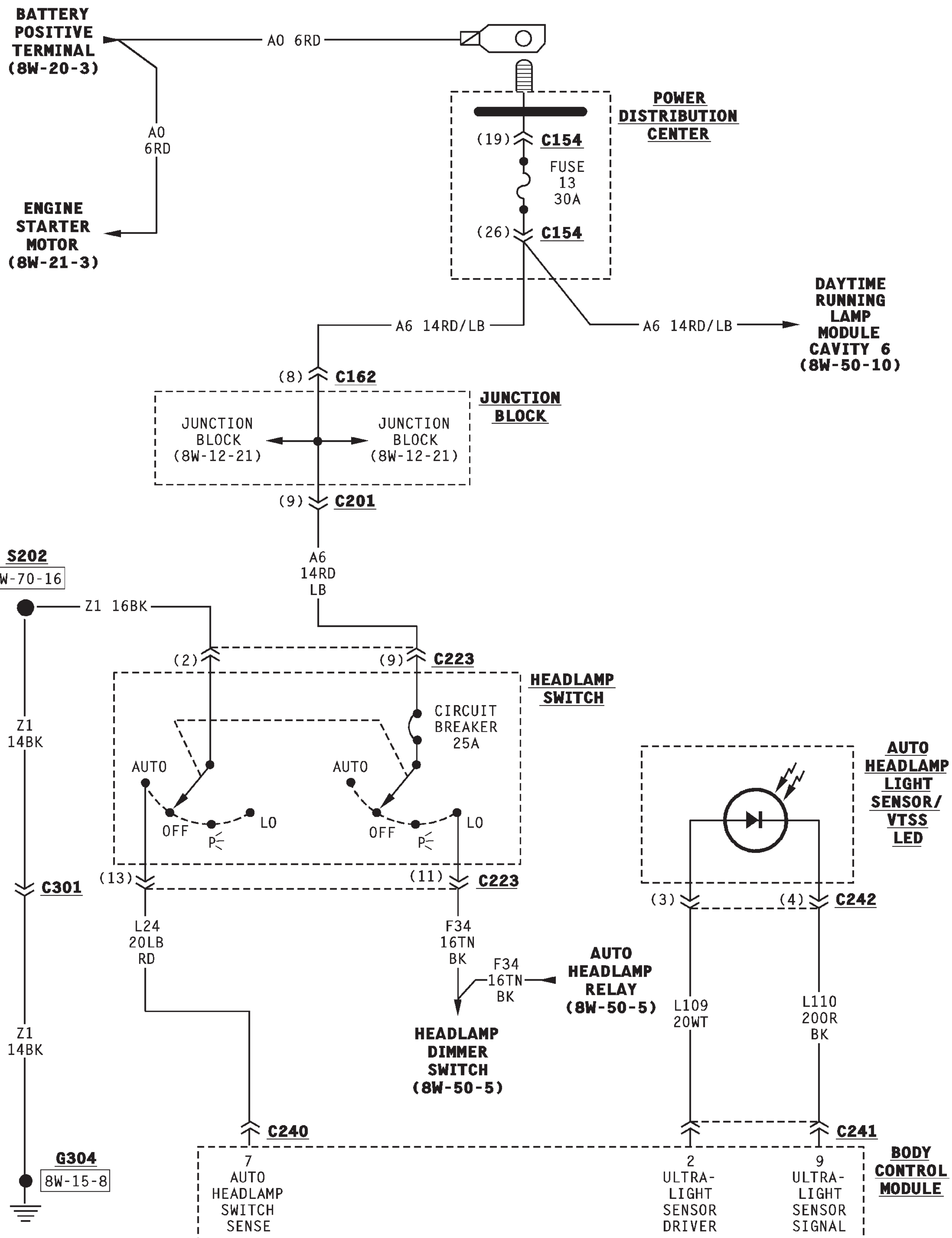
Circuit L3 feeds the high beams of the headlamps. When the operator flashes the headlamps with the stalk of the multi-function switch, the DRL module senses voltage on circuit L3. When it senses voltage on circuit L3, the DRL module signals the Body Control Module (BCM) on circuit G34. In response, the BCM turns on the high beam indicator lamp in the instrument cluster.

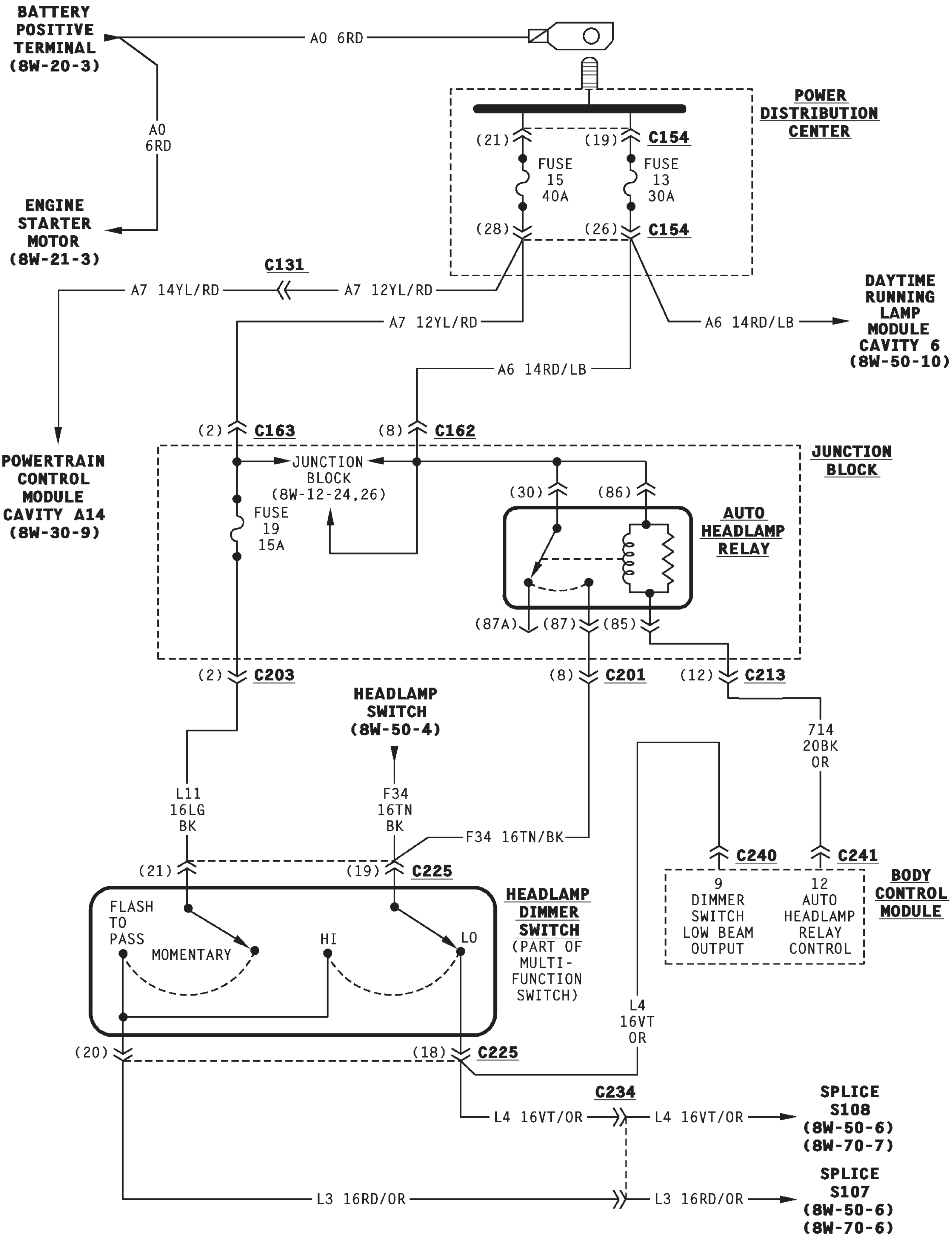
SCHEMATICS AND DIAGRAMS

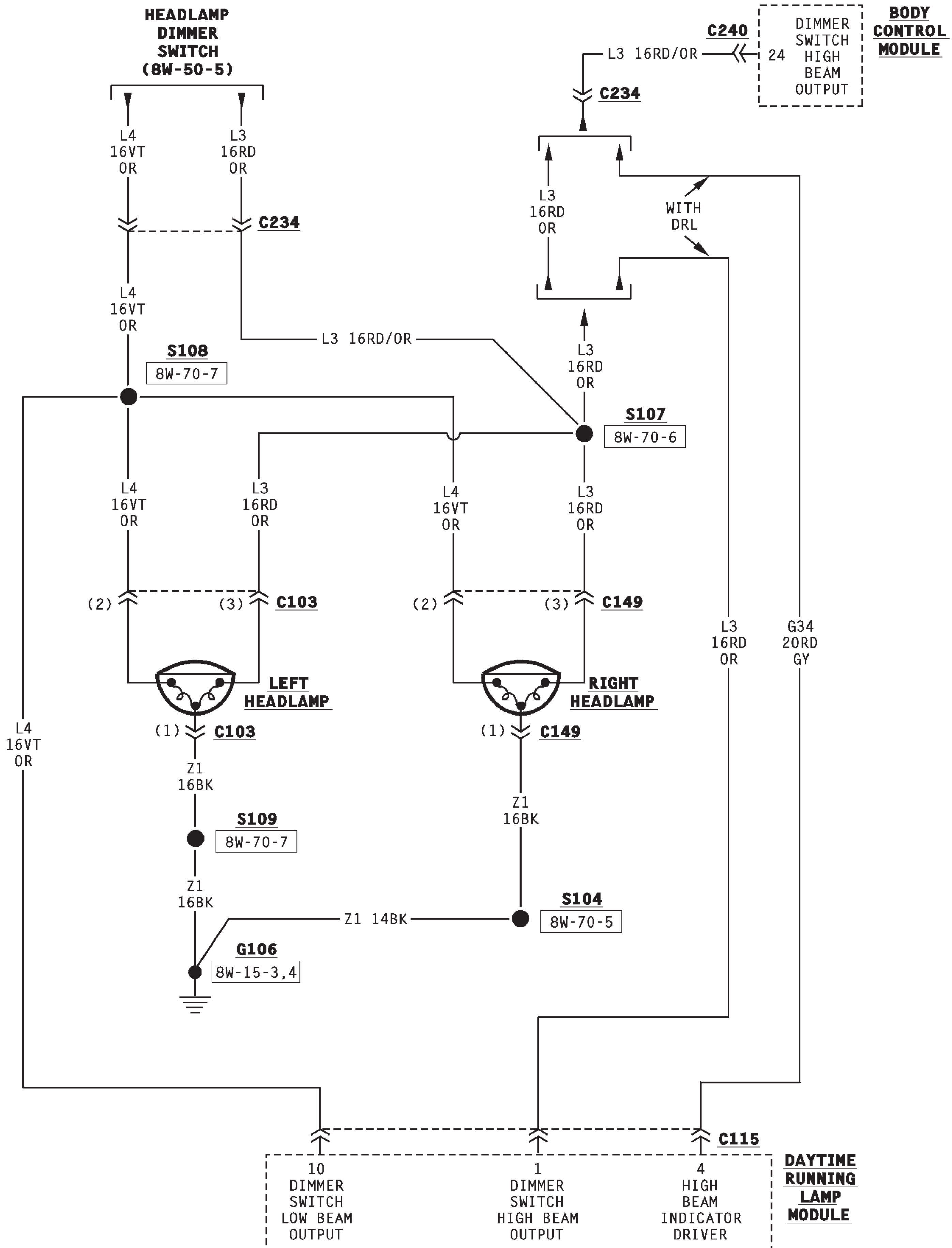
WIRING DIAGRAM INDEX

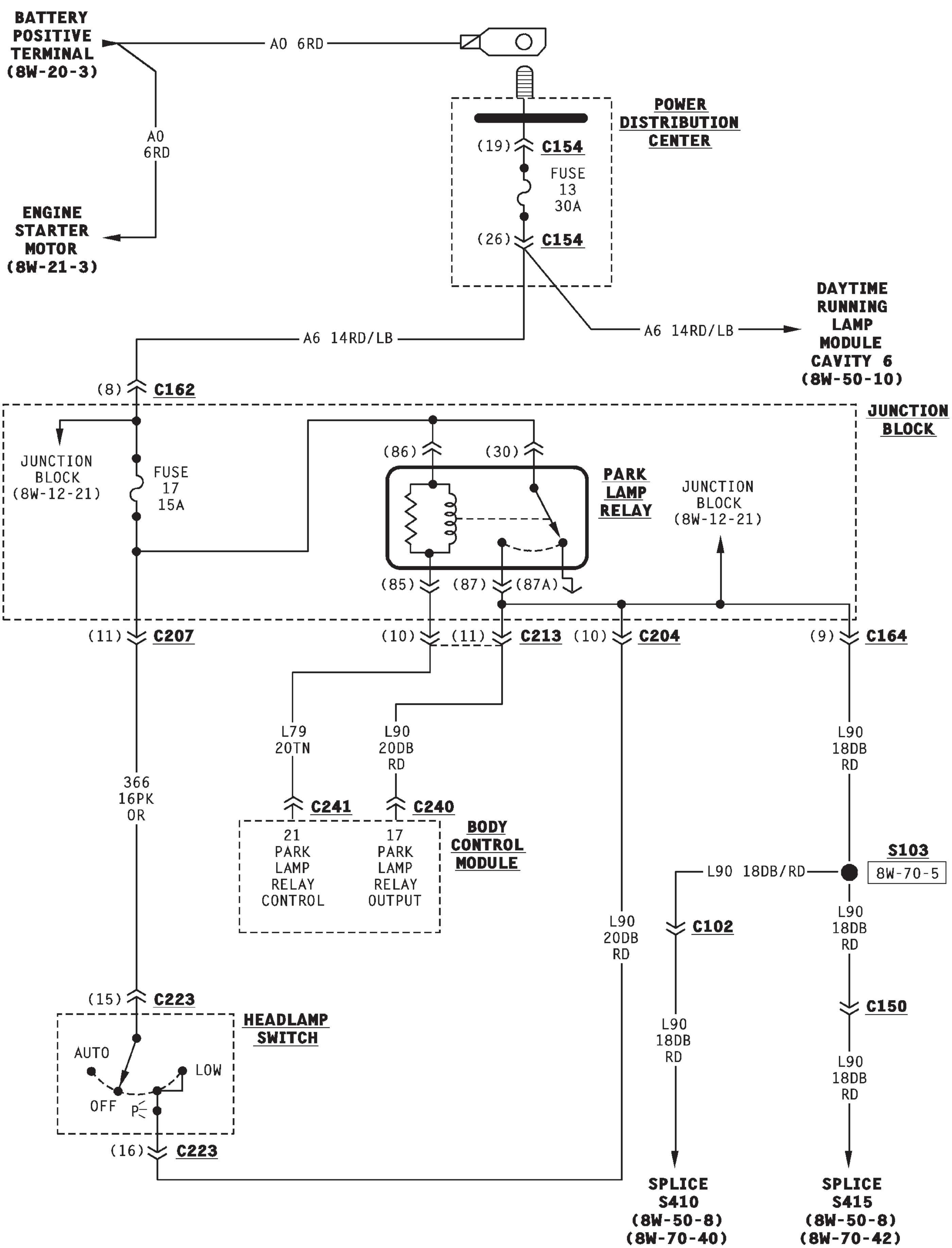
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

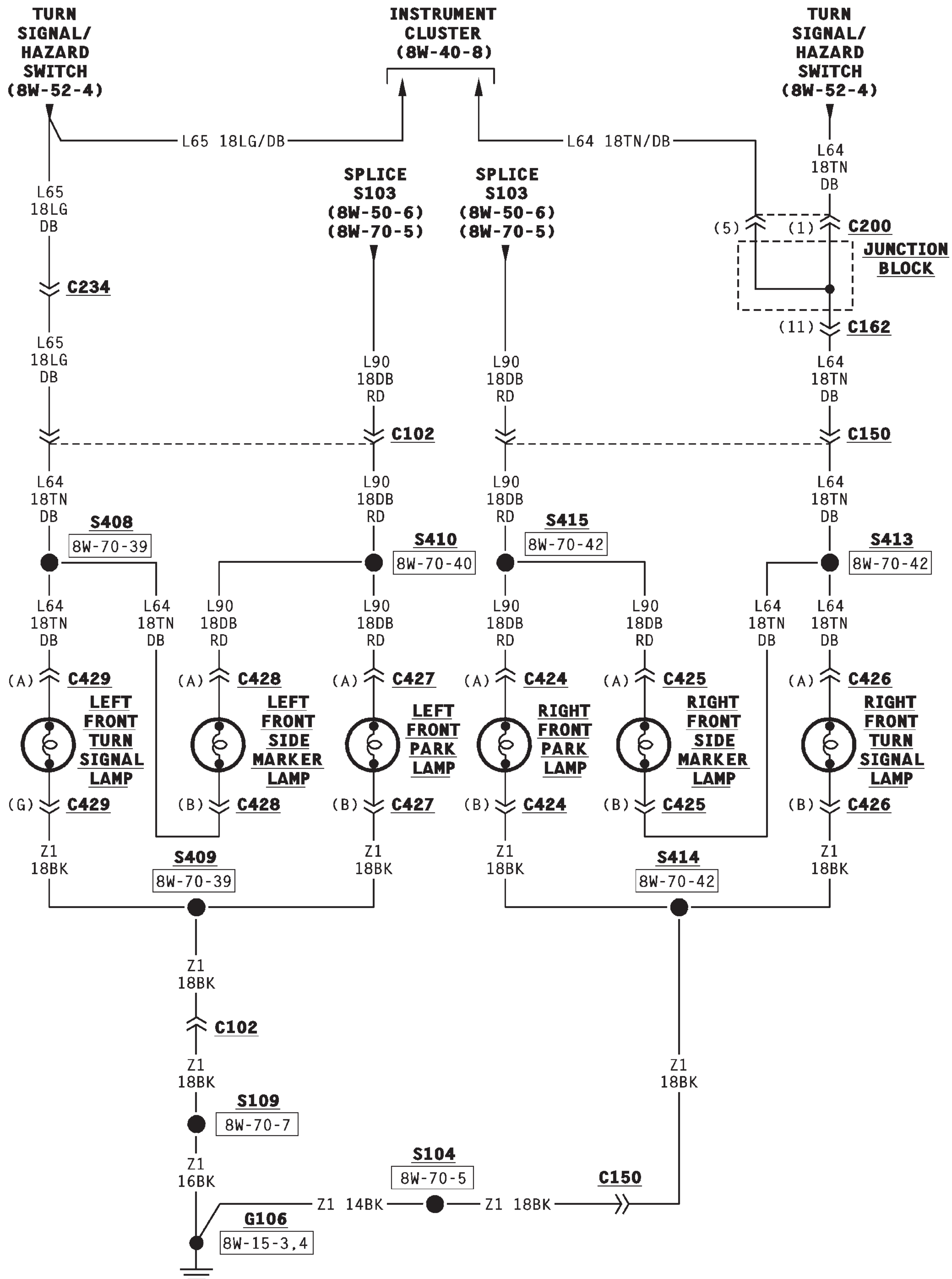
DIAGRAM INDEX

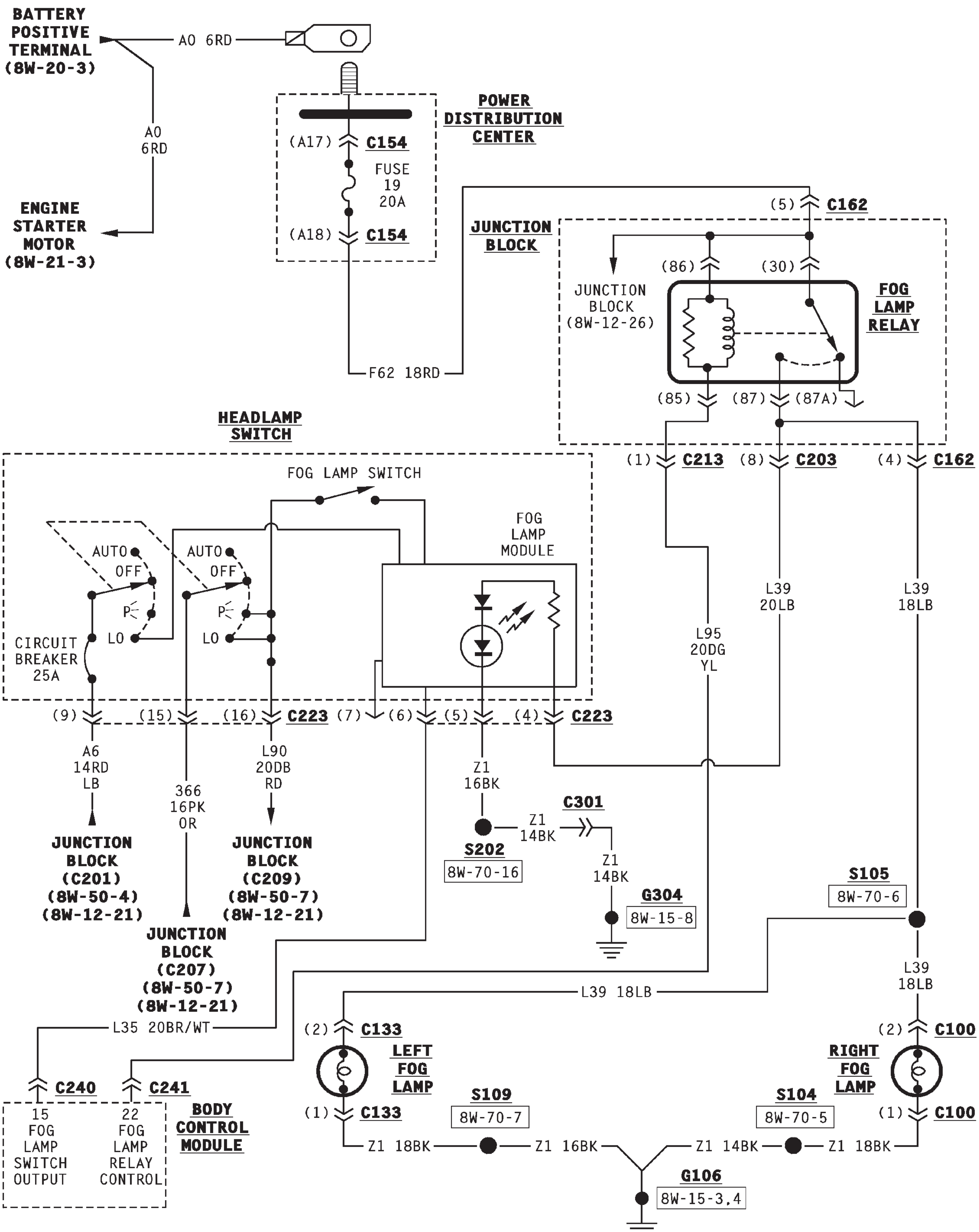

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(19) C154
FUSE 13 30A
(26) C154
A6 14RD/LB
A6 14RD/LB
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
(8) C162
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21)
JUNCTION BLOCK (8W-12-21)
(9) C201
A6 14RD LB
S202
8W-70-16
Z1 16BK
(2)
(9) C223
HEADLAMP SWITCH
CIRCUIT BREAKER 25A
AUTO
OFF
LO
AUTO
OFF
LO
Z1 14BK
C301
(13)
(11) C223
L24 20LB RD
F34 16TN BK
F34 16TN BK
AUTO HEADLAMP RELAY (8W-50-5)
HEADLAMP DIMMER SWITCH (8W-50-5)
AUTO HEADLAMP LIGHT SENSOR/ VTSS LED
(3)
(4) C242
L109 20WT
L110 20OR BK
Z1 14BK
C240
C241
G304
8W-15-8
BODY CONTROL MODULE
7 AUTO HEADLAMP SWITCH SENSE
2 ULTRA-LIGHT SENSOR DRIVER
9 ULTRA-LIGHT SENSOR SIGNAL

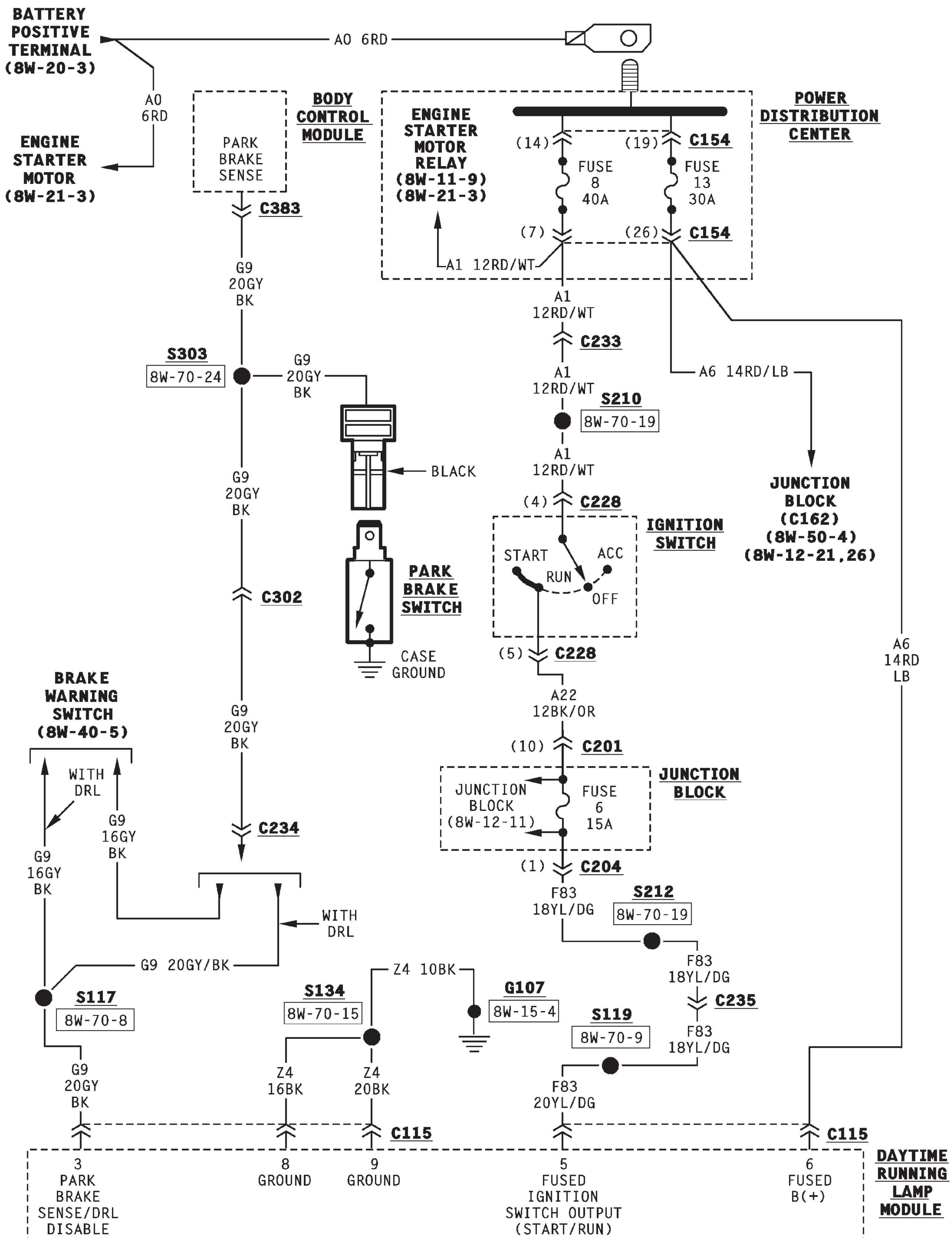

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21)
(19)
C154
FUSE 15 40A
FUSE 13 30A
(28)
(26)
C154
C131
A7 14YL/RD
A7 12YL/RD
A7 12YL/RD
A6 14RD/LB
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
A6 14RD/LB
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
(2) C163
(8) C162
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-24,26)
FUSE 19 15A
(30)
(86)
AUTO HEADLAMP RELAY
(87A)
(87)
(85)
(2) C203
(8) C201
(12) C213
HEADLAMP SWITCH (8W-50-4)
714 20BK OR
L11 16LG BK
F34 16TN BK
F34 16TN/BK
C240
C241
BODY CONTROL MODULE
9 DIMMER SWITCH LOW BEAM OUTPUT
12 AUTO HEADLAMP RELAY CONTROL
(21)
(19) C225
HEADLAMP DIMMER SWITCH (PART OF MULTI-FUNCTION SWITCH)
FLASH TO PASS
MOMENTARY
HI
LO
L4 16VT OR
(20)
(18) C225
C234
L4 16VT/OR
L4 16VT/OR
SPLICE S108 (8W-50-6) (8W-70-7)
L3 16RD/OR
L3 16RD/OR
SPLICE S107 (8W-50-6) (8W-70-6)


HEADLAMP DIMMER SWITCH (8W-50-5)
L4 16VT OR
L3 16RD OR
C234
L4 16VT OR
L3 16RD/OR
S108
8W-70-7
C240
L3 16RD/OR
24
DIMMER SWITCH HIGH BEAM OUTPUT
BODY CONTROL MODULE
C234
L3 16RD OR
WITH DRL
L3 16RD OR
S107
8W-70-6
L4 16VT OR
L3 16RD OR
L4 16VT OR
L3 16RD OR
(2)
(3)
C103
(2)
(3)
C149
LEFT HEADLAMP
RIGHT HEADLAMP
(1)
C103
(1)
C149
L4 16VT OR
Z1 16BK
S109
8W-70-7
Z1 16BK
Z1 16BK
Z1 14BK
S104
8W-70-5
G106
8W-15-3,4
L3 16RD OR
G34 20RD GY
C115
10 DIMMER SWITCH LOW BEAM OUTPUT
1 DIMMER SWITCH HIGH BEAM OUTPUT
4 HIGH BEAM INDICATOR DRIVER
DAYTIME RUNNING LAMP MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(19) C154
FUSE 13 30A
(26) C154
A6 14RD/LB
A6 14RD/LB
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
(8) C162
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21)
FUSE 17 15A
(86)
(30)
PARK LAMP RELAY
JUNCTION BLOCK (8W-12-21)
(85)
(87)
(87A)
(11) C207
(10)
(11) C213
(10) C204
(9) C164
L79 20TN
L90 20DB RD
L90 18DB RD
366 16PK OR
C241
C240
21 PARK LAMP RELAY CONTROL
17 PARK LAMP RELAY OUTPUT
BODY CONTROL MODULE
S103
8W-70-5
L90 18DB/RD
L90 18DB RD
C102
L90 20DB RD
(15) C223
HEADLAMP SWITCH
AUTO
LOW
OFF
P
C150
L90 18DB RD
L90 18DB RD
(16) C223
SPLICE S410 (8W-50-8) (8W-70-40)
SPLICE S415 (8W-50-8) (8W-70-42)


TURN SIGNAL/ HAZARD SWITCH (8W-52-4)
INSTRUMENT CLUSTER (8W-40-8)
TURN SIGNAL/ HAZARD SWITCH (8W-52-4)
L65 18LG/DB
L64 18TN/DB
L65 18LG DB
SPLICE S103 (8W-50-6) (8W-70-5)
SPLICE S103 (8W-50-6) (8W-70-5)
L64 18TN DB
(5)
(1)
C200
JUNCTION BLOCK
C234
(11)
C162
L65 18LG DB
L90 18DB RD
L90 18DB RD
L64 18TN DB
C102
C150
L64 18TN DB
L90 18DB RD
L90 18DB RD
L64 18TN DB
S408
8W-70-39
S410
8W-70-40
S415
8W-70-42
S413
8W-70-42
L64 18TN DB
L64 18TN DB
L90 18DB RD
L90 18DB RD
L90 18DB RD
L90 18DB RD
L64 18TN DB
L64 18TN DB
(A) C429
(A) C428
(A) C427
(A) C424
(A) C425
(A) C426
LEFT FRONT TURN SIGNAL LAMP
LEFT FRONT SIDE MARKER LAMP
LEFT FRONT PARK LAMP
RIGHT FRONT PARK LAMP
RIGHT FRONT SIDE MARKER LAMP
RIGHT FRONT TURN SIGNAL LAMP
(G) C429
(B) C428
(B) C427
(B) C424
(B) C425
(B) C426
Z1 18BK
S409
8W-70-39
Z1 18BK
Z1 18BK
S414
8W-70-42
Z1 18BK
Z1 18BK
C102
Z1 18BK
Z1 18BK
S109
8W-70-7
Z1 16BK
S104
8W-70-5
C150
Z1 14BK
Z1 18BK
G106
8W-15-3,4


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(A17) C154
FUSE 19 20A
(A18) C154
F62 18RD
JUNCTION BLOCK
(5) C162
(86)
(30)
JUNCTION BLOCK (8W-12-26)
FOG LAMP RELAY
(85)
(87)
(87A)
(1) C213
(8) C203
(4) C162
HEADLAMP SWITCH
FOG LAMP SWITCH
FOG LAMP MODULE
AUTO
OFF
P
LO
AUTO
OFF
P
LO
CIRCUIT BREAKER 25A
L95 20DG YL
L39 20LB
L39 18LB
(9)
(15)
(16) C223
(7)
(6)
(5)
(4) C223
A6 14RD LB
366 16PK OR
L90 20DB RD
Z1 16BK
C301
Z1 14BK
Z1 14BK
S202
8W-70-16
G304
8W-15-8
JUNCTION BLOCK (C201) (8W-50-4) (8W-12-21)
JUNCTION BLOCK (C209) (8W-50-7) (8W-12-21)
JUNCTION BLOCK (C207) (8W-50-7) (8W-12-21)
S105
8W-70-6
L39 18LB
L39 18LB
L35 20BR/WT
(2) C133
LEFT FOG LAMP
(1) C133
(2) C100
RIGHT FOG LAMP
(1) C100
C240
C241
15 FOG LAMP SWITCH OUTPUT
22 FOG LAMP RELAY CONTROL
BODY CONTROL MODULE
S109
8W-70-7
S104
8W-70-5
Z1 18BK
Z1 16BK
Z1 14BK
Z1 18BK
G106
8W-15-3,4


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
PARK BRAKE SENSE
BODY CONTROL MODULE
C383
G9 20GY BK
S303
8W-70-24
BLACK
PARK BRAKE SWITCH
CASE GROUND
C302
C234
BRAKE WARNING SWITCH (8W-40-5)
WITH DRL
G9 16GY BK
G9 20GY/BK
S117
8W-70-8
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
FUSE 8 40A
FUSE 13 30A
(14) (19) (7) (26)
C154
POWER DISTRIBUTION CENTER
C233
S210
8W-70-19
A6 14RD/LB
JUNCTION BLOCK (C162) (8W-50-4) (8W-12-21,26)
(4) C228
IGNITION SWITCH
START RUN ACC OFF
(5) C228
A22 12BK/OR
(10) C201
JUNCTION BLOCK (8W-12-11)
FUSE 6 15A
JUNCTION BLOCK
(1) C204
F83 18YL/DG
S212
8W-70-19
C235
S119
8W-70-9
F83 20YL/DG
Z4 10BK
G107
8W-15-4
S134
8W-70-15
Z4 16BK
Z4 20BK
C115
A6 14RD LB
3 PARK BRAKE SENSE/DRL DISABLE
8 GROUND
9 GROUND
5 FUSED IGNITION SWITCH OUTPUT (START/RUN)
6 FUSED B(+)
DAYTIME RUNNING LAMP MODULE

8W-51 REAR LIGHTING

DESCRIPTION AND OPERATION

TAIL LAMPS, REAR LICENSE PLATE LAMPS AND SIDE MARKER LAMPS

Circuit A6 from fuse 13 in the Power Distribution Center (PDC) feeds circuit 366 through fuse 17 in the junction block. Circuit 366 connects to the headlamp switch.

When the headlamp switch is in the PARK or LOW position, the switch connects circuit 366 to circuit L90. From the headlamp switch, circuit L90 branches to power the front parking lamps and rear license plate lamps. Circuit L90 connects to circuits L21 and L22. Circuits L21 and L22 feed the tail lamps and side marker lamps. If the vehicle is equipped with a lamp outage module, circuit L90 feeds the module and the module powers the rear tail, license plate and side marker lamps.

The Body Control Module (BCM) operates the park lamps when it senses unauthorized entry to the vehicle while the Vehicle Theft Security System is armed. When it sense unauthorized entry, the BCM energizes the park lamp relay by providing ground for the relay coil on circuit L79. Circuit 366 powers the relay coil and contacts. When the relay energizes, it connects circuit 366 to circuit L90.

Circuit Z1 provides a ground for the parking lamps, tail lamps, and rear license plate lamps.

HELPFUL INFORMATION

- If the vehicle is equipped with factory installed trailer tow, circuit L90 connects to the trailer tow harness.
- Check fuse 13 in PDC.
- Check fuse 17 in the junction block.

STOP LAMPS AND CHMSL LAMPS

Circuit A250 from fuse 11 in the Power Distribution Center (PDC) supplies voltage to circuit L16 through fuse 9 in the junction block. Circuit L16 connects to the stop lamp switch.

When the operator presses the brake pedal, the stop lamp switch closes and connects circuit L16 to circuit L50. Circuit L50 connects to circuits L73, L74 and L87. Circuit L73 and L74 feed the stop lamps. Circuit L87 powers the Center High Mounted Stop Lamps (CHMSL). Circuit Z1 provides a ground for the stop lamps and CHMSL lamps.

If the vehicle is equipped with a lamp outage module, circuit L50 connects to the module. The lamp outage module powers circuit L73, L74 and L87.

BACK-UP LAMPS

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F83 through fuse 6 in the junction block

Circuit F83 supplies power to the PARK/NEUTRAL position switch. When the operator puts the transmission in REVERSE, the switch connects circuit F83 to circuit L10. Circuit L10 feeds the back-up lamps. Circuit Z1 provides ground for the back-up lamps.

HELPFUL INFORMATION

- Check fuse 8 in the PDC and fuse 6 in the junction block.
- Check for continuity across the back-up lamp switch when it is closed.

LAMP OUTAGE MODULE (LOM)

The Lamp Outage Module (LOM) determines if a rear lighting lamp is not operating. When the ignition switch is in the START or RUN position, circuit A1 from fuse 8 in the Power Distribution Center (PDC) connects to circuit A21. Circuit A21 feeds circuit F87 through fuse 5 in the junction block. Circuits F87 feeds the LOM.

Circuit G46 from the LOM connects to the Vehicle Information Center (VIC). When the LOM senses a inoperative lamp, the VIC displays the data to the vehicle operator.

Circuit L90 which feeds the tail lamps and side marker lamps, connects to the LOM. From the LOM, circuit L90 continues to the license plate lamps. Circuits L21 and L22 from the LOM power the tail lamps and side marker lamps.

Circuit L50 from the stop lamp switch connects to the LOM. From the LOM, circuits L73 and L74 power the stop lamps and circuit L87 powers the Center High Mounted Stop Lamps (CHMSL).

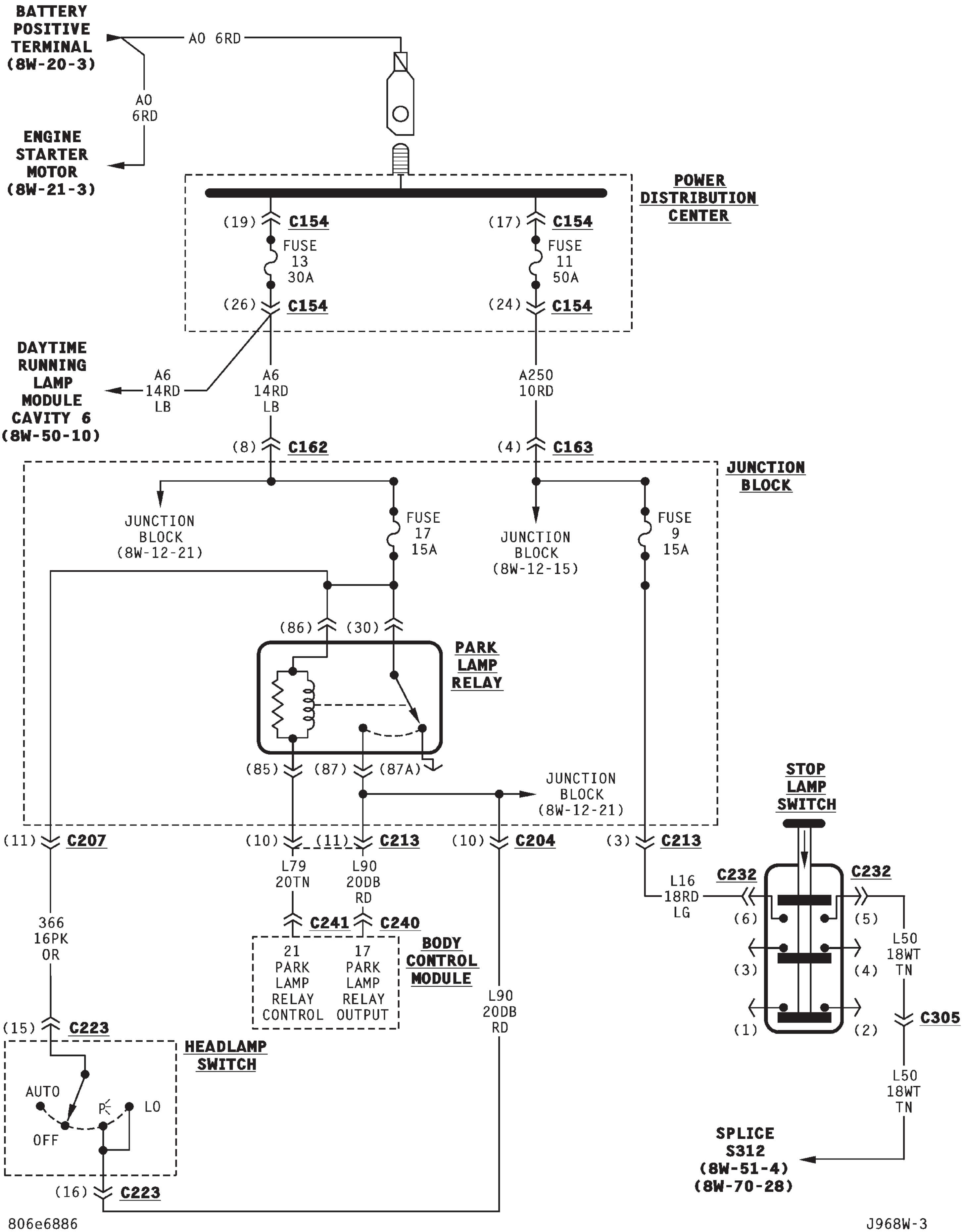
Circuit Z1 grounds the LOM.

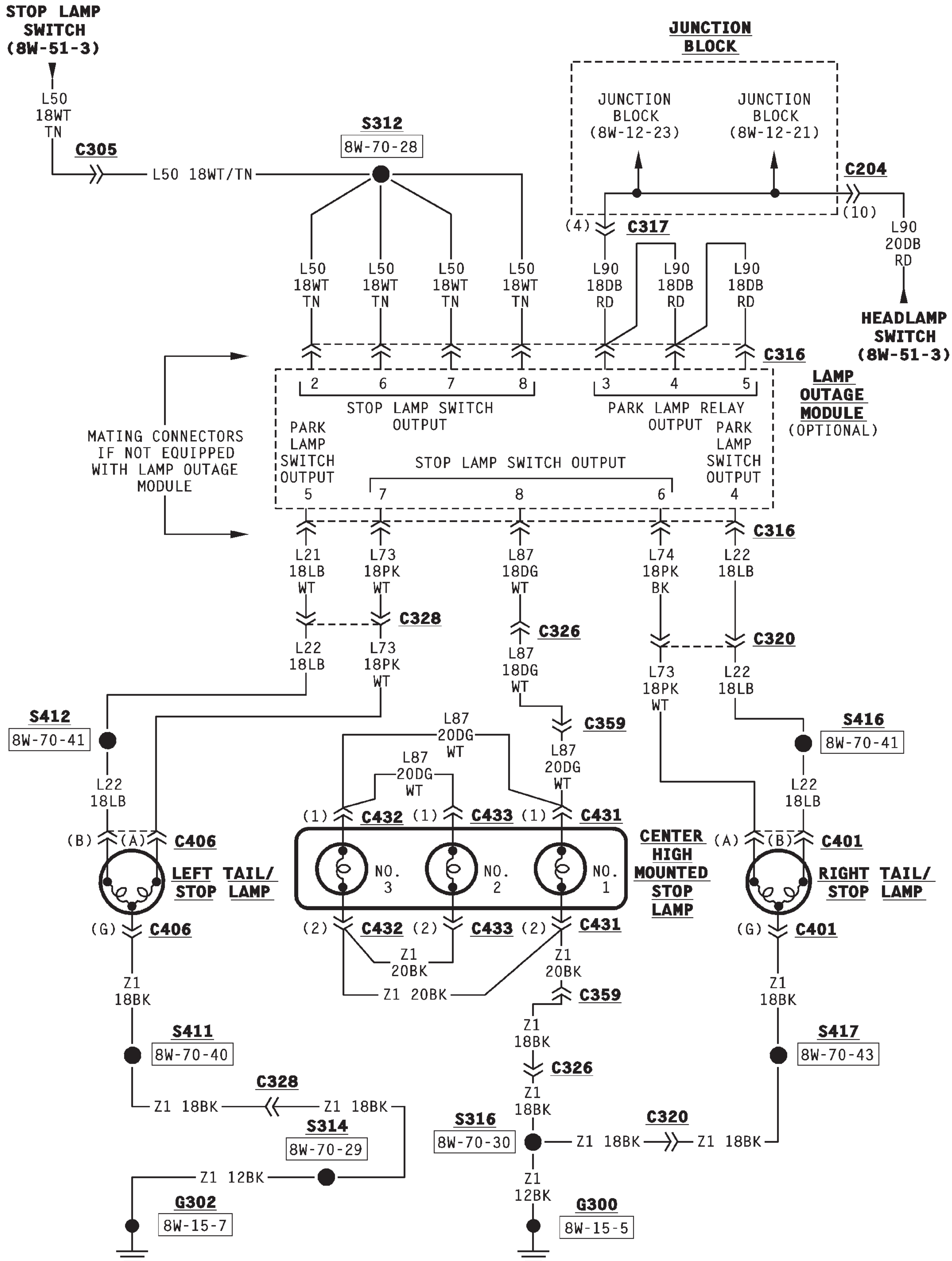
SCHEMATICS AND DIAGRAMS

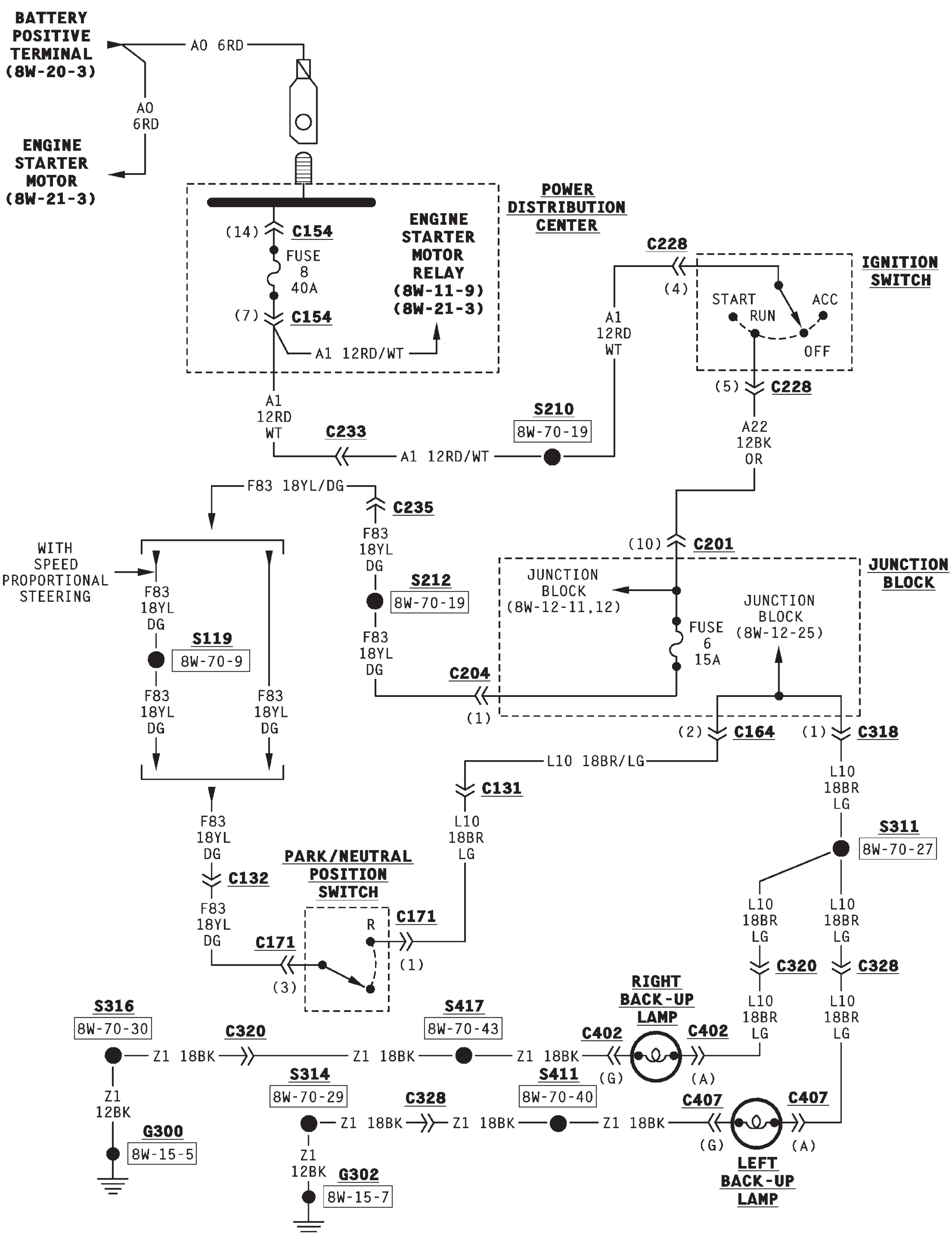
WIRING DIAGRAM INDEX

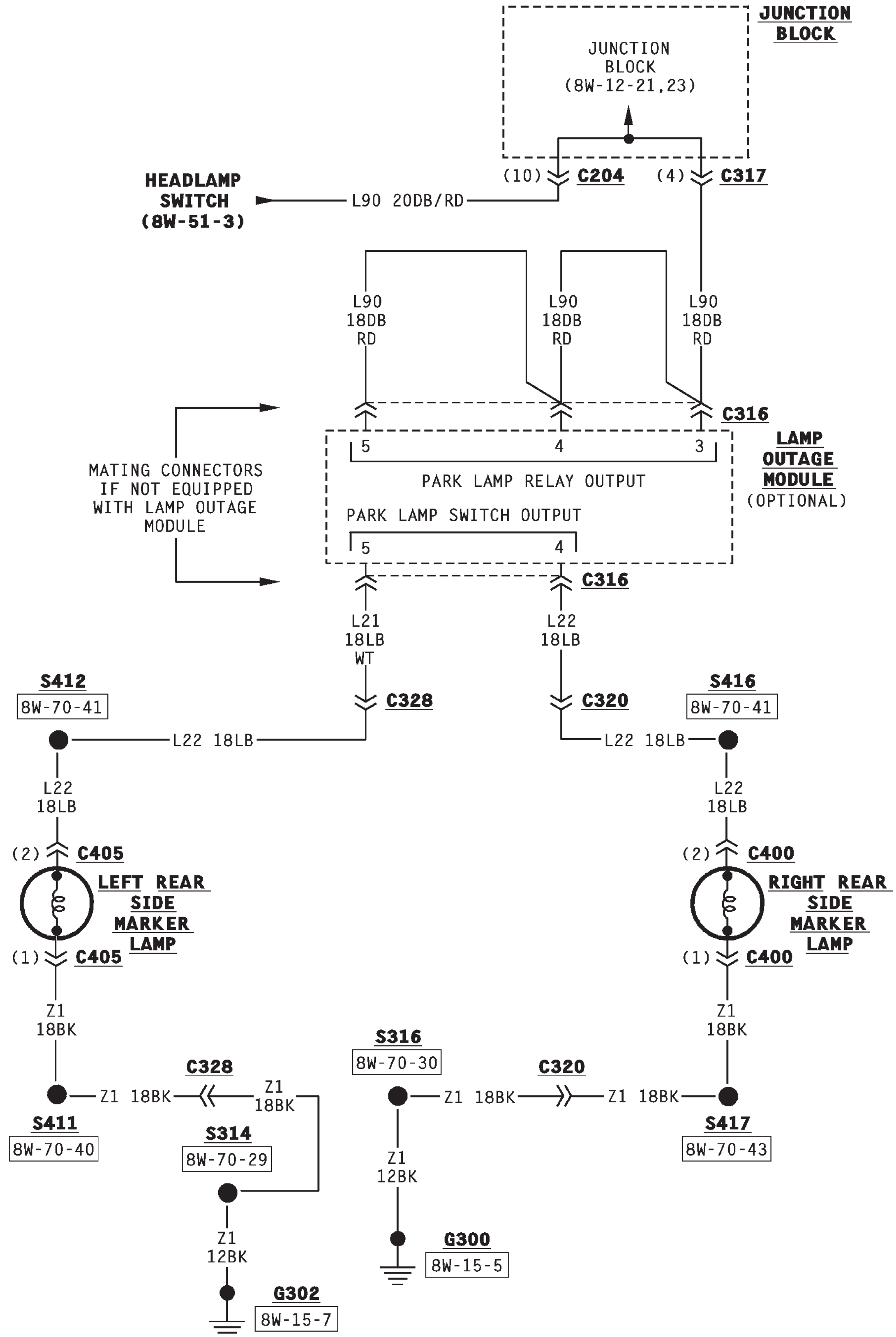
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

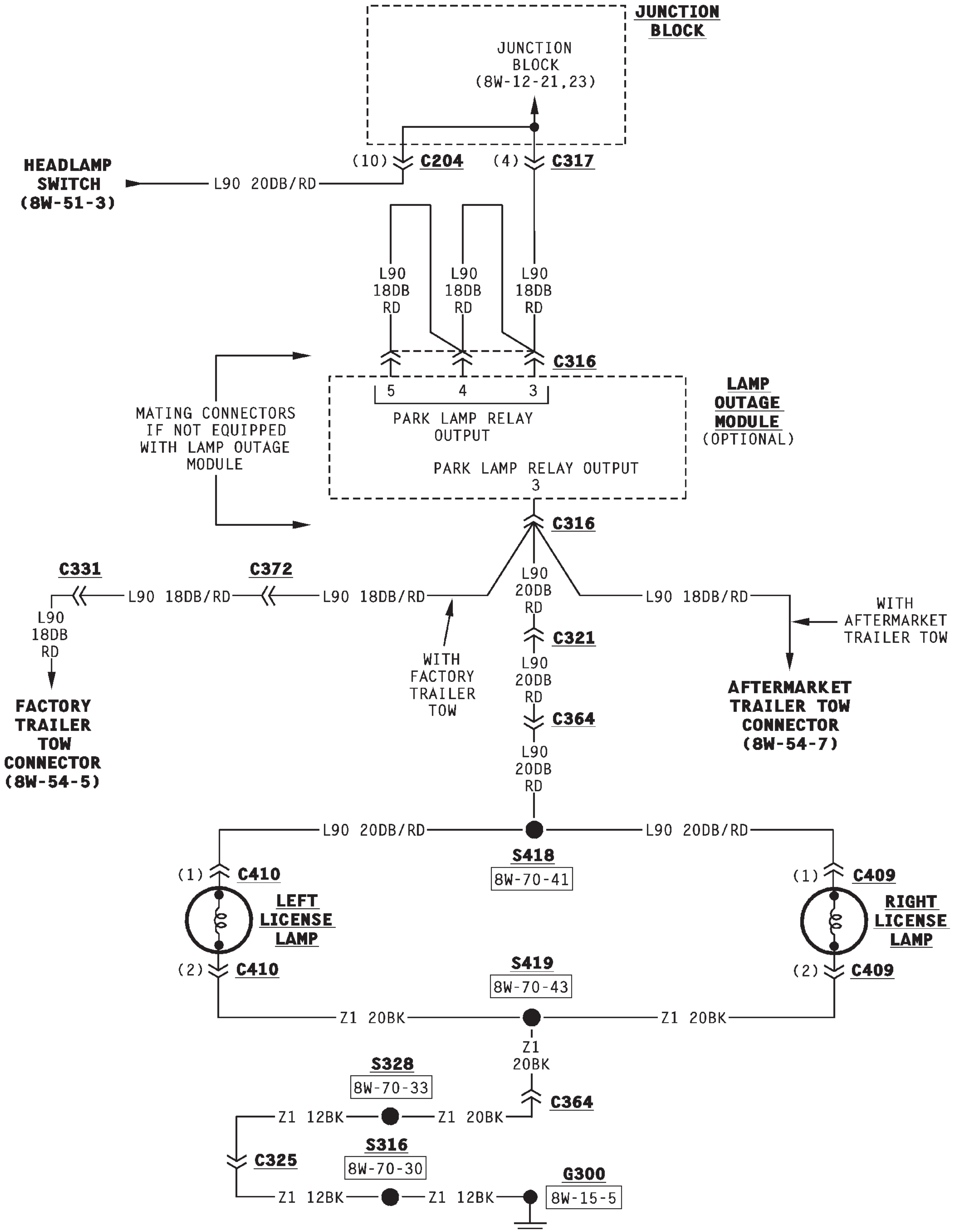

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(19) C154
FUSE 13 30A
(26) C154
(17) C154
FUSE 11 50A
(24) C154
DAYTIME RUNNING LAMP MODULE CAVITY 6 (8W-50-10)
A6 14RD LB
A6 14RD LB
A250 10RD
(8) C162
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21)
FUSE 17 15A
JUNCTION BLOCK (8W-12-15)
FUSE 9 15A
(86)
(30)
PARK LAMP RELAY
(85)
(87)
(87A)
JUNCTION BLOCK (8W-12-21)
(11) C207
(10)
(11) C213
(10) C204
(3) C213
L79 20TN
L90 20DB RD
366 16PK OR
C241
C240
21 PARK LAMP RELAY CONTROL
17 PARK LAMP RELAY OUTPUT
BODY CONTROL MODULE
L90 20DB RD
L16 18RD LG
STOP LAMP SWITCH
C232
C232
(6)
(5)
(3)
(4)
(1)
(2)
L50 18WT TN
C305
L50 18WT TN
(15) C223
HEADLAMP SWITCH
AUTO
OFF
LO
(16) C223
SPLICE S312 (8W-51-4) (8W-70-28)
806e6886

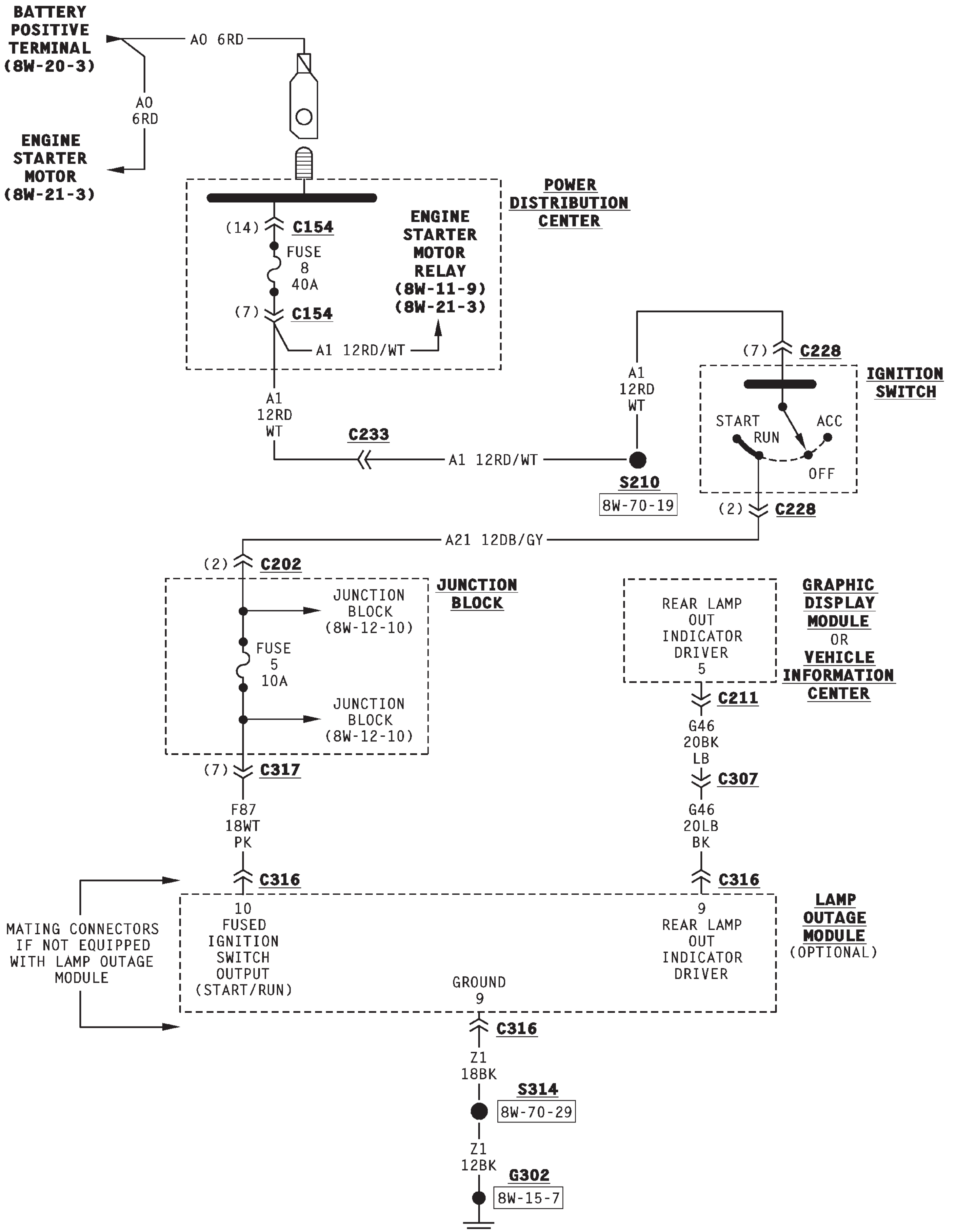

STOP LAMP SWITCH (8W-51-3)
L50 18WT TN
C305
L50 18WT/TN
S312
8W-70-28
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-23)
JUNCTION BLOCK (8W-12-21)
C204
(10)
L90 20DB RD
HEADLAMP SWITCH (8W-51-3)
(4)
C317
L50 18WT TN
L90 18DB RD
C316
2 6 7 8
STOP LAMP SWITCH OUTPUT
3 4 5
PARK LAMP RELAY OUTPUT
LAMP OUTAGE MODULE (OPTIONAL)
MATING CONNECTORS IF NOT EQUIPPED WITH LAMP OUTAGE MODULE
PARK LAMP SWITCH OUTPUT 5
STOP LAMP SWITCH OUTPUT
7 8 6
PARK LAMP SWITCH OUTPUT 4
C316
L21 18LB WT
L73 18PK WT
L87 18DG WT
L74 18PK BK
L22 18LB
C328
C326
C320
L22 18LB
L73 18PK WT
L87 18DG WT
L73 18PK WT
L22 18LB
C359
S412
8W-70-41
S416
8W-70-41
L87 20DG WT
L87 20DG WT
L87 20DG WT
L22 18LB
L22 18LB
(1) C432 (1) C433 (1) C431
(B) (A) C406
(A) (B) C401
LEFT TAIL/ STOP LAMP
NO. 3
NO. 2
NO. 1
CENTER HIGH MOUNTED STOP LAMP
RIGHT TAIL/ STOP LAMP
(G) C406
(2) C432 (2) C433 (2) C431
(G) C401
Z1 20BK
Z1 20BK
Z1 20BK
C359
Z1 18BK
Z1 18BK
Z1 18BK
S411
8W-70-40
S417
8W-70-43
C326
C328
Z1 18BK
Z1 18BK
S314
8W-70-29
Z1 12BK
S316
8W-70-30
C320
Z1 18BK
Z1 18BK
Z1 12BK
G302
8W-15-7
G300
8W-15-5


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
A1 12RD WT
C233
A1 12RD/WT
S210
8W-70-19
C228
(4)
A1 12RD WT
IGNITION SWITCH
START
RUN
ACC
OFF
(5) C228
A22 12BK OR
F83 18YL/DG
C235
F83 18YL DG
S212
8W-70-19
F83 18YL DG
WITH SPEED PROPORTIONAL STEERING
F83 18YL DG
S119
8W-70-9
F83 18YL DG
F83 18YL DG
(10) C201
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-11,12)
FUSE 6 15A
JUNCTION BLOCK (8W-12-25)
C204
(1)
(2) C164
(1) C318
L10 18BR/LG
C131
L10 18BR LG
L10 18BR LG
S311
8W-70-27
F83 18YL DG
C132
F83 18YL DG
PARK/NEUTRAL POSITION SWITCH
C171
R
C171
(1)
(3)
L10 18BR LG
L10 18BR LG
C320
C328
L10 18BR LG
L10 18BR LG
S316
8W-70-30
C320
S417
8W-70-43
RIGHT BACK-UP LAMP
C402
C402
Z1 18BK
Z1 18BK
Z1 18BK
(G)
(A)
Z1 12BK
S314
8W-70-29
C328
S411
8W-70-40
C407
C407
G300
8W-15-5
Z1 18BK
Z1 18BK
Z1 18BK
(G)
(A)
Z1 12BK
G302
8W-15-7
LEFT BACK-UP LAMP



JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21,23)
(10) C204
(4) C317
HEADLAMP SWITCH (8W-51-3)
L90 20DB/RD
L90 18DB RD
L90 18DB RD
L90 18DB RD
C316
LAMP OUTAGE MODULE (OPTIONAL)
MATING CONNECTORS IF NOT EQUIPPED WITH LAMP OUTAGE MODULE
5
4
3
PARK LAMP RELAY OUTPUT
PARK LAMP SWITCH OUTPUT
5
4
C316
L21 18LB WT
L22 18LB
S412
8W-70-41
C328
C320
S416
8W-70-41
L22 18LB
L22 18LB
L22 18LB
L22 18LB
(2) C405
LEFT REAR SIDE MARKER LAMP
(1) C405
(2) C400
RIGHT REAR SIDE MARKER LAMP
(1) C400
Z1 18BK
Z1 18BK
S316
8W-70-30
C328
C320
Z1 18BK
Z1 18BK
Z1 18BK
Z1 18BK
S411
8W-70-40
S314
8W-70-29
S417
8W-70-43
Z1 12BK
Z1 12BK
G300
8W-15-5
G302
8W-15-7


JUNCTION BLOCK
JUNCTION BLOCK (8W-12-21,23)
(10) C204
(4) C317
HEADLAMP SWITCH (8W-51-3)
L90 20DB/RD
L90 18DB RD
L90 18DB RD
L90 18DB RD
C316
5 4 3
PARK LAMP RELAY OUTPUT
PARK LAMP RELAY OUTPUT 3
LAMP OUTAGE MODULE (OPTIONAL)
MATING CONNECTORS IF NOT EQUIPPED WITH LAMP OUTAGE MODULE
C316
C331
C372
L90 18DB/RD
L90 18DB/RD
L90 18DB RD
FACTORY TRAILER TOW CONNECTOR (8W-54-5)
WITH FACTORY TRAILER TOW
L90 20DB RD
C321
L90 20DB RD
C364
L90 20DB RD
L90 18DB/RD
WITH AFTERMARKET TRAILER TOW
AFTERMARKET TRAILER TOW CONNECTOR (8W-54-7)
L90 20DB/RD
L90 20DB/RD
S418
8W-70-41
(1) C410
LEFT LICENSE LAMP
(2) C410
(1) C409
RIGHT LICENSE LAMP
(2) C409
S419
8W-70-43
Z1 20BK
Z1 20BK
Z1 20BK
C364
S328
8W-70-33
Z1 12BK
Z1 20BK
C325
S316
8W-70-30
Z1 12BK
Z1 12BK
G300
8W-15-5


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
A1 12RD WT
C233
A1 12RD/WT
A1 12RD WT
S210
8W-70-19
(7) C228
IGNITION SWITCH
START
RUN
ACC
OFF
(2) C228
A21 12DB/GY
(2) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-10)
FUSE 5 10A
JUNCTION BLOCK (8W-12-10)
(7) C317
F87 18WT PK
C316
REAR LAMP OUT INDICATOR DRIVER 5
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER
C211
G46 20BK LB
C307
G46 20LB BK
C316
MATING CONNECTORS IF NOT EQUIPPED WITH LAMP OUTAGE MODULE
10 FUSED IGNITION SWITCH OUTPUT (START/RUN)
GROUND 9
9 REAR LAMP OUT INDICATOR DRIVER
LAMP OUTAGE MODULE (OPTIONAL)
C316
Z1 18BK
S314
8W-70-29
Z1 12BK
G302
8W-15-7

8W-52 TURN SIGNALS

DESCRIPTION AND OPERATION

ELECTRONIC FLASHER RELAY

The electronic flasher relay in the junction block supplies battery voltage to the turn signal/hazard switch circuitry in the multi-function switch. When the ignition switch is OFF, the hazard flashers will operate but the turn signals will not.

Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers the electronic flasher through fuse 13 in the junction block.

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 feeds the flasher relay through fuse 6 in the junction block. Circuit Z1 provides ground for the relay.

Circuit L5 from the flasher relay connects to the multi-function switch to supply power to the turn signal circuits. The multi-function switch connects to the right rear turn signal lamps on circuit L60 and the left rear turn signal lamp on circuit L61. Circuit L64 from the switch feeds the right front turn signal lamp and side marker lamp. Circuit L65 feeds the left front turn signal lamp and side marker lamp.

Circuit L12 from the flasher relay connects to the multi-function switch to supply power to the hazard flasher circuits. The multi-function switch connects to the rear turn signal lamps on circuits L60 and L61 and the front turn signal and side marker lamps on circuits L64 and L65.

TURN SIGNALS

When the operator selects the right turn signal, the multi-function switch connects circuit L5 from the flasher relay to circuits L60 and L64. Circuit L64 feeds the right front turn signal lamp and side marker lamp. Circuit L60 feeds the right rear turn signal lamp. Circuit L64 also splices to power the right turn signal indicator lamp in the instrument cluster.

When the operator selects the left turn signal, the multi-function switch connects circuit L5 from the flasher relay to circuits L61 and L65. Circuit L61 feeds the left rear turn signal lamp and side marker lamp. Circuit L65 feeds the left front turn signal lamp. Circuit L65 also splices to power the left turn signal indicator lamp on the instrument cluster.

Circuit Z1 provides ground for the turn signal lamps.

HAZARD FLASHERS

When the operator selects the hazard flashers, the multi-function switch circuit L12 from the flasher relay circuits L60, L61, L64 and L65.

Circuit L61 feeds the left rear turn signal lamp. Circuit L60 feeds the right rear turn signal lamp. Circuit L65 feeds the left front turn signal lamp, side marker lamp and the instrument cluster indicator lamp. Circuit L64 feeds the right front turn signal lamp, side marker lamp and the instrument cluster indicator lamp.

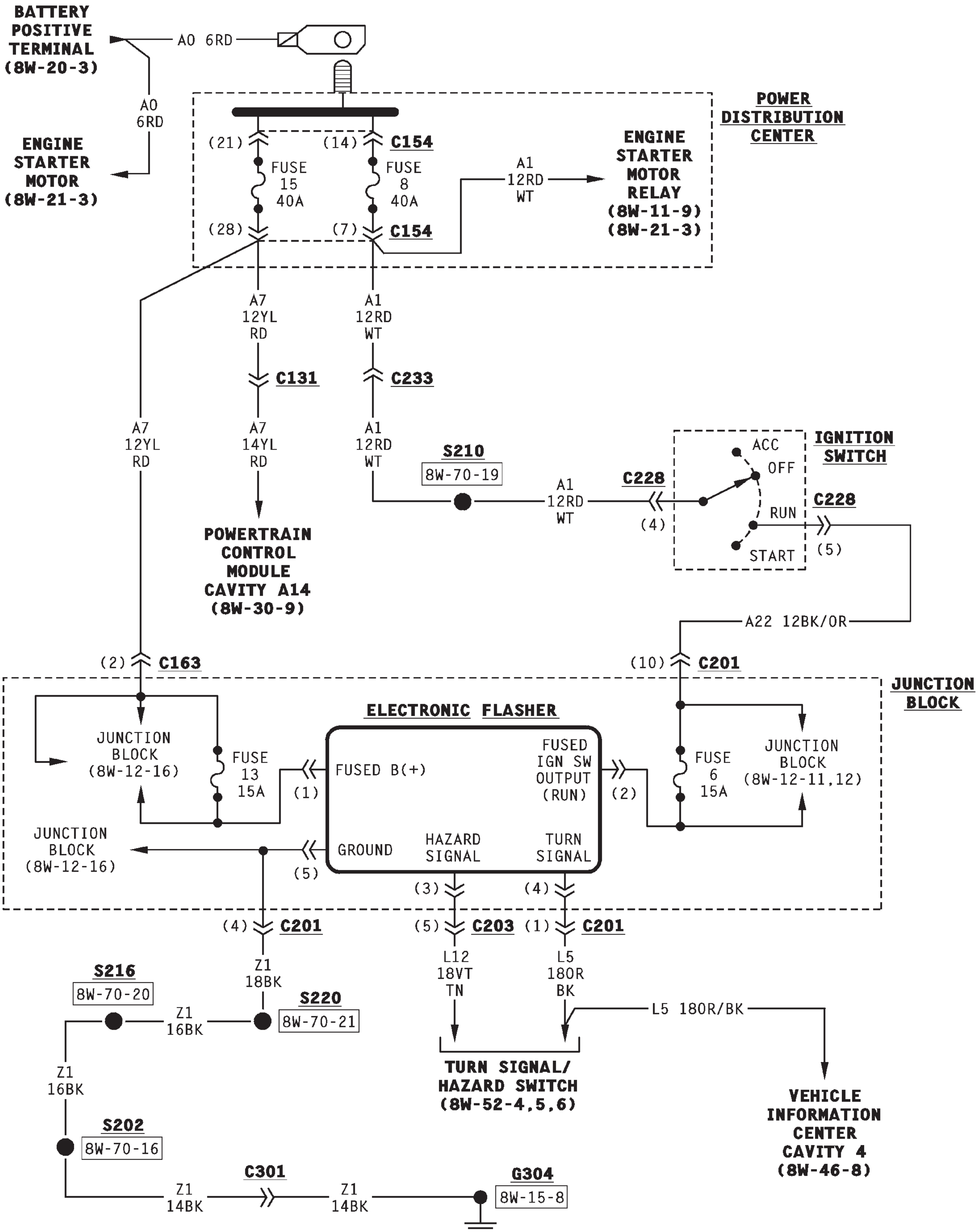
Circuit Z1 provides ground for the hazard flasher lamps.

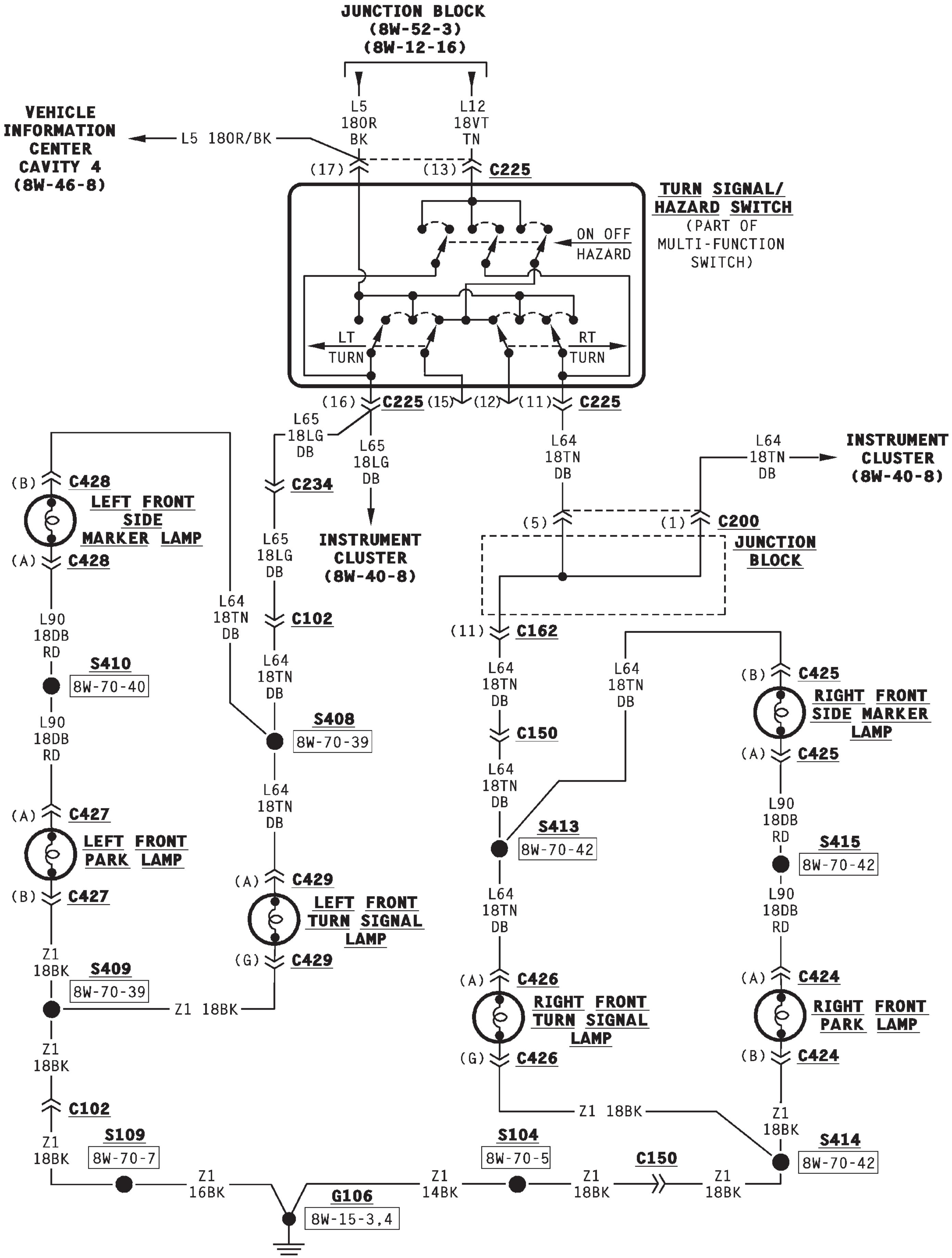
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

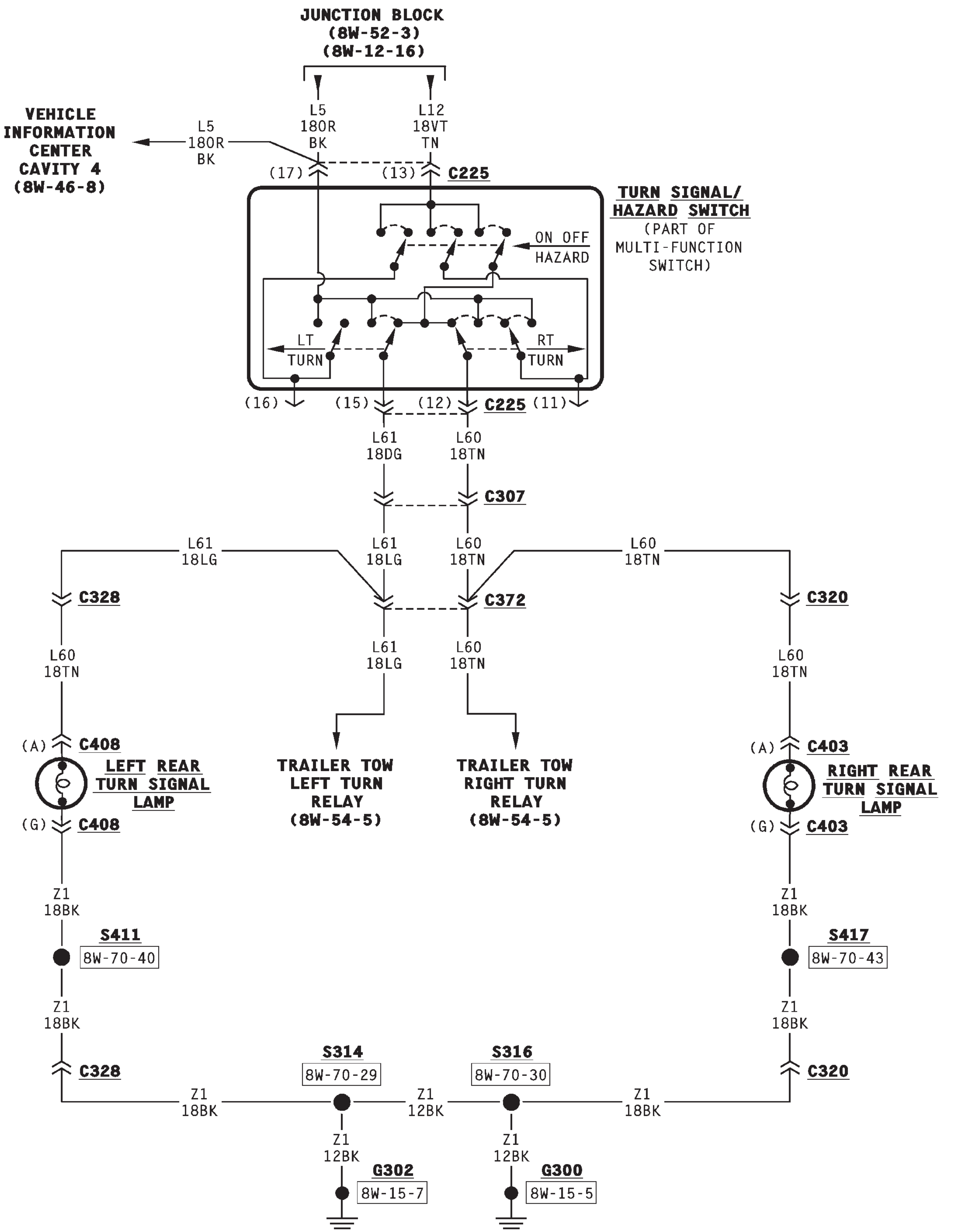
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

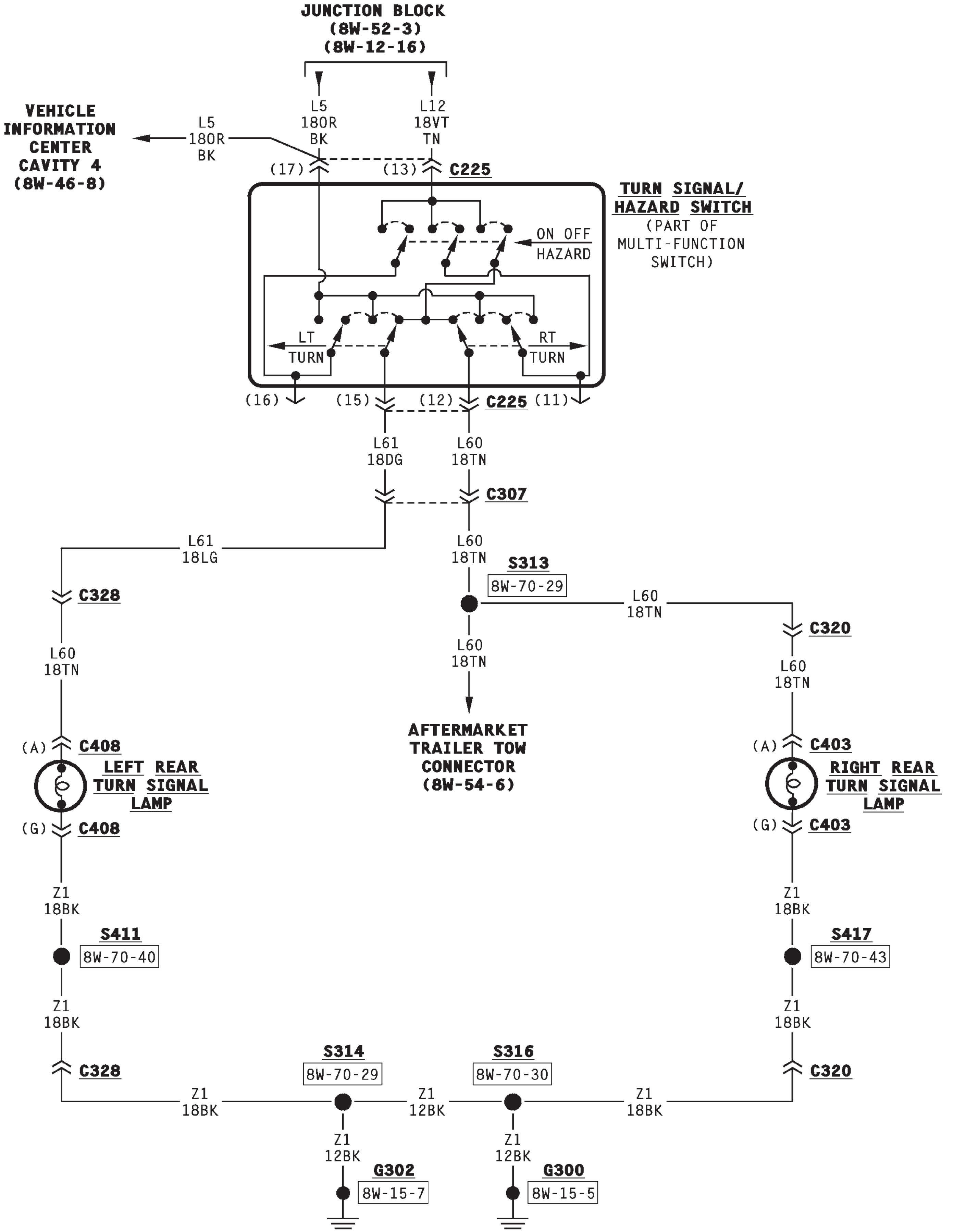

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21)
(14)
C154
FUSE 15 40A
FUSE 8 40A
A1 12RD WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(28)
(7)
C154
A7 12YL RD
A1 12RD WT
C131
C233
A7 12YL RD
A7 14YL RD
A1 12RD WT
S210
8W-70-19
A1 12RD WT
C228
(4)
IGNITION SWITCH
ACC
OFF
RUN
START
C228
(5)
POWERTRAIN CONTROL MODULE CAVITY A14 (8W-30-9)
A22 12BK/OR
(2)
C163
(10)
C201
JUNCTION BLOCK
ELECTRONIC FLASHER
JUNCTION BLOCK (8W-12-16)
FUSE 13 15A
(1)
FUSED B(+)
FUSED IGN SW OUTPUT (RUN)
(2)
FUSE 6 15A
JUNCTION BLOCK (8W-12-11,12)
JUNCTION BLOCK (8W-12-16)
GROUND
HAZARD SIGNAL
TURN SIGNAL
(5)
(3)
(4)
(4)
C201
(5)
C203
(1)
C201
Z1 18BK
L12 18VT TN
L5 18OR BK
S216
8W-70-20
Z1 16BK
S220
8W-70-21
L5 18OR/BK
Z1 16BK
TURN SIGNAL/ HAZARD SWITCH (8W-52-4,5,6)
VEHICLE INFORMATION CENTER CAVITY 4 (8W-46-8)
S202
8W-70-16
C301
Z1 14BK
Z1 14BK
G304
8W-15-8


JUNCTION BLOCK
(8W-52-3)
(8W-12-16)
L5
18OR
BK
L12
18VT
TN
VEHICLE
INFORMATION
CENTER
CAVITY 4
(8W-46-8)
L5 18OR/BK
(17)
(13)
C225
TURN SIGNAL/
HAZARD SWITCH
(PART OF
MULTI-FUNCTION
SWITCH)
ON OFF
HAZARD
LT
TURN
RT
TURN
(16)
C225
(15)
(12)
(11)
C225
L65
18LG
DB
L65
18LG
DB
C234
INSTRUMENT
CLUSTER
(8W-40-8)
L64
18TN
DB
L64
18TN
DB
INSTRUMENT
CLUSTER
(8W-40-8)
(5)
(1)
C200
JUNCTION
BLOCK
(B)
C428
LEFT FRONT
SIDE
MARKER LAMP
(A)
C428
L65
18LG
DB
C102
L90
18DB
RD
S410
8W-70-40
L64
18TN
DB
L64
18TN
DB
S408
8W-70-39
(11)
C162
L64
18TN
DB
C150
L64
18TN
DB
L64
18TN
DB
S413
8W-70-42
(B)
C425
RIGHT FRONT
SIDE MARKER
LAMP
(A)
C425
L90
18DB
RD
S415
8W-70-42
L90
18DB
RD
(A)
C427
LEFT FRONT
PARK LAMP
(B)
C427
(A)
C429
LEFT FRONT
TURN SIGNAL
LAMP
(G)
C429
Z1
18BK
S409
8W-70-39
Z1 18BK
Z1
18BK
C102
Z1
18BK
S109
8W-70-7
Z1
16BK
G106
8W-15-3,4
Z1
14BK
S104
8W-70-5
Z1
18BK
C150
Z1
18BK
(A)
C426
RIGHT FRONT
TURN SIGNAL
LAMP
(G)
C426
Z1 18BK
(A)
C424
RIGHT FRONT
PARK LAMP
(B)
C424
Z1
18BK
S414
8W-70-42

FACTORY TRAILER TOW



AFTERMARKET TRAILER TOW



8W-53 WIPERS

DESCRIPTION AND OPERATION

INTERMITTENT WIPER OPERATION

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the PDC to circuit A31. Circuit A31 powers circuit F86 through the circuit breaker in cavity 1 of the junction block. Circuit F86 supplies power to the intermittent wiper switch.

When the operator selects LOW speed wiper operation, the switch connects circuit F86 to circuit V3. Circuit V3 powers the wiper motor low speed brush.

When the operator selects HIGH speed wiper operation, the switch connects circuit F86 to circuit V4. Circuit V4 powers the wiper motor speed brush.

When the operator selects intermittent wiper operation the wiper switch sends a signals to the Body Control Module (BCM) on circuit V51. The BCM determines the amount of delay selected on circuit V50 from the switch.

After determining the amount of delay selected, the BCM periodically energizes the intermittent wiper relay on circuit V18. Circuit F86 from the circuit breaker in the junction block powers the relay coil and contacts. Circuit F86 is HOT when the ignition switch is in the ACCESSORY or RUN position.

When the intermittent wiper relay energizes it powers circuit V6. Circuit V6 connects to circuit V3 through the intermittent wiper switch. Circuit V3 powers the wiper motor low speed brush. Circuit Z2 provides ground for the brush. When not energized, the relay connects circuit F86 to circuit V66. Circuit V66 connects to the park switch in the intermittent wiper motor and the BCM.

REAR WIPER/WASHER

The rear wiper and washer system uses a switch assembly located in the right switch pod.

When the ignition switch is in the ACCESSORY or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 powers circuit V23 through fuse 3 in the junction block. Circuit V23 supplies power for the rear wiper/wash switch.

Circuit A250 from fuse 11 in the PDC powers circuit F70 through fuse 8 in the junction block. Circuit F70 powers the rear wiper motor and the control module located internal to the motor assembly.

When the operator selects the ON position, power is supplied through the switch to circuit V13. The V13 circuit connects from the switch to the rear wiper control module.

The module processes this signal and supplies power to the wiper motor. Ground for the wiper motor is supplied on circuit Z1.

When the switch is placed in the DELAY position, power is supplied from the switch to the motor control on circuit V24. The module processes this signal and connects the motor to voltage. The amount of DELAY is controlled by the position of the rear wiper switch.

When the WASH switch is activated, power is passed through the switch to circuit V20. This circuit is double crimped at the switch. One branch of the circuit connects to the rear wiper control module. The other branch connects to the rear washer pump motor.

An additional input to the rear wiper control module is supplied on circuit G78. This circuit is connected to the liftgate and liftglass ajar switches. Circuit G78 signals the control when the liftgate or liftglass opens.

When the liftgate is ajar the wiper control module will not allow the rear wiper or washer to operate.

HELPFUL INFORMATION

- Check fuses 8 and 11 in the PDC
- Check fuses 3 and 8 in the junction block
- Check the operation of the liftgate ajar switch

LOW WASHER FLUID LEVEL SENSOR

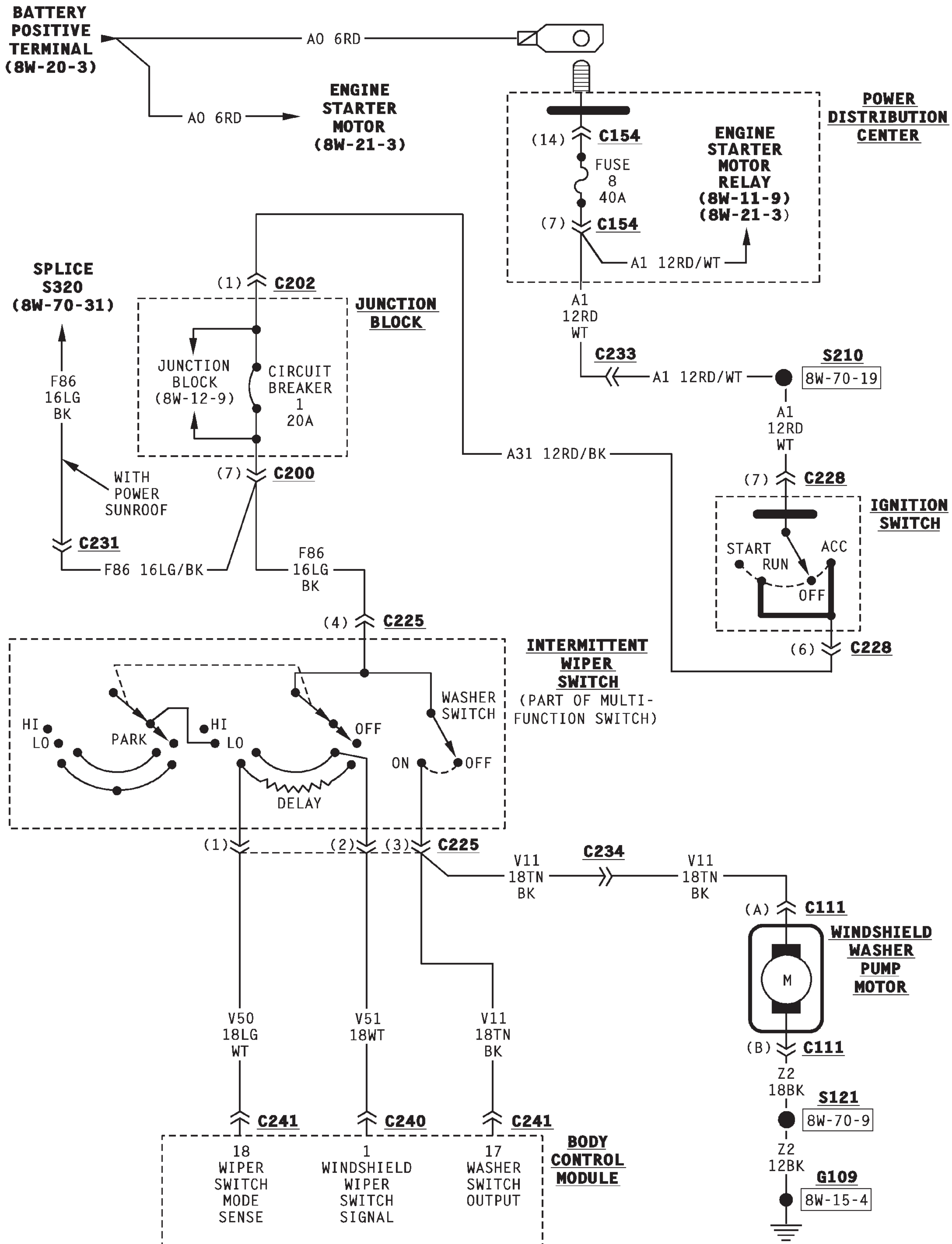
When the switch in the low washer fluid sensor closes, it connects circuit G29 from the Vehicle Information Center (VIC) to ground on circuit Z2. The VIC displays the low washer fluid message.

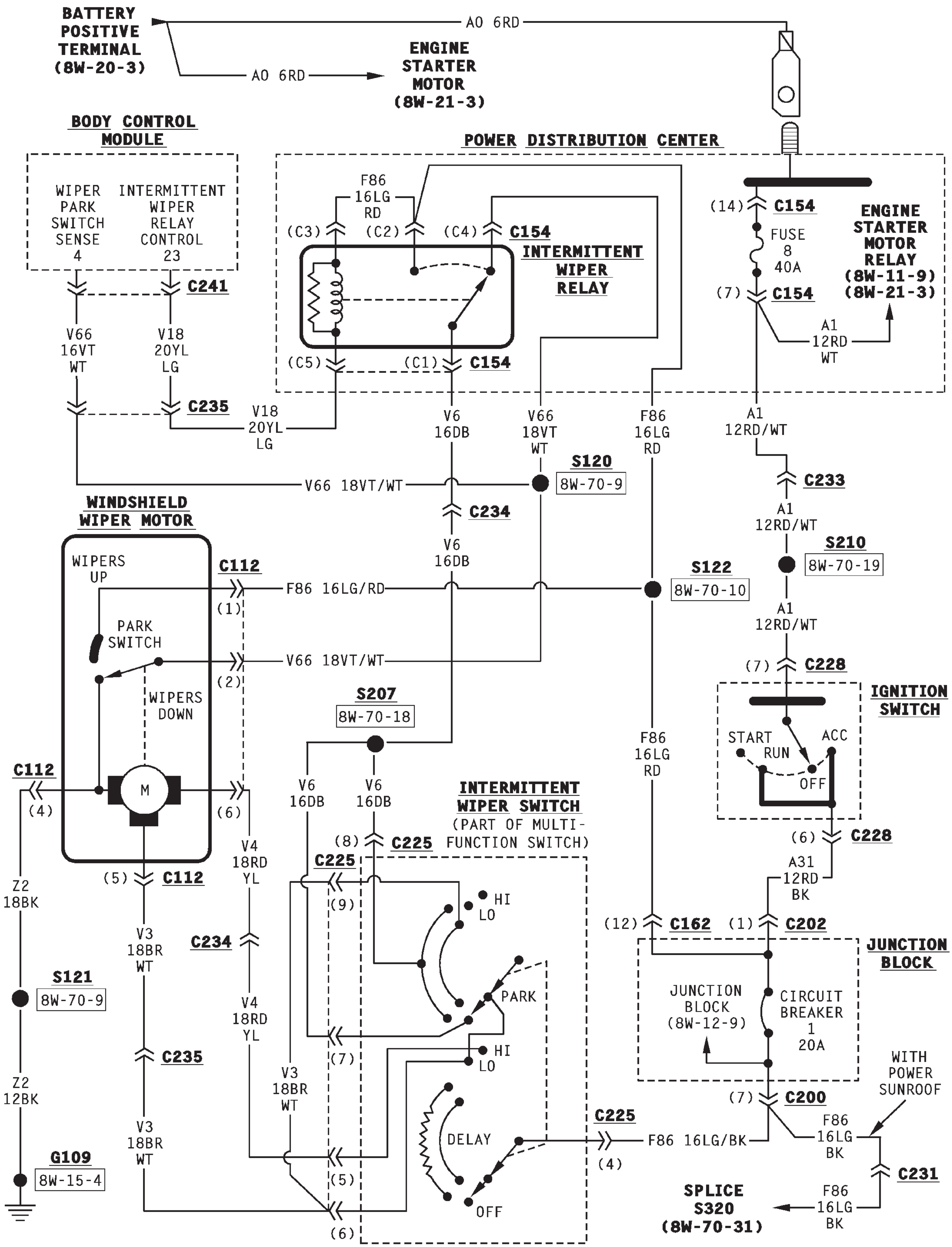
SCHEMATICS AND DIAGRAMS

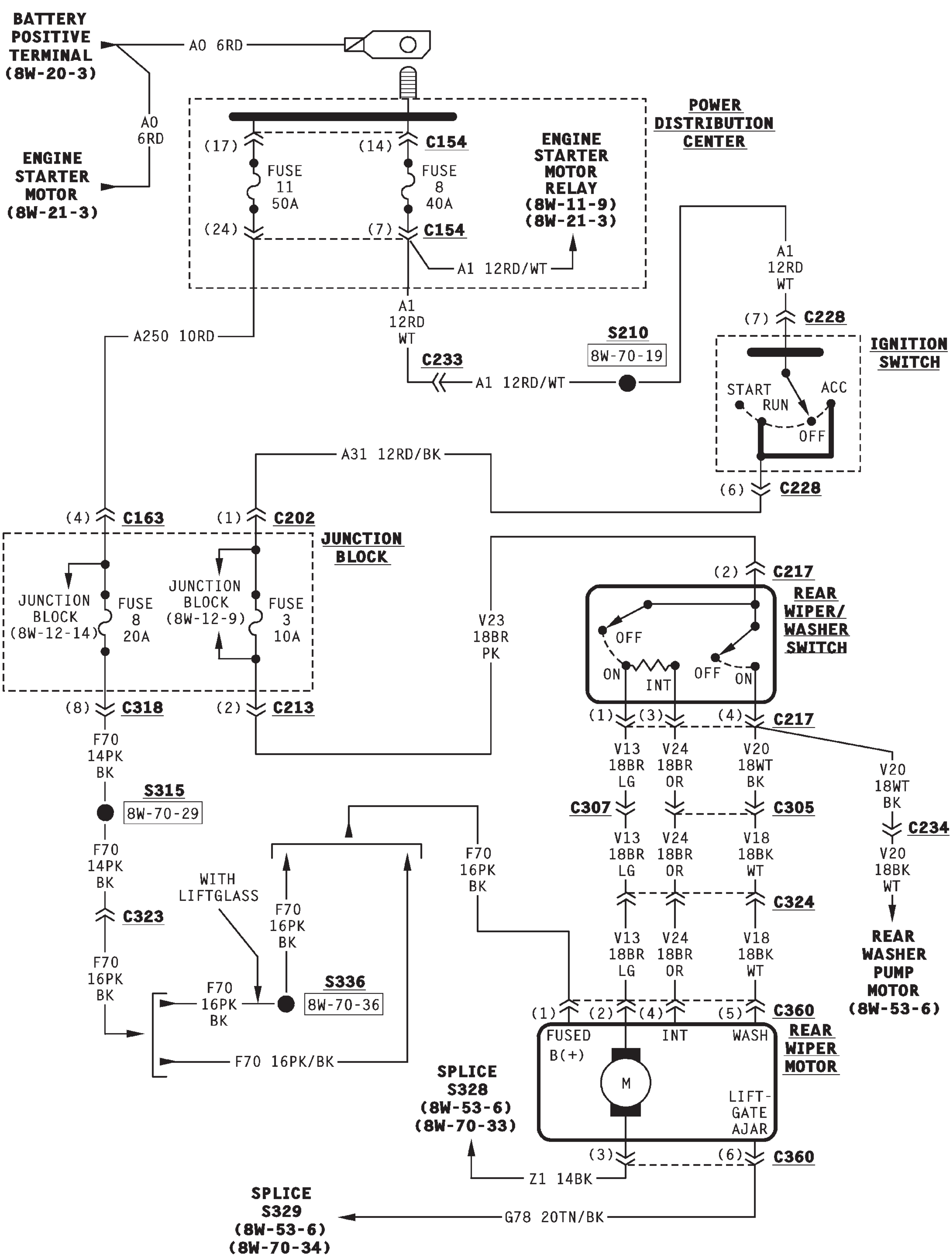
WIRING DIAGRAM INDEX

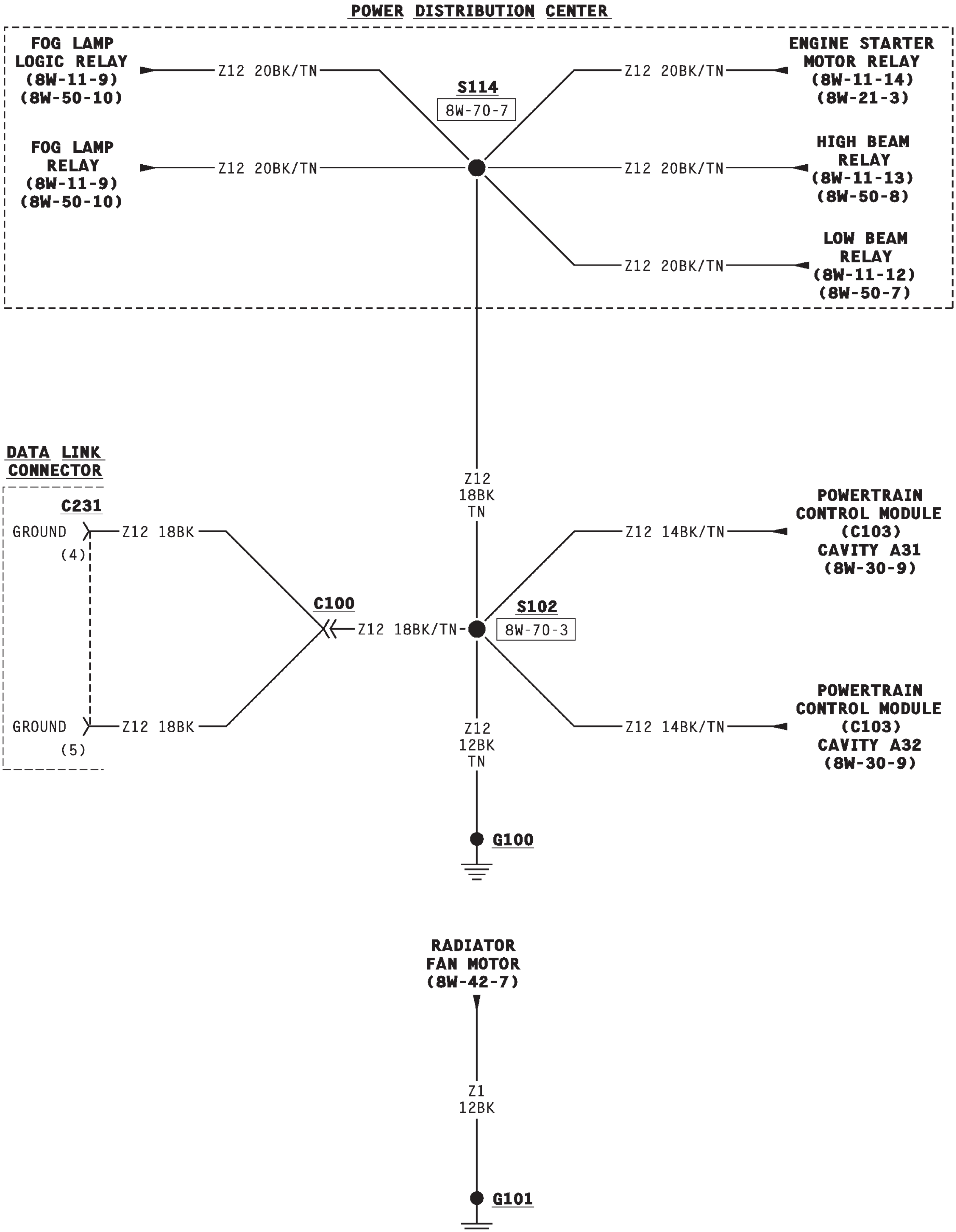
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
A1 12RD WT
C233
S210
8W-70-19
SPLICE S320 (8W-70-31)
(1) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-9)
CIRCUIT BREAKER 1 20A
A31 12RD/BK
F86 16LG BK
WITH POWER SUNROOF
(7) C200
(7) C228
IGNITION SWITCH
START
RUN
ACC
OFF
(6) C228
C231
F86 16LG/BK
(4) C225
INTERMITTENT WIPER SWITCH (PART OF MULTI-FUNCTION SWITCH)
HI
LO
PARK
OFF
WASHER SWITCH
ON
DELAY
(1)
(2)
(3) C225
V11 18TN BK
C234
(A) C111
WINDSHIELD WASHER PUMP MOTOR
M
(B) C111
Z2 18BK
S121
8W-70-9
Z2 12BK
G109
8W-15-4
V50 18LG WT
V51 18WT
C241
C240
18 WIPER SWITCH MODE SENSE
1 WINDSHIELD WIPER SWITCH SIGNAL
17 WASHER SWITCH OUTPUT
BODY CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
BODY CONTROL MODULE
WIPER PARK SWITCH SENSE 4
INTERMITTENT WIPER RELAY CONTROL 23
C241
V66 16VT WT
V18 20YL LG
C235
V18 20YL LG
POWER DISTRIBUTION CENTER
F86 16LG RD
(C3) (C2) (C4) C154
INTERMITTENT WIPER RELAY
(C5) (C1) C154
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD WT
V6 16DB
V66 18VT WT
F86 16LG RD
A1 12RD/WT
V66 18VT/WT
S120 8W-70-9
C233
C234
WINDSHIELD WIPER MOTOR
WIPERS UP
PARK SWITCH
WIPERS DOWN
M
C112
(1) F86 16LG/RD
(2) V66 18VT/WT
S122 8W-70-10
S210 8W-70-19
C228
IGNITION SWITCH
START RUN ACC OFF
(6) C228
A31 12RD BK
S207 8W-70-18
C112 (4)
(6)
(5) C112
Z2 18BK
V3 18BR WT
V4 18RD YL
C234
S121 8W-70-9
C235
Z2 12BK
G109 8W-15-4
INTERMITTENT WIPER SWITCH (PART OF MULTI-FUNCTION SWITCH)
(8) C225
C225 (9)
HI LO PARK
(7)
HI LO
DELAY
OFF
(5) (6)
C225 (4) F86 16LG/BK
(12) C162 (1) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-9)
CIRCUIT BREAKER 1 20A
(7) C200
WITH POWER SUNROOF
F86 16LG BK
C231
SPLICE S320 (8W-70-31)


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) (14) C154
FUSE 11 50A
FUSE 8 40A
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
(24) (7) C154
A1 12RD/WT
A1 12RD WT
A250 10RD
S210
8W-70-19
C233
A1 12RD/WT
A1 12RD WT
(7) C228
IGNITION SWITCH
START RUN ACC OFF
(6) C228
A31 12RD/BK
(4) C163
(1) C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14)
FUSE 8 20A
JUNCTION BLOCK (8W-12-9)
FUSE 3 10A
(8) C318
(2) C213
V23 18BR PK
(2) C217
REAR WIPER/ WASHER SWITCH
OFF ON INT OFF ON
(1) (3) (4) C217
F70 14PK BK
S315
8W-70-29
F70 14PK BK
C323
F70 16PK BK
WITH LIFTGLASS
F70 16PK BK
F70 16PK BK
F70 16PK BK
S336
8W-70-36
F70 16PK/BK
V13 18BR LG
V24 18BR OR
V20 18WT BK
V20 18WT BK
C307
C305
C234
V13 18BR LG
V24 18BR OR
V18 18BK WT
V20 18BK WT
C324
V13 18BR LG
V24 18BR OR
V18 18BK WT
REAR WASHER PUMP MOTOR (8W-53-6)
(1) (2) (4) (5) C360
FUSED B(+)
INT
WASH
REAR WIPER MOTOR
M
LIFT-GATE AJAR
SPLICE S328 (8W-53-6) (8W-70-33)
(3) (6) C360
Z1 14BK
SPLICE S329 (8W-53-6) (8W-70-34)
G78 20TN/BK


POWER DISTRIBUTION CENTER
FOG LAMP LOGIC RELAY (8W-11-9) (8W-50-10)
Z12 20BK/TN
S114
8W-70-7
Z12 20BK/TN
ENGINE STARTER MOTOR RELAY (8W-11-14) (8W-21-3)
FOG LAMP RELAY (8W-11-9) (8W-50-10)
Z12 20BK/TN
Z12 20BK/TN
HIGH BEAM RELAY (8W-11-13) (8W-50-8)
Z12 20BK/TN
LOW BEAM RELAY (8W-11-12) (8W-50-7)
DATA LINK CONNECTOR
C231
GROUND (4)
Z12 18BK
Z12 18BK TN
Z12 14BK/TN
POWERTRAIN CONTROL MODULE (C103) CAVITY A31 (8W-30-9)
C100
Z12 18BK/TN
S102
8W-70-3
GROUND (5)
Z12 18BK
Z12 12BK TN
Z12 14BK/TN
POWERTRAIN CONTROL MODULE (C103) CAVITY A32 (8W-30-9)
G100
RADIATOR FAN MOTOR (8W-42-7)
Z1 12BK
G101

1996 Grand Cherokee
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TSB 26-02-96 February, 1996

8W-54 TRAILER TOW

GENERAL INFORMATION

INTRODUCTION

Two trailer tow packages are available; a factory installed package and a package with after-market provisions. This section provides separate wiring diagrams for each.

DESCRIPTION AND OPERATION

TRAILER TOW—FACTORY INSTALLED

The factory installed trailer tow system in this vehicle uses three relays and a circuit breaker along with the trailer tow wiring connector.

Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F70 through fuse 8 in the junction block. Circuit F70 supplies battery voltage for the trailer tow circuit breaker and the contact side of the stop lamp relay

The trailer tow circuit breaker is taped to the trailer tow harness located in the left rear quarter panel.

STOP LAMP RELAY

Power for the coil side of the stop lamp relay is supplied by circuit L50. This circuit connects to the stop lamps. Ground for the coil side is supplied on circuit Z1.

When the operator presses the brake pedal, voltage flows through the coil of the relay to ground causing the contacts in the relay to connect circuits F70 and 95.

Circuit 95 connects to the left and right turn signal relays. Voltage flows through the closed contacts in the relays to the trailer tow connector.

RIGHT TURN RELAY

Power for the coil side of the right turn relay is supplied by circuit L60. This circuit connects to the right side turn signal lamps. Ground for the coil side of the relay is supplied on circuit Z1.

When the operator turns the right turn signal ON, power flows through the coil in the relay to ground causing the contacts in the relay to switch from the normally CLOSED position to connect circuits 94 and L60.

Circuit 94 is the feed for the contact side of the relay. Circuit L60 connects from the relay to the trailer tow connector.

Circuit 94 is fed power through the normally CLOSED side of the stop lamp relay by circuit F70. Circuit F70 is HOT at all times and protected by a circuit breaker located in the right rear quarter panel.

LEFT TURN RELAY

Power for the coil side of the left turn relay is supplied by circuit L61. This circuit connects to the left side turn signal lamps. Ground for the coil side of the relay is supplied on circuit Z1.

When the operator turns the left turn signal ON, power flows through the coil in the relay to ground causing the contacts in the relay to switch from the normally CLOSED position to connect circuits 94 and L61.

Circuit 94 is the feed for the contact side of the relay. Circuit L61 connects from the relay to the trailer tow connector.

Circuit 94 is fed power through the normally CLOSED side of the stop lamp relay by circuit F70. Circuit F70 is HOT at all times and protected by a circuit breaker located in the right rear quarter panel.

HELPFUL INFORMATION

- Check fuse 11 in the PDC
- Check fuse 8 in the junction block
- Check the In-Line circuit breaker
- A trailer brake provision is taped to the harness at the lower left of the instrument panel

TRAILER TOW—AFTER-MARKET

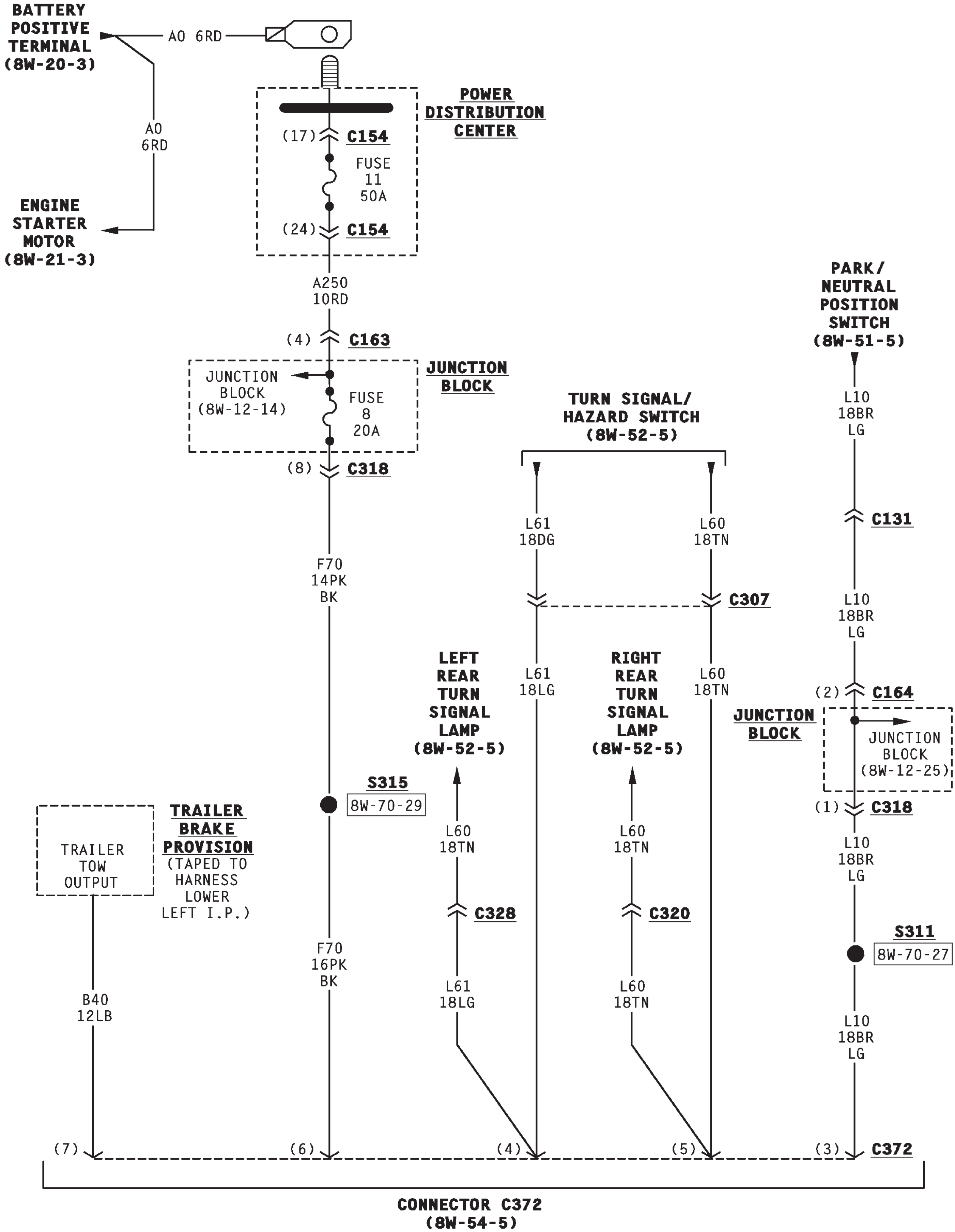
The after-market trailer tow connector is located in the left rear quarter panel. The connector contains feed circuit F70 from fuse 8 in the junction block. Circuit L60 from the right turn signals, circuit L90 for parking lamps, and circuit L50 from the stop lamp switch.

SCHEMATICS AND DIAGRAMS

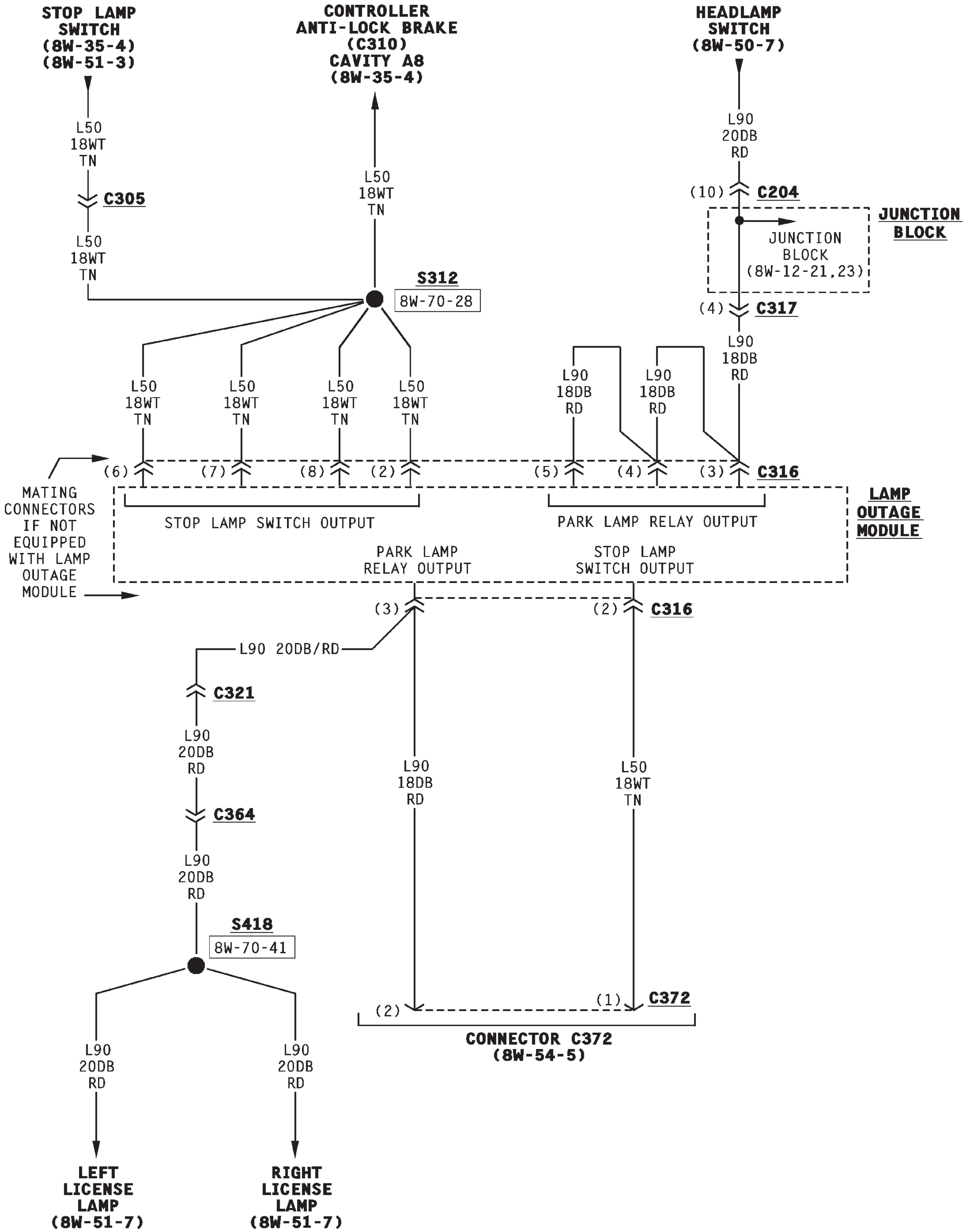
WIRING DIAGRAM INDEX

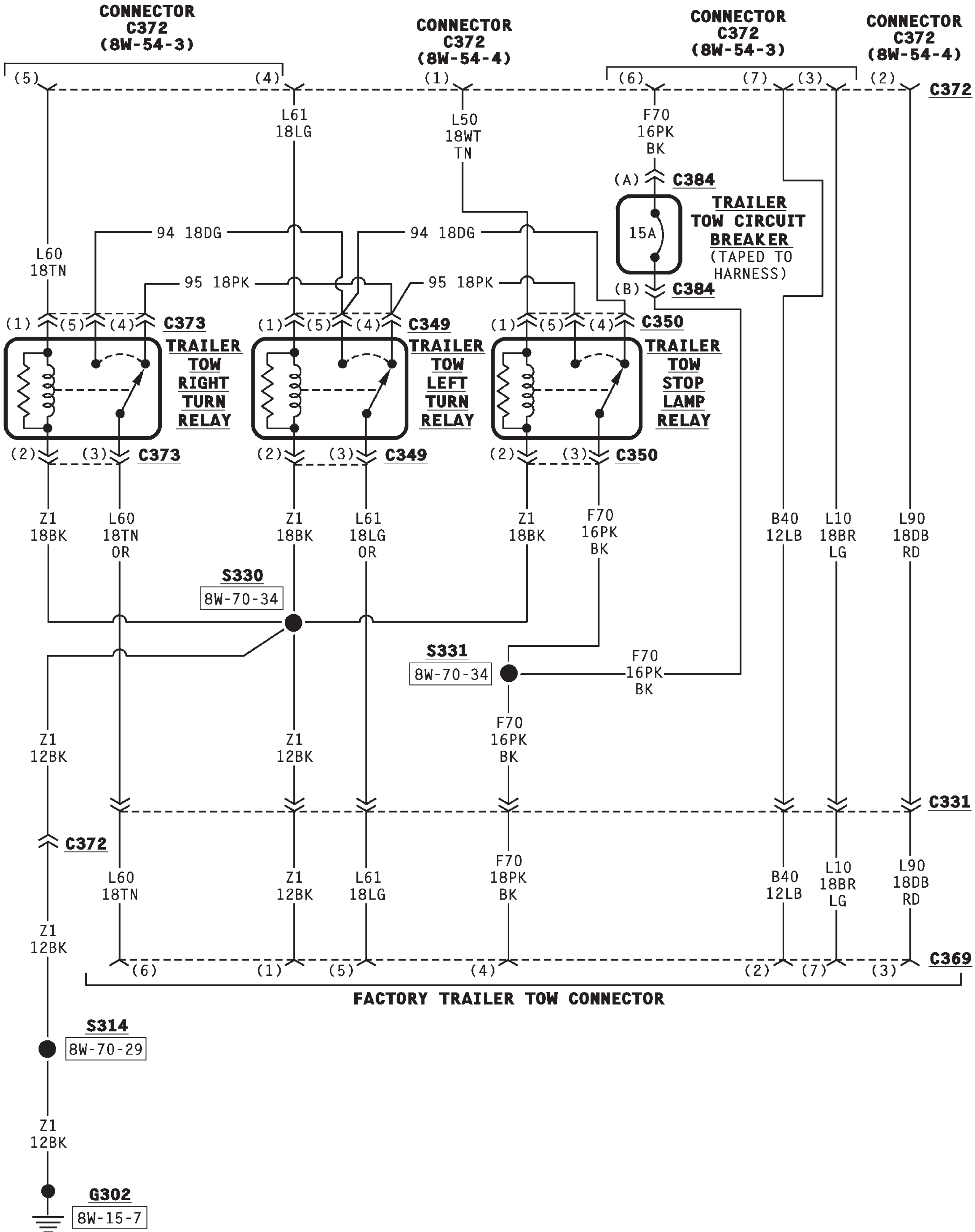
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

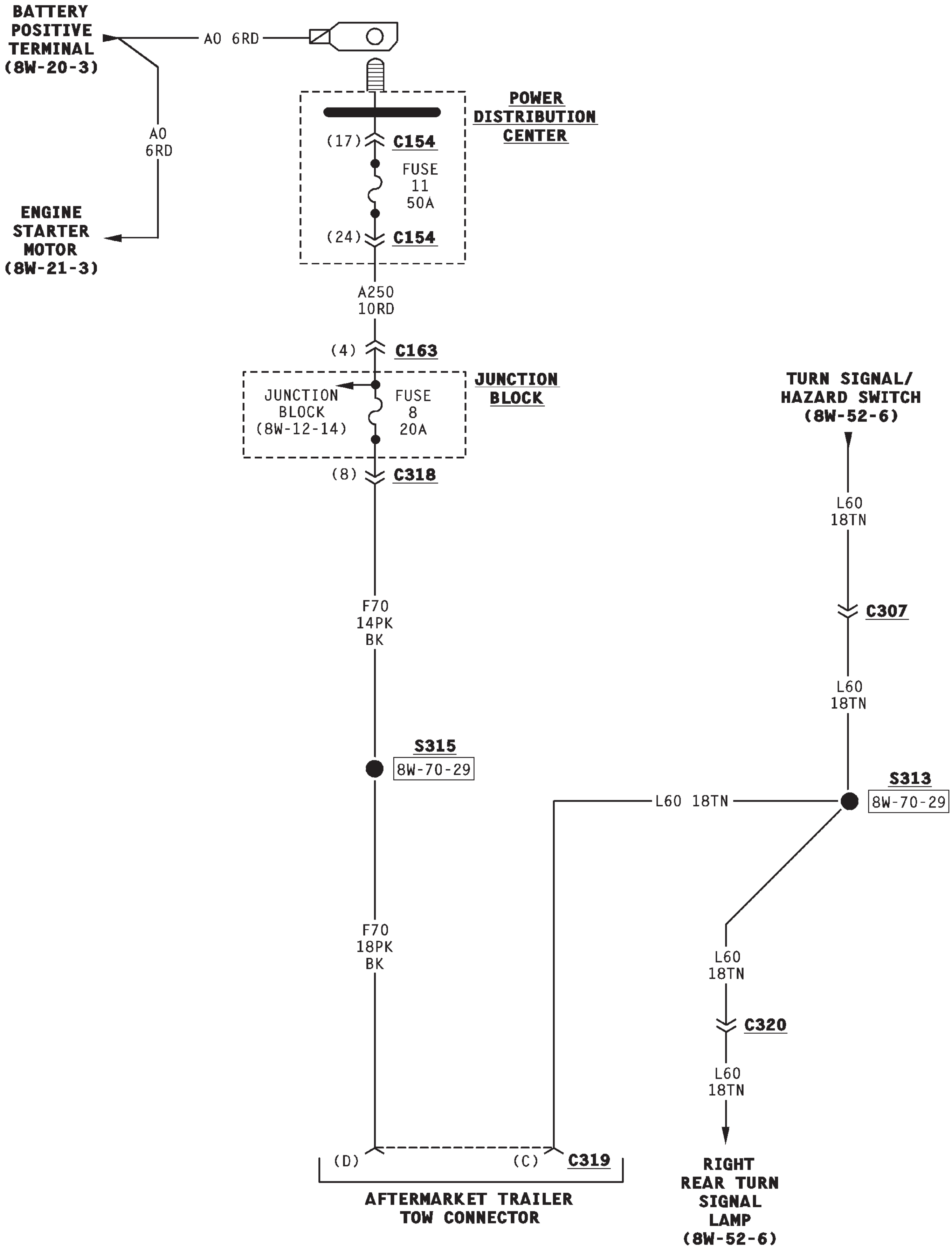

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
A250 10RD
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14)
FUSE 8 20A
(8) C318
F70 14PK BK
S315
8W-70-29
F70 16PK BK
TRAILER TOW OUTPUT
TRAILER BRAKE PROVISION
(TAPED TO HARNESS LOWER LEFT I.P.)
B40 12LB
TURN SIGNAL/ HAZARD SWITCH (8W-52-5)
L61 18DG
L60 18TN
C307
L61 18LG
L60 18TN
LEFT REAR TURN SIGNAL LAMP (8W-52-5)
RIGHT REAR TURN SIGNAL LAMP (8W-52-5)
L60 18TN
C328
L61 18LG
L60 18TN
C320
L60 18TN
PARK/ NEUTRAL POSITION SWITCH (8W-51-5)
L10 18BR LG
C131
L10 18BR LG
(2) C164
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-25)
(1) C318
L10 18BR LG
S311
8W-70-27
L10 18BR LG
(7)
(6)
(4)
(5)
(3) C372
CONNECTOR C372 (8W-54-5)

WITH FACTORY TRAILER TOW

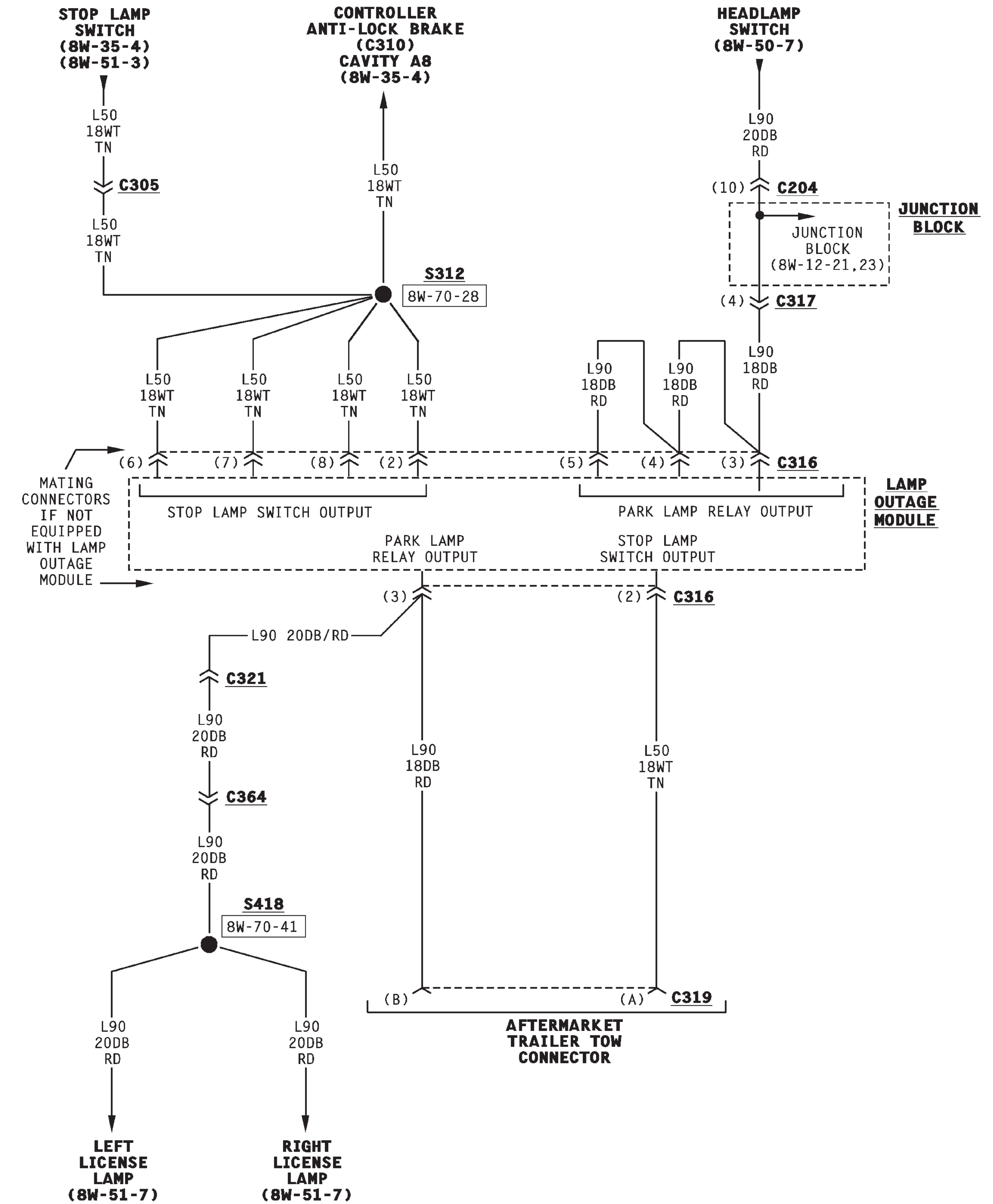



CONNECTOR C372 (8W-54-3)
CONNECTOR C372 (8W-54-4)
CONNECTOR C372 (8W-54-3)
CONNECTOR C372 (8W-54-4)
C372
L61 18LG
L50 18WT TN
F70 16PK BK
C384
TRAILER TOW CIRCUIT BREAKER
(TAPED TO HARNESS)
15A
L60 18TN
94 18DG
95 18PK
C373
C349
C350
TRAILER TOW RIGHT TURN RELAY
TRAILER TOW LEFT TURN RELAY
TRAILER TOW STOP LAMP RELAY
Z1 18BK
L60 18TN OR
L61 18LG OR
F70 16PK BK
B40 12LB
L10 18BR LG
L90 18DB RD
S330
8W-70-34
S331
8W-70-34
Z1 12BK
C331
C372
L60 18TN
L61 18LG
F70 18PK BK
C369
FACTORY TRAILER TOW CONNECTOR
S314
8W-70-29
G302
8W-15-7

WITH AFTERMARKET TRAILER TOW



WITH AFTERMARKET TRAILER TOW



8W-60 POWER WINDOWS

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

All four power windows can be controlled by the switches on the Drivers Door Module (DDM). Additionally, the left rear window as well as the right front and right rear windows have separate switches.

The switch pod on the DDM a contains lock out switch. The lock-out feature prevents the windows from being operated by any switch other than the drivers door switch.

Each rear window switch contains an LED. The DDM prevents illumination of the LEDs when the operator selects the window lock-out feature.

POWER WINDOWS

Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F81 through the circuit breaker in cavity 2 of the junction block. Circuit F81 supplies power to the Drivers Door Module (DDM) and the Passengers Door Module (PDM). The DDM and PDM operate the power windows. Circuit Z1 provides ground for the power window system.

LEFT FRONT WINDOW OPERATION

The Drivers Door Module operates the left front window. When the operator selects window DOWN operation, the DDM connects circuit F81 to circuit Q21. Circuit Q21 goes from the switch to the power window motor. Ground for the motor is supplied on the Q11 circuit back to the switch. The DDM connects circuit Q11 to ground circuit Z1.

For window UP operation the circuits are reversed. The DDM connects circuit Q11 to circuit F81 and connects circuit Q21 to ground circuit Z1.

RIGHT FRONT WINDOW OPERATION

The Passengers Door Module (PDM) operates the right front window. If the DRIVER operates the passenger window, the Drivers Door Module signals the Passengers Door Module over the CCD Bus.

For window DOWN operation, the PDM connects circuit F81 to circuit Q22. Circuit Q22 goes from the power window switch circuitry in the PDM to the power window motor. Ground for the motor is supplied on circuit Q12 back to the switch. The DDM connects circuit Q12 to ground circuit Z1.

For window UP operation the circuits are reversed. The PDM connects circuit Q12 to circuit F81 and connects circuit Q22 to ground circuit Z1.

LEFT REAR WINDOW

Circuits Q17 and Q27 connect the Driver's Door Module (DDM) to the left rear window switch. When the operator has not selected the window lock-out feature, the DDM connects circuits Q17 and Q27 to battery voltage. At the left door harness, circuit Q17 connects to circuit Q18 and circuit Q27 connects to circuit Q28. Circuits Q18 and Q28 connect to the left rear power window switch.

If the window is operated from left rear switch for window DOWN operation, the switch connects circuit Q12 from the power window motor to ground on circuit Z1. The left rear window switch connects circuit Q28 to circuit Q22. Circuit Q22 powers the window motor. Circuits Q12 and Z1 provide ground.

For window UP operation the circuits are reversed. The left rear window switch connects Q22 to ground on circuit Z1. Circuit Q18 powers the rear window motor. Circuits Q22 and Z1 provide ground.

The left rear window switch contains a Light Emitting Diode (LED). The DDM illuminates the LED on circuit E21. Circuit E21 connects to circuit E20 at the left door harness. Circuit E20 connects to the left rear window switch and powers the LED.

If the operator has selected the window lock-out feature, the DDM will not supply power to the left rear window switch on circuits Q27 and Q17. Also, the DDM does not illuminate the LED in the switch.

If the window is operated from DRIVER'S switch for window DOWN operation, the DDM powers circuit Q27 and grounds circuit Q17. Circuit Q27 connects to circuit Q28 at the left rear door harness. From circuit Q28, current passes through the closed contacts in the left rear window switch to circuit Q22. Circuit Q22 powers the window motor. The ground path for the motor is on circuit Q12 from the motor, through the closed contacts in the left rear window switch to circuit Q18, to Q17 back to the DDM.

DESCRIPTION AND OPERATION (Continued)

For window UP operation the circuits are reversed. The DDM powers circuit Q17 and grounds circuit Q27.

RIGHT REAR WINDOW

Circuits Q18 and Q28 connect the Passenger's Door Module (PDM) to the right rear window switch. When the operator has not selected the window lock-out feature, the PDM connects circuits Q18 and Q28 to battery voltage.

If the window is operated from right rear switch for window DOWN operation, the switch connects circuit Q12 from the power window motor to ground on circuit Z1. The right rear window switch connects circuit Q28 to circuit Q22. Circuit Q22 powers the window motor. Circuits Q12 and Z1 provide ground.

For window UP operation the circuits are reversed. The right rear window switch connects Q22 to ground on circuit Z1. Circuit Q18 from the PDM powers circuit Q12 through the closed contacts in the right rear window switch. Circuit Q12 powers the window motor. Circuits Q22 and Z1 provide ground.

The right rear window switch contains a Light Emitting Diode (LED). The PDM illuminates the LED on circuit E20.

If the operator has selected the window lock-out feature, the Driver's Door Module signals the PDM on the CCD bus. In response, the PDM will not supply power to the right rear window switch on circuits Q18 and Q28. Also, the PDM does not illuminate the LED in the switch.

If the window is operated from DRIVER'S switch for window DOWN operation, the DDM signals the PDM over the CCD Bus. In response, the PDM powers circuit Q28 and grounds circuit Q18. From circuit Q28, current passes through the closed contacts in the right rear window switch to circuit Q22. Circuit Q22 powers the window motor. The ground path for the motor is on circuit Q12 from the motor, through the closed contacts in the right rear window switch to the PDM on circuit Q18.

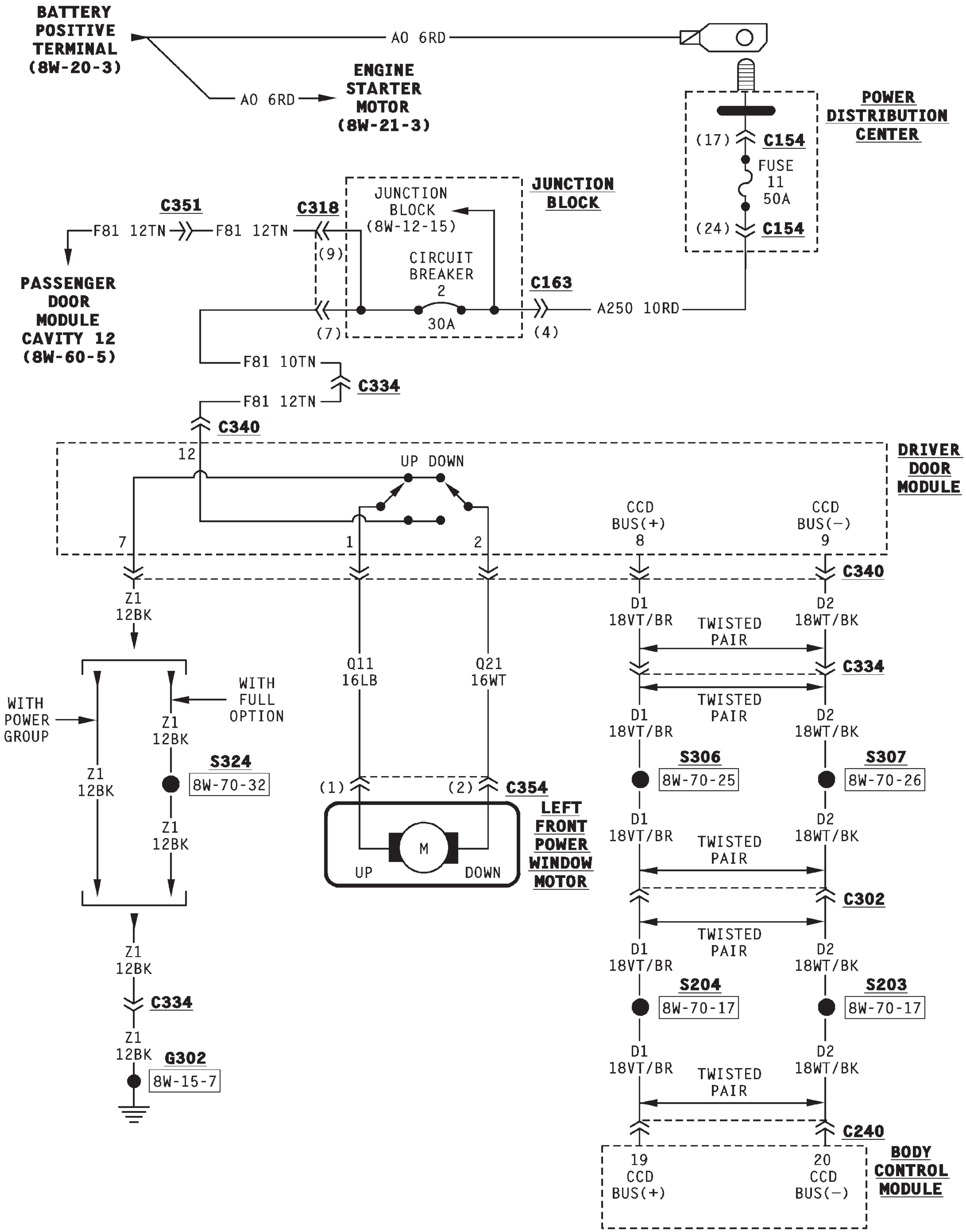
For window UP operation the circuits are reversed. After the DDM signals the PDM on the CCD Bus, the PDM powers circuit Q18 and grounds circuit Q28.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX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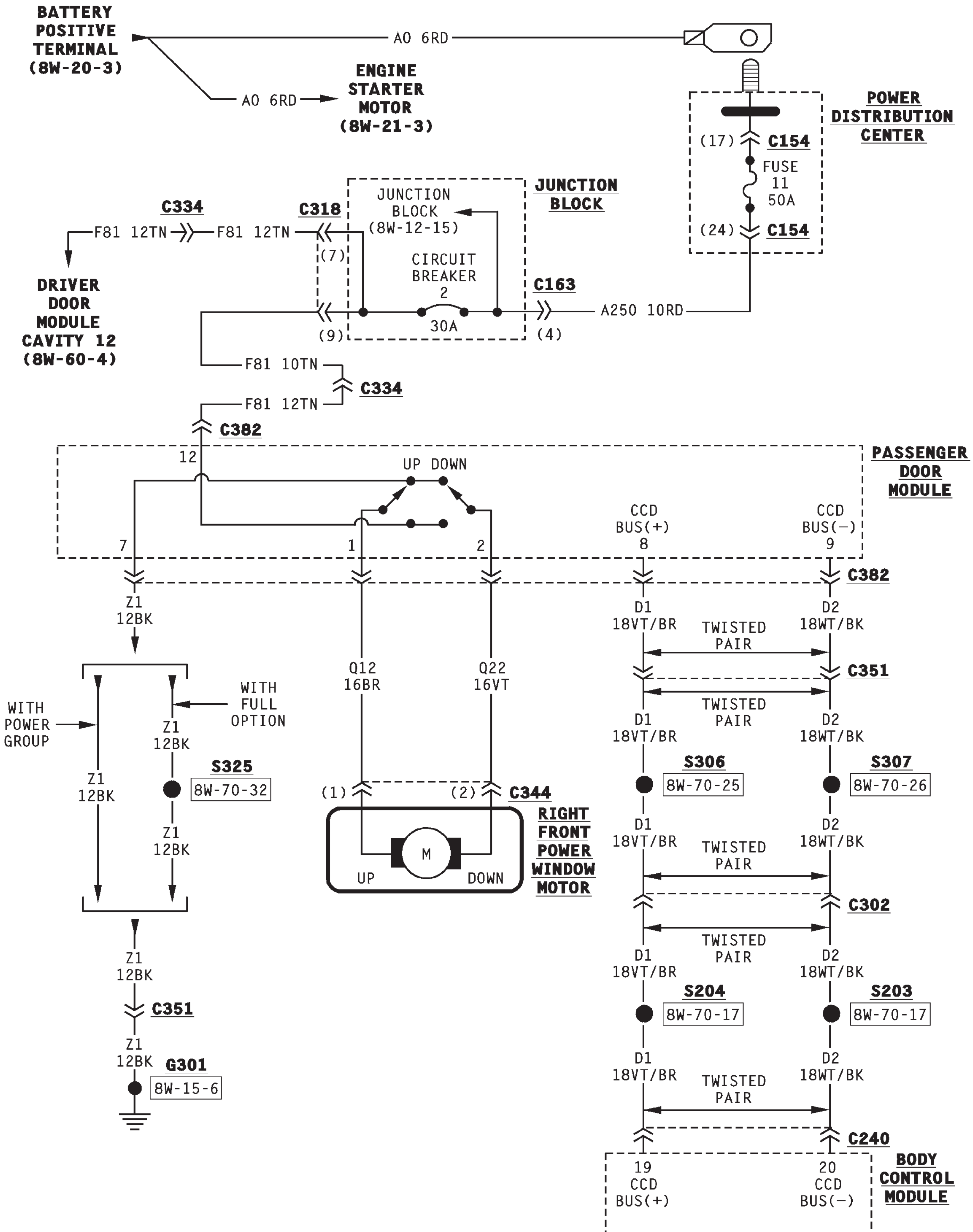
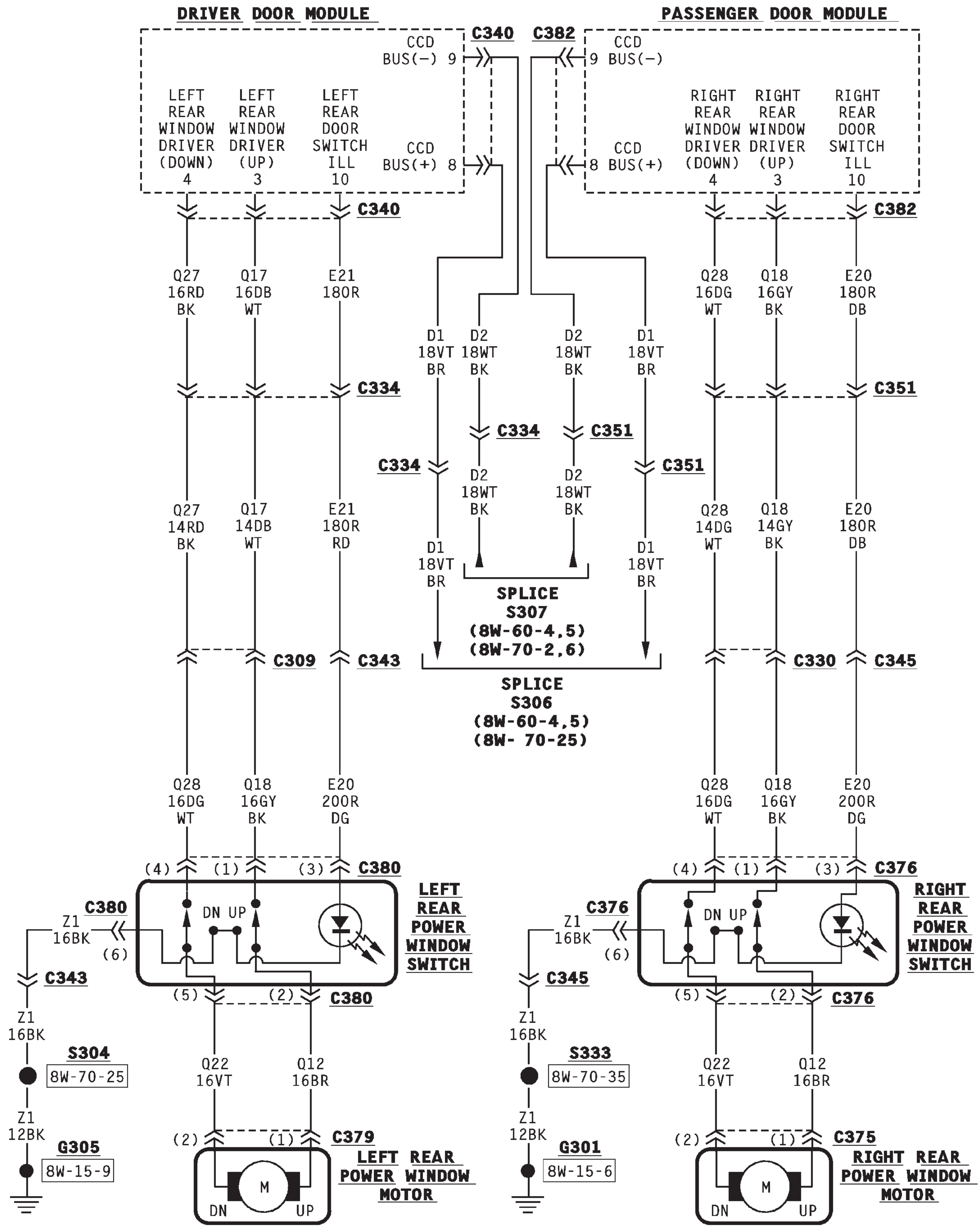
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-15)
CIRCUIT BREAKER 2
30A
C163
(4)
A250 10RD
C351
F81 12TN
F81 12TN
C318
(9)
(7)
PASSENGER DOOR MODULE CAVITY 12 (8W-60-5)
F81 10TN
C334
F81 12TN
C340
DRIVER DOOR MODULE
12
UP DOWN
CCD BUS(+) 8
CCD BUS(−) 9
7
1
2
C340
Z1 12BK
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C334
TWISTED PAIR
WITH POWER GROUP
WITH FULL OPTION
Z1 12BK
Z1 12BK
S324
8W-70-32
Z1 12BK
Q11 16LB
Q21 16WT
(1)
(2)
C354
M
UP
DOWN
LEFT FRONT POWER WINDOW MOTOR
D1 18VT/BR
D2 18WT/BK
S306
8W-70-25
S307
8W-70-26
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C302
TWISTED PAIR
D1 18VT/BR
D2 18WT/BK
S204
8W-70-17
S203
8W-70-17
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C240
19 CCD BUS(+)
20 CCD BUS(−)
BODY CONTROL MODULE
Z1 12BK
C334
Z1 12BK
G302
8W-15-7


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-15)
CIRCUIT BREAKER 2
30A
C163
(4)
A250 10RD
C334
C318
F81 12TN
(7)
(9)
DRIVER DOOR MODULE CAVITY 12 (8W-60-4)
F81 10TN
C334
F81 12TN
C382
PASSENGER DOOR MODULE
12
UP DOWN
7
1
2
CCD BUS(+) 8
CCD BUS(−) 9
C382
Z1 12BK
WITH POWER GROUP
WITH FULL OPTION
Z1 12BK
S325
8W-70-32
C351
G301
8W-15-6
Q12 16BR
Q22 16VT
(1)
(2)
C344
M
UP
DOWN
RIGHT FRONT POWER WINDOW MOTOR
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C351
S306
8W-70-25
S307
8W-70-26
C302
S204
8W-70-17
S203
8W-70-17
C240
19 CCD BUS(+)
20 CCD BUS(−)
BODY CONTROL MODULE


DRIVER DOOR MODULE
PASSENGER DOOR MODULE
C340
C382
CCD BUS(−) 9
9 BUS(−) CCD
LEFT REAR WINDOW DRIVER (DOWN) 4
LEFT REAR WINDOW DRIVER (UP) 3
LEFT REAR DOOR SWITCH ILL 10
CCD BUS(+) 8
8 BUS(+) CCD
RIGHT REAR WINDOW DRIVER (DOWN) 4
RIGHT REAR WINDOW DRIVER (UP) 3
RIGHT REAR DOOR SWITCH ILL 10
Q27 16RD BK
Q17 16DB WT
E21 18OR
D1 18VT BR
D2 18WT BK
Q28 16DG WT
Q18 16GY BK
E20 18OR DB
C334
C351
Q27 14RD BK
Q17 14DB WT
E21 18OR RD
Q28 14DG WT
Q18 14GY BK
E20 18OR DB
SPLICE S307 (8W-60-4,5) (8W-70-2,6)
SPLICE S306 (8W-60-4,5) (8W- 70-25)
C309
C343
C330
C345
Q28 16DG WT
Q18 16GY BK
E20 20OR DG
C380
C376
Z1 16BK
DN UP
LEFT REAR POWER WINDOW SWITCH
RIGHT REAR POWER WINDOW SWITCH
Q22 16VT
Q12 16BR
S304 8W-70-25
S333 8W-70-35
Z1 12BK
G305 8W-15-9
G301 8W-15-6
C379
C375
M
LEFT REAR POWER WINDOW MOTOR
RIGHT REAR POWER WINDOW MOTOR

8W-61 POWER DOOR LOCKS

DESCRIPTION AND OPERATION

INTRODUCTION

The Drivers Door Module (DDM) powers the drivers door lock motor. The Passengers Door Module (PDM) powers the passenger, both rear doorlock and the liftgate lock motors. The DDM and PDM each contain a door lock switch. When one of the switches is activated, a signal is sent on the CCD Bus to the other door module (PDM or DDM depending on which switch activated) to either LOCK or UNLOCK the lock motors. The Remote Keyless Entry transmitter can also LOCK or UNLOCK the door lock and liftgate lock motors. The PDM contains the radio frequency receiver that receives the RKE transmitter signals.

The vehicle is equipped with a Rolling Door Lock feature. When this feature is enabled, the PDM will lock the doors and liftgate after the vehicles reaches approximately 15 MPH.

POWER DOOR LOCKS

Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F81 through the circuit breaker in cavity 2 of the junction block. Circuit F81 supplies power to the Drivers Door Module (DDM) and the Passengers Door Module (PDM). The DDM and PDM operate the power door locks. Circuit Z1 provides ground for the power door locks.

The PDM contains the radio frequency receiver that receives the radio frequency signals from the Remote Keyless Entry (RKE) transmitter. After either the passenger door lock switch activates or it receives input from the RKE transmitter, the PDM sends the appropriate signal to the DDM over the CCD Bus. When the DRIVERS door lock switch activates, the DDM sends the appropriate signal to the PDM.

After receiving a LOCK signal, the DDM supplies battery voltage to the left front door lock motor on circuit P36. The DDM also connects circuit P34 from the motor to ground.

When the DDM receives the UNLOCK signal, it powers circuit P34 and grounds circuit P36.

After receiving a LOCK signal, the PDM supplies battery voltage to the right front door lock motor, rear door lock motors and liftgate lock motors on circuit P2. The PDM also connects circuit P34 from the motor to ground.

When the DDM receives the UNLOCK signal, it powers circuit P34 and grounds circuit P2.

REMOTE KEYLESS ENTRY

The Remote Keyless Entry (RKE) transmitter sends three unique signals to the radio frequency receiver in Passengers Door Module (PDM): LOCK, UNLOCK and PANIC. After it receives any one of the three signals, the PDM broadcasts the appropriate signal over the CCD bus.

LIFTGLASS

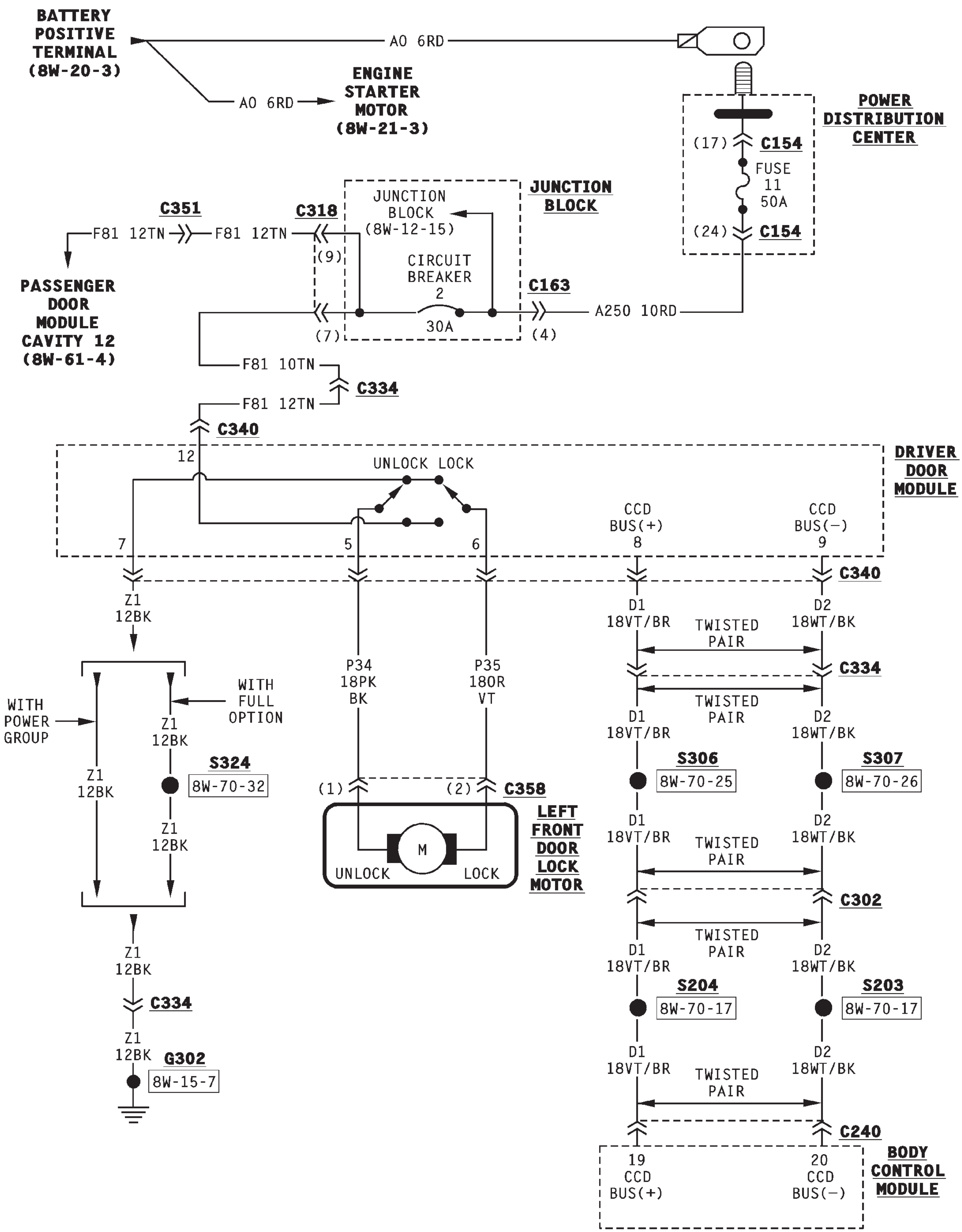
Circuit A250 from fuse 11 in the Power Distribution Center (PDC) powers circuit F70 through fuse 8 in the junction block. If the liftglass limit switch is closed, it connects circuit F70 to the liftglass switch (push button) on circuit P101. When closed, the liftglass switch connects circuit P101 to circuit P100. Circuit P100 feeds the liftglass solenoid. Circuit Z1 grounds the solenoid.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX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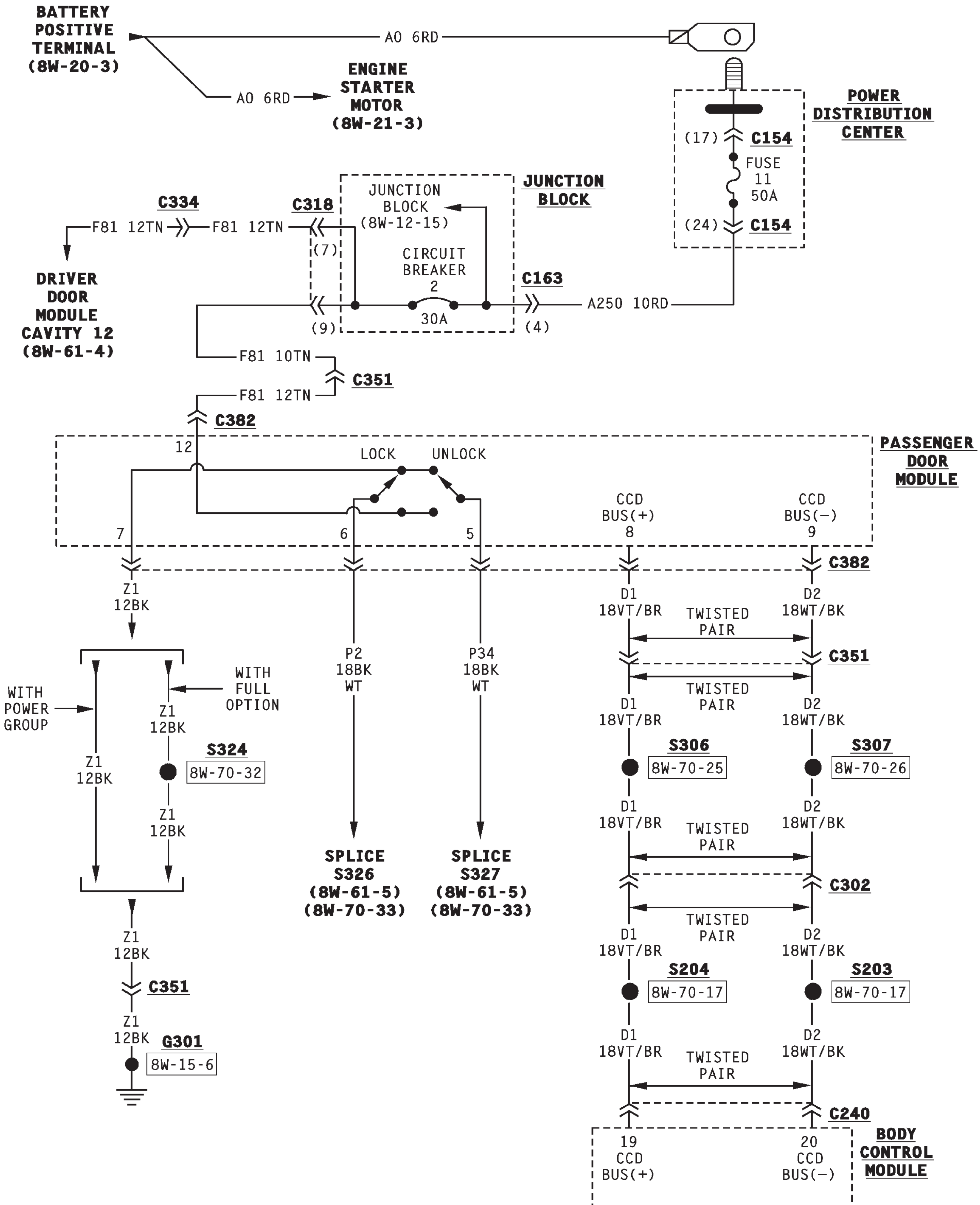
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-15)
C351
C318
F81 12TN
(9)
CIRCUIT BREAKER 2
30A
C163
(7)
(4)
A250 10RD
PASSENGER DOOR MODULE CAVITY 12 (8W-61-4)
F81 10TN
C334
F81 12TN
C340
12
UNLOCK LOCK
DRIVER DOOR MODULE
CCD BUS(+) 8
CCD BUS(−) 9
7
5
6
C340
Z1 12BK
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C334
P34 18PK BK
P35 18OR VT
WITH POWER GROUP
WITH FULL OPTION
Z1 12BK
S324
8W-70-32
S306
8W-70-25
S307
8W-70-26
(1)
(2)
C358
M
UNLOCK
LOCK
LEFT FRONT DOOR LOCK MOTOR
C302
S204
8W-70-17
S203
8W-70-17
C334
G302
8W-15-7
C240
19 CCD BUS(+)
20 CCD BUS(−)
BODY CONTROL MODULE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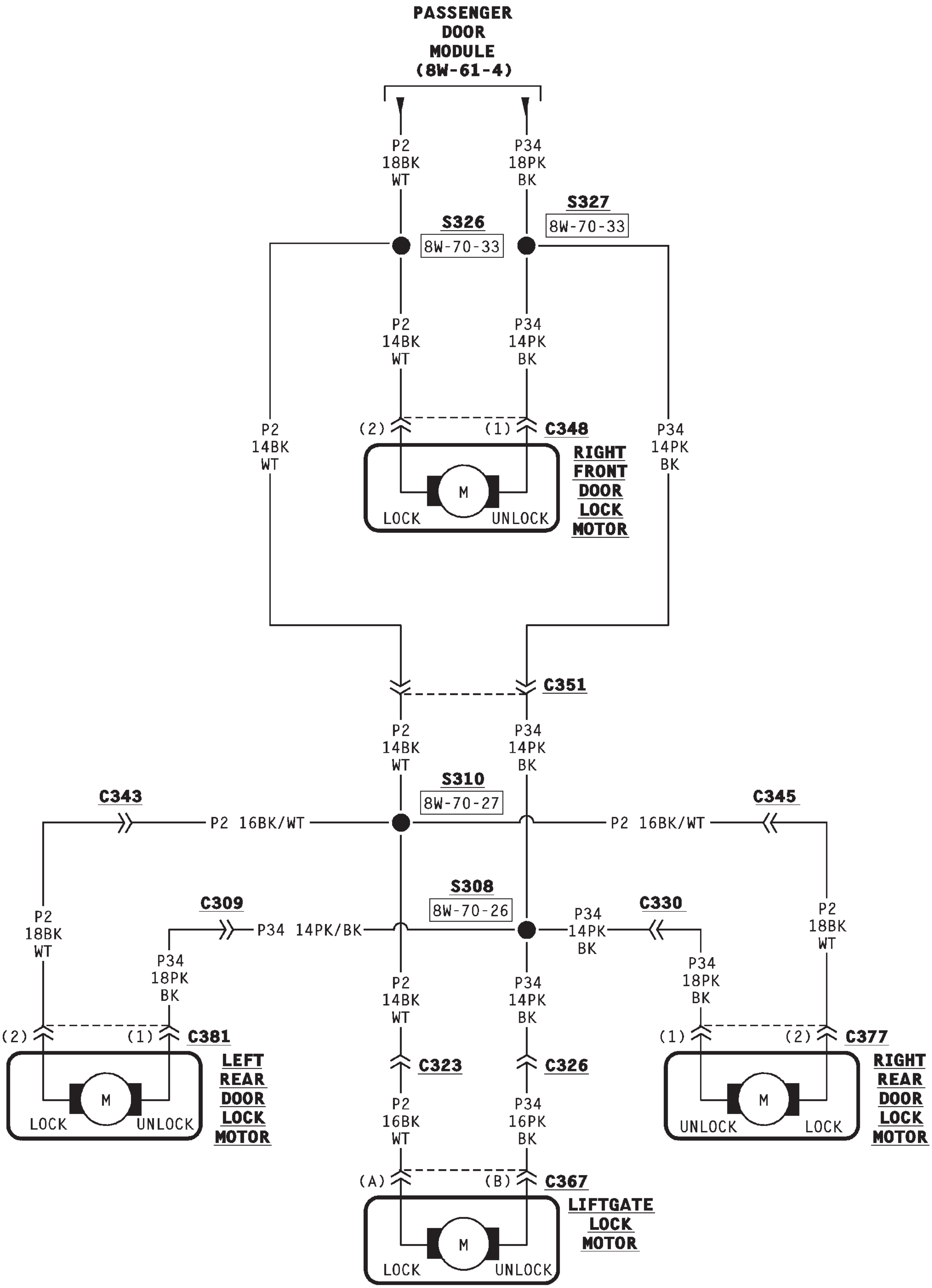
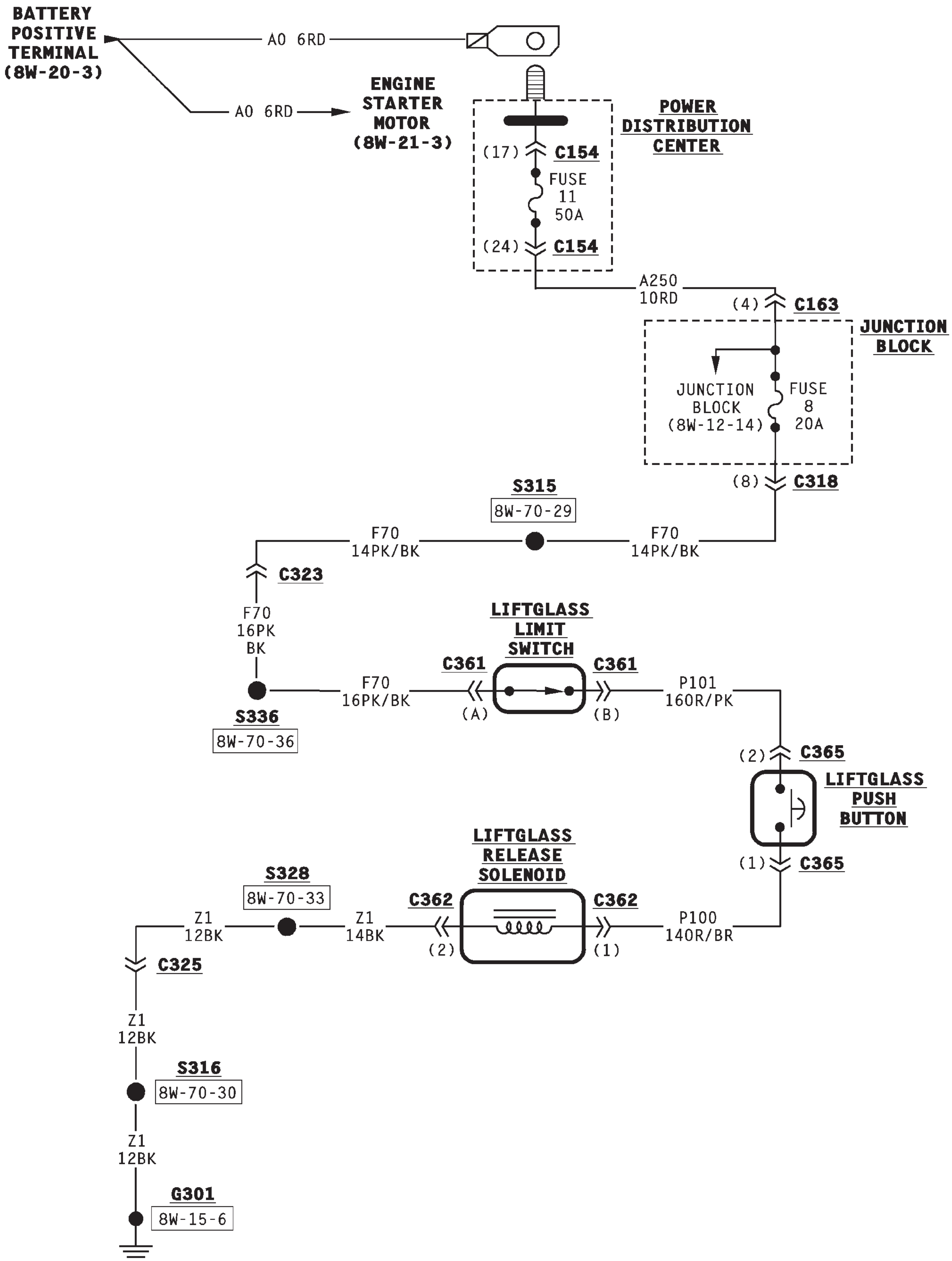
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-15)
CIRCUIT BREAKER 2
30A
C163
(4)
A250 10RD
C334
F81 12TN
F81 12TN
C318
(7)
(9)
DRIVER DOOR MODULE CAVITY 12 (8W-61-4)
F81 10TN
C351
F81 12TN
C382
PASSENGER DOOR MODULE
12
LOCK
UNLOCK
CCD BUS(+) 8
CCD BUS(−) 9
7
6
5
C382
Z1 12BK
WITH POWER GROUP
WITH FULL OPTION
Z1 12BK
Z1 12BK
S324
8W-70-32
Z1 12BK
Z1 12BK
C351
Z1 12BK
G301
8W-15-6
P2 18BK WT
P34 18BK WT
SPLICE S326 (8W-61-5) (8W-70-33)
SPLICE S327 (8W-61-5) (8W-70-33)
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C351
TWISTED PAIR
D1 18VT/BR
D2 18WT/BK
S306
8W-70-25
S307
8W-70-26
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C302
TWISTED PAIR
D1 18VT/BR
D2 18WT/BK
S204
8W-70-17
S203
8W-70-17
D1 18VT/BR
D2 18WT/BK
TWISTED PAIR
C240
BODY CONTROL MODULE
19 CCD BUS(+)
20 CCD BUS(−)


PASSENGER DOOR MODULE (8W-61-4)
P2 18BK WT
P34 18PK BK
S326
8W-70-33
S327
8W-70-33
P2 14BK WT
P34 14PK BK
(2)
(1)
C348
LOCK
UNLOCK
M
RIGHT FRONT DOOR LOCK MOTOR
P2 14BK WT
P34 14PK BK
C351
P2 14BK WT
P34 14PK BK
S310
8W-70-27
C343
P2 16BK/WT
C345
P2 16BK/WT
S308
8W-70-26
C309
P34 14PK/BK
C330
P34 14PK BK
P2 18BK WT
P34 18PK BK
P2 14BK WT
P34 14PK BK
P34 18PK BK
P2 18BK WT
(2)
(1)
C381
LOCK
UNLOCK
LEFT REAR DOOR LOCK MOTOR
C323
C326
(1)
(2)
C377
UNLOCK
LOCK
RIGHT REAR DOOR LOCK MOTOR
P2 16BK WT
P34 16PK BK
(A)
(B)
C367
LIFTGATE LOCK MOTOR
LOCK
UNLOCK


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
A250 10RD
(4) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-14)
FUSE 8 20A
(8) C318
S315
8W-70-29
F70 14PK/BK
F70 14PK/BK
C323
F70 16PK BK
LIFTGLASS LIMIT SWITCH
C361
C361
F70 16PK/BK
(A)
(B)
P101 160R/PK
S336
8W-70-36
(2) C365
LIFTGLASS PUSH BUTTON
(1) C365
LIFTGLASS RELEASE SOLENOID
S328
8W-70-33
C362
C362
Z1 12BK
Z1 14BK
(2)
(1)
P100 140R/BR
C325
Z1 12BK
S316
8W-70-30
Z1 12BK
G301
8W-15-6

8W-62 POWER MIRRORS

DESCRIPTION AND OPERATION

INTRODUCTION

The Drivers Door Module (DDM) controls both power mirrors. The DDM adjusts the left mirror and signals the Passenger Door Module (PDM) over the CCD bus to adjust the right mirror. A push button switch on the outside of the DDM controls the horizontal and vertical position of both mirrors. The DDM also has a selector switch with right, left and center (off) positions for mirror selection.

Some models with Remote Keyless Entry (RKE) have a memory feature that allows the RKE transmitter to move the drivers seat and outside mirrors to a saved positions. The memory feature also can set the radio push buttons to preset stations.

POWER MIRROR

The circuits from the left outside mirror to the Driver Door Module (DDM) and right mirror to Passenger Door Module have identical circuit numbers. Each mirror has two motors; an UP/DOWN motor and a LEFT/RIGHT motor. The motors switch polarity to allow mirror adjustment. The DDM and PDM adjust mirror position by supplying power or ground to the mirror motors.

Each mirror has a vertical position sensor and a horizontal position sensor. The sensors in the left mirror connect to the DDM. Sensors in the right mirror connect to the PDM. The DDM and PDM determine horizontal position on circuit F85 and vertical position on circuit F84. Circuit F86 provides ground for each sensor.

If the vehicle is equipped with an automatic day/night rear view mirror, the left power mirror also automatically adjusts to varying ambient light intensity. Circuits P114 and P112 connect the left power mirror to the automatic day/night rear view mirror.

LEFT MIRROR ADJUSTMENT

The DDM adjusts the position of the left mirror. When an UP adjustment is made, the DDM supplies power to the left mirror UP/DOWN motor on circuit F71 and grounds circuit F73.

When a DOWN adjustment is made, the polarity reveres. The DDM supplies power to circuit F73 and grounds circuit F71.

During LEFT adjustments, the DDM supplies power to the LEFT/RIGHT motor on circuit F75 and grounds circuit F73.

For RIGHT adjustments, the polarity reverses. The DDM supplies power to circuit F73 and grounds circuit F75.

RIGHT MIRROR ADJUSTMENT

The PDM adjusts the right mirror in response to signals it receives over the CCD bus from the DDM. When an UP adjustment is made, the PDM supplies power to the right mirror UP/DOWN motor on circuit F71 and grounds circuit F73.

When a DOWN adjustment is made, the polarity reveres. The PDM supplies power to circuit F73 and grounds circuit F71.

During LEFT adjustments, the PDM supplies power to the LEFT/RIGHT motor on circuit F75 and grounds circuit F73.

For RIGHT adjustments, the polarity reverses. The PDM supplies power to circuit F73 and grounds circuit F75.

HEATER ELEMENTS

The Driver Door Module (DDM) powers the heater circuit in the left power mirror. The Passenger Door Module powers the heater element in the right mirror. When the Body Control Module (BCM) detects the operator pressed the rear window defogger switch, it broadcasts the appropriate message to the DDM and PDM over the CCD bus. The DDM and PDM activate the heater elements in the mirrors until the BCM no longer broadcasts the message on the CCD bus.

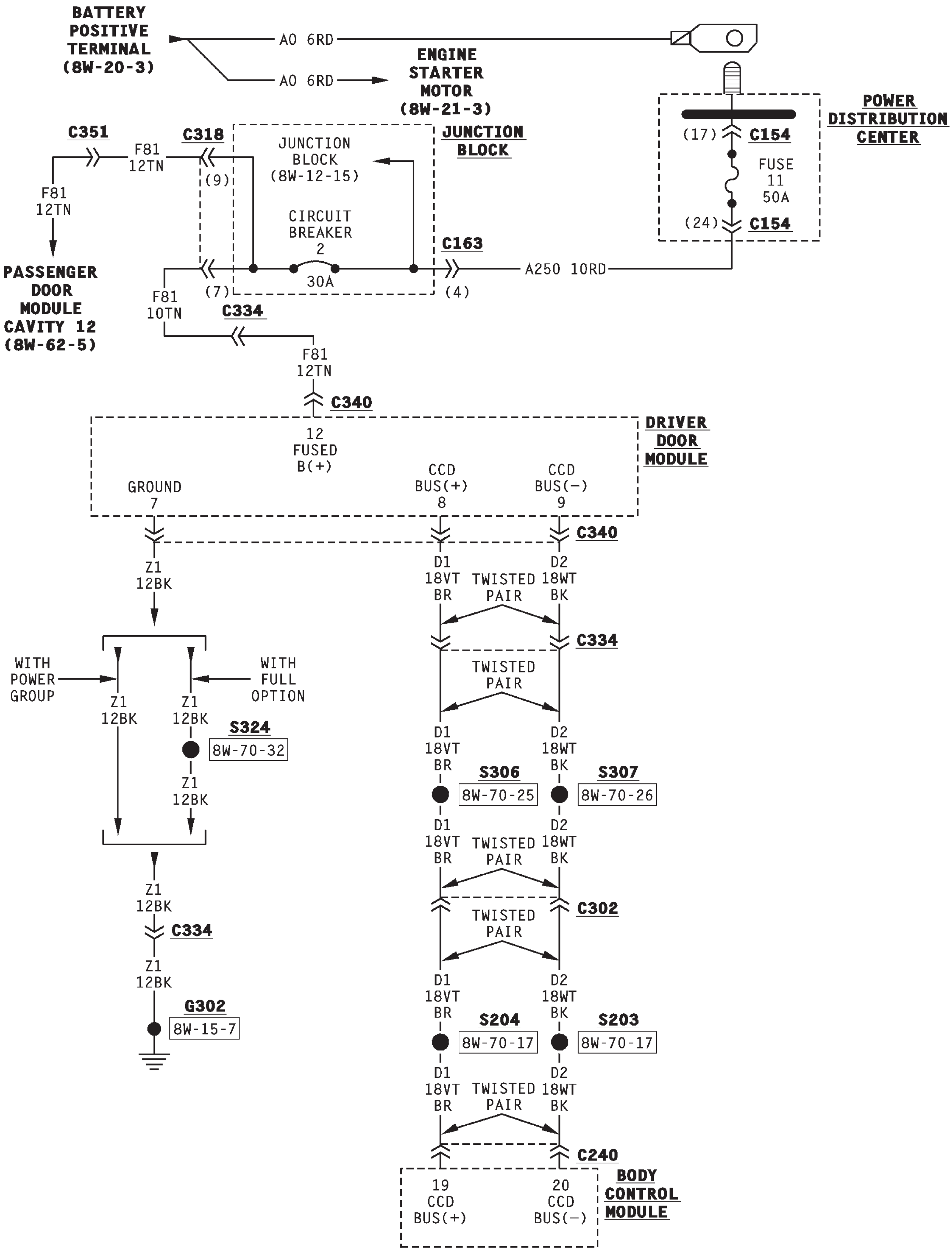
The DDM and PDM power the heater element on circuit C16. On circuit Z1, the DDM and PDM provide ground for the heater elements.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX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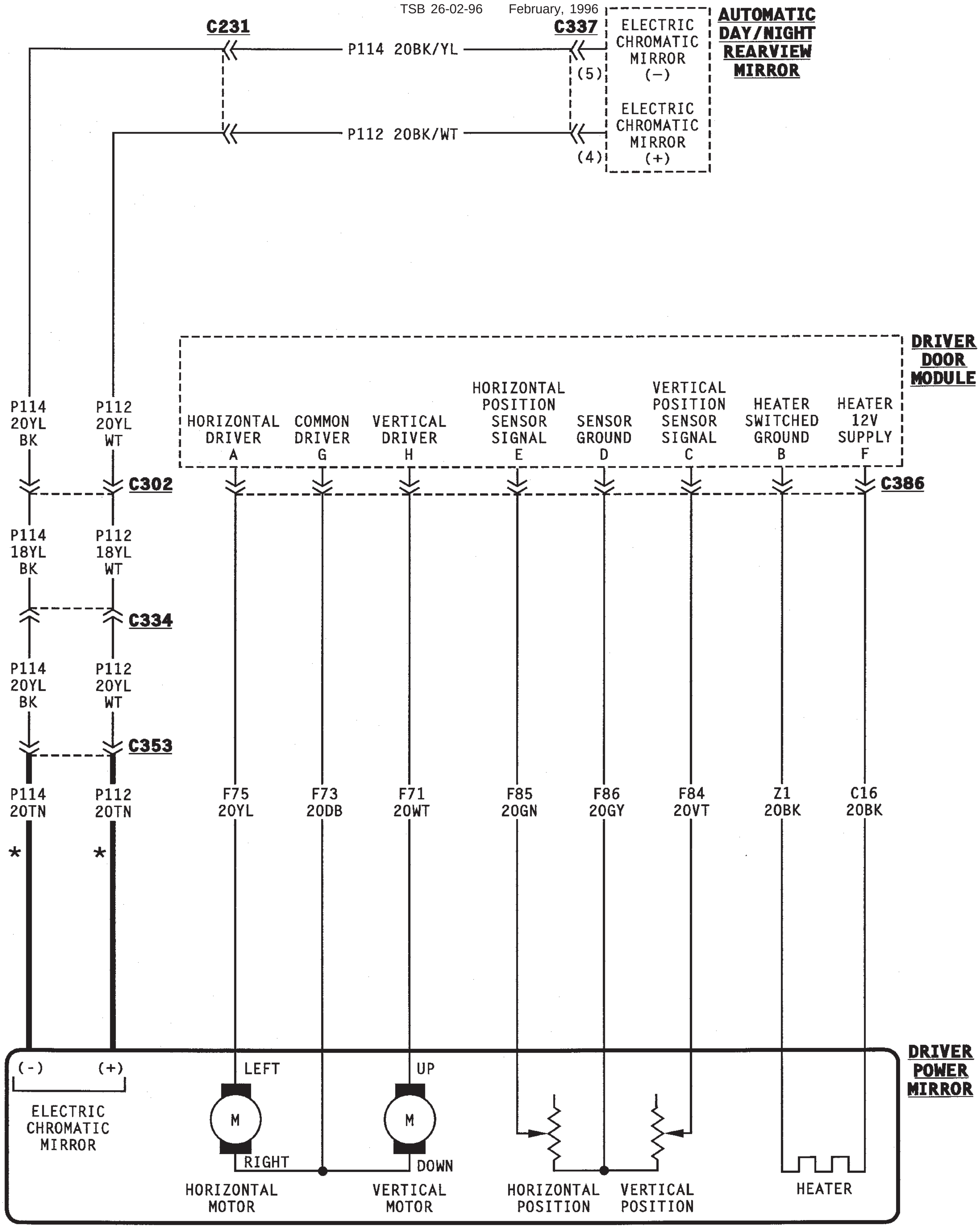
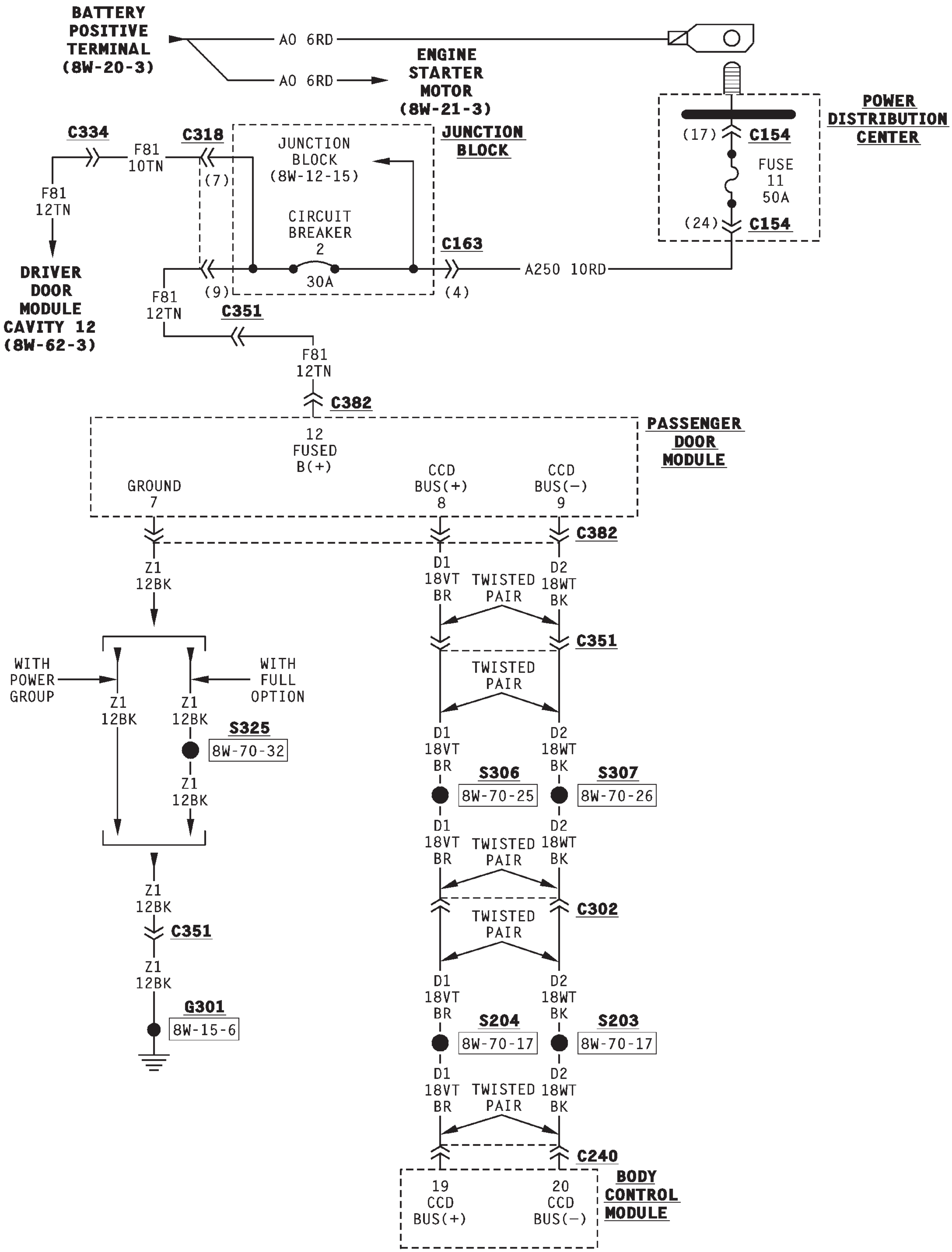
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
C351
F81 12TN
C318
(9)
JUNCTION BLOCK (8W-12-15)
JUNCTION BLOCK
F81 12TN
PASSENGER DOOR MODULE CAVITY 12 (8W-62-5)
CIRCUIT BREAKER 2
30A
C163
A250 10RD
(7)
(4)
F81 10TN
C334
F81 12TN
C340
DRIVER DOOR MODULE
12 FUSED B(+)
GROUND 7
CCD BUS(+) 8
CCD BUS(−) 9
C340
Z1 12BK
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C334
TWISTED PAIR
WITH POWER GROUP
WITH FULL OPTION
Z1 12BK
Z1 12BK
S324
8W-70-32
Z1 12BK
D1 18VT BR
D2 18WT BK
S306
8W-70-25
S307
8W-70-26
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C302
TWISTED PAIR
Z1 12BK
C334
Z1 12BK
G302
8W-15-7
D1 18VT BR
D2 18WT BK
S204
8W-70-17
S203
8W-70-17
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C240
BODY CONTROL MODULE
19 CCD BUS(+)
20 CCD BUS(−)

1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996

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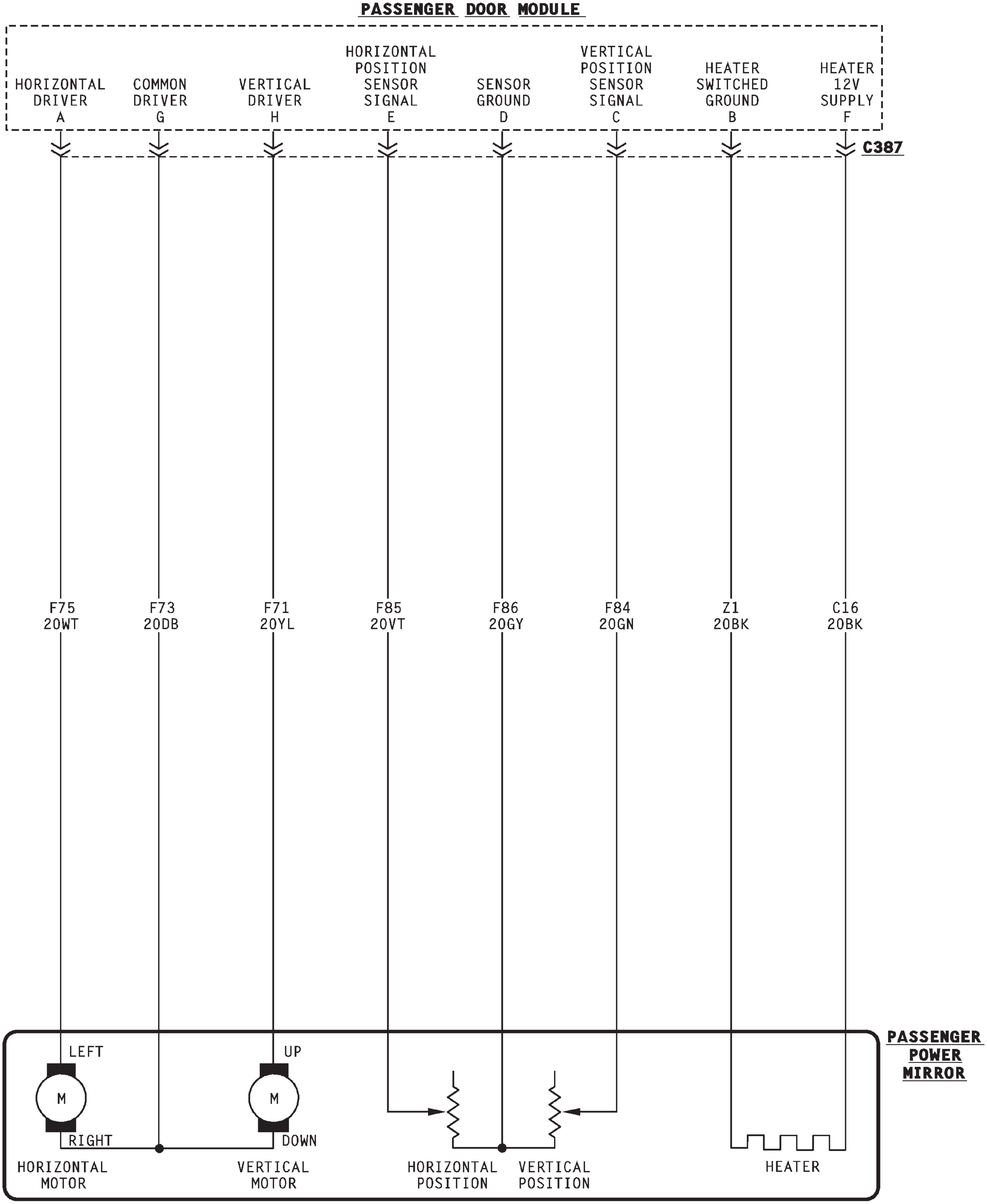
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(17) C154
FUSE 11 50A
(24) C154
C334
F81 10TN
C318
(7)
JUNCTION BLOCK (8W-12-15)
JUNCTION BLOCK
F81 12TN
DRIVER DOOR MODULE CAVITY 12 (8W-62-3)
CIRCUIT BREAKER 2
30A
C163
A250 10RD
(9)
(4)
F81 12TN
C351
F81 12TN
C382
PASSENGER DOOR MODULE
12 FUSED B(+)
GROUND 7
CCD BUS(+) 8
CCD BUS(−) 9
C382
Z1 12BK
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C351
TWISTED PAIR
WITH POWER GROUP
WITH FULL OPTION
Z1 12BK
Z1 12BK
S325
8W-70-32
Z1 12BK
D1 18VT BR
D2 18WT BK
S306
8W-70-25
S307
8W-70-26
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C302
TWISTED PAIR
Z1 12BK
C351
Z1 12BK
G301
8W-15-6
D1 18VT BR
D2 18WT BK
S204
8W-70-17
S203
8W-70-17
D1 18VT BR
TWISTED PAIR
D2 18WT BK
C240
19 CCD BUS(+)
20 CCD BUS(−)
BODY CONTROL MODULE


PASSENGER DOOR MODULE
HORIZONTAL DRIVER A
COMMON DRIVER G
VERTICAL DRIVER H
HORIZONTAL POSITION SENSOR SIGNAL E
SENSOR GROUND D
VERTICAL POSITION SENSOR SIGNAL C
HEATER SWITCHED GROUND B
HEATER 12V SUPPLY F
C387
F75 20WT
F73 20DB
F71 20YL
F85 20VT
F86 20GY
F84 20GN
Z1 20BK
C16 20BK
LEFT
M
RIGHT
UP
M
DOWN
HORIZONTAL MOTOR
VERTICAL MOTOR
HORIZONTAL POSITION
VERTICAL POSITION
HEATER
PASSENGER POWER MIRROR

8W-63 POWER SEAT

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

Both front power seats on this vehicle have separate motors for adjusting lumbar, front, rear, horizontal and vertical position. Also, the vehicle may have optional heated seats.

Some models with Remote Keyless Entry (RKE) have a memory feature that allows the RKE transmitter to move the drivers seat and outside mirrors to saved positions. The memory feature also can set the radio push buttons to preset stations.

POWER SEATS

Both power seat system are protected by a 20 amp circuit breaker located in cavity 3 of the junction block. Circuit A7 from fuse 15 in Power Distribution Center (PDC) powers circuit F35 through the circuit breaker.

In both power seats, circuit F35 feeds the seat position switch and lumbar adjustment switch. A BUS bar internal to the switches feeds all the contacts. Circuit Z1 provides ground for each power seat.

LUMBAR ADJUSTMENT

Lumbar position is adjustable on both power seats. Circuit F35 feeds the left and right lumbar adjustment switch. Identical circuits from each switch power or ground the lumbar motor to adjust lumbar position.

On either power seat, during LUMBAR FORWARD adjustments, the lumbar switch connects circuit F35 to circuit P106. Circuit P106 feeds the lumbar motor. The ground path is supplied on circuit P107 from the motor through the closed contacts in switch to circuit Z1.

For LUMBAR AFT adjustments, the circuits are reversed. Pl07 powers the motor and circuit P106 provides ground.

DRIVER'S SEAT

When the operator selects the HORIZONTAL FORWARD function, the switch passes power from circuit F35 to circuit P15. Circuit P15 connects to the motor. Ground is provided on circuit P17 circuit back to the switch. A bus bar internal to the switch connects circuit P17 to ground on circuit Z1.

For HORIZONTAL REARWARD function the circuits are reversed. P17 is the feed, and P15 is the ground.

When the operator selects the REAR VERTICAL UP function, the switch passes power from circuit F35 to circuit P11. Circuit P11 connects to the motor. Ground is provided on circuit P13 back to the switch. A bus bar internal to the switch connects circuit P13 to ground on circuit Z1.

For REAR VERTICAL DOWN function the circuits are reversed. P13 is the feed, and P11 is the ground.

When the operator selects the FRONT VERTICAL UP function, the switch passes power from circuit F35 to circuit P19. Circuit P19 connects to the motor. Ground is provided on circuit P21 back to the switch. A bus bar internal to the switch connects circuit P21 to ground on circuit Z1.

For FRONT VERTICAL DOWN function the circuits are reversed. P21 is the feed, and P19 is the ground.

When the operator selects the RECLINE UP function, the switch passes power from circuit F35 to the P43 circuit. Circuit P43 connects to the motor. Ground is provided on circuit P41 back to the switch. A bus bar internal to the switch connects circuit P41 to ground on circuit Z1.

For RECLINE DOWN function the circuits are reversed. P41 is the feed, and P43 is the ground.

PASSENGER'S SEAT

When the operator selects the HORIZONTAL FORWARD function, the switch passes power from circuit F35 to circuit P14. Circuit P14 connects to the motor. Ground is provided on circuit P16 circuit back to the switch. A bus bar internal to the switch connects circuit P16 to ground on circuit Z1.

For HORIZONTAL REARWARD function the circuits are reversed. P16 is the feed, and P14 is the ground.

When the operator selects the REAR VERTICAL UP function, the switch passes power from circuit

DESCRIPTION AND OPERATION (Continued)

F35 to circuit P10. Circuit P10 connects to the motor. Ground is provided on circuit P12 back to the switch. A bus bar internal to the switch connects circuit P12 to ground on circuit Z1.

For REAR VERTICAL DOWN function the circuits are reversed. P12 is the feed, and P10 is the ground.

When the operator selects the FRONT VERTICAL UP function, the switch passes power from circuit F35 to circuit P18. Circuit P18 connects to the motor. Ground is provided on circuit P20 back to the switch. A bus bar internal to the switch connects circuit P20 to ground on circuit Z1.

For FRONT VERTICAL DOWN function the circuits are reversed. P20 is the feed, and P18 is the ground.

When the operator selects the RECLINE UP function, the switch passes power from circuit F35 to the P44 circuit. Circuit P44 connects to the motor. Ground is provided on circuit P42 back to the switch. A bus bar internal to the switch connects circuit P42 to ground on circuit Z1.

For RECLINE DOWN function the circuits are reversed. P42 is the feed, and P44 is the ground.

MEMORY SEATS

Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers circuit F35 through the circuit breaker in cavity 3 of the junction block. Circuit F35 powers the Memory Seat Module (MSM). Circuit Z1 provides ground for the MSM.

When the operator moves the power seat switch or the lumbar adjustment switch, contacts in the switch CLOSE connecting the switch to the MSM. The MSM receives this input and operates the proper seat motor.

The drivers memory seat system can be activated by either one of the memory switches on the left door panel or through the Remote Keyless Entry (RKE) transmitter. If one of the memory switches on the door panel is pushed, the Drivers Door Module (DDM) signals the MSM on the CCD bus. If the memory function is activated by the RKE transmitter, the Passenger Door Module (PDM) signals the MSM on the CCD bus.

The following is a list of the circuits that connect from the power seat switch to the MSM and their functions:

- P40 - Recliner up
- P48 - Recliner down
- P19 - Front up
- P21 - Front down
- P11 - Rear up
- P13 - Rear down
- P15 - Seat forward
- P17 - Seat rearward
- P104 – lumbar rearward
- P105 – lumbar forward

To operate the seat motor(s), the control module supplies the power and ground. The following is a list of the circuits that connect from the control module to the seat motors:

- P119, P121 - Seat front up and down
- P111, P113 - Rear up and down
- P115, P117 - Seat forward and rearward
- P41, P43 - Recliner forward and rearward
- P106, P107 – Lumbar forward and rearward

SEAT POSITION SENSORS

The Memory Seat Module (MSM) receives seat position inputs from five sensors in the driver's seat. On circuit P29, the MSM supplies power to the seat position sensors on circuit P29. The MSM provides ground for the sensors on circuit P28.

Circuit P25 provides the input from the horizontal forward/rearward motor sensor to the MSM. Circuit P47 provides the input from the recline motor sensor. Circuit P103 sends the lumbar motor sensor input.

Circuit P27 provides the input from the rear riser motor sensor to the MSM. Circuit P26 provides the input from the front riser motor sensor. Circuit P29 from the MSM powers the riser motor sensors. The MSM provides ground for the riser motor sensors on circuit P28.

MEMORY SWITCH

The memory switch is used for programming the desired seat positions into the MSM memory. The memory switch also programs power mirror position into the Drivers Door Module (DDM) and the Passengers Door Module (PDM), and presets radio station selections.

Circuit P22 from DDM supplies power to the three sets of switches in the memory switch; set, memory 1, and memory 2. The three switch sets are wired in parallel and each contains a separate resistor. The voltage level present on circuit P22 depends on which memory switch is activated. Circuit Z1 from the DDM provides ground for the switches.

After a memory switch activates, the DDM broadcasts the appropriate signal on CCD bus. The MSM adjusts seat position in response to the signal.

Circuit M1 from the DDM powers the green Light Emitting Diodes (LED) in the set switch. Circuit G49 powers the red LED in the set switch. Circuit Z1 provides ground for the LEDs.

HEATED SEATS

Separate control modules operate the driver and passenger heated seats. Circuit F35 from the circuit breaker in cavity 3 of the junction block supplies power to both heated seat control modules. Circuit A7 from fuse 15 in the Power Distribution Center (PDC) powers circuit F35 through the circuit breaker.

DESCRIPTION AND OPERATION (Continued)

When the ignition switch is in the RUN position, it connects circuit A1 from fuse 8 in the PDC to circuit A22. Circuit A22 powers circuit F71 through fuse 12 in the junction block. Circuit F71 splices to supply power to the driver and passenger heated seat switches and provides an input to the heated seat control modules. Circuit Z1 provides ground for the control modules and both heated seat switches.

Both heated seat switches have three positions; OFF, LOW or HIGH. Circuit P7 sends the drivers's heated seat switch signal to the drivers heated seat control module. Circuit P8 sends the passenger heated seat switch signal to the passenger heated seat control module. In the LOW and HIGH positions, the drivers heated seat switch connects battery voltage on circuit F71 to circuit P7 (driver's) or P8 (passenger). The LOW and HIGH position detentes have a resistor in series between the detente and circuit P7 or P8. Internal to the switch, voltage from circuit F71 passes through the resistor to circuit P7 or P8. The voltage level on circuit P7 or P8 from the switch depends on switch position (LOW or HIGH).

After receiving a signal from its heated seat switch, the heated seat control modules powers the heater grids in the seat. From either control module, circuit P87 powers the grid in the drivers seat cushion Current flows out of the seat cushion on circuit P88 to the grid on the seat back. Circuit Z1 from the grid in the seat back supplies ground.

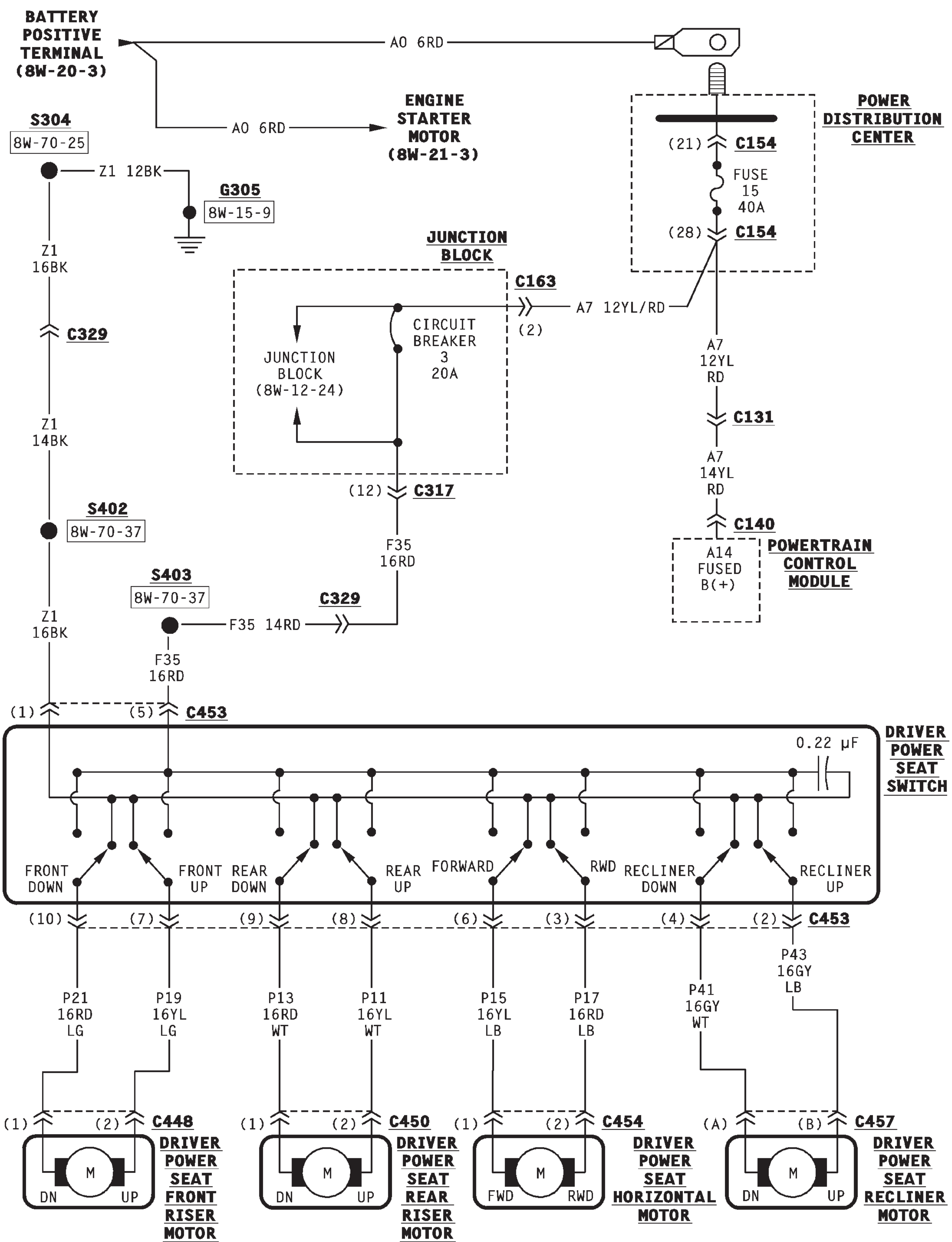
Each heated seat control module monitors seat temperature through a thermistor in each seat. When seat temperature reaches the temperature selected by the operator through the heated seat switch, the control module stops supplying voltage to the heated seat grids. To maintain selected seat temperature, the control module cycles the grid ON and OFF.

SCHEMATICS AND DIAGRAMS

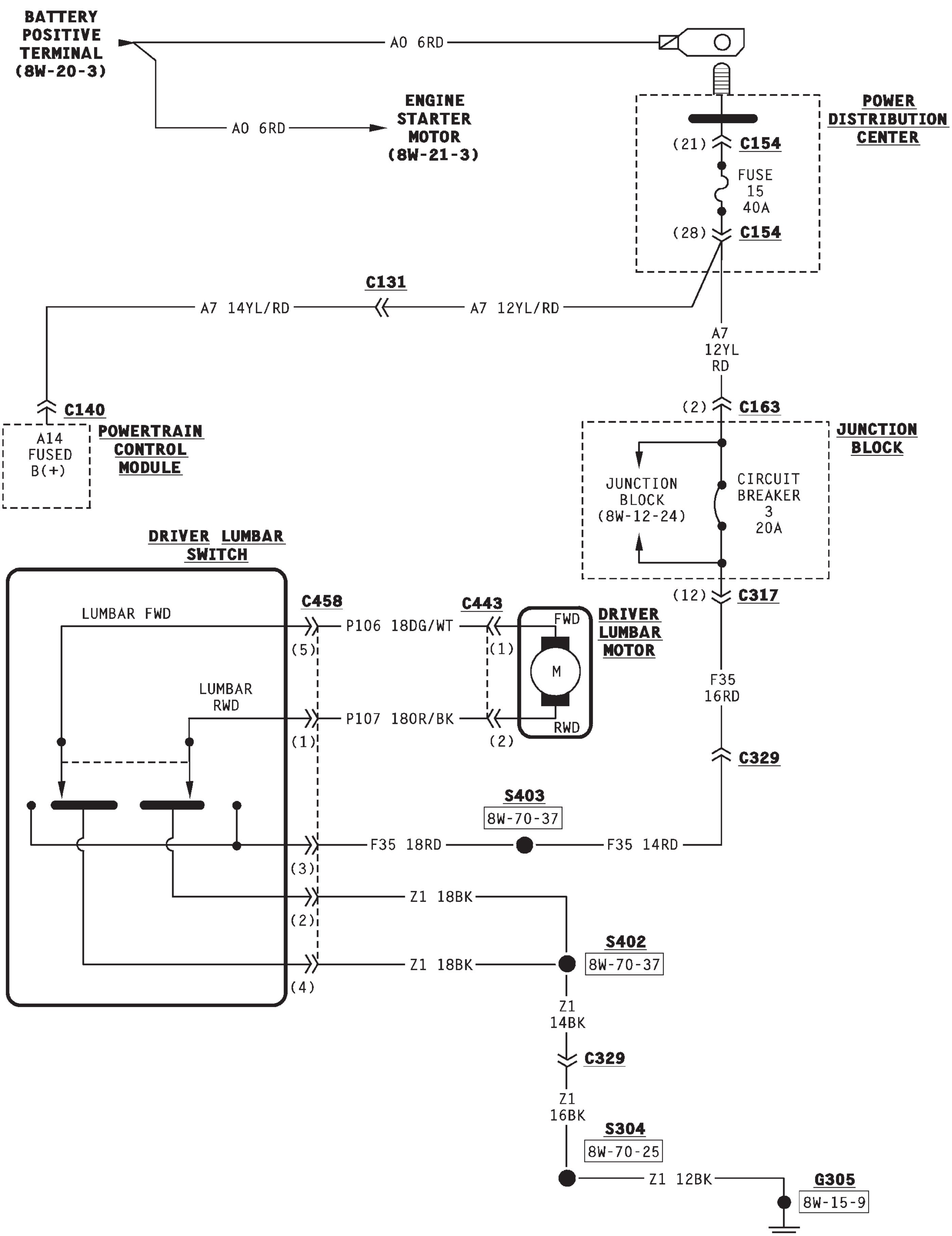
WIRING DIAGRAM INDEX

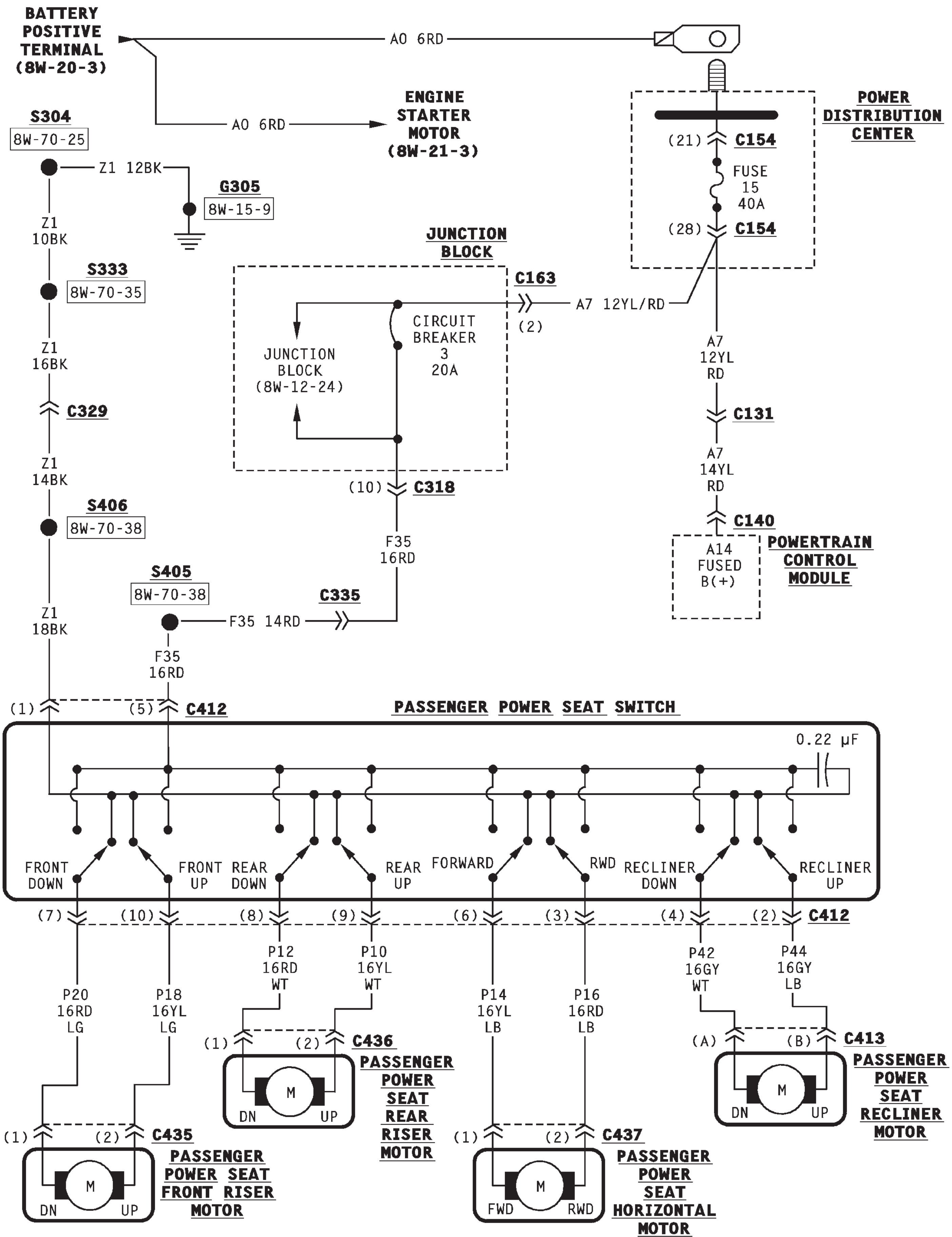
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

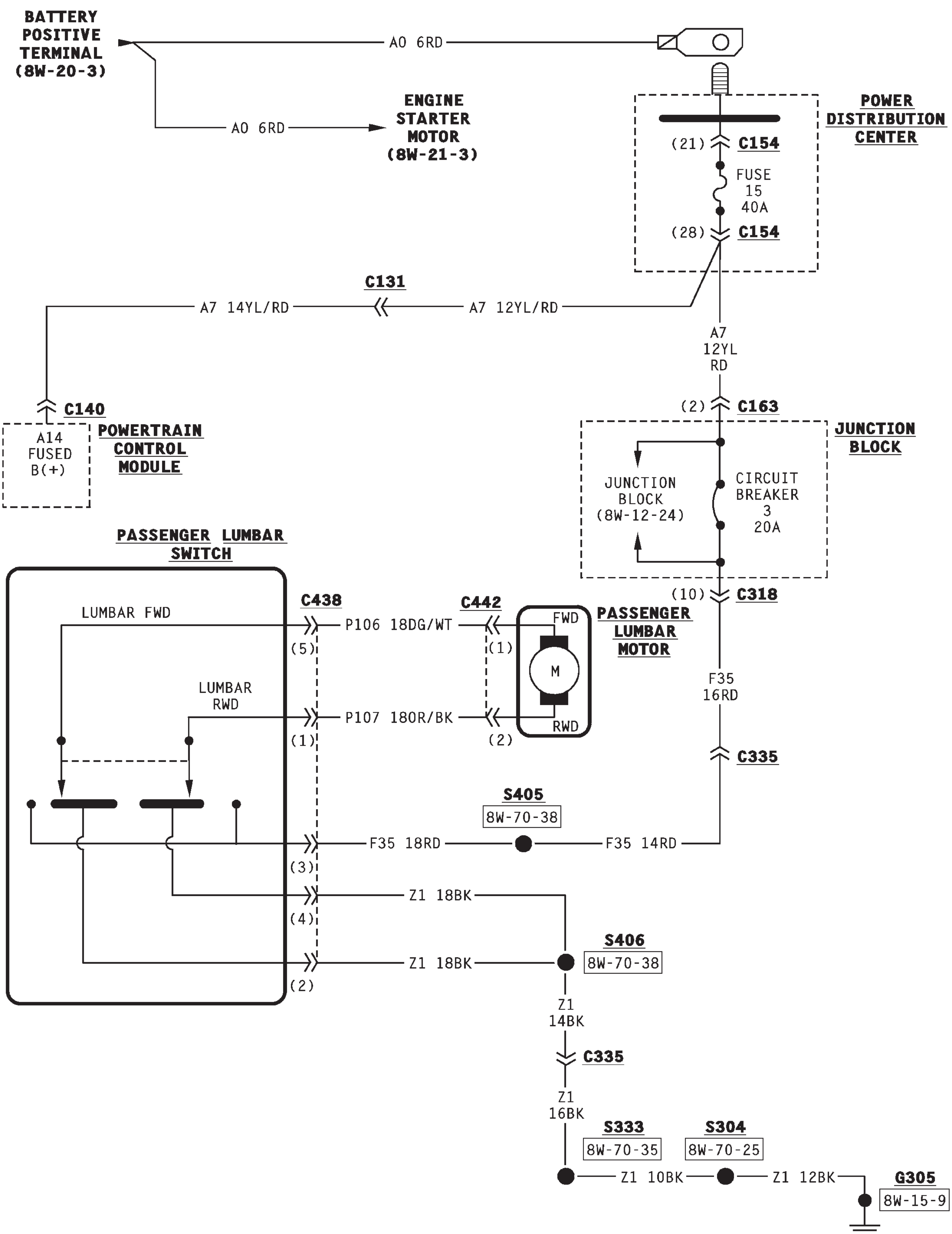
DIAGRAM INDEX



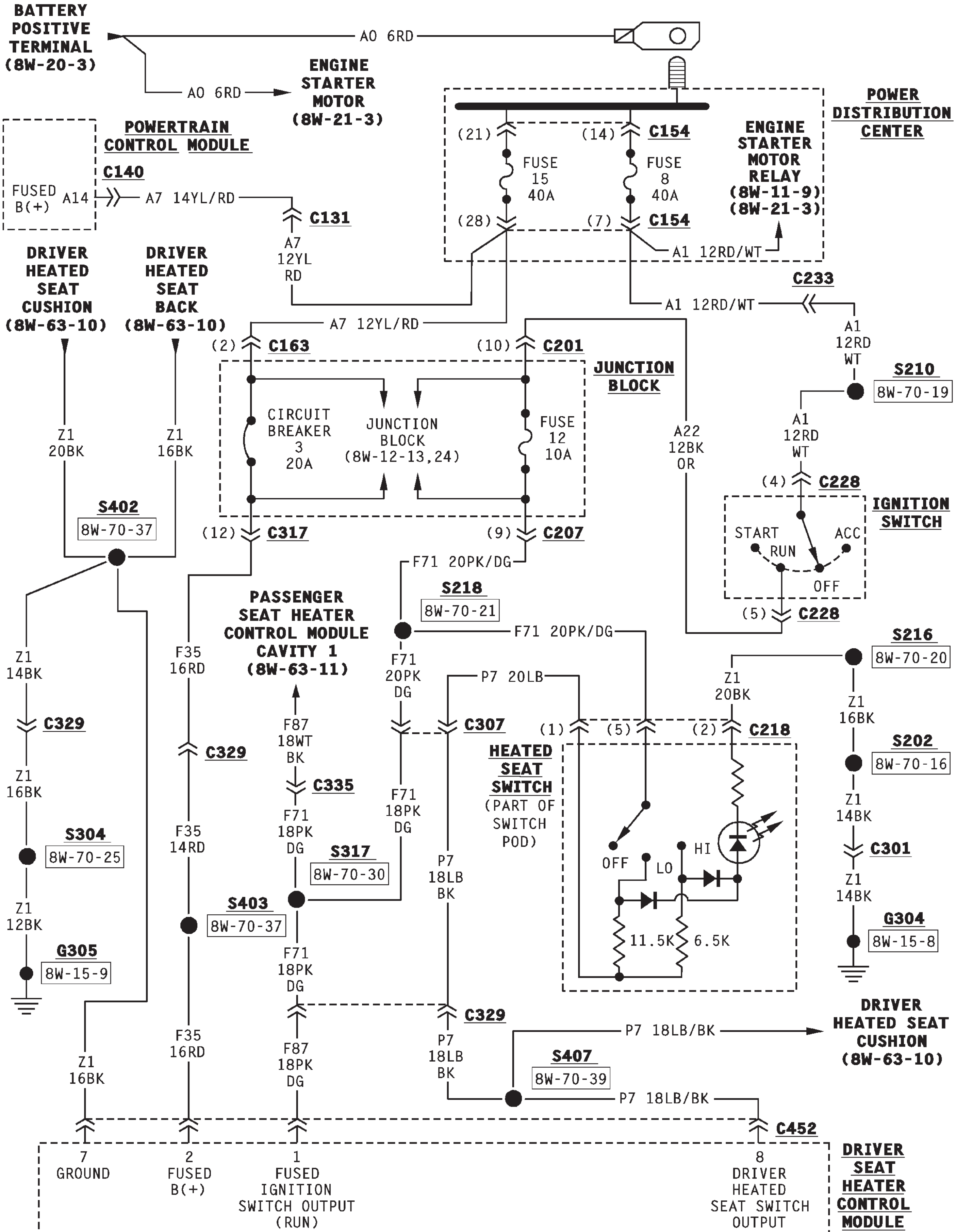
BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
S304
8W-70-25
Z1 12BK
G305
8W-15-9
Z1 16BK
C329
Z1 14BK
S402
8W-70-37
Z1 16BK
JUNCTION BLOCK
C163
(2)
A7 12YL/RD
CIRCUIT BREAKER 3 20A
JUNCTION BLOCK (8W-12-24)
(12) C317
F35 16RD
A7 12YL RD
C131
A7 14YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
S403
8W-70-37
C329
F35 14RD
F35 16RD
(1) (5) C453
DRIVER POWER SEAT SWITCH
0.22 µF
FRONT DOWN
FRONT UP
REAR DOWN
REAR UP
FORWARD
RWD
RECLINER DOWN
RECLINER UP
(10) (7) (9) (8) (6) (3) (4) (2) C453
P21 16RD LG
P19 16YL LG
P13 16RD WT
P11 16YL WT
P15 16YL LB
P17 16RD LB
P41 16GY WT
P43 16GY LB
(1) (2) C448
(1) (2) C450
(1) (2) C454
(A) (B) C457
M
DN UP
FWD RWD
DRIVER POWER SEAT FRONT RISER MOTOR
DRIVER POWER SEAT REAR RISER MOTOR
DRIVER POWER SEAT HORIZONTAL MOTOR
DRIVER POWER SEAT RECLINER MOTOR

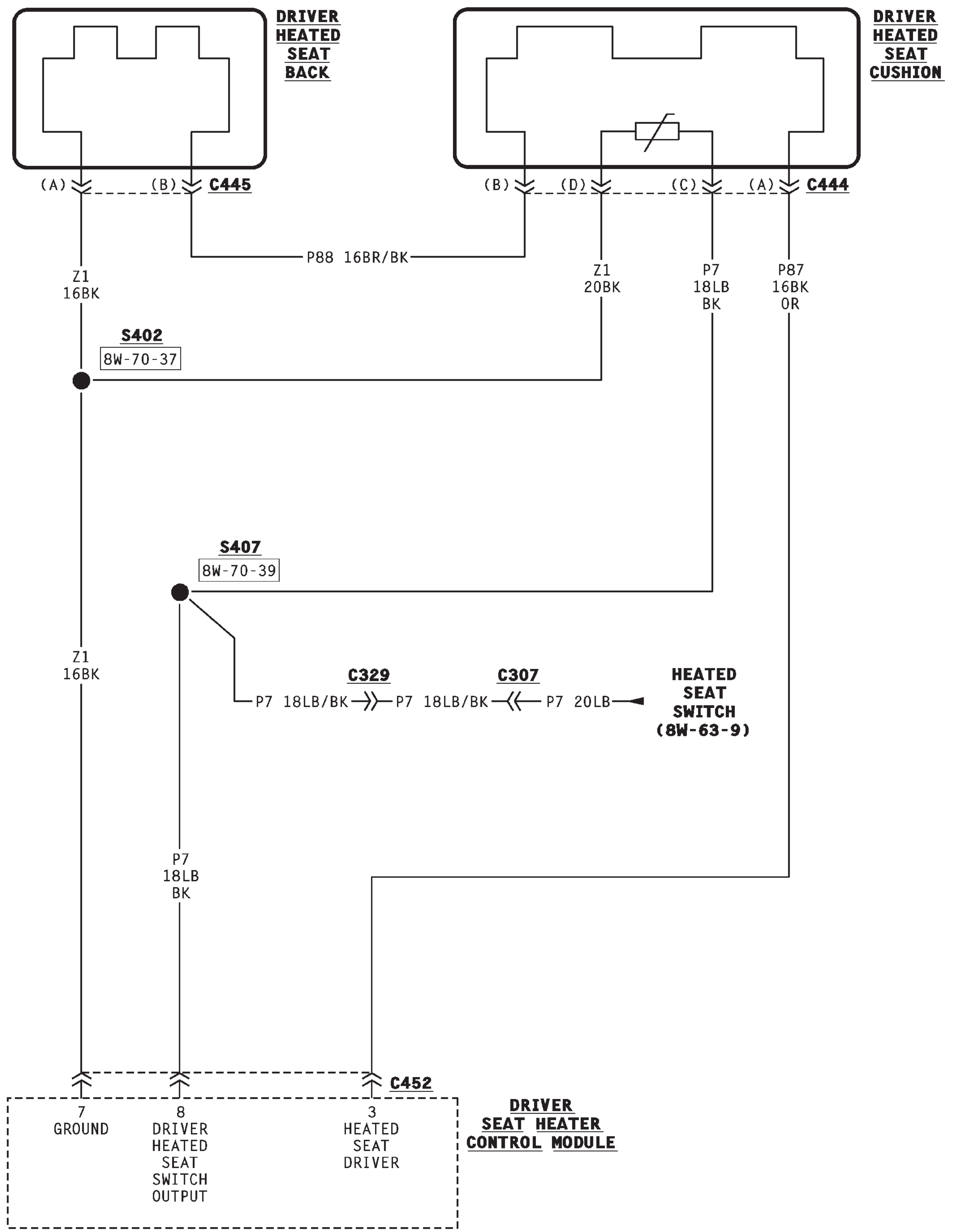

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
C131
A7 14YL/RD
A7 12YL/RD
A7 12YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-24)
CIRCUIT BREAKER 3 20A
(12) C317
DRIVER LUMBAR SWITCH
LUMBAR FWD
LUMBAR RWD
C458
C443
P106 18DG/WT
P107 18OR/BK
(5)
(1)
(2)
FWD
M
RWD
DRIVER LUMBAR MOTOR
F35 16RD
C329
S403
8W-70-37
F35 18RD
F35 14RD
(3)
Z1 18BK
(2)
(4)
S402
8W-70-37
Z1 14BK
C329
Z1 16BK
S304
8W-70-25
Z1 12BK
G305
8W-15-9

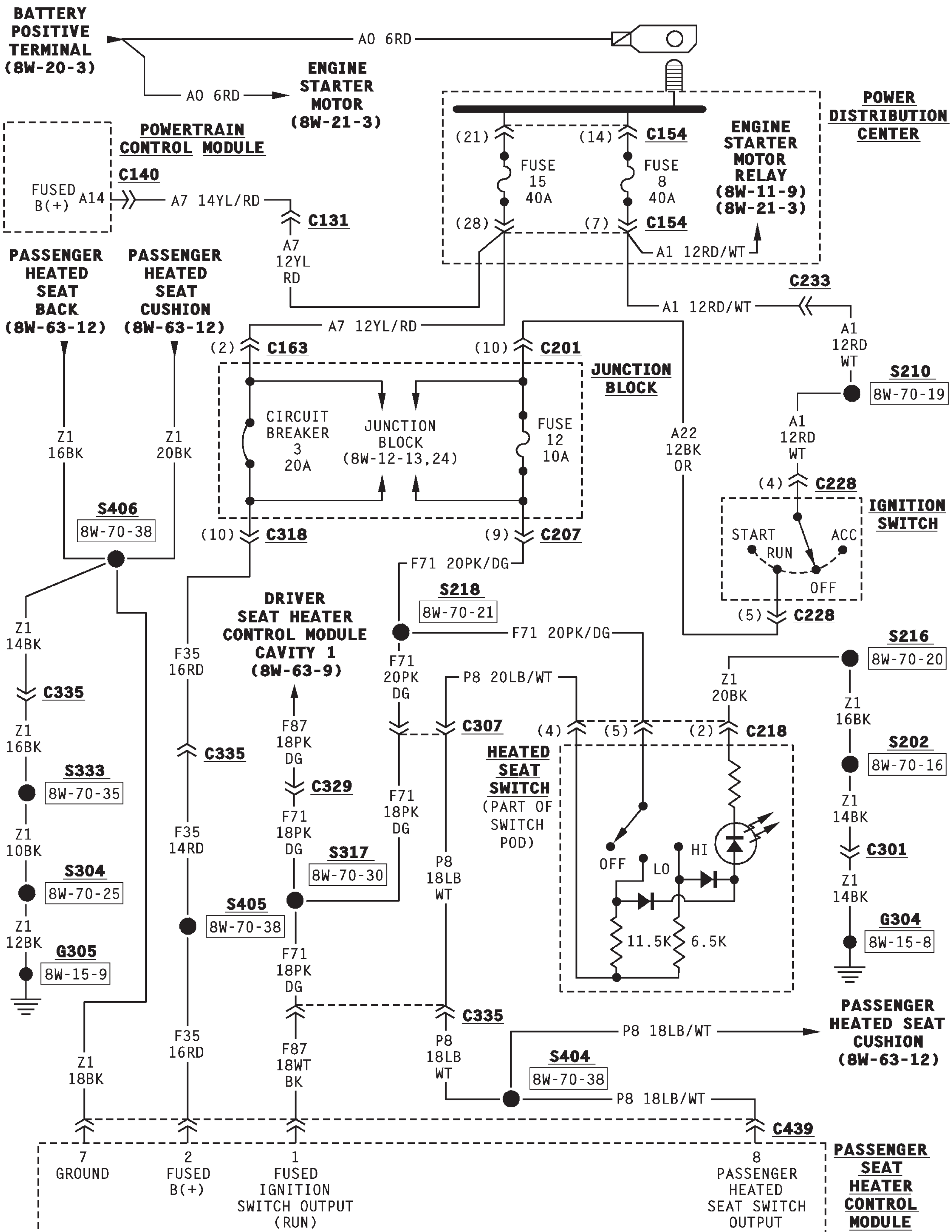

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
S304
8W-70-25
Z1 12BK
G305
8W-15-9
Z1 10BK
S333
8W-70-35
Z1 16BK
C329
Z1 14BK
S406
8W-70-38
Z1 18BK
JUNCTION BLOCK
C163
A7 12YL/RD
(2)
CIRCUIT BREAKER 3 20A
JUNCTION BLOCK (8W-12-24)
(10) C318
F35 16RD
S405
8W-70-38
F35 14RD
C335
F35 16RD
A7 12YL RD
C131
A7 14YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(1) (5) C412
PASSENGER POWER SEAT SWITCH
0.22 µF
FRONT DOWN
FRONT UP
REAR DOWN
REAR UP
FORWARD
RWD
RECLINER DOWN
RECLINER UP
(7) (10) (8) (9) (6) (3) (4) (2) C412
P20 16RD LG
P18 16YL LG
P12 16RD WT
P10 16YL WT
P14 16YL LB
P16 16RD LB
P42 16GY WT
P44 16GY LB
(1) (2) C436
M
DN UP
PASSENGER POWER SEAT REAR RISER MOTOR
(A) (B) C413
M
DN UP
PASSENGER POWER SEAT RECLINER MOTOR
(1) (2) C435
M
DN UP
PASSENGER POWER SEAT FRONT RISER MOTOR
(1) (2) C437
M
FWD RWD
PASSENGER POWER SEAT HORIZONTAL MOTOR

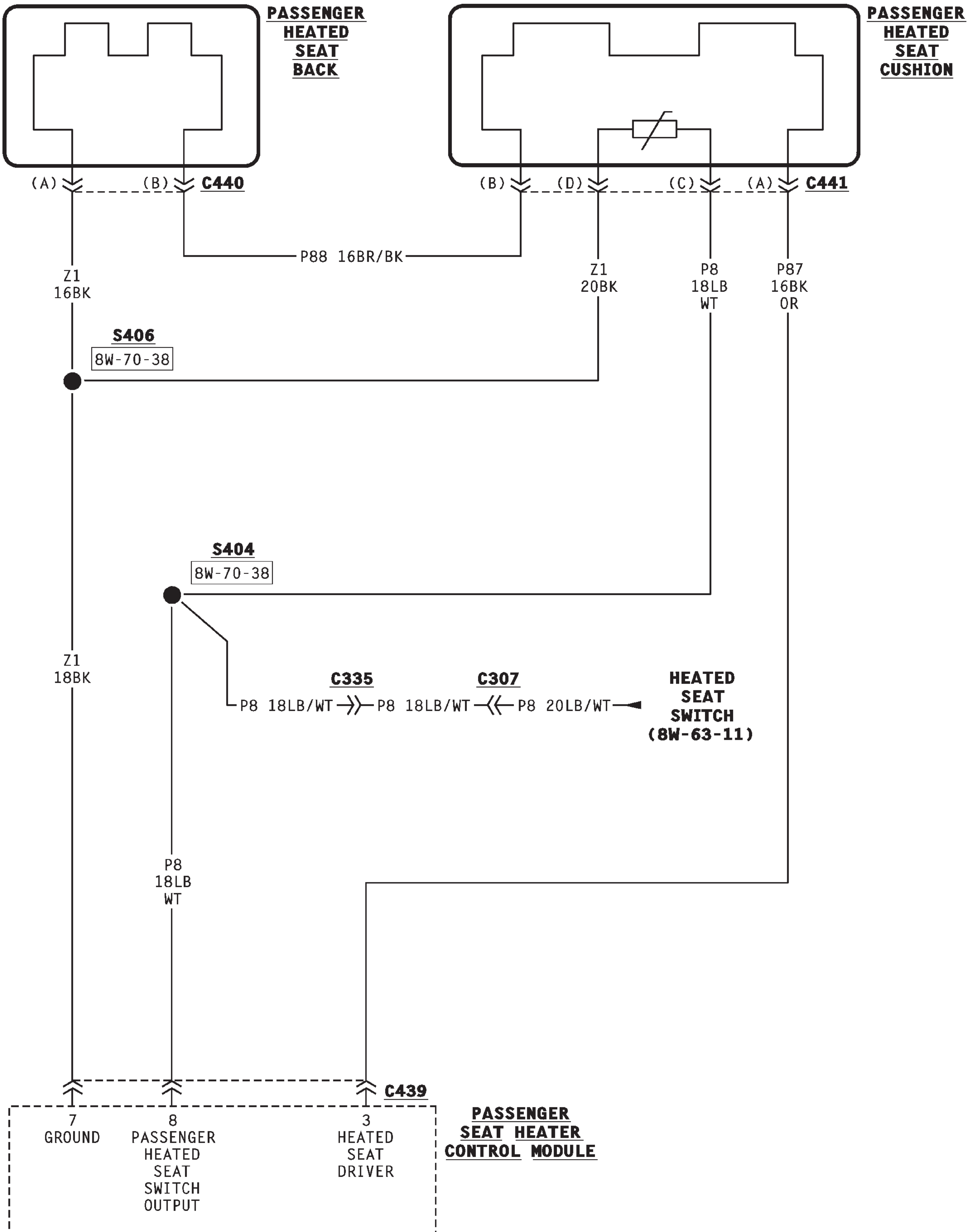


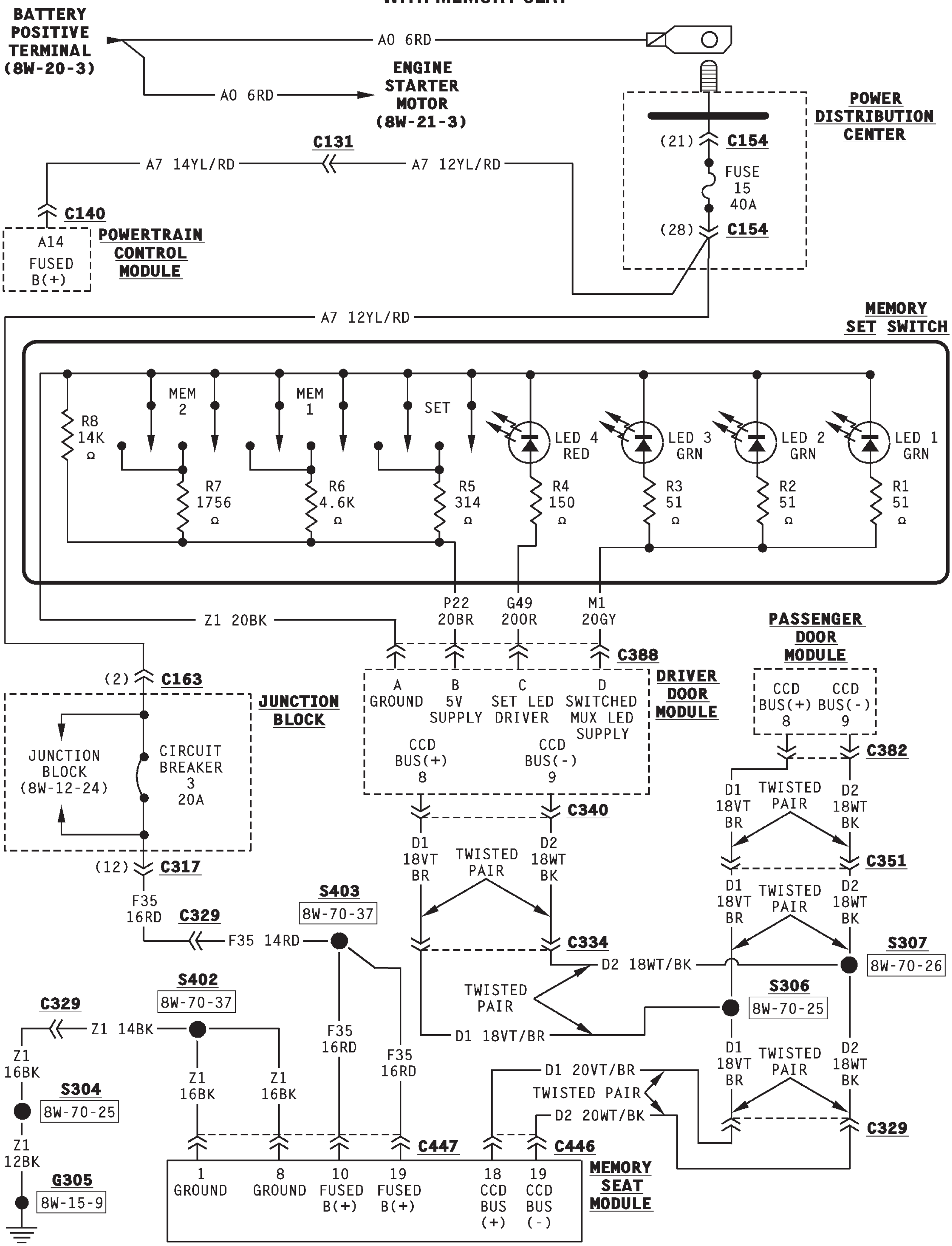
BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
C131
A7 14YL/RD
A7 12YL/RD
A7 12YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-24)
CIRCUIT BREAKER 3 20A
(10) C318
PASSENGER LUMBAR SWITCH
LUMBAR FWD
LUMBAR RWD
C438
(5)
P106 18DG/WT
C442
(1)
FWD
M
RWD
PASSENGER LUMBAR MOTOR
(1)
P107 18OR/BK
(2)
F35 16RD
C335
S405
8W-70-38
(3)
F35 18RD
F35 14RD
(4)
Z1 18BK
(2)
Z1 18BK
S406
8W-70-38
Z1 14BK
C335
Z1 16BK
S333
8W-70-35
S304
8W-70-25
Z1 10BK
Z1 12BK
G305
8W-15-9


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) (14) C154
FUSE 15 40A
FUSE 8 40A
(28) (7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
POWERTRAIN CONTROL MODULE
C140
FUSED B(+) A14
A7 14YL/RD
C131
A7 12YL RD
C233
A1 12RD WT
S210 8W-70-19
DRIVER HEATED SEAT CUSHION (8W-63-10)
DRIVER HEATED SEAT BACK (8W-63-10)
A7 12YL/RD
(2) C163
(10) C201
JUNCTION BLOCK
CIRCUIT BREAKER 3 20A
JUNCTION BLOCK (8W-12-13,24)
FUSE 12 10A
A22 12BK OR
Z1 20BK
Z1 16BK
S402 8W-70-37
(12) C317
(9) C207
(4) C228
IGNITION SWITCH
START RUN ACC OFF
(5) C228
F71 20PK/DG
S218 8W-70-21
PASSENGER SEAT HEATER CONTROL MODULE CAVITY 1 (8W-63-11)
S216 8W-70-20
Z1 14BK
C329
F35 16RD
F71 20PK DG
P7 20LB
Z1 20BK
Z1 16BK
F87 18WT BK
C307
(1) (5) (2) C218
S202 8W-70-16
C335
HEATED SEAT SWITCH (PART OF SWITCH POD)
Z1 16BK
F35 14RD
F71 18PK DG
OFF LO HI
11.5K 6.5K
Z1 14BK
C301
S304 8W-70-25
S317 8W-70-30
P7 18LB BK
Z1 12BK
S403 8W-70-37
G304 8W-15-8
G305 8W-15-9
F87 18PK DG
C329
P7 18LB/BK
DRIVER HEATED SEAT CUSHION (8W-63-10)
S407 8W-70-39
Z1 16BK
C452
7 GROUND
2 FUSED B(+)
1 FUSED IGNITION SWITCH OUTPUT (RUN)
8 DRIVER HEATED SEAT SWITCH OUTPUT
DRIVER SEAT HEATER CONTROL MODULE


DRIVER HEATED SEAT BACK
DRIVER HEATED SEAT CUSHION
(A)
(B)
C445
(B)
(D)
(C)
(A)
C444
P88 16BR/BK
Z1 16BK
Z1 20BK
P7 18LB BK
P87 16BK OR
S402
8W-70-37
S407
8W-70-39
Z1 16BK
C329
C307
P7 18LB/BK
P7 18LB/BK
P7 20LB
HEATED SEAT SWITCH (8W-63-9)
P7 18LB BK
C452
7 GROUND
8 DRIVER HEATED SEAT SWITCH OUTPUT
3 HEATED SEAT DRIVER
DRIVER SEAT HEATER CONTROL MODULE


BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
C154
FUSE 15 40A
FUSE 8 40A
A1 12RD/WT
POWERTRAIN CONTROL MODULE
FUSED B(+)
C140
A14
A7 14YL/RD
C131
A7 12YL RD
A7 12YL/RD
C233
C163
C201
JUNCTION BLOCK
CIRCUIT BREAKER 3 20A
JUNCTION BLOCK (8W-12-13,24)
FUSE 12 10A
A22 12BK OR
S210
8W-70-19
C228
IGNITION SWITCH
START
RUN
ACC
OFF
PASSENGER HEATED SEAT BACK (8W-63-12)
PASSENGER HEATED SEAT CUSHION (8W-63-12)
Z1 16BK
Z1 20BK
S406
8W-70-38
C318
C207
F71 20PK/DG
S218
8W-70-21
Z1 14BK
C335
Z1 16BK
S333
8W-70-35
Z1 10BK
S304
8W-70-25
Z1 12BK
G305
8W-15-9
F35 16RD
DRIVER SEAT HEATER CONTROL MODULE CAVITY 1 (8W-63-9)
F87 18PK DG
C329
F71 18PK DG
S317
8W-70-30
F71 20PK DG
P8 20LB/WT
C307
HEATED SEAT SWITCH (PART OF SWITCH POD)
C218
Z1 20BK
S216
8W-70-20
Z1 16BK
S202
8W-70-16
Z1 14BK
C301
G304
8W-15-8
F35 14RD
S405
8W-70-38
P8 18LB WT
OFF
LO
HI
11.5K
6.5K
F87 18WT BK
P8 18LB/WT
PASSENGER HEATED SEAT CUSHION (8W-63-12)
S404
8W-70-38
Z1 18BK
C439
7 GROUND
2 FUSED B(+)
1 FUSED IGNITION SWITCH OUTPUT (RUN)
8 PASSENGER HEATED SEAT SWITCH OUTPUT
PASSENGER SEAT HEATER CONTROL MODULE


PASSENGER HEATED SEAT BACK
PASSENGER HEATED SEAT CUSHION
(A) (B) C440
(B) (D) (C) (A) C441
P88 16BR/BK
Z1 16BK
Z1 20BK
P8 18LB WT
P87 16BK OR
S406
8W-70-38
S404
8W-70-38
Z1 18BK
C335
C307
P8 18LB/WT
P8 18LB/WT
P8 20LB/WT
HEATED SEAT SWITCH (8W-63-11)
P8 18LB WT
C439
7 GROUND
8 PASSENGER HEATED SEAT SWITCH OUTPUT
3 HEATED SEAT DRIVER
PASSENGER SEAT HEATER CONTROL MODULE



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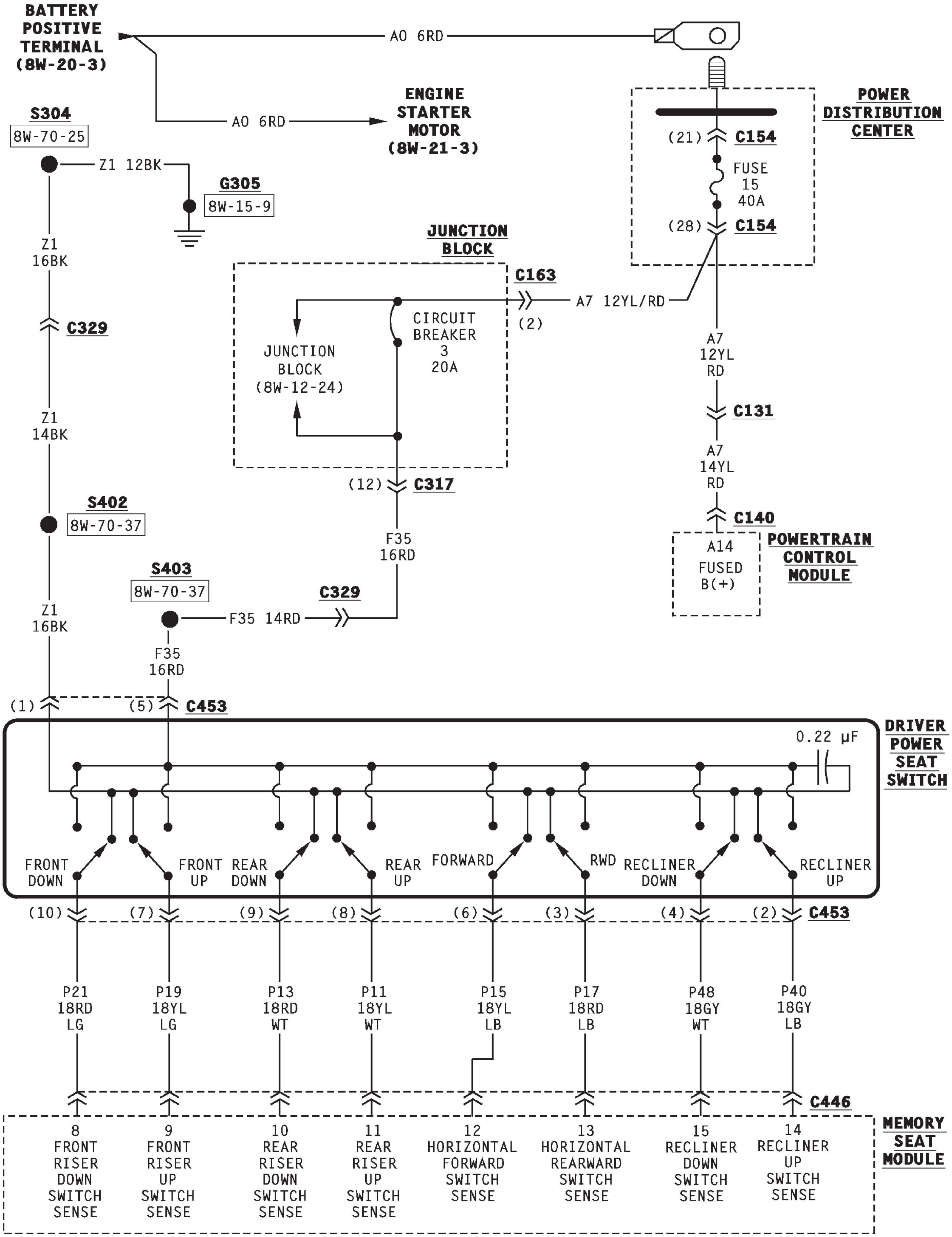
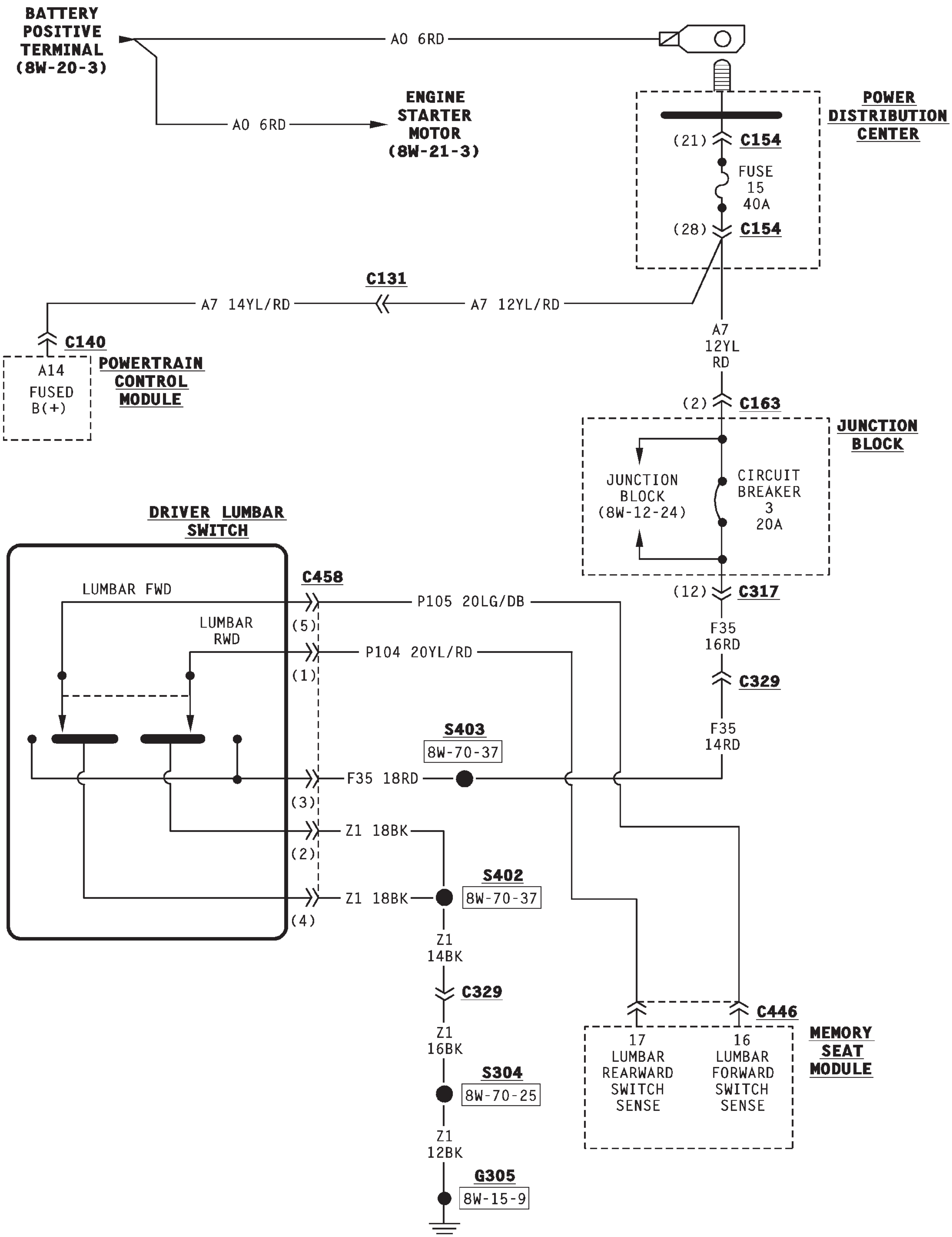
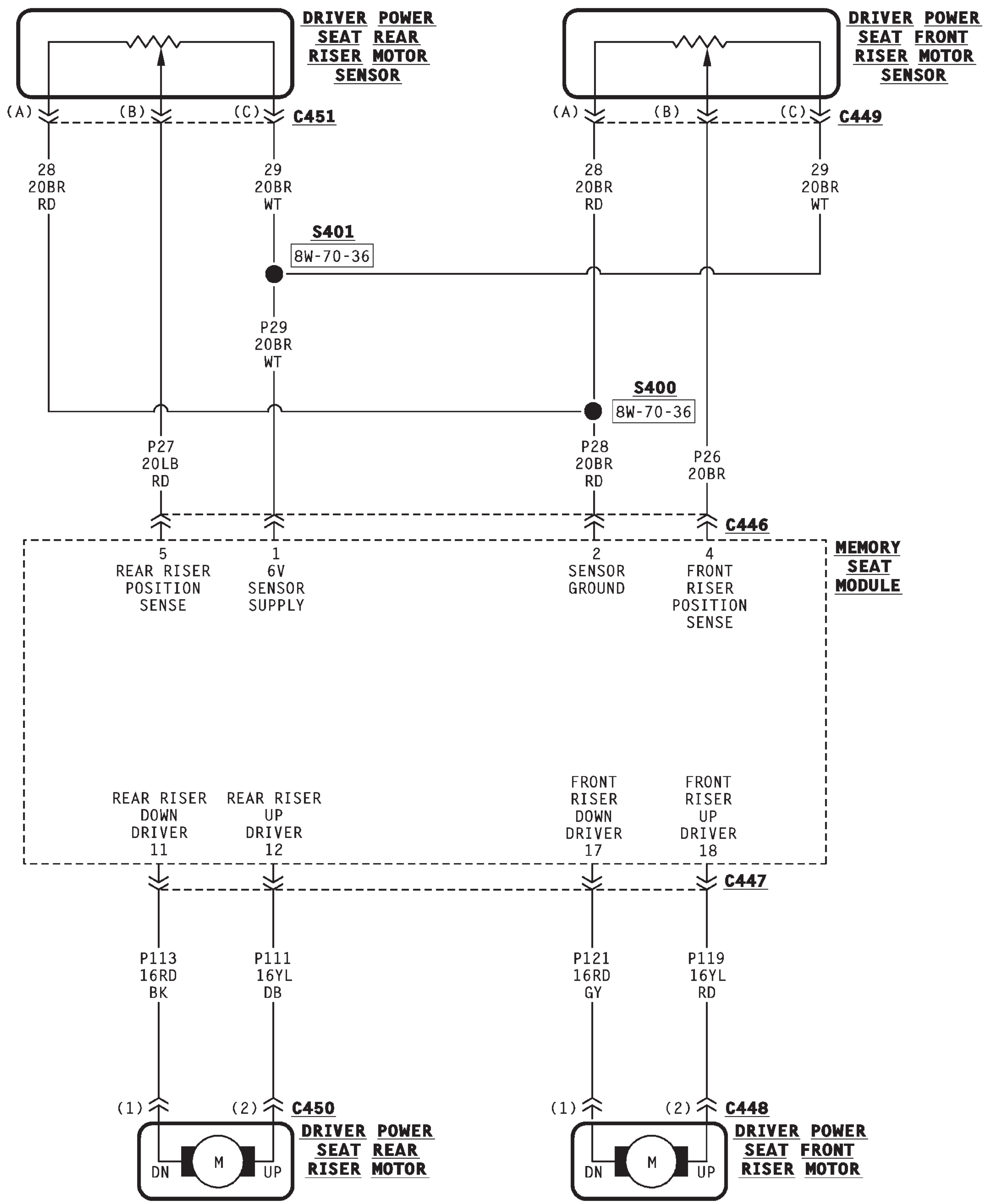
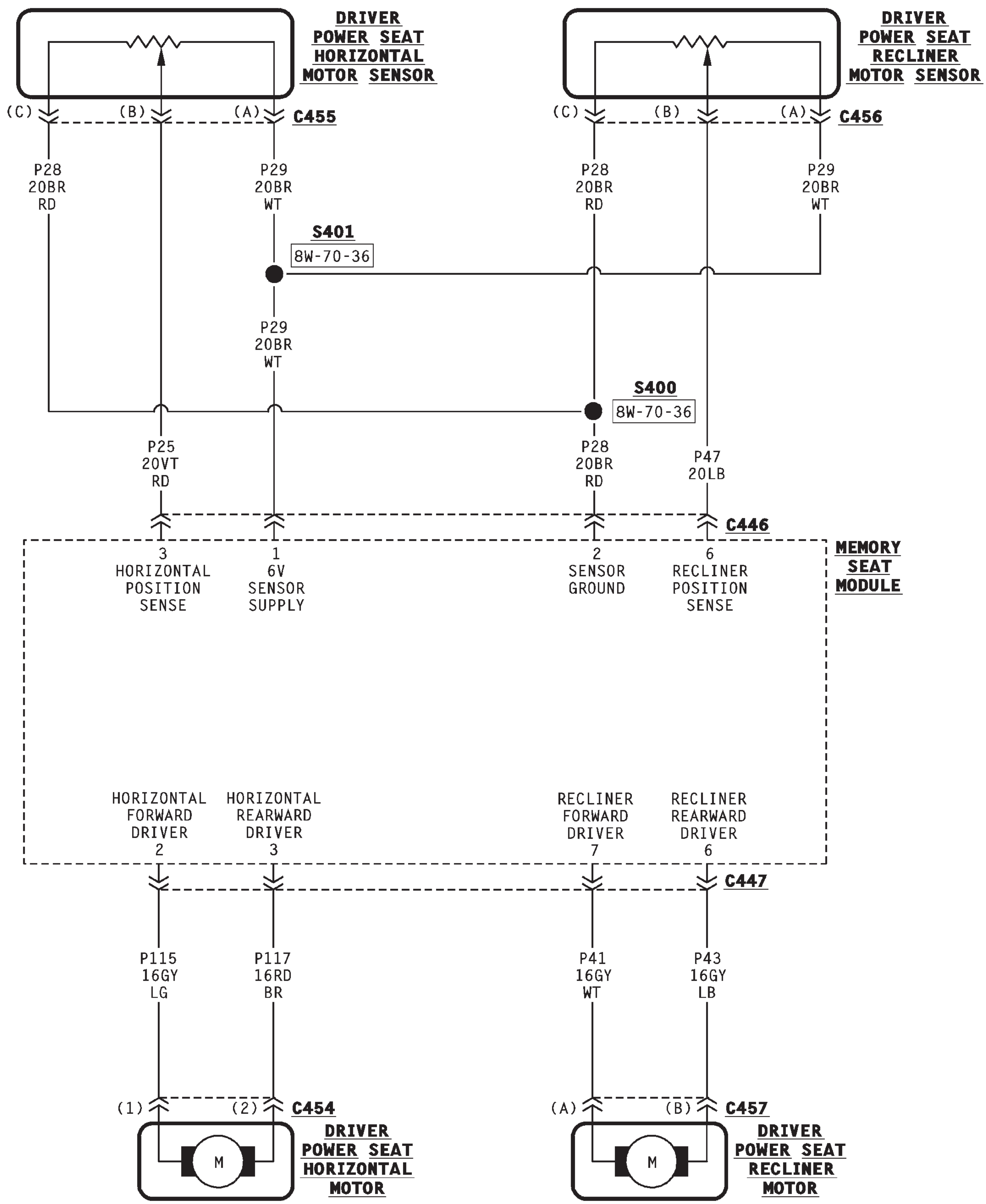
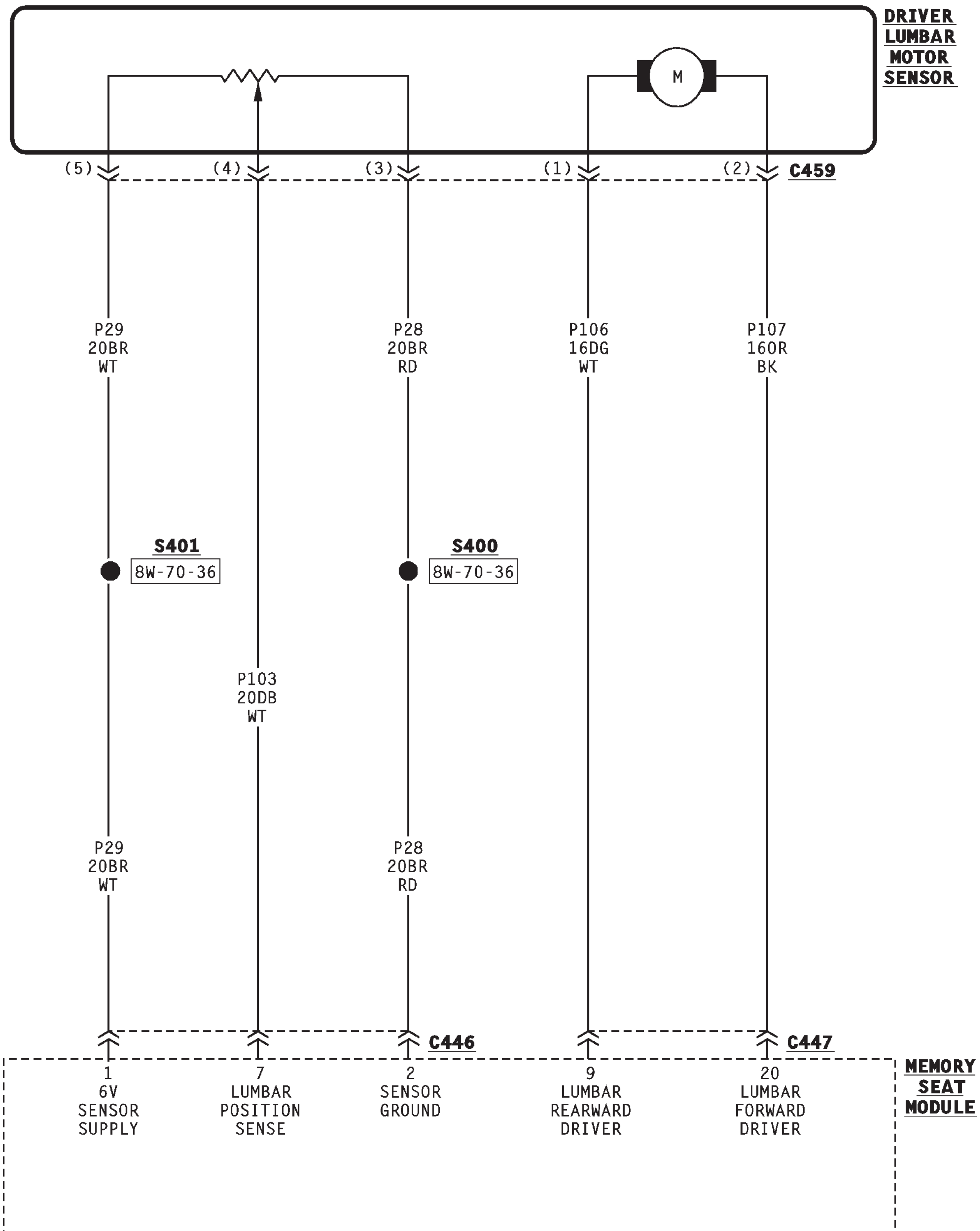

BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
S304
8W-70-25
Z1 12BK
G305
8W-15-9
Z1 16BK
C329
Z1 14BK
JUNCTION BLOCK
C163
A7 12YL/RD
(2)
CIRCUIT BREAKER 3 20A
JUNCTION BLOCK (8W-12-24)
A7 12YL RD
C131
A7 14YL RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
(12) C317
F35 16RD
S402
8W-70-37
S403
8W-70-37
F35 14RD
C329
Z1 16BK
F35 16RD
(1) (5) C453
DRIVER POWER SEAT SWITCH
0.22 µF
FRONT DOWN
FRONT UP
REAR DOWN
REAR UP
FORWARD
RWD
RECLINER DOWN
RECLINER UP
(10) (7) (9) (8) (6) (3) (4) (2) C453
P21 18RD LG
P19 18YL LG
P13 18RD WT
P11 18YL WT
P15 18YL LB
P17 18RD LB
P48 18GY WT
P40 18GY LB
C446
8 FRONT RISER DOWN SWITCH SENSE
9 FRONT RISER UP SWITCH SENSE
10 REAR RISER DOWN SWITCH SENSE
11 REAR RISER UP SWITCH SENSE
12 HORIZONTAL FORWARD SWITCH SENSE
13 HORIZONTAL REARWARD SWITCH SENSE
15 RECLINER DOWN SWITCH SENSE
14 RECLINER UP SWITCH SENSE
MEMORY SEAT MODULE



BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(21) C154
FUSE 15 40A
(28) C154
C131
A7 14YL/RD
A7 12YL/RD
C140
A14 FUSED B(+)
POWERTRAIN CONTROL MODULE
A7 12YL RD
(2) C163
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-24)
CIRCUIT BREAKER 3 20A
DRIVER LUMBAR SWITCH
C458
LUMBAR FWD
P105 20LG/DB
(5)
LUMBAR RWD
P104 20YL/RD
(1)
(12) C317
F35 16RD
C329
S403
8W-70-37
F35 14RD
F35 18RD
(3)
Z1 18BK
(2)
S402
8W-70-37
Z1 18BK
(4)
Z1 14BK
C329
Z1 16BK
S304
8W-70-25
Z1 12BK
G305
8W-15-9
C446
17 LUMBAR REARWARD SWITCH SENSE
16 LUMBAR FORWARD SWITCH SENSE
MEMORY SEAT MODULE


DRIVER POWER SEAT REAR RISER MOTOR SENSOR
DRIVER POWER SEAT FRONT RISER MOTOR SENSOR
(A)
(B)
(C)
C451
C449
28 20BR RD
29 20BR WT
S401
8W-70-36
P29 20BR WT
S400
8W-70-36
P27 20LB RD
P28 20BR RD
P26 20BR
C446
MEMORY SEAT MODULE
5 REAR RISER POSITION SENSE
1 6V SENSOR SUPPLY
2 SENSOR GROUND
4 FRONT RISER POSITION SENSE
REAR RISER DOWN DRIVER 11
REAR RISER UP DRIVER 12
FRONT RISER DOWN DRIVER 17
FRONT RISER UP DRIVER 18
C447
P113 16RD BK
P111 16YL DB
P121 16RD GY
P119 16YL RD
(1)
(2)
C450
C448
M
DN
UP
DRIVER POWER SEAT REAR RISER MOTOR
DRIVER POWER SEAT FRONT RISER MOTOR


DRIVER POWER SEAT HORIZONTAL MOTOR SENSOR
DRIVER POWER SEAT RECLINER MOTOR SENSOR
(C)
(B)
(A)
C455
C456
P28 20BR RD
P29 20BR WT
S401
8W-70-36
S400
8W-70-36
P25 20VT RD
P47 20LB
C446
MEMORY SEAT MODULE
3 HORIZONTAL POSITION SENSE
1 6V SENSOR SUPPLY
2 SENSOR GROUND
6 RECLINER POSITION SENSE
HORIZONTAL FORWARD DRIVER 2
HORIZONTAL REARWARD DRIVER 3
RECLINER FORWARD DRIVER 7
RECLINER REARWARD DRIVER 6
C447
P115 16GY LG
P117 16RD BR
P41 16GY WT
P43 16GY LB
(1)
(2)
C454
C457
M
DRIVER POWER SEAT HORIZONTAL MOTOR
DRIVER POWER SEAT RECLINER MOTOR



DRIVER LUMBAR MOTOR SENSOR
M
(5)
(4)
(3)
(1)
(2)
C459
P29 20BR WT
P28 20BR RD
P106 16DG WT
P107 16OR BK
S401
8W-70-36
S400
8W-70-36
P103 20DB WT
P29 20BR WT
P28 20BR RD
C446
C447
MEMORY SEAT MODULE
1 6V SENSOR SUPPLY
7 LUMBAR POSITION SENSE
2 SENSOR GROUND
9 LUMBAR REARWARD DRIVER
20 LUMBAR FORWARD DRIVER

8W-64 POWER SUNROOF

INDEX

DESCRIPTION AND OPERATION

POWER SUNROOF

When the ignition switch is in the ACCESSORY or RUN position it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 powers circuit F86 through the circuit breaker in cavity 1 of the junction block. Circuit F86 feeds the power sunroof control module and switch. Circuit Z1 provides ground for the sunroof system.

When the operator selects the OPEN function, voltage is provided on circuit F86 through the closed contacts in the switch to circuit Q41. Circuit Q41 connects between the switch and the control module.

The control module then activates the motor and moves the sunroof to the desired position. A position sensor is used to prevent the sunroof from being moved to far in any one direction. When the sensor detects the roof is at the end of its travel it sends a signal to the control module and voltage is shut off to the motor.

When the operator selects the CLOSE function, voltage is provided on circuit F86 through the closed contacts in the switch to circuit Q42. Circuit Q42 connects between the switch and the control module.

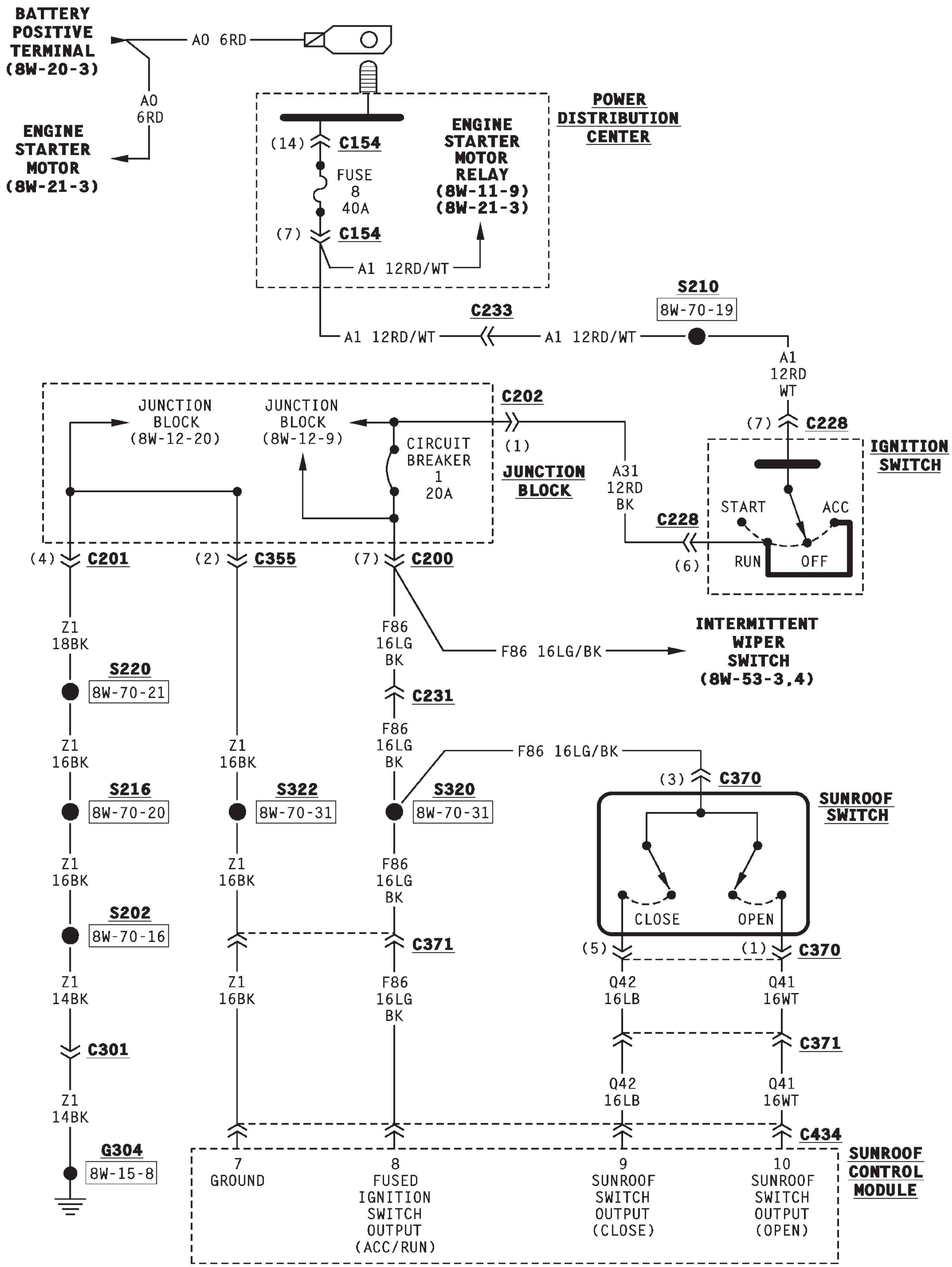
The control module then activates the motor and moves the sunroof to the desired position. The position sensor detects when the roof is at the end of its travel it sends a signal to the control module and voltage is shut off to the motor.

SCHEMATICS AND DIAGRAMS

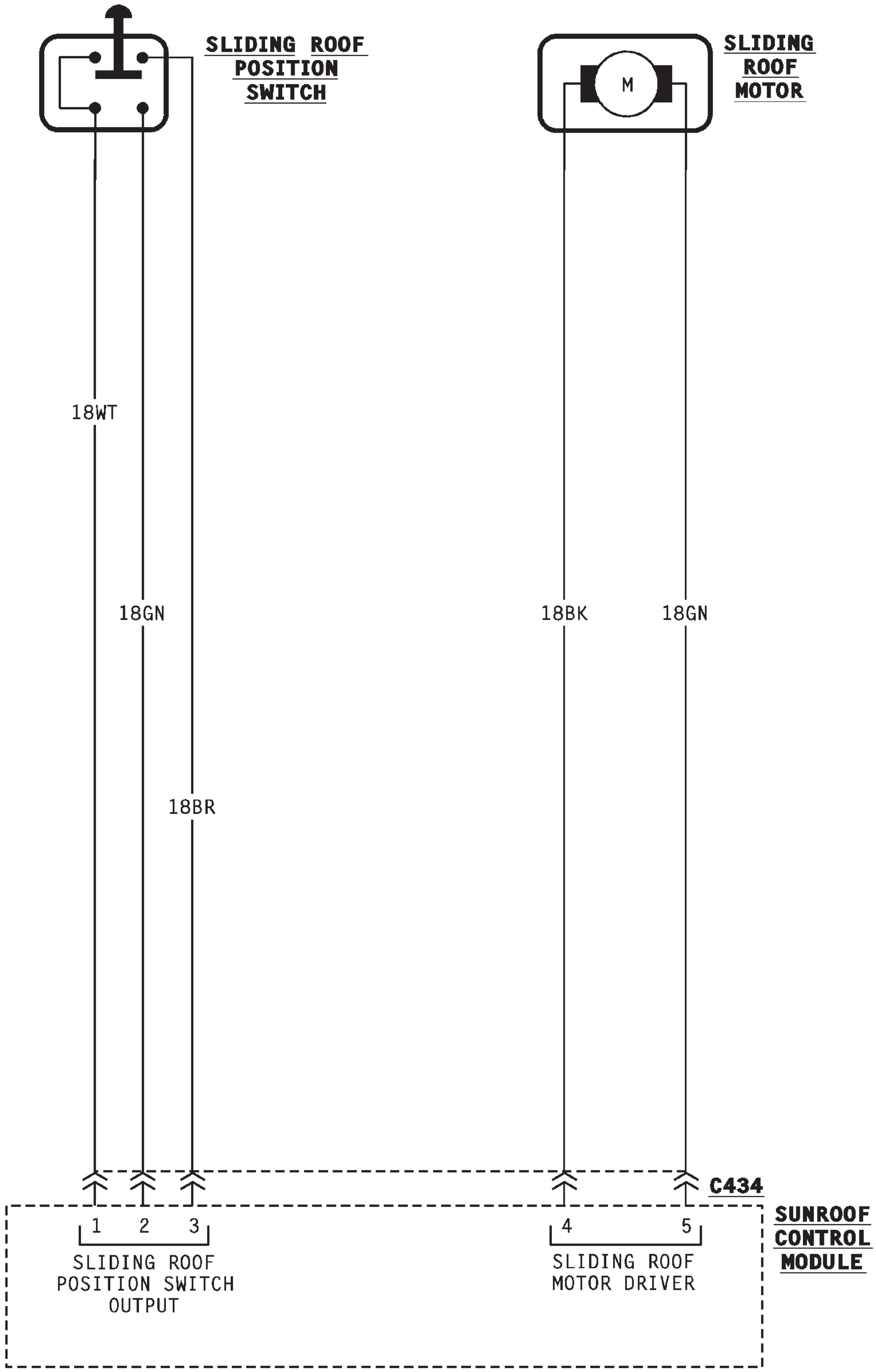
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX



BATTERY POSITIVE TERMINAL (8W-20-3)
A0 6RD
A0 6RD
ENGINE STARTER MOTOR (8W-21-3)
POWER DISTRIBUTION CENTER
(14) C154
FUSE 8 40A
(7) C154
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
S210
8W-70-19
C233
A1 12RD/WT
A1 12RD/WT
A1 12RD WT
(7) C228
IGNITION SWITCH
START
ACC
RUN
OFF
C228
(6)
JUNCTION BLOCK (8W-12-20)
JUNCTION BLOCK (8W-12-9)
CIRCUIT BREAKER 1 20A
C202
(1)
JUNCTION BLOCK
A31 12RD BK
(4) C201
(2) C355
(7) C200
Z1 18BK
S220
8W-70-21
Z1 16BK
S216
8W-70-20
Z1 16BK
S202
8W-70-16
Z1 14BK
C301
Z1 14BK
G304
8W-15-8
Z1 16BK
S322
8W-70-31
Z1 16BK
Z1 16BK
F86 16LG BK
F86 16LG/BK
INTERMITTENT WIPER SWITCH (8W-53-3,4)
C231
F86 16LG BK
S320
8W-70-31
F86 16LG/BK
F86 16LG BK
C371
F86 16LG BK
(3) C370
SUNROOF SWITCH
CLOSE
OPEN
(5)
(1) C370
Q42 16LB
Q41 16WT
C371
Q42 16LB
Q41 16WT
C434
SUNROOF CONTROL MODULE
7 GROUND
8 FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
9 SUNROOF SWITCH OUTPUT (CLOSE)
10 SUNROOF SWITCH OUTPUT (OPEN)


SLIDING ROOF POSITION SWITCH
SLIDING ROOF MOTOR
M
18WT
18GN
18BR
18BK
18GN
C434
1 2 3
SLIDING ROOF POSITION SWITCH OUTPUT
4 5
SLIDING ROOF MOTOR DRIVER
SUNROOF CONTROL MODULE

8W-65 SPEED PROPORTIONAL STEERING

INDEX

DESCRIPTION AND OPERATION

INTRODUCTION

The speed proportioning steering system automatically adjusts steering effort based on vehicle speed. The system provides additional steering assist while the vehicle is stationary or at low driving speeds. At slower speeds, the system provides greater assist. At higher speeds, it provides less assist resulting in increased steering effort.

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F83 through fuse 6 in the junction block. Circuit F83 supplies power to the Speed Proportional Steering Control Module (SPSCM). Circuit Z2 provides ground for the SPSCM.

SPEED PROPORTIONAL STEERING CONTROL MODULE

Circuit F83 powers the Speed Proportional Steering Control Module (SPSCM). Circuit Z2 provides ground for the SPSCM.

On circuit S1, the SPSCM supplies 5 volts to the steering wheel speed sensor. The sensor provides two signals to the SPSCM on circuits S3, and S4. The SPSCM provides ground for the steering wheel speed sensor on circuit S2.

Circuit G7 supplies the vehicle speed sensor to the SPSCM.

SPEED PROPORTIONAL STEERING SOLENOID

The speed proportional steering control module (SPSCM) operates the speed proportional steering solenoid. The SPSCM supplies a pulse width modulated voltage to the solenoid. Circuits S99 and S98 connect the SPSCM to the solenoid.

DATA LINK CONNECTOR

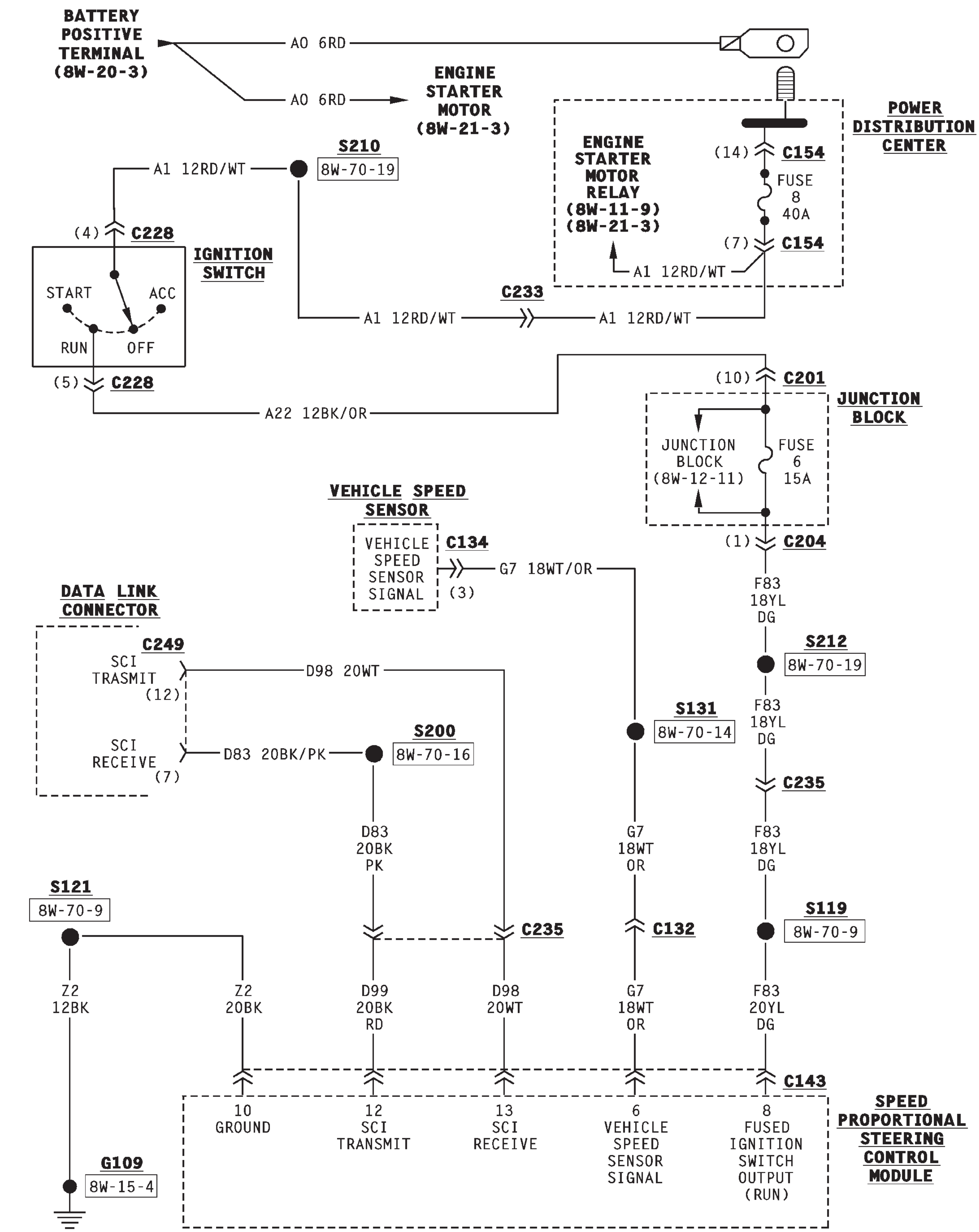
Circuits D98 and D99 connect the Speed Proportional Steering Control Module (SPSCM) to the data link connector. Circuit D99 connects to circuit D83 which continues to the data link connector. The SPSCM transmits data to the scan tool through the data link connector on circuit D99. The SPSCM receives data from the scan tool on circuit D98.

SCHEMATICS AND DIAGRAMS

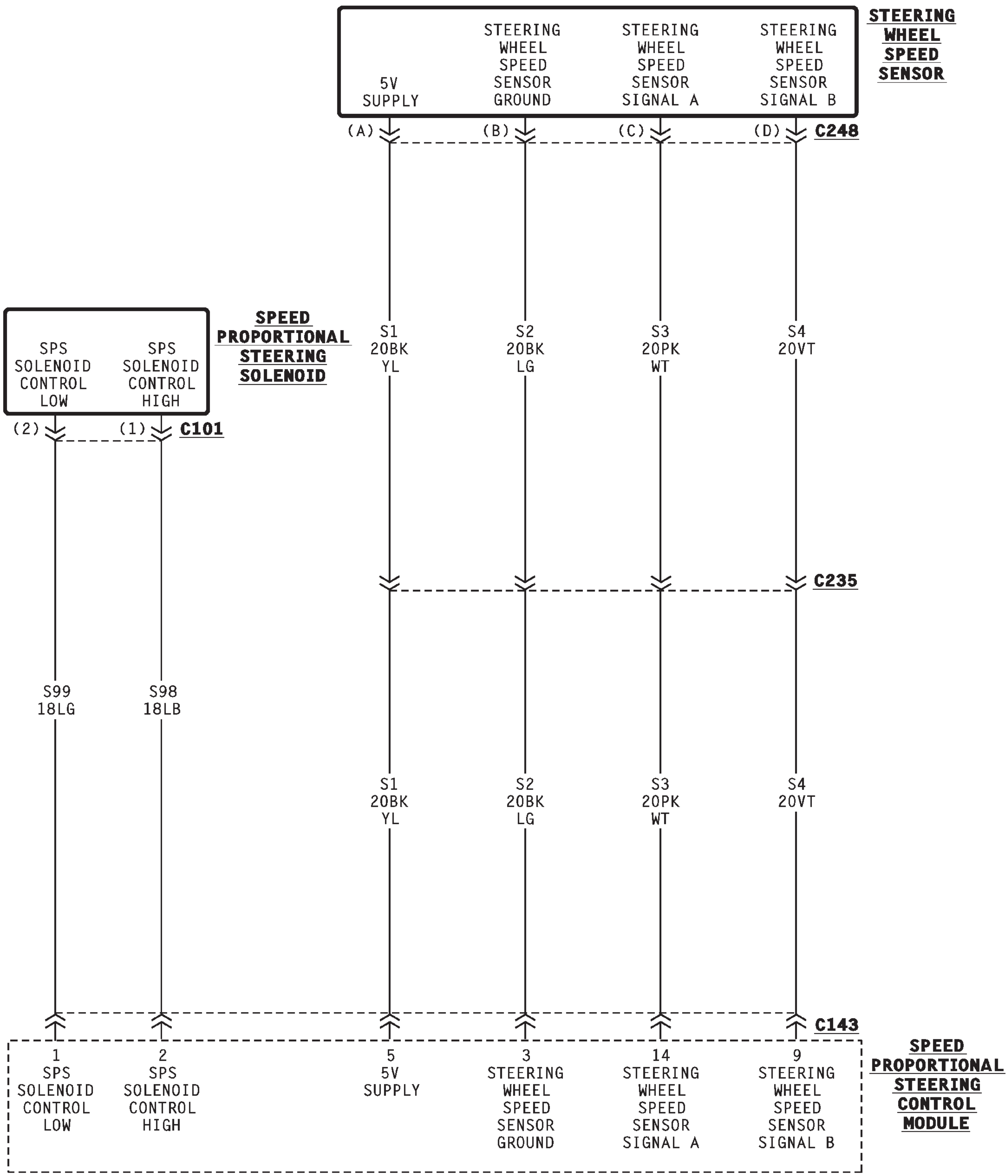
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX



806e6b05 J968W-3


STEERING WHEEL SPEED SENSOR
5V SUPPLY
STEERING WHEEL SPEED SENSOR GROUND
STEERING WHEEL SPEED SENSOR SIGNAL A
STEERING WHEEL SPEED SENSOR SIGNAL B
(A) (B) (C) (D) C248
SPEED PROPORTIONAL STEERING SOLENOID
SPS SOLENOID CONTROL LOW
SPS SOLENOID CONTROL HIGH
(2) (1) C101
S1 20BK YL
S2 20BK LG
S3 20PK WT
S4 20VT
C235
S99 18LG
S98 18LB
S1 20BK YL
S2 20BK LG
S3 20PK WT
S4 20VT
C143
1 SPS SOLENOID CONTROL LOW
2 SPS SOLENOID CONTROL HIGH
5 5V SUPPLY
3 STEERING WHEEL SPEED SENSOR GROUND
14 STEERING WHEEL SPEED SENSOR SIGNAL A
9 STEERING WHEEL SPEED SENSOR SIGNAL B
SPEED PROPORTIONAL STEERING CONTROL MODULE

8W-70 SPLICE INFORMATION

DESCRIPTION AND OPERATION

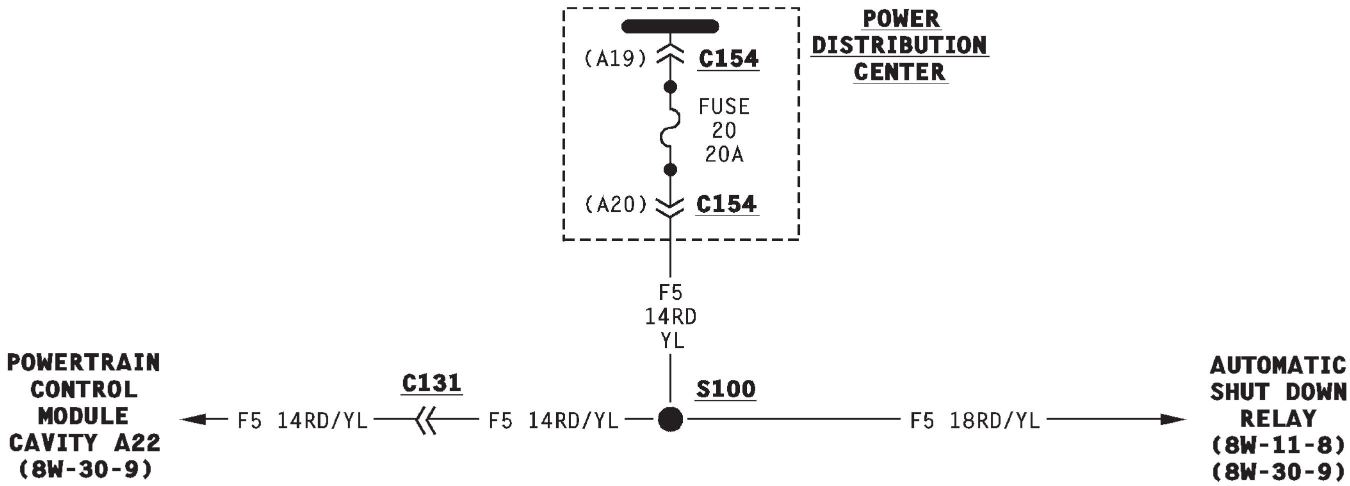
INTRODUCTION

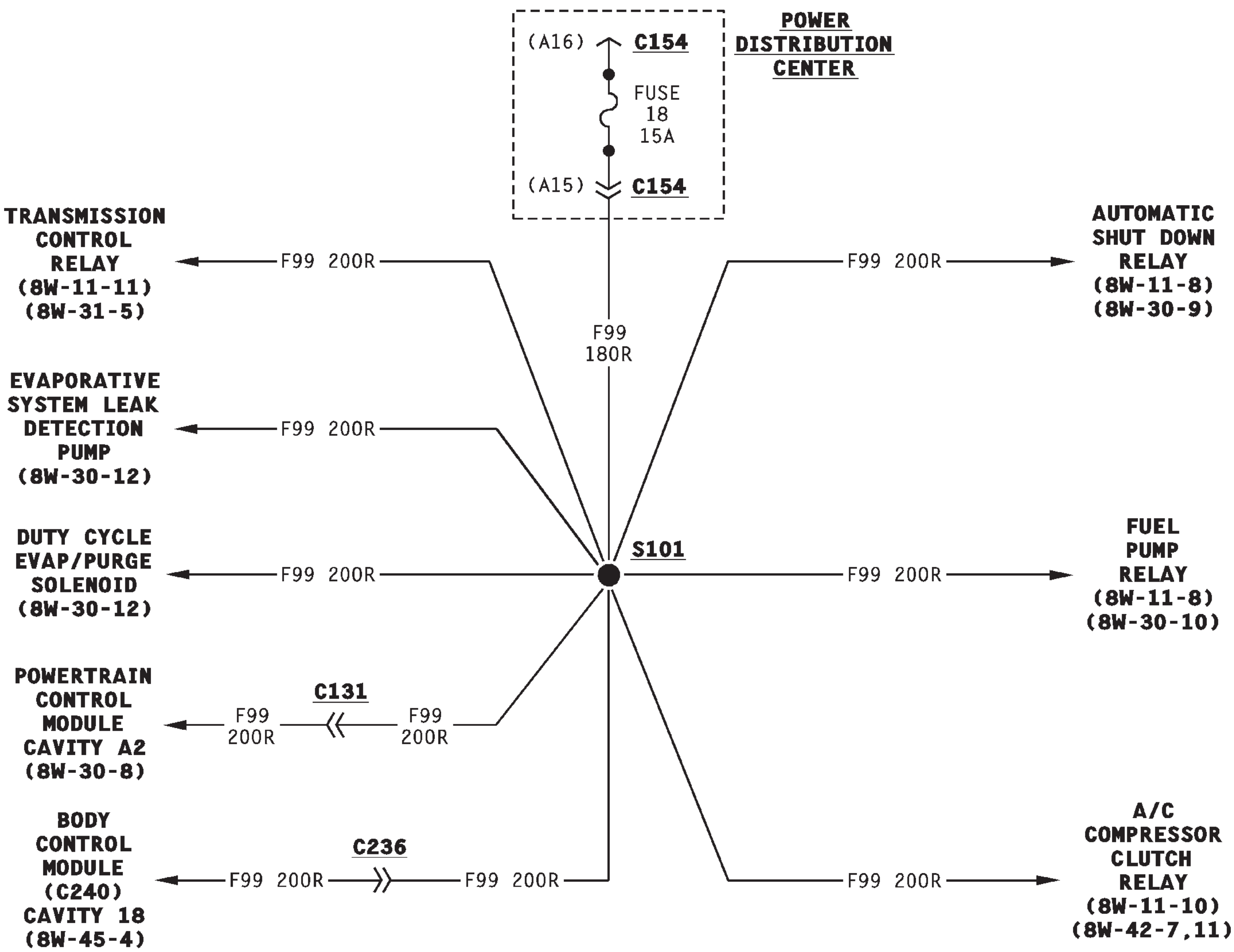
This section identifies all splices in the wiring diagrams. It also shows the splices in their entirety. All circuits that are part of the splices are shown, and the systems they affect are referenced. For viewing the location of each splice in the vehicle, refer to Section 8W-95.

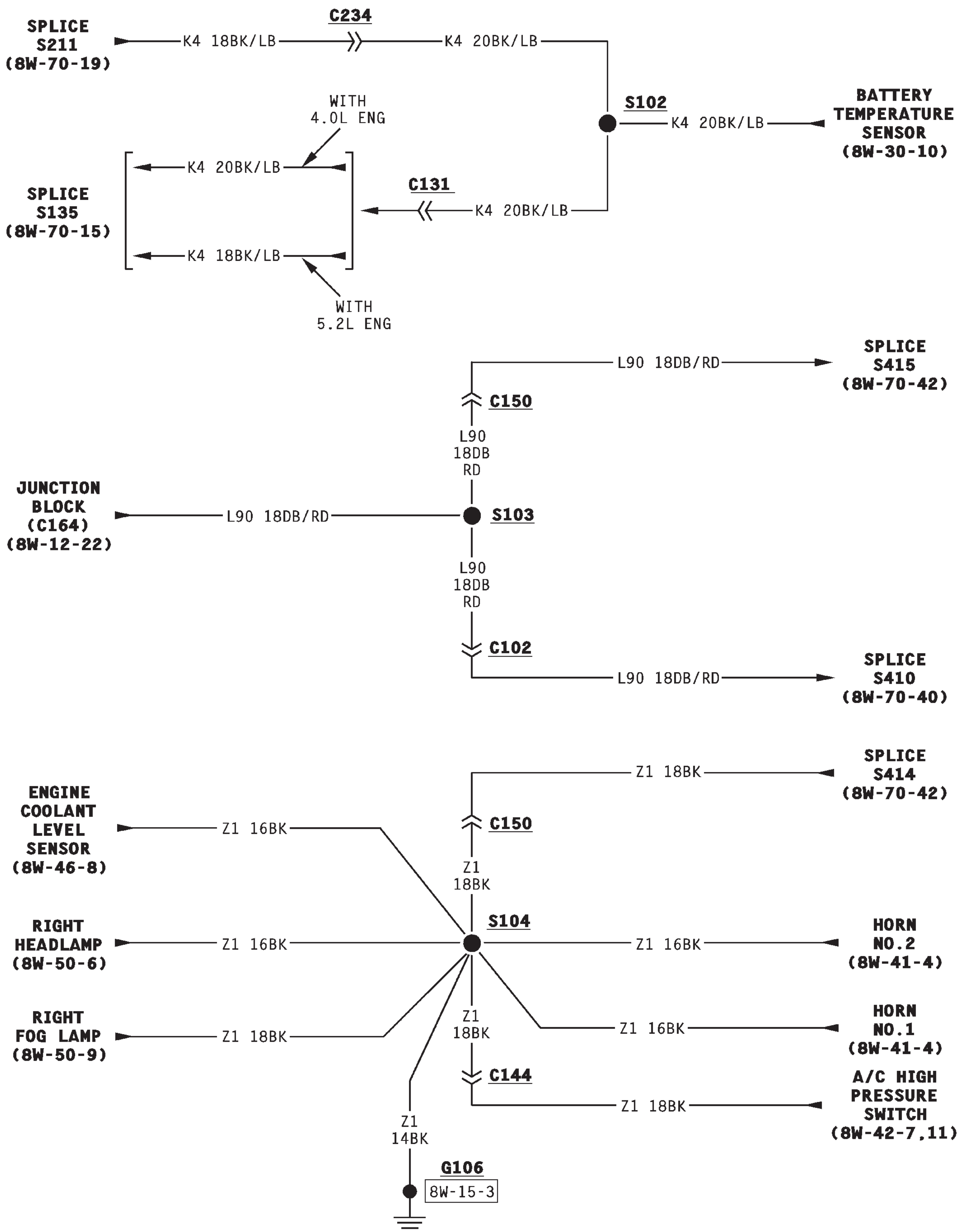
DIAGRAM INDEX

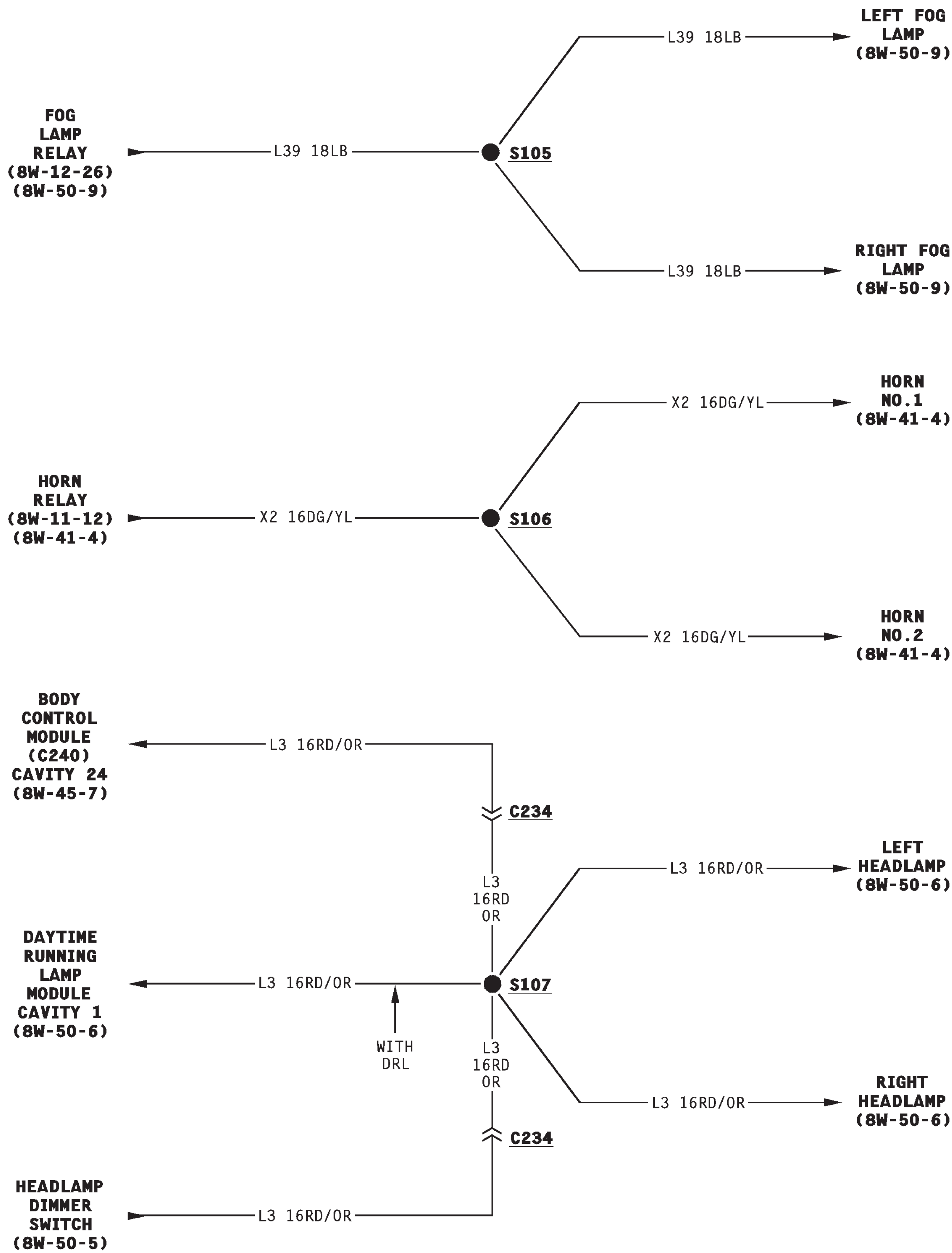
1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996

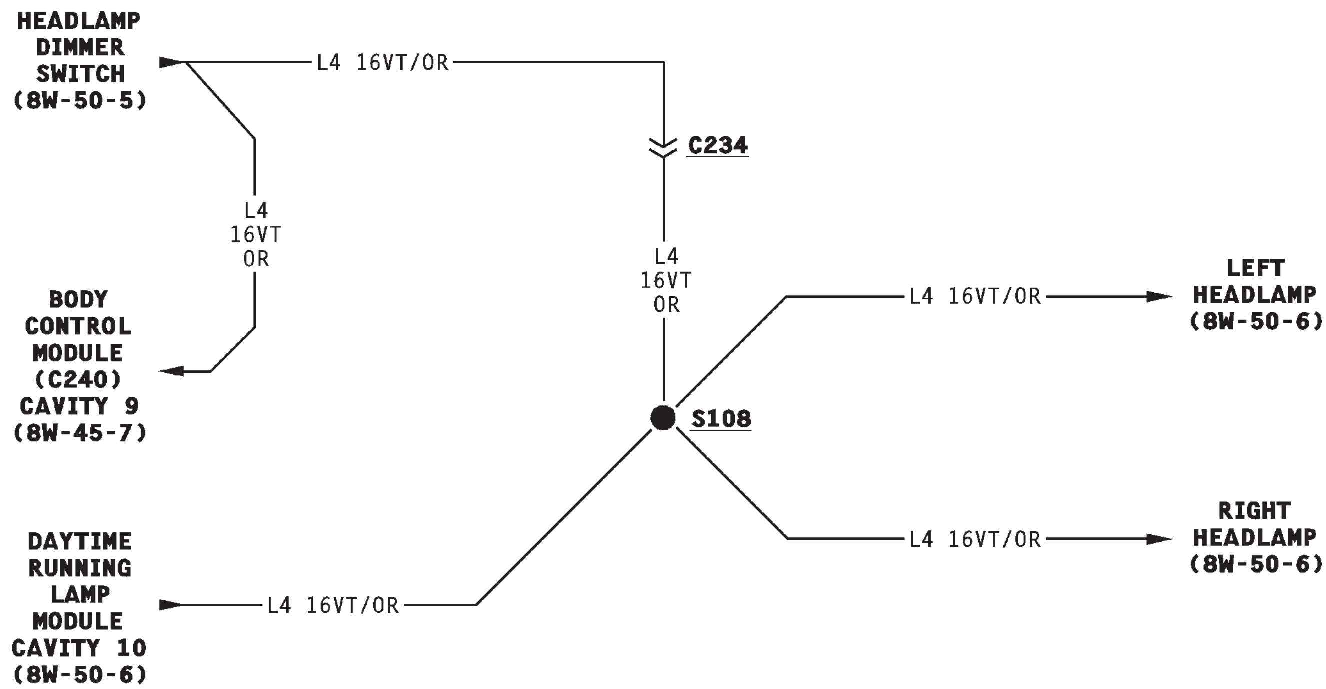
DIAGRAM INDEX

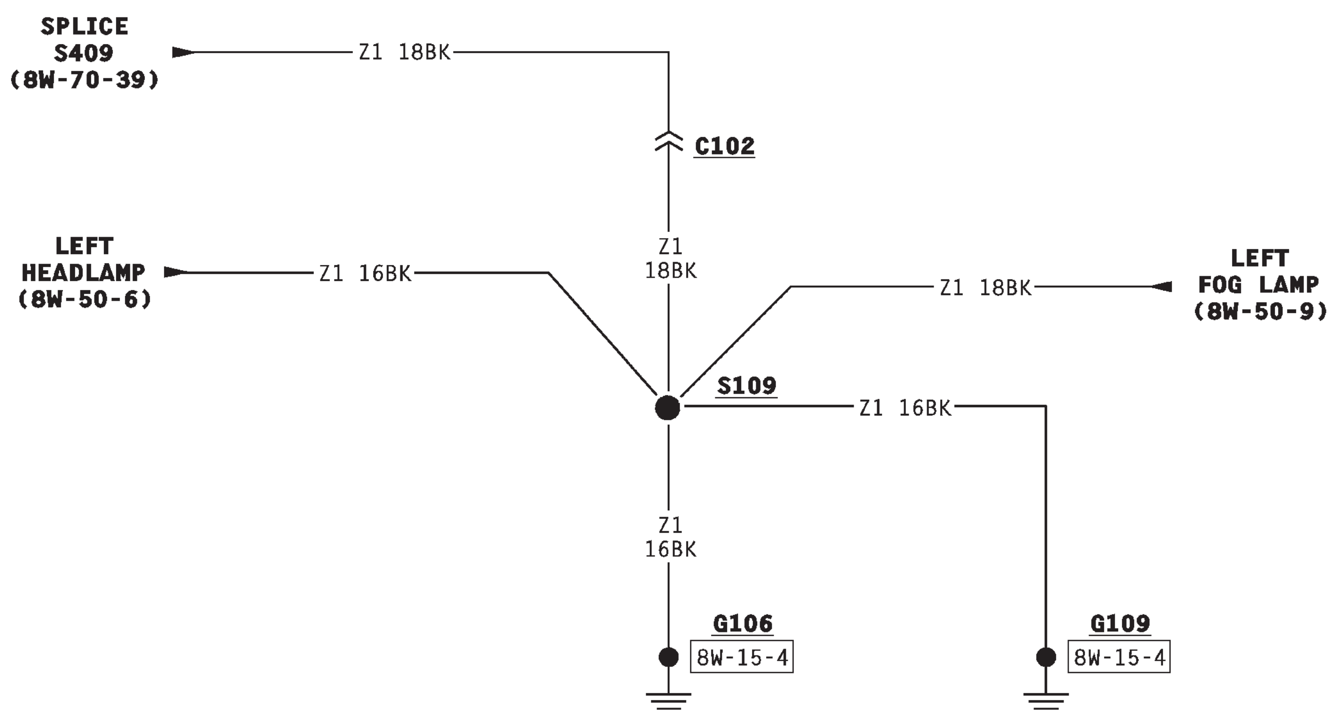

POWER
DISTRIBUTION
CENTER
(A19) C154
FUSE
20
20A
(A20) C154
F5
14RD
YL
POWERTRAIN
CONTROL
MODULE
CAVITY A22
(8W-30-9)
F5 14RD/YL
C131
F5 14RD/YL
S100
F5 18RD/YL
AUTOMATIC
SHUT DOWN
RELAY
(8W-11-8)
(8W-30-9)

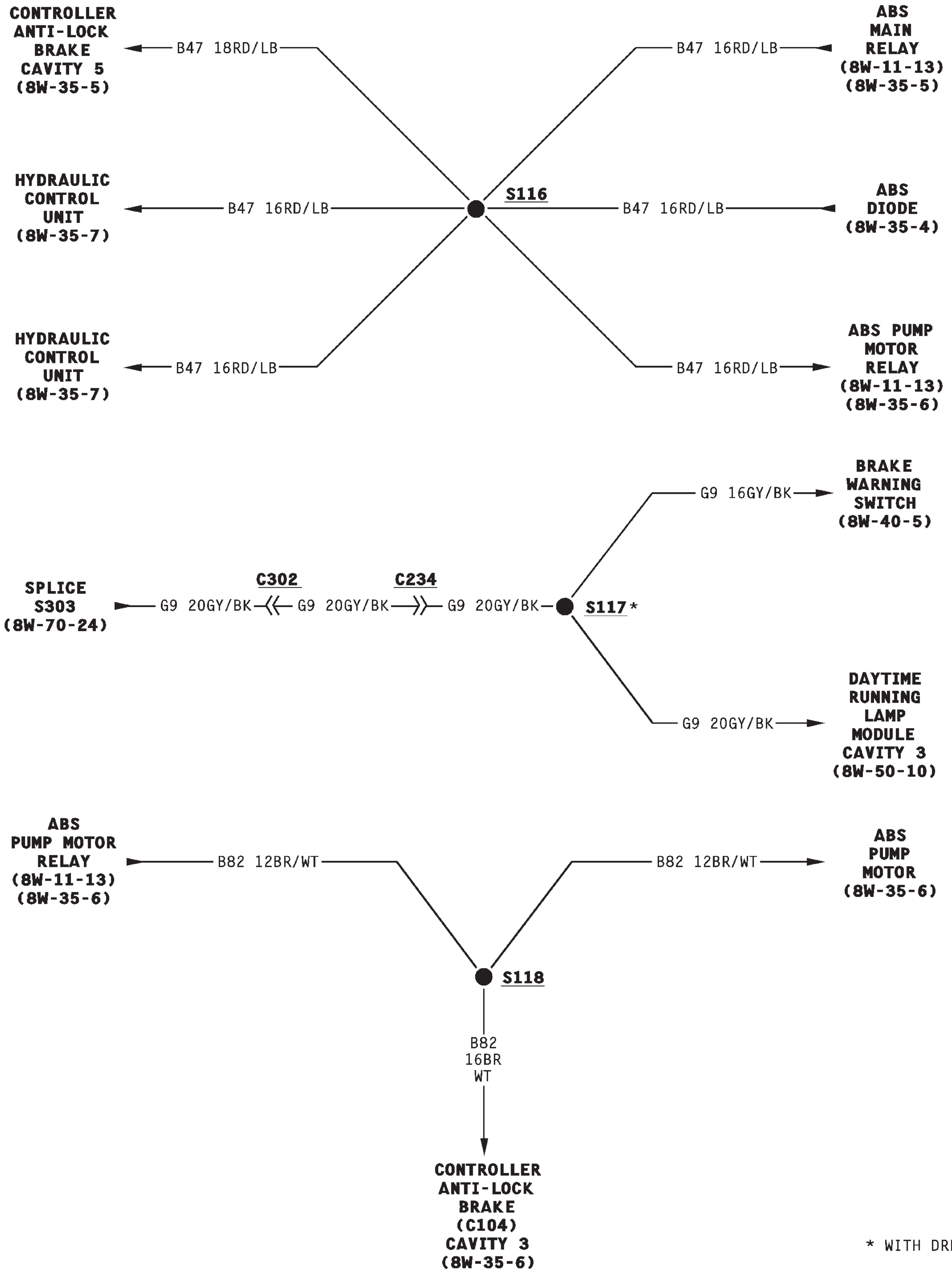

POWER
DISTRIBUTION
CENTER
(A16) C154
FUSE
18
15A
(A15) C154
F99
180R
TRANSMISSION
CONTROL
RELAY
(8W-11-11)
(8W-31-5)
F99 200R
EVAPORATIVE
SYSTEM LEAK
DETECTION
PUMP
(8W-30-12)
F99 200R
DUTY CYCLE
EVAP/PURGE
SOLENOID
(8W-30-12)
F99 200R
S101
POWERTRAIN
CONTROL
MODULE
CAVITY A2
(8W-30-8)
F99
200R
C131
F99
200R
BODY
CONTROL
MODULE
(C240)
CAVITY 18
(8W-45-4)
F99 200R
C236
F99 200R
F99 200R
AUTOMATIC
SHUT DOWN
RELAY
(8W-11-8)
(8W-30-9)
F99 200R
FUEL
PUMP
RELAY
(8W-11-8)
(8W-30-10)
F99 200R
A/C
COMPRESSOR
CLUTCH
RELAY
(8W-11-10)
(8W-42-7,11)


SPLICE S211 (8W-70-19)
K4 18BK/LB
C234
K4 20BK/LB
S102
K4 20BK/LB
BATTERY TEMPERATURE SENSOR (8W-30-10)
WITH 4.0L ENG
K4 20BK/LB
SPLICE S135 (8W-70-15)
C131
K4 20BK/LB
K4 18BK/LB
WITH 5.2L ENG
L90 18DB/RD
SPLICE S415 (8W-70-42)
C150
L90 18DB RD
JUNCTION BLOCK (C164) (8W-12-22)
L90 18DB/RD
S103
L90 18DB RD
C102
L90 18DB/RD
SPLICE S410 (8W-70-40)
Z1 18BK
SPLICE S414 (8W-70-42)
ENGINE COOLANT LEVEL SENSOR (8W-46-8)
Z1 16BK
C150
Z1 18BK
S104
RIGHT HEADLAMP (8W-50-6)
Z1 16BK
Z1 16BK
HORN NO.2 (8W-41-4)
RIGHT FOG LAMP (8W-50-9)
Z1 18BK
Z1 18BK
Z1 16BK
HORN NO.1 (8W-41-4)
C144
Z1 18BK
A/C HIGH PRESSURE SWITCH (8W-42-7,11)
Z1 14BK
G106
8W-15-3

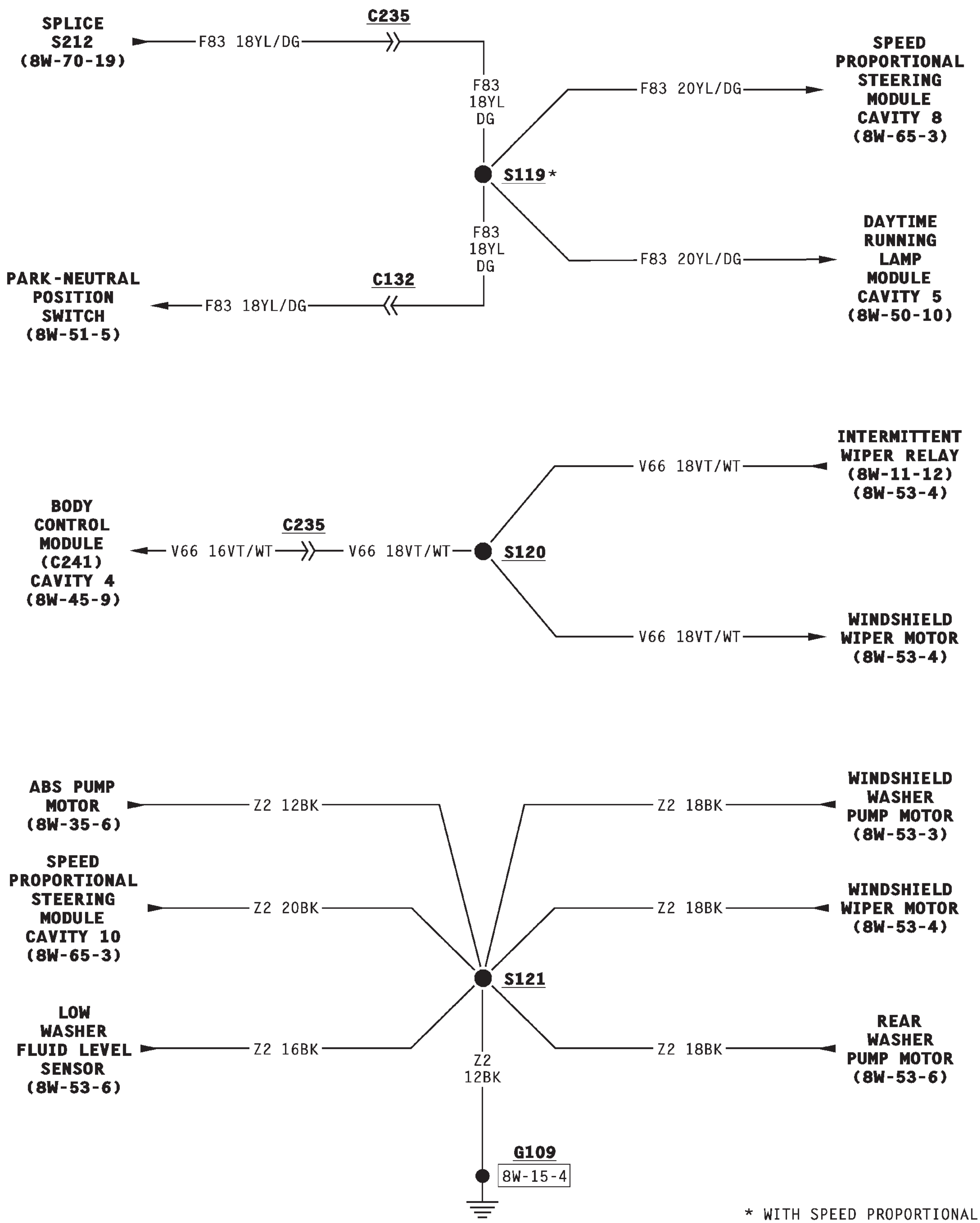

LEFT FOG LAMP (8W-50-9)
L39 18LB
FOG LAMP RELAY (8W-12-26) (8W-50-9)
L39 18LB
S105
RIGHT FOG LAMP (8W-50-9)
L39 18LB
HORN NO.1 (8W-41-4)
X2 16DG/YL
HORN RELAY (8W-11-12) (8W-41-4)
X2 16DG/YL
S106
HORN NO.2 (8W-41-4)
X2 16DG/YL
BODY CONTROL MODULE (C240) CAVITY 24 (8W-45-7)
L3 16RD/OR
C234
L3 16RD OR
LEFT HEADLAMP (8W-50-6)
L3 16RD/OR
DAYTIME RUNNING LAMP MODULE CAVITY 1 (8W-50-6)
L3 16RD/OR
WITH DRL
S107
L3 16RD OR
RIGHT HEADLAMP (8W-50-6)
L3 16RD/OR
C234
HEADLAMP DIMMER SWITCH (8W-50-5)
L3 16RD/OR


HEADLAMP DIMMER SWITCH (8W-50-5)
L4 16VT/OR
C234
L4 16VT OR
L4 16VT OR
BODY CONTROL MODULE (C240) CAVITY 9 (8W-45-7)
L4 16VT/OR
LEFT HEADLAMP (8W-50-6)
S108
DAYTIME RUNNING LAMP MODULE CAVITY 10 (8W-50-6)
L4 16VT/OR
L4 16VT/OR
RIGHT HEADLAMP (8W-50-6)

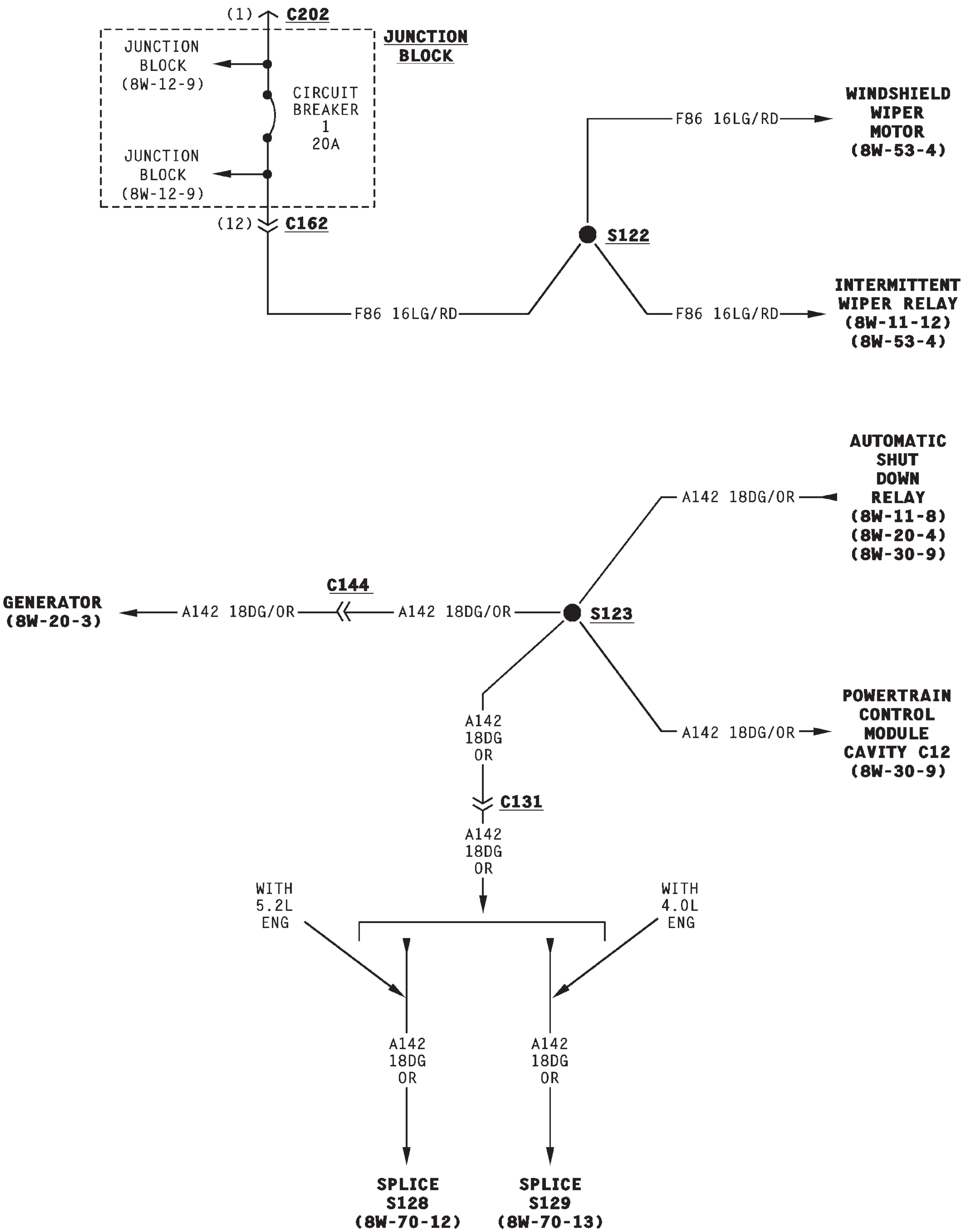

SPLICE S409 (8W-70-39)
Z1 18BK
C102
LEFT HEADLAMP (8W-50-6)
Z1 16BK
Z1 18BK
Z1 18BK
LEFT FOG LAMP (8W-50-9)
S109
Z1 16BK
Z1 16BK
G106
8W-15-4
G109
8W-15-4

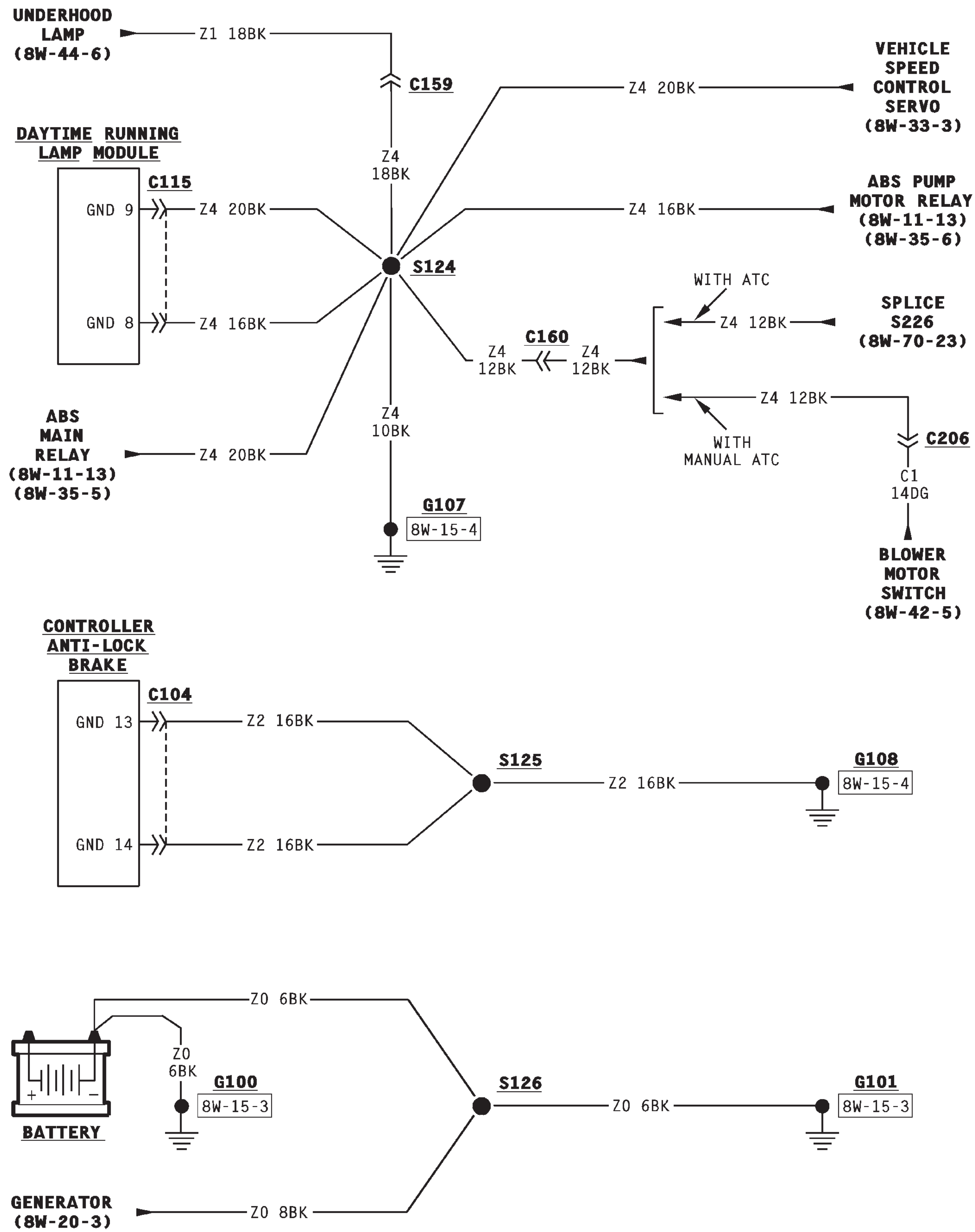

CONTROLLER ANTI-LOCK BRAKE CAVITY 5 (8W-35-5)
B47 18RD/LB
ABS MAIN RELAY (8W-11-13) (8W-35-5)
B47 16RD/LB
HYDRAULIC CONTROL UNIT (8W-35-7)
B47 16RD/LB
S116
B47 16RD/LB
ABS DIODE (8W-35-4)
HYDRAULIC CONTROL UNIT (8W-35-7)
B47 16RD/LB
B47 16RD/LB
ABS PUMP MOTOR RELAY (8W-11-13) (8W-35-6)
BRAKE WARNING SWITCH (8W-40-5)
G9 16GY/BK
SPLICE S303 (8W-70-24)
G9 20GY/BK
C302
G9 20GY/BK
C234
G9 20GY/BK
S117*
G9 20GY/BK
DAYTIME RUNNING LAMP MODULE CAVITY 3 (8W-50-10)
ABS PUMP MOTOR RELAY (8W-11-13) (8W-35-6)
B82 12BR/WT
B82 12BR/WT
ABS PUMP MOTOR (8W-35-6)
S118
B82 16BR WT
CONTROLLER ANTI-LOCK BRAKE (C104) CAVITY 3 (8W-35-6)

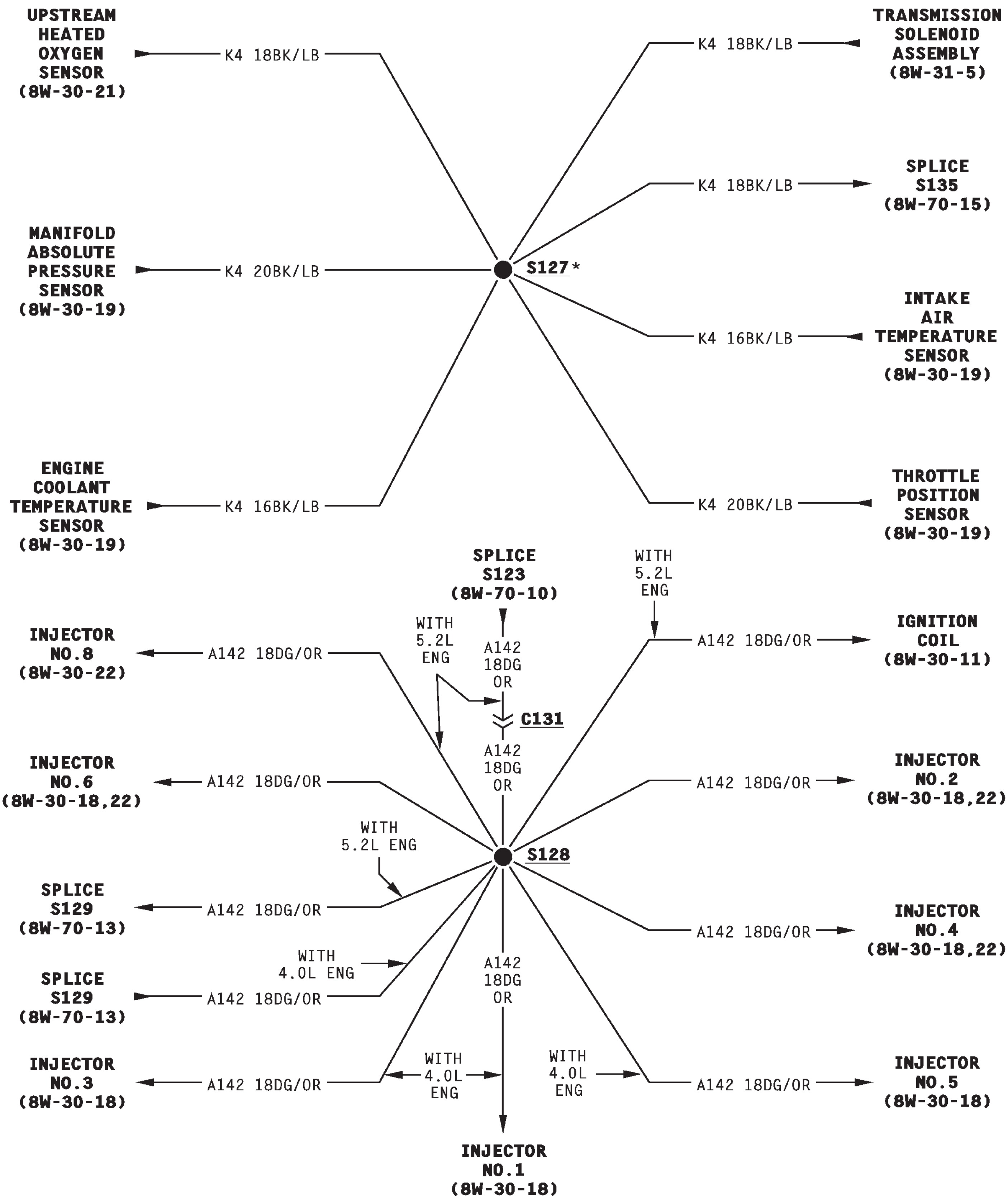
* WITH DRL



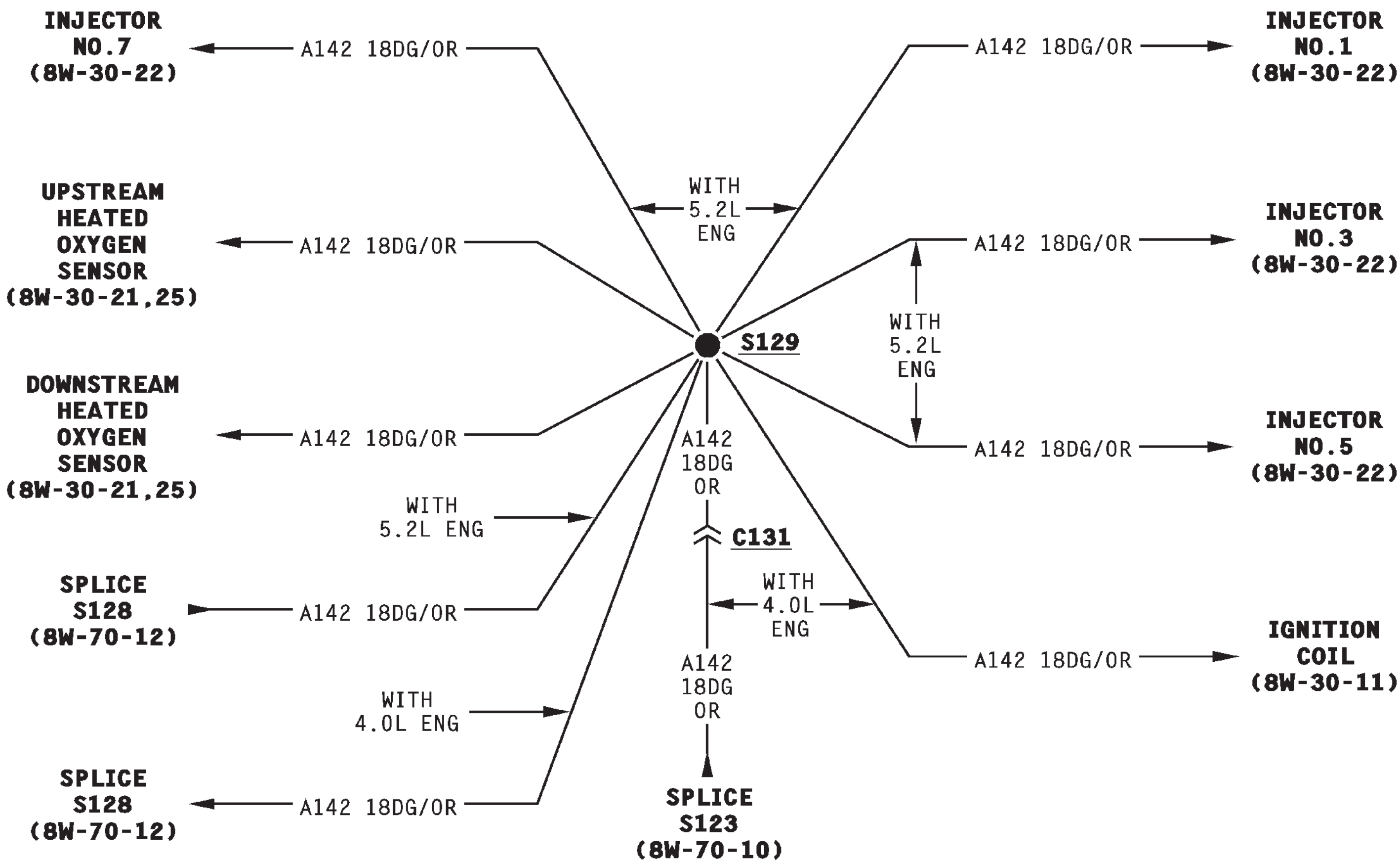
* WITH SPEED PROPORTIONAL STEERING

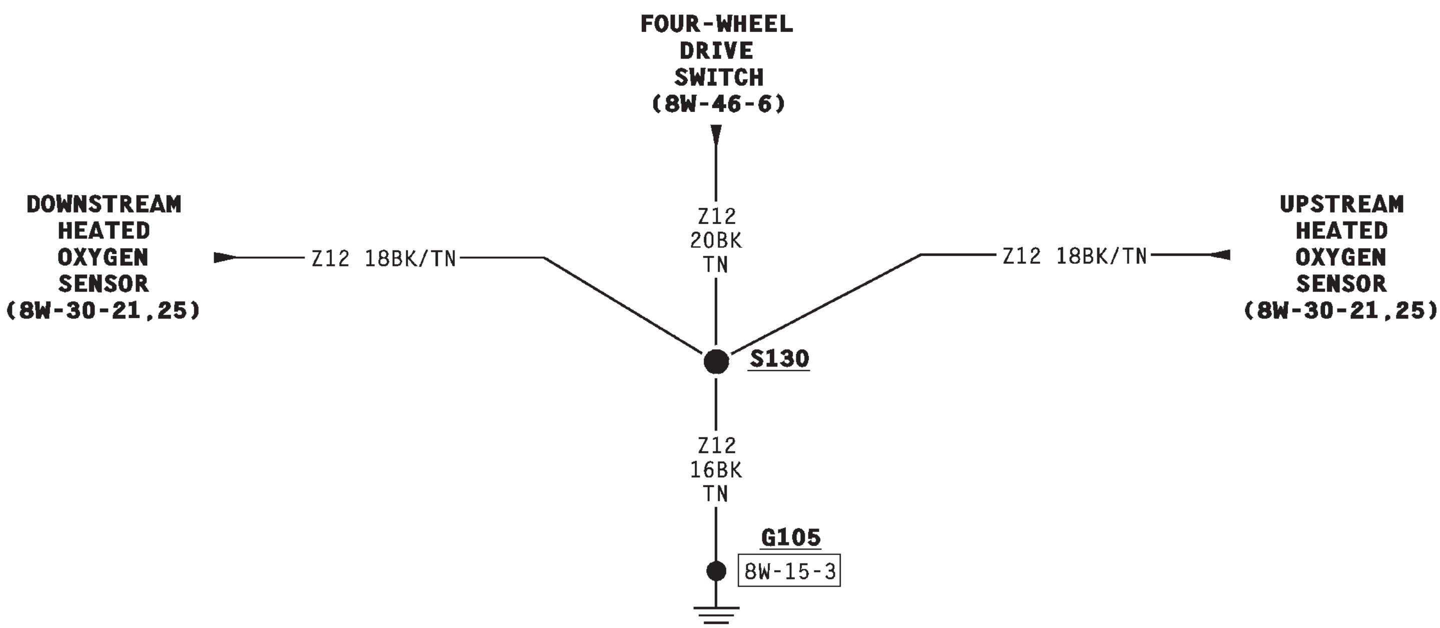

(1)
C202
JUNCTION BLOCK
JUNCTION BLOCK (8W-12-9)
CIRCUIT BREAKER 1 20A
JUNCTION BLOCK (8W-12-9)
(12)
C162
F86 16LG/RD
S122
F86 16LG/RD
WINDSHIELD WIPER MOTOR (8W-53-4)
F86 16LG/RD
INTERMITTENT WIPER RELAY (8W-11-12) (8W-53-4)
AUTOMATIC SHUT DOWN RELAY (8W-11-8) (8W-20-4) (8W-30-9)
A142 18DG/OR
GENERATOR (8W-20-3)
A142 18DG/OR
C144
A142 18DG/OR
S123
A142 18DG/OR
POWERTRAIN CONTROL MODULE CAVITY C12 (8W-30-9)
A142 18DG OR
C131
A142 18DG OR
WITH 5.2L ENG
WITH 4.0L ENG
A142 18DG OR
A142 18DG OR
SPLICE S128 (8W-70-12)
SPLICE S129 (8W-70-13)

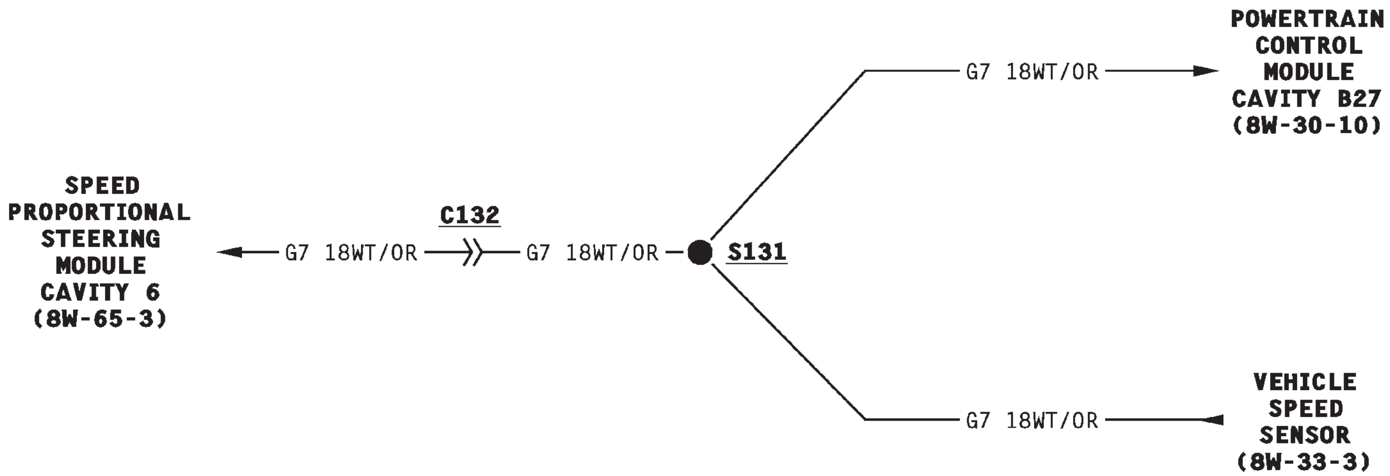

UNDERHOOD LAMP (8W-44-6)
Z1 18BK
C159
Z4 18BK
VEHICLE SPEED CONTROL SERVO (8W-33-3)
Z4 20BK
DAYTIME RUNNING LAMP MODULE
C115
GND 9
Z4 20BK
GND 8
Z4 16BK
S124
ABS PUMP MOTOR RELAY (8W-11-13) (8W-35-6)
Z4 16BK
WITH ATC
Z4 12BK
SPLICE S226 (8W-70-23)
C160
Z4 12BK
Z4 12BK
Z4 12BK
WITH MANUAL ATC
C206
C1 14DG
BLOWER MOTOR SWITCH (8W-42-5)
ABS MAIN RELAY (8W-11-13) (8W-35-5)
Z4 20BK
Z4 10BK
G107
8W-15-4
CONTROLLER ANTI-LOCK BRAKE
C104
GND 13
Z2 16BK
GND 14
Z2 16BK
S125
Z2 16BK
G108
8W-15-4
Z0 6BK
Z0 6BK
G100
8W-15-3
BATTERY
S126
Z0 6BK
G101
8W-15-3
GENERATOR (8W-20-3)
Z0 8BK

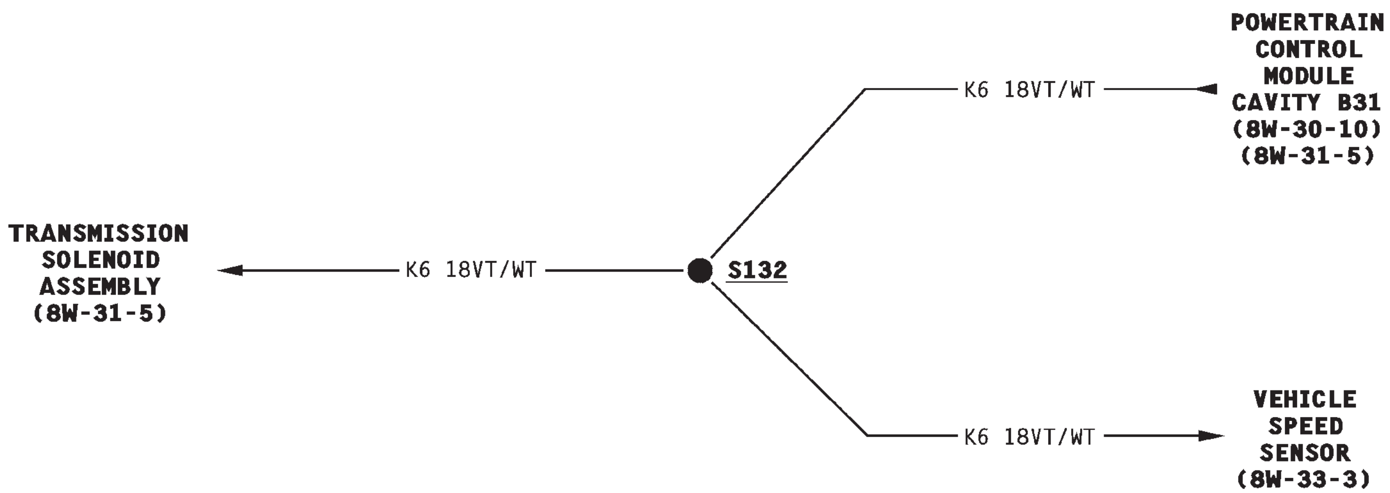

UPSTREAM HEATED OXYGEN SENSOR (8W-30-21)
K4 18BK/LB
MANIFOLD ABSOLUTE PRESSURE SENSOR (8W-30-19)
K4 20BK/LB
ENGINE COOLANT TEMPERATURE SENSOR (8W-30-19)
K4 16BK/LB
TRANSMISSION SOLENOID ASSEMBLY (8W-31-5)
K4 18BK/LB
SPLICE S135 (8W-70-15)
K4 18BK/LB
S127*
INTAKE AIR TEMPERATURE SENSOR (8W-30-19)
K4 16BK/LB
THROTTLE POSITION SENSOR (8W-30-19)
K4 20BK/LB
SPLICE S123 (8W-70-10)
WITH 5.2L ENG
A142 18DG OR
C131
A142 18DG OR
IGNITION COIL (8W-30-11)
A142 18DG/OR
INJECTOR NO.8 (8W-30-22)
A142 18DG/OR
INJECTOR NO.6 (8W-30-18,22)
A142 18DG/OR
INJECTOR NO.2 (8W-30-18,22)
A142 18DG/OR
S128
WITH 5.2L ENG
SPLICE S129 (8W-70-13)
A142 18DG/OR
INJECTOR NO.4 (8W-30-18,22)
A142 18DG/OR
WITH 4.0L ENG
SPLICE S129 (8W-70-13)
A142 18DG/OR
A142 18DG OR
INJECTOR NO.3 (8W-30-18)
A142 18DG/OR
WITH 4.0L ENG
WITH 4.0L ENG
INJECTOR NO.5 (8W-30-18)
A142 18DG/OR
INJECTOR NO.1 (8W-30-18)

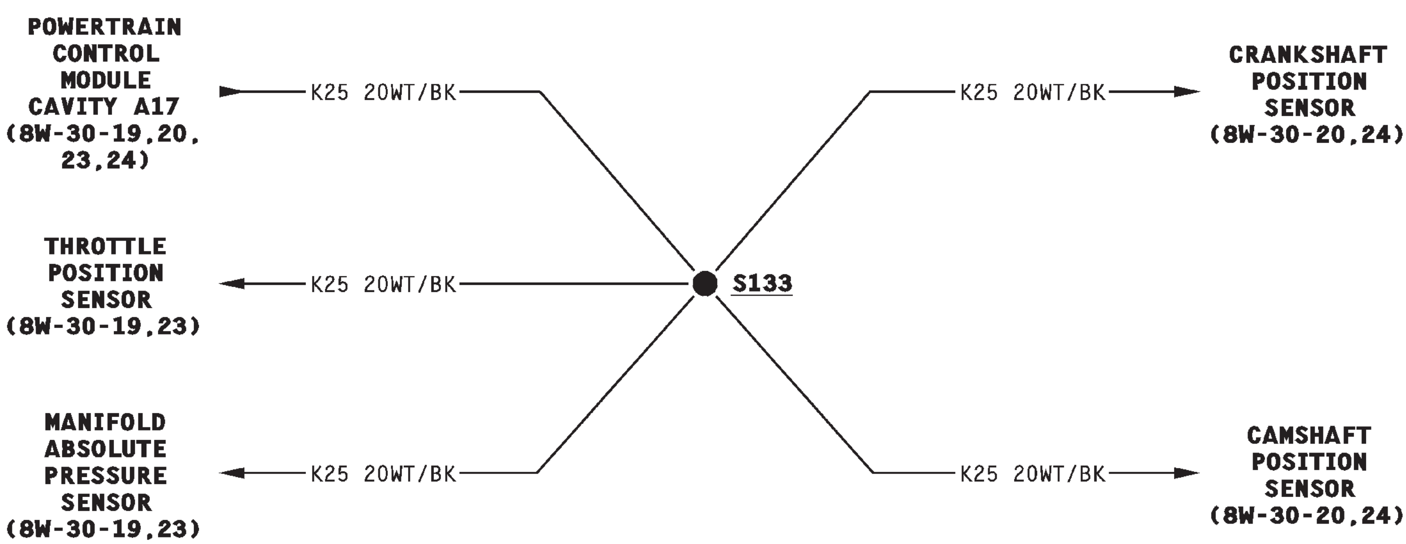
* WITH 4.0L ENG


INJECTOR NO.7 (8W-30-22)
A142 18DG/OR
INJECTOR NO.1 (8W-30-22)
WITH 5.2L ENG
UPSTREAM HEATED OXYGEN SENSOR (8W-30-21,25)
INJECTOR NO.3 (8W-30-22)
S129
WITH 5.2L ENG
DOWNSTREAM HEATED OXYGEN SENSOR (8W-30-21,25)
INJECTOR NO.5 (8W-30-22)
A142 18DG OR
WITH 5.2L ENG
C131
WITH 4.0L ENG
SPLICE S128 (8W-70-12)
IGNITION COIL (8W-30-11)
WITH 4.0L ENG
SPLICE S128 (8W-70-12)
SPLICE S123 (8W-70-10)

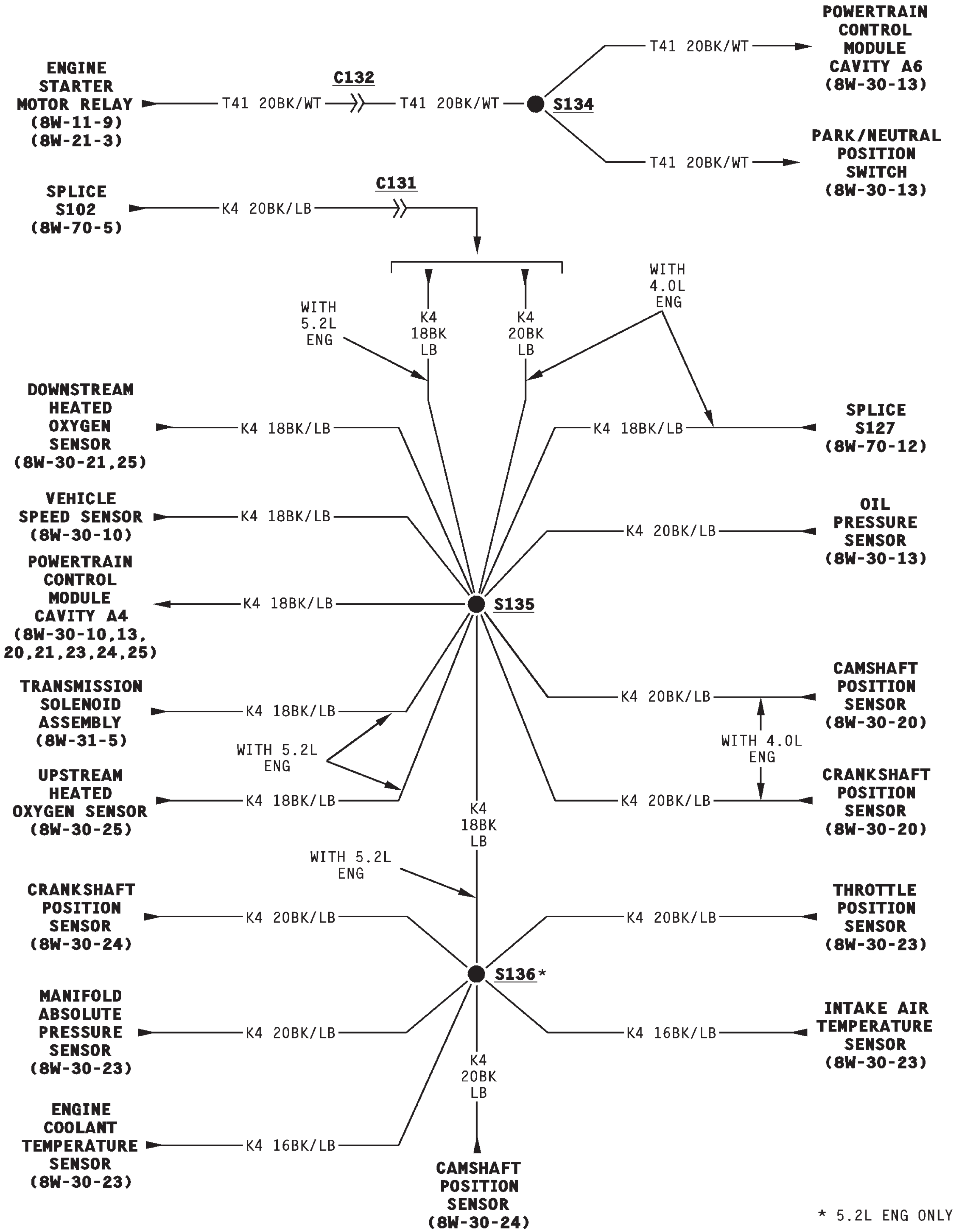

FOUR-WHEEL DRIVE SWITCH (8W-46-6)
DOWNSTREAM HEATED OXYGEN SENSOR (8W-30-21,25)
Z12 18BK/TN
Z12 20BK TN
UPSTREAM HEATED OXYGEN SENSOR (8W-30-21,25)
S130
Z12 16BK TN
G105
8W-15-3



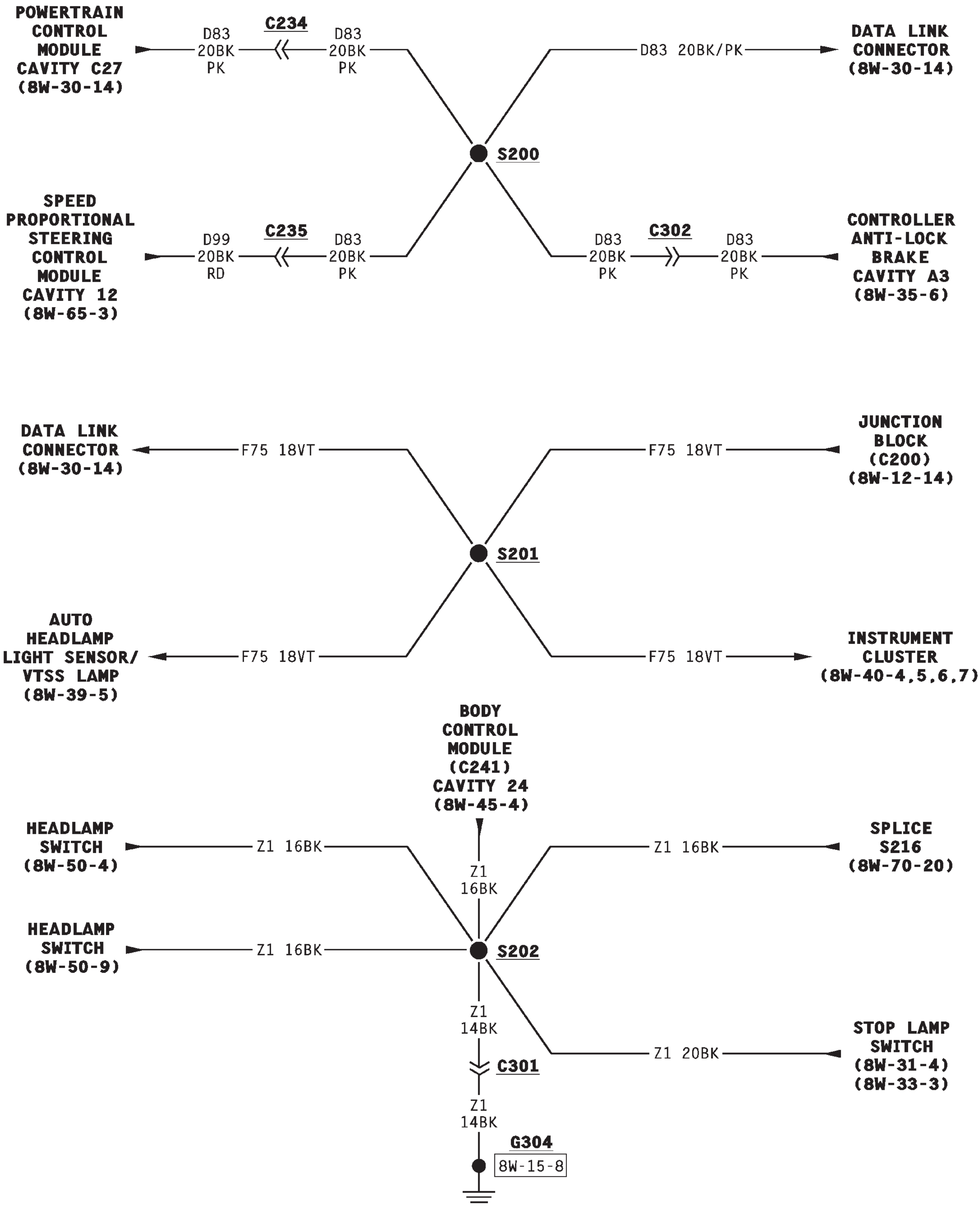


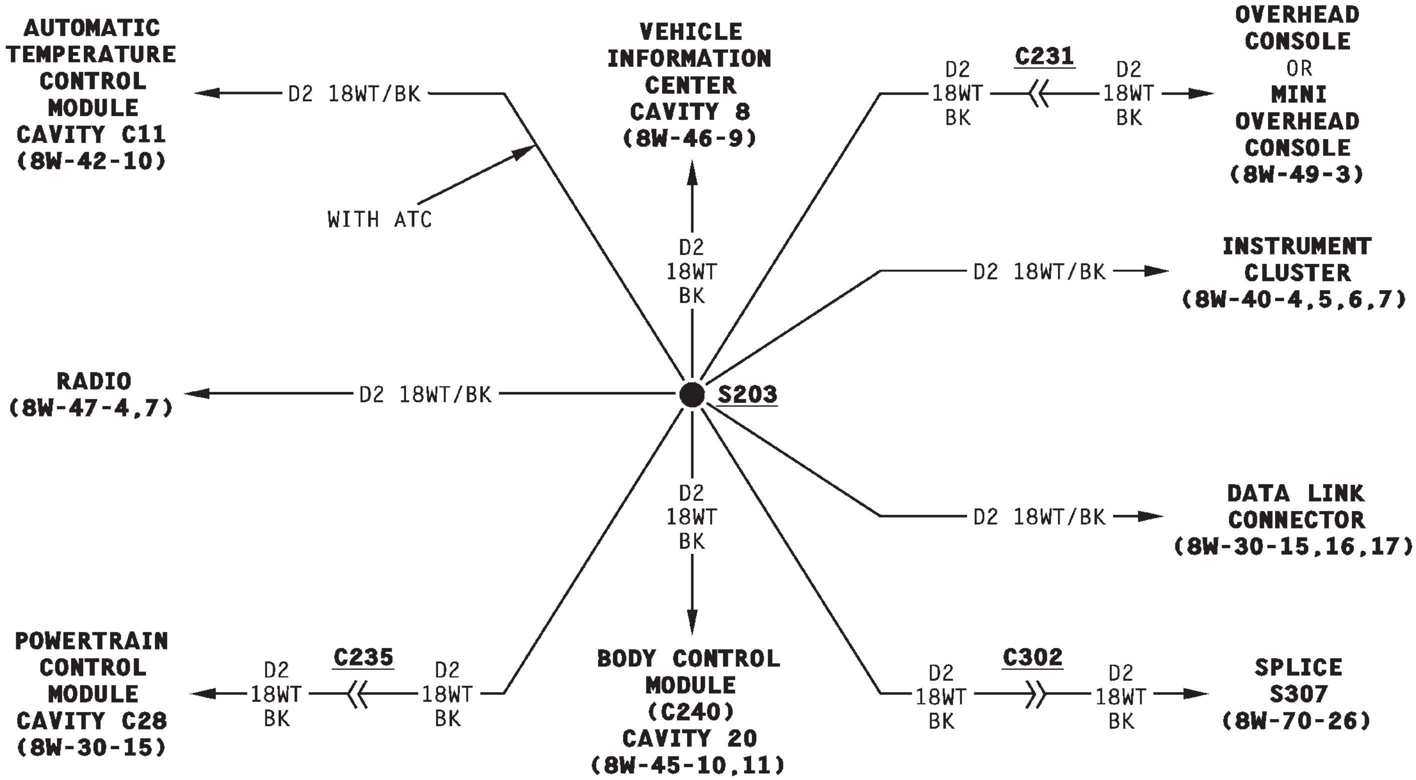


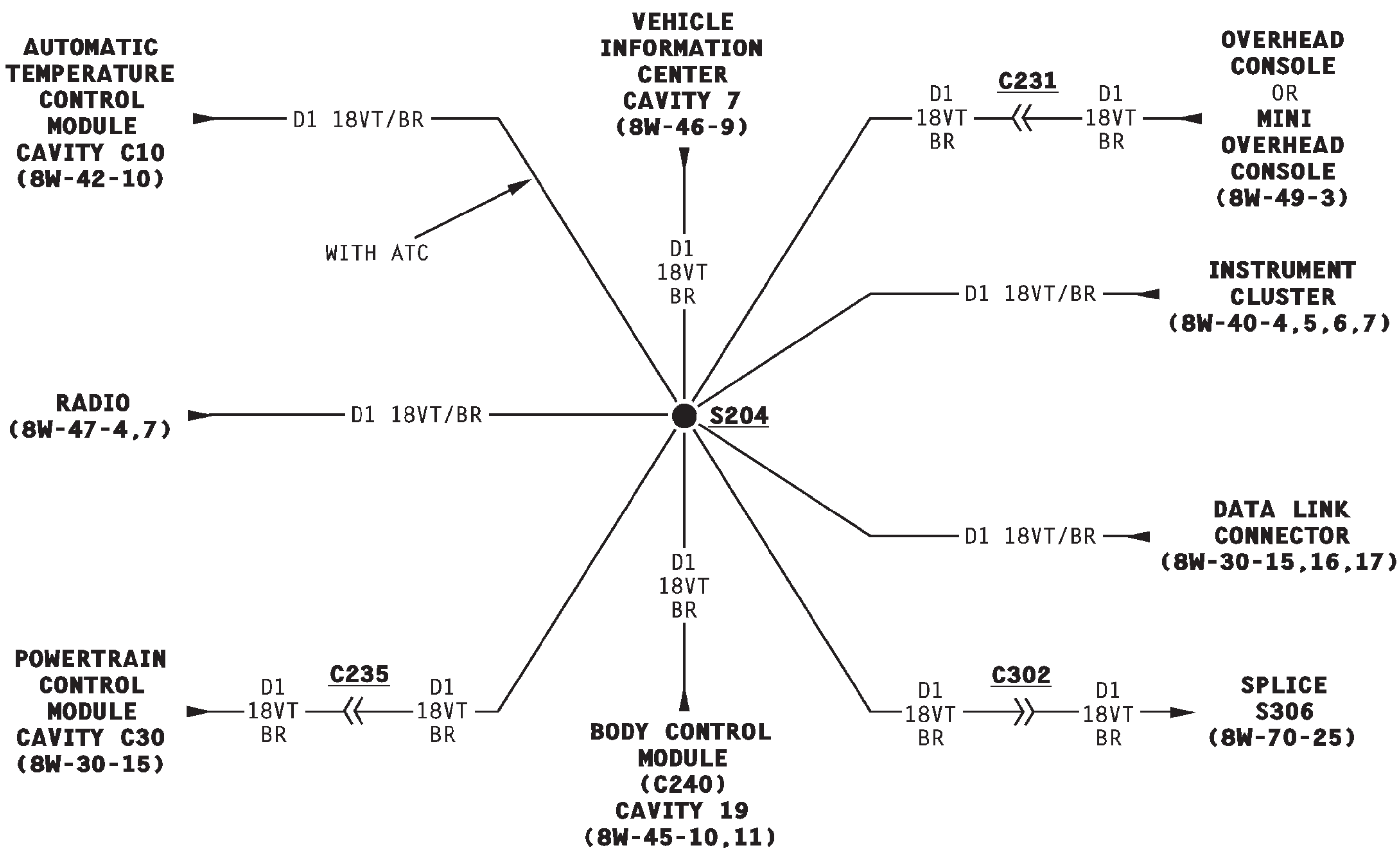
806e5aa9 J968W-3

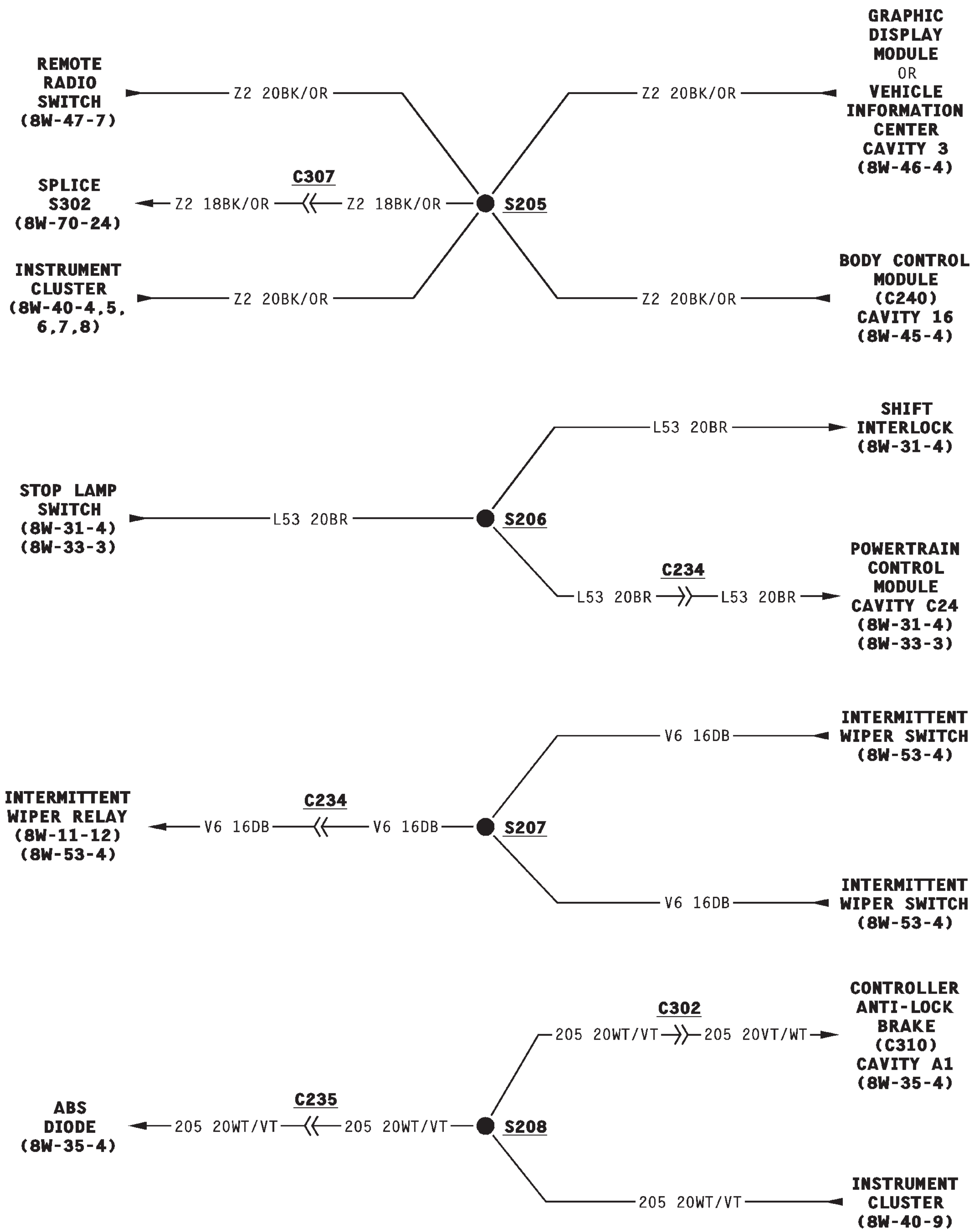


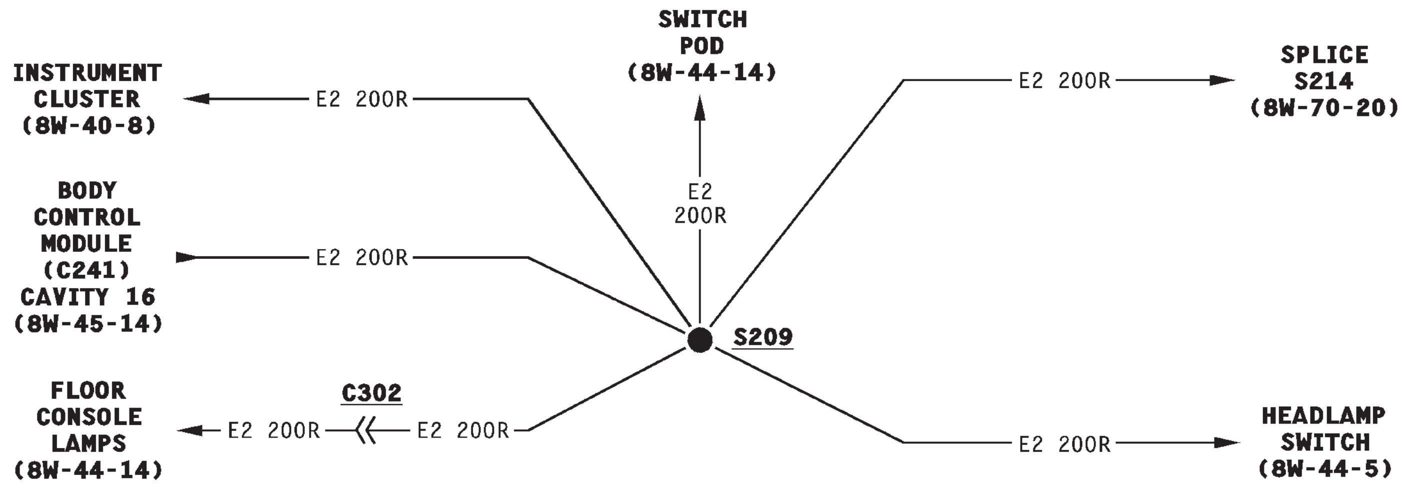
806e5aaa J968W-3


POWERTRAIN CONTROL MODULE CAVITY C27 (8W-30-14)
D83 20BK PK
C234
D83 20BK PK
D83 20BK/PK
DATA LINK CONNECTOR (8W-30-14)
S200
SPEED PROPORTIONAL STEERING CONTROL MODULE CAVITY 12 (8W-65-3)
D99 20BK RD
C235
D83 20BK PK
D83 20BK PK
C302
D83 20BK PK
CONTROLLER ANTI-LOCK BRAKE CAVITY A3 (8W-35-6)
DATA LINK CONNECTOR (8W-30-14)
F75 18VT
F75 18VT
JUNCTION BLOCK (C200) (8W-12-14)
S201
AUTO HEADLAMP LIGHT SENSOR/ VTSS LAMP (8W-39-5)
F75 18VT
F75 18VT
INSTRUMENT CLUSTER (8W-40-4,5,6,7)
BODY CONTROL MODULE (C241) CAVITY 24 (8W-45-4)
HEADLAMP SWITCH (8W-50-4)
Z1 16BK
Z1 16BK
Z1 16BK
SPLICE S216 (8W-70-20)
HEADLAMP SWITCH (8W-50-9)
Z1 16BK
S202
Z1 14BK
C301
Z1 14BK
Z1 20BK
STOP LAMP SWITCH (8W-31-4) (8W-33-3)
G304
8W-15-8

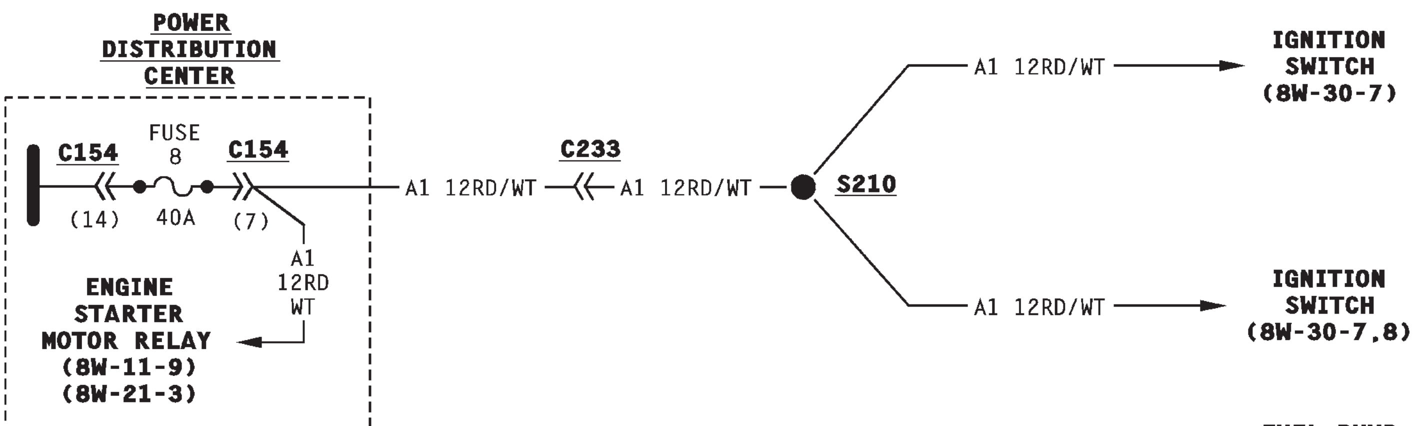

AUTOMATIC TEMPERATURE CONTROL MODULE CAVITY C11 (8W-42-10)
D2 18WT/BK
WITH ATC
VEHICLE INFORMATION CENTER CAVITY 8 (8W-46-9)
D2 18WT BK
C231
D2 18WT BK
D2 18WT BK
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE (8W-49-3)
D2 18WT/BK
INSTRUMENT CLUSTER (8W-40-4,5,6,7)
RADIO (8W-47-4,7)
D2 18WT/BK
S203
D2 18WT BK
D2 18WT/BK
DATA LINK CONNECTOR (8W-30-15,16,17)
POWERTRAIN CONTROL MODULE CAVITY C28 (8W-30-15)
D2 18WT BK
C235
D2 18WT BK
BODY CONTROL MODULE (C240) CAVITY 20 (8W-45-10,11)
D2 18WT BK
C302
D2 18WT BK
SPLICE S307 (8W-70-26)


AUTOMATIC TEMPERATURE CONTROL MODULE CAVITY C10 (8W-42-10)
D1 18VT/BR
WITH ATC
VEHICLE INFORMATION CENTER CAVITY 7 (8W-46-9)
D1 18VT BR
C231
D1 18VT BR
D1 18VT BR
OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE (8W-49-3)
D1 18VT/BR
INSTRUMENT CLUSTER (8W-40-4,5,6,7)
RADIO (8W-47-4,7)
D1 18VT/BR
S204
D1 18VT BR
D1 18VT/BR
DATA LINK CONNECTOR (8W-30-15,16,17)
POWERTRAIN CONTROL MODULE CAVITY C30 (8W-30-15)
D1 18VT BR
C235
D1 18VT BR
BODY CONTROL MODULE (C240) CAVITY 19 (8W-45-10,11)
D1 18VT BR
C302
D1 18VT BR
SPLICE S306 (8W-70-25)

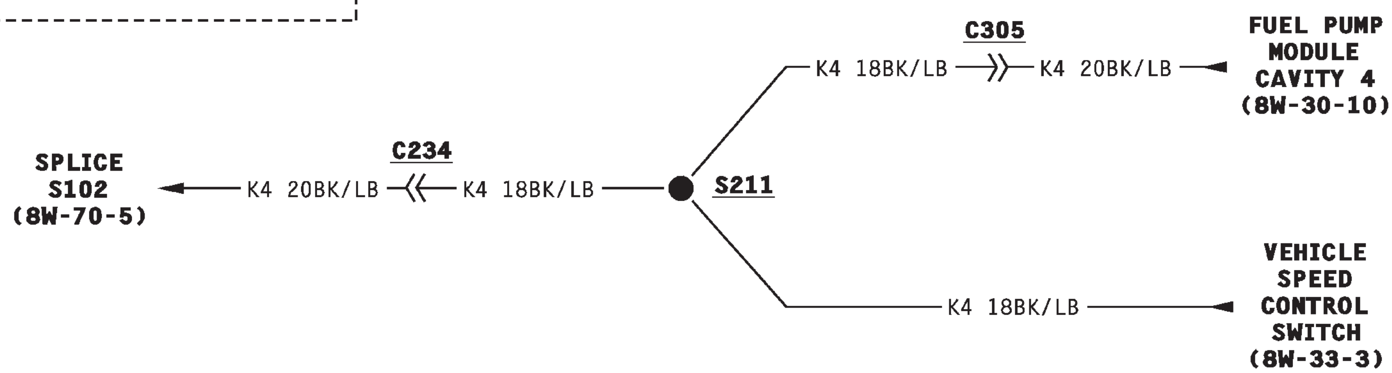

REMOTE RADIO SWITCH (8W-47-7)
Z2 20BK/OR
SPLICE S302 (8W-70-24)
Z2 18BK/OR
C307
Z2 18BK/OR
S205
INSTRUMENT CLUSTER (8W-40-4,5, 6,7,8)
Z2 20BK/OR
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 3 (8W-46-4)
Z2 20BK/OR
BODY CONTROL MODULE (C240) CAVITY 16 (8W-45-4)
Z2 20BK/OR
STOP LAMP SWITCH (8W-31-4) (8W-33-3)
L53 20BR
S206
L53 20BR
SHIFT INTERLOCK (8W-31-4)
L53 20BR
C234
L53 20BR
POWERTRAIN CONTROL MODULE CAVITY C24 (8W-31-4) (8W-33-3)
INTERMITTENT WIPER RELAY (8W-11-12) (8W-53-4)
V6 16DB
C234
V6 16DB
S207
V6 16DB
INTERMITTENT WIPER SWITCH (8W-53-4)
V6 16DB
INTERMITTENT WIPER SWITCH (8W-53-4)
ABS DIODE (8W-35-4)
205 20WT/VT
C235
205 20WT/VT
S208
205 20WT/VT
C302
205 20VT/WT
CONTROLLER ANTI-LOCK BRAKE (C310) CAVITY A1 (8W-35-4)
205 20WT/VT
INSTRUMENT CLUSTER (8W-40-9)



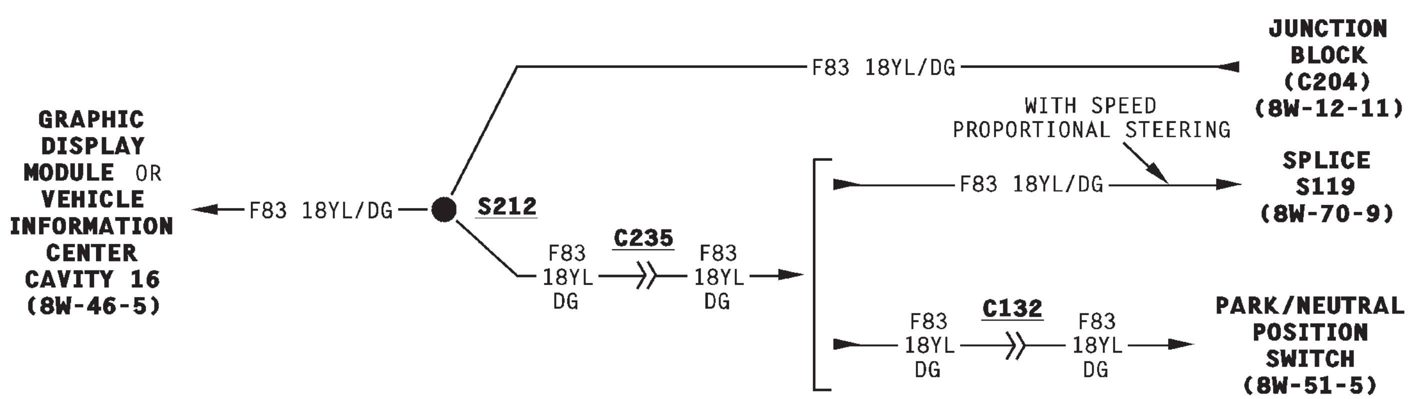
SWITCH POD (8W-44-14)
INSTRUMENT CLUSTER (8W-40-8)
E2 200R
SPLICE S214 (8W-70-20)
BODY CONTROL MODULE (C241) CAVITY 16 (8W-45-14)
S209
FLOOR CONSOLE LAMPS (8W-44-14)
C302
HEADLAMP SWITCH (8W-44-5)



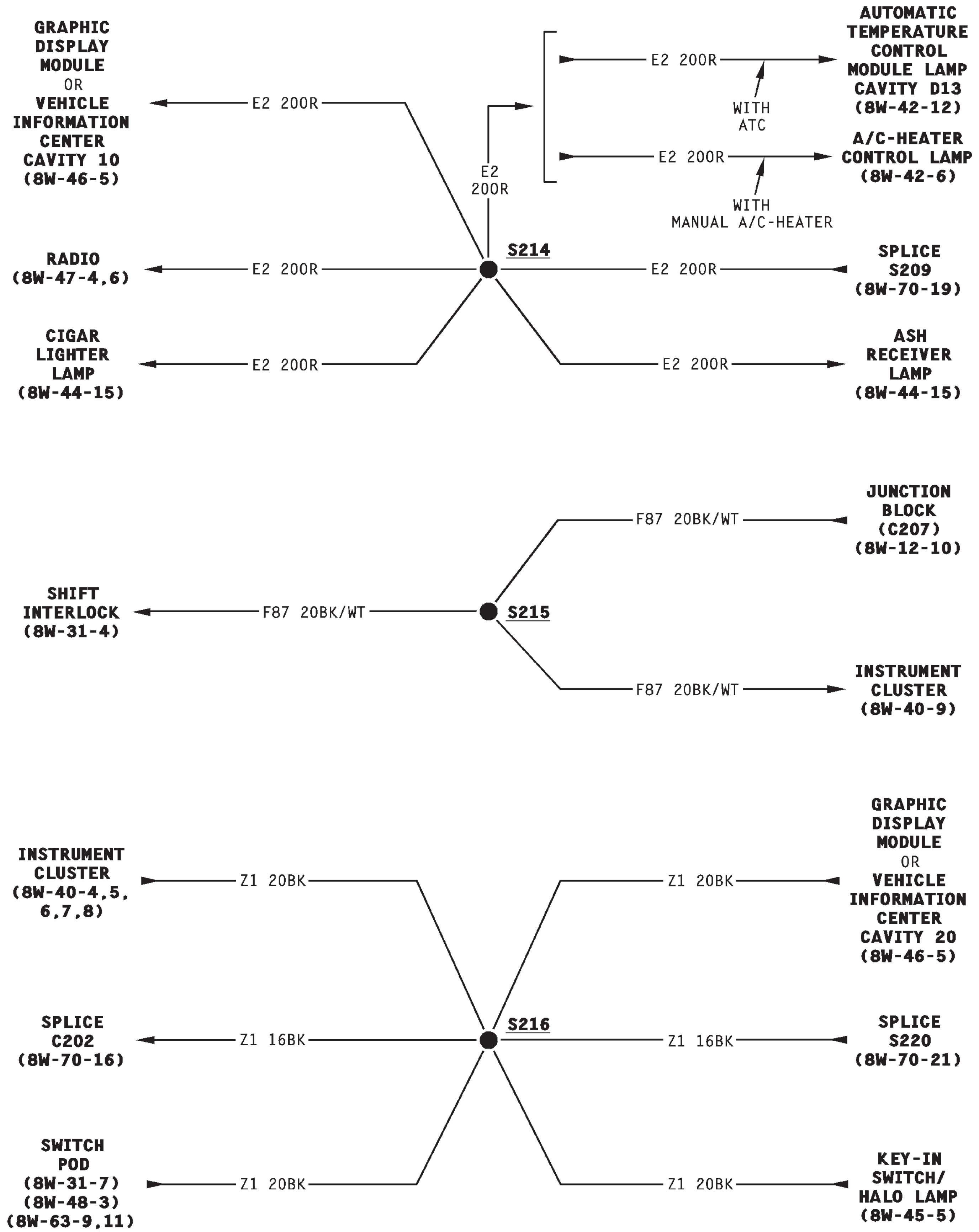
POWER DISTRIBUTION CENTER
C154
FUSE 8 40A
(14)
(7)
A1 12RD WT
ENGINE STARTER MOTOR RELAY (8W-11-9) (8W-21-3)
A1 12RD/WT
C233
S210
IGNITION SWITCH (8W-30-7)
IGNITION SWITCH (8W-30-7,8)

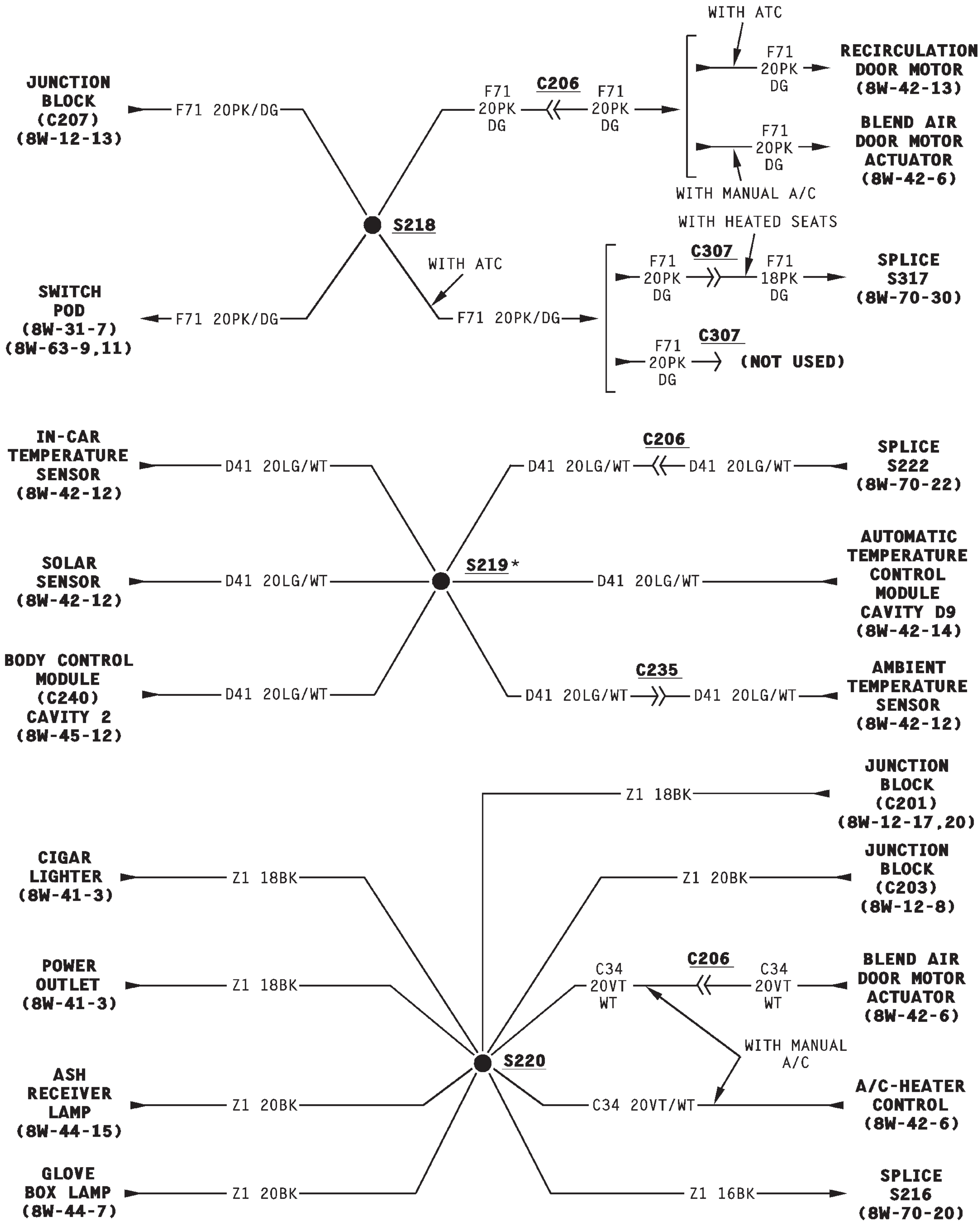


C305
K4 18BK/LB
K4 20BK/LB
FUEL PUMP MODULE CAVITY 4 (8W-30-10)
SPLICE S102 (8W-70-5)
C234
S211
VEHICLE SPEED CONTROL SWITCH (8W-33-3)

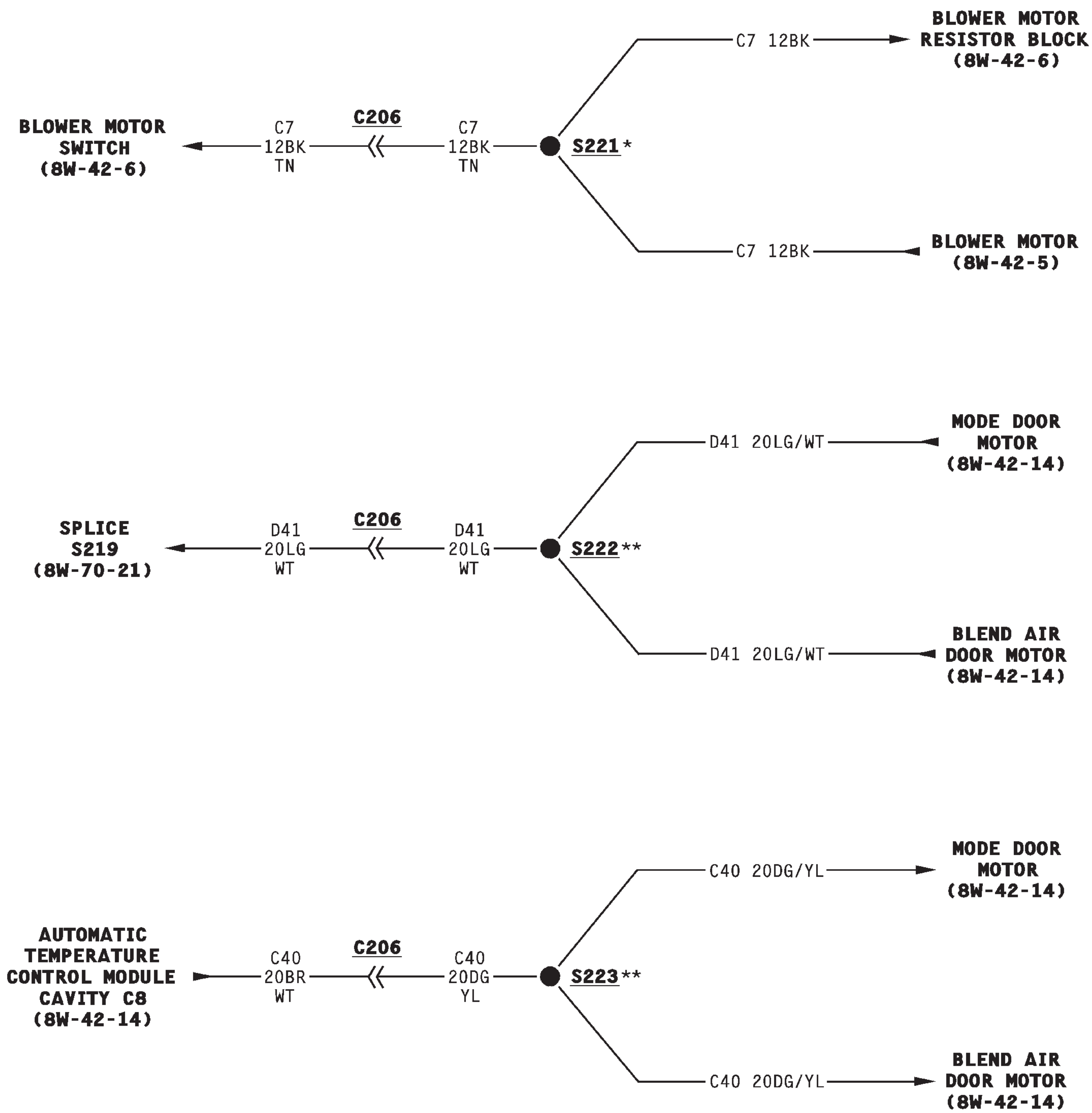


JUNCTION BLOCK (C204) (8W-12-11)
F83 18YL/DG
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 16 (8W-46-5)
WITH SPEED PROPORTIONAL STEERING
SPLICE S119 (8W-70-9)
S212
C235
F83 18YL DG
C132
PARK/NEUTRAL POSITION SWITCH (8W-51-5)

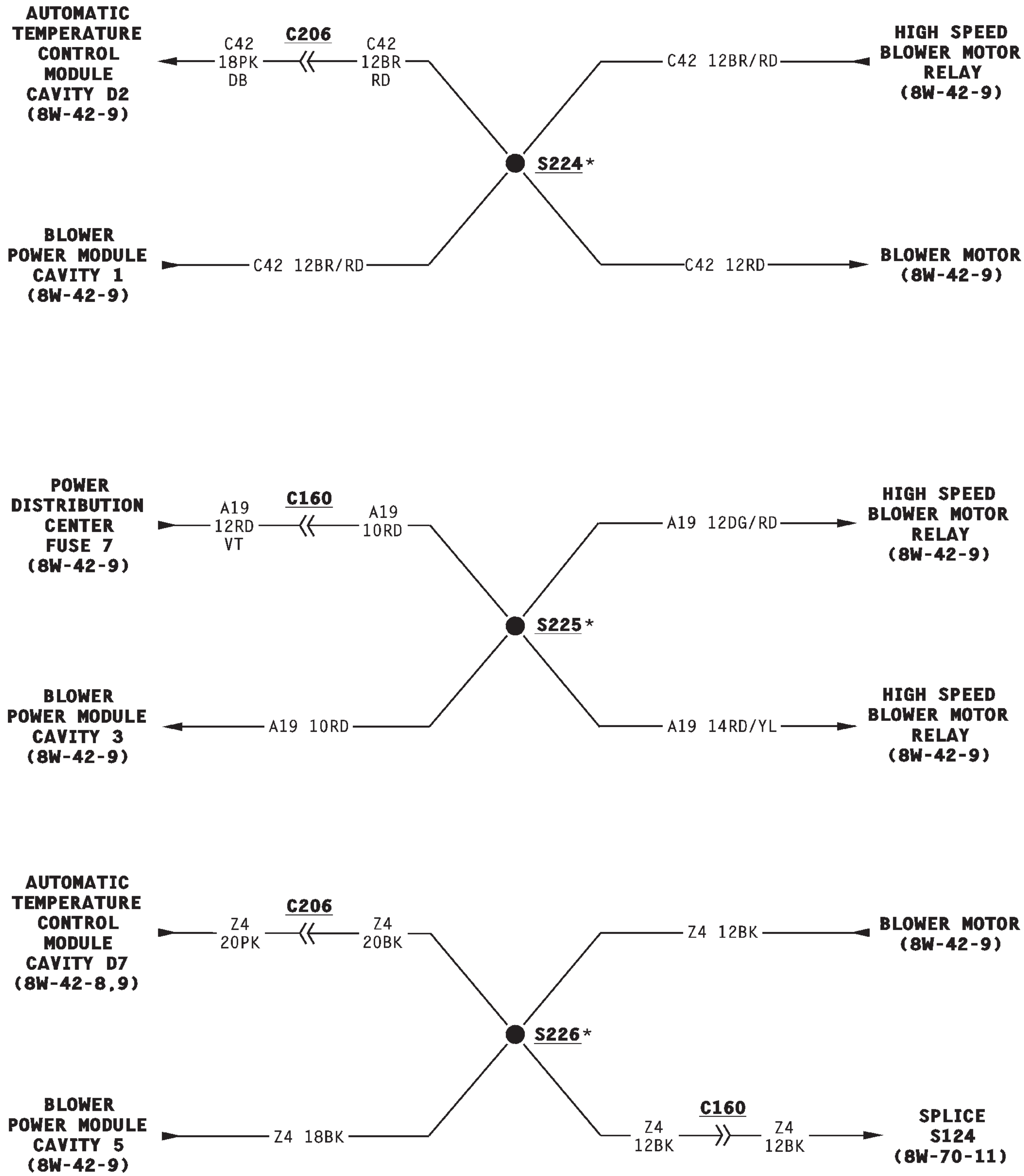

GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 10 (8W-46-5)
E2 200R
E2 200R
AUTOMATIC TEMPERATURE CONTROL MODULE LAMP CAVITY D13 (8W-42-12)
WITH ATC
E2 200R
A/C-HEATER CONTROL LAMP (8W-42-6)
WITH MANUAL A/C-HEATER
E2 200R
RADIO (8W-47-4,6)
E2 200R
S214
E2 200R
SPLICE S209 (8W-70-19)
CIGAR LIGHTER LAMP (8W-44-15)
E2 200R
E2 200R
ASH RECEIVER LAMP (8W-44-15)
JUNCTION BLOCK (C207) (8W-12-10)
F87 20BK/WT
SHIFT INTERLOCK (8W-31-4)
F87 20BK/WT
S215
F87 20BK/WT
INSTRUMENT CLUSTER (8W-40-9)
INSTRUMENT CLUSTER (8W-40-4,5, 6,7,8)
Z1 20BK
Z1 20BK
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER CAVITY 20 (8W-46-5)
SPLICE C202 (8W-70-16)
Z1 16BK
S216
Z1 16BK
SPLICE S220 (8W-70-21)
SWITCH POD (8W-31-7) (8W-48-3) (8W-63-9,11)
Z1 20BK
Z1 20BK
KEY-IN SWITCH/ HALO LAMP (8W-45-5)


JUNCTION BLOCK (C207) (8W-12-13)
F71 20PK/DG
S218
F71 20PK DG
C206
F71 20PK DG
WITH ATC
F71 20PK DG
RECIRCULATION DOOR MOTOR (8W-42-13)
F71 20PK DG
BLEND AIR DOOR MOTOR ACTUATOR (8W-42-6)
WITH MANUAL A/C
SWITCH POD (8W-31-7) (8W-63-9,11)
F71 20PK/DG
WITH ATC
F71 20PK/DG
WITH HEATED SEATS
F71 20PK DG
C307
F71 18PK DG
SPLICE S317 (8W-70-30)
F71 20PK DG
C307
(NOT USED)
IN-CAR TEMPERATURE SENSOR (8W-42-12)
D41 20LG/WT
D41 20LG/WT
C206
D41 20LG/WT
SPLICE S222 (8W-70-22)
SOLAR SENSOR (8W-42-12)
D41 20LG/WT
S219*
D41 20LG/WT
AUTOMATIC TEMPERATURE CONTROL MODULE CAVITY D9 (8W-42-14)
BODY CONTROL MODULE (C240) CAVITY 2 (8W-45-12)
D41 20LG/WT
D41 20LG/WT
C235
D41 20LG/WT
AMBIENT TEMPERATURE SENSOR (8W-42-12)
Z1 18BK
JUNCTION BLOCK (C201) (8W-12-17,20)
CIGAR LIGHTER (8W-41-3)
Z1 18BK
Z1 20BK
JUNCTION BLOCK (C203) (8W-12-8)
POWER OUTLET (8W-41-3)
Z1 18BK
C34 20VT WT
C206
C34 20VT WT
BLEND AIR DOOR MOTOR ACTUATOR (8W-42-6)
WITH MANUAL A/C
S220
ASH RECEIVER LAMP (8W-44-15)
Z1 20BK
C34 20VT/WT
A/C-HEATER CONTROL (8W-42-6)
GLOVE BOX LAMP (8W-44-7)
Z1 20BK
Z1 16BK
SPLICE S216 (8W-70-20)

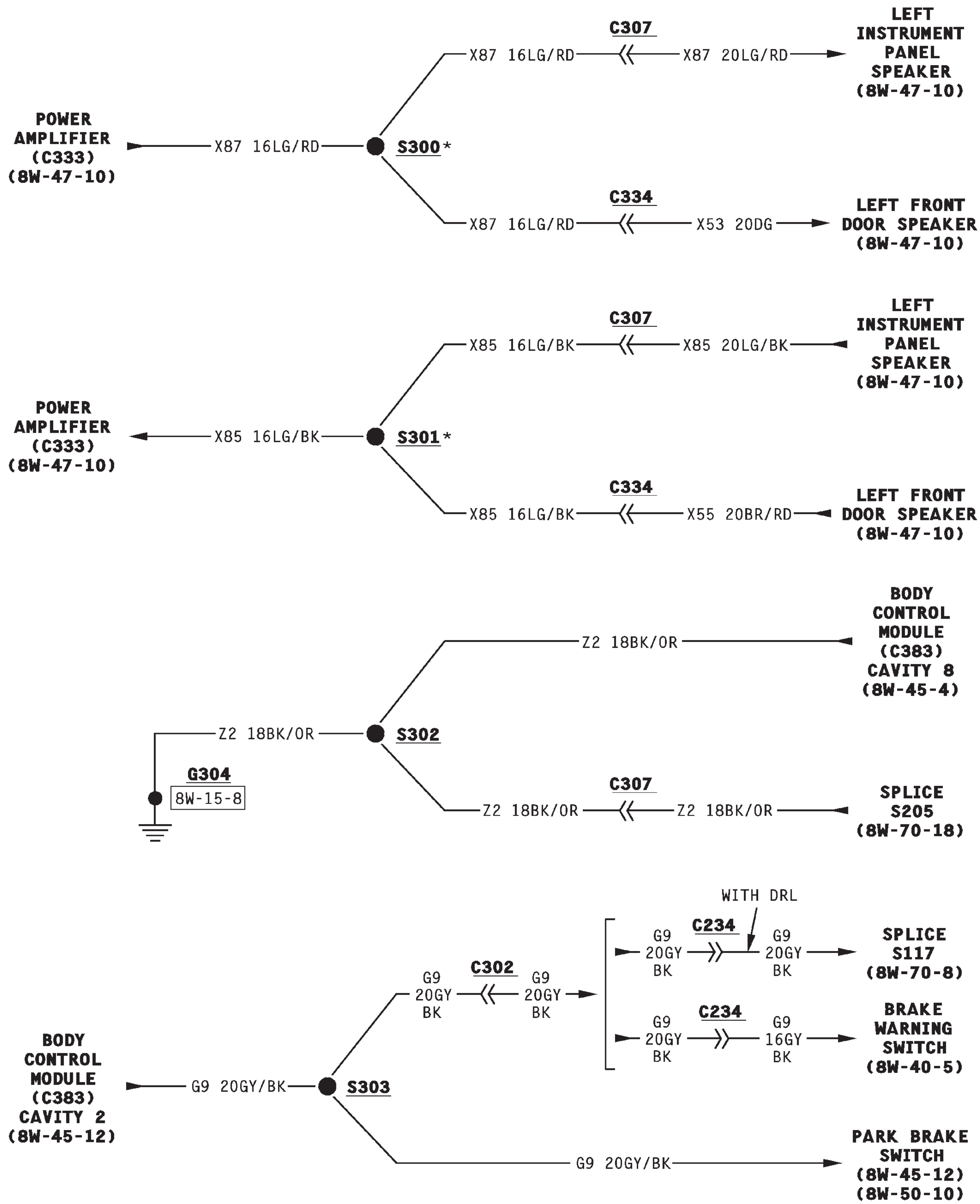
* WITH ATC



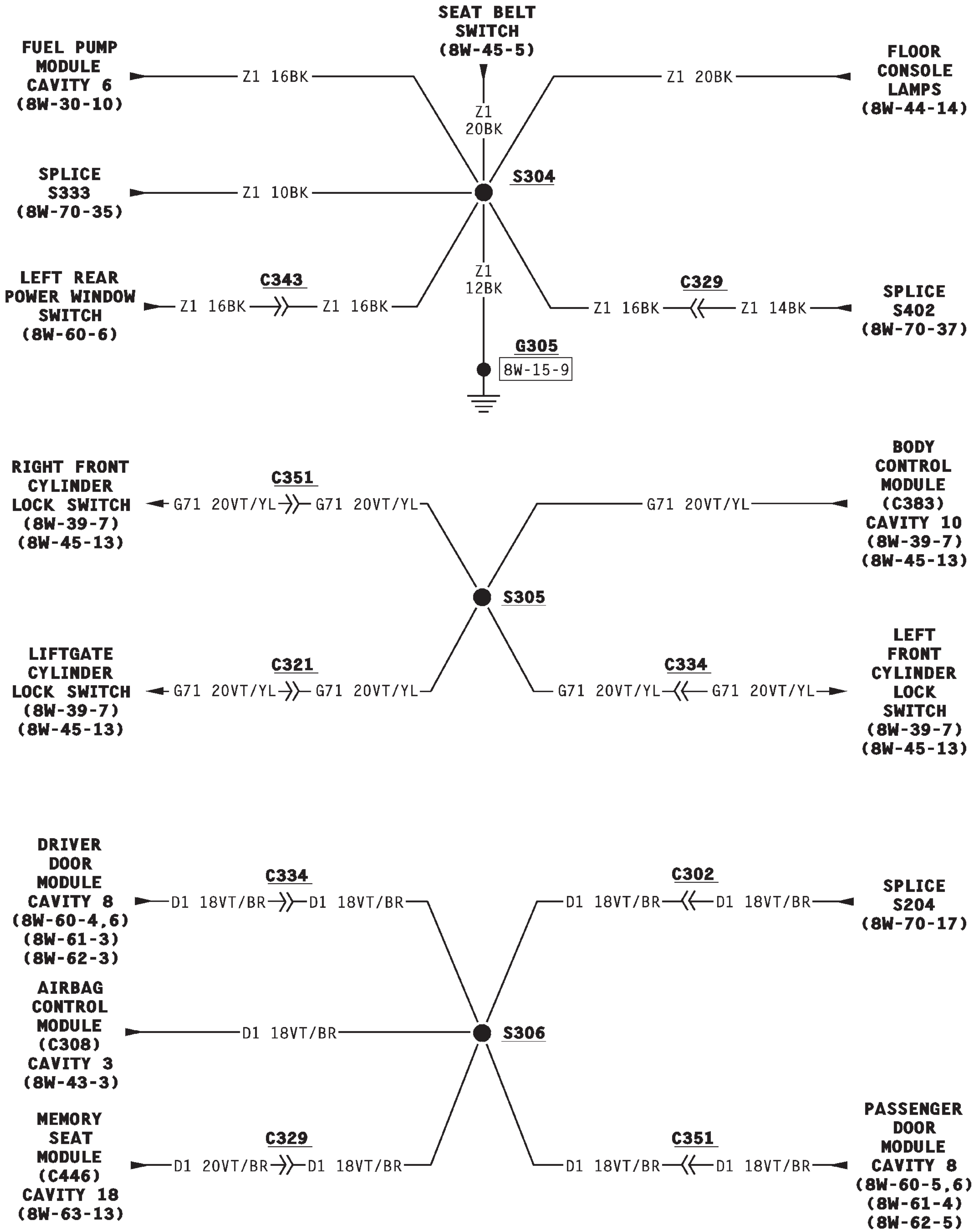
* WITH MANUAL A/C
** WITH ATC


AUTOMATIC TEMPERATURE CONTROL MODULE CAVITY D2 (8W-42-9)
C42 18PK DB
C206
C42 12BR RD
HIGH SPEED BLOWER MOTOR RELAY (8W-42-9)
C42 12BR/RD
S224*
BLOWER POWER MODULE CAVITY 1 (8W-42-9)
C42 12BR/RD
C42 12RD
BLOWER MOTOR (8W-42-9)
POWER DISTRIBUTION CENTER FUSE 7 (8W-42-9)
A19 12RD VT
C160
A19 10RD
A19 12DG/RD
HIGH SPEED BLOWER MOTOR RELAY (8W-42-9)
S225*
BLOWER POWER MODULE CAVITY 3 (8W-42-9)
A19 10RD
A19 14RD/YL
HIGH SPEED BLOWER MOTOR RELAY (8W-42-9)
AUTOMATIC TEMPERATURE CONTROL MODULE CAVITY D7 (8W-42-8,9)
Z4 20PK
C206
Z4 20BK
Z4 12BK
BLOWER MOTOR (8W-42-9)
S226*
BLOWER POWER MODULE CAVITY 5 (8W-42-9)
Z4 18BK
Z4 12BK
C160
Z4 12BK
SPLICE S124 (8W-70-11)

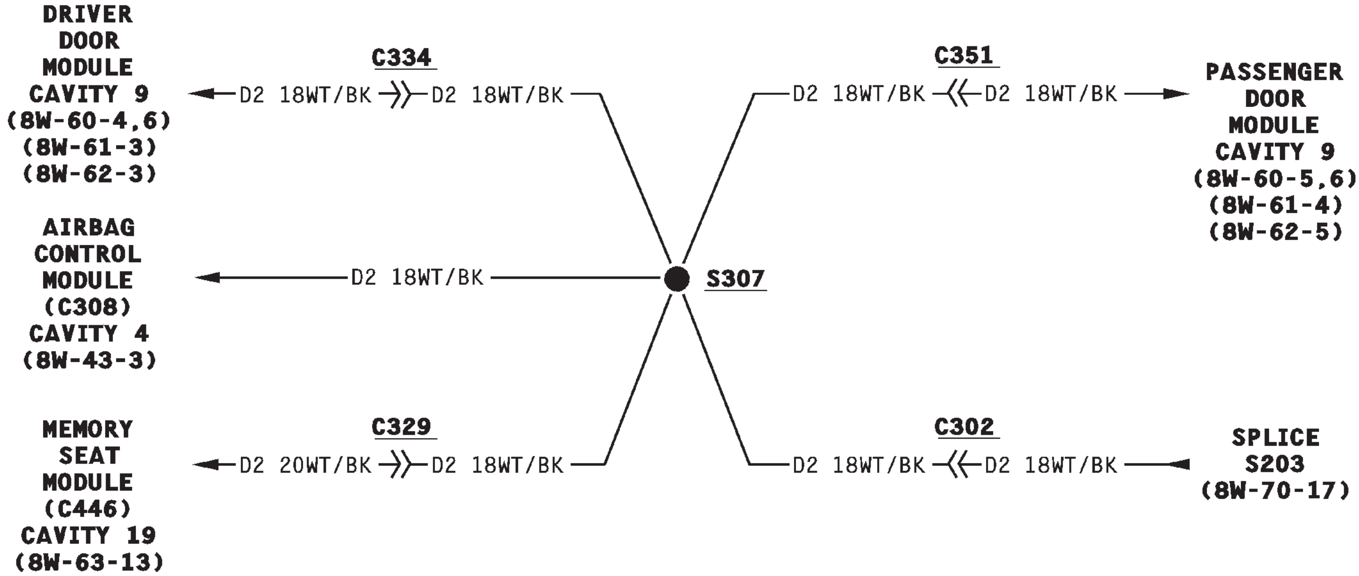
* WITH ATC

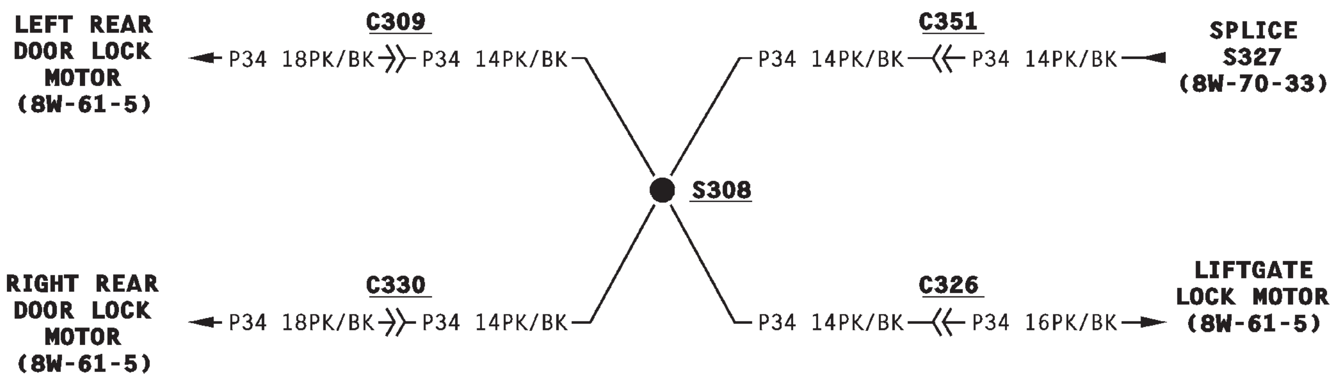


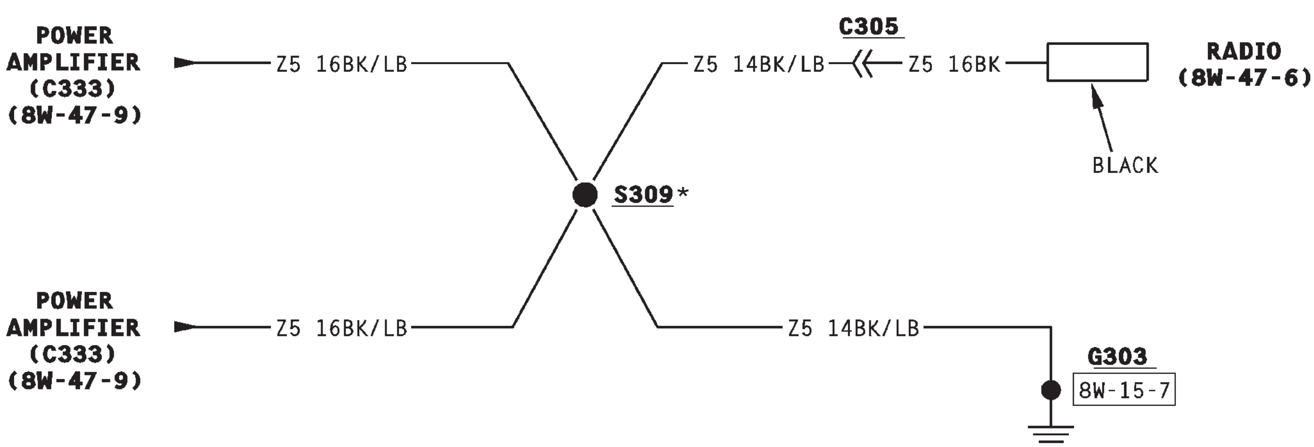
* WITH PREMIUM RADIO



SEAT BELT SWITCH (8W-45-5)
FUEL PUMP MODULE CAVITY 6 (8W-30-10)
Z1 16BK
Z1 20BK
FLOOR CONSOLE LAMPS (8W-44-14)
Z1 20BK
SPLICE S333 (8W-70-35)
Z1 10BK
S304
LEFT REAR POWER WINDOW SWITCH (8W-60-6)
C343
Z1 16BK
Z1 16BK
Z1 12BK
C329
Z1 16BK
Z1 14BK
SPLICE S402 (8W-70-37)
G305
8W-15-9
RIGHT FRONT CYLINDER LOCK SWITCH (8W-39-7) (8W-45-13)
C351
G71 20VT/YL
G71 20VT/YL
BODY CONTROL MODULE (C383) CAVITY 10 (8W-39-7) (8W-45-13)
G71 20VT/YL
S305
LIFTGATE CYLINDER LOCK SWITCH (8W-39-7) (8W-45-13)
C321
G71 20VT/YL
G71 20VT/YL
C334
G71 20VT/YL
G71 20VT/YL
LEFT FRONT CYLINDER LOCK SWITCH (8W-39-7) (8W-45-13)
DRIVER DOOR MODULE CAVITY 8 (8W-60-4,6) (8W-61-3) (8W-62-3)
C334
D1 18VT/BR
D1 18VT/BR
C302
D1 18VT/BR
D1 18VT/BR
SPLICE S204 (8W-70-17)
AIRBAG CONTROL MODULE (C308) CAVITY 3 (8W-43-3)
D1 18VT/BR
S306
MEMORY SEAT MODULE (C446) CAVITY 18 (8W-63-13)
C329
D1 20VT/BR
D1 18VT/BR
C351
D1 18VT/BR
D1 18VT/BR
PASSENGER DOOR MODULE CAVITY 8 (8W-60-5,6) (8W-61-4) (8W-62-5)

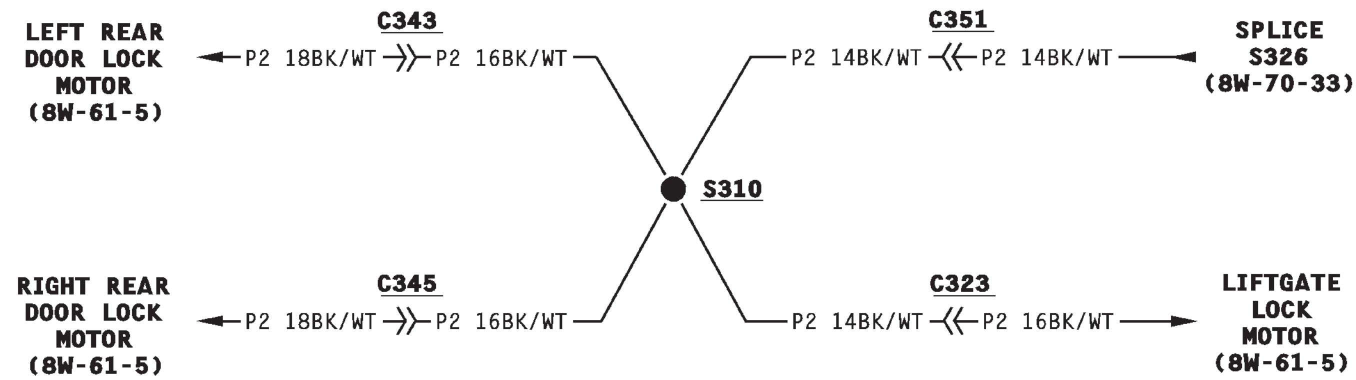


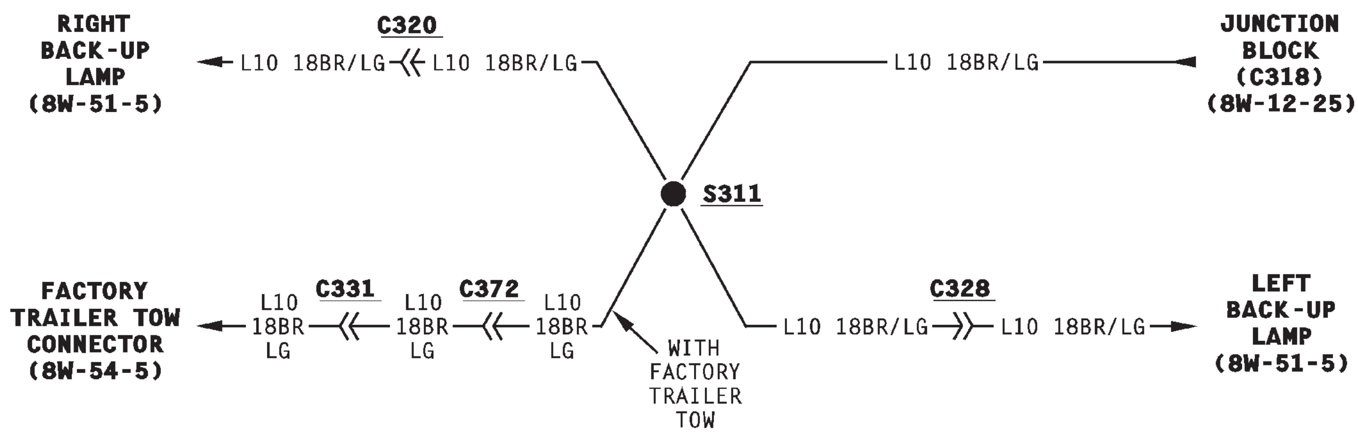


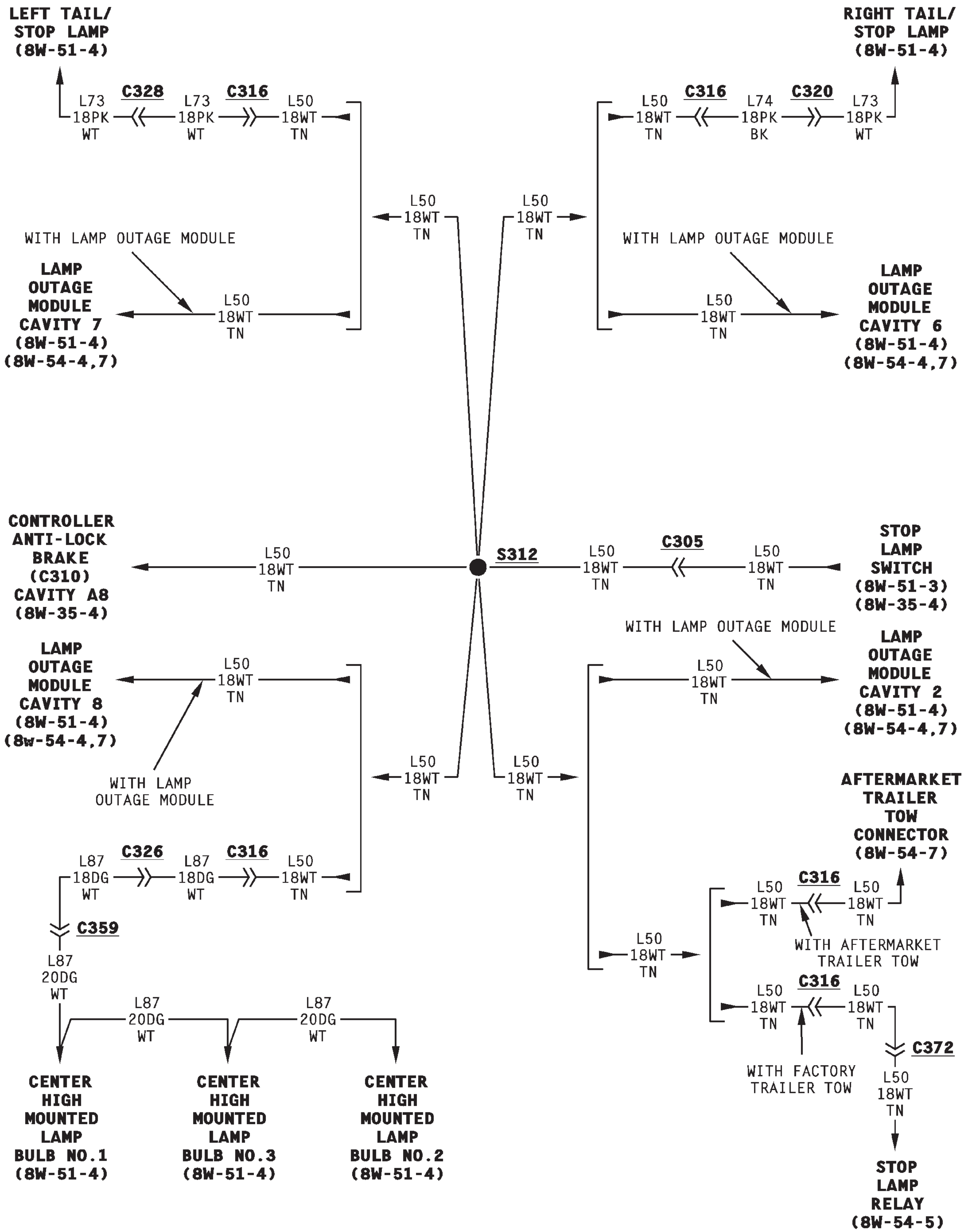


* WITH PREMIUM RADIO

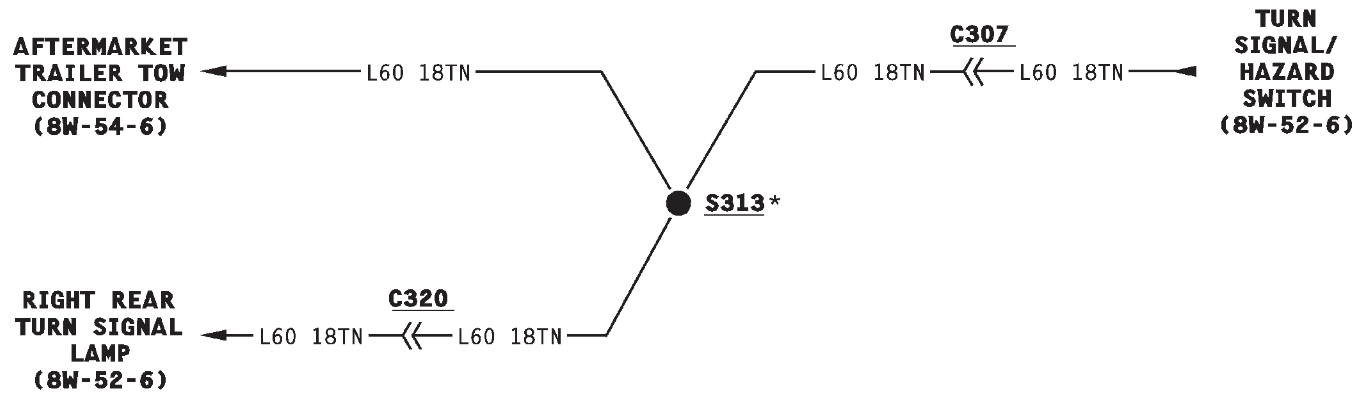
806e5ab6 J968W-3

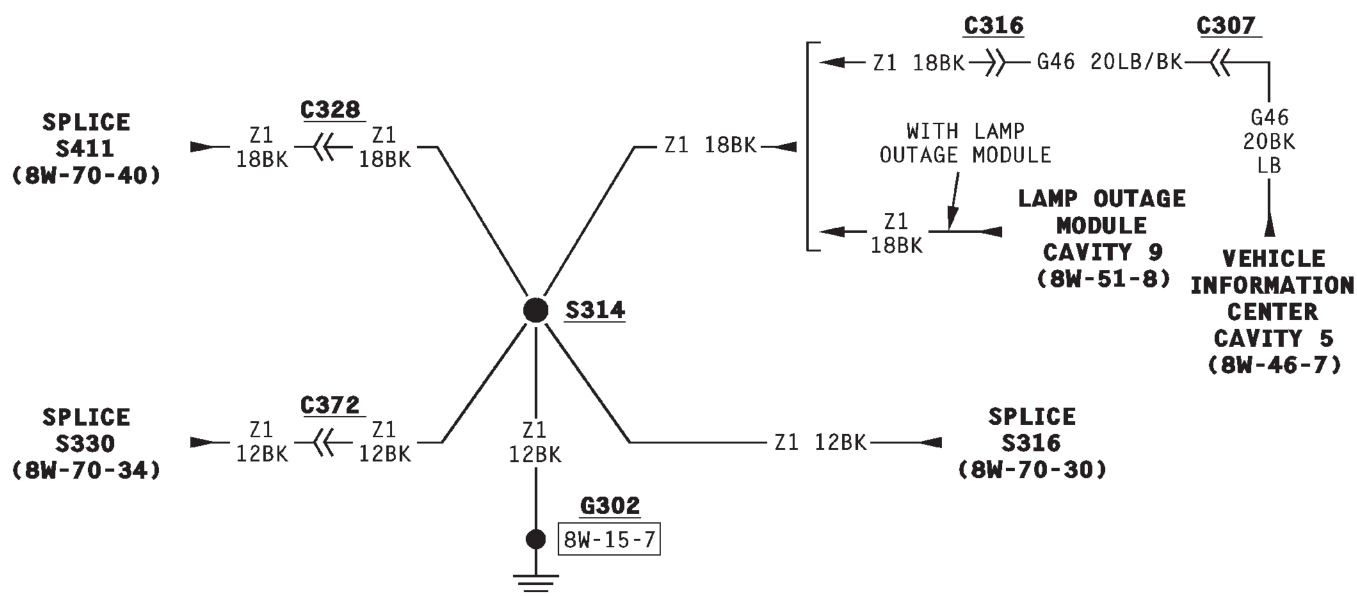

LEFT REAR DOOR LOCK MOTOR (8W-61-5)
P2 18BK/WT
C343
P2 16BK/WT
C351
P2 14BK/WT
P2 14BK/WT
SPLICE S326 (8W-70-33)
S310
RIGHT REAR DOOR LOCK MOTOR (8W-61-5)
P2 18BK/WT
C345
P2 16BK/WT
C323
P2 14BK/WT
P2 16BK/WT
LIFTGATE LOCK MOTOR (8W-61-5)

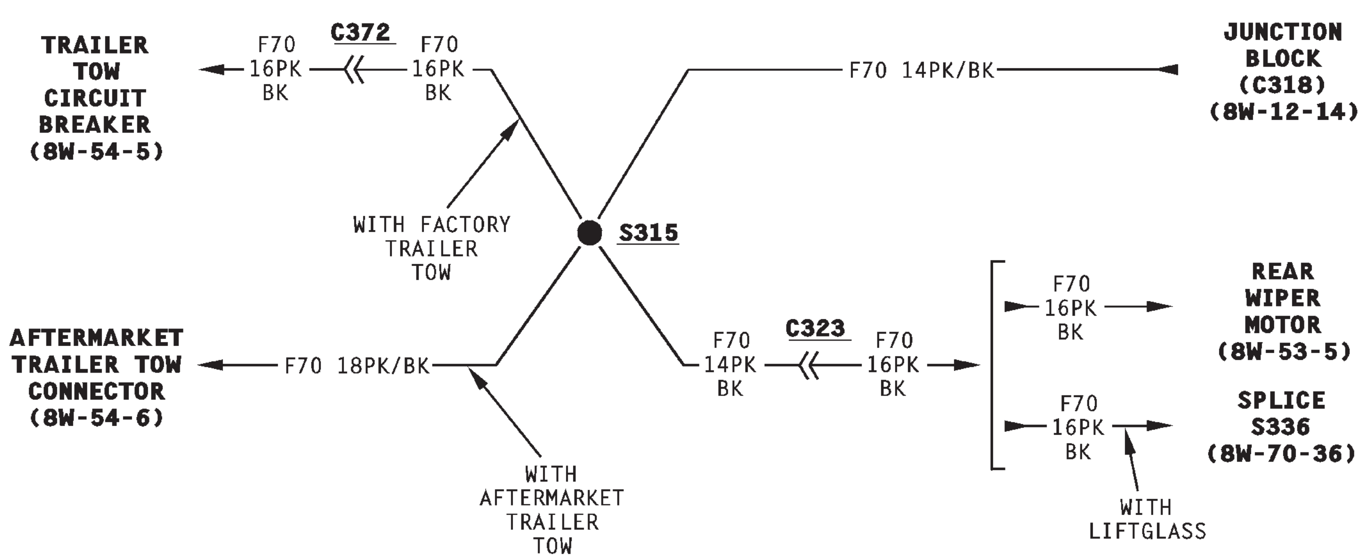

RIGHT BACK-UP LAMP (8W-51-5)
L10 18BR/LG
C320
L10 18BR/LG
L10 18BR/LG
JUNCTION BLOCK (C318) (8W-12-25)
S311
FACTORY TRAILER TOW CONNECTOR (8W-54-5)
L10 18BR LG
C331
L10 18BR LG
C372
L10 18BR LG
WITH FACTORY TRAILER TOW
L10 18BR/LG
C328
L10 18BR/LG
LEFT BACK-UP LAMP (8W-51-5)



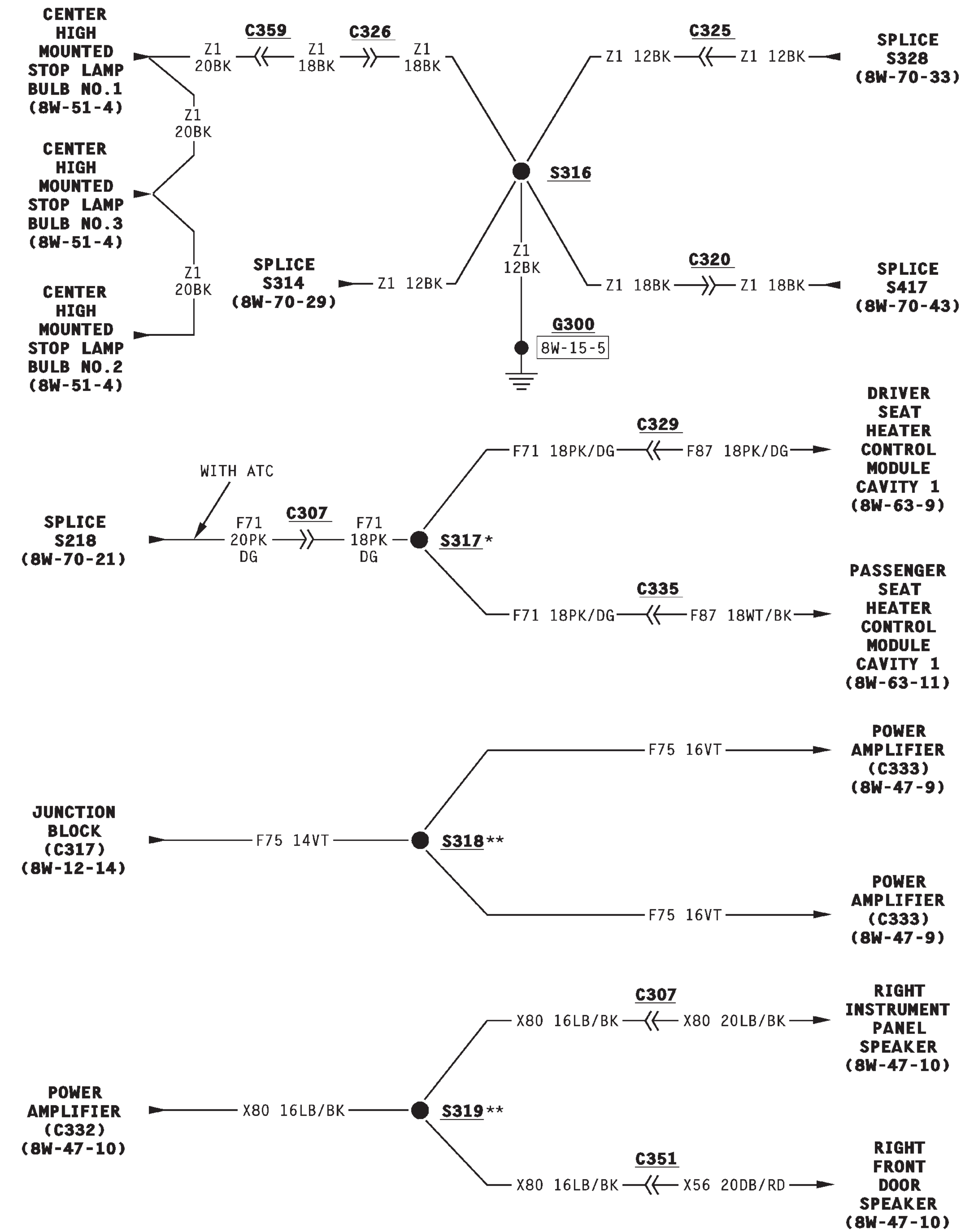
LEFT TAIL/
STOP LAMP
(8W-51-4)
L73
18PK
WT
C328
L73
18PK
WT
C316
L50
18WT
TN
RIGHT TAIL/
STOP LAMP
(8W-51-4)
L50
18WT
TN
C316
L74
18PK
BK
C320
L73
18PK
WT
L50
18WT
TN
L50
18WT
TN
WITH LAMP OUTAGE MODULE
LAMP
OUTAGE
MODULE
CAVITY 7
(8W-51-4)
(8W-54-4,7)
L50
18WT
TN
WITH LAMP OUTAGE MODULE
L50
18WT
TN
LAMP
OUTAGE
MODULE
CAVITY 6
(8W-51-4)
(8W-54-4,7)
CONTROLLER
ANTI-LOCK
BRAKE
(C310)
CAVITY A8
(8W-35-4)
L50
18WT
TN
S312
L50
18WT
TN
C305
L50
18WT
TN
STOP
LAMP
SWITCH
(8W-51-3)
(8W-35-4)
WITH LAMP OUTAGE MODULE
LAMP
OUTAGE
MODULE
CAVITY 2
(8W-51-4)
(8W-54-4,7)
L50
18WT
TN
LAMP
OUTAGE
MODULE
CAVITY 8
(8W-51-4)
(8w-54-4,7)
L50
18WT
TN
WITH LAMP
OUTAGE MODULE
L50
18WT
TN
L50
18WT
TN
AFTERMARKET
TRAILER
TOW
CONNECTOR
(8W-54-7)
L87
18DG
WT
C326
L87
18DG
WT
C316
L50
18WT
TN
L50
18WT
TN
C316
L50
18WT
TN
WITH AFTERMARKET
TRAILER TOW
C359
L87
20DG
WT
L50
18WT
TN
L87
20DG
WT
L87
20DG
WT
L50
18WT
TN
C316
L50
18WT
TN
C372
WITH FACTORY
TRAILER TOW
L50
18WT
TN
CENTER
HIGH
MOUNTED
LAMP
BULB NO.1
(8W-51-4)
CENTER
HIGH
MOUNTED
LAMP
BULB NO.3
(8W-51-4)
CENTER
HIGH
MOUNTED
LAMP
BULB NO.2
(8W-51-4)
STOP
LAMP
RELAY
(8W-54-5)



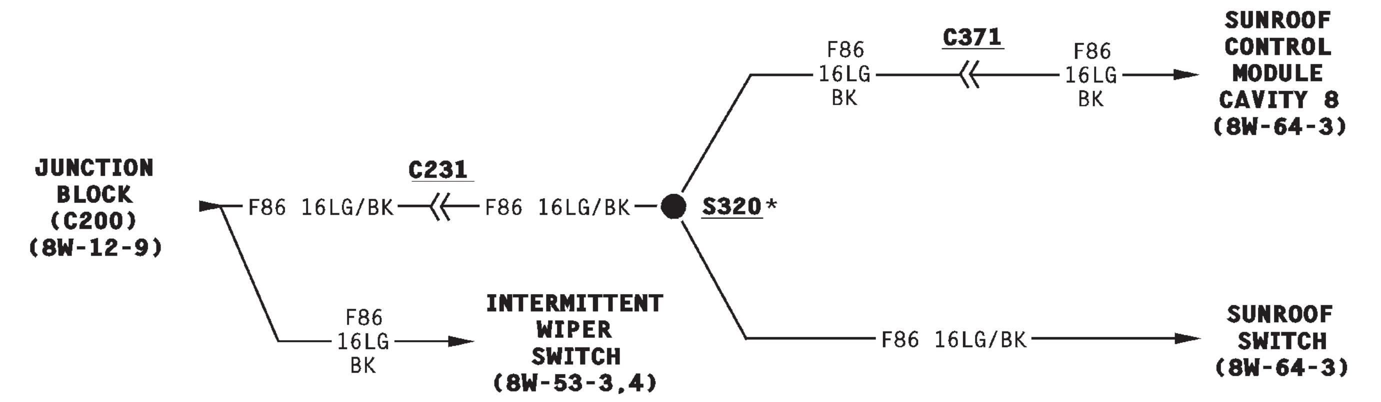


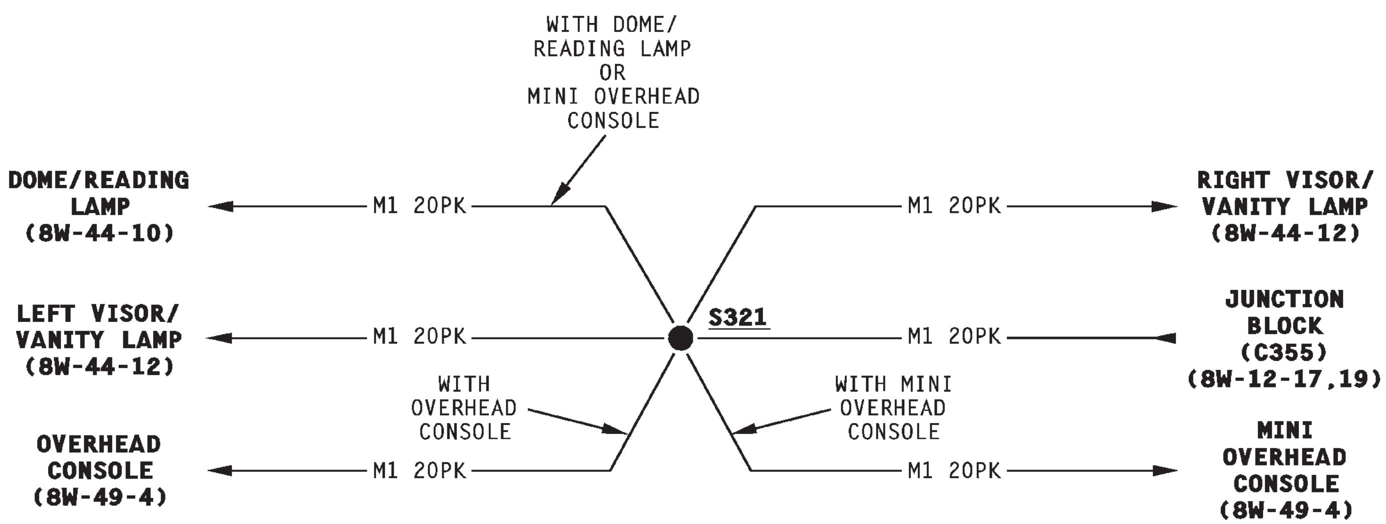


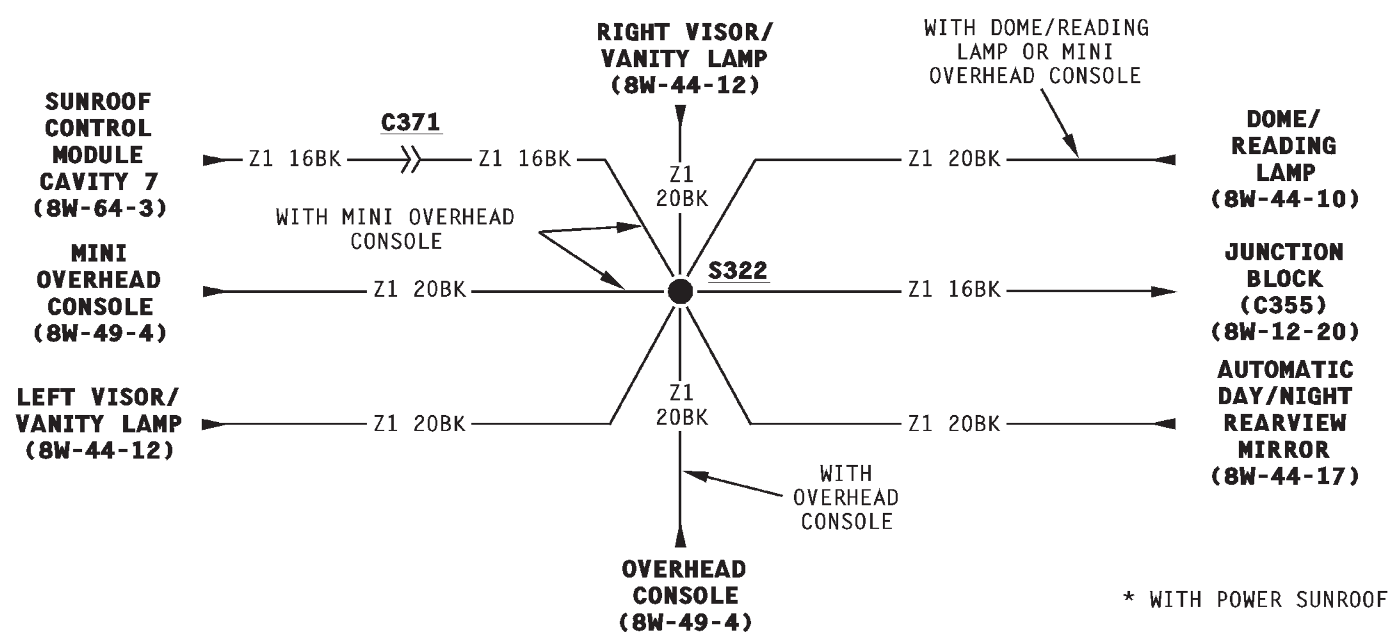
* WITH AFTERMARKET TRAILER TOW



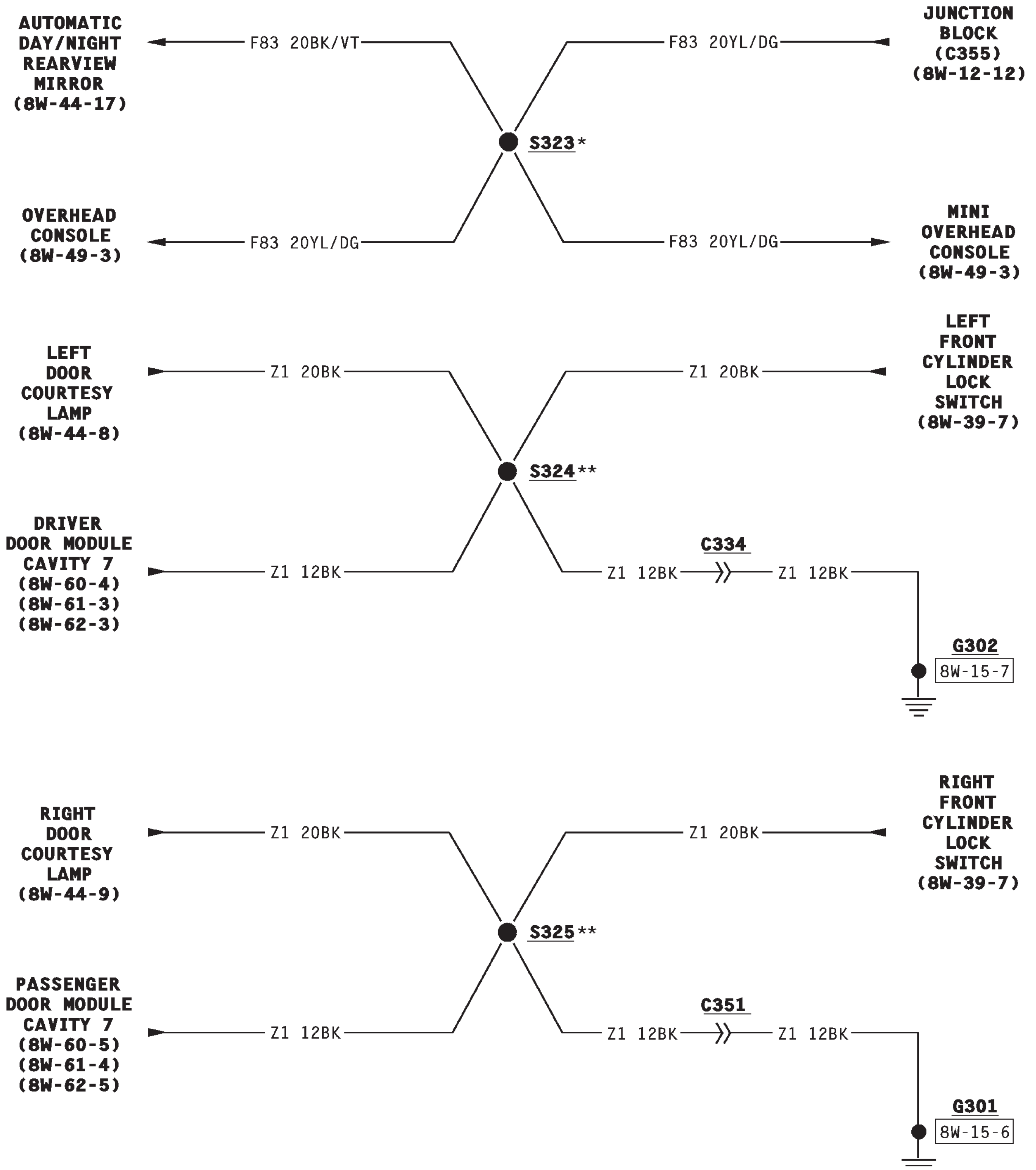
* WITH HEATED SEATS
** WITH PREMIUM RADIO



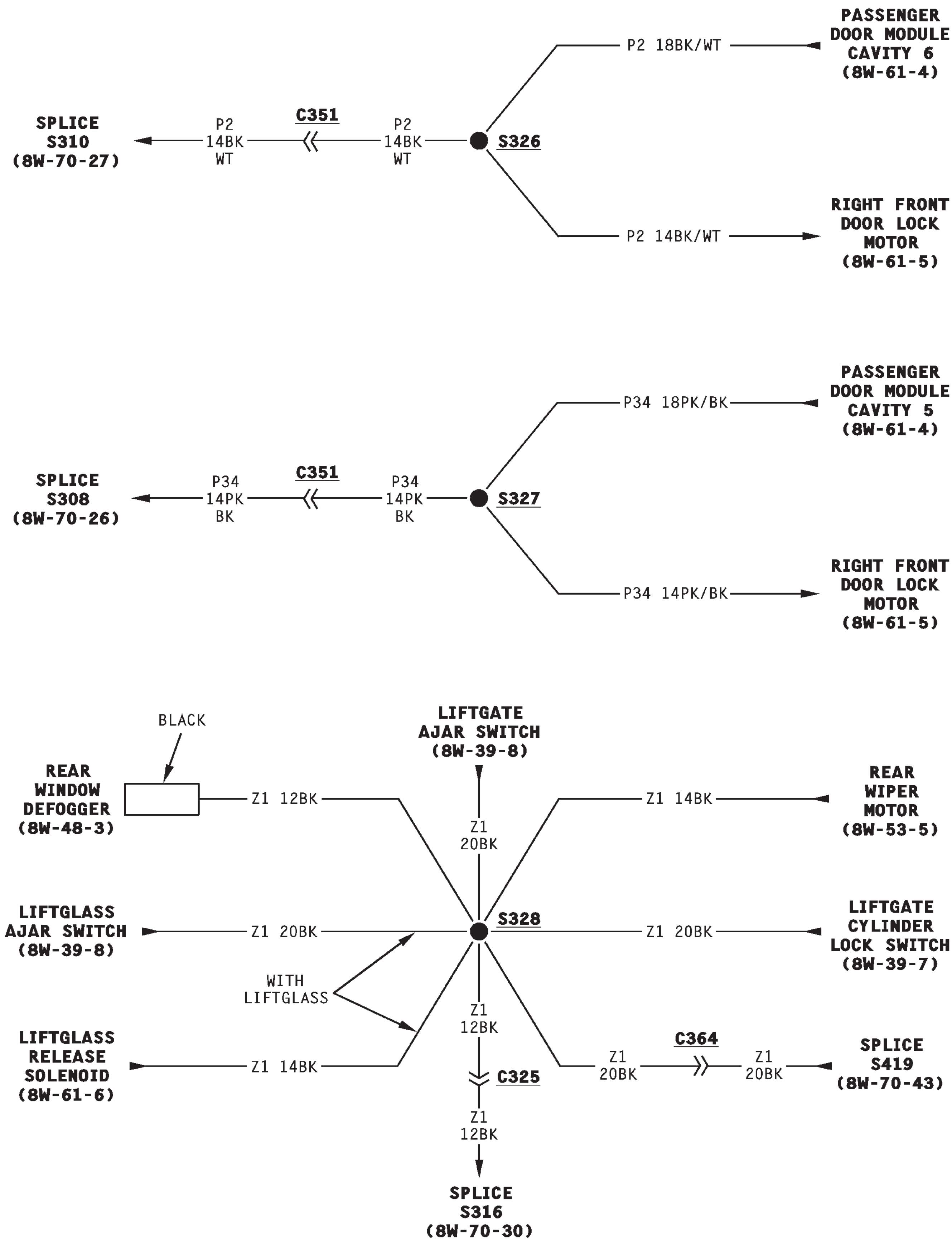


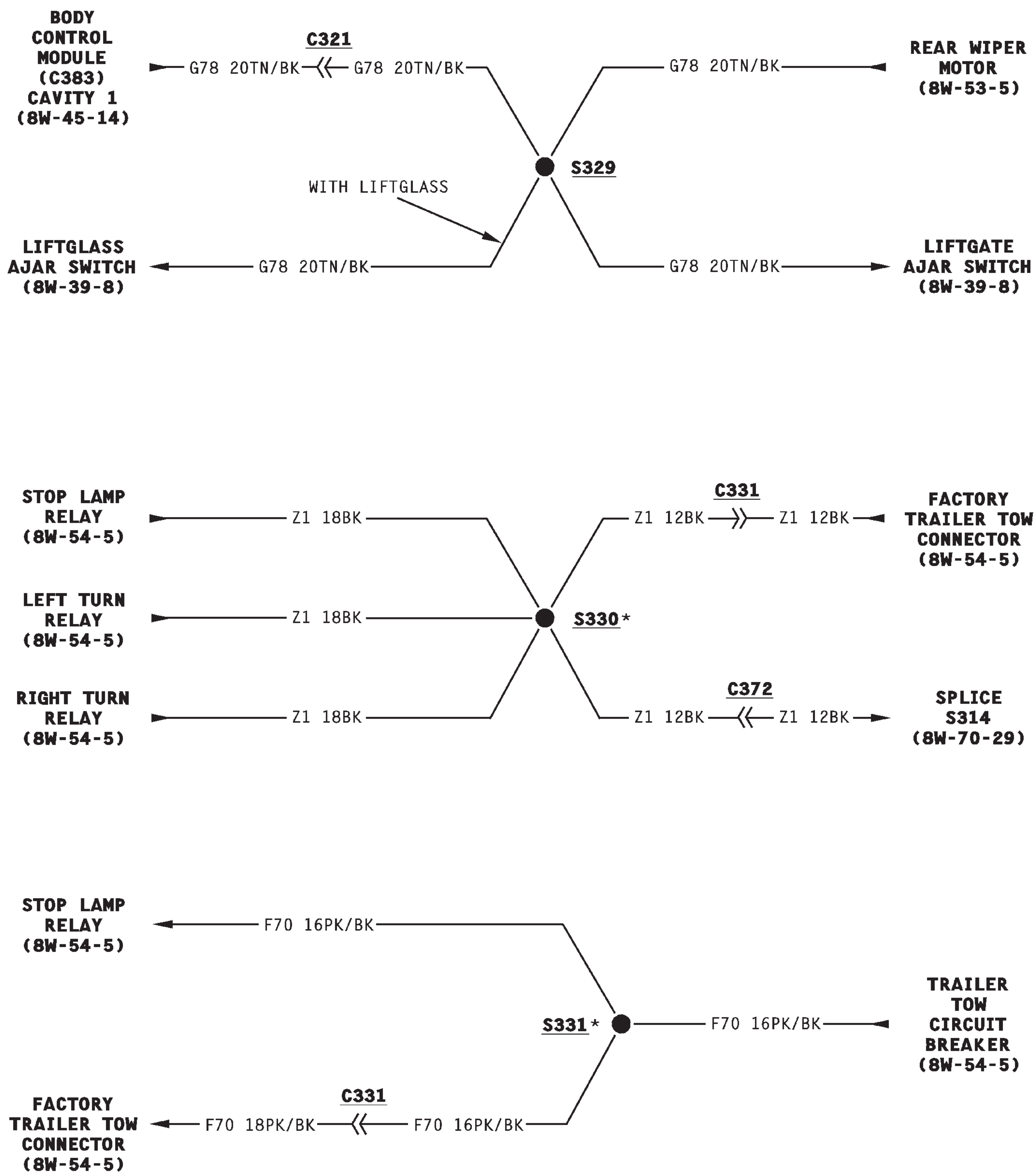


* WITH POWER SUNROOF

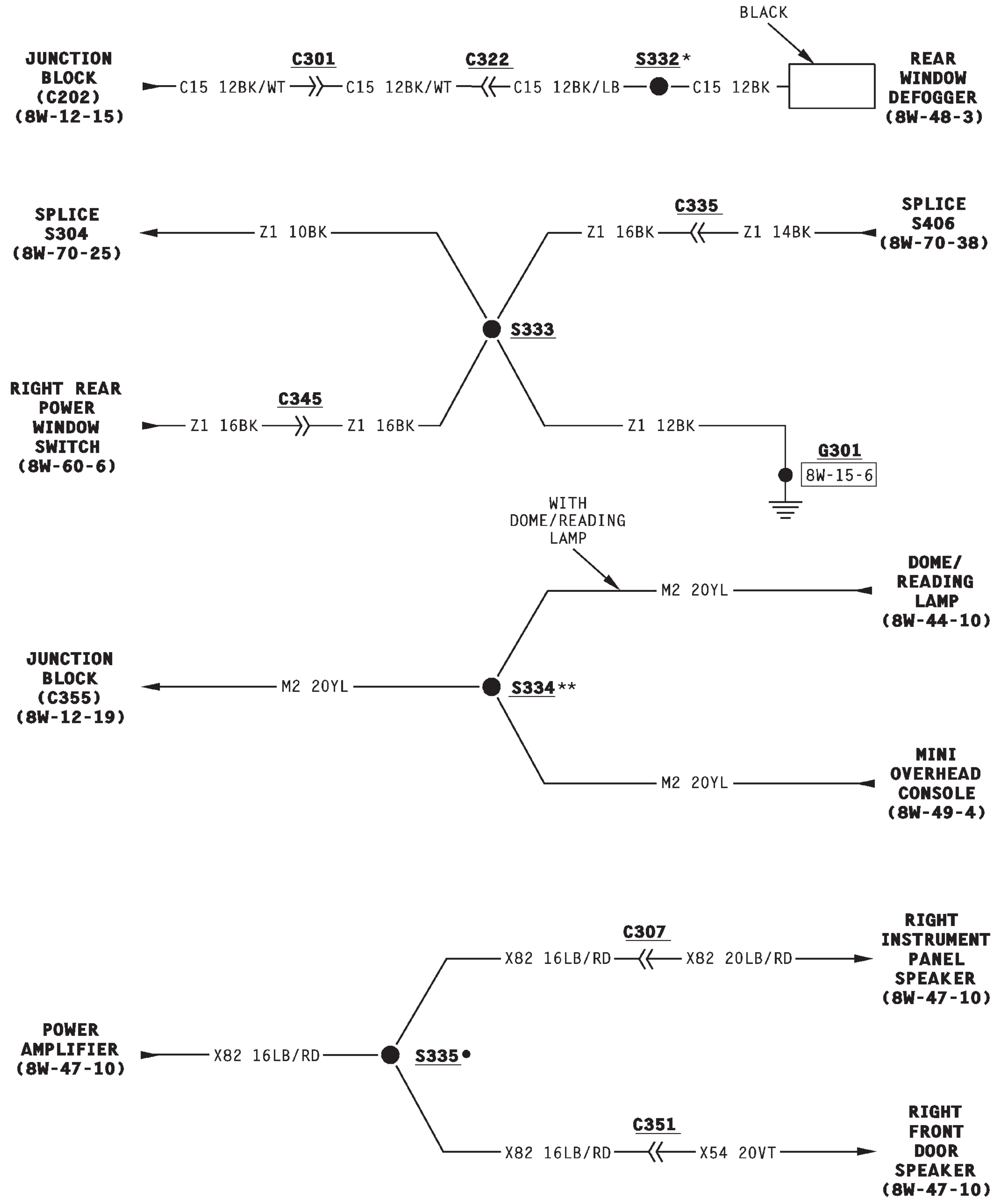


* WITH OVERHEAD CONSOLE OR MINI OVERHEAD CONSOLE
** WITH FULL OPTION

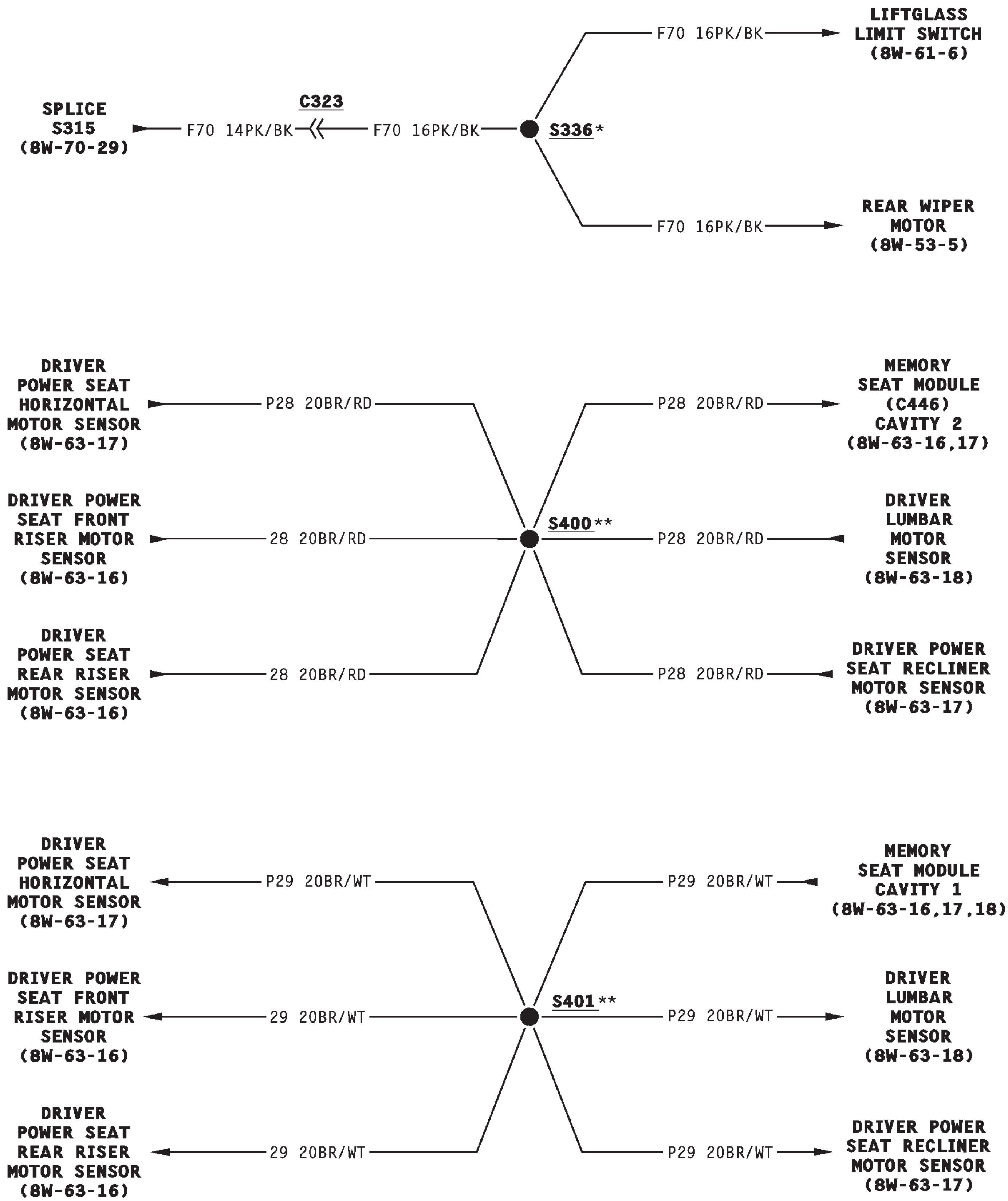

PASSENGER DOOR MODULE CAVITY 6 (8W-61-4)
P2 18BK/WT
SPLICE S310 (8W-70-27)
P2 14BK WT
C351
P2 14BK WT
S326
RIGHT FRONT DOOR LOCK MOTOR (8W-61-5)
P2 14BK/WT
PASSENGER DOOR MODULE CAVITY 5 (8W-61-4)
P34 18PK/BK
SPLICE S308 (8W-70-26)
P34 14PK BK
C351
P34 14PK BK
S327
RIGHT FRONT DOOR LOCK MOTOR (8W-61-5)
P34 14PK/BK
BLACK
LIFTGATE AJAR SWITCH (8W-39-8)
REAR WINDOW DEFOGGER (8W-48-3)
Z1 12BK
Z1 20BK
Z1 14BK
REAR WIPER MOTOR (8W-53-5)
LIFTGLASS AJAR SWITCH (8W-39-8)
Z1 20BK
S328
Z1 20BK
LIFTGATE CYLINDER LOCK SWITCH (8W-39-7)
WITH LIFTGLASS
Z1 12BK
C364
LIFTGLASS RELEASE SOLENOID (8W-61-6)
Z1 14BK
C325
Z1 20BK
Z1 20BK
SPLICE S419 (8W-70-43)
Z1 12BK
SPLICE S316 (8W-70-30)



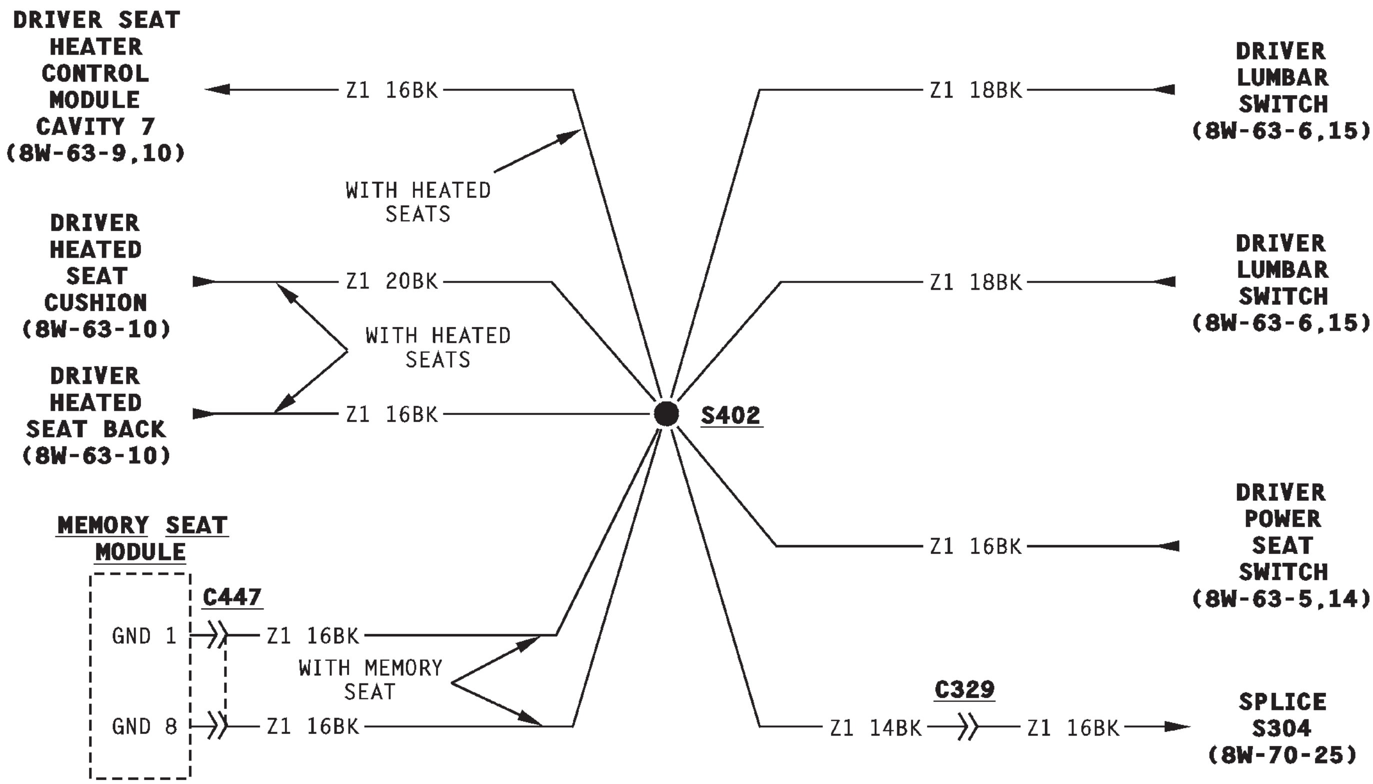
* WITH FACTORY TRAILER TOW

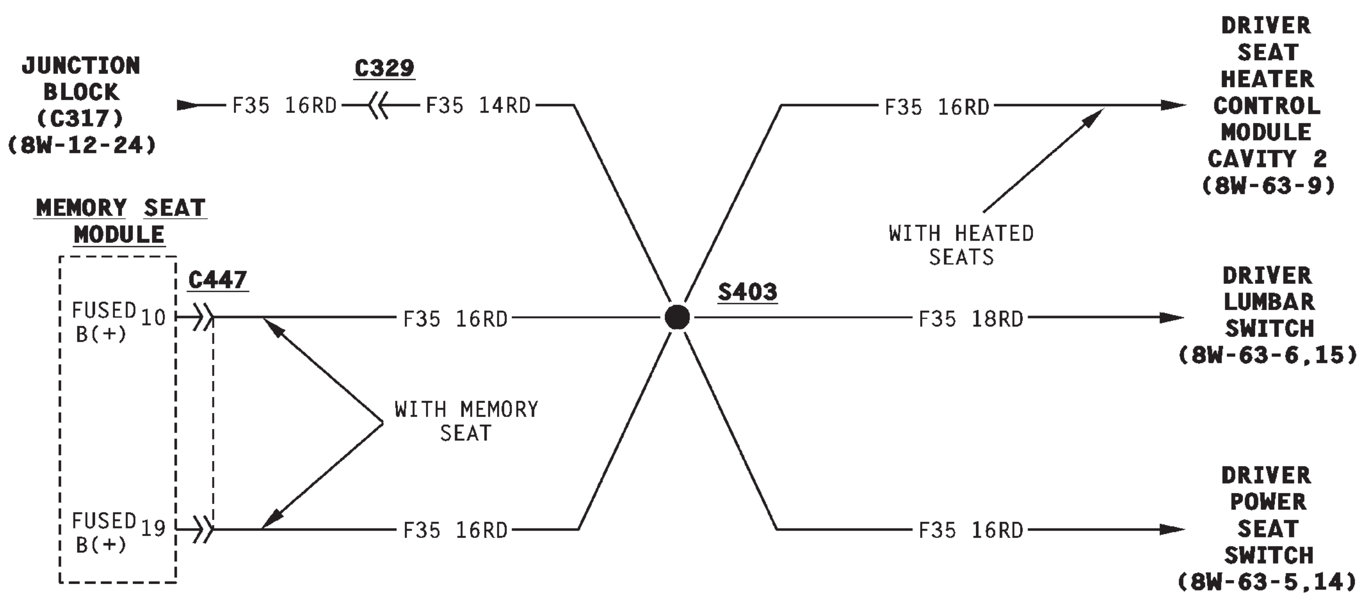


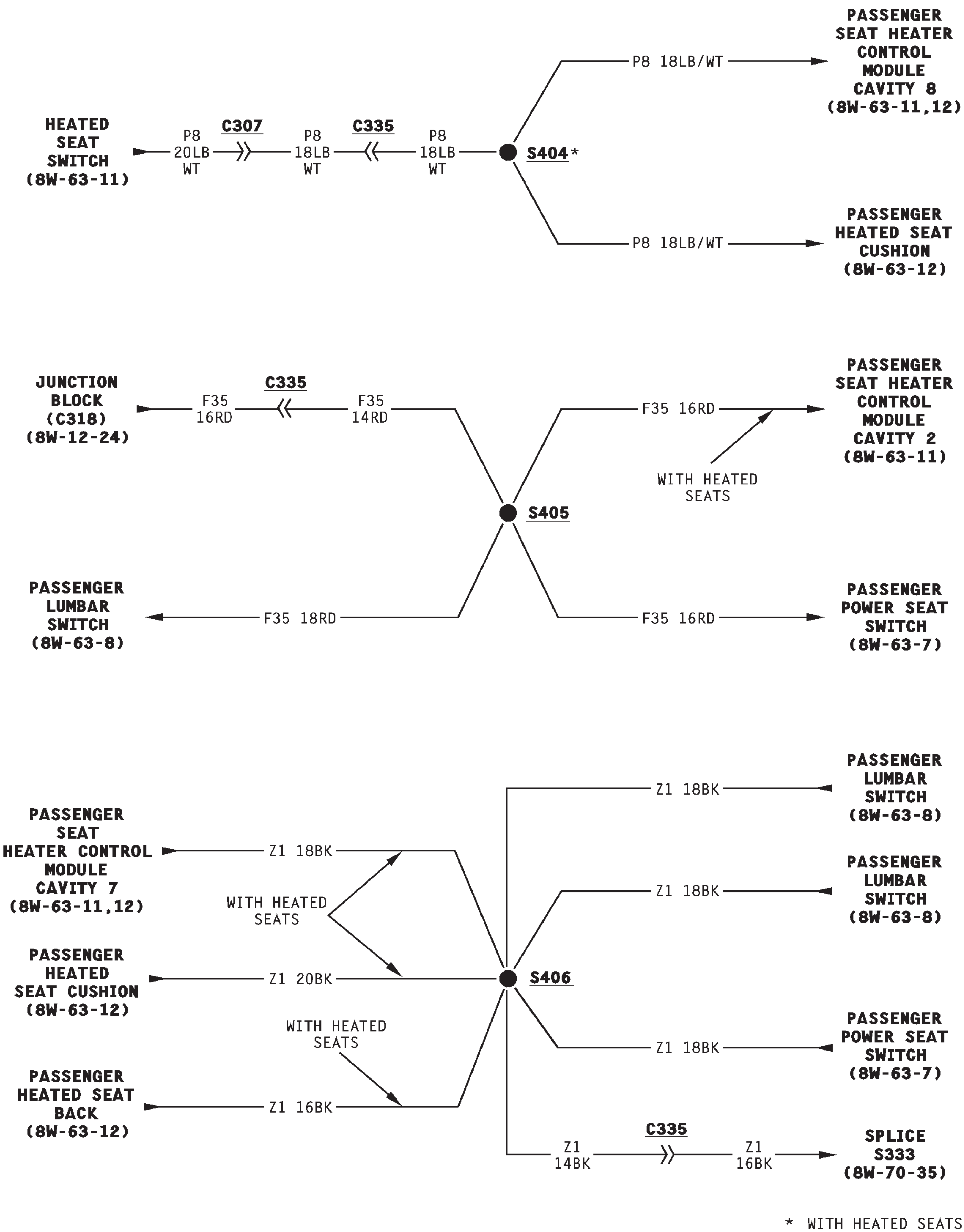
* WITH LIFTGLASS
** WITH SUNROOF AND MINI OVERHEAD CONSOLE
• WITH PREMIUM RADIO

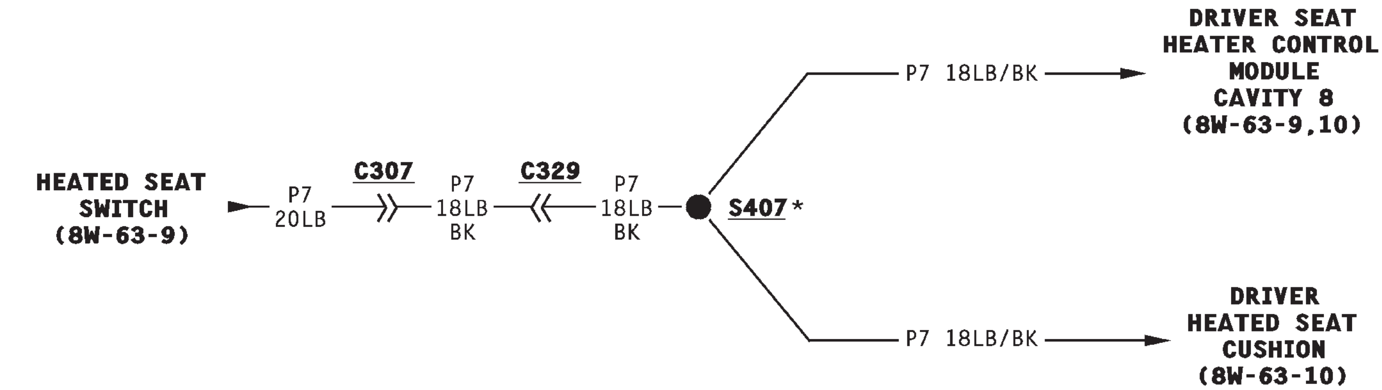


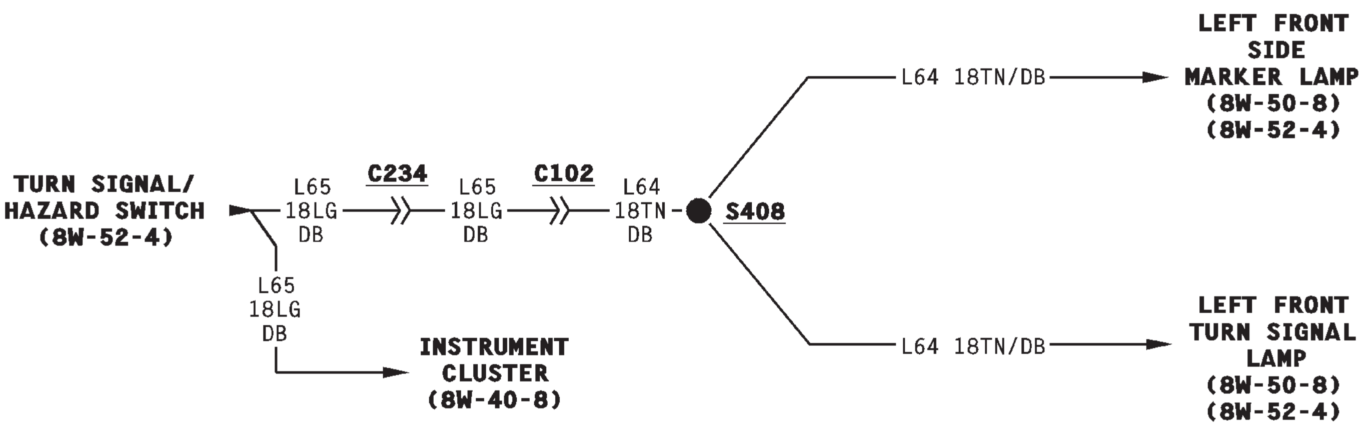
* WITH LIFTGLASS
** WITH MEMORY SEAT

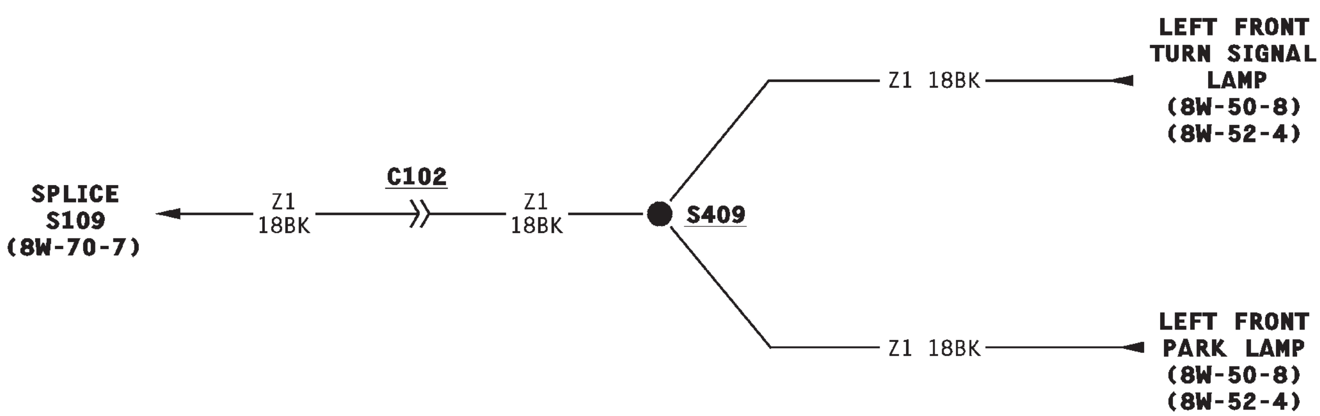

DRIVER SEAT HEATER CONTROL MODULE CAVITY 7 (8W-63-9,10)
Z1 16BK
WITH HEATED SEATS
DRIVER HEATED SEAT CUSHION (8W-63-10)
Z1 20BK
WITH HEATED SEATS
DRIVER HEATED SEAT BACK (8W-63-10)
Z1 16BK
MEMORY SEAT MODULE
C447
GND 1
Z1 16BK
WITH MEMORY SEAT
GND 8
Z1 16BK
S402
Z1 18BK
DRIVER LUMBAR SWITCH (8W-63-6,15)
Z1 18BK
DRIVER LUMBAR SWITCH (8W-63-6,15)
Z1 16BK
DRIVER POWER SEAT SWITCH (8W-63-5,14)
C329
Z1 14BK
Z1 16BK
SPLICE S304 (8W-70-25)


JUNCTION BLOCK (C317) (8W-12-24)
C329
F35 16RD
F35 14RD
MEMORY SEAT MODULE
C447
FUSED B(+) 10
F35 16RD
WITH MEMORY SEAT
FUSED B(+) 19
F35 16RD
S403
F35 16RD
DRIVER SEAT HEATER CONTROL MODULE CAVITY 2 (8W-63-9)
WITH HEATED SEATS
F35 18RD
DRIVER LUMBAR SWITCH (8W-63-6,15)
F35 16RD
DRIVER POWER SEAT SWITCH (8W-63-5,14)

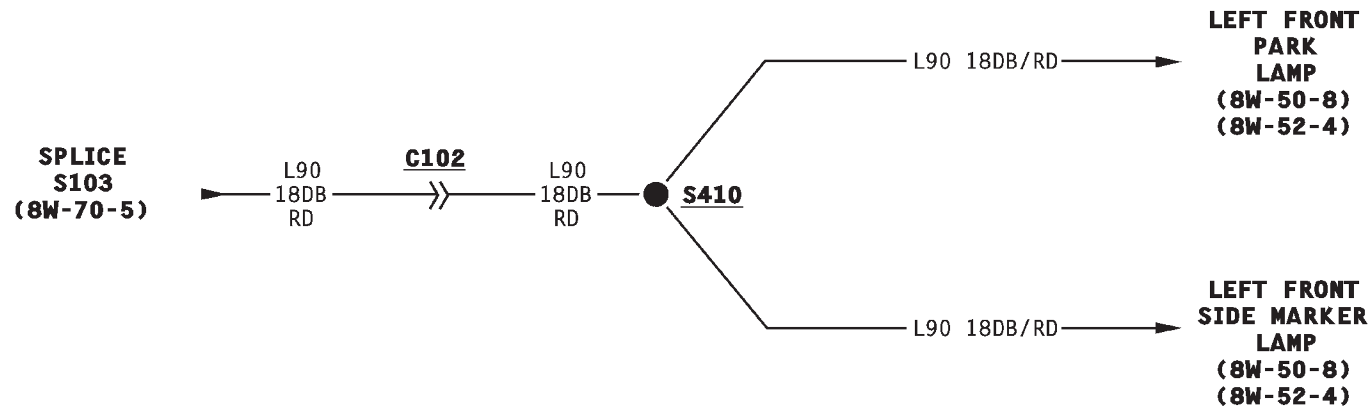

PASSENGER SEAT HEATER CONTROL MODULE CAVITY 8 (8W-63-11,12)
P8 18LB/WT
HEATED SEAT SWITCH (8W-63-11)
P8 20LB WT
C307
P8 18LB WT
C335
P8 18LB WT
S404*
P8 18LB/WT
PASSENGER HEATED SEAT CUSHION (8W-63-12)
JUNCTION BLOCK (C318) (8W-12-24)
F35 16RD
C335
F35 14RD
F35 16RD
PASSENGER SEAT HEATER CONTROL MODULE CAVITY 2 (8W-63-11)
WITH HEATED SEATS
S405
PASSENGER LUMBAR SWITCH (8W-63-8)
F35 18RD
F35 16RD
PASSENGER POWER SEAT SWITCH (8W-63-7)
Z1 18BK
PASSENGER LUMBAR SWITCH (8W-63-8)
PASSENGER SEAT HEATER CONTROL MODULE CAVITY 7 (8W-63-11,12)
Z1 18BK
WITH HEATED SEATS
Z1 18BK
PASSENGER LUMBAR SWITCH (8W-63-8)
PASSENGER HEATED SEAT CUSHION (8W-63-12)
Z1 20BK
S406
WITH HEATED SEATS
Z1 18BK
PASSENGER POWER SEAT SWITCH (8W-63-7)
PASSENGER HEATED SEAT BACK (8W-63-12)
Z1 16BK
C335
Z1 14BK
Z1 16BK
SPLICE S333 (8W-70-35)
* WITH HEATED SEATS

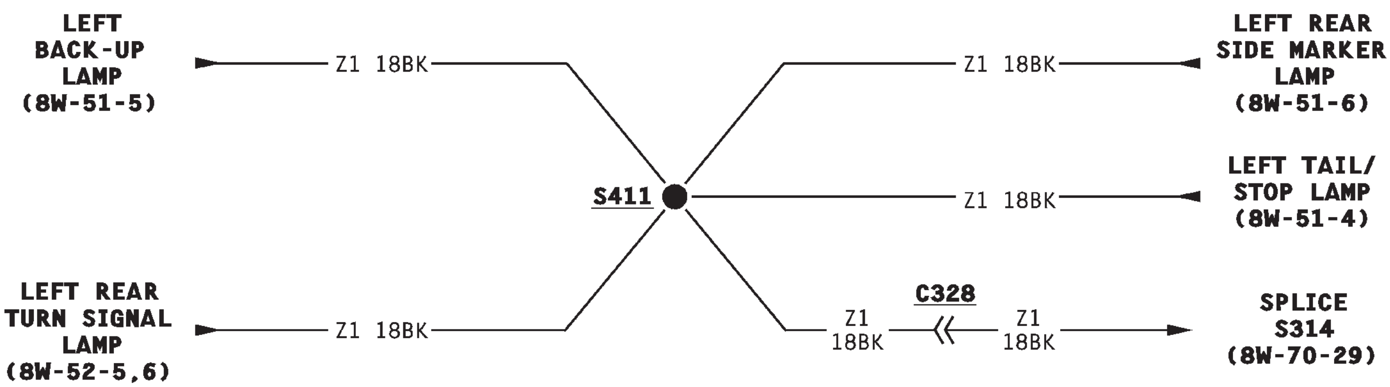


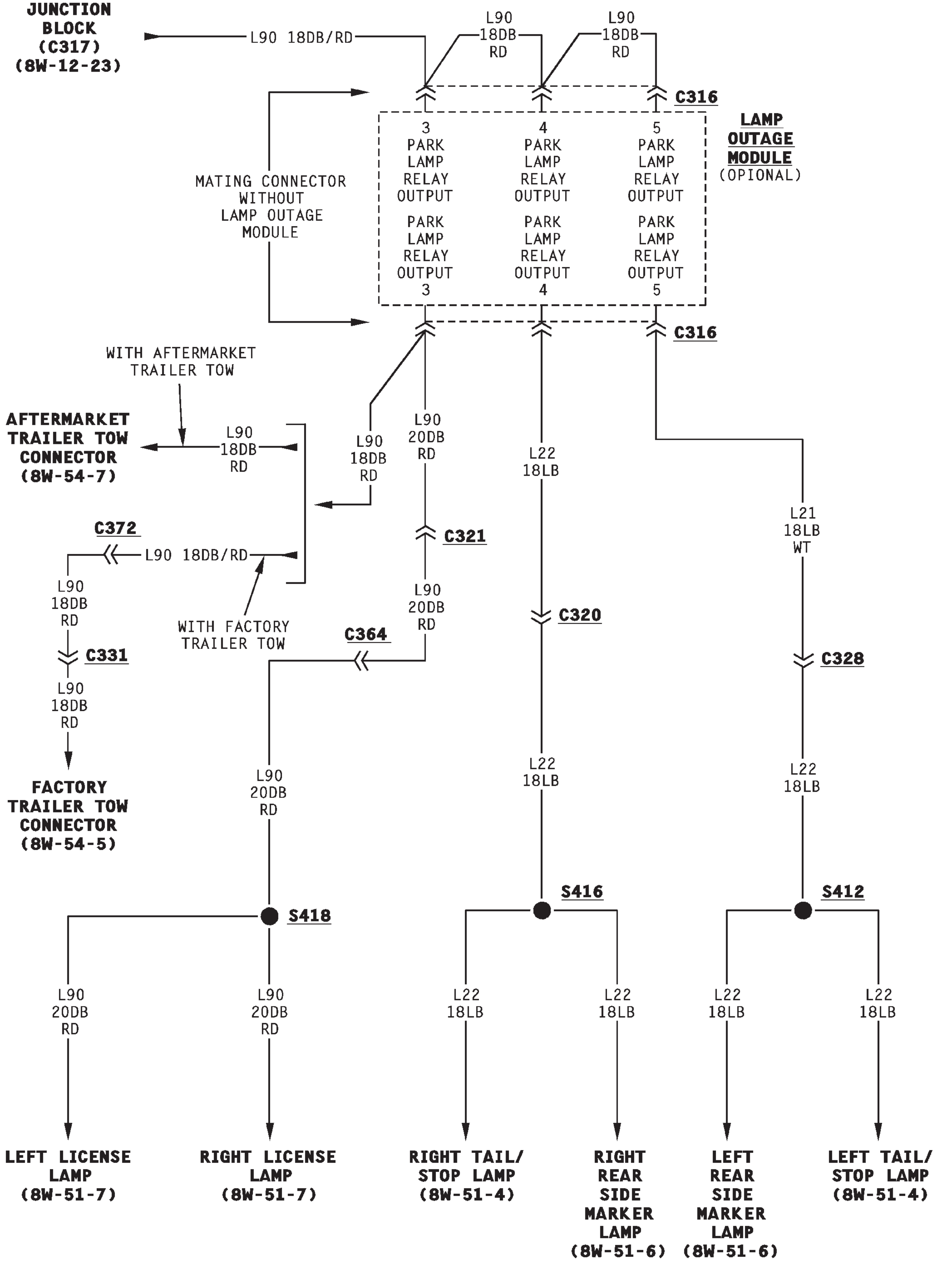


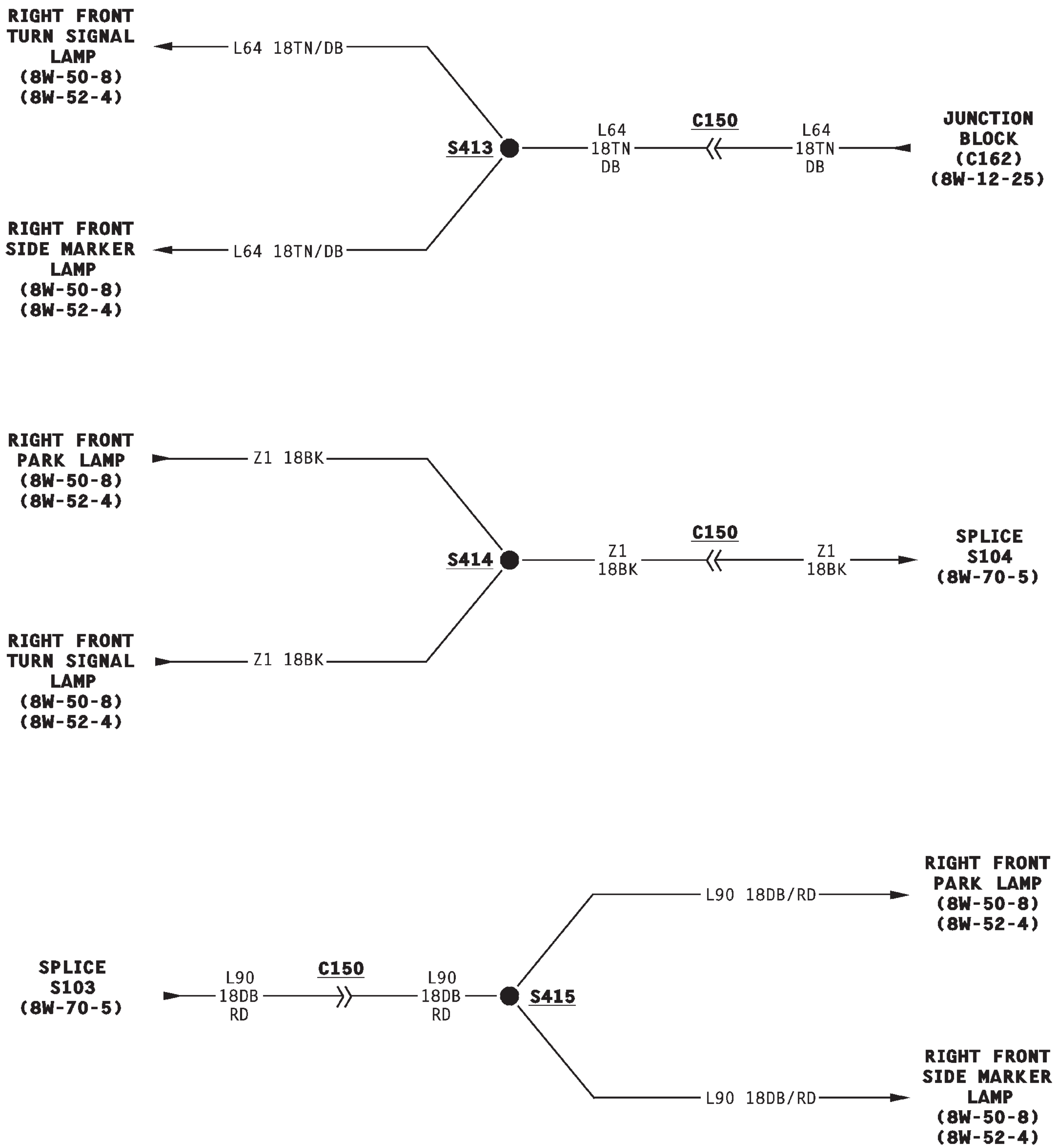


* WITH HEATED SEATS

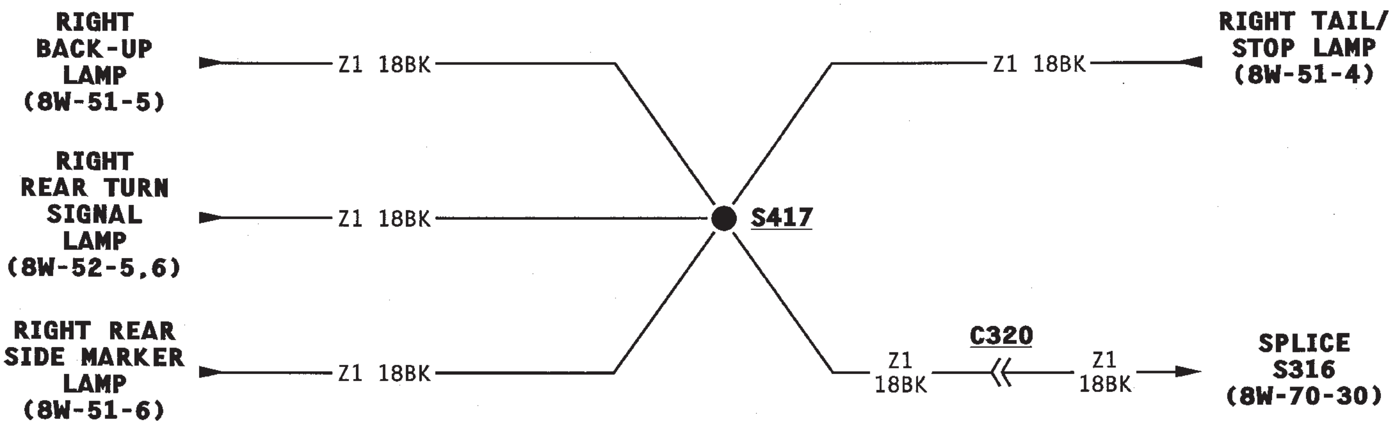

SPLICE
S103
(8W-70-5)
L90
18DB
RD
C102
L90
18DB
RD
S410
L90 18DB/RD
LEFT FRONT
PARK
LAMP
(8W-50-8)
(8W-52-4)
L90 18DB/RD
LEFT FRONT
SIDE MARKER
LAMP
(8W-50-8)
(8W-52-4)

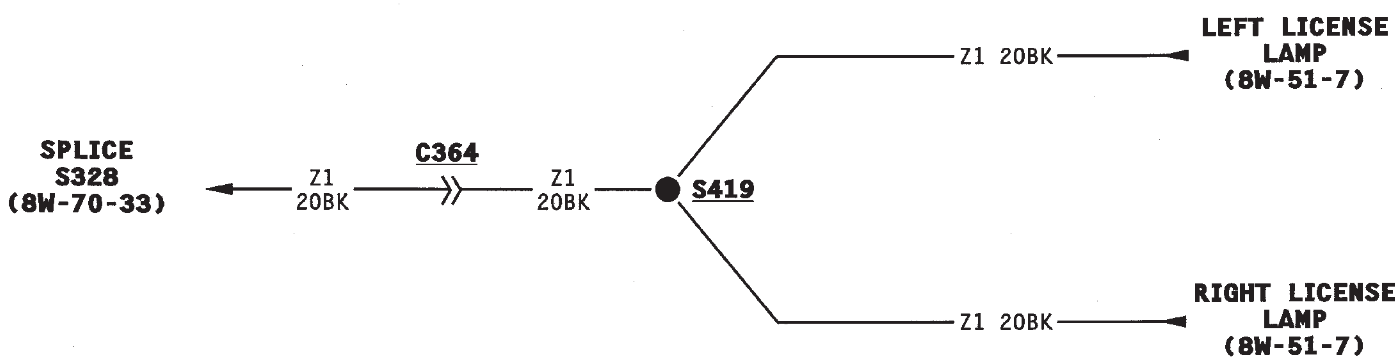

LEFT
BACK-UP
LAMP
(8W-51-5)
Z1 18BK
Z1 18BK
LEFT REAR
SIDE MARKER
LAMP
(8W-51-6)
S411
Z1 18BK
LEFT TAIL/
STOP LAMP
(8W-51-4)
LEFT REAR
TURN SIGNAL
LAMP
(8W-52-5,6)
Z1 18BK
C328
Z1
18BK
Z1
18BK
SPLICE
S314
(8W-70-29)

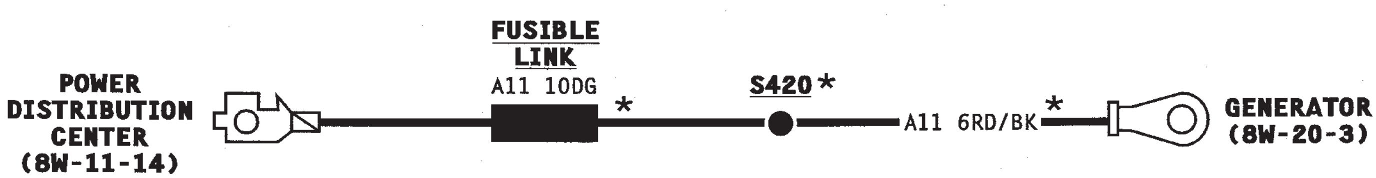

JUNCTION BLOCK (C317) (8W-12-23)
L90 18DB/RD
L90 18DB RD
C316
LAMP OUTAGE MODULE (OPIONAL)
3 PARK LAMP RELAY OUTPUT
4 PARK LAMP RELAY OUTPUT
5 PARK LAMP RELAY OUTPUT
PARK LAMP RELAY OUTPUT 3
PARK LAMP RELAY OUTPUT 4
PARK LAMP RELAY OUTPUT 5
MATING CONNECTOR WITHOUT LAMP OUTAGE MODULE
WITH AFTERMARKET TRAILER TOW
AFTERMARKET TRAILER TOW CONNECTOR (8W-54-7)
L90 18DB RD
L90 20DB RD
L22 18LB
L21 18LB WT
C372
L90 18DB/RD
C321
C331
WITH FACTORY TRAILER TOW
C364
C320
C328
FACTORY TRAILER TOW CONNECTOR (8W-54-5)
S418
S416
S412
LEFT LICENSE LAMP (8W-51-7)
RIGHT LICENSE LAMP (8W-51-7)
RIGHT TAIL/ STOP LAMP (8W-51-4)
RIGHT REAR SIDE MARKER LAMP (8W-51-6)
LEFT REAR SIDE MARKER LAMP (8W-51-6)
LEFT TAIL/ STOP LAMP (8W-51-4)


RIGHT FRONT TURN SIGNAL LAMP (8W-50-8) (8W-52-4)
L64 18TN/DB
S413
L64 18TN DB
C150
L64 18TN DB
JUNCTION BLOCK (C162) (8W-12-25)
RIGHT FRONT SIDE MARKER LAMP (8W-50-8) (8W-52-4)
L64 18TN/DB
RIGHT FRONT PARK LAMP (8W-50-8) (8W-52-4)
Z1 18BK
S414
Z1 18BK
C150
Z1 18BK
SPLICE S104 (8W-70-5)
RIGHT FRONT TURN SIGNAL LAMP (8W-50-8) (8W-52-4)
Z1 18BK
SPLICE S103 (8W-70-5)
L90 18DB RD
C150
L90 18DB RD
S415
L90 18DB/RD
RIGHT FRONT PARK LAMP (8W-50-8) (8W-52-4)
L90 18DB/RD
RIGHT FRONT SIDE MARKER LAMP (8W-50-8) (8W-52-4)

1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996







8W-80 CONNECTOR PIN-OUTS

DESCRIPTION AND OPERATION

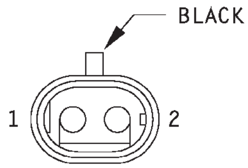
INTRODUCTION

The pages referenced in this section show the connector, the circuits in the connector, and the pin that circuit occupies. Individual connector numbers are referenced on diagram pages throughout Group 8W.

DIAGRAM INDEX

DIAGRAM INDEX

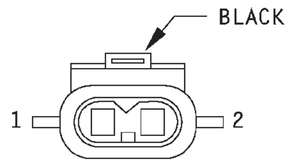
DIAGRAM INDEX



RIGHT FOG LAMP

C100

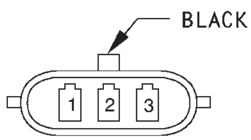
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L39 18LB	FOG LAMP RELAY OUTPUT



SPEED PROPORTIONAL
STEERING SOLENOID

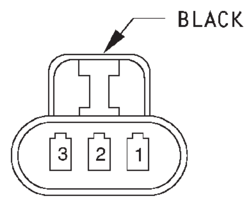
C101

CAV	CIRCUIT	FUNCTION
1	S98 18LB	SPS SOLENOID CTL HIGH
2	S99 18LG	SPS SOLENOID CTL LOW

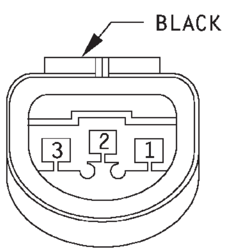


C102

CAV	CIRCUIT
1	L64 18TN/DB
2	L90 18DB/RD
3	Z1 18BK



CAV	CIRCUIT
1	L65 18LG/DB
2	L90 18DB/RD
3	Z1 18BK

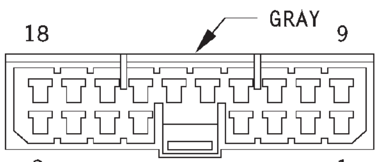


LEFT HEADLAMP

C103

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	L4 16VT/OR	DIMMER SWITCH LOW BEAM OUTPUT
3	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT

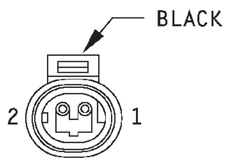
C104



CONTROLLER ANTI-LOCK
BRAKE

CAV	CIRCUIT	FUNCTION
1	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR (+)
2	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)
3	B82 16BR/WT	ABS PUMP MOTOR RELAY OUTPUT
4	B251 18WT/BK	REAR INLET VALVE CONTROL
5	B47 18RD/LB	ABS MAIN RELAY OUTPUT
6	B248 18DG/WT	RIGHT FRONT OUTLET VALVE CONTROL
7	B116 20GY	ABS PUMP MOTOR RELAY CONTROL
8	B243 18DG/BK	LEFT FRONT OUTLET VALVE CONTROL
9	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR (-)
10	B8 20RD/DB	LEFT FRONT WHEEL SPEED SENSOR (+)
11	B58 20GY/LB	ABS MAIN RELAY CONTROL
12	B254 18DG/OR	REAR OUTLET VALVE CONTROL
13	Z2 16BK	GROUND
14	Z2 16BK	GROUND
15	B249 18WT/TN	RIGHT FRONT INLET VALVE CONTROL
16	–	
17	–	–
18	B245 18WT/LG	LEFT FRONT INLET VALVE CONTROL

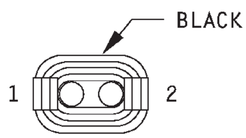
C105



DUTY CYCLE
EVAP/PURGE SOLENOID

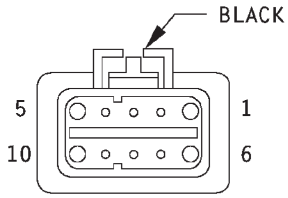
CAV	CIRCUIT	FUNCTION
1	F99 20OR	IGNITION SWITCH OUTPUT (START/RUN)
2	K52 20PK/BK	EVAPORATIVE EMISSION SOLENOID CONTROL

C106



BRAKE WARNING
SWITCH

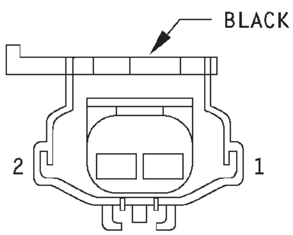
CAV	CIRCUIT	FUNCTION
1	G9 16GY/BK	RED BRAKE WARNING LAMP DRIVER
2	G9 16GY/BK	RED BRAKE WARNING LAMP DRIVER



HYDRAULIC
CONTROL UNIT

C107

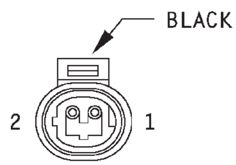
CAV	CIRCUIT	FUNCTION
1	B47 16RD/LB	ABS WARNING LAMP RELAY CONTROL
2	B251 18WT/BK	REAR INLET VALVE CONTROL
3	B249 18WT/TN	RIGHT FRONT INLET VALVE CONTROL
4	B245 18WT/LG	LEFT FRONT INLET VALVE CONTROL
5	–	–
6	–	–
7	B254 18DG/OR	REAR OUTLET VALVE CONTROL
8	B248 18DG/WT	RIGHT FRONT OUTLET VALVE CONTROL
9	B243 18DG/BK	LEFT FRONT OUTLET VALVE CONTROL
10	B47 16RD/LB	ABS WARNING LAMP RELAY CONTROL



ABS PUMP MOTOR

C108

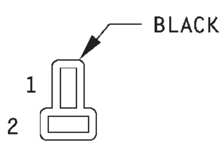
CAV	CIRCUIT	FUNCTION
1	B82 12BR/WT	ABS MAIN RELAY OUTPUT
2	Z2 12BK	GROUND



LEFT FRONT
WHEEL SPEED SENSOR

C109

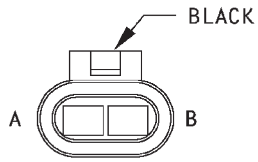
CAV	CIRCUIT	FUNCTION
1	B8 20RD/DB	LEFT FRONT WHEEL SPEED SENSOR (-)
2	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR (+)



REAR WASHER
PUMP MOTOR

C110

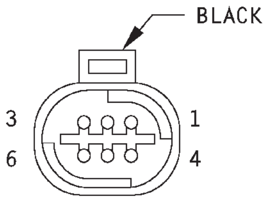
CAV	CIRCUIT	FUNCTION
1	V20 18WT/BK	REAR WASHER MOTOR CONTROL
2	Z2 18BK	GROUND



WINDSHIELD WASHER
PUMP MOTOR

C111

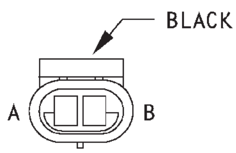
CAV	CIRCUIT	FUNCTION
A	V11 18TN/BK	WASHER SWITCH OUTPUT
B	Z2 18BK	GROUND



WINDSHIELD
WIPER MOTOR

C112

CAV	CIRCUIT	FUNCTION
1	F86 16LG/RD	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
2	V66 18VT/WT	WIPER PARK SWITCH SENSE
3	–	–
4	Z2 18BK	GROUND
5	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
6	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT



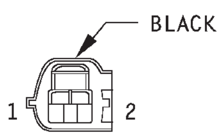
LOW WASHER
FLUID LEVEL
SENSOR

C113

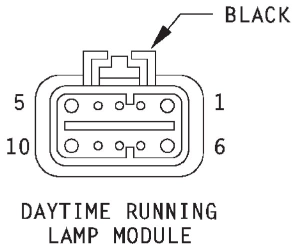
CAV	CIRCUIT	FUNCTION
A	G29 16BK/TN	WASHER FLUID LEVEL SENSE
B	Z2 16BK	GROUND

C114

CAV	CIRCUIT	FUNCTION
1	T222 20RD/YL	BATTERY TEMPERATURE SENSE SIGNAL
2	K4 20BK/LB	SENSOR GROUND

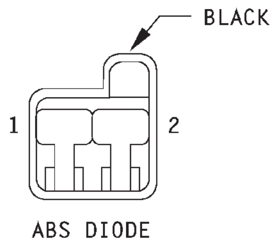


BATTERY
TEMPERATURE SENSOR



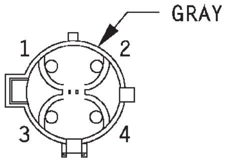
C115

CAV	CIRCUIT	FUNCTION
1	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
2	–	–
3	G9 20GY/BK	PARK BRAKE SENSE/DRL DISABLE
4	G34 20RD/GY	HIGH BEAM INDICATOR DRIVER
5	F83 20YL/DG	FUSED IGNITION SWITCH OUTPUT (START/RUN)
6	A6 14RD/LB	FUSED B(+)
7	–	–
8	Z4 16BK	GROUND
9	Z4 20BK	GROUND
10	L4 16VT/OR	DIMMER SWITCH LOW BEAM OUTPUT



C116

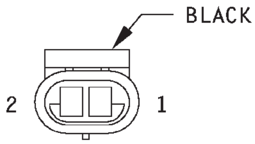
CAV	CIRCUIT	FUNCTION
1	205 20WT/VT	ABS WARNING LAMP DRIVER
2	B47 16RD/LB	ABS WARNING LAMP RELAY CONTROL



UPSTREAM
HEATED OXYGEN
SENSOR

C119

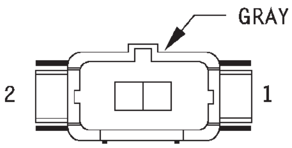
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUTDOWN RELAY OUTPUT
2	Z12 18BK/TN	GROUND
3	K4 18BK/LB	SENSOR GROUND
4	K41 18BK/OR	UPSTREAM HEATED OXYGEN SENSOR SIGNAL



ENGINE COOLANT
TEMPERATURE SENSOR

C120 (WITH 4.0L ENG)

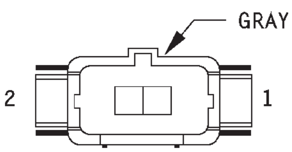
CAV	CIRCUIT	FUNCTION
1	K4 16BK/LB	SENSOR GROUND
2	K2 16TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL



INJECTOR
NO.1

C121

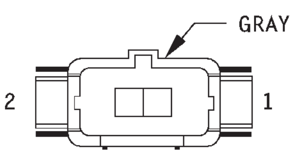
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K11 18WT/DB	INJECTOR NO.1 DRIVER



INJECTOR
NO.2

C122

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K12 18TN	INJECTOR NO. 2 DRIVER



INJECTOR
NO.3

C123

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K13 18YL/WT	INJECTOR NO. 3 DRIVER

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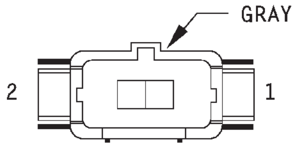
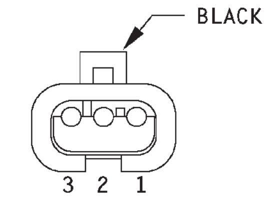


INJECTOR
NO.4

C124

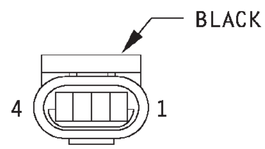
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K14 18LB/BR	INJECTOR NO. 4 DRIVER



THROTTLE
POSITION SENSOR

C125

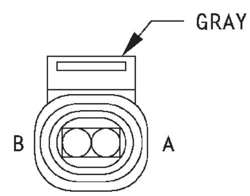
CAV	CIRCUIT	FUNCTION
1	K25 20WT/BK	5 VOLT SUPPLY
2	K22 20OR/DB	THROTTLE POSITION SENSOR SIGNAL
3	K4 20BK/LB	SENSOR GROUND



IDLE AIR
CONTROL MOTOR

C126

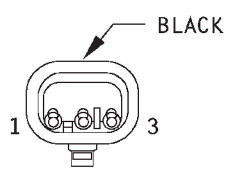
CAV	CIRCUIT	FUNCTION
A	K39 16GY/RD	IDLE AIR CONTROL NO. 1 DRIVER
B	K40 16BR/WT	IDLE AIR CONTROL NO. 3 DRIVER
C	K59 16VT/BK	IDLE AIR CONTROL NO. 4 DRIVER
D	K60 16YL/BK	IDLE AIR CONTROL NO. 2 DRIVER



INTAKE AIR
TEMPERATURE SENSOR

C127

CAV	CIRCUIT	FUNCTION
A	K4 16BK/LB	SENSOR GROUND
B	K21 16BK/RD	INTAKE AIR TEMPERATURE SENSOR SIGNAL



MANIFOLD ABSOLUTE
PRESSURE SENSOR

C128 (WITH 4.0L ENG)

CAV	CIRCUIT	FUNCTION
1	K25 20WT/BK	5 VOLT SUPPLY
2	K70 20RD/WT	MAP SENSOR SIGNAL
3	K4 20BK/LB	SENSOR GROUND

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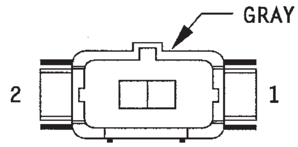
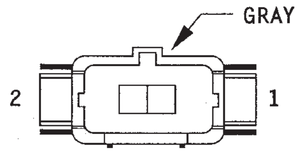
TSB 26-02-96 February, 1996



INJECTOR
NO.5

C129

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K38 18GY	INJECTOR NO. 5 DRIVER

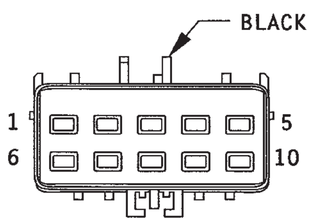


INJECTOR
NO.6

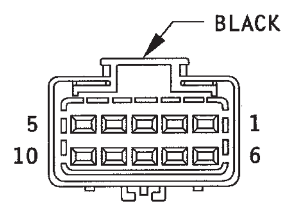
C130

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K58 18BR/YL	INJECTOR NO. 6 DRIVER

C131

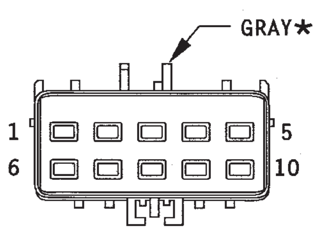


CAV	CIRCUIT
1	T20 18LB
2	F99 20OR
3	–
4	A142 18DG/OR
5	F5 14RD/YL
6	L10 18BR/LG
7	C2 18DB/YL**
8	G28 20LG/OR
9	* –
10	K4 20BK/LB*
10	K4 18BK/LB**

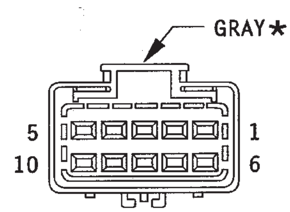


CAV	CIRCUIT
1	T20 18LB
2	F99 20OR
3	–
4	A142 18DG/OR
5	F5 14RD/YL
6	L10 18BR/LG
7	C2 18DB/YL
8	G28 20LG/OR
9	A7 12YL/RD
10	K4 20BK/LB

C132

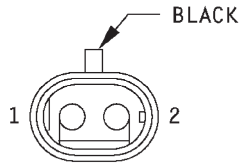


CAV	CIRCUIT
1	Z1 18BK
2	Z2 18BK/OR
3	–
4	T41 20BK/WT
5	G7 18WT/OR
6	K20 18DG
7	T66 20BR/OR
8	F83 18YL/DG
9	T106 20GY/OR
10	T107 20BK/RD



CAV	CIRCUIT
1	Z1 18BK
2	Z2 18BK/OR
3	–
4	T41 20BK/WT
5	G7 18WT/OR
6	K20 18DG
7	T66 20BR/OR
8	F83 18YL/DG
9	T106 20GY/OR
10	T107 20BK/RD

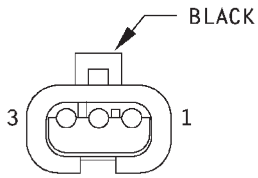
* WITH 4.0L ENG
** WITH 5.2L ENG



LEFT FOG LAMP

C133

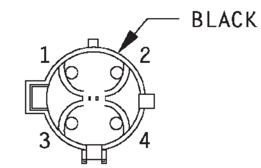
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L39 18LB	FOG LAMP RELAY SWITCH OUTPUT



VEHICLE SPEED SENSOR

C134

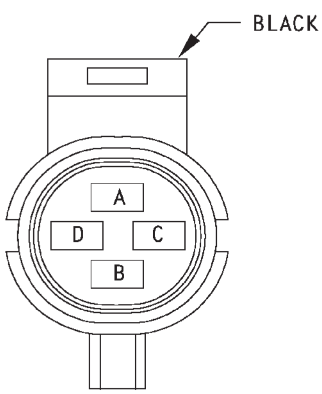
CAV	CIRCUIT	FUNCTION
1	K6 18VT/WT	5 VOLT SUPPLY
2	K4 18BK/LB	SENSOR GROUND
3	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL



DOWNSTREAM HEATED OXYGEN SENSOR

C135

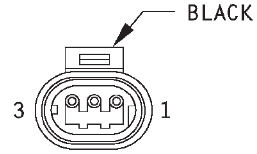
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	Z12 18BK/TN	GROUND
3	K4 18BK/LB	SENSOR GROUND
4	K141 18BK/PK	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL



FOUR-WHEEL DRIVE SWITCH

C136

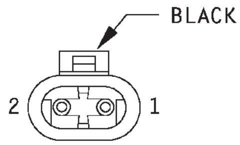
CAV	CIRCUIT	FUNCTION
A	Z12 20BK/TN	GROUND
B	T106 20GY/OR	4-WHEEL DRIVE FULL TIME LAMP
C	G28 20LG/OR	2-WHEEL DRIVE LAMP/LOW RANGE
D	T107 20BK/RD	4-WHEEL DRIVE PART TIME LAMP



CRANKSHAFT POSITION SENSOR

C137

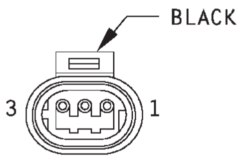
CAV	CIRCUIT	FUNCTION
1	K25 20WT/BK	5 VOLT SUPPLY
2	K4 20BK/LB	SENSOR GROUND
3	K27 20RD/LG	CRANKSHAFT POSITION SENSOR SIGNAL



OIL PRESSURE SENSOR

C138

CAV	CIRCUIT	FUNCTION
1	G6 20GY/WT	OIL PRESSURE SENSOR SIGNAL
2	K4 20BK/LB	SENSOR GROUND



CAMSHAFT POSITION SENSOR

C139

CAV	CIRCUIT	FUNCTION
1	K25 20WT/BK	5 VOLT SUPPLY
2	K4 20BK/LB	SENSOR GROUND
3	K24 20GY/BK	CAMSHAFT POSITION SENSOR SIGNAL

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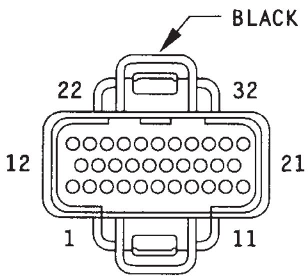
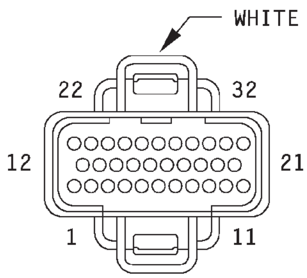
C140



POWERTRAIN CONTROL MODULE (A)

CAV	CIRCUIT	FUNCTION
A1	–	–
A2	F99 20OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
A3	–	–
A4	K4 18BK/LB	SENSOR GROUND
A5	–	–
A6	T41 20BK/WT	PARK NEUTRAL POSITION SWITCH SENSE
A7	K19 18GY/WT	IGNITION COIL NO. 1 DRIVER
A8	K27 20RD/LG	CRANKSHAFT POSITION SENSOR SIGNAL
A9	–	–
A10	K59 16VT/BK	IDLE AIR CONTROL NO. 4 DRIVER
A11	K40 16BR/WT	IDLE AIR CONTROL NO. 3 DRIVER
A12	–	–
A13	–	–
A14	* –	–
A15	K21 16BK/RD	INTAKE AIR TEMPERATURE SENSOR SIGNAL
A16	K2 16TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL
A17	K25 20WT/BK	5 VOLT SUPPLY
A18	K24 20GY/BK	CAMSHAFT POSITION SENSOR SIGNAL
A19	K60 16YL/BK	IDLE AIR CONTROL NO. 2 DRIVER
A20	K39 16GY/RD	IDLE AIR CONTROL NO. 1 DRIVER
A21	–	–
A22	F5 14RD/YL	FUSED B(+)
A23	K22 20OR/DB	THROTTLE POSITION SENSOR SIGNAL
A24	K41 18BK/OR	UPSTREAM HEATED OXYGEN SENSOR SIGNAL
A25	K141 18BK/PK	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL
A26	–	–
A27	K70 20RD/WT	MAP SENSOR SIGNAL
A28	–	–
A29	–	–
A30	–	–
A31	Z12 14BK/TN	GROUND
A32	Z12 14BK/TN	GROUND

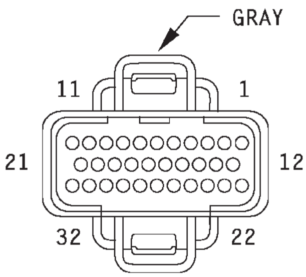


POWERTRAIN CONTROL MODULE (B)

C141

CAV	CIRCUIT	FUNCTION
B1	T54 18VT	TRANSMISSION TEMPERATURE SENSOR SIGNAL
B2	K17 18DB/WT*	INJECTOR NO. 7 DRIVER
B3	–	–
B4	K11 18WT/DB	INJECTOR NO. 1 DRIVER
B5	K13 18YL/WT	INJECTOR NO. 3 DRIVER
B6	K38 18GY	INJECTOR NO. 5 DRIVER
B7	–	–
B8	T59 18PK	VARIABLE FORCE SOLENOID CONTROL
B9	–	–
B10	K20 18DG	GENERATOR FIELD DRIVER
B11	T22 18DG/LB	TORQUE CONVERTER CLUTCH SOLENOID CONTROL
B12	K58 18BR/YL	INJECTOR NO. 6 DRIVER
B13	K18 18DB/YL*	INJECTOR NO. 8 DRIVER
B14	–	–
B15	K12 18TN	INJECTOR NO. 2 DRIVER
B16	K14 18LB/BR	INJECTOR NO. 4 DRIVER
B17	–	–
B18	–	–
B19	–	–
B20	–	–
B21	T60 18BR	OVERDRIVE SOLENOID CONTROL
B22	–	–
B23	G6 20GY/WT	OIL PRESSURE SENSOR SIGNAL
B24	–	–
B25	T13 18DB/BK	OUTPUT SHAFT SPEED SENSOR SIGNAL (-)
B26	–	–
B27	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL
B28	T14 18LG/WT	OUTPUT SHAFT SPEED SENSOR SIGNAL (+)
B29	T25 18LG	GOVERNOR PRESSURE SIGNAL
B30	T66 20BR/OR	TRANSMISSION RELAY CONTROL
B31	K6 18VT/WT	5 VOLT SUPPLY
B32	–	–

* WITH 5.2L ENG

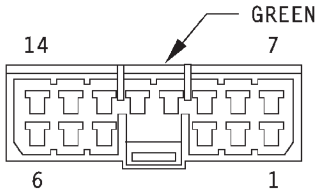


POWERTRAIN CONTROL MODULE (C)

C142

CAV	CIRCUIT	FUNCTION
C1	C13 20DB/RD	A/C COMPRESSOR CLUTCH RELAY CONTROL
C2	–	–
C3	K900 20PK/WT	AUTOMATIC SHUT DOWN RELAY CONTROL
C4	V36 20TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
C5	V35 20LG/RD	SPEED CONTROL VENT SOLENOID CONTROL
C6	G68 20BR/YL	OVERDRIVE OFF LAMP DRIVER
C7	–	–
C8	–	–
C9	–	–
C10	J95 20DG/RD	VAPOR CANISTER SOLENOID DRIVER
C11	V32 20YL/RD	SPEED CONTROL ON/OFF SWITCH SENSE
C12	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
C13	T9 20OR	OVERDRIVE OFF SWITCH SENSE
C14	J96 20VT/RD	VAPOR CANISTER PUMP SWITCH DRIVER
C15	T222 20RD/YL	BATTERY TEMPERATURE SENSE SIGNAL
C16	–	–
C17	–	–
C18	–	–
C19	K81 20DB	FUEL PUMP RELAY CONTROL
C20	K52 20PK/BK	EVAPORATIVE EMISSION SOLENOID CONTROL
C21	–	–
C22	C3 18DB/BK	A/C PRESSURE SWITCH SENSE
C23	–	–
C24	L53 20BR	STOP LAMP SWITCH SENSE
C25	–	–
C26	G40 18LB/BK	LOW FUEL SENSE
C27	D83 20BK/PK	SCI RECEIVE
C28	D2 18WT/BK	CCD BUS (-)
C29	D84 20BK/WT	SCI TRANSMIT
C30	D1 18VT/BR	CCD BUS (+)
C31	–	–
C32	K95 20PK	SPEED CONTROL SWITCH SIGNAL

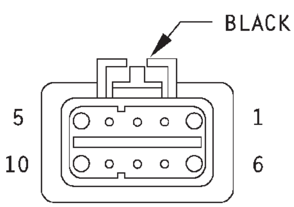
C143



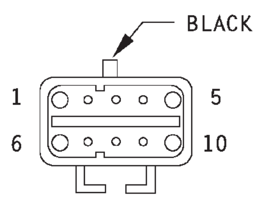
SPEED PROPORTIONAL STEERING CONTROL MODULE

CAV	CIRCUIT	FUNCTION
1	S99 18LG	SPEED PROPORTIONAL STEERING SOLENOID CONTROL LOW
2	S98 18LB	SPEED PROPORTIONAL STEERING SOLENOID CONTROL HIGH
3	S2 20BK/LG	STEERING WHEEL SPEED SENSOR GROUND
4	–	–
5	S1 20BK/YL	5 VOLT SUPPLY
6	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL
7	–	–
8	F83 20YL/DG	FUSED IGNITION SWITCH OUTPUT (RUN)
9	S4 20VT	STEERING WHEEL SPEED SENSOR SIGNAL B
10	Z2 20BK	GROUND
11	–	–
12	D99 20BK/RD	SCI TRANSMIT
13	D98 20WT	SCI RECEIVE
14	S3 20PK/WT	STEERING WHEEL SPEED SENSOR SIGNAL A

C144

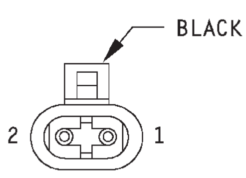


CAV	CIRCUIT
1	C2 18DB/YL*
2	K20 18DG
3	A142 18DG/OR
4	–
5	Z1 18BK
6	–
7	–
8	C21 18DB/OR
9	–
10	T40 12LG/BK



CAV	CIRCUIT
1	C2 18DB/YL
2	K20 18DG
3	A142 18DG/OR
4	–
5	Z1 18BK
6	–
7	–
8	C21 18DB/OR
9	–
10	T40 12LG/BK

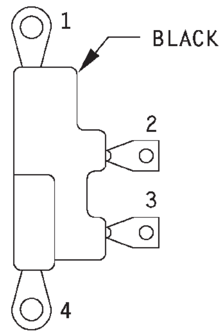
C145



IGNITION COIL

CAV	CIRCUIT	FUNCTION
1	K19 18GY/WT	IGNITION COIL NO. 1 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT

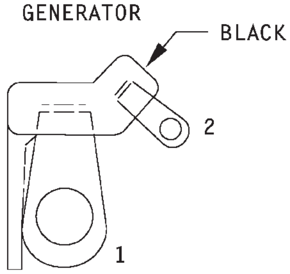
* WITH 4.0L ENG



GENERATOR

C146

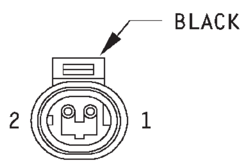
CAV	CIRCUIT	FUNCTION
1	Z0 8BK	GROUND
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
3	K20 18DG	GENERATOR FIELD DRIVER
4	–	–



ENGINE STARTER MOTOR

C147

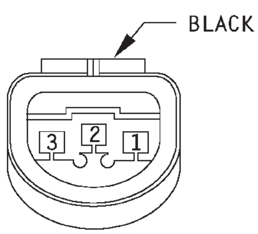
CAV	CIRCUIT	FUNCTION
1	A0 6RD	B(+)
2	T40 12LG/BK	ENGINE STARTER MOTOR RELAY OUTPUT



LEFT AIRBAG SENSOR

C148

CAV	CIRCUIT	FUNCTION
1	R47 18DB/LB	LEFT IMPACT SENSOR LINE 1
2	R49 18LB	LEFT IMPACT SENSOR LINE 2

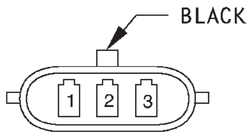


RIGHT HEADLAMP

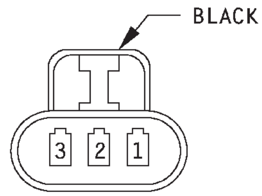
C149

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	L4 16VT/OR	DIMMER SWITCH LOW BEAM OUTPUT
3	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT

C150

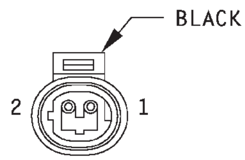


CAV	CIRCUIT
1	L64 18TN/DB
2	L90 18DB/RD
3	Z1 18BK



CAV	CIRCUIT
1	L64 18TN/DB
2	L90 18DB/RD
3	Z1 18BK

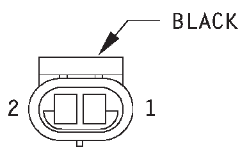
C151



RIGHT AIRBAG SENSOR

CAV	CIRCUIT	FUNCTION
1	R46 18BR/LB	RIGHT IMPACT SENSOR LINE 1
2	R48 18TN	RIGHT IMPACT SENSOR LINE 2

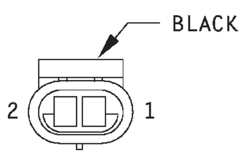
C152



HORN NO.1

CAV	CIRCUIT	FUNCTION
1	X2 16DG/YL	HORN RELAY OUTPUT
2	Z1 16BK	GROUND

C153

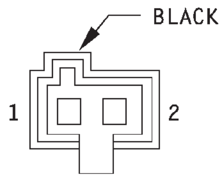


HORN NO.2

CAV	CIRCUIT	FUNCTION
1	X2 16DG/YL	HORN RELAY OUTPUT
2	Z1 16BK	GROUND

C154

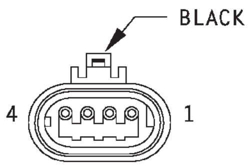
POWER DISTRIBUTION CENTER
(SEE 8W-11-2)



A/C LOW PRESSURE SWITCH

C155

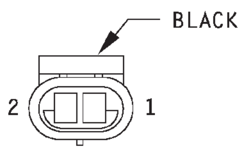
CAV	CIRCUIT	FUNCTION
1	C3 18DB/BK	A/C PRESSURE SWITCH SENSE
2	C21 18DB/OR	A/C PRESSURE SWITCH SENSE



VEHICLE SPEED CONTROL SERVO

C156

CAV	CIRCUIT	FUNCTION
1	V36 20TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
2	V35 20LG/RD	SPEED CONTROL VENT SOLENOID CONTROL
3	V30 20DB/LG	SPEED CONTROL STOP LAMP SWITCH OUTPUT
4	Z4 20BK	GROUND

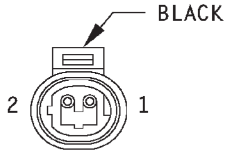


ENGINE COOLANT LEVEL SENSOR

C157

CAV	CIRCUIT	FUNCTION
1	G18 16PK/BK	ENGINE COOLANT LEVEL SENSE
2	Z1 16BK	GROUND

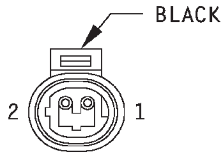
C158



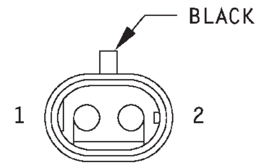
RIGHT FRONT
WHEEL SPEED
SENSOR

CAV	CIRCUIT	FUNCTION
1	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)
2	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR (+)

C159

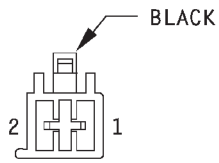


CAV	CIRCUIT
1	M1 18PK
2	Z1 18BK

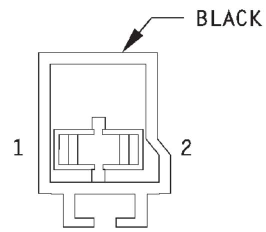


CAV	CIRCUIT
1	M1 18PK
2	Z4 18BK

C160

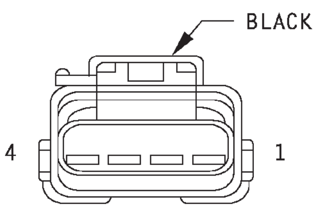


CAV	CIRCUIT
1	A19 12RD/VT
2	Z4 12BK



CAV	CIRCUIT
1	A19 10RD*
1	A19 12RD**
2	Z4 12BK

C161



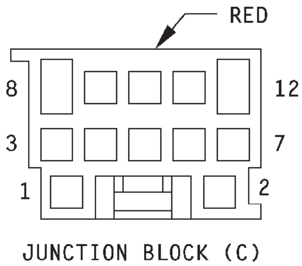
EVAPORATIVE
SYSTEM
LEAK DETECTION
PUMP

CAV	CIRCUIT	FUNCTION
1	–	–
2	F99 20OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
3	J95 20DG/RD	VAPOR CANISTER SOLENOID DRIVER
4	J96 20VT/RD	VAPOR CANISTER PUMP SWITCH DRIVER

* WITH ATC
** WITH MANUAL A/C

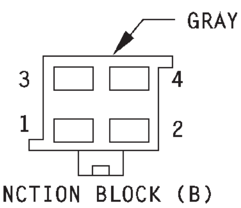
806e68b6 J968W-3

C162



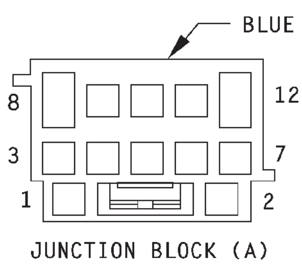
CAV	CIRCUIT	FUNCTION
1	K4 20GY/OR	HORN RELAY CONTROL
2	–	–
3	G28 20LG/OR	2-WHEEL DRIVE LAMP/LOW RANGE
4	L39 18LB	FOG LAMP RELAY OUTPUT
5	F62 18RD	FUSED B(+)
6	–	–
7	–	–
8	A6 14RD/LB	FUSED B(+)
9	–	–
10	–	–
11	L64 18TN/DB	TURN SIGNAL SWITCH OUTPUT
12	F86 16LG/RD	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)

C163

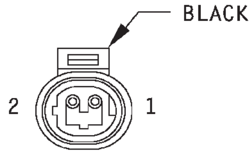


CAV	CIRCUIT	FUNCTION
1	A21 12DB/GY	IGNITION SWITCH OUTPUT (START/RUN)
2	A7 12YL/RD	FUSED B(+)
3	A900 12OR/YL	FUSED B(+)
4	A250 10RD	FUSED B(+)

C164



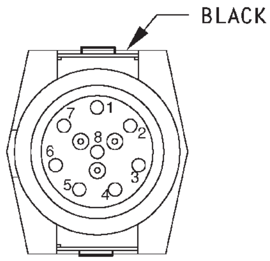
CAV	CIRCUIT	FUNCTION
1	M1 18PK	FUSED B(+)
2	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
3	–	–
4	–	–
5	–	–
6	–	–
7	T107 20BK/RD	4-WHEEL DRIVE PART TIME LAMP
8	–	–
9	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
10	–	–
11	F12 20DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN)
12	–	–



OUTPUT SHAFT SPEED SENSOR

C169

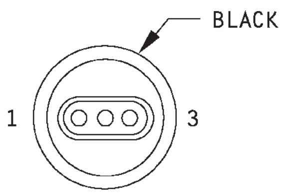
CAV	CIRCUIT	FUNCTION
1	T14 18LG/WT	OUTPUT SHAFT SPEED SENSOR SIGNAL (+)
2	T13 18DB/BK	OUTPUT SHAFT SPEED SENSOR SIGNAL (-)



TRANSMISSION SOLENOID ASSEMBLY

C170

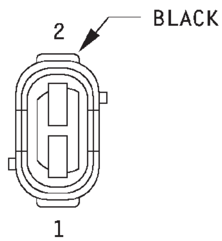
CAV	CIRCUIT	FUNCTION
1	T20 18LB	LOW/REVERSE SOLENOID CONTROL
2	K6 18VT/WT	5 VOLT SUPPLY
3	K4 18BK/LB	SENSOR GROUND
4	T25 18LG	GOVERNOR PRESSURE SIGNAL
5	T59 18PK	VARIABLE FORCE SOLENOID CONTROL
6	T60 18BR	OVERDRIVE SOLENOID CONTROL
7	T22 18DG/LB	TORQUE CONVERTER CLUTCH SOLENOID OUTPUT
8	T54 18VT	TRANSMISSION TEMPERATURE SENSOR SIGNAL



PARK/NEUTRAL POSITION SWITCH

C171

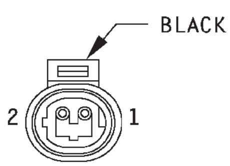
CAV	CIRCUIT	FUNCTION
1	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
2	T41 20BK/WT	PARK/NEUTRAL POSITION SWITCH SENSE
3	F83 18YL/DG	FUSED IGNITION SWITCH OUTPUT (RUN)



ENGINE COOLANT TEMPERATURE SENSOR

C172 (WITH 5.2L ENG)

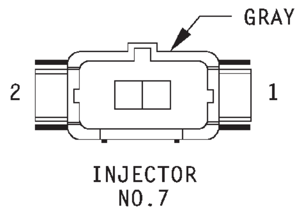
CAV	CIRCUIT	FUNCTION
1	K2 16TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL
2	K4 16BK/LB	SENSOR GROUND



A/C HIGH PRESSURE SWITCH

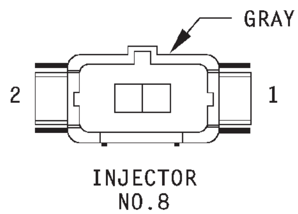
C173

CAV	CIRCUIT	FUNCTION
1	C21 18DB/OR	A/C PRESSURE SWITCH SENSE
2	Z1 18BK	GROUND



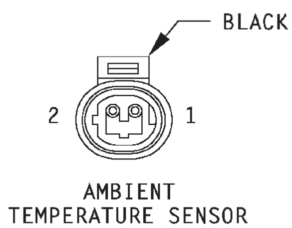
C175 (WITH 5.2L ENG)

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K17 18DB/WT	INJECTOR NO. 7 DRIVER



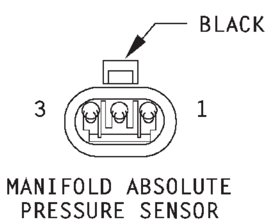
C176 (WITH 5.2L ENG)

CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K18 18DB/YL	INJECTOR NO. 8 DRIVER



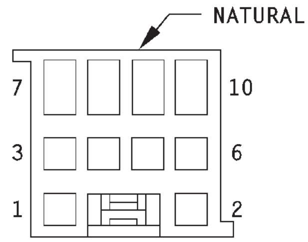
C179

CAV	CIRCUIT	FUNCTION
1	D41 20LG/WT	SENSOR RETURN
2	C8 20DG/RD	AMBIENT TEMPERATURE SENSOR SIGNAL



C181 (WITH 5.2L ENG)

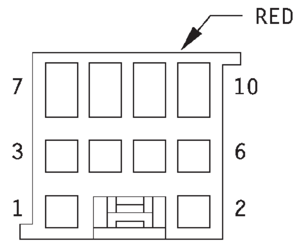
CAV	CIRCUIT	FUNCTION
1	K25 20WT/BK	5 VOLT SUPPLY
2	K70 20RD/WT	MAP SENSOR SIGNAL
3	K4 20BK/LB	SENSOR GROUND



I/P JUNCTION BLOCK (A)

C200

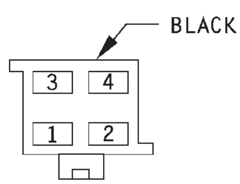
CAV	CIRCUIT	FUNCTION
1	L64 18TN/DB	RIGHT TURN SIGNAL INDICATOR LAMP
2	107 20BK/RD	4-WHEEL DRIVE PART TIME LAMP
3	F30 18RD/DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
4	A31 18RD/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
5	L64 18TN/DB	RIGHT TURN SIGNAL INDICATOR LAMP
6	107 20BK/RD	4-WHEEL DRIVE PART TIME LAMP
7	F86 16LG/BK*	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
	F86 16LG/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
8	F75 18VT	FUSED B(+)
9	F75 18VT	FUSED B(+) –
10	–	–



I/P JUNCTION BLOCK (B)

C201

CAV	CIRCUIT	FUNCTION
1	L5 18OR/BK	TURN SIGNAL
2	G28 20LG/OR	2-WHEEL DRIVE OR REAR WHEEL IN ALL TIME
3	–	–
4	Z1 18BK	GROUND
5	X60 20DG/RD	RADIO 12 VOLT OUTPUT
6	G28 20LG/OR	ALL TIME FRONT WHEELS
7	–	–
8	F34 16TN/BK	AUTO HEADLAMP RELAY OUTPUT
9	A6 14RD/LB	FUSED B(+)
10	A22 12BK/OR	FUSED IGNITION SWITCH OUTPUT (RUN)



I/P JUNCTION BLOCK (C)

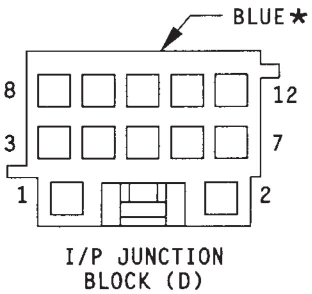
C202

CAV	CIRCUIT	FUNCTION
1	A31 12RD/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
2	A21 12DB/GY	FUSED IGNITION SWITCH OUTPUT (START/RUN)
3	C15 12BK/WT	REAR WINDOW DEFOGGER RELAY OUTPUT
4	F61 12WT/OR	FUSED B(+)

* WITH POWER SUNROOF

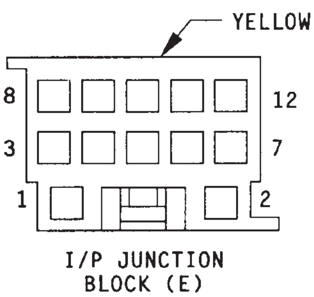
1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996

C203



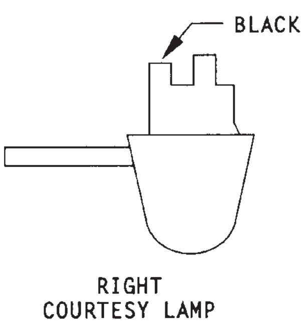
CAV	CIRCUIT	FUNCTION
1	X12 18RD/GY	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
2	L11 16LG/BK	FLASH TO PASS
3	L95 18DG/YL	FOG LAMP RELAY CONTROL
4	A31 18RD/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
5	L12 18VT/TN	HAZARD SIGNAL
6	–	–
7	–	–
8	L39 20LB	FOG LAMP RELAY OUTPUT
9	Z1 20BK	GROUND
10	L95 18DG/YL	FOG LAMP RELAY CONTROL
11	–	–
12	X4 20GY/OR	HORN RELAY CONTROL

C204



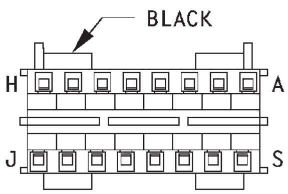
CAV	CIRCUIT	FUNCTION
1	F83 18YL/DG	FUSED IGNITION SWITCH OUTPUT (RUN)
2	M2 20YL	COURTESY LAMP RELAY OUTPUT
3	M1 20PK	FUSED B(+)
4	L90 20DB/RD	PARK LAMP SWITCH OUTPUT
5	L90 20DB/RD	PARK LAMP SWITCH OUTPUT
6	M1 20PK	FUSED B(+)
7	M2 20YL	COURTESY LAMP RELAY OUTPUT
8	M1 20PK	MUX COURTESY LAMP DRIVER
9	–	–
10	L90 20DB/RD	PARK LAMP SWITCH OUTPUT
11	M1 20PK	FUSED B(+)
12	M2 20YL	COURTESY LAMP RELAY OUTPUT

C205

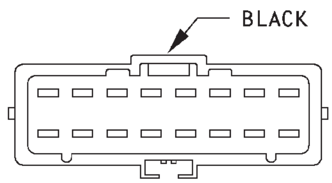


CAV	CIRCUIT	FUNCTION
A	M1 20PK	FUSED B(+)
B	M2 20YL	COURTESY LAMP RELAY OUTPUT

C206 (WITH MANUAL A/C-HEATER)

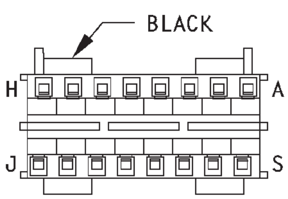


CAV	CIRCUIT
A	–
B	C7 12BK/TN
C	C6 14LB
D	C5 14LG
E	C4 14TN
F	C36 20DB/RD
G	F71 20PK/DG
H	C34 20VT/WT
J	C1 14DG
K	–
L	–
M	–
N	–
P	–
R	–
S	–

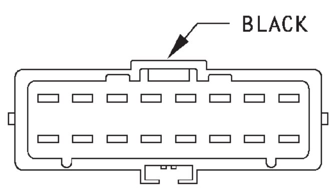


CAV	CIRCUIT
A	–
B	C7 12BK/TN
C	C6 14LB
D	C5 14LG
E	C4 14TN
F	C36 20DB/RD
G	F71 20PK/DG
H	C34 20VT/WT
J	Z4 12BK
K	–
L	–
M	–
N	–
P	–
R	–
S	–

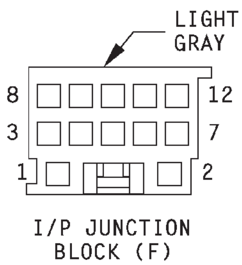
C206 (WITH AUTOMATIC TEMPERATURE CONTROL)



CAV	CIRCUIT
A	C39 20WT
B	C37 20YL
C	C35 20DG/YL
D	C36 20RD/WT
E	C34 20DB/WT
F	F71 20PK/DG
G	C33 20DB/RD
H	C32 20DB/GY
J	C38 20DB
K	C40 20BR/WT
L	C41 20GY/DB
M	C42 18PK/DB
N	C43 18YL/BR
P	Z4 20PK
R	–
S	D41 20LG/WT

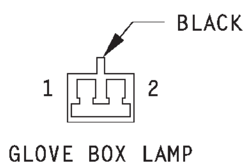


CAV	CIRCUIT
A	C39 20YL
B	C37 20TN/BK
C	C35 20DB/WT
D	C36 20DB/RD
E	C34 20VT/WT
F	F71 20PK/DG
G	C33 20VT/OR
H	C32 20LB/DG
J	C38 20DG
K	C40 20DG/YL
L	C41 20BR
M	C42 12BR/RD
N	C43 18BR/YL
P	Z4 20BK
R	–
S	D41 20LG/WT



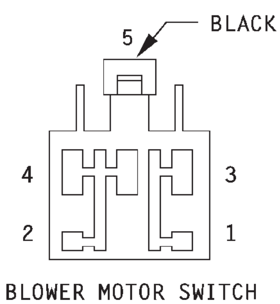
C207

CAV	CIRCUIT	FUNCTION
1	C16 20LB/YL	REAR WINDOW DEFOGGER LAMP DRIVER
2	F38 18OR	FUSED B(+)
3	–	–
4	F71 20DG/PK*	FUSED IGNITION SWITCH OUTPUT (RUN)
5	F60 20RD/WT	FUSED B(+)
6	–	–
7	–	–
8	F87 20BK/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
9	F71 20PK/DG*	FUSED IGNITION SWITCH OUTPUT (RUN)
10	F60 20RD/WT	FUSED B(+)
11	366 16PK/OR	PARK LAMP FEED
12	F60 20WT/RD*	FUSED B(+)



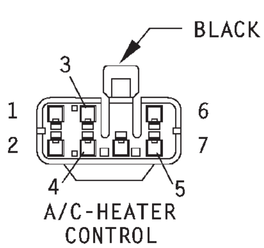
C208

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	Z1 20BK	GROUND



C209

CAV	CIRCUIT	FUNCTION
1	C4 14TN	LOW BLOWER MOTOR DRIVER
2	C5 14LG	M1 BLOWER MOTOR DRIVER
3	C7 12BK/TN	HIGH BLOWER MOTOR DRIVER
4	C1 14DG	GROUND
5	C6 14LB	M2 BLOWER MOTOR DRIVER

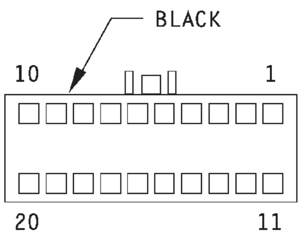


C210

CAV	CIRCUIT	FUNCTION
1	–	–
2	C36 20DB/RD	BLEND AIR DOOR POSITION SWITCH SIGNAL
3	C34 20VT/WT	GROUND
4	E2 20OR	PANEL LAMP DRIVER
5	–	–
6	F71 20DG/PK	FUSED IGNITION SWITCH OUTPUT (RUN)
7	C90 20LG	A/C SELECT INPUT

* WITH ATC

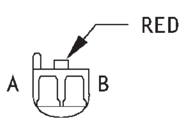
C211



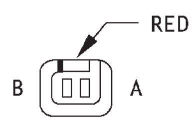
GRAPHIC DISPLAY MODULE OR VEHICLE INFORMATION CENTER

CAV	CIRCUIT	FUNCTION
1	G18 20PK/BK	ENGINE COOLANT LEVEL SWITCH SENSE
2	F60 20RD/WT	FUSED B(+)
3	Z2 20BK/OR	GROUND
4	L5 18OR/BK	TURN SIGNAL
5	G46 20BK/LB	REAR LAMP OUT INDICATOR DRIVER
6	–	–
7	D1 18VT/BR	CCD BUS (+)
8	D2 18WT/BK	CCD BUS (-)
9	–	–
10	E2 20OR	PANEL LAMP DRIVER
11	L90 20DB/RD	PARK LAMP RELAY OUTPUT
12	–	–
13	G29 20BK/TN	WASHER FLUID LEVEL SENSE
14	107 20BK/RD	4-WHEEL DRIVE PART TIME LAMP
15	T106 20GY/OR	4-WHEEL DRIVE FULL TIME LAMP
16	F83 18YL/DG	FUSED IGNITION SWITCH OUTPUT (RUN)
17	T19 20YL/BK	4-WHEEL DRIVE PART TIME LAMP
18	G42 20LB/RD	ALL TIME FRONT WHEELS
19	G28 20LG/OR	2-WHEEL DRIVE OR REAR WHEELS IN ALL TIME
20	Z1 20BK	GROUND

C212

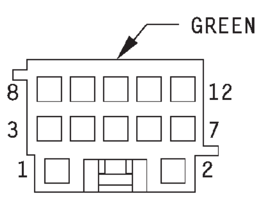


CAV	CIRCUIT
A	G28 20LG/OR
B	107 20BK/RD



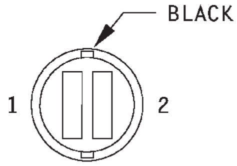
CAV	CIRCUIT
A	G42 20LB/RD
B	T19 20YL/BK

C213



I/P JUNCTION BLOCK (G)

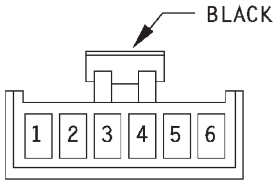
CAV	CIRCUIT	FUNCTION
1	L95 20DG/YL	FOG LAMP RELAY CONTROL
2	V23 18BR/PK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
3	L16 18RD/LG	FUSED B(+)
4	–	–
5	V23 20BR/PK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
6	M112 20BR/LG	COURTESY LAMP RELAY CONTROL
7	X4 20GY/OR	HORN RELAY CONTROL
8	C14 20WT/RD	REAR WINDOW DEFOGGER RELAY CONTROL
9	–	–
10	L79 20TN	PARK LAMP RELAY CONTROL
11	L90 20DB/RD	PARK LAMP SWITCH OUTPUT
12	714 20BK/OR	AUTO HEADLAMP RELAY CONTROL



ASH RECEIVER LAMP

C214

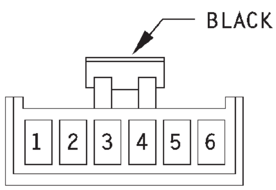
CAV	CIRCUIT	FUNCTION
1	E2 20OR	PANEL LAMP DRIVER
2	Z1 20BK	GROUND



BLEND AIR DOOR MOTOR ACTUATOR

C215 (WITH MANUAL A/C-HEATER)

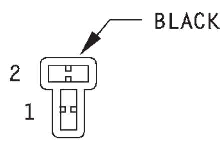
CAV	CIRCUIT	FUNCTION
1	C40 20WT/YL	5 VOLT SUPPLY
2	F71 20PK/DG	FUSED IGNITION SWITCH OUTPUT (RUN)
3	C36 20DB/RD	BLEND AIR DOOR POSITION SWITCH SIGNAL
4	C34 20VT/WT	COMMON DOOR DRIVER
5	–	–
6	–	–



BLEND AIR DOOR MOTOR

C215 (WITH AUTOMATIC TEMPERATURE CONTROL)

CAV	CIRCUIT	FUNCTION
1	C40 20DG/YL	5 VOLT SUPPLY
2	C36 20DB/RD	BLEND AIR DOOR FEEDBACK SIGNAL
3	D41 20LG/WT	SENSOR RETURN
4	–	–
5	C35 20DB/WT	BLEND AIR DOOR MOTOR DRIVER
6	C34 20VT/WT	BLEND AIR DOOR MOTOR DRIVER

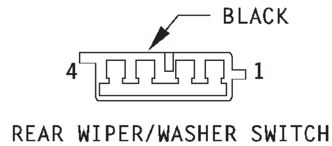


CIGAR LIGHTER

C216

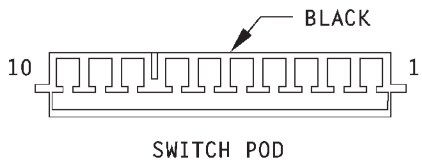
CAV	CIRCUIT	FUNCTION
1	F30 18RD/DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
2	Z1 18BK	GROUND

C217



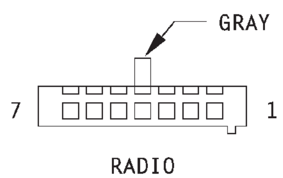
CAV	CIRCUIT	FUNCTION
1	V13 18BR/LG	REAR WIPER MOTOR CONTROL
2	V23 18BR/PK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
3	V24 18BR/OR	REAR WIPER MOTOR CONTROL (INT)
4	V20 18WT/BK	REAR WASHER MOTOR CONTROL
	V20 18WT/BK	REAR WASHER MOTOR CONTROL

C218



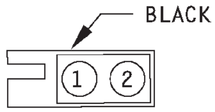
CAV	CIRCUIT	FUNCTION
1	P7 20LB*	DRIVER HEATED SEAT SWITCH OUTPUT
2	Z1 20BK	GROUND
3	E2 20OR	PANEL LAMP DRIVER
4	P8 20LB/WT*	PASSENGER HEATED SEAT SWITCH OUTPUT
5	F71 20PK/DG	FUSED IGNITION SWITCH OUTPUT (RUN)
6	T9 20OR/BK	OVERDRIVE OFF SWITCH SENSE
7	G68 20BR/YL	OVERDRIVE OFF LAMP DRIVER
8	–	–
9	C80 20DB/YL	REAR WINDOW DEFOGGER SWITCH SENSE
10	C16 20LB/YL	FUSED REAR WINDOW DEFOGGER RELAY OUTPUT

C219



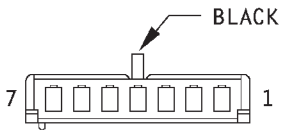
CAV	CIRCUIT	FUNCTION
1	–	–
2	X55 20BR/RD	LEFT FRONT (-)
3	X56 20DB	RIGHT FRONT (-)
4	L90 20DB/RD	PARK LAMP RELAY OUTPUT
5	E2 20OR	PANEL LAMP DRIVER
6	X12 18RD/GY	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
7	F60 20RD/WT	FUSED B(+)

* WITH ATC



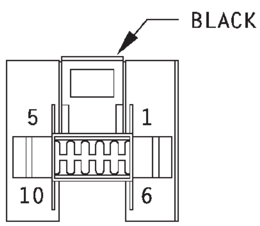
C220

CAV	CIRCUIT	FUNCTION
1	D1 18VT/BR	CCD BUS (+)
2	D2 18WT/BK	CCD BUS (-)



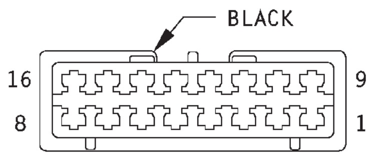
C221

CAV	CIRCUIT	FUNCTION
1	X60 20DG/RD	RADIO 12 VOLT OUTPUT
2	X51 20BR/YL	LEFT REAR (+)
3	X52 20DB/WT	RIGHT REAR (+)
4	X53 20DG	LEFT FRONT (+)
5	X54 20VT/YL	RIGHT FRONT (+)
6	X57 20BR/LB	LEFT REAR (-)
7	X58 20DB/OR	RIGHT REAR (-)



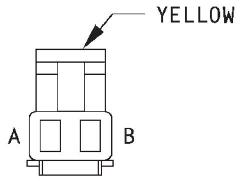
C222

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	Z2 20BK/OR	GROUND
3	F75 18VT	FUSED B(+)
4	205 20WT/VT	ABS WARNING LAMP DRIVER
5	F87 20BK/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
6	L65 18LG/DB	LEFT TURN SIGNAL INDICATOR LAMP
7	L64 18TN/DB	RIGHT TURN SIGNAL INDICATOR LAMP
8	D1 18VT/BR	CCD BUS (+)
9	D2 18WT/BK	CCD BUS (-)
10	E2 20OR	PANEL LAMP DRIVER



C223

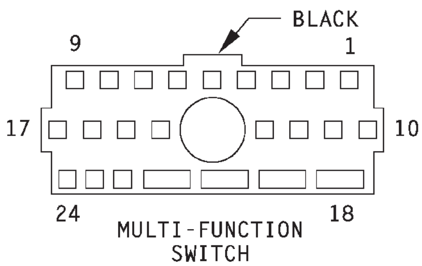
CAV	CIRCUIT	FUNCTION
1	E2 20OR	PANEL LAMP DRIVER
2	Z1 16BK	GROUND
3	M11 20PK/LB	SWITCHED COURTESY LAMP FEED
4	L39 20LB	FOG LAMP RELAY OUTPUT
5	Z1 16BK	GROUND
6	L35 20BR/WT	FOG LAMP SWITCH OUTPUT
7	–	
8	707 20BK/WT	PANEL LAMP DIMMER SWITCH SIGNAL
9	A6 14RD/LB	FUSED B(+)
10	–	–
11	F34 16TN/BK	LOW HEADLAMP SWITCH SENSE
12	–	–
13	L24 20LB/RD	AUTO HEADLAMP SWITCH SENSE
14	–	–
15	366 16PK/OR	PARK LAMP FEED
16	L90 20DB/RD	PARK LAMP RELAY OUTPUT



C224

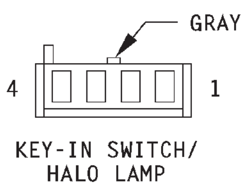
CAV	CIRCUIT	FUNCTION
A	R44 18DB	PASSENGER AIRBAG LINE 2
B	R42 18VT	PASSENGER AIRBAG LINE 1

C225



CAV	CIRCUIT	FUNCTION
1	V50 18LG/WT	WIPER SWITCH MODE SENSE
2	V51 18WT	WINDSHIELD WIPER SWITCH SIGNAL
3	V11 18TN/BK	WASHER SWITCH OUTPUT
	V11 18TN/BK	WASHER SWITCH OUTPUT
4	F86 16LG/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
5	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
6	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
7	V6 16DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
8	V6 16DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
9	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
10	–	–
11	L64 18TN/DB	RIGHT TURN SIGNAL INDICATOR LAMP
12	L60 18TN	LEFT TURN SIGNAL INDICATOR LAMP
13	L12 18VT/TN	HAZARD SIGNAL
14	–	–
15	L61 18DG	TURN SIGNAL SWITCH OUTPUT
16	L65 18LG/DB	TURN SIGNAL SWITCH OUTPUT
	L65 18LG/DB	TURN SIGNAL SWITCH OUTPUT
17	L5 18OR/BK	TURN SIGNAL
	L5 18OR/BK	TURN SIGNAL
18	L4 16VT/OR	DIMMER SWITCH LOW BEAM OUTPUT
	L4 16VT/OR	DIMMER SWITCH LOW BEAM OUTPUT
19	F34 16TN/BK	LOW HEADLAMP SWITCH SENSE
	F34 16TN/BK	LOW HEADLAMP SWITCH SENSE
20	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
21	L11 16LG/BK	FLASH TO PASS
22	–	–
23	–	–
24	–	–

C226



CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G26 20LB	KEY-IN IGNITION SWITCH SENSE
3	M2 20YL	COURTESY LAMP RELAY OUTPUT
4	M1 20PK	FUSED B(+)

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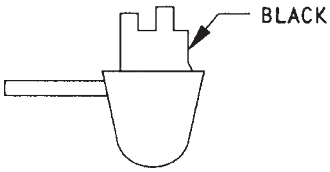
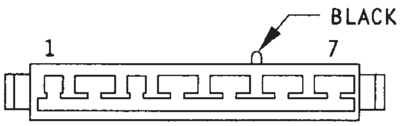
C227



LEFT COURTESY LAMP

CAV	CIRCUIT	FUNCTION
A	M1 20PK	FUSED B(+)
B	M2 20YL	COURTESY LAMP RELAY OUTPUT

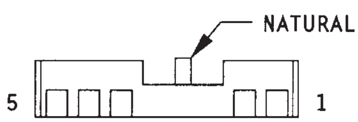
C228



IGNITION SWITCH

CAV	CIRCUIT	FUNCTION
1	A41 14YL	IGNITION SWITCH OUTPUT (START)
2	A21 12DB/GY	IGNITION SWITCH OUTPUT (START/RUN)
3	G9 18GY/BK	RED BRAKE WARNING LAMP DRIVER
4	A1 12RD/WT	FUSED B(+)
5	A22 12BK/OR	IGNITION SWITCH OUTPUT (RUN)
6	A31 12RD/BK	IGNITION SWITCH OUTPUT (ACC/RUN)
7	A1 12RD/WT	FUSED B(+)

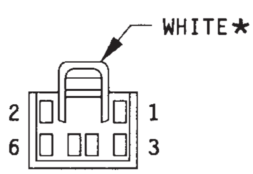
C230



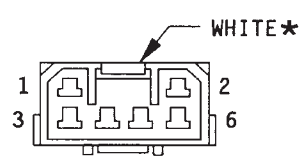
VEHICLE SPEED CONTROL/ HORN SWITCH

CAV	CIRCUIT	FUNCTION
1	K95 20PK	SPEED CONTROL SWITCH SIGNAL
2	K4 18BK/LB	SENSOR GROUND
3	709 20RD/BK	RADIO CONTROL MUX
4	Z2 20BK/OR	GROUND
5	X4 20GY/OR	HORN SWITCH

C231



CAV	CIRCUIT
1	D1 18VT/BR
2	D2 18WT/BK
3	P112 20YL/WT
4	P114 20YL/BK
5	F86 16LG/BK
6	–



CAV	CIRCUIT
1	D1 18VT/BR
2	D2 18WT/BK
3	P112 20BK/WT
4	P114 20BK/YL
5	F86 16LG/BK
6	–

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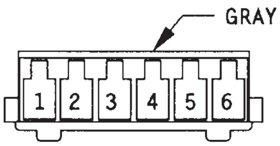
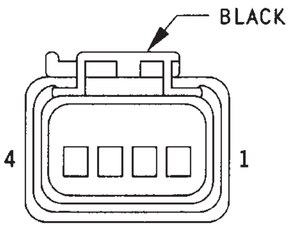
C232



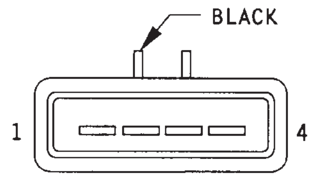
STOP LAMP SWITCH

CAV	CIRCUIT	FUNCTION
1	L53 20BR	STOP LAMP SWITCH SENSE
2	Z1 20BK	GROUND
3	V32 20YL/RD	SPEED CONTROL ON/OFF SWITCH SENSE
4	V30 20DB/LG	SPEED CONTROL STOP LAMP SWITCH OUTPUT
5	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
6	L16 18RD/LG	FUSED B(+)

C233

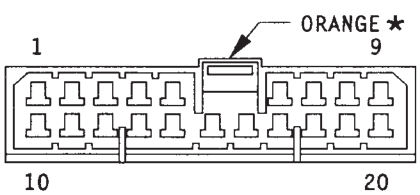


CAV	CIRCUIT
E1	A1 12RD/WT
E2	F61 16WT/OR
E3	A64 16DG/WT
E4	T141 14YL/RD

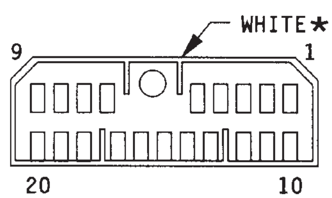


CAV	CIRCUIT
E1	A1 12RD/WT
E2	F61 12WT/OR
E3	A64 16DG/WT
E4	A41 14YL

C234



CAV	CIRCUIT
F1	V11 18TN/BK
F2	L3 16RD/OR
F3	L4 16VT/OR
F4	V4 18RD/YL
F5	G9 16GY/BK
F6	G18 16PK/BK
F7	G29 16BK/TN
F8	K4 20BK/LB
F9	V32 20YL/RD
F10	L65 18LG/DB
F11	C8 20DG/RD
F12	G34 20RD/GY*
F12	L3 16RD/OR
F13	L53 20BR
F14	D83 20BK/PK
F15	D84 20BK/WT
F16	G9 20GY/BK*
F16	G9 16GY/BK
F17	V20 18WT/BK
F18	V6 16DB
F19	K95 20PK
F20	T9 20OR



CAV	CIRCUIT
F1	V11 18TN/BK
F2	L3 16RD/OR
F3	L4 16VT/OR
F4	V4 18RD/YL
F5	G9 18GY/BK
F6	G18 20PK/BK
F7	G29 20BK/TN
F8	K4 18BK/LB
F9	V32 20YL/RD
F10	L65 18LG/DB
F11	C8 20DG/RD
F12	L3 16RD/OR
F13	L53 20BR
F14	D83 20BK/PK
F15	D84 20BK/WT
F16	G9 20GY/BK
F17	V20 18WT/BK
F18	V6 16DB
F19	K95 20PK
F20	T9 20OR/BK

* WITH DRL

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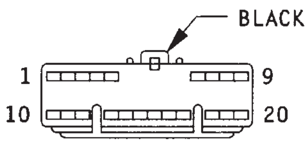
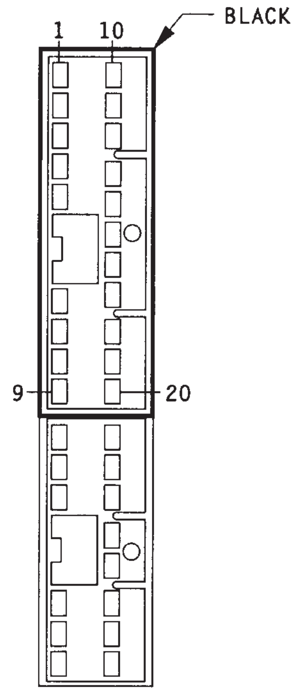
C235

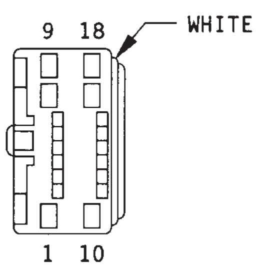


CAV	CIRCUIT
G1	G68 20BR/YL
G2	V30 20DB/LG
G3	T106 20GY/OR
G4	G70 20BR/TN
G5	205 20WT/VT
G6	D98 20WT
G7	D99 20BK/RD
G8	–
G9	G40 18LB/BK
G10	V18 20YL/LG
G11	D41 20LG/WT
G12	S1 20BK/YL
G13	S2 20BK/LG
G14	S3 20PK/WT
G15	S4 20VT
G16	V3 18BR/WT
G17	V66 18VT/WT
G18	F83 18YL/DG
G19	D1 18VT/BR
G20	D2 18WT/BK

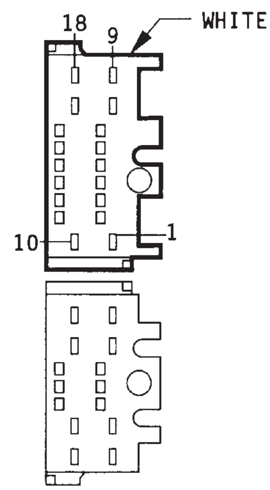


CAV	CIRCUIT
G1	G68 20BR/YL
G2	V30 20DB/LG
G3	T106 20GY/OR
G4	G70 20BR/TN
G5	205 20WT/VT
G6	D98 20WT
G7	D83 20BK/PK
G8	–
G9	G40 20LB/BK
G10	V18 20YL/LG
G11	D41 20LG/WT
G12	S1 20BK/YL
G13	S2 20BK/LG
G14	S3 20PK/WT
G15	S4 20VT
G16	V3 18BR/WT
G17	V66 16VT/WT
G18	F83 18YL/DG
G19	D1 18VT/BR
G20	D2 18WT/BK

C236

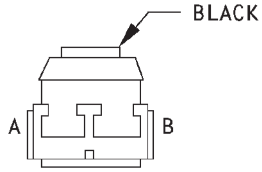


CAV	CIRCUIT
H1	–
H2	* –
H3	* –
H4	* –
H5	* –
H6	* –
H7	* –
H8	F99 20OR
H9	–
H10	–
H11	Z1 18BK
H12	Z2 18BK/OR
H13	–
H14	–
H15	–
H16	–
H17	–
H18	–



CAV	CIRCUIT
H1	–
H2	* –
H3	* –
H4	* –
H5	* –
H6	* –
H7	* –
H8	F99 20OR
H9	–
H10	–
H11	Z1 18BK
H12	Z2 18BK/OR
H13	–
H14	–
H15	–
H16	–
H17	–
H18	–

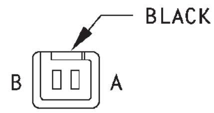
C237



SHIFT INTERLOCK

CAV	CIRCUIT	FUNCTION
A	L53 20BR	SHIFT INTERLOCK SOLENOID SENSE
B	F87 20BK/WT	FUSED IGNITION SWITCH OUTPUT

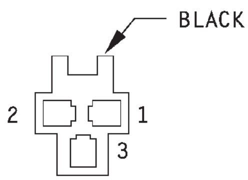
C238



RIGHT INSTRUMENT PANEL SPEAKER

CAV	CIRCUIT	FUNCTION
A	X82 20LB/RD	AMPLIFIED RIGHT FRONT (+)
B	X80 20LB/BK	AMPLIFIED RIGHT FRONT (-)

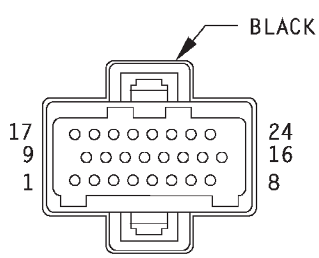
C239



POWER ANTENNA MOTOR

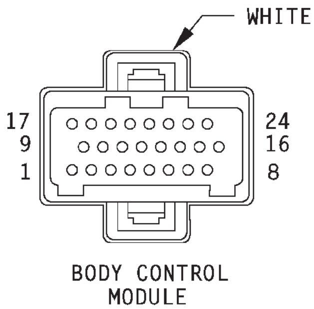
CAV	CIRCUIT	FUNCTION
1	X17 20DG	POWER ANTENNA UP CONTROL
2	X14 20WT	POWER ANTENNA DOWN CONTROL
3	X16 20GY	POWER ANTENNA DRIVER

C240



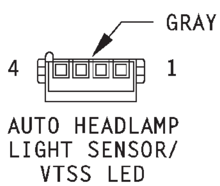
BODY CONTROL MODULE

CAV	CIRCUIT	FUNCTION
1	V51 18WT	WINDSHIELD WIPER SWITCH SIGNAL
2	D41 20LG/WT	SENSOR RETURN
3	–	–
4	–	–
5	C8 20DG/RD	AMBIENT TEMPERATURE SENSOR SIGNAL
6	M11 20PK/LB	SWITCHED COURTESY LAMP FEED
7	L24 20LB/RD	AUTO HEADLAMP SWITCH SENSE
8	C80 20DB/YL	REAR WINDOW DEFOGGER SWITCH SENSE
9	L4 16VT/OR	DIMMER SWITCH LOW BEAM OUTPUT
10	–	–
11	–	–
12	G70 20BR/TN	HOOD AJAR SWITCH SENSE
13	–	–
14	G26 20LB	KEY-IN IGNITION SWITCH SENSE
15	L35 20BR/WT	FOG LAMP SWITCH OUTPUT
16	Z2 20BK/OR	GROUND
17	L90 20DB/RD	PARK LAMP RELAY OUTPUT
18	F99 20OR	FUSED IGNITION SWITCH OUTPUT (START/RUN)
19	D1 18VT/BR	CCD BUS (+)
20	D2 18WT/BK	CCD BUS (-)
21	–	–
22	–	–
23	G69 20BK/LG	VTSS INDICATOR LAMP DRIVER
24	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT



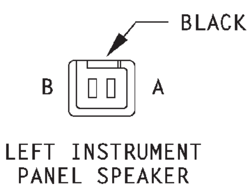
C241

CAV	CIRCUIT	FUNCTION
1	–	–
2	L109 20WT	ULTRALIGHT SENSOR DRIVER
3	709 20RD/BK	RADIO CONTROL MUX
4	V66 16VT/WT	WIPER PARK SWITCH SENSE
5	–	–
6	M112 20BR/LG	COURTESY LAMP RELAY CONTROL
7	C90 20LG	A/C SELECT INPUT
8	F75 18VT	FUSED B(+)
9	L110 20OR/BK	ULTRALIGHT SENSOR SIGNAL
10	–	–
11	–	–
12	714 20BK/OR	AUTO HEADLAMP RELAY CONTROL
13	X4 20GY/OR	HORN RELAY CONTROL
14	C14 20WT/RD	REAR WINDOW DEFOGGER RELAY CONTROL
15	V23 20BR/PK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
16	E2 20OR	PANEL LAMP DRIVER
17	V11 18TN/BK	WASHER SWITCH OUTPUT
18	V50 18LG/WT	WIPER SWITCH MODE SENSE
19	–	–
20	707 20BK/WT	PANEL LAMP DIMMER SWITCH SIGNAL
21	L79 20TN	PARK LAMP RELAY CONTROL
22	L95 20DG/YL	FOG LAMP RELAY CONTROL
23	V18 20YL/LG	INTERMITTENT WIPER RELAY CONTROL
24	Z1 16BK	GROUND



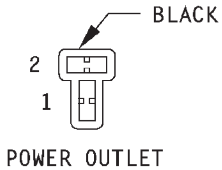
C242

CAV	CIRCUIT	FUNCTION
1	F75 18VT	FUSED B(+)
2	G69 20BK/LG	VTSS INDICATOR LAMP DRIVER
3	L109 20WT	ULTRALIGHT LIGHT SENSOR DRIVER
4	L110 20OR/BK	ULTRALIGHT LIGHT SENSOR SIGNAL



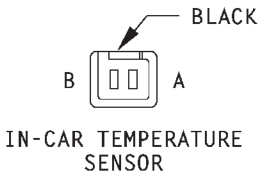
C243

CAV	CIRCUIT	FUNCTION
A	X87 20LG/RD	AMPLIFIED LEFT FRONT (+)
B	X85 20LG/BK	AMPLIFIED LEFT FRONT (-)



C244

CAV	CIRCUIT	FUNCTION
1	F38 18OR	FUSED B(+)
2	Z1 18BK	GROUND

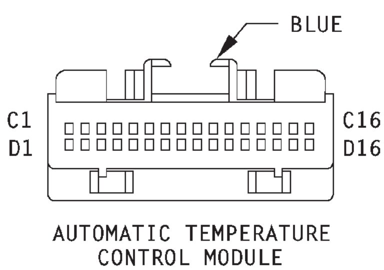


C245

CAV	CIRCUIT	FUNCTION
A	C10 20RD/TN	IN-CAR TEMPERATURE SENSOR SIGNAL
B	D41 20LG/WT	SENSOR GROUND

C246

CAV	CIRCUIT	FUNCTION
C1	C37 20YL	MODE DOOR MOTOR DRIVER
C2	C35 20DG/YL	BLEND AIR DOOR MOTOR DRIVER
C3	C39 20WT	MODE DOOR MOTOR POSITION SENSE
C4	–	–
C5	–	–
C6	C90 20LG	A/C SELECT INPUT
C7	–	–
C8	C40 20BR/WT	5 VOLT SUPPLY
C9	C43 18YL/BR	BLOWER POWER MODULE OUTPUT
C10	D1 18VT/BR	CCD BUS(+)
C11	D2 18WT/BK	CCD BUS(-)
C12	F71 20DG/PK	FUSED IGNITION SWITCH OUTPUT (RUN)
C13	F60 20WT/RD	FUSED B(+)
C14	C36 20RD/WT	BLEND AIR DOOR FEEDBACK SIGNAL
C15	–	–
C16	–	–
D1	C38 20DB	MODE DOOR MOTOR DRIVER
D2	C42 18PK/DB	HIGH SPEED BLOWER MOTOR RELAY SIGNAL
D3	C32 20DB/GY	RECIRCULATION DOOR MOTOR DRIVER
D4	C33 20DB/RD	RECIRCULATION DOOR MOTOR DRIVER
D5	C41 20GY/DB	HIGH SPEED BLOWER MOTOR RELAY CONTROL
D6	C34 20DB/WT	BLEND AIR DOOR MOTOR DRIVER
D7	Z4 20PK	GROUND
D8	–	–
D9	D41 20LG/WT	SENSOR RETURN
D10	–	–
D11	–	–
D12	C10 20RD/TN	IN-CAR TEMPERATURE SENSOR SIGNAL
D13	E2 20OR	PANEL LAMP DRIVER
D14	–	–
D15	C47 20BK/WT	SOLAR SENSOR SIGNAL
D16	–	–



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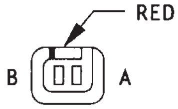
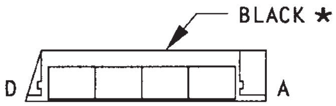


SOLAR SENSOR

C247

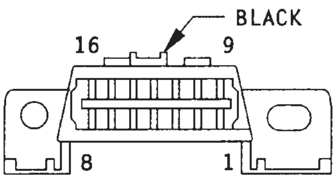
CAV	CIRCUIT	FUNCTION
A	C47 20BK/WT	SOLOR SENSOR SIGNAL
B	D41 20LG/WT	SENSOR GROUND



STEERING WHEEL SPEED SENSOR

C248 (WITH AUTOMATIC TEMPERATURE CONTROL)

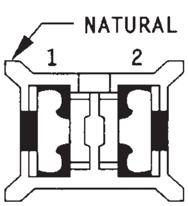
CAV	CIRCUIT	FUNCTION
A	S1 20BK/YL	5 VOLT SUPPLY
B	S2 20BK/LG	STEERING WHEEL SPEED SENSOR GROUND
C	S3 20PK/WT	STEERING WHEEL SPEED SENSOR SIGNAL A
D	S4 20VT	STEERING WHEEL SPEED SENSOR SIGNAL B



DATA LINK CONNECTOR

C249

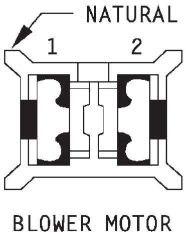
CAV	CIRCUIT	FUNCTION
1	–	–
2	–	–
3	D1 18VT/BR	CCD BUS(+)
4	Z1 18BK	GROUND
5	Z2 18BK/OR	GROUND
6	D84 20BK/WT	SCI TRANSMIT
7	D83 20BK/PK	SCI RECIEVE
8	–	–
9	–	–
10	–	–
11	D2 18WT/BK	CCD BUS (-)
12	D98 20WT	SCI TRANSMIT
13	–	–
14	–	–
15	–	–
16	F75 18VT	FUSED B(+)



BLOWER MOTOR

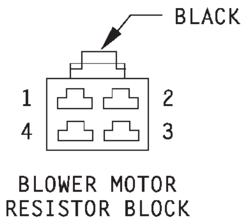
C250 (WITH MANUAL A/C-HEATER)

CAV	CIRCUIT	FUNCTION
1	A19 12RD	BLOWER MOTOR DRIVER
2	C7 12BK	GROUND



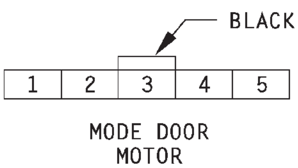
C250 (WITH AUTOMATIC TEMPERATURE CONTROL)

CAV	CIRCUIT	FUNCTION
1	C42 12RD	HIGH SPEED BLOWER MOTOR RELAY SIGNAL
2	Z4 12BK	GROUND



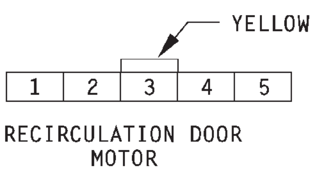
C251 (WITH MANUAL A/C-HEATER)

CAV	CIRCUIT	FUNCTION
1	C4 14TN	LOW BLOWER MOTOR DRIVER
2	C6 14LB	M2 BLOWER MOTOR DRIVER
3	C7 12BK	HIGH BLOWER MOTOR DRIVER
4	C5 14LG	M1 BLOWER MOTOR DRIVER



C252

CAV	CIRCUIT	FUNCTION
1	C39 20YL	MODE DOOR MOTOR POSITION SENSE
2	C40 20DG/YL	5 VOLT SUPPLY
3	D41 20LG/WT	SENSOR RETURN
4	C38 20DG	MODE DOOR MOTOR DRIVER
5	C37 20TN/BK	MODE DOOR MOTOR DRIVER



C253 (WITH AUTOMATIC TEMPERATURE CONTROL)

CAV	CIRCUIT	FUNCTION
1	C33 20VT/OR	RECIRCULATION DOOR MOTOR DRIVER
2	–	–
3	–	–
4	C32 20LB/DG	RECIRCULATION DOOR MOTOR DRIVER
5	F71 20PK/DG	FUSED IGNITION SWITCH OUTPUT (RUN)

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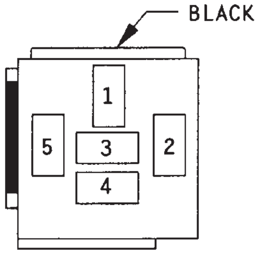
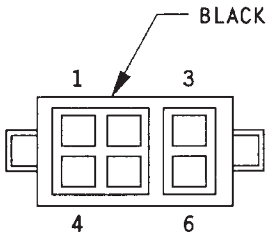


HIGH SPEED BLOWER MOTOR RELAY

C254

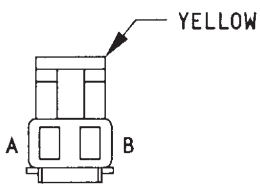
CAV	CIRCUIT	FUNCTION
1	★A19 14RD/YL	FUSED B(+)
2	C42 12BR/RD	BLOWER MOTOR DRIVER
3	–	–
4	C41 20BR	HIGH BLOWER MOTOR RELAY CONTROL
5	A19 12DG/RD	FUSED B(+)
6	–	–



BLOWER POWER MODULE

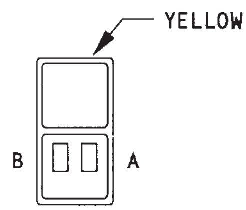
C256 (WITH AUTOMATIC TEMPERATURE CONTROL)

CAV	CIRCUIT	FUNCTION
1	C42 12BR/RD	BLOWER MOTOR DRIVER
2	–	–
3	A19 10RD	FUSED B(+)
4	C43 18BR/YL	BLOWER POWER MODULE OUTPUT
5	Z4 18BK	GROUND
6	–	–

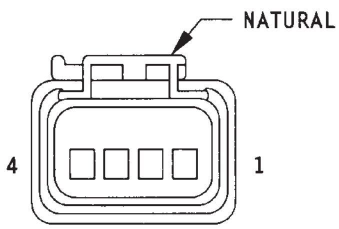


C300

CAV	CIRCUIT
A	R44 18DG/YL
B	R42 18BK/YL

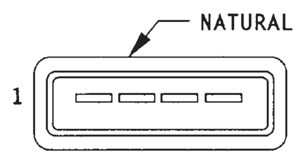


CAV	CIRCUIT
A	R44 18DB
B	R42 18VT



C301

CAV	CIRCUIT
1	C15 12BK/WT
2	Z1 14BK
3	A64 16DG/WT
4	–



CAV	CIRCUIT
1	C15 12BK/WT
2	Z1 14BK
3	A64 16DG/WT
4	–

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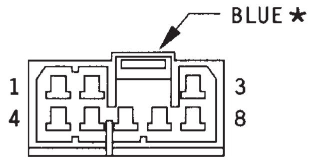
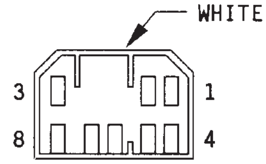
C302

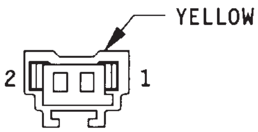


CAV	CIRCUIT
1	D1 18VT/BR
2	D2 18WT/BK
3	D83 20BK/PK
4	205 20VT/WT
5	G9 20GY/BK
6	E2 20OR
7	P112 18YL/WT
8	P114 18YL/BK



CAV	CIRCUIT
1	D1 18VT/BR
2	D2 18WT/BK
3	D83 20BK/PK
4	205 20WT/VT
5	G9 20GY/BK
6	E2 20OR
7	P112 20YL/WT
8	P114 20YL/BK

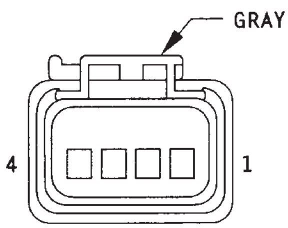
C303



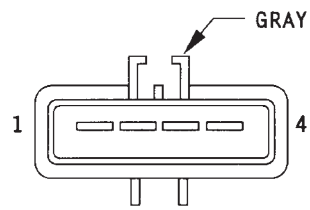
DRIVER SIDE AIRBAG

CAV	CIRCUIT	FUNCTION
1	R45 18DG/LB	DRIVER AIR BAG LINE 2
2	R43 18BK/LB	DRIVER AIR BAG LINE 1

C304

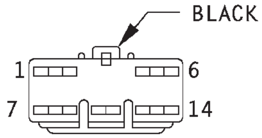


CAV	CIRCUIT
1	R46 18BR/LB
2	R48 18TN
3	R47 18DB/LB
4	R49 18LB

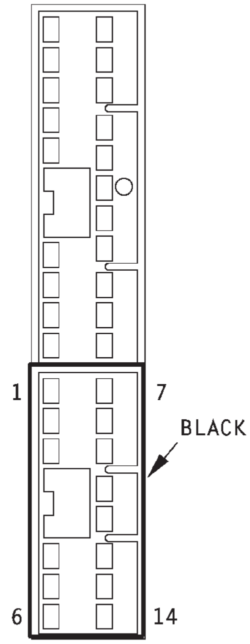


CAV	CIRCUIT
1	R46 18BR/LB
2	R48 18TN
3	R47 18DB/LB
4	R49 18LB

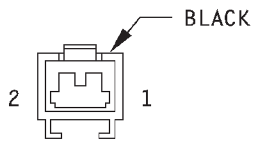
C305



CAV	CIRCUIT
1	G40 20LB/BK
2	K4 20BK/LB
3	V24 18BR/OR
4	V20 18BK/WT
5	X55 16BR/RD
6	X53 16DG
7	X54 16VT
8	X56 16DB
9	Z5 14BK/LB
10	X51 16BR/YL
11	X57 16BR/LB
12	L50 18WT/TN
13	X52 16DB/WT
14	X58 16DB/OR



CAV	CIRCUIT
1	G40 20LB/BK
2	K4 18BK/LB
3	V24 18BR/OR
4	V20 18WT/BK
5	X55 20BR/RD
6	X53 20DG
7	X54 20VT/YL
8	X56 20DB
9	Z5 16BK
10	X51 20BR/YL
11	X57 20BR/LB
12	L50 18WT/TN
13	X52 20DB/WT
14	X58 20DB/OR

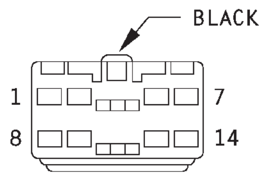


SEAT BELT
SWITCH

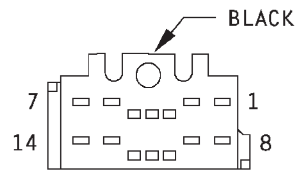
C306

CAV	CIRCUIT	FUNCTION
1	G10 20LG/RD	SEAT BELT SWITCH SENSE
2	Z1 20BK	GROUND

C307

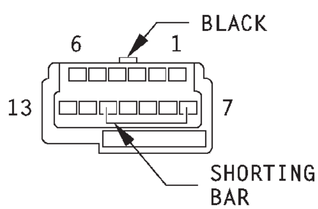


CAV	CIRCUIT
1	X82 16LB/RD
2	X80 16LB/BK
3	L61 18LG
4	L60 18TN
5	G46 20LB/BK
6	V13 18BR/LG
7	L36 18LG/OR
8	Z2 18BK/OR
9	F71 18PK/DG*
10	P7 18LB/BK*
11	P8 18LB/WT*
12	–
13	X85 16LG/BK
14	X87 16LG/RD



CAV	CIRCUIT
1	X82 20LB/RD
2	X80 20LB/BK
3	L61 18DG
4	L60 18TN
5	G46 20BK/LB
6	V13 18BR/LG
7	L36 18LG
8	Z2 18BK/OR
9	F71 20PK/DG*
10	P7 20LB*
11	P8 20LB/WT*
12	–
13	X85 20LG/BK
14	X87 20LG/RD

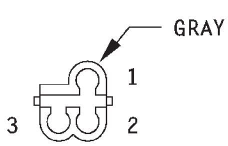
C308



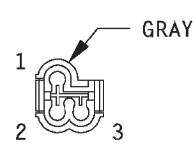
AIRBAG MODULE CONTROL
NO. 1

CAV	CIRCUIT	FUNCTION
1	G5 18DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/START)
2	F20 18WT	FUSED IGNITION SWITCH OUTPUT (RUN)
3	D1 18VT/BR	CCD BUS(+)
4	D2 18WT/BK	CCD BUS(-)
5	R47 18DB/LB	LEFT IMPACT SENSOR LINE 1
6	R49 18LB	LEFT IMPACT SENSOR LINE 2
7	–	–
8	–	–
9	–	–
10	–	–
11	Z6 16BK/PK	GROUND
12	R46 18BR/LB	RIGHT IMPACT SENSOR LINE 1
13	R48 18TN	RIGHT IMPACT SENSOR LINE 2

C309

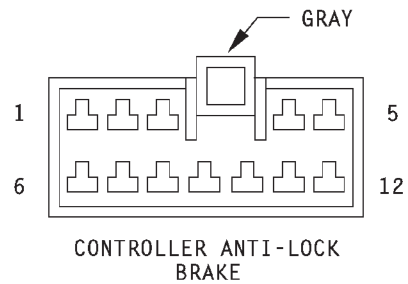


CAV	CIRCUIT
1	Q17 14DB/WT
2	Q27 14RD/BK
3	P34 14PK/BK



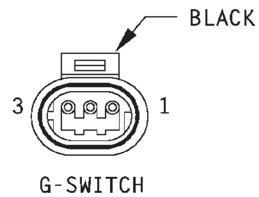
CAV	CIRCUIT
1	Q18 16GY/BK
2	Q28 16DG/WT
3	P34 18PK/BK

* WITH HEATED SEATS



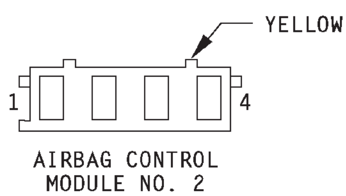
C310

CAV	CIRCUIT	FUNCTION
A1	205 20VT/WT	ABS WARNING LAMP DRIVER
A2	B43 20PK/OR	G SWITCH SENSOR GROUND
A3	D83 20BK/PK	SCI RECEIVE
A4	–	–
A5	F12 20DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN)
A6	B41 20YL/VT	G SWITCH NO. 1 SENSE
A7	B42 20TN/WT	G SWITCH NO. 2 SENSE
A8	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
A9	B3 20LG/DB	LEFT REAR WHEEL SPEED SENSOR (-)
A10	B4 20LG	LEFT REAR WHEEL SPEED SENSOR (+)
A11	B1 20YL/DB	RIGHT REAR WHEEL SPEED SENSOR (-)
A12	B2 20YL	RIGHT REAR WHEEL SPEED SENSOR (+)



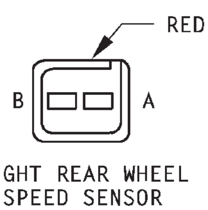
C311

CAV	CIRCUIT	FUNCTION
1	B43 20PK/OR	G SWITCH SENSOR GROUND
2	B41 20YL/VT	G SWITCH NO. 1 SENSE
3	B42 20TN/WT	G SWITCH NO. 2 SENSE



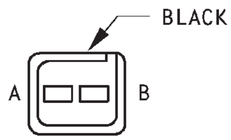
C312

CAV	CIRCUIT	FUNCTION
1	R42 18BK/YL	PASSENGER AIRBAG LINE 1
2	R44 18DG/YL	PASSENGER AIRBAG LINE 2
3	R43 18BK/LB	DRIVER AIRBAG LINE 1
4	R45 18DG/LB	DRIVER AIRBAG LINE 2



C313

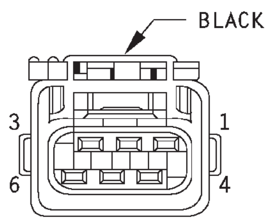
CAV	CIRCUIT	FUNCTION
A	B1 20YL/DB	RIGHT REAR WHEEL SPEED SENSOR (-)
B	B2 20YL	RIGHT REAR WHEEL SPEED SENSOR (+)



LEFT REAR WHEEL
SPEED SENSOR

C314

CAV	CIRCUIT	FUNCTION
A	B3 20LG/DB	LEFT REAR WHEEL SPEED SENSOR (-)
B	B4 20LG	LEFT REAR WHEEL SPEED SENSOR (+)

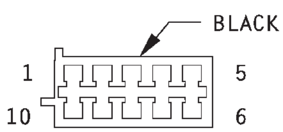


FUEL PUMP MODULE

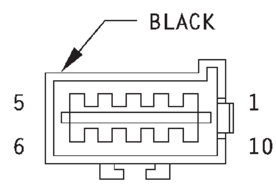
C315

CAV	CIRCUIT	FUNCTION
1	A64 16DG/WT	FUEL PUMP RELAY OUTPUT
2	–	–
3	G40 20LB/BK	LOW FUEL SENSE
4	K4 20BK/LB	SENSOR GROUND
5	–	–
6	Z1 16BK	GROUND

C316 (WITHOUT LAMP OUTAGE MODULE)

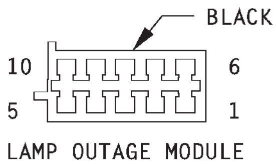


CAV	CIRCUIT
1	L36 18LG/OR
2	L50 18WT/TN
3	L90 18DB/RD
	L90 18DB/RD
4	L90 18DB/RD
	L90 18DB/RD
5	L90 18DB/RD
6	L50 18WT/TN
7	L50 18WT/TN
8	L50 18WT/TN
9	G46 20LB/BK
10	F87 18WT/PK



CAV	CIRCUIT
1	L36 18LG/OR
	L36 18LG/OR
2	L50 18WT/TN
3	L90 18DB/RD*
	L90 20DB/RD
4	L22 18LB
5	L21 18LB/WT
6	L74 18PK/BK
7	L73 18PK/WT
8	L87 18DG/WT
9	Z1 18BK
10	–

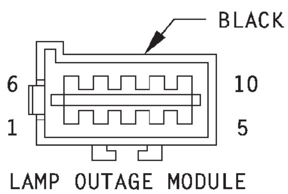
* WITH FACTORY TRAILER TOW OR
AFTERMARKET TRAILER TOW



C316

(WITH LAMP OUTAGE MODULE — 1 OF 2 CONNECTORS)

CAV	CIRCUIT	FUNCTION
1	L36 18LG/OR	NOT USED
2	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
3	L90 18DB/RD	PARK LAMP RELAY OUTPUT
	L90 18DB/RD	PARK LAMP RELAY OUTPUT
4	L90 18DB/RD	PARK LAMP RELAY OUTPUT
	L90 18DB/RD	PARK LAMP RELAY OUTPUT
5	L90 18DB/RD	PARK LAMP RELAY OUTPUT
6	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
7	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
8	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
9	G46 20LB/BK	REAR LAMP OUT INDICATOR DRIVER
10	F87 18WT/PK	FUSED IGNITION SWITCH OUTPUT (START/RUN)



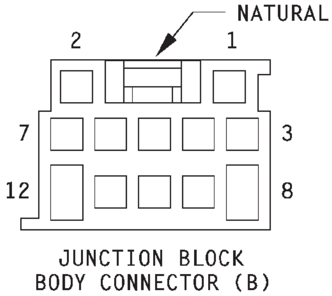
C316

(WITH LAMP OUTAGE MODULE 2 OF 2 CONNECTORS)

CAV	CIRCUIT	FUNCTION
1	L36 18LG/OR	NOT USED
	L36 18LG/OR	NOT USED
2	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
3	L90 18DB/RD*	PARK LAMP RELAY OUTPUT
	L90 20DB/RD	PARK LAMP RELAY OUTPUT
4	L22 18LB	PARK LAMP SWITCH OUTPUT
5	L21 18LB/WT	PARK LAMP SWITCH OUTPUT
6	L74 18PK/BK	STOP LAMP SWITCH OUTPUT
7	L73 18PK/WT	STOP LAMP SWITCH OUTPUT
8	L87 18DG/WT	STOP LAMP SWITCH OUTPUT
9	Z1 18BK	GROUND
10	–	–

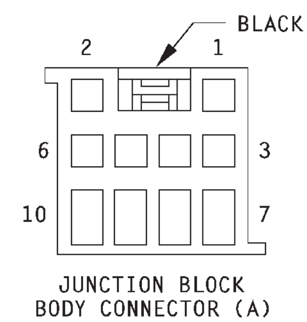
* WITH AFTERMARKET TRAILER TOW
OR FACTORY TRAILER TOW

C317



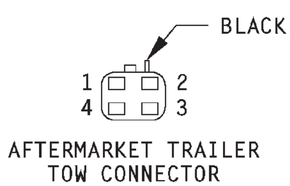
CAV	CIRCUIT	FUNCTION
1	F20 18WT	FUSED IGNITION SWITCH OUTPUT (RUN)
2	–	–
3	–	–
4	L90 18DB/RD	PARK LAMP RELAY OUTPUT
5	M1 20PK	FUSED B(+)
6	F12 20DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN)
7	F87 18WT/PK	FUSED IGNITION SWITCH OUTPUT (START/RUN)
8	F75 14VT	FUSED B(+)
9	–	–
10	–	–
11	–	–
12	F35 16RD	FUSED B(+)

C318



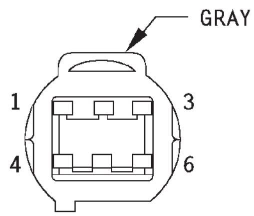
CAV	CIRCUIT	FUNCTION
1	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
2	G5 18DB/WT	FUSED IGNITION SWITCH OUTPUT (START/RUN)
3	M2 20YL	COURTESY LAMP RELAY OUTPUT
4	X60 18DG/RD	RADIO 12 VOLT OUTPUT
5	–	–
6	–	–
7	F81 10TN	FUSED B(+)
8	F70 14PK/BK	FUSED B(+)
9	F81 12TN	FUSED B(+)
10	F35 16RD	FUSED B(+)

C319

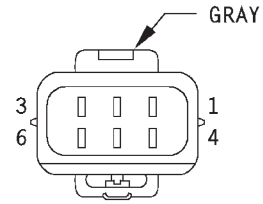


CAV	CIRCUIT	FUNCTION
A	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
B	L90 18DB/RD	PARK LAMP RELAY OUTPUT
C	L60 18TN	RIGHT TURN SIGNAL
D	F70 18PK/BK	FUSED B(+)

C320

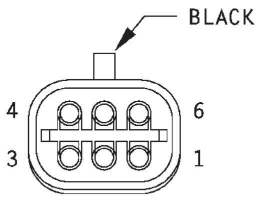


CAV	CIRCUIT
1	L73 18PK/WT
2	L22 18LB
3	L10 18BR/LG
4	Z1 18BK
5	L60 18TN
6	–

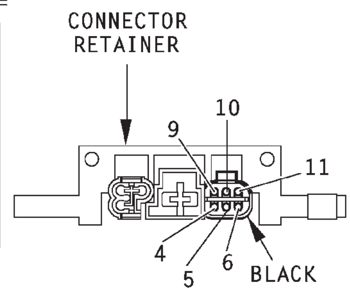


CAV	CIRCUIT
1	L74 18PK/BK
2	L22 18LB
3	L10 18BR/LG
4	Z1 18BK
5	L60 18TN
6	L36 18LG/OR

C321

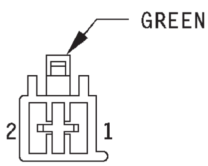


CAV	CIRCUIT
1	–
2	–
3	G71 20VT/YL
4	L90 20DB/RD
5	–
6	G78 20TN/BK

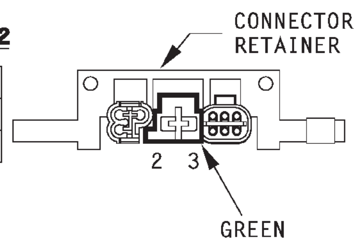


CAV	CIRCUIT
4	–
5	–
6	G71 20VT/YL
9	G78 20TN/BK
10	–
11	L90 20DB/RD

C322

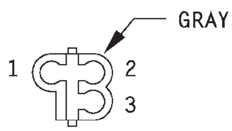


CAV	CIRCUIT
1	–
2	C15 12BK/WT

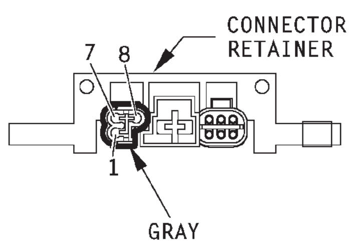


CAV	CIRCUIT
2	–
3	C15 12BK/LB

C323



CAV	CIRCUIT
1	–
2	F70 14PK/BK
3	P2 14BK/WT



CAV	CIRCUIT
1	P2 16BK/WT
7	F70 16PK/BK
8	–

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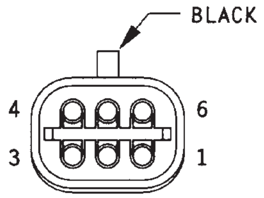
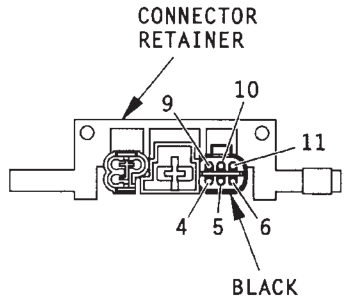
C324

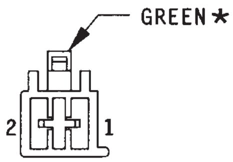


CAV	CIRCUIT
1	V13 18BR/LG
2	–
3	–
4	V20 18BK/WT
5	–
6	V24 18BR/OR

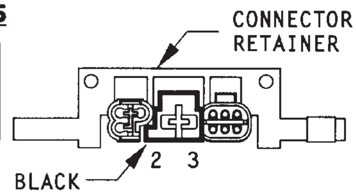


CAV	CIRCUIT
4	V13 18BR/LG
5	–
6	–
9	V24 18BR/OR
10	–
11	V20 18BK/WT

C325

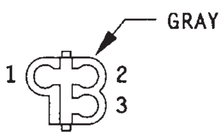


CAV	CIRCUIT
1	–
2	Z1 12BK

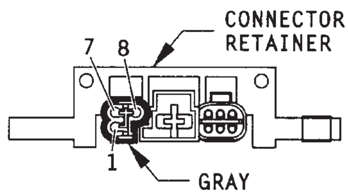


CAV	CIRCUIT
2	–
3	Z1 12BK

C326

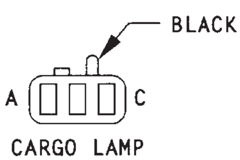


CAV	CIRCUIT
1	L87 18DG/WT
2	Z1 18BK
3	P34 14PK/BK



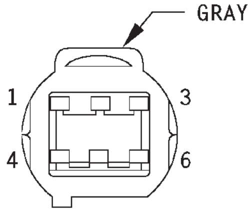
CAV	CIRCUIT
1	P34 16PK/BK
7	Z1 18BK
8	L87 18DG/WT

C327

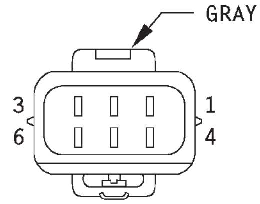


CAV	CIRCUIT	FUNCTION
A	M2 20YL	COURTESY LAMP RELAY OUTPUT
B	M1 20PK	FUSED B(+)
C	M4 20WT/LG	LIFTGATE COURTESY LAMP DISABLE

C328

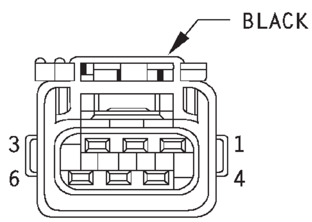


CAV	CIRCUIT
1	L73 18PK/WT
2	L22 18LB
3	L10 18BR/LG
4	Z1 18BK
5	L60 18TN
6	–

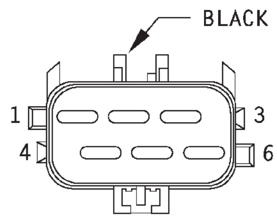


CAV	CIRCUIT
1	L73 18PK/WT
2	L21 18LB/WT
3	L10 18BR/LG
4	Z1 18BK
5	L61 18LG
6	L36 18LG/OR

C329

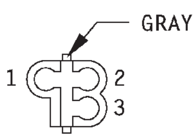


CAV	CIRCUIT
1	F35 16RD
2	Z1 16BK
3	D1 18VT/BR
4	D2 18WT/BK
5	P7 18LB/BK*
6	F71 18PK/DG*

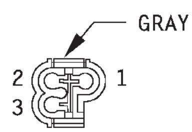


CAV	CIRCUIT
1	F35 14RD
2	Z1 14BK
3	D1 20VT/BR
4	D2 20WT/BK
5	P7 18LB/BK*
6	F87 18PK/DG*

C330

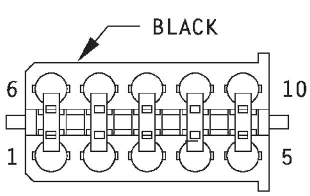


CAV	CIRCUIT
1	Q18 14GY/BK
2	Q28 14DG/WT
3	P34 14PK/BK

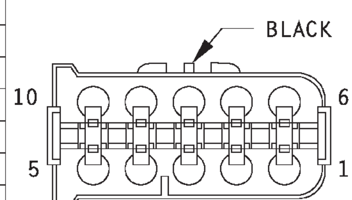


CAV	CIRCUIT
1	Q18 16GY/BK
2	Q28 16DG/WT
3	P34 18PK/BK

C331



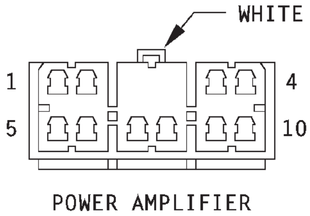
CAV	CIRCUIT
1	–
2	L90 18DB/RD
3	L10 18BR/LG
4	L61 18LG
5	L60 18TN
6	F70 18PK/BK
7	–
8	B40 12LB
9	Z1 12BK
10	–



CAV	CIRCUIT
1	–
2	L90 18DB/RD
3	L10 18BR/LG
4	L61 18LG/OR
5	L60 18TN/OR
6	F70 16PK/BK
7	–
8	B40 12LB
9	Z1 12BK
10	–

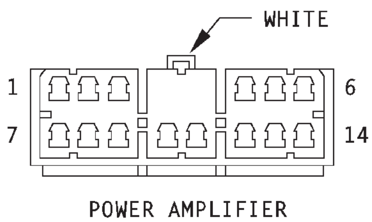
* WITH HEATED SEATS

C332



CAV	CIRCUIT	FUNCTION
1	X82 16LB/RD	AMPLIFIED RIGHT FRONT (+)
2	X80 16LB/BK	AMPLIFIED RIGHT FRONT (-)
3	X94 16TN/RD	AMPLIFIED RIGHT REAR (+)
4	X54 16VT	RIGHT FRONT (+)
5	X58 16DB/OR	RIGHT REAR (-)
6	X52 16DB/WT	RIGHT REAR (+)
7	–	–
8	X60 18DG/RD	RADIO 12 VOLT OUTPUT
9	X92 16TN/BK	AMPLIFIED RIGHT REAR (-)
10	X56 16DB	RIGHT FRONT (-)

C333



CAV	CIRCUIT	FUNCTION
1	X93 16WT/RD	AMPLIFIED LEFT REAR (+)
2	F75 16VT	FUSED B(+)
3	X87 16LG/RD	AMPLIFIED LEFT FRONT (+)
4	–	–
5	X51 16BR/YL	LEFT REAR (+)
6	X53 16DG	LEFT FRONT (+)
7	X91 16WT/BK	AMPLIFIED LEFT REAR (-)
8	F75 16VT	FUSED B(+)
9	X85 16LG/BK	AMPLIFIED LEFT FRONT (-)
10	Z5 16BK/LB	GROUND
11	Z5 16BK/LB	GROUND
12	–	–
13	X57 16BR/LB	LEFT REAR (-)
14	X55 16BR/RD	LEFT FRONT (-)

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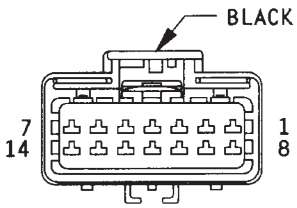
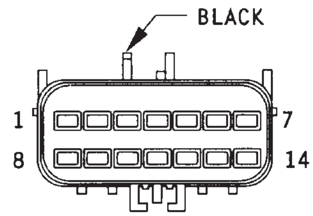
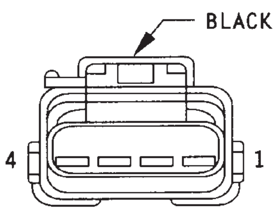


CAV	CIRCUIT
1	Z1 12BK
2	–
3	F81 10TN
4	E21 18OR/RD
5	Q17 14DB/WT
6	X53 16DG**
6	X87 16LG/RD*
7	Q27 14RD/BK
8	X55 16BR/RD**
8	X85 16LG/BK*
9	P114 18YL/BK
10	–
11	P112 18YL/WT
12	D2 18WT/BK
13	D1 18VT/BR
14	G71 20VT/YL

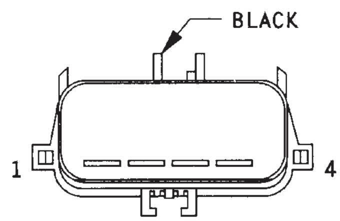


CAV	CIRCUIT
1	Z1 12BK
2	–
3	F81 12TN
4	E21 18OR
5	Q17 16DB/WT
6	X53 20DG
7	Q27 16RD/BK
8	X55 20BR/RD
9	P114 20YL/BK
10	–
11	P112 20YL/WT
12	D2 18WT/BK
13	D1 18VT/BR
14	G71 20VT/YL

C335

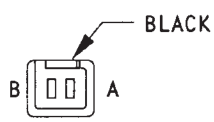


CAV	CIRCUIT
1	F35 16RD
2	Z1 16BK
3	*● P8 18LB/WT
4	*● F71 18PK/DG



CAV	CIRCUIT
1	F35 14RD
2	Z1 14BK
3	*● P8 18LB/WT
4	*● F87 18WT/BK

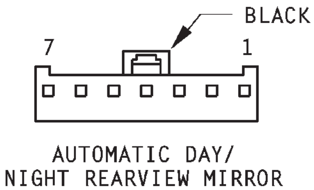
C336



RIGHT VISOR/
VANITY MIRROR

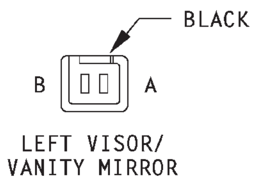
CAV	CIRCUIT	FUNCTION
A	M1 20PK	FUSED B(+)
B	Z1 20BK	GROUND

● WITH HEATED SEATS
* WITH PREMIUM RADIO
** WITH STANDARD RADIO



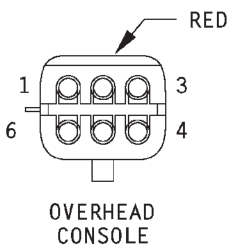
C337

CAV	CIRCUIT	FUNCTION
1	F83 20BK/VT	FUSED IGNITION FUSED OUTPUT (RUN)
2	Z1 20BK	GROUND
3	L10 20BK/RD	BACK-UP LAMP SWITCH OUTPUT
4	P112 20BK/WT	ELECTRIC CHROMATIC MIRROR (+)
5	P114 20BK/YL	ELECTRIC CHROMATIC MIRROR (-)
6	–	–
7	–	–



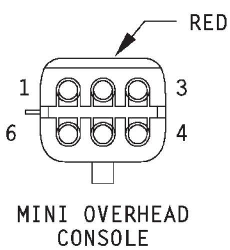
C338

CAV	CIRCUIT	FUNCTION
A	M1 20PK	FUSED B(+)
B	Z1 20BK	GROUND



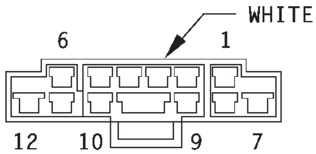
C339

CAV	CIRCUIT	FUNCTION
1	F83 20YL/DG	FUSED IGNITION SWITCH OUTPUT (RUN)
2	Z1 20BK	GROUND
3	D1 18VT/BR	CCD BUS(+)
4	M2 20YL	COURTESY LAMP RELAY OUTPUT
5	D2 18WT/BK	CCD BUS(-)
6	M1 20PK	FUSED B(+)



C339

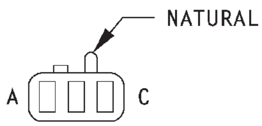
CAV	CIRCUIT	FUNCTION
1	F83 20YL/DG	FUSED IGNITION SWITCH OUTPUT (RUN)
2	Z1 20BK	GROUND
3	D1 18VT/BR	CCD BUS(+)
4	M2 20YL	COURTESY LAMP RELAY OUTPUT
5	D2 18WT/BK	CCD BUS(-)
6	M1 20PK	FUSED B(+)



DRIVER
DOOR
MODULE

C340

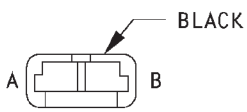
CAV	CIRCUIT	FUNCTION
1	Q11 16LB	LEFT FRONT WINDOW DRIVER (UP)
2	Q21 16WT	LEFT FRONT WINDOW DRIVER (DOWN)
3	Q17 16DB/WT	LEFT REAR WINDOW DRIVER (UP)
4	Q27 16RD/BK	LEFT REAR WINDOW DRIVER (DOWN)
5	P34 18PK/BK	LEFT FRONT DOOR UNLOCK DRIVER
6	P35 18OR/VT	LEFT FRONT DOOR LOCK DRIVER
7	Z1 12BK	GROUND
8	D1 18VT/BR	CCD BUS (+)
9	D2 18WT/BK	CCD BUS (-)
10	E21 18OR	LEFT REAR DOOR SWITCH ILLUMINATION
11	M1 20PK	MUX COURTESY LAMP DRIVER
12	F81 12TN	FUSED B(+)



DOME/READING
LAMP

C341

CAV	CIRCUIT	FUNCTION
A	Z1 20BK	GROUND
B	M2 20YL	COURTESY LAMP RELAY OUTPUT
C	M1 20PK	FUSED B(+)

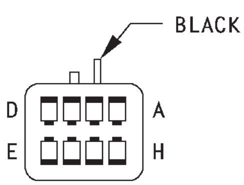


RIGHT FRONT
DOOR SPEAKER

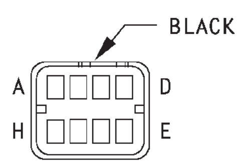
C342

CAV	CIRCUIT	FUNCTION
A	X54 20VT	RIGHT FRONT (+)
B	X56 20DB/RD	RIGHT FRONT (-)

C343

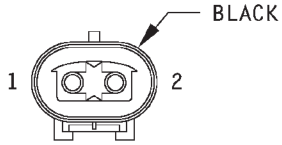


CAV	CIRCUIT
A	X93 16WT/RD*
A	X51 16BR/YL**
B	X91 16WT/BK*
B	X57 16BR/LB**
C	P2 16BK/WT
D	Z1 16BK
E	E21 18OR/RD



CAV	CIRCUIT
A	X52 20DB/WT
B	X58 20DB/OR
C	P2 18BK/WT
D	Z1 16BK
E	E20 20OR/DG

* WITH PREMIUM RADIO
** WITH STANDARD RADIO

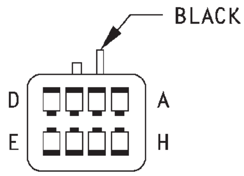


RIGHT FRONT POWER
WINDOW MOTOR

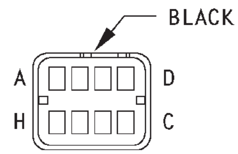
C344

CAV	CIRCUIT	FUNCTION
1	Q12 16BR	RIGHT FRONT WINDOW DRIVER (UP)
2	Q22 16VT	RIGHT FRONT WINDOW DRIVER (DOWN)

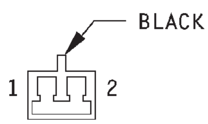
C345



CAV	CIRCUIT
A	X94 16TN/RD*
A	X52 16DB/WT**
B	X92 16TN/BK*
B	X58 16DB/OR**
C	P2 16BK/WT
D	Z1 16BK
E	E20 18OR/DB
F	–
G	–
H	–



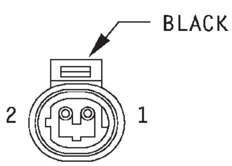
CAV	CIRCUIT
A	X52 20DB/WT
B	X58 20DB/OR
C	P2 18BK/WT
D	Z1 16BK
E	E20 20OR/DG
F	–
G	–
H	–



LEFT DOOR
COURTESY LAMP

C346

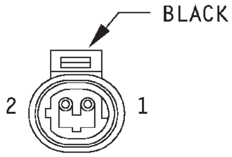
CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	Z1 20BK	GROUND



RIGHT FRONT CYLINDER
LOCK SWITCH

C347

CAV	CIRCUIT	FUNCTION
1	G71 20VT/YL	VTSS DISARM SENSE
2	Z1 20BK	GROUND



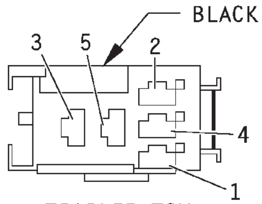
RIGHT FRONT DOOR
LOCK MOTOR

C348

CAV	CIRCUIT	FUNCTION
1	P34 14PK/BK	DOOR UNLOCK DRIVER
2	P2 14BK/WT	DOOR LOCK DRIVER

* WITH PREMIUM RADIO
** WITH STANDARD RADIO

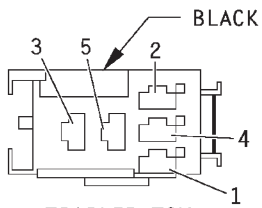
C349



TRAILER TOW
LEFT TURN RELAY

CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	Z1 18BK	GROUND
3	L61 18LG/OR	LEFT TURN SIGNAL
4	95 18PK	FACTORY TRAILER TOW RELAY OUTPUTS
	95 18PK	FACTORY TRAILER TOW RELAY OUTPUTS
5	94 18DG	FACTORY TRAILER TOW RELAY OUTPUTS
	94 18DG	FACTORY TRAILER TOW RELAY OUTPUTS

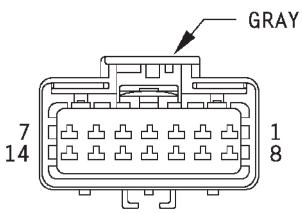
C350



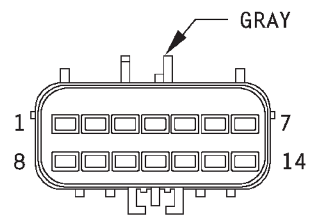
TRAILER TOW
STOP LAMP RELAY

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND
3	F70 16PK/BK	FUSED B(+)
4	94 18DG	FACTORY TRAILER TOW RELAY OUTPUTS
5	95 18PK	FACTORY TRAILER TOW RELAY OUTPUTS

C351



CAV	CIRCUIT
1	Z1 12BK
2	–
3	F81 12TN
4	E20 18OR/DB
5	Q18 14GY/BK
6	X54 16VT**
6	X82 16LB/RD*
7	Q28 14DG/WT
8	X56 16DB**
8	X80 16LB/BK*
9	P2 14BK/WT
10	P34 14PK/BK
11	–
12	D2 18WT/BK
13	D1 18VT/BR
14	G71 20VT/YL

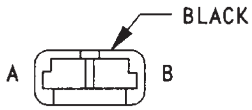


CAV	CIRCUIT
1	Z1 12BK
2	–
3	F81 12TN
4	E20 18OR/DB
5	Q18 16GY/BK
6	X54 20VT
7	Q28 16DG/WT
8	X56 20DB/RD
9	P2 14BK/WT
10	P34 14PK/BK
11	–
12	D2 18WT/BK
13	D1 18VT/BR
14	G71 20VT/YL

* WITH PREMIUM RADIO
** WITH STANDARD RADIO

1996 Grand Cherokee
Publication No. 81-370-6147
TSB 26-02-96 February, 1996

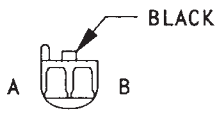
C352



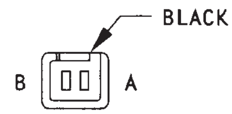
LEFT FRONT
DOOR SPEAKER

CAV	CIRCUIT	FUNCTION
A	X53 20DG	LEFT FRONT (+)
B	X55 20BR/RD	LEFT FRONT (-)

C353

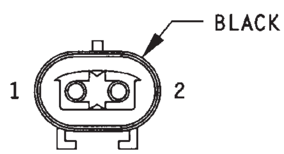


CAV	CIRCUIT
A	P114 20YL/BK
B	P112 20YL/WT



CAV	CIRCUIT
A	*P114 20TN
B	*P112 20TN

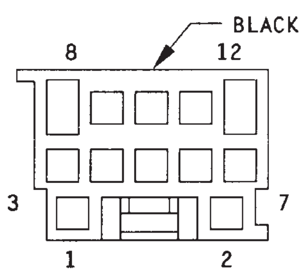
C354



LEFT FRONT POWER
WINDOW MOTOR

CAV	CIRCUIT	FUNCTION
1	Q11 16LB	LEFT FRONT WINDOW DRIVER (UP)
2	Q21 16WT	LEFT FRONT WINDOW DRIVER (DOWN)

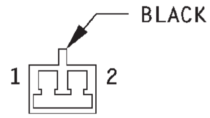
C355



OVERHEAD CONSOLE
JUNCTION BLOCK

CAV	CIRCUIT	FUNCTION
1	–	–
2	Z1 16BK	GROUND
3	F83 20YL/DG*	FUSED IGNITION SWITCH OUTPUT (RUN)
3	F83 20BK/VT	FUSED IGNITION SWITCH OUTPUT (RUN)
4	–	–
5	–	–
6	–	–
7	L10 20BK/RD	BACK-UP LAMP SWITCH OUTPUT
8	–	–
9	M1 20PK	FUSED B(+)
10	–	–
11	M2 20YL	COURTESY LAMP RELAY OUTPUT
12	–	–

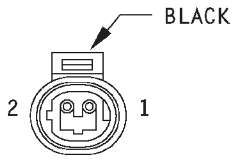
* WITH OVERHEAD CONSOLE
OR MINI OVERHEAD CONSOLE



RIGHT DOOR
COURTESY LAMP

C356

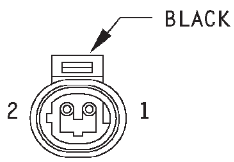
CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	Z1 20BK	GROUND



LEFT FRONT
CYLINDER LOCK SWITCH

C357

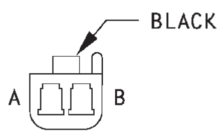
CAV	CIRCUIT	FUNCTION
1	G71 20VT/YL	VTSS DISARM SENSE
2	Z1 20BK	GROUND



LEFT FRONT DOOR
LOCK MOTOR

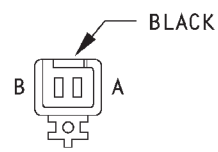
C358

CAV	CIRCUIT	FUNCTION
1	P34 18PK/BK	LEFT FRONT DOOR UNLOCK DRIVER
2	P35 18OR/VT	LEFT FRONT DOOR LOCK DRIVER



C359

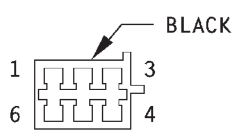
CAV	CIRCUIT
A	L87 20DG/WT
B	Z1 20BK



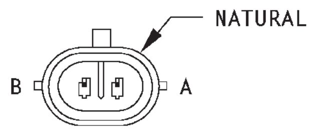
CAV	CIRCUIT
A	L87 18DG/WT
B	Z1 18BK

C360

CAV	CIRCUIT	FUNCTION
1	F70 16PK/BK	FUSED (B+)
2	V13 18BR/LG	REAR WIPER MOTOR CONTROL
3	Z1 14BK	GROUND
4	V24 18BR/OR	REAR WIPER MOTOR CONTROL (INT)
5	V20 18BK/WT	REAR WASHER MOTOR CONTROL
6	G78 20TN/BK	LIFTGATE AJAR SWITCH SENSE



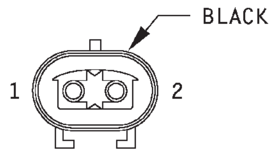
REAR WIPER
MOTOR



LIFTGLASS LIMIT SWITCH

C361

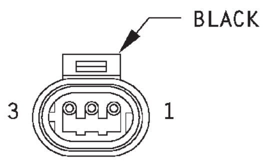
CAV	CIRCUIT	FUNCTION
A	F70 16PK/BK	FUSED B(+)
B	P101 16OR/PK	LIFTGLASS LIMIT SWITCH OUTPUT



LIFTGLASS RELEASE SOLENOID

C362

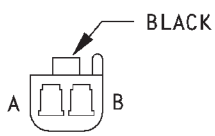
CAV	CIRCUIT	FUNCTION
1	P100 14OR/BR	LIFTGLASS PUSH BUTTON OUTPUT
2	Z1 14BK	GROUND



LIFTGLASS AJAR SWITCH

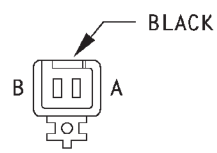
C363

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G78 20TN/BK	LIFTGLASS AJAR SWITCH SENSE
3	–	–

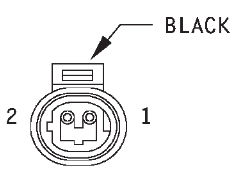


C364

CAV	CIRCUIT
A	Z1 20BK
B	L90 20DB/RD



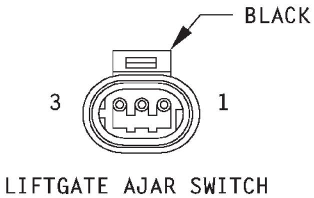
CAV	CIRCUIT
A	Z1 20BK
B	L90 20DB/RD



LIFTGLASS PUSH BUTTON

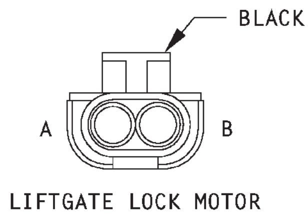
C365

CAV	CIRCUIT	FUNCTION
1	P100 14OR/BR	LIFTGLASS PUSH BUTTON OUTPUT
2	P101 16OR/PK	LIFTGLASS LIMIT SWITCH OUTPUT



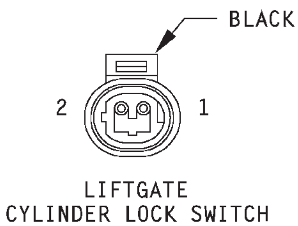
C366

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G78 20TN/BK	LIFTGATE AJAR SWITCH SENSE
3	–	–



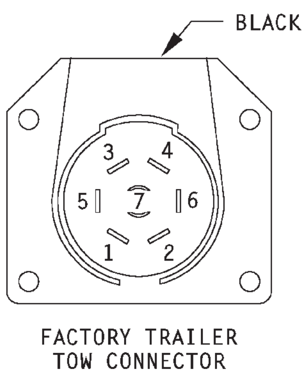
C367

CAV	CIRCUIT	FUNCTION
A	P2 16BK/WT	DOOR LOCK DRIVER
B	P34 16PK/BK	DOOR UNLOCK DRIVER



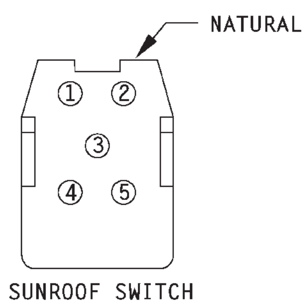
C368

CAV	CIRCUIT	FUNCTION
1	G71 20VT/YL	VTSS DISARM SENSE
2	Z1 20BK	GROUND



C369

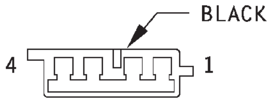
CAV	CIRCUIT	FUNCTION
1	Z1 12BK	GROUND
2	B40 12LB	TRAILER TOW OUTPUT
3	L90 18DB/RD	PARK LAMP RELAY OUTPUT
4	F70 18PK/BK	FUSED B(+)
5	L61 18LG	LEFT TURN SIGNAL
6	L60 18TN	RIGHT TURN SIGNAL
7	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT



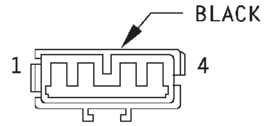
C370

CAV	CIRCUIT	FUNCTION
1	Q41 16WT	SUNROOF SWITCH OUTPUT (OPEN)
2	–	–
3	F86 16LG/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
4	–	–
5	Q42 16LB	SUNROOF SWITCH OUTPUT (CLOSE)

C371

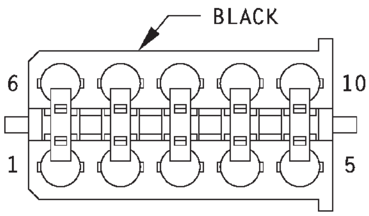


CAV	CIRCUIT
1	A1 16BK
2	Q41 16WT
3	Q42 16LB
4	F86 16LG/BK

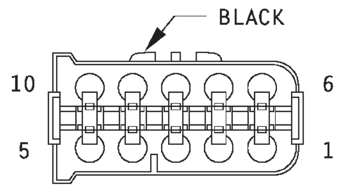


CAV	CIRCUIT
1	A1 16BK
2	Q41 16WT
3	Q42 16LB
4	F86 16LG/BK

C372 (WITH FACTORY TRAILER TOW)

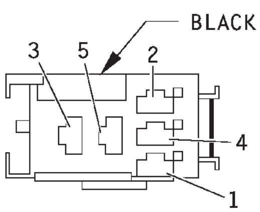


CAV	CIRCUIT
1	L50 18WT/TN
2	L90 18DB/RD
3	L10 18BR/LG
4	L61 18LG
5	L60 18TN
6	F70 16PK/BK
7	B40 12LB
8	Z1 12BK
9	–
10	–



CAV	CIRCUIT
1	L50 18WT/TN
2	L90 18DB/RD
3	L10 18BR/LG
4	L61 18LG
4	L61 18LG*
5	L60 18TN
5	L60 18TN*
6	F70 16PK/BK
7	B40 12LB
8	Z1 12BK
9	–
10	–

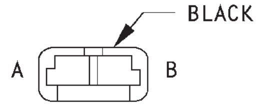
C373



TRAILER TOW
RIGHT TURN RELAY

CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT TURN SIGNAL
2	Z1 18BK	GROUND
3	L60 18TN/OR	RIGHT TURN SIGNAL
4	95 18PK	FACTORY TRAILER TOW RELAY OUTPUTS
5	94 18DG	FACTORY TRAILER TOW RELAY OUTPUTS
6	–	–
7	–	–
8	–	–

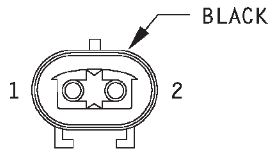
* WITH FACTORY TRAILER TOW ONLY



RIGHT REAR
DOOR SPEAKER

C374

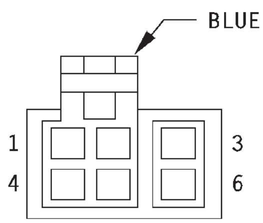
CAV	CIRCUIT	FUNCTION
A	X52 20DB/WT	RIGHT REAR (+)
B	X58 20DB/OR	RIGHT REAR (-)



RIGHT REAR POWER
WINDOW MOTOR

C375

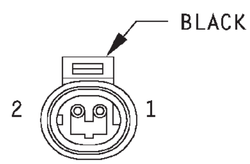
CAV	CIRCUIT	FUNCTION
1	Q12 16BR	RIGHT REAR WINDOW DRIVER (UP)
2	Q22 16VT	RIGHT REAR WINDOW DRIVER (DOWN)



RIGHT REAR POWER
WINDOW SWITCH

C376

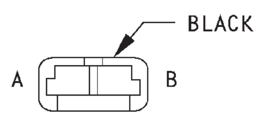
CAV	CIRCUIT	FUNCTION
1	Q18 16GY/BK	RIGHT REAR WINDOW DRIVER (UP)
2	Q12 16BR	RIGHT REAR WINDOW DRIVER (UP)
3	E20 20OR/DG	RIGHT REAR DOOR SWITCH ILLUMINATION
4	Q28 16DG/WT	RIGHT REAR WINDOW DRIVER (DOWN)
5	Q22 16VT	RIGHT REAR WINDOW DRIVER (DOWN)
6	Z1 16BK	GROUND



RIGHT REAR DOOR
LOCK MOTOR

C377

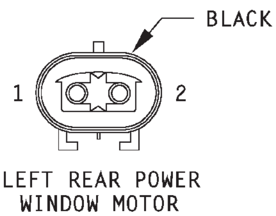
CAV	CIRCUIT	FUNCTION
1	P34 18PK/BK	DOOR UNLOCK DRIVER
2	P2 18BK/WT	DOOR LOCK DRIVER



LEFT REAR
DOOR SPEAKER

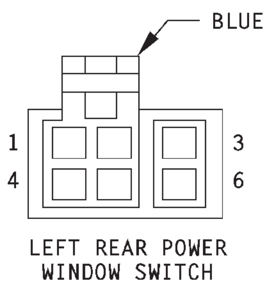
C378

CAV	CIRCUIT	FUNCTION
A	X52 20DB/WT	LEFT REAR (+)
B	X58 20DB/OR	LEFT REAR (-)



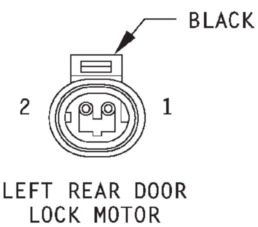
C379

CAV	CIRCUIT	FUNCTION
1	Q12 16BR	LEFT REAR WINDOW DRIVER (UP)
2	Q22 16VT	LEFT REAR WINDOW DRIVER (DOWN)



C380

CAV	CIRCUIT	FUNCTION
1	Q18 16GY/BK	LEFT REAR WINDOW DRIVER (UP)
2	Q12 16BR	LEFT REAR WINDOW DRIVER (UP)
3	E20 20OR/DG	LEFT REAR DOOR SWITCH ILLUMINATION
4	Q28 16DG/WT	LEFT REAR WINDOW DRIVER (DOWN)
5	Q22 16VT	LEFT REAR WINDOW DRIVER (DOWN)
6	Z1 16BK	GROUND

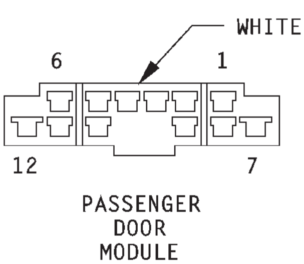


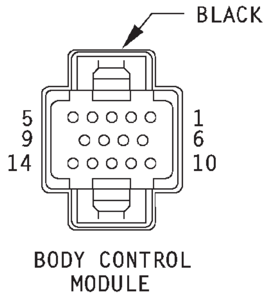
C381

CAV	CIRCUIT	FUNCTION
1	P34 18PK/BK	DOOR UNLOCK DRIVER
2	P2 18BK/WT	DOOR LOCK DRIVER

C382

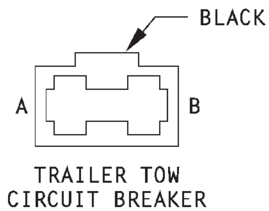
CAV	CIRCUIT	FUNCTION
1	Q12 16BR	RIGHT FRONT WINDOW DRIVER (UP)
2	Q22 16VT	RIGHT FRONT WINDOW DRIVER (DOWN)
3	Q18 16GY/BK	RIGHT REAR WINDOW DRIVER (UP)
4	Q28 16DG/WT	RIGHT REAR WINDOW DRIVER (DOWN)
5	P34 18PK/BK	RIGHT FRONT DOOR UNLOCK DRIVER
6	P2 18BK/WT	RIGHT FRONT DOOR LOCK DRIVER
7	Z1 12BK	GROUND
8	D1 18VT/BR	CCD BUS(+)
9	D2 18WT/BK	CCD BUS(-)
10	E20 18OR/DB	RIGHT REAR DOOR SWITCH ILLUMINATION
11	M1 20PK	MUX COURTESY LAMP DRIVER
12	F81 12TN	FUSED B(+)





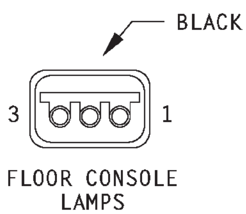
C383

CAV	CIRCUIT	FUNCTION
1	G78 20TN/BK	LEFTGATE AJAR SWITCH SENSE
2	G9 20GY/BK	PARK BRAKE SENSE
3	G76 18TN/YL	RIGHT REAR DOOR AJAR SWITCH SENSE
4	G75 20TN	LEFT FRONT DOOR AJAR SWITCH SENSE
5	–	–
6	M4 20WT/LG	LIFTGATE COURTESY LAMP DISABLE
7	–	–
8	Z2 18BK/OR	GROUND
9	G74 20TN/RD	RIGHT FRONT DOOR AJAR SWITCH SENSE
10	G71 20VT/YL	VTSS DISARM SENSE
11	–	–
12	–	–
13	G77 20TN/OR	LEFT REAR DOOR AJAR SWITCH SENSE
14	G10 20LG/RD	SEAT BELT SWITCH SENSE



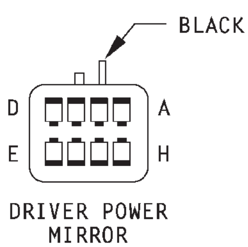
C384

CAV	CIRCUIT	FUNCTION
A	F70 16PK/BK	FUSED B(+)
B	F70 16PK/BK	FUSED B(+)



C385

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	–	–
3	E2 20OR	PANEL LAMP DRIVER



C386

CAV	CIRCUIT	FUNCTION
A	F75 20YL	HORIZONTAL DRIVER
B	Z1 20BK	HEATER SWITCHED GROUND
C	F84 20VT	VERTICAL POSITION SENSOR SIGNAL
D	F86 20GY	SENSOR GROUND
E	F85 20GN	HORIZONTAL POSITION SENSOR SIGNAL
F	C16 20BK	HEATER 12 VOLT SUPPLY
G	F73 20DB	COMMON DRIVER
H	F71 20WT	VERTICAL DRIVER

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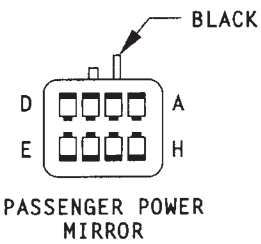
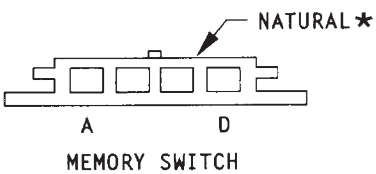
TSB 26-02-96 February, 1996

C387



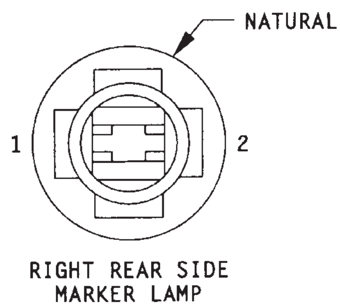
CAV	CIRCUIT	FUNCTION
A	F75 20WT	HORIZONTAL DRIVER
B	Z1 20BK	HEATER SWITCHED GROUND
C	F84 20GN	VERTICAL POSITION SENSOR SIGNAL
D	F86 20GY	SENSOR GROUND
E	F85 20VT	HORIZONTAL POSITION SENSOR SIGNAL
F	C16 20BK	HEATER 12 VOLT SUPPLY
G	F73 20DB	COMMON DRIVER
H	F71 20YL	VERTICAL DRIVER

C388



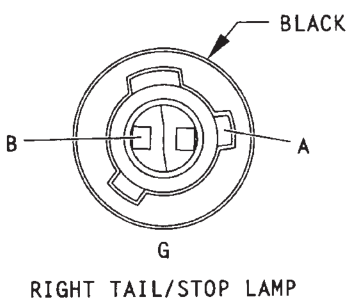
CAV	CIRCUIT	FUNCTION
A	Z1 20BK	GROUND
B	P22 20BR	5 VOLT SUPPLY
C	G49 20OR	SET LED DRIVER
D	M1 20GY	SWITCHED MUX LED SUPPLY

C400

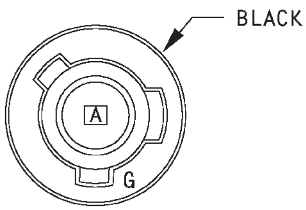


CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L22 18LB	PARK LAMP SWITCH OUTPUT

C401



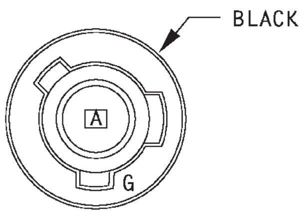
CAV	CIRCUIT	FUNCTION
A	L73 18PK/WT	STOP LAMP SWITCH OUTPUT
B	L22 18LB	PARK LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



RIGHT BACK-UP LAMP

C402

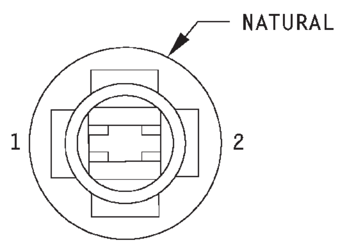
CAV	CIRCUIT	FUNCTION
A	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



RIGHT REAR TURN SIGNAL LAMP

C403

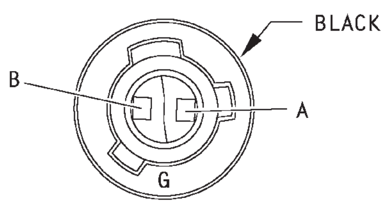
CAV	CIRCUIT	FUNCTION
A	L60 18TN	TURN SIGNAL SWITCH OUTPUT
G	Z1 18BK	GROUND



LEFT REAR SIDE MARKER LAMP

C405

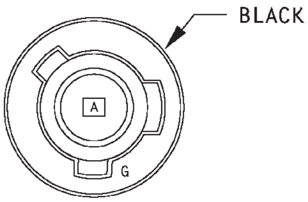
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L22 18LB	PARK LAMP SWITCH OUTPUT



LEFT TAIL/STOP LAMP

C406

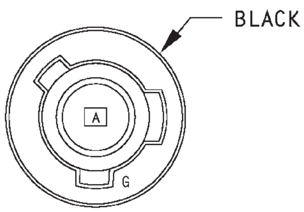
CAV	CIRCUIT	FUNCTION
A	L73 18PK/WT	STOP LAMP SWITCH OUTPUT
B	L22 18LB	PARK LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



LEFT BACK-UP LAMP

C407

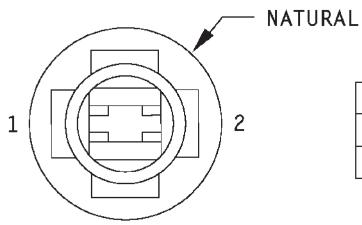
CAV	CIRCUIT	FUNCTION
A	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



LEFT REAR TURN SIGNAL LAMP

C408

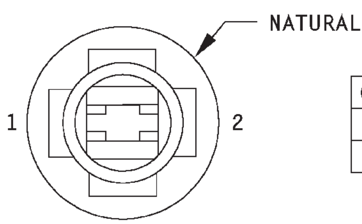
CAV	CIRCUIT	FUNCTION
A	L60 18TN	TURN SIGNAL SWITCH OUTPUT
G	Z1 18BK	GROUND



RIGHT LICENSE LAMP

C409

CAV	CIRCUIT	FUNCTION
1	L90 20DB/RD	PARK LAMP RELAY OUTPUT
2	Z1 20BK	GROUND



LEFT LICENSE LAMP

C410

CAV	CIRCUIT	FUNCTION
1	L90 20DB/RD	PARK LAMP RELAY OUTPUT
2	Z1 20BK	GROUND

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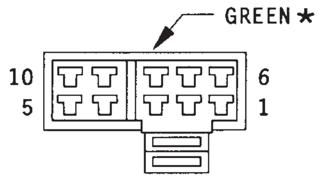
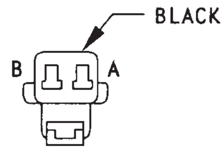
TSB 26-02-96 February, 1996



PASSENGER POWER SEAT SWITCH

C412

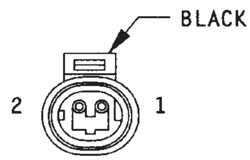
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	P44 16GY/LB	RECLINER UP DRIVER
3	P16 16RD/LB	HORIZONTAL REARWARD SWITCH SENSE
4	P42 16GY/WT	RECLINER DOWN DRIVER
5	F35 16RD	FUSED B(+)
6	P14 16YL/LB	HORIZONTAL FORWARD SWITCH SENSE
7	P20 16RD/LG	FRONT RISER DOWN SWITCH SENSE
8	P12 16RD/WT	REAR RISER DOWN SWITCH SENSE
9	P10 16YL/WT	REAR RISER UP SWITCH SENSE
10	P18 16YL/LG	FRONT RISER UP SWITCH SENSE



PASSENGER POWER SEAT RECLINER MOTOR

C413

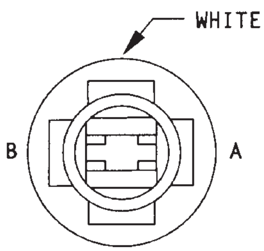
CAV	CIRCUIT	FUNCTION
A	P42 16GY/WT	RECLINER DOWN DRIVER
B	P44 16GY/LB	RECLINER UP DRIVER



UNDERHOOD LAMP

C417

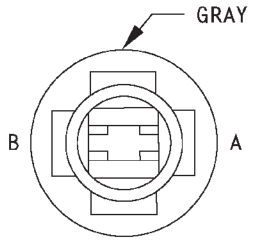
CAV	CIRCUIT	FUNCTION
1	M1 18PK	FUSED B(+)
2	Z1 18BK	GROUND



RIGHT FRONT PARK LAMP

C424

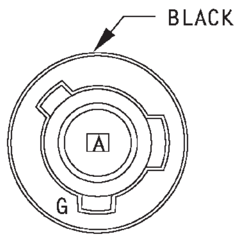
CAV	CIRCUIT	FUNCTION
A	L90 18DB/RD	PARK LAMP RELAY OUTPUT
B	Z1 18BK	GROUND



RIGHT FRONT SIDE MARKER LAMP

C425

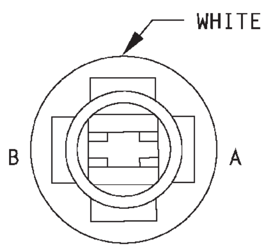
CAV	CIRCUIT	FUNCTION
A	L90 18DB/RD	PARK LAMP RELAY OUTPUT
B	L64 18TN/DB	TURN SIGNAL SWITCH OUTPUT



RIGHT FRONT TURN SIGNAL LAMP

C426

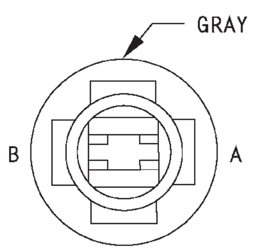
CAV	CIRCUIT	FUNCTION
A	L64 18TN/DB	TURN SIGNAL SWITCH OUTPUT
G	Z1 18BK	GROUND



LEFT FRONT PARK LAMP

C427

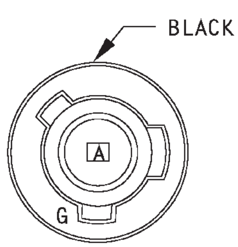
CAV	CIRCUIT	FUNCTION
A	L90 18DB/RD	PARK LAMP RELAY OUTPUT
B	Z1 18BK	GROUND



LEFT FRONT SIDE MARKER LAMP

C428

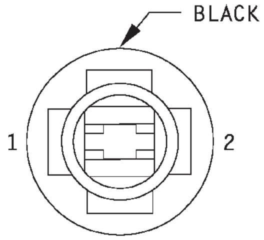
CAV	CIRCUIT	FUNCTION
A	L90 18DB/RD	PARK LAMP RELAY OUTPUT
B	L64 18TN/DB	TURN SIGNAL SWITCH OUTPUT



LEFT FRONT TURN SIGNAL LAMP

C429

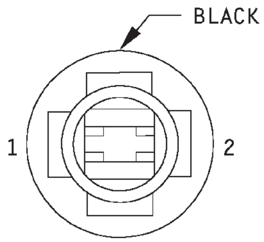
CAV	CIRCUIT	FUNCTION
A	L64 18TN/DB	TURN SIGNAL SWITCH OUTPUT
G	Z1 18BK	GROUND



CENTER HIGH MOUNTED STOP LAMP
BULB NO. 1

C431

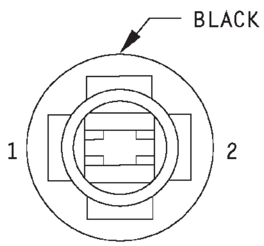
CAV	CIRCUIT	FUNCTION
1	L87 20DG/WT	STOP LAMP SWITCH OUTPUT
	L87 20DG/WT	STOP LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND
	Z1 20BK	GROUND



CENTER HIGH MOUNTED STOP LAMP
BULB NO. 3

C432

CAV	CIRCUIT	FUNCTION
1	L87 20DG/WT	STOP LAMP SWITCH OUTPUT
	L87 20DG/WT	STOP LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND
	Z1 20BK	GROUND

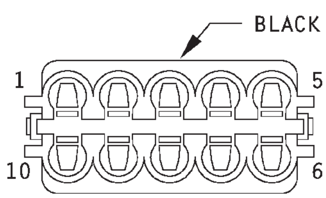


CENTER HIGH MOUNTED STOP LAMP
BULB NO. 2

C433

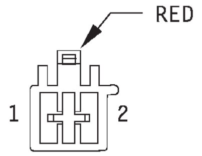
CAV	CIRCUIT	FUNCTION
1	L87 20DG/WT	STOP LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND

C434



SUNROOF CONTROL
MODULE

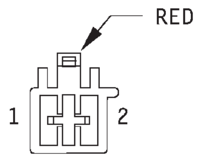
CAV	CIRCUIT	FUNCTION
1	18WT	SLIDING ROOF POSITION SWITCH OUTPUT
2	18GN	SLIDING ROOF POSITION SWITCH OUTPUT
3	18BR	SLIDING ROOF POSITION SWITCH OUTPUT
4	18BK	SLIDING ROOF MOTOR DRIVER
5	18GN	SLIDING ROOF MOTOR DRIVER
6	–	–
7	Z1 16BK	GROUND
8	F86 16LG/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
9	Q42 16LB	SUNROOF SWITCH OUTPUT (CLOSE)
10	Q41 16WT	SUNROOF SWITCH OUTPUT (OPEN)



PASSENGER POWER SEAT
FRONT RISER MOTOR

C435

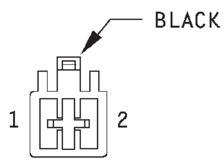
CAV	CIRCUIT	FUNCTION
1	P20 16RD/LG	FRONT RISER DOWN SWITCH SENSE
2	P18 16YL/LG	FRONT RISER UP SWITCH SENSE



PASSENGER POWER SEAT
REAR RISER MOTOR

C436

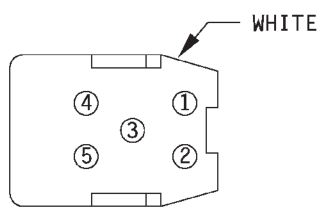
CAV	CIRCUIT	FUNCTION
1	P12 16RD/WT	REAR RISER DOWN SWITCH SENSE
2	P10 16YL/WT	REAR RISER UP SWITCH SENSE



PASSENGER POWER SEAT
HORIZONTAL MOTOR

C437

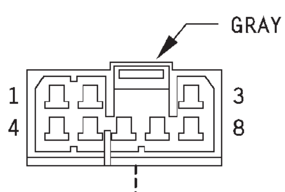
CAV	CIRCUIT	FUNCTION
1	P14 16YL/LB	HORIZONTAL FORWARD SWITCH SENSE
2	P16 16RD/LB	HORIZONTAL REARWARD SWITCH SENSE



PASSENGER LUMBAR
SWITCH

C438

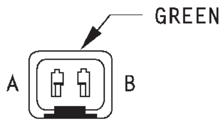
CAV	CIRCUIT	FUNCTION
1	P107 18OR/BK	LUMBAR REARWARD DRIVER
2	Z1 18BK	GROUND
3	F35 18RD	FUSE B(+)
4	Z1 18BK	GROUND
5	P106 18DG/WT	LUMBAR FORWARD DRIVER



PASSENGER SEAT HEATER
CONTROL MODULE

C439

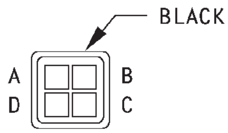
CAV	CIRCUIT	FUNCTION
1	F87 18WT/BK	FUSED IGNITION SWITCH OUTPUT
2	F35 16RD	FUSED B(+)
3	P87 16BK/OR	HEATED SEAT DRIVER
4	–	–
5	–	–
6	–	–
7	Z1 18BK	GROUND
8	P8 18LB/WT	PASSENGER HEATED SEAT SWITCH OUTPUT



PASSENGER HEATED
SEAT BACK

C440

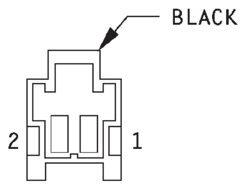
CAV	CIRCUIT	FUNCTION
A	Z1 16BK	GROUND
B	P88 16BR/BK	HEATED SEAT DRIVER



PASSENGER HEATED
SEAT CUSHION

C441

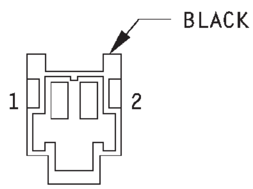
CAV	CIRCUIT	FUNCTION
A	P87 16BK/OR	HEATED SEAT DRIVER
B	P88 16BR/BK	HEATED SEAT DRIVER
C	P8 18LB/WT	PASSENGER HEATED SEAT SWITCH OUTPUT
D	Z1 20BK	GROUND



PASSENGER
LUMBAR MOTOR

C442

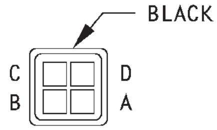
CAV	CIRCUIT	FUNCTION
1	P106 18DG/WT	LUMBAR FORWARD DRIVER
2	P107 18OR/BK	LUMBAR REARWARD DRIVER



DRIVER LUMBAR
MOTOR

C443

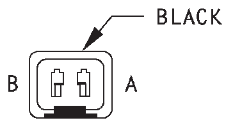
CAV	CIRCUIT	FUNCTION
1	P106 18DG/WT	LUMBAR FORWARD DRIVER
2	P107 18OR/BK	LUMBAR REARWARD DRIVER



DRIVER HEATED
SEAT CUSHION

C444

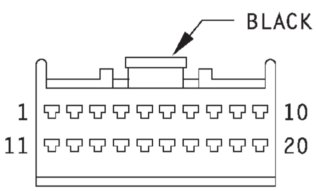
CAV	CIRCUIT	FUNCTION
A	P87 16BK/OR	HEATED SEAT DRIVER
B	P88 16BR/BK	HEATED SEAT DRIVER
C	P7 18LB/BK	DRIVER HEATED SEAT SWITCH OUTPUT
D	Z1 20BK	GROUND



DRIVER HEATED
SEAT BACK

C445

CAV	CIRCUIT	FUNCTION
A	Z1 16BK	GROUND
B	P88 16BR/BK	HEATED SEAT DRIVER



MEMORY SEAT
MODULE B

C446

CAV	CIRCUIT	FUNCTION
1	P29 20BR/WT	6 VOLT SENSOR SUPPLY
2	P28 20BR/RD	SENSOR GROUND
3	P25 20VT/RD	HORIZONTAL POSITION SENSE
4	P26 20BR	FRONT RISER POSITION SENSE
5	P27 20LB/RD	REAR RISER POSITION SENSE
6	P47 20LB	RECLINER POSITION SENSE
7	P103 20DB/WT	LUMBAR POSITION SENSE
8	P21 18RD/LG	FRONT RISER DOWN SWITCH SENSE
9	P19 18YL/LG	FRONT RISER UP SWITCH SENSE
10	P13 18RD/WT	REAR RISER DOWN SWITCH SENSE
11	P11 18YL/WT	REAR RISER UP SWITCH SENSE
12	P15 18YL/LB	HORIZONTAL FORWARD SWITCH SENSE
13	P17 18RD/LB	HORIZONTAL REARWARD SWITCH SENSE
14	P40 18GY/LB	RECLINER UP SWITCH SENSE
15	P48 18GY/WT	RECLINER DOWN SWITCH SENSE
16	P105 20LG/DB	LUMBAR FORWARD SWITCH SENSE
17	P104 20YL/RD	LUMBAR REARWARD SWITCH SENSE
18	D1 20VT/BR	CCD BUS (+)
19	D2 20WT/BK	CCD BUS (-)
20	–	–

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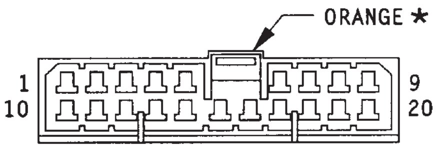
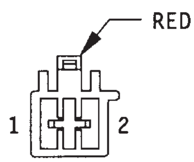
C447



MEMORY SEAT
MODULE A

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	P115 16GY/LG	HORIZONTAL FORWARD DRIVER
3	P117 16RD/BR	HORIZONTAL REARWARD DRIVER
4	–	–
5	–	–
6	P43 16GY/LB	RECLINER REARWARD DRIVER
7	P41 16GY/WT	RECLINER FORWARD DRIVER
8	Z1 16BK	GROUND
9	P106 16DG/WT	LUMBAR REARWARD DRIVER
10	F35 16RD	FUSED B(+)
11	P113 16RD/BK	REAR RISER DOWN DRIVER
12	P111 16YL/DB	REAR RISER UP DRIVER
13	–	–
14	–	–
15	–	–
16	–	–
17	P121 16RD/GY	FRONT RISER DOWN DRIVER
18	P119 16YL/RD	FRONT RISER UP DRIVER
19	F35 16RD	FUSED B(+)
20	P107 16OR/BK	LUMBAR FORWARD DRIVER

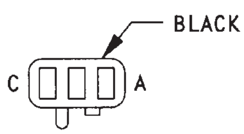
C448



DRIVER POWER SEAT
FRONT RISER MOTOR

CAV	CIRCUIT	FUNCTION
1	P121 16RD/GY*	FRONT RISER DOWN DRIVER
	P21 16RD/LG	FRONT RISER DOWN SWITCH SENSE
2	P119 16YL/RD*	FRONT RISER UP DRIVER
	P19 16YL/LG	FRONT RISER UP SWITCH SENSE

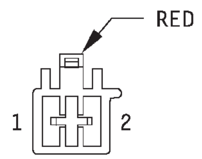
C449



DRIVER POWER SEAT
FRONT RISER MOTOR SENSOR

CAV	CIRCUIT	FUNCTION
A	28 20BR/RD	SENSOR GROUND
B	P26 20BR	FRONT RISER POSITION SENSE
C	29 20BR/WT	6 VOLT SENSOR SUPPLY

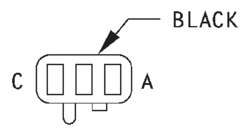
* WITH MEMORY SEATS



DRIVER POWER SEAT
REAR RISER MOTOR

C450

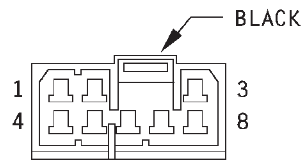
CAV	CIRCUIT	FUNCTION
1	P113 16RD/BK*	REAR RISER DOWN DRIVER
	P13 16RD/WT	REAR RISER DOWN SWITCH SENSE
2	P111 16YL/DB*	REAR RISER UP DRIVER
	P11 16YL/WT	REAR RISER UP SWITCH SENSE



DRIVER POWER SEAT
REAR RISER MOTOR SENSOR

C451

CAV	CIRCUIT	FUNCTION
A	28 20BR/RD	SENSOR GROUND
B	P27 20LB/RD	REAR RISER POSITION SENSE
C	29 20BR/WT	6 VOLT SENSOR SUPPLY



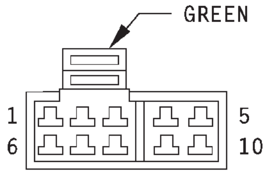
DRIVER SEAT HEATER
CONTROL MODULE

C452

CAV	CIRCUIT	FUNCTION
1	F87 18PK/DG	FUSED IGNITION SWITCH OUTPUT
2	F35 16RD	FUSED B(+)
3	P87 16BK/OR	HEATED SEAT DRIVER
4	–	–
5	–	–
6	–	–
7	Z1 16BK	GROUND
8	P7 18LB/BK	DRIVER HEATED SEAT SWITCH OUTPUT

* WITH MEMORY SEATS

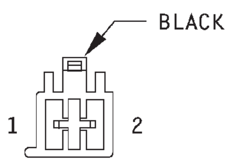
C453



DRIVER POWER SEAT
SWITCH

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	P40 18GY/LB*	RECLINER UP SWITCH SENSE
2	P43 16GY/LB	RECLINER UP DRIVER
3	P17 18RD/LB*	HORIZONTAL REARWARD SWITCH SENSE
3	P17 16RD/LB	HORIZONTAL REARWARD SWITCH SENSE
4	P48 18GY/WT*	RECLINER DOWN SWITCH SENSE
4	P41 16GY/WT	RECLINER DOWN DRIVER
5	F35 16RD	FUSED B(+)
6	P15 18YL/LB*	HORIZONTAL FORWARD SWITCH SENSE
6	P15 16YL/LB	HORIZONTAL FORWARD SWITCH SENSE
7	P19 18YL/LG*	FRONT RISER UP SWITCH SENSE
7	P19 16YL/LG	FRONT RISER UP SWITCH SENSE
8	P11 18YL/WT*	REAR RISER UP SWITCH SENSE
8	P11 16YL/WT	REAR RISER UP SWITCH SENSE
9	P13 18RD/WT*	REAR RISER DOWN SWITCH SENSE
9	P13 16RD/WT	REAR RISER DOWN SWITCH SENSE
10	P21 18RD/LG*	FRONT RISER DOWN SWITCH SENSE
10	P21 16RD/LG	FRONT RISER DOWN SWITCH SENSE

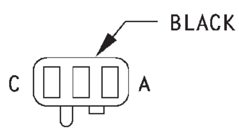
C454



DRIVER POWER SEAT
HORIZONTAL MOTOR

CAV	CIRCUIT	FUNCTION
1	P115 16GY/LG*	HORIZONTAL FORWARD DRIVER
1	P15 16YL/LB	HORIZONTAL FORWARD SWITCH SENSE
2	P117 16RD/BR*	HORIZONTAL REARWARD DRIVER
2	P17 16RD/LB	HORIZONTAL REARWARD SWITCH SENSE

C455

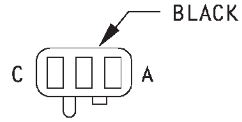


DRIVER POWER SEAT
HORIZONTAL MOTOR
SENSOR

CAV	CIRCUIT	FUNCTION
A	P29 20BR/WT	6 VOLT SENSOR SUPPLY
B	P25 20VT/RD	HORIZONTAL POSITION SENSE
C	P28 20BR/RD	SENSOR GROUND

* WITH MEMORY SEATS

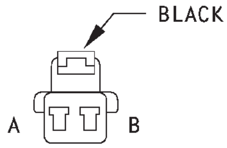
C456



DRIVER POWER SEAT
RECLINER MOTOR
SENSOR

CAV	CIRCUIT	FUNCTION
A	P29 20BR/WT	6 VOLT SENSOR SUPPLY
B	P47 20LB	HORIZONTAL POSITION SENSE
C	P28 20BR/RD	SENSOR GROUND

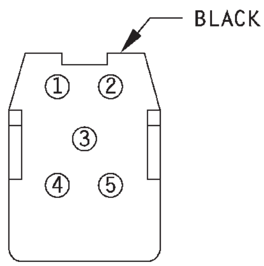
C457



DRIVER POWER SEAT
RECLINER MOTOR

CAV	CIRCUIT	FUNCTION
A	P41 16GY/WT*	RECLINER FORWARD DRIVER
A	P41 16GY/WT	RECLINER DOWN DRIVER
B	P43 16GY/LB*	RECLINER REARWARD DRIVER
B	P43 16GY/LB	RECLINER DOWN DRIVER

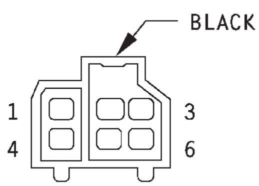
C458



DRIVER LUMBAR SWITCH

CAV	CIRCUIT	FUNCTION
1	P104 20YL/RD*	LUMBAR REARWARD SWITCH SENSE
1	P107 18OR/BK	LUMBAR REARWARD DRIVER
2	Z1 18BK	GROUND
3	F35 18RD	FUSED B(+)
4	Z1 18BK	GROUND
5	P105 20LG/DB*	LUMBAR FORWARD SWITCH SENSE
5	P106 18DG/WT	LUMBAR FORWARD DRIVER

C459



DRIVER LUMBAR
MOTOR SENSOR

CAV	CIRCUIT	FUNCTION
1	P106 16DG/WT	LUMBAR REARWARD DRIVER
2	P107 16OR/BK	LUMBAR FORWARD DRIVER
3	P28 20BR/RD	SENSOR GROUND
4	P103 20DB/WT	LUMBAR POSITION SENSE
5	P29 20BR/WT	6 VOLT SENSOR SUPPLY

* WITH MEMORY SEATS

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8W-90 CONNECTOR LOCATIONS

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying component and connector locations in the vehicle. A connector index is provided. Use the wiring diagrams in each section for connector number identification. Refer to the index for the proper figure number.

SCHEMATICS AND DIAGRAMS

CONNECTOR/GROUND LOCATIONS

For items that are not shown in this section a N/S is placed in the Fig. column.

Conn #	Color	Location	Fig.
C100	BK	Rear of Right Fog Lamp	1
C101	BK	On Power Steering Pump	3, 5
C102	BK	Rear of Left Fog Lamp	1
C103	BK	Rear of Left Headlamp	1, 5
C104	GY	Lower Left of Instrument Panel	13
C105	BK	Front of Left Fender Side Shield	3
C106	BK	Left Fender Side Shield, Near Brake Master Cylinder	3
C107	BK	Left Fender Side Shield, Near Brake Master Cylinder	3
C108	BK	Left Fender Side Shield, Near Brake Master Cylinder	3
C109	BK	Left Rear Corner of Engine Compartment	3
C110	BK	Bottom of Windshield Washer Fluid Reservoir	4
C111	BK	Bottom of Windshield Washer Fluid Reservoir	4
C112	BK	Center of Cowl	4
C113	BK	Bottom of Windshield Washer Fluid Reservoir	4
C114	BK	Below Battery Tray	4
C115	BK	Right Fender Side Shield, Below PDC	2
C116	BK	Lower Left of Instrument Panel	13
C119	GY	Left Side of Oil Pan (4.0L Engine)	5

Conn #	Color	Location	Fig.
C119	GY	Right Front of Transmission	10
C120	BK	On Thermostat Housing	5
C121	GY	Injector No. 1	5, 9
C122	GY	Injector No. 2	5, 8
C123	GY	Injector No. 3	5, 9
C124	GY	Injector No. 4	5, 8
C125	BK	On Throttle Body	5, 9
C126	BK	On Throttle Body	5, 9
C127	GY	On Intake Manifold	5, 8
C128	BK	On Throttle Body	5
C129	GY	Injector No. 5	5, 9
C130	GY	Injector No. 6	5, 8
C131	BK	Right Rear Corner of Engine Compartment, Near PCM	2
C132	GY	Right Rear Corner of Engine Compartment, Near PCM	2
C133	BK	Left Fog Lamp	1
C134	BK	Rear of Transfer Case	7, 10
C135	BK	Above Rear of Catalytic Convertor	7, 10
C136	BK	Left Front of Transfer Case	7, 10
C137	BK	Right Rear of Engine (4.0L Engine)	5
C137	BK	Rear of Engine (5.2L Engine)	9
C138	BK	Near Distributor	5, 9
C139	BK	Near Distributor	5, 9

SCHEMATICS AND DIAGRAMS (Continued)

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Conn #	Color	Location	Fig.
C140	BK	Right Rear Corner of Engine Compartment, At PCM	2
C141	WT	Right Rear Corner of Engine Compartment, At PCM	2
C142	GY	Right Rear Corner of Engine Compartment, At PCM	2
C143	GN	Top Left Corner of Dash Panel, Behind Instrument Panel	13
C144	BK	Below PDC	6
C145	BK	Right Front of Engine	5, 8
C146	BK	At Generator	6
C147	BK	At Starter Motor	6, 8
C148	BK	Lower Left Front of Engine Compartment	1
C149	BK	Right Fog Lamp	1
C150	BK	Rear of Right Fog Lamp	1
C151	BK	Lower Right Front of Engine Compartment	1
C152	BK	At Horn, Lower Right Front of Vehicle	1
C153	BK	At Horn, Lower Right Front of Vehicle	1
C154	BK	Right Fender Side Shield	2
C155	BK	Right Rear Corner of Engine Compartment	2
C156	BK	Right Fender Side Shield	2
C157	BK	Right Rear Corner of Engine Compartment	2
C158	BK	Right Rear Corner of Engine Compartment	2
C159	BK	Right Rear Corner of Engine Compartment	2, 22
C160	BK	Right Corner of Instrument Panel	12
C161	BK	Front of Left Fender Side Shield	3
C162	RD	Behind Right Kick Panel, At Junction Block	12

Conn #	Color	Location	Fig.
C163	GY	Behind Right Kick Panel, At Junction Block	12
C164	BL	Behind Right Kick Panel, At Junction Block	12
C169	BK	Left Side of Transmission	7, 10
C170	BK	Left Side of Transmission	7, 10
C171	BK	Left Side of Transmission	7, 10
C172	BK	Rear of Generator	8
C173	BK	Near A/C Compressor	6, 8
C175	GY	Injector No. 7	9
C176	GY	Injector No. 8	8
C179	BK	On Radiator Center Support	1
C181	BK	On Throttle Body	9
C200	NAT	Behind Right Kick Panel, At Junction Block	12
C201	RD	Behind Right Kick Panel, At Junction Block	12
C202	BK	Behind Right Kick Panel, At Junction Block	12
C203	BL	Behind Right Kick Panel, At Junction Block	12
C204	YL	Behind Right Kick Panel, At Junction Block	12
C205	BK	Right Courtesy Lamp	11
C206	BK	On Front of HVAC Unit	12
C207	GY	Behind Right Kick Panel, At Junction Block	12
C208	BK	At Glove Box Lamp	11
C209	BK	On HVAC Unit	N/S
C210	BK	Rear of Switch	N/S
C211	BK	Rear of Vehicle Information Center (VIC)	11
C212	RD	Center of Instrument Panel	11

SCHEMATICS AND DIAGRAMS (Continued)

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Conn #	Color	Location	Fig.
C213	GN	Behind Right Kick Panel, At Junction Block	12
C214	BK	Rear of Ash Receiver Lamp	11
C215	BK	On Bottom of HVAC Unit	N/S
C216	BK	Rear of Cigar Lighter	11
C217	BK	Behind Rear Wiper Switch	11
C218	BK	Rear of Overdrive Switch	11
C219	GY	Rear of Radio	11
C220	BK	Rear of Radio	11
C221	BK	Rear of Radio	11
C222	BK	Rear of Instrument Cluster	11
C223	BK	Rear of Headlamp Switch	11
C224	YL	Behind Passenger Airbag	11
C225	BK	On Steering Column	14
C226	GY	On Steering Column, Near Ignition Switch	14
C227	BK	Left Courtesy Lamp	11
C228	BK	On Steering Column	14
C230	NAT	On Steering Column	14
C231	WT	Right End Of Instrument Panel	N/S
C232	GY	Top of Brake Pedal Arm	13
C233	BK	Lower Left of Instrument Panel, In Connector Bracket	13
C234	OR	Lower Left of Instrument Panel, In Connector Bracket	13
C235	BK	Lower Left of Instrument Panel, In Connector Bracket	13
C236	WT	Lower Left of Instrument Panel, In Connector Bracket	13
C237	BK	Steering Column, On Shift Cable	N/S
C238	BK	Top Right of Instrument Panel	11
C239	BK	At Junction Block	N/S

Conn #	Color	Location	Fig.
C240	BK	Lower Left of Instrument Panel	13
C241	WT	Lower Left of Instrument Panel	13
C242	GY	Top of Instrument Panel, Between Steering Column and Center Floor Console	11
C243	BK	Rear of Left Instrument Panel Speaker	11
C244	BK	Rear of Power Outlet	11
C245	BK	Center, Top of Instrument Panel	11
C246	BL	Left Side of HVAC Housing	N/S
C247	RD	Above Glove Box	11
C248	BK	On Steering Column	N/S
C249	BK	Lower Left of Instrument Panel	11
C250	NAT	Right Side of HVAC	N/S
C251	BK	Right Side of HVAC	N/S
C252	BK	Left Side of HVAC	N/S
C253	YL	Top of HVAC	N/S
C254	BK	Right Side of HVAC	N/S
C256	BK	On HVAC	N/S
C300	YL	Lower Left of Instrument Panel	13
C301	NAT	Lower Left of Instrument Panel, In Connector Bracket	13
C302	BL/ WT	Lower Left of Instrument Panel, In Connector Bracket	13
C303	YL	Lower Left of Instrument Panel	13, 14
C304	GY	Lower Left of Instrument Panel	N/S
C305	BK	Lower Left of Instrument Panel, In Connector Bracket	13
C306	BK	Near Bottom of Driver’s Seat Belt Clasp	16
C307	BK	Lower Left of Instrument Panel, In Connector Bracket	13
C308	BK	Below Center Floor Console, Near Park Brake	16

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SCHEMATICS AND DIAGRAMS (Continued)

Conn #	Color	Location	Fig.
C309	GY	In Left Rear Door	19
C310	GY	Top Left Corner of Dash Panel, Behind Instrument Panel	13
C311	BK	Below Right Rear Passenger Seat	16
C312	YL	Below Center Floor Console, Near Park Brake	16
C313	RD	Below Right Rear Passenger Seat	16
C314	BK	Below Right Rear Passenger Seat	16
C315	BK	Near Fuel Tank	16
C316	BK	Left Rear Quarter Panel, Near Bottom of Liftgate Opening	17
C317	NAT	Behind Right Kick Panel, At Junction Block	12
C318	BK	Behind Right Kick Panel, At Junction Block	12
C319	BK	Left Rear Quarter Panel	N/S
C320	GY	Right Rear Quarter Panel, Near Liftgate Opening	16
C321	BK	In Liftgate	21
C322	GN	In Liftgate	21
C323	GY	In Liftgate	21
C324	BK	In Liftgate	21
C325	GN	In Liftgate	21
C326	GY	In Liftgate	21
C327	BK	Rear of Cargo Lamp	17
C328	GY	Left Rear Quarter Panel, Near Bottom of Liftgate Opening	17
C329	BK	Below Left Rear Passenger Seat	17
C330	GY	In Right Rear Door	19
C331	BK	Left Rear Quarter Panel	20
C332	WT	Below Right Rear Passenger Seat	16
C333	WT	Below Right Rear Passenger Seat	16
C334	BK	In Left Front Door	18
C335	BK	Rear of Right Front Seat	16
C336	BK	Top of Right A-Pillar	15
C337	BK	Behind Rear View Mirror	15
C338	BK	Top of Left A-Pillar	15
C339	RD	Center of Headliner, Above Rear View Mirror	15
C340	WT	In Left Front Door	18
C341	NAT	Behind Dome Lamp	15
C342	BK	In Right Front Door	18
C343	BK	In Left ″B″ Pillar	19
C344	BK	In Right Front Door	18
C345	BK	In Right ″B″ Pillar	19
C346	BK	In Left Front Door	18
C347	BK	In Right Front Door	18
C348	BK	In Right Front Door	18
C349	BK	Left Rear Quarter Panel	20
C350	BK	Left Rear Quarter Panel	20
C351	GY	In Right Front Door	18
C352	BK	In Left Front Door	18
C353	BK	In Left Front Door	18
C354	BK	In Left Front Door	18
C355	BK	Behind Right Kick Panel, At Junction Block	12
C356	BK	In Right Front Door	18
C357	BK	In Left Front Door	18
C358	BK	In Left Front Door	18
C359	BK	In Liftgate	21
C360	BK	In Liftgate	21
C361	NAT	In Liftgate	21
C362	BK	In Liftgate	21
C363	BK	In Liftgate	21
C364	BK	In Liftgate	21
C365	BK	In Liftgate	21
C366	BK	In Liftgate	21
C367	BK	In Liftgate	21
C368	BK	In Liftgate	21
C369	BK	On Trailer Hitch	20
C370	NAT	Center of Headliner, Above Rear View Mirror	15
C371	BK	Near Top of Right B-Pillar	15

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SCHEMATICS AND DIAGRAMS (Continued)

Conn #	Color	Location	Fig.
C372	BK	Left Rear Quarter Panel	20
C373	BK	Left Rear Quarter Panel	20
C374	BK	In Right Rear Door	19
C375	BK	In Right Rear Door	19
C376	BL	In Right Rear Door	19
C377	BK	In Right Rear Door	19
C378	BK	In Left Rear Door	19
C379	BK	In Left Rear Door	19
C380	BL	In Left Rear Door	19
C381	BK	In Left Rear Door	19
C382	WT	In Right Front Door	18
C383	BK	Lower Left of Instrument Panel	13
C384	BK	Left Rear Quarter Panel	20
C385	BK	Left Side of Center Floor Console	16
C386	BK	In Driver's Door	N/S
C387	BK	In Driver's Door	N/S
C388	BK	In Driver's Door	N/S
C400	NAT	At Lamp	N/S
C401	BK	At Lamp	N/S
C402	BK	At Lamp	N/S
C403	BK	At Lamp	N/S
C405	NAT	At Lamp	N/S
C406	BK	At Lamp	N/S
C407	BK	At Lamp	N/S
C408	BK	At Lamp	N/S
C409	NAT	In Liftgate, Behind License Plate Lamps	23
C410	NAT	In Liftgate, Behind License Plate Lamps	23
C412	GN	On Passenger's Front Seat	N/S
C413	BK	Under Passenger's Front Seat	N/S
C417	BK	On Underside of Hood	22
C424	WT	At Lamp	N/S
C425	GY	At Lamp	N/S
C426	BK	At Lamp	N/S
C427	WT	At Lamp	N/S
C428	GY	At Lamp	N/S
C429	BK	At Lamp	N/S
C431	BK	At Lamp	N/S
C432	BK	At Lamp	N/S

Conn #	Color	Location	Fig.
C433	BK	At Lamp	N/S
C434	BK	Rear of Sunroof	N/S
C435	RD	Under Passenger's Seat	N/S
C436	RD	Under Passenger's Seat	N/S
C437	BK	Under Passenger's Seat	N/S
C438	WT	Under Passenger's Seat	N/S
C439	GY	Under Passenger's Seat	N/S
C440	GN	Under Passenger's Seat	N/S
C441	BK	Under Passenger's Seat	N/S
C442	BK	Under Passenger's Seat	N/S
C443	BK	In Driver's Seat	N/S
C444	BK	Under Driver's Seat	N/S
C445	BK	Under Driver's Seat	N/S
C446	BK	At Driver's Seat	N/S
C447	OR	At Driver's Seat	N/S
C448	RD	Under Driver's Seat	N/S
C449	BK	Under Driver's Seat	N/S
C450	RD	Under Driver's Seat	N/S
C451	BK	Under Driver's Seat	N/S
C452	BK	Under Driver's Seat	N/S
C453	GN	Under Driver's Seat	N/S
C454	BK	Under Driver's Seat	N/S
C455	BK	In Driver's Seat	N/S
C456	BK	In Driver's Seat	N/S
C457	BK	Under Driver's Seat	N/S
C458	BK	In Driver's Seat	N/S
C459	BK	Under Driver's Seat	N/S
G100		Right Fender Side Shield	2
G101		Right Side of Engine Block (4.0L Engine)	6
G101		Below Generator (5.2L Engine)	8

SCHEMATICS AND DIAGRAMS (Continued)

Conn #	Color	Location	Fig.
G103		Right Side of Engine Block (4.0L Engine)	6
G103		Below Generator (5.2L Engine)	8
G104		Right Side of Engine Block (4.0L Engine)	8
G104		Below Generator (5.2L Engine)	8
G105		Right Rear of Engine (4.0L Engine)	5
G105		Below A/C Compressor (5.2L Engine)	9
G106		Right Fender Side Shield	2
G107		Right Fender Side Shield	2

Conn #	Color	Location	Fig.
G108		Front of Left Fender Side Shield	3
G109		Front of Left Fender Side Shield	3
G300		Right Rear Quarter Panel	16
G301		Rear of Passenger's Seat	16
G302		On Floor Pan, Rear of Driver's Seat	17
G303		On Floor Pan, Rear of Driver's Seat	17
G304		On Floor Pan, Rear of Driver's Seat	17
G305		On Floor Pan, Rear of Driver's Seat	17

SCHEMATICS AND DIAGRAMS (Continued)

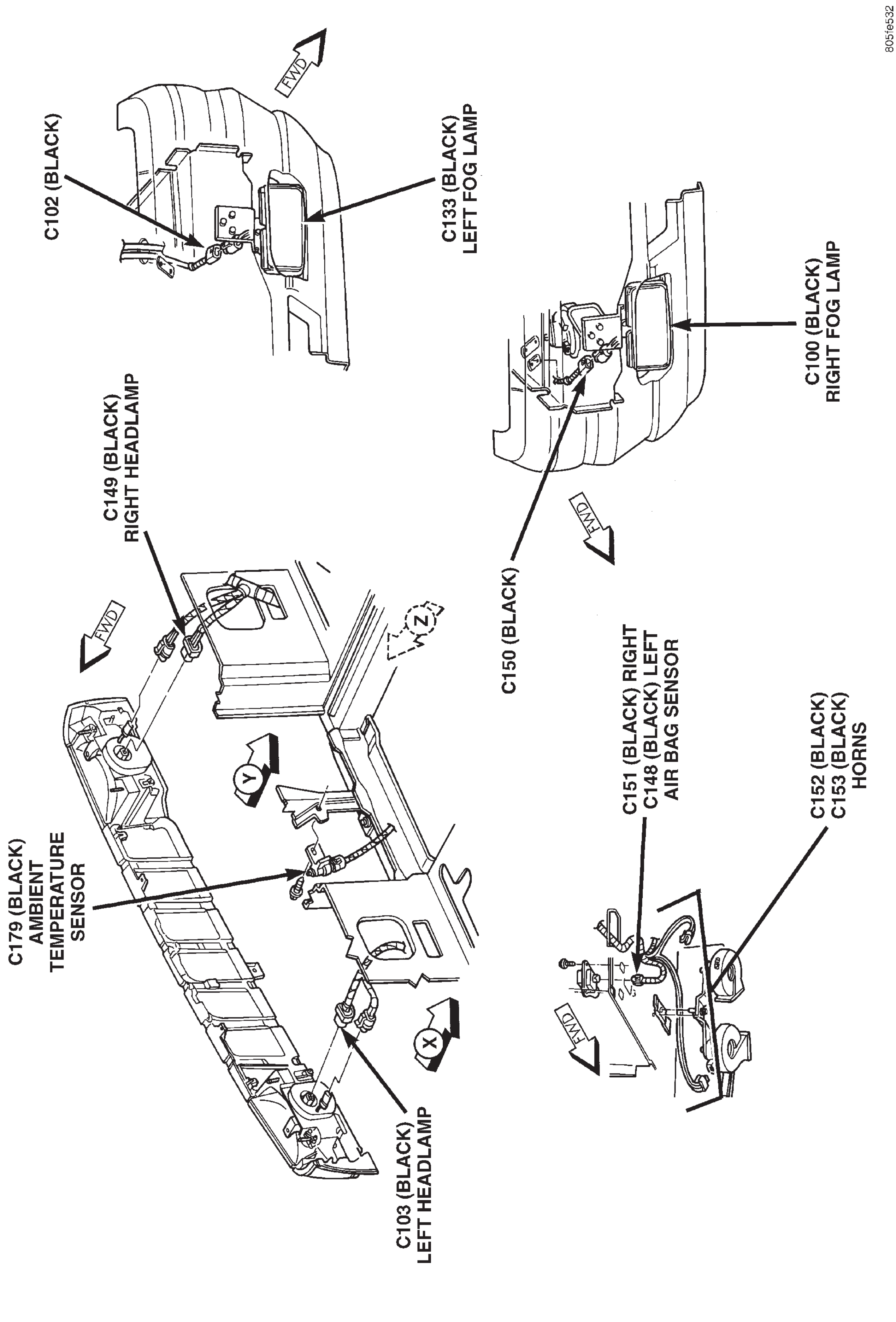

Fig. 1 Front End Lighting

SCHEMATICS AND DIAGRAMS (Continued)

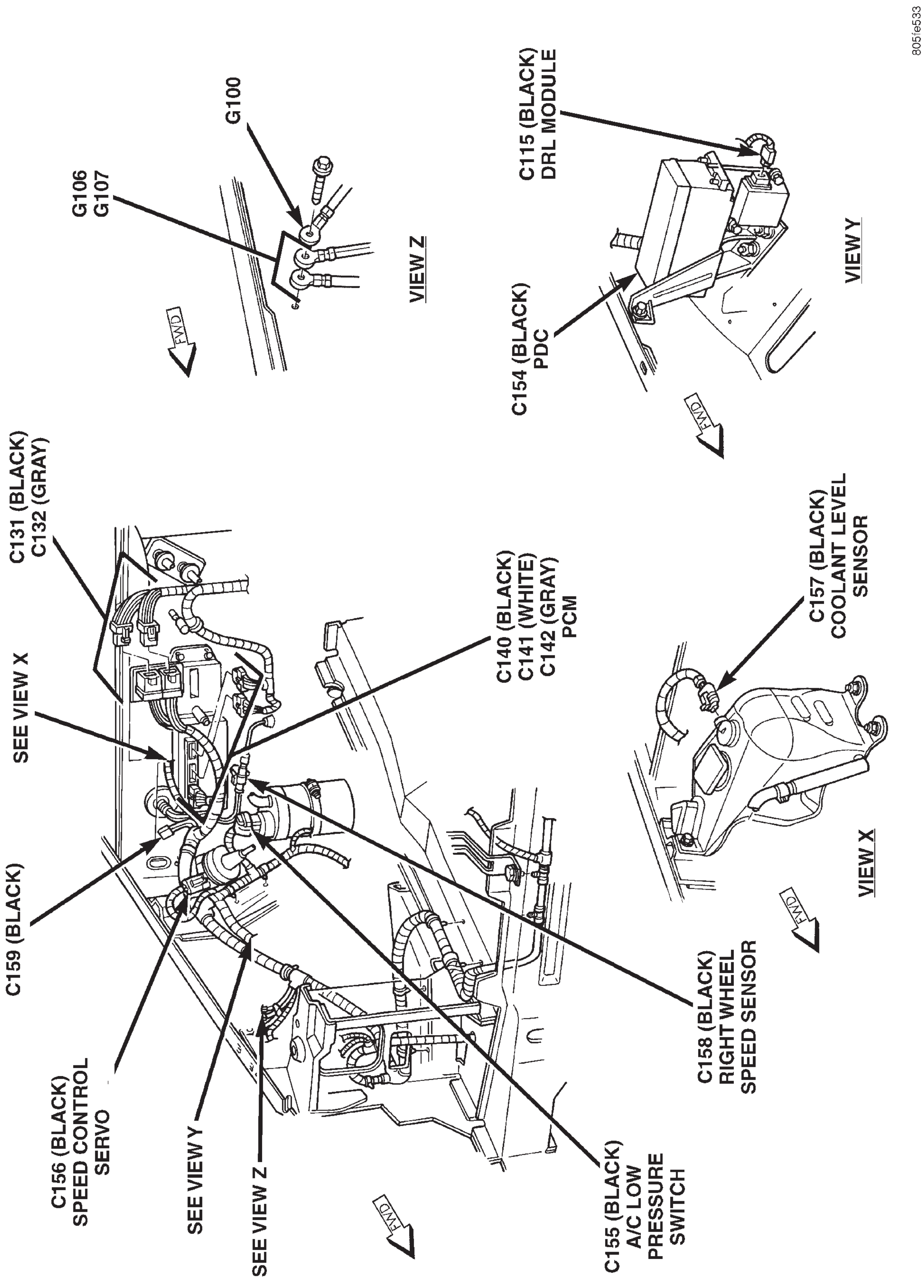

Fig. 2 Engine Compartment—Left Side

SCHEMATICS AND DIAGRAMS (Continued)

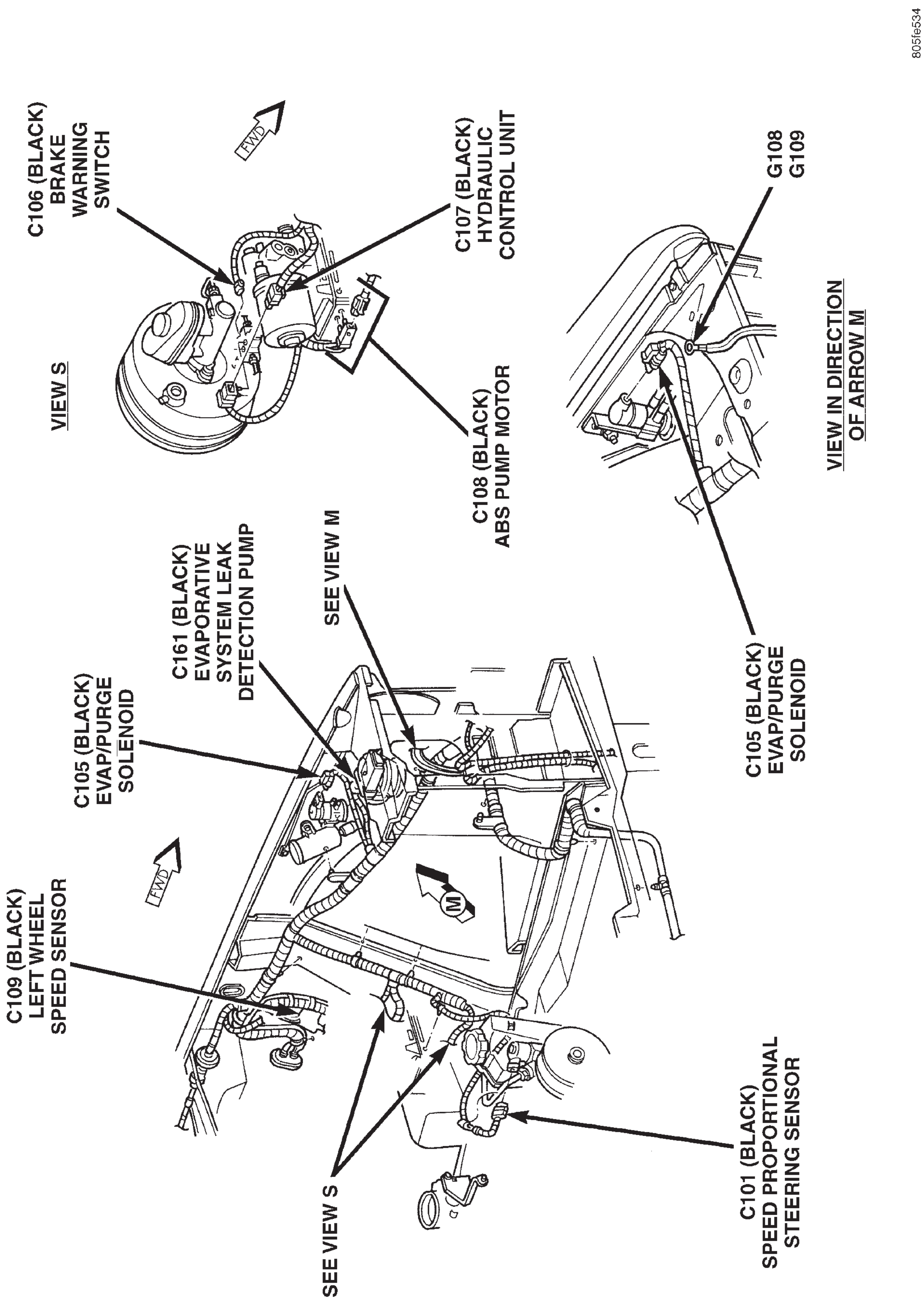

Fig. 3 Engine Compartment—Right Side

SCHEMATICS AND DIAGRAMS (Continued)

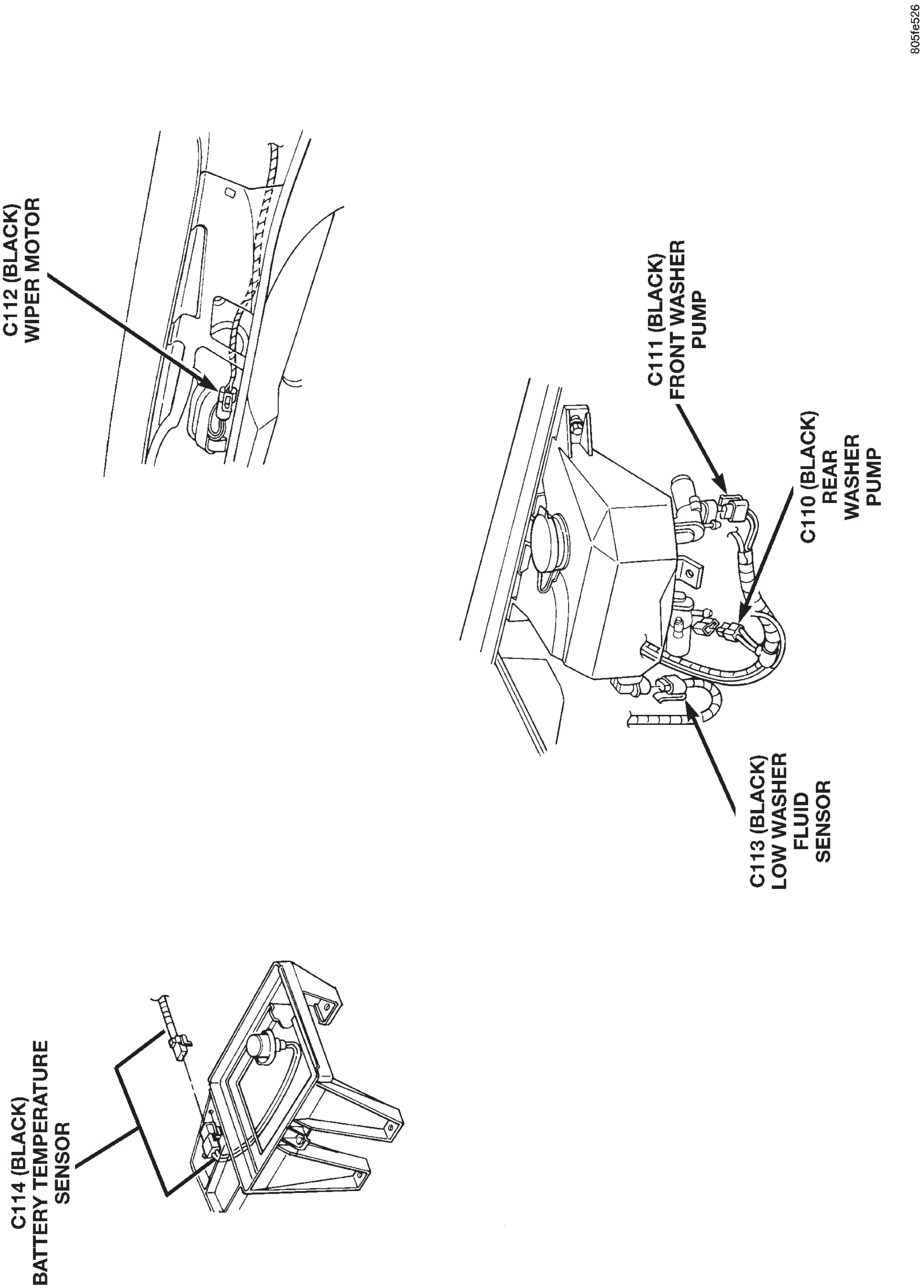

Fig. 4 Engine Compartment Connectors

SCHEMATICS AND DIAGRAMS (Continued)

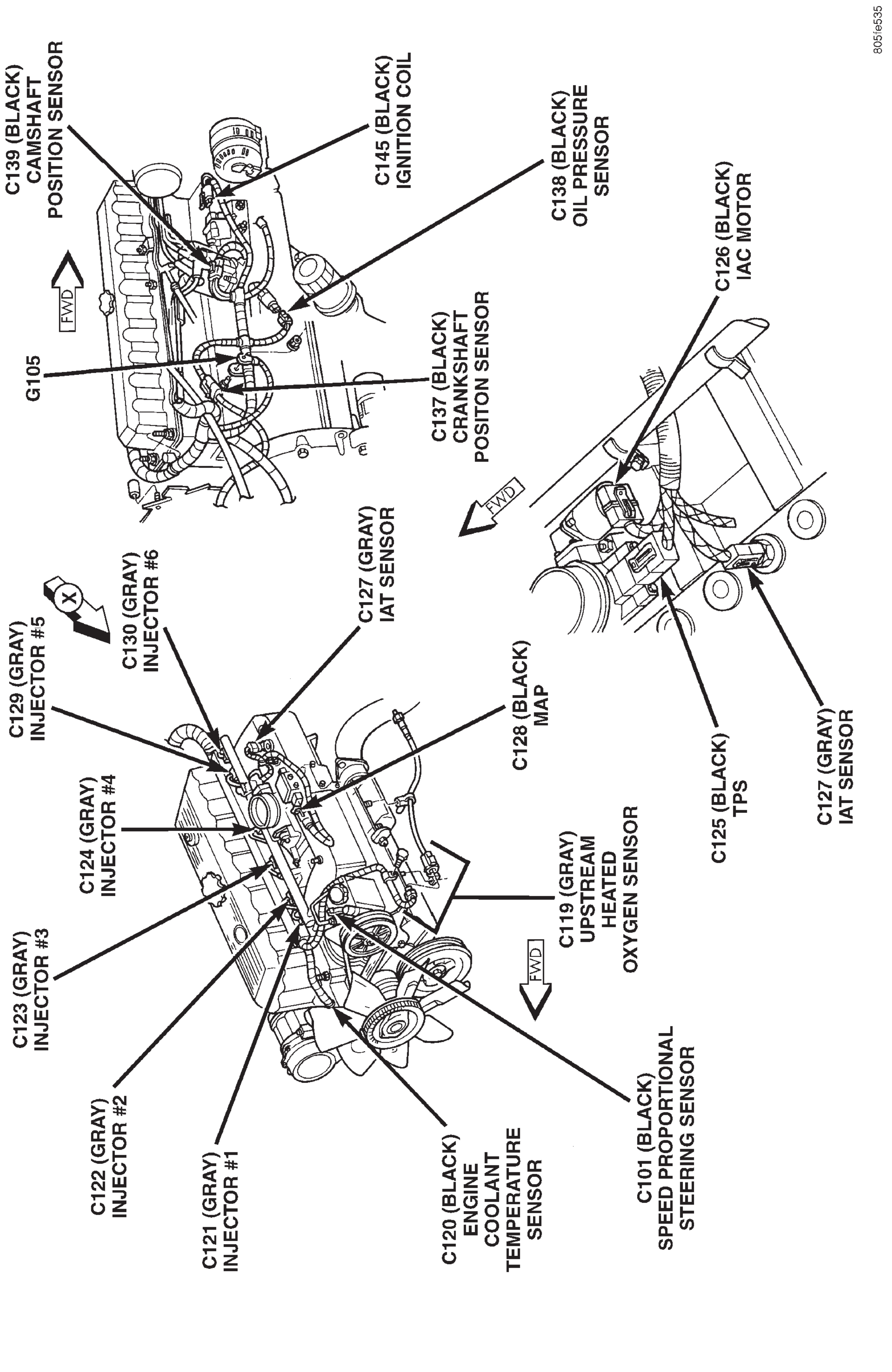

Fig. 5 Engine Connectors—4.0L Engine

SCHEMATICS AND DIAGRAMS (Continued)

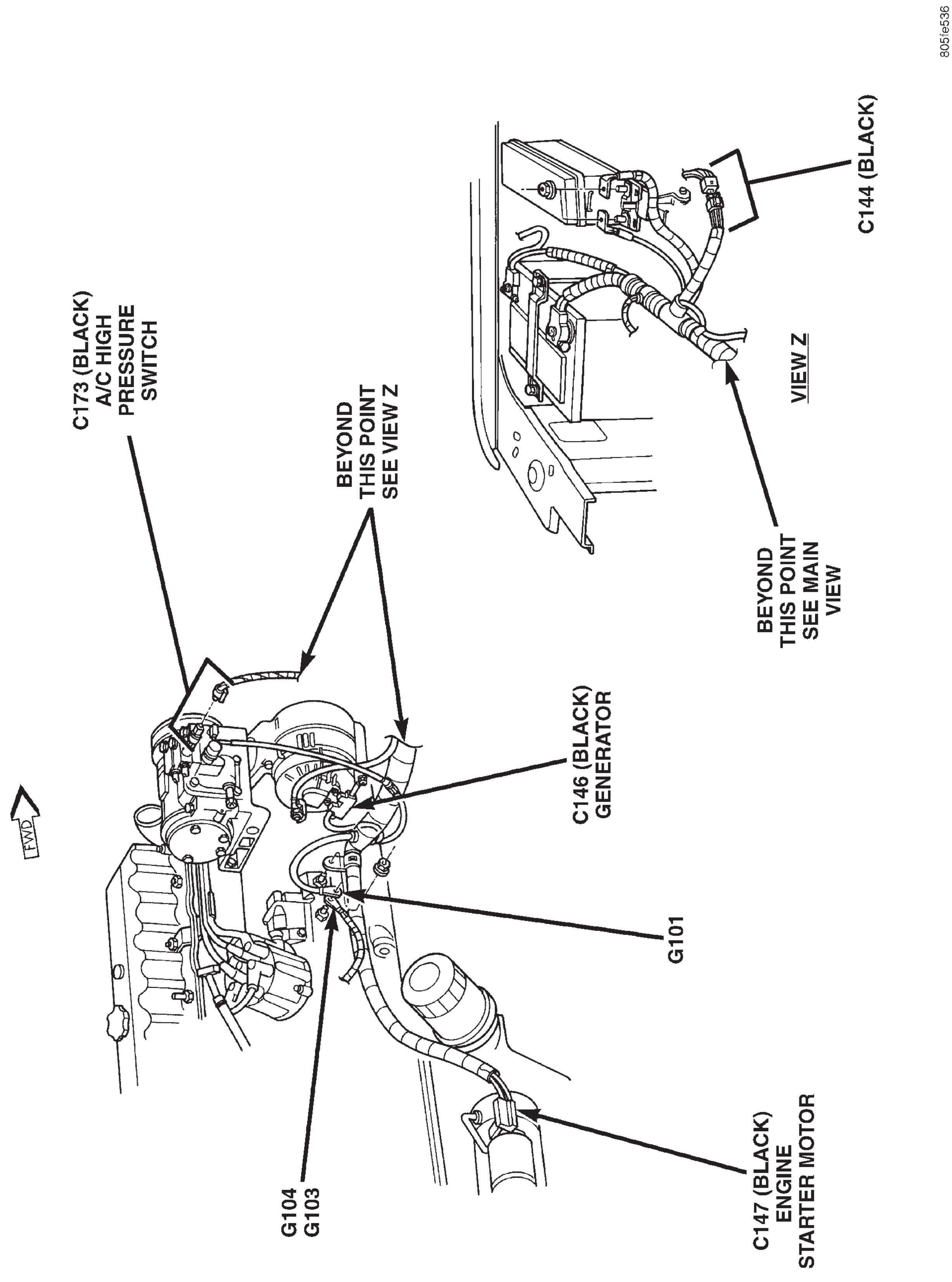

Fig. 6 Charging System Connectors—4.0L Engine

SCHEMATICS AND DIAGRAMS (Continued)

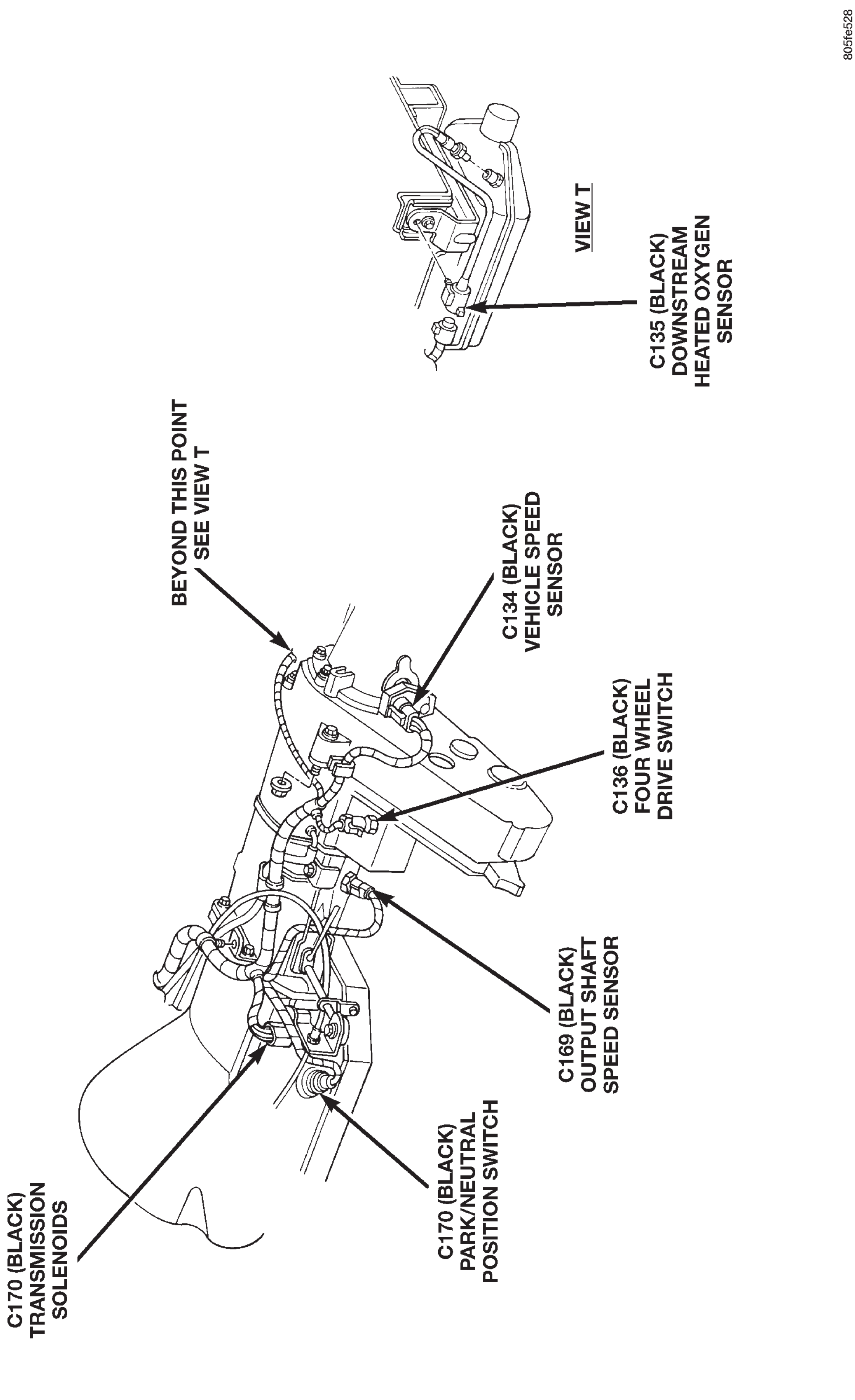

Fig. 7 Transmission Connectors—4.0L Engine

SCHEMATICS AND DIAGRAMS (Continued)

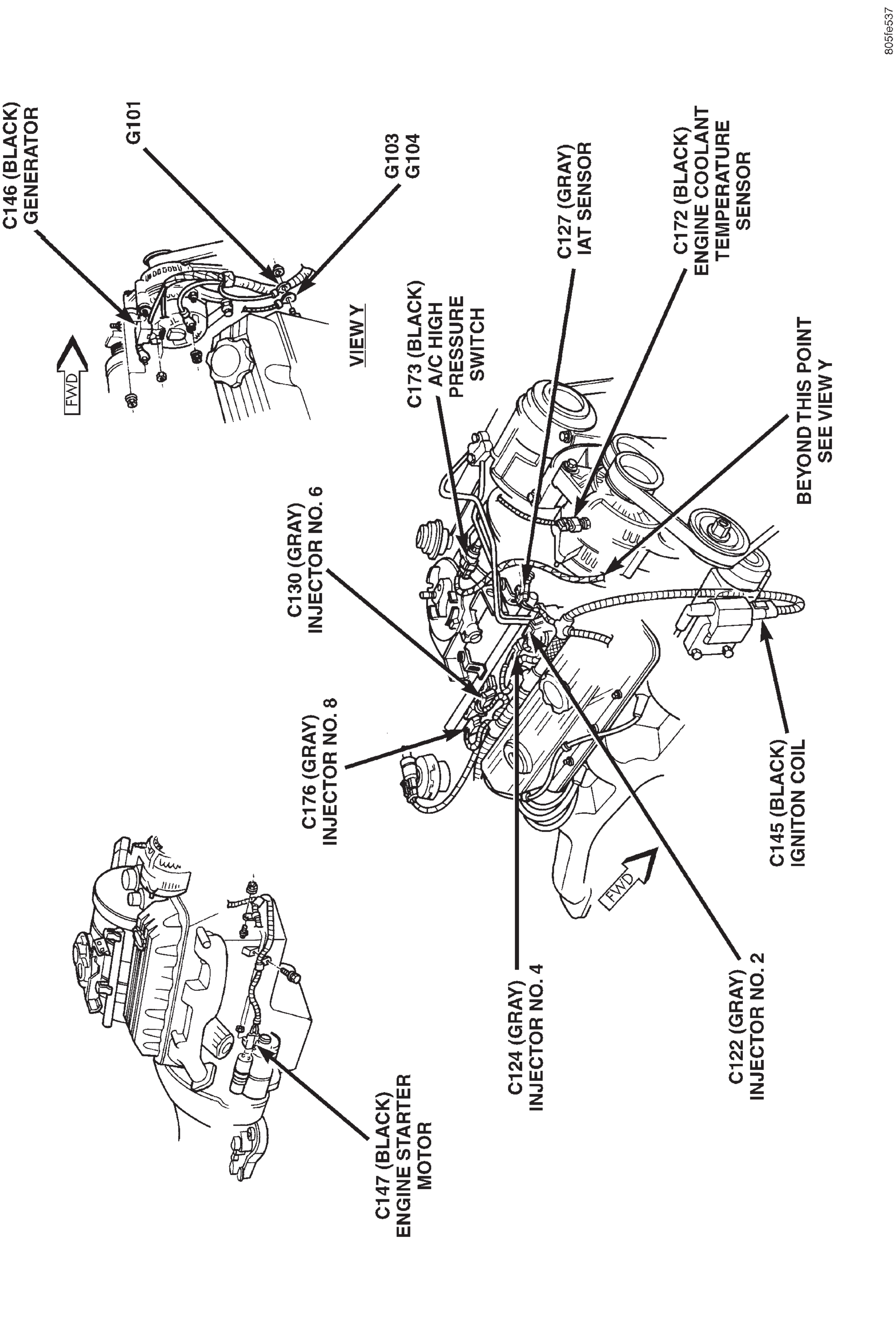

Fig. 8 Engine Connectors—5.2L Engine

SCHEMATICS AND DIAGRAMS (Continued)

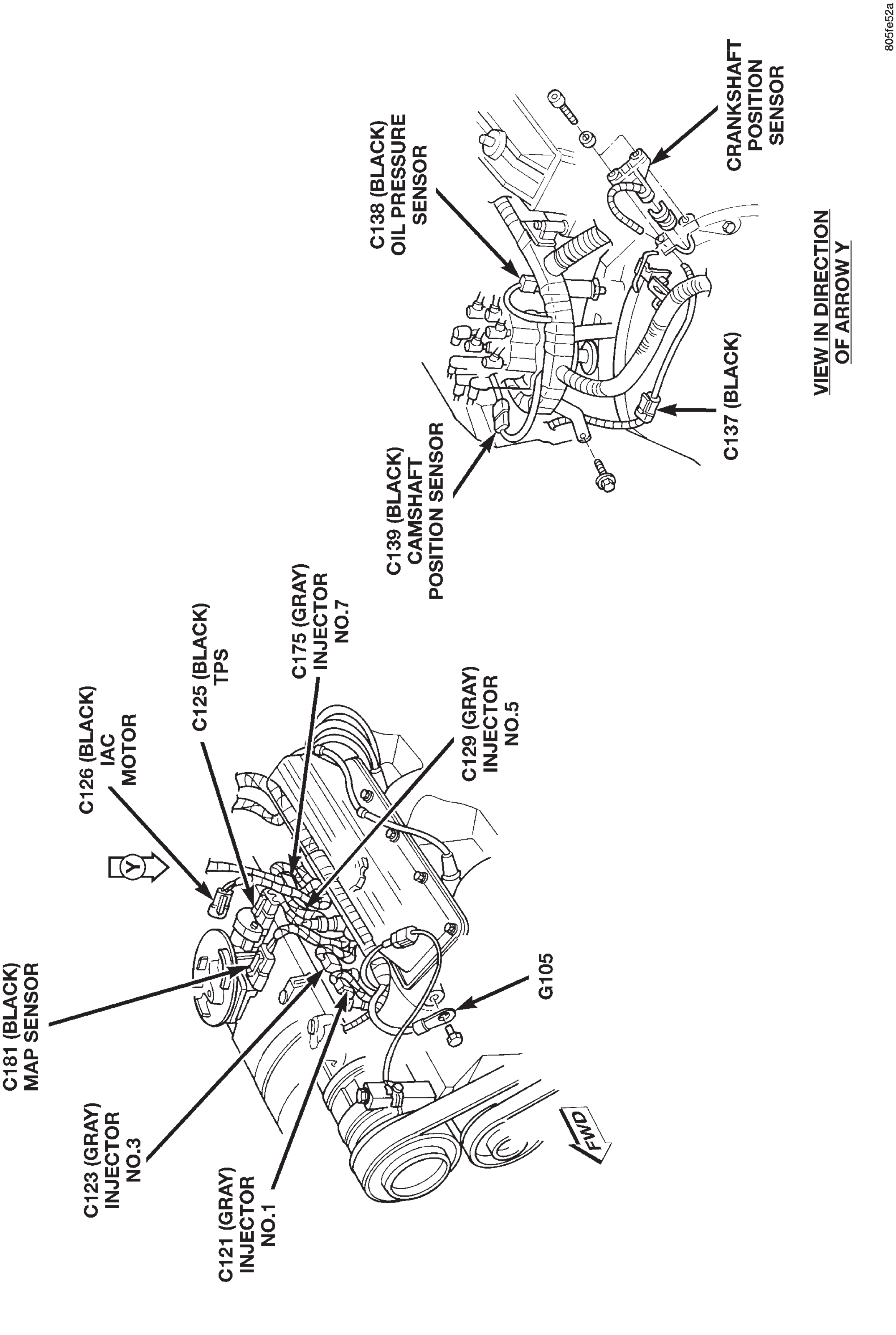

Fig. 9 Engine Connectors—5.2L Engine

SCHEMATICS AND DIAGRAMS (Continued)

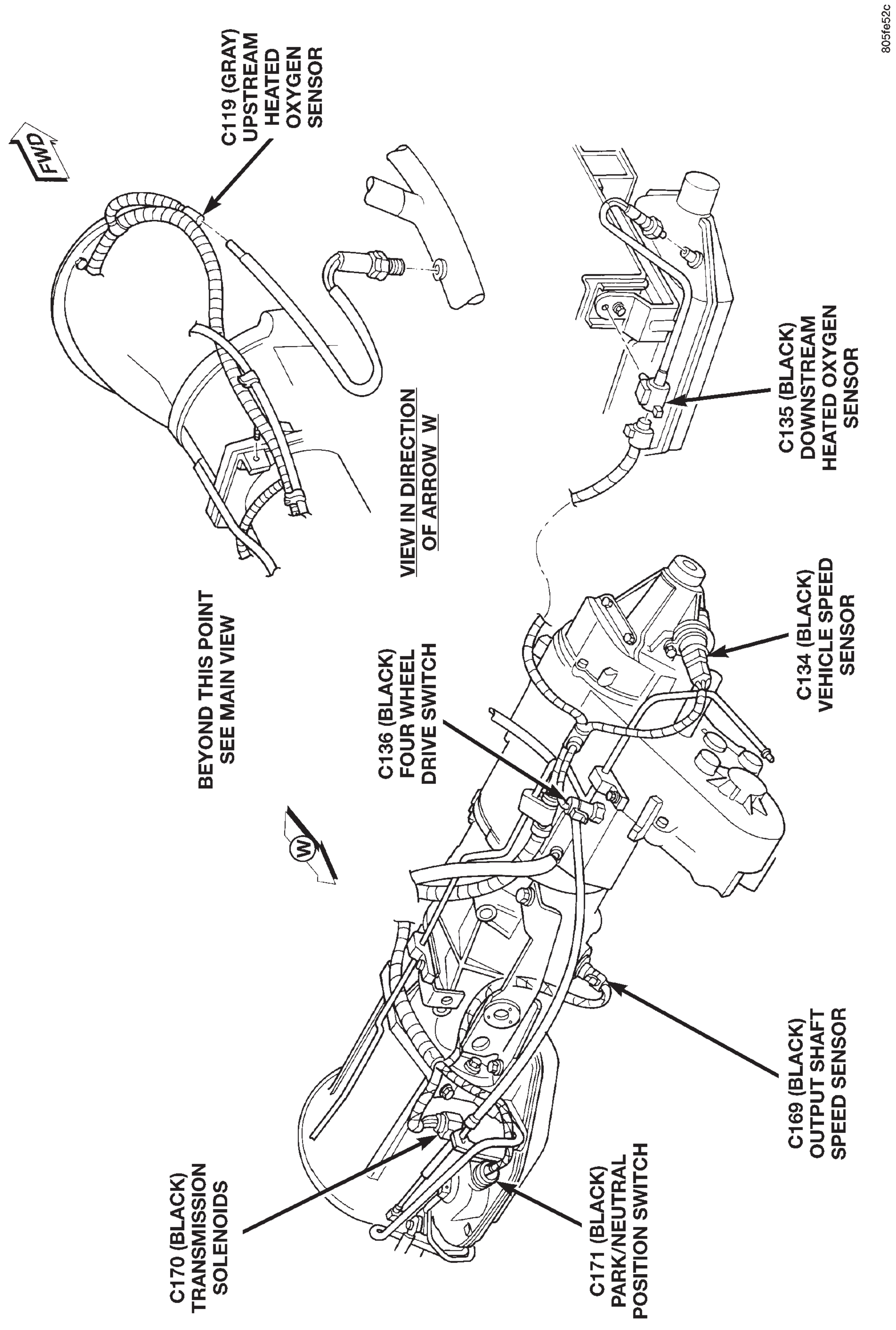

Fig. 10 Transmission Connectors—5.2L

SCHEMATICS AND DIAGRAMS (Continued)

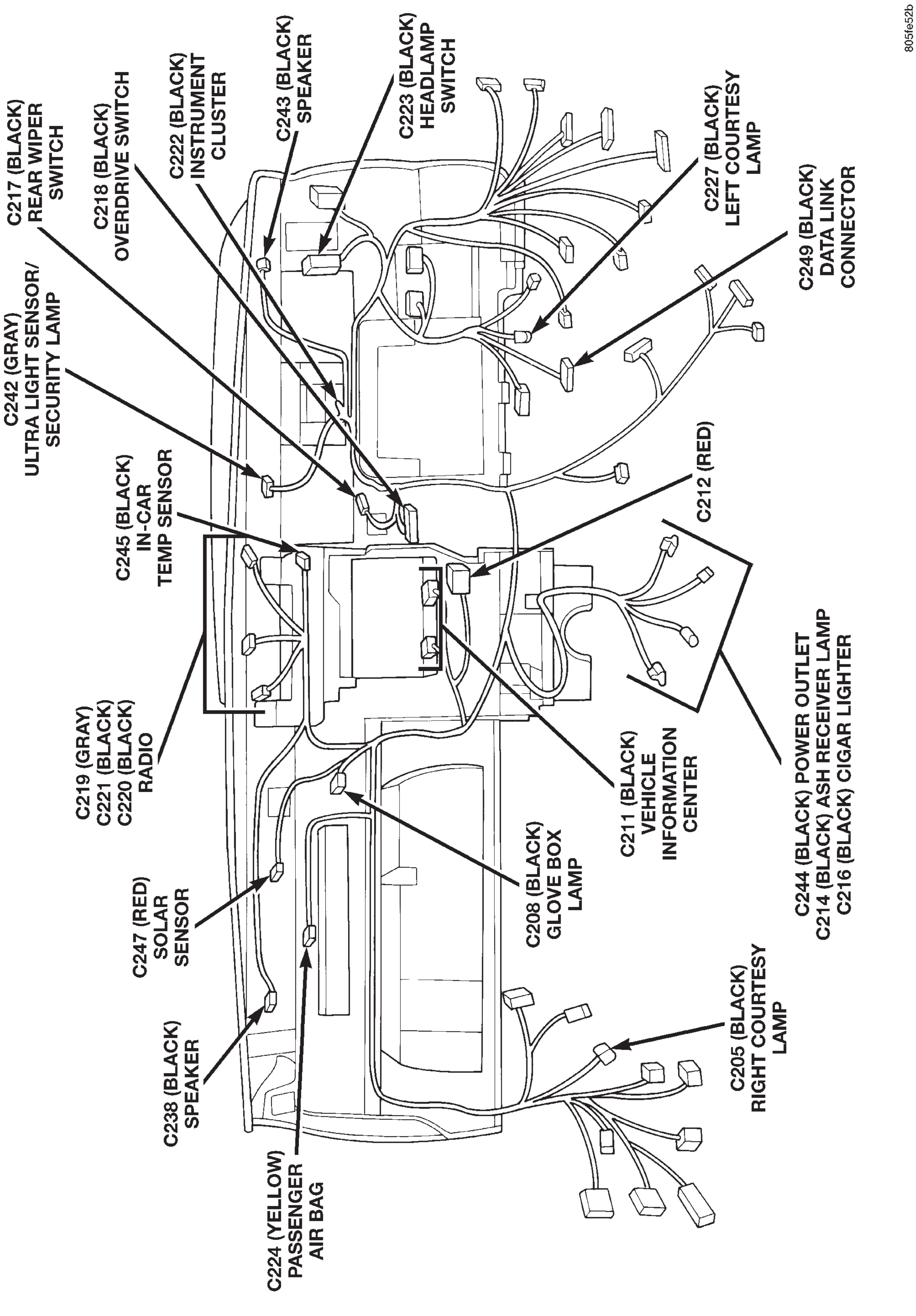

Fig. 11 Instrument Panel Connectors

SCHEMATICS AND DIAGRAMS (Continued)

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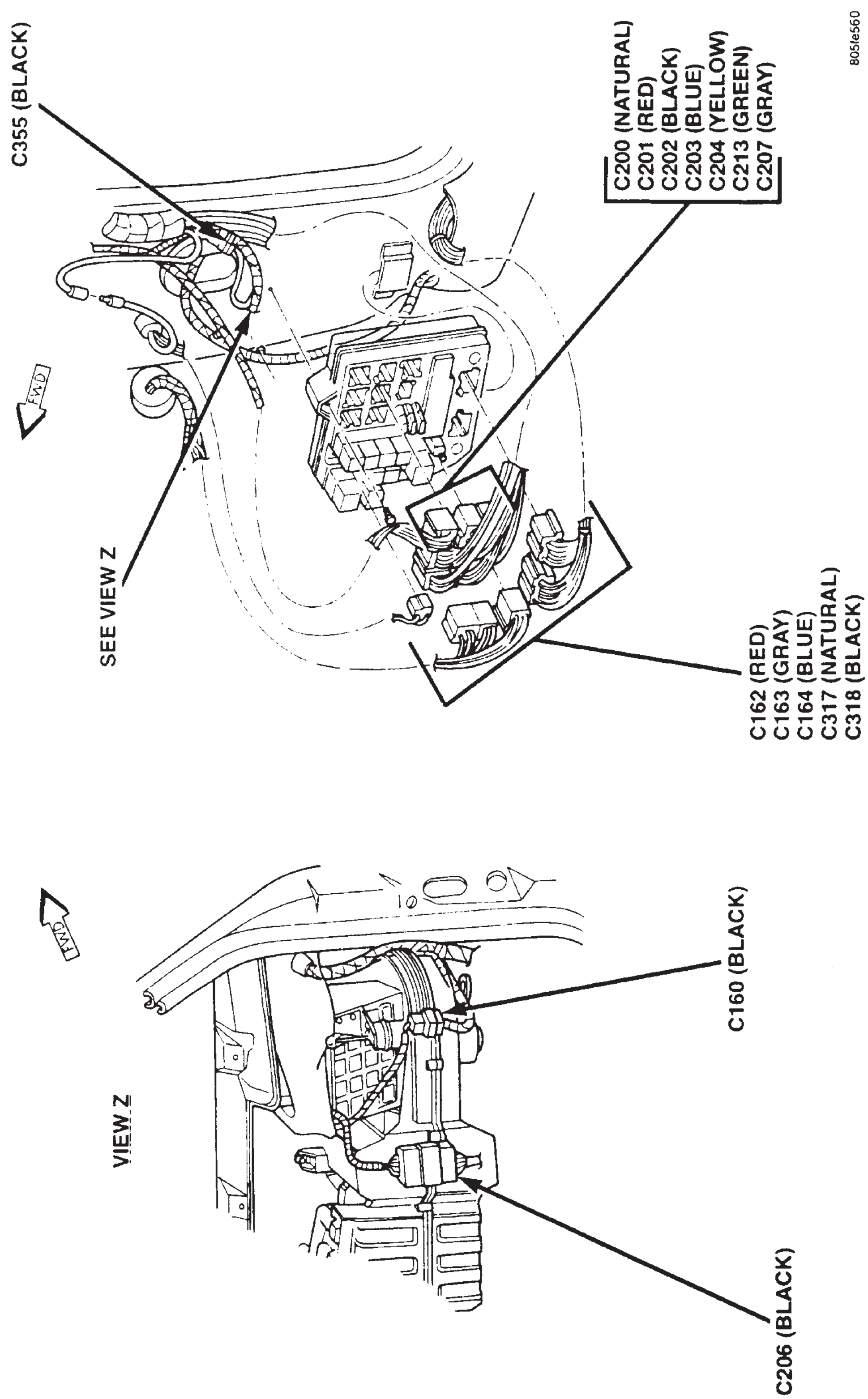

Fig. 12 Junction Block and HVAC Unit Connectors

SCHEMATICS AND DIAGRAMS (Continued)

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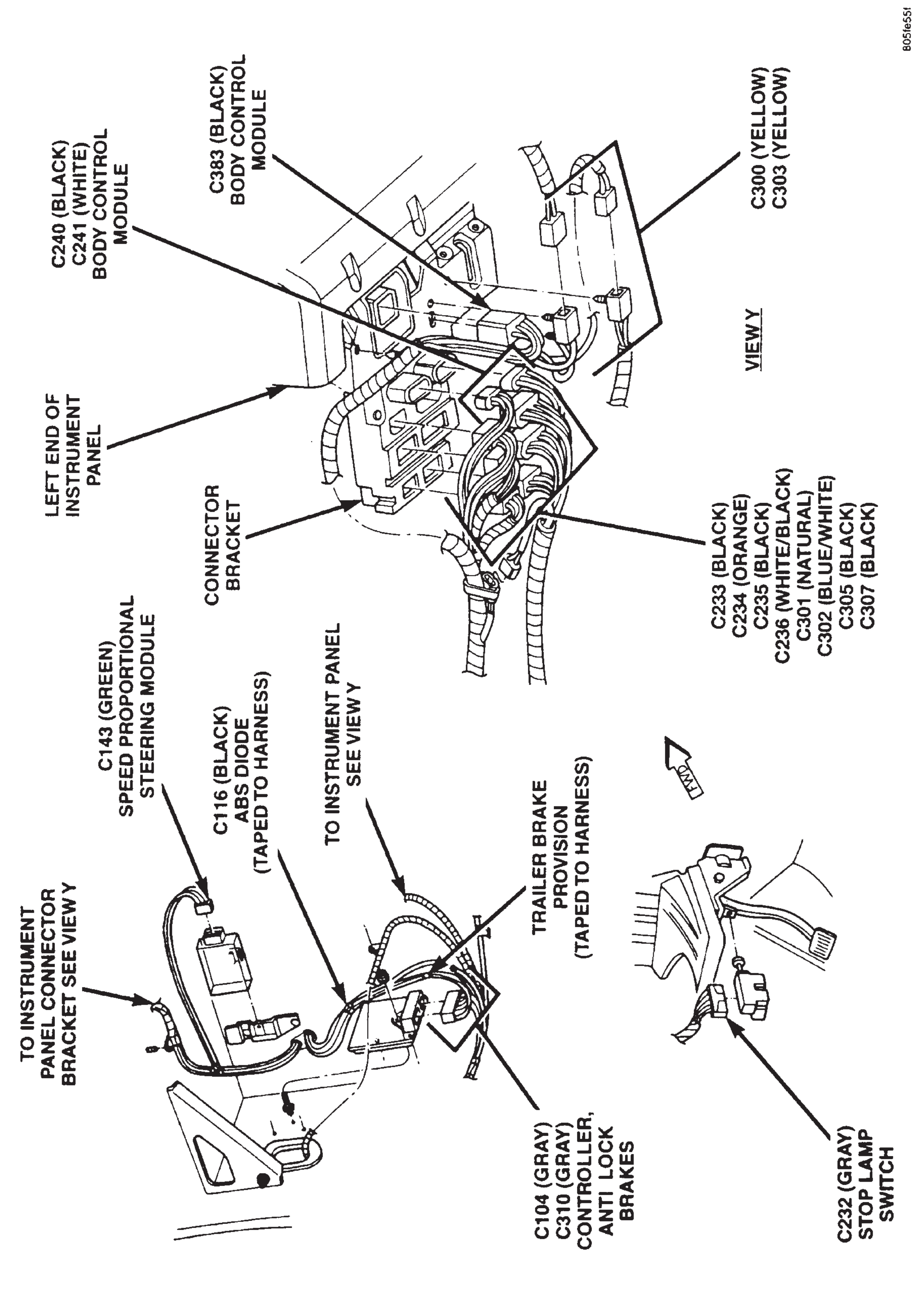

Fig. 13 Instrument Panel Connectors—Left Side

SCHEMATICS AND DIAGRAMS (Continued)

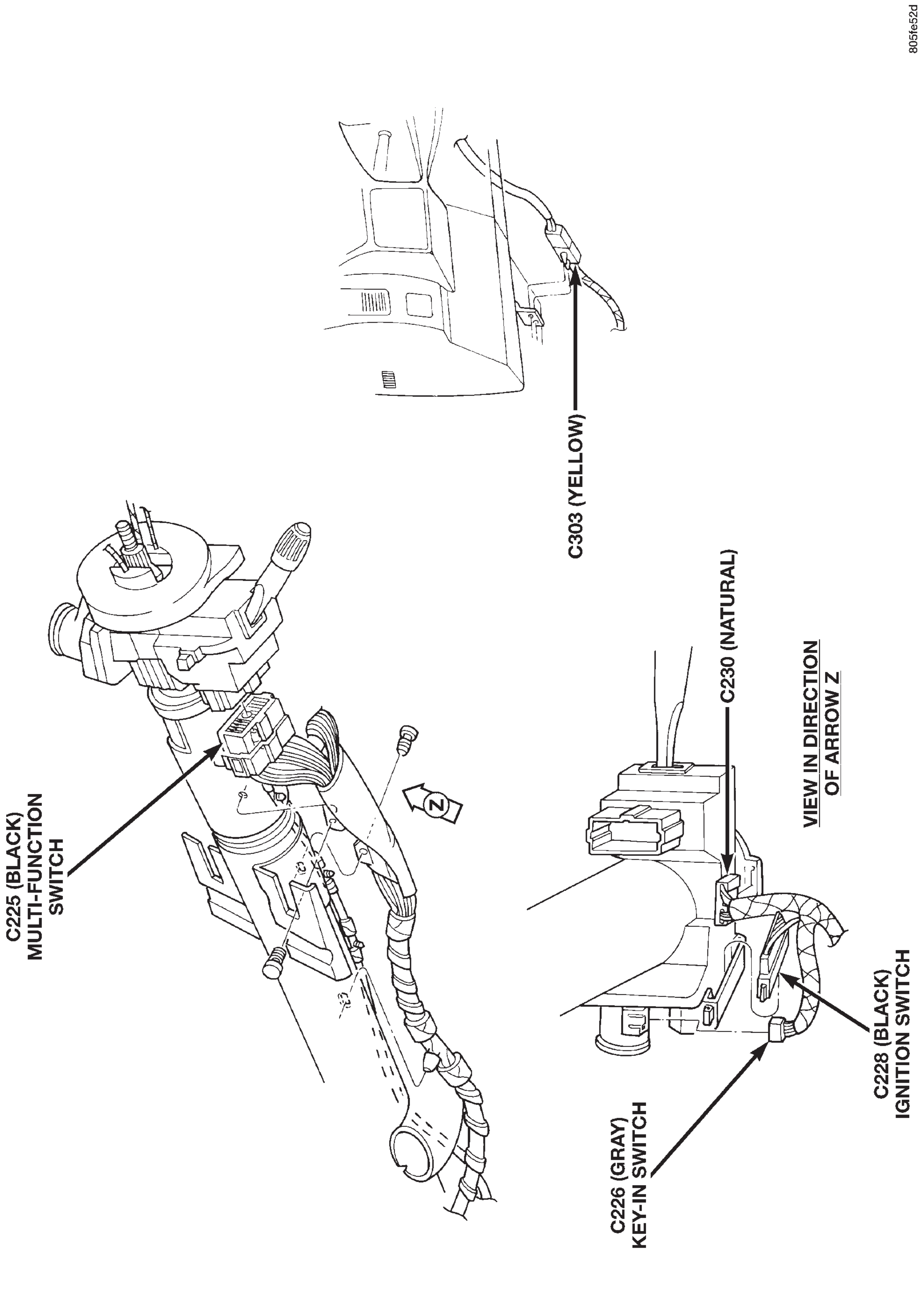

Fig. 14 Steering Column Connectors

SCHEMATICS AND DIAGRAMS (Continued)

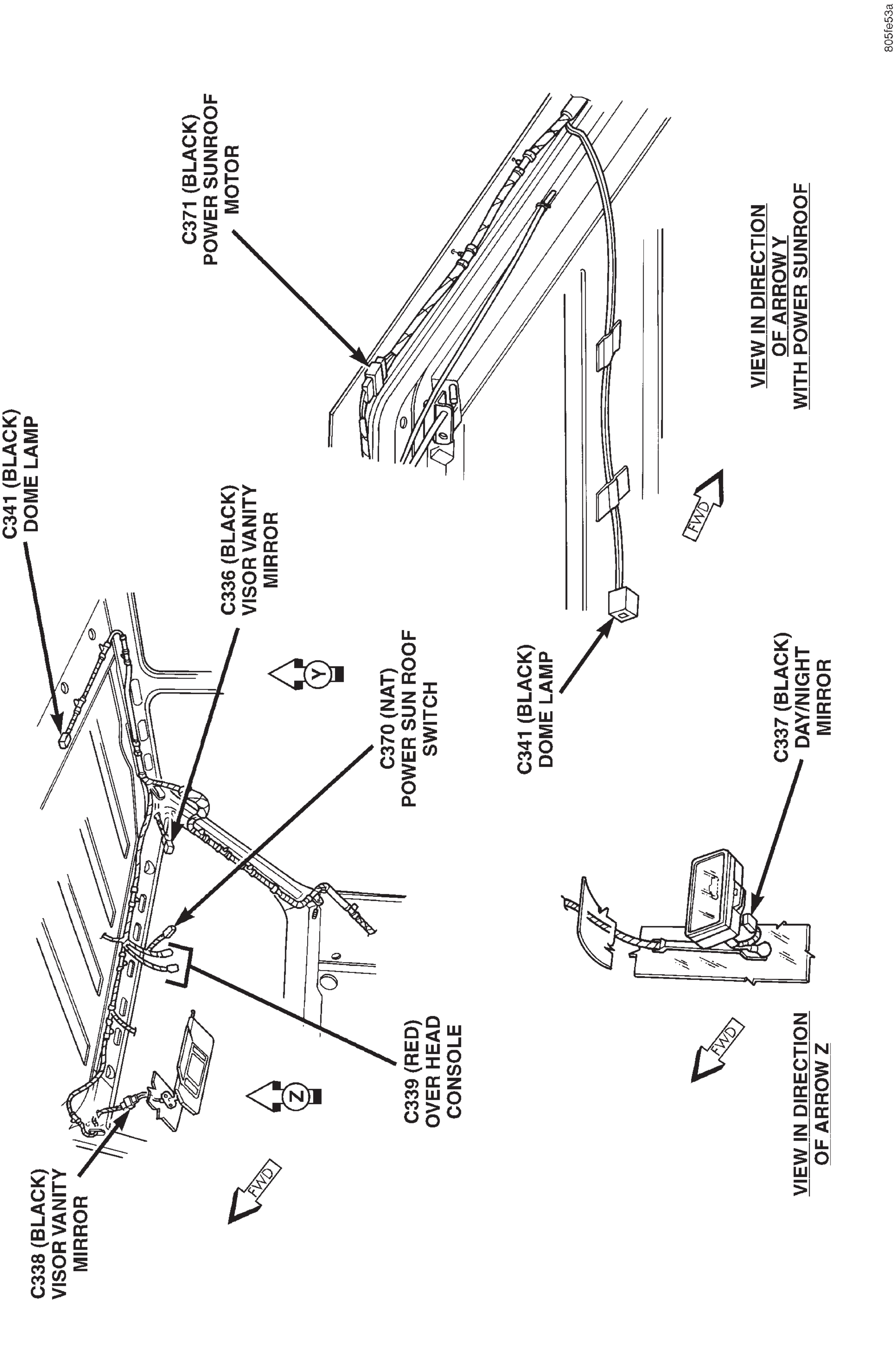

Fig. 15 Roof Connectors

SCHEMATICS AND DIAGRAMS (Continued)

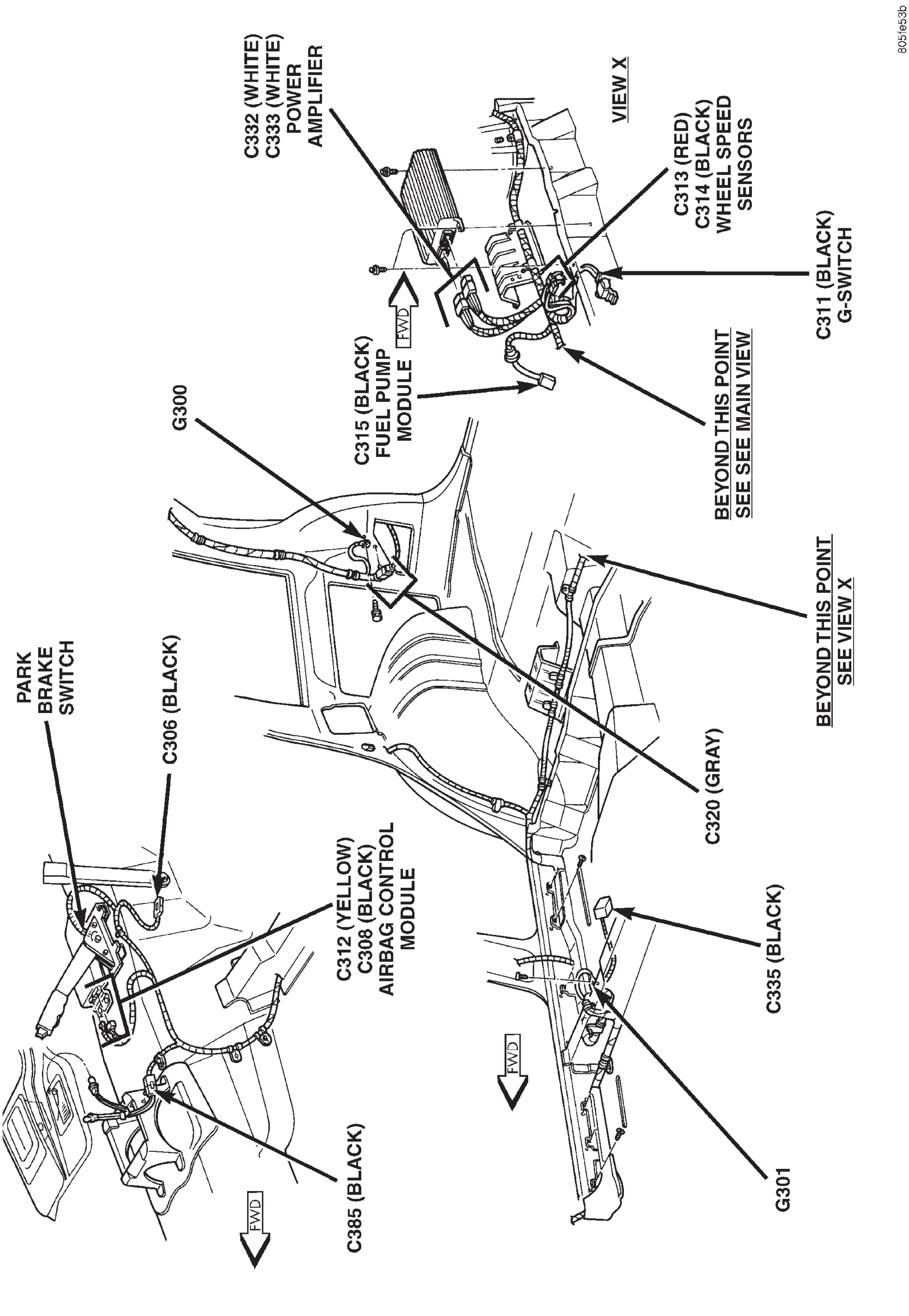

Fig. 16 Body Connectors—Right Side

SCHEMATICS AND DIAGRAMS (Continued)

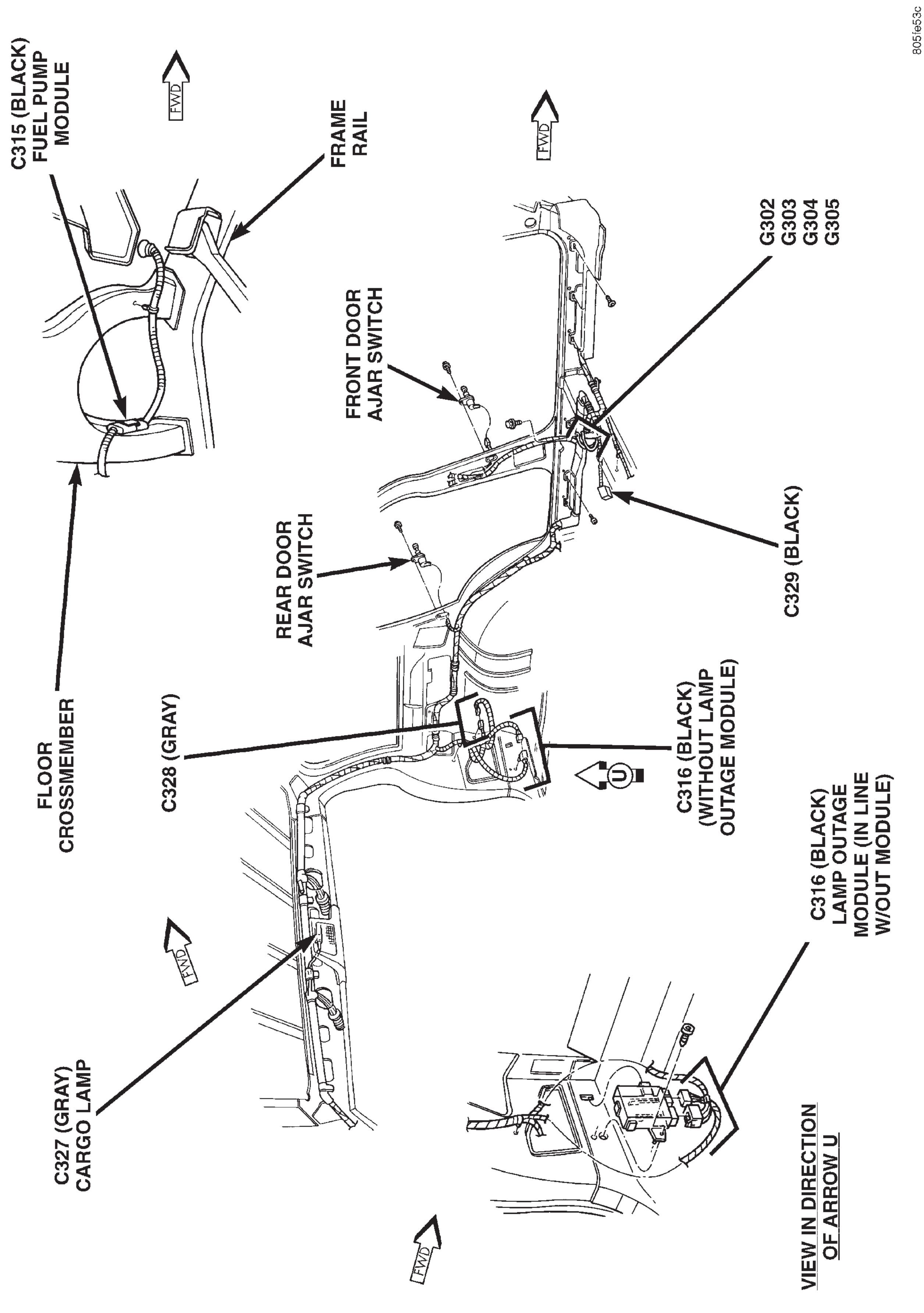

Fig. 17 Body Connectors—Left Side

SCHEMATICS AND DIAGRAMS (Continued)

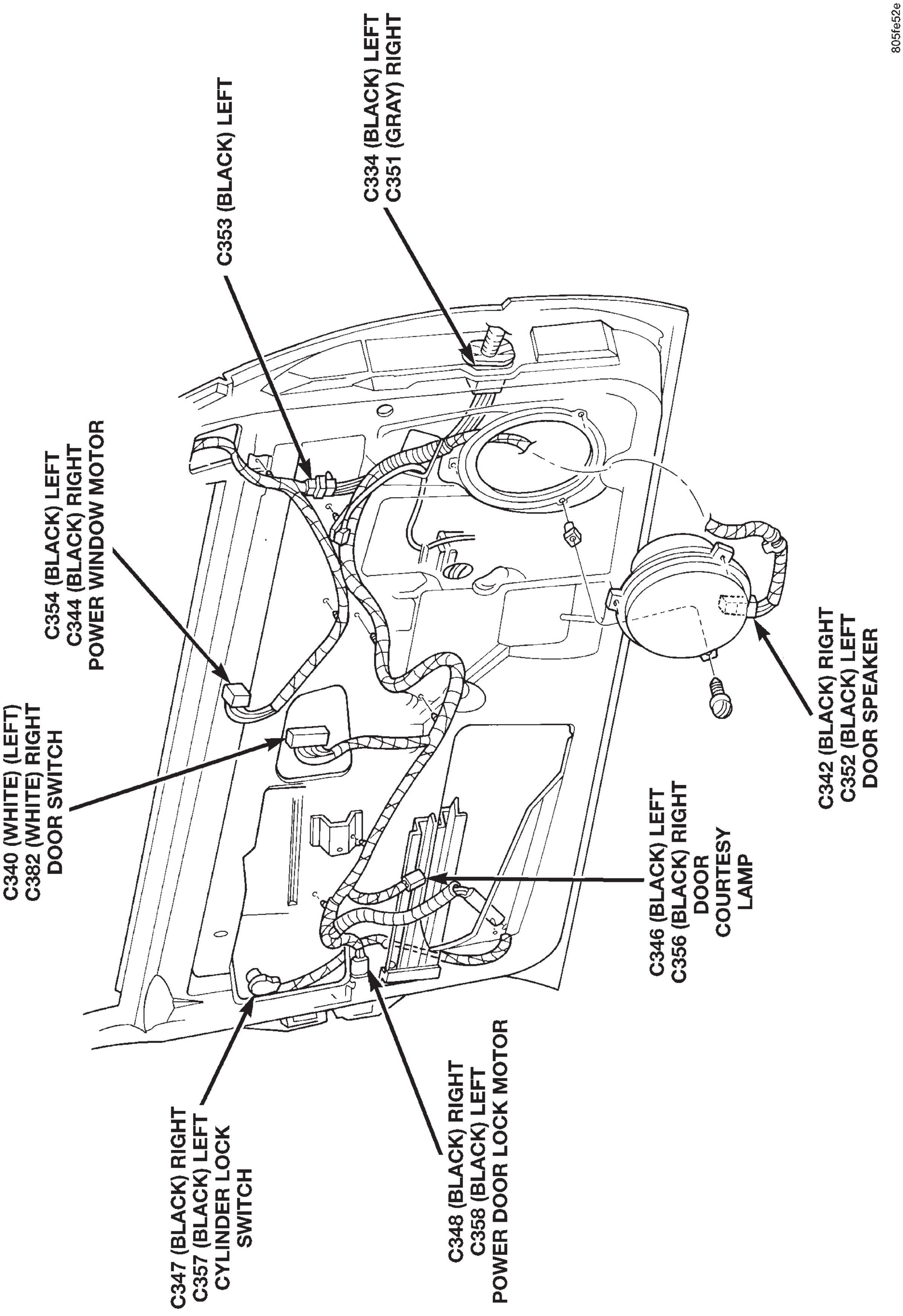

Fig. 18 Front Door Connectors

SCHEMATICS AND DIAGRAMS (Continued)

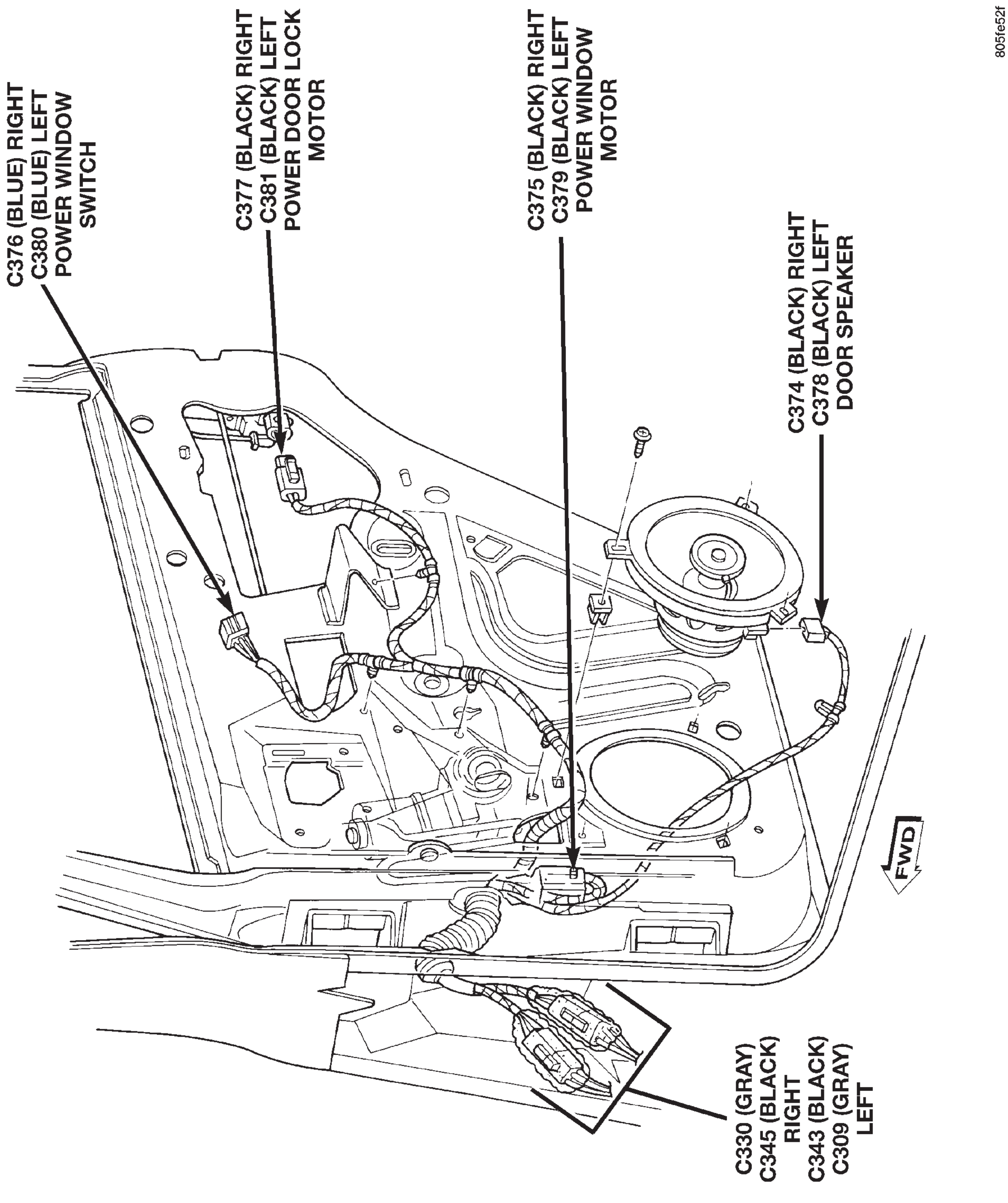

Fig. 19 Rear Door Connectors

SCHEMATICS AND DIAGRAMS (Continued)

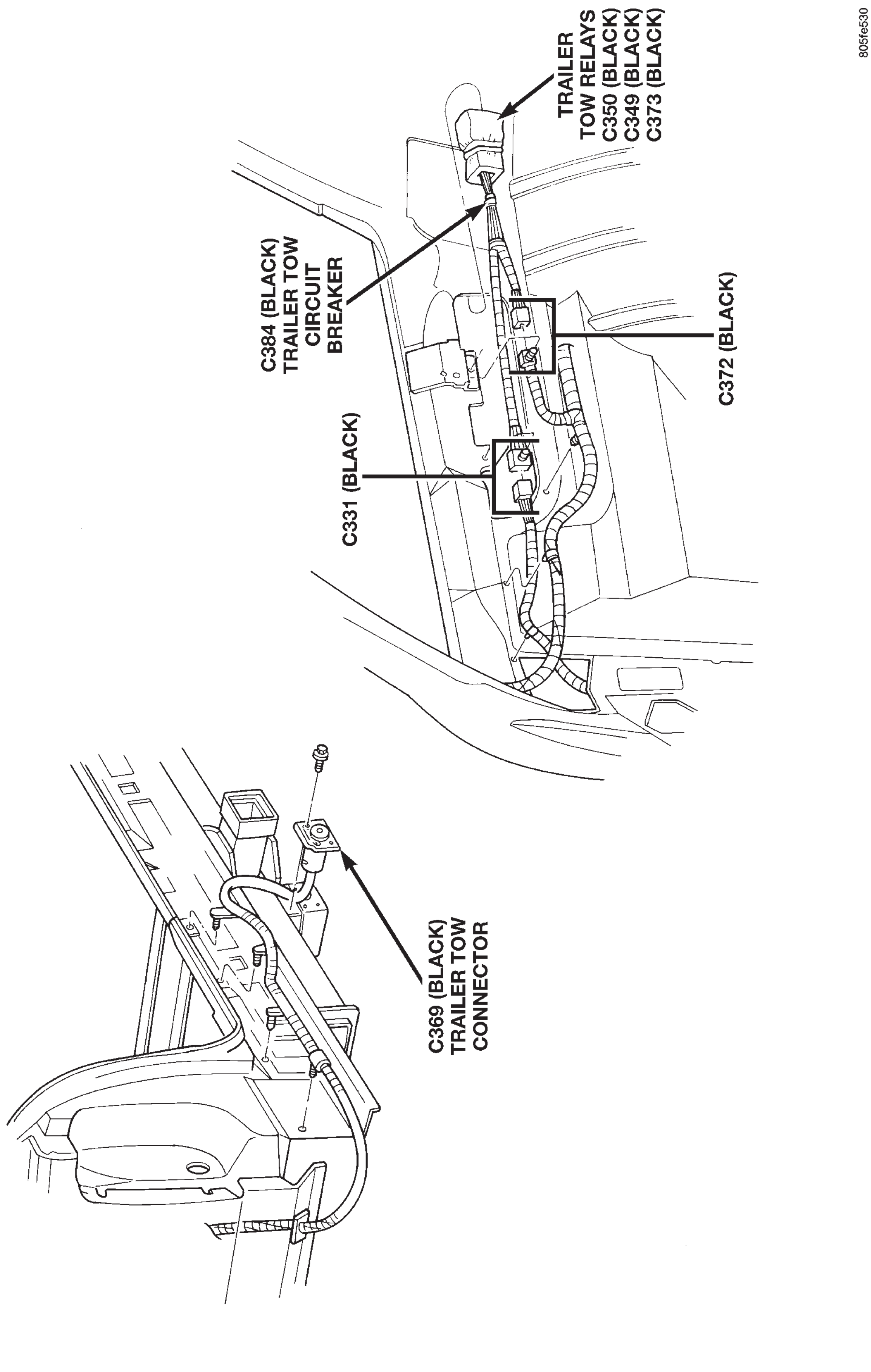

Fig. 20 Factory Trailer Tow

SCHEMATICS AND DIAGRAMS (Continued)

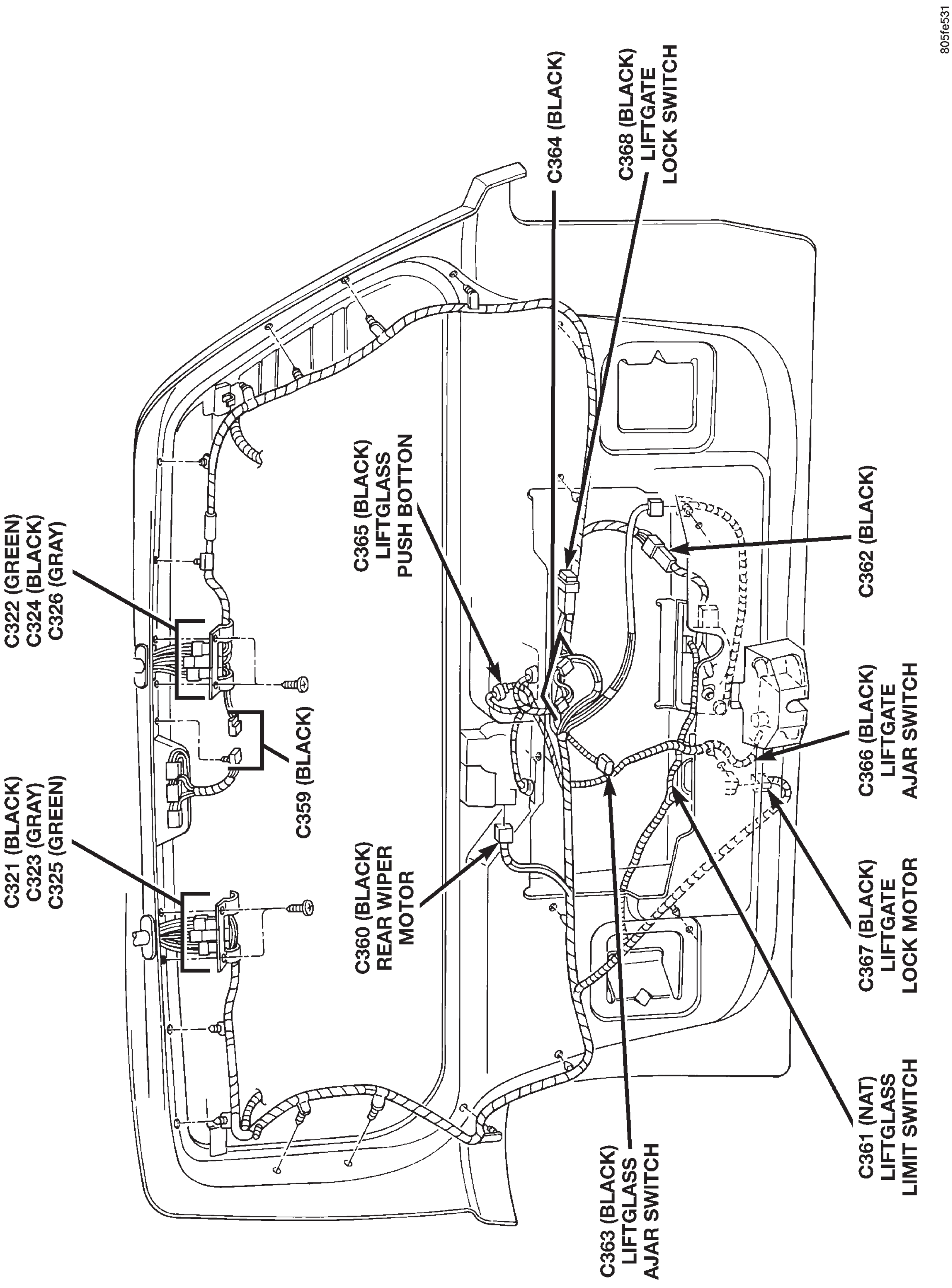

Fig. 21 Liftgate Connectors

SCHEMATICS AND DIAGRAMS (Continued)

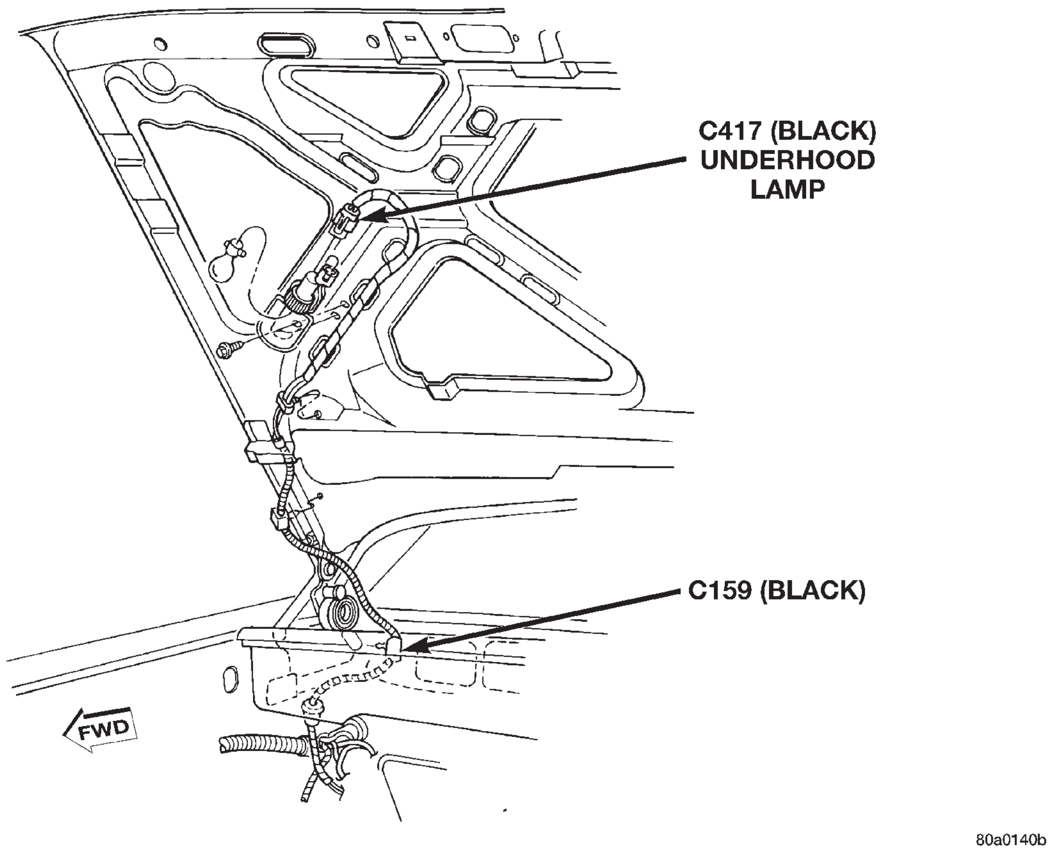

Fig. 22 Underhood Lamp

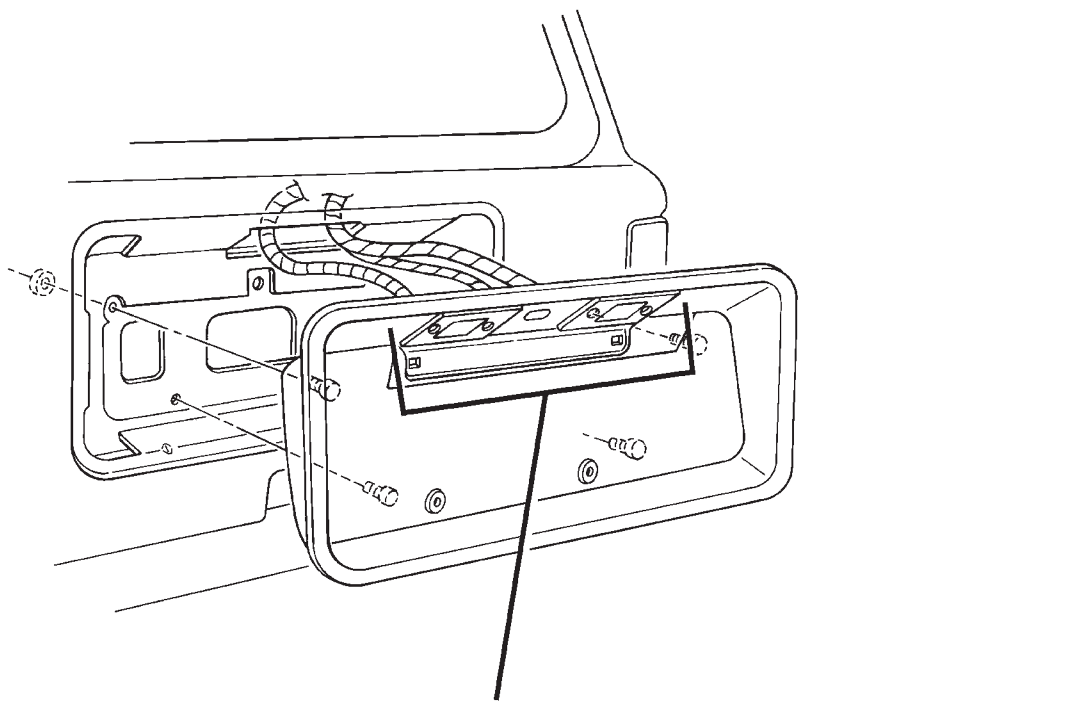

Fig. 23 License Plate Lamps

SCHEMATICS AND DIAGRAMS (Continued)

8W-95 SPLICE LOCATIONS

DIAGNOSIS AND TESTING

INTRODUCTION

This section provides illustrations identifying the general location of the splices in this vehicle. A splice index is provided. Use the wiring diagrams in each section for splice number identification. Refer to the index for proper splice number.

SCHEMATICS AND DIAGRAMS

SPLICE LOCATIONS

For splices that are not shown in the figures in this section a N/S is placed in the Fig. column

Splice Number	Location	Fig.
S100	Near Power Distribution Center	1
S101	Near Battery Temperature Sensor T/O	1
S102	Near Battery Temperature Sensor T/O	1
S103	Near Battery Temperature Sensor T/O	1
S104	Right Front Corner of Engine Compartment	1
S105	Right Front Corner of Engine Compartment	1
S106	Right Front Corner of Engine Compartment	1
S107	Left Front Corner of Engine Compartment	1
S108	Left Front Corner of Engine Compartment	1
S109	Near EVAP/Purge Solenoid T/O	1
S116	Near Branch to Brake Warning Switch	1
S117	In Branch to Brake Warning Switch	1
S118	In Branch to Brake Warning Switch	1
S119	Left Rear of Engine Compartment	1
S120	Near T/O to Low Washer Fluid Level Sensor	1
S121	Near T/O to Low Washer Fluid Level Sensor	1
S122	Near Vehicle Speed Control Servo T/O	1
S123	Near Vehicle Speed Control Servo T/O	1

Splice Number	Location	Fig.
S124	Near Vehicle Speed Control Servo T/O	1
S125	Near Controller, Antilock Brakes	5
S126	Near A/C High Pressure Switch T/O (4.0L Engine)	1
S126	In Branch to Starter Motor (5.2L Engine)	3
S127	Near Injector No. 3 T/O (4.0L Engine)	2
S128	Near Injector No. 5 T/O (4.0L Engine)	2
S128	Near T/Os for Injectors 6 and 8 (5.2L Engine)	3
S129	Rear of Engine (4.0L Engine)	2
S129	Near Injector No. 3 T/O (5.2L Engine)	3
S130	Rear of Engine (4.0L Engine)	2
S130	Near Crankshaft Position Sensor T/O (5.2L Engine)	3
S131	In Branch to Transmission (4.0L Engine)	2
S131	Right Rear of Engine (5.2L Engine)	3
S132	Near Branch to Transmission (4.0L Engine)	2
S132	Rear of Engine (5.2L Engine)	3
S133	In Branch to Oil Pressure Sensor and Crankshaft Position Sensor (4.0L Engine)	2
S133	Near Injector No. 5 T/O (5.2L Engine)	3
S134	Near Branch to Powertrain Control Module (4.0L Engine)	2
S134	Rear of Engine (5.2L Engine)	3

SCHEMATICS AND DIAGRAMS (Continued)

Splice Number	Location	Fig.
S135	Near Branch to PCM (4.0L Engine)	2
S135	Right Rear of Engine (5.2L Engine)	3
S136	Near Injector No. 7 T/O (5.2L Engine)	3
S200	Near Headlamp Switch T/O	4
S201	Near Headlamp Switch T/O	4
S202	Near Stop Lamp Switch T/O	4
S203	Near Stop Lamp Switch T/O	4
S204	Near Branch to Instrument Cluster	4
S205	Near Branch to Instrument Cluster	4
S206	Near Branch to Rear Window Defogger Switch	4
S207	Near Shift Interlock T/O	4
S208	Near Branch to Shift Interlock T/O	4
S209	Near Branch to Shift Interlock T/O	4
S210	Near Transfer Case Illumination Lamp T/O	4
S211	Near Branch to Graphic Display Module/Vehicle Information Center	4
S212	Near Passenger Airbag T/O	4
S214	Near Passenger Airbag T/O	4
S215	Near Passenger Airbag T/O	4
S216	Near Passenger Airbag T/O	4
S218	Near Passenger Airbag T/O	4
S219	Near Branch to Graphic Display Module/Vehicle Information Center	4
S220	Near Passenger Airbag T/O	4
S221	On HVAC Harness	6
S222	On HVAC Harness	6
S223	On HVAC Harness	6
S224	On HVAC Harness	6
S225	On HVAC Harness	6
S226	On HVAC Harness	6
S300	Near Left Kick Panel	5
S301	Near Left Kick Panel	5
S302	Near Left Kick Panel	5

Splice Number	Location	Fig.
S303	Near Branch to Floor Console	7
S304	Near Branch to Floor Console	7
S305	Near Branch to Left Rear Door	7
S306	Near Branch to Left Rear Door	7
S307	Near Branch to Left Rear Door	7
S308	Near Branch to Power Amplifier	7
S309	In Branch to Power Amplifier	7
S310	Near Branch to Power Amplifier	7
S311	Left Rear Quarter Panel	7
S312	Left Rear Quarter Panel	7
S313	Left Rear Quarter Panel	7
S314	Top of Left Rear Quarter Panel	7
S315	Top of Left Rear Quarter Panel	7
S316	Near Right Side T/O for Liftgate	8
S317	In Branch to Power Amplifier	7
S318	In Branch to Power Amplifier	7
S319	Near Branch to Right Rear Door Ajar Switch	8
S320	In Branch to Dome/Reading Lamp	9
S321	Between Day/Night Mirror T/O and Right Vanity Mirror T/O	9
S322	Between Day/Night Mirror T/O and Right Vanity Mirror T/O	9
S323	Near Day/Night Mirror T/O	9
S324	In Left Front Door, Between Power Window Motor T/O and Power Mirror T/O	10
S325	In Right Front Door, Near Power Window Motor T/O	10
S326	In Right Front Door, Near Power Window Motor T/O	10
S327	In Right Front Door, Near Power Window Motor T/O	10
S328	In Liftgate, Near Rear Window Defogger T/O	11
S329	In Liftgate, Near Rear Wiper Motor T/O	11
S330	In Factory Trailer Tow Harness, Near Body Harness Connector	7
S331	In Factory Trailer Tow Harness, Near Trailer Receptacle Harness Connector	7
S332	In Liftgate, Near Left Body Connectors	11

SCHEMATICS AND DIAGRAMS (Continued)

Splice Number	Location	Fig.
S333	Near T/O to Right Power Seat	8
S334	In Branch to Dome Reading Lamp	9
S335	In Branch to Power Amplifier	7
S336	In Liftgate, Between Rear Wiper Motor T/O and Liftgate Lock Motor T/O	11
S400	In Left Power Seat Harness, Near Lumbar Motor T/O	N/S
S401	In Left Power Seat Harness, Near Riser Motor Sensor T/O	N/S
S402	In Left Power Seat Harness, Between Riser Motor Sensor T/O and Heated Seat Module T/O	N/S
S403	In Left Power Seat Harness, Near Seat Switch T/O	N/S
S404	In Right Power Seat Harness, Near Seat Motor T/Os	N/S
S405	In Right Power Seat Harness, Near Seat Motor T/Os	N/S
S406	In Right Power Seat Harness, In Branch to Seat Switch	N/S
S407	In Left Power Seat Harness, Near Lumbar Motor T/O	N/S
S408	Near Left Front Turn Signal Bulb Socket	N/S

Splice Number	Location	Fig.
S409	Near Left Front Turn Signal Bulb Socket	N/S
S410	Near Left Front Park Lamp Bulb Socket	N/S
S411	In Left Tail Lamp Harness, Between Body Connector and Grommet	N/S
S412	In Left Tail Lamp Harness, Between Body Connector and Grommet	N/S
S413	Near Right Front Turn Signal Bulb Socket	N/S
S414	Near Right Front Turn Signal Bulb Socket	N/S
S415	Near Right Front Park Lamp Bulb Socket	N/S
S416	In Right Tail Lamp Harness, Between Body Connector and Grommet	N/S
S417	In Right Tail Lamp Harness, Between Body Connector and Grommet	N/S
S418	In License Plate Lamp Harness	11
S419	In License Plate Lamp Harness	11

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SCHEMATICS AND DIAGRAMS (Continued)

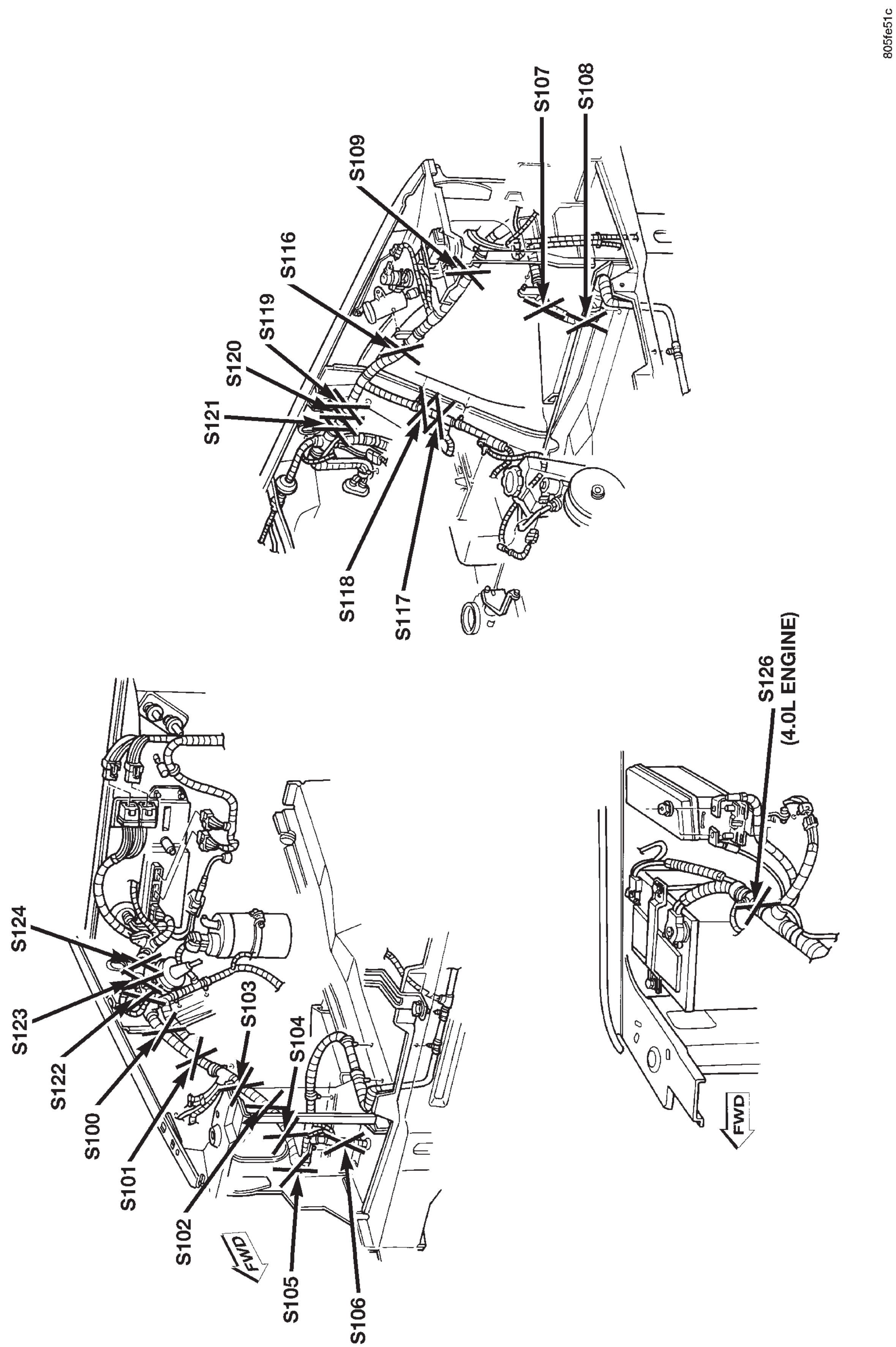

Fig. 1 Engine Compartment Splices

SCHEMATICS AND DIAGRAMS (Continued)

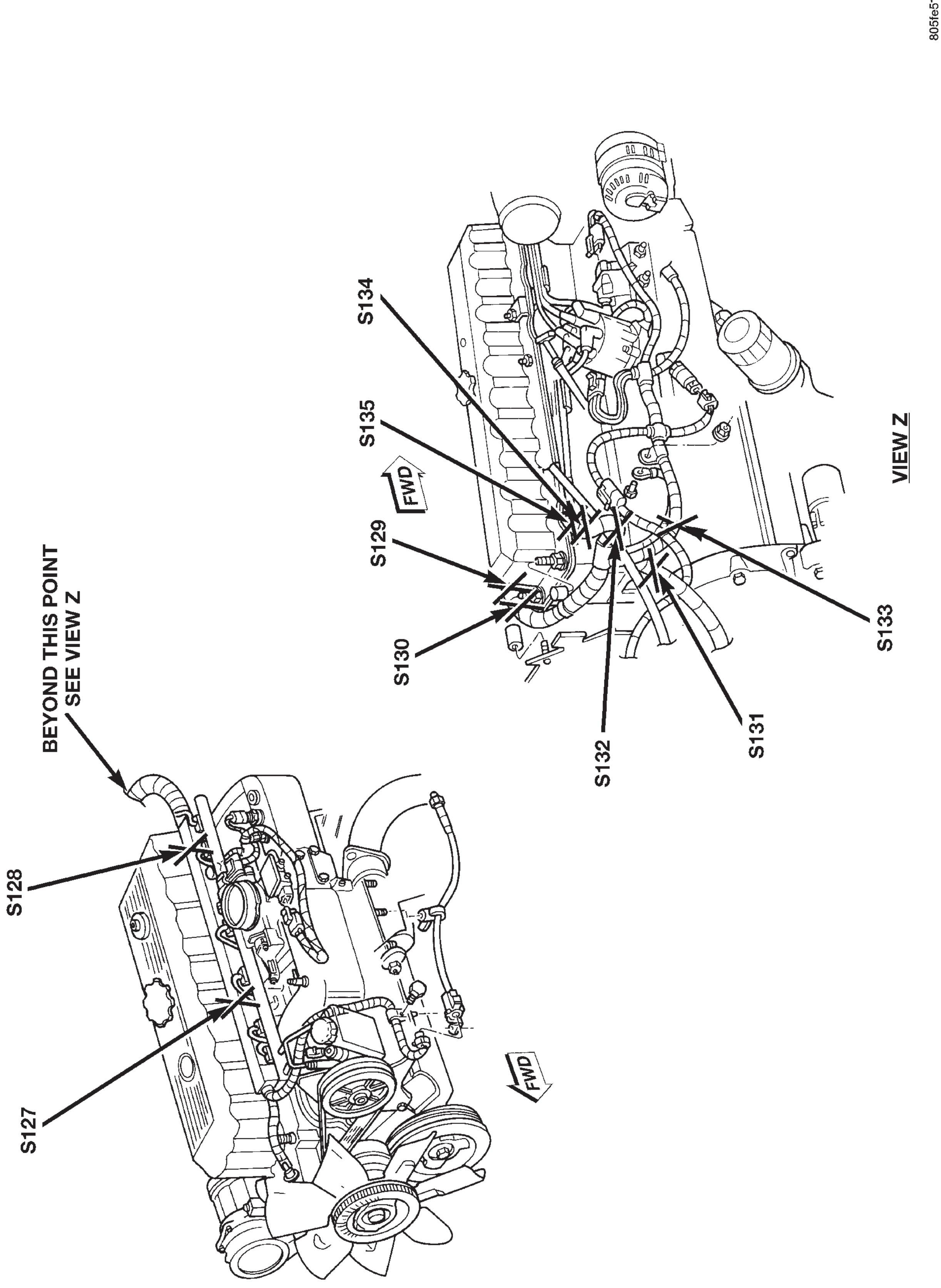

Fig. 2 Engine Wiring Splices—4.0L Engine

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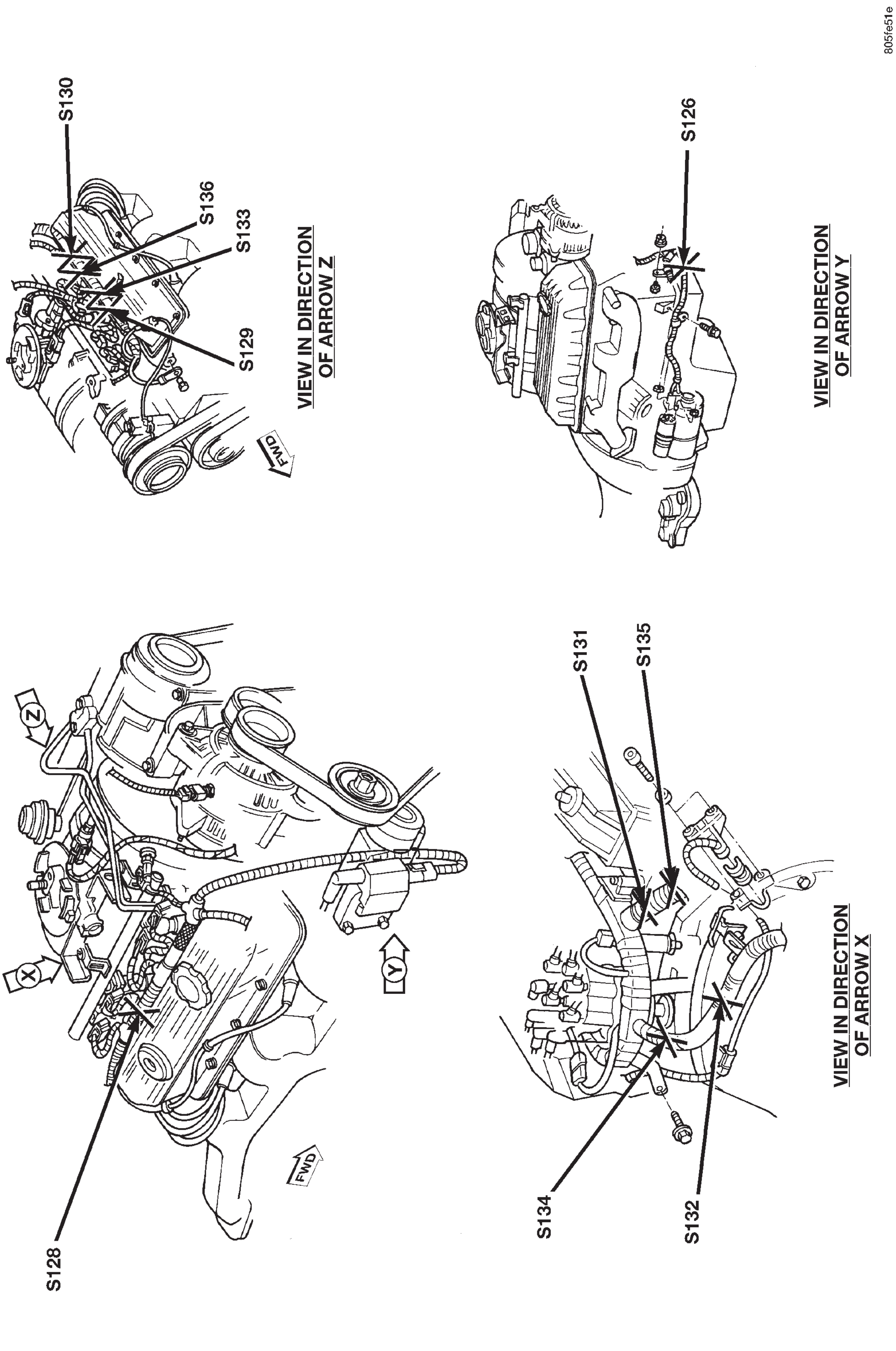

Fig. 3 Engine Wiring Splices—5.2L Engine

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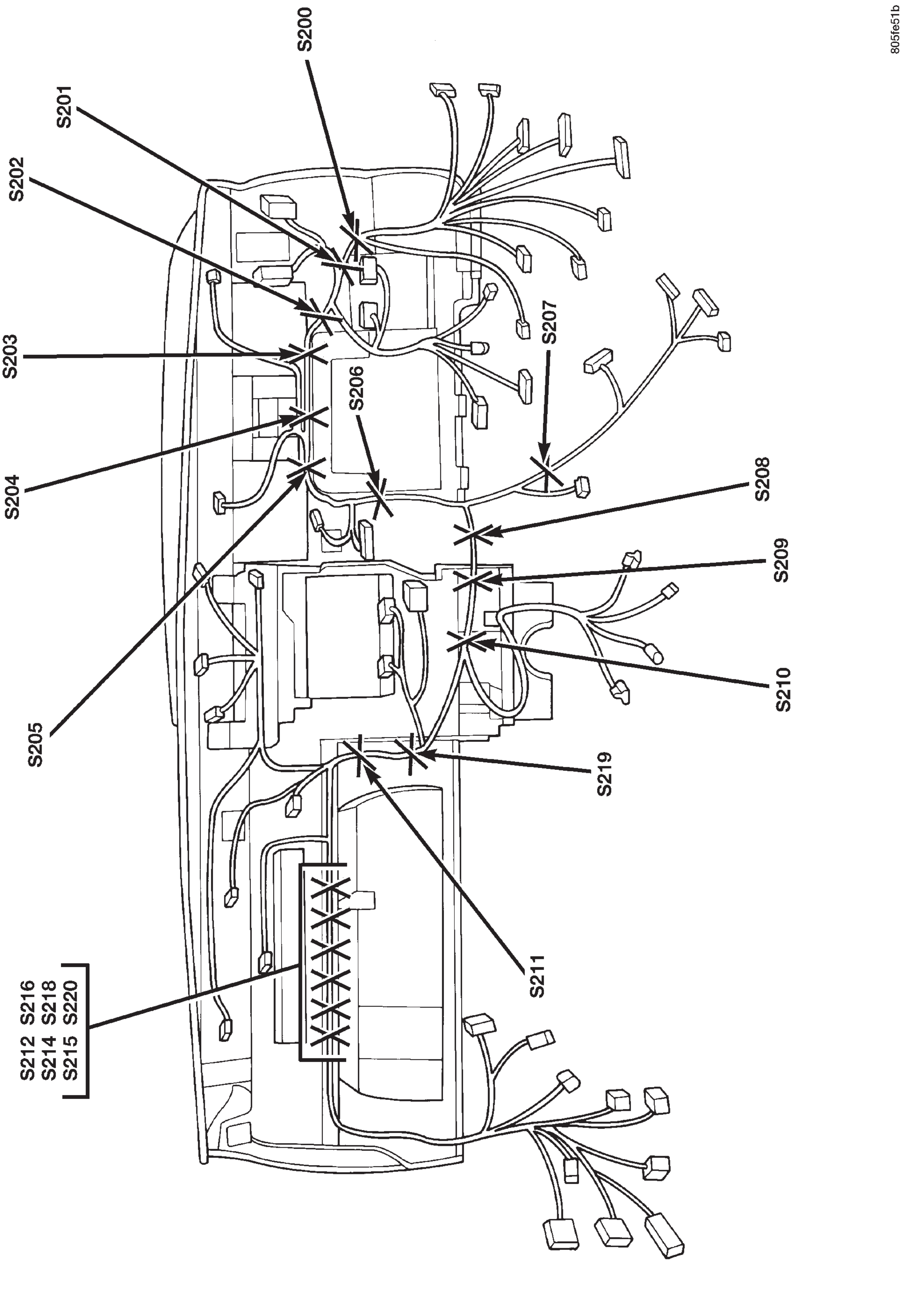


Fig. 4 Instrument Panel Splices

SCHEMATICS AND DIAGRAMS (Continued)

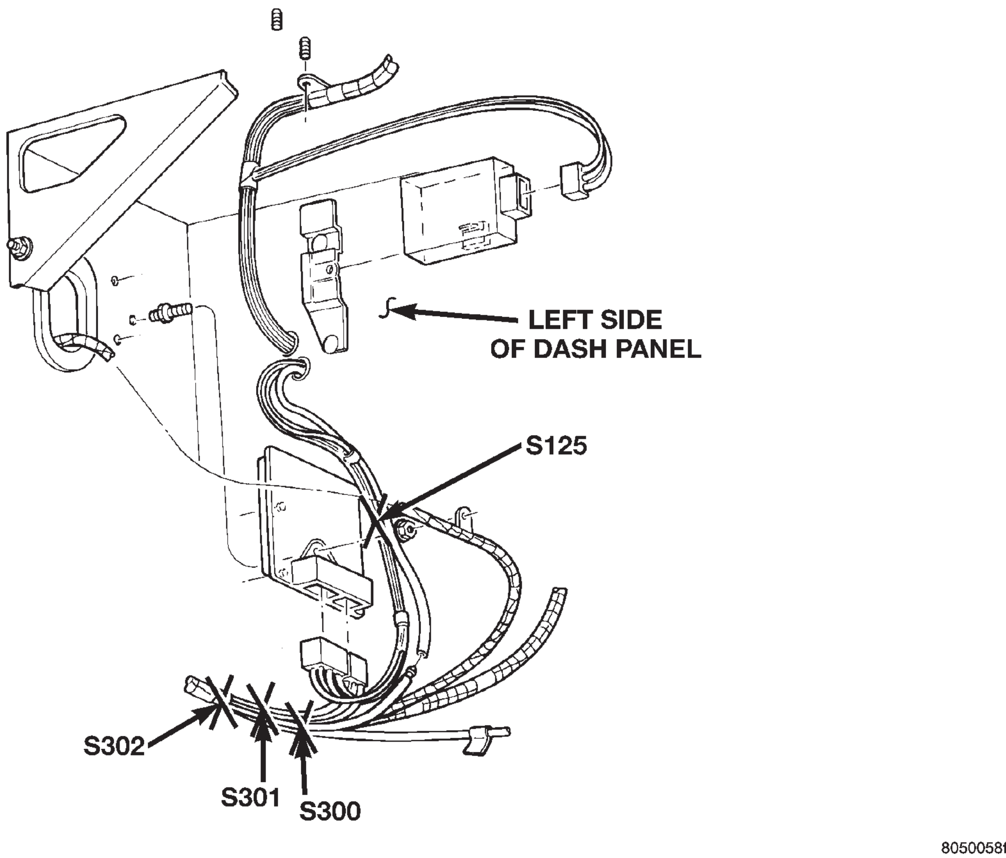


Fig. 5 Body Splices

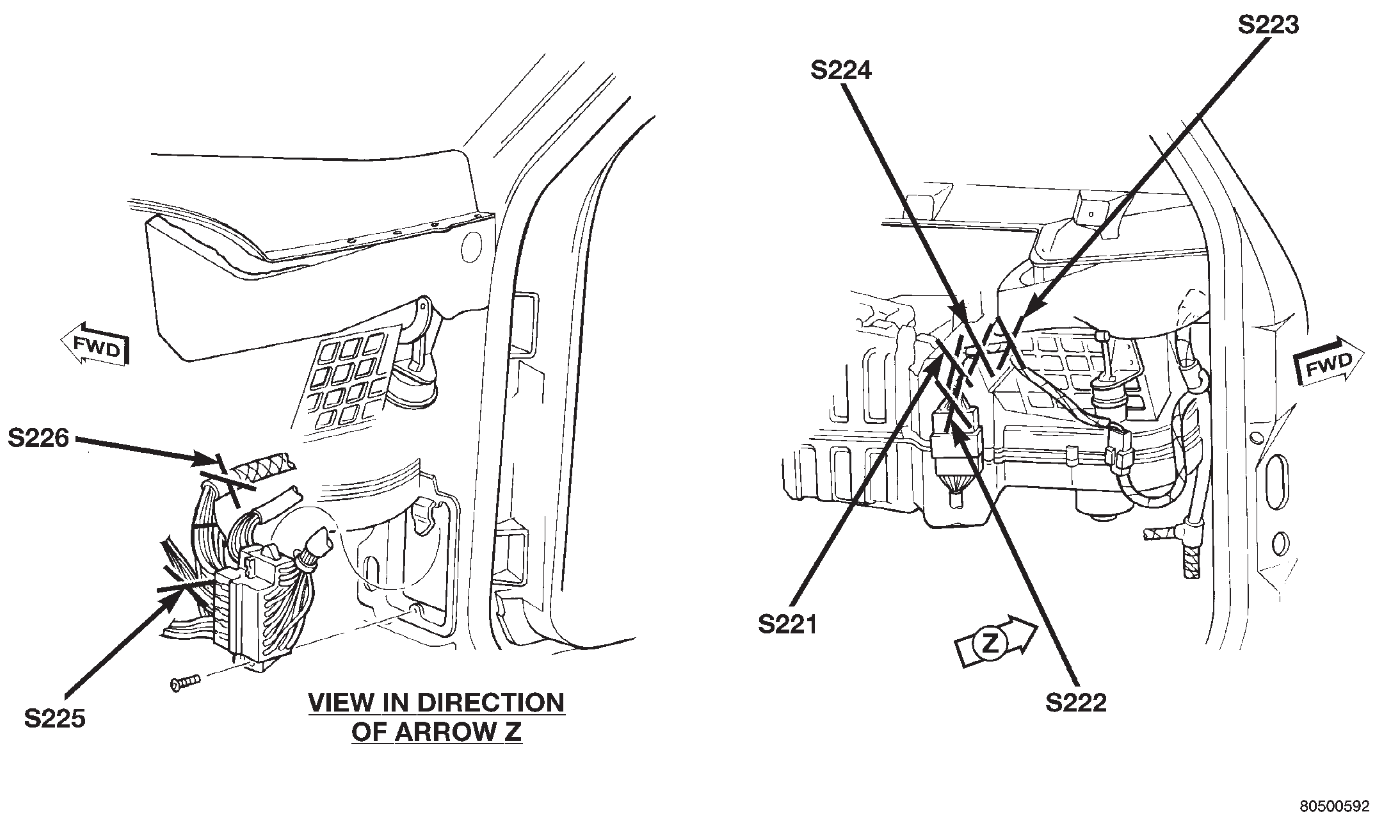


Fig. 6 HVAC Harness Splices

SCHEMATICS AND DIAGRAMS (Continued)

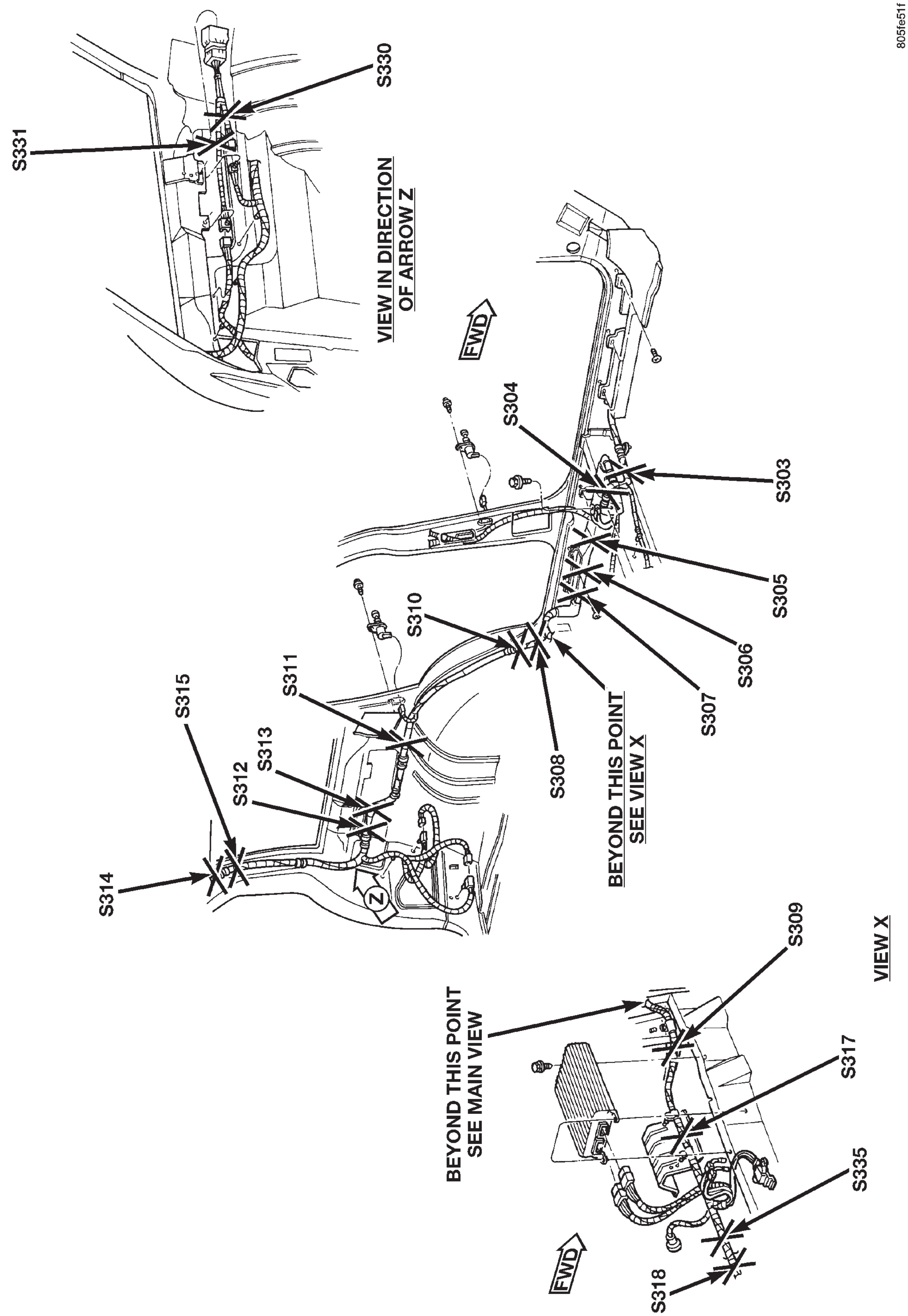
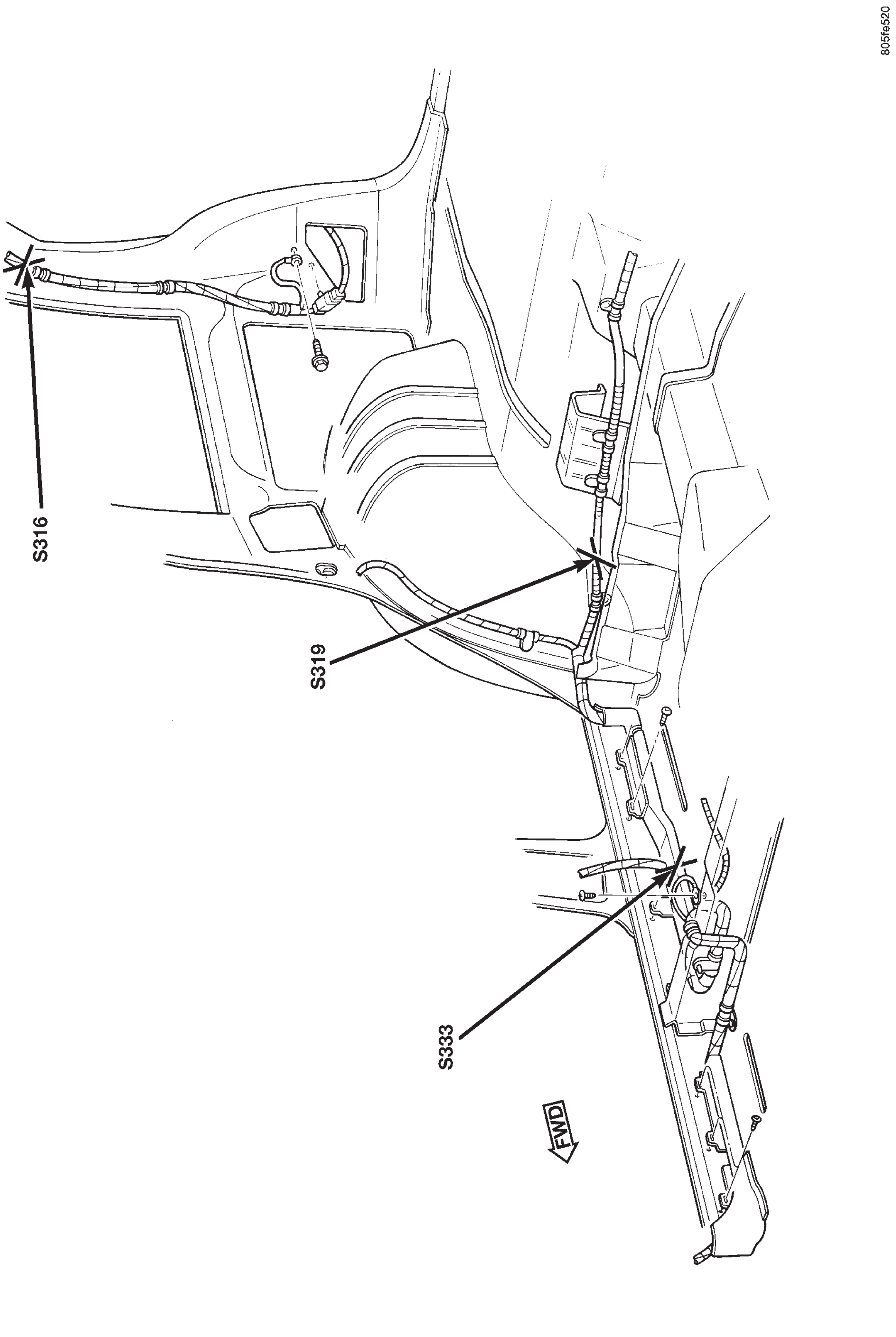


Fig. 7 Left Body Side Wiring Splices

SCHEMATICS AND DIAGRAMS (Continued)



Fig, 8 Right Side Body Wiring Splices

SCHEMATICS AND DIAGRAMS (Continued)

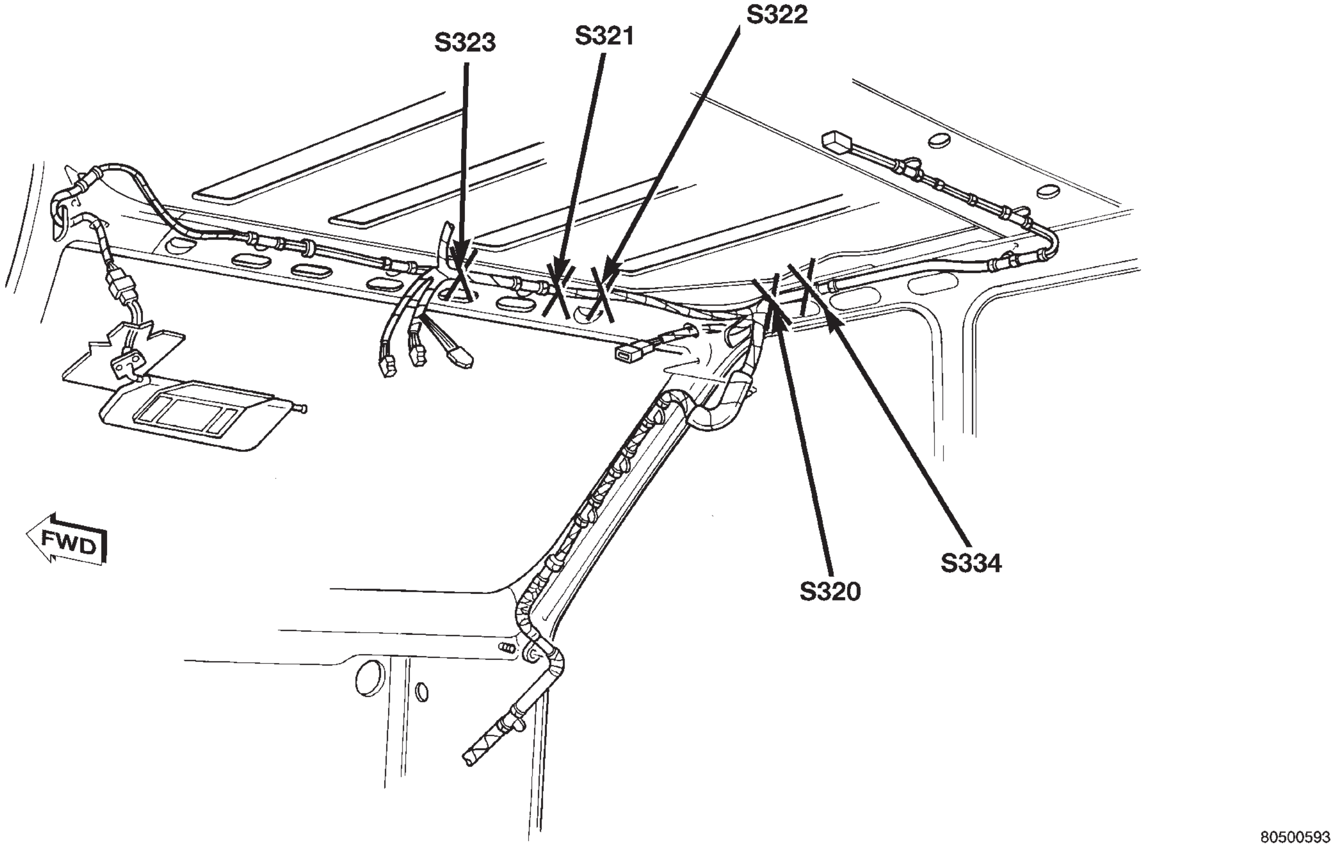


Fig. 9 Roof Wiring Splices

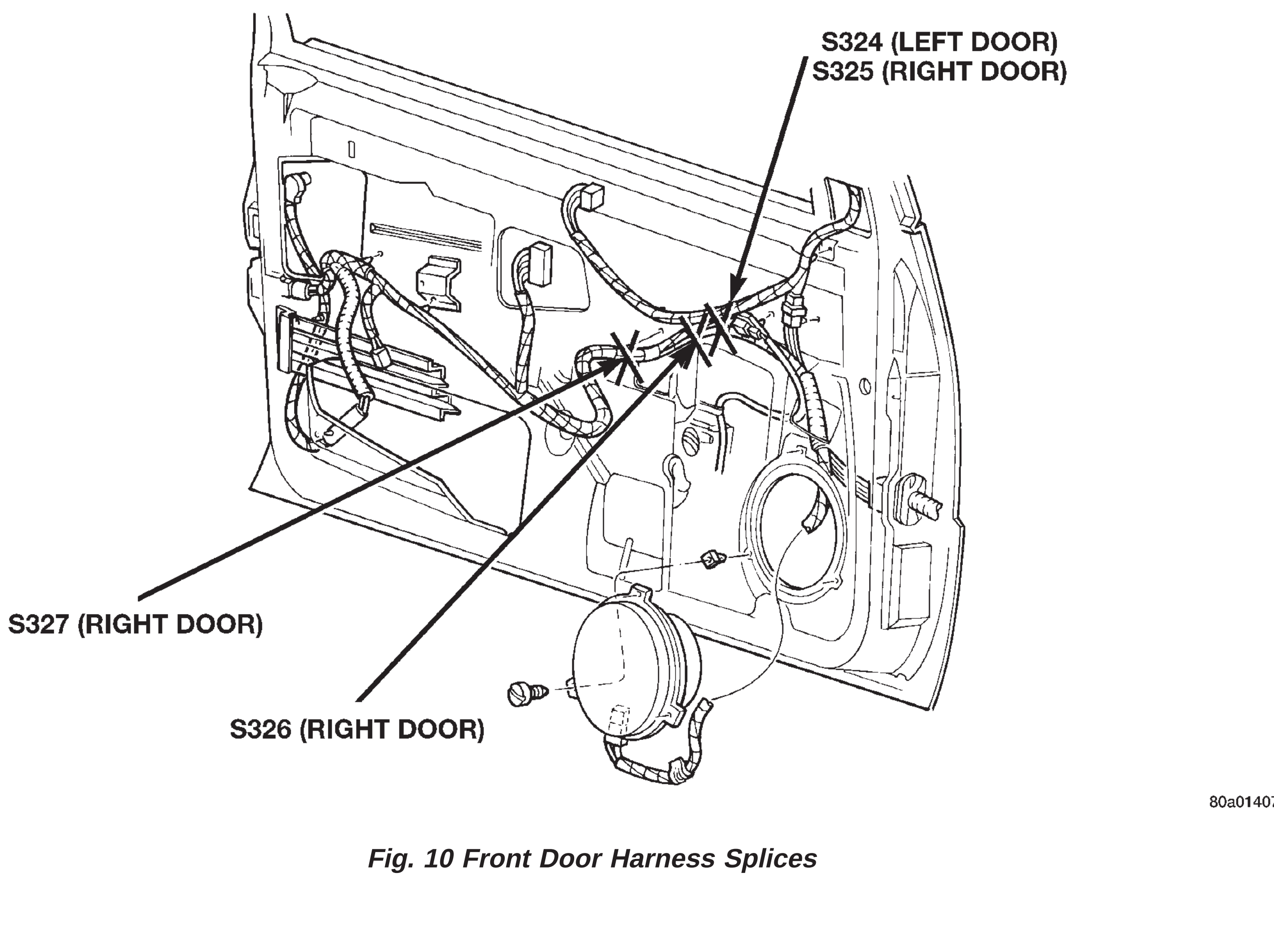


Fig. 10 Front Door Harness Splices

SCHEMATICS AND DIAGRAMS (Continued)

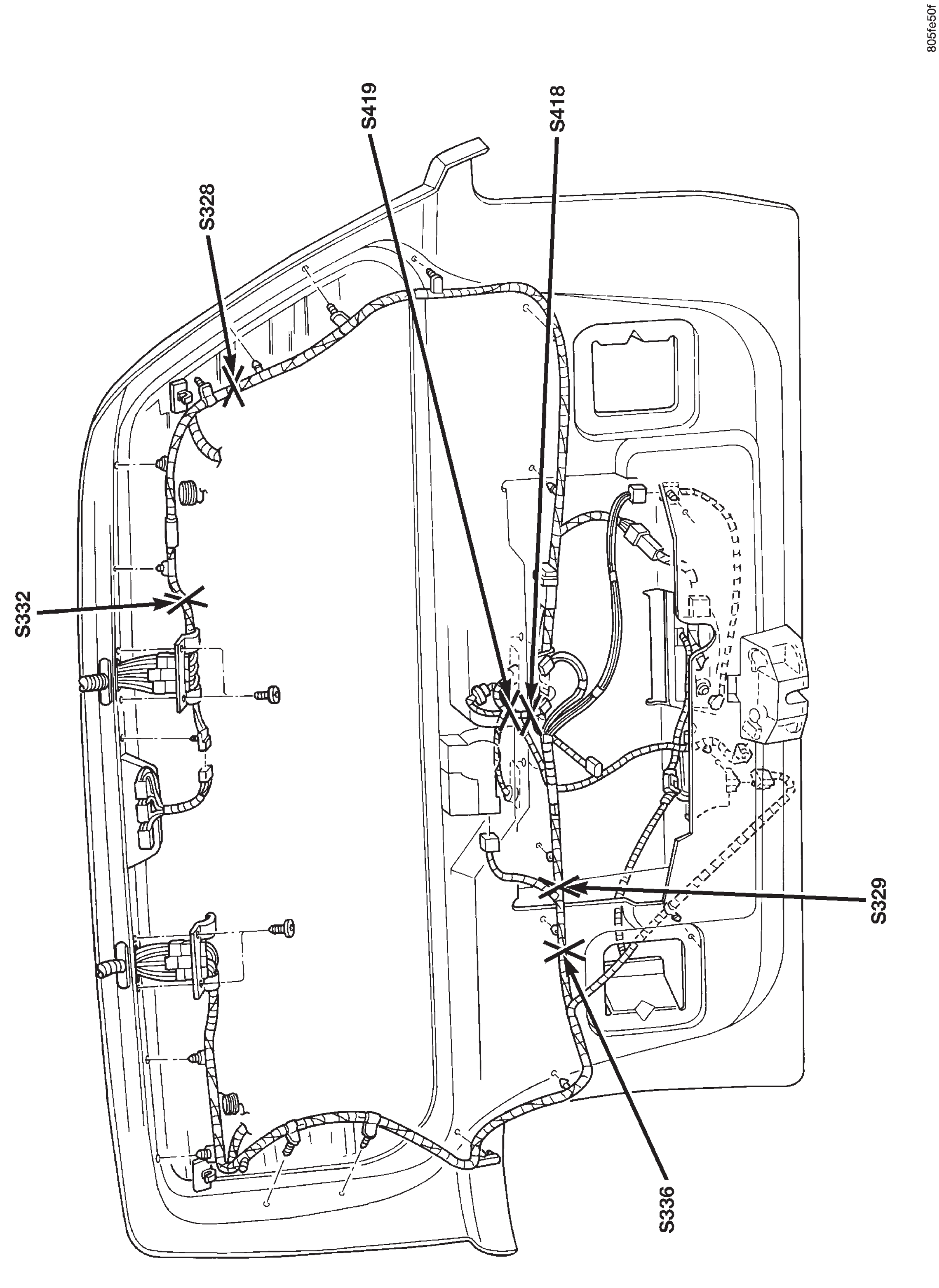


Fig. 11 Liftgate Splices

ENGINE

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GENERAL INFORMATION

FORM-IN-PLACE GASKETS—GASOLINE ENGINES

There are several places where form-in-place gaskets are used on the engine. **DO NOT use form-in-place gasket material unless specified.** Care must be taken when applying form-in-place gaskets. Bead size, continuity, and location are of great importance. Too-thin a bead can result in leakage, while too much can result in spill-over. A continuous bead of the proper width is essential to obtain a leak-free joint.

Two types of form-in-place gasket materials are used in the engine area (Mopar® Silicone Rubber Adhesive Sealant and Mopar® Gasket Maker). Each has different properties and they cannot be used interchangeably.

MOPAR® SILICONE RUBBER ADHESIVE SEALANT

Mopar® Silicone Rubber Adhesive Sealant, normally black in color, is available in both three ounce tubes and four and one-half ounce power tubes. Moisture in the air causes the sealant material to cure. This material is normally used on flexible metal flanges. The regular tubes have a shelf life of one year and the power tubes a two year shelf life, and will not properly cure if over-aged. Always inspect the package for the expiration date before use.

MOPAR® GASKET MAKER

Mopar® Gasket Maker, normally red in color, is available in six-cc tubes. This anaerobic type gasket material cures in the absence of air when squeezed between smooth machined metallic surfaces. It will not cure if left in the uncovered tube. DO NOT use on flexible metal flanges.

SURFACE PREPARATION

Parts assembled with form-in-place gaskets may be disassembled without unusual effort. In some instances, it may be necessary to lightly tap the part with a mallet, or other suitable tool, to break the seal between the mating surfaces. A flat gasket-scraper may also be lightly tapped into the joint, but care must be taken not to damage the mating surfaces.

Scrape or wire brush all gasket surfaces to remove all loose material. Inspect stamped parts to ensure that gasket rails are flat. Flatten rails with a hammer on a flat plate, if required. Gasket surfaces must be free of oil and dirt. Be sure the old gasket material is removed from blind attaching holes.

GASKET APPLICATION

Assembling parts using a form-in-place gasket requires care.

Mopar® Silicone Rubber Adhesive Sealant should be applied in a continuous bead approximately 3 mm (0.12 inch) in diameter. All mounting holes must be

GENERAL INFORMATION (Continued)

circled. For corner sealing, a 3 or 6 mm (1/8 or 1/4 inch) drop is placed in the center of the gasket contact area. Uncured sealant may be removed with a shop towel. Components should be torqued in place while the sealant is still wet to the touch (within ten minutes). The use of a locating dowel is recommended during assembly to prevent smearing the material off location.

Mopar® Gasket Maker should be applied sparingly to one gasket surface. The sealant diameter should be 1.00 mm (0.04 inch) or less. Be certain the material surrounds each mounting hole. Excess material can be easily wiped off. Components should be torqued in place within 15 minutes. The use of a locating dowel is recommended during assembly to prevent smearing the material off location.

ENGINE PERFORMANCE

To provide best vehicle performance and lowest vehicle emissions, it is most important that the tune-up be done accurately. Use the specifications listed on the Vehicle Emission Control Information label found on the engine compartment hood.

(1) Test battery specific gravity. Add water, if necessary. Clean and tighten battery connections.

(2) Test cranking amperage draw (refer to Group 8B, Battery/Starter for the proper procedure).

(3) Tighten the intake manifold bolts (refer to Group 11, Exhaust System and Intake Manifold for the proper specifications).

(4) Perform cylinder compression test:

CAUTION: DO NOT overspeed the engine.

(a) Check engine oil level and add oil, if necessary.

(b) Drive the vehicle until engine reaches normal operating temperature.

(c) Select a route free from traffic and other forms of congestion, observe all traffic laws and briskly accelerate through the gears several times. The higher engine speed may help clean out valve seat deposits which can prevent accurate compression readings.

(d) Remove all spark plugs from engine. As spark plugs are being removed, check electrodes for abnormal firing indicators - fouled, hot, oily, etc. Record cylinder number of spark plug for future reference.

(e) Disconnect coil wire from distributor and secure to good ground to prevent a spark from starting a fire.

(f) Be sure throttle blades are fully open during the compression check.

(g) Insert compression gage adaptor into the No.1 spark plug hole. Crank engine until maximum pressure is reached on gauge. Record this pressure as No.1 cylinder pressure.

(h) Repeat for all remaining cylinders.

(i) Compression should not be less than 689 kPa (100 psi) and not vary more than 172 kPa (25 psi) from cylinder to cylinder.

(j) If cylinder(s) have abnormally low compression pressures, repeat procedure.

(k) If the same cylinder(s) repeat an abnormally low reading, it could indicate the existence of a problem in the cylinder.

NOTE: The recommended compression pressures are to be used only as a guide to diagnosing engine problems. An engine should NOT be disassembled to determine the cause of low compression unless some malfunction is present.

(5) Clean or replace spark plugs as necessary. Adjust gap (refer to Group 8D, Ignition System for gap adjustment and torque).

(6) Test resistance of spark plug cables (refer to Group 8D, Ignition System).

(7) Inspect the primary wire. Test coil output voltage, primary and secondary resistance. Replace parts as necessary (refer to Group 8D, Ignition System and make necessary adjustment).

(8) Set ignition timing to specifications (refer to Specification Label on engine compartment hood).

(9) Perform a combustion analysis.

(10) Test fuel pump for pressure (refer to Group 14, Fuel System for the proper specifications).

(11) Inspect air filter element (refer to Group 0, Lubrication and Maintenance for the proper procedure).

(12) Inspect crankcase ventilation system (refer to Group 0, Lubrication and Maintenance for the proper procedure).

(13) For emission controls refer to Group 25, Emission Controls System for service procedures.

(14) Inspect and adjust accessory belt drives (refer to Group 7, Cooling System for the proper adjustments).

(15) Road test vehicle as a final test.

HONING CYLINDER BORES

Before honing, stuff plenty of clean shop towels under the bores and over the crankshaft to keep abrasive materials from entering the crankshaft area.

(1) Used carefully, the Cylinder Bore Sizing Hone C-823 equipped with 220 grit stones, is the best tool for this job. In addition to deglazing, it will reduce taper and out-of-round as well as removing light scuffing, scoring or scratches. Usually a few strokes will clean up a bore and maintain the required limits.

GENERAL INFORMATION (Continued)

CAUTION: DO NOT use rigid type hones to remove cylinder wall glaze.

(2) Deglazing of the cylinder walls may be done if the cylinder bore is straight and round. Use a cylinder surfacing hone, Honing Tool C-3501, equipped with 280 grit stones (C-3501-3810). 20-60 strokes, depending on the bore condition, will be sufficient to provide a satisfactory surface. Using honing oil C-3501-3880 or a light honing oil available from major oil distributors.

CAUTION: DO NOT use engine or transmission oil, mineral spirits or kerosene.

(3) Honing should be done by moving the hone up and down fast enough to get a crosshatch pattern. The hone marks should INTERSECT at 50° to 60° for proper seating of rings (Fig. 1).

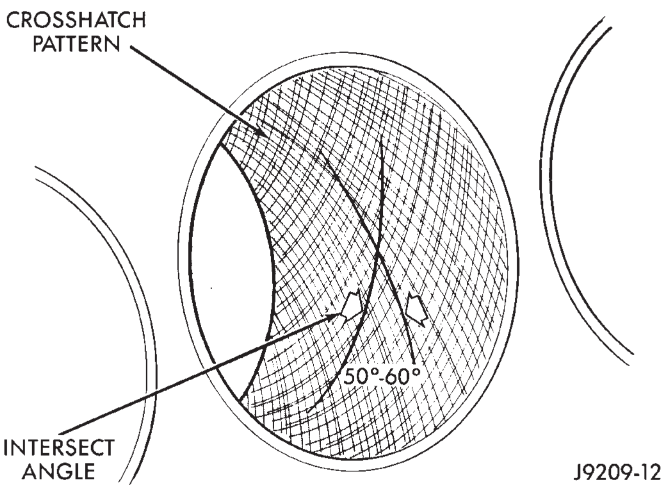

Fig. 1 Cylinder Bore Crosshatch Pattern

(4) A controlled hone motor speed between 200 and 300 RPM is necessary to obtain the proper crosshatch angle. The number of up and down strokes per minute can be regulated to get the desired 50° to 60° angle. Faster up and down strokes increase the crosshatch angle.

(5) After honing, it is necessary that the block be cleaned to remove all traces of abrasive. Use a brush to wash parts with a solution of hot water and detergent. Dry parts thoroughly. Use a clean, white, lint-free cloth to check that the bore is clean. Oil the bores after cleaning to prevent rusting.

MEASURING WITH PLASTIGAGE

CRANKSHAFT MAIN BEARING CLEARANCE

Engine crankshaft bearing clearances can be determined by use of Plastigage, or equivalent. The following is the recommended procedures for the use of Plastigage:

(1) Remove oil film from surface to be checked. Plastigage is soluble in oil.

(2) The total clearance of the main bearings can only be determined by removing the weight of the crankshaft. This can be accomplished by either of two methods:

METHOD - 1 (PREFERRED)

Shim the bearings adjacent to the bearing to be checked. This will remove the clearance between upper bearing shell and the crankshaft. Place a minimum of 0.254 mm (0.010 inch) shim between the bearing shell and the adjacent bearing cap. Tighten the bolts to 18 N·m (13 ft. lbs.) torque.

- **ALL ENGINES**—When checking No.1 main bearing; shim No.2 main bearing.
- **ALL ENGINES**—When checking No.2 main bearing; shim No.1 and No.3 main bearing.
- **ALL ENGINES**—When checking No.3 main bearing; shim No.2 and No.4 main bearing.
- **ALL ENGINES**—When checking No.4 main bearing; shim No.3 and No.5 main bearing.
- **5.2L ENGINE**—When checking No.5 main bearing; shim No.4 main bearing.
- **4.0L ENGINE**—When checking No.5 main bearing; shim No.4 and No.6 main bearing.
- **4.0L ENGINE**—When checking No.6 main bearing; shim No.5 and No.7 main bearing.
- **4.0L ENGINE**—When checking No.7 main bearing; shim No.6 main bearing.

NOTE: Remove all shims before assembling engine.

METHOD - 2 (ALTERNATIVE)

The weight of the crankshaft is supported by a jack under the counterweight adjacent to the bearing being checked.

(1) Place a piece of Plastigage across the entire width of the bearing cap shell (Fig. 2). Position the Plastigage approximately 6.35 mm (1/4 inch) off center and away from the oil holes. In addition, suspect areas can be checked by placing the Plastigage in that area. Tighten the bearing cap bolts of the bearing being checked to 108 N·m (80 ft. lbs.) torque (4.0L Engine). Tighten the bearing cap bolts of the bearing being checked to 115 N·m (85 ft. lbs.) torque (5.2L Engine). **DO NOT rotate the crankshaft or the Plastigage may be smeared, giving inaccurate results.**

(2) Remove the bearing cap and compare the width of the flattened Plastigage with the scale provided on the package (Fig. 3). Plastigage generally comes in 2 scales (one scale is in inches and the other is a metric scale). Locate the band closest to the same width. This band shows the amount of clearance. Differ-

GENERAL INFORMATION (Continued)

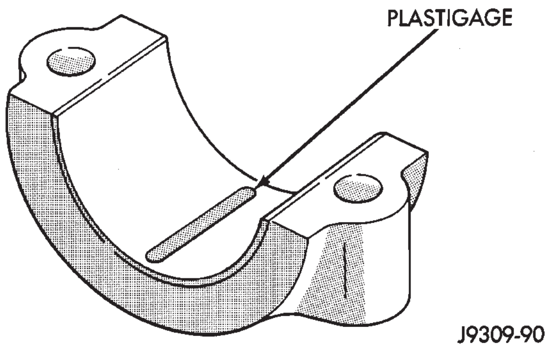

Fig. 2 Placement of Plastigage in Bearing Shell

ences in readings between the ends indicate the amount of taper present. Record all readings taken (refer to Engine Specifications).

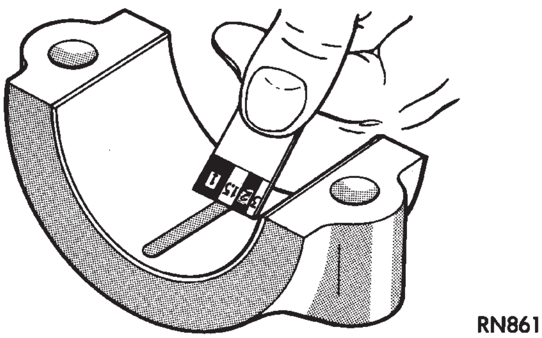

Fig. 3 Clearance Measurement

(3) Plastigage is available in a variety of clearance ranges. The 0.025-0.076 mm (0.001-0.003 inch) range is usually the most appropriate for checking engine bearing clearances.

CONNECTING ROD BEARING CLEARANCE

Engine connecting rod bearing clearances can be determined by use of Plastigage, or equivalent. The following is the recommended procedures for the use of Plastigage:

(1) Remove oil film from surface to be checked. Plastigage is soluble in oil.

(2) Place a piece of Plastigage across the entire width of the bearing cap shell (Fig. 2). Position the Plastigage approximately 6.35 mm (1/4 inch) off center and away from the oil holes. In addition, suspect areas can be checked by placing the Plastigage in the suspect area.

(3) The crankshaft must be turned until the connecting rod to be checked starts moving toward the top of the engine. Only then should the rod cap with Plastigage in place be assembled. Tighten the 4.0L rod cap nut to 45 N·m (33 ft. lbs.) torque. Tighten the 5.2L rod cap nut to 61 N·m (45 ft. lbs.) torque. **DO NOT rotate the crankshaft or the Plastigage may be smeared, giving inaccurate results.**

(4) Remove the bearing cap and compare the width of the flattened Plastigage with the scale provided on the package (Fig. 2). Plastigage generally comes in 2 scales (one scale is in inches and the other is a metric scale). Locate the band closest to the same width. This band shows the amount of clearance. Differences in readings between the ends indicate the amount of taper present. Record all readings taken (refer to Engine Specifications).

(5) Plastigage is available in a variety of clearance ranges. The 0.025-0.076 mm (0.001-0.003 inch) range is usually the most appropriate for checking engine bearing clearances.

REPAIR DAMAGED OR WORN THREADS

Damaged or worn threads can be repaired. Essentially, this repair consists of:

- Drilling out worn or damaged threads.
- Tapping the hole with a special Heli-Coil Tap, or equivalent.
- Installing an insert into the tapped hole to bring the hole back to its original thread size.

CAUTION: Be sure that the tapped holes maintain the original center line.

Heli-Coil tools and inserts are readily available from automotive parts jobbers.

SERVICE ENGINE ASSEMBLY (SHORT BLOCK)

A service replacement engine assembly (short block) may be installed whenever the original cylinder block is defective or damaged beyond repair. It consists of the cylinder block, crankshaft, piston and rod assemblies. If needed, the camshaft must be procured separately and installed before the engine is installed in the vehicle.

A short block is identified with the letter “S” stamped on the same machined surface where the build date code is stamped for complete engine assemblies.

Installation includes the transfer of components from the defective or damaged original engine. Follow the appropriate procedures for cleaning, inspection and torque tightening.

HYDROSTATIC LOCK

When an engine is suspected of hydrostatic lock (regardless of what caused the problem), follow the steps below.

(1) Perform the Fuel Pressure Release Procedure (refer to Group 14, Fuel System).

(2) Disconnect the negative cable from the battery.

(3) Inspect air cleaner, induction system and intake manifold to ensure system is dry and clear of foreign material.

GENERAL INFORMATION (Continued)

(4) Place a shop towel around the spark plugs to catch any fluid that may possibly be under pressure in the cylinder head. Remove the plugs from the engine.

CAUTION: DO NOT use the starter motor to rotate the crankshaft. Severe damage could occur.

(5) With all spark plugs removed, rotate the crankshaft using a breaker bar and socket.
(6) Identify the fluid in the cylinders (i.e. coolant, fuel, oil, etc.).
(7) Make sure all fluid has been removed from the cylinders.
(8) Repair engine or components as necessary to prevent this problem from occurring again.
(9) Squirt engine oil into the cylinders to lubricate the walls. This will prevent damage on restart.
(10) Install new spark plugs. Tighten the 4.0L engine spark plugs to 37 N·m (27 ft. lbs.) torque. Tighten the 5.2L engine spark plugs to 41 N·m (30 ft. lbs.) torque.
(11) Drain engine oil. Remove and discard the oil filter.
(12) Install the drain plug. Tighten the plug to 34 N·m (25 ft. lbs.) torque.
(13) Install a new oil filter.
(14) Fill engine crankcase with the specified amount and grade of oil.
(15) Connect the negative cable to the battery.
(16) Start the engine and check for any leaks.

ENGINE OIL

WARNING: NEW OR USED ENGINE OIL CAN BE IRRITATING TO THE SKIN. AVOID PROLONGED OR REPEATED SKIN CONTACT WITH ENGINE OIL. CONTAMINANTS IN USED ENGINE OIL, CAUSED BY INTERNAL COMBUSTION, CAN BE HAZARDOUS TO YOUR HEALTH. THOROUGHLY WASH EXPOSED SKIN WITH SOAP AND WATER. DO NOT WASH SKIN WITH GASOLINE, DIESEL FUEL, THINNER, OR SOLVENTS, HEALTH PROBLEMS CAN RESULT. DO NOT POLLUTE, DISPOSE OF USED ENGINE OIL PROPERLY.

ENGINE OIL SPECIFICATION

CAUTION: Do not use non-detergent or straight mineral oil when adding or changing crankcase lubricant. Engine failure can result.

API SERVICE GRADE CERTIFIED

Use an engine oil that is API Service Grade Certified or an oil that conforms to the API Service Grade SH or SH/CD. MOPAR provides engine oils that conform to all of these service grades.

SAE VISCOSITY

An SAE viscosity grade is used to specify the viscosity of engine oil. SAE 30 specifies a single viscosity engine oil. Engine oils also have multiple viscosities. These are specified with a dual SAE viscosity grade which indicates the cold-to-hot temperature viscosity range. Select an engine oil that is best suited to your particular temperature range and variation (Fig. 4).

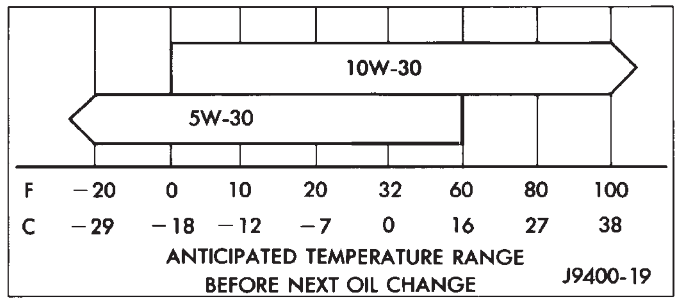

Fig. 4 Temperature/Engine Oil Viscosity

ENERGY CONSERVING OIL

An Energy Conserving type oil is recommended for gasoline engines. They are designated as either ENERGY CONSERVING or ENERGY CONSERVING II.

CONTAINER IDENTIFICATION

Standard engine oil identification notations have been adopted to aid in the proper selection of engine oil. The identifying notations are located on the label of engine oil plastic bottles and the top of engine oil cans (Fig. 5).

Fig. 5 Engine Oil Container Standard Notations

ENGINE OIL ADDITIVES

In some instances, such as infrequent operation, short trip driving, and during break-in after a major overhaul, addition of special materials containing anti-rust and anti-scuff additives are beneficial. A suitable product for this purpose is MOPAR Engine Oil Supplement.

GENERAL INFORMATION (Continued)

OIL LEVEL INDICATOR (DIPSTICK)

The engine oil level indicator is located at the right rear of engine on 4.0L engines (Fig. 6) and the right front of the engine on 5.2L engines (Fig. 7).

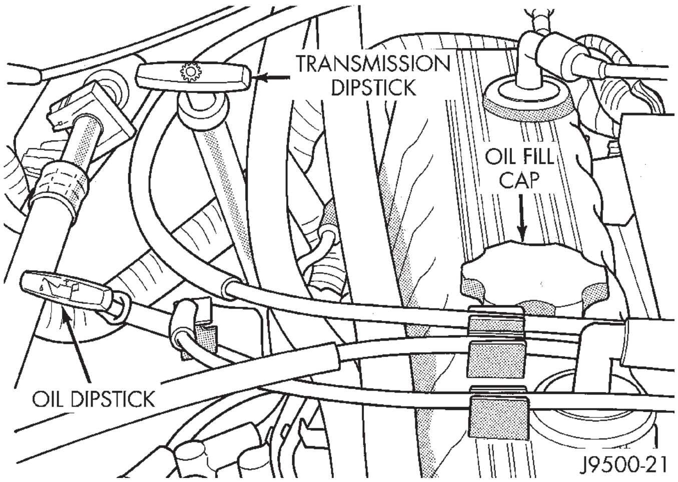

Fig. 6 Engine Oil Dipstick 4.0L Engine

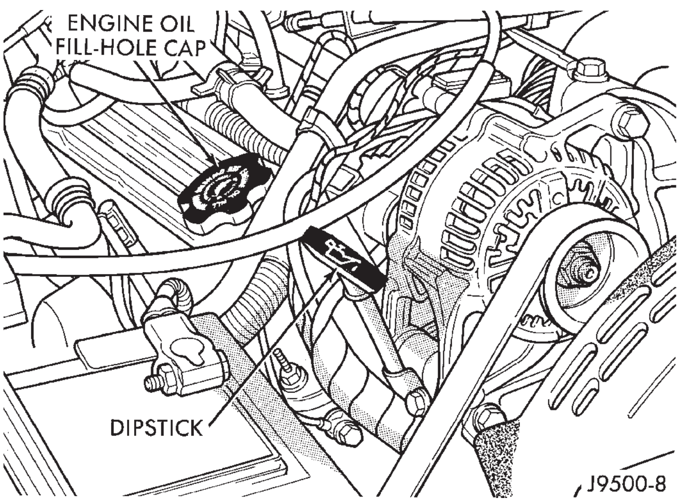

Fig. 7 Engine Oil Dipstick 5.2L Engine

CRANKCASE OIL LEVEL INSPECTION

CAUTION: Do not overfill crankcase with engine oil, oil foaming and oil pressure loss can result.

Inspect engine oil level approximately every 800 kilometers (500 miles). Unless the engine has exhibited loss of oil pressure, run the engine for about five minutes before checking oil level. Checking engine oil level on a cold engine is not accurate.

To ensure proper lubrication of an engine, the engine oil must be maintained at an acceptable level. The acceptable levels are indicated between the ADD and SAFE marks on the engine oil dipstick (Fig. 8).

(1) Position vehicle on level surface.

(2) With engine OFF, allow approximately ten minutes for oil to settle to bottom of crankcase, remove engine oil dipstick.

(3) Wipe dipstick clean.

(4) Install dipstick and verify it is seated in the tube.

(5) Remove dipstick, with handle held above the tip, take oil level reading (Fig. 8).

(6) Add oil only if level is below the ADD mark on dipstick.

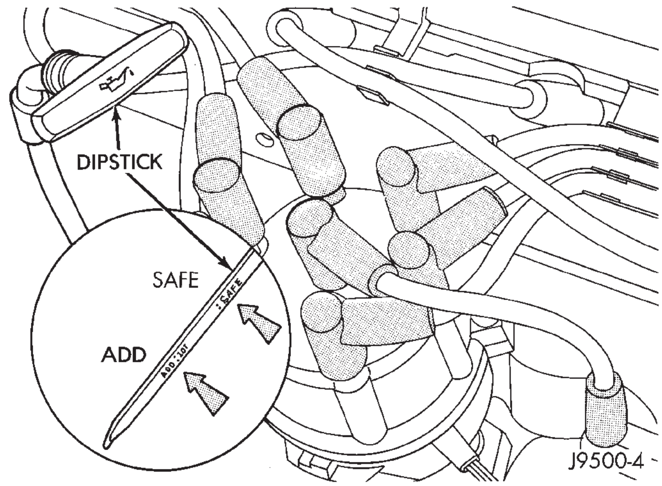

Fig. 8 Engine Oil Dipstick—4.0L Engine

ENGINE OIL CHANGE

Change engine oil at mileage and time intervals described in Maintenance Schedules.

Run engine until achieving normal operating temperature.

(1) Position the vehicle on a level surface and turn engine off.

(2) Hoist and support vehicle on safety stands.

(3) Remove oil fill cap.

(4) Place a suitable drain pan under crankcase drain.

(5) Remove drain plug from crankcase and allow oil to drain into pan. Inspect drain plug threads for stretching or other damage. Replace drain plug if damaged.

(6) Install drain plug in crankcase.

(7) Lower vehicle and fill crankcase with specified type and amount of engine oil described in this section.

(8) Install oil fill cap.

(9) Start engine and inspect for leaks.

(10) Stop engine and inspect oil level.

ENGINE OIL FILTER CHANGE

FILTER SPECIFICATION

All engines are equipped with a high quality full-flow, disposable type oil filter. Chrysler Corporation recommends a Mopar or equivalent oil filter be used.

GENERAL INFORMATION (Continued)

OIL FILTER REMOVAL

(1) Position a drain pan under the oil filter.

(2) Using a suitable oil filter wrench loosen filter.

(3) Rotate the oil filter counterclockwise (Fig. 9) to remove it from the cylinder block oil filter boss.

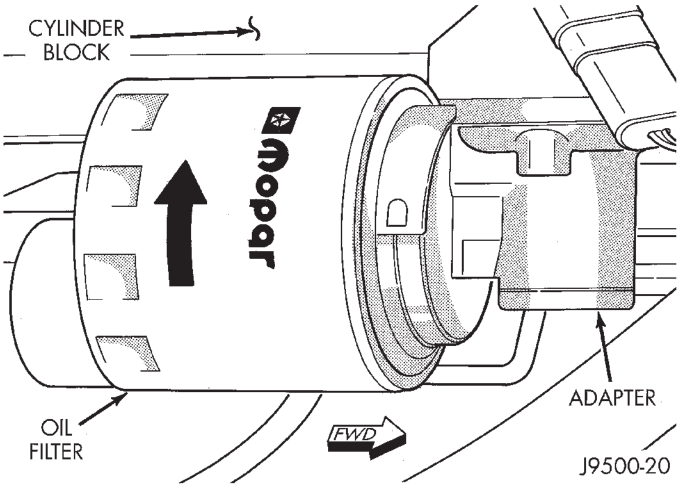

Fig. 9 Oil Filter—4.0L Engine

(4) When filter separates from adapter nipple, tip gasket end upward to minimize oil spill. Remove filter from vehicle.

(5) With a wiping cloth, clean the gasket sealing surface (Fig. 10) of oil and grime.

OIL FILTER INSTALLATION

(1) Lightly lubricate oil filter gasket with engine oil or chassis grease.

(2) Thread filter onto adapter nipple. When gasket makes contact with sealing surface, (Fig. 10) hand tighten filter one full turn, do not over tighten.

(3) Add oil, verify crankcase oil level and start engine. Inspect for oil leaks.

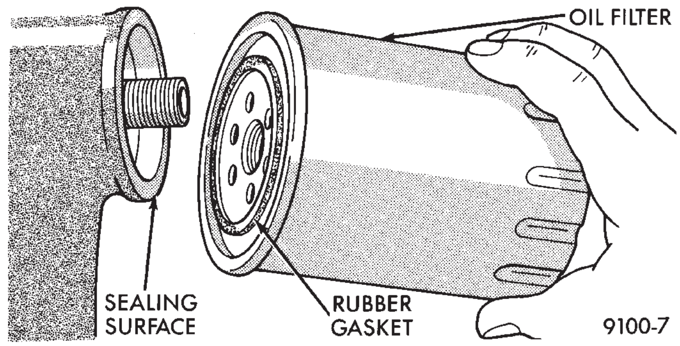

Fig. 10 Oil Filter Sealing Surface—Typical

USED ENGINE OIL DISPOSAL

Care should be exercised when disposing used engine oil after it has been drained from a vehicle engine. Refer to the WARNING at beginning of this section.

ENGINE DIAGNOSIS

INDEX

DIAGNOSIS AND TESTING

GENERAL INFORMATION

Engine diagnosis is helpful in determining the causes of malfunctions not detected and remedied by routine tune-ups.

These malfunctions may be classified as either performance (e.g., engine idles rough and stalls) or mechanical (e.g., a strange noise).

Refer to the Service Diagnosis—Performance chart and the Service Diagnosis—Mechanical chart for possible causes and corrections of malfunctions. Refer to Group 14, Fuel System for the fuel system diagnosis.

Additional tests and diagnostic procedures may be necessary for specific engine malfunctions that can not be isolated with the Service Diagnosis charts. Information concerning additional tests and diagnosis is provided within the following diagnosis:

- Cylinder Compression Pressure Test.
- Cylinder Combustion Pressure Leakage Test.
- Engine Cylinder Head Gasket Failure Diagnosis.
- Intake Manifold Leakage Diagnosis.

INTAKE MANIFOLD LEAKAGE DIAGNOSIS

An intake manifold air leak is characterized by lower than normal manifold vacuum. Also, one or more cylinders may not be functioning.

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN A DIRECT LINE WITH THE FAN. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR THE FAN. DO NOT WEAR LOOSE CLOTHING.

(1) Start the engine.

(2) Spray a small stream of water at the suspected leak area.

(3) If a change in RPM is observed the area of the suspected leak has been found.

(4) Repair as required.

CYLINDER COMPRESSION PRESSURE TEST

The results of a cylinder compression pressure test can be utilized to diagnose several engine malfunctions.

Ensure the battery is completely charged and the engine starter motor is in good operating condition. Otherwise the indicated compression pressures may not be valid for diagnosis purposes.

(1) Clean the spark plug recesses with compressed air.

(2) Remove the spark plugs.

(3) Secure the throttle in the wide-open position.

(4) Disconnect the ignition coil.

(5) Insert a compression pressure gauge and rotate the engine with the engine starter motor for three revolutions.

(6) Record the compression pressure on the 3rd revolution. Continue the test for the remaining cylinders.

Refer to Engine Specifications for the correct engine compression pressures.

ENGINE CYLINDER HEAD GASKET FAILURE DIAGNOSIS

A leaking engine cylinder head gasket usually results in loss of power, loss of coolant and engine misfiring.

An engine cylinder head gasket leak can be located between adjacent cylinders or between a cylinder and the adjacent water jacket.

- An engine cylinder head gasket leaking between adjacent cylinders is indicated by a loss of power and/or engine misfire.
- An engine cylinder head gasket leaking between a cylinder and an adjacent water jacket is indicated by coolant foaming or overheating and loss of coolant.

CYLINDER-TO-CYLINDER LEAKAGE TEST

To determine if an engine cylinder head gasket is leaking between adjacent cylinders; follow the proce-

DIAGNOSIS AND TESTING (Continued)

dures outlined in Cylinder Compression Pressure Test. An engine cylinder head gasket leaking between adjacent cylinders will result in approximately a 50-70% reduction in compression pressure.

CYLINDER-TO-WATER JACKET LEAKAGE TEST

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN A DIRECT LINE WITH THE FAN. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR THE FAN. DO NOT WEAR LOOSE CLOTHING.

Remove the radiator cap.

Start the engine and allow it to warm up until the engine thermostat opens.

If a large combustion/compression pressure leak exists, bubbles will be visible in the coolant.

If bubbles are not visible, install a radiator pressure tester and pressurize the coolant system.

If a cylinder is leaking combustion pressure into the water jacket, the tester pointer will pulsate with every combustion stroke of the cylinder.

CYLINDER COMBUSTION PRESSURE LEAKAGE TEST

The combustion pressure leakage test provides an accurate means for determining engine condition.

Combustion pressure leakage testing will detect:

- Exhaust and intake valve leaks (improper seating).
- Leaks between adjacent cylinders or into water jacket.
- Any causes for combustion/compression pressure loss.

(1) Check the coolant level and fill as required. DO NOT install the radiator cap.

(2) Start and operate the engine until it attains normal operating temperature, then turn the engine OFF.

(3) Remove the spark plugs.

(4) Remove the oil filler cap.

(5) Remove the air cleaner.

(6) Calibrate the tester according to the manufacturer's instructions. The shop air source for testing should maintain 483 kPa (70 psi) minimum, 1 379 kPa (200 psi) maximum and 552 kPa (80 psi) recommended.

(7) Perform the test procedures on each cylinder according to the tester manufacturer's instructions. While testing, listen for pressurized air escaping through the throttle body, tailpipe and oil filler cap opening. Check for bubbles in the radiator coolant.

All gauge pressure indications should be equal, with no more than 25% leakage.

FOR EXAMPLE: At 552 kPa (80 psi) input pressure, a minimum of 414 kPa (60 psi) should be maintained in the cylinder.

Refer to the Cylinder Combustion Pressure Leakage Test Diagnosis chart.

INSPECTION (ENGINE OIL LEAKS IN GENERAL)

Begin with a through visual inspection of the engine, particularly at the area of the suspected leak. If an oil leak source is not readily identifiable, the following steps should be followed:

CONDITION	POSSIBLE CAUSE	CORRECTION
AIR ESCAPES THROUGH CARBURETOR/THROTTLE BODY	Intake valve not seated properly.	Inspect valve. Reface or replace, if necessary.
AIR ESCAPES THROUGH TAILPIPE	Exhaust valve not seated properly.	Inspect valve.Reface or replace, if necessary.
AIR ESCAPES THROUGH RADIATOR	Head gasket leaks or crack in cylinder block.	Remove cylinder head and inspect. Replace, if necessary.
MORE THAN 50% LEAKAGE FROM ADJACENT CYLINDERS	Head gasket leaks or crack in cylinder block or head between adjacent cylinders.	Remove cylinder head and inspect. Replace gasket or head, if necessary.
MORE THAN 25% LEAKAGE AND AIR ESCAPES THROUGH OIL FILLER CAP OPENING ONLY	Stuck or broken piston ring(s); cracked piston; worn rings and/or cylinder wall.	Inspect for broken ring(s) or piston. Measure ring gap and cylinder diameter, taper, and out-of-round. Replace affected part, if necessary.

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DIAGNOSIS AND TESTING (Continued)

(1) Do not clean or degrease the engine at this time because some solvents may cause rubber to swell, temporarily stopping the leak.

(2) Add an oil soluble dye (use as recommended by manufacturer). Start the engine and let idle for approximately 15 minutes. Check the oil dipstick to make sure the dye is thoroughly mixed as indicated with a bright yellow color under a black light.

(3) Using a black light, inspect the entire engine for fluorescent dye, particularly at the suspected area of oil leak. If the oil leak is found and identified, repair per service manual instructions.

(4) If dye is not observed, drive the vehicle at various speeds for approximately 24km (15 miles), and repeat inspection.

(5) **If the oil leak source is not positively identified at this time**, proceed with the air leak detection test method.

Air Leak Detection Test Method

(1) Disconnect the breather cap to air cleaner hose at the breather cap end. Cap or plug breather cap nipple.

(2) Remove the PCV valve from the cylinder head cover. Cap or plug the PCV valve grommet.

(3) Attach an air hose with pressure gauge and regulator to the dipstick tube.

CAUTION: Do not subject the engine assembly to more than 20.6 kpa (3 PSI) of test pressure.

(4) Gradually apply air pressure from 1 psi to 2.5 psi maximum while applying soapy water at the suspected source. Adjust the regulator to the suitable test pressure that provide the best bubbles which will pinpoint the leak source. If the oil leak is detected and identified, repair per service manual procedures.

(5) If the leakage occurs at the rear oil seal area, refer to the section, Inspection for Rear Seal Area Leak.

(6) If no leaks are detected, turn off the air supply and remove the air hose and all plugs and caps. Install the PCV valve and breather cap hose.

(7) Clean the oil off the suspect oil leak area using a suitable solvent. Drive the vehicle at various speeds approximately 24 km (15 miles). Inspect the engine for signs of an oil leak by using a black light.

INSPECTION FOR REAR SEAL AREA LEAKS

Since it is sometimes difficult to determine the source of an oil leak in the rear seal area of the engine, a more involved inspection is necessary. The following steps should be followed to help pinpoint the source of the leak.

If the leakage occurs at the crankshaft rear oil seal area:

(1) Disconnect the battery.

(2) Raise the vehicle.

(3) Remove torque converter or clutch housing cover and inspect rear of block for evidence of oil. Use a black light to check for the oil leak:

(a) Circular spray pattern generally indicates seal leakage or crankshaft damage.

(b) Where leakage tends to run straight down, possible causes are a porous block, distributor seal, camshaft bore cup plugs oil galley pipe plugs, oil filter runoff, and main bearing cap to cylinder block mating surfaces.

(4) If no leaks are detected, pressurize the crankcase as outlined in the, Inspection (Engine oil Leaks in general)

CAUTION: Do not exceed 20.6 kPa (3 psi).

(5) If the leak is not detected, very slowly turn the crankshaft and watch for leakage. If a leak is detected between the crankshaft and seal while slowly turning the crankshaft, it is possible the crankshaft seal surface is damaged. The seal area on the crankshaft could have minor nicks or scratches that can be polished out with emery cloth.

CAUTION: Use extreme caution when crankshaft polishing is necessary to remove minor nicks and scratches. The crankshaft seal flange is especially machined to complement the function of the rear oil seal.

(6) For bubbles that remain steady with shaft rotation, no further inspection can be done until disassembled.

HYDRAULIC TAPPETS

Before disassembling any part of the engine to correct tappet noise, check the oil pressure. If vehicle has no oil pressure gauge, install a reliable gauge at the pressure sending-unit. The pressure should be between 207-552 kPa (30-80 psi) at 3,000 RPM.

Check the oil level after the engine reaches normal operating temperature. Allow 5 minutes to stabilize oil level, check dipstick. The oil level in the pan should never be above the FULL mark or below the ADD OIL mark on dipstick. Either of these two conditions could be responsible for noisy tappets.

OIL LEVEL

HIGH

If oil level is above the FULL mark, it is possible for the connecting rods to dip into the oil. With the engine running, this condition could create foam in the oil pan. Foam in oil pan would be fed to the

DIAGNOSIS AND TESTING (Continued)

hydraulic tappets by the oil pump causing them to lose length and allow valves to seat noisily.

LOW

Low oil level may allow oil pump to take in air. When air is fed to the tappets, they lose length, which allows valves to seat noisily. Any leaks on intake side of oil pump through which air can be drawn will create the same tappet action. Check the lubrication system from the intake strainer to the pump cover, including the relief valve retainer cap. When tappet noise is due to aeration, it may be intermittent or constant, and usually more than one tappet will be noisy. When oil level and leaks have been corrected, operate the engine at fast idle. Run engine for a sufficient time to allow all of the air inside the tappets to be bled out.

TAPPET NOISE DIAGNOSIS

(1) To determine source of tappet noise, operate engine at idle with cylinder head covers removed.

(2) Feel each valve spring or rocker arm to detect noisy tappet. The noisy tappet will cause the affected spring and/or rocker arm to vibrate or feel rough in operation.

NOTE: Worn valve guides or cocked springs are sometimes mistaken for noisy tappets. If such is the case, noise may be dampened by applying side thrust on the valve spring. If noise is not appreciably reduced, it can be assumed the noise is in the tappet. Inspect the rocker arm push rod sockets and push rod ends for wear.

(3) Valve tappet noise ranges from light noise to a heavy click. A light noise is usually caused by excessive leak-down around the unit plunger, or by the plunger partially sticking in the tappet body cylinder. The tappet should be replaced. A heavy click is caused by a tappet check valve not seating, or by foreign particles wedged between the plunger and the tappet body. This will cause the plunger to stick in the down position. This heavy click will be accompanied by excessive clearance between the valve stem and rocker arm as valve closes. In either case, tappet assembly should be removed for inspection and cleaning.

(4) The valve train generates a noise very much like a light tappet noise during normal operation. Care must be taken to ensure that tappets are making the noise. If more than one tappet seems to be noisy, it's probably not the tappets.

ENGINE OIL PRESSURE

(1) Remove oil pressure sending unit.

(2) Install Oil Pressure Line and Gauge Tool C-3292. Start engine and record pressure. Refer to Oil Pressure in Engine Specifications for the proper pressures.

DIAGNOSIS AND TESTING (Continued)

ENGINE—PERFORMANCE

CONDITION	POSSIBLE CAUSES	CORRECTION
ENGINE WILL NOT START	1. Weak battery. 2. Corroded or loose battery connections. 3. Faulty starter. 4. Moisture on ignition wires and distributor cap. 5. Faulty ignition cables. 6. Faulty coil or control unit. 7. Incorrect spark plug gap. 8. Incorrect ignition timing. 9. Dirt or water in fuel system. 10. Faulty fuel pump, relay or wiring.	1. Test battery specific gravity. Charge or replace as necessary. 2. Clean and tighten battery connections. Apply a coat of light mineral grease to the terminals. 3. Refer to Group 8A, Battery/Starter/Charging System Diagnostics. 4. Wipe wires and cap clean and dry. 5. Replace any cracked or shorted cables. 6. Test and replace, if necessary (refer to Group 8D, Ignition System). 7. Set gap (refer to Group 8D, Ignition System). 8. Refer to Group 8D, Ignition System. 9. Clean system and replace fuel filter. 10. Refer to Group 14, Fuel System.
ENGINE STALLS OR ROUGH IDLE	1. Idle speed set too low. 2. Idle mixture too lean or too rich. 3. Leak in intake manifold. 4. Worn or burned distributor rotor. 5. Incorrect ignition wiring. 6. Faulty coil. 7. EGR valve leaking. 8. Incorrect cam timing.	1. Refer to Group 14, Fuel System. 2. Refer to Group 14, Fuel System. 3. Inspect intake manifold gasket and vacuum hoses. Replace, if necessary (refer to Group 11, Exhaust System & Intake Manifold). 4. Install new distributor rotor. 5. Install correct wiring. 6. Test and replace, if necessary (refer to Group 8D, Ignition System). 7. Test and replace, if necessary (refer to Group 25, Emissions Control System). 8. Refer to Timing Belt Service.
ENGINE LOSS OF POWER	1. Incorrect ignition timing. 2. Worn or burned distributor rotor. 3. Worn distributor shaft. 4. Dirty or incorrectly gapped spark plugs. 5. Dirt or water in fuel system. 6. Faulty fuel pump. 7. Incorrect valve timing. 8. Blown cylinder head gasket. 9. Low compression. 10. Burned, warped or pitted valves. 11. Plugged or restricted exhaust system. 12. Faulty ignition cables. 13. Faulty coil. 14. Incorrect cam timing.	1. Refer to Group 8D, Ignition System. 2. Install new distributor rotor. 3. Remove and repair distributor (refer to Group 8D, Ignition System). 4. Clean plugs and set gap (refer to Group 8D, Ignition System). 5. Clean system and replace fuel filter. 6. Install new fuel pump. 7. Correct valve timing. 8. Install new cylinder head gasket. 9. Test compression of each cylinder. 10. Install new valves. 11. Install new parts, as necessary. 12. Replace any cracked or shorted cables. 13. Test and replace, as necessary (refer to Group 8D, Ignition System). 14. Refer to Timing Belt Service.
ENGINE MISSES ON ACCELERATION	1. Dirty or gap set too wide in spark plug. 2. Incorrect ignition timing. 3. Dirt in fuel system. 4. Burned, warped or pitted valves. 5. Faulty coil. 6. Incorrect cam timing.	1. Clean spark plugs and set gap (refer to Group 8D, Ignition System). 2. Refer to Group 8D, Ignition System. 3. Clean fuel system. 4. Install new valves. 5. Test and replace, if necessary, (refer to Group 8D, Ignition System). 6. Refer to Timing Belt Service.
ENGINE MISSES AT HIGH SPEED	1. Dirty or gap set too wide in spark plug. 2. Worn distributor shaft. 3. Worn or burned distributor rotor. 4. Faulty coil. 5. Incorrect ignition timing. 6. Dirty injector in throttle body. 7. Dirt or water in fuel system. 8. Incorrect cam timing.	1. Clean spark plugs and set gap (refer to Group 8D, Ignition System). 2. Remove and repair distributor (refer to Group 8D, Ignition System). 3. Install new distributor rotor. 4. Test and replace, as necessary (refer to Group 8D, Ignition System). 5. Refer to Group 8D, Ignition System. 6. Clean injector. 7. Clean system and replace fuel filter. 8. Refer to Timing Belt Service.

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DIAGNOSIS AND TESTING (Continued)

ENGINE—MECHANICAL

CONDITION	POSSIBLE CAUSES	CORRECTION
NOISY VALVES	1. High or low oil level in crankcase.	1. Check for correct oil level (refer to Group 0, Lubrication and Maintenance.
	2. Thin or diluted oil.	2. Change oil (refer to Group 0, Lubrication and Maintenance).
	3. Low oil pressure.	3. Check engine oil level.
	4. Dirt in tappets/lash adjusters.	4. Clean hydraulic tappets/hydraulic lash adjusters.
	5. Bent push rods.	5. Install new push rods.
	6. Worn rocker arms.	6. Inspect oil supply to rocker arms.
	7. Worn tappets/lash adjusters.	7. Install new hydraulic tappets/ hydraulic lash adjusters.
	8. Worn valve guides.	8. Ream and install new valves with oversize stems.
	9. Excessive runout of valve seats on valve faces.	9. Grind valve seats and valves.
CONNECTING ROD NOISE	1. Insufficient oil supply.	1. Check engine oil level (refer to Group 0, Lubrication and Maintenance).
	2. Low oil pressure.	2. Check engine oil level. Inspect oil pump relief valve and spring.
	3. Thin or diluted oil.	3. Change oil to correct viscosity.
	4. Excessive bearing clearance.	4. Measure bearings for correct clearance. Repair as necessary.
	5. Connecting rod journal out-of-round.	5. Replace crankshaft or grind journals.
	6. Misaligned connecting rods.	6. Replace bent connecting rods.
MAIN BEARING NOISE	1. Insufficient oil supply.	1. Check engine oil level (refer to Group 0, Lubrication and Maintenance).
	2. Low oil pressure.	2. Check engine oil level. Inspect oil pump relief valve and spring.
	3. Thin or diluted oil.	3. Change oil to correct viscosity.
	4. Excessive bearing clearance.	4. Measure bearings for correct clearance. Repair as necessary.
	5. Excessive end play.	5. Check No. 3 main bearing for wear on flanges.
	6. Crankshaft journal out-of-round, worn.	6. Grind journals or replace crankshaft.
	7. Loose flywheel or torque converter.	7. Tighten to correct torque.

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DIAGNOSIS AND TESTING (Continued)

ENGINE—LUBRICATION

CONDITION	POSSIBLE CAUSES	CORRECTION
OIL LEAKS	1. Gaskets and O-Rings. (a) Misaligned, deteriorated or torn. (b) Loose fastener, broken or porous metal part. 2. Crankshaft Rear Seal (a) Misinstalled, inverted or torn lip (b) Torn, cut or shaved seal back bead. 3. Crankshaft Seal Flange. Scratched, nicked or grooved. 4. Cylinder block to Cap Mating Surface. (a) Inadequate Loctite sealant. (b) Oil hole burr. 5. Oil Pan to Rear Main Cap Sealant (Slots 3.9 - 5.2 only). (a) Inadequate or mislocated sealant. (b) Torn, cut or misinstalled oil pan. (c) Cracked or damaged oil pan flange. 6. Chain Case Cover Seal. (a) Misinstalled, cocked or misaligned. (b) Torn, cut or damaged seal lips. (c) Scratched or damaged seal casing or cover bore. (d) Scratched or damaged vibration damper hub.	1. (a) Replace the part. (b) Tighten, repair or replace the part. 2. (a) Replace the seal. (b) Replace the seal. 3. Replace or polish if necessary. 4. (a) Apply sealant per sealant per service manual. (b) Carefully stone or chamfer hole. 5. (a) Apply sealant per service manual procedures. (b) Replace the gasket. (c) Replace the oil pan. 6. (a) Replace per service manual procedures. (b) Replace the seal. (c) Replace the seal. (d) Minor damage can be polished out; otherwise replace the part.
OIL PRESSURE DROP	1. Low oil level. 2. Faulty oil pressure sending unit. 3. Low oil pressure. 4. Clogged oil filter. 5. Worn parts in oil pump. 6. Thin or diluted oil. 7. Excessive bearing clearance. 8. Oil pump relief valve stuck. 9. Oil pump suction tube loose, bent or cracked. 10. Oil pump cover warped or cracked.	1. Check engine oil level. 2. Install new sending unit. 3. Check sending unit and check main bearing oil clearance. 4. Install new oil filter. 5. Replace worn parts or pump. 6. Change oil to correct viscosity. 7. Measure bearings for correct clearance. 8. Remove valve and inspect, clean and install. 9. Remove oil pan and install new tube, if necessary. 10. Install new oil pump.
OIL PUMPING AT RINGS; SPARK PLUGS FOULING	1. Worn, scuffed or broken rings. 2. Carbon in oil ring slot. 3. Rings fitted too tightly in grooves. 4. Worn valve guides. 5. Leaking intake gasket (3.9L & 5.2L engines). 6. Leaking valve guide seals (3.9L & 5.2L engines). 7. Dislodged valve guide seals (3.9L & 5.2L engines).	1. Hone cylinder bores and install new rings. 2. Install new rings. 3. Remove the rings. Check grooves. If grooves are not proper width, replace piston. 4. Ream guides and replace valves with oversize valves and seals. 5. Replace gasket and tighten intake manifold to proper torque. 6. Replace seals. 7. Seat valve guide seals or replace, as needed.

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4.0L ENGINE

INDEX

DESCRIPTION AND OPERATION

ENGINE DESCRIPTION

The 4.0 Liter (242 CID) six-cylinder engine is an In-line, lightweight, overhead valve engine.

Engine Type	In-line 6 Cylinder
Bore and Stroke	98.4 x 86.69 mm (3.88 x 3.413 in.)
Displacement	4.0 (242 cu. in.)
Compression Ratio	8.7:1
Torque	305 N·m (225 ft. lbs.) @ 4000 rpm
Firing Order	1–5–3–6–2–4
Lubrication	Pressure Feed–Full Flow Filtration
Engine Oil Capacity	5.7 L (6 Quarts)
Cooling System	Liquid Cooled–Forced Circulation
Cooling System Capacity	11.4 L (12 Quarts)
Cylinder Block	Cast Iron
Crankshaft	Cast Nodular Iron
Cylinder Head	Cast Iron
Camshaft	Cast Iron
Pistons	Aluminum Alloy (with Struts)
Pistons Combustion Cavity	Double Quench
Connecting Rods	Cast Iron

This engine is designed for unleaded fuel.

The engine cylinder head has dual quench-type combustion chambers that create turbulence and fast burning of the air/fuel mixture. This results in good fuel economy.

The cylinders are numbered 1 through 6 from front to rear. The firing order is 1-5-3-6-2-4 (Fig. 1).

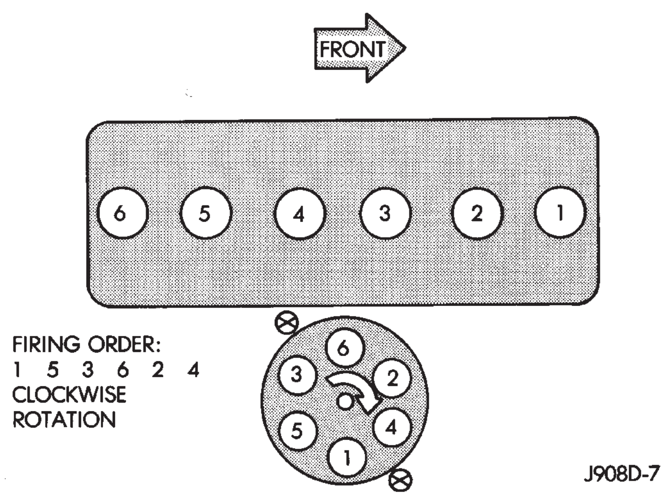


Fig. 1 Engine Firing Order

DESCRIPTION AND OPERATION (Continued)

The crankshaft rotation is clockwise, when viewed from the front of the engine. The crankshaft rotates within seven main bearings. The camshaft rotates within four bearings.

BUILD DATE CODE

The engine Build Date Code is located on a machined surface on the right side of the cylinder block between the No.2 and No.3 cylinders (Fig. 2).

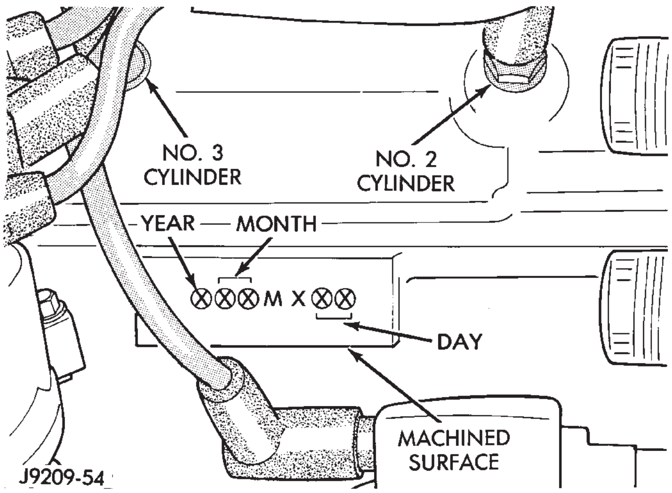


Fig. 2 Build Date Code Location

The digits of the code identify:

- 1st Digit—The year (5 = 1995).
- 2nd & 3rd Digits—The month (01 - 12).
- 4th & 5th Digits—The engine type/fuel system/ compression ratio (MX = A 4.0 Liter (242 CID) 8.7:1 compression ratio engine with a multi-point fuel injection system).
- 6th & 7th Digits—The day of engine build (01 - 31).

(1) **FOR EXAMPLE:** Code * 501MX12 * identifies a 4.0 Liter (242 CID) engine with a multi-point fuel injection system, 8.7:1 compression ratio and built on January 12, 1995.

LUBRICATION SYSTEM

A gear—type positive displacement pump is mounted at the underside of the block opposite the No. 4 main bearing. The pump draws oil through the screen and inlet tube from the sump at the rear of the oil pan. The oil is driven between the drive and idler gears and pump body, then forced through the outlet to the block. An oil gallery in the block channels the oil to the inlet side of the full flow oil filter. After passing through the filter element, the oil passes from the center outlet of the filter through an oil gallery that channels the oil up to the main gallery which extends the entire length of the block.

Galleries extend downward from the main oil gallery to the upper shell of each main bearing. The crankshaft is drilled internally to pass oil from the main bearing journals (except number 4 main bearing journal) to the connecting rod journals. Each connecting rod bearing cap has a small squirt hole, oil passes through the squirt hole and is thrown off as the rod rotates. This oil throwoff lubricates the camshaft lobes, distributor drive gear, cylinder walls, and piston pins.

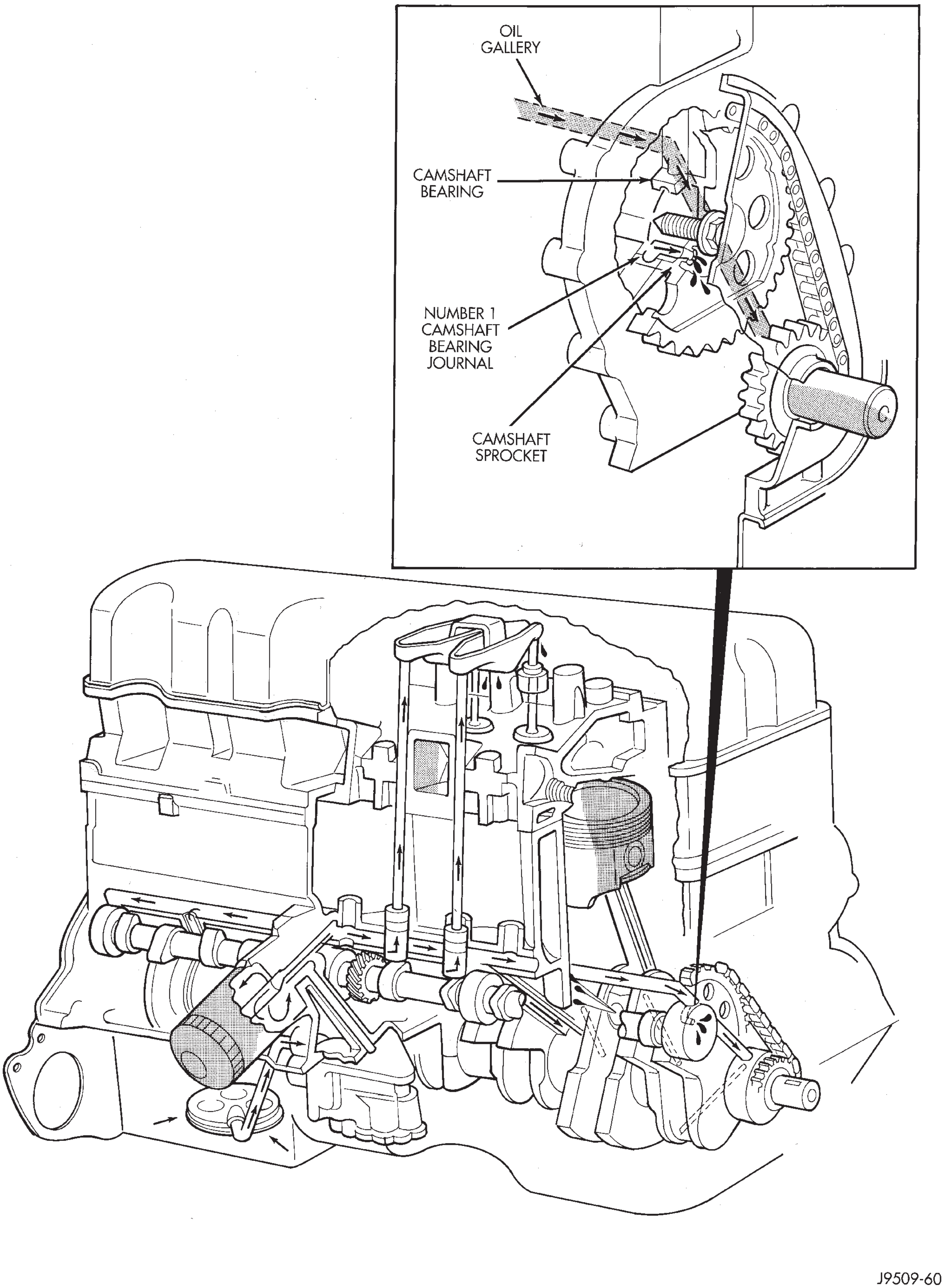
The hydraulic valve tappets receive oil directly from the main oil gallery. Oil is provided to the camshaft bearing through galleries. The front camshaft bearing journal passes oil through the camshaft sprocket to the timing chain. Oil drains back to the oil pan under the number one main bearing cap.

The oil supply for the rocker arms and bridged pivot assemblies is provided by the hydraulic valve tappets which pass oil through hollow push rods to a hole in the corresponding rocker arm. Oil from the rocker arm lubricates the valve train components, then passes down through the push rod guide holes in the cylinder head past the valve tappet area, and returns to the oil pan.

OIL PUMP PRESSURE

The MINIMUM oil pump pressure is 89.6 kPa (13 psi) at 600 rpm. The MAXIMUM oil pump pressure is 255-517 kPa (37-75 psi) at 1600 rpm or more.

DESCRIPTION AND OPERATION (Continued)



Oil Lubrication System

DESCRIPTION AND OPERATION (Continued)

OVERSIZE AND UNDERSIZE COMPONENT CODES

Some engines may be built with oversize or undersize components such as:

- Oversize cylinder bores.
- Oversize camshaft bearing bores.
- Undersize crankshaft main bearing journals.
- Undersize connecting rod journals.

These engines are identified by a letter code (Fig. 3) stamped on a boss between the ignition coil and the distributor (Fig. 4).

CODE	COMPONENT	UNDERSIZE
P	One or more connecting rod bearing journals	0.254 mm (0.010 in)
M	All crankshaft main bearing journals	0.254 mm (0.010 in)
PM	All crankshaft main bearing journals and one or more connecting rod journals	0.254 mm (0.010 in)
CODE	**COMPONENT**	**OVERSIZE**
B	All cylinder bores	0.254 mm (0.010 in)
C	All camshaft bearing bores	0.254 mm (0.010 in)

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Fig. 3 Oversize and Undersize Component Codes

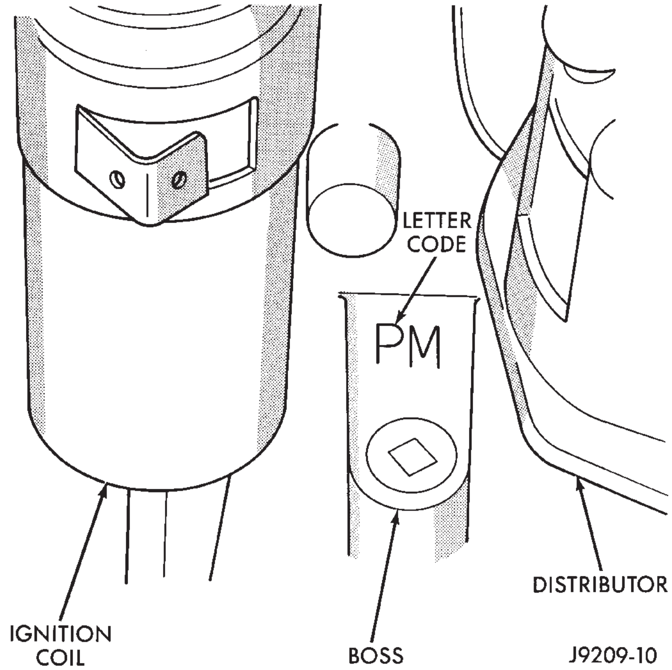

Fig. 4 Oversize and Undersize Component Code Location

SERVICE PROCEDURES

VALVE TIMING

Disconnect the spark plug wires and remove the spark plugs.

Remove the engine cylinder head cover.

Remove the capscrews, bridge and pivot assembly, and rocker arms from above the No.1 cylinder.

Alternately loosen each capscrew, one turn at a time, to avoid damaging the bridge.

Rotate the crankshaft until the No.6 piston is at top dead center (TDC) on the compression stroke.

Rotate the crankshaft counterclockwise (viewed from the front of the engine) 90°.

Install a dial indicator on the end of the No.1 cylinder intake valve push rod. Use rubber tubing to secure the indicator stem on the push rod.

Set the dial indicator pointer at zero.

Rotate the crankshaft clockwise (viewed from the front of the engine) until the dial indicator pointer indicates 0.305 mm (0.012 inch) travel distance (lift).

The timing notch index on the vibration damper should be aligned with the TDC mark on the timing degree scale.

If the timing notch is more than 13 mm (1/2 inch) away from the TDC mark in either direction, the valve timing is incorrect.

If the valve timing is incorrect, the cause may be a broken camshaft pin. It is not necessary to replace the camshaft because of pin failure. A spring pin is available for service replacement.

PISTON FITTING

BORE GAGE METHOD

(1) To correctly select the proper size piston, a cylinder bore gauge, capable of reading in 0.003 mm (.0001 in.) INCREMENTS is required. If a bore gauge is not available, do not use an inside micrometer.

(2) Measure the inside diameter of the cylinder bore at a point 49.5 mm (1-15/16 inches) below top of bore. Start perpendicular (across or at 90 degrees) to the axis of the crankshaft at point A and then take an additional bore reading 90 degrees to that at point B (Fig. 5).

(3) The coated pistons will be serviced with the piston pin and connecting rod pre-assembled. **The coated piston connecting rod assembly can be used to service previous built engines and**

SERVICE PROCEDURES (Continued)

MUST be replaced as complete sets. Tin coated pistons should not be used as replacements for coated pistons.

(4) The coating material is applied to the piston after the final piston machining process. Measuring the outside diameter of a coated piston will not provide accurate results. Therefore measuring the inside diameter of the cylinder bore with a dial Bore Gauge is **MANDATORY.**. To correctly select the proper size piston, a cylinder bore gauge capable of reading in 0.003 mm (.0001 in.) increments is required.

(5) Piston installation into the cylinder bore requires slightly more pressure than that required for non-coated pistons. The bonded coating on the piston will give the appearance of a line-to-line fit with the cylinder bore.

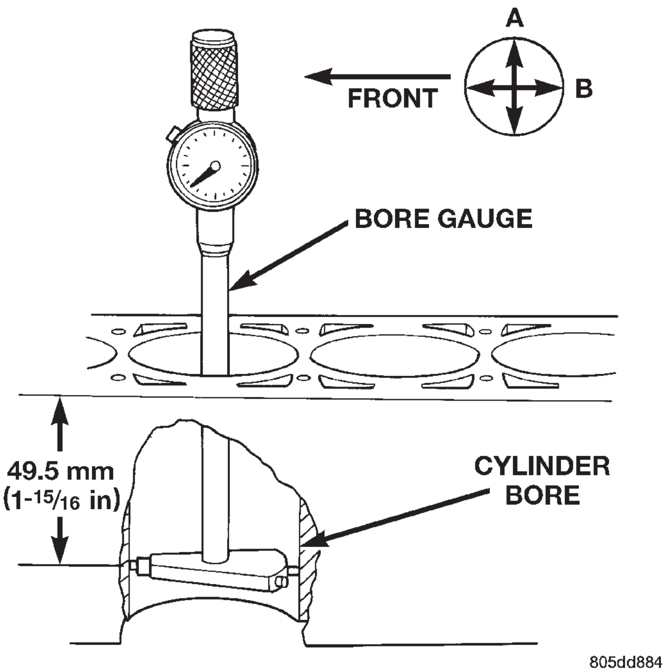

Fig. 5 Bore Gauge

PISTON SIZE CHART

CYLINDER BORE SIZE	PISTON LETTER SIZE
98.438 to 98.448 mm (3.8755 to 3.8759 in.)	A
98.448 to 98.458 mm (3.8759 to 3.8763 in.)	B
98.458 to 98.468 mm (3.8763 to 3.8767 in.)	C
98.468 to 98.478 mm (3.8767 to 3.8771 in.)	D
98.478 to 98.488 mm (3.8771 to 3.8775 in.)	E
98.488 to 98.498 mm (3.8775 to 3.8779 in.)	F

PISTON RING FITTING

(1) Carefully clean the carbon from all ring grooves. Oil drain openings in the oil ring groove and pin boss must be clear. DO NOT remove metal from the grooves or lands. This will change ring-to-groove clearances and will damage the ring-to-land seating.

(2) Be sure the piston ring grooves are free of nicks and burrs.

(3) Measure the ring side clearance with a feeler gauge fitted snugly between the ring land and ring (Fig. 6) (Fig. 7). Rotate the ring in the groove. It must move freely around circumference of the groove.

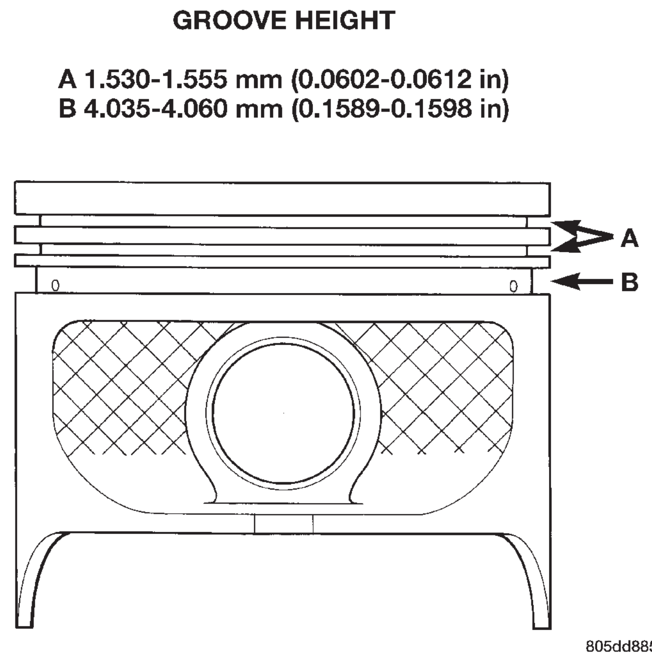

Fig. 6 Piston Dimensions

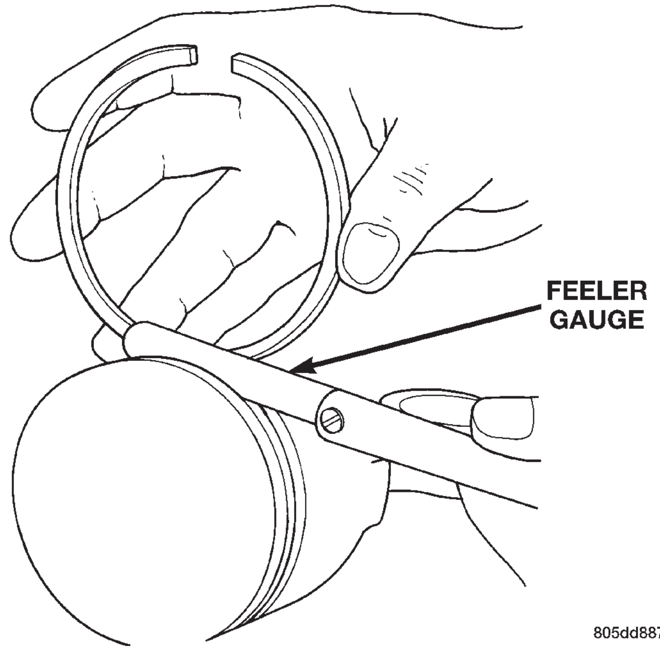

Fig. 7 Ring Side Clearance Measurement

SERVICE PROCEDURES (Continued)

Ring Side Clearance Measurement

Top Compression Ring . . . . .0.042to 0.084 mm
(0.0017 to 0.0033 in.)
Second Compression Ring. . . . . . . .0.042to 0.084 mm
(0.0017 to 0.0033 in.)
Oil Control Ring . . . . .0.06 to 0.21 mm
(0.0024 to 0.0083 in.)

(4) Place ring in the cylinder bore and push down with inverted piston to position near lower end of the ring travel. Measure ring gap with a feeler gauge fitting snugly between ring ends (Fig. 8).

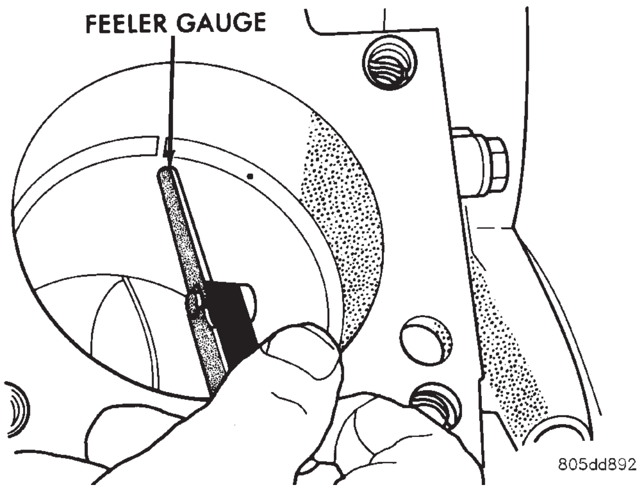

Fig. 8 Gap Measurement

Ring Gap Measurement

Top Compression Ring . . . . 0.229 to 0.610 mm
(0.0090 to 0.0240 inch)
Second Compresion Ring. . . . . . . .0.483 to 0.965 mm
(0.0190 to 0.0380 inch)
Oil Control Ring . . . . .0.254 to 1.500 mm
(0.010 to 0.060 inch)

(5) Install the oil control rings according to instructions in the package. It is not necessary to use a tool to install the upper and lower rails. Insert oil rail spacer first, then side rails.

(6) The two compression rings are different and cannot be interchanged. The TOP compression ring can be identified by 1 dot on the top surface of the ring (Fig. 9).

(7) The second compression ring has a chamfer on the BOTTOM of the inside edge (Fig. 10).

(8) Using a ring installer, install the second compression ring with the chamfer facing down (Fig. 11) (Fig. 12).

(9) The top compression ring has a dot located on the top surface (Fig. 9).

(10) Using a ring installer, install the top ring with the dot facing up (Fig. 12).

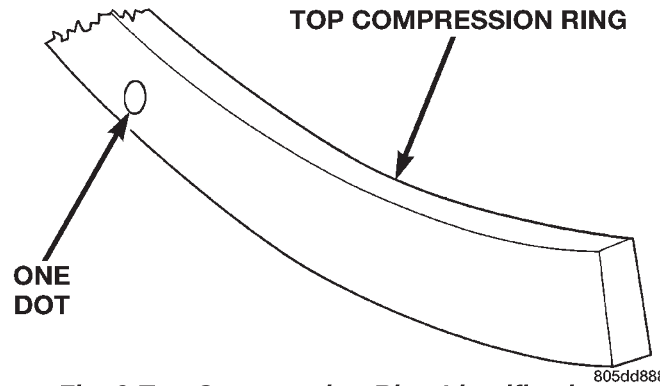

Fig. 9 Top Compression Ring Identification

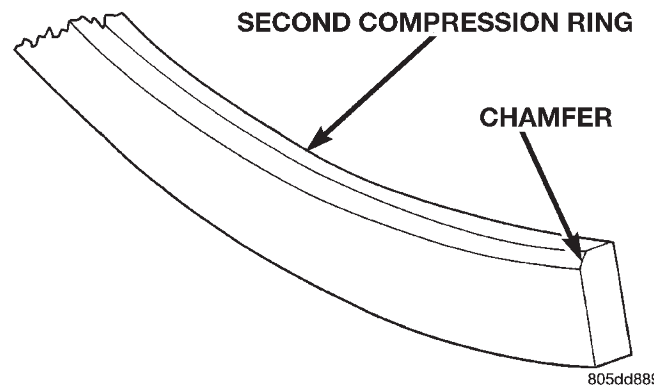

Fig. 10 Second Compression Ring Identification

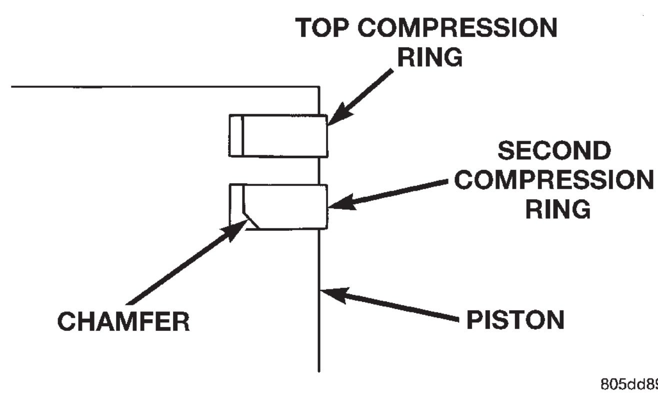

Fig. 11 Compression Ring Chamfer Location

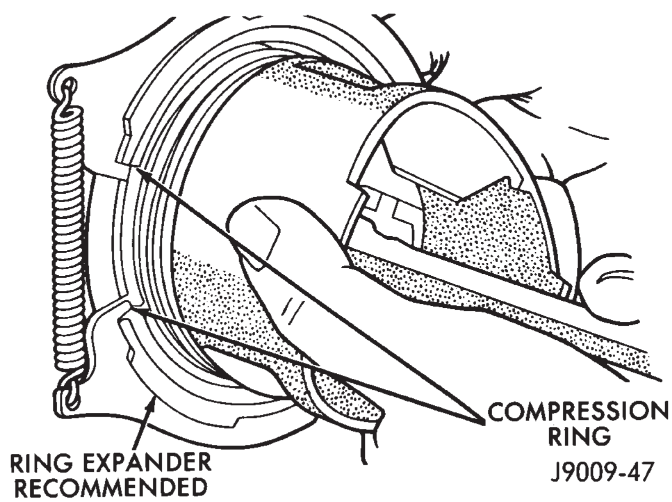

Fig. 12 Compression Ring Installation

SERVICE PROCEDURES (Continued)

(11) Position the gaps on the piston (Fig. 13):
• Oil spacer - Gap on center line of piston pin bore.
• Oil rails - Gap 180° apart on centerline of piston skirt.
• No. 2 Compression ring - Gap 180° from top oil rail gap.
• No. 1 Compression ring - Gap 180° from No. 2 compression ring gap.

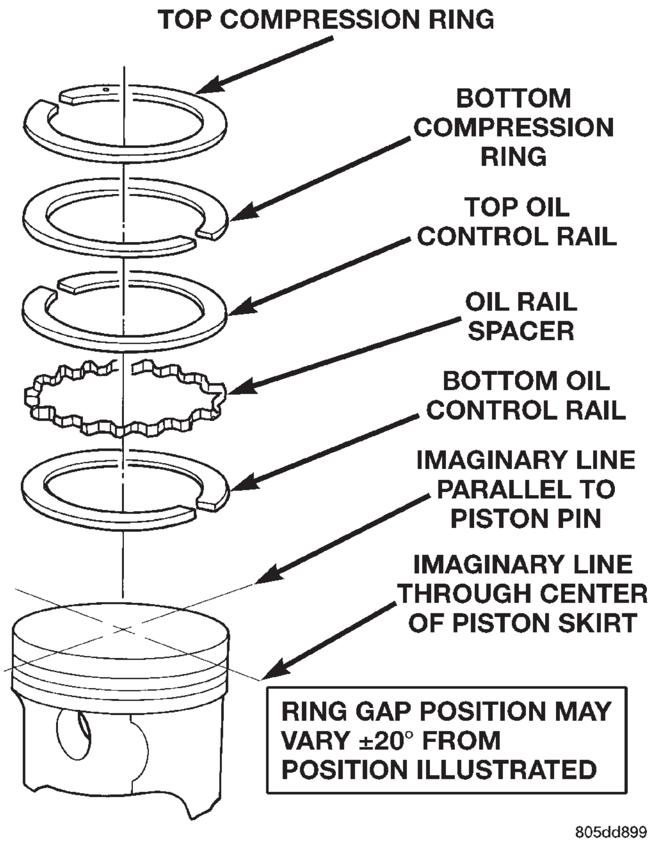

Fig. 13 Ring Gap Position

FITTING CONNECTING ROD BEARINGS

INSPECTION

BEARINGS

Inspect the connecting rod bearings for scoring and bent alignment tabs (Fig. 14) (Fig. 15). Check the bearings for normal wear patterns, scoring, grooving, fatigue and pitting (Fig. 16). Replace any bearing that shows abnormal wear.

Inspect the connecting rod journals for signs of scoring, nicks and burrs.

CONNECTING RODS

Misaligned or bent connecting rods can cause abnormal wear on pistons, piston rings, cylinder walls, connecting rod bearings and crankshaft connecting rod journals. If wear patterns or damage to any of these components indicate the probability of a misaligned connecting rod, inspect it for correct rod alignment. Replace misaligned, bent or twisted connecting rods.

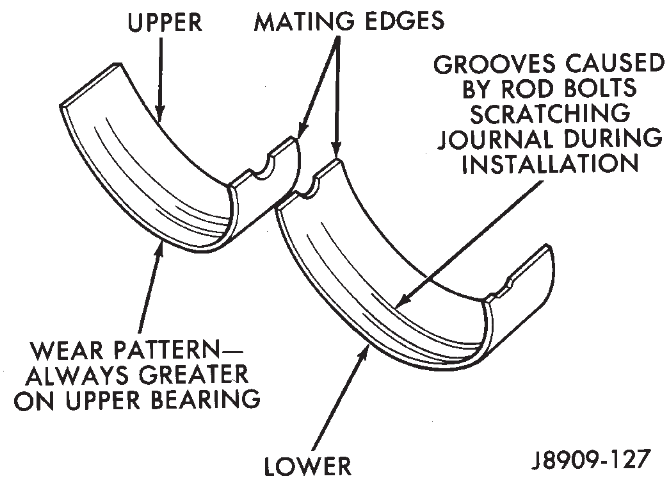

Fig. 14 Connecting Rod Bearing Inspection

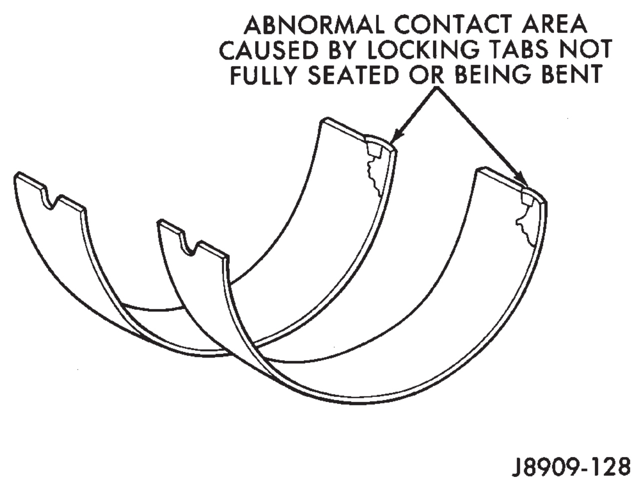

Fig. 15 Locking Tab Inspection

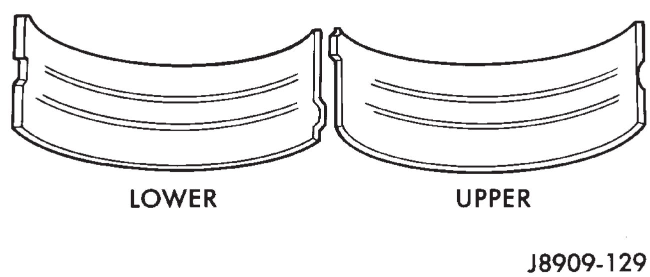

Fig. 16 Scoring Caused by Insufficient Lubrication or by Damaged Crankshaft Pin Journal

BEARING-TO-JOURNAL CLEARANCE

(1) Wipe the oil from the connecting rod journal.

(2) Use short rubber hose sections over rod bolts during installation.

(3) Lubricate the upper bearing insert and install in connecting rod.

SERVICE PROCEDURES (Continued)

(4) Use piston ring compressor to install the rod and piston assemblies. The oil squirt holes in the rods must face the camshaft. The arrow on the piston crown should point to the front of the engine (Fig. 17). Verify that the oil squirt holes in the rods face the camshaft and that the arrows on the pistons face the front of the engine.

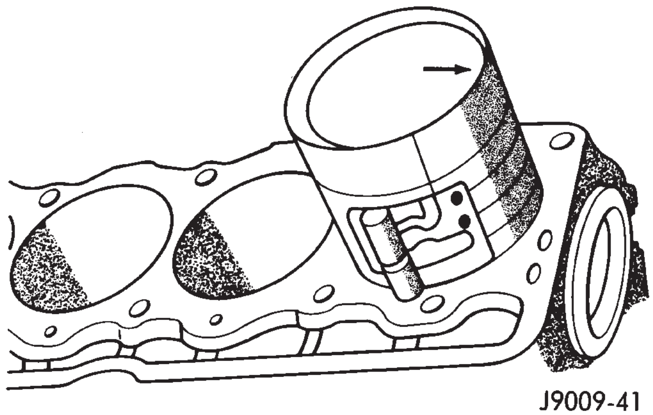

Fig. 17 Rod and Piston Assembly Installation

(5) Install the lower bearing insert in the bearing cap. The lower insert must be dry. Place strip of Plastigage across full width of the lower insert at the center of bearing cap. Plastigage must not crumble in use. If brittle, obtain fresh stock.

(6) Install bearing cap and connecting rod on the journal and tighten nuts to 45 N·m (33 ft. lbs.) torque. DO NOT rotate crankshaft. Plastigage will smear, resulting in inaccurate indication.

(7) Remove the bearing cap and determine amount of bearing-to- journal clearance by measuring the width of compressed Plastigage (Fig. 18). Refer to Engine Specifications for the proper clearance. **Plastigage should indicate the same clearance across the entire width of the insert. If the clearance varies, it may be caused by either a tapered journal, bent connecting rod or foreign material trapped between the insert and cap or rod.**

(8) If the correct clearance is indicated, replacement of the bearing inserts is not necessary. Remove the Plastigage from crankshaft journal and bearing insert. Proceed with installation.

(9) If bearing-to-journal clearance exceeds the specification, install a pair of 0.0254 mm (0.001 inch) undersize bearing inserts. All the odd size inserts must be on the bottom. The sizes of the service replacement bearing inserts are stamped on the backs of the inserts. Measure the clearance as described in the previous steps.

(10) The clearance is measured with a pair of 0.0254 mm (0.001 inch) undersize bearing inserts installed. This will determine if two 0.0254 mm (0.001 inch) undersize inserts or another combination is needed to provide the correct clearance (refer to Connecting Rod Bearing Fitting Chart).

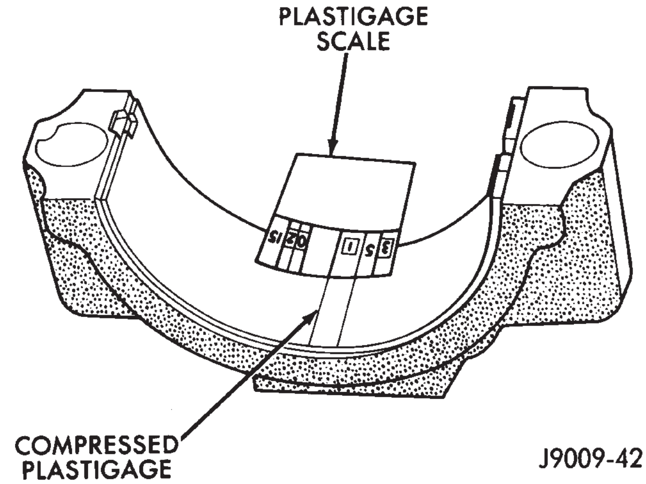

Fig. 18 Measuring Bearing Clearance with Plastigage

(11) **FOR EXAMPLE:** If the initial clearance was 0.0762 mm (0.003 inch), 0.025 mm (0.001 inch) undersize inserts would reduce the clearance by 0.025 mm (0.001 inch). The clearance would be 0.002 inch and within specification. A 0.051 mm (0.002 inch) undersize insert would reduce the initial clearance an additional 0.013 mm (0.0005 inch). The clearance would then be 0.038 mm (0.0015 inch).

(12) Repeat the Plastigage measurement to verify your bearing selection prior to final assembly.

(13) Once you have selected the proper insert, install the insert and cap. Tighten the connecting rod bolts to 45 N·m (33 ft. lbs.) torque.

SIDE CLEARANCE MEASUREMENT

Slide snug-fitting feeler gauge between the connecting rod and crankshaft journal flange. Refer to Engine Specifications for the proper clearance. Replace the connecting rod if the side clearance is not within specification.

FITTING CRANKSHAFT MAIN BEARINGS

INSPECTION

Wipe the inserts clean and inspect for abnormal wear patterns and for metal or other foreign material imbedded in the lining. Normal main bearing insert wear patterns are illustrated (Fig. 19).

NOTE: If any of the crankshaft journals are scored, remove the engine for crankshaft repair.

Inspect the back of the inserts for fractures, scrapings or irregular wear patterns.

Inspect the upper insert locking tabs for damage.

Replace all damaged or worn bearing inserts.

SERVICE PROCEDURES (Continued)

Crankshaft Journal		Corresponding Connecting Rod Bearing Insert	
Color Code	Diameter	Upper Insert Size	Lower Insert Size
Yellow	53.2257-53.2079 mm (2.0955-2.0948 in.)	Yellow - Standard	Yellow - Standard
Orange	53.2079-53.1901 mm (2.0948-2.0941 in.) 0.0178 mm (0.0007 in.) Undersize	Yellow - Standard	Blue - Undersize 0.025 mm (0.001 in.)
Blue	53.1901-53.1724 mm (2.0941-2.0934 in.) 0.0356 mm (0.0014 in.) Undersize	Blue - Undersize 0.025 mm (0.001 in.)	Blue - Undersize 0.025 mm (0.001 in.)
Red	52.9717-52.9539 mm (2.0855-2.0848 in.) 0.254 mm (0.010 in.) Undersize	Red - Undersize 0.254 mm (0.010 in.)	Red - Undersize 0.254 mm (0.010 in.)

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CONNECTING ROD BEARING FITTING CHART

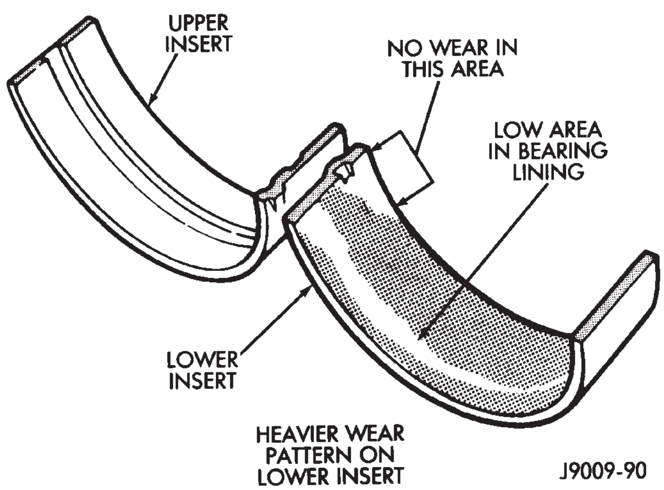

Fig. 19 Main Bearing Wear Patterns

FITTING BEARINGS (CRANKSHAFT INSTALLED)

The main bearing caps, numbered (front to rear) from 1 through 7 have an arrow to indicate the forward position. The upper main bearing inserts are grooved to provide oil channels while the lower inserts are smooth.

Each bearing insert pair is selectively fitted to its respective journal to obtain the specified operating clearance. In production, the select fit is obtained by using various-sized color-coded bearing insert pairs as listed in the Main Bearing Fitting Chart. The bearing color code appears on the edge of the insert. **The size is not stamped on bearing inserts used for engine production.**

The main bearing journal size (diameter) is identified by a color-coded paint mark on the adjacent cheek. The rear main journal, is identified by a color-coded paint mark on the crankshaft rear flange.

When required, upper and lower bearing inserts of different sizes may be used as a pair. A standard size insert is sometimes used in combination with a 0.025 mm (0.001 inch) undersize insert to reduce the clearance by 0.013 mm (0.0005 inch). **Never use a pair of bearing inserts with greater than a 0.025 mm (0.001 inch) difference in size (Fig. 20).**

Insert	Correct	Incorrect
Upper	Standard	Standard
Lower	0.025 mm (0.001 in.) Undersize	0.051 mm (0.002 in.) Undersize

J9109-179

Fig. 20 Bearing Insert Pairs

NOTE: When replacing inserts, the odd size inserts must be either all on the top (in cylinder block) or all on the bottom (in main bearing cap).

Once the bearings have been properly fitted, proceed to Crankshaft Main Bearing—Installation.

SERVICE PROCEDURES (Continued)

BEARING-TO-JOURNAL CLEARANCE (CRANKSHAFT INSTALLED)

When using Plastigage, check only one bearing clearance at a time.

Install the grooved main bearings into the cylinder block and the non-grooved bearings into the bearing caps.

Install the crankshaft into the upper bearings dry.

Place a strip of Plastigage across full width of the crankshaft journal to be checked.

Install the bearing cap and tighten the bolts to 108 N·m (80 ft. lbs.) torque.

NOTE: DO NOT rotate the crankshaft. This will cause the Plastigage to shift, resulting in an inaccurate reading. Plastigage must not be permitted to crumble. If brittle, obtain fresh stock.

Remove the bearing cap. Determine the amount of clearance by measuring the width of the compressed Plastigage with the scale on the Plastigage envelope (Fig. 21). Refer to Engine Specifications for the proper clearance.

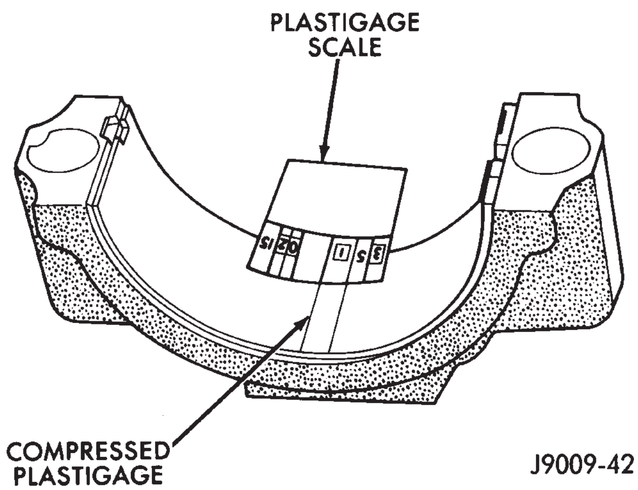

Fig. 21 Measuring Bearing Clearance with Plastigage

Plastigage should indicate the same clearance across the entire width of the insert. If clearance varies, it may indicate a tapered journal or foreign material trapped behind the insert.

If the specified clearance is indicated and there are no abnormal wear patterns, replacement of the bearing inserts is not necessary. Remove the Plastigage from the crankshaft journal and bearing insert. Proceed to Crankshaft Main Bearing—Installation.

If the clearance exceeds specification, install a pair of 0.025 mm (0.001 inch) undersize bearing inserts and measure the clearance as described in the previous steps.

The clearance indicate with the 0.025 mm (0.001 inch) undersize insert pair installed will determine if this insert size or some other combination will provide the specified clearance. **FOR EXAMPLE:** If the clearance was 0q762 mm (0.003 inch) originally, a pair of 0.0254 mm (0.001 inch) undersize inserts would reduce the clearance by 0.0254 mm (0.001 inch). The clearance would then be 0.0508 mm (0.002 inch) and within the specification. A 0.051 mm (0.002 inch) undersize bearing insert and a 0.0254 mm (0.001 inch) undersize insert would reduce the original clearance an additional 0.0127 mm (0.0005 inch). The clearance would then be 0.0381 mm (0.0015 inch).

CAUTION: Never use a pair of inserts that differ more than one bearing size as a pair.

FOR EXAMPLE: DO NOT use a standard size upper insert and a 0.051 mm (0.002 inch) undersize lower insert.

If the clearance exceeds specification using a pair of 0.051 mm (0.002 inch) undersize bearing inserts, measure crankshaft journal diameter with a micrometer. If the journal diameter is correct, the crankshaft bore in the cylinder block may be misaligned, which requires cylinder block replacement or machining to true bore.

Replace the crankshaft or grind to accept the appropriate undersize bearing inserts if:

- Journal diameters 1 through 6 are less than 63.4517 mm (2.4981 inches)
- Journal 7 diameter is less than 63.4365 mm (2.4975 inches).

Once the proper clearances have been obtained, proceed to Crankshaft Main Bearing—Installation.

MAIN BEARING JOURNAL DIAMETER (CRANKSHAFT REMOVED)

Remove the crankshaft from the cylinder block (refer to Cylinder Block - Disassemble).

Clean the oil off the main bearing journal.

Determine the maximum diameter of the journal with a micrometer. Measure at two locations 90° apart at each end of the journal.

The maximum allowable taper and out of round is 0.013 mm (0.0005 inch). Compare the measured diameter with the journal diameter specification (Main Bearing Fitting Chart). Select inserts required to obtain the specified bearing-to-journal clearance.

Install the crankshaft into the cylinder block (refer to Cylinder Block - Assemble and Crankshaft Main Bearings - Installation).

SERVICE PROCEDURES (Continued)

MAIN BEARING FITTING CHART

Crankshaft Journals #1 - #6		Corresponding Crankshaft Bearing Insert	
Color Code	Diameter	Upper Insert Size	Lower Insert Size
Yellow	63.5025-63.4898 mm (2.5001-2.4996 in.)	Yellow - Standard	Yellow - Standard
Orange	63.4898-63.4771 mm (2.4996-2.4991 in.) 0.0127 mm (0.0005 in.) Undersize	Blue - Undersize 0.025 mm (0.001 in.)	Yellow - Standard
Blue	63.4771-63.4644 mm (2.4991-2.4986 in.) 0.0254 mm (0.001 in.) Undersize	Blue - Undersize 0.025 mm (0.001 in.)	Blue - Undersize 0.025 mm (0.001 in.)
Green	63.4644-63.4517 mm (2.4986-2.4981 in.) 0.0381 mm (0.0015 in.) Undersize	Blue - Undersize 0.025 mm (0.001 in.)	Green - Undersize 0.051 mm (0.002 in.)
Red	63.2485-63.2358 mm (2.4901-2.4896 in.) 0.254 mm (0.010 in.) Undersize	Red - Undersize 0.254 mm (0.010 in.)	Red - Undersize 0.254 mm (0.010 in.)

Crankshaft Journals #7 Only		Corresponding Crankshaft Bearing Insert	
Color Code	Diameter	Upper Insert Size	Lower Insert Size
Yellow	63.4873-63.4746 mm (2.4995-2.4990 in.)	Yellow - Standard	Yellow - Standard
Orange	63.4746-63.4619 mm (2.4990-2.4985 in.) 0.0127 mm (0.0005 in.) Undersize	Blue - Undersize 0.025 mm (0.001 in.)	Yellow - Standard
Blue	63.4619-63.4492 mm (2.4985-2.4980 in.) 0.0254 mm (0.001 in.) Undersize	Blue - Undersize 0.025 mm (0.001 in.)	Blue - Undersize 0.025 mm (0.001 in.)
Green	63.4492-63.4365 mm (2.4980-2.4975 in.) 0.0381 mm (0.0015 in.) Undersize	Blue - Undersize 0.025 mm (0.001 in.)	Green - Undersize 0.051 mm (0.002 in.)
Red	63.2333-63.2206 mm (2.4895-2.4890 in.) 0.254 mm (0.010 in.) Undersize	Red - Undersize 0.254 mm (0.010 in.)	Red - Undersize 0.254 mm (0.010 in.)

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REMOVAL AND INSTALLATION

ENGINE MOUNTS—FRONT

The front mounts support the engine at each side. These insulators are made of resilient rubber.

REMOVAL

(1) Disconnect the negative cable from the battery.
(2) Support the engine.
(3) Raise the vehicle.
(4) Remove the insulator assembly-to-lower front sill bolts (Fig. 22) (Fig. 23).
(5) Raise the engine slightly.
(6) Remove the thru-bolt nut and thru-bolt (Fig. 22) (Fig. 23). Remove the insulator.

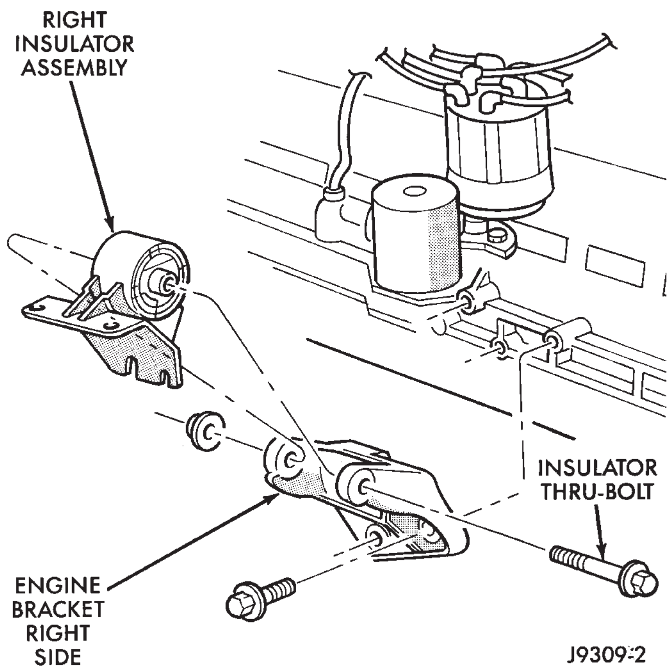


Fig. 22 Front Engine Mount—Right Side

(7) If required, remove the engine bracket from the block (Fig. 22) (Fig. 23).

INSTALLATION

(1) If removed, install the engine bracket to the block (Fig. 22) (Fig. 23). Tighten the bolts to 61 N·m (45 ft. lbs.) torque.
(2) Install the insulator assembly to the lower front sill. Tighten the bolts to 65 N·m (48 ft. lbs.) torque.
(3) With the engine insulator assembly and engine bracket in position, install the thru-bolt and nut (Fig. 22) (Fig. 23). Tighten the thru- bolt nut to 121 N·m (89 ft. lbs.) torque.
(4) Lower the vehicle.
(5) Remove the engine support.
(6) Connect the negative cable to the battery.

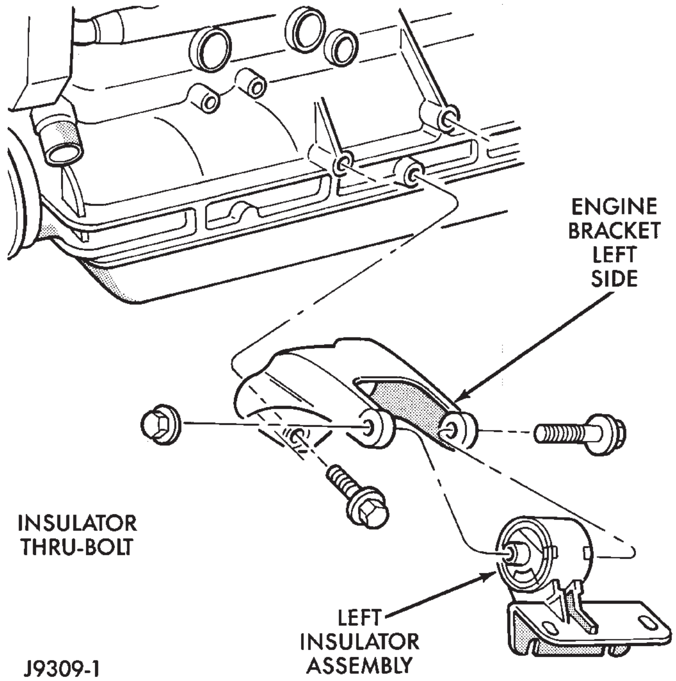


Fig. 23 Front Engine Mount—Left Side

ENGINE MOUNT—REAR

A resilient rubber cushion bracket assembly supports the transmission at the rear. This bracket is attached to the crossmember (Fig. 24).

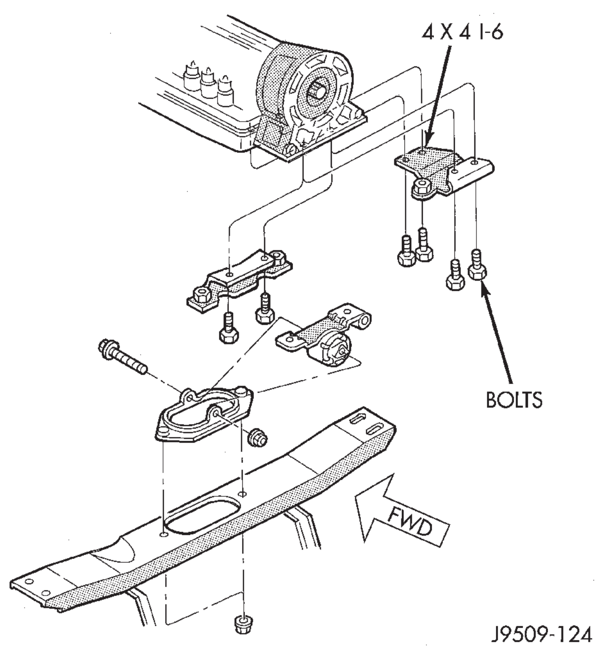


Fig. 24 Engine Mount—Rear

REMOVAL

(1) Disconnect the negative cable from the battery.
(2) Raise the vehicle and support the transmission.
(3) Remove the nuts holding the clevis bracket to the crossmember (Fig. 24).

REMOVAL AND INSTALLATION (Continued)

(4) Raise the transmission SLIGHTLY.

(5) Remove the thru-bolt and nut (Fig. 24). Remove the rear mount bracket clevis.

(6) Remove the bolts holding the rear mount bracket to the transmission (Fig. 24). Remove the bracket from the exhaust pipe hanger. Remove the bracket.

INSTALLATION

(1) Position the rear mount bracket onto the exhaust hanger. Position the rear mount bracket assembly onto the transmission and install the bolts (Fig. 24). Tighten the bolts to the proper torque:

• MANUAL TRANSMISSION—Tighten to 46 N·m (34 ft. lbs.) torque.

• AUTOMATIC TRANSMISSION—Tighten to 75 N·m (55 ft. lbs.) torque.

(2) Install the thru-bolt into the rear mount bracket and clevis (Fig. 24). Finger tighten the nut at this time.

(3) Lower the transmission until the clevis bracket studs are in position on the crossmember (Fig. 24). Install the clevis bracket stud nuts. Tighten the nuts to 41 N·m (30 ft. lbs) torque.

(4) Tighten the thru-bolt nut to 121 N·m (89 ft. lbs.) torque.

(5) Remove the transmission support.

(6) Lower the vehicle.

(7) Connect the negative cable to the battery.

ENGINE ASSEMBLY

REMOVAL

(1) Disconnect the battery cables. Remove the battery.

(2) Mark the hinge locations on the hood panel for alignment reference during installation. Remove the engine compartment lamp. Remove the hood.

(3) Remove the radiator drain cock and radiator cap to drain the coolant. DO NOT waste usable coolant. If the solution is clean, drain the coolant into a clean container for reuse.

(4) Remove the upper radiator hose and coolant recovery hose (Fig. 25).

(5) Remove the lower radiator hose.

(6) Remove upper radiator support retaining bolts and remove radiator support.

(7) Remove the fan assembly from the water pump.

(8) Remove the fan shroud (Fig. 25).

(9) Disconnect the transmission fluid cooler tubing (automatic transmission).

(10) **Vehicles with Air Conditioning:**

(a) Discharge the A/C system (refer to Group 24, Heating and Air Conditioning).

(b) Remove the service valves and cap the compressor ports.

(11) Remove the radiator or radiator/condenser (if equipped with A/C).

(12) Disconnect the heater hoses at the engine thermostat housing and water pump (Fig. 25).

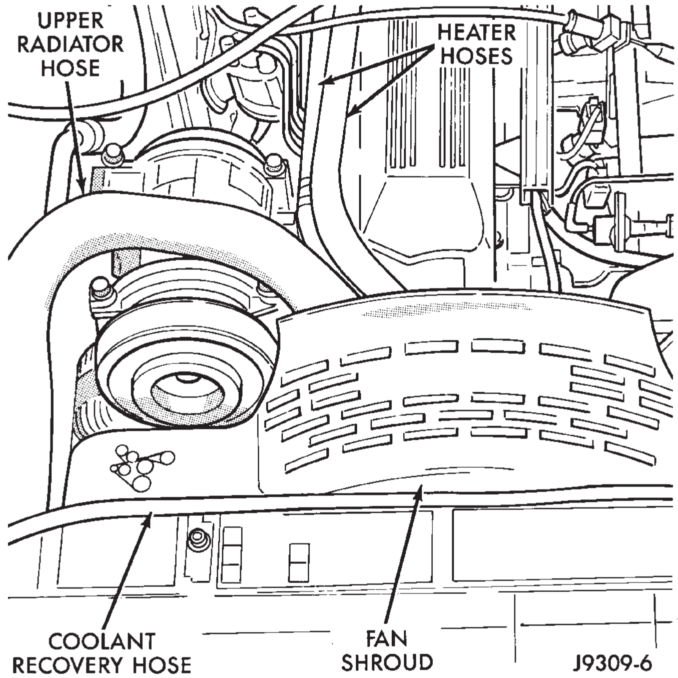


Fig. 25 Upper Radiator Hose, Coolant Recovery Hose, Fan Shroud & Heater hoses

(13) Disconnect the throttle linkages (Fig. 26).

(14) Disconnect the vehicle speed control cable (if equipped) (Fig. 26).

(15) Disconnect the line pressure cable (if equipped with automatic transmission).

(16) Disconnect injection system wire harness connector at each injector. Mark the wires for proper installation.

(17) Disconnect the distributor electrical connection and the oil pressure switch connector.

(18) Disconnect the quick-connect fuel lines at the fuel rail and return line by squeezing the two retaining tabs against the fuel tube (Fig. 26). Pull the fuel tube and retainer from the quick-connect fitting (refer to Group 14, Fuel System for the proper procedure).

(19) Remove the fuel line bracket from the intake manifold.

(20) Remove the air cleaner assembly (Fig. 27).

(21) Remove the power brake vacuum check valve from the booster, if equipped.

(22) **Vehicles with Power Steering (Fig. 27):**

(a) Disconnect the hoses from the fittings at the steering gear.

(b) Drain the pump reservoir.

REMOVAL AND INSTALLATION (Continued)

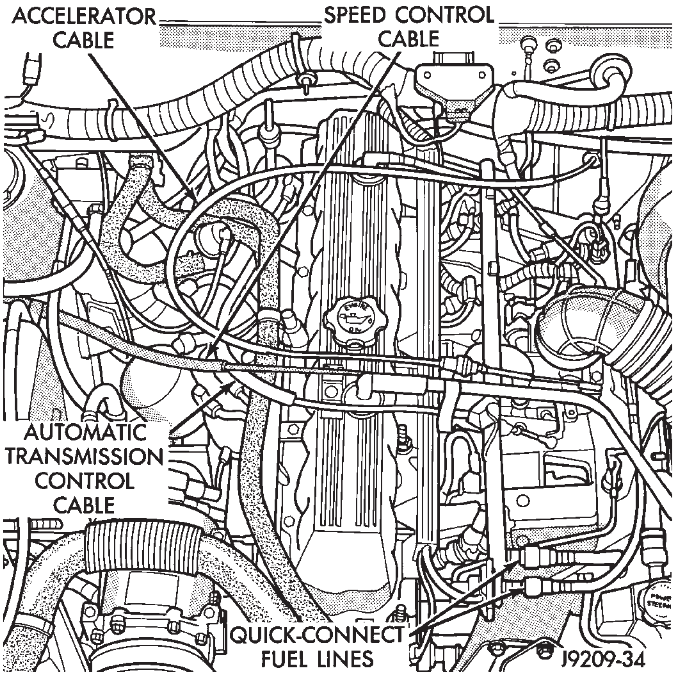


Fig. 26 Accelerator Cable, Vehicle Speed Control Cable, Automatic Transmission Control Cable & Quick-Connect Fuel Lines

(c) Cap the fittings on the hoses and steering gear to prevent foreign objects from entering the system.

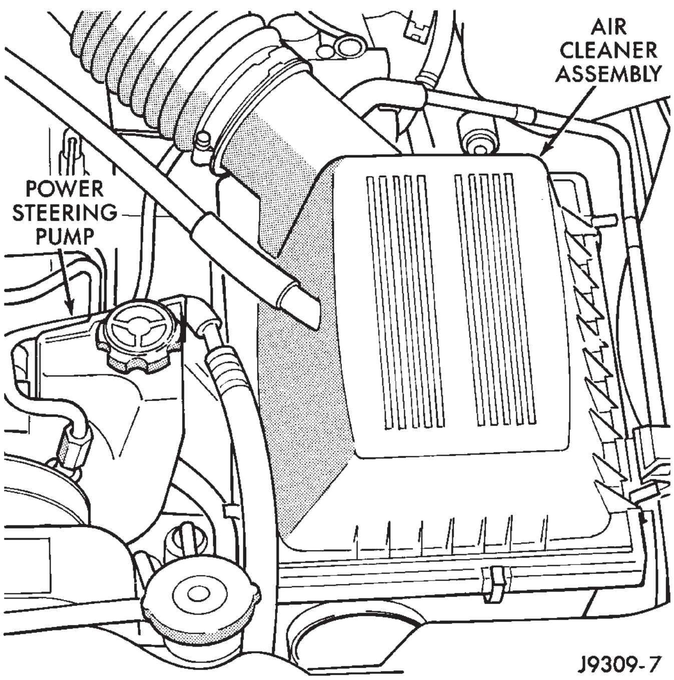


Fig. 27 Air Cleaner Assembly & Power Steering Pump

(23) Identify, tag and disconnect all necessary wire connectors and vacuum hoses.
(24) Raise and support the vehicle.
(25) Disconnect the wires from the engine starter motor solenoid.
(26) Remove the engine starter motor.
(27) Disconnect the oxygen sensor from the exhaust pipe.
(28) Disconnect the exhaust pipe from the manifold.
(29) Disconnect the vehicle speed sensor wire connection.
(30) Remove the exhaust pipe support.
(31) Remove the engine flywheel/converter housing access cover.
(32) **Vehicles with Automatic Transmission:**
(a) Mark the converter and drive plate location.
(b) Remove the converter-to-drive plate bolts.
(33) Remove the upper engine flywheel/converter housing bolts and loosen the bottom bolts.
(34) Remove the engine mount cushion-to-engine compartment bracket bolts.
(35) Lower the vehicle.
(36) Attach a lifting device to the engine.
(37) Raise the engine off the front supports.
(38) Place a support or floor jack under the converter (or engine flywheel) housing.
(39) Remove the remaining converter (or engine flywheel) housing bolts.
(40) Lift the engine out of the engine compartment.

INSTALLATION

CAUTION: When installing the engine into a vehicle equipped with an automatic transmission, be careful not to damage the trigger wheel on the engine flywheel.

(1) Attach a lifting device to the engine and lower the engine into the engine compartment. For easier installation, it may be necessary to remove the engine mount bracket as an aid in alignment of the engine to the transmission.
(2) **Vehicles with Manual Transmission:**
(a) Insert the transmission shaft into the clutch spline.
(b) Align the engine flywheel housing with the engine.
(c) Install and tighten the engine flywheel housing lower bolts finger tight.
(3) **Vehicles with Automatic Transmission:**
(a) Align the transmission torque converter housing with the engine.
(b) Loosely install the converter housing lower bolts and install the next higher bolt and nut on each side.
(c) Tighten all 4 bolts finger tight.
(4) Install the engine mount brackets (if removed).

REMOVAL AND INSTALLATION (Continued)

(5) Lower the engine and engine mount brackets onto the engine compartment cushions. Install the bolts and finger tighten the nuts.

(6) Remove the engine lifting device.

(7) Raise and support the vehicle.

(8) Install the remaining engine flywheel/converter housing bolts. Tighten all bolts to 38 N·m (28 ft. lbs.) torque.

(9) **Vehicles with Automatic Transmission:**

(a) Install the converter-to-drive plate bolts.

(b) Ensure the installation reference marks are aligned.

(10) Install the engine flywheel/converter housing access cover.

(11) Install the exhaust pipe support and tighten the screw.

(12) Tighten the engine mount-to-bracket bolts.

(13) Connect the vehicle speed sensor wire connections and tighten the screws.

(14) Connect the exhaust pipe to the manifold.

(15) Install the engine starter motor and connect the cable.

(16) Connect the wires to the engine starter motor solenoid.

(17) Lower the vehicle.

(18) Connect all the vacuum hoses and wire connectors identified during engine removal.

(19) **Vehicles equipped with Power Steering:**

(a) Remove the protective caps

(b) Connect the hoses to the fittings at the steering gear. Tighten the nut to 52 N·m (38 ft. lbs.) torque.

(c) Fill the pump reservoir with fluid.

(20) Install the power brake vacuum check valve from the booster, if equipped.

(21) Connect the fuel inlet and return hoses at the fuel rail. Verify that the quick-connect fitting assembly fits securely over the fuel lines by giving the fuel lines a firm tug.

(22) Install the fuel line bracket to the intake manifold.

(23) Connect the distributor electrical connector and oil pressure switch connector.

(24) Connect the injection system wires to the injectors.

(25) Connect the line pressure cable (if equipped with automatic transmission).

(26) Connect the vehicle speed control cable, if equipped.

(27) Connect the throttle cable linkages.

(28) Connect the heater hoses at the engine thermostat housing and water pump.

(29) Install the fan assembly to the water pump.

(30) Place the fan shroud in position over the fan.

(31) Install the radiator or radiator/condenser (if equipped with A/C).

(32) Connect the service valves to the A/C compressor ports, if equipped with A/C.

(33) Charge the air conditioner system (refer to Group 24, Heating and Air Conditioning).

(34) Connect the radiator hoses and automatic transmission fluid cooler pipes, if equipped.

(35) Install the fan shroud to the radiator or radiator/condenser (if equipped with A/C).

(36) Install upper radiator support.

(37) Connect the upper radiator hose and tighten the clamp.

(38) Connect the lower radiator hose and tighten the clamp.

(39) Fill the cooling system with reusable coolant or new coolant (refer to Group 7, Cooling System).

(40) Align the hood to the scribe marks. Install the hood.

(41) Connect the vacuum harness connector.

(a) Firmly push the connectors together ensuring that the retaining tabs are engaged.

(b) Insert the vacuum connector assembly into the retaining bracket on the intake manifold.

(42) Install the air cleaner assembly.

(43) Install the battery and connect the battery cable.

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN A DIRECT LINE WITH THE FAN. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR FAN. DO NOT WEAR LOOSE CLOTHING.

(44) Start the engine, inspect for leaks and correct the fluid levels, as necessary.

ENGINE CYLINDER HEAD COVER

The cylinder head cover is isolated from the cylinder head via grommets and a molded rubber gasket. The grommet and limiter are retained in the cylinder head cover.

There are two cylinder head bolts that have a pin to locate the cylinder head cover, they are located at position 8 and 9 (Fig. 29)

REMOVAL

(1) Disconnect negative cable from battery.

(2) Disconnect the Crankcase Ventilation (CCV) vacuum hose from engine cylinder head cover (Fig. 28).

(3) Disconnect the fresh air inlet hose from the engine cylinder head cover (Fig. 28).

(4) Remove the engine cylinder head cover mounting bolts.

(5) Remove the engine cylinder head cover.

REMOVAL AND INSTALLATION (Continued)

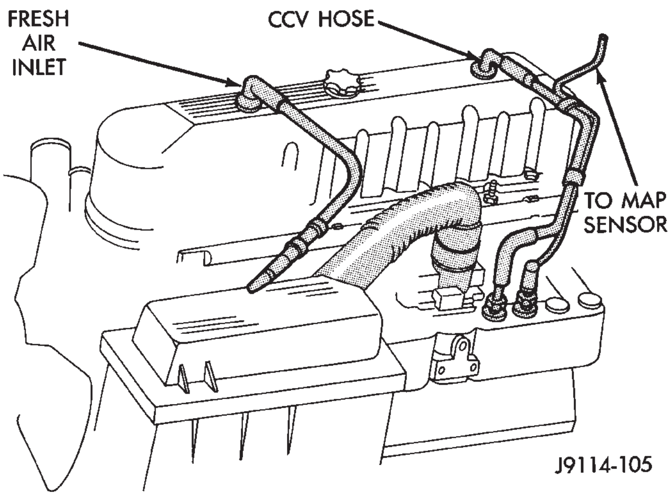


Fig. 28 Engine Cylinder Head Cover

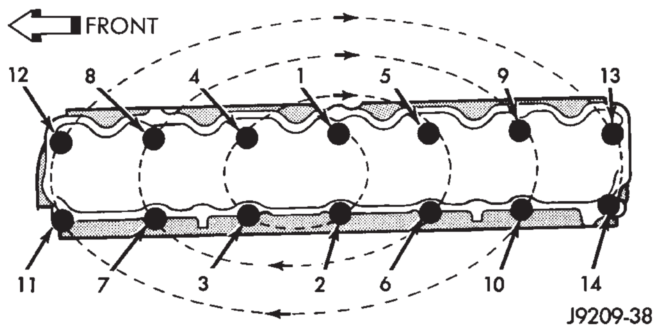


Fig. 29 Cylinder Head Cover Locater Pins at #8 & #9

INSTALLATION

(1) If a replacement cover is installed, transfer the CCV valve grommet and oil filler cap from the original cover to the replacement cover.

(2) Install engine cylinder head cover. Tighten the mounting bolts to 13 N·m (115 in. lbs.) torque.

(3) Connect the CCV hoses (Fig. 28).

(4) Connect negative cable to battery.

ROCKER ARMS AND PUSH RODS

This procedure can be done with the engine in or out of the vehicle.

REMOVAL

(1) Remove the engine cylinder head cover.

(2) Remove the capscrews at each bridge and pivot assembly (Fig. 30). Alternately loosen the capscrews one turn at a time to avoid damaging the bridges.

(3) Check for rocker arm bridges which are causing misalignment of the rocker arm to valve tip area.

(4) Remove the bridges, pivots and corresponding pairs of rocker arms (Fig. 30). Place them on a bench in the same order as removed.

(5) Remove the push rods and place them on a bench in the same order as removed.

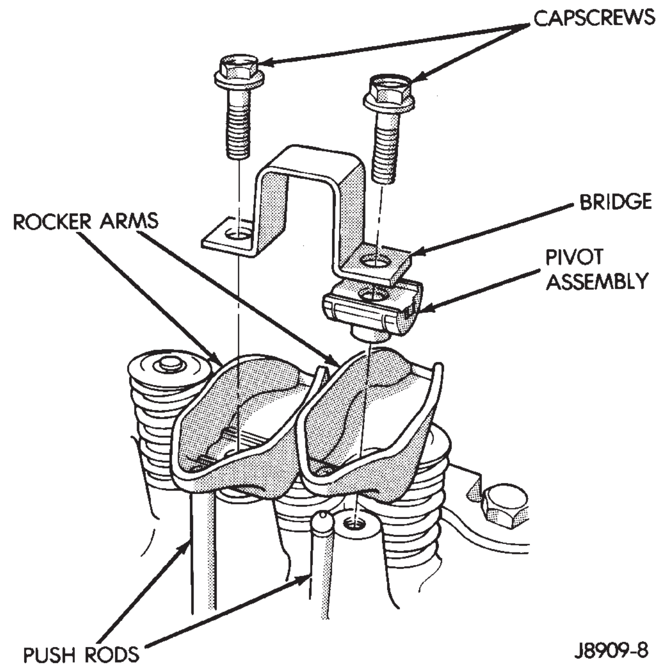


Fig. 30 Rocker Arm Assembly

INSTALLATION

(1) Lubricate the ball ends of the push rods with Mopar Engine Oil Supplement, or equivalent and install push rods in their original locations. Ensure that the bottom end of each push rod is centered in the tappet plunger cap seat.

(2) Using Mopar Engine Oil Supplement, or equivalent, lubricate the area of the rocker arm that the pivot contacts. Install rocker arms, pivots and bridge above each cylinder in their originally position.

(3) Loosely install the capscrews through each bridge.

(4) At each bridge, tighten the capscrews alternately, one turn at a time, to avoid damaging the bridge. Tighten the capscrews to 28 N·m (21 ft. lbs.) torque.

(5) Install the engine cylinder head cover.

VALVE STEM SEAL AND SPRING

This procedure can be done with the engine cylinder head installed on the block.

REMOVAL

Inspect the valve stems, especially the grooves. An Arkansas smooth stone should be used to remove nicks and high spots.

Each valve spring is held in place by a retainer and a set of conical valve locks. The locks can be removed only by compressing the valve spring.

(1) Remove the engine cylinder head cover.

(2) Remove capscrews, bridge and pivot assemblies and rocker arms for access to each valve spring to be removed.

REMOVAL AND INSTALLATION (Continued)

(3) Remove push rods. Retain the push rods, bridges, pivots and rocker arms in the same order and position as removed.

(4) Inspect the springs and retainer for cracks and possible signs of weakening.

(5) Remove the spark plug(s) adjacent to the cylinder(s) below the valve springs to be removed.

(6) Connect an air hose to the adapter and apply air pressure slowly. Maintain at least 621 kPa (90 psi) of air pressure in the cylinder to hold the valves against their seats. For vehicles equipped with an air conditioner, use a flexible air adaptor when servicing the No.1 cylinder.

(7) Tap the retainer or tip with a rawhide hammer to loosen the lock from the retainer. Use Valve Spring Compressor Tool MD-998772A to compress the spring and remove the locks (Fig. 31).

(8) Remove valve spring and retainer (Fig. 31).

(9) Remove valve stem oil seals (Fig. 31). Note the valve seals are different for intake and exhaust valves. The top of each seal is marked either INT (Intake) or EXH (Exhaust). DO NOT mix the seals.

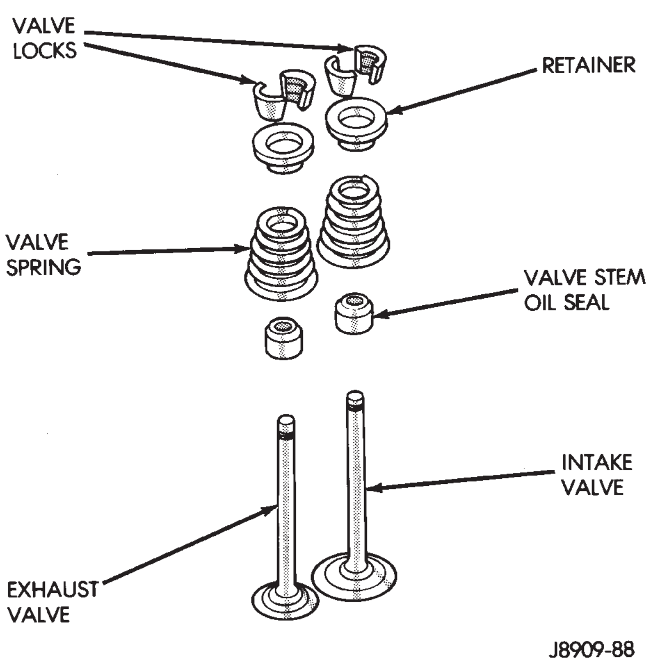


Fig. 31 Valve and Valve Components

INSTALLATION

CAUTION: Install oil seals carefully to prevent damage from the sharp edges of the valve spring lock grove.

(1) Lightly push the valve seal over the valve stem and valve guide boss. Be sure the seal is completely seated on the valve guide boss.

(2) Install valve spring and retainer.

(3) Compress the valve spring with Valve Spring Compressor Tool MD-998772A and insert the valve locks. Release the spring tension and remove the tool. Tap the spring from side-to-side to ensure that the spring is seated properly on the engine cylinder head.

(4) Disconnect the air hose. Remove the adaptor from the spark plug hole and install the spark plug.

(5) Repeat the procedures for each remaining valve spring to be removed.

(6) Install the push rods. Ensure the bottom end of each rod is centered in the plunger cap seat of the hydraulic valve tappet.

(7) Install the rocker arms, pivots and bridge at their original location.

(8) Tighten the bridge capscrews alternately, one at a time, to avoid damaging the bridge. Tighten the capscrews to 28 N·m (21 ft. lbs.) torque.

(9) Install the engine cylinder head cover.

ENGINE CYLINDER HEAD

This procedure can be done with the engine in or out of the vehicle.

REMOVAL

(1) Disconnect negative cable from battery.

WARNING: DO NOT REMOVE THE CYLINDER BLOCK DRAIN PLUGS OR LOOSEN THE RADIATOR DRAIN COCK WITH THE SYSTEM HOT AND PRESSURIZED BECAUSE SERIOUS BURNS FROM THE COOLANT CAN OCCUR.

(2) Drain the coolant and disconnect the hoses at the engine thermostat housing. DO NOT waste reusable coolant. If the solution is clean and is being drained only to service the engine or cooling system, drain the coolant into a clean container for reuse.

(3) Remove the air cleaner assembly.

(4) Remove the engine cylinder head cover.

(5) Remove the capscrews, bridge and pivot assemblies and rocker arms.

(6) Remove the push rods. **Retain the push rods, bridges, pivots and rocker arms in the same order as removed.**

(7) Loosen the serpentine drive belt at the power steering pump, if equipped or at the idler pulley (refer to Group 7, Cooling System for the proper procedure).

(8) If equipped with air conditioning, perform the following:

(a) Remove the bolts from the A/C compressor mounting bracket and set the compressor aside.

(b) Remove the air conditioner compressor bracket bolts from the engine cylinder head.

(c) Loosen the through bolt at the bottom of the bracket.

REMOVAL AND INSTALLATION (Continued)

(9) If equipped, disconnect the power steering pump bracket. Set the pump and bracket aside. DO NOT disconnect the hoses.

(10) Perform the Fuel System Pressure Release procedure (refer to Group 14, Fuel System).

(11) Remove the fuel lines and vacuum advance hose.

(12) Remove the intake and engine exhaust manifolds from the engine cylinder head (refer to Group 11, Exhaust System and Intake Manifold for the proper procedures).

(13) Disconnect the ignition wires and remove the spark plugs.

(14) Disconnect the temperature sending unit wire connector.

(15) Remove the ignition coil and bracket assembly.

(16) Remove the engine cylinder head bolts. Bolt No.14 cannot be removed until the head is moved forward (Fig. 32). Pull bolt No.14 out as far as it will go and then suspend the bolt in this position (tape around the bolt).

(17) Remove the engine cylinder head and gasket (Fig. 32).

(18) If this was the first time the bolts were removed, put a paint dab on the top of the bolt. If the bolts have a paint dab on the top of the bolt or it isn't known if they were used before, discard the bolts.

(19) Stuff clean lint free shop towels into the cylinder bores.

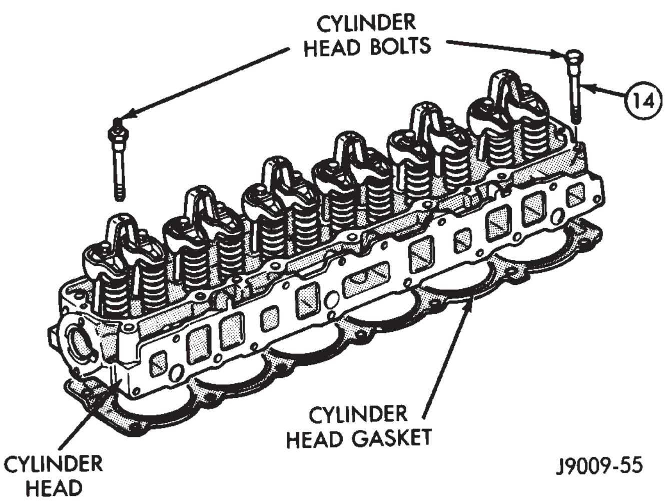


Fig. 32 Engine Cylinder Head Assembly

INSTALLATION

The engine cylinder head gasket is a composition gasket. The gasket is to be installed DRY. **DO NOT use a gasket sealing compound on the gasket.**

If the engine cylinder head is to be replaced and the original valves used, measure the valve stem diameter. Only standard size valves can be used with a service replacement engine cylinder head unless the replacement head valve stem guide bores are reamed to accommodate oversize valve stems. Remove all carbon buildup and reface the valves.

(1) Remove the shop towels from the cylinder bores. Coat the bores with clean engine oil.

(2) Position the engine cylinder head gasket (with the numbers facing up) onto the cylinder block.

CAUTION: Engine cylinder head bolts should be reused only once. Replace the head bolts if they were used before or if they have a paint dab on the top of the bolt.

(3) With bolt No.14 held in place (tape around bolt), install the engine cylinder head. Remove the tape from bolt No.14.

(4) Coat the threads of stud bolt No.11 with Loctite 592 sealant, or equivalent.

(5) Tighten the engine cylinder head bolts in sequence according to the following procedure (Fig. 33).

CAUTION: During the final tightening sequence, bolt No.11 will be tightened to a lower torque than the rest of the bolts. DO NOT overtighten bolt No.11.

(a) Tighten all bolts in sequence (1 through 14) to 30 N·m (22 ft. lbs.) torque.

(b) Tighten all bolts in sequence (1 through 14) to 61 N·m (45 ft. lbs.) torque.

(c) Check all bolts to verify they are set to 61 N·m (45 ft. lbs.) torque.

(d) Tighten bolts (in sequence):

- Bolts 1 through 10 to 149 N·m (110 ft. lbs.) torque.
- Bolt 11 to 13 N·m (100 ft. lbs.) torque.
- Bolts 12 through 14 to 149 N·m (110 ft. lbs.) torque.

(e) Check all bolts in sequence to verify the correct torque.

(f) If not already done, clean and mark each bolt with a dab of paint after tightening. Should you encounter bolts which were painted in an earlier service operation, replace them.

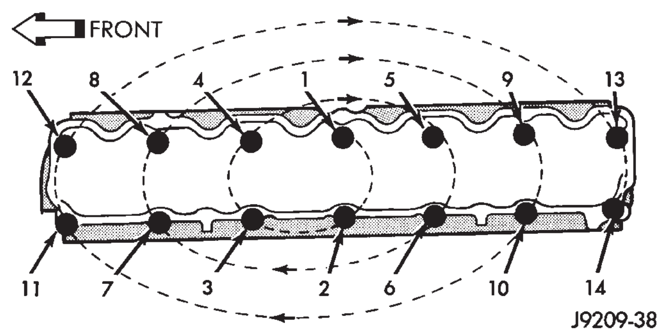


Fig. 33 Engine Cylinder Head Bolt Tightening Sequence

REMOVAL AND INSTALLATION (Continued)

(6) Install the ignition coil and bracket assembly.

(7) Connect the temperature sending unit wire connector.

(8) Install the spark plugs and tighten to 37 N·m (27 ft. lbs.) torque. Connect the ignition wires.

(9) Install the intake and engine exhaust manifolds (refer to Group 11, Exhaust System and Intake Manifold for the proper procedures).

(10) Install the fuel lines and the vacuum advance hose.

(11) If equipped, attach the power steering pump and bracket.

(12) Install the push rods, rocker arms, pivots and bridges in the order they were removed (refer to Rocker Arms and Push Rods in this section).

(13) Install the engine cylinder head cover.

(14) Attach the air conditioner compressor mounting bracket to the engine cylinder head and block. Tighten the bolts to 40 N·m (30 ft. lbs.) torque.

(15) Attach the air conditioning compressor to the bracket. Tighten the bolts to 27 N·m (20 ft. lbs.) torque.

CAUTION: The serpentine drive belt must be routed correctly. Incorrect routing can cause the water pump to turn in the opposite direction causing the engine to overheat.

(16) Install the serpentine drive belt and correctly tension the belt (refer to Group 7, Cooling System for the proper procedure).

(17) Install the air cleaner and ducting.

(18) Install the engine cylinder head cover.

(19) Connect the hoses to the engine thermostat housing and fill the cooling system to the specified level (refer to Group 7, Cooling Systems for the proper procedure).

(20) The automatic transmission throttle linkage and cable must be adjusted after completing the engine cylinder head installation (refer to Group 21, Transmissions for the proper procedures).

(21) Install the temperature sending unit and connect the wire connector.

(22) Connect the fuel line.

(23) Connect negative cable to battery.

(24) Connect the upper radiator hose and heater hose at the engine thermostat housing.

(25) Fill the cooling system. Check for leaks.

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN DIRECT LINE WITH THE FAN. DO NOT PUT HANDS NEAR THE PULLEYS, BELTS OR FAN. DO NOT WEAR LOOSE CLOTHING.

(26) Operate the engine with the radiator cap off. Inspect for leaks and continue operating the engine until the engine thermostat opens. Add coolant, if required.

VALVES AND VALVE SPRINGS

This procedure is done with the engine cylinder head removed from the block.

REMOVAL

(1) Remove the engine cylinder head from the cylinder block.

(2) Use Valve Spring Compressor Tool MD-998772A and compress each valve spring.

(3) Remove the valve locks, retainers, springs and valve stem oil seals. Discard the oil seals.

(4) Use a smooth stone or a jewelers file to remove any burrs on the top of the valve stem, especially around the groove for the locks.

(5) Remove the valves, and place them in a rack in the same order as removed.

INSTALLATION

(1) Thoroughly clean the valve stems and the valve guide bores.

(2) Lightly lubricate the stem.

(3) Install the valve in the original valve guide bore.

(4) Install the replacement valve stem oil seals on the valve stems. If the 0.381 mm (0.015 inch) oversize valve stems are used, oversize oil seals are required.

(5) Position the valve spring and retainer on the engine cylinder head and compress the valve spring with Valve Spring Compressor Tool MD-998772A.

(6) Install the valve locks and release the tool.

(7) Tap the valve spring from side to side with a hammer to ensure that the spring is properly seated at the engine cylinder head. Also tap the top of the retainer to seat the valve locks.

(8) Install the engine cylinder head.

HYDRAULIC TAPPETS

Retain all the components in the same order as removed.

REMOVAL

(1) Remove the engine cylinder head cover.

(2) Remove the bridge and pivot assemblies and rocker arms by removing the capscrews at each bridge. Alternately loosen each capscrew, one turn at a time, to avoid damaging the bridges.

(3) Remove the push rods.

REMOVAL AND INSTALLATION (Continued)

(4) Remove the tappets through the push rod openings in the cylinder block with a Hydraulic Valve Tappet Removal/Installation Tool (Fig. 34).

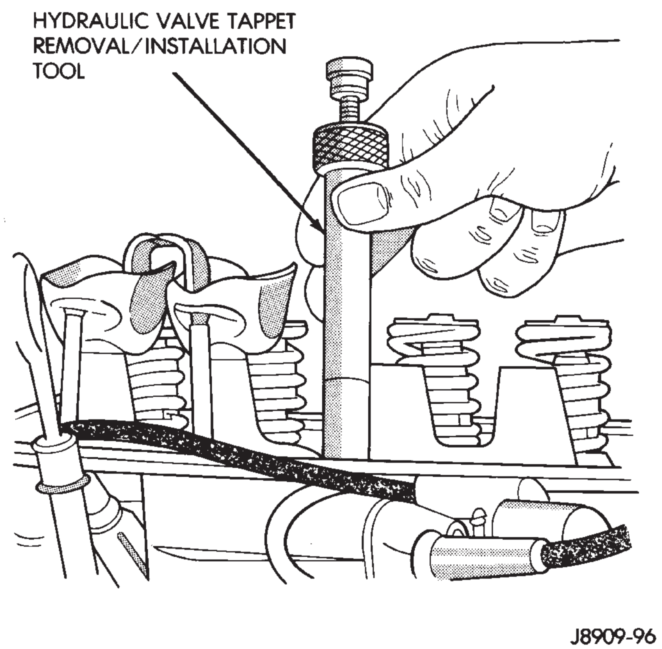


Fig. 34 Hydraulic Valve Tappet Removal—Installation Tool

INSTALLATION

It is not necessary to charge the tappets with engine oil. They will charge themselves within a very short period of engine operation.

(1) Dip each tappet in Mopar Engine Oil Supplement, or equivalent.

(2) Use Hydraulic Valve Tappet Removal/Installation Tool to install each tappet in the same bore from where it was originally removed.

(3) Install the push rods in their original locations.

(4) Install the rocker arms and bridge and pivot assemblies at their original locations. Loosely install the capscrews at each bridge.

(5) Tighten the capscrews alternately, one turn at a time, to avoid damaging the bridges. Tighten the capscrews to 28 N·m (21 ft. lbs.) torque.

(6) Pour the remaining Mopar Engine Oil Supplement, or equivalent over the entire valve actuating assembly. The Mopar Engine Oil Supplement, or equivalent must remain with the engine oil for at least 1 609 km (1,000 miles). The oil supplement need not be drained until the next scheduled oil change.

(7) Install the engine cylinder head cover.

VIBRATION DAMPER

REMOVAL

(1) Disconnect negative cable from battery.

(2) Remove the serpentine drive belt and fan shroud.

(3) Remove the vibration damper retaining bolt and washer.

(4) Use Vibration Damper Removal Tool 7697 to remove the damper from the crankshaft (Fig. 35).

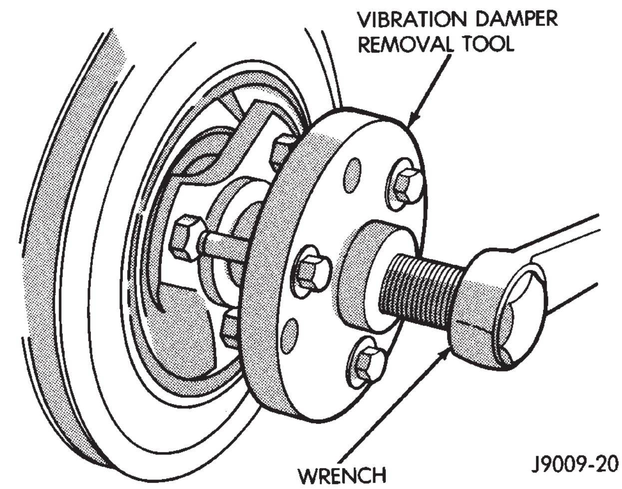


Fig. 35 Vibration Damper Removal Tool 7697

INSTALLATION

(1) Apply Mopar Silicone Rubber Adhesive Sealant to the keyway in the crankshaft and insert the key. With the key in position, align the keyway on the vibration damper hub with the crankshaft key and tap the damper onto the crankshaft.

(2) Install the vibration damper retaining bolt and washer.

(3) Tighten the damper retaining bolt to 108 N·m (80 ft. lbs.) torque.

(4) Install the serpentine drive belt and tighten to the specified tension (refer to Group 7, Cooling Systems for the proper specifications and procedures).

(5) Connect negative cable to battery.

TIMING CASE COVER

REMOVAL

(1) Disconnect negative cable from battery.

(2) Remove the vibration damper.

(3) Remove the fan and hub assembly and remove the fan shroud.

(4) Remove the accessory drive brackets that are attached to the timing case cover.

(5) Remove the A/C compressor (if equipped) and generator bracket assembly from the engine cylinder head and move to one side.

(6) Remove the oil pan-to-timing case cover bolts and timing case cover-to-cylinder block bolts.

(7) Remove the timing case cover and gasket from the engine. Make sure the tension spring and thrust pin do not fall out of the preload bolt.

REMOVAL AND INSTALLATION (Continued)

(8) Pry the crankshaft oil seal from the front of the timing case cover (Fig. 36).

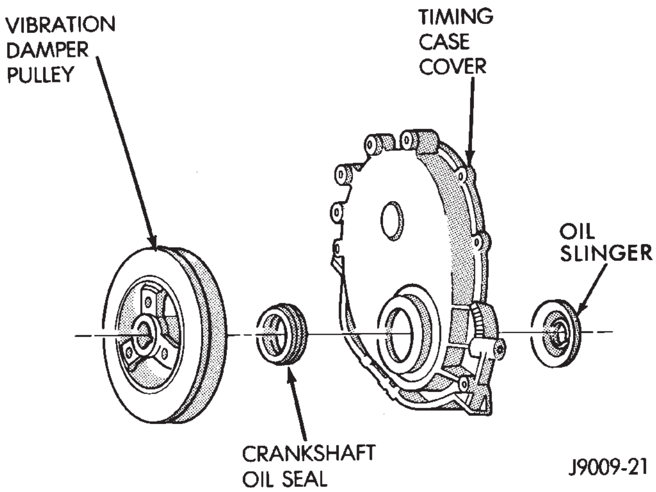


Fig. 36 Timing Case Cover Components

INSTALLATION

Clean the timing case cover, oil pan and cylinder block gasket surfaces.

(1) Install a new crankshaft oil seal in the timing case cover. The open end of the seal should be toward the inside of the cover. Support the cover at the seal area while installing the seal. Force it into position with Seal Installation Tool 6139.

(2) Position the gasket on the cylinder block.

(3) Position the timing case cover on the oil pan gasket and the cylinder block. Make sure the tension spring and thrust pin are in place in the camshaft preload bolt.

(4) Insert Timing Case Cover Alignment and Seal Installation Tool 6139 in the crankshaft opening in the cover (Fig. 37).

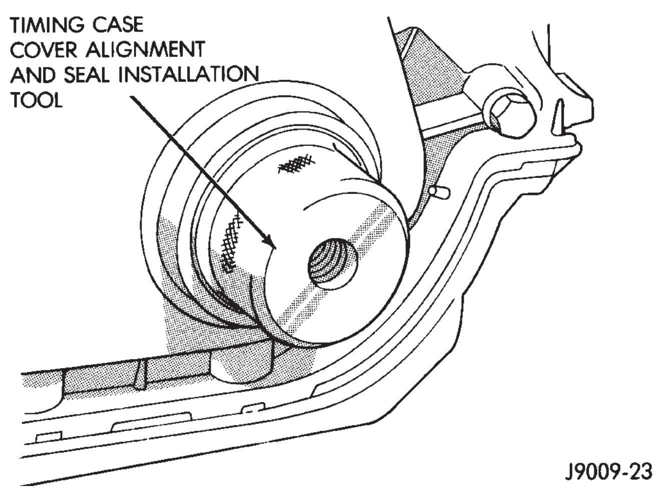


Fig. 37 Timing Case Cover Alignment and Seal Installation Tool 6139

(5) Install the timing case cover-to-cylinder block and the oil pan-to-timing case cover bolts.

(6) Tighten the 1/4 inch cover-to-block bolts to 7 N·m (60 in. lbs.) torque. Tighten the 5/16 inch front cover-to-block bolts to 22 N·m (192 in. lbs.) torque. Tighten the oil pan-to-cover 1/4 inch bolts to 14 N·m (120 in. lbs.) torque. Tighten the oil pan-to-cover 5/16 inch bolts to 18 N·m (156 in. lbs.) torque.

(7) Remove the cover alignment tool.

(8) Apply a light film of engine oil on the vibration damper hub contact surface of the seal.

(9) Apply Mopar Silicone Rubber Adhesive Sealant to the keyway in the crankshaft and insert the key. With the key inserted in the keyway in the crankshaft, install the vibration damper, washer and bolt. Lubricate and tighten the bolt to 108 N·m (80 ft. lbs.) torque.

(10) Install the A/C compressor (if equipped) and generator bracket assembly.

(11) Install the engine fan and hub assembly and shroud.

(12) Install the serpentine drive belt and tighten to obtain the specified tension.

(13) Connect negative cable to battery.

TIMING CHAIN AND SPROCKETS

REMOVAL

(1) Disconnect negative cable from battery.

(2) Remove the fan and shroud.

(3) Remove the serpentine drive belt.

(4) Remove the crankshaft vibration damper.

(5) Remove the timing case cover.

(6) Rotate crankshaft until the "0" timing mark is closest to and on the center line with camshaft sprocket timing mark (Fig. 38).

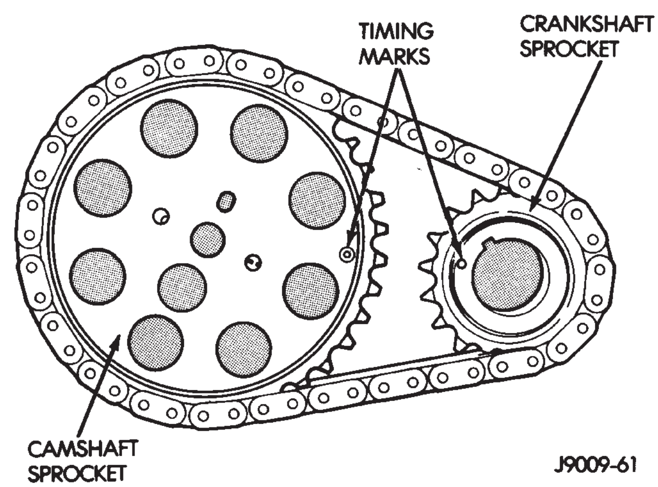


Fig. 38 Crankshaft—Camshaft Alignment—Typical

(7) Remove the oil slinger from the crankshaft.

(8) Remove the tension spring and thrust pin from the preload bolt (Fig. 39). Remove the camshaft sprocket retaining preload bolt and washer.

REMOVAL AND INSTALLATION (Continued)

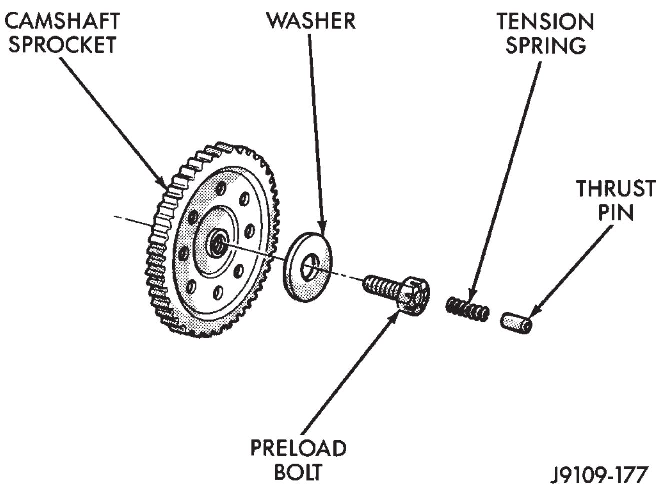


Fig. 39 Camshaft Sprocket Preload Bolt

(9) Remove the crankshaft sprocket, camshaft sprocket and timing chain as an assembly.

(10) Installation of the timing chain with the timing marks on the crankshaft and camshaft sprockets properly aligned ensures correct valve timing. A worn or stretched timing chain will adversely affect valve timing. If the timing chain deflects more than 12.7 mm (1/2 inch) replace it. The correct timing chain has 48 pins. A chain with more than 48 pins will cause excessive slack.

INSTALLATION

Assemble the timing chain, crankshaft sprocket and camshaft sprocket with the timing marks aligned (Fig. 40).

(1) Apply Mopar Silicone Rubber Adhesive Sealant to the keyway in the crankshaft and insert the key. With the key in the keyway on the crankshaft, install the assembly on the crankshaft and camshaft.

(2) Install the camshaft sprocket retaining preload bolt and washer (Fig. 39). Tighten the preload bolt to 108 N·m (80 ft. lbs.) torque.

(3) To verify correct installation of the timing chain, turn the crankshaft to position the camshaft sprocket timing mark as shown in (Fig. 40). Count the number of chain pins between the timing marks of both sprockets. There must be 15 pins.

(4) Install the crankshaft oil slinger.

(5) Replace the oil seal in the timing case cover.

(6) Lubricate the tension spring, thrust pin and pin bore in the preload bolt with Mopar Engine Oil Supplement, or equivalent. Install the spring and thrust pin in the preload bolt head (Fig. 39).

(7) Install the timing case cover and gasket.

(8) With the key installed in the crankshaft keyway, install the vibration damper, washer and bolt. Lubricate and tighten the bolt to 108 N·m (80 ft. lbs.) torque.

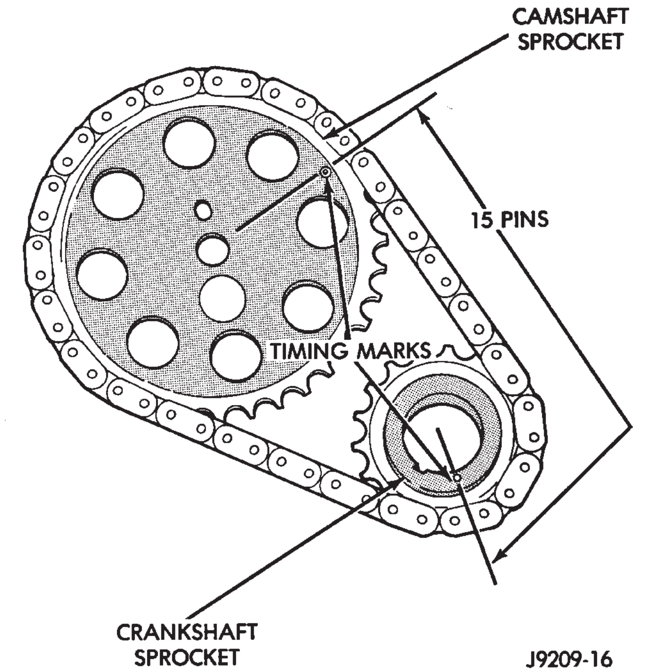


Fig. 40 Verify Sprocket—Chain Installation—Typical

(9) Install the serpentine drive belt and tighten to the specified tension (refer to Group 7, Cooling System for the proper procedure).

(10) Install the fan and hub assembly. Install the shroud.

(11) Connect negative cable to battery.

CAMSHAFT

REMOVAL

WARNING: THE COOLANT IN A RECENTLY OPERATED ENGINE IS HOT AND PRESSURIZED. RELEASE THE PRESSURE BEFORE REMOVING THE DRAIN COCK, CAP AND DRAIN PLUGS.

(1) Disconnect negative cable from battery.

(2) Drain the cooling system. DO NOT waste reusable coolant. If the solution is clean, drain it into a clean container for reuse.

(3) Remove the radiator or radiator and condenser, if equipped with A/C (refer to Group 7, Cooling System for the proper procedure).

(4) Remove the air conditioner condenser and receiver/drier assembly as a charged unit, if equipped (refer to Group 24, Heating and Air Conditioning).

(5) Remove the distributor cap and mark the position of the rotor.

(6) Remove the distributor and ignition wires.

(7) Remove the engine cylinder head cover.

(8) Remove the rocker arms, bridges and pivots.

(9) Remove the push rods.

(10) Remove the engine cylinder head and gasket.

REMOVAL AND INSTALLATION (Continued)

(11) Remove the hydraulic valve tappets from the engine cylinder head.
(12) Remove the vibration damper.
(13) Remove the timing case cover.
(14) Remove the timing chain and sprockets.
(15) Remove the front bumper and/or grille, as required.
(16) Remove the camshaft (Fig. 41).

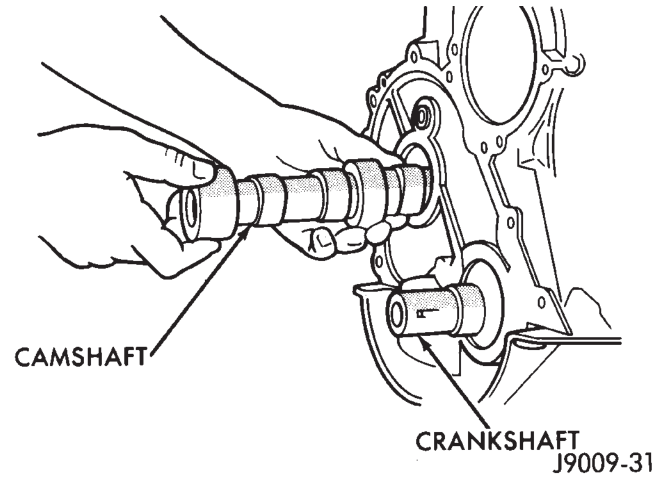


Fig. 41 Camshaft

INSTALLATION

(1) Inspect the cam lobes for wear.
(2) Inspect the bearing journals for uneven wear pattern or finish.
(3) Inspect the bearings for wear.
(4) Inspect the distributor drive gear for wear.
(5) If the camshaft appears to have been rubbing against the timing case cover, examine the oil pressure relief holes in the rear cam journal. The oil pressure relief holes must be free of debris.
(6) Lubricate the camshaft with Mopar Engine Oil Supplement, or equivalent.
(7) Carefully install the camshaft to prevent damage to the camshaft bearings (Fig. 41).
(8) Install the timing chain, crankshaft sprocket and camshaft sprocket with the timing marks aligned.
(9) Install the camshaft sprocket retaining preload bolt. Tighten the bolt to 108 N·m (80 ft. lbs.) torque.
(10) Lubricate the tension spring, the thrust pin and the pin bore in the preload bolt with Mopar Engine Oil Supplement, or equivalent. Install the spring and thrust pin in the preload bolt head.
(11) Install the timing case cover with a replacement oil seal (Fig. 42). Refer to Timing Case Cover Installation.
(12) Install the vibration damper (Fig. 42).
(13) Install the hydraulic valve tappets.
(14) Install the engine cylinder head.
(15) Install the push rods.

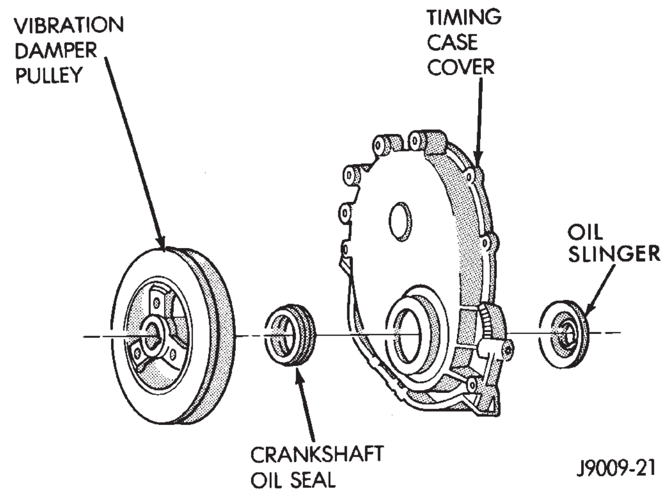


Fig. 42 Timing Case Cover Components

(16) Install the rocker arms and pivot and bridge assemblies. Tighten each of the capscrews for each bridge alternately, one turn at a time, to avoid damaging the bridge.
(17) Install the engine cylinder head cover.
(18) Position the oil pump gear. Refer to Distributor in the Component Removal/Installation section of Group 8D, Ignition Systems.
(19) Install the distributor and ignition wires. Refer to Distributor in the Component Removal/Installation section of Group 8D, Ignition Systems.
(20) Install the serpentine drive belt and tighten to the specified tension (refer to Group 7, Cooling System for the proper procedure).

NOTE: During installation, lubricate the hydraulic valve tappets and all valve components with Mopar Engine Oil Supplement, or equivalent. The Mopar Engine Oil Supplement, or equivalent must remain with the engine oil for at least 1 609 km (1,000 miles). The oil supplement need not be drained until the next scheduled oil change.

(21) Install the A/C condenser and receiver/drier assembly, if equipped (refer to Group 24, Heating and Air Conditioning).

CAUTION: Both service valves must be opened before the air conditioning system is operated.

(22) Install the radiator, connect the hoses and fill the cooling system to the specified level (refer to Group 7, Cooling System for the proper procedure).
(23) Check the ignition timing and adjust as necessary.
(24) Install the grille and bumper, if removed.
(25) Connect negative cable to battery.

REMOVAL AND INSTALLATION (Continued)

CAMSHAFT PIN REPLACEMENT

REMOVAL

WARNING: DO NOT LOOSEN THE RADIATOR DRAIN COCK WITH THE SYSTEM HOT AND PRESSURIZED BECAUSE SERIOUS BURNS FROM COOLANT CAN OCCUR.

(1) Disconnect negative cable from battery.
(2) Drain the radiator. DO NOT waste reusable coolant. Drain the coolant into a clean container.
(3) Remove the fan and shroud.
(4) Disconnect the radiator overflow tube, radiator hoses, automatic transmission fluid cooler pipes (if equipped).
(5) Remove the radiator.
(6) If equipped with air conditioning:

CAUTION: DO NOT loosen or disconnect any air conditioner system fittings. Move the condenser and receiver/drier aside as a complete assembly.

(a) Remove the A/C compressor serpentine drive belt idler pulley.
(b) Disconnect and remove the generator.
(c) Remove the A/C condenser attaching bolts and move the condenser and receiver/drier assembly up and out of the way.

(7) Remove the serpentine drive belt.
(8) Remove the crankshaft vibration damper.
(9) Remove the timing case cover. Clean the gasket material from the cover.
(10) Remove the thrust pin and tension spring from the preload bolt head.
(11) Rotate crankshaft until the crankshaft sprocket timing mark is closest to and on the center line with the camshaft sprocket timing mark (Fig. 43).

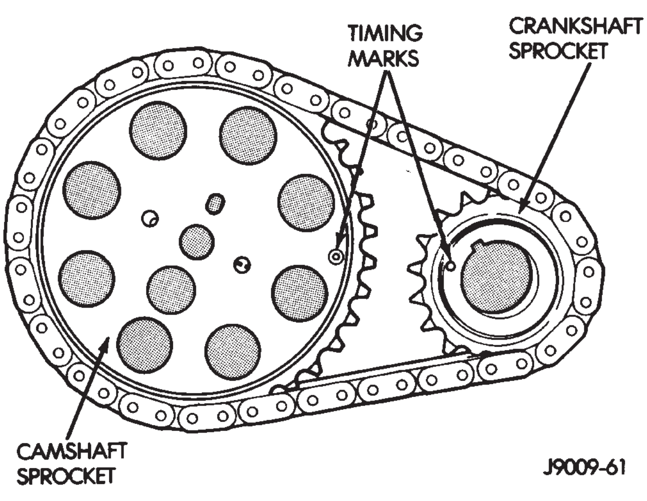


Fig. 43 Timing Chain Alignment—Typical

(12) Remove the camshaft sprocket preload retaining bolt and washer.
(13) Remove the crankshaft oil slinger.
(14) Remove the sprockets and chain as an assembly.

CAUTION: The following procedural step must be accomplished to prevent the camshaft from damaging the rear camshaft plug during pin installation.

(15) Inspect the damaged camshaft pin.
(16) If the pin is a spring-type pin, remove the broken pin by inserting a self-tapping screw into the pin and carefully pulling the pin from the camshaft.
(17) If the pin is a dowel-type pin, center-punch it. Ensure the exact center is located when center-punching the pin.

CAUTION: Cover the opened oil pan area to prevent metal chips from entering the pan.

(18) Drill into the pin center with a 4 mm (5/32 inch) drill bit.
(19) Insert a self-tapping screw into the drilled pin and carefully pull the pin from the camshaft.

CAMSHAFT BEARINGS

The camshaft rotates within four steel-shelled, babbitt-lined bearings that are pressed into the cylinder block and then line reamed. The camshaft bearing bores and bearing diameters are not the same size. They are stepped down in 0.254 mm (0.010 inch) increments from the front bearing (largest) to the rear bearing (smallest). This permits easier removal and installation of the camshaft. The camshaft bearings are pressure lubricated.

NOTE: It is not advisable to attempt to replace camshaft bearings unless special removal and installation tools are available.

Camshaft end play is maintained by the load placed on the camshaft by the sprocket preload bolt tension spring and thrust pin.

INSTALLATION

(1) Clean the camshaft pin hole.
(2) Compress the center of the replacement spring pin with vise grips.
(3) Carefully drive the pin into the camshaft pin hole until it is seated.
(4) Install the camshaft sprocket, crankshaft sprocket and timing chain with the timing marks aligned (Fig. 43).
(5) To verify correct installation of the timing chain, turn the crankshaft to position the camshaft sprocket timing mark as shown in (Fig. 44). Count

REMOVAL AND INSTALLATION (Continued)

the number of chain pins between the timing marks of both sprockets. There must be 15 pins.

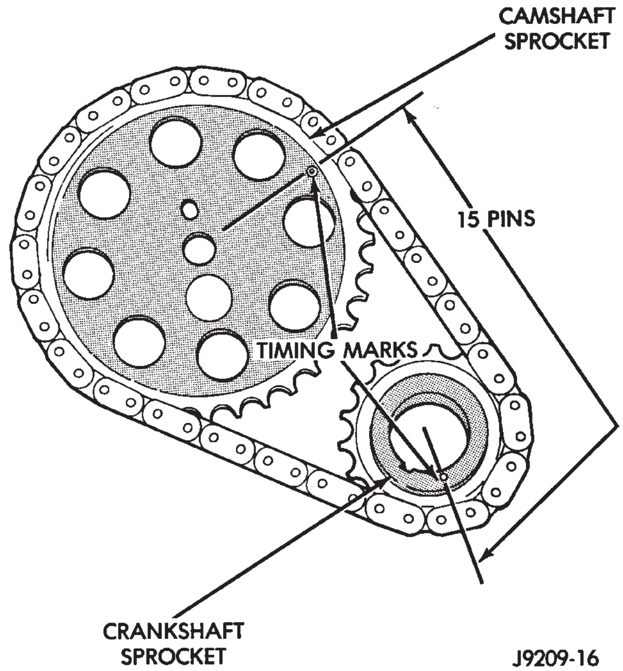


Fig. 44 Verify Crankshaft—Camshaft Installation—Typical

(6) Install the crankshaft oil slinger.

(7) Tighten the camshaft sprocket preload bolt to 108 N·m (80 ft. lbs.) torque.

(8) Check the valve timing.

(9) Lubricate the tension spring, the thrust pin and the pin bore in the preload bolt with Mopar Engine Oil Supplement, or equivalent. Install the spring and thrust pin in the preload bolt head.

(10) Coat both sides of the replacement timing case cover gasket with gasket sealer. Apply a 3 mm (1/8 inch) bead of Mopar Silicone Rubber Adhesive Sealant, or equivalent to the joint formed at the oil pan and cylinder block.

(11) Position the timing case cover on the oil pan gasket and the cylinder block.

(12) Place Timing Case Cover Alignment and Seal Installation Tool 6139 in the crankshaft opening in the cover (Fig. 45).

(13) Install the timing case cover-to-cylinder block bolts. Install the oil pan-to-timing case cover bolts.

(14) Tighten the 1/4 inch cover-to-block bolts to 7 N·m (60 in. lbs.) torque. Tighten the 5/16 inch front cover-to-block bolts to 22 N·m (192 in. lbs.) torque. Tighten the oil pan-to-cover 1/4 inch bolts to 14 N·m (120 in. lbs.) torque. Tighten the oil pan-to-cover 5/16 inch bolts to 18 N·m (156 in. lbs.) torque.

(15) Remove the cover alignment tool and install a replacement oil seal into the cover.

(16) Install the vibration damper on the crankshaft.

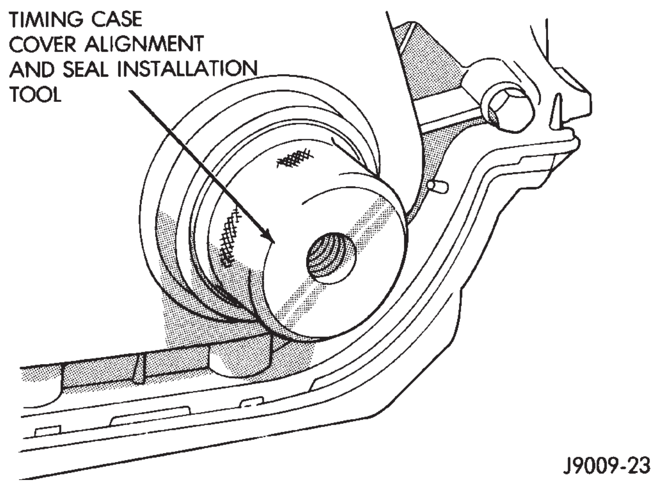


Fig. 45 Timing Case Cover Alignment and Seal Installation Tool 6139

(17) Lubricate and tighten the damper bolt to 108 N·m (80 ft. lbs.) torque.

(18) If equipped with air conditioning:

(a) Install the A/C compressor serpentine drive belt idler pulley.

(b) Install the generator.

(c) Install the A/C condenser and receiver/drier assembly.

(19) Install the serpentine drive belt on the pulleys and tighten (refer to Group 7, Cooling System for the specifications and procedures).

(20) Install the radiator. Connect the radiator hoses and automatic transmission fluid cooler pipes, if equipped. Fill the cooling system.

(21) Install the fan and shroud.

(22) Connect negative cable to battery.

CRANKSHAFT MAIN BEARINGS

REMOVAL

(1) Disconnect negative cable from battery.

(2) Remove the spark plugs.

(3) Raise the vehicle.

(4) Remove the oil pan and oil pump.

(5) Remove only one main bearing cap and lower insert at a time (Fig. 46).

(6) Remove the lower insert from the bearing cap.

(7) Remove the upper insert by LOOSENING (DO NOT REMOVE) all of the other bearing caps. Now insert a small cotter pin tool in the crankshaft journal oil hole. Bend the cotter pin as illustrated to fabricate the tool (Fig. 47). With the cotter pin tool in place, rotate the crankshaft so that the upper bearing insert will rotate in the direction of its locking tab. Because there is no hole in the No.3 main journal, use a tongue depressor or similar soft-faced tool to remove the bearing insert (Fig. 47). After moving

REMOVAL AND INSTALLATION (Continued)

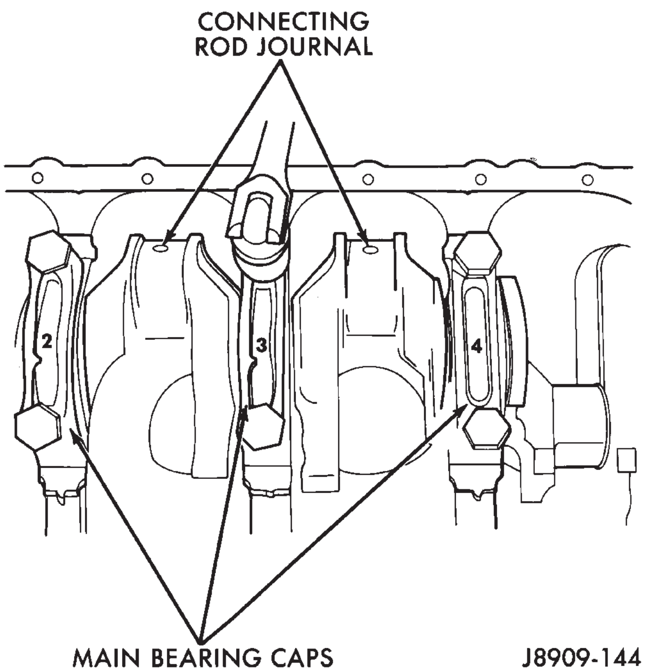


Fig. 46 Removing Main Bearing Caps and Lower Inserts

the insert approximately 25 mm (1 inch), it can be removed by applying pressure under the tab.

(8) Using the same procedure described above, remove the remaining bearing inserts one at a time for inspection.

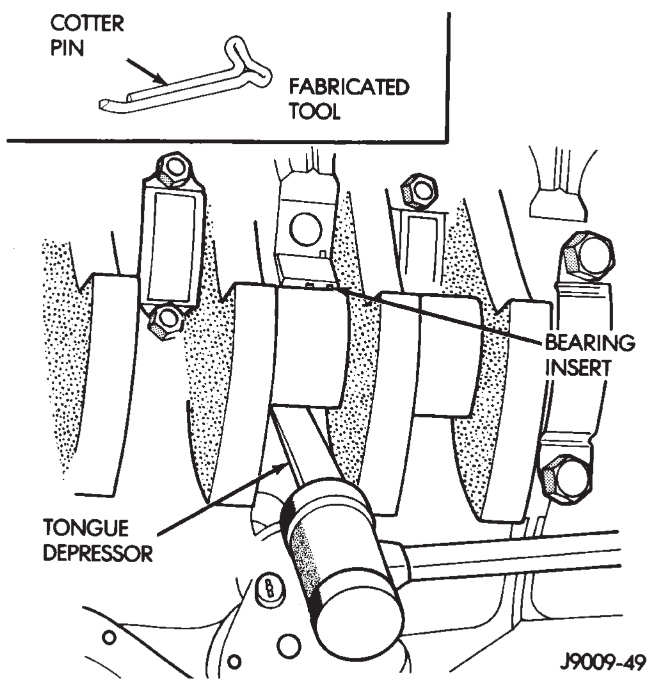


Fig. 47 Removing Upper Inserts

INSTALLATION

(1) Lubricate the bearing surface of each insert with engine oil.

(2) Loosen all the main bearing caps. Install the main bearing upper inserts.

(3) Install the lower bearing inserts into the main bearing caps.

(4) Install the main bearing cap(s) and lower insert(s).

(5) Tighten the bolts of caps 1, 2, 4, 5, 6, and 7 to 54 N·m (40 ft. lbs.) torque. Now tighten these bolts to 95 N·m (70 ft. lbs.) torque. Finally, tighten these bolts to 108 N·m (80 ft. lbs.) torque.

(6) Push the crankshaft forward and backward. Load the crankshaft front or rear and tighten cap bolt No.3 to 54 N·m (40 ft. lbs.) torque. Then tighten to 95 N·m (70 ft. lbs.) torque and finally tighten to 108 N·m (80 ft. lbs.) torque.

(7) Rotate the crankshaft after tightening each main bearing cap to ensure the crankshaft rotates freely.

(8) Check crankshaft end play. Crankshaft end play is controlled by the thrust bearing which is flange and installed at the No.2 main bearing position.

(a) Attach a magnetic base dial indicator to the cylinder block at either the front or rear of the engine.

(b) Position the dial indicator rod so that it is parallel to the center line of the crankshaft.

(c) Pry the crankshaft forward, position the dial indicator to zero.

(d) Pry the crankshaft forward and backward. Note the dial indicator readings. End play is the difference between the high and low measurements (Fig. 48). Correct end play is 0.038-0.165 mm (0.0015-0.0065 inch). The desired specifications are 0.051-0.064 mm (0.002-0.0025 inch).

(e) If end play is not within specification, inspect crankshaft thrust faces for wear. If no wear is apparent, replace the thrust bearing and measure end play. If end play is still not within specification, replace the crankshaft.

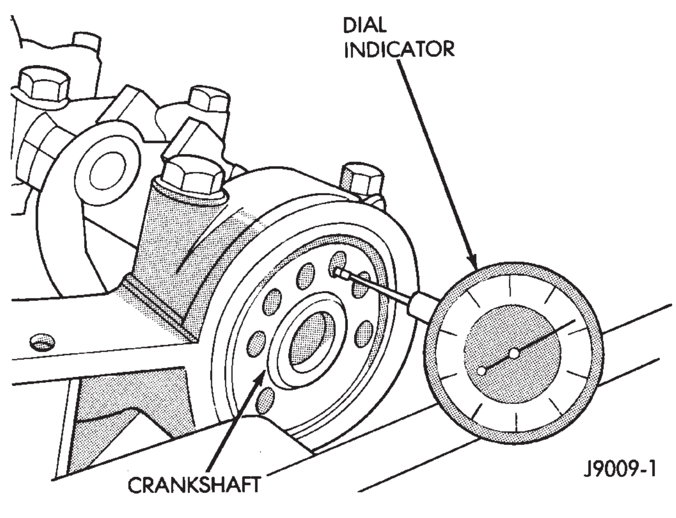


Fig. 48 Crankshaft End Play Measurement

REMOVAL AND INSTALLATION (Continued)

(9) If the crankshaft was removed, install the crankshaft into the cylinder block (refer to Cylinder Block - Assemble).

(10) Install the oil pan.

(11) Install the drain plug. Tighten the plug to 34 N·m (25 ft. lbs.) torque.

(12) Lower the vehicle.

(13) Install the spark plugs. Tighten the plugs to 37 N·m (27 ft. lbs.) torque.

(14) Fill the oil pan with engine oil to the full mark on the dipstick level.

(15) Connect negative cable to battery.

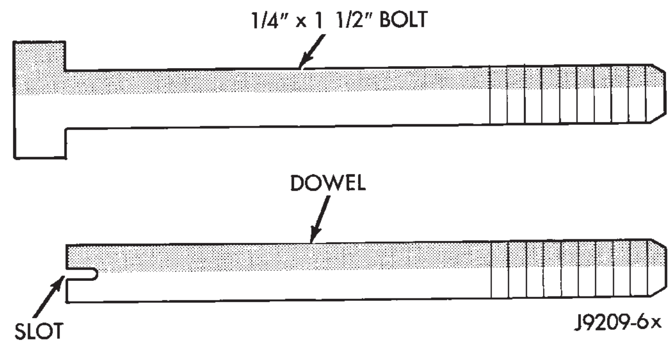


Fig. 49 Fabrication of Alignment Dowels

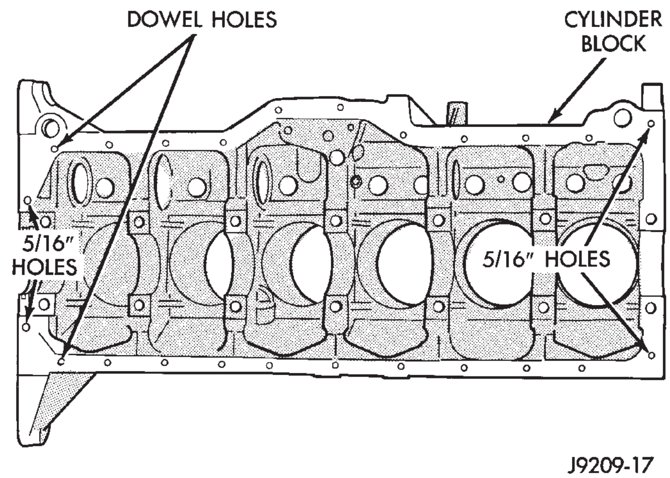


Fig. 50 Position of Dowels in Cylinder Block

OIL PAN

REMOVAL

(1) Disconnect negative cable from battery.

(2) Raise the vehicle.

(3) Remove the oil pan drain plug and drain the engine oil.

(4) Disconnect the exhaust pipe at the exhaust manifold.

(5) Disconnect the exhaust hanger at the catalytic converter and lower the pipe.

(6) Remove the starter motor.

(7) Remove the engine flywheel and transmission torque converter housing access cover.

(8) If equipped with an oil level sensor, disconnect the sensor.

(9) Position a jack stand directly under the engine vibration damper.

(10) Place a piece of wood (2 x 2) between the jack stand and the engine vibration damper.

(11) Remove the engine mount through bolts.

(12) Using the jack stand, raise the engine until adequate clearance is obtained to remove the oil pan.

(13) Remove the oil pan bolts. Carefully slide the oil pan and gasket to the rear. If equipped with an oil level sensor, take care not to damage the sensor.

INSTALLATION

(1) Clean the block and pan gasket surfaces.

(2) Fabricate 4 alignment dowels from 1 1/2 x 1/4 inch bolts. Cut the head off the bolts and cut a slot into the top of the dowel. This will allow easier installation and removal with a screwdriver (Fig. 49).

(3) Install two dowels in the timing case cover. Install the other two dowels in the cylinder block (Fig. 50).

(4) Slide the one-piece gasket over the dowels and onto the block and timing case cover.

(5) Position the oil pan over the dowels and onto the gasket. If equipped with an oil level sensor, take care not to damage the sensor.

(6) Install the 1/4 inch oil pan bolts. Tighten these bolts to 14 N·m (120 in. lbs.) torque. Install the 5/16 inch oil pan bolts (Fig. 51). Tighten these bolts to 18 N·m (156 in. lbs.) torque.

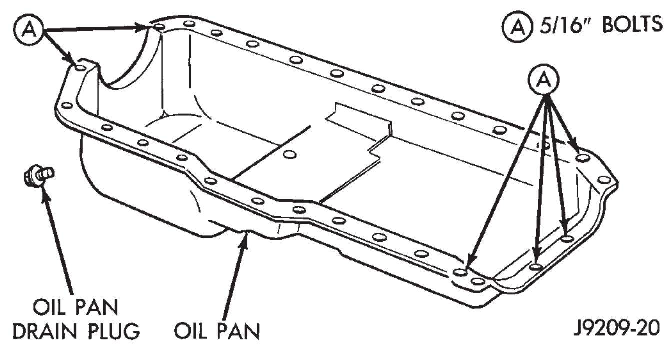


Fig. 51 Position of 5/16 inch Oil Pan Bolts

(7) Remove the dowels. Install the remaining 1/4 inch oil pan bolts. Tighten these bolts to 14 N·m (120 in. lbs.) torque.

(8) Lower the engine until it is properly located on the engine mounts.

(9) Install the through bolts and tighten the nuts.

REMOVAL AND INSTALLATION (Continued)

(10) Lower the jack stand and remove the piece of wood.

(11) Install the engine flywheel and transmission torque converter housing access cover.

(12) Install the engine starter motor.

(13) Connect the exhaust pipe to the hanger and to the engine exhaust manifold.

(14) Install the oil pan drain plug (Fig. 51). Tighten the plug to 34 N·m (25 ft. lbs.) torque.

(15) Lower the vehicle.

(16) Connect negative cable to battery.

(17) Fill the oil pan with engine oil to the specified level.

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN A DIRECT LINE WITH THE FAN. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR FAN. DO NOT WEAR LOOSE CLOTHING.

(18) Start the engine and inspect for leaks.

PISTONS AND CONNECTING RODS

REMOVAL

(1) Remove the engine cylinder head cover.

(2) Remove the rocker arms, bridges and pivots.

(3) Remove the push rods.

(4) Remove the engine cylinder head.

(5) Position the pistons one at a time near the bottom of the stroke. Use a ridge reamer to remove the ridge from the top end of the cylinder walls. Use a protective cloth to collect the cuttings.

(6) Raise the vehicle.

(7) Drain the engine oil.

(8) Remove the oil pan and gasket.

(9) Remove the connecting rod bearing caps and inserts. Mark the caps and rods with the cylinder bore location. The connecting rods and caps are stamped with a two letter combination (Fig. 52).

(10) Lower the vehicle until it is about 2 feet from the floor.

CAUTION: Ensure that the connecting rod bolts DO NOT scratch the crankshaft journals or cylinder walls. Short pieces of rubber hose, slipped over the rod bolts will provide protection during removal.

(11) Have an assistant push the piston and connecting rod assemblies up and through the top of the cylinder bores (Fig. 53).

INSTALLATION

(1) Clean the cylinder bores thoroughly. Apply a light film of clean engine oil to the bores with a clean lint-free cloth.

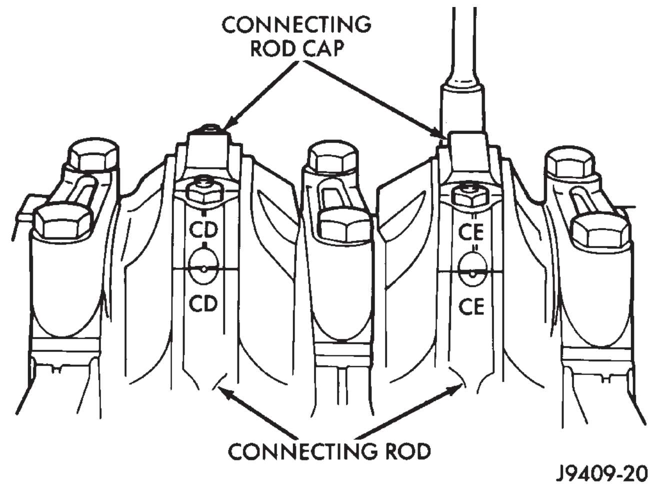


Fig. 52 Stamped Connecting Rods and Caps

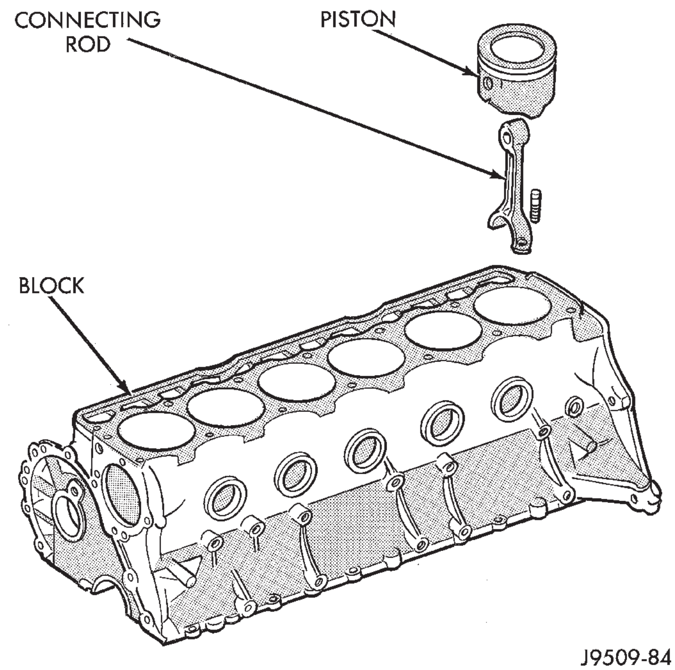


Fig. 53 Removal of Connecting Rod and Piston Assembly

(2) Install the piston rings on the pistons if removed.

(3) Lubricate the piston and rings with clean engine oil.

CAUTION: Ensure that connecting rod bolts DO NOT scratch the crankshaft journals or cylinder walls. Short pieces of rubber hose slipped over the connecting rod bolts will provide protection during installation.

(4) Use a piston ring compressor to install the connecting rod and piston assemblies through the top of the cylinder bores (Fig. 54).

REMOVAL AND INSTALLATION (Continued)

(5) Ensure the arrow on the piston top points to the front of the engine (Fig. 54).

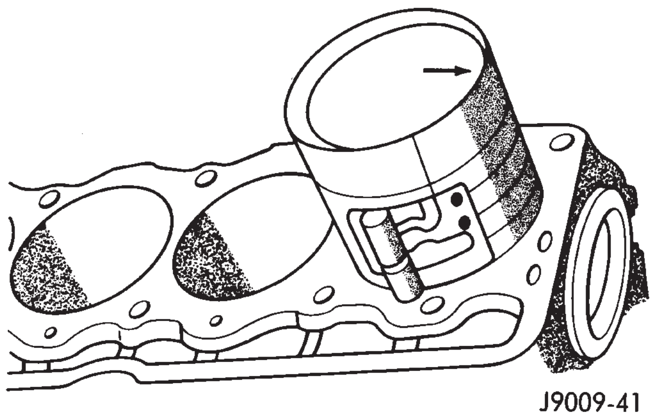


Fig. 54 Rod and Piston Assembly Installation

(6) Raise the vehicle.

(7) Each bearing insert is fitted to its respective journal to obtain the specified clearance between the bearing and the journal. In production, the select fit is obtained by using various-sized, color-coded bearing inserts as listed in the Connecting Rod Bearing Fitting Chart. The color code appears on the edge of the bearing insert. The size is not stamped on inserts used for production of engines.

(8) The rod journal is identified during the engine production by a color-coded paint mark on the adjacent cheek or counterweight toward the flange (rear) end of the crankshaft. The color codes used to indicate journal sizes are listed in the Connecting Rod Bearing Fitting Chart.

(9) When required, upper and lower bearing inserts of different sizes may be used as a pair (refer to Connecting Rod Bearing Fitting Chart). A standard size insert is sometimes used in combination with a 0.025 mm (0.001 inch) undersize insert to reduce clearance 0.013 mm (0.0005 inch).

CAUTION: DO NOT intermix bearing caps. Each connecting rod and bearing cap are stamped with the cylinder number. The stamp is located on a machined surface adjacent to the oil squirt hole that faces the camshaft side of the cylinder block.

(10) Install the connecting rod bearing caps and inserts in the same positions as removed.

CAUTION: Verify that the oil squirt holes in the rods face the camshaft and that the arrows on the pistons face the front of the engine.

(11) Install the oil pan and gaskets as outlined in the installation procedure.

(12) Lower the vehicle.

(13) Install the engine cylinder head, push rods, rocker arms, bridges, pivots and engine cylinder head cover.

(14) Fill the crankcase with engine oil.

REAR MAIN OIL SEALS

The crankshaft rear main bearing oil seal consists of two half pieces of viton with a single lip that effectively seals the rear of the crankshaft. Replace the upper and lower seal halves as a unit to ensure leak-free operation.

REMOVAL

(1) Remove the engine flywheel or converter drive plate.

(2) Remove the oil pan.

(3) Remove the rear main bearing cap (No.7).

(4) Push the upper seal out of the groove. Ensure that the crankshaft and seal groove are not damaged.

(5) Remove the lower half of the seal from the bearing cap.

INSTALLATION

(1) Wipe the seal surface area of the crankshaft until it is clean.

(2) Apply a thin coat of engine oil.

(3) Coat the lip of the seal with engine oil.

(4) Carefully position the upper seal into the groove in the cylinder block. The lip of the seal faces toward the front of the engine.

(5) Place the lower half of the seal into bearing cap No.7 (Fig. 55).

(6) Coat the outer curved surface of the lower seal with soap and the lip of the seal with engine oil (Fig. 55).

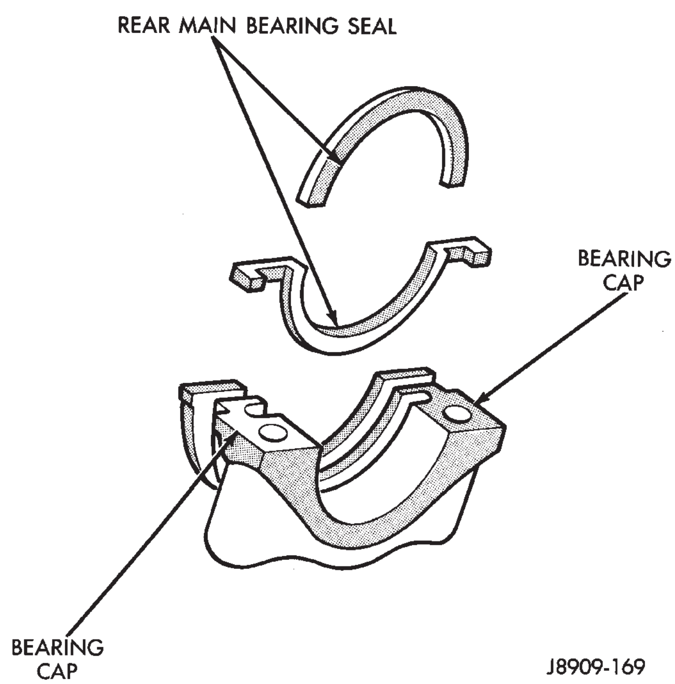


Fig. 55 Rear Main Bearing Oil Seal

REMOVAL AND INSTALLATION (Continued)

(7) Position the lower seal into the bearing cap recess and seat it firmly. Be sure the seal is flush with the cylinder block pan rail.

(8) Apply Loctite 518, or equivalent on the rear bearing cap (Fig. 56). The bead should be 3 mm (0.125 in) thick. DO NOT apply Loctite 518, or equivalent to the lip of the seal.

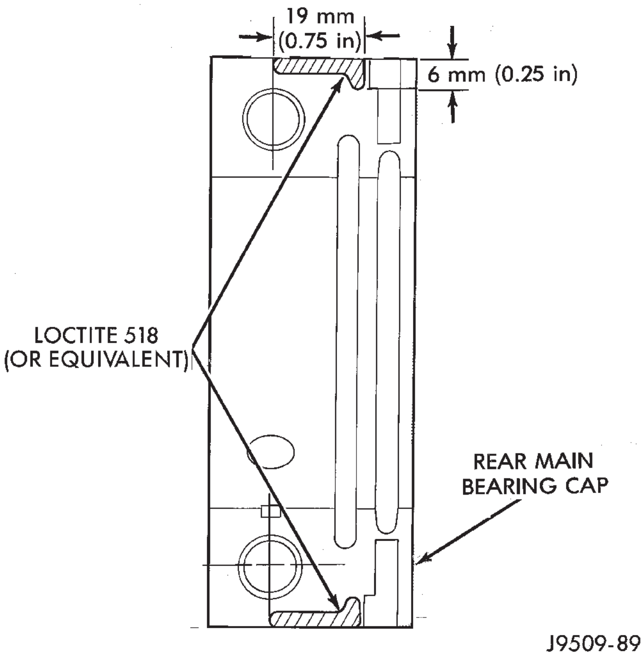


Fig. 56 Location of Loctite 518 (or equivalent)

(9) Install the rear main bearing cap. DO NOT strike the cap more than twice for proper engagement.

(10) Tighten all main bearing bolts to 108 N·m (80 ft. lbs.) torque.

(11) Install the oil pan gasket and oil pan.

(12) Install the engine flywheel or converter drive plate.

OIL PUMP

A gear-type oil pump is mounted at the underside of the cylinder block opposite the No.4 main bearing.

The pump incorporates a nonadjustable pressure relief valve to limit maximum pressure to 517 kPa (75 psi). In the relief position, the valve permits oil to bypass through a passage in the pump body to the inlet side of the pump.

Oil pump removal or replacement will not affect the distributor timing because the distributor drive gear remains in mesh with the camshaft gear.

REMOVAL

(1) Drain the engine oil.

(2) Remove the oil pan.

(3) Remove the pump-to-cylinder block attaching bolts. Remove the pump assembly with gasket (Fig. 57).

CAUTION: If the oil pump is not to be serviced, DO NOT disturb position of oil inlet tube and strainer assembly in pump body. If the tube is moved within the pump body, a replacement tube and strainer assembly must be installed to assure an airtight seal.

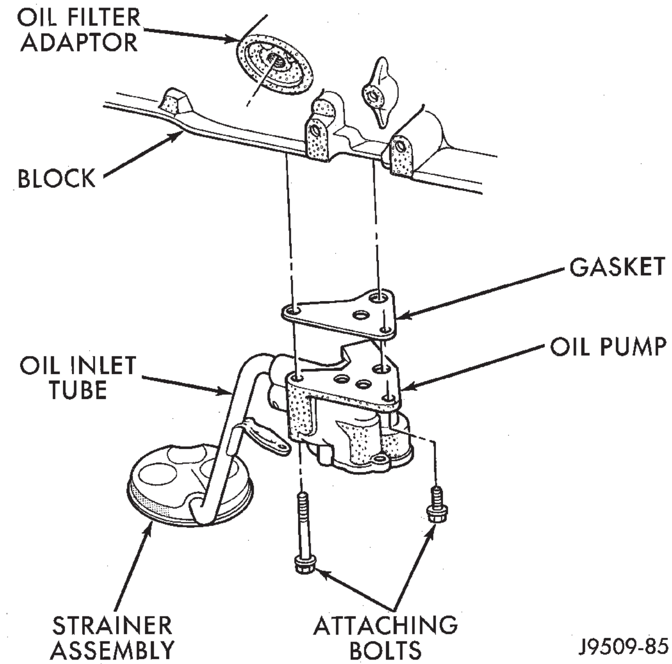


Fig. 57 Oil Pump Assembly

INSTALLATION

(1) Install the oil pump on the cylinder block using a replacement gasket. Tighten the bolts to 23 N·m (17 ft. lbs.) torque.

(2) Install the oil pan.

(3) Fill the oil pan with oil to the specified level.

TIMING CASE COVER OIL SEAL

This procedure is done with the timing case cover installed.

REMOVAL

(1) Disconnect negative cable from battery.

(2) Remove the serpentine drive belt.

(3) Remove the vibration damper.

(4) Remove the radiator shroud.

(5) Carefully remove the oil seal. Make sure seal bore is clean.

INSTALLATION

(1) Position the replacement oil seal on Timing Case Cover Alignment and Seal Installation Tool 6139 with seal open end facing inward. Apply a light

REMOVAL AND INSTALLATION (Continued)

film of Perfect Seal, or equivalent, on the outside diameter of the seal. Lightly coat the crankshaft with engine oil.

(2) Position the tool and seal over the end of the crankshaft and insert a draw screw tool into Seal Installation Tool 6139 (Fig. 58). Tighten the nut against the tool until it contacts the cover.

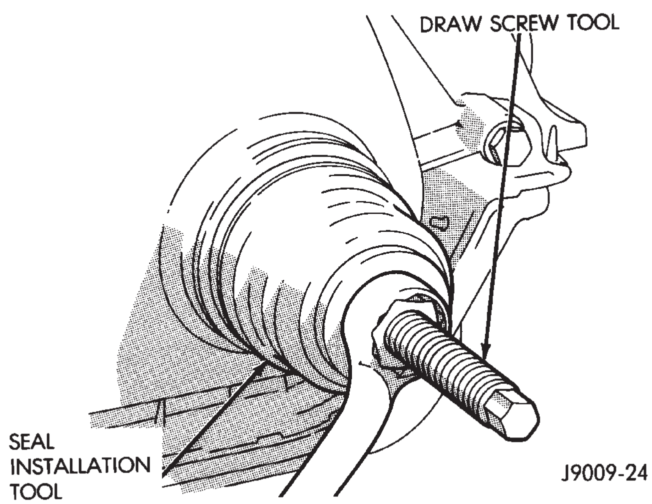


Fig. 58 Timing Case Cover Oil Seal Installation

(3) Remove the tools. Apply a light film of engine oil on the vibration damper hub contact surface of the seal.

(4) Apply Mopar Silicone Rubber Adhesive Sealant to the keyway in the crankshaft and insert the key. With the key inserted in the keyway in the crankshaft, install the vibration damper, washer and bolt. Lubricate and tighten the bolt to 108 N·m (80 ft. lbs.) torque.

(5) Install the serpentine belt and tighten to the specified tension (refer to Group 7, Cooling Systems for the proper specifications and procedures).

(6) Install the radiator shroud.

(7) Connect negative cable to battery.

DISASSEMBLY AND ASSEMBLY

VALVE SERVICE

Clean all carbon deposits from the combustion chambers, valve ports, valve stems, valve stem guides and head.

Clean all grime and gasket material from the engine cylinder head machined gasket surface.

Inspect for cracks in the combustion chambers and valve ports.

Inspect for cracks on the exhaust seat.

Inspect for cracks in the gasket surface at each coolant passage.

Inspect valves for burned, cracked or warped heads.

Inspect for scuffed or bent valve stems.

Replace valves displaying any damage.

VALVE REFACING

(1) Use a valve refacing machine to reface the intake and exhaust valves to the specified angle.

(2) After refacing, a margin of at least 0.787 mm (0.031 inch) must remain (Fig. 59). If the margin is less than 0.787 mm (0.031 inch), the valve must be replaced.

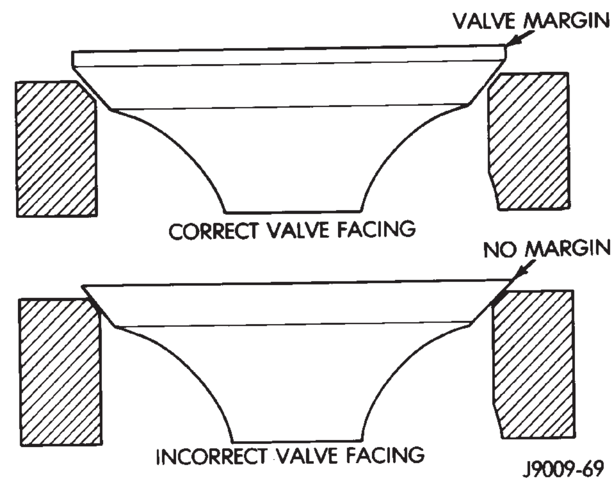


Fig. 59 Valve Facing Margin

VALVE SEAT REFACING

(1) Install a pilot of the correct size in the valve guide bore. Reface the valve seat to the specified angle with a good dressing stone. Remove only enough metal to provide a smooth finish.

(2) Use tapered stones to obtain the specified seat width when required.

(3) Control valve seat runout to a maximum of 0.0635 mm (0.0025 in.) (Fig. 60).

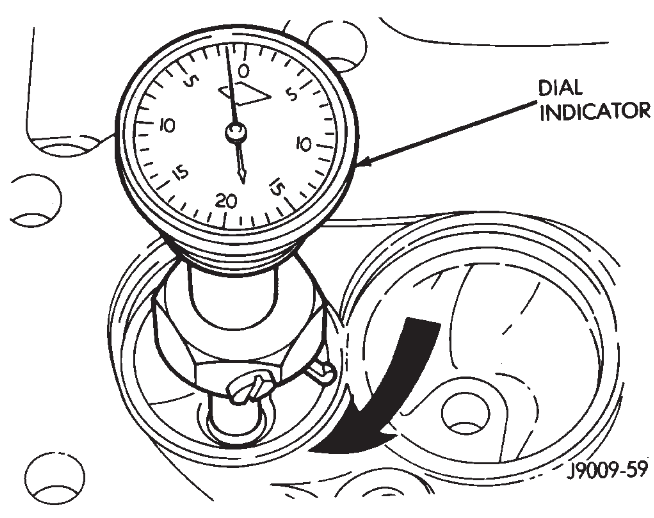


Fig. 60 Measurement of Valve Seat Runout

DISASSEMBLY AND ASSEMBLY (Continued)

VALVE STEM OIL SEAL REPLACEMENT

Valve stem oil seals are installed on each valve stem to prevent rocker arm lubricating oil from entering the combustion chamber through the valve guide bores. One seal is marked INT (intake valve) and the other is marked EXH (exhaust valve).

Replace the oil seals whenever valve service is performed or if the seals have deteriorated.

VALVE GUIDES

The valve guides are an integral part of the engine cylinder head and are not replaceable.

When the valve stem guide clearance is excessive, the valve guide bores must be reamed oversize. Service valves with oversize stems are available in 0.076 mm (0.003 inch) and 0.381 mm (0.015 inch) increments.

Corresponding oversize valve stem seals are also available and must be used with valves having 0.381 mm (0.015 inch) oversize stems.

NOTE: If the valve guides are reamed oversize, the valve seats must be ground to ensure that the valve seat is concentric to the valve guide.

VALVE STEM-TO-GUIDE CLEARANCE MEASUREMENT

Valve stem-to-guide clearance may be measured by either of the following two methods.

PREFERRED METHOD

(1) Remove the valve from the head.

(2) Clean the valve stem guide bore with solvent and a bristle brush.

(3) Insert a telescoping gauge into the valve stem guide bore approximately 9.525 mm (.375 inch) from the valve spring side of the head (Fig. 61).

(4) Remove and measure telescoping gauge with a micrometer.

(5) Repeat the measurement with contacts lengthwise to engine cylinder head.

(6) Compare the crosswise to lengthwise measurements to determine out-of-roundness. If the measurements differ by more than 0.0635 mm (0.0025 in.), ream the guide bore to accommodate an oversize valve stem.

(7) Compare the measured valve guide bore diameter with specifications (7.95-7.97 mm or 0.313-0.314 inch). If the measurement differs from specification by more than 0.076 mm (0.003 inch), ream the guide bore to accommodate an oversize valve stem.

ALTERNATIVE METHOD

(1) Use a dial indicator to measure the lateral movement of the valve stem (stem-to-guide clearance). This must be done with the valve installed in its guide and just off the valve seat (Fig. 62).

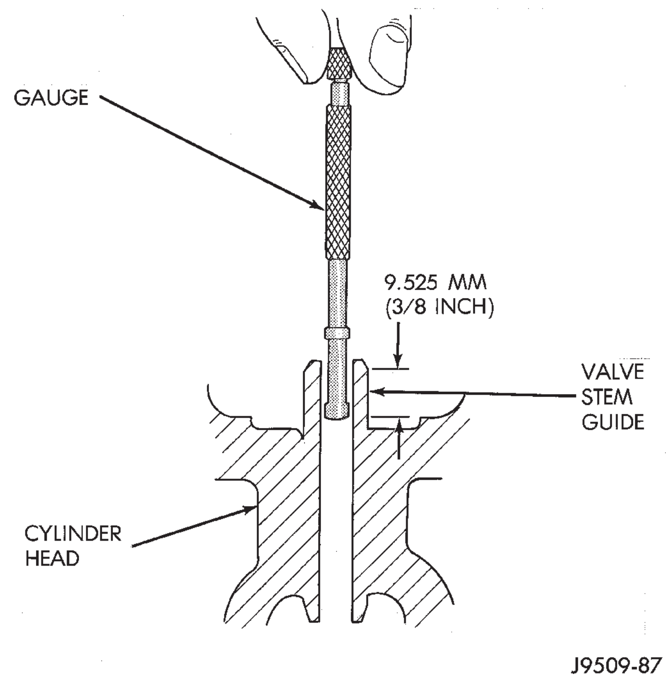


Fig. 61 Measurement of Valve Guide Bore Diameter

(2) Correct clearance is 0.025-0.0762 mm (0.001-0.003 inch). If indicated movement exceeds the specification ream the valve guide to accommodate an oversize valve stem.

NOTE: Valve seats must be ground after reaming the valve guides to ensure that the valve seat is concentric to the valve guide.

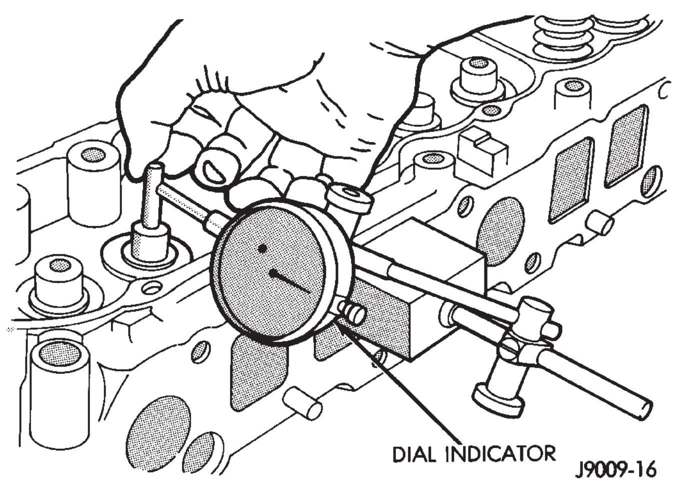


Fig. 62 Measurement of Lateral Movement of Valve Stem

DISASSEMBLY AND ASSEMBLY (Continued)

VALVE SPRING TENSION TEST

Use a universal Valve Spring Tester and a torque wrench to test each valve spring for the specified tension value (Fig. 63).

Replace valve springs that are not within specifications.

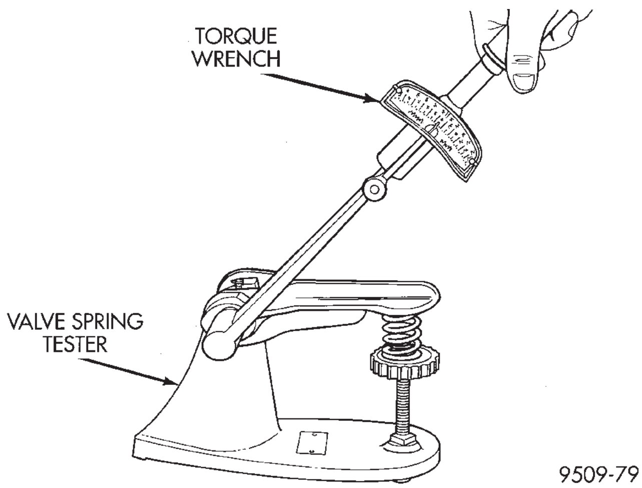


Fig. 63 Valve Spring Tester

CYLINDER BLOCK

DISASSEMBLY

Refer to the applicable sections for detailed instructions.

(1) Drain the engine oil. Remove and discard the oil filter.

(2) Remove the water pump from the cylinder block.

(3) Remove the vibration damper.

(4) Remove the timing case cover and lay the cover upside down.

(5) Position a drift punch into the slot in the back of the cover and tap the old seal out.

(6) Remove the oil slinger from crankshaft.

(7) Remove the camshaft retaining bolt and remove the sprockets and chain as an assembly.

(8) Remove the camshaft.

(9) Remove the oil pan and gasket.

(10) Remove the front and rear oil galley plugs.

(11) Remove the oil pump.

(12) Remove the connecting rods and the pistons. Remove the connecting rod and piston assemblies through the top of the cylinder bores.

(13) Remove the crankshaft.

ASSEMBLY

Refer to the applicable sections for detailed instructions.

(1) Install the crankshaft.

(2) Install the connecting rods and the pistons through the top of the cylinder bores.

(3) Install the oil pump.

(4) Install the oil pan and gasket.

(5) Install the camshaft.

(6) Install the sprockets and chain as an assembly.

(7) Install the oil slinger from the crankshaft.

(8) Install the timing case cover seal.

(9) Install the timing case cover.

(10) Install the vibration damper.

(11) Install the water pump. Tighten the mounting bolts to 31 N·m (270 in. lbs.) torque.

(12) Lubricate the oil filter seal with clean engine oil. Tighten oil filter to 18 N·m (13 ft. lbs.) torque.

(13) Install the engine into the vehicle.

(14) Fill the engine with clean lubrication oil (refer to Group 0, Lubrication and Maintenance).

(15) Fill the cooling system.

CLEANING AND INSPECTION

ENGINE CYLINDER HEAD

CLEANING

Thoroughly clean the engine cylinder head and cylinder block mating surfaces. Clean the intake and engine exhaust manifold and engine cylinder head mating surfaces. Remove all gasket material and carbon.

Check to ensure that no coolant or foreign material has fallen into the tappet bore area.

Remove the carbon deposits from the combustion chambers and top of the pistons.

INSPECTION

Use a straightedge and feeler gauge to check the flatness of the engine cylinder head and block mating surfaces.

ENGINE CYLINDER HEAD COVER

CLEANING

Remove any original sealer from the cover sealing surface of the engine cylinder head and clean the surface using a fabric cleaner.

Remove all residue from the sealing surface using a clean, dry cloth.

INSPECTION

Inspect the engine cylinder head cover for cracks. Replace the cover, if cracked.

The original dark grey gasket material should NOT be removed. If sections of the gasket material are missing or are compressed, replace the engine cylinder head cover. However, sections with minor damage such as small cracks, cuts or chips may be repaired with a hand held applicator. The new material must be smoothed over to maintain gasket

CLEANING AND INSPECTION (Continued)

height. Allow the gasket material to cure prior to engine cylinder head cover installation.

ROCKER ARMS AND PUSH RODS

CLEANING

Clean all the components with cleaning solvent.

Use compressed air to blow out the oil passages in the rocker arms and push rods.

INSPECTION

Inspect the pivot surface area of each rocker arm. Replace any that are scuffed, pitted, cracked or excessively worn.

Inspect the valve stem tip contact surface of each rocker arm and replace any rocker arm that is deeply pitted.

Inspect each push rod end for excessive wear and replace as required. If any push rod is excessively worn because of lack of oil, replace it and inspect the corresponding hydraulic tappet for excessive wear.

Inspect the push rods for straightness by rolling them on a flat surface or by shining a light between the push rod and the flat surface.

A wear pattern along the length of the push rod is not normal. Inspect the engine cylinder head for obstruction if this condition exists.

HYDRAULIC TAPPETS

CLEANING

Clean each tappet assembly in cleaning solvent to remove all varnish, gum and sludge deposits.

INSPECTION

Inspect for indications of scuffing on the side and base of each tappet body.

Inspect each tappet base for concave wear with a straightedge positioned across the base. If the base is concave, the corresponding lobe on the camshaft is also worn. Replace the camshaft and defective tappets.

LEAK-DOWN TEST

After cleaning and inspection, test each tappet for specified leak-down rate tolerance to ensure zero-lash operation (Fig. 64).

Swing the weighted arm of the hydraulic valve tappet tester away from the ram of the Leak-Down Tester.

(1) Place a 7.925-7.950 mm (0.312-0.313 inch) diameter ball bearing on the plunger cap of the tappet.

(2) Lift the ram and position the tappet (with the ball bearing) inside the tester cup.

(3) Lower the ram, then adjust the nose of the ram until it contacts the ball bearing. DO NOT tighten the hex nut on the ram.

(4) Fill the tester cup with hydraulic valve tappet test oil until the tappet is completely submerged.

(5) Swing the weighted arm onto the push rod and pump the tappet plunger up and down to remove air. When the air bubbles cease, swing the weighted arm away and allow the plunger to rise to the normal position.

(6) Adjust the nose of the ram to align the pointer with the SET mark on the scale of the tester and tighten the hex nut.

(7) Slowly swing the weighted arm onto the push rod.

(8) Rotate the cup by turning the handle at the base of the tester clockwise one revolution every 2 seconds.

(9) Observe the leak-down time interval from the instant the pointer aligns with the START mark on the scale until the pointer aligns with the 0.125 mark. A normally functioning tappet will require 20-110 seconds to leak-down. Discard tappets with leak-down time interval not within this specification.

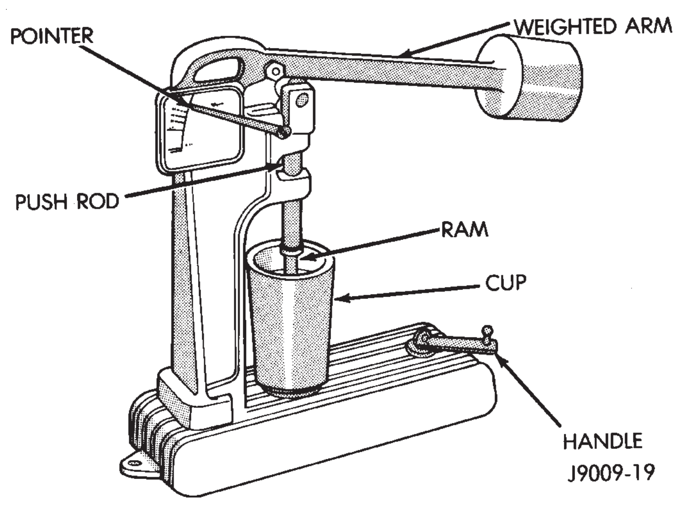


Fig. 64 Leak-Down Tester

CYLINDER BLOCK

CLEANING

Thoroughly clean the oil pan and engine block gasket surfaces.

Use compressed air to clean out:

• The galley at the oil filter adaptor hole, the filter bypass hole.

• The front and rear oil galley holes.

• The feed holes for the crankshaft main bearings.

Once the block has been completely cleaned, apply Loctite PST pipe sealant with Teflon 592 to the threads of the front and rear oil galley plugs. Tighten the plugs to 41 N·m (30 ft. lbs.) torque.

CLEANING AND INSPECTION (Continued)

INSPECTION—CYLINDER BORE

(1) It is mandatory to use a dial bore gauge to measure each cylinder bore diameter (Fig. 65). To correctly select the proper size piston, a cylinder bore gauge, capable of reading in 0.003 mm (.0001 in.) INCREMENTS is required. If a bore gauge is not available, do not use an inside micrometer.

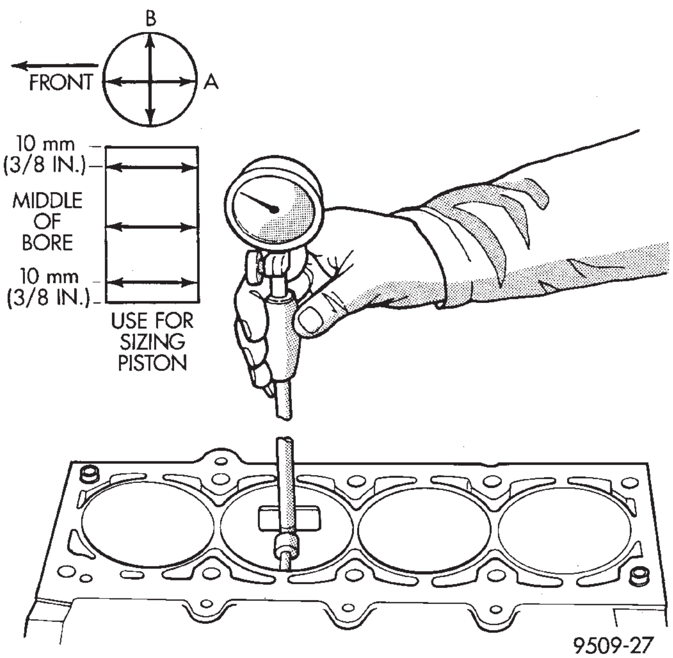


Fig. 65 Cylinder Bore Measurement

(2) Measure the inside diameter of the cylinder bore at three levels below top of bore. Start perpendicular (across or at 90 degrees) to the axis of the crankshaft and then take two additional reading.

(3) Measure the cylinder bore diameter crosswise to the cylinder block near the top of the bore. Repeat the measurement near the middle of the bore, then repeat the measurement near the bottom of the bore.

(4) Determine taper by subtracting the smaller diameter from the larger diameter.

(5) Rotate measuring device 90° and repeat steps above.

(6) Determine out-of-roundness by comparing the difference between each measurement.

(7) If cylinder bore taper does not exceed 0.025 mm (0.001 inch) and out-of-roundness does not exceed 0.025 mm (0.001 inch), the cylinder bore can be honed. If the cylinder bore taper or out- of-round condition exceeds these maximum limits, the cylinder must be bored and then honed to accept an oversize piston. A slight amount of taper always exists in the cylinder bore after the engine has been in use for a period of time.

HONING—CYLINDER BORE

The honing operation should be closely coordinated with the fitting of pistons and rings. This will ensure specified clearances are maintained.

Refer to Standard Service Procedures in the beginning of this Group for the proper honing of cylinder bores.

SPECIFICATIONS

4.0L ENGINE SPECIFICATIONS

Camshaft

Hydraulic Tappet Clearance . . . . .Zero Lash
Bearing Clearance. . . . . .0.025 to 0.076 mm
(0.001 to 0.003 in.)

Bearing Journal Diameter

No. 1 . . . . .51.54 to 51.56 mm (2.029 to 2.030 in.)
No. 2 . . . . .51.28 to 51.31 mm (2.019 to 2.020 in.)
No. 3 . . . . .51.03 to 51.05 mm (2.009 to 2.010 in.)
No. 4 . . . . .50.78 to 50.80 mm (1.999 to 2.000 in.)
Base Circle Runout . . . . .0.03 mm - max.
(0.001 in. - max.)
Valve Lift . . . . .10.29 mm (0.405 in.)

Intake Valve Timing

Opens . . . . .12.4° BTDC
Closes . . . . .60.9° ABDC

Exhaust Valve Timing

Opens . . . . .49.8 BBDC
Closes. . . . . .29.2° ATDC
Valve Overlap. . . . . .42.6°
Intake Duration . . . . .253.3°
Exhaust Duration. . . . . .259.°

Crankshaft

End Play .0.038 to 0.165 mm
(0.0015 to 0.0065 in.)
Main Bearing Journal Diameter
No. 1-6 . . . . .63.489 to 63.502 mm
(2.4996 to 2.5001 in.)
Main Bearing Journal Diameter
No. 7 . . . . .63.449 to 63.487 mm
(2.4980 to 2.4995 in.)
Main Bearing Journal
Width No. 1 . . . . .27.58 to 27.89 mm
(1.086 to 1.098 in.)
Main Bearing Journal
Width No. 3 . . . . .32.28 to 32.33 mm
(1.271 to 1.273 in.)
Main Bearing Journal
Width No. 2-4-5-6-7 . . . . .30.02 to 30.18 mm
(1.182 to 1.188 in.)
Main Bearing Clearance . . . . .0.03 to 0.06 mm
(0.001 to 0.0025 in.)
Main Bearing Clearance (Preferred) . . . . . .0.051 mm
(0.002 in.)

SPECIFICATIONS (Continued)

Connecting Rod Journal
Diameter . . . . .53.17 to 53.23 mm (2.0934 to 2.0955 in.)
Connecting Rod Journal Width . . .27.18 to 27.33 mm (1.070 to 1.076 in.)
Out-of-Round (Max. All Journals) . . . . .0.013 mm (0.0005 in.)
Taper (Max. – All Journals) . . .0.013 mm (0.0005 in.)

Cylinder Block

Deck Height. . . . . .240.03 to 240.18 mm (9.450 to 9.456 in.)
Deck Clearance (Below Block) . . . . .0.546 mm (0.0215 in.)
Cylinder Bore Diameter—
Standard . . . . .98.45 to 98.48 mm (3.8759 to 3.8775 in.)
Cylinder Bore Diameter—
Taper (Max.). . . . . .0.025 mm (0.001 in.)
Cylinder Bore Diameter—
Out-of-Round . . . . .0.025 mm (0.001 in.)
Tappet Bore Diameter . . . . .23.000 to 23.025 mm (0.9055 to 0.9065 in.)
Flatness . . . . .0.03 mm per 25 mm (0.001 in. per 1 in.)
Flatness . . . . .0.05 mm per 152 mm (0.002 in. per 6 in.)
Flatness Max. . . . . . . .0.20 mm max. for total length (0.008 in. max. for total length)
Main Bearing Bore
Diameter . . . . .68.3514 to 68.3768 mm (2.691 to 2.692 in.)

Connecting Rods

Total Weight (Less Bearing) . . . . . .657 to 665 grams (23.17 to 23.45 oz.)
Length (Center-to-Center) . . . . .155.52 to 155.62 mm (6.123 to 6.127 in.)
Piston Pin Bore Diameter . . . . . . .23.59 to 23.62 mm (0.9288 to 0.9298 in.)
Bore (Less Bearings). . . . . .56.08 to 56.09 mm (2.2080 to 2.2085 in.)
Bearing Clearance. . . . . .0.025 to 0.076 mm (0.001 to 0.003 in.)
Bearing Clearance (Preferred). . . .0.044 to 0.050 mm (0.0015 to 0.0020 in.)
Side Clearance . . . . .0.25 to 0.48 mm (0.010 to 0.019 in.)
Twist (Max.) . . . . .0.001 mm per mm (0.001 in. per inch)
Bend Max.) . . . . .0.001 mm per mm (0.001 in. per inch.)

Cylinder Compression Pressure

Ratio. 8.7:1
Pressure Range. . . .827 to 1,034 kPa (120 to 150 psi)
Max. Variation Between Cylinders . .206 kPa (30 psi)

Cylinder Head

Combustion Chamber. . . . . .52.22 to 58.22 cc (3.37 to 3.55 cu. in.)
Valve Guide I.D. (Integral). . . . . . .7.9 mm (0.312 in.)
Valve Stem-to-Guide Clearance . . .0.025 to 0.076 mm (0.001 to 0.003 in.)
Intake Valve Seat Angle . . . . .44.5°
Exhaust Valve Seat Angle . . . . .44.5°
Valve Seat Width . . . . .1.02 to 1.52 mm (0.040 to 0.060 in.)
Valve Seat Runout . . . . .0.064 mm (0.0025 in.)
Flatness . . . . .0.03 mm per 25 mm (0.001 in. per 1 in.)
Flatness . . . . .0.05 mm per 152 mm (0.002 in. per 6 in.)
Flatness Max. . . . . . .0.20 mm - max. for total length (0.008 in. max. for total length)

Rocker Arms, Push Rods & Tappets

Rocker Arm Ratio 1.6:1
Push Rod Length . . . . .244.856 to 245.364 mm (9.640 to 9.660 in.)
Push Rod Diameter. . . . . .7.92 to 8.00 mm (0.312 to 0.315 in.)
Hydraulic Tappet Diameter . . . .22.962 to 22.974 mm (0.904 to 0.9045 in.)
Tappet-to-Bore Clearance . . . . . . .0.025 to 0.063 mm (0.001 to 0.0025 in.)

Valves

Length (Tip-to-Gauge Dimension Line)
Intake. . . . . .122.479 to 122.860 mm (4.822 to 4.837 in.)
Length (Tip-to-Gauge Dimension Line)
Exhaust . . . . .122.860 to 123.241 mm (4.837 to 4.852 in.)
Valve Stem Diameter . . . . .7.899 to 7.925 mm (0.311 to 0.312 in.)
Stem-to-Guide Clearance. . . . . . . .0.025 to 0.076 mm (0.001 to 0.003 in.)
Valve Head Diameter—
Intake . . . . .48.387 to 48.641 mm (1.905 to 1.915 in.)
Valve Head Diameter—
Exhaust . . . . .37.973 to 38.227 mm (1.495 to 1.505 in.)
Valve Face Angle—Intake . . . . .45°
Valve Face Angle—Exhaust. . . . . .45°
Tip Refinishing (Max. Allowable) . . . . .0.25 mm (0.010 in.)

Valve Springs

Free Length (Approx.) . . . . .47.65 mm (1.876 in.)
Spring Tension—Valve
Closed. . . . . .271 to 307 N @ 41.656 mm (61 to 69 lbf. @ 1.64 in.)

SPECIFICATIONS (Continued)

Spring Tension—Valve
Open . . . . .818.5 to 871.9 N @ 30.89 mm (184 to 196 lbf @ 1.216 in.)
Inside Diameter . . . . .21.0 mm to 21.51 mm (0.827 to 0.847 in.)

Pistons

Weight (Less Pin) . . . . .563 to 567 grams (19.86 to 20.00 oz.)
Piston Pin Bore (Centerline to Piston Top). . . . . .40.61 to 40.72 mm (1.599 to 1.603 in.)
Piston-to-Bore Clearance. . . . . . . .0.033 to 0.053 mm (0.0013 to 0.0021 in.)
Piston-to-Bore Clearance (Preferred) . . . . .0.033 to 0.038 mm (0.0013 to 0.0015 in.)
Ring Gap Clearance—Top Compression Ring. . . . . .0.229 to 0.610mm (0.0090 to 0.0240 in.)
Ring Gap Clearance—2nd Compression Ring . . . . .0.483 to 0.965 mm (0.0190 to 0.0380 in.)
Ring Gap Clearance—Oil Control Steel Rails . . . . .0.254 to 1.500 mm (0.010 to 0.060 in.)
Ring Side Clearance—Compression Rings . . . . .0.042 to 0.084 mm (0.0017 to 0.0033 in.)
Ring Side Clearance—Oil Control Rings. . . . . .0.06 to 0.21 mm (0.0024 to 0.0083 in.)
Piston Ring Groove Height—Compression Rings . . . . .1.530 to 1.555 mm (0.0602 to 0.0612 in.)
Piston Ring Groove Height—Oil Control Ring. . . . . .4.035 to 4.060 mm (0.1589 to 0.1598 in.)
Piston Ring Groove Diameter—Compression Rings . . . . .88.3 to 88.55 mm (3.476 to 3.486 in.)
Piston Ring Groove Diameter—Oil Control Ring. . . . . .90.35 to 90.60 mm (3.557 to 3.566 in.)
Piston Pin Bore Diameter . . . . .23.647 to 23.655 mm (0.9310 to 0.9313 in.)
Piston Pin Diameter . . . . .23.637 to 23.640 mm (0.9306 to 0.9307 in.)
Piston-to-Pin Clearance . . . . .0.0076 to 0.0178 mm—Loose (0.0003 to 0.0007 in. Loose)
Piston-to-Pin Clearance (Preferred) . . . . .0.013 mm (0.0005 in.)
Piston-to-Pin Connecting Rod (Press Fit) . . . . .8.9 kN (2000 lbf.)

Oil Pump

Gear-to-Body Clearance (Radial). .0.051 to 0.102 mm (0.002 to 0.004 in.)
Gear-to-Body Clearance (Radial) (Preferred) . . . . .0.051 mm (0.002 in.)
Gear End Clearance—Plastigage . . . . .0.051 to 0.152 mm (0.002 to 0.006 in.)
Gear End Clearance—Plastigage (Preferred) . . . . .0.051 mm (0.002 in.)
Gear End Clearance—Feeler Gauge . . . . .0.1016 to 0.2032 mm (0.004 to 0.008 in.)
Gear End Clearance—Feeler Gauge (Preferred) . . . . .0.1778 mm (0.007 in.)

Oil Pressure

At Idle Speed (600 rpm). . . . . .89.6 kPa (13 psi)
At 1600 rpm & Higher . . . . .255 to 517 kPa (37 to 75 psi)
Oil Pressure Relief . . . . .517 kPa (75 psi)

TORQUE SPECIFICATIONS

DESCRIPTION **TORQUE**

A/C Compressor Bracket-to-Engine
Bolts . . . . .34 N·m (25 ft. lbs.)

A/C Compressor
Mounting Bolts. . . . . .27 N·m (20 ft. lbs.)

A/C Low Pressure Service Valve
Nut . . . . .38 N·m (28 ft. lbs.)

Block Heater
Nut . . . . .1.8 N·m (16 in. lbs.)

Camshaft Sprocket
Bolt. .108 N·m (80 ft. lbs.)

Connecting Rod
Nuts . . . . .45 N·m (33 ft. lbs.)

Cylinder Block
Drain Plugs . . . . .41 N·m (30 ft. lbs.)

Cylinder Head
Bolts #1–10 & #12–14 . . . . .149 N·m (110 ft. lbs.)
Bolt #11. . . . . .135 N·m (100 ft. lbs.)

Cylinder Head Cover
Bolts. . . . . .13 N·m (115 in. lbs.)

Engine Mounts—Front
Support Bracket Bolts . . . . .61 N·m (45 ft. lbs.)
Support Cushion Bolts/Nuts . . . . .41 N·m (30 ft. lbs.)
Support Cushion Bracket Bolts. . .54 N·m (40 ft. lbs.)
Support Cushion Bracket Stud Nuts . . . . .41 N·m (30 ft. lbs.)
Support Cushion Thru-Bolt . . . . .65 N·m (48 ft. lbs.)

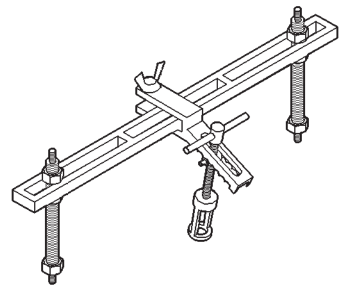
Engine Mounts—Rear
Crossmember-to-Sill Bolts (Automatic) . . . . .41 N·m (30 ft. lbs.)
Insulator Stud Assembly Nut . . . .41 N·m (30 ft. lbs.)
Support Cushion/Crossmember Nuts . . . . .22 N·m (192 in. lbs.)
Support Cushion/Bracket Nuts (Manual) . . . . .75 N·m (55 ft. lbs.)

SPECIFICATIONS (Continued)

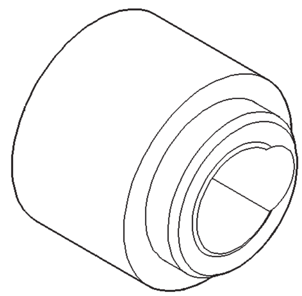
DESCRIPTION	TORQUE
Transmission Support Bracket Bolt (Manual)	46 N·m (34 ft. lbs.)
Transmission Support Bracket/ Cushion Bolt (4WD Auto)	75N·m (55 ft. lbs.)
Transmission Support Adaptor Bracket Bolts (2WD Auto)	75N·m (55 ft. lbs.)
Exhaust Manifold/Pipe	
Nuts	27 N·m (20 ft. lbs.)
Flywheel/Converter Housing	
Bolts	38 N·m (28 ft. lbs.)
Flywheel/Crankshaft	
Bolts	143 N·m (105 ft. lbs.)
Front Cover-to-Block	
Bolts 1/4–20	7N·m (60 in. lbs.)
Bolts 5/16–18	22N·m (192 in. lbs.)
Fuel Pump	
Bolts	22 N·m (16 ft. lbs.)
Generator	
Adjusting Bolt	24 N·m (18 ft. lbs.)
Pivot Bolt/Nut	38 N·m (28 ft. lbs.)
Main Bearing	
Bolts	108 N·m (80 ft. lbs.)
Oil Filter	
Filter	18 N·m (13 ft. lbs.)
Oil Filter	
Adaptor Bolts	102 N·m (75 ft. lbs.)
Oil Galley	
Plug	41 N·m (30 ft. lbs.)
Oil Pan	
1/4–20 Bolts	14 N·m (129 in. lbs.)
5/16–18 Bolts	18 N·m (156 in. lbs.)
Drain Plug	34 N·m (25 ft. lbs.)
Oil Pump	
Short Attaching Bolts	14 N·m (10 ft. lbs.)
Long Attaching Bolts	23 N·m (17 ft. lbs.)
Cover Bolts	8 N·m (70 in. lbs.)
Power Steering Pump Pressure Hose	
Nut	52 N·m (38 ft. lbs.)
Rocker Arm Assembly-to-Cylinder Head	
Capscrews	28 N·m (21ft. lbs.)
Spark Plugs	
Plugs	37 N·m (27 ft. lbs.)
Starting Motor	
Mounting Bolts	45 N·m (33 ft. lbs.)
Thermostat Housing	
Bolts	18 N·m (13 ft. lbs.)
Vibration Damper	
Bolts	108 N·m (80 ft. lbs.)
Water Pump/Block	
Bolts	31 N·m (270 in. lbs.)

SPECIAL TOOLS

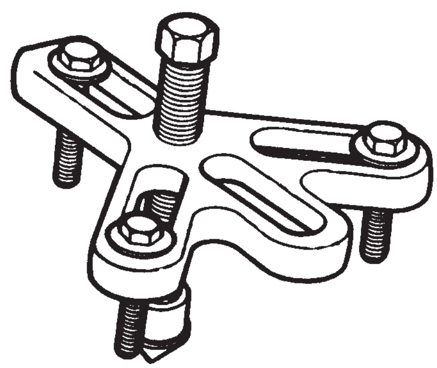
4.0L ENGINE



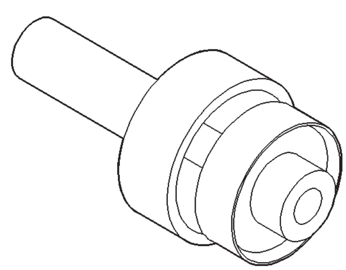
Valve Spring Compressor Tool MD-998772A



Timing Case Cover Alignment and Seal installation Tool 6139



Vibration Damper Removal Tool 7697



Rear Main Seal Installer Tool 6271A

5.2L ENGINE

INDEX

GENERAL INFORMATION

VALVES AND VALVE SPRINGS

The valves are arranged in-line and inclined 18°. The rocker pivot support and the valve guides are cast integral with the heads.

OIL PUMP PRESSURE

The MINIMUM oil pump pressure is 41.4 kPa (6 psi) at curb idle. The MAXIMUM oil pump pressure is 207-552 kPa (30-80 psi) at 3,000 RPM or more.

CAUTION: If oil pressure is ZERO at curb idle, DO NOT run engine at 3,000 RPM.

PISTON AND CONNECTING ROD ASSEMBLY

The pistons are elliptically turned so that the diameter at the pin boss is less than its diameter across the thrust face. This allows for expansion under normal operating conditions. Under operating temperatures, expansion forces the pin bosses away from each other, causing the piston to assume a more nearly round shape.

All pistons are machined to the same weight, regardless of size, to maintain piston balance.

The piston pin rotates in the piston only and is retained by the press interference fit of the piston pin in the connecting rod.

DESCRIPTION AND OPERATION

ENGINE DESCRIPTION

The 5.2 Liter (318 CID) eight-cylinder engine is a V-Type lightweight, single cam, overhead valve engine with hydraulic roller tappets (Fig. 1).

This engine is designed for unleaded fuel.

DESCRIPTION AND OPERATION (Continued)

Engine Type	90° V-8 OHV
Bore and Stroke	99.3 × 84.0 mm (3.91 × 3.31 in.)
Displacement	5.2L (318 cu. in.)
Compression Ratio	9.1:1
Torque	386 N·m (285 ft. lbs.) @ 3,600 rpm
Firing Order	1-8-4-3-6-5-7-2
Lubrication	Pressure Feed — Full Flow Filtration
Engine Oil Capacity	4.7L (5.0 qts) w/filter
Cooling System	Liquid Cooled — Forced Circulation
Cooling Capacity	15.6L (16.5 qts)
Cylinder Block	Cast Iron
Crankshaft	Nodular Iron
Cylinder Head	Cast Iron
Combustion Chambers	Wedge-High Swirl Valve Shrouding
Camshaft	Nodular Cast Iron
Pistons	Aluminum Alloy w/Strut
Connectiong Rods	Forged Steel

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Fig. 1 Engine Description

Engine lubrication system consists of a rotor type oil pump and a full flow oil filter.

The cylinders are numbered from front to rear; 1, 3, 5, 7 on the left bank and 2, 4, 6, 8 on the right bank. The firing order is 1-8-4-3-6-5-7- 2 (Fig. 2).

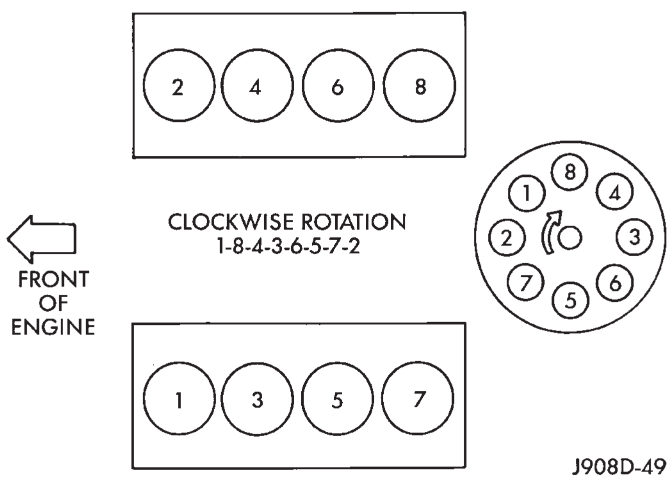

Fig. 2 Firing Order

The engine serial number is stamped into a machined pad located on the left, front corner of the cylinder block. When component part replacement is necessary, use the engine type and serial number for reference (Fig. 3).

LUBRICATION SYSTEM

A gear—type positive displacement pump is mounted at the underside of the rear main bearing cap. The pump draws oil through the screen and inlet tube from the sump at the rear of the oil pan. The oil is driven between the drive and idler gears and pump body, then forced through the outlet to the block. An oil gallery in the block channels the oil to the inlet side of the full flow oil filter. After passing through the filter element, the oil passes from the center outlet of the filter through an oil gallery that channels the oil up to the main gallery which extends the entire length on the right side of the block. The oil then goes down to the No. 1 main bearing, back up to the left side of the block and into the oil gallery on the left side of the engine.

Galleries extend downward from the main oil gallery to the upper shell of each main bearing. The crankshaft is drilled internally to pass oil from the main bearing journals to the connecting rod journals. Each connecting rod bearing has half a hole in it, oil passes through the hole when the rods rotate and the hole lines up, oil is then thrown off as the rod rotates. This oil throw off lubricates the camshaft lobes, distributor drive gear, cylinder walls, and piston pins.

The hydraulic valve tappets receive oil directly from the main oil gallery. The camshaft bearings receive oil from the main bearing galleries. The front camshaft bearing journal passes oil through the camshaft sprocket to the timing chain. Oil drains back to the oil pan under the number one main bearing cap.

The oil supply for the rocker arms and bridged pivot assemblies is provided by the hydraulic valve tappets which pass oil through hollow push rods to a hole in the corresponding rocker arm. Oil from the rocker arm lubricates the valve train components. The oil then passes down through the push rod guide holes, and the oil drain back passages in the cylinder head past the valve tappet area, and returns to the oil pan.

X M 5.2L T XXXX XXXXXXXX

X = Last Digit of Model Year
M = Plant - M Mound Road
S Saltillo
T Trenton
K Toluca
5.2L = Engine Displacement
T = Usage - T Truck
XXXX = Month/Day
XXXXXXXX = Serial Code - Last 8 Digits of VIN No.

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Fig. 3 Engine Identification Number

DESCRIPTION AND OPERATION (Continued)

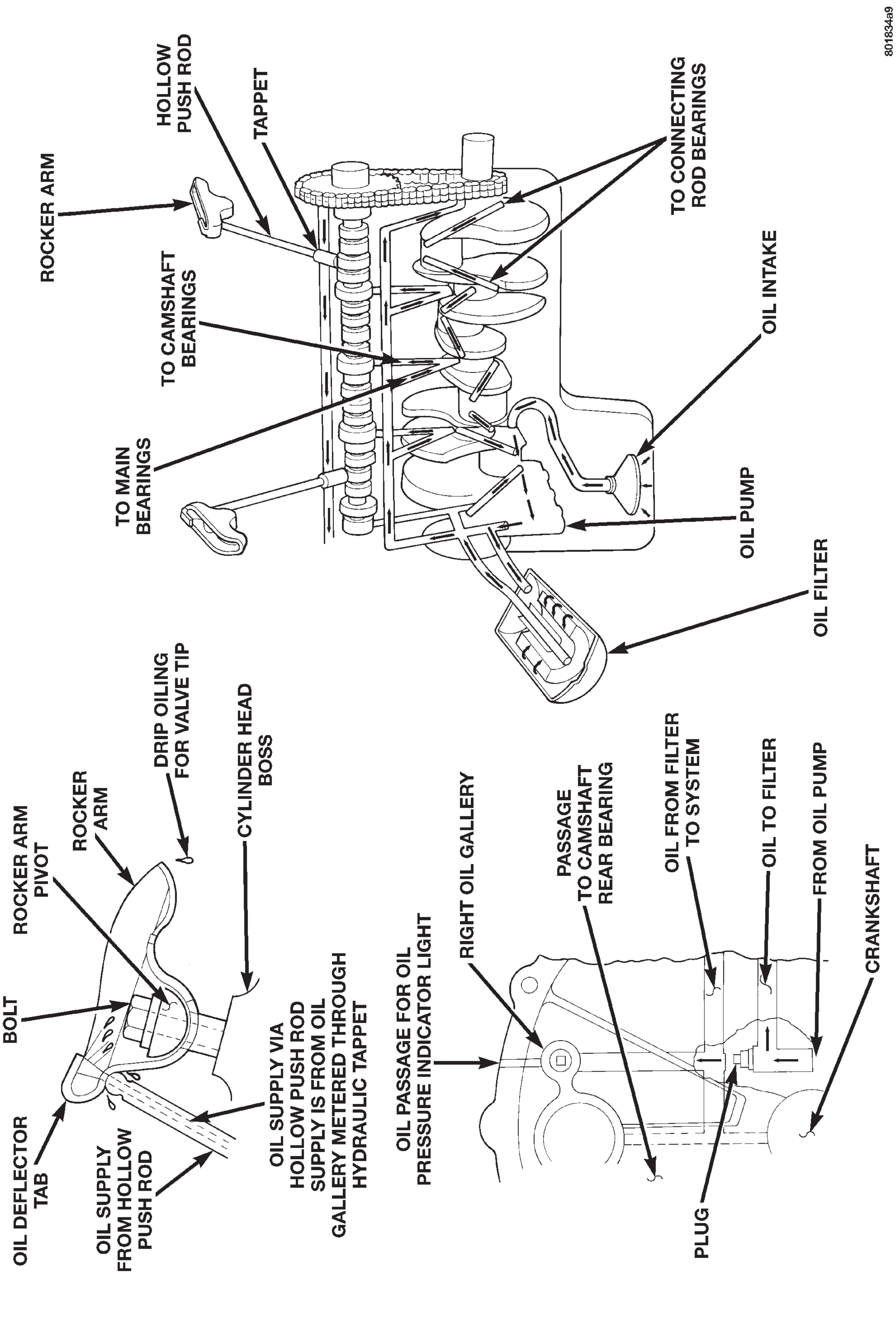


Fig. 4 Oil Lubrication System

DESCRIPTION AND OPERATION (Continued)

ENGINE COMPONENTS

CYLINDER HEAD

The alloy cast iron cylinder heads (Fig. 5) are held in place by 10 bolts. The spark plugs are located in the peak of the wedge between the valves.

The 5.2L cylinder head is identified by the foundry mark NH.

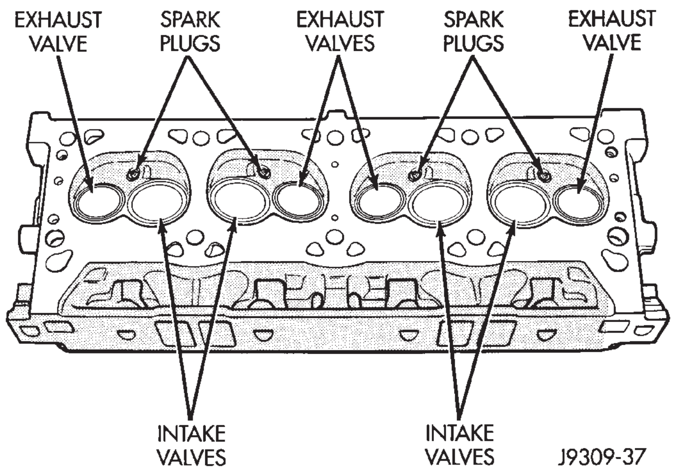


Fig. 5 Cylinder Head Assembly

PISTONS

All pistons are machined to the same weight, regardless of size, to maintain piston balance.

The pistons are elliptically turned so that the diameter at the pin boss is less than its diameter across the thrust face. This allows for expansion under normal operating conditions. Under operating temperatures, expansion forces the pin bosses away from each other, causing the piston to assume a more nearly round shape.

The piston pin rotates in the piston only and is retained by the press interference fit of the piston pin in the connecting rod.

SERVICE PROCEDURES

VALVE TIMING

(1) Turn crankshaft until the No.6 exhaust valve is closing and No.6 intake valve is opening.

(2) Insert a 6.350 mm (1/4 inch) spacer between rocker arm pad and stem tip of No.1 intake valve. Allow spring load to bleed tappet down giving in effect a solid tappet.

(3) Install a dial indicator so plunger contacts valve spring retainer as nearly perpendicular as possible. Zero the indicator.

(4) Rotate the crankshaft clockwise (normal running direction) until the valve has lifted 0.863 mm (0.034 inch). The timing of the crankshaft should now read from 10° before top dead center to 2° after top dead center. Remove spacer.

CAUTION: DO NOT turn crankshaft any further clockwise as valve spring might bottom and result in serious damage.

If reading is not within specified limits:
- Check sprocket index marks.
- Inspect timing chain for wear.
- Check accuracy of DC mark on timing indicator.

MEASURING TIMING CHAIN STRETCH

NOTE: To access timing chain Refer to Timing Chain Cover in Removal and Installation Section.

(1) Place a scale next to the timing chain so that any movement of the chain may be measured.

(2) Place a torque wrench and socket over camshaft sprocket attaching bolt. Apply torque in the direction of crankshaft rotation to take up slack; 41 N·m (30 ft. lbs.) torque with cylinder head installed or 20 N·m (15 ft. lbs.) torque with cylinder head removed. With a torque applied to the camshaft sprocket bolt, crankshaft should not be permitted to move. It may be necessary to block the crankshaft to prevent rotation.

(3) Hold a scale with dimensional reading even with the edge of a chain link. With cylinder heads installed, apply 14 N·m (30 ft. lbs.) torque in the reverse direction. With the cylinder heads removed, apply 20 N·m (15 ft. lbs.) torque in the reverse direction. Note the amount of chain movement (Fig. 6).

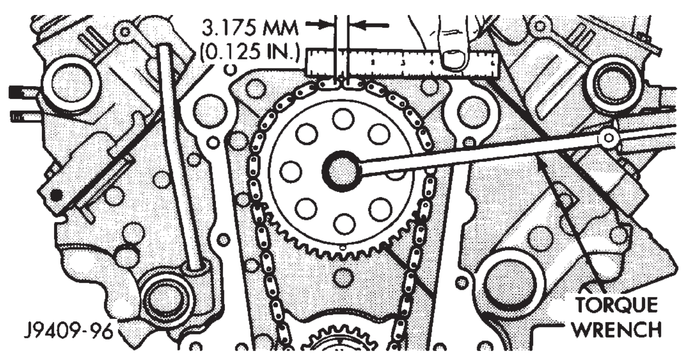


Fig. 6 Measuring Timing Chain Wear and Stretch

(4) Install a new timing chain, if its movement exceeds 3.175 mm (1/8 inch).

(5) If chain is not satisfactory, remove camshaft sprocket attaching bolt and remove timing chain with crankshaft and camshaft sprockets.

(6) Place both camshaft sprocket and crankshaft sprocket on the bench with timing marks on exact imaginary center line through both camshaft and crankshaft bores.

(7) Place timing chain around both sprockets.

(8) Turn crankshaft and camshaft to line up with keyway location in crankshaft sprocket and in camshaft sprocket.

SERVICE PROCEDURES (Continued)

(9) Lift sprockets and chain (keep sprockets tight against the chain in position as described).

(10) Slide both sprockets evenly over their respective shafts and use a straightedge to check alignment of timing marks (Fig. 7).

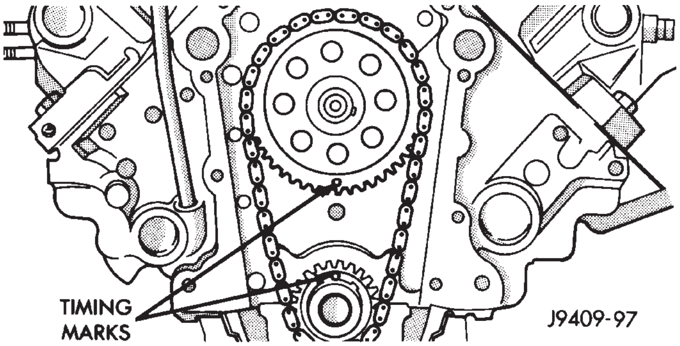


Fig. 7 Alignment of Timing Marks

(11) Install the camshaft bolt. Tighten the bolt to 47 N·m (35 ft. lbs.) torque.

(12) Check camshaft end play. The end play should be 0.051-0.152 mm (0.002-0.006 inch) with a new thrust plate and up to 0.254 mm (0.010 inch) with a used thrust plate. If not within these limits install a new thrust plate.

FITTING PISTONS

Piston and cylinder wall must be clean and dry. Specified clearance between the piston and the cylinder wall is 0.013-0.038 mm (0.0005-0.0015 inch) at 21°C (70°F).

Piston diameter should be measured at the top of skirt, 90° to piston pin axis location A in (Fig. 8). Cylinder bores should be measured halfway down the cylinder bore and transverse to the engine crankshaft center line.

Pistons and cylinder bores should be measured at normal room temperature, 21°C (70°F).

FITTING PISTON RINGS

(1) Measurement of end gaps:

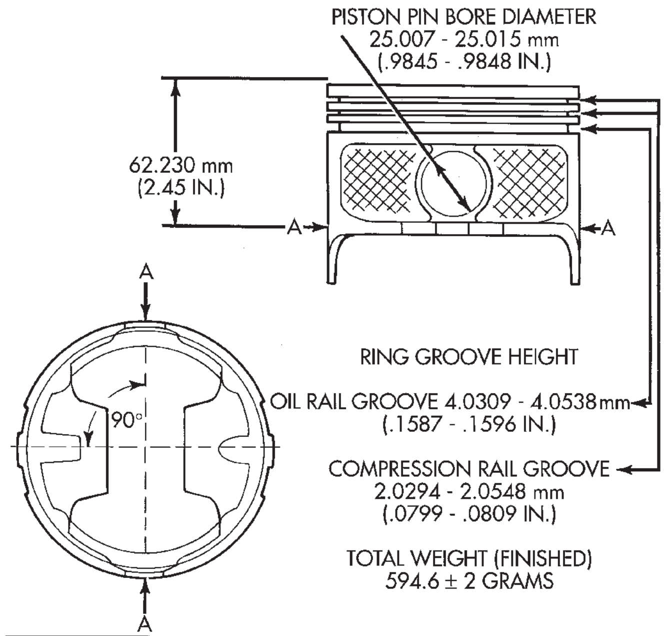
(a) Measure piston ring gap 2 inches from bottom of cylinder bore. An inverted piston can be used to push the rings down to ensure positioning rings squarely in the cylinder bore before measuring.

(b) Insert feeler gauge in the gap. The top compression ring gap should be between 0.254-0.508 mm (0.010-0.020 inch). The second compression ring gap should be between 0.508-0.762 mm (0.020-0.030 inch). The oil ring gap should be 0.254-1.270 mm (0.010-0.050 inch).

(c) Rings with insufficient end gap may be properly filed to the correct dimension. Rings with excess gaps should not be used.

(2) Install rings and confirm ring side clearance:

(a) Install oil rings being careful not to nick or scratch the piston. Install the oil control rings according to instructions in the package. It is not necessary to use a tool to install the upper and lower rails. Insert oil rail spacer first, then side rails.



PISTON SIZE	A DIA = PISTON DIAMETER		BORE DIAMETER	
	MIN. mm (IN.)	MAX. mm (IN.)	MIN. mm (IN.)	MAX. mm (IN.)
A	99.280 (3.9087)	99.294 (3.9092)	99.306 (3.9097)	99.319 (3.9102)
B	99.294 (3.9092)	99.306 (3.9097)	99.319 (3.9102)	99.332 (3.9107)
C	99.306 (3.9097)	99.319 (3.9102)	99.332 (3.9107)	99.344 (3.9112)
D	99.319 (3.9102)	99.332 (3.9107)	99.344 (3.9112)	99.357 (3.9117)
E	99.332 (3.9107)	99.344 (3.9112)	99.357 (3.9117)	99.370 (3.9122)

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Fig. 8 Piston Measurements

(b) Install the second compression rings using Installation Tool C-4184. The compression rings must be installed with the identification mark face up (toward top of piston) and chamfer facing down. An identification mark on the ring is a drill point, a stamped letter "O", an oval depression or the word TOP (Fig. 9) (Fig. 11).

(c) Using a ring installer, install the top compression ring with the chamfer facing up (Fig. 10) (Fig. 11). An identification mark on the ring is a drill point, a stamped letter "O", an oval depression or the word TOP facing up.

(d) Measure side clearance between piston ring and ring land. Clearance should be 0.074-0.097 mm (0.0029-0.0038 inch) for the compression rings. The steel rail oil ring should be free in groove, but should not exceed 0.246 mm (0.0097 inch) side clearance.

(e) Pistons with insufficient or excessive side clearance should be replaced.

FITTING CONNECTING ROD BEARINGS

Fit all rods on a bank until completed. DO NOT alternate from one bank to another, because connect-

SERVICE PROCEDURES (Continued)

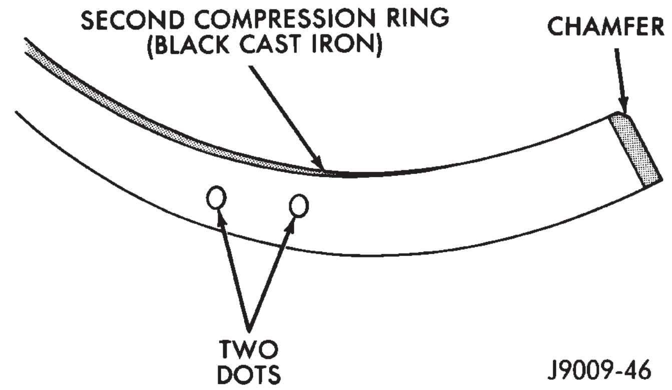


Fig. 9 Second Compression Ring Identification (Typical)

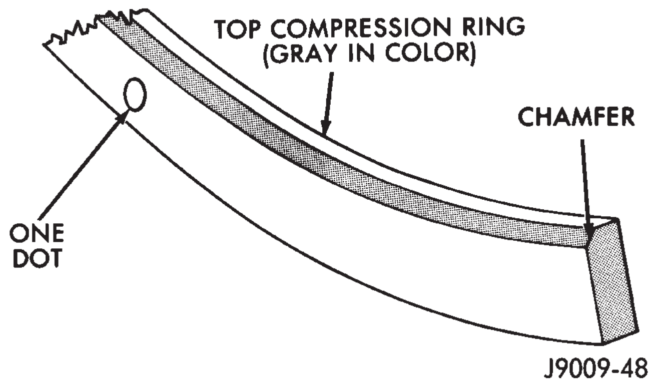


Fig. 10 Top Compression Ring Identification (Typical)

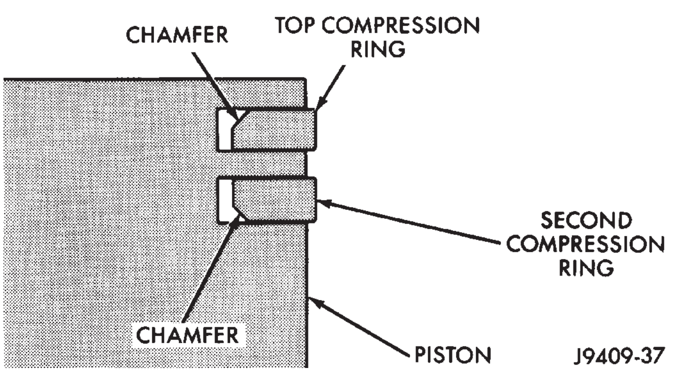


Fig. 11 Compression Ring Chamfer Location (Typical)

ing rods and pistons are not interchangeable from one bank to another.

The bearing caps are not interchangeable and should be marked at removal to ensure correct assembly.

Each bearing cap has a small V-groove across the parting face. When installing the lower bearing shell, make certain that the V-groove in the shell is in line with the V-groove in the cap. This provides lubrication of the cylinder wall in the opposite bank.

The bearing shells must be installed so that the tangs are in the machined grooves in the rods and caps.

Limits of taper or out-of-round on any crankshaft journals should be held to 0.025 mm (0.001 inch).

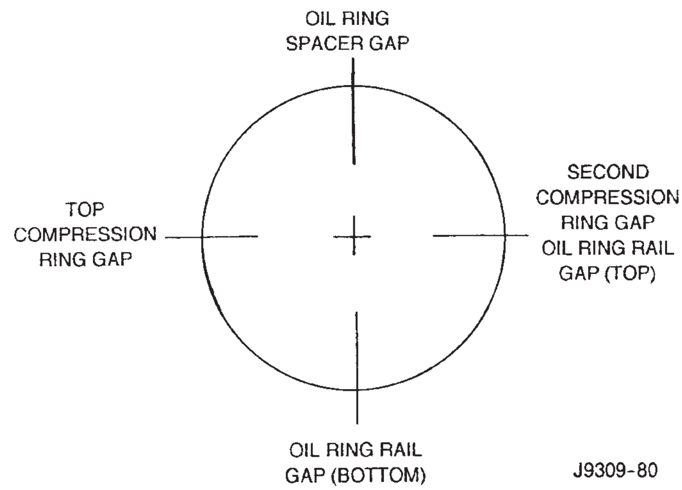


Fig. 12 Proper Ring Installation

Bearings are available in 0.025 mm (0.001 inch), 0.051 mm (0.002 inch), 0.076 mm (0.003 inch), 0.254 mm (0.010 inch) and 0.305 mm (0.012 inch) undersize. **Install the bearings in pairs. DO NOT use a new bearing half with an old bearing half. DO NOT file the rods or bearing caps.**

CRANKSHAFT MAIN BEARINGS

Bearing caps are not interchangeable and should be marked at removal to ensure correct assembly. Upper and lower bearing halves are NOT interchangeable. Lower main bearing halves of No.2 and 4 are interchangeable.

Upper and lower No.3 bearing halves are flanged to carry the crankshaft thrust loads. They are NOT interchangeable with any other bearing halves in the engine (Fig. 13). Bearing shells are available in standard and the following undersizes: 0.25 mm (0.001 inch), 0.051 mm (0.002 inch), 0.076 mm (0.003 inch), 0.254 mm (0.010 inch) and 0.305 mm (0.012 inch). Never install an undersize bearing that will reduce clearance below specifications.

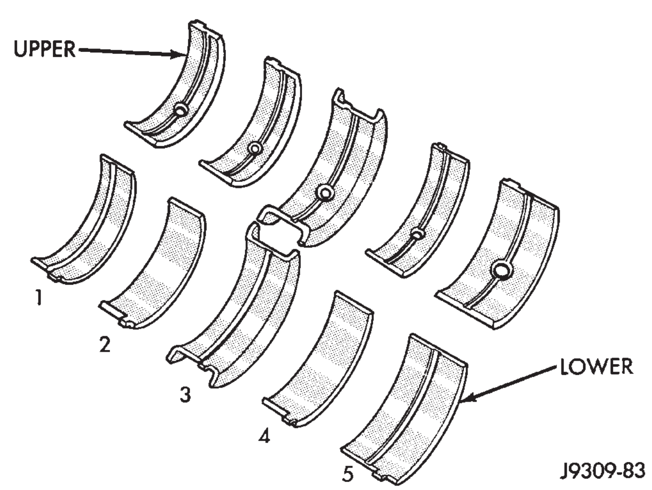


Fig. 13 Main Bearing Identification

SERVICE PROCEDURES (Continued)

CRANKSHAFT

A crankshaft which has undersize journals will be stamped with 1/4 inch letters on the milled flat on the No.8 crankshaft counterweight (Fig. 14).

FOR EXAMPLE: R2 stamped on the No.8 crankshaft counterweight indicates that the No.2 rod journal is 0.025 mm (0.001 in) undersize. M4 indicates that the No.4 main journal is 0.025 mm (0.001 in) undersize. R3 M2 indicates that the No.3 rod journal and the No.2 main journal are 0.025 mm (0.001 in) undersize.

Undersize Journal	Identification Stamp
0.025 mm (0.001 in.) (Rod)	R1-R2-R3 or R4
0.025 mm (0.001 in.) (Main)	M1-M2-M3-M4 or M5

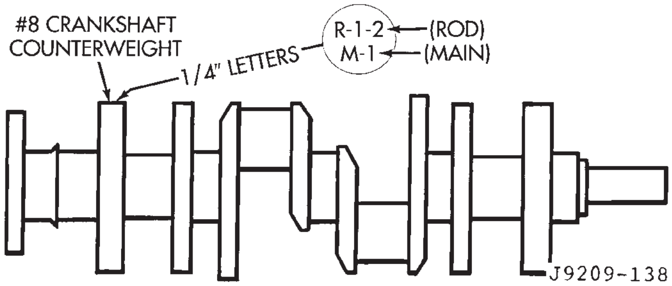


Fig. 14 Location of Crankshaft Identification

When a crankshaft is replaced, all main and connecting rod bearings should be replaced with new bearings. Therefore, selective fitting of the bearings is not required when a crankshaft and bearings are replaced.

REMOVAL AND INSTALLATION

ENGINE MOUNTS—FRONT

REMOVAL

(1) Disconnect the negative cable from the battery.

(2) Position fan to assure clearance for radiator top tank and hose.

CAUTION: DO NOT lift the engine by the intake manifold.

(3) Install engine lifting fixture.

(4) Raise vehicle on hoist.

(5) Remove the engine support insulator thru-bolts and nuts (Fig. 15) (Fig. 16).

(6) Raise engine SLIGHTLY. Remove the engine support insulator bolts. Remove the engine support insulator assembly.

(7) If required, remove the sill bracket assembly.

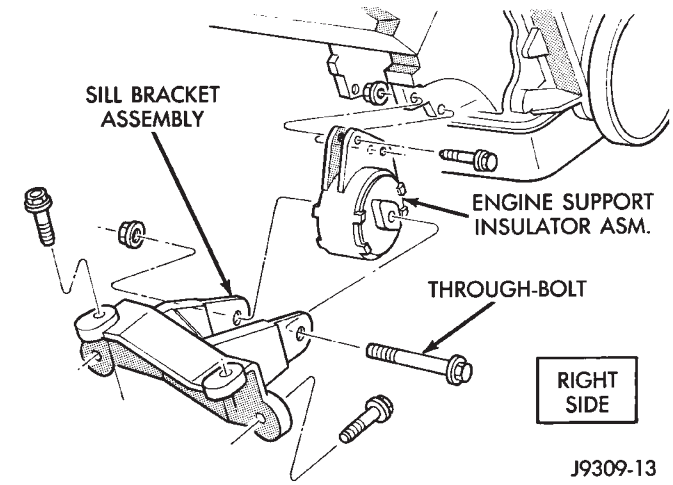


Fig. 15 Front Engine Mount—Right Side

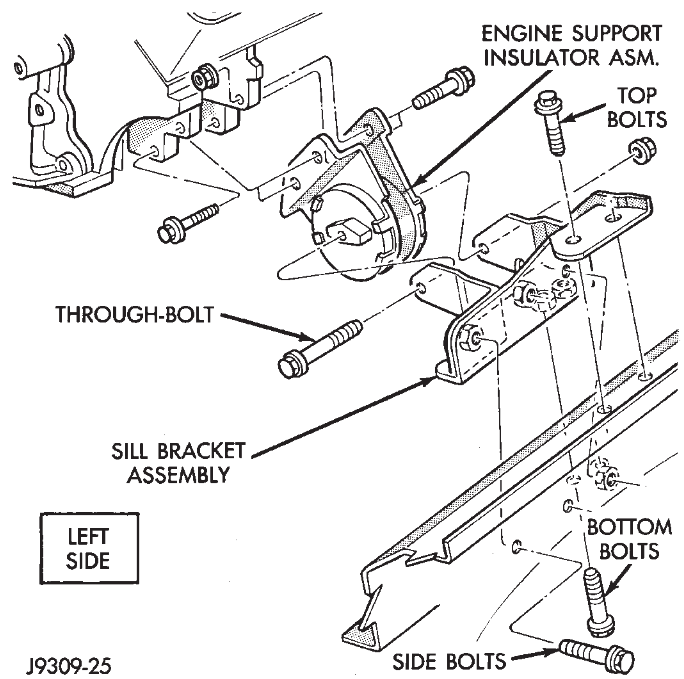


Fig. 16 Front Engine Mount—Left Side

INSTALLATION

(1) If the sill bracket assembly was removed, install the bracket to the sill assembly.

(a) RIGHT SIDE—Install the sill bracket assembly onto the sill assembly (Fig. 15). Install and tighten the bolts to 65 N·m (48 ft. lbs.) torque.

(b) LEFT SIDE—Install the sill bracket assembly onto the sill assembly (Fig. 16). Install and tighten the 2 top bolts to 65 N·m (48 ft. lbs.) torque. Install and tighten the 2 side bolts to 95 N·m (70 ft. lbs.) torque. Install and tighten the 2 bottom bolts to 121 N·m (89 ft. lbs.) torque.

(2) With the engine raised SLIGHTLY, position engine support insulator assembly onto the engine block (Fig. 15) (Fig. 16). Install bolts and tighten to 88 N·m (65 ft. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

(3) Lower engine with lifting fixture while aligning engine support insulator assembly into sill bracket assembly.

(4) Install the thru-bolt and nut. Tighten the RIGHT SIDE nut to 81 N·m (60 ft. lbs.) torque. Tighten the LEFT SIDE nut to 81 N·m (60 ft. lbs.) torque.

(5) Lower the vehicle.

(6) Remove lifting fixture.

(7) Connect the negative cable to the battery.

ENGINE MOUNTS—REAR

REMOVAL

(1) Disconnect the negative cable from the battery.

(2) Raise the vehicle on a hoist.

(3) Support the transmission with a jack.

(4) Remove engine mount bracket thru-bolt (Fig. 17).

(5) Raise the transmission and engine SLIGHTLY.

(6) Remove stud nuts attaching engine mount clevis bracket to crossmember (Fig. 17). Remove bracket.

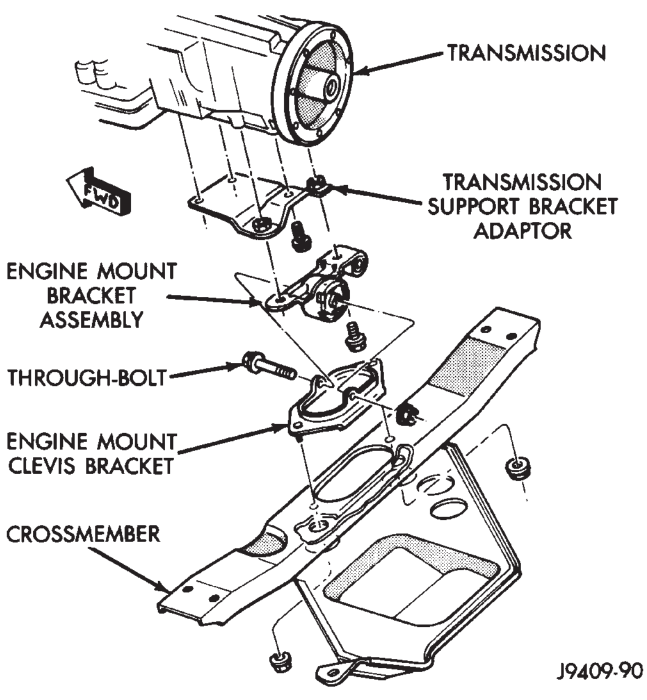


Fig. 17 Engine Rear Support Assembly

(7) Remove the engine mount bracket assembly from the adaptor (Fig. 17).

(8) If required, remove the transmission support bracket adaptor.

INSTALLATION

(1) If the transmission support bracket adaptor was removed, position the adaptor to the transmission (Fig. 17). Tighten the bolts to 60 N·m (44 ft. lbs.) torque.

(2) Install the engine mount clevis bracket onto crossmember. Tighten the stud nuts to 41 N·m (30 ft. lbs) torque.

(3) Install the engine mount bracket assembly to the adaptor. Install the bolts and tighten to 75 N·m (55 ft. lbs.) torque.

(4) Lower the transmission and engine while aligning the engine mount bracket assembly to the engine mount clevis bracket.

(5) Install thru-bolt and tighten the nut to 65 N·m (48 ft. lbs.) torque.

(6) Remove transmission jack.

(7) Lower the vehicle.

(8) Connect the negative cable to the battery.

ENGINE ASSEMBLY

REMOVAL

(1) Scribe hood hinge outlines on hood and remove the hood.

(2) Remove the battery.

(3) Drain cooling system.

(4) Remove the air cleaner and tube.

(5) Set fan shroud aside.

(6) Remove radiator and heater hoses. Remove the radiator (refer to Group 7, Cooling System).

(7) Remove the vacuum lines.

(8) Remove the distributor cap and wiring.

(9) Disconnect the accelerator linkage.

(10) Perform the Fuel System Pressure Release procedure (refer to Group 14, Fuel System).

(11) Remove throttle body.

(12) Remove the starter wires.

(13) Remove the oil pressure wire.

(14) Discharge the air conditioning system, if equipped (refer to Group 24, Heating and Air Conditioning for service procedures).

(15) Remove air conditioning hoses.

(16) Disconnect the power steering hoses, if equipped.

(17) Remove starter motor (refer to Group 8B, Battery/Starter Service).

(18) Remove the generator (refer to Group 8C, Generator Service).

(19) Raise and support the vehicle on a hoist.

(20) Disconnect exhaust pipe at manifold.

(21) Support automatic transmission with a transmission stand. This will assure that the torque converter will remain in proper position in the transmission housing.

(22) Remove bell housing bolts and inspection plate. Attach C-clamp on front bottom of transmission torque converter housing to prevent torque converter from coming out.

(23) Remove torque converter drive plate bolts from torque converter drive plate. Mark converter and drive plate to aid in assembly.

REMOVAL AND INSTALLATION (Continued)

(24) Disconnect the engine from the torque converter drive plate.

CAUTION: DO NOT lift the engine by the intake manifold.

(25) Install an engine lifting fixture.
(26) Remove the engine front mount thru-bolts.
(27) Lower the vehicle.
(28) Remove engine from engine compartment.
(29) Install on engine repair stand.

INSTALLATION

(1) Remove engine from the repair stand and position in the engine compartment.
(2) Install engine support fixture.
(3) Raise and support the vehicle on a hoist.
(4) Position the torque converter and drive plate. Install torque converter drive plate bolts. Tighten the bolts to 31 N·m (270 in. lbs.) torque.
(5) Install the engine front mount thru-bolts.
(6) Install bell housing bolts. Tighten the bolts to 41 N·m (30 ft. lbs.) torque.
(7) Remove C-clamp and install inspection plate.
(8) Remove stand from transmission.
(9) Install exhaust pipe to manifold.
(10) Lower the vehicle.
(11) Remove engine lifting fixture.
(12) Install the generator (refer to Group 8C, Generator Service).
(13) Install starter motor (refer to Group 8B, Battery/Starter Service).
(14) Install power steering hoses, if equipped.
(15) Install air conditioning hoses.
(16) Charge the air conditioner, if equipped (refer to Group 24, Heater and Air Conditioning for service procedures).
(17) Using a new gasket, install throttle body. Tighten the throttle body bolts to 23 N·m (200 in. lbs.) torque.
(18) Connect the accelerator linkage.
(19) Connect the starter wires.
(20) Connect the oil pressure wire.
(21) Install the distributor cap and wiring.
(22) Install vacuum lines.
(23) Install radiator, radiator hoses and heater hoses (refer to Group 7, Cooling System).
(24) Install fan shroud in position.
(25) Install the battery
(26) Fill cooling system (refer to Group 7, Cooling System for the proper procedure).
(27) Install the air cleaner.
(28) Warm engine and adjust.
(29) Install hood and line up.
(30) Road test vehicle.

CYLINDER HEAD COVER

A steel backed silicon gasket is used with the cylinder head cover (Fig. 18). This gasket can be used again.

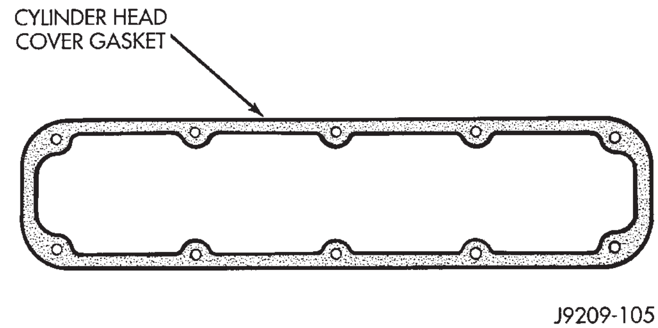


Fig. 18 Cylinder Head Cover Gasket

REMOVAL

(1) Disconnect the negative cable from the battery.
(2) Disconnect closed ventilation system and evaporation control system from cylinder head cover.
(3) On the left cover, remove the coolant tube bracket.
(4) Remove the ignition wires from the holders.
(5) Remove cylinder head cover and gasket. The gasket may be used again.
(6) Clean cylinder head cover gasket surface.
(7) Clean head rail, if necessary.

INSTALLATION

(1) Inspect cover for distortion and straighten, if necessary.
(2) Check the gasket for use in head cover installation. If damaged, use a new gasket.
(3) The cylinder head cover gasket can be used again. Install the gasket onto the head rail.
(4) Position the cylinder head cover onto the gasket. On the left cover, install the coolant tube bracket (refer to Group 7, Cooling System). Tighten the bolts to 11 N·m (95 in. lbs.) torque.
(5) Install the ignition wires onto the holders.
(6) Install closed crankcase ventilation system and evaporation control system.
(7) Connect the negative cable to the battery.

ROCKER ARMS AND PUSH RODS

REMOVAL

(1) Disconnect spark plug wires by pulling on the boot straight out in line with plug.
(2) Remove cylinder head cover and gasket.
(3) Remove the rocker arm bolts and pivots (Fig. 19). Place them on a bench in the same order as removed.
(4) Remove the push rods and place them on a bench in the same order as removed.

REMOVAL AND INSTALLATION (Continued)

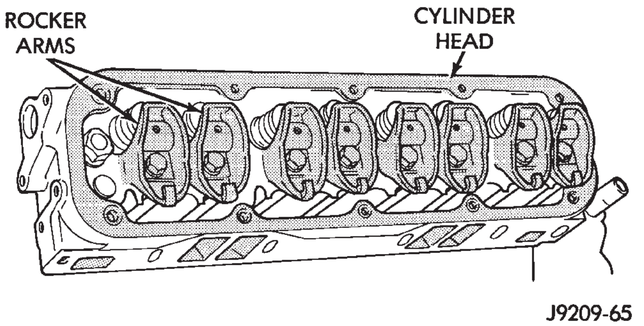


Fig. 19 Rocker Arms

INSTALLATION

(1) Rotate the crankshaft until the “V8” mark lines up with the TDC mark on the timing chain case cover. This mark is located 147° ATDC from the No.1 firing position.

(2) Install the push rods in the same order as removed.

(3) Install rocker arm and pivot assemblies in the same order as removed. Tighten the rocker arm bolts to 28 N·m (21 ft. lbs.) torque.

CAUTION: DO NOT rotate or crank the engine during or immediately after rocker arm installation. Allow the hydraulic roller tappets adequate time to bleed down (about 5 minutes).

(4) Install cylinder head cover.

(5) Connect spark plug wires.

VALVE SPRING AND STEM SEAL REPLACEMENT-IN VEHICLE

(1) Set engine basic timing to Top Dead Center (TDC).

(2) Remove the air cleaner.

(3) Remove cylinder head covers and spark plugs.

(4) Remove coil wire from distributor and secure to good ground to prevent engine from starting.

(5) Using suitable socket and flex handle at crankshaft retaining bolt, turn engine so the No.1 piston is at TDC on the compression stroke.

(6) Remove rocker arms.

(7) With air hose attached to an adapter installed in No.1 spark plug hole, apply 620-689 kPa (90-100 psi) air pressure.

(8) Using Valve Spring Compressor Tool MD-998772A with adaptor 6633, compress valve spring and remove retainer valve locks and valve spring.

(9) Install seals on the exhaust valve stem and position down against valve guides.

(10) The intake valve stem seals should be pushed firmly and squarely over the valve guide using the valve stem as a guide. DO NOT force seal against top of guide. When installing the valve retainer locks, compress the spring only enough to install the locks.

(11) Follow the same procedure on the remaining 7 cylinders using the firing sequence 1-8-4-3-6-5-7-2. Make sure piston in cylinder is at TDC on the valve spring that is being removed.

(12) Remove adapter from the No.1 spark plug hole.

(13) Install rocker arms.

(14) Install covers and coil wire to distributor.

(15) Install air cleaner.

(16) Road test vehicle.

CYLINDER HEAD

REMOVAL

(1) Disconnect the negative cable from the battery.

(2) Drain cooling system (refer to Group 7, Cooling System for the proper procedures).

(3) Remove the generator.

(4) Remove closed crankcase ventilation system.

(5) Disconnect the evaporation control system.

(6) Remove the air cleaner.

(7) Perform the Fuel System Pressure Release procedure (refer to Group 14, Fuel System). Disconnect the fuel lines.

(8) Disconnect accelerator linkage and if so equipped, the speed control and transmission kick-down cables.

(9) Remove the return spring.

(10) Remove distributor cap and wires.

(11) Disconnect the coil wires.

(12) Disconnect heat indicator sending unit wire.

(13) Disconnect heater hoses and bypass hose.

(14) Remove cylinder head covers and gaskets.

(15) Remove intake manifold and throttle body as an assembly. Discard the flange side gaskets and the front and rear cross-over gaskets.

(16) Remove exhaust manifolds.

(17) Remove rocker arm assemblies and push rods. Identify to ensure installation in original locations.

(18) Remove the head bolts from each cylinder head and remove cylinder heads. Discard the cylinder head gasket.

(19) Remove spark plugs.

INSTALLATION

(1) Position the new cylinder head gaskets onto the cylinder block.

(2) Position the cylinder heads onto head gaskets and cylinder block.

(3) Starting at top center, tighten all cylinder head bolts, in sequence, to 68 N·m (50 ft. lbs.) torque (Fig. 20). Repeat procedure, tighten all cylinder head bolts to 143 N·m (105 ft. lbs.) torque. Repeat procedure to confirm that all bolts are at 143 N·m (105 ft. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

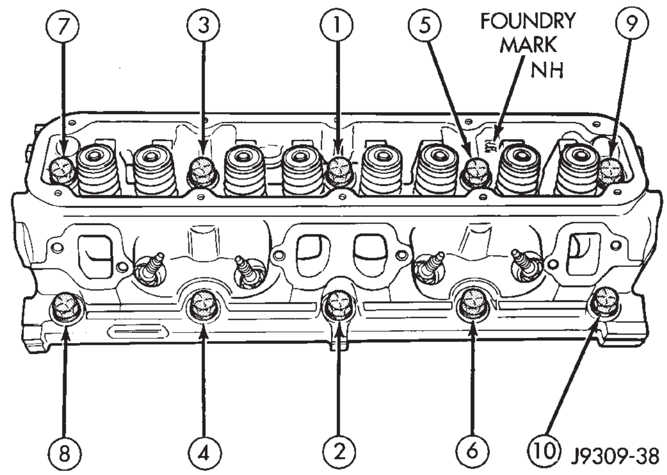


Fig. 20 Cylinder Head Bolt Tightening Sequence

CAUTION: When tightening the rocker arm bolts, make sure the piston in that cylinder is NOT at TDC. Contact between the valves and piston could occur.

(4) Install push rods and rocker arm assemblies in their original position. Tighten the bolts to 28 N·m (21 ft. lbs.) torque.

(5) Install the intake manifold and throttle body assembly (refer to Group 11, Exhaust System and Intake Manifold).

(6) Install exhaust manifolds. Tighten the bolts and nuts to 34 N·m (25 ft. lbs.) torque.

(7) Adjust spark plugs to specifications (refer to Group 8D, Ignition System). Install the plugs and tighten to 41 N·m (30 ft. lbs.) torque.

(8) Install coil wires.

(9) Connect heat indicator sending unit wire.

(10) Connect the heater hoses and bypass hose.

(11) Install distributor cap and wires.

(12) Hook up the return spring.

(13) Connect the accelerator linkage and if so equipped, the speed control and transmission kick-down cables.

(14) Install the fuel lines.

(15) Install the generator and drive belt. Tighten generator mounting bolt to 41 N·m (30 ft. lbs.) torque. Tighten the adjusting strap bolt to 23 N·m (200 in. lbs.) torque. Refer to Group 7, Cooling System for adjusting the belt tension.

(16) Install the intake manifold-to-generator bracket support rod. Tighten the bolts.

(17) Place the cylinder head cover gaskets in position and install cylinder head covers. Tighten the bolts to 11 N·m (95 in. lbs.) torque.

(18) Install closed crankcase ventilation system.

(19) Connect the evaporation control system.

(20) Install the air cleaner.

(21) Fill cooling system (refer to Group 7, Cooling System for proper procedure).

(22) Connect the negative cable to the battery.

VALVES AND VALVE SPRINGS

REMOVAL

(1) Remove the cylinder head.

(2) Compress valve springs using Valve Spring Compressor Tool MD- 998772A.

(3) Remove valve retaining locks, valve spring retainers, valve stem seals and valve springs.

(4) Before removing valves, remove any burrs from valve stem lock grooves to prevent damage to the valve guides. Identify valves to ensure installation in original location.

INSTALLATION

(1) Clean valves thoroughly. Discard burned, warped and cracked valves.

(2) Remove carbon and varnish deposits from inside of valve guides with a reliable guide cleaner.

(3) Measure valve stems for wear. If wear exceeds 0.051 mm (0.002 inch), replace the valve.

(4) Coat valve stems with lubrication oil and insert them in cylinder head.

(5) If valves or seats are reground, check valve stem height. If valve is too long, replace cylinder head.

(6) Install new seals on all valve guides. Install valve springs and valve retainers.

(7) Compress valve springs with Valve Spring Compressor Tool MD-998772A, install locks and release tool. If valves and/or seats are ground, measure the installed height of springs. Make sure the measurement is taken from bottom of spring seat in cylinder head to the bottom surface of spring retainer. If spacers are installed, measure from the top of spacer. If height is greater than 42.86 mm (1-11/16 inches), install a 1.587 mm (1/16 inch) spacer in head counterbore. This should bring spring height back to normal 41.27 to 42.86 mm (1-5/8 to 1-11/16 inch).

HYDRAULIC TAPPETS

REMOVAL

(1) Remove the air cleaner.

(2) Remove cylinder head cover, rocker assembly and push rods. Identify push rods to ensure installation in original location.

(3) Remove intake manifold, yoke retainer and aligning yokes.

(4) Slide Hydraulic Tappet Remover/Installer Tool C-4129-A through opening in cylinder head and seat tool firmly in the head of tappet.

REMOVAL AND INSTALLATION (Continued)

(5) Pull tappet out of bore with a twisting motion. If all tappets are to be removed, identify tappets to ensure installation in original location.

INSTALLATION

(1) If the tappet or bore in cylinder block is scored, scuffed, or shows signs of sticking, ream the bore to next oversize. Replace with oversize tappet.
(2) Lubricate tappets.
(3) Install tappets and push rods in their original positions. Ensure that the oil feed hole in the side of the tappet body faces up (away from the crankshaft).
(4) Install aligning yokes with ARROW toward camshaft.
(5) Install yoke retainer. Tighten the bolts to 23 N·m (200 in. lbs.) torque. Install intake manifold.
(6) Install push rods in original positions.
(7) Install rocker arm.
(8) Install cylinder head cover.
(9) Start and operate engine. Warm up to normal operating temperature.

CAUTION: To prevent damage to valve mechanism, engine must not be run above fast idle until all hydraulic tappets have filled with oil and have become quiet.

VIBRATION DAMPER

REMOVAL

(1) Disconnect the negative cable from the battery.
(2) Remove fan shroud retainer bolts and set shroud back over engine.
(3) Remove the cooling system fan.
(4) Remove the serpentine belt (refer to Group 7, Cooling System).
(5) Remove the vibration damper pulley.
(6) Remove vibration damper bolt and washer from end of crankshaft.
(7) Install bar and screw from Puller Tool Set C-3688. Install 2 bolts with washers through the puller tool and into the vibration damper (Fig. 21).

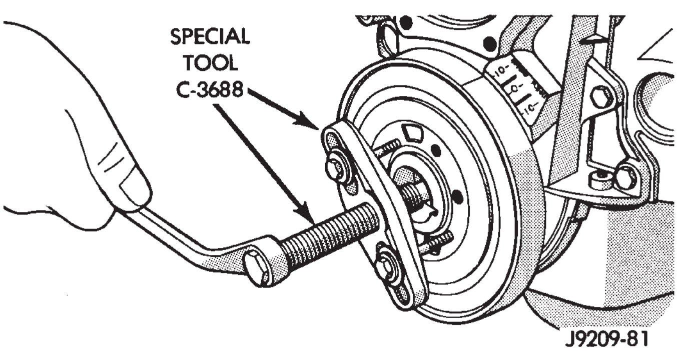


Fig. 21 Vibration Damper Assembly

(8) Pull vibration damper off of the crankshaft.

INSTALLATION

(1) Position the vibration damper onto the crankshaft.
(2) Place installing tool, part of Puller Tool Set C-3688 in position and press the vibration damper onto the crankshaft (Fig. 22).

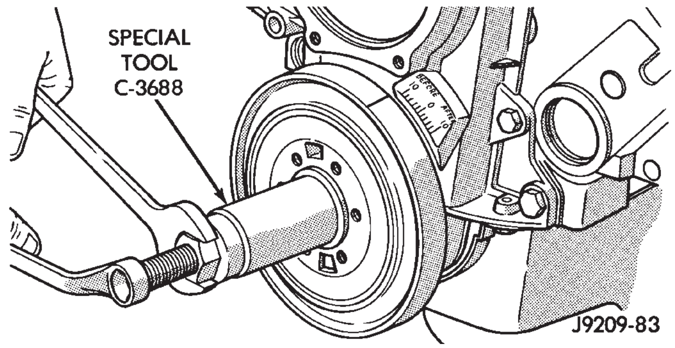


Fig. 22 Installing Vibration Damper

(3) Install the crankshaft bolt and washer. Tighten the bolt to 183 N·m (135 ft. lbs.) torque.
(4) Install the crankshaft pulley. Tighten the pulley bolts to 23 N·m (200 in. lbs.) torque.
(5) Install the serpentine belt (refer to Group 7, Cooling System).
(6) Install the cooling system fan. Tighten the bolts to 23 N·m (17 ft. lbs.) torque.
(7) Position the fan shroud and install the bolts. Tighten the retainer bolts to 11 N·m (95 in. lbs.) torque.
(8) Connect the negative cable to the battery.

TIMING CHAIN COVER

REMOVAL

(1) Disconnect the negative cable from the battery.
(2) Drain cooling system (refer to Group 7, Cooling System).
(3) Remove the serpentine belt (refer to Group 7, Cooling System).
(4) Remove water pump (refer to Group 7, Cooling System).
(5) Remove power steering pump (refer to Group 19, Steering).
(6) Remove vibration damper.
(7) Loosen oil pan bolts and remove the front bolt at each side.
(8) Remove the cover bolts.
(9) Remove chain case cover and gasket using extreme caution to avoid damaging oil pan gasket.
(10) Place a suitable tool behind the lips of the oil seal to pry the oil seal outward. Be careful not to damage the crankshaft seal surface of cover (Fig. 23).

REMOVAL AND INSTALLATION (Continued)

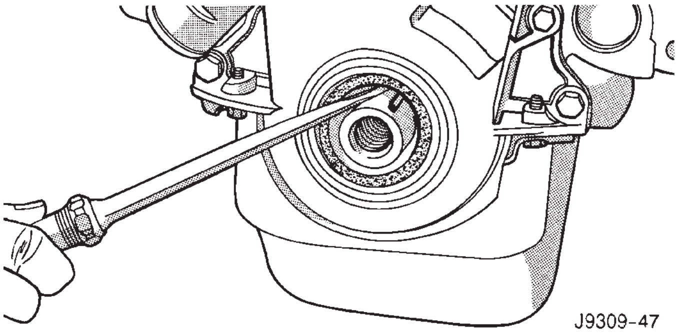


Fig. 23 Removal of Front Crankshaft Oil Seal

INSTALLATION

(1) Using a new cover gasket, carefully install chain case cover to avoid damaging oil pan gasket. Use a small amount of Mopar® Silicone Rubber Adhesive Sealant, or equivalent, at the joint between timing chain cover gasket and the oil pan gasket. Finger tighten the timing chain cover bolts at this time.

(2) Place the smaller diameter of the oil seal over Front Oil Seal Installation Tool 6635 (Fig. 24). Seat the oil seal in the groove of the tool.

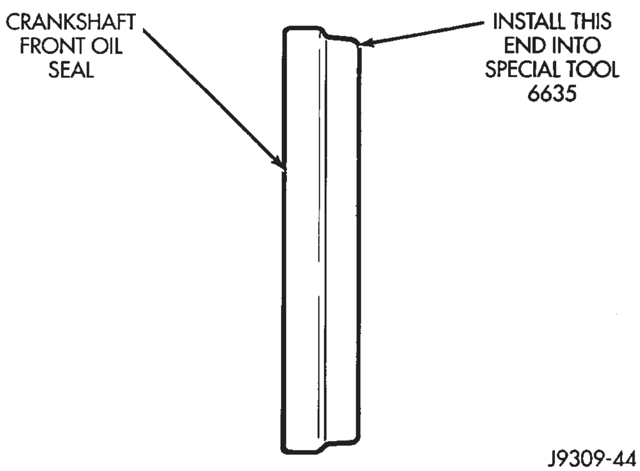


Fig. 24 Placing Oil Seal on Installation Tool 6635

(3) Position the seal and tool onto the crankshaft (Fig. 25).

(4) Tighten the 4 lower chain case cover bolts to 13N·m (10 ft.lbs.) to prevent the cover from tipping during seal installation.

(5) Using the vibration damper bolt, tighten the bolt to draw the seal into position on the crankshaft (Fig. 26).

(6) Loosen the 4 bolts tightened in step 4 to allow realignment of front cover assembly.

(7) Tighten chain case cover bolts to 41 N·m (30 ft. lbs.) torque. Tighten oil pan bolts to 24 N·m (215 in. lbs.) torque.

(8) Remove the vibration damper bolt and seal installation tool.

(9) Install vibration damper.

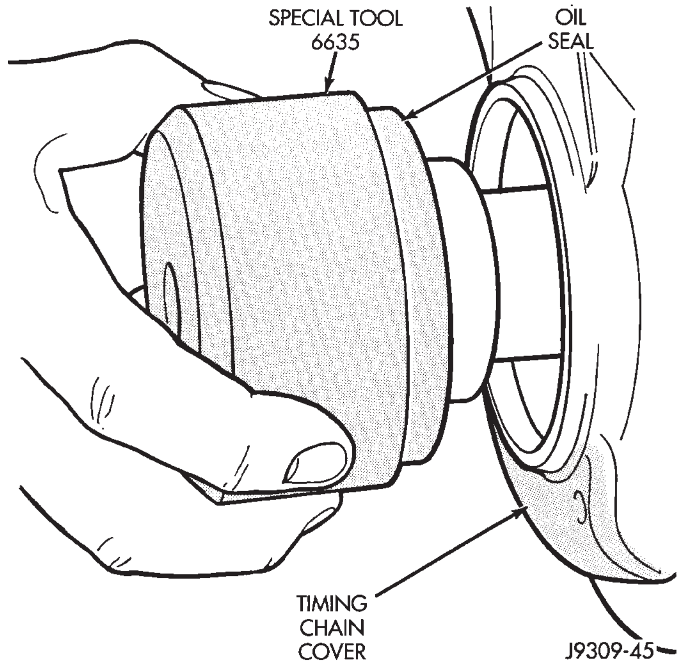


Fig. 25 Position Tool and Seal onto Crankshaft

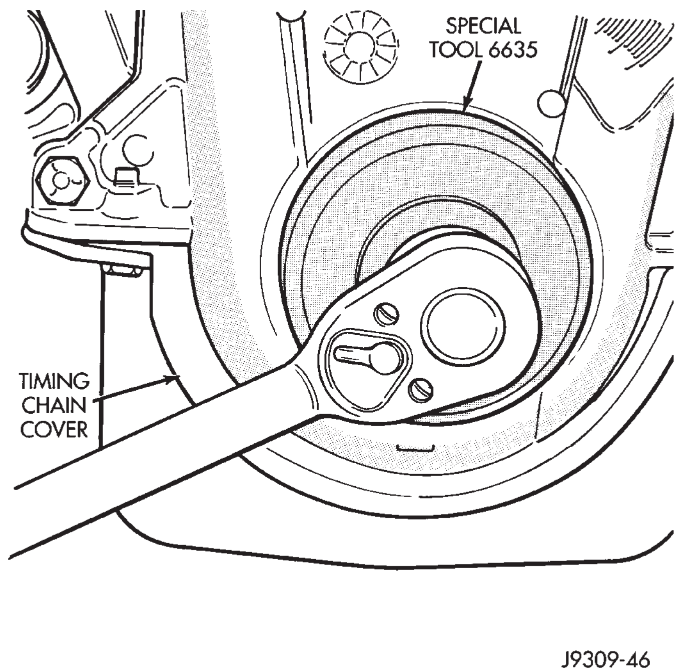


Fig. 26 Installing Oil Seal

(10) Install water pump and housing assembly using new gaskets (refer to Group 7, Cooling System). Tighten bolts to 41 N·m (30 ft. lbs.) torque.

(11) Install power steering pump (refer to Group 19, Steering).

(12) Install the serpentine belt (refer to Group 7, Cooling System).

(13) Install the cooling system fan. Tighten the bolts to 23 N·m (17 ft. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

(14) Position the fan shroud and install the bolts. Tighten the bolts to 11 N·m (95 in. lbs.) torque.

(15) Fill cooling system (refer to Group 7, Cooling System for the proper procedure).

(16) Connect the negative cable to the battery.

TIMING CHAIN

REMOVAL

(1) Remove Timing Chain Cover Refer to procedure in this section.

(2) Remove camshaft sprocket attaching bolt and remove timing chain with crankshaft and camshaft sprockets.

INSTALLATION

(1) Place both camshaft sprocket and crankshaft sprocket on the bench with timing marks on exact imaginary center line through both camshaft and crankshaft bores.

(2) Place timing chain around both sprockets.

(3) Turn crankshaft and camshaft to line up with keyway location in crankshaft sprocket and in camshaft sprocket.

(4) Lift sprockets and chain (keep sprockets tight against the chain in position as described).

(5) Slide both sprockets evenly over their respective shafts and use a straightedge to check alignment of timing marks (Fig. 27).

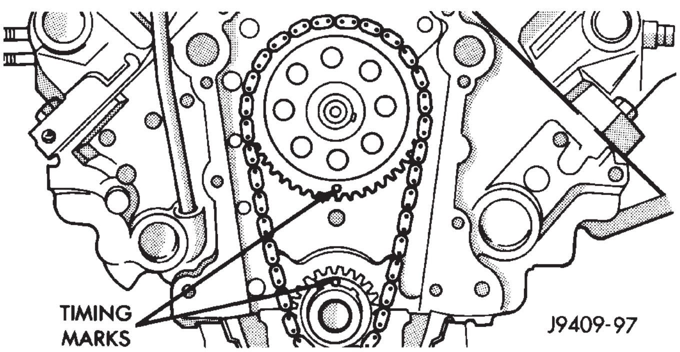


Fig. 27 Alignment of Timing Marks

(6) Install the camshaft bolt. Tighten the bolt to 68 N·m (50 ft. lbs.) torque.

(7) Check camshaft end play. The end play should be 0.051-0.152 mm (0.002-0.006 inch) with a new thrust plate and up to 0.254 mm (0.010 inch) with a used thrust plate. If not within these limits install a new thrust plate.

CAMSHAFT

NOTE: The camshaft has an integral oil pump and distributor drive gear (Fig. 28).

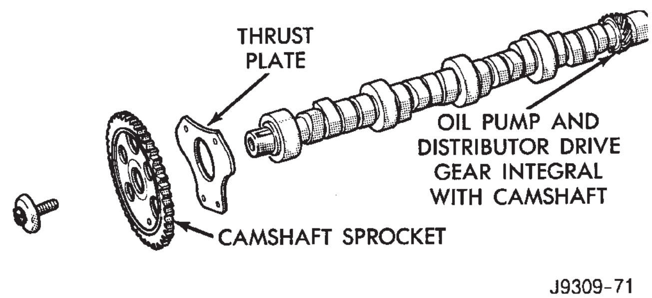


Fig. 28 Camshaft and Sprocket Assembly

REMOVAL

(1) Remove intake manifold.

(2) Remove cylinder head covers.

(3) Remove timing case cover and timing chain.

(4) Remove rocker arms.

(5) Remove push rods and tappets. Identify each part so it can be installed in its original location.

(6) Remove distributor and lift out the oil pump and distributor drive shaft.

(7) Remove camshaft thrust plate, note location of oil tab (Fig. 29).

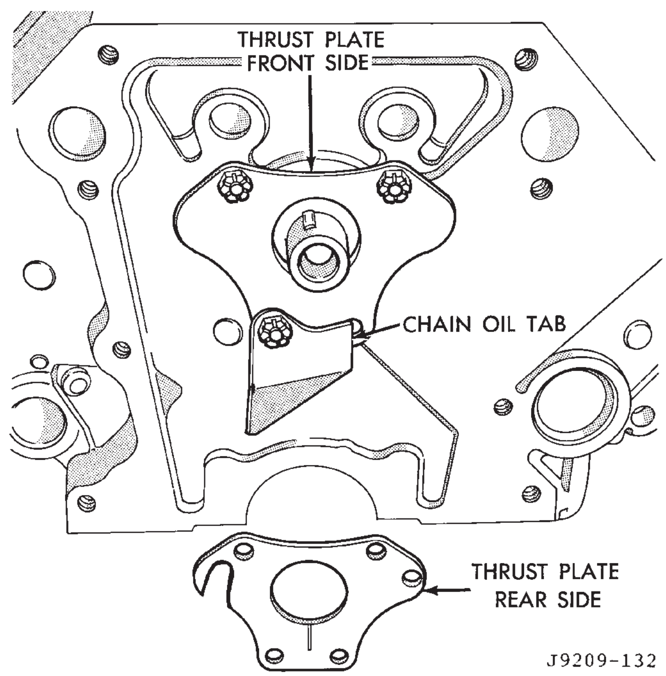


Fig. 29 Timing Chain Oil Tab Installation

(8) Install a long bolt into front of camshaft to facilitate removal of the camshaft. Remove camshaft, being careful not to damage cam bearings with the cam lobes.

INSTALLATION

(1) Lubricate camshaft lobes and camshaft bearing journals and insert the camshaft to within 51 mm (2 inches) of its final position in cylinder block.

REMOVAL AND INSTALLATION (Continued)

NOTE: Whenever an engine has been rebuilt, a new camshaft and/or new tappets installed, add 1 pint of Mopar Crankcase Conditioner, or equivalent. The oil mixture should be left in engine for a minimum of 805 km (500 miles). Drain at the next normal oil change.

(2) Install Camshaft Gear Installer Tool C-3509 with tongue back of distributor drive gear (Fig. 30).

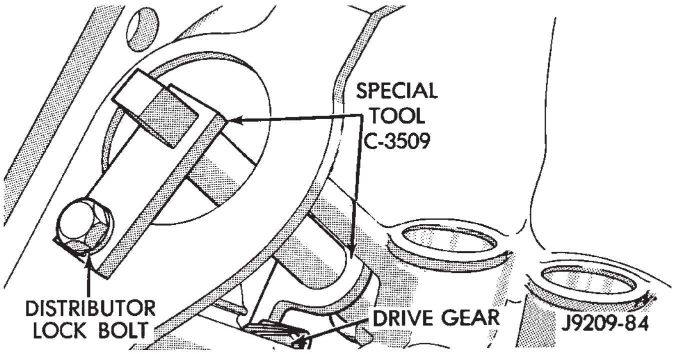


Fig. 30 Camshaft Holding Tool C-3509 (Installed Position)

(3) Hold tool in position with a distributor lock-plate bolt. This tool will restrict camshaft from being pushed in too far and prevent knocking out the welch plug in rear of cylinder block. **Tool should remain installed until the camshaft and crankshaft sprockets and timing chain have been installed.**

(4) Install camshaft thrust plate and chain oil tab. **Make sure tang enters lower right hole in thrust plate.** Tighten bolts to 24 N·m (210 in. lbs.) torque. Top edge of tab should be flat against thrust plate in order to catch oil for chain lubrication.

(5) Place both camshaft sprocket and crankshaft sprocket on the bench with timing marks on exact imaginary center line through both camshaft and crankshaft bores.

(6) Place timing chain around both sprockets.

(7) Turn crankshaft and camshaft to line up with keyway location in crankshaft sprocket and in camshaft sprocket.

(8) Lift sprockets and chain (keep sprockets tight against the chain in position as described).

(9) Slide both sprockets evenly over their respective shafts and use a straightedge to check alignment of timing marks (Fig. 31).

(10) Install the camshaft bolt/cup washer. Tighten bolt to 68 N·m (50 ft. lbs.) torque.

(11) Measure camshaft end play. Refer to Specifications for proper clearance. If not within limits install a new thrust plate.

(12) Each tappet reused must be installed in the same position from which it was removed. **When camshaft is replaced, all of the tappets must be replaced.**

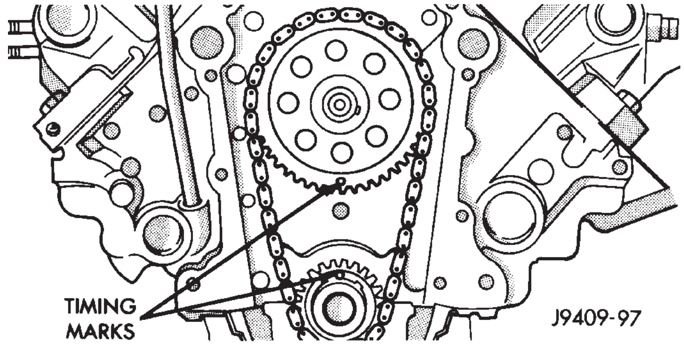


Fig. 31 Alignment of Timing Marks

CAMSHAFT BEARINGS

REMOVAL

NOTE: This procedure requires that the engine is removed from the vehicle.

(1) With engine completely disassembled, drive out rear cam bearing core hole plug.

(2) Install proper size adapters and horseshoe washers (part of Camshaft Bearing Remover/Installer Tool C-3132-A) at back of each bearing shell. Drive out bearing shells (Fig. 32).

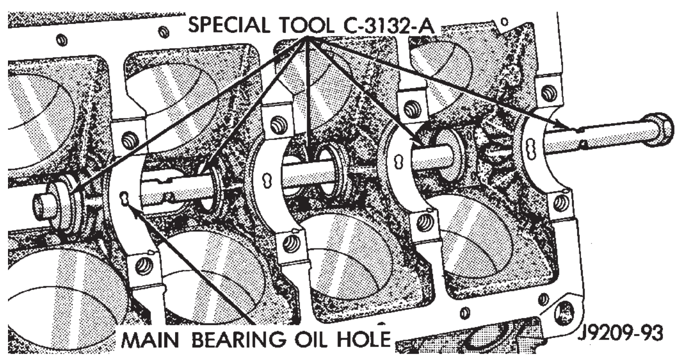


Fig. 32 Camshaft Bearings Removal/Installation with Tool C-3132-A

INSTALLATION

(1) Install new camshaft bearings with Camshaft Bearing Remover/Installer Tool C-3132-A by sliding the new camshaft bearing shell over proper adapter.

(2) Position rear bearing in the tool. Install horseshoe lock and by reversing removal procedure, carefully drive bearing shell into place.

(3) Install remaining bearings in the same manner. Bearings must be carefully aligned to bring oil holes into full register with oil passages from the main bearing. If the camshaft bearing shell oil holes are not in exact alignment, remove and install them correctly. Install a new core hole plug at the rear of camshaft. **Be sure this plug does not leak.**

REMOVAL AND INSTALLATION (Continued)

CRANKSHAFT MAIN BEARINGS

REMOVAL

(1) Remove the oil pan.

(2) Remove the oil pump from the rear main bearing cap.

(3) Identify bearing caps before removal. Remove bearing caps one at a time.

(4) Remove upper half of bearing by inserting Crankshaft Main Bearing Remover/Installer Tool C-3059 into the oil hole of crankshaft (Fig. 33).

(5) Slowly rotate crankshaft clockwise, forcing out upper half of bearing shell.

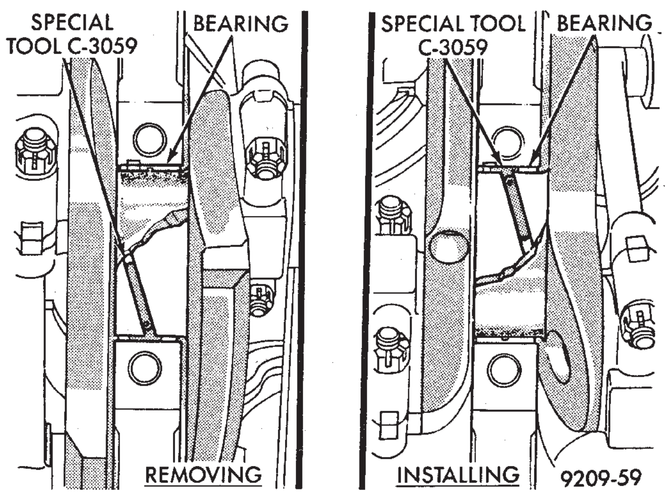


Fig. 33 Upper Main Bearing Removal and Installation with Tool C-3059

INSTALLATION

Only one main bearing should be selectively fitted while all other main bearing caps are properly tightened. All bearing capbolts removed during service procedures are to be cleaned and oiled before installation.

When installing a new upper bearing shell, slightly chamfer the sharp edges from the plain side.

(1) Start bearing in place, and insert Crankshaft Main Bearing Remover/Installer Tool C-3059 into oil hole of crankshaft (Fig. 33).

(2) Slowly rotate crankshaft counterclockwise sliding the bearing into position. Remove Tool C-3059.

(3) Install the bearing caps. Clean and oil the bolts. Tighten the capbolts to 115 N·m (85 ft. lbs.) torque.

(4) Install the oil pump.

(5) Install the oil pan.

DISTRIBUTOR DRIVE SHAFT BUSHING

REMOVAL

(1) Remove distributor, refer to Group 8D, Ignition Systems for the proper procedure.

(2) Remove the intake manifold (refer to Group 11, Exhaust System and Intake Manifold).

(3) Insert Distributor Drive Shaft Bushing Puller Tool C-3052 into old bushing and thread down until a tight fit is obtained (Fig. 34).

(4) Hold puller screw and tighten puller nut until bushing is removed.

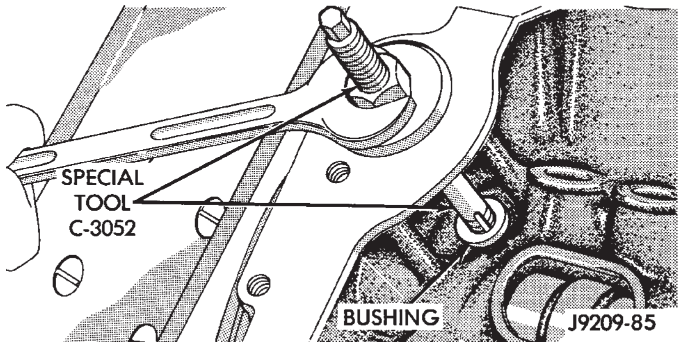


Fig. 34 Distributor Driveshaft Bushing Removal

INSTALLATION

(1) Slide new bushing over burnishing end of Distributor Drive Shaft Bushing Driver/Burnisher Tool C-3053. Insert the tool and bushing into the bore.

(2) Drive bushing and tool into position, using a hammer (Fig. 35).

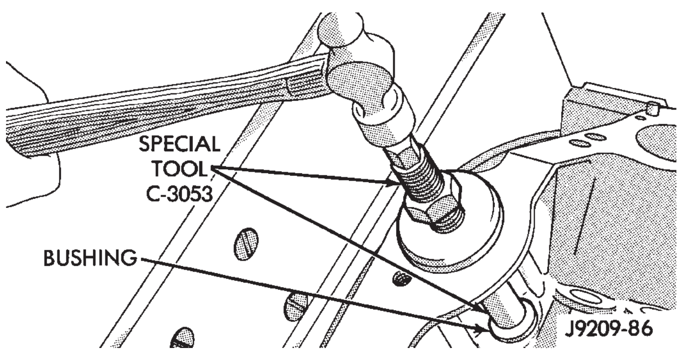


Fig. 35 Distributor Driveshaft Bushing Installation

(3) As the burnisher is pulled through the bushing, the bushing is expanded tight in the block and burnished to correct size (Fig. 36). **DO NOT ream this bushing.**

CAUTION: This procedure MUST be followed when installing a new bushing or seizure to shaft may occur.

(4) Install the intake manifold (refer to Group 11, Exhaust System and Intake Manifold).

DISTRIBUTOR INSTALLATION

NOTE: Before installing the distributor, the oil pump drive shaft must be aligned to number one cylinder.

REMOVAL AND INSTALLATION (Continued)

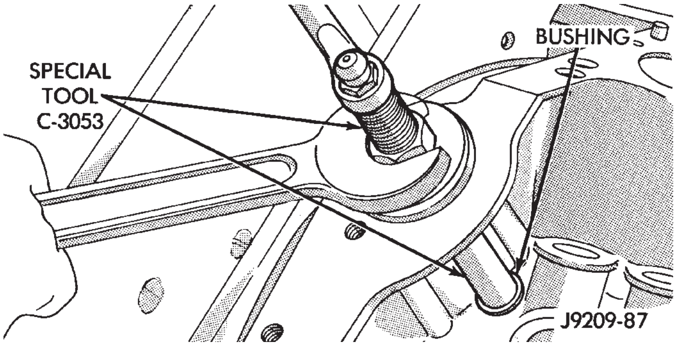


Fig. 36 Burnishing Distributor Driveshaft Bushing

(1) Rotate crankshaft until No.1 cylinder is at top dead center on the firing stroke.

(2) When in this position, the timing mark of vibration damper should be under “0” on the timing indicator.

(3) Install the shaft so that after the gear spirals into place, it will index with the oil pump shaft. The slot on top of oil pump shaft should be aligned towards the left front intake manifold attaching bolt hole (Fig. 37).

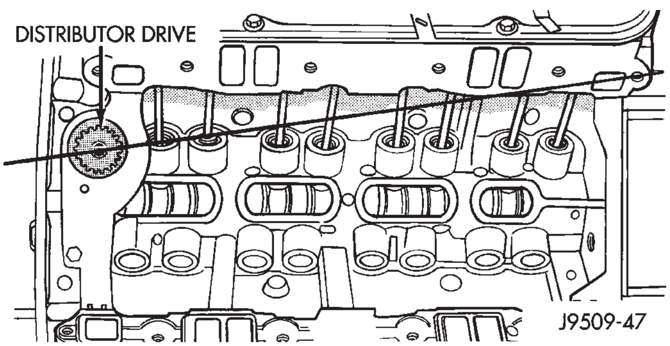


Fig. 37 Position of Oil Pump Shaft Slot

(4) Install distributor, refer to Group 8D, Ignition Systems for the proper procedure.

After the distributor has been installed, its rotational position must be set using the **SET SYNC** mode of the DRB scan tool. Refer to Checking Distributor Position following the Distributor Installation section in Group 8D, Ignition system.

Do not attempt to adjust ignition timing by rotating the distributor. It has no effect on ignition timing. Adjusting distributor position will effect fuel synchronization only.

OIL PAN

REMOVAL

(1) Disconnect the negative cable from the battery.

(2) Raise the vehicle.

(3) Remove the oil pan drain plug and drain the engine oil.

(4) Remove the oil filter.

(5) Remove the starter (refer to Group 8B, Battery/Starter/Generator Service).

(6) If equipped with an oil level sensor, disconnect the sensor.

(7) Position the cooler lines out of the way.

(8) Disconnect the oxygen sensor.

(9) Remove exhaust pipe.

(10) Remove the oil pan bolts. Carefully slide the oil pan and gasket to the rear. If equipped with an oil level sensor, take care not to damage the sensor.

INSTALLATION

(1) Fabricate 4 alignment dowels from 5/16 x 1 1/2 inch bolts. Cut the head off the bolts and cut a slot into the top of the dowel. This will allow easier installation and removal with a screwdriver (Fig. 38).

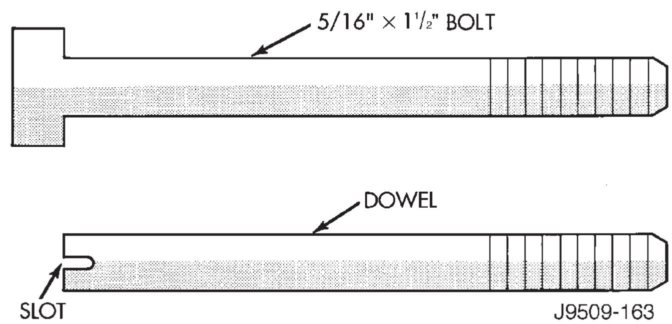


Fig. 38 Fabrication of Alignment Dowels

(2) Install the dowels in the cylinder block (Fig. 39).

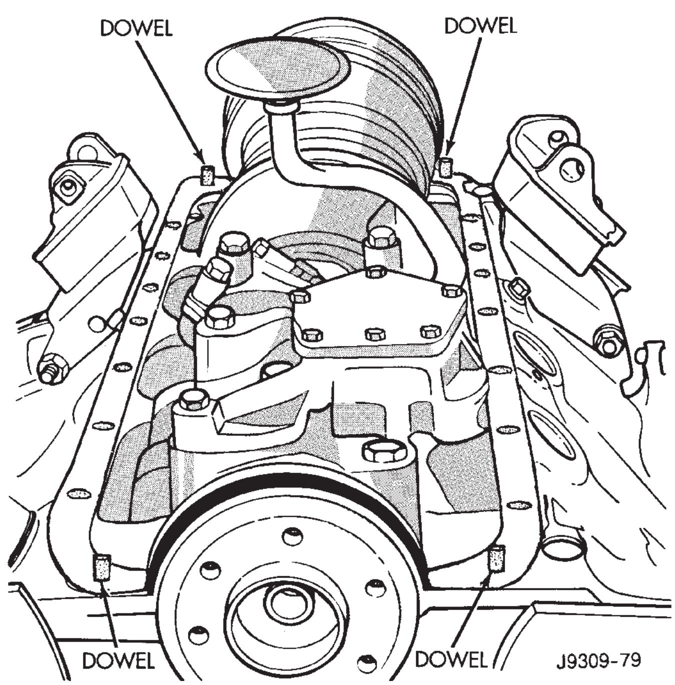


Fig. 39 Position of Dowels in Cylinder Block

REMOVAL AND INSTALLATION (Continued)

(3) Apply small amount of Mopar® Silicone Rubber Adhesive Sealant, or equivalent in the corner of the cap and the cylinder block.

(4) Slide the one-piece gasket over the dowels and onto the block.

(5) Position the oil pan over the dowels and onto the gasket. If equipped with an oil level sensor, take care not to damage the sensor.

(6) Install the oil pan bolts. Tighten the bolts to 24 N·m (215 in. lbs.) torque.

(7) Remove the dowels. Install the remaining oil pan bolts. Tighten these bolts to 24 N·m (215 in. lbs.) torque.

(8) Install the drain plug. Tighten drain plug to 34 N·m (25 ft. lbs.) torque.

(9) Install exhaust pipe.

(10) Connect the oxygen sensor.

(11) Install the oil filter.

(12) If equipped with an oil level sensor, connect the sensor.

(13) Install the starter (refer to Group 8B, Battery/Starter/Generator Service).

(14) Move the cooler lines back into position.

(15) Lower vehicle.

(16) Connect the negative cable to the battery.

(17) Fill the oil pan with engine oil to the specified level.

WARNING: USE EXTREME CAUTION WHEN THE ENGINE IS OPERATING. DO NOT STAND IN A DIRECT LINE WITH THE FAN. DO NOT PUT YOUR HANDS NEAR THE PULLEYS, BELTS OR FAN. DO NOT WEAR LOOSE CLOTHING.

(18) Start the engine and inspect for leaks.

PISTON AND CONNECTING ROD ASSEMBLY

REMOVAL

(1) Remove the engine from the vehicle.

(2) Remove the cylinder head.

(3) Remove the oil pan.

(4) Remove top ridge of cylinder bores with a reliable ridge reamer before removing pistons from cylinder block. Be sure to keep tops of pistons covered during this operation.

(5) Be sure the connecting rod and connecting rod cap are identified with the cylinder number. Remove connecting rod cap. Install connecting rod bolt guide set on connecting rod bolts.

(6) Pistons and connecting rods must be removed from top of cylinder block. When removing piston and connecting rod assemblies, rotate crankshaft to center the connecting rod in the cylinder bore and at BDC. **Be careful not to nick crankshaft journals.**

(7) After removal, install bearing cap on the mating rod.

INSTALLATION

(1) Be sure that compression ring gaps are staggered so that neither is in-line with oil ring rail gap.

(2) Before installing the ring compressor, make sure the oil ring expander ends are butted and the rail gaps located properly (Fig. 40).

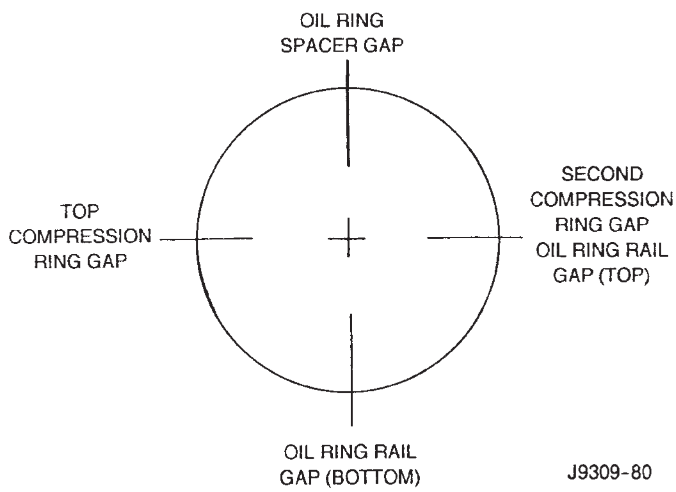


Fig. 40 Proper Ring Installation

(3) Immerse the piston head and rings in clean engine oil. Slide Piston Ring Compressor Tool C-385 over the piston and tighten with the special wrench (part of Tool C-385). **Be sure position of rings does not change during this operation.**

(4) Install connecting rod bolt protectors on rod bolts, the long protector should be installed on the numbered side of the connecting rod.

(5) Rotate crankshaft so that the connecting rod journal is on the center of the cylinder bore. Be sure connecting rod and cylinder bore number are the same. Insert rod and piston into cylinder bore and guide rod over the crankshaft journal.

(6) Tap the piston down in cylinder bore, using a hammer handle. At the same time, guide connecting rod into position on crankshaft journal.

(7) The notch or groove on top of piston must be pointing toward front of engine. The larger chamfer of the connecting rod bore must be installed toward crankshaft journal fillet.

(8) Install rod caps. Be sure connecting rod, connecting rod cap and cylinder bore number are the same. Install nuts on cleaned and oiled rod bolts and tighten nuts to 61 N·m (45 ft. lbs.) torque.

(9) Install the oil pan.

(10) Install the cylinder head.

(11) Install the engine into the vehicle.

CRANKSHAFT

REMOVAL

(1) Remove the oil pan.

REMOVAL AND INSTALLATION (Continued)

(2) Remove the oil pump from the rear main bearing cap.

(3) Remove the vibration damper.

(4) Remove the timing chain cover.

(5) Identify bearing caps before removal. Remove bearing caps and bearings one at a time.

(6) Lift the crankshaft out of the block.

(7) Remove and discard the crankshaft rear oil seals.

(8) Remove and discard the front crankshaft oil seal.

INSTALLATION

(1) Clean Loctite 518 residue and sealant from the cylinder block and rear cap mating surface. Do this before applying the Loctite drop and the installation of rear cap.

(2) Lightly oil the new upper seal lips with engine oil.

(3) Install the new upper rear bearing oil seal with the white paint facing towards the rear of the engine.

(4) Position the crankshaft into the cylinder block.

(5) Lightly oil the new lower seal lips with engine oil.

(6) Install the new lower rear bearing oil seal into the bearing cap with the white paint facing towards the rear of the engine.

(7) Apply 5 mm (0.20 in) drop of Loctite 518, or equivalent, on each side of the rear main bearing cap (Fig. 41). DO NOT over apply sealant or allow the sealant to contact the rubber seal. Assemble bearing cap to cylinder block immediately after sealant application.

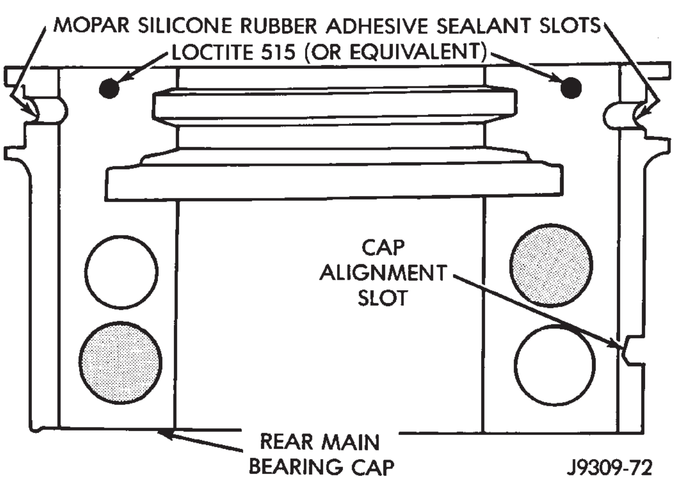


Fig. 41 Sealant Application to Bearing Cap

(8) To align the bearing cap, use cap slot, alignment dowel and cap bolts. DO NOT remove excess material after assembly. DO NOT strike rear cap more than 2 times for proper engagement.

(9) Clean and oil all cap bolts. Install all main bearing caps. Install all cap bolts and alternately tighten to 115 N·m (85 ft. lbs.) torque.

(10) Install oil pump.

(11) Install the timing chain cover.

(12) Install the vibration damper.

(13) Apply Mopar® Silicone Rubber Adhesive Sealant, or equivalent, at bearing cap to block joint to provide cap to block and oil pan sealing (Fig. 42). Apply enough sealant until a small amount is squeezed out. Withdraw nozzle and wipe excess sealant off the oil pan seal groove.

(14) Install new front crankshaft oil seal.

(15) Immediately install the oil pan.

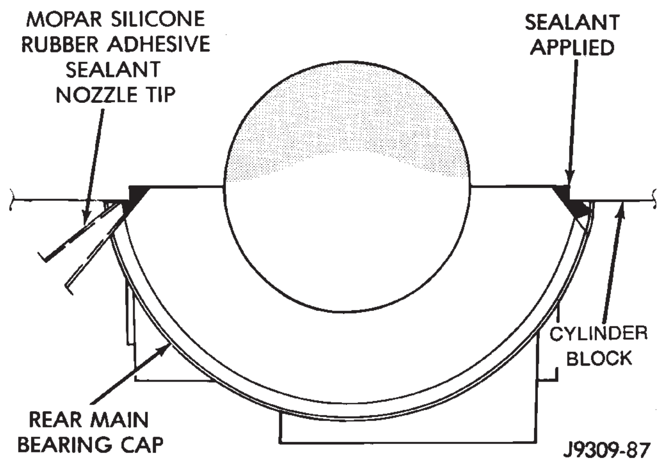


Fig. 42 Apply Sealant to Bearing Cap to Block Joint

OIL PUMP

REMOVAL

(1) Remove the oil pan.

(2) Remove the oil pump from rear main bearing cap.

INSTALLATION

(1) Install oil pump. During installation slowly rotate pump body to ensure driveshaft-to-pump rotor shaft engagement.

(2) Hold the oil pump base flush against mating surface on No.5 main bearing cap. Finger tighten pump attaching bolts. Tighten attaching bolts to 41 N·m (30 ft. lbs.) torque.

(3) Install the oil pan.

FRONT CRANKSHAFT OIL SEAL

The oil seal can be replaced without removing the timing chain cover provided the cover is not misaligned.

(1) Disconnect the negative cable from the battery.

(2) Remove vibration damper.

(3) If front seal is suspected of leaking, check front oil seal alignment to crankshaft. The seal installa-

REMOVAL AND INSTALLATION (Continued)

tion/alignment tool 6635, should fit with minimum interference. If tool does not fit, the cover must be removed and installed properly.

(4) Place a suitable tool behind the lips of the oil seal to pry the oil seal outward. Be careful not to damage the crankshaft seal bore of cover.

(5) Place the smaller diameter of the oil seal over Front Oil Seal Installation Tool 6635 (Fig. 43). Seat the oil seal in the groove of the tool.

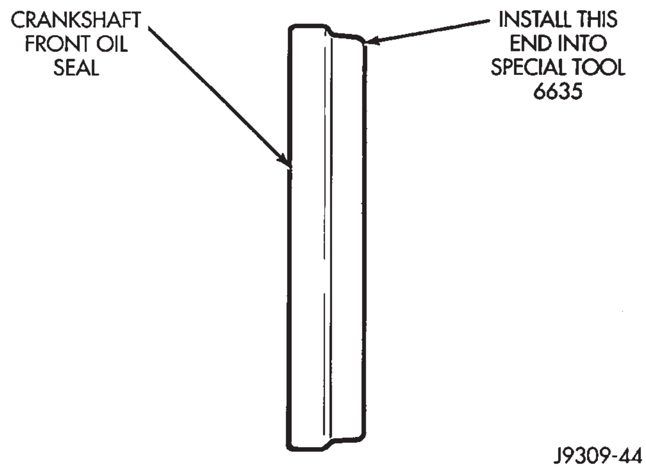


Fig. 43 Placing Oil Seal on Installation Tool 6635

(6) Position the seal and tool onto the crankshaft (Fig. 44).

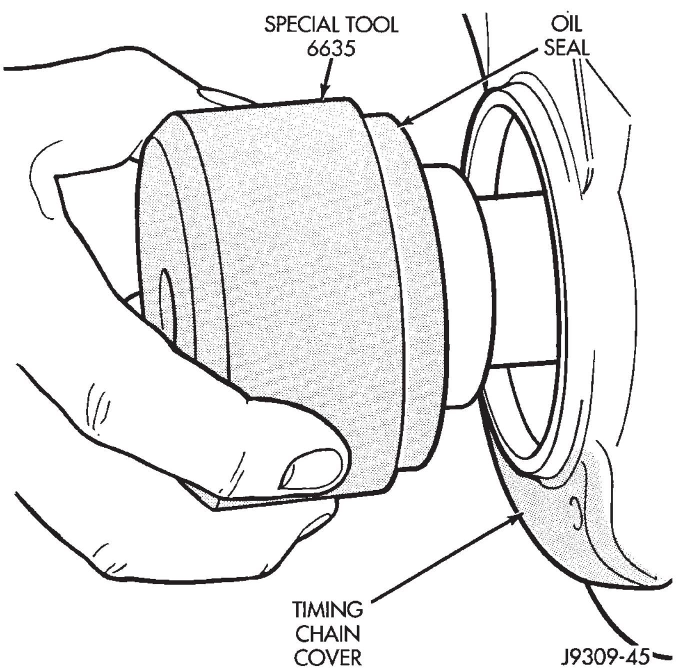


Fig. 44 Position Tool and Seal onto Crankshaft

(7) Using the vibration damper bolt, tighten the bolt to draw the seal into position on the crankshaft (Fig. 45).

(8) Remove the vibration damper bolt and seal installation tool.

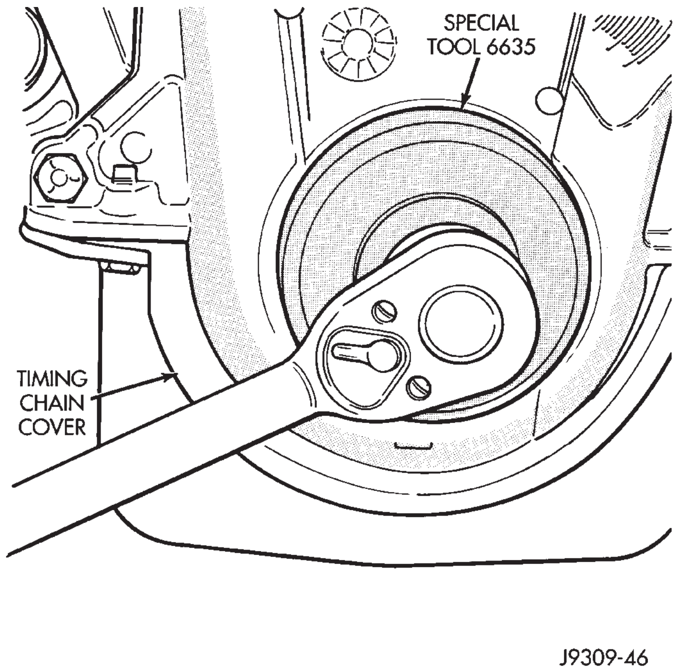


Fig. 45 Installing Oil Seal

(9) Inspect the seal flange on the vibration damper.

(10) Install the vibration damper.

(11) Connect the negative cable to the battery.

CRANKSHAFT REAR OIL SEALS

The service seal is a 2 piece, viton seal. The upper seal half can be installed with crankshaft removed from engine or with crankshaft installed. When a new upper seal is installed, install a new lower seal. The lower seal half can only be installed with the rear main bearing cap removed.

UPPER SEAL —CRANKSHAFT REMOVED

REMOVAL

(1) Remove the crankshaft. Discard the old upper seal.

INSTALLATION

(1) Clean the cylinder block rear cap mating surface. Make sure the seal groove is free of debris.

(2) Lightly oil the new upper seal lips with engine oil.

(3) Install the new upper rear bearing oil seal with the white paint facing towards the rear of the engine.

(4) Position the crankshaft into the cylinder block.

(5) Lightly oil the new lower seal lips with engine oil.

(6) Install the new lower rear bearing oil seal into the bearing cap with the white paint facing towards the rear of the engine.

(7) Apply 5 mm (0.20 in) drop of Loctite 518, or equivalent, on each side of the rear main bearing cap

REMOVAL AND INSTALLATION (Continued)

(Fig. 46). DO NOT over apply sealant or allow the sealant to contact the rubber seal. Assemble bearing cap to cylinder block immediately after sealant application.

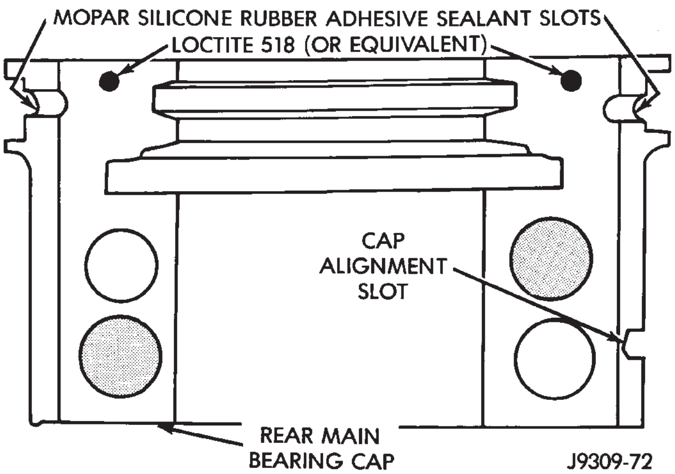


Fig. 46 Sealant Application to Bearing Cap

(8) To align the bearing cap, use cap slot, alignment dowel and cap bolts. DO NOT remove excess material after assembly. DO NOT strike rear cap more than 2 times for proper engagement.

(9) Clean and oil all cap bolts. Install all main bearing caps. Install all cap bolts and alternately tighten to 115 N·m (85 ft. lbs.) torque.

(10) Install oil pump.

(11) Apply Mopar Silicone Rubber Adhesive Sealant, or equivalent, at bearing cap to block joint to provide cap to block and oil pan sealing (Fig. 47). Apply enough sealant until a small amount is squeezed out. Withdraw nozzle and wipe excess sealant off the oil pan seal groove.

(12) Install new front crankshaft oil seal.

(13) Immediately install the oil pan.

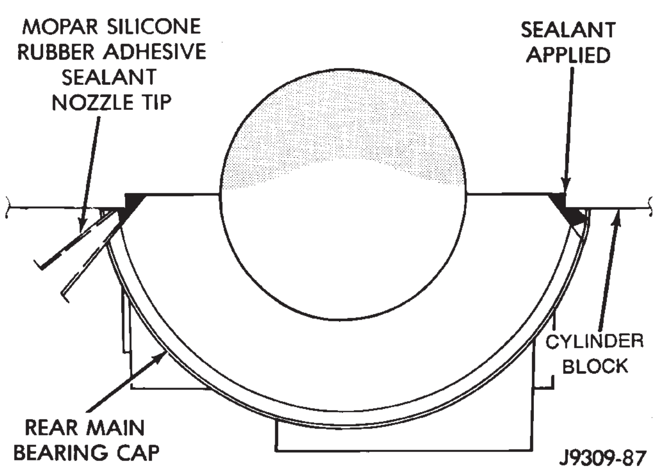


Fig. 47 Apply Sealant to Bearing Cap to Block Joint

UPPER SEAL —CRANKSHAFT INSTALLED

REMOVAL

(1) Remove the oil pan.

(2) Remove the oil pump from the rear main bearing cap.

(3) Remove the rear main bearing cap. Remove and discard the old lower oil seal.

(4) Carefully remove and discard the old upper oil seal.

INSTALLATION

(1) Clean the cylinder block mating surfaces before oil seal installation. Check for burr at the oil hole on the cylinder block mating surface to rear cap.

(2) Lightly oil the new upper seal lips with engine oil. To allow ease of installation of the seal, loosen at least the 2 main bearing caps forward of the rear bearing cap.

(3) Rotate the new upper seal into the cylinder block being careful not to shave or cut the outer surface of the seal. To assure proper installation, use the installation tool provided with the kit. Install the new seal with the white paint facing towards the rear of the engine.

(4) Install the new lower rear bearing oil seal into the bearing cap with the white paint facing towards the rear of the engine.

(5) Apply 5 mm (0.20 in) drop of Loctite 518, or equivalent, on each side of the rear main bearing cap (Fig. 46). DO NOT over apply sealant or allow the sealant to contact the rubber seal. Assemble bearing cap to cylinder block immediately after sealant application. Be sure the white paint faces toward the rear of the engine.

(6) To align the bearing cap, use cap slot, alignment dowel and cap bolts. DO NOT remove excess material after assembly. DO NOT strike rear cap more than 2 times for proper engagement.

(7) Install the rear main bearing cap with cleaned and oiled cap bolts. Alternately tighten ALL cap bolts to 115 N·m (85 ft. lbs.) torque.

(8) Install oil pump.

(9) Apply Mopar Silicone Rubber Adhesive Sealant, or equivalent, at bearing cap to block joint to provide cap to block and oil pan sealing (Fig. 47). Apply enough sealant until a small amount is squeezed out. Withdraw nozzle and wipe excess sealant off the oil pan seal groove.

(10) Immediately install the oil pan.

LOWER SEAL

REMOVAL

(1) Remove the oil pan.

(2) Remove the oil pump from the rear main bearing cap.

REMOVAL AND INSTALLATION (Continued)

(3) Remove the rear main bearing cap and discard the old lower seal.

INSTALLATION

(1) Clean the rear main cap mating surfaces including the oil pan gasket groove.

(2) Carefully install a new upper seal (refer to Upper Seal Replacement - Crankshaft Installed procedure above).

(3) Lightly oil the new lower seal lips with engine oil.

(4) Install a new lower seal in bearing cap with the white paint facing the rear of engine.

(5) Apply 5 mm (0.20 in) drop of Loctite 518, or equivalent, on each side of the rear main bearing cap (Fig. 46). DO NOT over apply sealant or allow the sealant to contact the rubber seal. Assemble bearing cap to cylinder block immediately after sealant application.

(6) To align the bearing cap, use cap slot, alignment dowel and cap bolts. DO NOT remove excess material after assembly. DO NOT strike rear cap more than 2 times for proper engagement.

(7) Install the rear main bearing cap with cleaned and oiled cap bolts. Alternately tighten the cap bolts to 115 N·m (85 ft. lbs.) torque.

(8) Install oil pump.

(9) Apply Mopar Silicone Rubber Adhesive Sealant, or equivalent, at bearing cap to block joint to provide cap to block and oil pan sealing (Fig. 47). Apply enough sealant until a small amount is squeezed out. Withdraw nozzle and wipe excess sealant off the oil pan seal groove.

(10) Immediately install the oil pan.

ENGINE CORE OIL AND CAMSHAFT PLUGS

Engine core plugs have been pressed into the oil galleries behind the camshaft thrust plate (Fig. 48). This will reduce internal leakage and help maintain higher oil pressure at idle.

REMOVAL

(1) Using a blunt tool such as a drift or a screwdriver and a hammer, strike the bottom edge of the cup plug (Fig. 49).

(2) With the cup plug rotated, grasp firmly with pliers or other suitable tool and remove plug (Fig. 49).

INSTALLATION

Thoroughly clean inside of cup plug hole in cylinder block or head. Be sure to remove old sealer.

Be certain the new plug is cleaned of all oil or grease.

(1) Coat edges of plug and core hole with Mopar Gasket Maker, or equivalent.

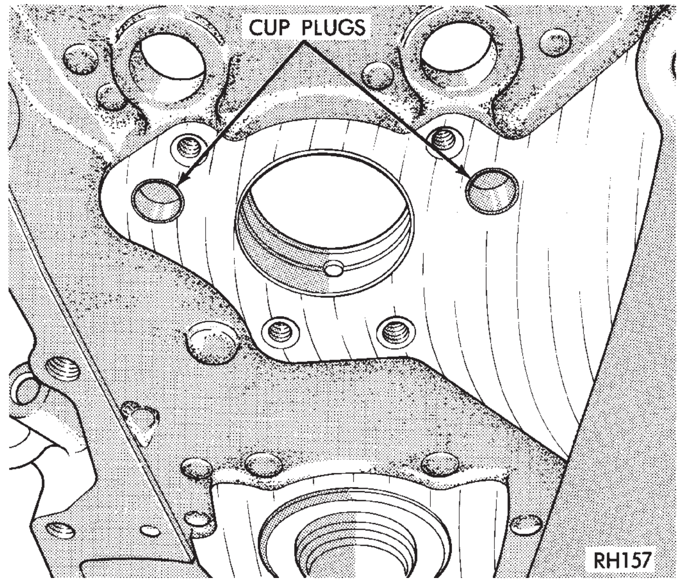


Fig. 48 Location of Cup Plugs in Oil Galleries

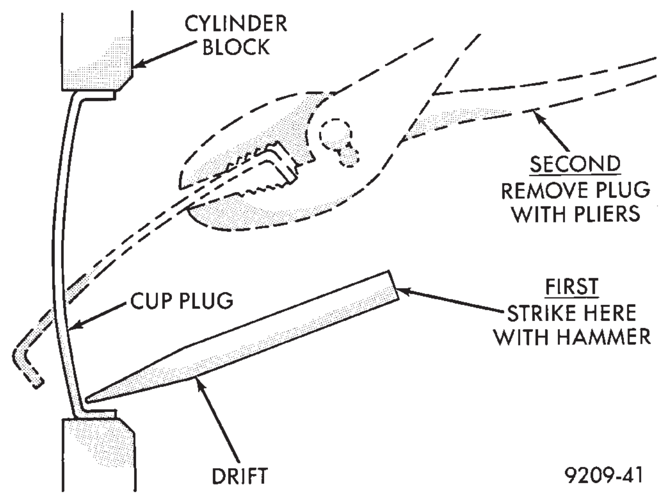


Fig. 49 Core Hole Plug Removal

CAUTION: DO NOT drive cup plug into the casting, as restricted coolant flow can result and cause serious engine problems.

(2) Using proper plug drive, drive cup plug into hole. The sharp edge of the plug should be at least 0.50 mm (0.020 in.) inside the lead-in chamfer.

(3) It is not necessary to wait for curing of the sealant. The cooling system can be filled and the vehicle placed in service immediately.

DISASSEMBLY AND ASSEMBLY

HYDRAULIC TAPPETS

CAUTION: The plunger and tappet bodies are not interchangeable. The plunger and valve must always be fitted to the original body. It is advisable to work on one tappet at a time to avoid mixing of parts. Mixed parts are not compatible. DO NOT disassemble a tappet on a dirty work bench.

DISASSEMBLE

(1) Pry out plunger retainer spring clip (Fig. 50).

(2) Clean varnish deposits from inside of tappet body above plunger cap.

(3) Invert tappet body and remove plunger cap, plunger, check valve, check valve spring, check valve retainer and plunger spring (Fig. 50). Check valve could be flat or ball.

ASSEMBLE

(1) Clean all tappet parts in a solvent that will remove all varnish and carbon.

(2) Replace tappets that are unfit for further service with new assemblies.

(3) If plunger shows signs of scoring or wear, install a new tappet assembly. If valve is pitted, or valve seat on end of plunger is prevented from seating, install a new tappet assembly.

(4) Assemble tappets (Fig. 50).

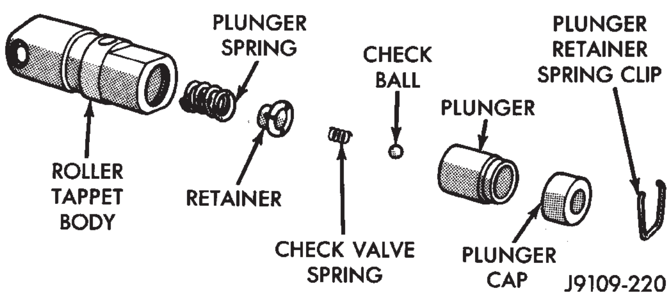


Fig. 50 Hydraulic Tappet Assembly

VALVE SERVICE

VALVE GUIDES

Measure valve stem guide clearance as follows:

(1) Install Valve Guide Sleeve Tool C-3973 over valve stem and install valve (Fig. 51). The special sleeve places the valve at the correct height for checking with a dial indicator.

(2) Attach Dial Indicator Tool C-3339 to cylinder head and set it at right angle of valve stem being measured (Fig. 52).

(3) Move valve to and from the indicator. The total dial indicator reading should not exceed 0.432 mm (0.017 inch). Ream the guides for valves with oversize stems if dial indicator reading is excessive or if the stems are scuffed or scored.

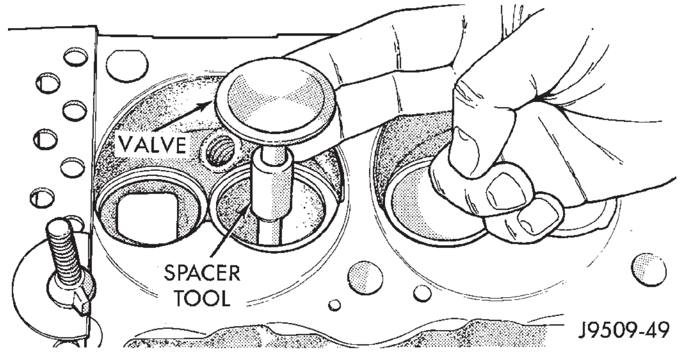


Fig. 51 Positioning Valve with Tool C-3973

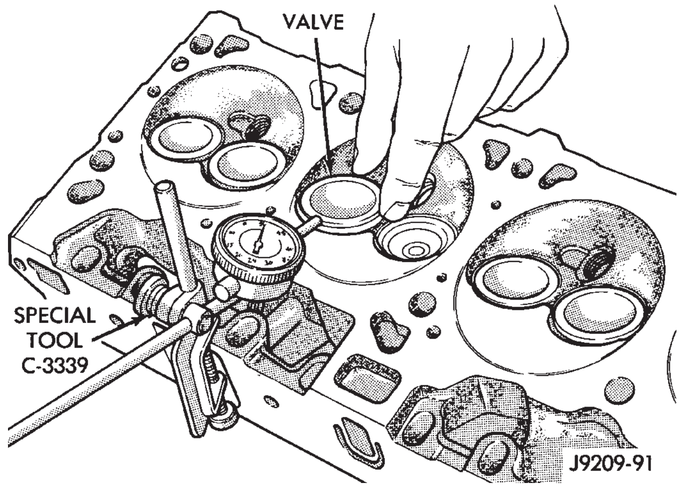


Fig. 52 Measuring Valve Guide Wear

(4) Service valves with oversize stems are available (Fig. 53).

Reamer O/S	Valve Guide Size
0.076 mm (0.003 in.)	8.026 – 8.052 mm (0.316 – 0.317 in.)
0.381 mm (0.015 in.)	8.331 – 8.357 mm (0.328 – 0.329 in.)

J9309-30

Fig. 53 Reamer Sizes

(5) Slowly turn reamer by hand and clean guide thoroughly before installing new valve. **Ream the valve guides from standard to 0.381 mm (0.015 inch). Use a 2 step procedure so the valve guides are reamed true in relation to the valve seat:**

- Step 1—Ream to 0.0763 mm (0.003 inch).
- Step 2—Ream to 0.381 mm (0.015 inch).

DISASSEMBLY AND ASSEMBLY (Continued)

REFACING VALVES AND VALVE SEATS

The intake and exhaust valves have a 43-1/4° to 43-3/4° face angle and a 44-1/4° to 44-3/4° seat angle (Fig. 54).

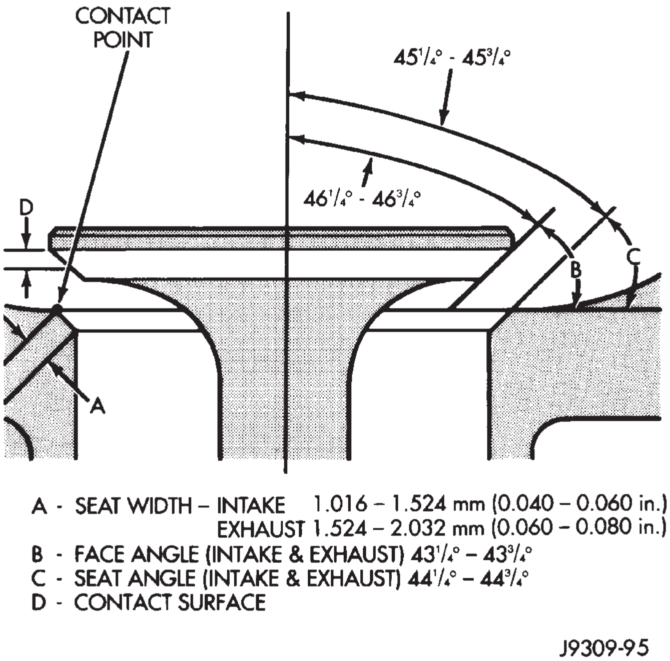


Fig. 54 Valve Face and Seat Angles

VALVES

Inspect the remaining margin after the valves are refaced (Fig. 55). Valves with less than 1.190 mm (0.047 inch) margin should be discarded.

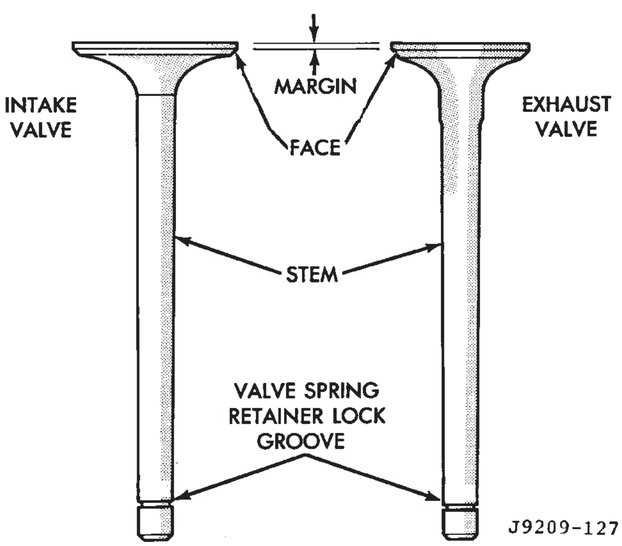


Fig. 55 Intake and Exhaust Valves

VALVE SEATS

CAUTION: DO NOT un-shroud valves during valve seat refacing (Fig. 56).

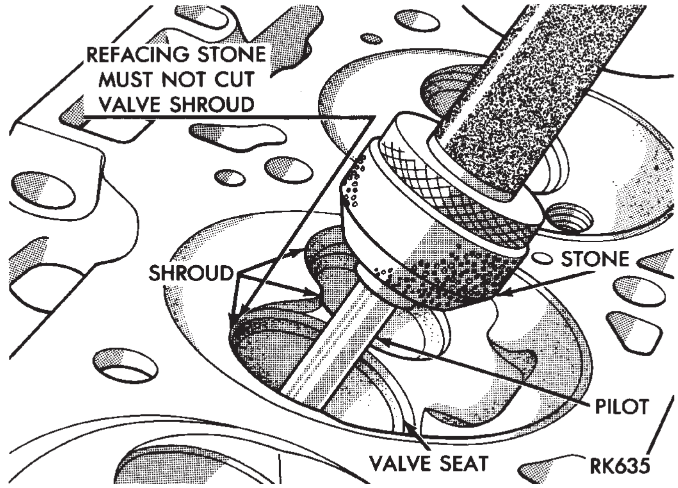


Fig. 56 Refacing Valve Seats

(1) When refacing valve seats, it is important that the correct size valve guide pilot be used for reseating stones. A true and complete surface must be obtained.

(2) Measure the concentricity of valve seat using a dial indicator. Total runout should not exceed 0.051 mm (0.002 inch) total indicator reading.

(3) Inspect the valve seat with Prussian blue to determine where the valve contacts the seat. To do this, coat valve seat LIGHTLY with Prussian blue then set valve in place. Rotate the valve with light pressure. If the blue is transferred to the center of valve face, contact is satisfactory. If the blue is transferred to the top edge of valve face, lower valve seat with a 15° stone. If the blue is transferred to bottom edge of valve face raise valve seat with a 60° stone.

(4) When seat is properly positioned the width of intake seats should be 1.016-1.524 mm (0.040-0.060 inch). The width of the exhaust seats should be 1.524-2.032 mm (0.060-0.080 inch).

VALVE SPRING INSPECTION

Whenever valves have been removed for inspection, reconditioning or replacement, valve springs should be tested. As an example the compression length of the spring to be tested is 1-5/16 inch. Turn table of Universals Valve Spring Tester Tool until surface is in line with the 1-5/16 inch mark on the threaded stud. Be sure the zero mark is to the front (Fig. 57). Place spring over stud on the table and lift compressing lever to set tone device. Pull on torque wrench until ping is heard. Take reading on torque wrench at this instant. Multiply this reading by 2. This will give the spring load at test length. Fractional measurements are indicated on the table for finer adjustments. Refer to specifications to obtain specified height and allowable tensions. Discard the springs that do not meet specifications.

DISASSEMBLY AND ASSEMBLY (Continued)

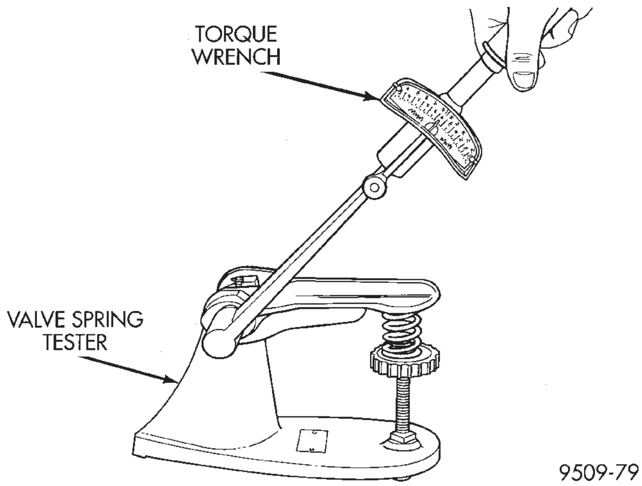


Fig. 57 Testing Valve Spring for Compressed Length

OIL PUMP

DISASSEMBLE

(1) Remove the relief valve as follows:

(a) Remove cotter pin. Drill a 3.175 mm (1/8 inch) hole into the relief valve retainer cap and insert a self-threading sheet metal screw.

(b) Clamp screw into a vise and while supporting oil pump, remove cap by tapping pump body using a soft hammer. Discard retainer cap and remove spring and relief valve (Fig. 58).

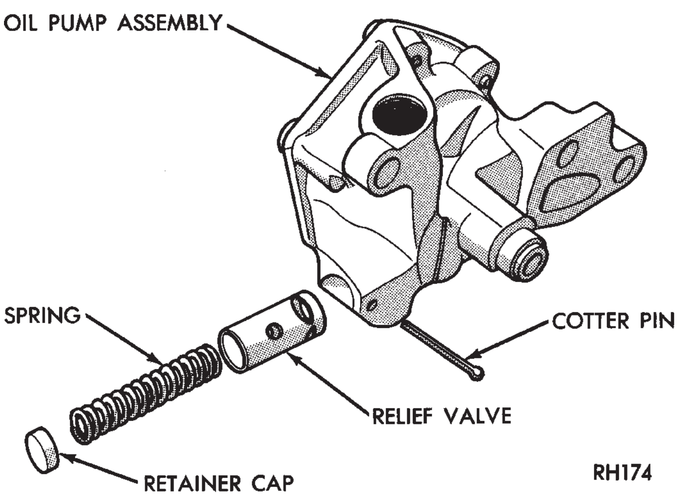


Fig. 58 Oil Pressure Relief Valve

(2) Remove oil pump cover (Fig. 59).

(3) Remove pump outer rotor and inner rotor with shaft (Fig. 59).

(4) Wash all parts in a suitable solvent and inspect carefully for damage or wear.

ASSEMBLE

(1) Install pump rotors and shaft, using new parts as required.

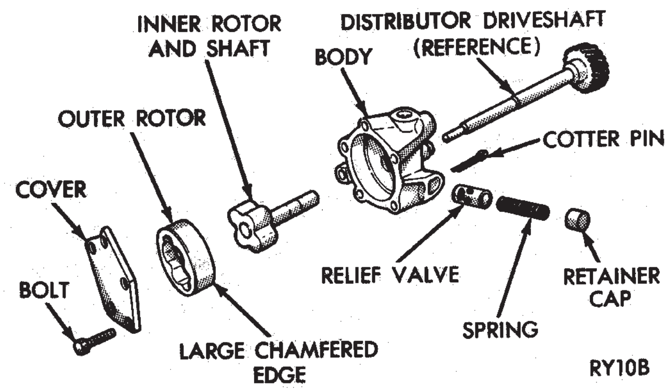


Fig. 59 Oil Pump

(2) Position the oil pump cover onto the pump body. Tighten cover bolts to 11 N·m (95 in. lbs.) torque.

(3) Install the relief valve and spring. Insert the cotter pin.

(4) Tap on a new retainer cap.

(5) Prime oil pump before installation by filling rotor cavity with engine oil.

CYLINDER BLOCK

DISASSEMBLE

Engine assembly removed from vehicle:

(1) Remove the cylinder head.

(2) Remove the oil pan.

(3) Remove the piston and connecting rod assemblies.

ASSEMBLE

(1) Install the piston and connecting rod assembly.

(2) Install the oil pan.

(3) Install the cylinder head.

(4) Install the engine into the vehicle.

CLEANING AND INSPECTION

CYLINDER HEADS

CLEANING

Clean all surfaces of cylinder block and cylinder heads.

Clean cylinder block front and rear gasket surfaces using a suitable solvent.

INSPECTION

Inspect all surfaces with a straightedge if there is any reason to suspect leakage. If out-of-flatness exceeds 0.00075 mm/mm (0.00075 inch/inch) times the span length in inches in any direction, either replace head or lightly machine the head surface.

FOR EXAMPLE: A 305 mm (12 inch) span is 0.102 mm (0.004 inch) out-of-flat. The allowable out-

CLEANING AND INSPECTION (Continued)

of-flat is 305 x 0.00075 (12 x 0.00075) equals 0.23 mm (0.009 inch). This amount of out-of-flat is acceptable.

The cylinder head surface finish should be 1.78-3.00 microns (70-125 micro inches).

Inspect push rods. Replace worn or bent rods.

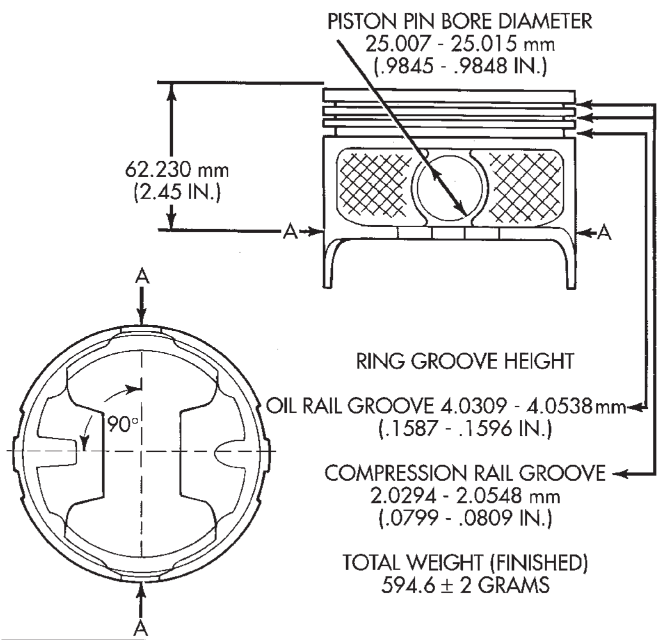
PISTON AND CONNECTING ROD ASSEMBLY

INSPECTION

Check the crankshaft connecting rod journal for excessive wear, taper and scoring.

Check the cylinder block bore for out-of-round, taper, scoring and scuffing.

Check the pistons for taper and elliptical shape before they are fitted into the cylinder bore (Fig. 60).



PISTON SIZE	A DIA = PISTON DIAMETER		BORE DIAMETER	
	MIN. mm (IN.)	MAX. mm (IN.)	MIN. mm (IN.)	MAX. mm (IN.)
A	99.280 (3.9087)	99.294 (3.9092)	99.306 (3.9097)	99.319 (3.9102)
B	99.294 (3.9092)	99.306 (3.9097)	99.319 (3.9102)	99.332 (3.9107)
C	99.306 (3.9097)	99.319 (3.9102)	99.332 (3.9107)	99.344 (3.9112)
D	99.319 (3.9102)	99.332 (3.9107)	99.344 (3.9112)	99.357 (3.9117)
E	99.332 (3.9107)	99.344 (3.9112)	99.357 (3.9117)	99.370 (3.9122)

J9509-80

Fig. 60 Piston Measurements

CRANKSHAFT INSPECTION OF JOURNALS

The crankshaft connecting rod and main journals should be checked for excessive wear, taper and scoring. The maximum taper or out-of-round on any crankshaft journal is 0.025 mm (0.001 inch).

Journal grinding should not exceed 0.305 mm (0.012 inch) under the standard journal diameter. DO NOT grind thrust faces of No.3 main bearing. DO NOT nick crank pin or bearing fillets. After grinding, remove rough edges from crankshaft oil holes and clean out all oil passages.

CAUTION: After any journal grind, it is important that the final paper or cloth polish be in the same direction as the engine rotates.

OIL PAN

CLEANING

Clean the block and pan gasket surfaces.

Trim or remove excess sealant film in the rear main cap oil pan gasket groove. **DO NOT remove the sealant inside the rear main cap slots.**

If present, trim excess sealant from inside the engine.

Clean oil pan in solvent and wipe dry with a clean cloth.

Clean oil screen and pipe thoroughly in clean solvent. Inspect condition of screen.

INSPECTION

Inspect oil drain plug and plug hole for stripped or damaged threads. Repair as necessary.

Inspect oil pan mounting flange for bends or distortion. Straighten flange, if necessary.

OIL PUMP

INSPECTION

Mating surface of the oil pump cover should be smooth. Replace pump assembly if cover is scratched or grooved.

Lay a straightedge across the pump cover surface (Fig. 61). If a 0.038 mm (0.0015 inch) feeler gauge can be inserted between cover and straightedge, pump assembly should be replaced.

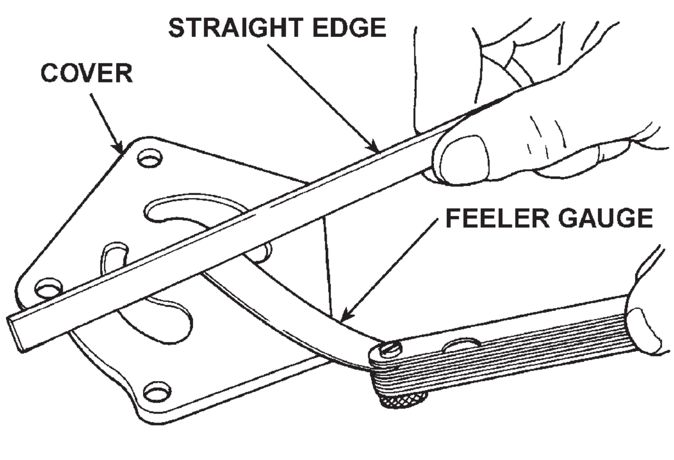


Fig. 61 Checking Oil Pump Cover Flatness

Measure thickness and diameter of OUTER rotor. If outer rotor thickness measures 20.9 mm (0.825 inch) or less or if the diameter is 62.7 mm (2.469 inches) or less, replace outer rotor (Fig. 62).

CLEANING AND INSPECTION (Continued)

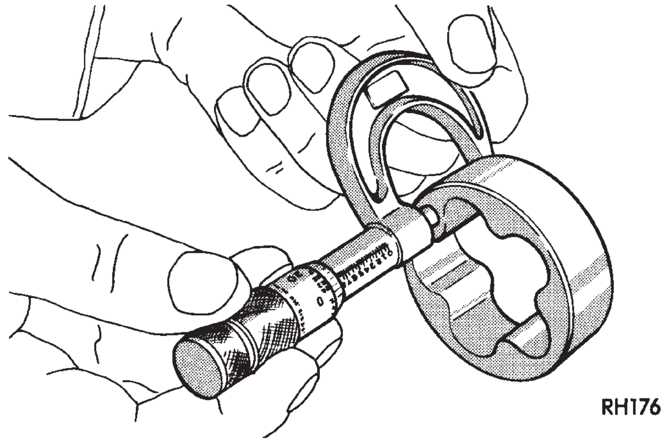


Fig. 62 Measuring Outer Rotor Thickness

If inner rotor measures 20.9 mm (0.825 inch) or less, replace inner rotor and shaft assembly (Fig. 63).

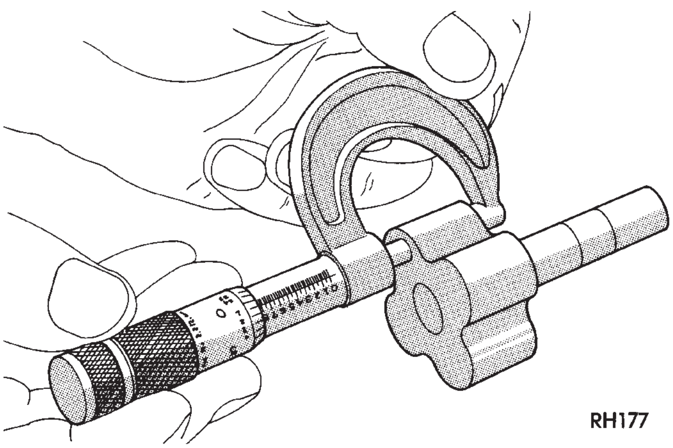


Fig. 63 Measuring Inner Rotor Thickness

Slide outer rotor into pump body. Press rotor to the side with your fingers and measure clearance between rotor and pump body (Fig. 64). If clearance is 0.356 mm (0.014 inch) or more, replace oil pump assembly.

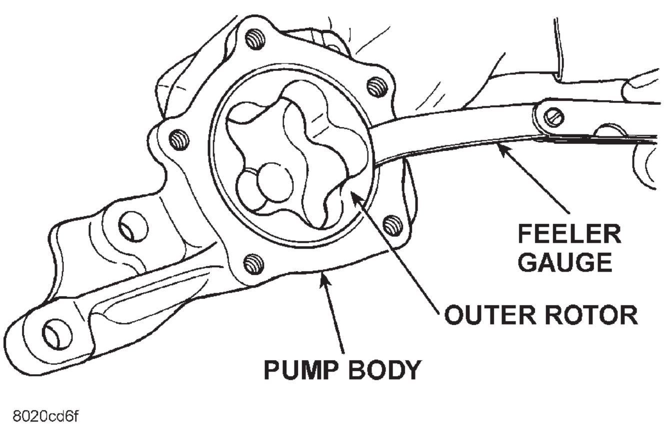


Fig. 64 Measuring Outer Rotor Clearance in Housing

Install inner rotor and shaft into pump body. If clearance between inner and outer rotors is 0.203 mm (0.008 inch) or more, replace shaft and both rotors (Fig. 65).

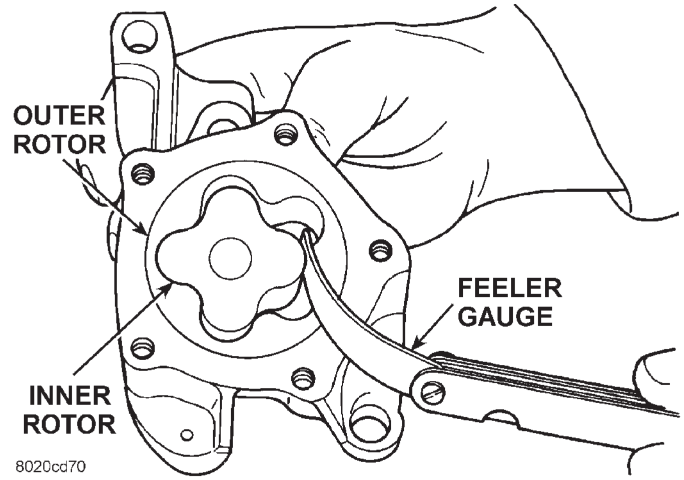


Fig. 65 Measuring Clearance Between Rotors

Place a straightedge across the face of the pump, between bolt holes. If a feeler gauge of 0.102 mm (0.004 inch) or more can be inserted between rotors and the straightedge, replace pump assembly (Fig. 66).

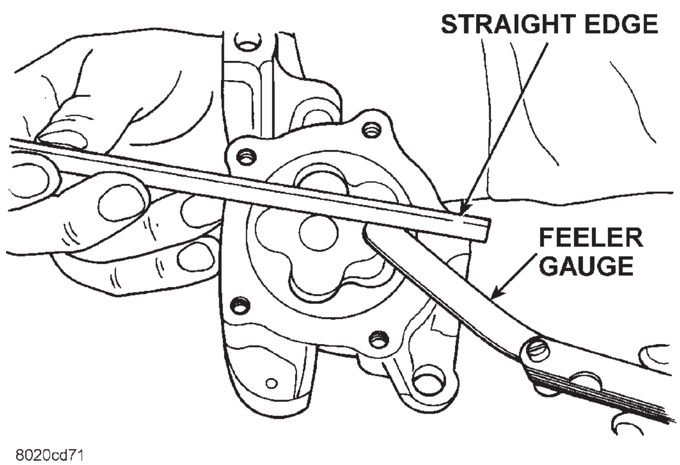


Fig. 66 Measuring Clearance Over Rotors

Inspect oil pressure relief valve plunger for scoring and free operation in its bore. Small marks may be removed with 400-grit wet or dry sandpaper.

The relief valve spring has a free length of approximately 49.5 mm (1.95 inches). The spring should test between 19.5 and 20.5 pounds when compressed to 34 mm (1-11/32 inches). Replace spring that fails to meet these specifications (Fig. 67).

If oil pressure was low and pump is within specifications, inspect for worn engine bearings or other reasons for oil pressure loss.

CLEANING AND INSPECTION (Continued)

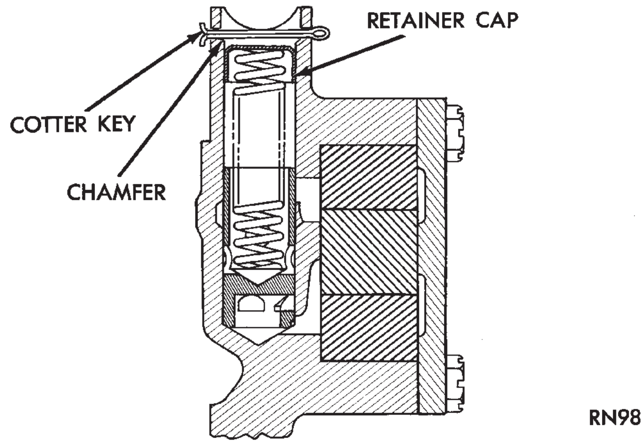


Fig. 67 Proper Installation of Retainer Cap

CYLINDER BLOCK

CLEANING

Clean cylinder block thoroughly and check all core hole plugs for evidence of leaking.

INSPECTION

Examine block for cracks or fractures.

The cylinder walls should be checked for out-of-round and taper with Cylinder Bore Indicator Tool C-119. The cylinder block should be bored and honed with new pistons and rings fitted if:

- The cylinder bores show more than 0.127 mm (0.005 in.) out-of-round.
- The cylinder bores show a taper of more than 0.254 mm (0.010 in.).
- The cylinder walls are badly scuffed or scored.

Boring and honing operation should be closely coordinated with the fitting of pistons and rings, so that specified clearances can be maintained.

OIL LINE PLUG

The oil line plug is located in the vertical passage at the rear of the block between the oil-to-filter and oil-from-filter passages (Fig. 68). Improper installation or plug missing could cause erratic, low, or no oil pressure.

The oil plug must come out the bottom. Use flat dowel, down the oil pressure sending unit hole from the top, to remove oil plug.

(1) Remove oil pressure sending unit from back of block.

(2) Insert a 3.175 mm (1/8 in.) finish wire, or equivalent, into passage.

(3) Plug should be 190.0 to 195.2 mm (7-1/2 to 7-11/16 in.) from machined surface of block (Fig. 68). If plug is too high, use a suitable flat dowel to position properly.

(4) If plug is too low, remove oil pan and No. 4 main bearing cap. Use suitable flat dowel to position properly. Coat outside diameter of plug with Mopar Stud and Bearing Mount Adhesive, or equivalent. Plug should be 54.0 to 57.7 mm (2-1/8 to 2-5/16 in.) from bottom of the block.

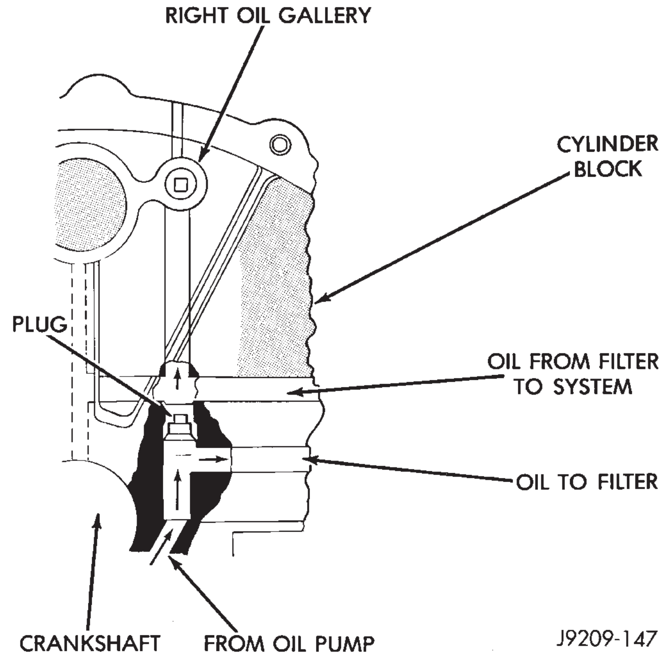


Fig. 68 Oil Line Plug

SPECIFICATIONS

5.2L ENGINE

Camshaft

Bearing Diameter	
No. 1	50.800-50.825 mm (2.000-2.001 in)
No. 2	50.394-50.419 mm (1.984-1.985 in)
No. 3	50.013-50.038 mm (1.969-1.970 in)
No. 4	49.606-49.632 mm (1.953-1.954 in)
No. 5	39.688-39.713 mm (1.5625-1.5635 in)
Diametrical Clearance	0.0254-0.0762 mm (0.001-0.003 in)
Max. Allowable	0.127 mm (0.005 in)
End Play	0.051-0.254 mm (0.002-0.010 in)
Bearing Journal Diameter	
No. 1	50.749-50.775 mm (1.998-1.999 in)
No. 2	50.343-50.368 mm (1.982-1.983 in)
No. 3	49.962-49.987 mm (1.967-1.968 in)
No. 4	49.555-49.581 mm (1.951-1.952 in)
No. 5	39.637-39.662 mm (1.5605-1.5615 in)

Connecting Rods

Bearing Clearance	0.013-0.056 mm (0.0005-0.0022 in)
Max. Allowable	0.08 mm (0.003 in)
Piston Pin Bore Diameter	24.966-24.978 mm (0.9829-0.9834 in)
Side Clearance (Two Rods)	0.152-0.356 mm (0.006-0.014 in)
Total Weight (Less Bearing)	726 grams (25.61 oz)

Crankshaft

Connect Rod Journal	
Diameter	53.950-53.975 mm (2.124-2.125 in)
Out-of-Round (Max.)	0.0254 mm (0.001 in)
Taper (Max.)	0.0254 mm (0.001 in)
Diametrical Clearance	
No. 1	0.013-0.038 mm (0.0005-0.0015 in)
Nos. 2, 3, 4 and 5	0.013-0.051 mm (0.005-0.0020 in)
Max. Allowable (Nos. 2, 3, 4 & 5)	0.064 mm (0.0025 in)
End Play	0.051-0.178 mm (0.002-0.007 in)
Max. Allowable	0.254 mm (0.010 in)
Main Bearing Journals	
Diameter	63.487-63.513 mm (2.4995-2.5005 in)
Out-of-Round (Max.)	0.0254 mm (0.001 in)
Taper (Max.)	0.0254 mm (0.001 in)

Cylinder Block

Cylinder Bore	
Diameter	99.314-99.365 mm (3.910-3.912 in)
Out-of-Round (Max.)	0.127 mm (0.005 in)
Taper (Max.)	0.254 mm (0.010 in)
Oversize (Max.)	1.016 mm (0.040 in)
Distributor Lower Drive Shaft	
Bushing (Press Fit in Block)	0.0127-0.3556 mm (0.0005-0.0140 in)
Shaft-to-Bushing Clearance	0.0178-0.0686 mm (0.0007-0.0027 in)
Tappet Bore Diameter	22.99-23.01 mm (0.9051-0.9059 in)

Cylinder Head

Compression Pressure	689 kPa (100 psi)
Gasket Thickness (Compressed)	1.2065 mm (0.0475 in)
Valve Seat	
Angle	44.25° - 44.75°
Runout (Max.)	0.0762 mm (0.003 in)
Width (Finish) – Intake	1.016-1.524 mm (0.040-0.060 in)
Width (Finish) – Exhaust	1.524-2.032 mm (0.060-0.080 in)

Hydraulic Tappets

Body Diameter	22.949-22.962 mm (0.9035-0.9040 in)
Clearance in Block	0.0279-0.0610 mm (0.0011-0.0024 in)
Dry Lash	1.524-5.334 mm (0.060-0.210 in)
Push Rod Length	175.64–176.15 mm (6.915–6.935 in)

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SPECIFICATIONS (Continued)

Oil Pump

Clearance Over Rotors (Max.)	0.1016 mm (0.004 in)
Cover Out-of-Flat (Max.)	0.0381 mm (0.0015 in)
Inner Rotor Thickness (Min.)	20.955 mm (0.825 in)
Outer Rotor	
Clearance (Max.)	0.3556 mm (0.014 in)
Diameter (Min.)	62.7126 mm (2.469 in)
Thickness (Min.)	20.955 mm (0.825 in)
Tip Clearance Between Rotors (Max)	0.2032 mm (0.008 in)

Oil Pressure

At Curb Idle Speed (Minimum)*	41.4 kPa (6 psi)
At 3000 rpm	207-552 kPa (30-80 psi)
Oil Pressure Switch	
Actuating Pressure (Min.)	34.5-48.3 kPa (5-7 psi)

*CAUTION: If pressure is ZERO at curb idle, DO NOT run engine.

Oil Filter

Bypass Valve Setting	62-103 kPa (9-15 psi)

Pistons

Clearance at Top of Skirt	0.0127-0.0381 mm (0.0005-0.0015 in)
Land Clearance (Diametrical)	0.635-1.016 mm (0.025-0.040 in)
Piston Length	86.360 mm (3.40 in)
Piston Ring Groove Depth	
Nos. 1 and 2	4.572-4.826 mm (0.180-0.190 in)
No. 3	3.810-4.064 mm (0.150-0.160 in)
Weight	592.6-596.6 grams (20.90-21.04 oz)

Piston Pins

Clearance	
In Piston	0.00635-0.01905 mm (0.00025-0.00075 in)
In Rod (Interference)	0.0178-0.0356 mm (0.0007-0.0014 in)
Diameter	24.996-25.001 mm (0.9841-0.9843 in)
End Play	NONE
Length	75.946-76.454 mm (2.990-3.010 in)

Piston Rings

Ring Gap	
Compression Rings	0.254-0.508 mm (0.010-0.020 in)
Oil Control (Steel Rails)	0.254-1.270 mm (0.010-0.050 in)
Ring Side Clearance	
Compression Rings	0.038-0.076 mm (0.0015-0.0030 in)
Oil Ring (Steel Rails)	0.06-0.21 mm (0.002-0.008 in)
Ring Width	
Compression Rings	1.971-1.989 mm (0.0776-0.0783 in)
Oil Ring (Steel Rails)	3.848-3.975 mm (0.1515-0.1565 in)

Valves

Face Angle	43.25°-43.75°
Head Diameter	
Intake	48.666 mm (1.916 in)
Exhaust	41.250 mm (1.624 in)
Length (Overall)	
Intake	124.28-125.92 mm (4.893-4.918 in)
Exhaust	124.64-125.27 mm (4.907-4.932 in)
Lift (Zero Lash)	10.973 mm (0.432 in)
Stem Diameter	7.899-7.925 mm (0.311-0.312 in)
Stem-to-Guide Clearance	0.0254-0.0762 mm (0.001-0.003 in)
Max. Allowable (Rocking Method)	0.4318 mm (0.017 in)
Guide Bore Diameter (Std)	7.950-7.976 mm (0.313-0.314 in)

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SPECIFICATIONS (Continued)

Valve Springs

Free Length (Approx.)	49.962 mm (1.967 in)
Spring Tension (Valve Closed)	@ 41.66 mm = 378 N (@ 1.64 in = 85 lbs)
Spring Tension (Valve Open)	@ 30.89 mm = 890 N (@ 1.212 in = 200 lbs)
Number of Coils	6.8
Installed Height (Spring Seat to Retainer)	41.66 mm (1.64 in)
Wire Diameter	4.50 mm (0.177 in)

Valve Timing

Exhaust Valve	
Closes (ATC)	21°
Opens (BBC)	60°
Duration	264°
Intake Valve	
Closes (ABC)	61°
Opens (BTC)	10°
Duration	250°
Valve Overlap	31°

J9409-99

OVERSIZE AND UNDERSIZE ENGINE COMPONENT MARKINGS

CONDITION	IDENTIFICATION	LOCATION OF IDENTIFICATION
CRANKSHAFT JOURNALS (UNDERSIZE) 0.0254 mm (0.001 in.)	R or M M-2-3 etc. (indicating no. 2 and 3 main bearing journal) and/or R-1-4 etc. (indicating no. 1 and 4 connecting rod journal)	Milled flat on no. 8 crankshaft counterweight.
HYDRAULIC TAPPETS (OVERSIZE) 0.2032 mm (0.008 in.)	♦	Diamond-shaped stamp top pad – front of engine and flat ground on outside surface of each O/S tappet bore.
VALVE STEMS (OVERSIZE) 0.127 mm (0.005 in.)	X	Milled pad adjacent to two tapped holes (3/8 in.) on each end of cylinder head.

J9309-82

SPECIFICATIONS (Continued)

TORQUE

DESCRIPTION	TORQUE
Adjusting Strap Bolt	23 N·m (200 in. lbs.)
Bell Housing Bolts	41 N·m (30 ft. lbs.)
Camshaft Bolt	68 N·m (50 ft. lbs.)
Camshaft Thrust Plate Bolts	24 N·m (210 in. lbs.)
Chain Case Cover Bolts	41 N·m (30 ft. lbs.)
Connecting Rod Cap Bolts	61 N·m (45 ft. lbs.)
Crankshaft Main Bearing Cap Bolts	115 N·m (85 ft. lbs.)
Cylinder Head Bolts	
1st Step	68 N·m (50 ft. lbs.)
2nd Step	143 N·m (105 ft. lbs.)
Cylinder Head Collar Studs	13 N·m (115 in. lbs.)
Cylinder Head Cover Bolts	11 N·m (95 in. lbs.)
Exhaust Manifold Bolts	27 N·m (20 ft. lbs.)
Exhaust Manifold Nuts	20 N·m (15 ft. lbs.)
Front Left Sill Bracket	
Top Bolts	65 N·m (48 ft. lbs.)
Side Nuts	95 N·m (70 ft. lbs.)
Side and Bottom Bolts	121 N·m (89 ft. lbs.)
Front Right Sill Bracket Bolts	65 N·m (48 ft. lbs.)
Front Left Through-Bolt Nuts	121 N·m (89 ft. lbs.)
Front Right Through-Bolt Nuts	65 N·m (48 ft. lbs.)
Front Support Insulator Bolts	88 N·m (65 ft. lbs.)
Generator Mounting Bolt	41 N·m (30 ft. lbs.)

DESCRIPTION	TORQUE
Intake Manifold Bolts	Refer to Procedure in Service Manual
Oil Pan Bolts	24 N·m (215 in. lbs.)
Oil Pan Drain Plug	34 N·m (25 ft. lbs.)
Oil Pump Attaching Bolts	41 N·m (30 ft. lbs.)
Oil Pump Cover Bolts	11 N·m (95 in. lbs.)
Rear Mount Bracket Through-Bolt Nut	65 N·m (48 ft. lbs.)
Rear Mount Bracket Assembly Bolts	75 N·m (55 ft. lbs.)
Rear Mount Clevis Bracket-to-Crossmember Stud-Nuts	41 N·m (30 ft. lbs.)
Rocker Arm Bolts	28 N·m (21 ft. lbs.)
Spark Plugs	41 N·m (30 ft. lbs.)
Starter Mounting Bolts	68 N·m (50 ft. lbs.)
Throttle Body Bolts	23 N·m (200 in. lbs.)
Torque Converter Drive Plate Bolts	31 N·m (270 in. lbs.)
Transmission Support Bracket Adaptor Bolts	60 N·m (44 ft. lbs.)
Transmission-to-Clutch Bolts	68 N·m (50 ft. lbs.)
Vibration Damper Retainer Bolt	183 N·m (135 ft. lbs.)
Water Pump-to-Chain Case Cover Bolt	41 N·m (30 ft. lbs.)

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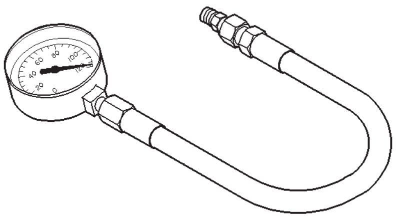
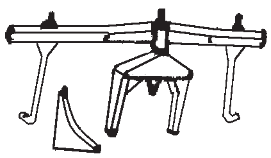
SPECIAL TOOLS

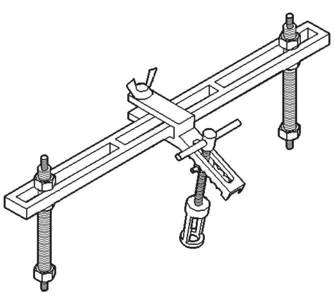
5.2L ENGINE



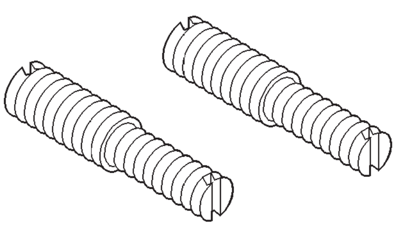
Oil Pressure Gauge C-3292



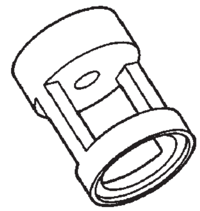
Engine Support Fixture C-3487–A



Valve Spring Compressor MD-998772–A



Adapter 6633



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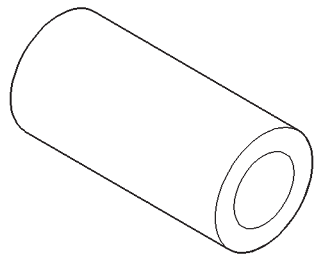
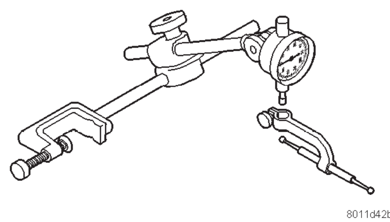
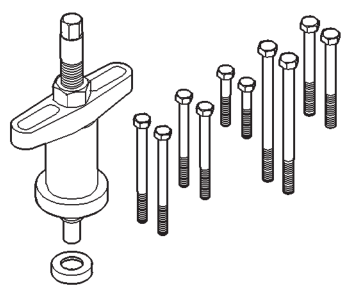


Valve Guide Sleeve C-3973

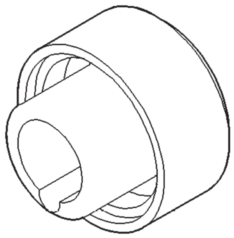


Dial Indicator C-3339



Puller C-3688

SPECIAL TOOLS (Continued)



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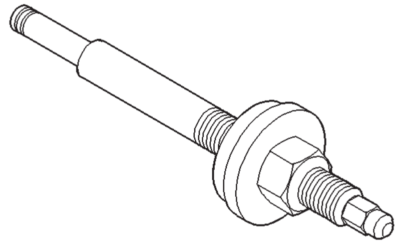
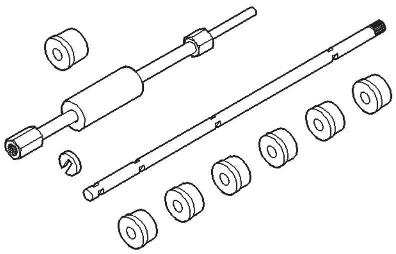
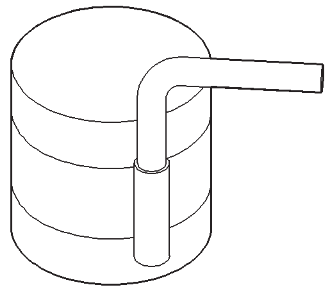


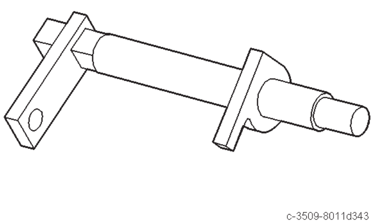
Distributor Bushing Driver/Burnisher C-3053



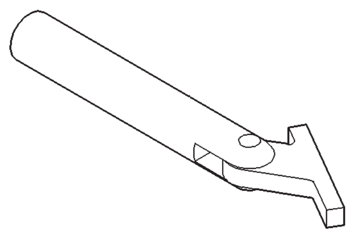
Cam Bearing Remover/Installer C-3132–A



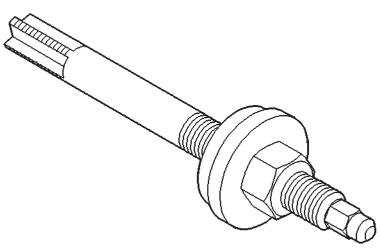
Piston Ring Compressor C-385



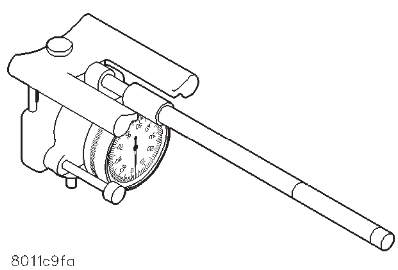
Camshaft Holder C-3509



Crankshaft Main Bearing Remover C-3059



Distributor Bushing Puller C-3052



Cylinder Bore Gauge C-119

EXHAUST SYSTEM AND INTAKE MANIFOLD

CONTENTS

GENERAL INFORMATION

EXHAUST SYSTEM

The basic exhaust system consists of exhaust manifold(s), exhaust pipe with oxygen sensor, catalytic converter, heat shield(s), muffler and tailpipe (Fig. 1) or (Fig. 2).

The exhaust system uses a single muffler with a single monolithic- type catalytic converter.

The 4.0L engines use a seal between the exhaust manifold and exhaust pipe to assure a tight seal and strain free connections.

The 5.2L exhaust manifolds are equipped with ball flange outlets to assure a tight seal and strain free connections.

The exhaust system must be properly aligned to prevent stress, leakage and body contact. If the system contacts any body panel, it may amplify objectionable noises originating from the engine or body.

When inspecting an exhaust system, critically inspect for cracked or loose joints, stripped screw or bolt threads, corrosion damage and worn, cracked or broken hangers. Replace all components that are badly corroded or damaged. DO NOT attempt to repair.

When replacement is required, use original equipment parts (or their equivalent). This will assure proper alignment and provide acceptable exhaust noise levels.

CAUTION: Avoid application of rust prevention compounds or undercoating materials to exhaust system floor pan heat shields. Light overspray near the edges is permitted. Application of coating will result in excessive floor pan temperatures and objectionable fumes.

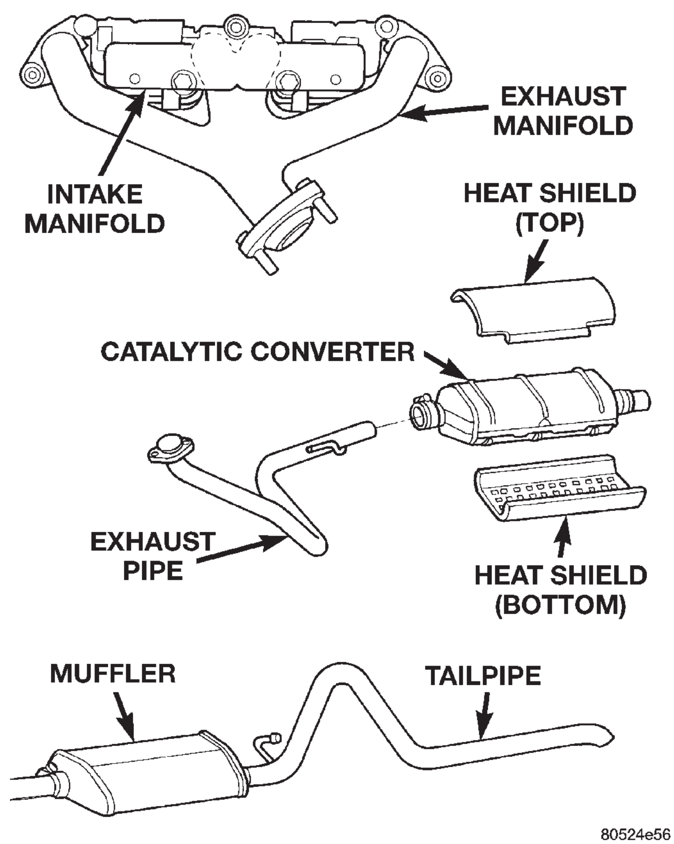


Fig. 1 Exhaust System—4.0L Engine

GENERAL INFORMATION (Continued)

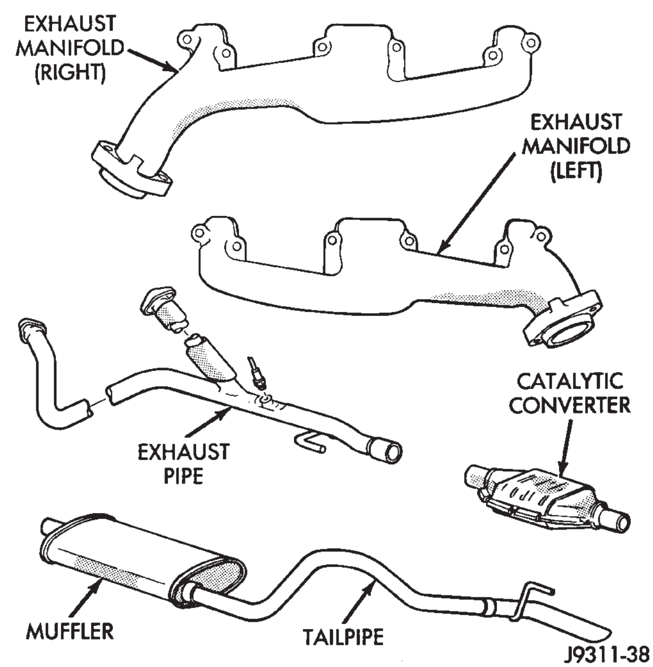


Fig. 2 Exhaust System—5.2L Engine

CATALYTIC CONVERTER

The stainless steel catalytic converter body is designed to last the life of the vehicle. Excessive heat can result in bulging or other distortion, but excessive heat will not be the fault of the converter. If unburned fuel enters the converter, overheating may occur. If a converter is heat-damaged, correct the cause of the damage at the same time the converter is replaced. Also, inspect all other components of the exhaust system for heat damage.

Unleaded gasoline must be used to avoid contaminating the catalyst core.

DO NOT remove spark plug wires from plugs or by any other means short out cylinders. Failure of the catalytic converter can occur due to a temperature increase caused by unburned fuel passing through the converter.

DO NOT allow the engine to operate at fast idle for extended periods (over 5 minutes). This condition may result in excessive temperatures in the exhaust system and on the floor pan.

HEAT SHIELDS

Heat shields are needed to protect both the vehicle and the environment from the high temperatures developed by the catalytic converter (Fig. 3) (Fig. 4). The catalytic converter releases additional heat into the exhaust system. Under severe operating conditions, the temperature increases in the area of the converter. Such conditions can exist when the engine misfires or otherwise does not operate at peak efficiency.

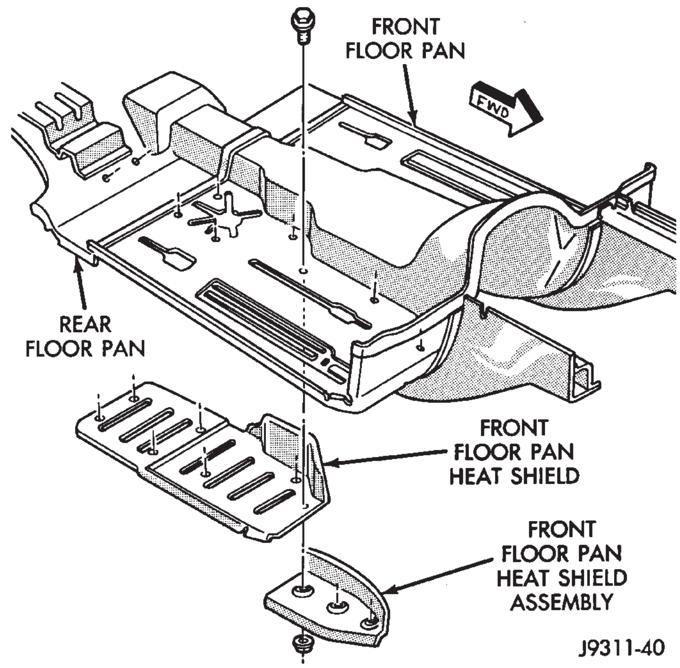


Fig. 3 Front Floor Pan Heat Shield

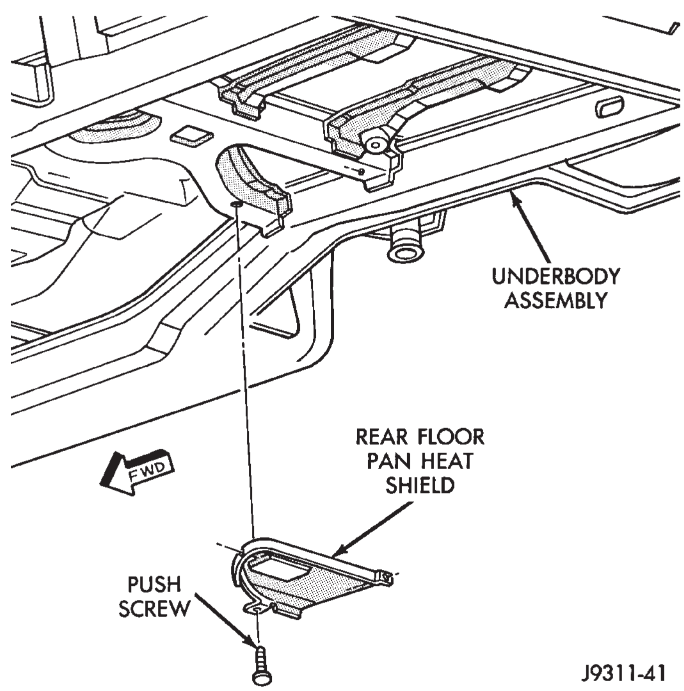


Fig. 4 Rear Floor Pan Heat Shield

GENERAL INFORMATION (Continued)

BAND CLAMP (TORCA)

Taking the place of the exhaust clamps will be a new style band clamp (Torca) this will be used on all exhaust system (Fig. 5).

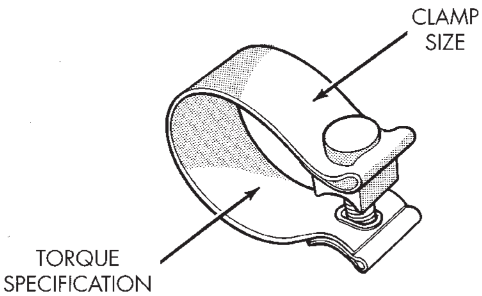


Fig. 5 Band Clamp (Torca)

DIAGNOSIS AND TESTING

EXHAUST SYSTEM DIAGNOSIS

CONDITION	POSSIBLE CAUSE	CORRECTION
EXCESSIVE EXHAUST NOISE	1. Leaks at pipe joints. 2. Burned or blown-out muffler. 3. Burned or rusted-out exhaust pipe. 4. Exhaust pipe leaking at manifold flange. 5. Exhaust manifold cracked or broken. 6. Leak between exhaust manifold and cylinder head. 7. Restriction in muffler or tail pipe.	1. Tighten clamps at leaking joints. 2. Replace muffler assembly. Check exhaust system. 3. Replace exhaust pipe. 4. Tighten connection attaching nuts. 5. Replace exhaust manifold. 6. Tighten exhaust manifold to cylinder head stud nuts or bolts. 7. Remove restriction, if possible. Replace muffler or tail pipe, as necessary.
LEAKING EXHAUST GASES	1. Leaks at pipe joints. 2. Damaged or improperly installed gaskets.	1. Tighten clamps at leaking joints. 2. Replace gaskets, as necessary.

J9311-9

REMOVAL AND INSTALLATION

EXHAUST PIPE—4.0/5.2L ENGINES

REMOVAL

WARNING: IF TORCHES ARE USED WHEN WORKING ON THE EXHAUST SYSTEM, DO NOT ALLOW THE FLAME NEAR THE FUEL LINES.

(1) Raise and support the vehicle.

(2) Saturate the bolts and nuts with heat valve lubricant. Allow 5 minutes for penetration.

(3) Remove the oxygen sensor from the exhaust pipe (Fig. 6) (Fig. 7).

(4) Disconnect the exhaust pipe from the engine exhaust manifold. On 4.0L engines, discard the exhaust manifold seal (Fig. 6).

(a) Heat the exhaust pipe and catalytic converter connection with an torch until the metal becomes cherry red.

(b) While the metal is still cherry red, twist the exhaust pipe back and forth to separate it from the catalytic converter.

(5) Remove the Torca clamp from the exhaust pipe and catalytic converter connection (Fig. 6) (Fig. 7). Disconnect the exhaust pipe from the catalytic converter. If needed:

(6) Disconnect the exhaust pipe hanger from the rear mount bracket insulator (Fig. 8).

(7) Remove the exhaust pipe.

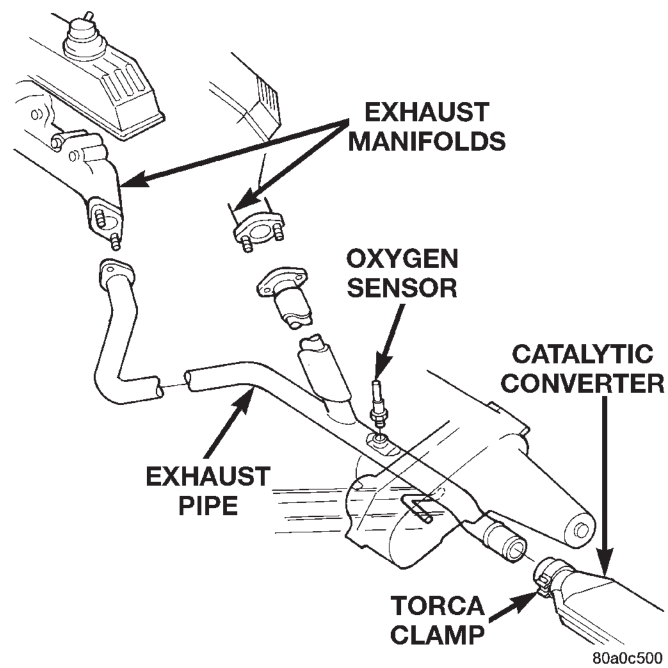


Fig. 7 Exhaust Pipe—5.2L Engine

INSTALLATION

(1) Position the exhaust pipe onto the catalytic converter.

(2) Connect the exhaust pipe hanger to the rear mount bracket insulator.

(3) On 4.0L engines, install a new seal between the exhaust pipe and the engine exhaust manifold (Fig. 6). Connect the exhaust pipe to the engine exhaust manifold. Tighten the nuts to 31 N·m (23 ft. lbs.) torque.

(4) Position the Torca clamp over the exhaust pipe/ catalytic converter connection (Fig. 6) (Fig. 7). Tighten the nuts to 75 N·m (55 ft. lbs.) torque.

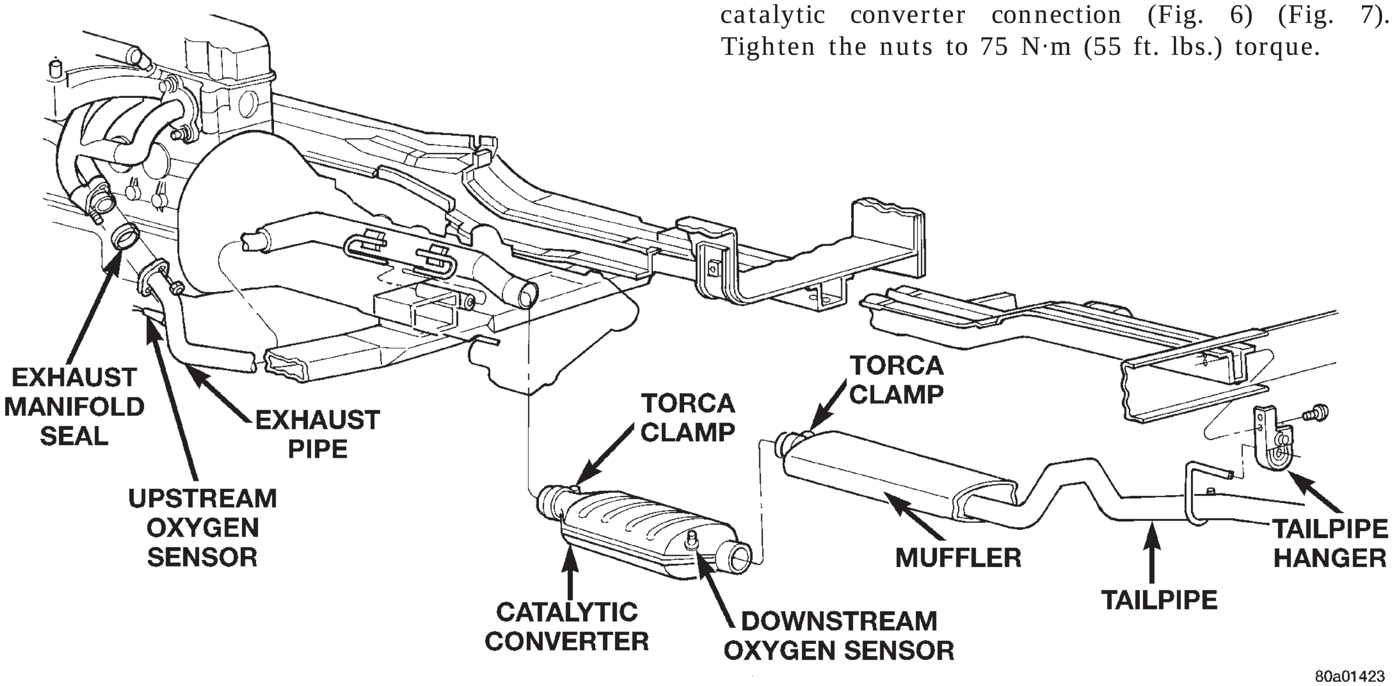


Fig. 6 Exhaust System—4.0L Engine

REMOVAL AND INSTALLATION (Continued)

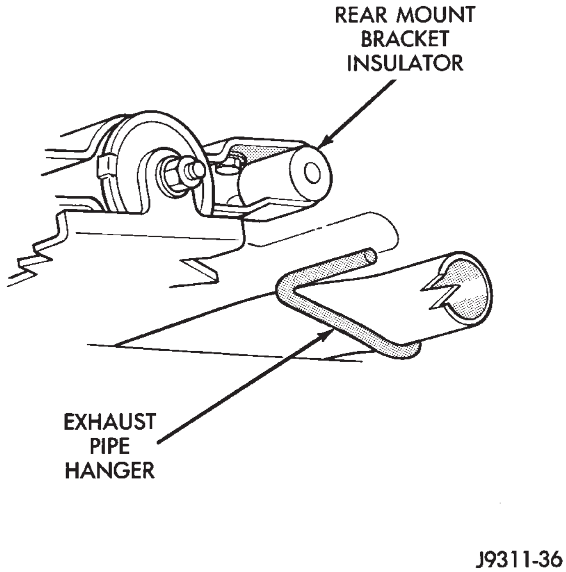


Fig. 8 Rear Mount Bracket Insulator

(5) Coat the oxygen sensor with anti-seize compound. Install the sensor and tighten the nut to 48 N·m (35 ft. lbs.) torque.

(6) Lower the vehicle.

(7) Start the engine and inspect for exhaust leaks and exhaust system contact with the body panels. Adjust the alignment, if needed.

(8) After initial start-up, check the engine exhaust manifold to exhaust pipe nuts for proper torque.

CATALYTIC CONVERTER—4.0/5.2L ENGINES

REMOVAL

WARNING: IF TORCHES ARE USED WHEN WORKING ON THE EXHAUST SYSTEM, DO NOT ALLOW THE FLAME NEAR THE FUEL LINES.

(1) Raise and support the vehicle.

(2) Saturate the bolts and nuts with heat valve lubricant. Allow 5 minutes for penetration.

(3) Remove Torca clamp from the catalytic converter and exhaust pipe connection (Fig. 9).

(4) Remove Torca clamp from the catalytic converter and muffler connection (Fig. 9).

(5) Disconnect oxygen sensor wiring.

(6) Heat the exhaust pipe, catalytic converter and muffler connections with an torch until the metal becomes cherry red.

(7) While the metal is still cherry red, twist the catalytic converter back and forth to separate it from the exhaust pipe and the muffler.

INSTALLATION

(1) Position the Torca clamp over the exhaust pipe/catalytic converter connection (Fig. 9). Tighten the nuts to 71 N·m (52 ft. lbs.) torque.

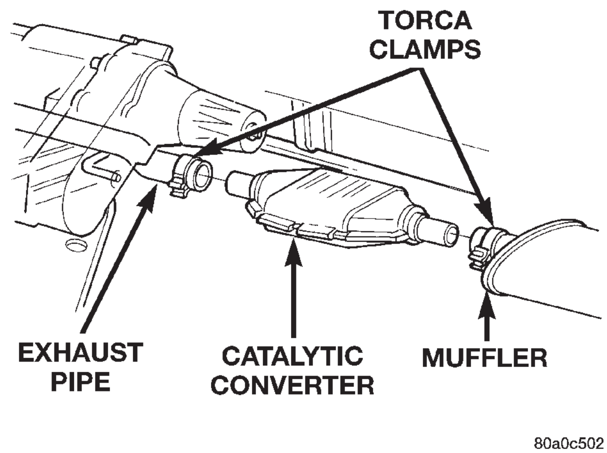


Fig. 9 Exhaust Pipe-to-Catalytic Converter-to-Muffler Connection

(2) Install the muffler onto the catalytic converter until the alignment tab is inserted into the alignment slot.

(3) Install the Torca clamp at the muffler and catalytic converter connection (Fig. 9). Tighten the clamp nuts to 71 N·m (52 ft. lbs.) torque.

(4) Connect oxygen sensor wiring.

(5) Lower the vehicle.

(6) Start the engine and inspect for exhaust leaks and exhaust system contact with the body panels. Adjust the alignment, if needed.

MUFFLER AND TAILPIPE—4.0/5.2L ENGINES

REMOVAL

All original equipment exhaust systems are manufactured with the tailpipe welded to the muffler. Service replacement mufflers and tailpipes are either clamped together or welded together.

WARNING: IF TORCHES ARE USED WHEN WORKING ON THE EXHAUST SYSTEM, DO NOT ALLOW THE FLAME NEAR THE FUEL LINES.

(1) Raise and support the vehicle.

(2) Saturate the bolts and nuts with heat valve lubricant. Allow 5 minutes for penetration.

(3) Remove the Torca clamp from the catalytic converter and muffler connection (Fig. 9).

(4) Heat the catalytic converter-to-muffler connection with an torch until the metal becomes cherry red.

(5) While the metal is still cherry red, remove the tailpipe/muffler assembly from the catalytic converter.

(6) Remove the tailpipe from the tailpipe hanger (Fig. 10).

(7) Remove the tailpipe/muffler assembly.

REMOVAL AND INSTALLATION (Continued)

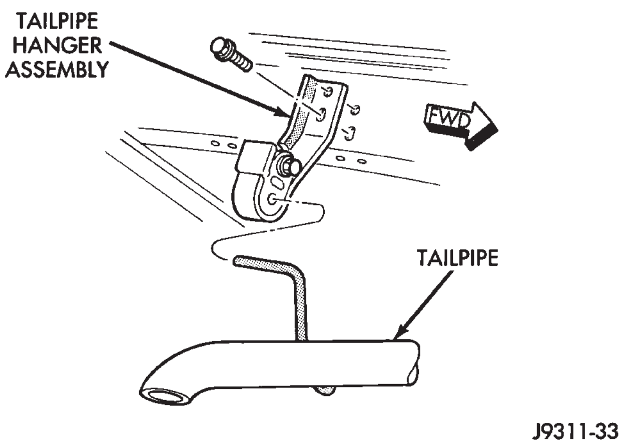


Fig. 10 Tailpipe Hanger

INSTALLATION

(1) If the tailpipe hanger assembly was removed, install the hanger to the frame. Tighten the bolts to 22 N·m (192 in. lbs.) torque.

(2) Position the tailpipe and muffler onto the tailpipe hanger (Fig. 10).

(3) Install the muffler onto the catalytic converter. Make sure that the tailpipe has sufficient clearance from the floor pan. Install Torca clamp and tighten the nuts to 75 N·m (55 ft. lbs.) torque.

(4) Lower the vehicle.

(5) Start the engine and inspect for exhaust leaks and exhaust system contact with the body panels. Adjust the alignment, if needed.

INTAKE AND EXHAUST MANIFOLD—4.0L ENGINE

REMOVAL

NOTE: THE ENGINE INTAKE AND EXHAUST MANIFOLD MUST BE REMOVED AND INSTALLED TOGETHER. THE MANIFOLDS USE A COMMON GASKET AT THE CYLINDER HEAD.

(1) Disconnect the negative cable from the battery.

(2) Remove air cleaner inlet hose from throttle plate assembly.

(3) Remove the air cleaner assembly.

(4) Remove the throttle cable, vehicle speed control cable (if equipped) and the transmission line pressure cable.

(5) Disconnect all electrical connectors on the intake manifold.

(6) Disconnect and remove the fuel system supply and return lines from the fuel rail assembly (refer to Group 14, Fuel System).

(7) Loosen the accessory drive belt (refer to Group 7, Cooling System). Loosen the tensioner.

(8) Remove the power steering pump and bracket from the intake manifold and set aside.

(9) Remove the fuel rail and injectors (refer to Group 14, Fuel System).

(10) Raise the vehicle.

(11) Disconnect the exhaust pipe from the engine exhaust manifold. Discard the seal.

(12) Lower the vehicle.

(13) Remove the intake manifold and engine exhaust manifold.

INSTALLATION

If the manifold is being replaced, ensure all the fitting, etc. are transferred to the replacement manifold.

(1) Install a new engine exhaust/intake manifold gasket over the alignment dowels on the cylinder head.

(2) Position the engine exhaust manifold to the cylinder head. Install fastener Number 3 and finger tighten at this time (Fig. 11).

(3) Install intake manifold on the cylinder head dowels.

(4) Install washer and fastener Numbers 1, 2, 4, 5, 8, 9, 10 and 11 (Fig. 11).

(5) Install washer and fastener Numbers 6 and 7 (Fig. 11).

(6) Tighten the fasteners in sequence and to the specified torque (Fig. 11).

- Fastener Numbers 1 through 5—Tighten to 33 N·m (24 ft. lbs.) torque.
- Fastener Numbers 6 and 7—Tighten to 31 N·m (23 ft. lbs.) torque.
- Fastener Numbers 8 through 11—Tighten to 33 N·m (24 ft. lbs.) torque.

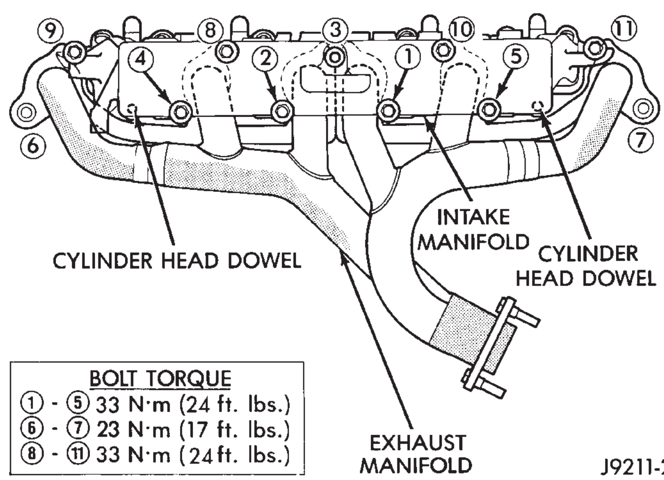


Fig. 11 Engine Exhaust/Intake Manifold

(7) Install the fuel rail and injectors (refer to Group 14, Fuel System).

(8) Install the power steering pump and bracket to the intake manifold. Tighten the belt to specification (refer to Group 7, Cooling System for the proper procedures).

REMOVAL AND INSTALLATION (Continued)

(9) Install the fuel system supply and return lines to the fuel rail assembly. **Before connecting the fuel system lines to the fuel rail replace the O-rings in the quick-connect fuel line couplings. Refer to Group 14, Fuel System for the proper procedure.**

(10) Connect all electrical connections on the intake manifold.

(11) Connect the vacuum connector on the intake manifold and install it in the bracket.

(12) Install throttle cable, vehicle speed control cable (if equipped).

(13) Install the transmission line pressure cable (if equipped). Refer to Group 21, Transmission for the adjustment procedures.

(14) Install air cleaner assembly.

(15) Connect air inlet hose to the throttle plate assembly.

(16) Raise the vehicle on a side mounted hoist.

(17) Use a new engine exhaust manifold seal. Connect the exhaust pipe to the engine exhaust manifold.

(18) Lower the vehicle.

(19) Connect the negative cable to the battery.

(20) Start the engine and check for leaks.

INTAKE MANIFOLD—5.2L ENGINE

REMOVAL

The aluminum intake manifold is a single plane design with equal length runners. The manifold is sealed by flange side gaskets with front and rear cross-over gaskets. The intake manifold has internal EGR.

(1) Disconnect the negative cable from the battery.

(2) Drain the cooling system (refer to Group 7, Cooling System for the proper procedures).

(3) Remove the generator (refer to Group 8B Battery/Starting/Charging Systems).

(4) Remove the air cleaner.

(5) Remove the fuel lines and fuel rail (refer to Group 14, Fuel System).

(6) Disconnect the accelerator linkage and, if so equipped, the speed control and transmission kick-down cables.

(7) Remove the return spring.

(8) Remove the distributor cap and wires.

(9) Disconnect the coil wires.

(10) Disconnect the heat indicator sending unit wire.

(11) Disconnect the heater hoses and bypass hose.

(12) Remove the closed crankcase ventilation and evaporation control systems.

(13) Remove the A/C compressor bolts and set the compressor on the fan shroud.

(14) Remove the support bracket from the intake manifold and the mounting bracket.

(15) Remove intake manifold bolts.

(16) Lift the intake manifold and throttle body out of the engine compartment as an assembly.

(17) Remove and discard the flange side gaskets and the front and rear cross-over gaskets.

(18) Remove the throttle body bolts and lift the throttle body off the intake manifold. Discard the throttle body gasket.

(19) Remove the plenum pan as follows:

(a) Turn the intake manifold upside down. Support the manifold.

(b) Remove the bolts and lift the pan off the manifold. Discard the gasket.

INSTALLATION

(1) Install the plenum pan, if removed, as follows:

(a) Turn the intake manifold upside down. Support the manifold.

(b) Place a new plenum pan gasket onto the seal rail of the intake manifold. Position the pan over the gasket. Align all the gasket and pan holes with the intake manifold.

(c) Hand start all bolts.

(d) Tighten the bolts, in sequence (Fig. 12), as follows:

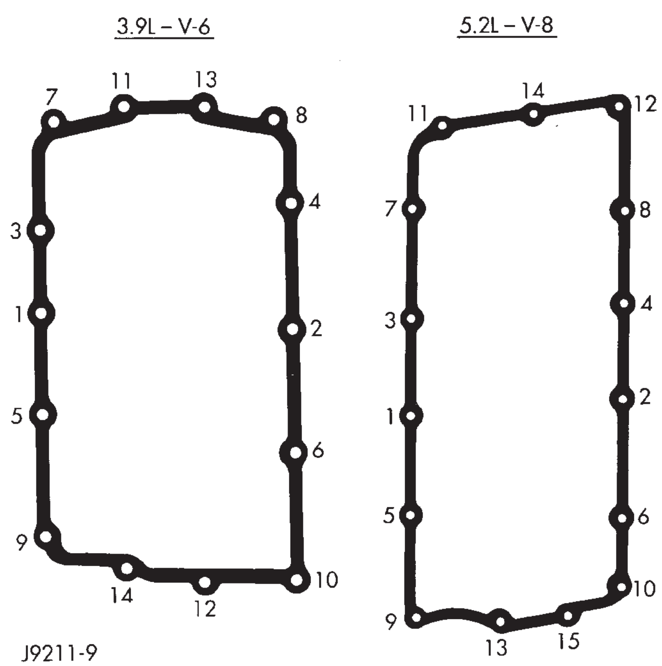


Fig. 12 Plenum Pan Bolt Tightening Sequence

- Step 1—Tighten bolts to 2.7 N·m (24 in. lbs.) torque.
- Step 2—Tighten bolts to 5.4 N·m (48 in. lbs.) torque.
- Step 3—Tighten bolts to 9.5 N·m (84 in. lbs.) torque.
- Step 4—Check that all bolts are tighten to 9.5 N·m (84 in. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

(2) Using a new gasket, install the throttle body onto the intake manifold. Tighten the bolts to 23 N·m (200 in. lbs.) torque.

(3) Place the 4 plastic locator dowels into the holes in the block (Fig. 13).

(4) Apply Mopar® Silicone Rubber Adhesive Sealant, or equivalent, to the four corner joints. An excessive amount of sealant is not required to ensure a leak proof seal. However, an excessive amount of sealant may reduce the effectiveness of the flange gasket. The sealant should be slightly higher than the cross-over gaskets, approximately 5 mm (0.2 in).

(5) Install the front and rear cross-over gaskets onto the dowels (Fig. 13).

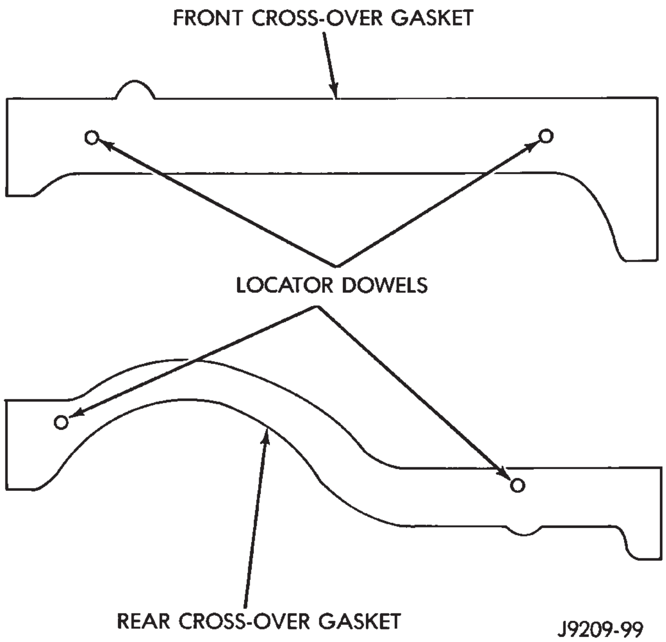


Fig. 13 Cross-Over Gaskets and Locator Dowels

(6) Install the flange gaskets. Ensure that the vertical port alignment tab is resting on the deck face of the block. Also the horizontal alignment tabs must be in position with the mating cylinder head gasket tabs (Fig. 14). The words MANIFOLD SIDE should be visible on the center of each flange gasket.

(7) Carefully lower intake manifold into position on the cylinder block and cylinder heads. Use the alignment dowels in the cross-over gaskets to position the intake manifold. After intake manifold is in place, inspect to make sure seals are in place.

(8) The following torque sequence duplicates the expected results of the automated assembly system (Fig. 15).

• Step 1—Tighten bolts 1 through 4, in sequence, to 8 N·m (72 in. lbs.) torque. Tighten in alternating steps 1.4 N·m (12 in. lbs.) torque at a time.

• Step 2—Tighten bolts 5 through 12, in sequence, to 8 N·m (72 in. lbs.) torque.

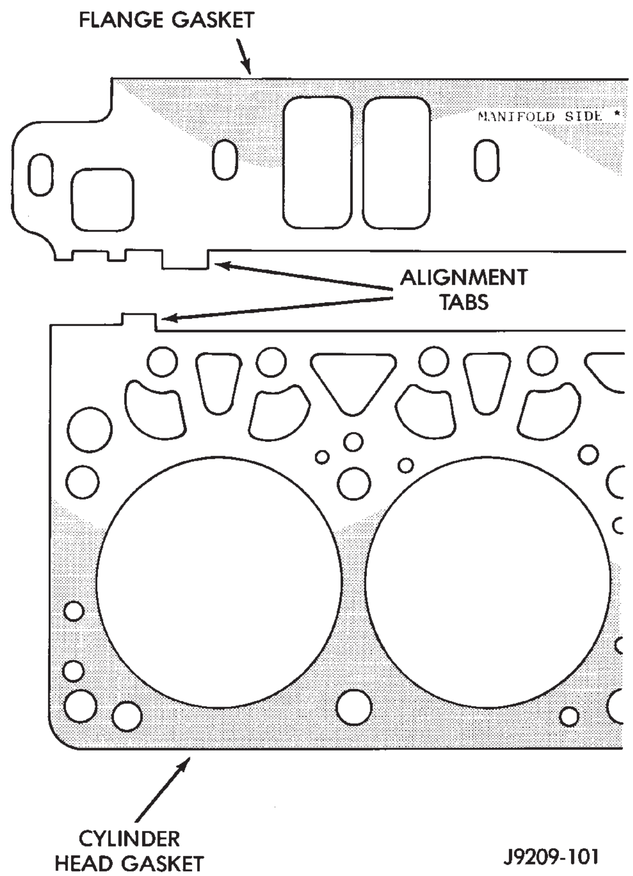


Fig. 14 Intake Manifold Flange Gasket Alignment

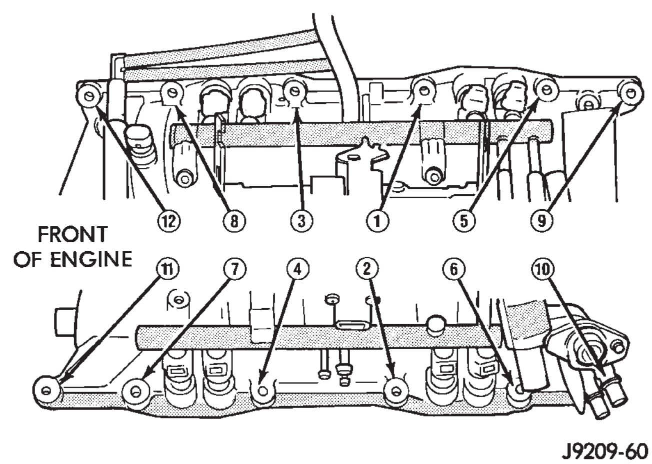


Fig. 15 Intake Manifold Bolt Tightening Sequence

• Step 3—Check that all bolts are tighten to 8 N·m (72 in. lbs.) torque.

• Step 4—Tighten all bolts, in sequence, to 16 N·m (12 ft. lbs.) torque.

• Step 5—Check that all bolts are tighten to 16 N·m (12 ft. lbs.) torque.

(9) Install closed crankcase ventilation and evaporation control systems.

(10) Install the coil wires.

(11) Connect the heat indicator sending unit wire.

REMOVAL AND INSTALLATION (Continued)

(12) Connect the heater hoses and bypass hose.

(13) Install distributor cap and wires.

(14) Hook up the return spring.

(15) Connect the accelerator linkage and, if so equipped, the speed control and transmission kick-down cables.

(16) Install the fuel lines and fuel rail (refer to Group 14, Fuel System).

(17) Install the support bracket to the intake manifold and the mounting bracket.

(18) Install the generator and drive belt. Tighten generator mounting bolt to 41 N·m (30 ft. lbs.) torque. Tighten the adjusting strap bolt to 23 N·m (200 in. lbs.) torque. Refer to Group 7, Cooling System for the proper adjusting of belt tension.

(19) Install the A/C compressor on the mounting bracket (refer to Group 24, Heating and Air Conditioning).

(20) Install the air cleaner.

(21) Fill cooling system (refer to Group 7, Cooling System for the proper procedure).

(22) Connect the negative cable to the battery.

EXHAUST MANIFOLD—5.2L ENGINE

REMOVAL

Exhaust manifolds are LOG type with balanced flow.

(1) Disconnect the negative cable from the battery.

(2) Remove the exhaust manifold heat shields (Fig. 16).

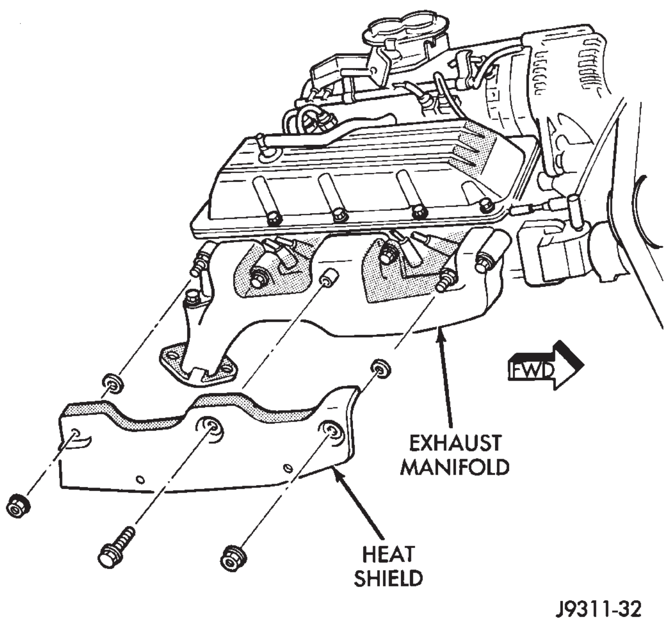


Fig. 16 Exhaust Manifold Heat Shields (Left Shield Shown)

(3) Remove the ERG tube (refer to Group 25, Emission Control Systems).

(4) Raise the vehicle.

(5) Remove the bolts and nuts attaching the exhaust pipe to the exhaust manifold.

(6) Lower the vehicle.

(7) Remove bolts, nuts and washers attaching manifold to cylinder head.

(8) Remove manifold from the cylinder head.

INSTALLATION

CAUTION: If the studs came out with the nuts when removing the exhaust manifold, install new studs.

(1) Position the exhaust manifolds on the two studs located on the cylinder head. Install conical washers and nuts on these studs (Fig. 17).

(2) Install new bolt and washer assemblies in the remaining holes (Fig. 17). Start at the center arm and work outward. Tighten the bolts and nuts to 27 N·m (20 ft. lbs.) torque.

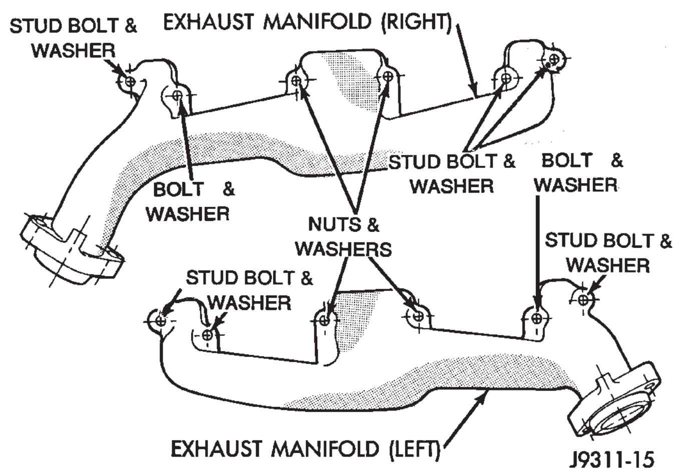


Fig. 17 Exhaust Manifold

(3) Raise the vehicle.

(4) Assemble the exhaust pipe to the exhaust manifold and secure with bolts, nuts and washers. Tighten these nuts to 31 N·m (23 ft. lbs.) torque.

(5) Lower the vehicle.

(6) Install the EGR tube (refer to Group 25, Emission Control Systems).

CAUTION: The exhaust manifold heat shields MUST be installed to protect the underhood components.

(7) Install the exhaust manifold heat shields. Tighten the nuts to 27 N·m (20 ft. lbs.) torque.

(8) Connect the negative cable to the battery.

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Publication No. 81-370-6147
TSB 26-10-95 December, 1995

CLEANING AND INSPECTION

INTAKE AND EXHAUST MANIFOLD—4.0L ENGINE

Clean the mating surfaces of the cylinder head and the manifold if the original manifold is to be installed.

INTAKE MANIFOLD— 5.2L ENGINE

CLEANING

Clean manifold in solvent and blow dry with compressed air.

Clean cylinder block front and rear gasket surfaces using a suitable solvent.

The plenum pan rail must be clean and dry (free of all foreign material).

INSPECTION

Inspect manifold for cracks.

Inspect mating surfaces of manifold for flatness with a straightedge.

EXHAUST MANIFOLD—5.2L ENGINE

CLEANING

Clean mating surfaces on cylinder head and manifold, wash with solvent and blow dry with compressed air. Inspect manifold for cracks.

INSPECTION

Inspect mating surfaces of manifold for flatness with a straight edge. Seal surfaces must be flat within 0.1 mm (0.004 inch) overall.

SPECIFICATIONS

TORQUE

DESCRIPTION	TORQUE
Adjusting Strap Bolts	23 N·m (200 in. lbs.)
Catalytic Converter-to-Exhaust Pipe Band Clamp (Torca)	71 N·m (52 ft. lbs.)
Exhaust Pipe-to-Manifold Nuts	31 N·m (23 ft. lbs.)
Exhaust and Intake Manifold Bolts#1–5 & #8–11 (4.0L)	33 N·m (24 ft. lbs.)
Exhaust Manifold Heat Shield Nuts (5.2L)	27 N·m (20 ft. lbs.)
Exhaust Manifold Nuts #6 & 7 (4.0L)	31 N·m (23 ft. lbs.)
Exhaust Manifold Nuts/Bolts (5.2L)	27 N·m (20 ft. lbs.)
Floor Pan Heat Shield Bolts/Nuts	5 N·m (45 in. lbs.)
Generator Mounting Bolts	41 N·m (30 ft. lbs.)
Intake Manifold (5.2L) Bolts	Refer to Procedure in This Section
Muffler-to-Catalytic Converter Band Clamp (Torca)	71 N·m (52 ft. lbs.)
Oxygen Sensor Sensor	48 N·m (35 ft. lbs.)
Plenum Pan Bolts (5.2L)	Refer to Procedure in This Section
Rear Tailpipe Hanger Bolts	22 N·m (192 in. lbs.)
Throttle Body Bolts/Nuts	23 N·m (200 in. lbs.)
Catalytic Converter/Exhaust Pipe Exhaust Clamp Assembly	61 N·m (45 ft. lbs.)
Muffler-to-Catalytic Converter Exhaust Clamp Assembly	61 N·m (45 ft. lbs.)

NOTE: Vehicles may have either a Torca Clamp or an Exhaust Clamp Assembly.

FRAME AND BUMPERS

CONTENTS

BUMPERS

INDEX

REMOVAL AND INSTALLATION

FRONT BUMPER/FASCIA

REMOVAL

The Grand Cherokee front bumper is actually a bumper fascia incorporated with a lower welded crossmember. The lower crossmember is a fixed welded structure. To replace the crossmember a frame machine should be used to correctly align the crossmember to the unibody.

(1) Remove grille screws at grille opening reinforcement (GOR) (Fig. 1).

(2) Unsnap lower clips at grille. Remove grille from (GOR).

(3) Remove turn signals, side markers and headlamps. Refer to Group 8L, Lamps for service information.

(4) Remove the retainers at the front fascia (Fig. 2).

(5) Remove the plastic rivets at each front wheel well (Fig. 3).

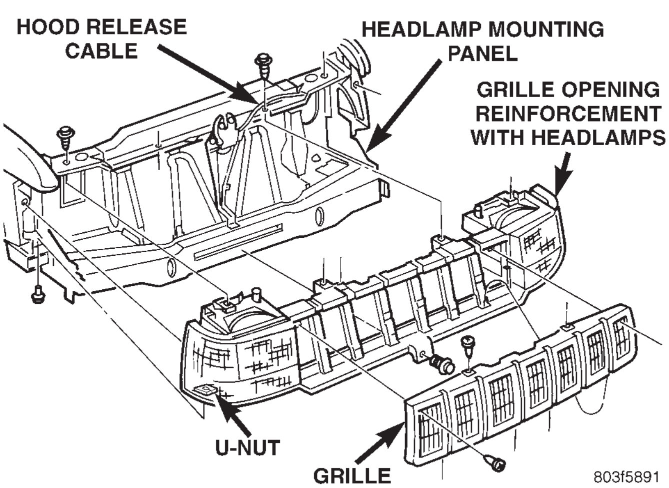


Fig. 1 Grille Removal

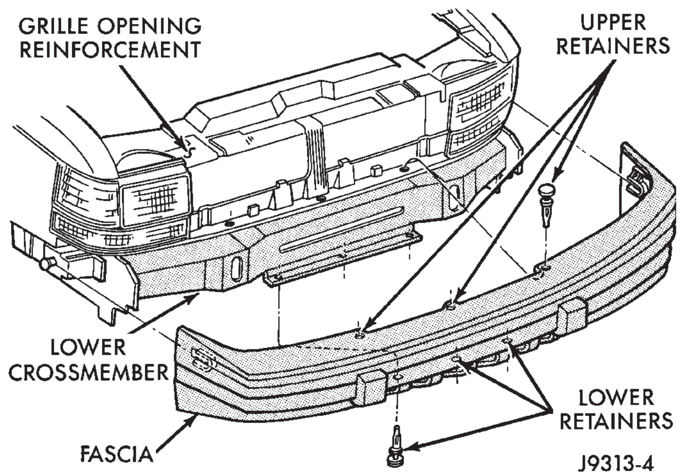


Fig. 2 Lower Fascia Removal

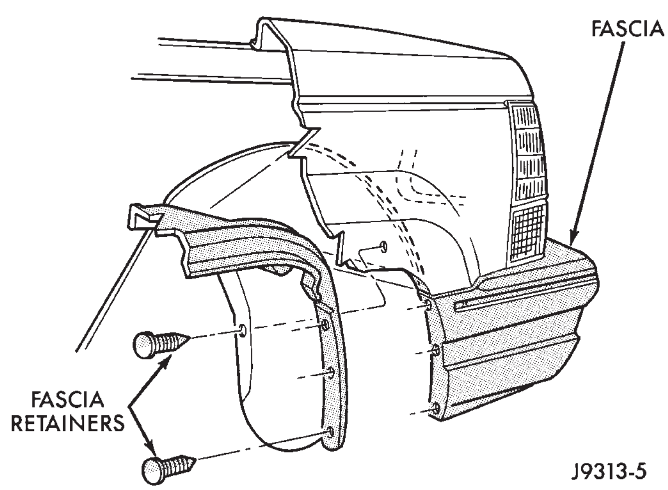


Fig. 3 Wheel Well Retainers

REMOVAL AND INSTALLATION (Continued)

(6) Slide the fascia off of the retainer pegs at the side of the fender attach brackets. Using a small screwdriver, pull up on locating tangs under turn signal mounting location.

(7) Remove the fascia from the vehicle

INSTALLATION

(1) Reverse removal procedure.

REAR BUMPER FASCIA

REMOVAL

(1) Remove trailer hitch, if equipped.

(2) Raise and support the rear of the vehicle.

(3) Remove the upper scuff pad from fascia.

(4) Remove the lower retainers from fascia (Fig. 5).

(5) Remove the push-in retainers located at the rear wheel well on each side.

(6) Remove the fascia from the bumper.

INSTALLATION

(1) Reverse the removal procedure.

REAR BUMPER

REMOVAL

(1) Remove trailer hitch, if equipped.

(2) Raise and support the rear of the vehicle.

(3) Support the bumper.

(4) Remove push-in retainers at each side rear wheel well.

(5) Remove the bolts that attach the bumper support brackets to the rear rails (Fig. 4).

(6) Slide the bumper beam/fascia off of the retainer pegs on the side of the lower quarter panel.

(7) Remove the beam/fascia from the vehicle.

(8) Remove the bumper support brackets from the bumper (Fig. 5).

(9) Remove the upper scuff pad from the bumper fascia by squeezing fasteners and pushing through slots.

(10) Remove the lower retainers from the bumper fascia.

(11) Remove the bumper fascia from the bumper.

INSTALLATION

(1) Install brackets onto bumper beam.

(2) Install beam/brackets onto vehicle rails finger-tight.

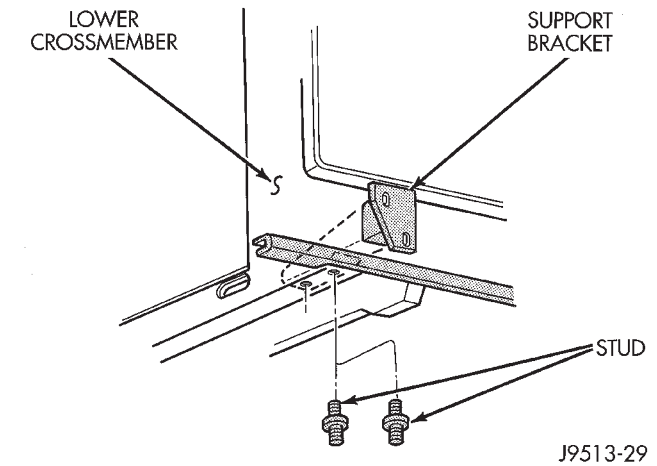


Fig. 4 Bumper Support Bracket

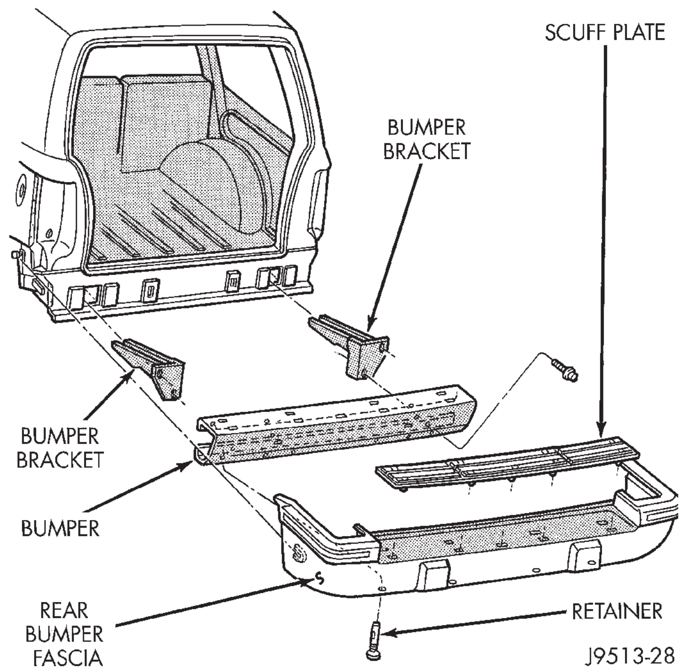


Fig. 5 Bumper Removal

(3) Install fascia onto bumper assembly.

(4) Check gaps and fit. Adjust as necessary. Tighten bolts to 56 N·m (41 ft-lbs).

(5) Install scuff pad.

(6) If removed, install the trailer hitch.

FRAME

INDEX

GENERAL INFORMATION

GENERAL INFORMATION

Jeep Grand Cherokee vehicles do not have a conventional frame. They are constructed as a unitized body and frame. Jeep unibodies are constructed from special high-strength steel and coated metals. This process reduces weight and provides strength to withstand the forces applied against structural members. The structural members provide a unibody that has great structural strength.

REMOVAL AND INSTALLATION

FRONT TOW HOOK

REMOVAL

(1) Remove grille and fascia.

(2) Remove the nuts and bolts that attach the tow hooks to the lower crossmember (Fig. 1).

(3) Remove the tow hooks from the lower crossmember.

INSTALLATION

(1) Attach tow hook to bracket. Tighten nuts to 95 N·m (70 ft. lbs.) torque.

(2) Position tow eye bracket at crossmember. Insert bolts thru the bracket and into the reinforcement.

(3) Position the tows hooks at the lower crossmember.

(4) Install stud plate from top of crossember, thru the crossmember and bracket. Tighten all nuts to 67 N·m (50 ft. lbs.) torque.

(5) Install fascia and grille.

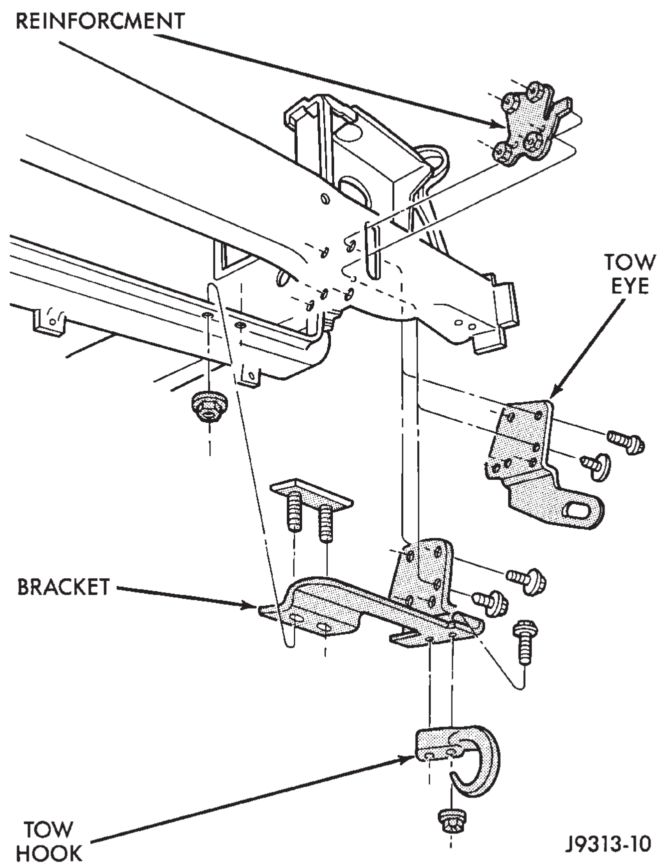


Fig. 1 Front Tow Hook

FRONT SKID PLATE

REMOVAL

(1) Position a support under skid plate.

REMOVAL AND INSTALLATION (Continued)

(2) Remove the bolts that attach skid plate to frame (Fig. 2).

(3) Lower the skid plate.

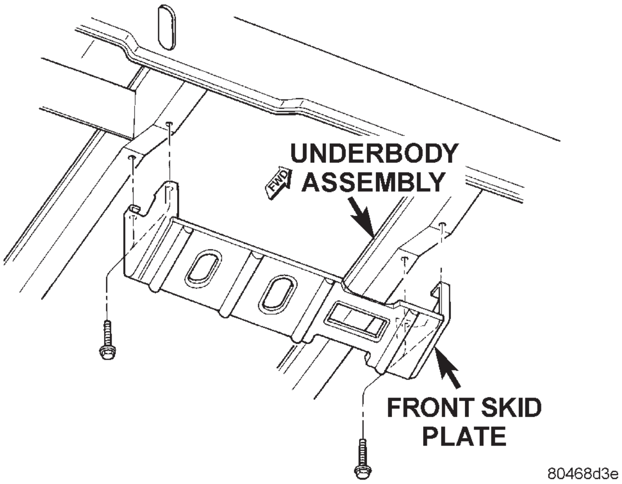


Fig. 2 Front Skid Plate

INSTALLATION

(1) Position the skid plate on a support.

(2) Raise it into position

(3) Install the bolts. Tighten the bolts to 54 N·m (40 ft. lbs.) torque.

TRANSFER CASE SKID PLATE

REMOVAL

(1) Support skid plate.

(2) Remove bolts that attach skid plate to transmission support crossmember and frame sill (Fig. 3).

(3) Remove support and skid plate from vehicle.

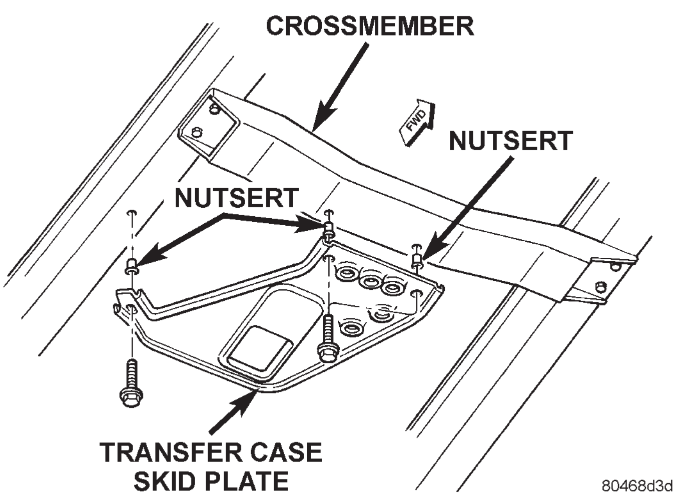


Fig. 3 Transfer Case Skid

INSTALLATION

(1) Install nutserts, if removed.

(2) Position and support skid plate at the frame sill and transmission support crossmember.

(3) Attach skid plate to frame sill and crossmember with the bolts. Tighten bolts to 27 N·m (20 ft. lbs) torque.

FUEL TANK SKID PLATE

REMOVAL

(1) Remove trailer hitch.

(2) Position a support under the fuel tank skid plate.

(3) Remove nuts attaching skid plate to frame rails (Fig. 4).

(4) Lower skid plate and remove support.

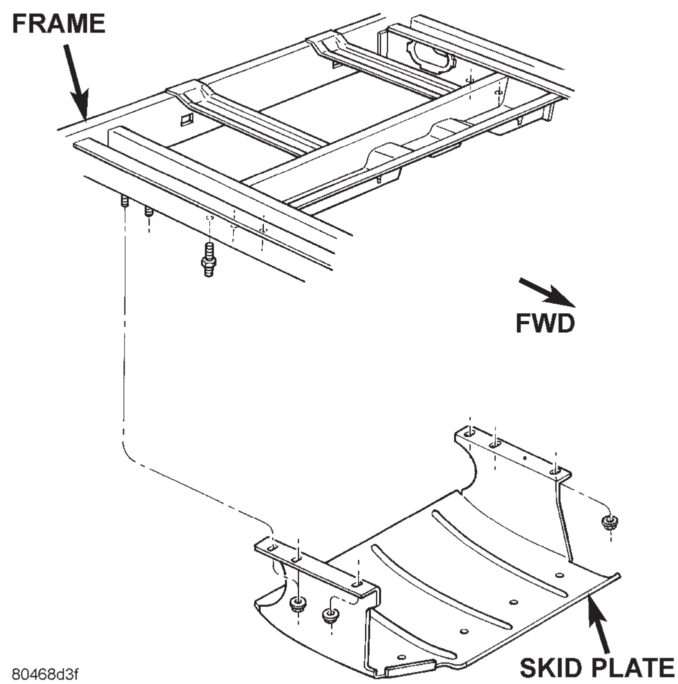


Fig. 4 Fuel Tank Skid Plate

INSTALLATION

(1) Position skid plate on a support and raise into position.

(2) Install nuts attaching skid plate to frame rails. Tighten nuts to 74 N·m (55 ft. lbs.) torque.

(3) Remove support.

(4) Install trailer hitch.

REAR TOW HOOK

REMOVAL

(1) Remove the nuts and bolts that attach the tow hook to the lower crossmember (Fig. 5).

(2) Remove the tow hook from the lower crossmember.

INSTALLATION

(1) Attach tow hook to bracket. Tighten nut to 95 N·m (70 ft. lbs.) torque.

(2) Position reinforcement plate on top of body lip.

REMOVAL AND INSTALLATION (Continued)

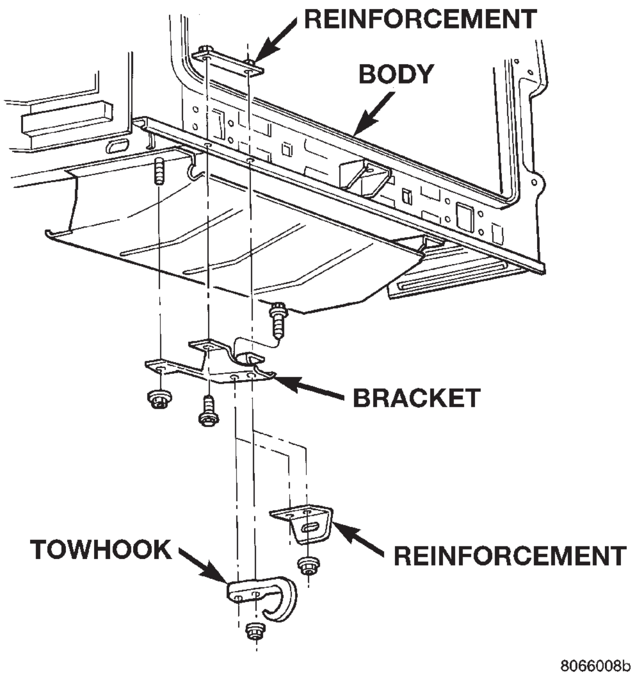


Fig. 5 Rear Tow Hook

(3) Install the bolts and nuts that attach tow hook. Tighten nut to 95 N·m (70 ft. lbs.) torque.

TRAILER HITCH

REMOVAL

(1) If necessary, remove trailer tow wire harness connector from hitch.

(2) Support hitch.

(3) Remove nuts that attach the towing tube to frame sills (Fig. 6).

NOTE: Reinforcement brackets are retained on frame sills with 4 studs.

(4) Remove bolts from plate bracket and vehicle rear crossmember. Lower support and hitch.

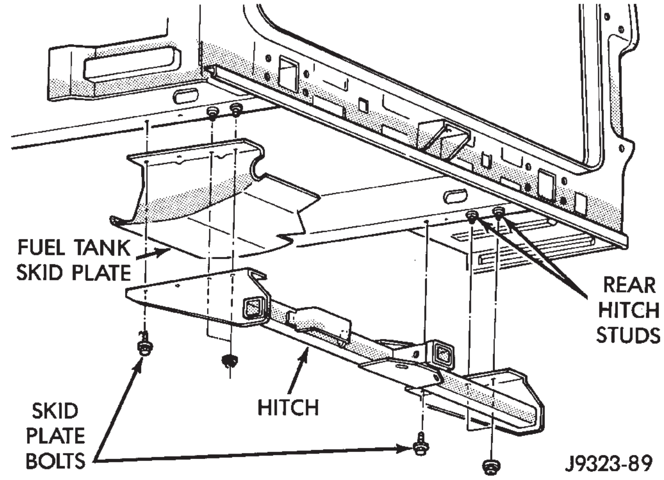


Fig. 6 Trailer Hitch

INSTALLATION

(1) Place hitch on a lifting device. Raise, position hitch at proper location and support it.

(2) Loosely install nuts that attach towing tube to vehicle frame sills.

(3) Position plate bracket and install attaching bolts through vehicle rear crossmember.

(4) Tighten all attaching bolts/nuts.

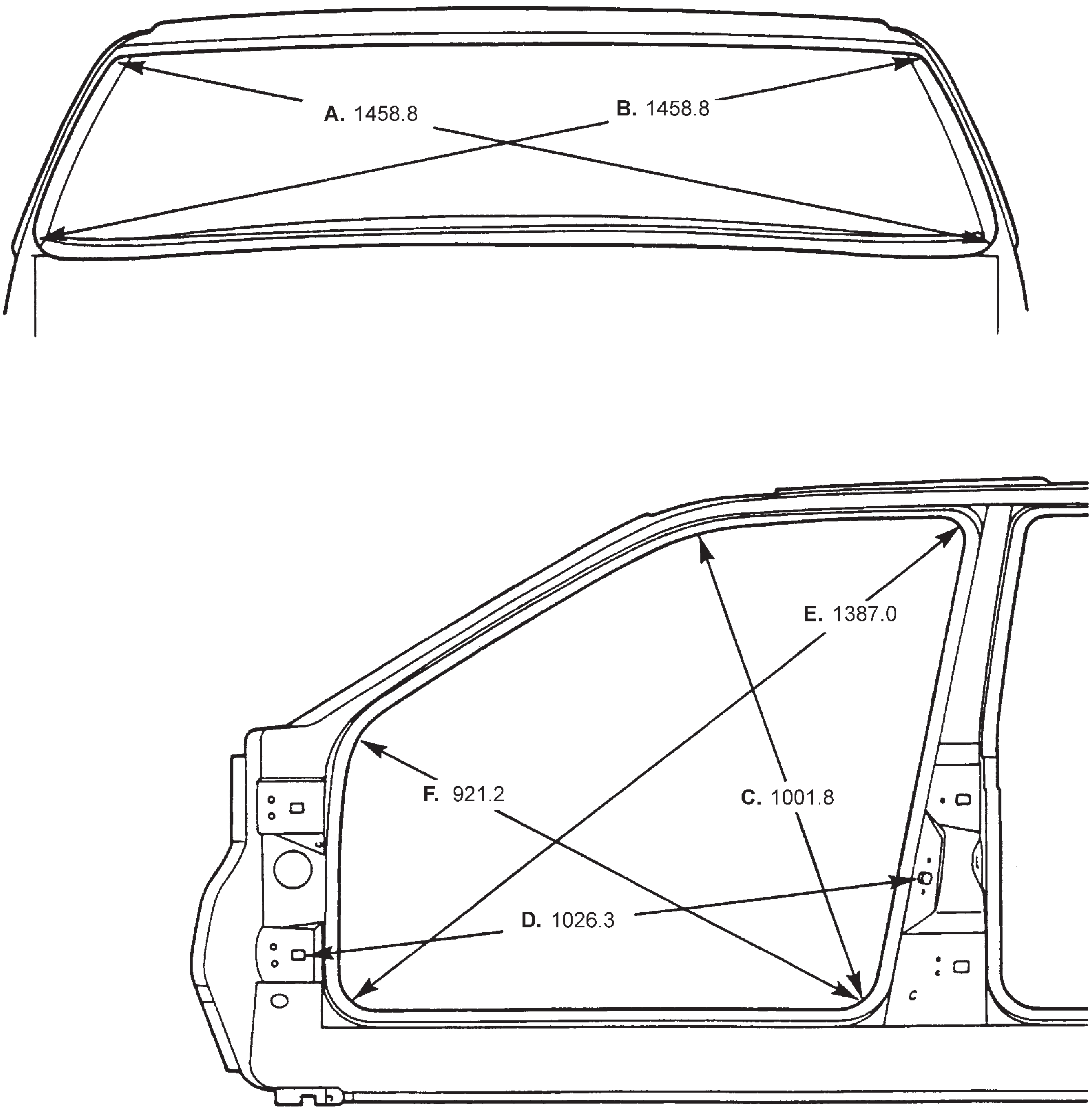
(5) Remove support and, if removed, attach trailer wire harness connector to hitch.

SPECIFICATIONS

VEHICLE DIMENSIONS

Frame dimensions are listed in metric scale. All dimensions are from center to center of Principal Locating Point (PLP), or from center to center of PLP and fastener location (Fig. 7), (Fig. 8), (Fig. 9), (Fig. 10) and (Fig. 11)

SPECIFICATIONS (Continued)



A. & B. Center of radius at bottom to center of radius at top

C. Center of front door lower rear corner radius to center of A–pillar radius.

D. Center of door hinge mount to center of door striker mount.

E. Center of radius at bottom front to center of radius at top rear.

F. Center of radius at bottom rear to center of radius at lower A–pillar.

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Fig. 7 Vehicle Dimensions—Front/Side View

SPECIFICATIONS (Continued)

A. Quarter panel to Front Outer Body side upper and lower seam.

B. Center of front upper door radius to center of rear lower door radius.

C. Center of front lower door radius to center of rear upper door radius.

D. Rear door hinge mount to rear door striker mount.

A. Center of upper and lower rear quarter window opening.

B. Center of radius front lower corner to center of radius rear upper corner.

C. Center of radius front upper corner to center of radius rear lower corner.

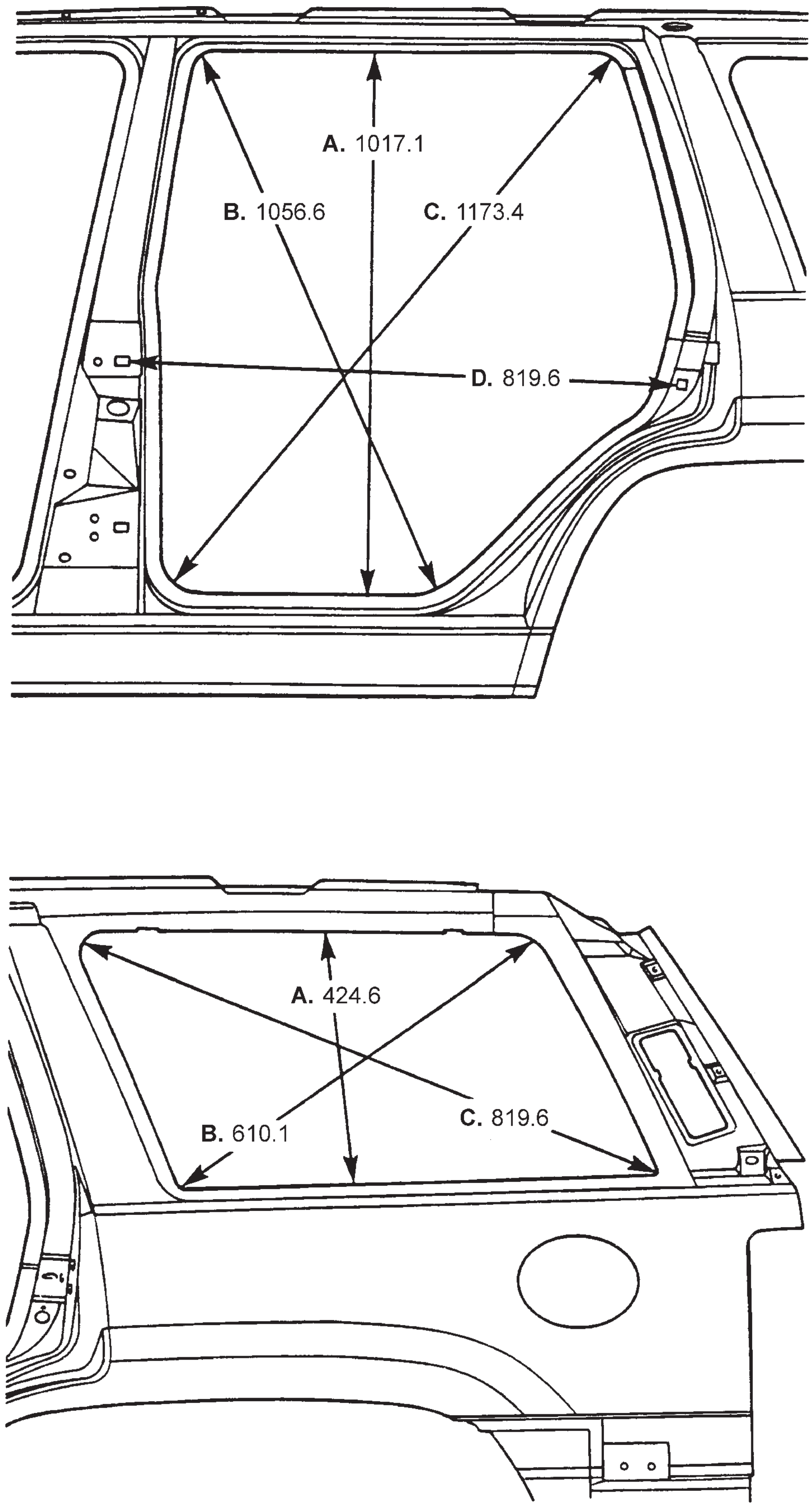

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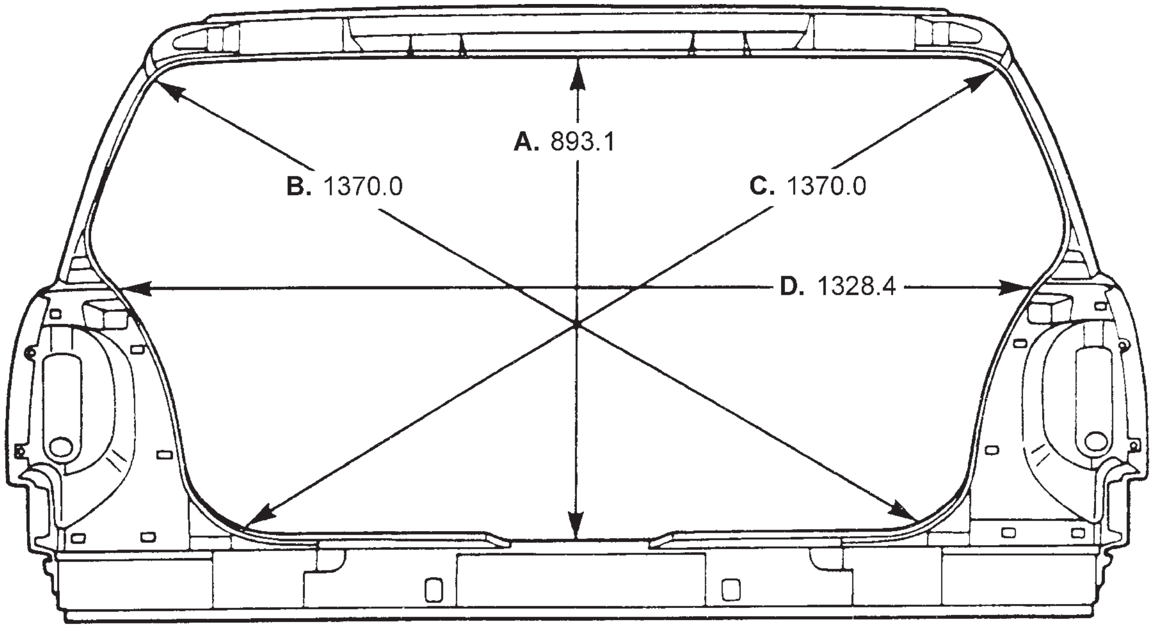
Fig. 8 Vehicle Dimensions—Side View

SPECIFICATIONS (Continued)



A. Center of upper liftgate opening to liftgate striker mount.

B. & C. Center of radius upper corner to center of radius lower corner.

D. Distance between outer quarter panel to tail lamp mounting panel to inner quarter panel seams.

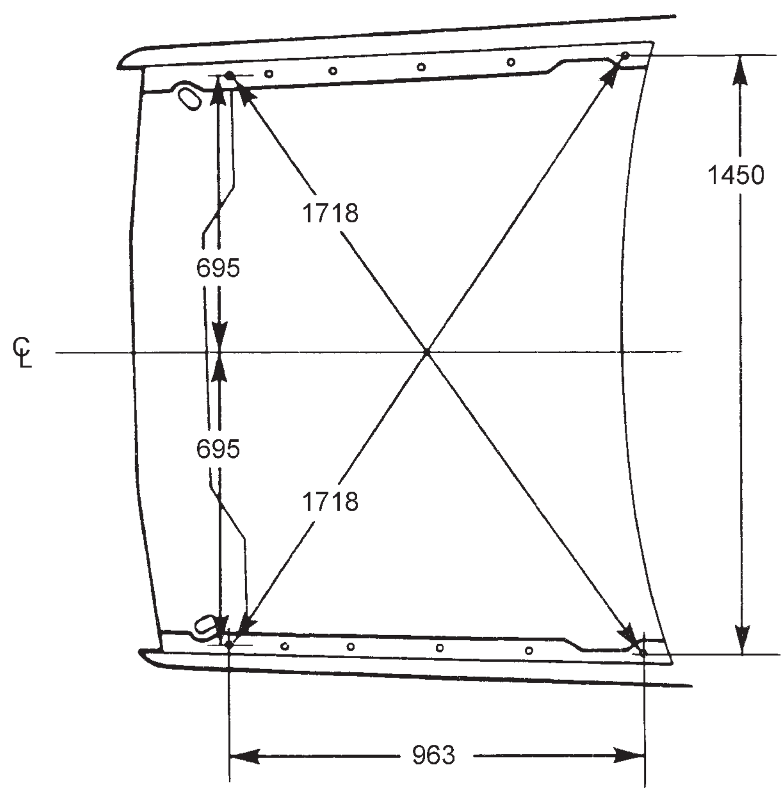


Fig. 9 Vehicle Dimensions—Rear View And Engine Compartment

SPECIFICATIONS (Continued)

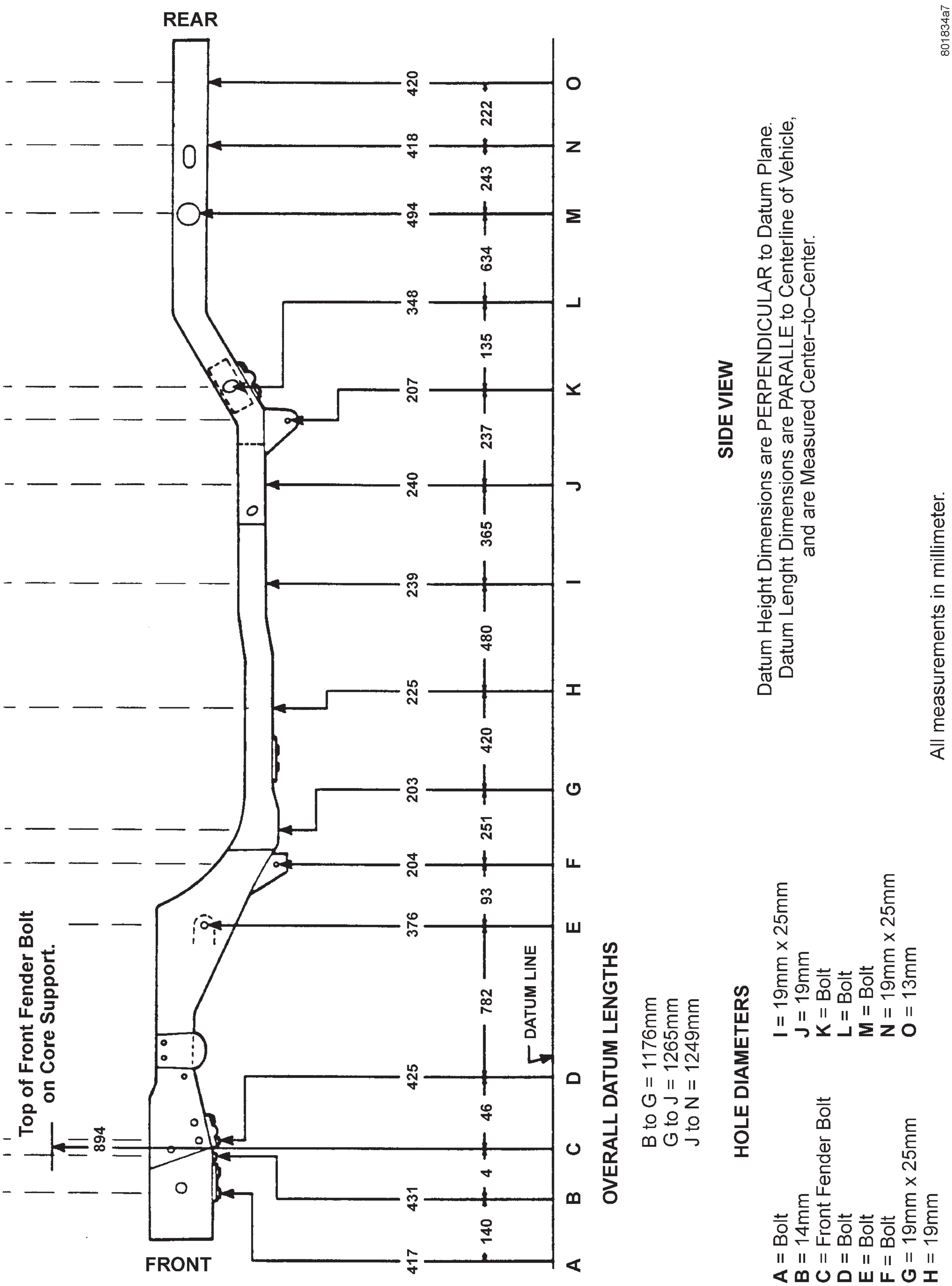


Fig. 10 Frame Dimensions—Side View

SPECIFICATIONS (Continued)

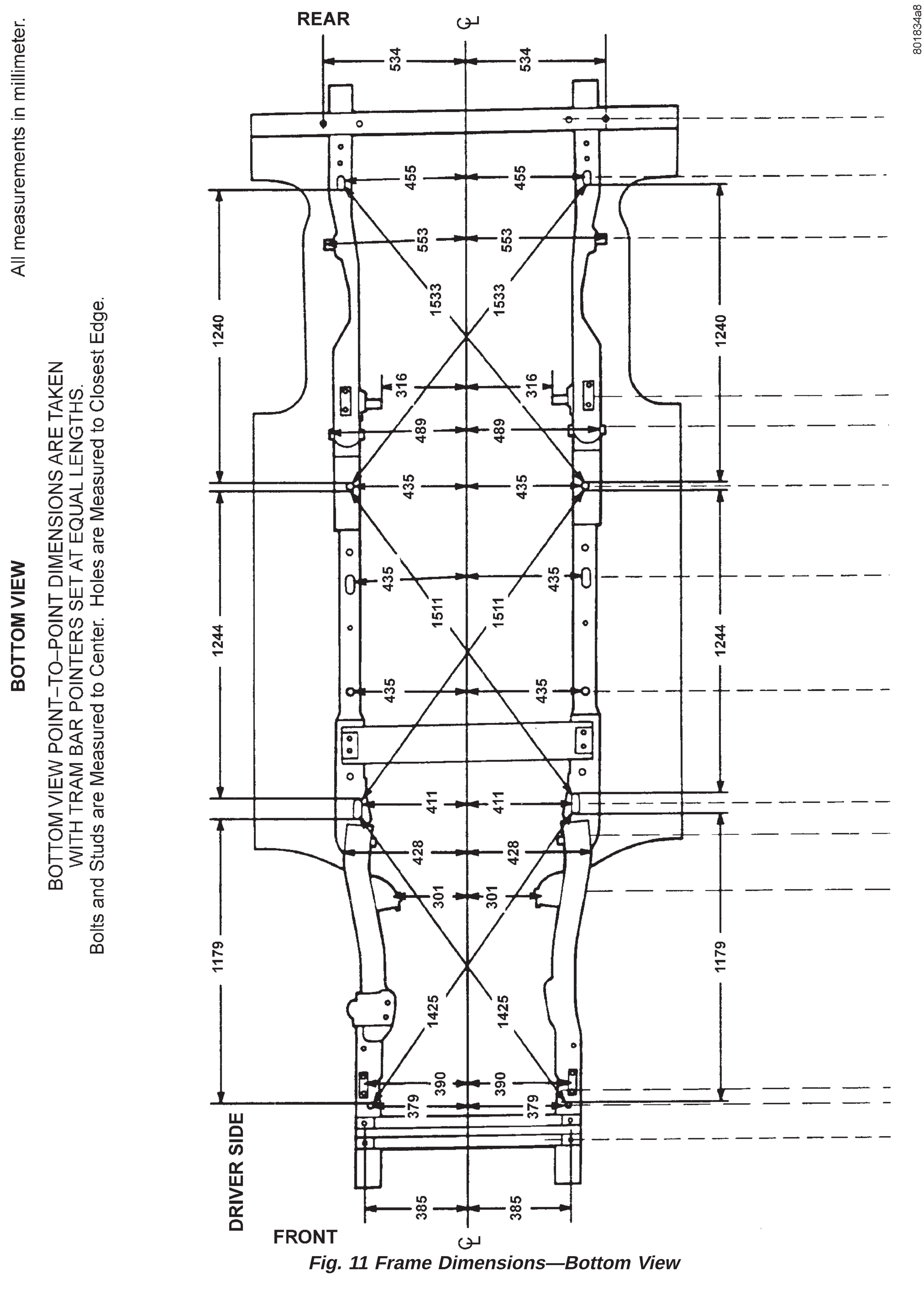


Fig. 11 Frame Dimensions—Bottom View

SPECIFICATIONS (Continued)

TORQUE SPECIFICATIONS

DESCRIPTION	TORQUE
Front Tow Hook Nut	100 N·m (74 ft. lbs.)
Front Skid Plate Bolt	54 N·m (40 ft. lbs.)
Fuel Tank Skid Plate Nuts	74 N·m (55 ft. lbs.)
Fuel Tank Skid Plate Mtg Studs	108 N·m (80 ft. lbs.)
Rear Bumper Bolt	56 N·m (41 ft. lbs.)
Rear Tow Hook Nut	100 N·m (74 ft. lbs.)
Trailer Hitch Nuts/Bolts	74 N·m (55 ft. lbs.)
Transfer Case Skid Plate Bolts	27 N·m (20 ft. lbs.)

FUEL SYSTEM

CONTENTS

GENERAL INFORMATION

INDEX

GENERAL INFORMATION

INTRODUCTION

Throughout this group, references may be made to a particular vehicle by letter or number designation. A chart showing the breakdown of these designations is included in the Introduction Section at the front of this service manual.

The Evaporation Control System, is also considered part of the fuel system. The system reduces the emission of fuel vapor into the atmosphere.

The description and function of the Evaporation Control System is found in Group 25 of this manual.

FUEL REQUIREMENTS

Light spark knock at low engine speeds is not harmful to your engine. However, continued heavy spark knock at high speeds can cause damage and should be reported to your dealer immediately. Engine damage resulting from operating with a heavy spark knock may not be covered by the new vehicle warranty.

In addition to using unleaded gasoline with the proper octane rating, gasolines that contain detergents, corrosion and stability additives are recommended. Using gasolines that have these additives will help improve fuel economy, reduce emissions, and maintain vehicle performance. Generally, premium unleaded gasolines contain more additive than regular unleaded.

Poor quality gasoline can cause problems such as hard starting, stalling, and stumble. If you experience these problems, try another brand of gasoline before considering service for the vehicle.

GASOLINE/OXYGENATE BLENDS

Some fuel suppliers blend gasoline with materials that contain oxygen such as alcohol, MTBE (Methyl Tertiary Butyl Ether) and ETBE (Ethyl Tertiary Butyl Ether). Oxygenates are required in some areas of the country during winter months to reduce carbon monoxide emissions. The type and amount of oxygenate used in the blend is important.

The following are generally used in gasoline blends:

Ethanol - (Ethyl or Grain Alcohol) properly blended, is used as a mixture of 10 percent ethanol and 90 percent gasoline. Gasoline blended with ethanol may be used in your vehicle.

Methanol - (Methyl or Wood Alcohol) is used in a variety of concentrations when blended with unleaded gasoline. You may find fuels containing 3 percent or more methanol along with other alcohols called cosolvents.

Do not use gasolines containing Methanol.

Use of methanol/gasoline blends may result in starting and driveability problems and damage critical fuel system components.

Problems that are the result of using methanol/gasoline blends are not the responsibility of Chrysler Motors and may not be covered by the new vehicle warranty.

MTBE/ETBE - Gasoline and MTBE (Methyl Tertiary Butyl Ether) blends are a mixture of unleaded gasoline blended and up to 15 percent MTBE. Gaso-

GENERAL INFORMATION (Continued)

line and ETBE (Ethyl Tertiary Butly Ether) are blends of gasoline and up to 17 percent ETBE. Gasoline blended with MTBE or ETBE may be used in your vehicle.

Many gasolines are now being blended that contribute to cleaner air, especially in those areas of the country where pollution levels are high. These new blends provide a cleaner burning fuel and some are referred to as reformulated gasoline.

Reformulated Gasoline

Many areas of the country are requiring the use of cleaner-burning fuel referred to as **Reformulated Gasoline**. Reformulated gasolines are specially blended to reduce vehicle emissions and improve air quality.

Chrysler Corporation strongly supports the use of reformulated gasolines whenever available. Although your vehicle was designed to provide optimum performance and lowest emissions operating on high quality unleaded gasoline, it will perform equally well and produce even lower emissions when operating on reformulated gasoline.

Materials Added to Fuel

Indiscriminate use of fuel system cleaning agents should be avoided. Many of these materials intended for gum and varnish removal may contain active solvents of similar ingredients that can be harmful to fuel system gasket and diaphragm materials.

FUEL DELIVERY SYSTEM

INDEX

DESCRIPTION AND OPERATION

FUEL DELIVERY SYSTEM

The fuel delivery system consists of: the electric fuel pump, a separate fuel filter, fuel pressure regulator, fuel tubes/lines/hoses, fuel rail, fuel injectors, fuel tank, accelerator pedal and throttle cable.

A fuel return system is used on all models (all engines). Fuel is returned through the fuel pump module and back into the fuel tank through the fuel pressure regulator. A separate fuel return line from the engine to the tank is no longer used with any engine.

The fuel tank assembly consists of: the fuel tank, filler tube, fuel gauge sending unit/electric fuel pump module, a pressure relief/rollover valve and a pressure-vacuum filler cap.

Also to be considered part of the fuel system is the evaporation control system. This is designed to reduce the emission of fuel vapors into the atmosphere. The description and function of the Evaporative Control System is found in Group 25, Emission Control Systems.

FUEL PUMP MODULE

The fuel pump module is installed in the top of the fuel tank (Fig. 1) or (Fig. 2). The fuel pressure regulator is a part of the fuel pump module assembly and is no longer mounted to the fuel rail on either engine. The fuel pump module contains the following components:

- Electric fuel pump
- Fuel pressure regulator
- Fuel pump reservoir
- In-tank fuel filter
- Fuel gauge sending unit
- Fuel supply line (tube) connection

FUEL PUMP

The fuel pump used in this system has a permanent magnet electric motor. The pump is part of the fuel pump module. The fuel pump module is suspended in fuel in the fuel tank. Fuel is drawn in through a filter and pushed through the electric motor to the outlet. The pump contains a check valve. This valve is located near the pump outlet. It restricts fuel movement in either direction to maintain fuel supply line pressure when the

DESCRIPTION AND OPERATION (Continued)

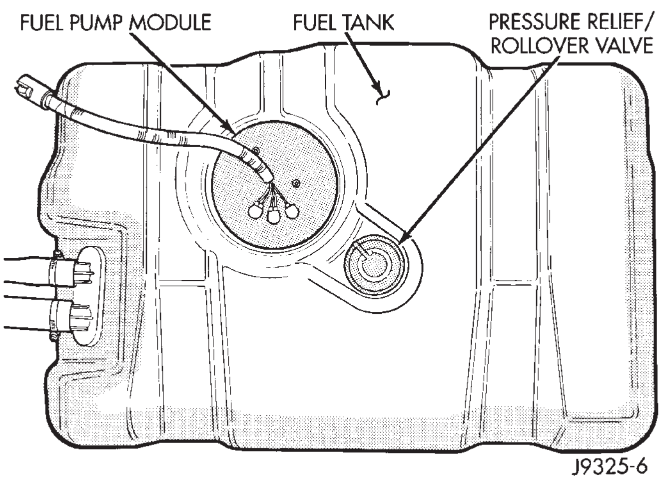


Fig. 1 Fuel Pump Module Location

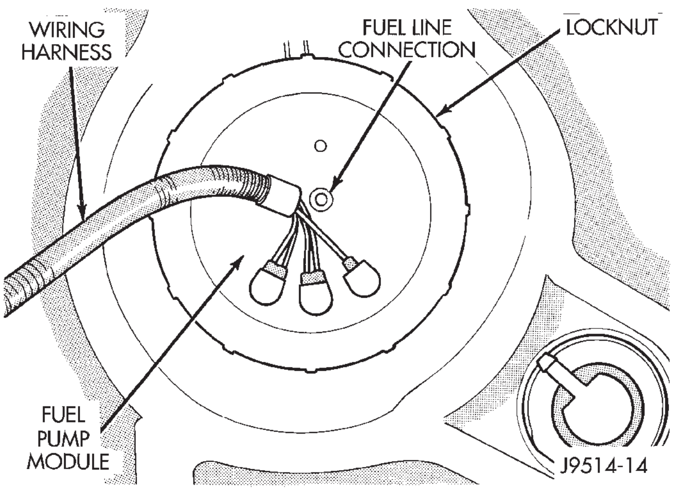


Fig. 2 Top View of Fuel Pump Module—Typical

pump is not operational. Voltage to operate the pump is supplied through the fuel pump relay.

FUEL GAUGE SENDING UNIT

The fuel gauge sending unit is attached to the side of the fuel pump module. The sending unit consists of a float, an arm, and two variable resistors (tracks). These two tracks are used to send two different electrical signals. One is used for fuel gauge operation and the other is for OBD II emission requirements.

Track 1— fuel gauge operation: As the fuel level increases, the float and arm move up. This decreases the sending unit resistance, causing the fuel gauge on the instrument panel to read full. As the fuel level decreases, the float and arm move down. This increases the sending unit resistance, causing the fuel gauge on the instrument panel to read empty.

Track 2—OBD II emission requirements: A variable voltage signal is sent to the PCM to indicate fuel level. The purpose of this feature is to prevent a false setting of misfire and fuel system monitor trouble codes. This is if the fuel level in the tank is either less than 15 percent, or more than 85 percent of its rated capacity.

FUEL FILTER

The fuel filter protects the fuel injectors from dirt, water and other foreign matter. The filter is located under the vehicle near the fuel tank (Fig. 3). Replace fuel filter at intervals specified in the Lubrication and Maintenance Schedule chart found in Group 0, Lubrication and Maintenance.

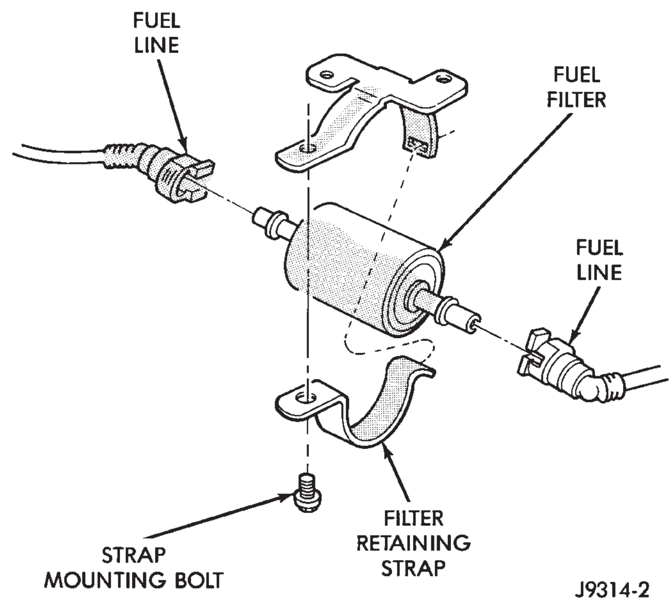


Fig. 3 Fuel Filter Location

FUEL PRESSURE REGULATOR

A fuel pressure regulator is used with all engines. It is mounted inside of the fuel pump module (Fig. 4) and is suspended in fuel.

NOTE: The vacuum assisted fuel pressure regulator located on the fuel rail is no longer used on the 4.0L or 5.2L engine.

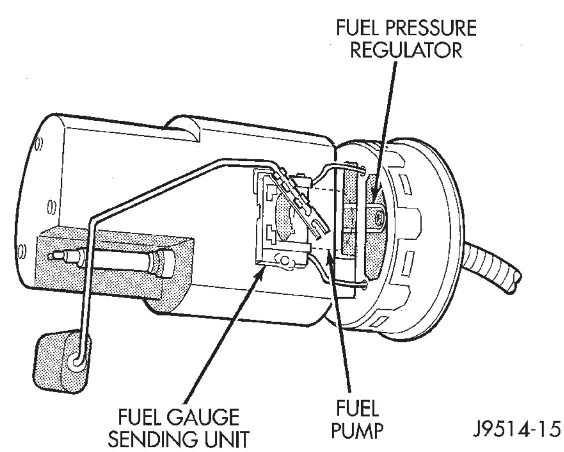


Fig. 4 Fuel Pressure Regulator Location

Fuel Pressure Regulator Operation: The pressure regulator is a mechanical device that is not con-

DESCRIPTION AND OPERATION (Continued)

trolled by engine vacuum or by the powertrain control module (PCM).

The regulator is calibrated to maintain a constant pressure at the fuel pump module outlet fitting of 338 kPa ± 14 kPa (49 psi ± 2 psi). The regulator contains a diaphragm, calibrated springs and a fuel return valve.

Fuel is supplied to the regulator by the electric fuel pump. The fuel pump also contains a check valve to maintain some fuel pressure at the fuel injectors when the engine is not operating. This will help to start the engine.

If fuel pressure at the pressure regulator exceeds 338 kPa ± 14 kPa (49 psi ± 2 psi), an internal diaphragm closes and excess fuel pressure is routed back into the fuel tank through the pressure regulator. A separate fuel return line to the engine is no longer used with any 4.0L or 5.2L engine.

FUEL TANK

All models pass a full 360 degree rollover test without fuel leakage. To accomplish this, fuel and vapor flow controls are required for all fuel tank connections.

All models have a pressure relief/rollover valve mounted in the top of the fuel tank.

An evaporation control system is used to reduce emissions of fuel vapors into atmosphere by evaporation and to reduce unburned hydrocarbons emitted by vehicle engine. When fuel evaporates from fuel tank, vapors pass through vent hoses or tubes to a charcoal canister. The are temporarily held in the canister. When the engine is running, the vapors are drawn into intake manifold. Refer to Group 25, Emission Control System for additional information.

FUEL INJECTORS—5.2L ENGINES

The fuel injectors are attached to the fuel rail (Fig. 5). 5.2L V-8 engines use eight injectors.

The nozzle ends of the injectors are positioned into openings in the intake manifold just above the intake valve ports of the cylinder head. The engine wiring harness connector for each fuel injector is equipped with an attached numerical tag (INJ 1, INJ 2 etc.). This is used to identify each fuel injector with its respective cylinder number.

The injectors are energized individually in a sequential order by the powertrain control module (PCM). The PCM will adjust injector pulse width by switching the ground path to each individual injector on and off. Injector pulse width is the period of time that the injector is energized. The PCM will adjust injector pulse width based on various inputs it receives.

FUEL INJECTORS—4.0L ENGINE

Six individual fuel injectors are used with the 4.0L 6-cylinder engine. The injectors are attached to the fuel rail (Fig. 6).

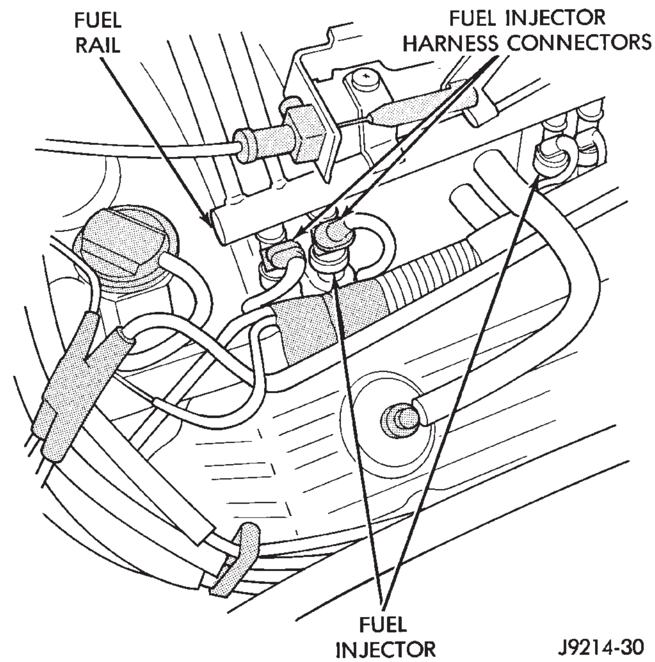


Fig. 5 Fuel Injectors—5.2L Engines—Typical

The nozzle ends of the injectors are positioned into openings in the intake manifold just above the intake valve ports of the cylinder head. The engine wiring harness connector for each fuel injector is equipped with an attached numerical tag (INJ 1, INJ 2 etc.). This is used to identify each fuel injector.

The injectors are energized individually in a sequential order by the powertrain control module (PCM). The PCM will adjust injector pulse width by switching the ground path to each individual injector on and off. Injector pulse width is the period of time that the injector is energized. The PCM will adjust injector pulse width based on various inputs it receives.

During start up, battery voltage is supplied to the injectors through the ASD relay. When the engine is operating, voltage is supplied by the charging system. The PCM determines injector pulse width based on various inputs.

FUEL RAIL

The fuel rail supplies the necessary fuel to each individual fuel injector and is mounted to the intake manifold. The fuel pressure regulator is no longer mounted to the fuel rail on any engine. It is now located on the fuel tank mounted fuel pump module. Refer to Fuel Pressure Regulator in this group for information.

Certain engines are equipped with a fuel pressure test port. **Not all engines are equipped with this test port.**

The fuel rail is not repairable.

DESCRIPTION AND OPERATION (Continued)

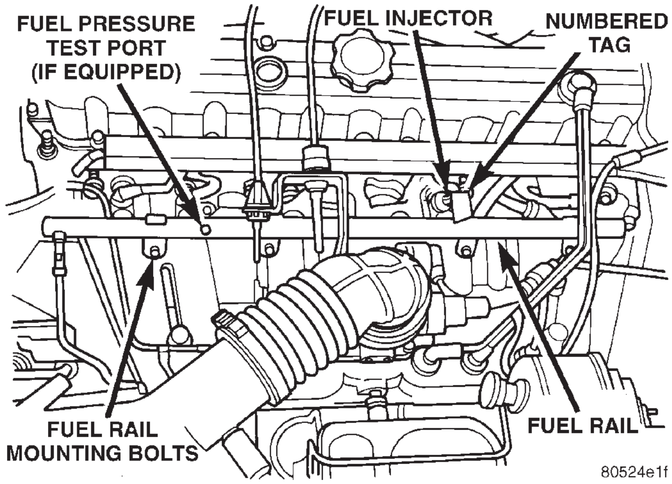


Fig. 6 Fuel Injectors—4.0L Engine

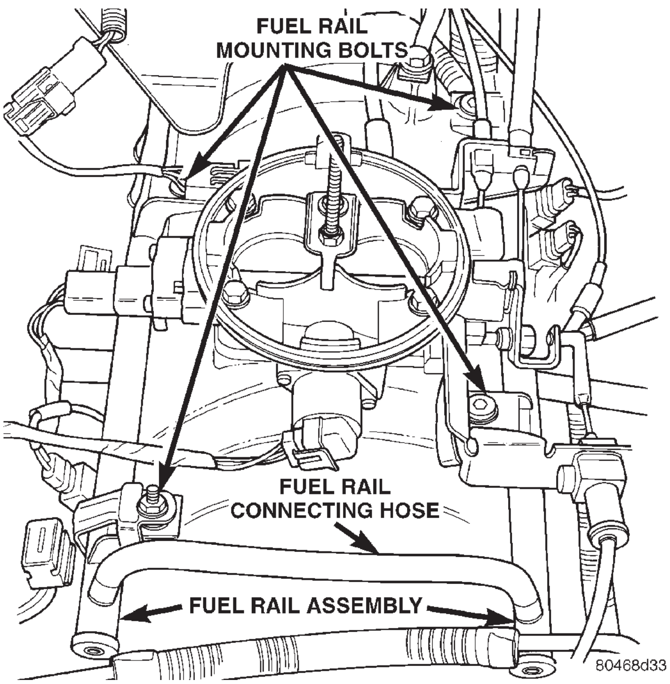


Fig. 7 Fuel Rail—Typical (5.2L Engine Shown)

CAUTION: 5.2L Engines Only: The left and right sections of the fuel rail are connected with a flexible connecting hose. Do not attempt to separate the rail halves at this connecting hose. Due to the design of this connecting hose, it does not use any clamps. Never attempt to install a clamping device of any kind to the hose. When removing the fuel rail assembly for any reason, be careful not to bend or kink the connecting hose.

FUEL TANK FILLER TUBE CAP

The loss of any fuel or vapor out of filler neck is prevented by the use of a pressure-vacuum fuel tank filler tube cap. Relief valves inside cap will release only under significant pressure of 6.58 to 8.44 kPa (1.95 to 2.5 psi). The vacuum release for all gas caps is between .97 and 2.0 kPa (.14 and .29 psi). This cap must be replaced by a similar unit if replacement is necessary. This is in order for the system to remain effective.

CAUTION: Remove fuel tank filler tube cap before servicing any fuel system component. This is done to help relieve tank pressure.

QUICK-CONNECT FITTINGS

Different types of quick-connect fittings are used to attach various fuel system components. These are: a single-tab type, a two-tab type or a plastic retainer ring type. Some are equipped with safety latch clips. Refer to the Removal/Installation section for more information.

CAUTION: The interior components (o-rings, spacers) of quick-connect fitting are not serviced separately, but new pull tabs are available for some types. Do not attempt to repair damaged fittings or fuel lines/tubes. If repair is necessary, replace the complete fuel tube assembly.

DIAGNOSIS AND TESTING

FUEL PUMP PRESSURE TEST–4.0L ENGINE

NOTE: The fuel pressure test port is used on certain engines only. If equipped, the test port will be located on the fuel rail (Fig. 8). A sealing cap is screwed onto the test port.

All fuel systems are equipped with a fuel tank module mounted, fuel pressure regulator. The fuel pressure regulator is not controlled by engine vacuum.

With engine at idle speed, system fuel pressure should be 338 kPa ± 14 kPa (49.0 psi ± 2 psi).

WARNING: DO NOT ALLOW FUEL TO SPILL ONTO THE ENGINE INTAKE OR EXHAUST MANIFOLDS. PLACE SHOP TOWELS UNDER AND AROUND THE PRESSURE PORT TO ABSORB FUEL.

WARNING: WEAR PROPER EYE PROTECTION WHEN TESTING FUEL SYSTEM PRESSURE.

(1) Remove the protective cap at the fuel rail test port. Connect the 0–414 kPa (0-60 psi) fuel pressure gauge (from gauge set 5069) to the test port pressure fitting on the fuel rail.

(2) Start the engine and note pressure gauge reading. Fuel pressure should be 338 kPa ± 14 kPa (49.0 psi ± 2 psi) at idle.

DIAGNOSIS AND TESTING (Continued)

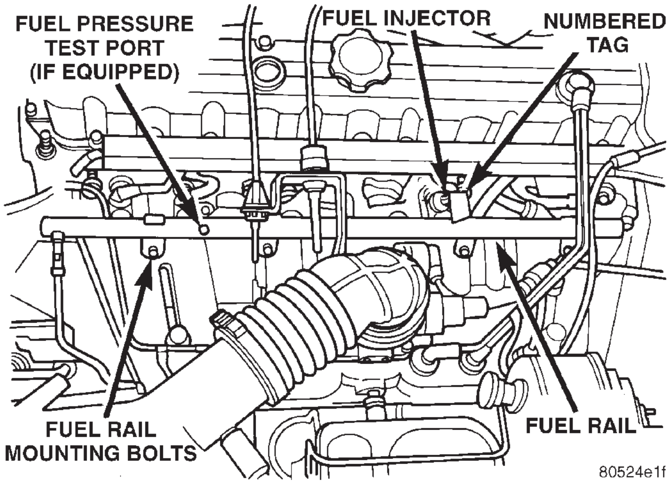


Fig. 8 Fuel Pressure Test Port—4.0L Engine

(3) If pressure is at O psi, connect DRB scan tool and refer to operating instructions in the appropriate Powertrain Diagnostics Procedures service manual.

(4) If operating pressure is above 51.0 psi, fuel pump is OK but pressure regulator is defective. Regulator is not serviced separately. Replace fuel pump module assembly.

FUEL PUMP PRESSURE TEST—5.2L ENGINES WITH PRESSURE TEST PORT

NOTE: The fuel pressure test port is used on certain engines only. On 5.2L engines, and when equipped, the test port will be located on the fuel rail near the throttle position sensor (Fig. 9). A sealing cap is screwed onto the test port.

All fuel systems are equipped with a fuel tank module mounted, fuel pressure regulator. The fuel pressure regulator is not controlled by engine vacuum.

With engine at idle speed, system fuel pressure should be 338 kPa ± 14 kPa (49 psi ± 2 psi).

WARNING: DO NOT ALLOW FUEL TO SPILL ONTO THE ENGINE INTAKE OR EXHAUST MANIFOLDS. PLACE SHOP TOWELS UNDER AND AROUND THE PRESSURE PORT TO ABSORB FUEL.

WARNING: WEAR PROPER EYE PROTECTION WHEN TESTING FUEL SYSTEM PRESSURE.

(1) Remove the protective cap at the fuel rail test port. Connect the 0–414 kPa (0-60 psi) fuel pressure gauge (from gauge set 5069) to the test port pressure fitting on the fuel rail (Fig. 9).

(2) Start the engine and note pressure gauge reading. Fuel pressure should be 338 kPa ± 14 kPa (49 psi ± 2 psi) at idle.

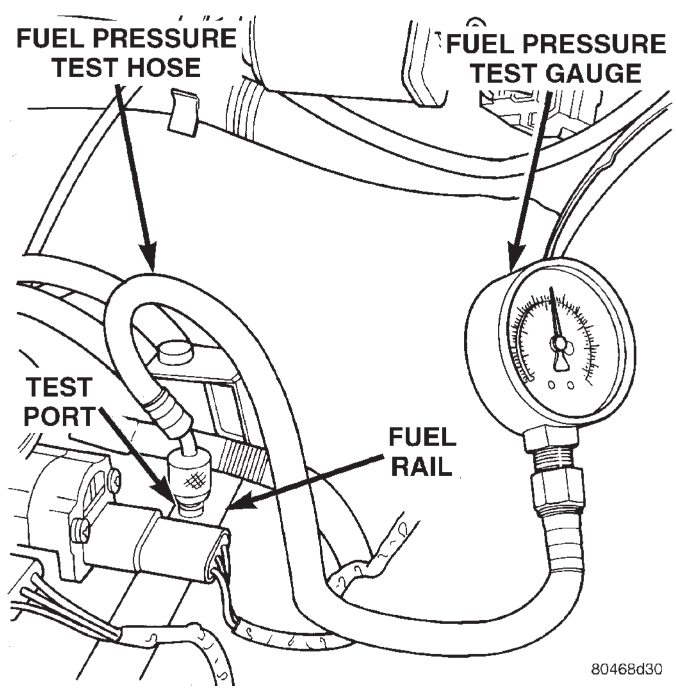


Fig. 9 Fuel Pressure Test Port—5.2L Engine—Typical

(3) If pressure is at O psi, connect DRB scan tool and refer to operating instructions in the appropriate Powertrain Diagnostics Procedures service manual.

(4) If operating pressure is above 51 psi, fuel pump is OK but fuel pressure regulator is defective. Refer to Fuel Pressure Regulator removal/installation.

FUEL PUMP PRESSURE TEST-5.2L ENGINES WITHOUT PRESSURE TEST PORT

NOTE: The fuel pressure test port is used on certain 5.2L engines only. If equipped, the test port will be located on the fuel rail near the throttle position sensor. If not equipped, refer to the following procedure:

All fuel systems are equipped with a fuel tank module mounted, fuel pressure regulator. The fuel pressure regulator is not controlled by engine vacuum.

With engine at idle speed, system fuel pressure should be 338 kPa ± 14 kPa (49 psi ± 2 psi).

WARNING: THE FUEL SYSTEM IS UNDER CONSTANT FUEL PRESSURE EVEN WITH THE ENGINE OFF. BEFORE DISCONNECTING FUEL LINE AT FUEL RAIL, THIS PRESSURE MUST BE RELEASED. REFER TO THE FUEL SYSTEM PRESSURE RELEASE PROCEDURE.

(1) Release fuel pressure. Refer to the Fuel System Pressure Release Procedure—Without Pressure Test Port.

(2) Disconnect latch clip and fuel line at fuel rail. Refer to Quick-Connect Fittings for procedures. This can be found in this section of the group.

DIAGNOSIS AND TESTING (Continued)

(3) Connect adapter tool number 6923 into the fuel rail (Fig. 10). **Be sure adapter tool is fully seated into fuel rail.**

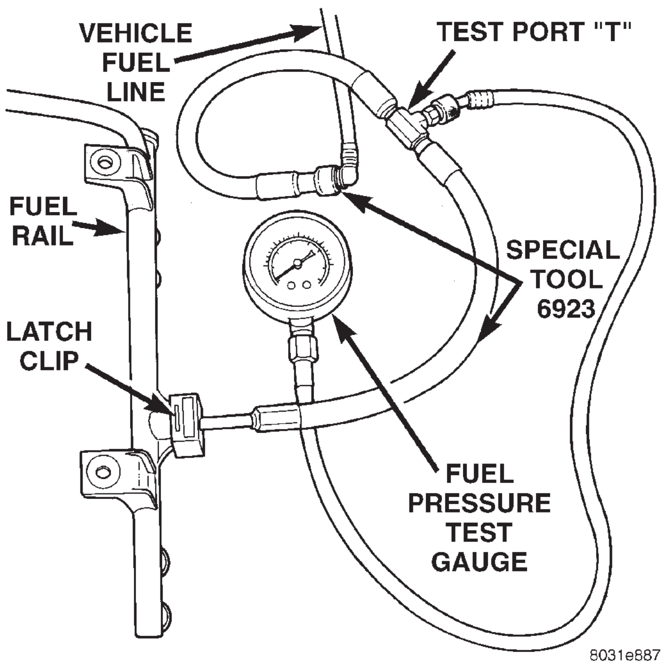


Fig. 10 Installing Adapter Tool and Pressure Gauge

(4) Install latch clip to fuel rail. If latch clip can not be fully seated into fuel rail, check for adapter tool not fully seated to fuel rail.

(5) Connect vehicle fuel line into adapter tool 6923 (Fig. 10). Be sure fuel line is fully seated into adapter tool 6923.

(6) Remove protective cap at test port “T” on adapter tool number 6923.

(7) Connect the 0–414 kPa (0-60 psi) fuel pressure gauge (from gauge set 5069) to the test port “T” (Fig. 10).

(8) Start engine and note pressure gauge reading. Fuel pressure should be 338 kPa ± 14 kPa (49 psi ± 2 psi) at idle.

(9) If pressure is at 0 psi, connect DRB scan tool and refer to operating instructions in the appropriate Powertrain Diagnostics Procedures service manual.

(10) If operating pressure is above 51 psi, fuel pump is OK but fuel pressure regulator is defective. Refer to Fuel Pressure Regulator removal/installation.

(11) After performing pressure test, install fuel line into fuel rail. Install latch clip into fuel rail. Refer to Quick-Connect Fittings for procedures. This can be found in this section of the group.

FUEL PUMP CAPACITY TEST

Before performing this test, verify fuel pump pressure by performing the previous tests.

(1) Release the fuel system pressure from fuel system. Refer to the previous Fuel Pressure Release Procedure in this group.

(2) Disconnect the fuel supply line at the fuel rail. Refer to Fuel Tubes/Lines/Hoses and Clamps in this section of the group for procedures. Some engines may require air cleaner housing removal before line disconnection.

(3) Connect the appropriate Fuel Line Pressure Test Adapter Tool (number 6631, 6923, 6541 or 6539) into the disconnected fuel supply line. Insert the other end of Adaptor Tool into an approved gasoline container.

(4) To activate the fuel pump and pressurize the system, obtain the DRB scan tool. Refer to the appropriate Powertrain Diagnostic Procedures service manual for DRB operation.

(5) A good fuel pump will deliver at least 1 liter of fuel per minute.

FUEL PRESSURE LEAK DOWN TEST

Abnormally long periods of cranking to restart a hot engine that has been shut down for a short period of time may be caused by:

- Fuel pressure bleeding past a fuel injector(s).
- Fuel pressure bleeding past the check valve in the fuel pump module.

(1) Disconnect the fuel inlet line at fuel rail. Refer to Fuel Tubes/Lines/Hoses and Clamps in this section of the group for procedures. On some engines, air cleaner housing removal may be necessary before fuel line disconnection.

(2) Connect the appropriate Fuel Line Pressure Test Adapter Tool (number 6539, 6631, 6541 or 6923) between the disconnected fuel line and fuel rail (Fig. 11) or (Fig. 12).

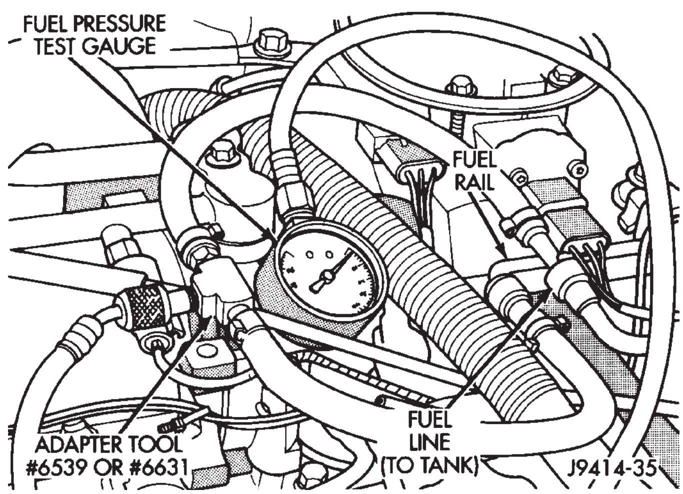


Fig. 11 Connecting Adapter Tool—Typical

(3) Connect the 0-414 kPa (0-60 psi) fuel pressure test gauge (from Gauge Set 5069) to the test port on the appropriate Adaptor Tool. **The fittings on both tools must be in good condition and free from any small leaks before performing the proceeding test.**

DIAGNOSIS AND TESTING (Continued)

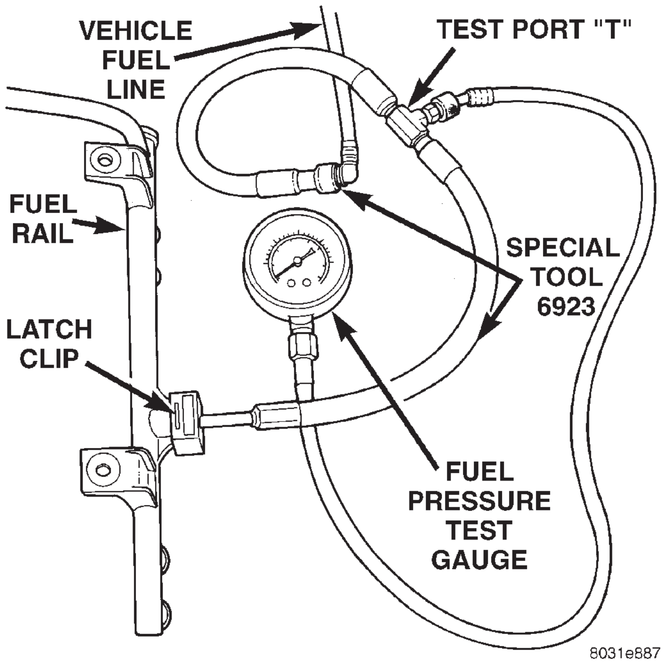


Fig. 12 Connecting Adapter Tool—Typical

(4) Start engine and bring to normal operating temperature.

(5) Observe test gauge. Normal operating pressure should be 338 kPa ± 14 kPa (49 psi ± 2 psi).

(6) Shut engine off.

(7) Pressure should not fall below 24 psi for five minutes.

(8) If pressure falls below 24 psi, it must determined if a fuel injector, the fuel pressure regulator or a fuel tube/line is leaking.

(9) Again, start engine and bring to normal operating temperature.

(10) Shut engine off.

(11) **Checking for fuel injector leakage:** Clamp off the rubber hose portion of Adaptor Tool between the fuel rail and the test port “T” on Adapter Tool. If pressure now holds at or above 24 psi, a fuel injector or the fuel rail is leaking.

(12) **Checking for fuel pump module or fuel tube/line leakage:** Clamp off the rubber hose portion of Adaptor Tool between the vehicle fuel line and test port “T” on Adapter Tool. If pressure now holds at or above 24 psi, a leak can be found at a fuel tube/ line. If no leaks are found at fuel tubes or lines, replace the fuel pump module.

FUEL GAUGE SENDING UNIT

For fuel gauge diagnosis, refer to Group 8E, Instrument Panel and Gauges.

FUEL INJECTORS

To perform a complete test of the fuel injectors and their circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the injector only, refer to the following:

Disconnect the fuel injector wire harness connector from the injector (Fig. 13). Place an ohmmeter across the injector terminals. Resistance reading should be approximately 14.5 ohms ±1.2 ohms at 20°C (68°F). Proceed to following Injector Diagnosis chart. **When performing the following tests from the chart, do not leave electrical current applied to the injector for longer than five seconds. Damage to injector coil or internal injector seals (Fig. 14) could result.**

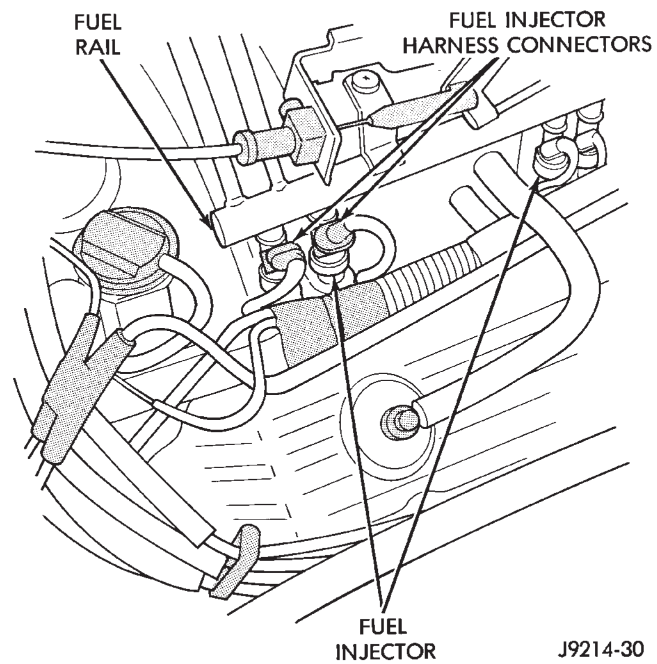


Fig. 13 Fuel Injector Wiring Connector—Typical (5.2L Shown)

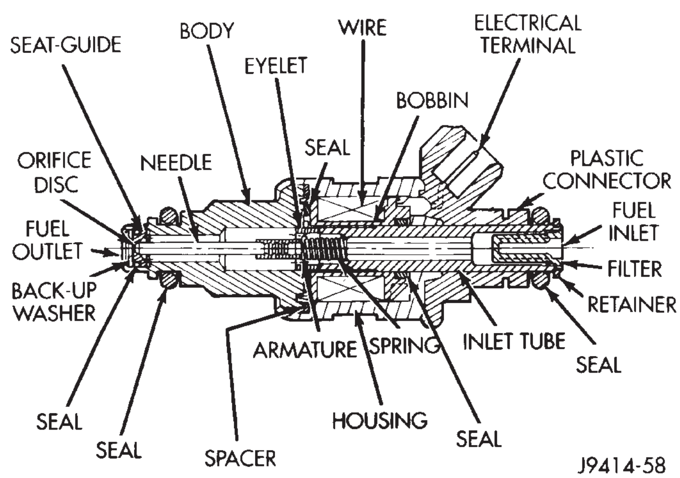
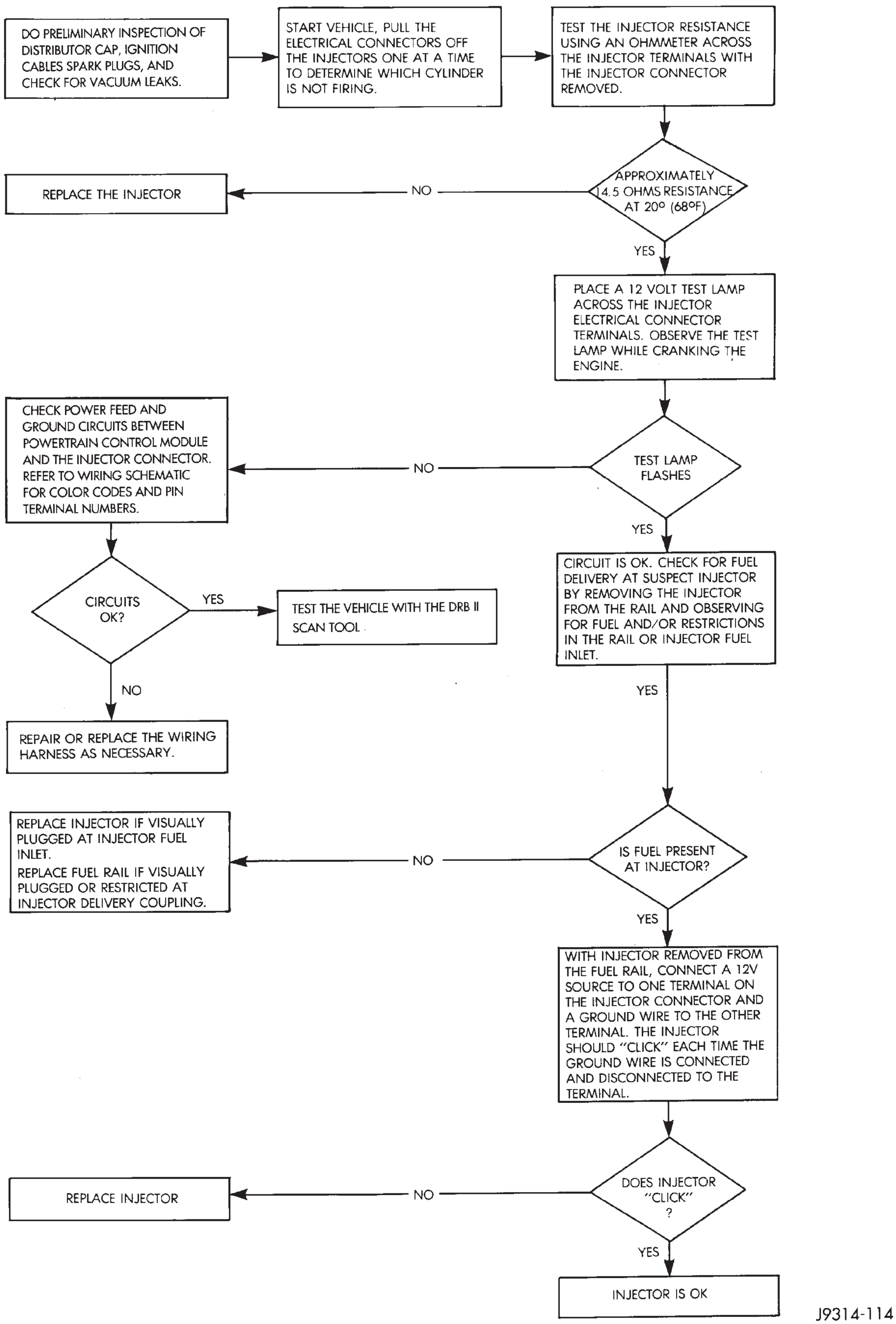


Fig. 14 Fuel Injector Internal Components—Typical



INJECTOR DIAGNOSIS—VEHICLE RUNS ROUGH AND/OR HAS A MISS

SERVICE PROCEDURES

FUEL SYSTEM PRESSURE RELEASE PROCEDURE–WITH PRESSURE TEST PORT

NOTE: The fuel pressure test port is used on certain engines only. If equipped, the test port will be located on the fuel rail near the throttle position sensor. A sealing cap is screwed onto the test port.

The fuel system is under constant fuel pressure (even with the engine off).

WARNING: BECAUSE THE FUEL SYSTEM IS UNDER CONSTANT FUEL PRESSURE, THE PRESSURE MUST BE RELEASED BEFORE SERVICING ANY FUEL SYSTEM COMPONENT. THIS DOES NOT APPLY TO THROTTLE BODY REMOVAL.

(1) Disconnect negative battery cable.
(2) Remove the fuel tank filler tube cap to release fuel tank pressure.
(3) Remove protective cap from pressure test port on the fuel rail. This is located on top of fuel rail near the throttle position sensor.

WARNING: DO NOT ALLOW FUEL TO SPILL ONTO THE ENGINE INTAKE OR EXHAUST MANIFOLDS. PLACE SHOP TOWELS UNDER AND AROUND THE PRESSURE PORT TO ABSORB FUEL WHEN THE PRESSURE IS RELEASED FROM THE FUEL RAIL.

WARNING: WEAR PROPER EYE PROTECTION WHEN RELEASING FUEL SYSTEM PRESSURE.

(4) Obtain the fuel pressure gauge/hose assembly from fuel pressure gauge tool set 5069. Remove the gauge from the hose.
(5) Place one end of hose (gauge end) into an approved gasoline container.
(6) Place a shop towel under the test port.
(7) To release fuel pressure, screw the other end of hose onto the fuel pressure test port.
(8) After fuel pressure has been released, remove the hose from the test port.
(9) Install protective cap to fuel test port.

FUEL SYSTEM PRESSURE RELEASE PROCEDURE—WITHOUT PRESSURE TEST PORT

Use the following procedure if the fuel rail is not equipped with a fuel pressure test port.

(1) Remove the Fuel Pump relay from the Power Distribution Center (PDC). For location of the relay, refer to the label on the underside of the PDC cover.
(2) Start and run engine it stalls.
(3) Attempt restarting engine until it will no longer run.
(4) Turn ignition key to OFF position.

CAUTION: Steps 1, 2, 3 and 4 must be performed to relieve high pressure fuel from within the fuel rail. Do not attempt to use the following steps to relieve this pressure as excessive fuel will be forced into a cylinder chamber.

(5) Unplug connector from any injector.
(6) Attach one end of a jumper wire with alligator clips (18 gauge or smaller) to either injector terminal.
(7) Connect the other end of the jumper wire to the positive side of the battery.
(8) Connect one end of a second jumper wire to the remaining injector terminal.

CAUTION: Supplying power to an injector for more than 4 seconds will permanently damage the injector. Do not leave the injector connected to power for more than 4 seconds.

(9) Momentarily touch the other end of this jumper wire to the negative terminal of the battery for no more than 4 seconds.
(10) Place a rag or towel below the fuel line at the quick connect to the rail.
(11) Disconnect the quick connect fitting to the rail. Refer to Quick-Connect Fittings in this section.
(12) Return the fuel pump relay to the PDC.
(13) One or more Diagnostic Trouble Codes (DTC's) may have been stored in the PCM memory due to fuel pump relay removal. The DRB scan tool must be used to erase a DTC. Refer to Group 25, Emission Control System. See On-Board Diagnostics.

FUEL TUBES/LINES/HOSES AND CLAMPS

Also refer to the section on Quick-Connect Fittings.

WARNING: THE FUEL SYSTEM IS UNDER A CONSTANT PRESSURE (EVEN WITH THE ENGINE OFF). BEFORE SERVICING ANY FUEL SYSTEM HOSES, FITTINGS OR LINES, THE FUEL SYSTEM PRESSURE MUST BE RELEASED. REFER TO THE FUEL SYSTEM PRESSURE RELEASE PROCEDURE IN THIS GROUP.

Inspect all hose connections such as clamps, couplings and fittings to make sure they are secure and leaks are not present. The component should be replaced immediately if there is any evidence of degradation that could result in failure.

Never attempt to repair a plastic fuel line/tube. Replace as necessary.

Avoid contact of any fuel tubes/hoses with other vehicle components that could cause abrasions or scuffing. Be sure that the plastic fuel lines/tubes are

SERVICE PROCEDURES (Continued)

properly routed to prevent pinching and to avoid heat sources.

The lines/tubes/hoses used on fuel injected vehicles are of a special construction. This is due to the higher fuel pressures and the possibility of contaminated fuel in this system. If it is necessary to replace these lines/tubes/hoses, only those marked EFM/EFI may be used.

The hose clamps used to secure rubber hoses on fuel injected vehicles are of a special rolled edge construction. This construction is used to prevent the edge of the clamp from cutting into the hose. Only these rolled edge type clamps may be used in this system. All other types of clamps may cut into the hoses and cause high-pressure fuel leaks.

Use new original equipment type hose clamps. Tighten hose clamps to 1 N·m (15 in. lbs.) torque.

QUICK-CONNECT FITTINGS

Also refer to the Fuel Tubes/Lines/Hoses and Clamps section.

Different types of quick-connect fittings are used to attach various fuel system components. These are: a single-tab type, a two-tab type, a plastic retainer ring type or a latch clip type. Certain fittings may require the use of a special tool for disconnection.

SINGLE-TAB TYPE

This type of fitting is equipped with a single pull tab (Fig. 15). The tab is removable. After the tab is removed, the quick-connect fitting can be separated from the fuel system component.

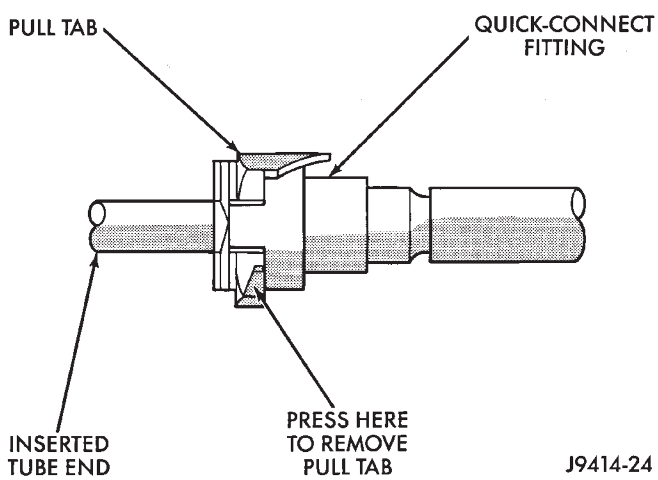


Fig. 15 Single-Tab Type Fitting

CAUTION: The interior components (o-rings, spacers) of this type of quick-connect fitting are not serviced separately, but new pull tabs are available. Do not attempt to repair damaged fittings or fuel lines/ tubes. If repair is necessary, replace the complete fuel tube assembly.

WARNING: THE FUEL SYSTEM IS UNDER A CONSTANT PRESSURE (EVEN WITH THE ENGINE OFF). BEFORE SERVICING ANY FUEL SYSTEM HOSES, FITTINGS OR LINES, THE FUEL SYSTEM PRESSURE MUST BE RELEASED. REFER TO THE FUEL SYSTEM PRESSURE RELEASE PROCEDURE IN THIS GROUP.

DISCONNECTION/CONNECTION

(1) Disconnect negative battery cable from battery.

(2) Perform the fuel pressure release procedure. Refer to the Fuel Pressure Release Procedure in this section.

(3) Clean the fitting of any foreign material before disassembly.

(4) Press the release tab on the side of fitting to release pull tab (Fig. 16).

CAUTION: If this release tab is not pressed prior to releasing the pull tab, the pull tab will be damaged.

(5) While pressing the release tab on the side of the fitting, use a screwdriver to pry up the pull tab (Fig. 16).

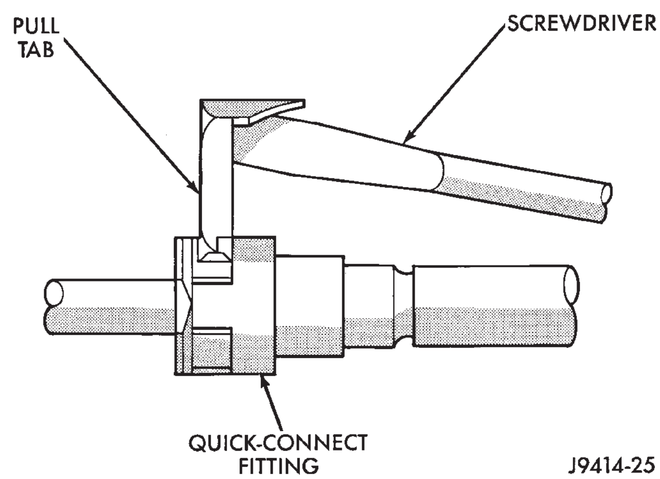


Fig. 16 Disconnecting Single-Tab Type Fitting

(6) Raise the pull tab until it separates from the quick-connect fitting (Fig. 17). Discard the old pull tab.

(7) Disconnect the quick-connect fitting from the fuel system component being serviced.

(8) Inspect the quick-connect fitting body and fuel system component for damage. Replace as necessary.

(9) Prior to connecting the quick-connect fitting to component being serviced, check condition of fitting and component. Clean the parts with a lint-free cloth. Lubricate them with clean engine oil.

(10) Insert the quick-connect fitting into the fuel tube or fuel system component until the built-on stop

SERVICE PROCEDURES (Continued)

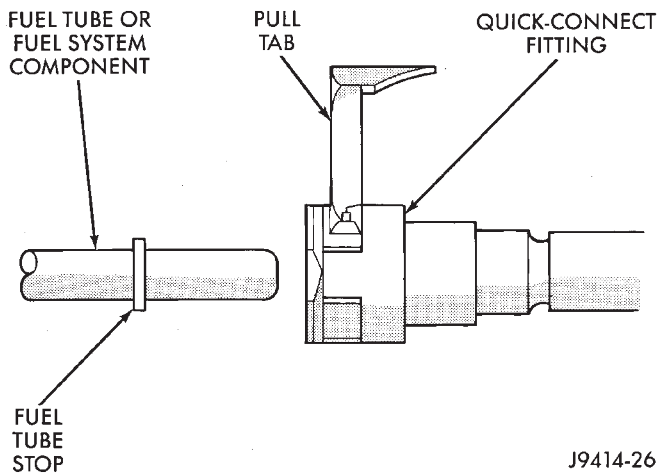


Fig. 17 Removing Pull Tab

on the fuel tube or component rests against back of fitting.

(11) Obtain a new pull tab. Push the new tab down until it locks into place in the quick-connect fitting.

(12) Verify a locked condition by firmly pulling on fuel tube and fitting (15-30 lbs.).

(13) Connect negative cable to battery.

(14) Start engine and check for leaks.

TWO-TAB TYPE FITTING

This type of fitting is equipped with tabs located on both sides of the fitting (Fig. 18). These tabs are supplied for disconnecting the quick-connect fitting from component being serviced.

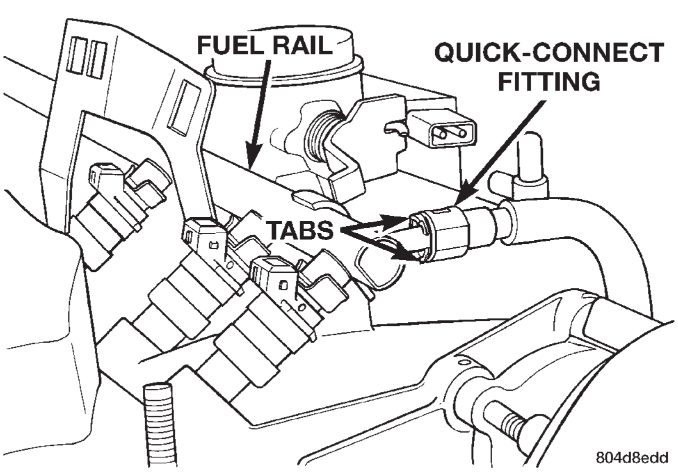


Fig. 18 Typical Two-Tab Type Quick-Connect Fitting

CAUTION: The interior components (o-rings, spacers) of this type of quick-connect fitting are not serviced separately, but new plastic retainers are available. Do not attempt to repair damaged fittings or fuel lines/tubes. If repair is necessary, replace the complete fuel tube assembly.

WARNING: THE FUEL SYSTEM IS UNDER A CONSTANT PRESSURE (EVEN WITH THE ENGINE OFF). BEFORE SERVICING ANY FUEL SYSTEM HOSES, FITTINGS OR LINES, THE FUEL SYSTEM PRESSURE MUST BE RELEASED. REFER TO THE FUEL PRESSURE RELEASE PROCEDURE IN THIS GROUP.

DISCONNECTION/CONNECTION

(1) Disconnect negative battery cable from the battery.

(2) Perform the fuel pressure release procedure. Refer to the Fuel Pressure Release Procedure in this section.

(3) Clean the fitting of any foreign material before disassembly.

(4) To disconnect the quick-connect fitting, squeeze the plastic retainer tabs (Fig. 18) against the sides of the quick-connect fitting with your fingers. Tool use is not required for removal and may damage plastic retainer. Pull the fitting from the fuel system component being serviced. The plastic retainer will remain on the component being serviced after fitting is disconnected. The o-rings and spacer will remain in the quick- connect fitting connector body.

(5) Inspect the quick-connect fitting body and component for damage. Replace as necessary.

CAUTION: When the quick-connect fitting was disconnected, the plastic retainer will remain on the component being serviced. If this retainer must be removed, very carefully release the retainer from the component with two small screwdrivers. After removal, inspect the retainer for cracks or any damage.

(6) Prior to connecting the quick-connect fitting to component being serviced, check condition of fitting and component. Clean the parts with a lint-free cloth. Lubricate them with clean engine oil.

(7) Insert the quick-connect fitting to the component being serviced and into the plastic retainer. When a connection is made, a click will be heard.

(8) Verify a locked condition by firmly pulling on fuel tube and fitting (15-30 lbs.).

(9) Connect negative cable to battery.

(10) Start engine and check for leaks.

PLASTIC RETAINER RING TYPE FITTING

This type of fitting can be identified by the use of a full-round plastic retainer ring (Fig. 19) usually black in color.

SERVICE PROCEDURES (Continued)

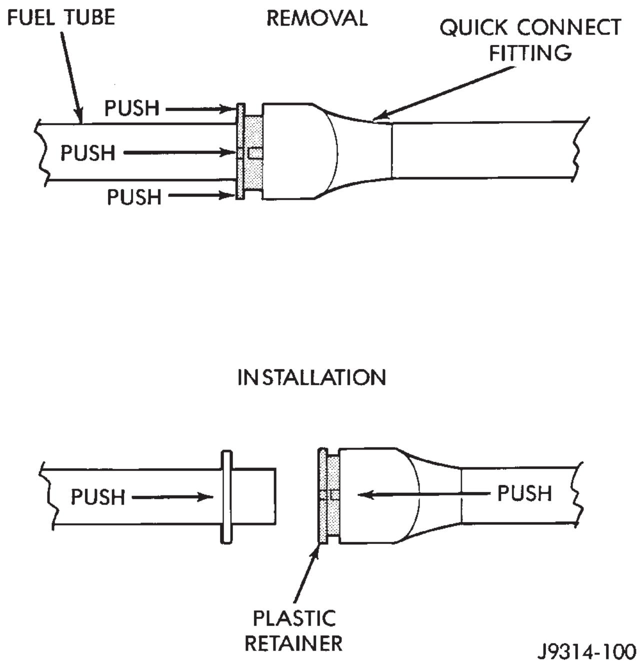


Fig. 19 Plastic Retainer Ring Type Fitting

CAUTION: The interior components (o-rings, spacers, retainers) of this type of quick-connect fitting are not serviced separately. Do not attempt to repair damaged fittings or fuel lines/tubes. If repair is necessary, replace the complete fuel tube assembly.

WARNING: THE FUEL SYSTEM IS UNDER A CONSTANT PRESSURE (EVEN WITH THE ENGINE OFF). BEFORE SERVICING ANY FUEL SYSTEM HOSES, FITTINGS OR LINES, THE FUEL SYSTEM PRESSURE MUST BE RELEASED. REFER TO THE FUEL SYSTEM PRESSURE RELEASE PROCEDURE IN THIS GROUP.

DISCONNECTION/CONNECTION

(1) Disconnect negative battery cable from the battery.

(2) Perform the fuel pressure release procedure. Refer to the Fuel Pressure Release Procedure in this section.

(3) Clean the fitting of any foreign material before disassembly.

(4) To release the fuel system component from the quick-connect fitting, firmly push the fitting towards the component being serviced while firmly pushing the plastic retainer ring into the fitting (Fig. 19). With the plastic ring depressed, pull the fitting from the component. **The plastic retainer ring must be pressed squarely into the fitting body. If this retainer is cocked during removal, it may be difficult to disconnect fitting. Use an open-end wrench on the shoulder of the plastic retainer ring to aid in disconnection.**

(5) After disconnection, the plastic retainer ring will remain with the quick-connect fitting connector body.

(6) Inspect fitting connector body, plastic retainer ring and fuel system component for damage. Replace as necessary.

(7) Prior to connecting the quick-connect fitting to component being serviced, check condition of fitting and component. Clean the parts with a lint-free cloth. Lubricate them with clean engine oil.

(8) Insert the quick-connect fitting into the component being serviced until a click is felt.

(9) Verify a locked condition by firmly pulling on fuel tube and fitting (15-30 lbs.).

(10) Connect negative battery cable to battery.

(11) Start engine and check for leaks.

FUEL LINE AT FUEL RAIL

Use the following procedure if the fuel rail is equipped with a fuel pressure test port.

A latch clip is used to secure the fuel line to the fuel rail on certain engines (Fig. 20). A special tool will be necessary to separate the fuel line from the fuel rail after the latch clip is removed.

DISCONNECTION/CONNECTION AT FUEL RAIL

(1) Disconnect the negative battery cable from battery.

(2) Perform the fuel pressure release procedure. Refer to the Fuel Pressure Release Procedure in this section.

(3) Clean the fitting of any foreign material before disassembly.

(4) Pry up on the latch clip with a screwdriver (Fig. 21).

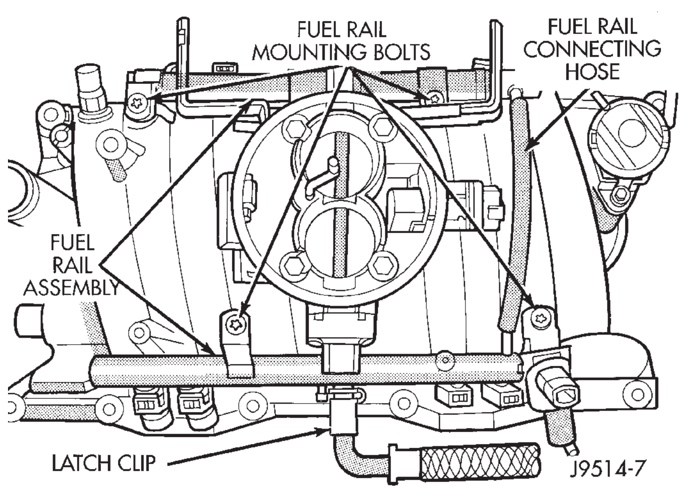


Fig. 20 Latch Clip Location—Typical

(5) Slide the latch clip toward the fuel rail while lifting with the screwdriver.

SERVICE PROCEDURES (Continued)

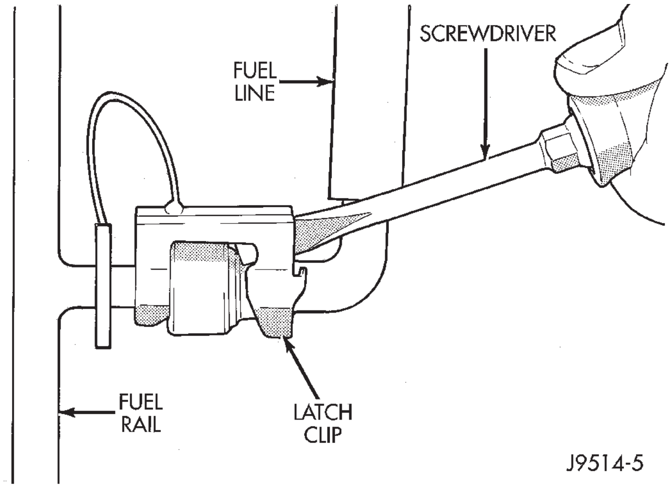


Fig. 21 Latch Clip Removal—Typical

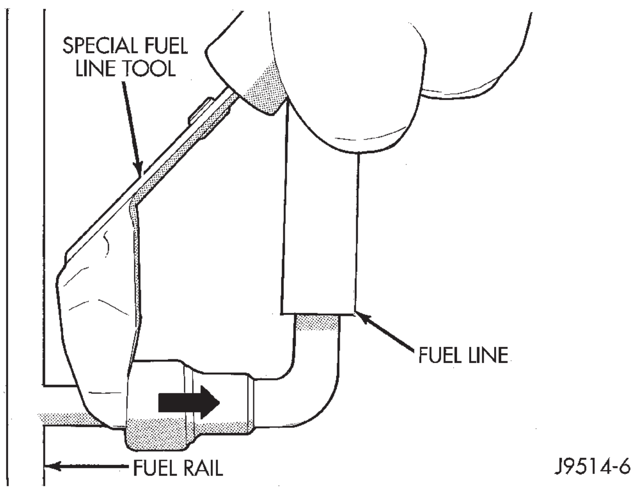


Fig. 22 Fuel Line Disconnection—Typical

(6) Insert special fuel line removal tool (Snap-On number FIH 9055- 1 or equivalent) into the fuel line (Fig. 22). Use this tool to release the locking fingers in the end of the line.

(7) With the special tool still inserted, pull the fuel line from the fuel rail.

(8) After disconnection, the locking fingers will remain within the quick-connect fitting at the end of the fuel line.

(9) Inspect fuel line fitting, locking fingers and fuel rail fitting for damage. Replace as necessary.

(10) Prior to connecting the fuel line to the fuel rail, check condition of both fittings. Clean the parts with a lint-free cloth. Lubricate them with clean engine oil.

(11) Insert the fuel line onto the fuel rail until a click is felt.

(12) Verify a locked condition by firmly pulling on fuel line and fitting (15-30 lbs.).

(13) Install latch clip (snaps into position). **If the latch clip will not fit, this indicates the fuel line is not properly installed to the fuel rail. Recheck the fuel line connection.**

(14) Connect negative battery cable to battery.

(15) Start engine and check for leaks.

FUEL LINE AT FUEL RAIL—5.2L ENGINES

Use the following procedure if the fuel rail is not equipped with a fuel pressure test port.

A special latch clip is used to secure the fuel line to the fuel rail on this particular engine (Fig. 23).

DISCONNECTION/CONNECTION AT FUEL RAIL

(1) Disconnect the negative battery cable from battery.

(2) Perform the fuel pressure release procedure. Refer to the Fuel Pressure Release Procedure in this section.

(3) Clean the fitting of any foreign material before disassembly.

(4) Pry up on the latch clip with two small screwdrivers (Fig. 23).

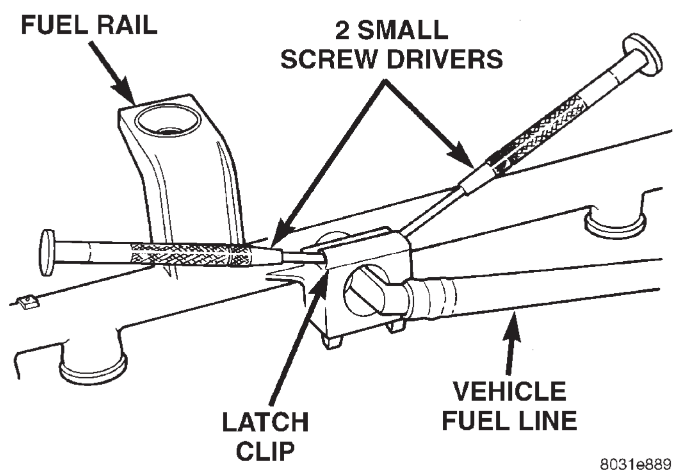


Fig. 23 Latch Clip Removal

(5) Pull the fuel line from the fuel rail.

(6) After disconnection, the locking fingers will remain within the quick-connect fitting in the fuel rail.

(7) Inspect fuel line fitting, locking fingers and fuel rail fitting for damage. Replace as necessary.

(8) Prior to connecting the fuel line to the fuel rail, check condition of both fittings. Clean the parts with a lint-free cloth. Lubricate them with clean engine oil.

(9) Insert the fuel line into the fuel rail.

(10) Install latch clip with fingers down (snaps into position). The fingers should protrude below the fuel rail if properly installed (Fig. 24). **If the latch clip will not fit, this indicates the fuel line is not properly installed to the fuel rail. Recheck the fuel line connection.**

SERVICE PROCEDURES (Continued)

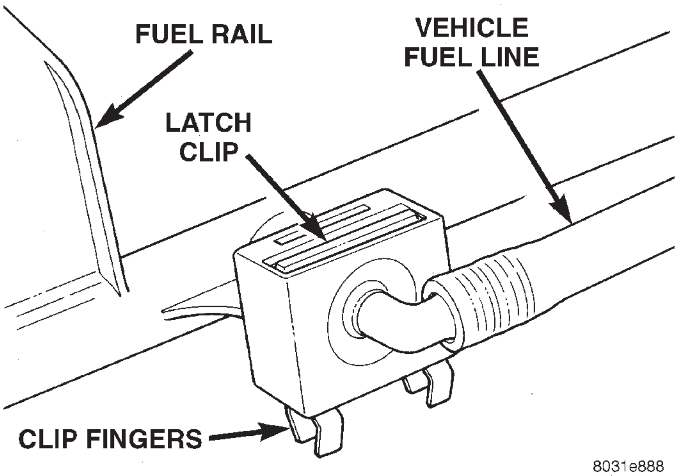


Fig. 24 Latch Clip Installation

(11) Verify a locked condition by firmly pulling on fuel line and fitting (15-30 lbs.).

(12) Connect negative battery cable to battery.

(13) Start engine and check for leaks.

REMOVAL AND INSTALLATION

FUEL FILTER

The filter is located under the vehicle near the front of fuel tank (Fig. 25). Replace fuel filter at intervals specified in the Lubrication and Maintenance Schedule chart found in Group 0, Lubrication and Maintenance.

REMOVAL

WARNING: THE FUEL SYSTEM IS UNDER CONSTANT FUEL PRESSURE EVEN WITH THE ENGINE OFF. THIS PRESSURE MUST BE RELEASED BEFORE SERVICING THE FUEL FILTER.

(1) Disconnect negative battery cable. Remove fuel filler cap.

(2) Release fuel system pressure. Refer to the previous Fuel System Pressure Release Procedure in this section.

(3) Raise and support vehicle.

(4) Place shop towels under fuel filter.

(5) Disconnect fuel lines at filter. Refer to Quick-Connect Fittings in this group for procedures.

(6) Remove retaining strap mounting bolt.

(7) Remove filter retaining strap.

(8) Remove filter from mounting bracket.

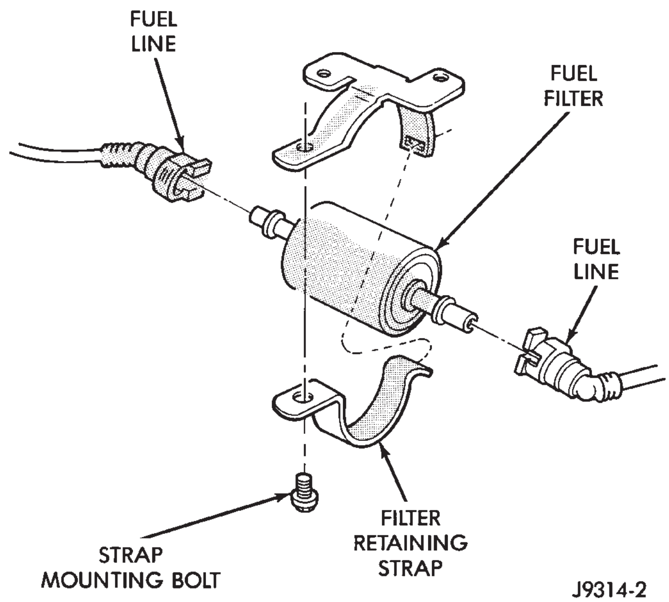


Fig. 25 Fuel Filter

INSTALLATION

CAUTION: The ends of the fuel filter are marked for correct installation. Install filter with the end marked IN towards fuel tank and the end marked OUT towards engine.

(1) Place fuel filter in retaining strap with the marked ends in the correct position.

(2) Install retaining strap bolt. Tighten to 7 N·m (66 in. lbs.) torque.

(3) Install fuel lines to filter. Refer to Fuel Tubes/Lines/Hoses and Clamps in this group. Also refer to Quick-Connect Fittings in this group for procedures.

(4) Lower vehicle.

(5) Connect negative battery cable.

(6) Start engine and check for leaks.

FUEL PRESSURE REGULATOR

The pressure regulator is not serviced separately. If it needs servicing, the entire fuel pump module must be replaced. Refer to Fuel Pump Module for procedures.

FUEL PUMP RELAY

The fuel pump and automatic shutdown (ASD) relays are located in the Power Distribution Center (PDC). The PDC is located in the engine compartment. (Fig. 26). Refer to label on PDC cover for relay location. Check the terminals in the PDC relay connector for corrosion or damage before installation.

REMOVAL AND INSTALLATION (Continued)

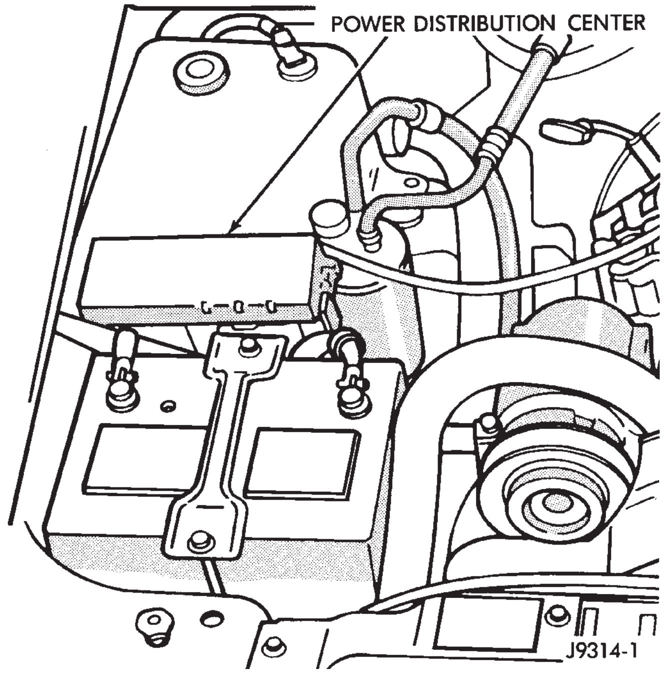


Fig. 26 Power Distribution Center

FUEL PUMP MODULE

REMOVAL

WARNING: THE FUEL SYSTEM IS UNDER A CONSTANT PRESSURE (EVEN WITH THE ENGINE OFF). BEFORE SERVICING THE FUEL PUMP MODULE, THE FUEL SYSTEM PRESSURE MUST BE RELEASED.

CAUTION: Whenever the fuel pump module is serviced, the locknut and gasket must be replaced.

(1) Drain the fuel tank. Refer to Draining Fuel Tank in the Fuel Tank section of this group.

(2) Remove fuel tank. Refer to the Fuel Tank section of this group.

(3) The fuel pump module locknut is threaded onto the fuel tank (Fig. 27). Install Special Tool 6856 to the fuel pump module locknut and remove locknut (Fig. 28). The fuel pump module will spring up when the locknut is removed.

(4) Remove module from fuel tank.

INSTALLATION

CAUTION: Whenever the fuel pump module is serviced, the locknut and gasket must be replaced.

(1) Using a new gasket (Fig. 29), position fuel pump module into opening in fuel tank.

(2) Position new locknut over top of fuel pump module.

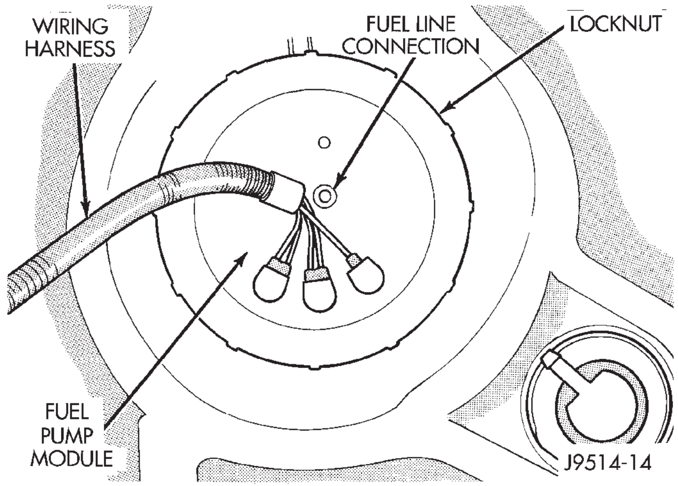


Fig. 27 Top View of Fuel Pump Module

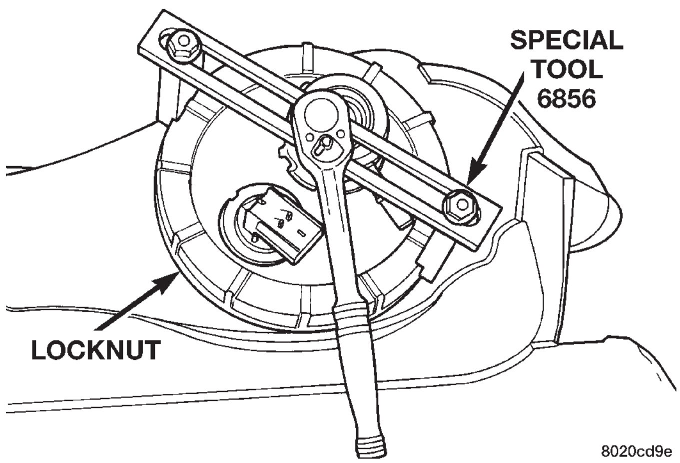


Fig. 28 Locknut Removal/Installation—Typical

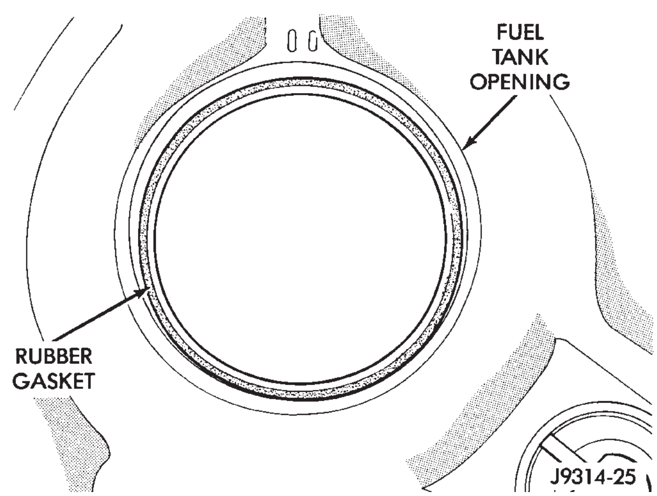


Fig. 29 Rubber Gasket

(3) Install Special Tool 6856 to locknut.

(4) Tighten locknut to 54 N·m (40 ft. lbs.) torque.

(5) Install fuel tank. Refer to Fuel Tank Installation in this section.

REMOVAL AND INSTALLATION (Continued)

FUEL PUMP INLET STRAINER

The fuel pump inlet strainer (in-tank fuel filter) is not serviced separately. If it needs service, the fuel pump module assembly must be replaced. Refer to Fuel Pump Module Removal/Installation.

FUEL LEVEL SENSOR

The fuel level sensor (fuel gauge sending unit) is not serviced separately. If it needs service, the fuel pump module assembly must be replaced. Refer to Fuel Pump Module Removal/Installation.

FUEL INJECTOR RAIL—5.2L ENGINES

WARNING: THE FUEL SYSTEM IS UNDER A CONSTANT PRESSURE (EVEN WITH THE ENGINE TURNED OFF). BEFORE SERVICING THE FUEL RAIL ASSEMBLY, THE FUEL SYSTEM PRESSURE MUST BE RELEASED.

To release fuel pressure, refer to the Fuel System Pressure Release Procedure found in this group.

CAUTION: The left and right fuel rails are replaced as an assembly. Do not attempt to separate the rail halves at the connecting hose (Fig. 30). Due to the design of this connecting hose, it does use any clamps. Never attempt to install a clamping device of any kind to the hose. When removing the fuel rail assembly for any reason, be careful not to bend or kink the connecting hose.

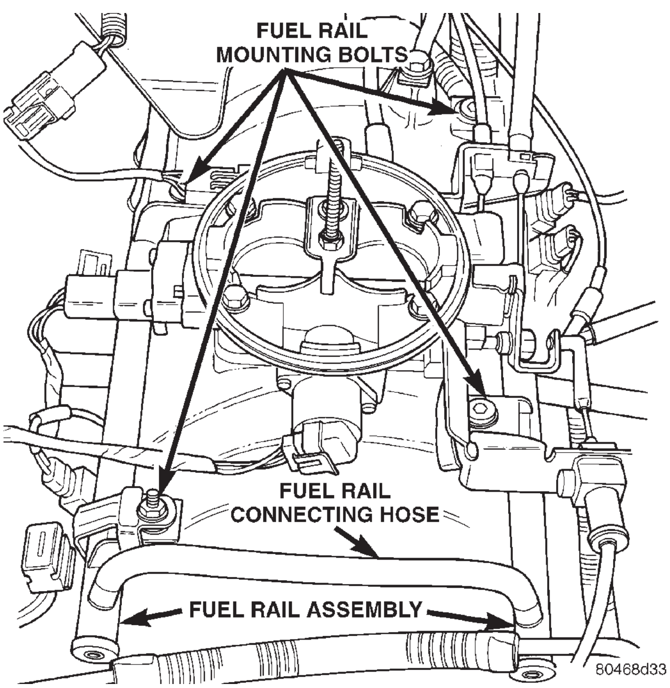


Fig. 30 Fuel Rail Assembly—Typical

REMOVAL

(1) Remove negative battery cable at battery.

(2) Remove air duct at throttle body.

(3) Perform the fuel pressure release procedure.

(4) Remove throttle body from intake manifold. Refer to Throttle Body removal in this group.

(5) If equipped with air conditioning, remove the A-shaped A/C compressor-to-intake manifold support bracket (three bolts) (Fig. 31).

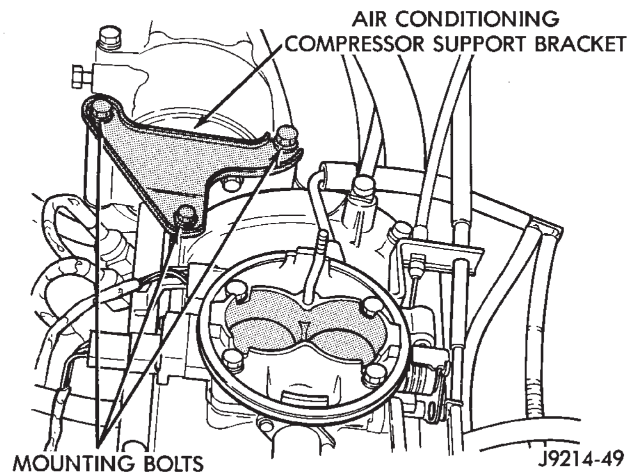


Fig. 31 A/C Compressor Support Bracket—Typical

(6) Disconnect electrical connectors at all fuel injectors (Fig. 32). The factory fuel injection wiring harness is numerically tagged (INJ 1, INJ 2, etc.) for injector position identification.

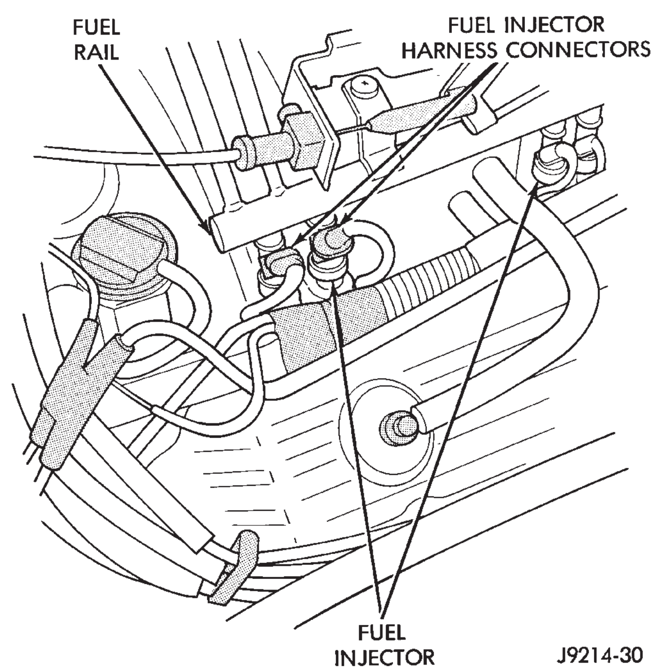


Fig. 32 Fuel Injector Connectors—Typical

(7) Disconnect fuel tube (line) at side of fuel rail. Refer to Quick-Connect Fittings for procedures,

REMOVAL AND INSTALLATION (Continued)

(8) Remove the remaining fuel rail mounting bolts.

(9) Gently rock and pull the **left** fuel rail until the fuel injectors just start to clear the intake manifold. Gently rock and pull the **right** fuel rail until the fuel injectors just start to clear the intake manifold. Repeat this procedure (left/right) until all fuel injectors have cleared the intake manifold.

(10) Remove fuel rail (with injectors attached) from engine.

(11) Remove the clip(s) retaining the injector(s) to fuel rail (Fig. 33) or (Fig. 34).

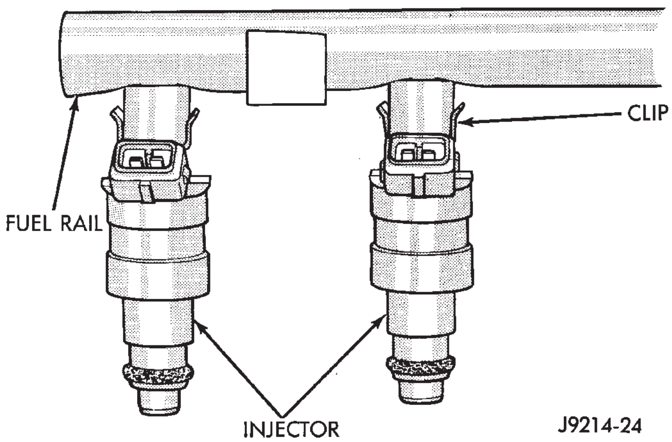


Fig. 33 Fuel Injector Mounting—Typical

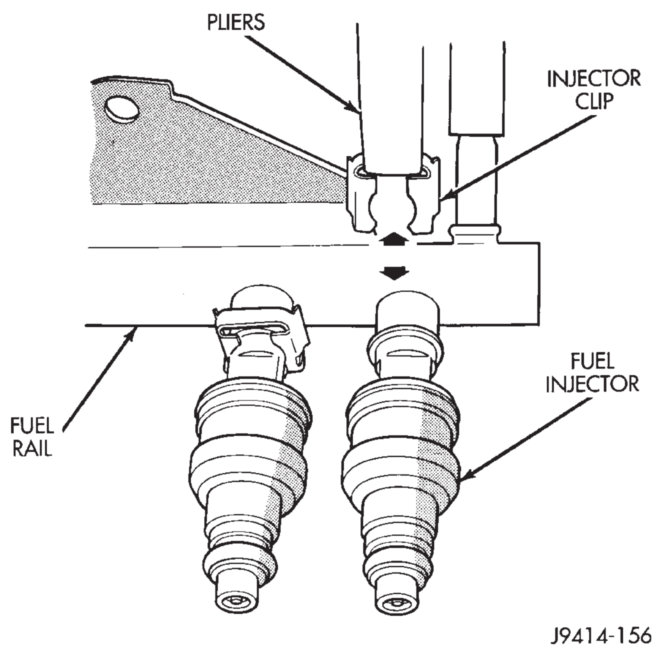


Fig. 34 Injector Retaining Clips—Typical Injector

INSTALLATION

(1) Apply a small amount of engine oil to each fuel injector o-ring. This will help in fuel rail installation.

(2) Install injector(s) and injector clip(s) to fuel rail.

(3) Position the fuel rail/fuel injector assembly to the injector openings on the intake manifold.

(4) Guide each injector into the intake manifold. Be careful not to tear the injector o-ring.

(5) Push the **right** fuel rail down until fuel injectors have bottomed on injector shoulder. Push the **left** fuel rail down until fuel injectors have bottomed on injector shoulder.

(6) Install fuel rail mounting bolts.

(7) Connect electrical connector to intake manifold air temperature sensor.

(8) Connect wiring to all fuel injectors. The injector wiring harness is numerically tagged.

(9) Install the A/C support bracket (if equipped).

(10) Install throttle body to intake manifold. Refer to Throttle Body installation in this section of the group.

(11) Install fuel tube (line) at side of fuel rail. Refer to Quick-Connect Fittings for procedures.

(12) Install air duct to throttle body.

(13) Connect battery cable to battery.

(14) Start engine and check for leaks.

FUEL INJECTOR RAIL—4.0L ENGINE

REMOVAL

WARNING: THE FUEL SYSTEM IS UNDER CONSTANT FUEL PRESSURE EVEN WITH THE ENGINE OFF. THIS PRESSURE MUST BE RELEASED BEFORE SERVICING THE FUEL RAIL.

(1) Remove fuel tank filler tube cap.

(2) Disconnect the negative battery cable from battery.

(3) Perform the Fuel System Pressure Release Procedure as described in this Group.

(4) Remove and numerically attach a tag (if fuel injector is not already tagged), the injector harness connectors. Do this at each injector (Fig. 35).

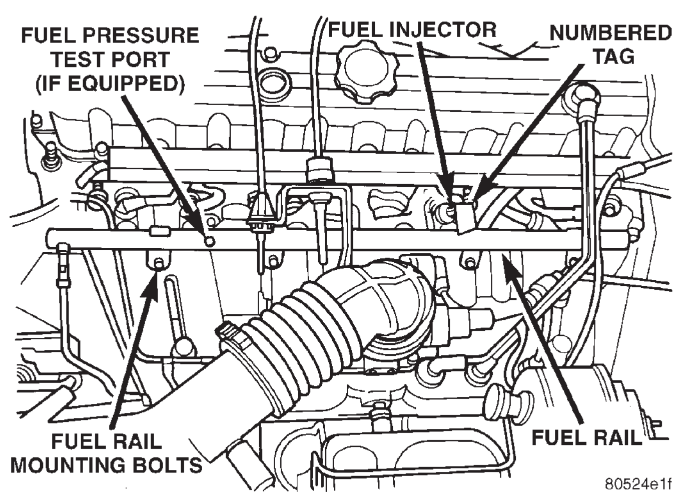


Fig. 35 Fuel Rail Mounting

REMOVAL AND INSTALLATION (Continued)

(5) Disconnect fuel supply line latch clip and fuel line at fuel rail. Refer to Fuel Tubes/Lines/Hoses and Clamps, or Quick-Connect Fittings. These can both be found in the Fuel Delivery section of this group.

(6) Remove fuel rail mounting bolts (Fig. 35).

(7) On models with automatic transmissions, it may be necessary to remove automatic transmission throttle line pressure cable and bracket. This will aid in fuel rail assembly removal.

(8) Remove fuel rail by gently rocking until all the fuel injectors are out of the intake manifold.

INSTALLATION

(1) Apply a small amount of clean engine oil to each injector o-ring. This will aid in installation.

(2) Position tips of all fuel injectors into the corresponding injector bore in the intake manifold. Seat injectors into manifold.

(3) Tighten fuel rail mounting bolts to 27 N·m (20 ft. lbs.) torque.

(4) Connect injector harness connectors to appropriate (tagged) injector.

(5) Connect fuel line and fuel line latch clip to fuel rail. Refer to this group for procedures.

(6) Install protective cap to pressure test port fitting (if equipped).

(7) Install fuel tank cap.

(8) Connect negative battery cable to battery.

(9) Start engine and check for fuel leaks.

FUEL INJECTOR(S)

WARNING: THE FUEL SYSTEM IS UNDER A CONSTANT PRESSURE EVEN WITH THE ENGINE TURNED OFF. BEFORE SERVICING THE FUEL INJECTOR(S), THE FUEL SYSTEM PRESSURE MUST BE RELEASED.

To release fuel pressure, refer to the Fuel System Pressure Release Procedure.

To remove one or more fuel injectors, the fuel rail assembly must be removed from engine.

REMOVAL

(1) Remove air duct at throttle body.

(2) Remove fuel injector rail assembly. Refer to Fuel Injector Rail removal in this section.

(3) Remove the clip(s) retaining the injector(s) to fuel rail (Fig. 33) or (Fig. 34).

(4) Remove injector(s) from fuel rail.

INSTALLATION

(1) Apply a small amount of engine oil to each fuel injector o-ring. This will help in fuel rail installation.

(2) Install injector(s) and injector clip(s) to fuel rail.

(3) Install fuel rail assembly. Refer to Fuel Injector Rail installation.

(4) Install air duct at throttle body.

(5) Start engine and check for leaks.

FUEL TANK

WARNING: THE FUEL SYSTEM IS UNDER CONSTANT FUEL PRESSURE EVEN WITH THE ENGINE OFF. THIS PRESSURE MUST BE RELEASED BEFORE SERVICING FUEL TANK.

REMOVAL

(1) Disconnect negative battery cable at battery.

(2) Release fuel system pressure. Refer to the Fuel System Pressure Release Procedure in the Fuel Delivery section of this group.

(3) Raise and support vehicle.

(4) Remove the fuel tank filler hose and vent hose retaining clamps (Fig. 36). Remove both tubes at fuel filler tube (Fig. 36).

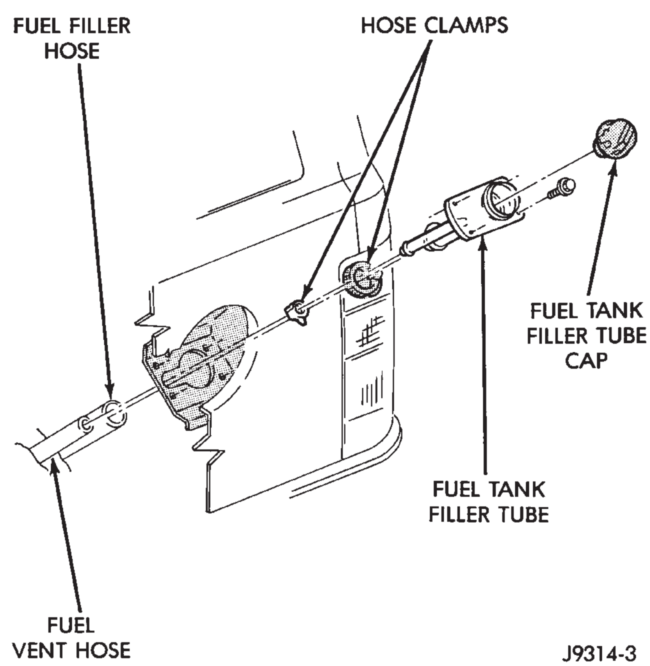


Fig. 36 Fuel Filler Tube and Hoses

(5) Remove the rear tow hooks (if equipped).

(6) Remove the fuel tank skid plate mounting nuts/bolts and remove skid plate (Fig. 37) (if equipped).

(7) Remove the optional trailer hitch (if equipped).

(8) Remove the exhaust tailpipe heat shield mounting bolts and remove shield.

CAUTION: To protect the fuel tank from exhaust heat, this shield must reinstalled after tank installation.

REMOVAL AND INSTALLATION (Continued)

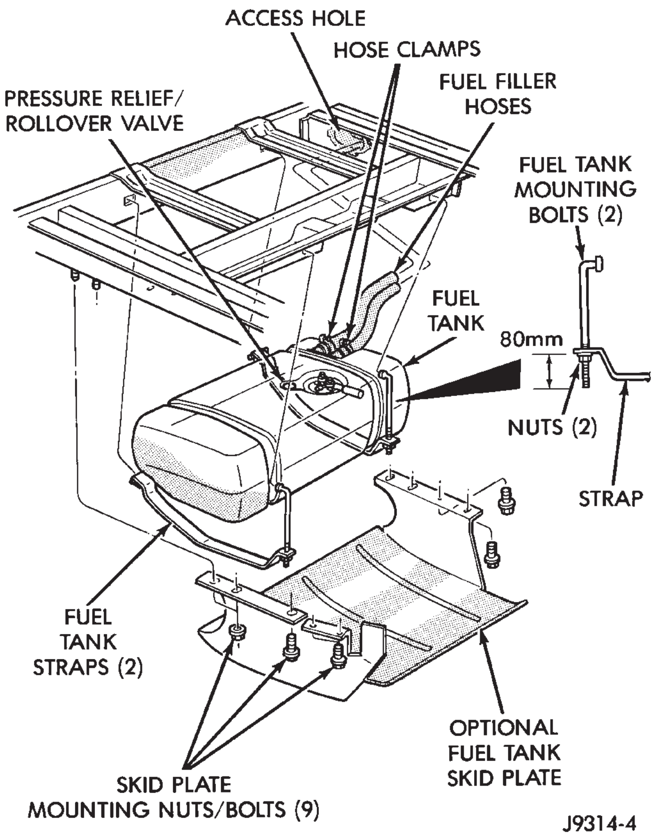


Fig. 37 Fuel Tank Mounting

(9) Place a hydraulic jack to bottom of fuel tank.

WARNING: PLACE A SHOP TOWEL AROUND FUEL LINES TO CATCH ANY EXCESS FUEL.

(10) Disconnect fuel supply line at inlet side of fuel filter. Disconnect fuel vent line near front of tank. Refer to Fuel Tubes/Lines/Hoses and Clamps in this group. Also refer to Quick-Connect Fittings for procedures.

(11) Disconnect fuel pump module electrical connector near front of tank.

CAUTION: The right (passenger side) of the fuel tank must be lowered first to gain access to the two fuel filler hose clamps located on the left side of tank (Fig. 37).

(12) Remove the two fuel tank strap nuts (Fig. 37). Position both tank support straps away from tank.

(13) Carefully lower right side of tank while feeding fuel hoses through access hole in body until fuel tank filler hose clamps can be removed.

(14) Before removing fuel filler hoses from tank, mark their rotational position in relation to tank. Remove both hose clamps and hoses at tank (Fig. 37). Insert the drain hose (from an approved gasoline draining station) into either of the hose openings. Drain tank until empty.

(15) Continue lowering tank and remove from vehicle.

INSTALLATION

(1) Connect the fuel filter-to-fuel pump module supply line to the fuel pump module. Refer to Fuel Tubes/Lines/Hoses and Clamps in this group. Also refer to Quick-Connect Fittings for procedures.

(2) Install fuel filler hoses and hose clamps to tank noting their previously marked position.

(3) Position fuel tank to hydraulic jack.

(4) Raise tank into position while guiding the fuel filler hoses into and through the access hole (Fig. 37) in body.

(5) Continue raising tank until positioned to body.

(6) Attach two fuel tank mounting straps and mounting nuts.

CAUTION: The two mounting nuts must be tightened until 80 mm (3.149 in.) is attained between the end of the mounting bolt and bottom of strap. See insert (Fig. 37). Do not over tighten nuts.

(7) Connect pump module electrical connector.

(8) Install exhaust tailpipe heat shield.

(9) Connect the fuel filter-to-fuel pump module supply line to the fuel filter. Refer to Fuel Tubes/Lines/Hoses and Clamps in this group. Also refer to Quick-Connect Fittings for procedures.

(10) Install the fuel tank skid plate and trailer hitch (if equipped).

(11) Install the rear tow hooks (if equipped).

(12) Install the fuel tank filler hose and vent hose to tank necks. Tighten both retaining clamps.

(13) Lower vehicle and connect battery cable to battery.

ACCELERATOR PEDAL

The accelerator pedal is connected to the throttle body linkage by the throttle cable. The cable is protected by a plastic sheathing and is connected to the throttle body linkage by a ball socket. It is connected to the accelerator pedal arm by a plastic retainer (clip) (Fig. 38). This retainer (clip) snaps into the top of the accelerator pedal arm. Retainer tabs (built into the cable sheathing) fasten the cable to the dash panel.

Dual throttle return springs (attached to the throttle shaft) are used to close the throttle.

CAUTION: Never attempt to remove or alter these springs.

REMOVAL AND INSTALLATION (Continued)

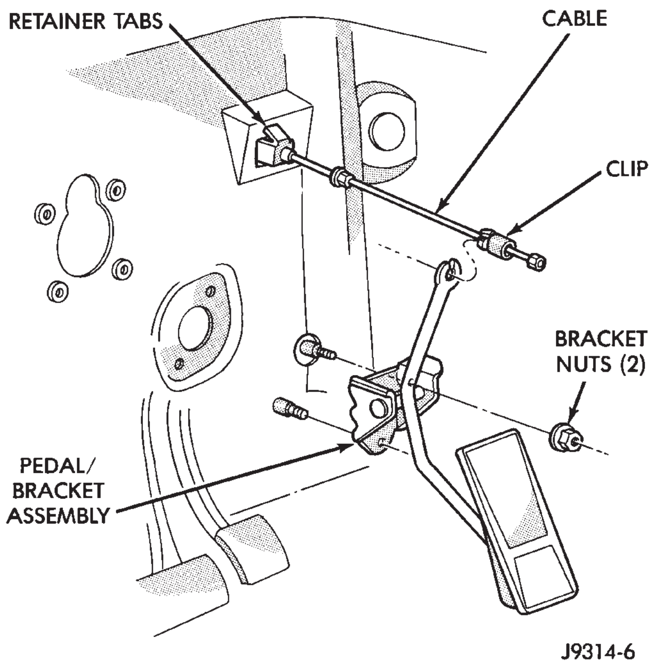


Fig. 38 Accelerator Pedal Mounting

REMOVAL

CAUTION: Be careful not to damage or kink the cable core wire (within the cable sheathing) while servicing accelerator pedal or throttle cable.

(1) From inside the vehicle, hold up accelerator pedal. Remove plastic cable retainer (clip) and throttle cable core wire from upper end of pedal arm. Plastic cable retainer (clip) snaps into pedal arm.

(2) Remove accelerator pedal bracket nuts. Remove accelerator pedal assembly.

INSTALLATION

(1) Place accelerator pedal assembly over studs protruding from floor pan. Tighten mounting nuts to 10 N·m (92 in. lbs.) torque.

(2) Slide throttle cable into opening in top of pedal arm. Push plastic cable retainer (clip) into pedal arm opening until it snaps into place.

(3) Before starting engine, operate accelerator pedal to check for any binding.

THROTTLE CABLE

REMOVAL

(1) From inside the vehicle, hold up accelerator pedal. Remove plastic cable retainer (clip) and throttle cable core wire from upper end of pedal arm (Fig. 38). Plastic cable retainer (clip) snaps into pedal arm.

(2) Remove the cable core wire at pedal arm.

(3) From inside the vehicle, pinch both sides of the cable housing retainer tabs (Fig. 38). at the dash panel. Remove cable housing from dash panel and pull into the engine compartment.

(4) 4.0L Engine: Remove cable from clip on engine valve cover (Fig. 39) and clip at dash panel.

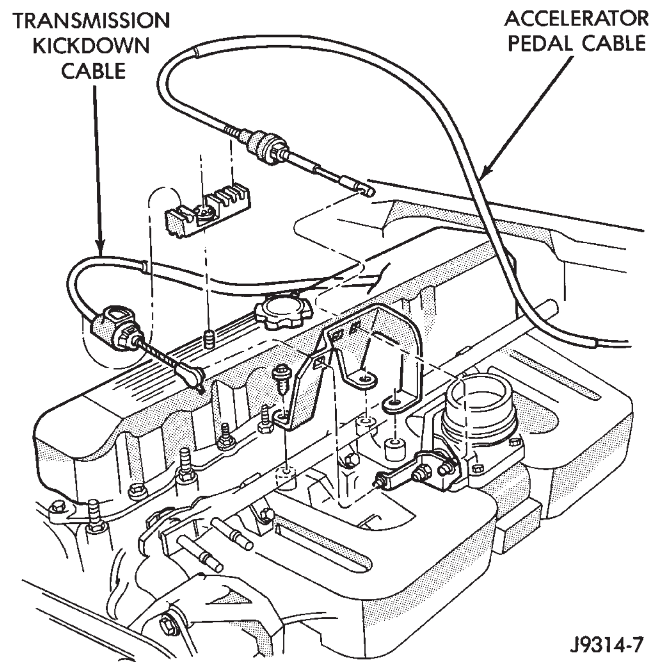


Fig. 39 Throttle Cable—4.0L Engine

(5) Remove the throttle cable ball end socket at throttle body linkage (Fig. 39) or (Fig. 40) (snaps off).

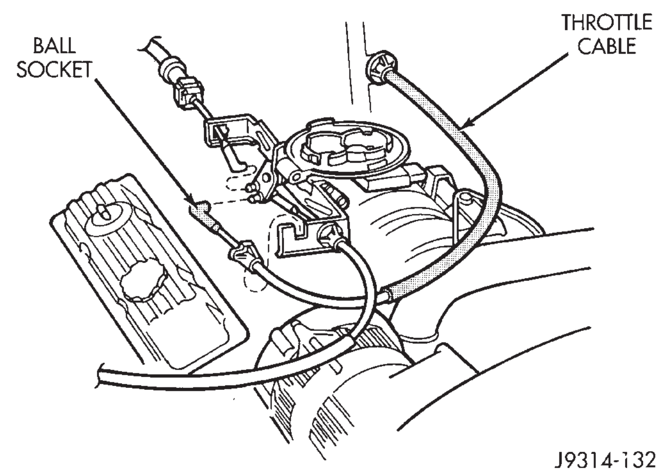


Fig. 40 Throttle Cable—5.2L V-8 Engine

(6) 4.0L Engine: Remove throttle cable from throttle body mounting bracket by compressing retainer tabs and pushing cable through hole in bracket. Remove throttle cable from vehicle.

(7) 5.2L Engine: Remove cable housing at throttle body mounting bracket by pressing forward on release tab with a small screwdriver (Fig. 41). **To prevent cable housing breakage, press on the tab only enough to release the cable from the**

REMOVAL AND INSTALLATION (Continued)

bracket. Lift the cable housing straight up from bracket while pressing on release tab. Remove throttle cable from vehicle.

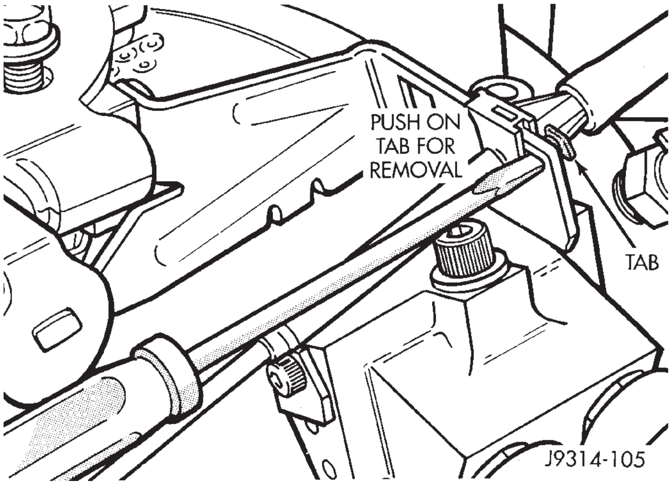


Fig. 41 Cable Release Tab—5.2L Engines—Typical

INSTALLATION

(1) 4.0L Engine: Slide throttle cable through hole in throttle body bracket until retainer tabs lock into bracket. Connect cable ball end to throttle body linkage ball (snaps on).

(2) 5.2L Engine: Connect cable ball end to throttle body linkage ball (snaps on). Connect cable to throttle body bracket (push down and lock).

(3) 4.0L Engine: Snap cable into clip on engine valve cover and clip at dash panel.

(4) Push other end of cable through opening in dash panel until retaining tabs lock into panel.

(5) From inside drivers compartment, slide throttle cable core wire into opening in top of pedal arm. Push cable retainer (clip) into pedal arm opening until it snaps in place.

(6) Before starting engine, operate accelerator pedal to check for any binding.

SPECIFICATIONS

VECI LABEL SPECIFICATIONS

If anything differs between the specifications found on the Vehicle Emission Control Information (VECI) label and the following specifications, use specifications on VECI label. The VECI label is located in the engine compartment.

FUEL TANK CAPACITY

Models	Liters	U.S. Gallons
All	87	23
Nominal refill capacities are shown. A variation may be observed from vehicle to vehicle due to manufacturing tolerance and refill procedure.		

FUEL SYSTEM PRESSURE

338 kPa ± 14 kPa (49.0 psi ± 2 psi).

TORQUE CHART

DESCRIPTION	TORQUE
Accelerator Pedal Bracket Mounting Nuts	10 N·m (92 in. lbs.)
Fuel Filter Mounting Strap Bolt	7 N·m (66 in. lbs.)
Fuel Pump Module Locknut	54 N·m (40 ft. lbs.)
Fuel Rail Mounting Bolts—4.0L Engine	27 N·m (20 ft. lbs.)
Fuel Rail Mounting Bolts—5.2L Engine	23 N·m (200 in. lbs.)
Fuel Tank Mounting Nuts	Refer To Manual Text
Fuel Hose Clamps	1 N·m (15 in. lbs.)

FUEL INJECTION SYSTEM

INDEX

GENERAL INFORMATION

INTRODUCTION

All engines are equipped with sequential Multi-Port Fuel Injection (MFI). The MFI system provides precise air/fuel ratios for all driving conditions.

The powertrain control module (PCM) operates the fuel system. The PCM was formerly referred to as the SBEC or engine controller. The PCM (Fig. 1) is a pre-programmed, dual microprocessor digital computer. It regulates ignition timing, air-fuel ratio, emission control devices, charging system, speed control, air conditioning compressor clutch engagement and idle speed. The PCM can adapt its programming to meet changing operating conditions.

Powertrain Control Module (PCM) Inputs represent the instantaneous engine operating conditions. Air-fuel mixture and ignition timing calibrations for various driving and atmospheric conditions are pre-programmed into the PCM. The PCM monitors and analyzes various inputs. It then computes engine fuel and ignition timing requirements based on these inputs. Fuel delivery control and ignition timing will then be adjusted accordingly.

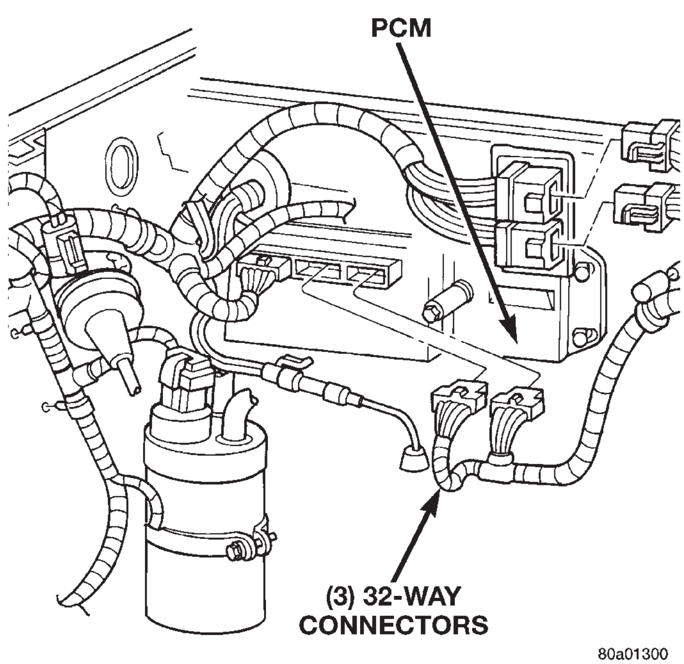


Fig. 1 Powertrain Control Module (PCM)

Other inputs to the PCM are provided by the brake light switch, air conditioning select switch and the

GENERAL INFORMATION (Continued)

speed control switches. All inputs to the PCM are converted into signals.

Electrically operated fuel injectors spray fuel in precise metered amounts into the intake port directly above the intake valve. The injectors are fired in a specific sequence by the PCM. The PCM maintains an air/fuel ratio of 14.7 to 1 by constantly adjusting injector pulse width. Injector pulse width is the length of time that the injector opens and sprays fuel into the chamber. The PCM adjusts injector pulse width by opening and closing the ground path to the injector.

Manifold absolute pressure (air density) and engine rpm (speed) are the primary inputs that determine fuel injector pulse width. The PCM also monitors other inputs when adjusting air-fuel ratio.

MODES OF OPERATION

As input signals to the powertrain control module (PCM) change, the PCM adjusts its response to the output devices. For example, the PCM must calculate different injector pulse width and ignition timing for idle than it does for wide open throttle (WOT).

The PCM will operate in two different modes: **Open Loop and Closed Loop**.

During Open Loop modes, the powertrain control module (PCM) receives input signals and responds only according to preset PCM programming. Input from the oxygen (O2S) sensors is not monitored during Open Loop modes.

During Closed Loop modes, the PCM will monitor the oxygen (O2S) sensors input. This input indicates to the PCM whether or not the calculated injector pulse width results in the ideal air-fuel ratio. This ratio is 14.7 parts air-to-1 part fuel. By monitoring the exhaust oxygen content through the O2S sensor, the PCM can fine tune the injector pulse width. This is done to achieve optimum fuel economy combined with low emission engine performance.

The fuel injection system has the following modes of operation:

- Ignition switch ON
- Engine start-up (crank)
- Engine warm-up
- Idle
- Cruise
- Acceleration
- Deceleration
- Wide open throttle (WOT)
- Ignition switch OFF

The ignition switch On, engine start-up (crank), engine warm-up, acceleration, deceleration and wide open throttle modes are Open Loop modes. The idle and cruise modes, (with the engine at operating temperature) are Closed Loop modes.

IGNITION SWITCH (KEY-ON) MODE

This is an Open Loop mode. When the fuel system is activated by the ignition switch, the following actions occur:

- The powertrain control module (PCM) pre-positions the idle air control (IAC) motor.
- The PCM determines atmospheric air pressure from the MAP sensor input to determine basic fuel strategy.
- The PCM monitors the engine coolant temperature sensor input. The PCM modifies fuel strategy based on this input.
- Intake manifold air temperature sensor input is monitored.
- Throttle position sensor (TPS) is monitored.
- The auto shutdown (ASD) relay is energized by the PCM for approximately three seconds.
- The fuel pump is energized through the fuel pump relay by the PCM. The fuel pump will operate for approximately three seconds unless the engine is operating or the starter motor is engaged.
- The O2S sensor heater element is energized through the fuel pump relay. The O2S sensor input is not used by the PCM to calibrate air-fuel ratio during this mode of operation.

ENGINE START-UP MODE

This is an Open Loop mode. The following actions occur when the starter motor is engaged.

The powertrain control module (PCM) receives inputs from:

- Battery voltage
- Engine coolant temperature sensor
- Crankshaft position sensor
- Intake manifold air temperature sensor
- Manifold absolute pressure (MAP) sensor
- Throttle position sensor (TPS)
- Starter motor relay
- Camshaft position sensor signal

The PCM monitors the crankshaft position sensor. If the PCM does not receive a crankshaft position sensor signal within 3 seconds of cranking the engine, it will shut down the fuel injection system.

The fuel pump is activated by the PCM through the fuel pump relay.

Voltage is applied to the fuel injectors with the PCM. The PCM will then control the injection sequence and injector pulse width by turning the ground circuit to each individual injector on and off.

The PCM determines the proper ignition timing according to input received from the crankshaft position sensor.

GENERAL INFORMATION (Continued)

ENGINE WARM-UP MODE

This is an Open Loop mode. During engine warm-up, the powertrain control module (PCM) receives inputs from:

- Battery voltage
- Crankshaft position sensor
- Engine coolant temperature sensor
- Intake manifold air temperature sensor
- Manifold absolute pressure (MAP) sensor
- Throttle position sensor (TPS)
- Camshaft position sensor signal (in the distributor)
- Park/neutral switch (gear indicator signal—auto. trans. only)
- Air conditioning select signal (if equipped)
- Air conditioning request signal (if equipped)

Based on these inputs the following occurs:

- Voltage is applied to the fuel injectors with the powertrain control module (PCM). The PCM will then control the injection sequence and injector pulse width by turning the ground circuit to each individual injector on and off.
- The PCM adjusts engine idle speed through the idle air control (IAC) motor and adjusts ignition timing.
- The PCM operates the A/C compressor clutch through the clutch relay. This is done if A/C has been selected by the vehicle operator and requested by the A/C thermostat.
- When engine has reached operating temperature, the PCM will begin monitoring O2S sensor input. The system will then leave the warm-up mode and go into closed loop operation.

IDLE MODE

When the engine is at operating temperature, this is a Closed Loop mode. At idle speed, the powertrain control module (PCM) receives inputs from:

- Air conditioning select signal (if equipped)
- Air conditioning request signal (if equipped)
- Battery voltage
- Crankshaft position sensor
- Engine coolant temperature sensor
- Intake manifold air temperature sensor
- Manifold absolute pressure (MAP) sensor
- Throttle position sensor (TPS)
- Camshaft position sensor signal (in the distributor)
- Battery voltage
- Park/neutral switch (gear indicator signal—auto. trans. only)
- Oxygen sensors

Based on these inputs, the following occurs:

- Voltage is applied to the fuel injectors with the powertrain control module (PCM). The PCM will then control injection sequence and injector pulse width by turning the ground circuit to each individual injector on and off.
- The PCM monitors the O2S sensor input and adjusts air-fuel ratio by varying injector pulse width. It also adjusts engine idle speed through the idle air control (IAC) motor.
- The PCM adjusts ignition timing by increasing and decreasing spark advance.
- The PCM operates the A/C compressor clutch through the clutch relay. This happens if A/C has been selected by the vehicle operator and requested by the A/C thermostat.

CRUISE MODE

When the engine is at operating temperature, this is a Closed Loop mode. At cruising speed, the powertrain control module (PCM) receives inputs from:

- Air conditioning select signal (if equipped)
- Air conditioning request signal (if equipped)
- Battery voltage
- Engine coolant temperature sensor
- Crankshaft position sensor
- Intake manifold air temperature sensor
- Manifold absolute pressure (MAP) sensor
- Throttle position sensor (TPS)
- Camshaft position sensor signal (in the distributor)
- Park/neutral switch (gear indicator signal—auto. trans. only)
- Oxygen (O2S) sensors

Based on these inputs, the following occurs:

- Voltage is applied to the fuel injectors with the PCM. The PCM will then adjust the injector pulse width by turning the ground circuit to each individual injector on and off.
- The PCM monitors the O2S sensor input and adjusts air-fuel ratio. It also adjusts engine idle speed through the idle air control (IAC) motor.
- The PCM adjusts ignition timing by turning the ground path to the coil on and off.
- The PCM operates the A/C compressor clutch through the clutch relay. This happens if A/C has been selected by the vehicle operator and requested by the A/C thermostat.

ACCELERATION MODE

This is an Open Loop mode. The powertrain control module (PCM) recognizes an abrupt increase in throttle position or MAP pressure as a demand for increased engine output and vehicle acceleration. The PCM increases injector pulse width in response to increased throttle opening.

DECELERATION MODE

When the engine is at operating temperature, this is an Open Loop mode. During hard deceleration, the

GENERAL INFORMATION (Continued)

powertrain control module (PCM) receives the following inputs.

- Air conditioning select signal (if equipped)
- Air conditioning request signal (if equipped)
- Battery voltage
- Engine coolant temperature sensor
- Crankshaft position sensor
- Intake manifold air temperature sensor
- Manifold absolute pressure (MAP) sensor
- Throttle position sensor (TPS)
- Camshaft position sensor signal (in the distributor)
- Park/neutral switch (gear indicator signal—auto. trans. only)

If the vehicle is under hard deceleration with the proper rpm and closed throttle conditions, the PCM will ignore the oxygen sensor input signal. The PCM will enter a fuel cut-off strategy in which it will not supply battery voltage to the injectors. If a hard deceleration does not exist, the PCM will determine the proper injector pulse width and continue injection.

Based on the above inputs, the PCM will adjust engine idle speed through the idle air control (IAC) motor.

The PCM adjusts ignition timing by turning the ground path to the coil on and off.

The PCM opens the ground circuit to the A/C clutch relay to disengage the A/C compressor clutch. This is done until the vehicle is no longer under deceleration (if the A/C system is operating).

WIDE OPEN THROTTLE MODE

This is an Open Loop mode. During wide open throttle operation, the powertrain control module (PCM) receives the following inputs.

- Battery voltage
- Crankshaft position sensor
- Engine coolant temperature sensor
- Intake manifold air temperature sensor
- Manifold absolute pressure (MAP) sensor
- Throttle position sensor (TPS)
- Camshaft position sensor signal (in the distributor)

During wide open throttle conditions, the following occurs:

- Voltage is applied to the fuel injectors with the powertrain control module (PCM). The PCM will then control the injection sequence and injector pulse width by turning the ground circuit to each individual injector on and off. The PCM ignores the oxygen sensor input signal and provides a predetermined amount of additional fuel. This is done by adjusting injector pulse width.
- The PCM adjusts ignition timing by turning the ground path to the coil on and off.
- The PCM opens the ground circuit to the A/C clutch relay to disengage the A/C compressor clutch. This will be done for approximately 15 seconds (if the air conditioning system is operating).

IGNITION SWITCH OFF MODE

When ignition switch is turned to OFF position, the PCM stops operating the injectors, ignition coil, ASD relay and fuel pump relay.

DESCRIPTION AND OPERATION

SYSTEM DIAGNOSIS

The PCM can test many of its own input and output circuits. If the PCM senses a fault in a major system, the PCM stores a Diagnostic Trouble Code (DTC) in memory.

Technicians can display stored DTC's by two different methods. The first is to cycle the ignition switch On - Off - On - Off - On within 5 seconds. Then count the number of times the malfunction indicator (check engine) lamp on the instrument panel flashes on and off. The number of flashes represents the DTC. There is a slight pause between the flashes representing the first and second digits of the code. Longer pauses separate individual trouble codes.

The second method of reading DTC's uses the DRB scan tool. For DTC information, refer to Group 25, Emission Control Systems. See On-Board Diagnostics.

POWERTRAIN CONTROL MODULE (PCM)

The powertrain control module (PCM) (Fig. 1) operates the fuel system. The PCM was formerly referred to as the SBEC or engine controller. The PCM is a pre-programmed, dual microprocessor digital computer. It regulates ignition timing, air-fuel ratio, emission control devices, charging system, speed control, air conditioning compressor clutch engagement and idle speed. The PCM can adapt its programming to meet changing operating conditions.

The PCM receives input signals from various switches and sensors. Based on these inputs, the PCM regulates various engine and vehicle operations through different system components. These components are referred to as Powertrain Control Module (PCM) Outputs. The sensors and switches that provide inputs to the PCM are considered Powertrain Control Module (PCM) Inputs.

The PCM adjusts ignition timing based upon inputs it receives from sensors that react to: engine rpm, manifold absolute pressure, engine coolant temperature, throttle position, transmission gear selection (automatic transmission), vehicle speed and the brake switch.

DESCRIPTION AND OPERATION (Continued)

The PCM adjusts idle speed based on inputs it receives from sensors that react to: throttle position, vehicle speed, transmission gear selection, engine coolant temperature and from inputs it receives from the air conditioning clutch switch and brake switch.

Based on inputs that it receives, the PCM adjusts ignition coil dwell. The PCM also adjusts the generator charge rate through control of the generator field and provides speed control operation.

NOTE: PCM Inputs:

- Generator output
- A/C request (if equipped with factory A/C)
- A/C select (if equipped with factory A/C)
- Auto shutdown (ASD) sense
- Intake manifold air temperature sensor
- Battery voltage
- Brake switch
- Engine coolant temperature sensor
- Crankshaft position sensor
- Ignition circuit sense (ignition switch in run position)
- Manifold absolute pressure (MAP) sensor
- Overdrive/override switch
- Oxygen sensor
- Park/neutral switch (auto. trans. only)
- SCI receive (DRB scan tool connection)
- Speed control resume switch
- Speed control set switch
- Speed control on/off switch
- Camshaft position sensor signal
- Throttle position sensor
- Vehicle speed sensor
- Sensor return
- Power ground
- Signal ground

NOTE: PCM Outputs:

- A/C clutch relay
- Idle air control (IAC) motor
- Auto shutdown (ASD) relay
- Generator field
- Malfunction indicator lamp (Check engine lamp)
- EGR valve control solenoid
- Fuel injectors
- Fuel pump relay
- Ignition coil
- EVAP canister purge solenoid
- SCI transmit (DRB scan tool connection)
- Speed control vacuum solenoid
- Speed control vent solenoid
- Tachometer (on instrument panel, if equipped)

The powertrain control module (PCM) contains a voltage convertor. This converts battery voltage to a regulated 5.0 volts. It is used to power the crankshaft position sensor, camshaft position sensor and vehicle speed sensor. The PCM also provides a five (5) volt supply for the manifold absolute pressure (MAP) sensor and throttle position sensor (TPS).

AIR CONDITIONING (A/C) CONTROLS—PCM INPUT

The A/C control system information applies to factory installed air conditioning units.

A/C SELECT SIGNAL: When the A/C switch is in the ON position, an input signal is sent to the powertrain control module (PCM). The signal informs the PCM that the A/C has been selected. The PCM adjusts idle speed to a pre-programmed rpm through the idle air control (IAC) motor to compensate for increased engine load.

A/C REQUEST SIGNAL: Once A/C has been selected, the powertrain control module (PCM) receives the A/C request signal from the evaporator switch. The input indicates that the evaporator temperature is in the proper range for A/C application. The PCM uses this input to cycle the A/C compressor clutch (through the A/C relay). It will also determine the correct engine idle speed through the idle air control (IAC) motor position.

If the A/C low-pressure switch opens (indicating a low refrigerant level), the PCM will not receive an A/C receive signal. The PCM will then remove the ground from the A/C relay. This will deactivate the A/C compressor clutch.

If the evaporator switch opens, (indicating that evaporator is not in proper temperature range), the PCM will not receive the A/C request signal. The PCM will then remove the ground from the A/C relay, deactivating the A/C compressor clutch.

AUTOMATIC SHUTDOWN (ASD) RELAY SENSE—PCM INPUT

A 12 volt signal at this input indicates to the PCM that the ASD has been activated. The ASD relay is located in the Power Distribution Center (PDC). The PDC is located in the engine compartment (Fig. 2). Refer to label on PDC cover for relay location. The relay is used to connect the oxygen sensor heater element, ignition coil, generator field winding and fuel injectors to 12 volt + power supply.

This input is used only to sense that the ASD relay is energized. If the powertrain control module (PCM) does not see 12 volts at this input when the ASD should be activated, it will set a diagnostic trouble code (DTC).

BATTERY TEMPERATURE SENSOR—PCM INPUT

Provides a signal to the PCM corresponding to the battery temperature. Refer to Group 8C, Charging System for additional information.

DESCRIPTION AND OPERATION (Continued)

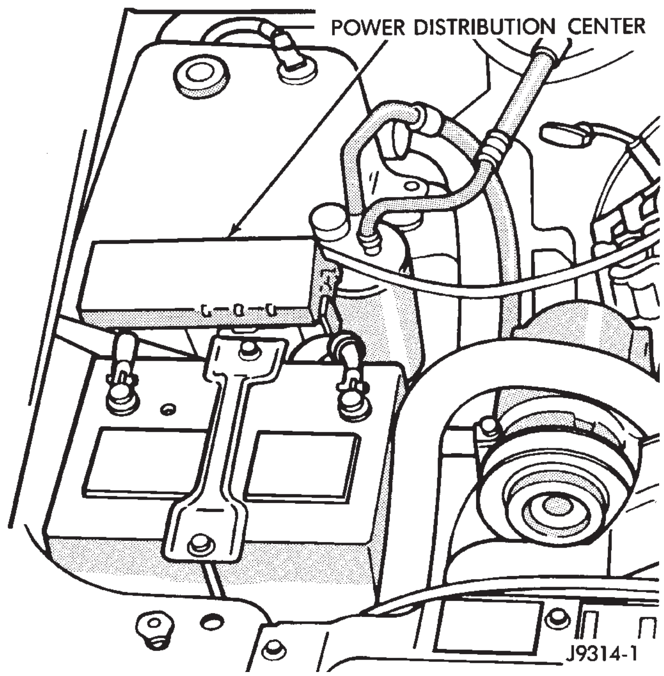


Fig. 2 Power Distribution Center (PDC)

BATTERY VOLTAGE—PCM INPUT

The battery voltage input provides power to the powertrain control module (PCM). It also informs the PCM what voltage level is supplied to the ignition coil and fuel injectors.

If battery voltage is low, the PCM will increase injector pulse width (period of time that the injector is energized). This is done to compensate for the reduced flow through injector caused by the lowered voltage.

FIVE VOLT SENSOR SUPPLY—PRIMARY

Supplies the required 5 volt power source to the crankshaft position sensor, camshaft position sensor, MAP sensor and throttle position sensor.

FIVE VOLT SENSOR SUPPLY—SECONDARY

Supplies the required 5 volt power source to the transmission pressure sensor and the vehicle speed sensor.

FUEL LEVEL SENSOR—PCM INPUT

The fuel level sensor sends a signal to the PCM to indicate fuel level. The purpose of this feature is to prevent a false setting of misfire and fuel system monitor trouble codes if the fuel level is either less than 15 percent, or more than 85 percent of its rated capacity.

BRAKE SWITCH—PCM INPUT

When the brake light switch is activated, the powertrain control module (PCM) receives an input indicating that the brakes are being applied. After receiving this input, the PCM maintains idle speed to a scheduled rpm through control of the idle air control (IAC) motor. The brake switch input is also used to operate the speed control system.

CAMSHAFT POSITION SENSOR—PCM INPUT

A sync signal is provide by the camshaft position sensor. The sensor located in the distributor on all 4.0L/5.2L engines (Fig. 3). The sync signal from this sensor works in conjunction with the crankshaft position sensor to provide the powertrain control module (PCM) with inputs. This is done to establish and maintain correct injector firing order.

Refer to Camshaft Position Sensor in Group 8D, Ignition System for more information.

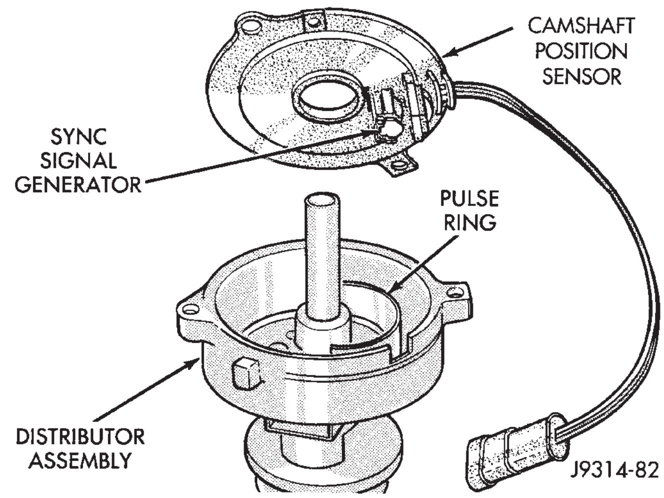


Fig. 3 Camshaft Position Sensor—Typical (5.2L Distributor Shown)

CRANKSHAFT POSITION SENSOR—5.2L ENGINES—PCM INPUT

This sensor is a hall effect device that detects notches in the flywheel (manual transmission) or flexplate (automatic transmission).

This sensor is used to indicate to the powertrain control module (PCM) that a spark and or fuel injection event is to be required. The output from this sensor, in conjunction with the camshaft position sensor signal, is used to differentiate between fuel injection and spark events. It is also used to synchronize the fuel injectors with their respective cylinders.

The sensor is bolted to the cylinder block near the rear of the right cylinder head (Fig. 4).

Refer to Group 8D, Ignition System for more crankshaft position sensor information.

The engine will not operate if the PCM does not receive a crankshaft position sensor input.

DESCRIPTION AND OPERATION (Continued)

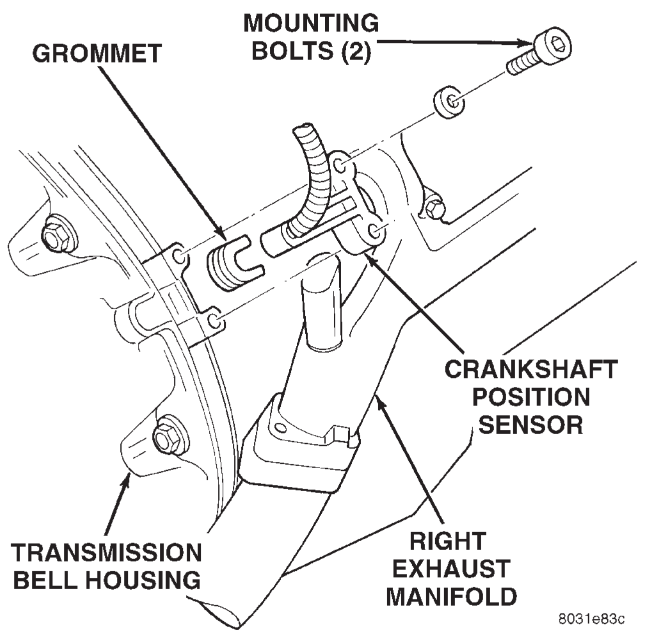


Fig. 4 Crankshaft Position Sensor—5.2L Engine

CRANKSHAFT POSITION SENSOR—4.0L ENGINE—PCM INPUT

This sensor is a hall effect device that detects notches in the flywheel (manual transmission) or flexplate (automatic transmission).

This sensor is used to indicate to the powertrain control module (PCM) that a spark and or fuel injection event is to be required. The output from this sensor, in conjunction with the camshaft position sensor signal, is used to differentiate between fuel injection and spark events. It is also used to synchronize the fuel injectors with their respective cylinders.

The sensor is bolted to the transmission bellhousing (Fig. 5).

Refer to Group 8D, Ignition System for more crankshaft position sensor information.

The engine will not operate if the PCM does not receive a crankshaft position sensor input.

ENGINE COOLANT TEMPERATURE SENSOR—5.2L ENGINES—PCM INPUT

The engine coolant temperature sensor is installed next to the thermostat housing (Fig. 6) and protrudes into the water jacket. The sensor provides an input voltage to the powertrain control module (PCM) relating coolant temperature. The PCM uses this input along with inputs from other sensors to determine injector pulse width and ignition timing. As coolant temperature varies, the coolant temperature sensor resistance will change. This change in resistance results in a different input voltage to the PCM.

When the engine is cold, the PCM will operate in Open Loop cycle. It will demand slightly richer air-fuel mixtures and higher idle speeds. This is done until normal operating temperatures are reached.

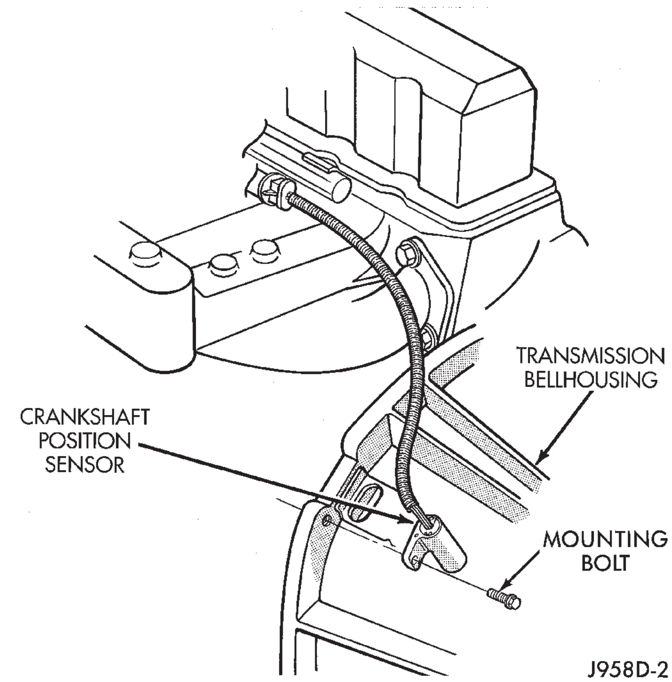


Fig. 5 Crankshaft Position Sensor—4.0L Engine

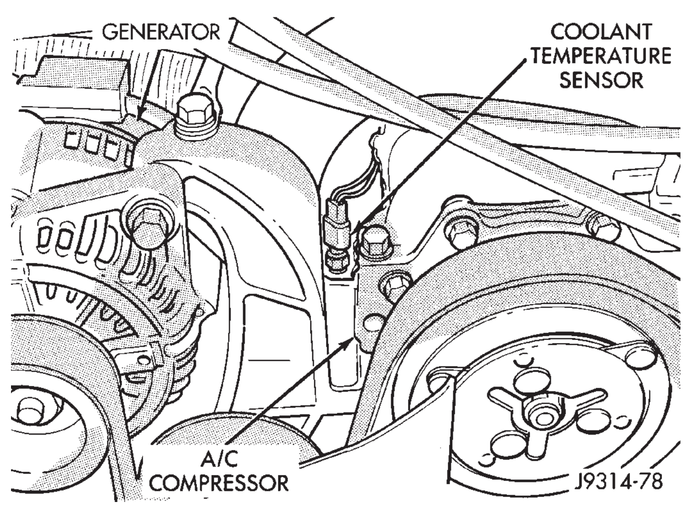


Fig. 6 Engine Coolant Temperature Sensor—5.2L Engines

ENGINE COOLANT TEMPERATURE SENSOR—4.0L ENGINE—PCM INPUT

The engine coolant temperature sensor is installed in the thermostat housing (Fig. 7) and protrudes into the water jacket. The sensor provides an input voltage to the powertrain control module (PCM) relating coolant temperature. The PCM uses this input along with inputs from other sensors to determine injector pulse width and ignition timing. As coolant temperature varies, the coolant temperature sensor's resistance changes. The change in resistance results in a different input voltage to the PCM.

DESCRIPTION AND OPERATION (Continued)

When the engine is cold, the PCM will operate in Open Loop cycle. It will demand slightly richer air-fuel mixtures and higher idle speeds. This is done until normal operating temperatures are reached.

Refer to Open Loop/Closed Loop Modes of Operation in this section of the group for more information.

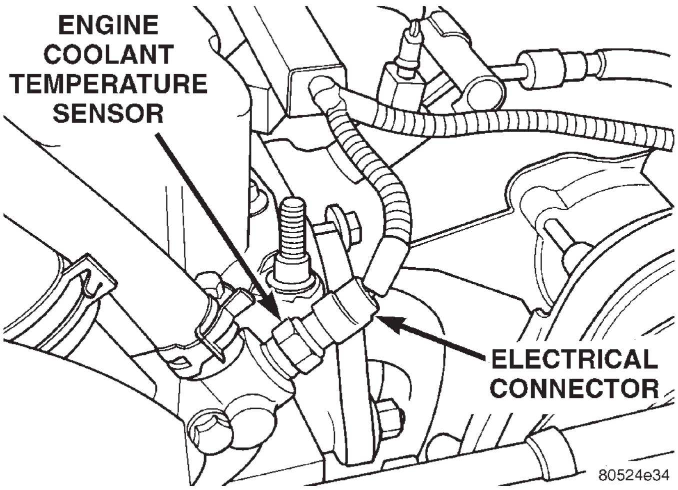


Fig. 7 Engine Coolant Temperature Sensor—4.0L Engine—Typical

OXYGEN SENSOR (O2S)—PCM INPUT

Two heated O2S sensors are used. The sensors produce voltages from 0 to 1 volt, depending upon the oxygen content of the exhaust gas in the exhaust manifold. When a large amount of oxygen is present (caused by a lean air/fuel mixture), the sensors produces a low voltage. When there is a lesser amount present (rich air/fuel mixture) it produces a higher voltage. By monitoring the oxygen content and converting it to electrical voltage, the sensors act as a rich-lean switch.

The oxygen sensors are equipped with a heating element that keeps the sensors at proper operating temperature during all operating modes. Maintaining correct sensor temperature at all times allows the system to enter into closed loop operation sooner. Also, it allows the system to remain in closed loop operation during periods of extended idle.

In Closed Loop operation, the PCM monitors the O2S sensor input (along with other inputs) and adjusts the injector pulse width accordingly. During Open Loop operation, the PCM ignores the O2 sensor input. The PCM adjusts injector pulse width based on preprogrammed (fixed) values and inputs from other sensors.

The Automatic Shutdown (ASD) relay supplies battery voltage to both the upstream and downstream heated oxygen sensors. The oxygen sensors are equipped with a heating element. The heating elements reduce the time required for the sensors to reach operating temperature.

UPSTREAM HEATED OXYGEN SENSOR

The upstream O2S sensor is located near the inlet end of the catalytic converter. It provides an input voltage to the PCM. The input tells the PCM the oxygen content of the exhaust gas. The PCM uses this information to fine tune the air/fuel ratio by adjusting injector pulse width.

DOWNSTREAM HEATED OXYGEN SENSOR

The downstream heated oxygen sensor is located near the outlet end of the catalytic converter. The downstream heated oxygen sensor input is used to detect catalytic convertor deterioration. As the convertor deteriorates, the input from the downstream sensor begins to match the upstream sensor input except for a slight time delay. By comparing the downstream heated oxygen sensor input to the input from the upstream sensor, the PCM calculates catalytic convertor efficiency.

When the catalytic converter efficiency drops below emission standards, the PCM stores a diagnostic trouble code and illuminates the Malfunction Indicator Lamp (MIL). For more information, refer to Group 25, Emission Control Systems.

IGNITION CIRCUIT SENSE—PCM INPUT

The ignition circuit sense input tells the Powertrain Control Module (PCM) the ignition switch has energized the ignition circuit. Refer to the wiring diagrams for circuit information.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR—5.2L ENGINES—PCM INPUT

The intake manifold air temperature sensor is installed in the intake manifold with the sensor element extending into the air stream (Fig. 8). The sensor provides an input voltage to the powertrain control module (PCM) indicating intake manifold air temperature. The input is used along with inputs from other sensors to determine injector pulse width. As the temperature of the air-fuel stream in the manifold varies, the sensor resistance changes. This results in a different input voltage to the PCM.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR—4.0L ENGINE—PCM INPUT

The intake manifold air temperature sensor is installed in the intake manifold with the sensor element extending into the air stream (Fig. 9). The sensor provides an input voltage to the powertrain control module (PCM) indicating intake manifold air temperature. The input is used along with inputs from other sensors to determine injector pulse width. As the temperature of the air-fuel stream in the manifold varies, the sensor resistance changes. This results in a different input voltage to the PCM.

DESCRIPTION AND OPERATION (Continued)

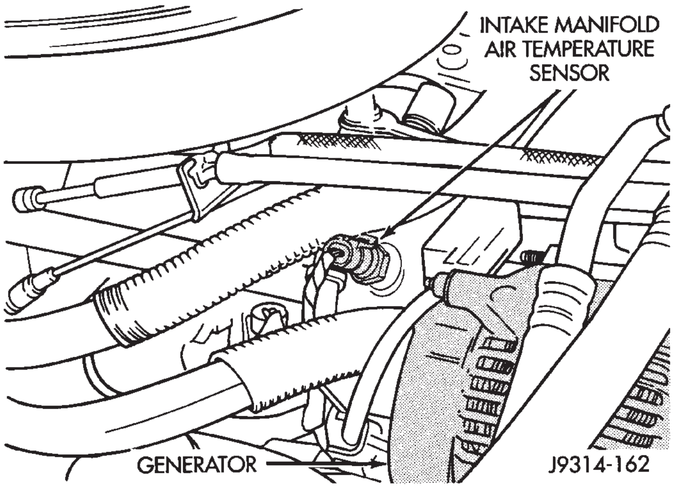


Fig. 8 Intake Manifold Air Temperature Sensor—5.2L Engine

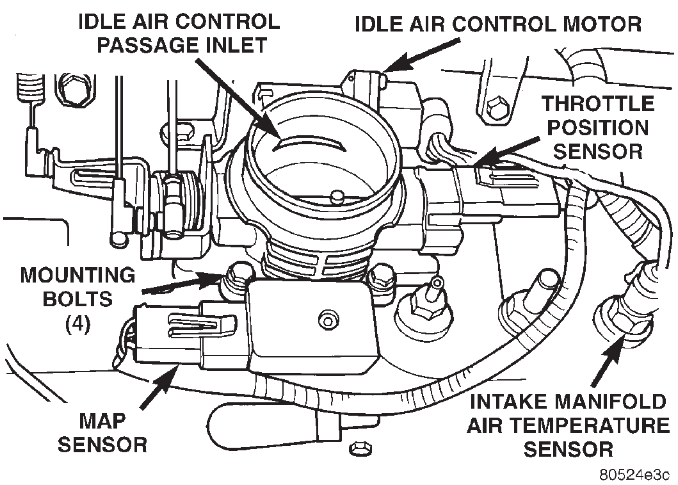


Fig. 9 Intake Air Temp. Sensor Location—4.0L Engine

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR—5.2L ENGINES—PCM INPUT

The MAP sensor reacts to absolute pressure in the intake manifold. It provides an input voltage to the powertrain control module (PCM). As engine load changes, manifold pressure varies. The change in manifold pressure causes MAP sensor voltage to change. The change in MAP sensor voltage results in a different input voltage to the PCM. The input voltage level supplies the PCM with information about ambient barometric pressure during engine start-up (cranking) and engine load while the engine is running. The PCM uses this input along with inputs from other sensors to adjust air-fuel mixture.

The MAP sensor is mounted on the side of the engine throttle body (Fig. 10). The sensor is connected to the throttle body with a rubber L-shaped fitting.

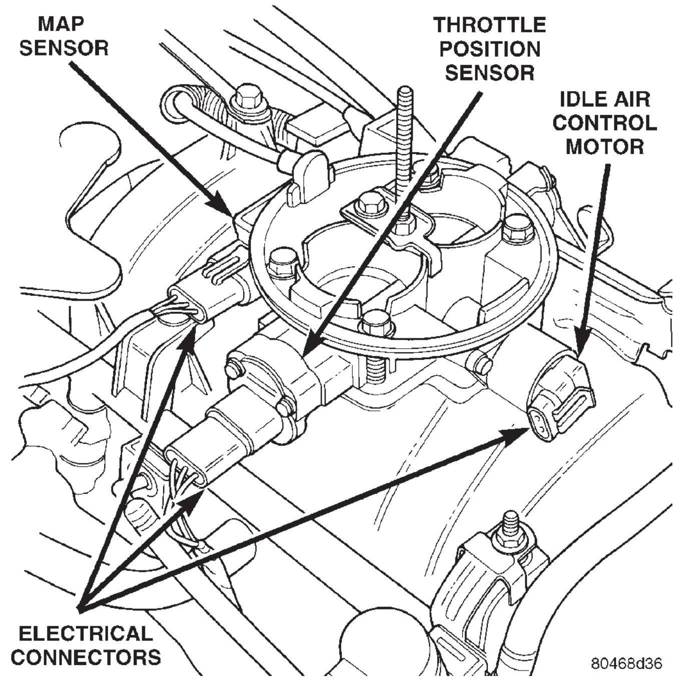


Fig. 10 MAP and Throttle Position Sensor Location—5.2L Engine

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR—4.0L ENGINE—PCM INPUT

The MAP sensor reacts to absolute pressure in the intake manifold. It provides an input voltage to the powertrain control module (PCM). As engine load changes, manifold pressure varies. The change in manifold pressure causes MAP sensor voltage to change. The change in MAP sensor voltage results in a different input voltage to the PCM. The input voltage level supplies the PCM with information about ambient barometric pressure during engine start-up (cranking) and engine load while the engine is running. The PCM uses this input along with inputs from other sensors to adjust air-fuel mixture.

The MAP sensor is mounted on the side of the engine throttle body (Fig. 9). The sensor is connected to the throttle body with a rubber L-shaped fitting.

OUTPUT SHAFT SPEED SENSOR—PCM INPUT

This sensor generates a signal to the PCM relating to the speed of the transmission main drive shaft. This input is used with 4–speed electronic transmissions only. Also refer to Vehicle Speed Sensor—PCM Input for additional information.

OVERDRIVE/OVERRIDE SWITCH-PCM INPUT

On vehicles equipped with an automatic transmission and overdrive, the powertrain control module (PCM) regulates the 3-4 overdrive up-shift and downshift through the overdrive solenoid. This solenoid is located in the transmission. An overdrive/override

DESCRIPTION AND OPERATION (Continued)

push-button switch is located on the instrument panel.

The PCM circuit for overdrive is controlled by inputs from the engine coolant temperature sensor and vehicle speed sensor. If coolant temperature and vehicle speed are not within the preset PCM specifications, the PCM will not allow the transmission to shift into overdrive. These preset PCM specifications must be met before the push-button switch will be allowed to control overdrive operation.

The overdrive/override push-button switch is normally closed (overdrive allowed) when the lamp is not illuminated. It opens (overdrive not allowed) when the operator presses the switch and the lamp is illuminated. The switch will revert to its normally closed position (lamp off) each time the ignition switch in turned on. The transmission downshifts if the operator presses the override switch while in overdrive.

Refer to Group 21 for more transmission information.

SPEED CONTROL SWITCHES—PCM INPUT

Two separate speed control switch modules are mounted on the steering wheel to the left and right side of the driver's airbag module. Within the two switch modules, five **momentary** contact switches, supporting seven different speed control functions are used. The outputs from these switches are filtered into one input. The Powertrain Control Module (PCM) determines which output has been applied through **resistive multiplexing.** The input circuit voltage is measured by the PCM to determine which switch function has been selected.

A speed control indicator lamp, located on the instrument panel cluster is energized by the PCM via the CCD Bus. This occurs when speed control system power has been turned ON, and the engine is running.

The two switch modules are labeled: ON/OFF, SET, RESUME/ACCEL, CANCEL and COAST. Refer to Group 8H, Speed Control System for more information.

TRANSMISSION PARK/NEUTRAL SWITCH—PCM INPUT

The park/neutral switch is located on the transmission housing and provides an input to the powertrain control module (PCM). This will indicate that the automatic transmission is in Park, Neutral or a drive gear selection. This input is used to determine idle speed (varying with gear selection), fuel injector pulse width, ignition timing advance and vehicle speed control operation. Refer to Group 21, Transmissions, for testing, replacement and adjustment information.

TRANSMISSION GOVERNOR PRESSURE SENSOR—PCM INPUT

Provides a signal proportional to the transmission governor pressure. It provides feedback for control of the variable force solenoid, which regulates transmission governor pressure. This input is used with 4–speed electronic transmissions only.

TRANSMISSION TEMPERATURE SENSOR—PCM INPUT

This input is used in the shift operation for 4–speed electronic transmissions only. The temperature data is used for: torque converter clutch operation, overdrive shift, low temperature shift compensation, wide open throttle shift strategy and governor pressure transducer calibration.

THROTTLE POSITION SENSOR (TPS)—5.2L ENGINE—PCM INPUT

The throttle position sensor (TPS) is mounted on the throttle body (Fig. 10). The TPS is a variable resistor that provides the powertrain control module (PCM) with an input signal (voltage) that represents throttle blade position. The sensor is connected to the throttle blade shaft. As the position of the throttle blade changes, the resistance of the TPS changes.

The PCM supplies approximately 5 volts to the TPS. The TPS output voltage (input signal to the PCM) represents the throttle blade position. The PCM receives an input signal voltage from the TPS. This will vary in an approximate range of from 1 volt at minimum throttle opening (idle), to 4 volts at wide open throttle. Along with inputs from other sensors, the PCM uses the TPS input to determine current engine operating conditions. In response to engine operating conditions, the PCM will adjust fuel injector pulse width and ignition timing.

THROTTLE POSITION SENSOR (TPS)—4.0L ENGINE—PCM INPUT

The throttle position sensor (TPS) is mounted on the throttle body (Fig. 9). The TPS is a variable resistor that provides the powertrain control module (PCM) with an input signal (voltage) that represents throttle blade position. The sensor is connected to the throttle blade shaft. As the position of the throttle blade changes, the resistance of the TPS changes.

The PCM supplies approximately 5 volts to the TPS. The TPS output voltage (input signal to the PCM) represents the throttle blade position. The PCM receives an input signal voltage from the TPS. This will vary in an approximate range of from 1 volt at minimum throttle opening (idle), to 4 volts at wide open throttle. Along with inputs from other sensors, the PCM uses the TPS input to determine current engine operating conditions. In response to engine

DESCRIPTION AND OPERATION (Continued)

operating conditions, the PCM will adjust fuel injector pulse width and ignition timing.

VEHICLE SPEED AND DISTANCE SENSOR—PCM INPUT

The vehicle speed sensor is located on the speedometer pinion gear adapter (Fig. 11). The pinion gear adapter is located on the extension housing of the transmission (drivers side). The sensor input is used by the powertrain control module (PCM) to determine vehicle speed and distance traveled.

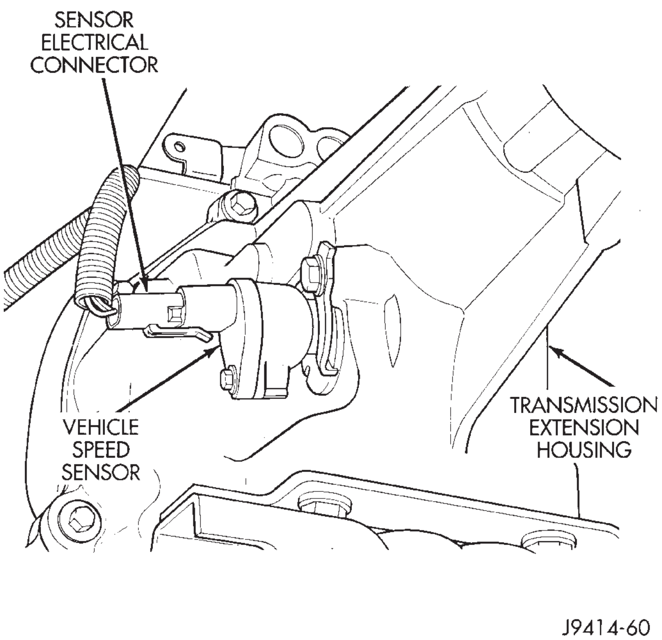


Fig. 11 Vehicle Speed Sensor Location—Typical

The speed sensor generates 8 pulses per sensor revolution. These signals, in conjunction with a closed throttle signal from the throttle position sensor, indicate a closed throttle deceleration to the PCM. When the vehicle is stopped at idle, a closed throttle signal is received by the PCM (but a speed sensor signal is not received).

Under deceleration conditions, the PCM adjusts the idle air control (IAC) motor to maintain a desired MAP value. Under idle conditions, the PCM adjusts the IAC motor to maintain a desired engine speed.

POWER GROUND

The power ground is used to control ground circuits for the following powertrain control module (PCM) loads:

- Generator field winding
- 8 volt (PCM) power supply
- Fuel injectors
- Ignition coil

AIR CONDITIONING (A/C) CLUTCH RELAY—PCM OUTPUT

The A/C relay is located in the Power Distribution Center (PDC). The PDC is located in the engine compartment (Fig. 12). Refer to label on PDC cover for relay location.

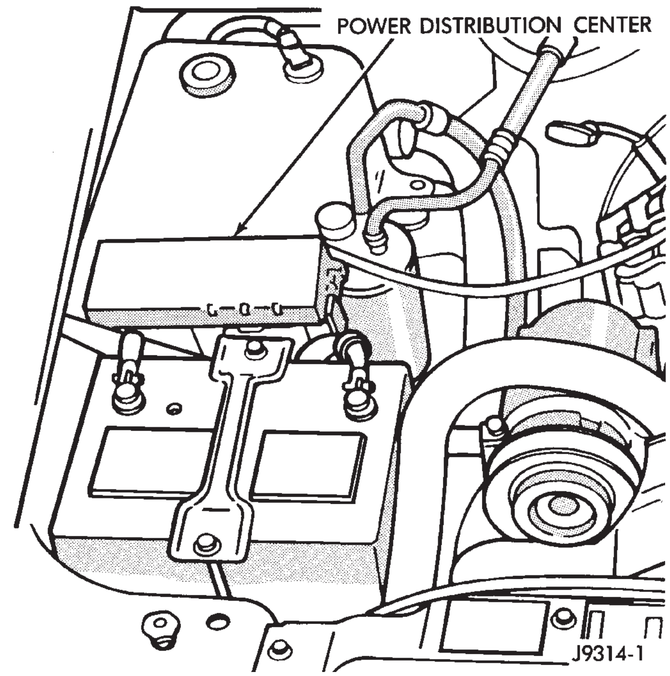


Fig. 12 Power Distribution Center (PDC)

The powertrain control module (PCM) activates the A/C compressor through the A/C clutch relay. The PCM regulates A/C compressor operation by switching the ground circuit for the A/C clutch relay on and off.

When the PCM receives a request for A/C from A/C evaporator switch, it will adjust idle air control (IAC) motor position. This is done to increase idle speed. The PCM will then activate the A/C clutch through the A/C clutch relay. The PCM adjusts idle air control (IAC) stepper motor position to compensate for increased engine load from the A/C compressor.

By switching the ground path for the relay on and off, the PCM is able to cycle the A/C compressor clutch. This is based on changes in engine operating conditions. If, during A/C operation, the PCM senses low idle speeds or a wide open throttle condition, it will de-energize the relay. This prevents A/C clutch engagement. The relay will remain de-energized until the idle speed increases or the wide open throttle condition exceeds 15 seconds or no longer exists. The PCM will also de-energize the relay if coolant temperature exceeds 125°C (257°F).

DESCRIPTION AND OPERATION (Continued)

AUTO SHUTDOWN (ASD) RELAY—PCM OUTPUT

The ASD relay is located in the Power Distribution Center (PDC) (Fig. 12).

The ASD supplies battery voltage to the fuel pump, fuel injector, ignition coil, generator field winding and oxygen (O2S) sensor heating element. The ground circuit for the coil in the ASD relay is controlled by the powertrain control module (PCM). The PCM operates the relay by switching the ground circuit on and off.

The fuel pump relay is controlled by the PCM through same circuit that the ASD relay is controlled.

DATA LINK CONNECTOR—PCM INPUT AND OUTPUT

The 16–way data link connector (diagnostic scan tool connector) links the Diagnostic Readout Box (DRB) scan tool or the Mopar Diagnostic System (MDS) with the powertrain control module (PCM). The data link connector is located under the instrument panel to the left of the steering column (Fig. 13). For operation of the DRB scan tool, refer to the appropriate Powertrain Diagnostic Procedures service manual.

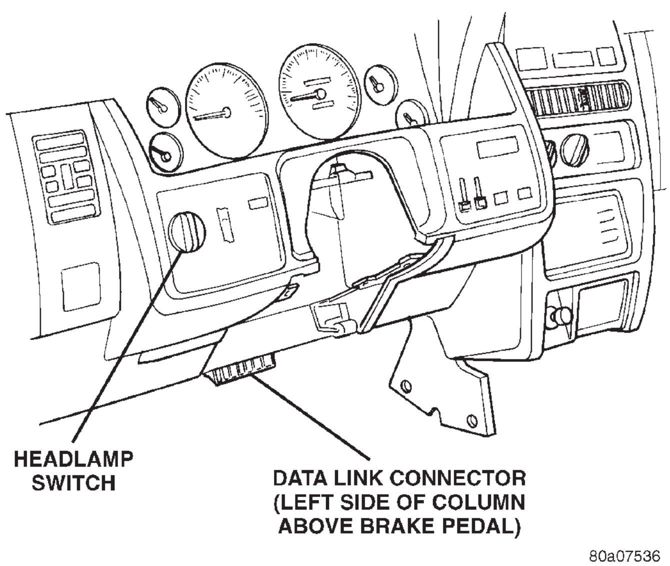


Fig. 13 Data Link Connector Location

DUTY CYCLE EVAP PURGE SOLENOID VALVE-PCM OUTPUT

Refer to Group 25, Emission Control System for information.

FUEL INJECTORS—5.2L ENGINES—PCM OUTPUT

The fuel injectors are attached to the fuel rail (Fig. 14). 5.2L V-8 engines use eight injectors.

The nozzle ends of the injectors are positioned into openings in the intake manifold just above the intake valve ports of the cylinder head. The engine wiring harness connector for each fuel injector is equipped with an attached numerical tag (INJ 1, INJ 2 etc.). This is used to identify each fuel injector with its respective cylinder number.

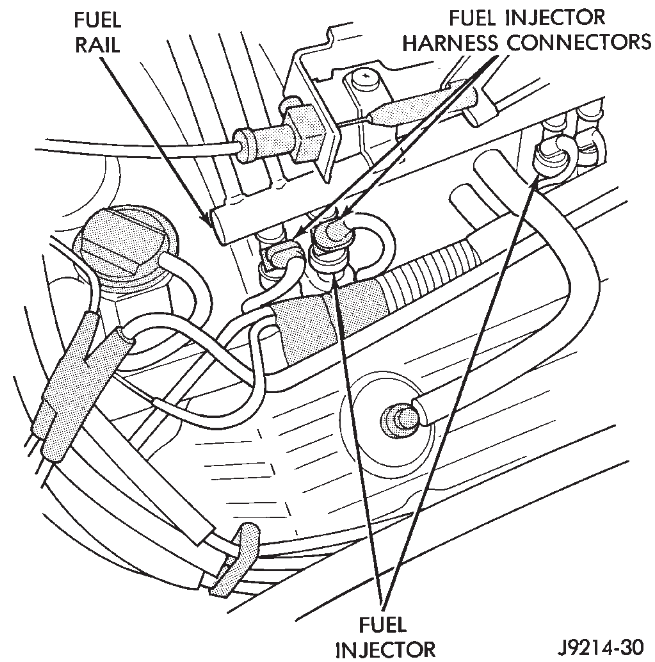


Fig. 14 Fuel Injectors—5.2L Engines—Typical

The injectors are energized individually in a sequential order by the powertrain control module (PCM). The PCM will adjust injector pulse width by switching the ground path to each individual injector on and off. Injector pulse width is the period of time that the injector is energized. The PCM will adjust injector pulse width based on various inputs it receives.

During start up, battery voltage is supplied to the injectors through the ASD relay. When the engine is operating, voltage is supplied by the charging system. The PCM determines injector pulse width based on various inputs.

FUEL INJECTORS—4.0L ENGINE—PCM OUTPUT

Six individual fuel injectors are used with the 4.0L 6-cylinder engine. The injectors are attached to the fuel rail (Fig. 15).

The nozzle ends of the injectors are positioned into openings in the intake manifold just above the intake valve ports of the cylinder head. The engine wiring harness connector for each fuel injector is equipped with an attached numerical tag (INJ 1, INJ 2 etc.). This is used to identify each fuel injector.

The injectors are energized individually in a sequential order by the powertrain control module (PCM). The PCM will adjust injector pulse width by switching the ground path to each individual injector

DESCRIPTION AND OPERATION (Continued)

on and off. Injector pulse width is the period of time that the injector is energized. The PCM will adjust injector pulse width based on various inputs it receives.

During start up, battery voltage is supplied to the injectors through the ASD relay. When the engine is operating, voltage is supplied by the charging system. The PCM determines injector pulse width based on various inputs.

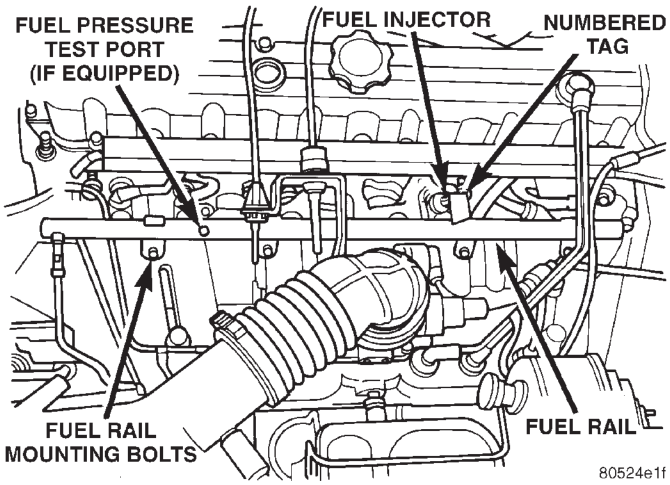


Fig. 15 Fuel Injectors—4.0L Engine

FUEL PUMP RELAY-PCM OUTPUT

The PCM energizes the electric fuel pump and the oxygen sensor (O2S) heating element through the fuel pump relay. Battery voltage is applied to the fuel pump relay when the ignition key is ON. The relay is energized when a ground signal is provided by the PCM.

Refer to Automatic Shutdown Relay—PCM Output for additional information.

The fuel pump will operate for approximately one second unless the engine is operating or the starter motor is engaged.

The fuel pump relay is located in the Power Distribution Center (PDC) (Fig. 12).

GENERATOR FIELD—PCM OUTPUT

The powertrain control module (PCM) regulates the charging system voltage within a range of 12.9 to 15.0 volts. Refer to Groups 8A and 8C for charging system information.

GENERATOR LAMP—PCM OUTPUT

If the powertrain control module (PCM) senses a low charging condition in the charging system, it will illuminate the generator lamp (if equipped) on the instrument panel. For example, during low idle with all accessories turned on, the lamp may momentarily go on. Once the PCM corrects idle speed to a higher rpm, the lamp will go out. Refer to Groups 8A and 8C for charging system information.

IDLE AIR CONTROL (IAC) MOTOR—5.2L ENGINES—PCM OUTPUT

The IAC motor is mounted to the back of the throttle body (Fig. 10) and is controlled by the powertrain control module (PCM).

The throttle body has an air control passage that provides air for the engine at idle (the throttle plate is closed). The IAC motor pintle protrudes into the air control passage (Fig. 16) and regulates air flow through it. Based on various sensor inputs, the powertrain control module (PCM) adjusts engine idle speed by moving the IAC motor pintle in and out of the air control passage. The IAC motor is positioned when the ignition key is turned to the On position.

A (factory adjusted) set screw is used to mechanically limit the position of the throttle body throttle plate. **Never attempt to adjust the engine idle speed using this screw.** All idle speed functions are controlled by the PCM.

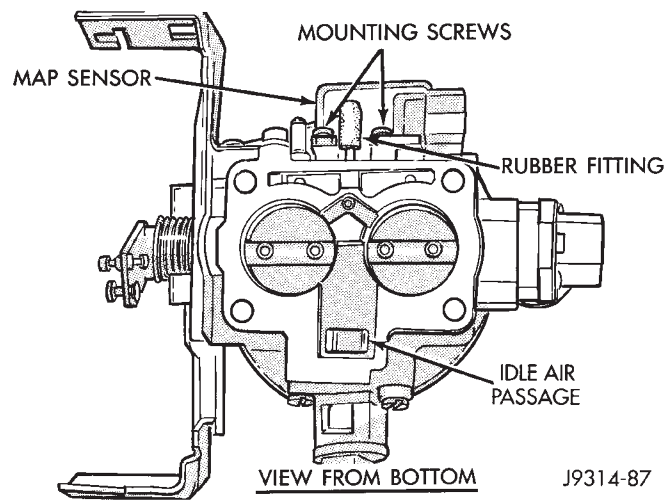


Fig. 16 Throttle Body Air Control Passage—5.2L Engine

IDLE AIR CONTROL (IAC) MOTOR—4.0L ENGINE—PCM OUTPUT

The IAC motor is mounted on the throttle body (Fig. 9) and is controlled by the powertrain control module (PCM).

The throttle body has an air control passage that provides air for the engine at idle (the throttle plate is closed). The IAC motor pintle protrudes into the air control passage and regulates air flow through it. Based on various sensor inputs, the powertrain control module (PCM) adjusts engine idle speed by moving the IAC motor pintle in and out of the air control passage. The IAC motor is positioned when the ignition key is turned to the On position.

DESCRIPTION AND OPERATION (Continued)

A (factory adjusted) set screw is used to mechanically limit the position of the throttle body throttle plate. **Never attempt to adjust the engine idle speed using this screw.** All idle speed functions are controlled by the PCM.

IGNITION COIL—5.2L ENGINES—PCM OUTPUT

System voltage is supplied to the ignition coil positive terminal. The powertrain control module (PCM) operates the ignition coil. **Base (initial) ignition timing is not adjustable.** The PCM adjusts ignition timing to meet changing engine operating conditions.

The ignition coil is located near the front of the right cylinder head (Fig. 17).

Refer to Group 8D, Ignition System for additional information.

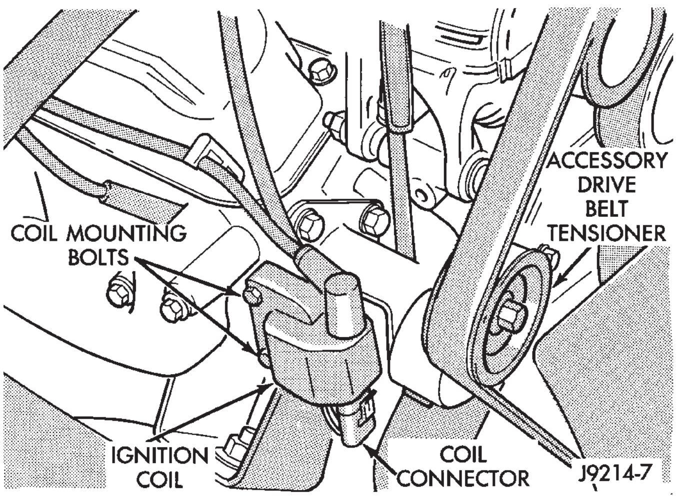


Fig. 17 Ignition Coil—5.2L Engine

IGNITION COIL—4.0L ENGINES—PCM OUTPUT

System voltage is supplied to the ignition coil positive terminal. The powertrain control module (PCM) operates the ignition coil. **Base (initial) ignition timing is not adjustable.** The PCM adjusts ignition timing to meet changing engine operating conditions.

The ignition coil is located near the distributor (Fig. 18).

Refer to Group 8D, Ignition System for additional information.

MALFUNCTION INDICATOR (CHECK ENGINE) LAMP—PCM OUTPUT

The malfunction indicator lamp illuminates each time the ignition key is turned on. It will stay on for approximately three seconds as a bulb test. The lamp is displayed on the instrument panel as the CHECK ENGINE lamp.

If the powertrain control module (PCM) receives an incorrect signal, or no signal from certain sensors or emission related systems, the lamp is turned on. This is a warning that the PCM has recorded a system or

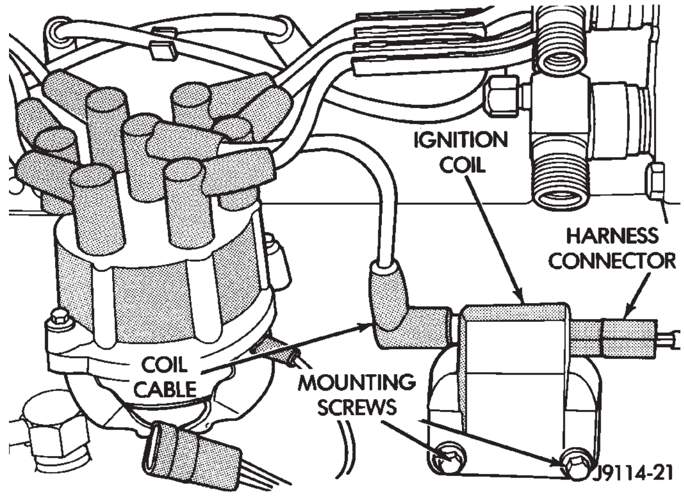


Fig. 18 Ignition Coil—4.0L Engine

sensor malfunction. In some cases, when a problem is declared, the PCM will go into a limp-in mode. This is an attempt to keep the system operating. It signals an immediate need for service.

The lamp can also be used to display a Diagnostic Trouble Code (DTC). Cycle the ignition switch On-Off-On-Off-On within three seconds and any codes stored in the PCM memory will be displayed. This is done in a series of flashes representing digits.

The lamp is also used to detect certain engine misfires. Refer to Group 25, Emission Control System for more information.

OVERDRIVE LAMP—PCM OUTPUT

This circuit controls a signal for the operation of the instrument panel mounted push-button overdrive lamp switch. When the lamp is illuminated, the overdrive is disengaged.

SPEED CONTROL SOLENOIDS—PCM OUTPUT

Speed control operation is regulated by the powertrain control module (PCM). The PCM controls the vacuum to the throttle actuator through the speed control vacuum and vent solenoids. Refer to Group 8H for Speed Control Information.

TACHOMETER—PCM OUTPUT

The powertrain control module (PCM) supplies engine rpm values to the instrument cluster tachometer. Refer to Group 8E for tachometer information.

THREE-FOUR SHIFT SOLENOID—PCM OUTPUT

This output is used to control the transmission three-four shift solenoid. It is used on 4–speed electronically controlled automatic transmissions only.

DESCRIPTION AND OPERATION (Continued)

TORQUE CONVERTOR CLUTCH (TCC) SOLENOID—PCM OUTPUT

This circuit controls operation of the transmission mounted torque convertor clutch (TCC) solenoid used for torque convertor engagement.

The powertrain control module (PCM) will determine when to engage and disengage the solenoid by monitoring vehicle miles per hour (mph) versus the output voltage of the throttle position sensor. Also needed are various inputs from:

- Engine coolant temperature
- Module timer
- Engine rpm
- MAP sensor

MANUAL TRANSMISSION

If equipped with a manual transmission, this PCM output will control operation of the shift indicator lamp (if equipped with lamp). The lamp is controlled by the powertrain control module (PCM). The lamp illuminates on the instrument panel to indicate when the driver should shift to the next highest gear for best fuel economy. The PCM will turn the lamp OFF after 3 to 5 seconds if the shift of gears is not performed. The lamp will remain off until vehicle stops accelerating and is brought back to range of up-shift lamp operation. This will also happen if vehicle is shifted into fifth gear.

The indicator lamp is normally illuminated when the ignition switch is turned on and it is turned off when the engine is started up. With the engine running, the lamp is turned ON/OFF depending upon engine speed and load.

TRANSMISSION RELAY—PCM OUTPUT

The output to this relay provides battery voltage to the overdrive (OD), torque converter clutch (TCC) and variable force (VSS) solenoids. Once battery voltage is applied to the solenoids, they are individually activated by the PCM through OD, TCC and VSS outputs. The relay is located in the Power Distribution Center (PDC). Refer to label on PDC cover for relay location.

VARIABLE FORCE SOLENOID—PCM OUTPUT

This solenoid regulates the transmission fluid line pressure to produce the governor pressure necessary for transmission shift control. It is used on 4–speed electronic transmissions only.

THROTTLE BODY—5.2L ENGINES

Filtered air from the air cleaner enters the intake manifold through the throttle body (Fig. 19). Fuel does not enter the intake manifold through the throttle body. Fuel is sprayed into the manifold by the fuel injectors. The throttle body is mounted on the intake manifold. It contains an air control passage (Fig. 20) controlled by an idle air control (IAC) motor. The air control passage is used to supply air for idle conditions. A throttle valve (plate) is used to supply air for above idle conditions.

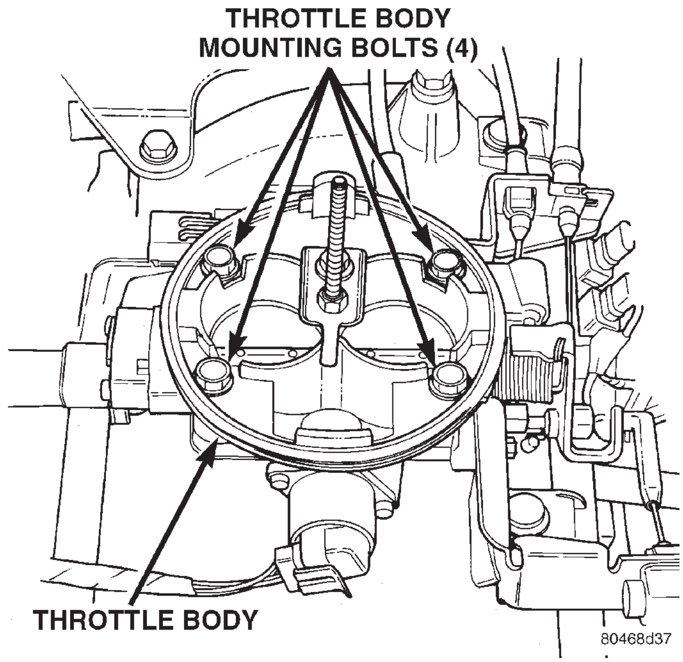


Fig. 19 Throttle Body—5.2L Engine—Typical

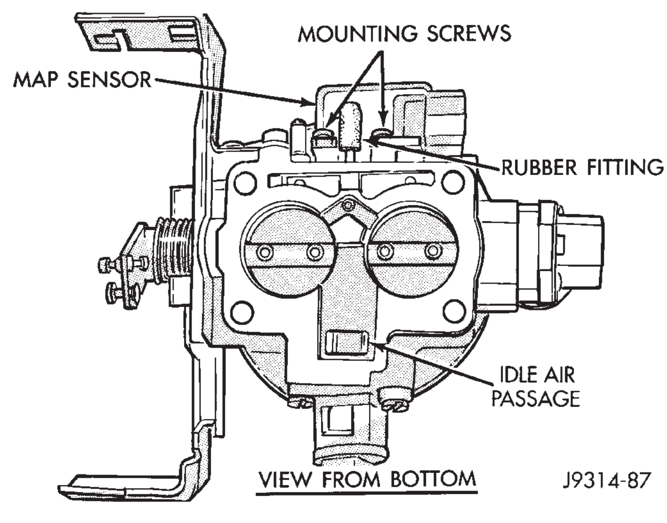


Fig. 20 Air Control Passage—5.2L Engine

The throttle position sensor (TPS), idle air control (IAC) motor and manifold absolute pressure sensor (MAP) are attached to the throttle body. The accelerator pedal cable, speed control cable and transmission control cable (when equipped) are connected to the throttle arm.

A (factory adjusted) set screw is used to mechanically limit the position of the throttle body throttle plate. **Never attempt to adjust the engine idle**

DESCRIPTION AND OPERATION (Continued)

speed using this screw. All idle speed functions are controlled by the PCM.

THROTTLE BODY—4.0L ENGINE

Filtered air from the air cleaner enters the intake manifold through the throttle body (Fig. 21). Fuel does not enter the intake manifold through the throttle body. Fuel is sprayed into the manifold by the fuel injectors. The throttle body is mounted on the intake manifold. It contains an air control passage (Fig. 21) controlled by an idle air control (IAC) motor. The air control passage is used to supply air for idle conditions. A throttle valve (plate) is used to supply air for above idle conditions.

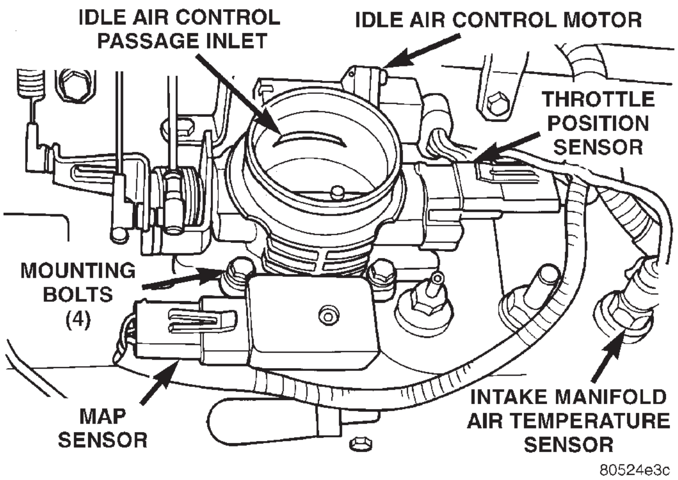


Fig. 21 Throttle Body—4.0L Engine

The throttle position sensor (TPS), idle air control (IAC) motor and manifold absolute pressure sensor (MAP) are attached to the throttle body. The accelerator pedal cable, speed control cable and transmission control cable (when equipped) are connected to the throttle arm.

A (factory adjusted) set screw is used to mechanically limit the position of the throttle body throttle plate. **Never attempt to adjust the engine idle speed using this screw.** All idle speed functions are controlled by the PCM.

DIAGNOSIS AND TESTING

VISUAL INSPECTION—5.2L ENGINE

A visual inspection for loose, disconnected or incorrectly routed wires and hoses should be made. This should be done before attempting to diagnose or service the fuel injection system. A visual check will help spot these faults and save unnecessary test and diagnostic time. A thorough visual inspection will include the following checks:

(1) Verify that the three 32–way electrical connectors are fully inserted into the connector of the powertrain control module (PCM) (Fig. 22).

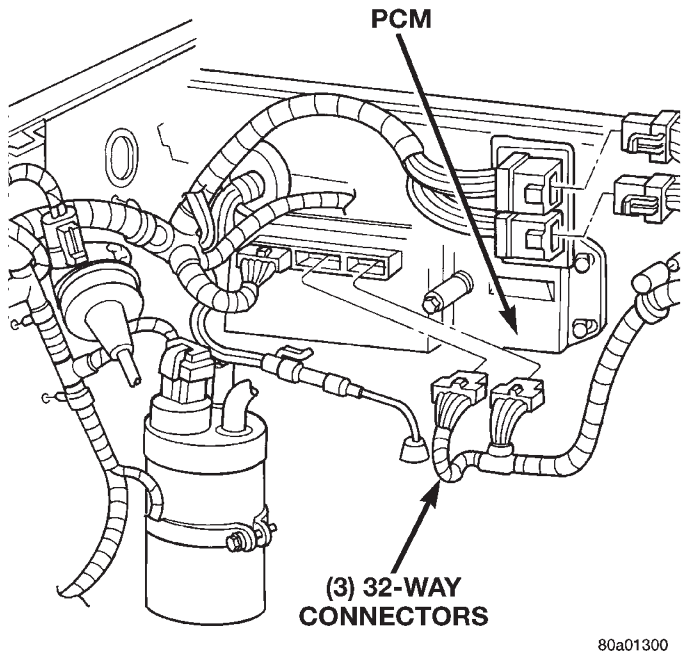


Fig. 22 Powertrain Control Module (PCM)

(2) Inspect the battery cable connections. Be sure that they are clean and tight.

(3) Inspect fuel pump relay and air conditioning compressor clutch relay (if equipped). Inspect the ASD relay connections. Inspect starter motor relay connections. Inspect relays for signs of physical damage and corrosion. The relays are located in the Power Distribution Center (PDC) (Fig. 23). Refer to label on PDC cover for relay location.

(4) Inspect ignition coil connections. Verify that coil secondary cable is firmly connected to coil (Fig. 24).

(5) Verify that distributor cap is correctly attached to distributor. Be sure that spark plug cables are firmly connected to the distributor cap and the spark plugs are in their correct firing order. Be sure that coil cable is firmly connected to distributor cap and coil. Be sure that camshaft position sensor wire connector (at the distributor) is firmly connected to harness connector. Inspect spark plug condition. Refer to Group 8D, Ignition. Connect vehicle to an oscilloscope and inspect spark events for fouled or damaged spark plugs or cables.

(6) Verify that generator output wire, generator connector and ground wire are firmly connected to the generator.

(7) Inspect the system body grounds for loose or dirty connections. Refer to Group 8, Wiring for ground locations.

DIAGNOSIS AND TESTING (Continued)

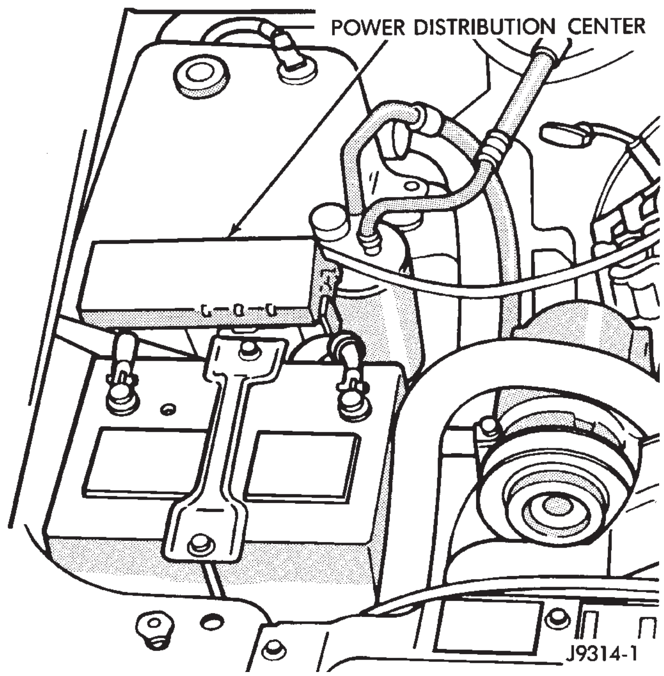


Fig. 23 Power Distribution Center (PDC)

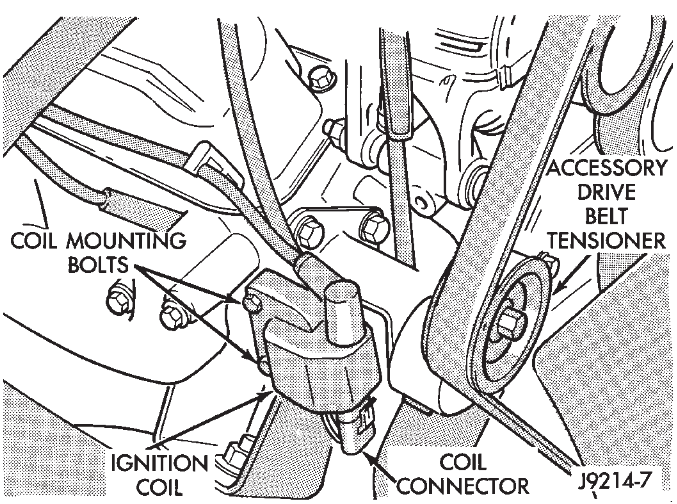


Fig. 24 Ignition Coil—5.2L Engine

(8) Verify positive crankcase ventilation (PCV) valve operation. Refer to Group 25, Emission Control System for additional information. Verify PCV valve hose is firmly connected to PCV valve and manifold (Fig. 25).

(9) Inspect fuel tube quick-connect fitting-to-fuel rail connections.

(10) Verify that hose connections to all ports of vacuum fittings on intake manifold are tight and not leaking.

(11) Inspect accelerator cable, transmission throttle cable (if equipped) and cruise control cable connections (if equipped). Check their connections to the throttle arm of throttle body for any binding or restrictions.

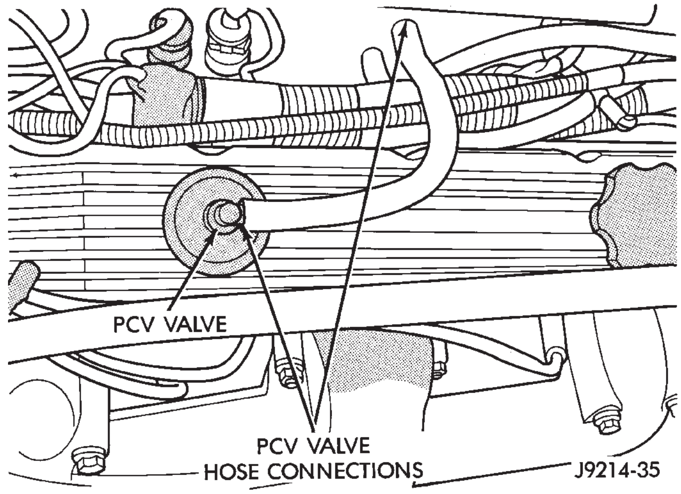


Fig. 25 PCV Valve Hose Connections—5.2L Engines—Typical

(12) If equipped with vacuum brake booster, verify that vacuum booster hose is firmly connected to fitting on intake manifold. Also check connection to brake vacuum booster.

(13) Inspect the air cleaner inlet and air cleaner element for dirt or restrictions.

(14) Inspect radiator grille area, radiator fins and air conditioning condenser for restrictions.

(15) Verify that the intake manifold air temperature sensor wire connector is firmly connected to harness connector (Fig. 26).

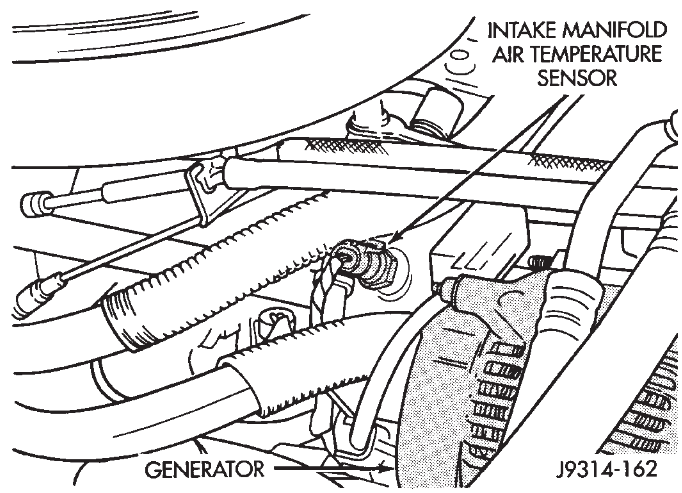


Fig. 26 Air Temperature Sensor—5.2L Engine

(16) Verify that MAP sensor electrical connector is firmly connected to MAP sensor (Fig. 27). Also verify that rubber L-shaped fitting from MAP sensor to the throttle body is firmly connected (Fig. 28).

(17) Verify that fuel injector wire harness connectors are firmly connected to injectors in the correct order. Each harness connector is numerically tagged with the injector number (INJ 1, INJ 2 etc.) of its corresponding fuel injector and cylinder number.

DIAGNOSIS AND TESTING (Continued)

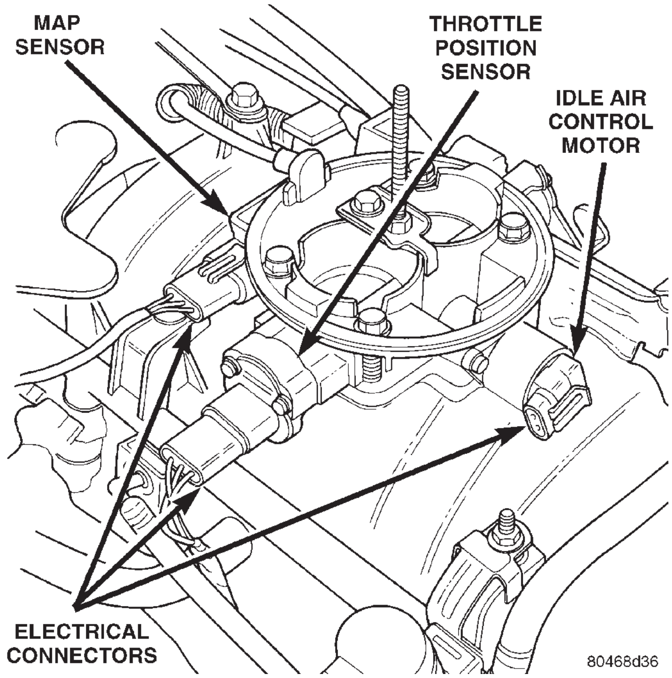


Fig. 27 Sensor and IAC Motor Location—5.2L Engine

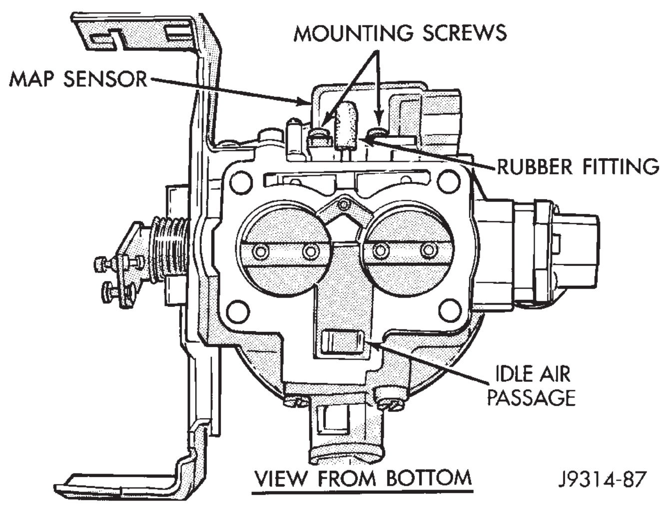


Fig. 28 Rubber L-Shaped Fitting—MAP Sensor-to-Throttle Body

(18) Verify harness connectors are firmly connected to idle air control (IAC) motor, throttle position sensor (TPS) and manifold absolute pressure (MAP) sensor (Fig. 27).

(19) Verify that wire harness connector is firmly connected to the engine coolant temperature sensor (Fig. 29).

(20) Raise and support the vehicle.

(21) Verify that both the upstream and downstream oxygen sensor wire connectors are firmly connected to the sensors. Inspect sensors and connectors for damage (Fig. 30) or (Fig. 31).

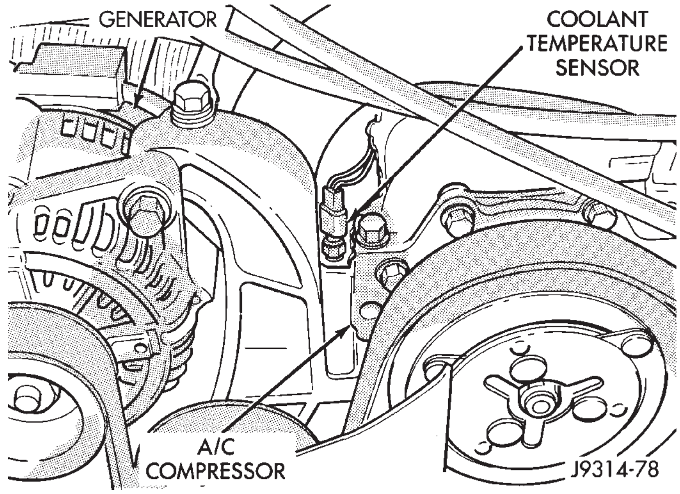


Fig. 29 Engine Coolant Temperature Sensor—5.2L Engines—Typical

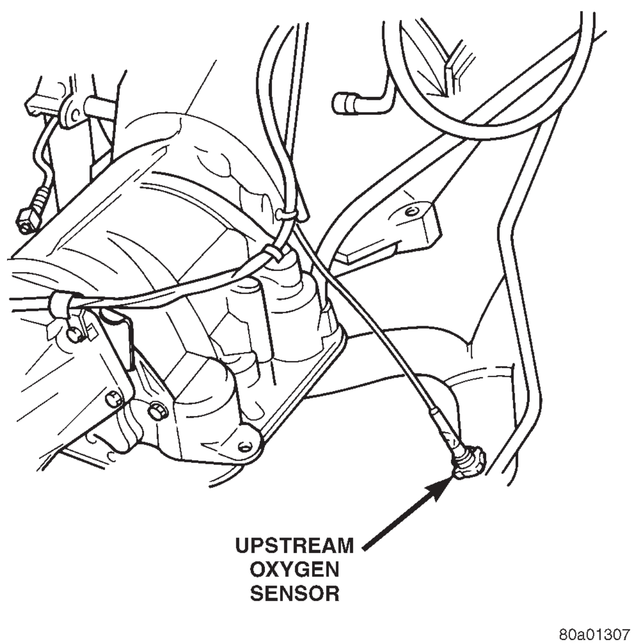


Fig. 30 Upstream Oxygen Sensor—5.2L Engine

(22) Inspect for pinched or leaking fuel tubes. Inspect for pinched, cracked or leaking fuel hoses.

(23) Inspect for exhaust system restrictions such as pinched exhaust pipes, collapsed muffler or plugged catalytic convertor.

(24) If equipped with automatic transmission, verify that electrical harness is firmly connected to park/neutral switch. Refer to Automatic Transmission section of Group 21.

(25) Verify that the electrical harness connector is firmly connected to the vehicle speed sensor (Fig. 32).

(26) Verify that fuel pump/gauge sender unit wire connector is firmly connected to harness connector.

DIAGNOSIS AND TESTING (Continued)

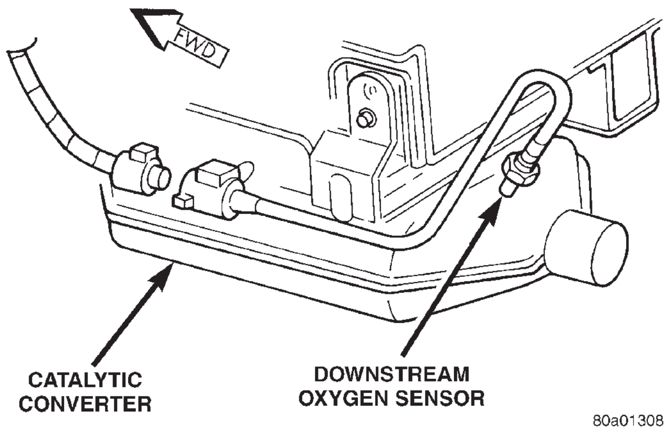


Fig. 31 Downstream Oxygen Sensor—5.2L Engine

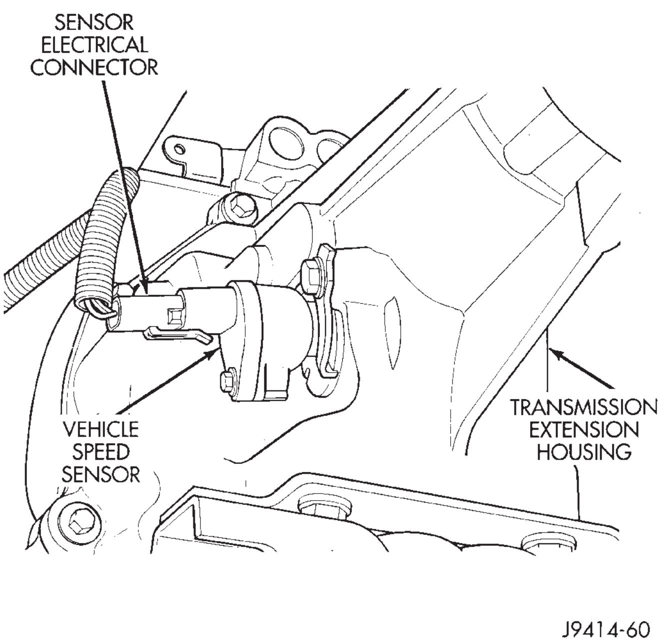


Fig. 32 Vehicle Speed Sensor—Typical

(27) Inspect fuel hoses at fuel pump/gauge sender unit for cracks or leaks.

(28) Inspect transmission torque convertor housing (automatic transmission) or clutch housing (manual transmission) for damage to timing ring on drive plate/flywheel.

(29) Verify that battery cable and solenoid feed wire connections to the starter solenoid are tight and clean. Inspect for chaffed wires or wires rubbing up against other components.

VISUAL INSPECTION—4.0L ENGINE

A visual inspection for loose, disconnected or incorrectly routed wires and hoses should be made. This should be done before attempting to diagnose or service the fuel injection system. A visual check will help spot these faults and save unnecessary test and diagnostic time. A thorough visual inspection will include the following checks:

(1) Verify that the three 32–way electrical connectors are fully inserted into the connector of the powertrain control module (PCM) (Fig. 33).

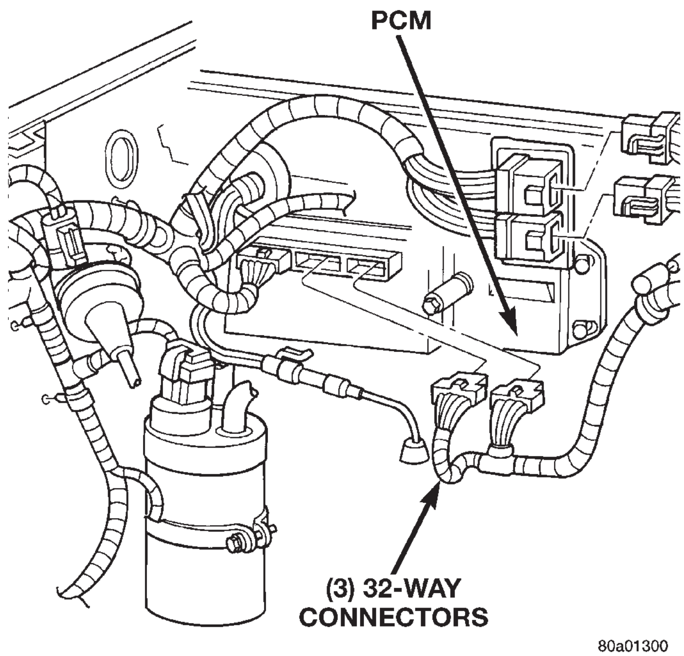


Fig. 33 Powertrain Control Module (PCM)

(2) Inspect the battery cable connections. Be sure that they are clean and tight.

(3) Inspect fuel pump relay and air conditioning compressor clutch relay (if equipped). Inspect the ASD relay connections. Inspect starter motor relay connections. Inspect relays for signs of physical damage and corrosion. The relays are located in the Power Distribution Center (PDC) (Fig. 34). Refer to label on PDC cover for relay location.

(4) Inspect ignition coil connections. Verify that coil secondary cable is firmly connected to coil (Fig. 35).

(5) Verify that distributor cap is correctly attached to distributor. Be sure that spark plug cables are firmly connected to the distributor cap and the spark plugs are in their correct firing order (Fig. 36). Be sure that coil cable is firmly connected to distributor cap and coil. Be sure that camshaft position sensor wire connector (at the distributor) is firmly connected to harness connector. Inspect spark plug condition. Refer to Group 8D, Ignition. Connect vehicle to an oscilloscope and inspect spark events for fouled or damaged spark plugs or cables.

(6) Verify that generator output wire, generator connector and ground wire are firmly connected to the generator.

(7) Inspect the system body grounds for loose or dirty connections. Refer to Group 8, Wiring for ground locations.

DIAGNOSIS AND TESTING (Continued)

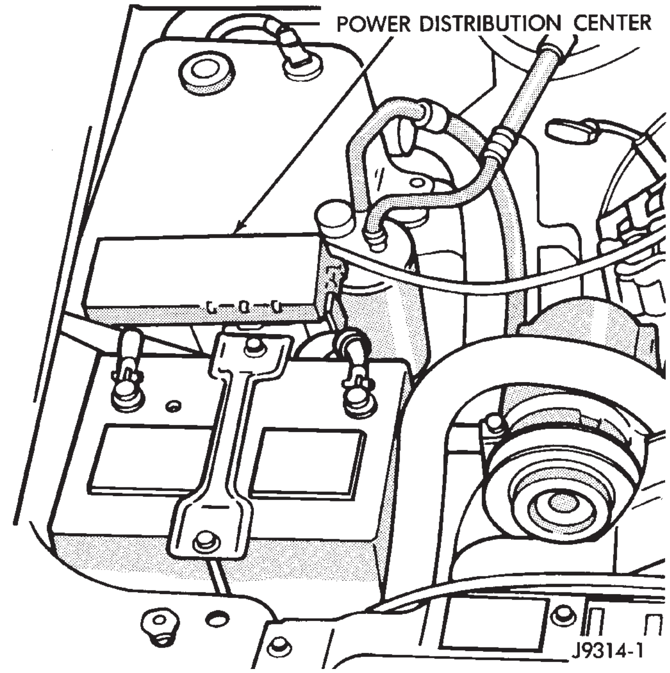


Fig. 34 Power Distribution Center (PDC)

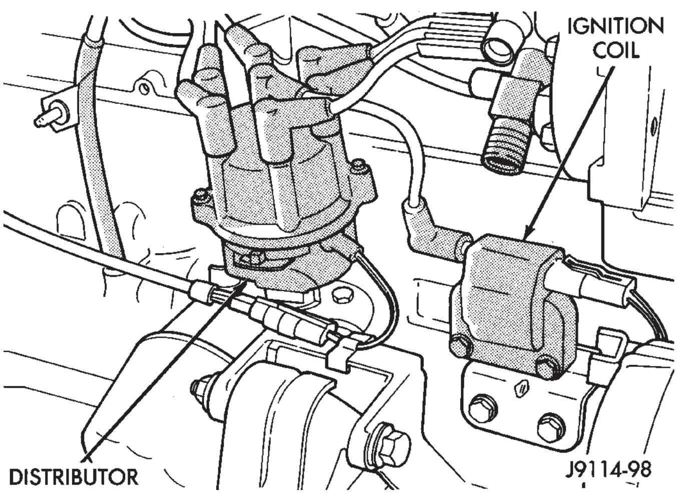


Fig. 35 Ignition Coil—4.0L Engine

(8) Verify crankcase ventilation (CCV) operation. Refer to Group 25, Emission Control System for additional information.

(9) Inspect fuel tube quick-connect fitting-to-fuel rail connections.

(10) Verify that hose connections to all ports of vacuum fittings on intake manifold are tight and not leaking.

(11) Inspect accelerator cable, transmission throttle cable (if equipped) and cruise control cable connections (if equipped). Check their connections to the throttle arm of throttle body for any binding or restrictions.

(12) If equipped with vacuum brake booster, verify that vacuum booster hose is firmly connected to fit-

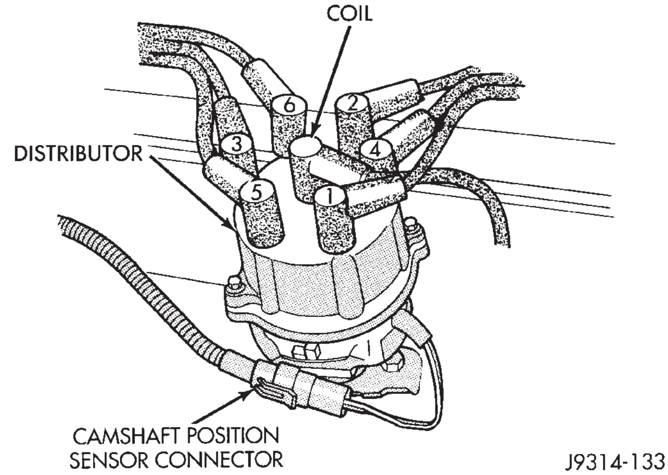


Fig. 36 Distributor and Wiring—4.0L Engine

ting on intake manifold. Also check connection to brake vacuum booster.

(13) Inspect the air cleaner inlet and air cleaner element for dirt or restrictions.

(14) Inspect radiator grille area, radiator fins and air conditioning condenser for restrictions.

(15) Verify that the intake manifold air temperature sensor wire connector is firmly connected to harness connector (Fig. 37).

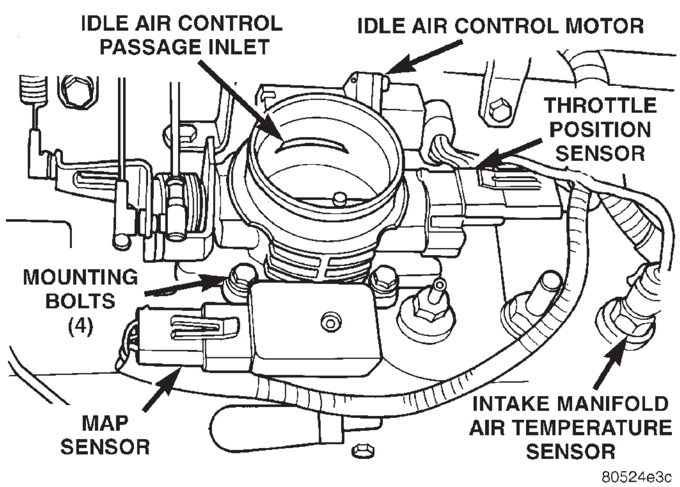


Fig. 37 Sensor Locations—4.0L Engine

(16) Verify that MAP sensor electrical connector is firmly connected to MAP sensor (Fig. 37). Also verify that rubber L-shaped fitting from MAP sensor to the throttle body is firmly connected (Fig. 38).

(17) Verify that fuel injector wire harness connectors are firmly connected to injectors in the correct order. Each harness connector is numerically tagged with the injector number (INJ 1, INJ 2 etc.) of its corresponding fuel injector and cylinder number.

(18) Verify harness connectors are firmly connected to idle air control (IAC) motor and throttle position sensor (TPS) (Fig. 37).

DIAGNOSIS AND TESTING (Continued)

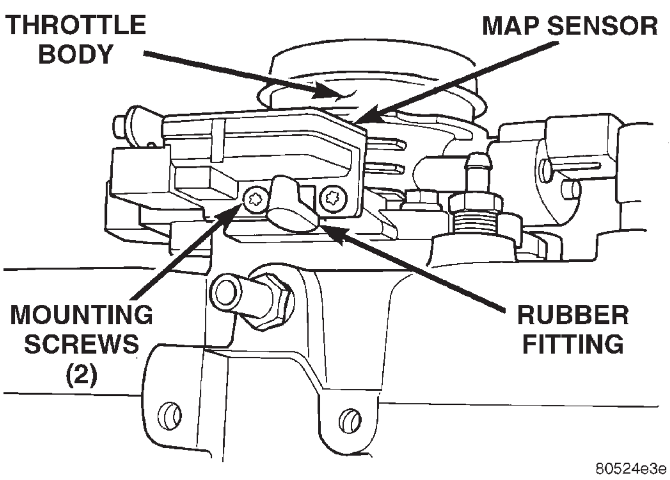


Fig. 38 Rubber L-Shaped Fitting—MAP Sensor-to-Throttle Body

(19) Verify that wire harness connector is firmly connected to the engine coolant temperature sensor (Fig. 39).

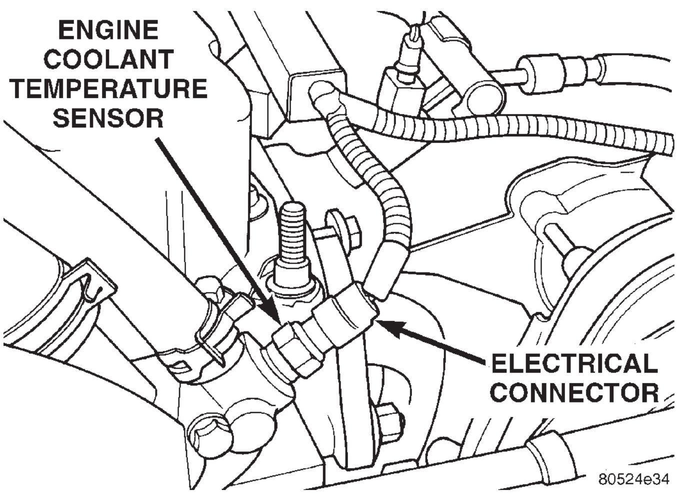


Fig. 39 Engine Coolant Temp. Sensor—4.0L Shown

(20) Raise and support the vehicle.

(21) Verify that both of the oxygen sensor wire connectors are firmly connected to the sensors. Inspect sensors and connectors for damage (Fig. 40) or (Fig. 41).

(22) Inspect for pinched or leaking fuel tubes. Inspect for pinched, cracked or leaking fuel hoses.

(23) Inspect for exhaust system restrictions such as pinched exhaust pipes, collapsed muffler or plugged catalytic convertor.

(24) If equipped with automatic transmission, verify that electrical harness is firmly connected to park/neutral switch. Refer to Automatic Transmission section of Group 21.

(25) Verify that the electrical harness connector is firmly connected to the vehicle speed sensor (Fig. 42).

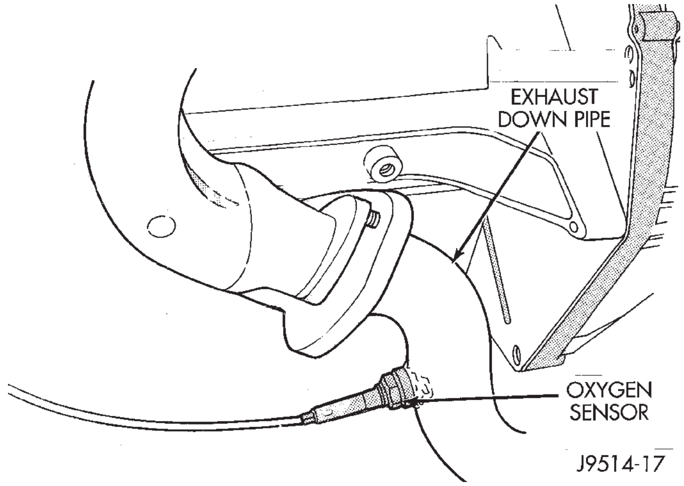


Fig. 40 Upstream Oxygen Sensor—4.0L Engine

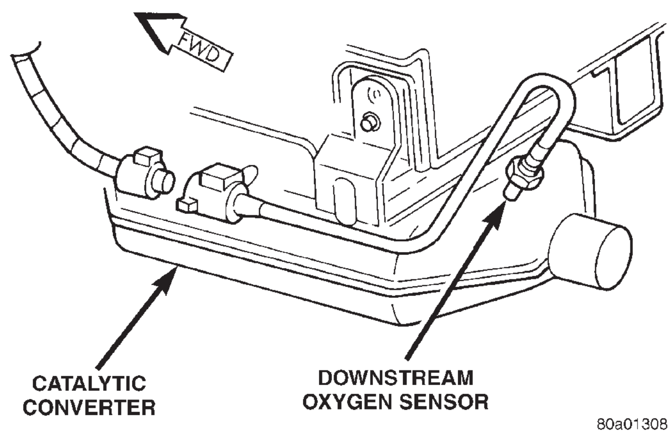


Fig. 41 Downstream Oxygen Sensor—4.0L Engine

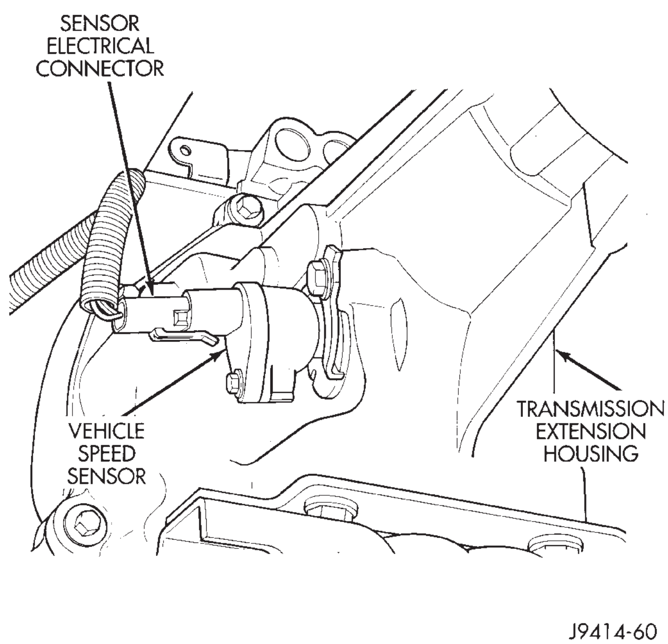


Fig. 42 Vehicle Speed Sensor—Typical

DIAGNOSIS AND TESTING (Continued)

(26) Verify that fuel pump/gauge sender unit wire connector is firmly connected to harness connector.

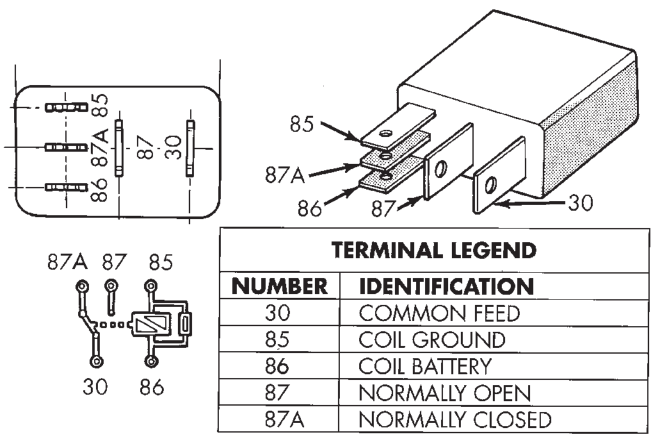
(27) Inspect fuel hoses at fuel pump/gauge sender unit for cracks or leaks.

(28) Inspect transmission torque convertor housing (automatic transmission) or clutch housing (manual transmission) for damage to timing ring on drive plate/flywheel.

(29) Verify that battery cable and solenoid feed wire connections to the starter solenoid are tight and clean. Inspect for chaffed wires or wires rubbing up against other components.

ASD AND FUEL PUMP RELAYS

The following description of operation and tests apply only to the Automatic Shutdown (ASD) and fuel pump relays. The terminals on the bottom of each relay are numbered (Fig. 43).



TERMINAL LEGEND	
NUMBER	IDENTIFICATION
30	COMMON FEED
85	COIL GROUND
86	COIL BATTERY
87	NORMALLY OPEN
87A	NORMALLY CLOSED

9514-16

Fig. 43 ASD and Fuel Pump Relay Terminals

OPERATION

• Terminal number 30 is connected to battery voltage. For both the ASD and fuel pump relays, terminal 30 is connected to battery voltage at all times.

• The PCM grounds the coil side of the relay through terminal number 85.

• Terminal number 86 supplies voltage to the coil side of the relay.

• When the PCM de-energizes the ASD and fuel pump relays, terminal number 87A connects to terminal 30. This is the Off position. In the off position, voltage is not supplied to the rest of the circuit. Terminal 87A is the center terminal on the relay.

• When the PCM energizes the ASD and fuel pump relays, terminal 87 connects to terminal 30. This is the On position. Terminal 87 supplies voltage to the rest of the circuit.

TESTING

The following procedure applies to the ASD and fuel pump relays.

(1) Remove relay from connector before testing.

(2) With the relay removed from the vehicle, use an ohmmeter to check the resistance between terminals 85 and 86. The resistance should be between 75 $\pm$5 ohms.

(3) Connect the ohmmeter between terminals 30 and 87A. The ohmmeter should show continuity between terminals 30 and 87A.

(4) Connect the ohmmeter between terminals 87 and 30. The ohmmeter should not show continuity at this time.

(5) Connect one end of a jumper wire (16 gauge or smaller) to relay terminal 85. Connect the other end of the jumper wire to the ground side of a 12 volt power source.

(6) Connect one end of another jumper wire (16 gauge or smaller) to the power side of the 12 volt power source. **Do not attach the other end of the jumper wire to the relay at this time.**

WARNING: DO NOT ALLOW OHMMETER TO CONTACT TERMINALS 85 OR 86 DURING THIS TEST.

(7) Attach the other end of the jumper wire to relay terminal 86. This activates the relay. The ohmmeter should now show continuity between relay terminals 87 and 30. The ohmmeter should not show continuity between relay terminals 87A and 30.

(8) Disconnect jumper wires.

(9) Replace the relay if it did not pass the continuity and resistance tests. If the relay passed the tests, it operates properly. Check the remainder of the ASD and fuel pump relay circuits. Refer to group 8W, Wiring Diagrams.

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR TEST—5.2L ENGINES

To perform a complete test of MAP sensor (Fig. 44) and its circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the MAP sensor only, refer to the following:

(1) Inspect the rubber L-shaped fitting from the MAP sensor to the throttle body (Fig. 45). Repair as necessary.

CAUTION: When testing the MAP sensor, be sure that the harness wires are not damaged by the test meter probes.

(2) Test the MAP sensor output voltage at the MAP sensor connector between terminals A and B (Fig. 46). With the ignition switch ON and the engine OFF, output voltage should be 4-to-5 volts. The voltage should drop to 1.5-to-2.1 volts with a hot, neutral idle speed condition.

DIAGNOSIS AND TESTING (Continued)

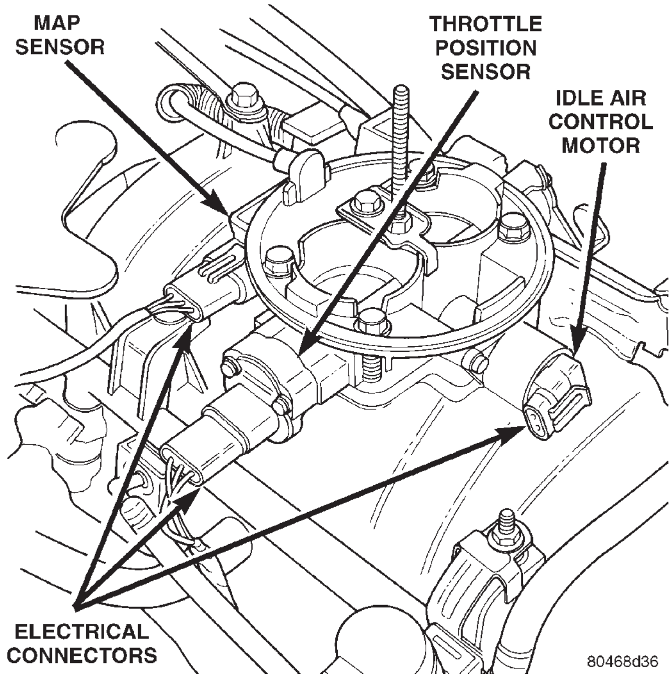


Fig. 44 MAP Sensor—5.2L Engine—Typical

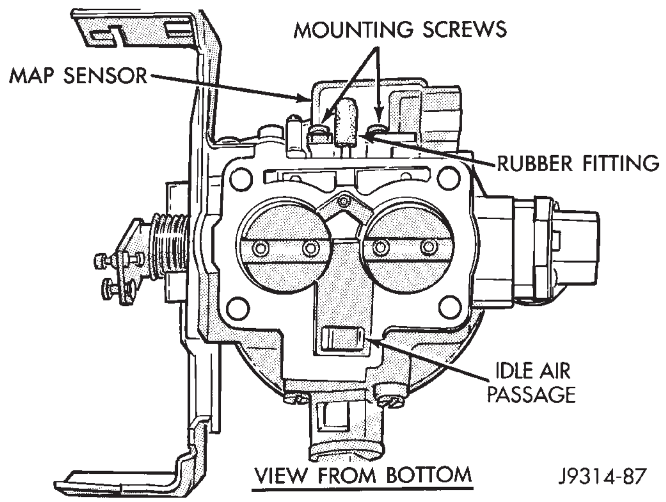


Fig. 45 Rubber L-Shaped Fitting—MAP Sensor-to-Throttle Body

(3) Test powertrain control module (PCM) cavity A-27 for the same voltage described above to verify the wire harness condition. Repair as necessary.

(4) Test MAP sensor supply voltage at sensor connector between terminals A and C (Fig. 46) with the ignition ON. The voltage should be approximately 5 volts (±0.5V). Five volts (±0.5V) should also be at cavity A-17 of the PCM wire harness connector. Repair or replace the wire harness as necessary.

(5) Test the MAP sensor ground circuit at sensor connector terminal—A (Fig. 46) and PCM connector A-4. Repair the wire harness if necessary.

Refer to Group 8W, Wiring Diagrams for cavity locations.

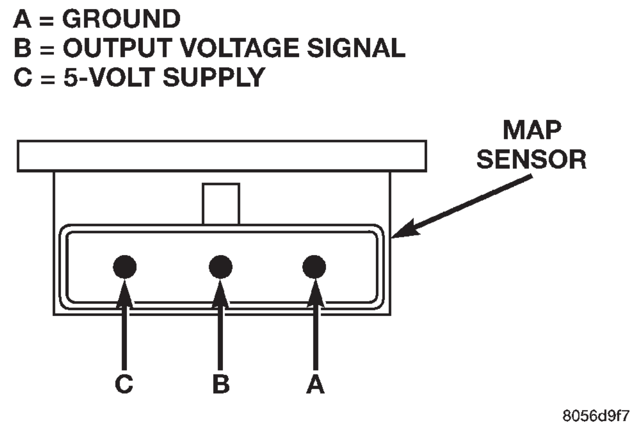


Fig. 46 MAP Sensor Connector Terminals—Typical

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR TEST—4.0L ENGINE

To perform a complete test of MAP sensor (Fig. 47) and its circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the MAP sensor only, refer to the following:

(1) Inspect the rubber L-shaped fitting from the MAP sensor to the throttle body (Fig. 48). Repair as necessary.

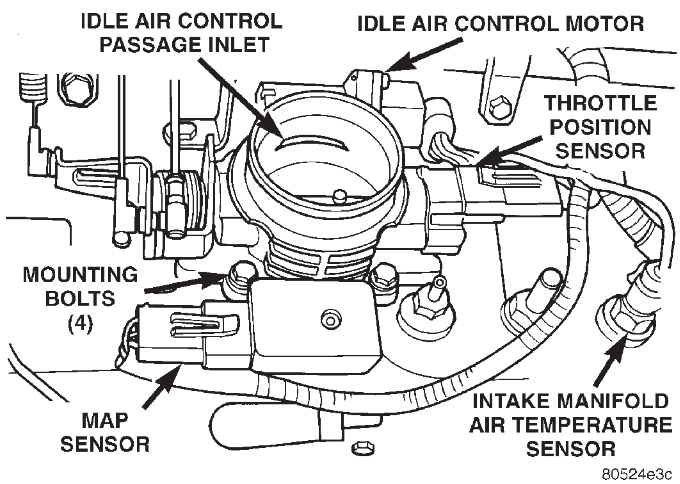


Fig. 47 Sensor Location—4.0L Engine

CAUTION: When testing the MAP sensor, be sure that the harness wires are not damaged by the test meter probes.

(2) Test the MAP sensor output voltage at the MAP sensor connector between terminals A and B (Fig. 49). With the ignition switch ON and the engine OFF, output voltage should be 4-to-5 volts. The voltage should drop to 1.5-to-2.1 volts with a hot, neutral idle speed condition.

DIAGNOSIS AND TESTING (Continued)

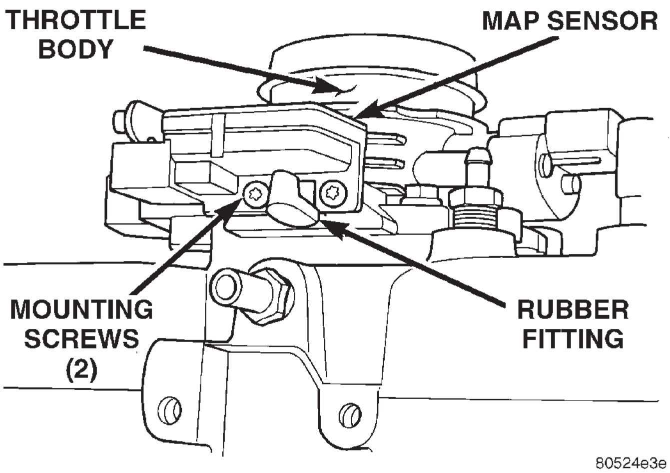


Fig. 48 Rubber L-Shaped Fitting—MAP Sensor-to-Throttle Body

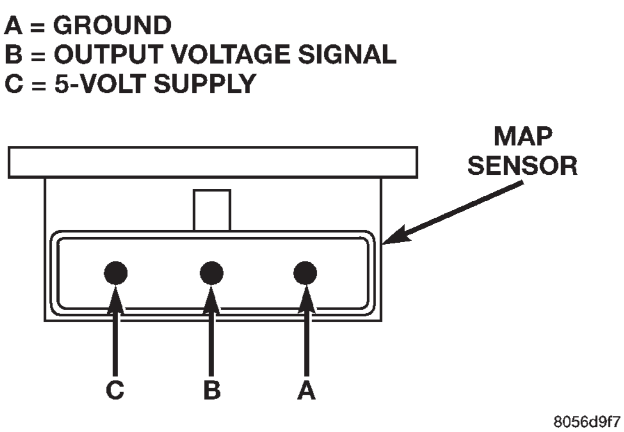


Fig. 49 MAP Sensor Connector Terminals—Typical

(3) Test powertrain control module (PCM) cavity A-27 for the same voltage described above to verify the wire harness condition. Repair as necessary.

(4) Test MAP sensor supply voltage at sensor connector between terminals A and C (Fig. 49) with the ignition ON. The voltage should be approximately 5 volts (±0.5V). Five volts (±0.5V) should also be at cavity A-17 of the PCM wire harness connector. Repair or replace the wire harness as necessary.

(5) Test the MAP sensor ground circuit at sensor connector terminal—A (Fig. 49) and PCM connector A-4. Repair the wire harness if necessary.

Refer to Group 8W, Wiring Diagrams for cavity locations.

OXYGEN (O2S) SENSORS—5.2L ENGINE

To perform a complete test of the O2S sensors and their circuitry, refer to the DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the O2S sensors only, refer to the following:

The upstream O2S sensor is located on the exhaust pipe (Fig. 50).

The downstream O2S sensor is located on the outlet end of the catalytic converter (Fig. 51).

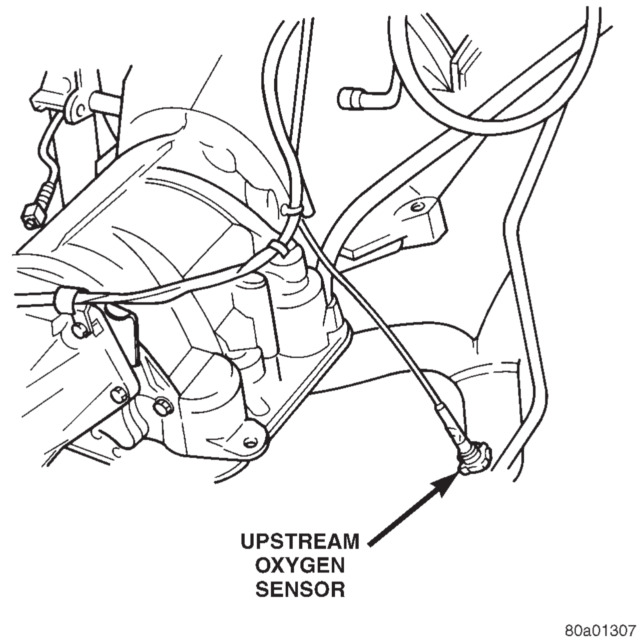


Fig. 50 Upstream Oxygen Sensor Location—5.2L Engine

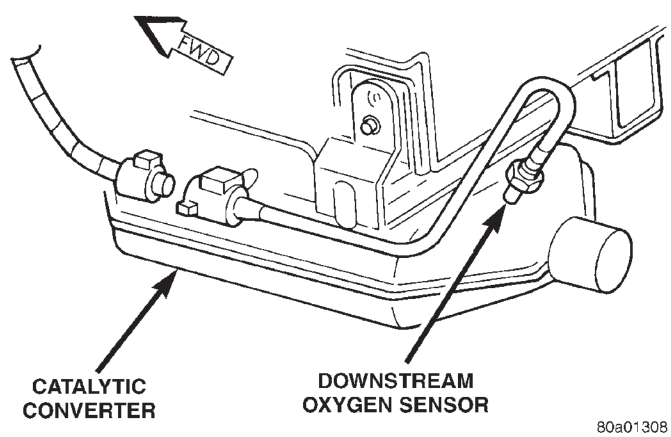


Fig. 51 Downstream Oxygen Sensor Location

Each O2S heating element can be tested with an ohmmeter as follows:

Disconnect the O2S sensor connector. Connect the ohmmeter test leads across the white wire terminals of the sensor connector. Resistance should be between 5 and 7 ohms. Replace the sensor if the ohmmeter displays an infinity (open) reading.

DIAGNOSIS AND TESTING (Continued)

OXYGEN (O2S) SENSORS—4.0L ENGINE

To perform a complete test of the O2S sensors and their circuitry, refer to the DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the O2S sensors only, refer to the following:

The upstream O2S sensor is located on the exhaust pipe (Fig. 52).

The downstream O2S sensor is located on the outlet end of the catalytic converter (Fig. 51).

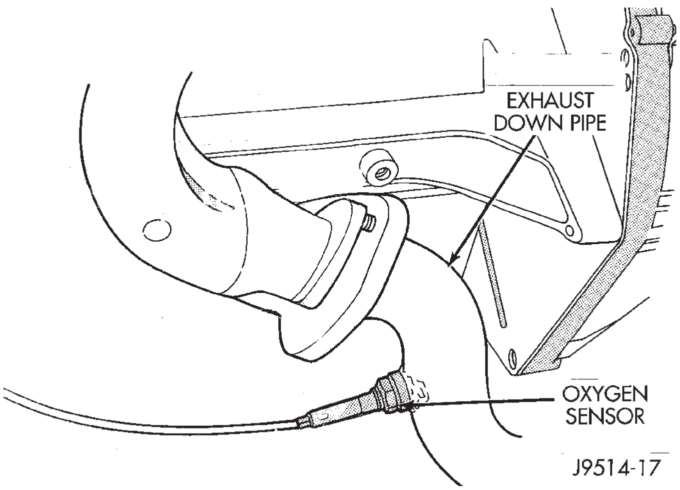


Fig. 52 Upstream Oxygen Sensor Location—4.0L Engine

Each O2S heating element can be tested with an ohmmeter as follows:

Disconnect the O2S sensor connector. Connect the ohmmeter test leads across the white wire terminals of the sensor connector. Resistance should be between 5 and 7 ohms. Replace the sensor if the ohmmeter displays an infinity (open) reading.

CAMSHAFT AND CRANKSHAFT POSITION SENSORS

Refer to Group 8D, Ignition System for information.

ENGINE COOLANT TEMPERATURE SENSOR—5.2L ENGINE

To perform a complete test of the engine coolant temperature sensor and its circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the sensor only, refer to the following:

(1) Disconnect wire harness connector from coolant temperature sensor (Fig. 53).

(2) **Engines with air conditioning:** When removing the connector from sensor, do not pull directly on wiring harness. Fabricate an L-shaped hook tool from a coat hanger (approximately eight inches long). Place the hook part of tool under the connector for removal. The connector is snapped onto the sensor. It is not equipped with a lock type tab.

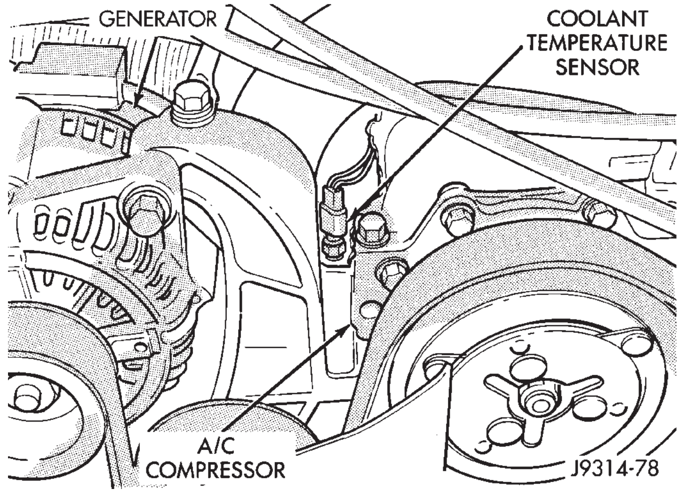


Fig. 53 Engine Coolant Temperature Sensor—5.2L Engines

(3) Test the resistance of the sensor with a high input impedance (digital) volt-ohmmeter. The resistance (as measured across the sensor terminals) should be less than 1340 ohms with the engine warm. Refer to the Coolant Temperature sensor/Intake Air Temperature sensor resistance chart. Replace the sensor if it is not within the range of resistance specified in the chart.

TEMPERATURE		RESISTANCE (OHMS)	
C	F	MIN	MAX
−40	−40	291,490	381,710
−20	−4	85,850	108,390
−10	14	49,250	61,430
0	32	29,330	35,990
10	50	17,990	21,810
20	68	11,370	13,610
25	77	9,120	10,880
30	86	7,370	8,750
40	104	4,900	5,750
50	122	3,330	3,880
60	140	2,310	2,670
70	158	1,630	1,870
80	176	1,170	1,340
90	194	860	970
100	212	640	720
110	230	480	540
120	248	370	410

J928D-4

SENSOR RESISTANCE (OHMS)—COOLANT TEMPERATURE SENSOR/INTAKE AIR TEMPERATURE SENSOR

DIAGNOSIS AND TESTING (Continued)

(4) Test continuity of the wire harness between the PCM wire harness connector and the coolant sensor connector terminals. Refer to Group 8, Wiring for terminal/cavity locations. Repair the wire harness if an open circuit is indicated.

(5) After tests are completed, connect electrical connector to sensor. The sensor connector is symmetrical (not indexed). It can be installed to the sensor in either direction.

ENGINE COOLANT TEMPERATURE SENSOR—4.0L ENGINE

To perform a complete test of the engine coolant temperature sensor and its circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the sensor only, refer to the following:

(1) Disconnect wire harness connector from coolant temperature sensor (Fig. 54).

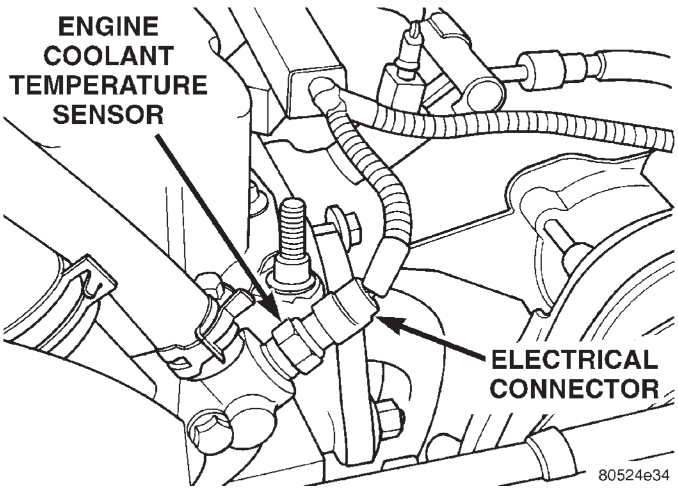


Fig. 54 Engine Coolant Temperature Sensor—4.0L Engine

(2) Test the resistance of the sensor with a high input impedance (digital) volt-ohmmeter. The resistance (as measured across the sensor terminals) should be less than 1340 ohms with the engine warm. Refer to the previous Coolant Temperature sensor/Intake Air Temperature sensor resistance chart. Replace the sensor if it is not within the range of resistance specified in the chart.

(3) Test continuity of the wire harness between the PCM wire harness connector and the coolant sensor connector terminals. Refer to Group 8, Wiring for terminal/cavity locations. Repair the wire harness if an open circuit is indicated.

IDLE AIR CONTROL (IAC) MOTOR—5.2L ENGINE

To perform a complete test of the IAC motor and its circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual.

IDLE AIR CONTROL (IAC) MOTOR—4.0L ENGINE

To perform a complete test of the IAC motor and its circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR—5.2L ENGINE

To perform a complete test of the intake manifold air temperature sensor and its circuitry, refer to DRB tester and appropriate Powertrain Diagnostics Procedures manual. To test the sensor only, refer to the following:

(1) Disconnect the wire harness connector from the intake manifold air temperature sensor (Fig. 55).

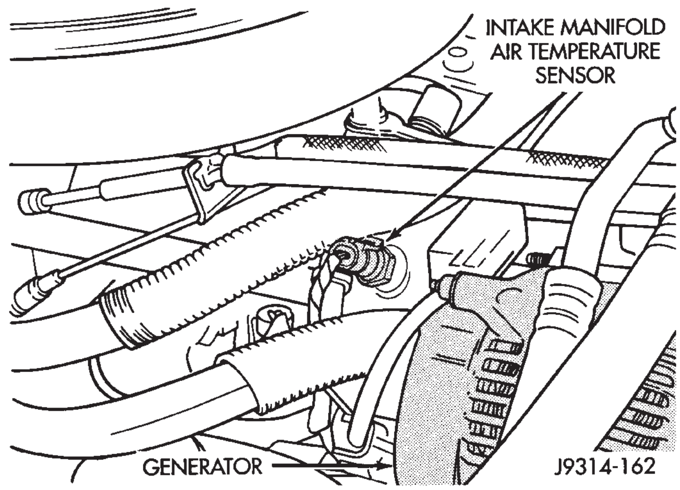


Fig. 55 Air Temperature Sensor—5.2L Engine

(2) Test the resistance of the sensor with an input impedance (digital) volt-ohmmeter. The resistance (as measured across the sensor terminals) should be less than 1340 ohms with the engine warm. Refer to the previous Coolant Temperature sensor/Intake Air Temperature sensor resistance chart. Replace the sensor if it is not within the range of resistance specified in the chart.

(3) Test the resistance of the wire harness. Do this between the PCM wire harness connector A-15 and the sensor connector terminal. Also check between PCM connector A-4 to the sensor connector terminal. Repair the wire harness as necessary if the resistance is greater than 1 ohm.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR—4.0L ENGINE

To perform a complete test of the intake manifold air temperature sensor and its circuitry, refer to DRB tester and appropriate Powertrain Diagnostics Procedures manual. To test the sensor only, refer to the following:

(1) Disconnect the wire harness connector from the intake manifold air temperature sensor (Fig. 56).

DIAGNOSIS AND TESTING (Continued)

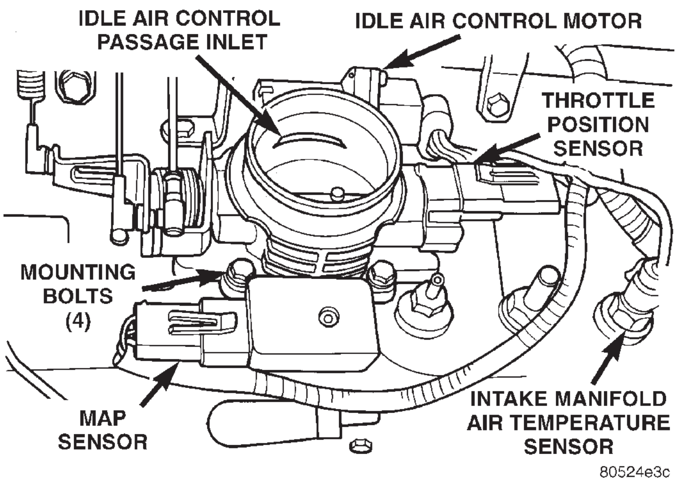


Fig. 56 Intake Manifold Air Temperature Sensor—4.0L Engine

(2) Test the resistance of the sensor with an input impedance (digital) volt-ohmmeter. The resistance (as measured across the sensor terminals) should be less than 1340 ohms with the engine warm. Refer to the previous Coolant Temperature sensor/Intake Air Temperature sensor resistance chart. Replace the sensor if it is not within the range of resistance specified in the chart.

(3) Test the resistance of the wire harness. Do this between the PCM wire harness connector A-15 and the sensor connector terminal. Also check between PCM connector A-4 to the sensor connector terminal. Repair the wire harness as necessary if the resistance is greater than 1 ohm.

VEHICLE SPEED SENSOR

To perform a complete test of the sensor and its circuitry, refer to DRB scan tool and appropriate Powertrain Diagnostics Procedures manual.

THROTTLE POSITION SENSOR (TPS)—5.2L ENGINE

To perform a complete test of the TPS and its circuitry, refer to the DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the TPS only, refer to the following:

The TPS (Fig. 57) can be tested with a digital voltmeter. The center electrical terminal of the TPS is the output terminal.

With the ignition key in the ON position, check the TPS output voltage at the center terminal wire of the connector. Check this at idle (throttle plate closed) and at wide open throttle (WOT). At idle, TPS output voltage should must be greater than 200 millivolts. At wide open throttle, TPS output voltage must be less than 4.8 volts. The output voltage should increase gradually as the throttle plate is slowly opened from idle to WOT.

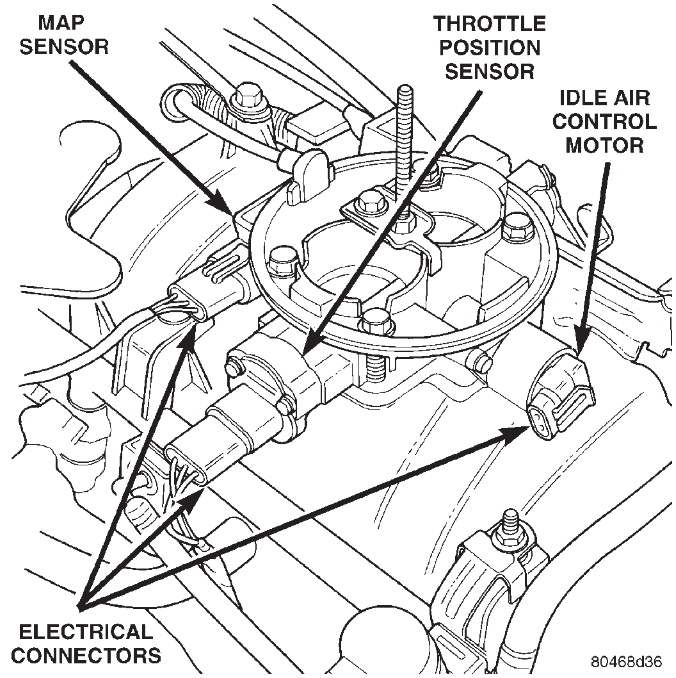


Fig. 57 TPS—5.2L Engine

THROTTLE POSITION SENSOR (TPS)—4.0L ENGINE

To perform a complete test of the TPS (Fig. 56) and its circuitry, refer to the DRB scan tool and appropriate Powertrain Diagnostics Procedures manual. To test the TPS only, refer to the following:

The TPS can be tested with a digital voltmeter. The center terminal of the TPS is the output terminal.

With the ignition key in the ON position, check the TPS output voltage at the center terminal wire of the connector. Check this at idle (throttle plate closed) and at wide open throttle (WOT). At idle, TPS output voltage should must be greater than 200 millivolts. At wide open throttle, TPS output voltage must be less than 4.8 volts. The output voltage should increase gradually as the throttle plate is slowly opened from idle to WOT.

THROTTLE BODY MINIMUM AIR FLOW CHECK PROCEDURE

5.2L ENGINE

The following test procedure has been developed to check throttle body calibrations for correct idle conditions. The procedure should be used to diagnose the throttle body for conditions that may cause idle problems. **This procedure should be used only after normal diagnostic procedures have failed to produce results that indicate a throttle body related problem. Be sure to check for proper operation of the idle air control motor before performing this test.**

DIAGNOSIS AND TESTING (Continued)

A special fixed orifice tool (number 6714) (Fig. 58) must be used for the following test.

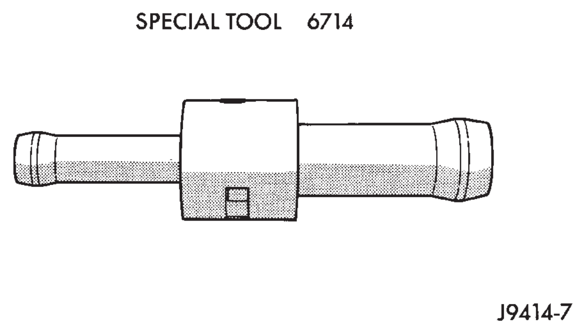


Fig. 58 Fixed Orifice Tool

(1) Start the engine and bring to operating temperature. Be sure all accessories are off before performing this test.

(2) Shut off the engine and remove the air duct at throttle body.

(3) Disconnect the vacuum line at the PCV valve (Fig. 59).

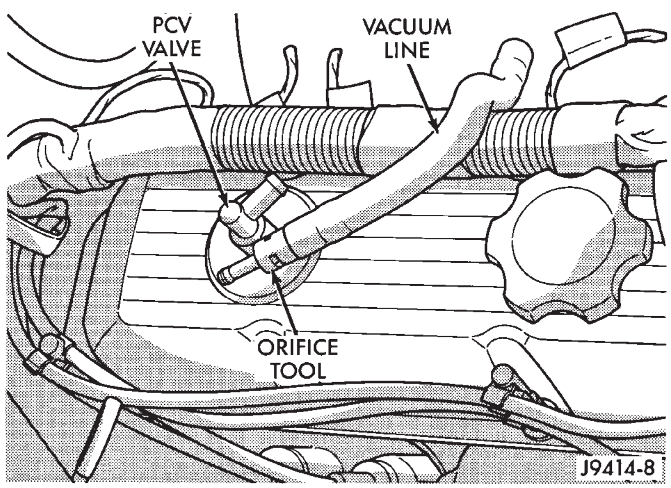


Fig. 59 Install Orifice Tool

(4) Install the 0.185 inch orifice tool (number 6714) into the disconnected vacuum line in place of the PCV valve (Fig. 59).

(5) Disconnect the idle purge vacuum line from fitting at throttle body. This vacuum line is located on the front of throttle body next to the MAP sensor (Fig. 60). Cap the fitting at throttle body after vacuum line has been removed.

(6) Connect the DRB scan tool to the 16–way data link connector. This connector is located under the instrument panel to the left of the steering column. Refer to the appropriate Powertrain Diagnostic Procedures service manual for DRB operation.

(7) Start the engine.

(8) Using the DRB scan tool, scroll through the menus as follows: select—System, select—Engine, select—Fuel and Ignition, select—Actuator Tests, select—Engine rpm and select—Minimum Air Flow.

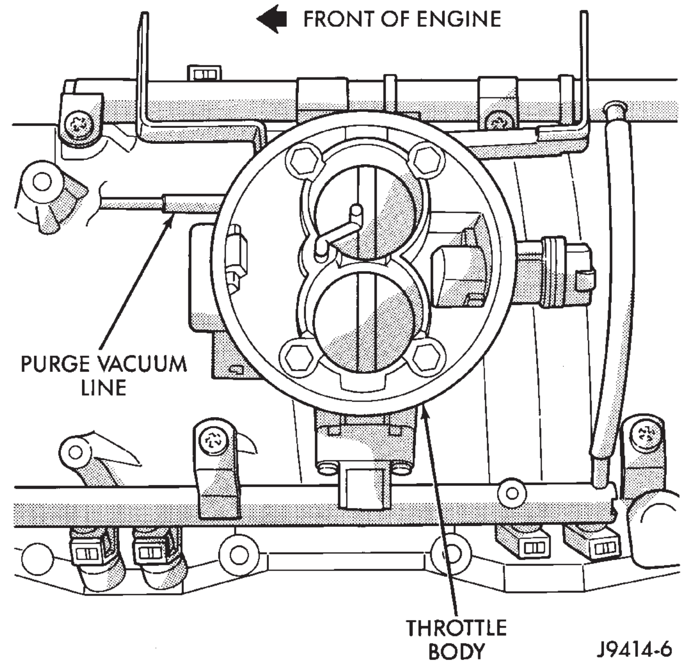


Fig. 60 Idle Purge Line

(9) The DRB scan tool will count down to stabilize the idle rpm and display the minimum air flow idle rpm. The idle rpm should be between **500 and 900 rpm.** If the idle speed is outside of these specifications, replace the throttle body. Refer to Throttle Body in the Component Removal/Installation section of this group.

(10) Disconnect the DRB scan tool from the vehicle.

(11) Remove cap from idle purge fitting at throttle body and install vacuum line.

(12) Remove orifice tool and connect vacuum line to PCV valve.

(13) Install air duct to throttle body.

REMOVAL AND INSTALLATION

AUTOMATIC SHUTDOWN (ASD) RELAY

The ASD relay is located in the Power Distribution Center (PDC) (Fig. 61). Refer to label on PDC cover for relay location. Check terminal connections at PDC and relay for damage/corrosion before installation. Repair as necessary.

FUEL PUMP RELAY

The fuel pump relay is located in the Power Distribution Center (PDC) (Fig. 61). Refer to label on PDC cover for relay location. Check terminal connections at relay and PDC for damage/corrosion before installation. Repair as necessary.

REMOVAL AND INSTALLATION (Continued)

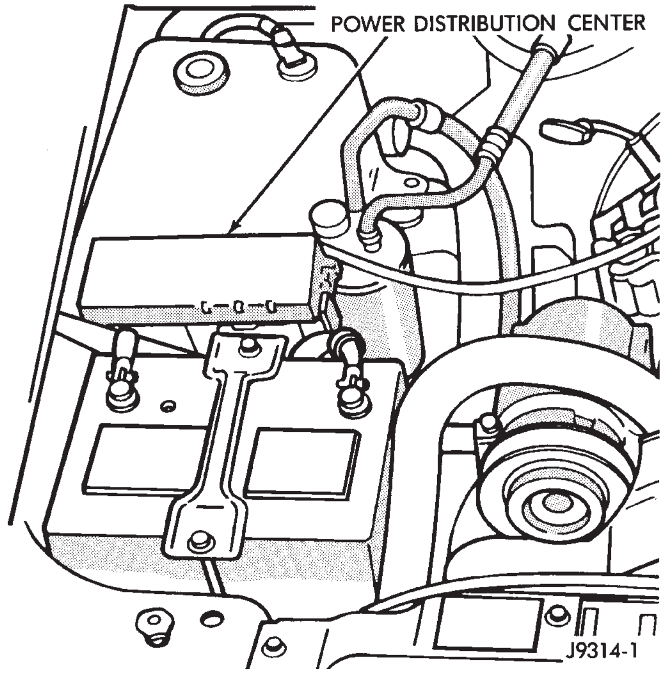


Fig. 61 Power Distribution Center (PDC) Location

THROTTLE BODY—5.2L ENGINE

A (factory adjusted) set screw is used to mechanically limit the position of the throttle body throttle plate. **Never attempt to adjust the engine idle speed using this screw.** All idle speed functions are controlled by the powertrain control module (PCM).

REMOVAL

(1) Remove the air duct at throttle body.

(2) Disconnect throttle body electrical connectors at MAP sensor, IAC motor and TPS (Fig. 62).

(3) Remove vacuum line at throttle body.

(4) Remove all control cables from throttle body (lever) arm. Refer to the Accelerator Pedal and Throttle Cable section of this group for additional information.

(5) Remove four throttle body mounting bolts (Fig. 63).

(6) Remove throttle body from intake manifold.

(7) Discard old throttle body-to-intake manifold gasket.

INSTALLATION

(1) Clean the mating surfaces of the throttle body and the intake manifold.

(2) Install new throttle body-to-intake manifold gasket.

(3) Install throttle body to intake manifold.

(4) Install four mounting bolts. Tighten bolts to 23 N·m (200 in. lbs.) torque.

(5) Install control cables.

(6) Install vacuum line to throttle body.

(7) Install electrical connectors.

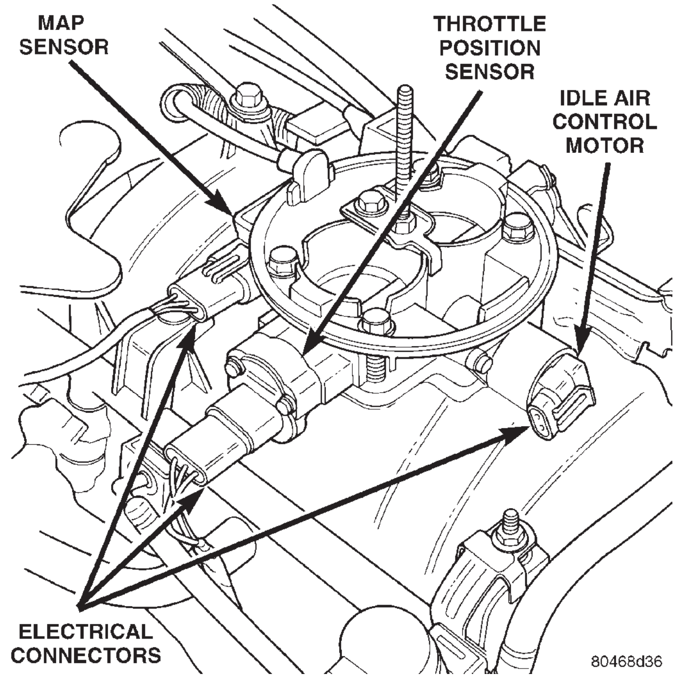


Fig. 62 Sensor Electrical Connectors—5.2L Engine—Typical

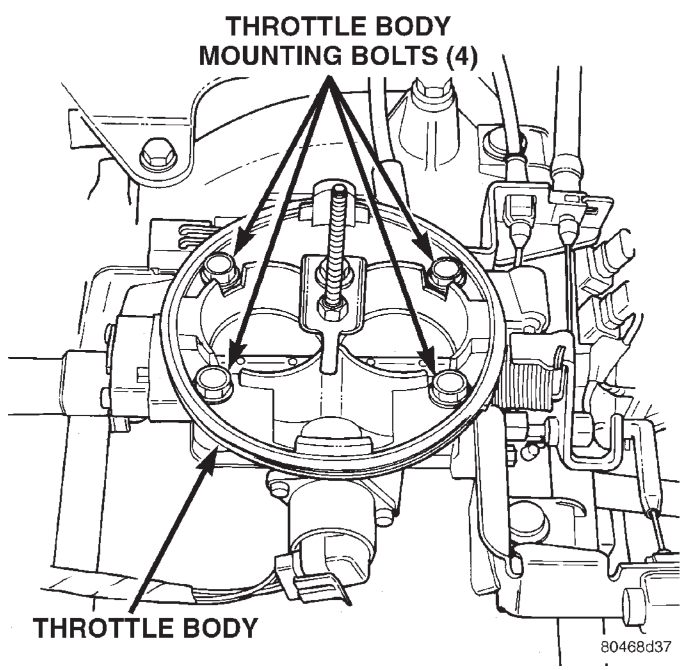


Fig. 63 Throttle Body Mounting Bolts—5.2L Engine—Typical

(8) Install air duct at throttle body.

THROTTLE BODY—4.0L ENGINE

A (factory adjusted) set screw is used to mechanically limit the position of the throttle body throttle plate. **Never attempt to adjust the engine idle speed using this screw.** All idle speed functions are controlled by the powertrain control module (PCM).

REMOVAL AND INSTALLATION (Continued)

REMOVAL

(1) Remove the air cleaner duct at throttle body.

(2) Disconnect throttle body electrical connectors at MAP sensor, IAC motor and TPS (Fig. 64).

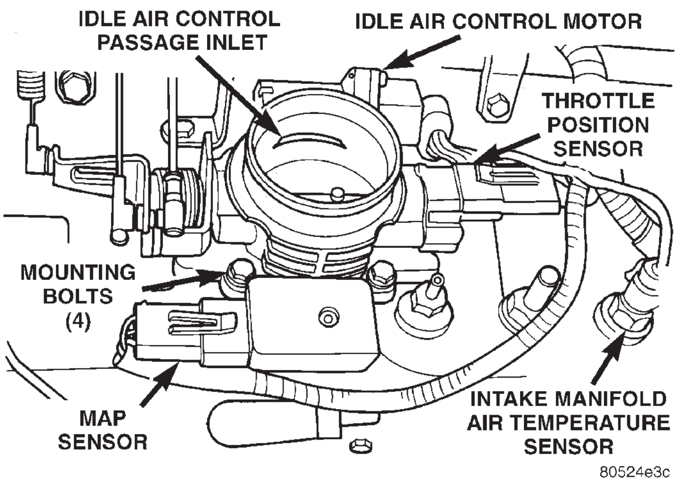


Fig. 64 Throttle Body and Sensor Locations—4.0L Engine

(3) Remove all control cables from throttle body (lever) arm. Refer to the Accelerator Pedal and Throttle Cable section of this group for additional information.

(4) Remove four throttle body mounting bolts.

(5) Remove throttle body from intake manifold.

(6) Discard old throttle body-to-intake manifold gasket.

INSTALLATION

(1) Clean the mating surfaces of the throttle body and the intake manifold.

(2) Install new throttle body-to-intake manifold gasket.

(3) Install throttle body to intake manifold.

(4) Install four mounting bolts. Tighten bolts to 12 N·m (108 in. lbs.) torque.

(5) Install control cables.

(6) Install electrical connectors.

(7) Install air duct at throttle body.

THROTTLE POSITION SENSOR (TPS)—5.2L ENGINE

REMOVAL

The TPS is located on the side of the throttle body.

(1) Remove air duct at throttle body.

(2) Disconnect TPS electrical connector.

(3) Remove two TPS mounting bolts (Fig. 65).

(4) Remove TPS from throttle body.

INSTALLATION

The throttle shaft end of the throttle body slides into a socket in the TPS (Fig. 66). The TPS must be installed so that it can be rotated a few degrees. If the sensor will not rotate, install the sensor with the throttle shaft on the other side of the socket tangs. The TPS will be under slight tension when rotated.

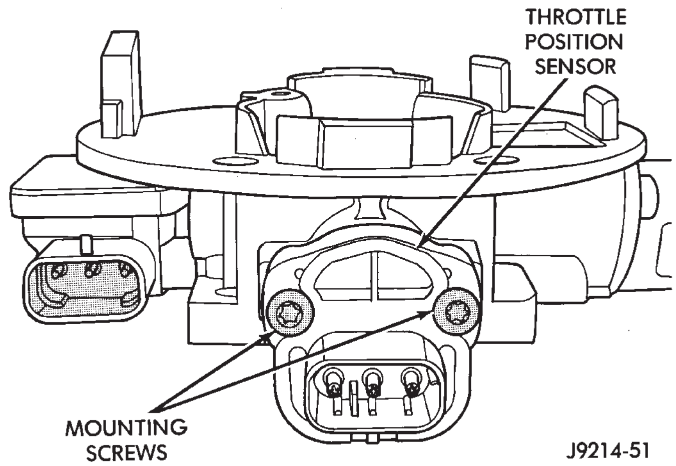


Fig. 65 TPS Mounting Bolts—5.2L Engine

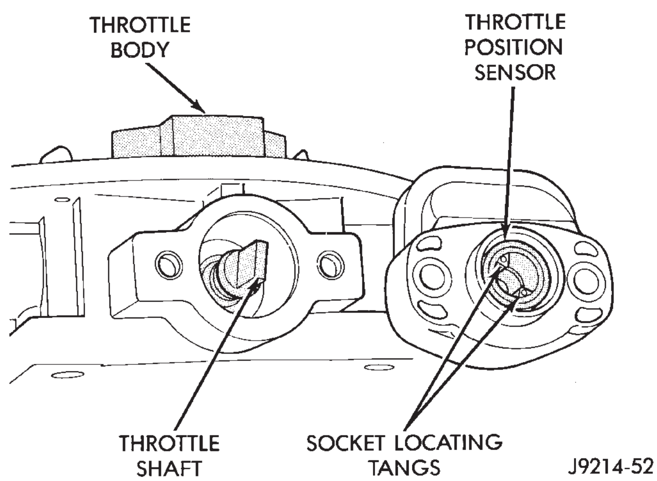


Fig. 66 Installation—5.2L Engine—Typical

(1) Install the TPS and two retaining bolts.

(2) Tighten bolts to 7 N·m (60 in. lbs.) torque.

(3) Manually operate the throttle control lever by hand to check for any binding of the TPS.

(4) Connect TPS electrical connector to TPS.

(5) Install air duct at throttle body.

THROTTLE POSITION SENSOR (TPS)—4.0L ENGINE

The TPS is mounted to the throttle body.

REMOVAL

(1) Disconnect TPS electrical connector.

(2) Remove TPS mounting screws (Fig. 67).

(3) Remove TPS.

REMOVAL AND INSTALLATION (Continued)

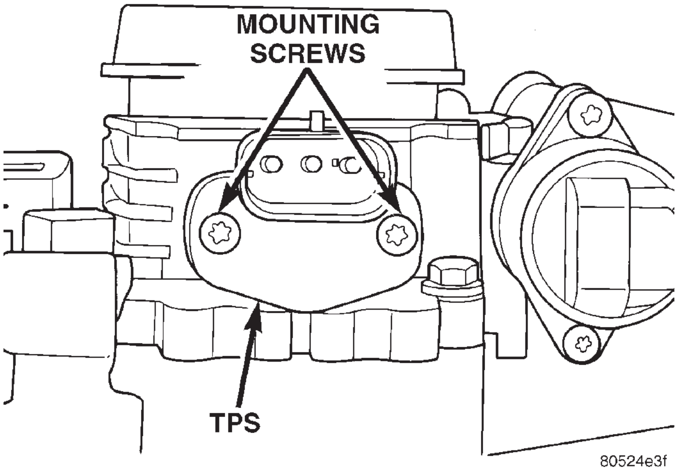


Fig. 67 TPS Mounting Screws—4.0L Engine

INSTALLATION

The throttle shaft end of the throttle body slides into a socket in the TPS (Fig. 68). The TPS must be installed so that it can be rotated a few degrees. (If the sensor will not rotate, install the sensor with the throttle shaft on the other side of the socket tangs). The TPS will be under slight tension when rotated.

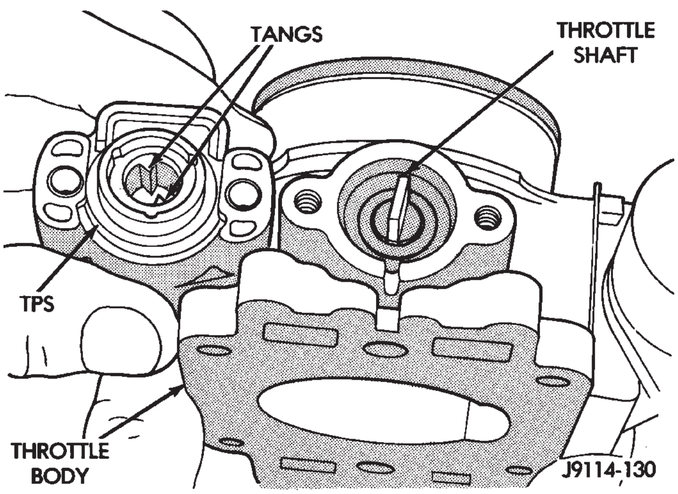


Fig. 68 Throttle Position Sensor Installation—4.0L Engine

(1) Install the TPS and retaining screws.
(2) Tighten screws to 7 N·m (60 in. lbs.) torque.
(3) Connect TPS electrical connector to TPS.
(4) Manually operate the throttle (by hand) to check for any TPS binding before starting the engine.

IDLE AIR CONTROL (IAC) MOTOR—5.2L ENGINE

The IAC motor is located on the back of the throttle body.

REMOVAL

(1) Remove air duct at throttle body.
(2) Disconnect electrical connector from IAC motor.
(3) Remove two mounting bolts (screws) (Fig. 69).

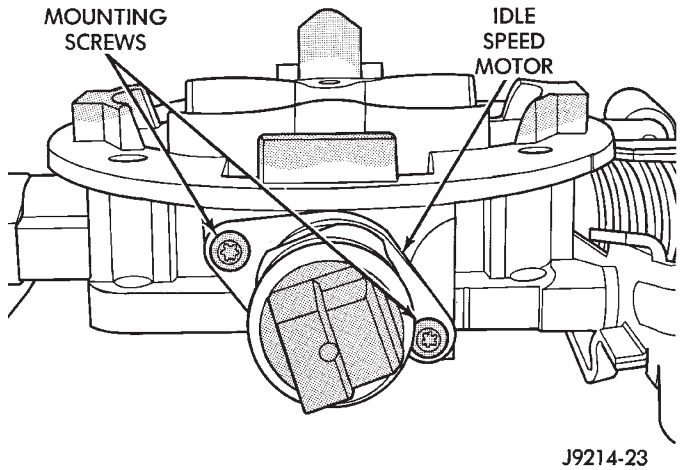


Fig. 69 Mounting Bolts (Screws)—IAC Motor—5.2L Engine

(4) Remove IAC motor from throttle body.

INSTALLATION

(1) Install IAC motor to throttle body.
(2) Install and tighten two mounting bolts (screws) to 7 N·m (60 in. lbs.) torque.
(3) Install electrical connector.
(4) Install air duct at throttle body.

IDLE AIR CONTROL (IAC) MOTOR—4.0L ENGINE

The IAC motor is located on the side of the throttle body.

REMOVAL

(1) Remove air cleaner tube at throttle body.
(2) Disconnect electrical connector from IAC motor.
(3) Remove two mounting bolts (screws) (Fig. 70).
(4) Remove IAC motor from throttle body.

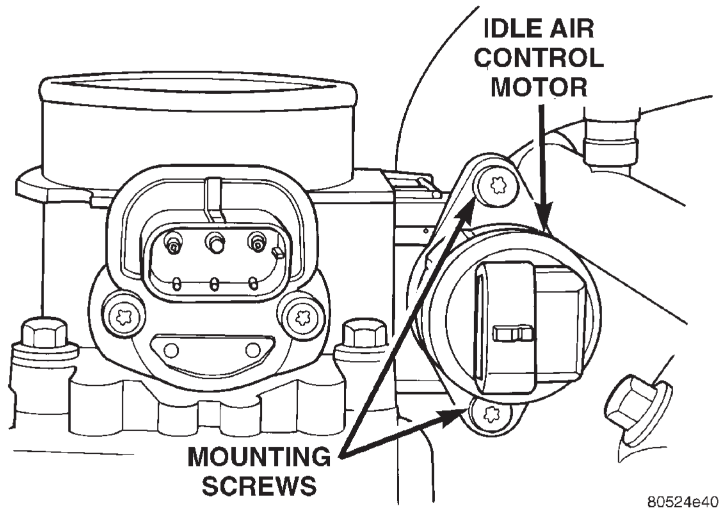


Fig. 70 Mounting Bolts (Screws)—IAC Motor—4.0L Engine

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Install IAC motor to throttle body.

(2) Install and tighten two mounting bolts (screws) to 7 N·m (60 in. lbs.) torque.

(3) Install electrical connector.

(4) Install air cleaner tube to throttle body.

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR—5.2L ENGINES

The MAP sensor is located on the front of the throttle body. An L-shaped rubber fitting is used to connect the MAP sensor to throttle body (Fig. 71).

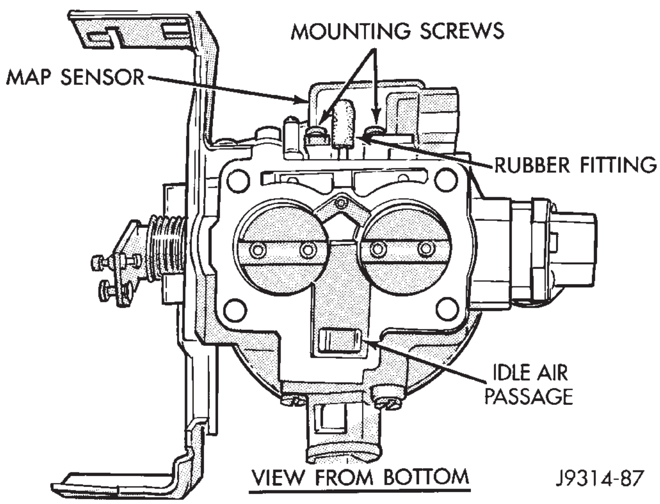


Fig. 71 MAP Sensor L-Shaped Rubber Fitting—5.2L Engine

REMOVAL

The throttle body must be removed from the intake manifold for MAP sensor removal.

(1) Remove air duct at throttle body.

(2) Remove throttle body. Refer to Throttle Body removal in this section.

(3) Remove two MAP sensor mounting bolts (screws) (Fig. 71).

(4) While removing MAP sensor, slide the vacuum rubber L-shaped fitting (Fig. 71) from the throttle body.

(5) Remove rubber L-shaped fitting from MAP sensor.

INSTALLATION

(1) Install rubber L-shaped fitting to MAP sensor.

(2) Position sensor to throttle body while guiding rubber fitting over throttle body vacuum nipple.

(3) Install MAP sensor mounting bolts (screws). Tighten screws to 3 N·m (25 in. lbs.) torque.

(4) Install throttle body. Refer to Throttle Body installation in this section.

(5) Install air duct at throttle body.

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR—4.0L ENGINE

The MAP sensor is mounted to the side of the throttle body. An L-shaped rubber fitting is used to connect the MAP sensor to throttle body (Fig. 72).

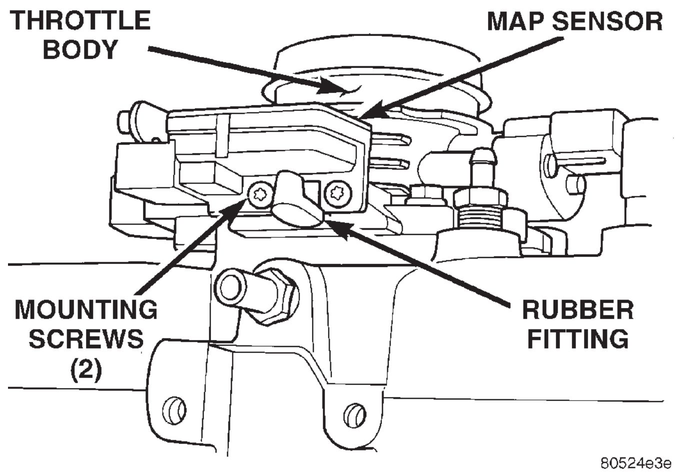


Fig. 72 MAP Sensor Mounting—4.0L Engine

REMOVAL

(1) Remove air cleaner intake tube at throttle body.

(2) Remove two MAP sensor mounting bolts (screws) (Fig. 72).

(3) While removing MAP sensor, slide the rubber L-shaped fitting (Fig. 72) from the throttle body.

(4) Remove rubber L-shaped fitting from MAP sensor.

INSTALLATION

(1) Install rubber L-shaped fitting to MAP sensor.

(2) Position sensor to throttle body while guiding rubber fitting over throttle body vacuum nipple.

(3) Install MAP sensor mounting bolts (screws). Tighten screws to 3 N·m (25 in. lbs.) torque.

(4) Install air cleaner intake tube.

DUTY CYCLE EVAP CANISTER PURGE SOLENOID

Refer to Group 25, Emission Control System for removal/installation procedures.

POWERTRAIN CONTROL MODULE (PCM)

The PCM is located on the cowl panel in the right/rear side of the engine compartment (Fig. 73).

REMOVAL

(1) Disconnect the negative battery cable at battery.

(2) Remove the coolant reserve/overflow tank (one bolt and two nuts) (Fig. 74).

(3) Carefully unplug the three 32–way connectors at PCM.

REMOVAL AND INSTALLATION (Continued)

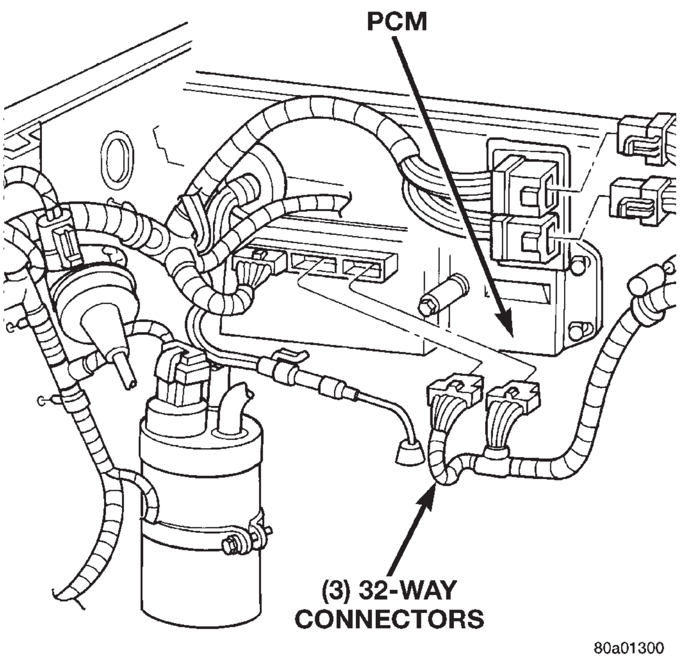


Fig. 73 Powertrain Control Module (PCM) Location

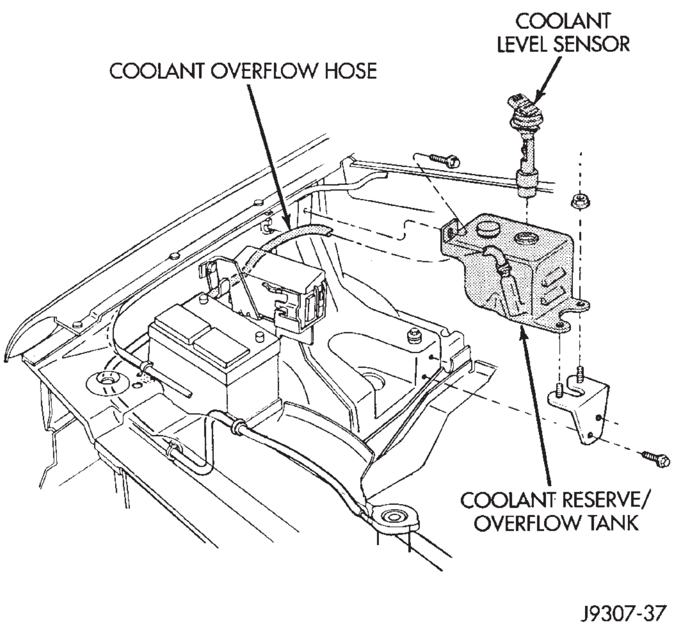


Fig. 74 Coolant Reserve/Overflow Tank Mounting

(4) Remove the three PCM mounting bolts (Fig. 75).

(5) Remove PCM.

INSTALLATION

(1) Check the pins in the three 32–way electrical connectors for damage. Repair as necessary.

(2) Install PCM. Tighten three mounting bolts to 1 N·m (9 in. lbs.) torque.

(3) Install coolant reserve/overflow tank.

(4) Connect negative cable to battery.

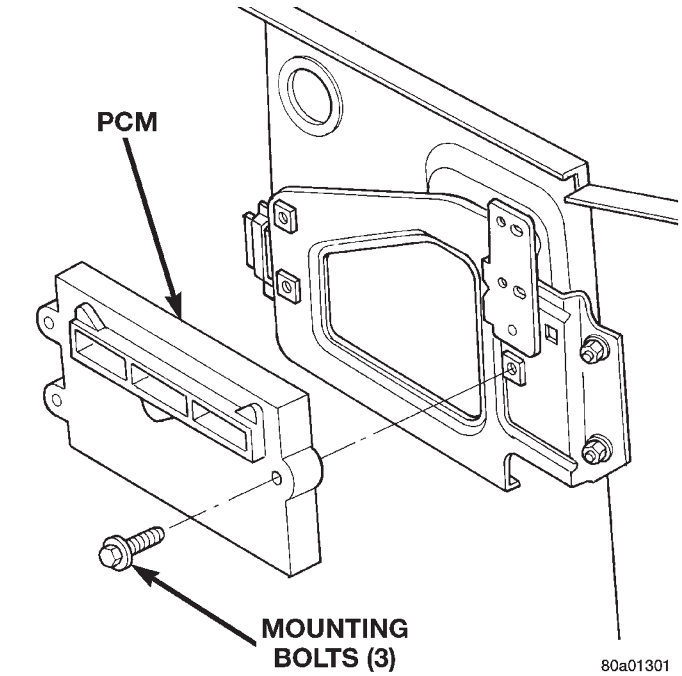


Fig. 75 Powertrain Control Module (PCM) Mounting

CRANKSHAFT POSITION SENSOR

Refer to Group 8D, Ignition System for removal/installation procedures.

CAMSHAFT POSITION SENSOR

For removal/installation procedures, refer to Group 8D, Ignition System. See Camshaft Position Sensor.

OXYGEN SENSOR—5.2L ENGINE

The upstream O2S sensor is located in the exhaust downpipe. The downstream sensor is located near outlet end of catalytic converter. Refer to (Fig. 76) or (Fig. 77).

REMOVAL

WARNING: THE EXHAUST MANIFOLD, EXHAUST PIPES AND CATALYTIC CONVERTER BECOME VERY HOT DURING ENGINE OPERATION. ALLOW ENGINE TO COOL BEFORE REMOVING OXYGEN SENSOR.

(1) Raise and support the vehicle.

(2) Disconnect the wire connector from the O2S sensor.

CAUTION: When disconnecting the sensor electrical connector, do not pull directly on wire going into sensor.

(3) Remove the O2S sensor. Snap-On oxygen sensor wrench (number YA 8875) may be used for removal and installation.

REMOVAL AND INSTALLATION (Continued)

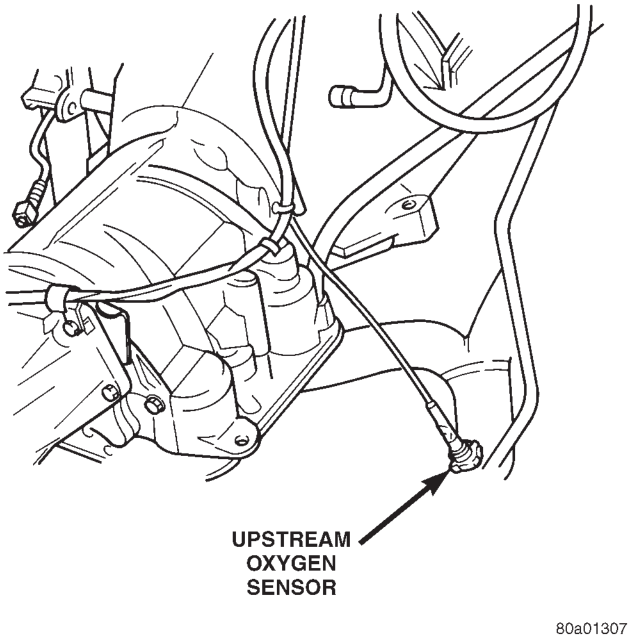


Fig. 76 Upstream Oxygen Sensor Location—5.2L Engine

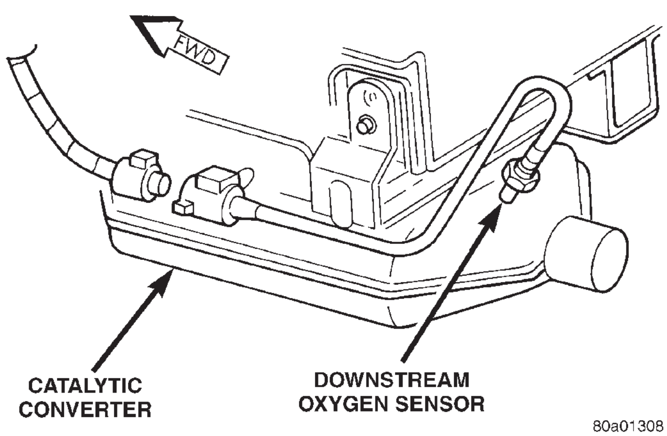


Fig. 77 Downstream Oxygen Sensor Location

INSTALLATION

Threads of new oxygen sensors are factory coated with anti-seize compound to aid in removal. **DO NOT add any additional anti-seize compound to the threads of a new oxygen sensor.**

(1) Install the O2S sensor. Tighten to 30 N·m (22 ft. lbs.) torque.

(2) Connect the O2S sensor wire connector.

(3) Lower the vehicle.

OXYGEN SENSOR—4.0L ENGINE

The upstream O2S sensor is located in the exhaust downpipe. The downstream sensor is located near outlet end of catalytic converter. Refer to (Fig. 78) or (Fig. 77).

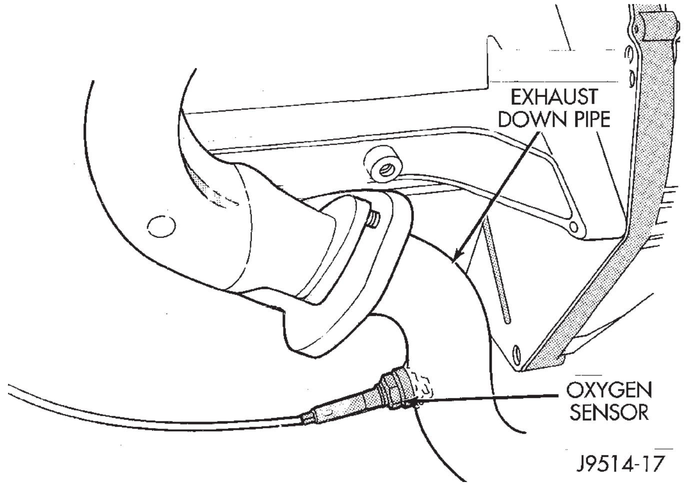


Fig. 78 Upstream Oxygen Sensor Location—4.0L Engine

REMOVAL

WARNING: THE EXHAUST MANIFOLD, EXHAUST PIPES AND CATALYTIC CONVERTER BECOME VERY HOT DURING ENGINE OPERATION. ALLOW ENGINE TO COOL BEFORE REMOVING OXYGEN SENSOR.

(1) Raise and support the vehicle.

(2) Disconnect the wire connector from the O2S sensor.

CAUTION: When disconnecting the sensor electrical connector, do not pull directly on wire going into sensor.

(3) Remove the O2S sensor. Snap-On oxygen sensor wrench (number YA 8875) may be used for removal and installation.

INSTALLATION

Threads of new oxygen sensors are factory coated with anti-seize compound to aid in removal. **DO NOT add any additional anti-seize compound to the threads of a new oxygen sensor.**

(1) Install the O2S sensor. Tighten to 30 N·m (22 ft. lbs.) torque.

(2) Connect the O2S sensor wire connector.

(3) Lower the vehicle.

AIR CLEANER HOUSING

REMOVAL

(1) Unlock clean air hose clamp (Fig. 79) at air cleaner cover. To unlock the clamp, attach adjustable pliers to clamp and rotate pliers as shown in (Fig. 80). Remove clean air hose at cover.

(2) Remove crankcase breather/filter hose at air cleaner cover.

REMOVAL AND INSTALLATION (Continued)

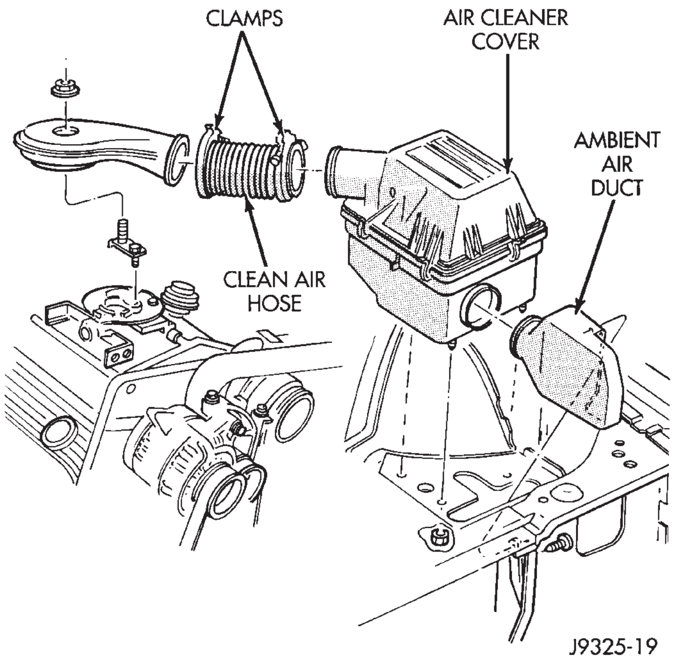


Fig. 79 Air Cleaner—5.2L V-8 Engine Shown

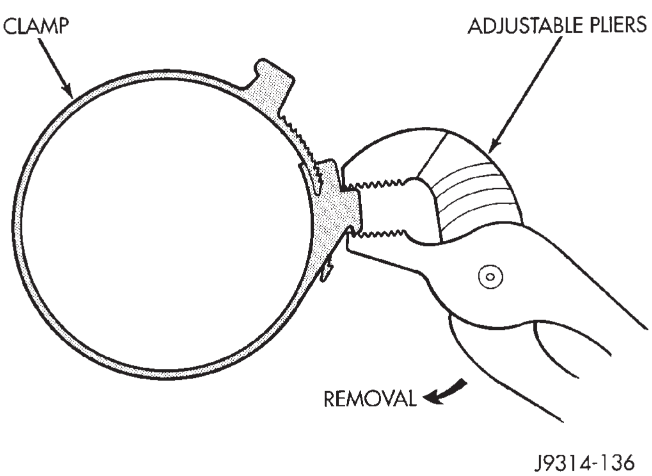


Fig. 80 Clamp Removal

(3) From under vehicle, remove three housing nuts (Fig. 79).

(4) Release the air cleaner housing from the ambient air duct and remove housing from vehicle.

INSTALLATION

(1) Position air cleaner housing to body and ambient air duct (Fig. 79).

(2) Install three nuts and tighten to 10 N·m (93 in. lbs.) torque.

(3) Install crankcase breather/filter hose to cover.

(4) Install clamp to cover. Compress the clamp snugly with adjustable pliers as shown in (Fig. 81).

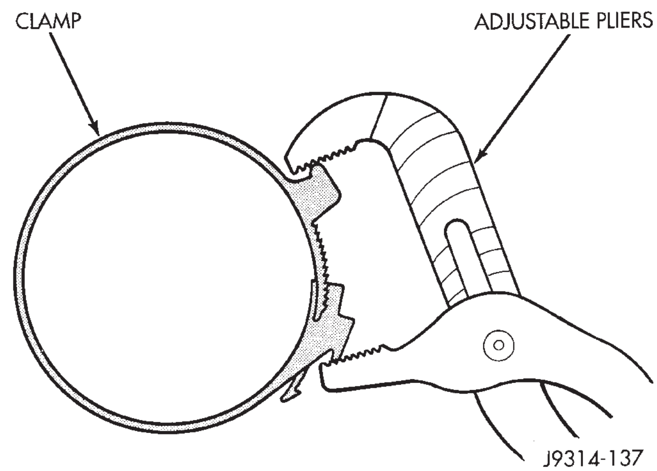


Fig. 81 Clamp Installation

AIR CLEANER ELEMENT (FILTER)

REMOVAL/INSTALLATION

(1) Pry back the six clips retaining the air cleaner cover to the air cleaner housing (Fig. 82).

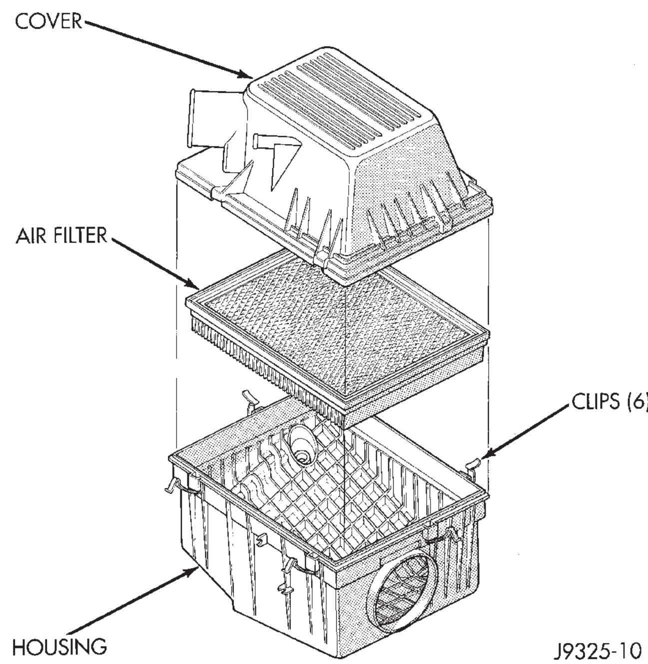


Fig. 82 Air Cleaner Element Removal/Installation

(2) Lift the cover up and position to the side.

(3) Remove air cleaner element.

(4) Clean the inside of air cleaner housing before installing new element.

(5) Reverse the preceding operation for installation. Be sure the air cleaner cover is properly seated to air cleaner housing.

REMOVAL AND INSTALLATION (Continued)

ENGINE COOLANT TEMPERATURE SENSOR—5.2L ENGINE

REMOVAL

WARNING: HOT, PRESSURIZED COOLANT CAN CAUSE INJURY BY SCALDING. COOLING SYSTEM MUST BE PARTIALLY DRAINED BEFORE REMOVING THE COOLANT TEMPERATURE SENSOR. REFER TO GROUP 7, COOLING.

(1) Partially drain cooling system. Refer to Group 7, Cooling.

(2) Disconnect electrical connector from sensor (Fig. 83).

(3) **Engines with air conditioning:** When removing the connector from sensor, do not pull directly on wiring harness. Fabricate an L-shaped hook tool from a coat hanger (approximately eight inches long). Place the hook part of tool under the connector for removal. The connector is snapped onto the sensor. It is not equipped with a lock type tab.

(4) Remove sensor from intake manifold.

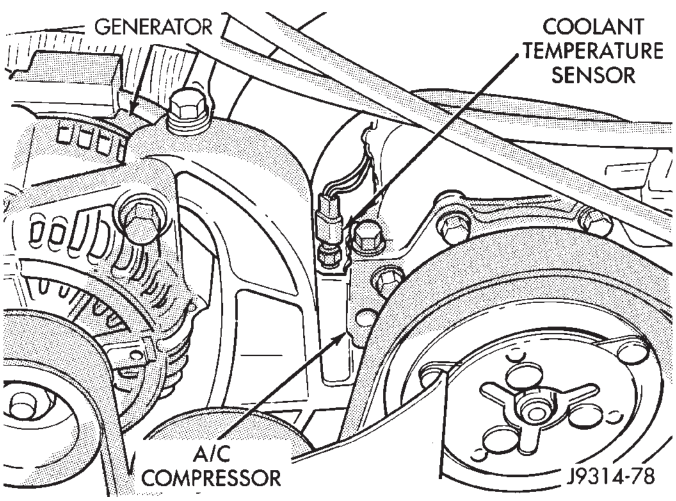


Fig. 83 Engine Coolant Temperature Sensor—5.2L Engine

INSTALLATION

(1) Install sensor.

(2) Tighten to 11 N·m (8 ft. lbs.) torque.

(3) Connect electrical connector to sensor. The sensor connector is symmetrical (not indexed). It can be installed to the sensor in either direction.

(4) Replace any lost engine coolant. Refer to Group 7, Cooling System.

ENGINE COOLANT TEMPERATURE SENSOR—4.0L ENGINE

The coolant temperature sensor is installed in the thermostat housing (Fig. 84).

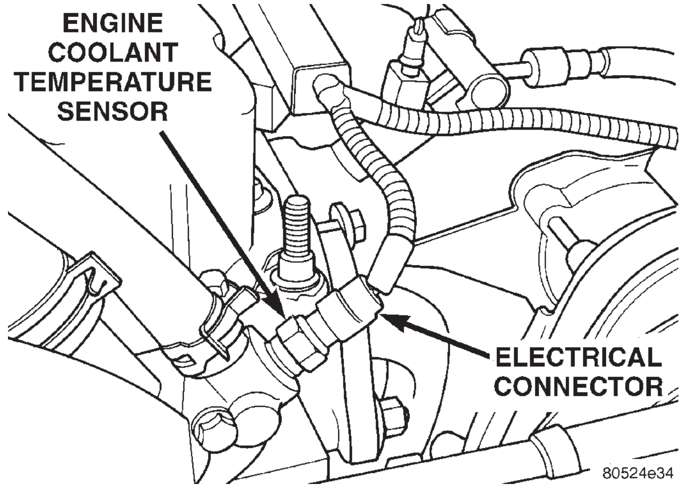


Fig. 84 Engine Coolant Temperature Sensor—4.0L Engine

REMOVAL

(1) Partially drain cooling system until the coolant level is below the cylinder head. Observe the **WARNINGS** in Group 7, Cooling.

(2) Disconnect the coolant temperature sensor wire connector.

(3) Remove the sensor from the thermostat housing.

INSTALLATION

(1) Apply sealant to sensor threads.

(2) Install coolant temperature sensor into the thermostat housing. Tighten to 11 N·m (8 ft. lbs.) torque.

(3) Connect the wire connector.

(4) Fill the cooling system. Refer to Group 7, Cooling System.

INTAKE MANIFOLD AIR TEMPERATURE SENSOR—5.2L ENGINE

The intake manifold air temperature sensor is located in the front/side of the intake manifold (Fig. 85).

REMOVAL

(1) Disconnect electrical connector at sensor (Fig. 85).

(2) Remove sensor from intake manifold.

INSTALLATION

(1) Install sensor to intake manifold. Tighten to 28 N·m (20 ft. lbs.) torque.

(2) Install electrical connector.

REMOVAL AND INSTALLATION (Continued)

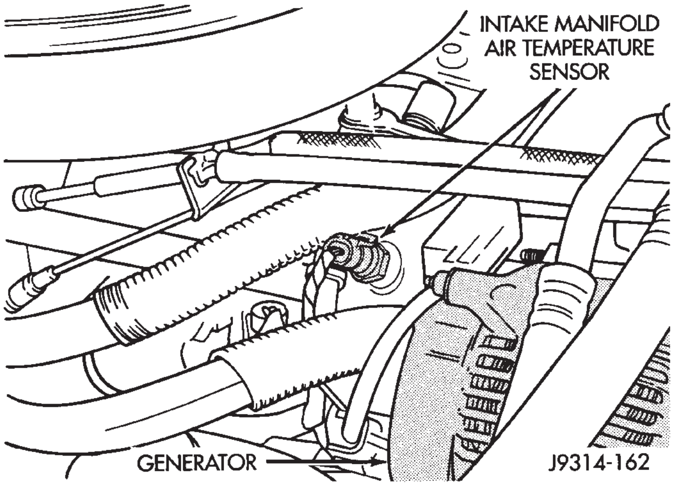


Fig. 85 Air Temperature Sensor—5.2L Engine

INTAKE MANIFOLD AIR TEMPERATURE SENSOR—4.0L ENGINE

The intake manifold air temperature sensor is installed into the intake manifold plenum near the throttle body (Fig. 86).

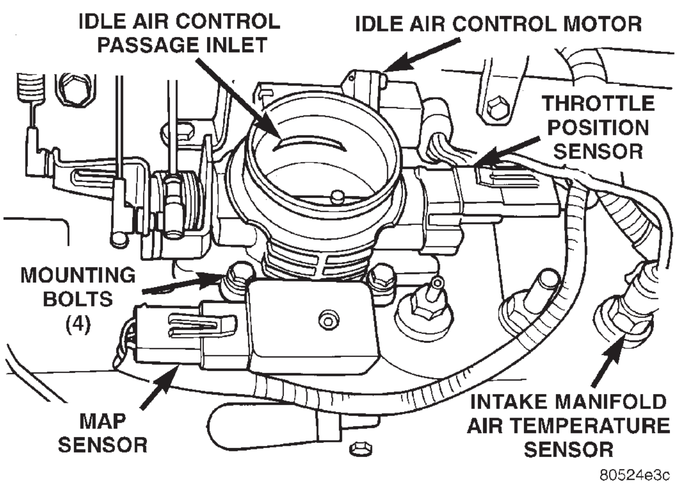


Fig. 86 Intake Air Sensor Location—4.0L Engine

REMOVAL

(1) Disconnect the electrical connector from the sensor.

(2) Remove the sensor from the intake manifold.

INSTALLATION

(1) Install the sensor into the intake manifold. Tighten the sensor to 28 N·m (20 ft. lbs.) torque.

(2) Connect the electrical connector to the sensor.

VEHICLE SPEED SENSOR

The vehicle speed sensor is located on the speedometer pinion gear adapter (Fig. 87). The pinion gear adapter is located on the extension housing of the transmission (drivers side).

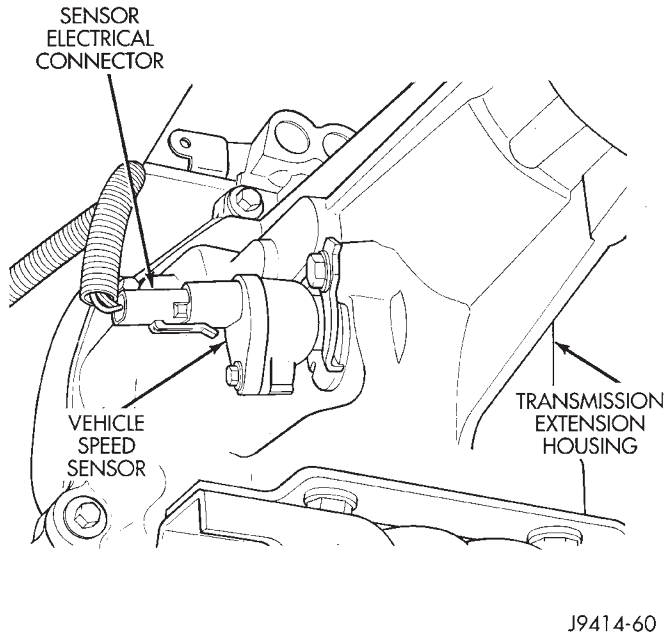


Fig. 87 Vehicle Speed Sensor Location—Typical

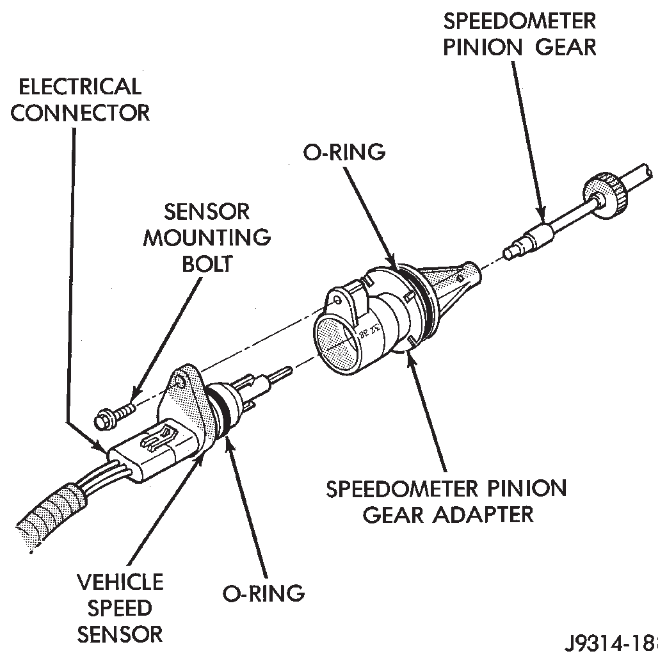


Fig. 88 Sensor Removal/Installation

REMOVAL

(1) Raise and support vehicle.

(2) Disconnect the electrical connector from the sensor.

(3) Remove the sensor mounting bolt (Fig. 88).

(4) Remove the sensor (pull straight out) from the speedometer pinion gear adapter (Fig. 88). Do not remove the gear adapter from the transmission.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Clean the inside of speedometer pinion gear adapter before installing speed sensor.

(2) Install sensor into speedometer gear adapter and install mounting bolt. **Before tightening bolt, verify speed sensor is fully seated (mounted flush) to speedometer pinion gear adapter.**

(3) Tighten sensor mounting bolt to 2.2 N·m (20 in. lbs.) torque.

(4) Connect electrical connector to sensor.

SPECIFICATIONS

VECI LABEL SPECIFICATIONS

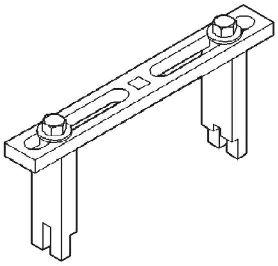
If anything differs between the specifications found on the Vehicle Emission Control Information (VECI) label and the following specifications, use specifications on VECI label. The VECI label is located in the engine compartment.

TORQUE CHART

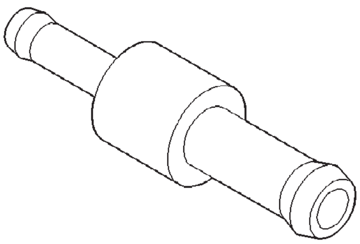
DESCRIPTION	TORQUE
Air Cleaner Housing Mount. Nuts	10 N·m (93 in. lbs.)
Engine Coolant Temperature Sensor—All Engines	11 N·m (96 in. lbs.)
Fuel Hose Clamps	1 N·m (10 in. lbs.)
IAC Motor-To-Throttle Body Bolts	7 N·m (60 in. lbs.)
Intake Manifold Air Temp. Sensor—All Engines	28 N·m (20 ft. lbs.)
MAP Sensor Mounting Screws—All Engines	3 N·m (25 in. lbs.)
Oxygen Sensor—All Engines	30 N·m (22 ft. lbs.)
Powertrain Control Module Mounting Screws	1 N·m (9 in. lbs.)
Throttle Body Mounting Bolts—5.2L Engine	23 N·m (200 in. lbs.)
Throttle Body Mounting Bolts—4.0L Engine	12 N·m (108 in. lbs.)
Throttle Position Sensor Mounting Screws—All Engines	7 N·m (60 in. lbs.)
Vehicle Speed Sensor Mounting Bolt	2.2 N·m (20 in. lbs.)

SPECIAL TOOLS

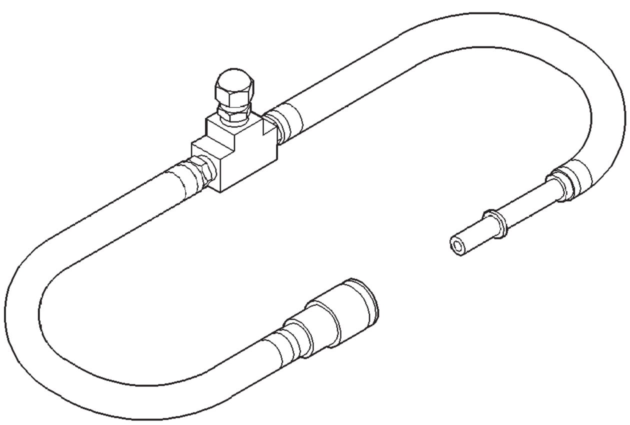
FUEL SYSTEM



Spanner Wrench—6856

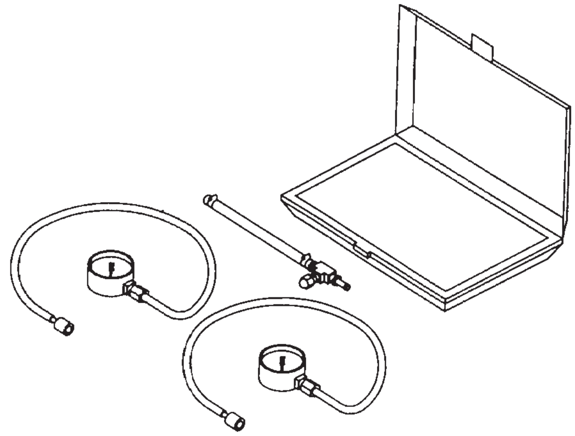


Fitting, Air Metering—6714

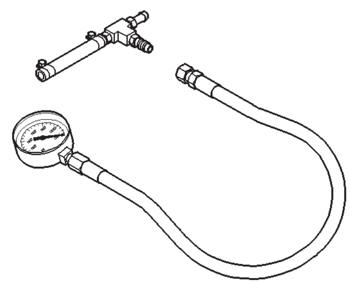


Adapters, Fuel Pressure Test—6541, 6539, 6631 or 6923

O2S (Oxygen Sensor) Remover/Installer—C-4907



Test Kit, Fuel Pressure—5069



Test Kit, Fuel Pressure—C-4799-B

Fuel Line Removal Tool—6782

STEERING

CONTENTS

POWER STEERING

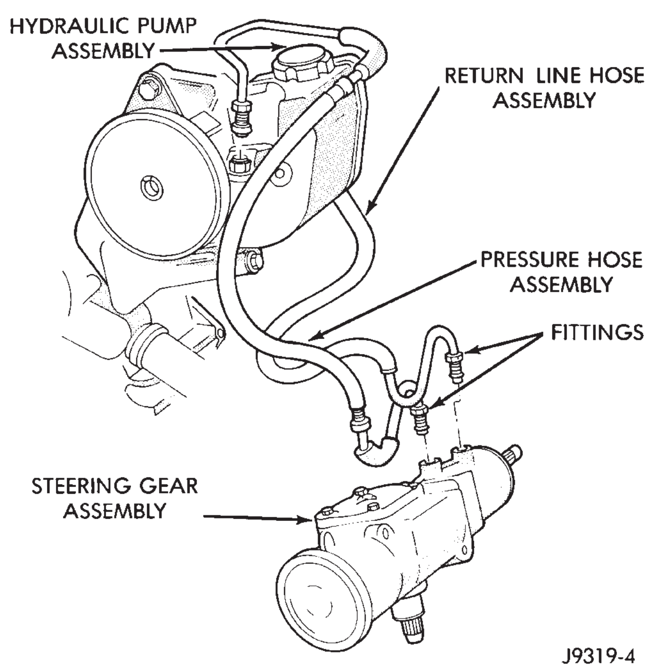
INDEX

GENERAL INFORMATION

STEERING SYSTEM

The power steering system consists of;

- Hydraulic pump
- Recirculating ball steering gear
- Steering column
- Steering linkage



Power Steering Gear & Pump

DIAGNOSIS AND TESTING

POWER STEERING SYSTEM DIAGNOSIS CHARTS

STEERING NOISE

There is some noise in all power steering systems. One of the most common is a hissing sound evident at a standstill parking. Or when the steering wheel is at the end of it's travel. Hiss is a high frequency noise similar to that of a water tap being closed slowly. The noise is present in all valves that have a high velocity fluid passing through an orifice. There is no relationship between this noise and steering performance.

CONDITION	POSSIBLE CAUSES	CORRECTION
OBJECTIONAL HISS OR WHISTLE	1. Damaged steering coupler to dash panel seal. 2. Noisy valve in power steering gear.	1. Check and repair seal at dash panel. 2. Replace steering gear.
RATTLE OR CLUNK	1. Gear mounting bolts loose. 2. Loose or damaged suspension components. 3. Loose or damaged steering linkage. 4. Internal gear noise. 5. Pressure hose in contact with other components.	1. Tighten bolts to specification. 2. Inspect and repair suspension. 3. Inspect and repair steering linkage. 4. Replace gear. 5. Reposition hose.
CHIRP OR SQUEAL	1. Loose belt.	1. Adjust or replace.
WHINE OR GROWL	1. Low fluid level. 2. Pressure hose in contact with other components. 3. Internal pump noise.	1. Fill to proper level. 2. Reposition hose. 3. Replace pump.
SUCKING AIR SOUND	1. Loose return line clamp. 2. O-ring missing or damaged on hose fitting. 3. Low fluid level. 4. Air leak between pump and reservoir.	1. Replace clamp. 2. Replace o-ring. 3. Fill to proper level. 4. Repair as necessary.
SCRUBBING OR KNOCKING	1. Wrong tire size. 2. Wrong gear.	1. Verify tire size. 2. Verify gear.

BINDING AND STICKING

CONDITION	POSSIBLE CAUSE	CORRECTION
DIFFICULT TO TURN WHEEL STICKS OR BINDS	1. Low fluid level. 2. Tire pressure. 3. Steering components. 4. Loose belt. 5. Pump flow control valve. 6. Column coupler binding. 7. Steering gear worn or out of adjustment.	1. Fill to proper level. 2. Adjust tire pressure. 3. Inspect and lube. 4. Adjust or replace. 5. Test and replace if necessary. 6. Replace coupler. 7. Repair or replace gear.

DIAGNOSIS AND TESTING (Continued)

INSUFFICIENT ASST. OR POOR RETURN TO CENTER

CONDITION	POSSIBLE CAUSE	CORRECTION
HARD TURNING OR MOMENTARY INCREASE IN TURNING EFFORT	1. Tire pressure. 2. Low fluid level. 3. Loose belt. 4. Lack of lubrication. 5. Low pump pressure. 6. Internal gear leak.	1. Adjust tire pressure. 2. Fill to proper level. 3. Adjust or replace. 4. Inspect and lubricate steering and suspension compnents. 5. Test and repair as necessary. 6. Test and repair as necessary.
STEERING WHEEL DOES NOT WANT TO RETURN TO CENTER POSITION	1. Tire pressure. 2. Wheel alignment. 3. Lack of lubrication. 4. High friction in steering gear.	1. Adjust tire pressure. 2. Align front end. 3. Inspect and lubricate steering and suspension compnents. 4. Test and repair as necessary.

LOOSE STEERING AND VEHICLE LEAD

CONDITION	POSSIBLE CAUSE	CORRECTION
EXCESSIVE PLAY IN STEERING WHEEL	1. Worn or loose suspension or steering components. 2. Worn or loose wheel bearings. 3. Steering gear mounting. 4. Gear out of adjustment. 5. Worn or loose steering coupler.	1. Inspect and repair as necessary. 2. Inspect and repair or adjust bearings. 3. Tighten gear to specification. 4. Adjust gear to specification. 5. Inspect and replace as necessary.
VEHICLE PULLS OR LEADS TO ONE SIDE.	1. Radial tire lead. 2. Brakes dragging. 3. Wheel alignment.	1. Rotate tires. 2. Repair as necessary. 3. Align front end.

POWER STEERING PUMP

INDEX

DESCRIPTION AND OPERATION

POWER STEERING PUMP

Hydraulic pressure is provided for operation of the power steering gear by a belt driven power steering pump. The power steering pump is a constant flow rate and displacement, vane-type pump. The internal parts in the housing operate submerged in fluid. The flow control orifice is part of the high pressure line fitting. The pressure relief valve inside the flow control valve limits the pump pressure. The reservoir is attached to the pump body with spring clips.

The power steering pump is connected to the steering gear by the pressure and return hoses. The pump shaft has a pressed-on drive pulley that is belt driven by the crankshaft pulley (Fig. 1).

NOTE: Power steering pumps have different pressure rates and are not interchangeable with other pumps.

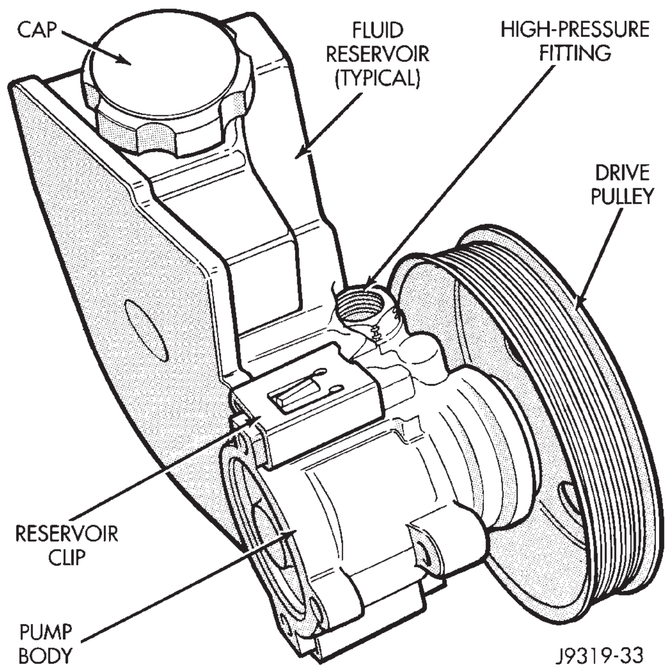


Fig. 1 TC Series Pump With Integral Reservoir

DIAGNOSIS AND TESTING

POWER STEERING PUMP

The following procedure is used to test the operation of the power steering system on the vehicle. This test will provide the flow rate of the power steering pump along with the maximum relief pressure. Perform test any time a power steering system problem is present. This test will determine if the power steering pump or power steering gear is not functioning properly. The following pressure and flow test is performed using Pressure/Flow tester, Special Tool 6815 (Fig. 2).

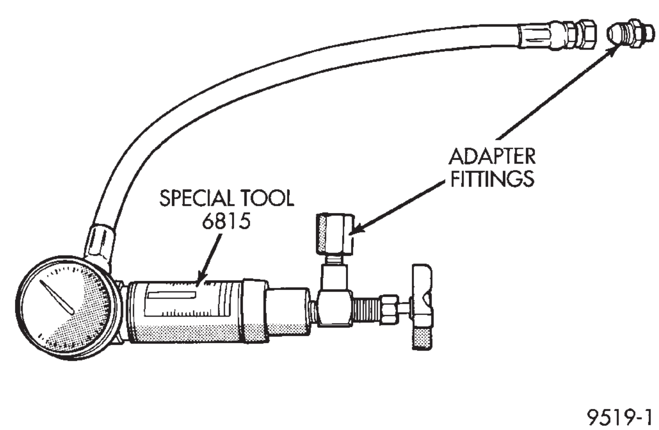


Fig. 2 Pressure Test Gauge

DIAGNOSIS AND TESTING (Continued)

POWER STEERING PUMP PRESSURE TEST

(1) Check belt tension and adjust as necessary.

(2) Disconnect high pressure hose at gear or pump. Use a container for dripping fluid.

(3) Connect pressure gauge from Power Steering Analyzer Tool kit 6815 to both hoses using appropriate adapter. Connect spare pressure hose to gear or pump.

(4) Open the test valve completely.

(5) Start engine and let idle long enough to circulate power steering fluid through flow/pressure test gauge and to get air out of the fluid. Then shut off engine.

(6) Check fluid level, add fluid as necessary. Start engine again and let idle.

(7) Gauge should read below 862 kPa (125 psi), if above, inspect the hoses for restrictions and repair as necessary. The initial pressure reading should be in the range of 345-552 kPa (50-80 psi).

CAUTION: The following test procedure involves testing maximum pump pressure output and flow control valve operation. Do not leave valve closed for more than five seconds as the pump could be damaged.

(8) Close valve fully three times and record highest pressure indicated each time. **All three readings must be above specifications and within 345 kPa (50 psi) of each other.**

• Pressures above specifications but not within 345 kPa (50 psi) of each other, replace pump.

• Pressures within 345 kPa (50 psi) of each other but below specifications, replace pump.

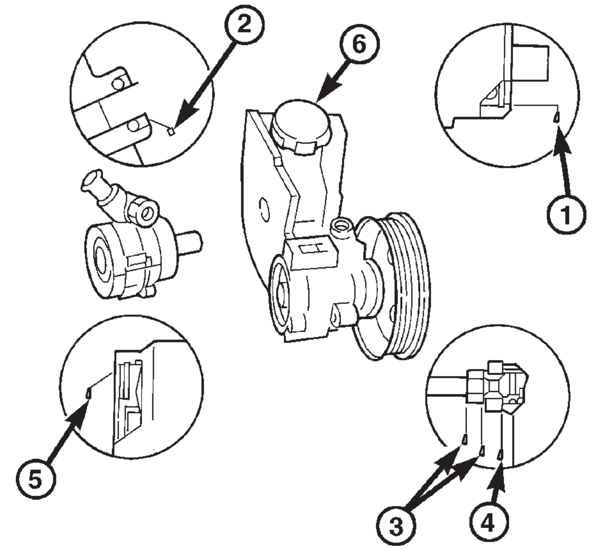
NOTE: Refer to pump relief pressure chart.

CAUTION: Do not force the pump to operate against the stops for more than 2 to 4 seconds at a time because, pump damage will result.

(9) Open the test valve, turn steering wheel extreme left and right positions against the stops. Record the highest indicated pressure at each position. Compare readings to specifications. If highest output pressures are not the same against either stop, the gear is leaking internally and must be repaired.

ENGINE	RELIEF PRESSURE ± 50
4.0L	9653 kPa (1400 psi)
5.2L	9653 kPa (1400 psi)

PUMP LEAKAGE DIAGNOSIS



1. BUSHING (BEARING) WORN, SEAL WORN. REPLACE PUMP.
2. REPLACE RESERVOIR O-RING SEAL.
3. TORQUE HOSE FITTING NUT TO 35 N•m(25ft. lbs.). IF LEAKAGE PERSISTS, REPLACE O-RING SEAL.
4. TORQUE FITTING TO 75 N•m (55ft. lbs.). IF LEAKAGE PERSISTS, REPLACE O-RING SEAL.
5. REPLACE PUMP.
6. CHECK OIL LEVEL; IF LEAKAGE PERSISTS WITH THE LEVEL CORRECT AND CAP TIGHT, REPLACE THE CAP.

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SERVICE PROCEDURES

POWER STEERING PUMP—INITIAL OPERATION

CAUTION: The fluid level should be checked with engine off to prevent injury from moving components. Use MOPAR Power Steering Fluid or equivalent. Do not use automatic transmission fluid and do not overfill.

Wipe filler cap clean, then check the fluid level. The dipstick should indicate **COLD** when the fluid is at normal temperature.

(1) Fill the pump fluid reservoir to the proper level and let the fluid settle for at least two (2) minutes.

(2) Start the engine and let run for a few seconds then turn engine off.

(3) Add fluid if necessary. Repeat the above procedure until the fluid level remains constant after running the engine.

(4) Raise the front wheels off the ground.

(5) Slowly turn the steering wheel right and left, lightly contacting the wheel stops at least 20 times.

(6) Check the fluid level add if necessary.

(7) Lower the vehicle, start the engine and turn the steering wheel slowly from lock to lock.

SERVICE PROCEDURES (Continued)

(8) Stop the engine and check the fluid level and refill as required.

(9) If the fluid is extremely foamy, allow the vehicle to stand a few minutes and repeat the procedure.

REMOVAL AND INSTALLATION

POWER STEERING PUMP — 4.0L

REMOVAL

(1) Remove serpentine drive belt, refer to Group 7 Cooling.

(2) Vehicles equipped with Speed Proportional Steering, disconnect actuator harness.

(3) Remove pressure and return hoses from pump and drain pump.

(4) Remove 3 pump mounting bolts through pulley access holes.

(5) Loosen the 3 pump bracket bolts (Fig. 3).

(6) Tilt pump downward and remove from engine.

(7) Remove pulley from pump.

INSTALLATION

(1) Install pulley on pump.

(2) Install pump on engine.

(3) Tighten pump bracket bolts to 47 N·m (35 ft. lbs.).

(4) Install 3 pump mounting bolts and tighten to 27 N·m (20 ft. lbs.).

(5) Install the pressure and return hoses to pump.

(6) Vehicles equipped with Speed Pro Steering, connect actuator harness.

(7) Install drive belt, refer to Group 7 Cooling.

(8) Add power steering fluid. Refer to Power Steering Pump Initial Operation in this section.

POWER STEERING PUMP — 5.2L

REMOVAL

(1) Remove the serpentine drive belt. Refer to Group 7 Cooling.

(2) Remove the pressure and return hoses from pump and drain pump.

(3) Vehicles equipped with Speed Proportional Steering, disconnect actuator harness.

(4) Remove pump mounting bolts and remove the pump (Fig. 4).

(5) Remove pulley from pump.

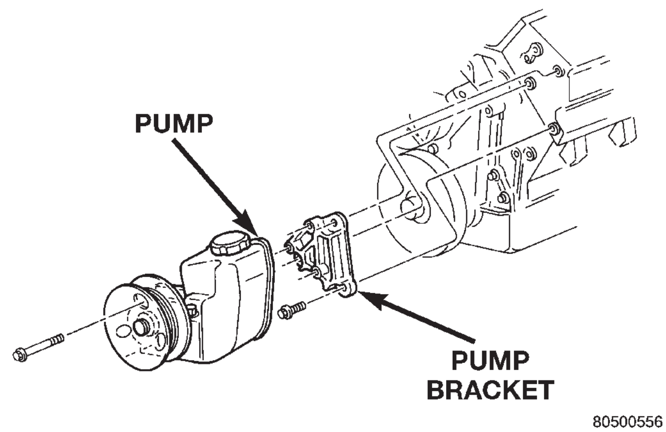


Fig. 4 Power Steering Pump — 5.2L

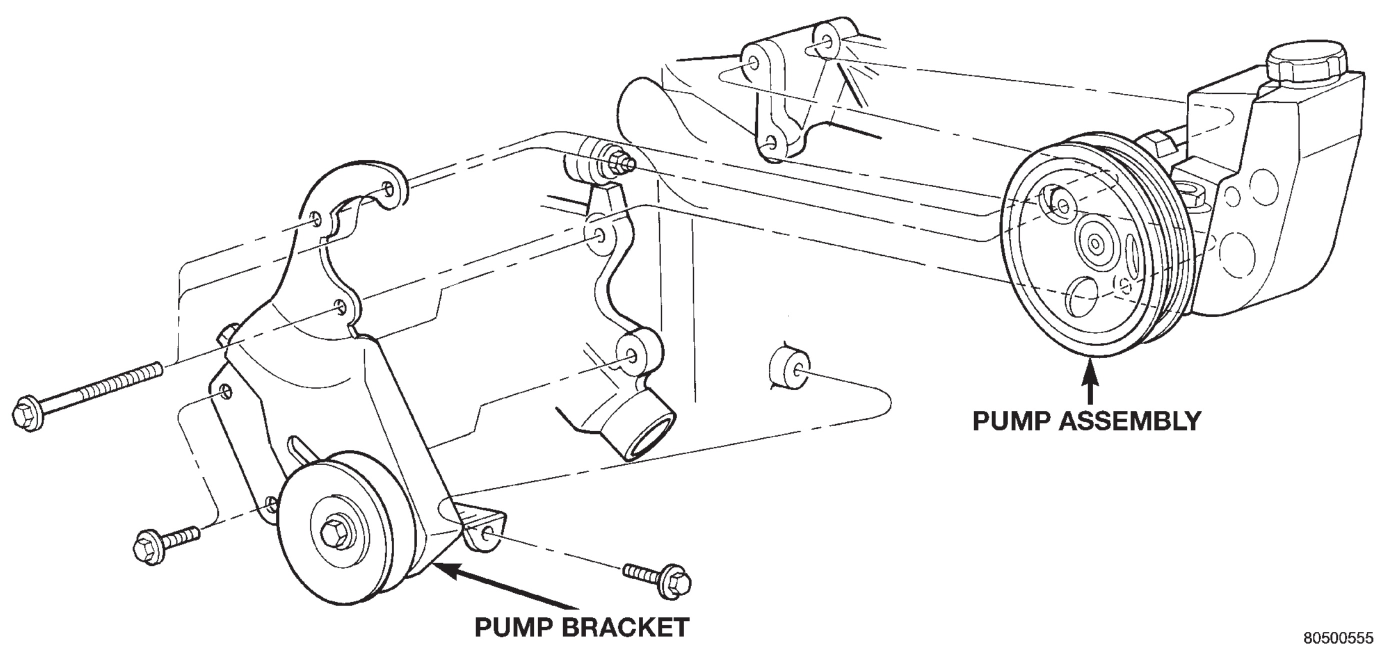


Fig. 3 Pump Mounting

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Install pulley on pump.

(2) Mount pump on bracket and install bolts. Tighten bolts to 27 N·m (20 ft. lbs.).

(3) Install the pressure and return hoses to pump.

(4) Vehicles equipped with Speed Pro Steering, connect actuator harness.

(5) Install drive belt, refer to Group 7 Cooling.

(6) Add power steering fluid. Refer to Power Steering Pump Initial Operation in this section.

DISASSEMBLY AND ASSEMBLY

PUMP PULLEY

REMOVAL

(1) Remove pump assembly.

(2) Remove pulley from pump with Puller C-4333 (Fig. 5).

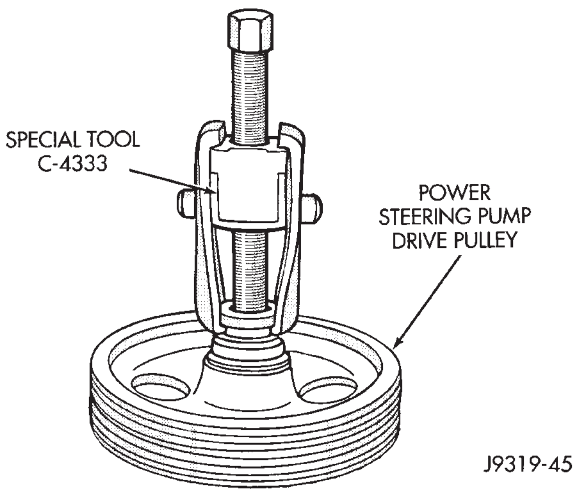


Fig. 5 Pulley Removal

INSTALLATION

(1) Replace pulley if bent, cracked, or loose.

(2) Install pulley on pump with Installer C-4063-B (Fig. 6) flush with the end of the shaft. Ensure the tool and pulley remain aligned with the pump shaft.

(3) Install pump assembly.

(4) With Serpentine Belts; Run engine until warm (5 min.) and note any belt chirp. If chirp exists, move pulley outward approximately 0.5 mm (0.020 in.). If noise increases, press on 1.0 mm (0.040 in.). **Be careful that pulley does not contact mounting bolts.**

TC-SERIES PUMP RESERVOIR

REMOVAL

(1) Remove power steering pump.

(2) Clean exterior of pump with solvent.

(3) Clamp the pump body in a soft jaw vice.

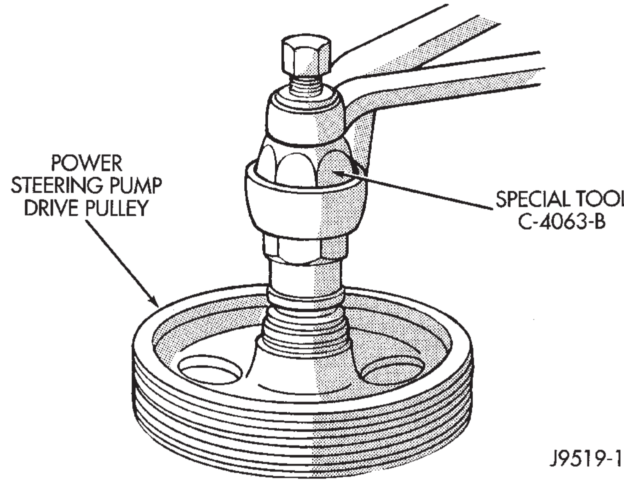


Fig. 6 Pulley Installation

(4) Pry up tab and slide the retaining clips off (Fig. 7).

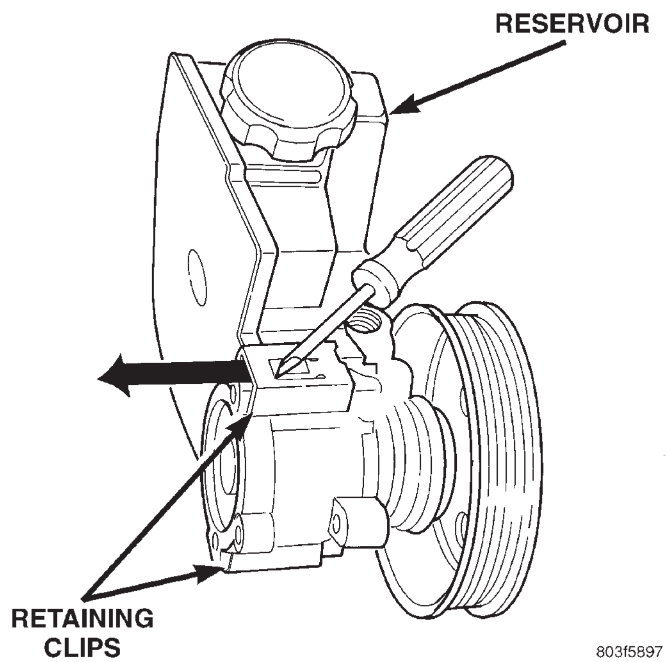


Fig. 7 Pump Reservoir Clips

(5) Remove fluid reservoir from pump body. Remove and discard O-ring seal.

INSTALLATION

(1) Lubricate new O-ring Seal with Mopar Power Steering Fluid or equivalent.

(2) Install O-ring seal in housing.

(3) Install reservoir onto housing.

(4) Slide and tap in reservoir retainer clips until tab locks to housing.

(5) Install power steering pump. Refer to Pump Replacement in this section.

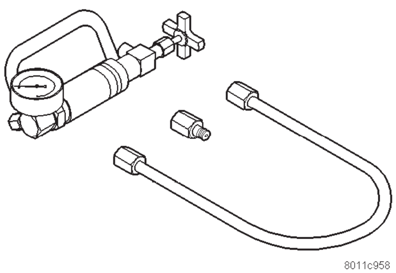
SPECIFICATIONS

TORQUE CHART

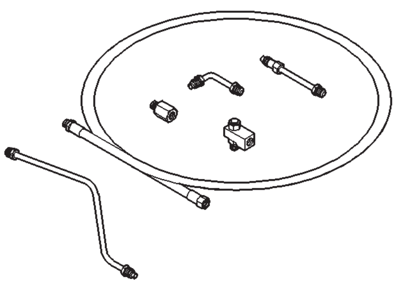
DESCRIPTION	TORQUE
Power Steering Pump	
Bracket Bolts	41 N·m (30 ft. lbs.)
Pump Bolts	27 N·m (20 ft. lbs.)
Flow Control Valve	75 N·m (55 ft. lbs.)
Pressure Line	28 N·m (21 ft. lbs.)

SPECIAL TOOLS

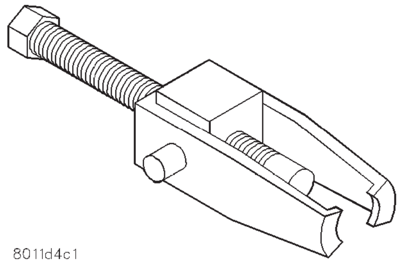
POWER STEERING PUMP



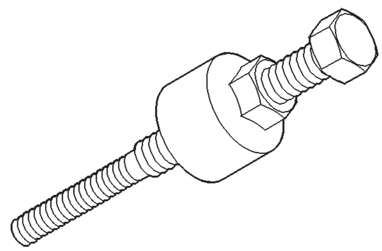
Analyzer Set, Power Steering Flow/Pressure 6815



Adapters, Power Steering Flow/Pressure Tester 6893



Puller C-4333



Installer, Power Steering Pulley C-4063–B

POWER STEERING GEAR

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DESCRIPTION AND OPERATION

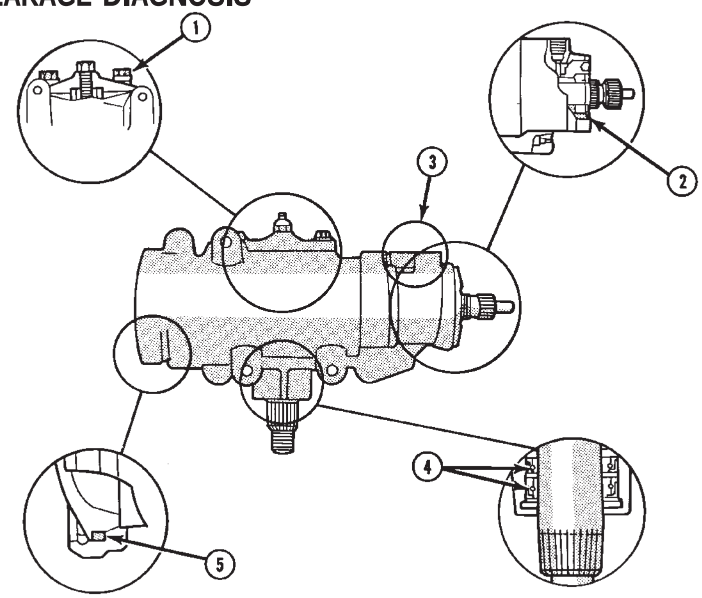
POWER STEERING GEAR

The power steering gear is a recirculating ball type gear. The gear acts as a rolling thread between the worm shaft and rack piston. The worm shaft is supported by a thrust bearing at the lower end and a bearing assembly at the upper end. When the worm shaft is turned the rack piston moves. The rack piston teeth mesh with the pitman shaft. Turning the worm shaft turns the pitman shaft, which turns the steering linkage.

The steering gear can be adjusted and internally serviced.

DIAGNOSIS AND TESTING

POWER STEERING GEAR LEAKAGE DIAGNOSIS



1. SIDE COVER LEAK - TORQUE SIDE COVER BOLTS TO 60 N•m (45 FT. LBS.). REPLACE THE SIDE COVER SEAL IF THE LEAKAGE PERSISTS.
2. ADJUSTER PLUG SEAL - REPLACE THE ADJUSTER PLUG SEALS.
3. PRESSURE LINE FITTING - TORQUE THE HOSE FITTING NUT TO 27 N•m (20 FT. LBS.). IF LEAKAGE PERSISTS, REPLACE THE SEAL.
4. PITMAN SHAFT SEALS - REPLACE THE SEALS.
5. TOP COVER SEAL - REPLACE THE SEAL.

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REMOVAL AND INSTALLATION

PITMAN SHAFT SEALS (IN VEHICLE)

REMOVAL

CAUTION: Use care not to score the housing bore when prying out seals and washers.

(1) Remove pitman arm from gear.
(2) Clean exposed end of pitman shaft and housing. Use a wire brush to clean the shaft splines.
(3) Remove single lip dust seal.
(4) Remove retaining ring with snap ring pliers (Fig. 1).

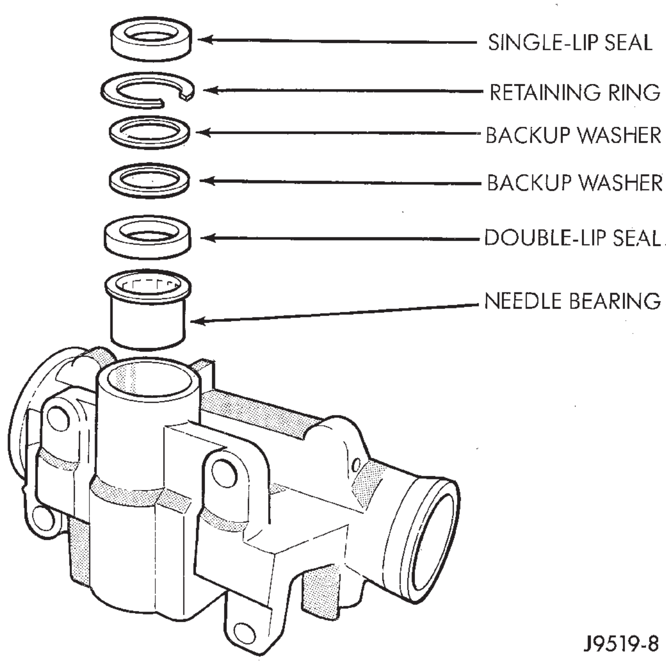


Fig. 1 Pitman Shaft Seal

(5) Remove backup washers with screwdriver.
(6) Start the engine and turn steering wheel fully to the LEFT. Hydraulic pressure will force the double lip oil seal out.
(7) Turn off engine and remove double lip seal with screwdriver.
(8) Inspect the housing for burrs and remove if necessary. Inspect the pitman shaft seal surface for roughness and pitting. If shaft is damaged it will have to be replaced.

INSTALLATION

(1) Coat the seals and washers with grease.
(2) Install double lip oil seal with a suitable size deep socket.
(3) Install nylon backup washer.
(4) Install steel backup washer.
(5) Install the retainer ring with snap ring pliers.
(6) Install single lip dust seal with a suitable size deep socket.
(7) Center the steering gear and install pitman arm.
(8) Add power steering fluid, refer to Power Steering Initial Operation.

STEERING GEAR

REMOVAL

(1) Place the front wheels in the straight ahead position with the steering wheel centered.
(2) Remove and cap the pressure and return hoses from the steering gear.
(3) Remove the column coupler shaft from the gear (Fig. 2).
(4) Remove pitman arm from gear with Puller C-4150A (Fig. 3).
(5) Remove the steering gear retaining bolts and nuts. Remove the steering gear from the vehicle (Fig. 4).

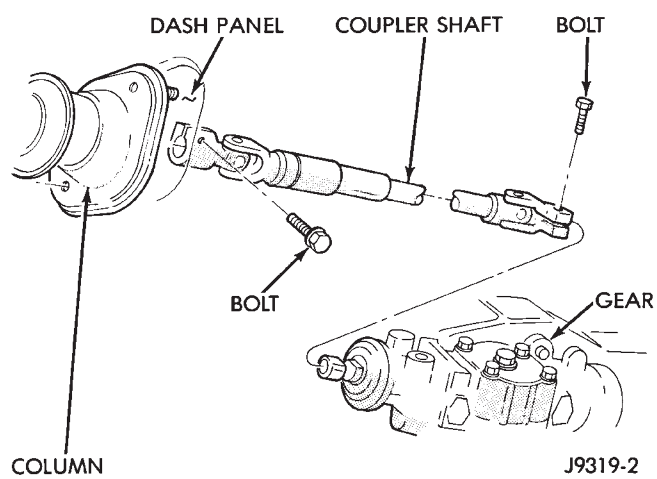


Fig. 2 Coupling Shaft

INSTALLATION

(1) Position the steering gear on the frame rail and install the bolts. Tighten the bolts to 88 N·m (65 ft. lbs.) torque.
(2) Install the column coupler shaft.
(3) Install the pitman arm and tighten nut to 251 N·m (185 ft. lbs.).
(4) Connect pressure and return hoses to steering gear and tighten to 28 N·m (21 ft. lbs.).

DISASSEMBLY AND ASSEMBLY

PITMAN SHAFT

Steering gear must be removed from the vehicle for this procedure.

DISASSEMBLY AND ASSEMBLY (Continued)

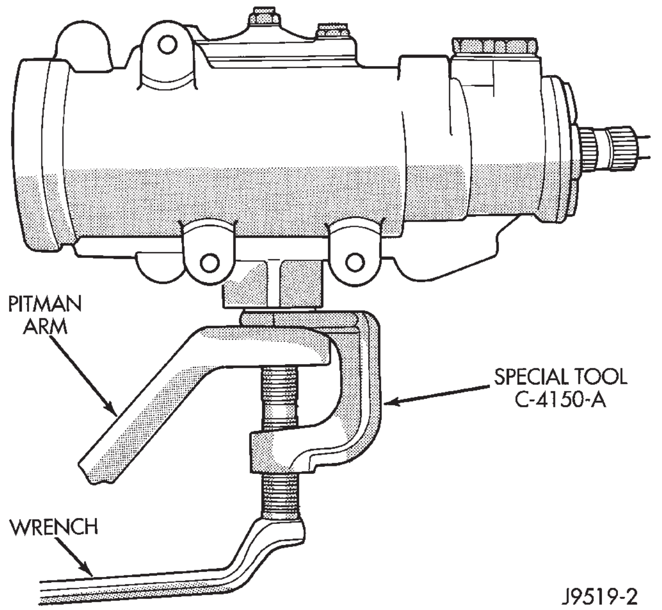


Fig. 3 Pitman Arm Removal

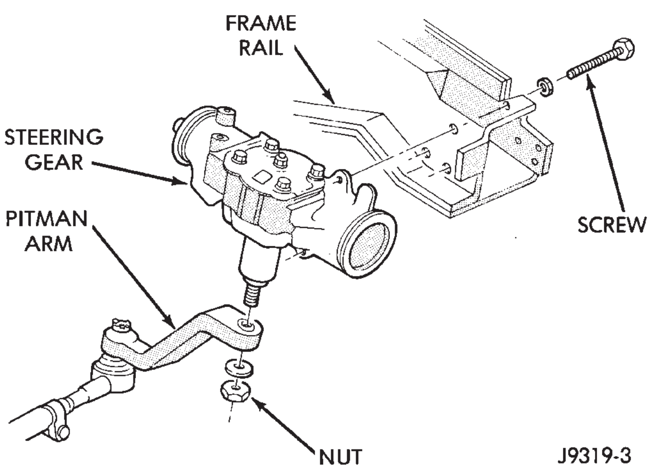


Fig. 4 Steering Gear Mounting

REMOVAL

(1) Clean exposed end of pitman shaft and housing with a wire brush.

(2) Remove preload adjuster nut.

(3) Rotate stub shaft with socket to center gear.

(4) Remove side cover bolts and remove side cover, gasket and pitman shaft as an assembly.

(5) Remove pitman shaft from the side cover (Fig. 5).

INSTALLATION

(1) Install pitman shaft to side cover by screwing shaft in until it fully seats to side cover.

(2) Install preload adjuster nut. **Do not tighten nut until after pitman shaft adjustment has been made.**

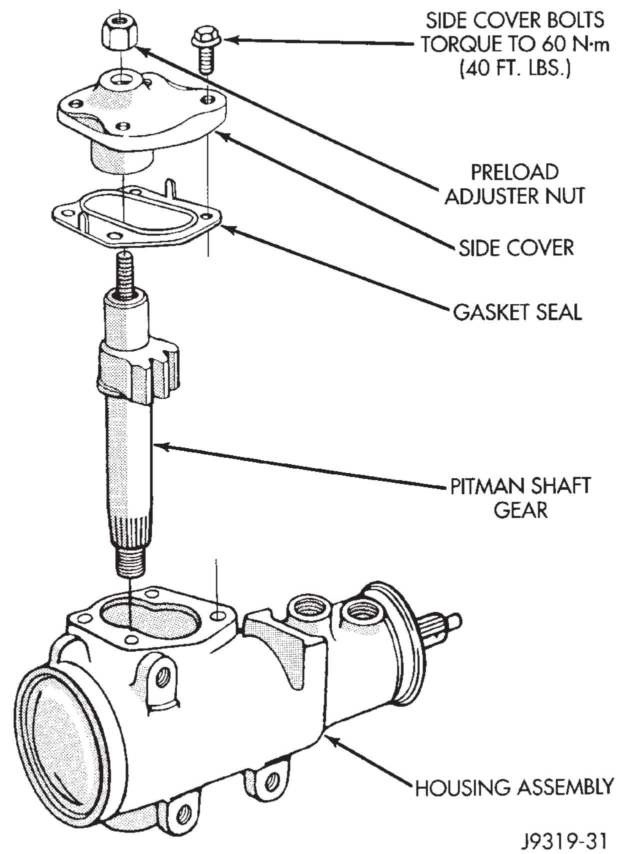


Fig. 5 Side Cover and Pitman Shaft

(3) Install gasket to side cover and bend tabs around edges of side cover.

(4) Install pitman shaft assembly and side cover to housing.

(5) Install side cover bolts and tighten to 60 N·m (44 ft. lbs.).

(6) Adjust pitman shaft, refer to Over-Center Adjustment.

HOUSING END PLUG

Steering gear must be removed from the vehicle for this procedure.

REMOVAL

(1) Rotate retaining ring until one end is under the hole in the housing. Unseat and force ring from groove (Fig. 6).

(2) Rotate stub shaft slowly COUNTER-CLOCKWISE to remove end plug out from housing.

CAUTION: Do not turn stub shaft any further than necessary. The recirculating balls will drop out of the rack piston circuit and fall inside the rack piston chamber.

(3) Remove O-ring seal (Fig. 7).

DISASSEMBLY AND ASSEMBLY (Continued)

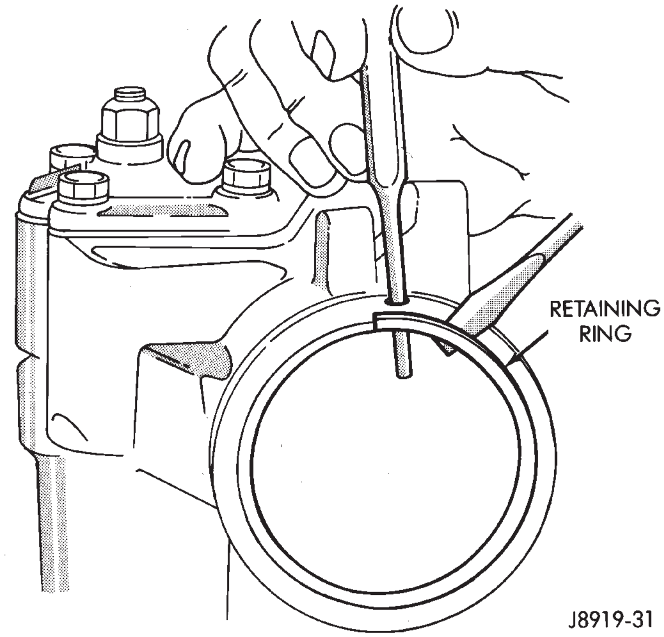


Fig. 6 End Plug Retaining Ring

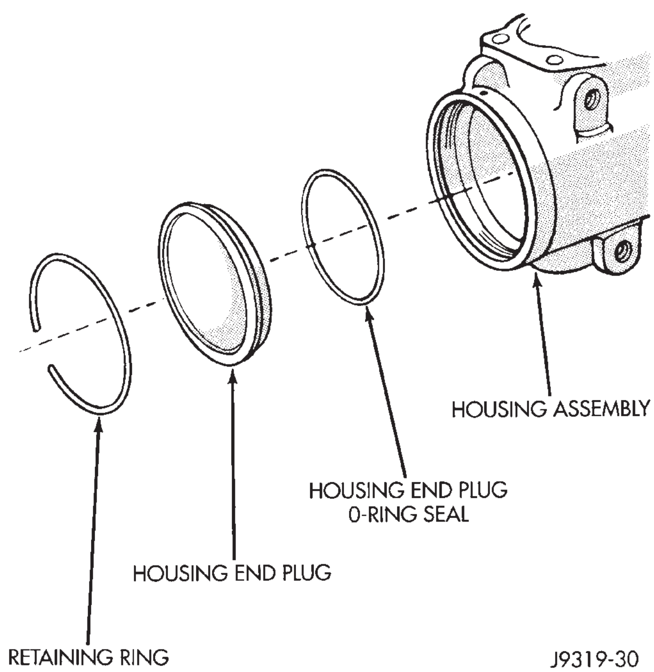


Fig. 7 End Plug Components

INSTALLATION

(1) Lubricate O-ring seal with power steering fluid.

(2) Install O-ring into housing.

(3) Install plug, tap lightly with a plastic mallet to seat it.

(4) Install retaining ring with open end 25 mm (1 inch) from access hole (Fig. 8).

(5) Adjust pitman arm shaft, refer to Over-Center Adjustment.

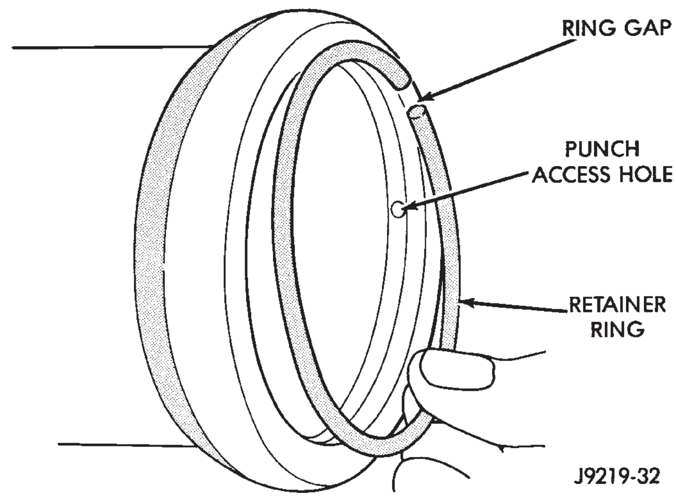


Fig. 8 Installing The Retaining Ring

ADJUSTER PLUG ASSEMBLY

Steering gear must be removed from the vehicle for this procedure.

REMOVAL

(1) Remove adjuster plug lock nut from housing.

(2) Remove adjuster plug from housing with Spanner Wrench C-4381 (Fig. 9).

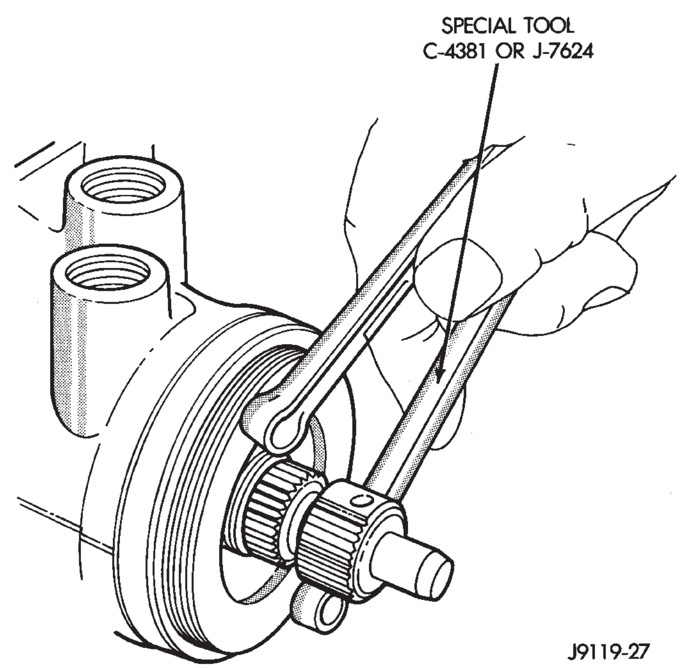


Fig. 9 Adjustment Plug

(3) Remove thrust washer bearing retainer from adjuster plug with screwdriver (Fig. 10).

(4) Remove bearing spacer, races and thrust bearing (Fig. 11).

(5) Remove O-ring seal and retaining snap ring.

DISASSEMBLY AND ASSEMBLY (Continued)

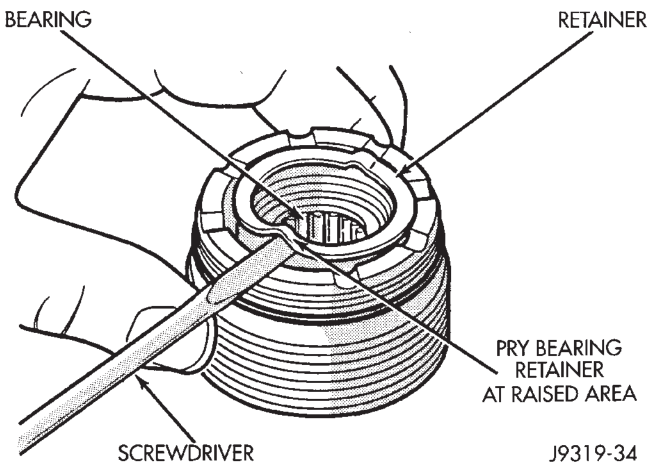


Fig. 10 Bearing Retainer

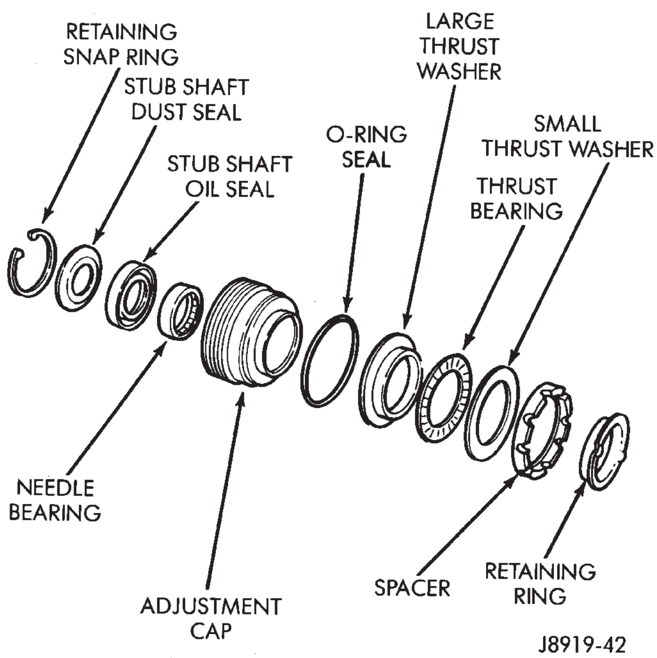


Fig. 11 Adjustment Plug Components

(6) Remove needle bearing, dust seal and oil seal with remover/installer C-4177 and handle C-4171 (Fig. 12).

INSTALLATION

CAUTION: Needle bearing must be installed with identification on bearing facing tool to prevent damage to bearing.

(1) Install needle bearing into adjuster plug with remover/install C-4177 and handle C-4171.

(2) Apply white petroleum grease on oil seal. Install oil seal into adjuster plug with remover/installer C-4177 and handle C-4171.

(3) Apply white petroleum grease to dust seal cavity and install dust seal into adjuster plug with remover/installer C-4177 and handle C-4171.

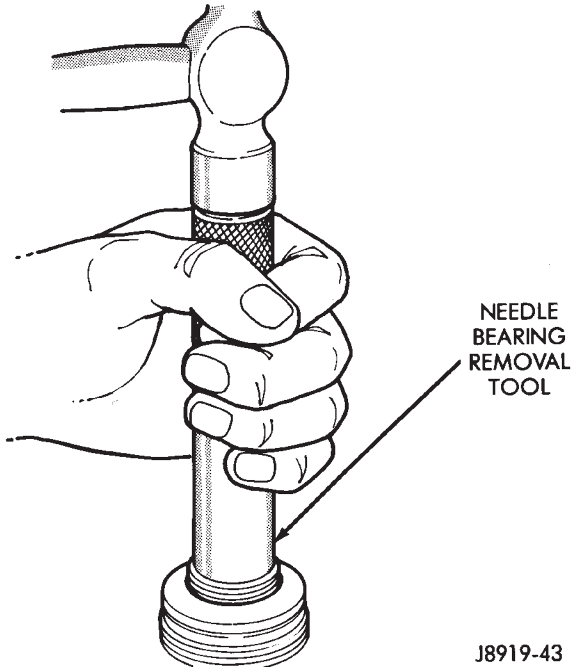


Fig. 12 Needle Bearing Removal

(4) Install retainer snap ring.

(5) Install O-ring seal to adjuster plug.

(6) Install large bearing race, thrust bearing, small bearing race and bearing spacer to adjuster plug.

(7) Install thrust washer bearing retainer to adjuster plug (Fig. 13).

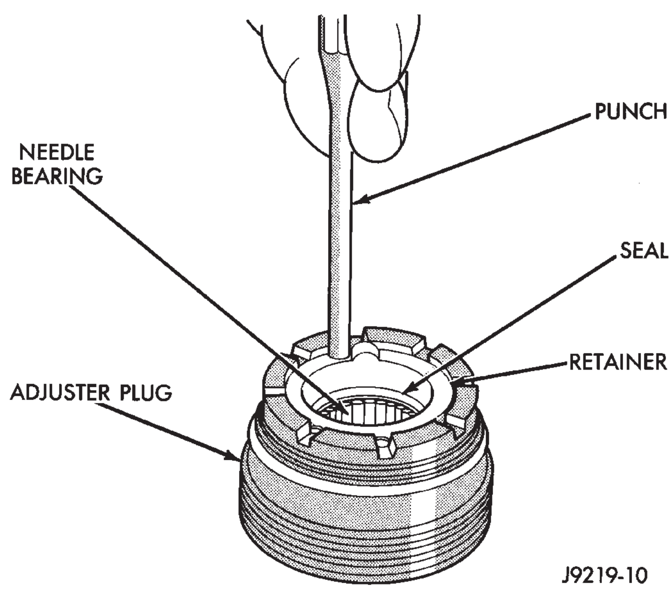


Fig. 13 Install Retainer

CAUTION: When installing adjuster plug, care should be taken not to cut the seals.

(8) Install adjuster plug into housing with Spanner Wrench C-4381.

(9) Adjust bearing preload, refer to Thrust Bearing Preload Adjustment.

DISASSEMBLY AND ASSEMBLY (Continued)

(10) Install adjuster plug lock nut, and using a punch (drift) in a notch, tighten securely (Fig. 14). **Hold adjuster plug to maintain alignment of the marks.**

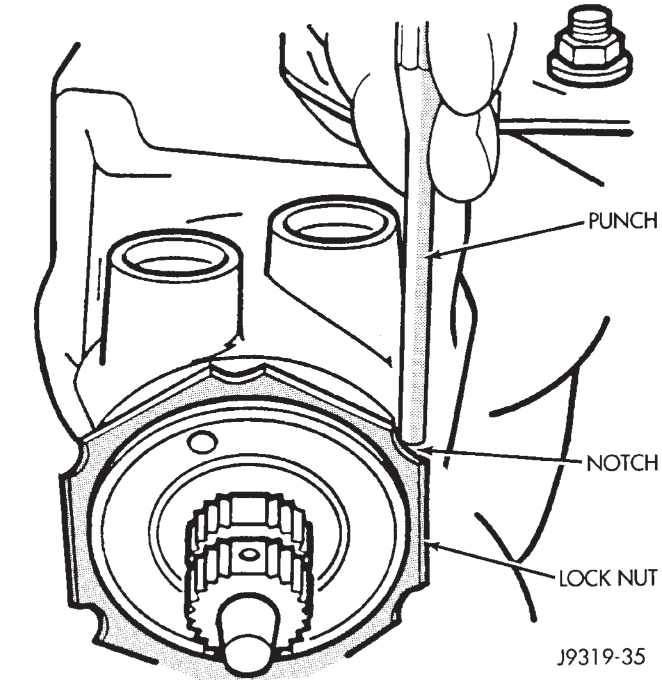


Fig. 14 Tighten Lock Nut

(11) Adjust pitman shaft, refer to Over-Center Adjustment.

SPOOL VALVE

Steering gear must be removed from the vehicle for this procedure.

REMOVAL

(1) Remove adjuster plug, refer to Adjuster Plug Assembly Replacement.

(2) Remove stub shaft and valve assembly (Fig. 15).

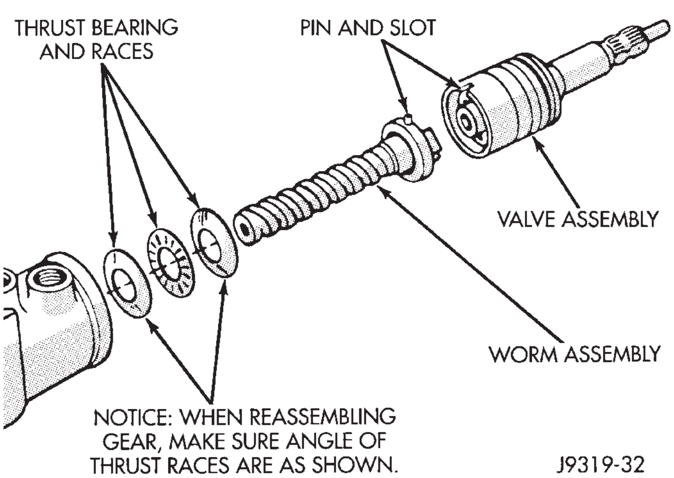


Fig. 15 Bearing, Worm and Valve Assembly

(3) Remove stub shaft from valve assembly by lightly tapping on a block of wood to loosen shaft cap. Then pull cap and valve body and disengage stub shaft pin from hole in valve body (Fig. 16).

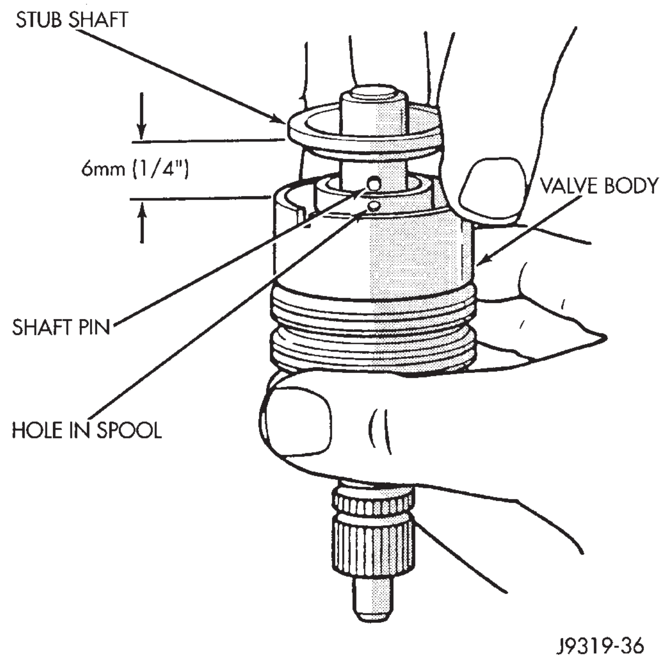


Fig. 16 Stub Shaft

(4) Remove valve spool by pulling and rotating from valve body (Fig. 17).

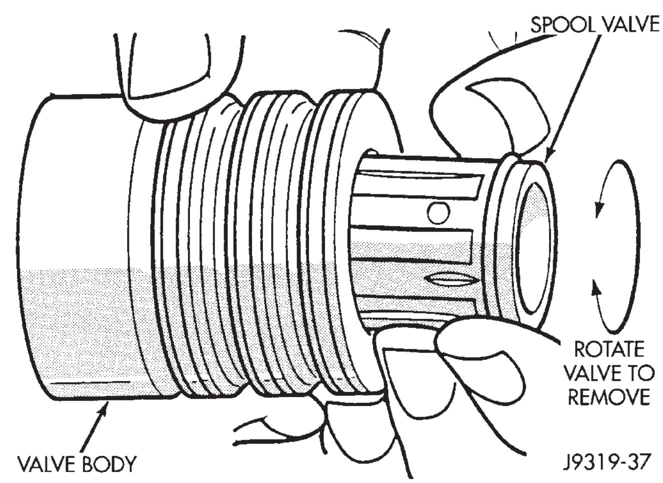


Fig. 17 Spool Valve

(5) Remove valve spool O-ring seal and valve body teflon rings and O-ring seals (Fig. 18).

INSTALLATION

CAUTION: Speed Proportional Steering has a different spool valve. Do not interchange valves. Steering response will be affected if wrong valve is installed.

(1) Install valve spool O-ring seal to valve spool.

(2) Lubricate valve spool and O-ring seal with power steering fluid.

DISASSEMBLY AND ASSEMBLY (Continued)

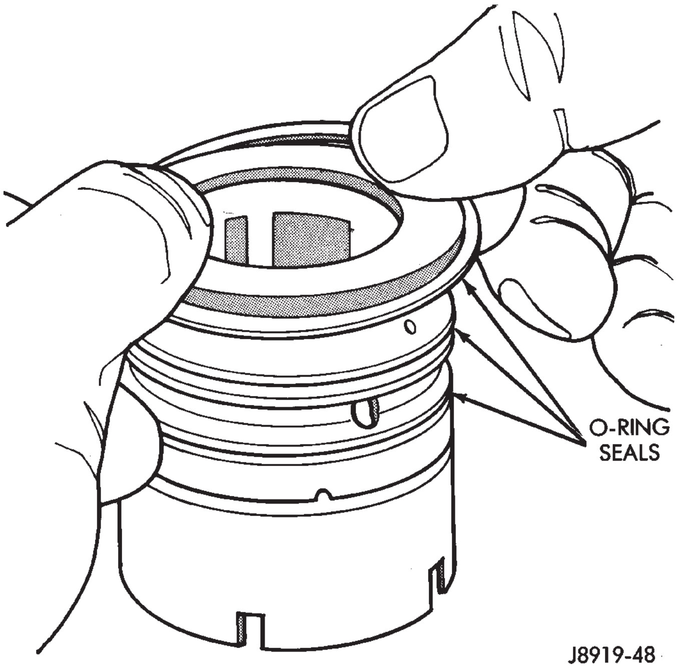


Fig. 18 Valve Seals

(3) Install valve spool to valve body by pushing and rotating. Hole in valve spool for stub pin must be accessible from opposite end of valve body.

(4) Assemble stub shaft to valve spool, if necessary and insert pin (Fig. 19).

NOTE: Notch in stub shaft cap must fully engage valve body pin and seat against valve body shoulder.

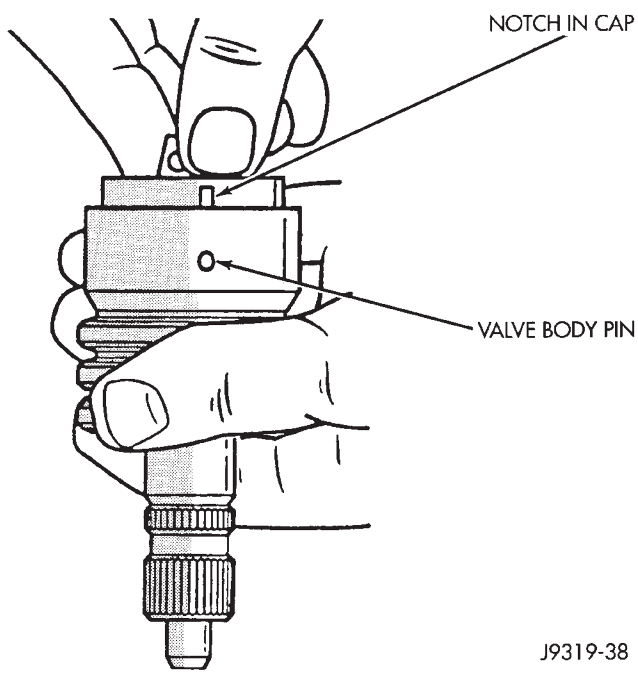


Fig. 19 Stub Shaft Installation

(5) Install O-ring seals and teflon rings to valve body.

(6) Lubricate O-ring seals and teflon rings with power steering fluid.

(7) Install stub shaft and valve assembly to worm shaft. Line up worm shaft to slot in the valve assembly.

(8) Install adjuster plug.

(9) Adjust Thrust Bearing Preload Adjustment and Over-Center Adjustment.

RACK PISTON AND WORM SHAFT

Steering gear must be removed from the vehicle for this procedure.

REMOVAL

(1) Remove pitman shaft and side cover.

(2) Remove housing end plug.

(3) Turn stub shaft COUNTERCLOCKWISE until the rack piston begins to come out of the housing.

(4) Remove rack piston plug (Fig. 20).

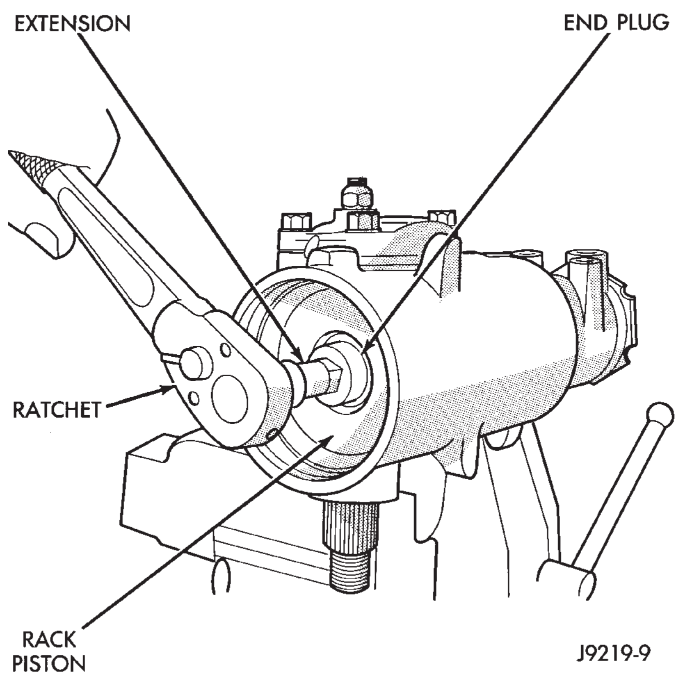


Fig. 20 Rack Piston End Plug

(5) Insert Arbor C-4175 into bore of rack piston (Fig. 21). Hold tool tightly against worm shaft while turning the stub shaft COUNTERCLOCKWISE.

(6) The rack piston will be forced onto the tool and hold the rack piston balls in place.

(7) Remove the rack piston, rack balls, and tool together from housing.

(8) Remove valve, worm shaft and thrust bearing and races.

(9) Remove tool from rack piston.

(10) Remove rack piston balls.

(11) Remove screws, clamp and ball guide.

DISASSEMBLY AND ASSEMBLY (Continued)

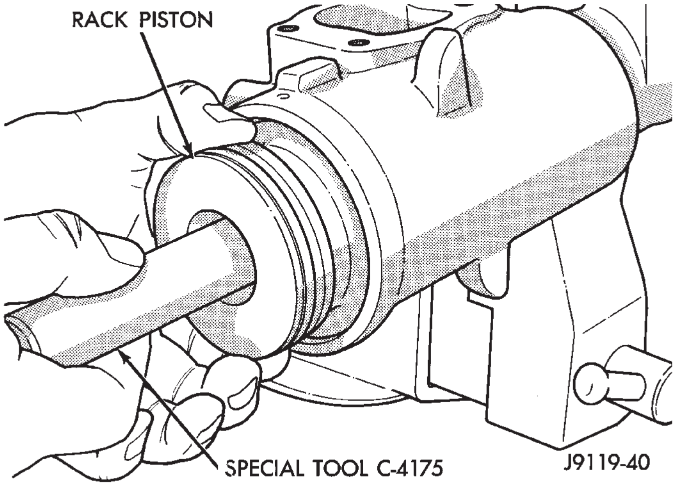


Fig. 21 Rack Piston

(12) Remove teflon ring and O-ring seal (Fig. 22).

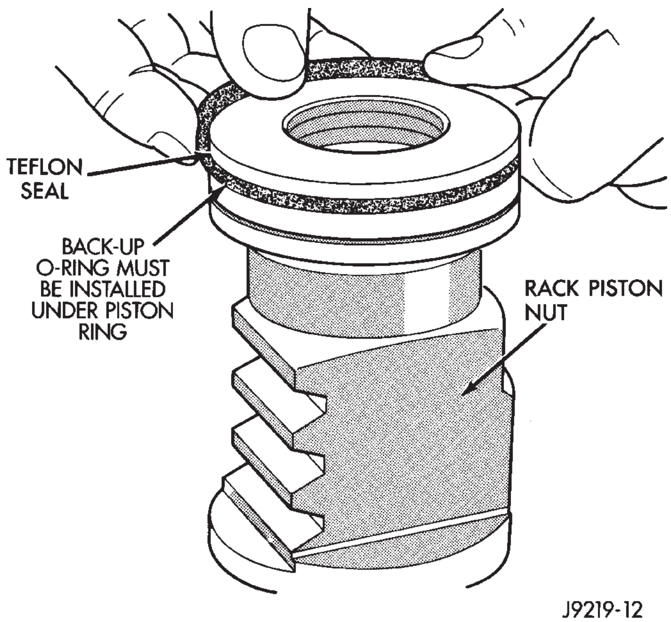


Fig. 22 Rack Piston Teflon Ring and O-Ring

INSTALLATION

(1) Clean all components in solvent and dry with compressed air.

(2) Check for scores, nicks or burrs on the rack piston finished surface. Slight wear is normal on the worm gear surfaces.

(3) Install O-ring seal and teflon ring and lubricate with power steering fluid.

(4) Install worm shaft to rack piston outside of housing. Fully seat worm shaft to rack piston. Align worm shaft spiral groove with rack piston ball guide hole (Fig. 23).

NOTE: There are 12 black and 12 silver (Chrome) balls in the rack piston circuit. The black balls are smaller than the silver balls. The balls must be installed alternately into the rack piston and ball guide. This procedure will maintain worm shaft pre-load.

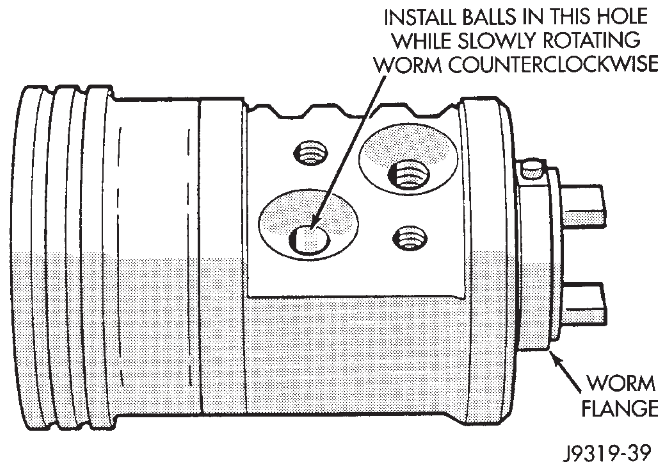


Fig. 23 Installing Balls in Rack Piston

(5) Lubricate and install rack piston balls through return guide hole while turning worm shaft COUNTERCLOCKWISE.

WARNING: MAKE SURE ALL RACK PISTON BALLS ARE INSTALLED PROPERLY. IMPROPER INSTALLATION MAY RESULT IN PERSONAL INJURY.

(6) Install remaining balls to guide using grease or petroleum jelly at each end to hold in place (Fig. 24).

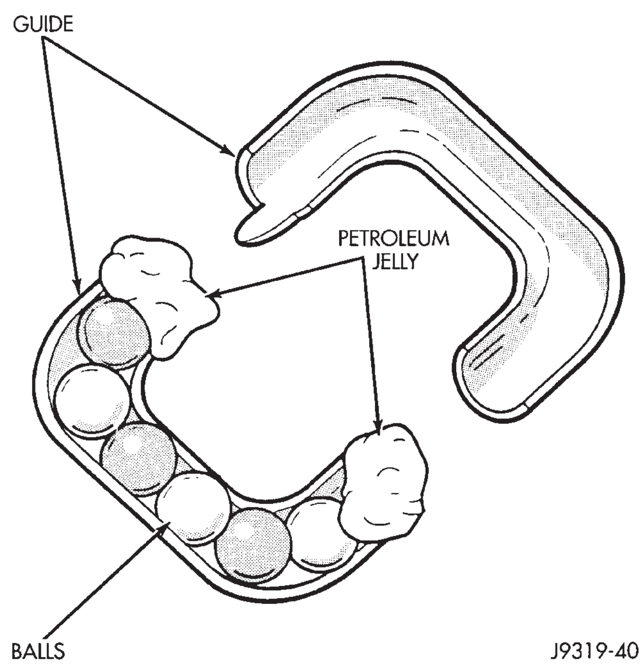


Fig. 24 Balls in the Return Guide

DISASSEMBLY AND ASSEMBLY (Continued)

(7) Install guide onto rack piston and return with clamp and screws. Tighten screws to 58 N·m (43 ft. lbs.).

(8) Insert Arbor C-4175 into bore of rack piston. Hold tool tightly against worm shaft while turning the stub shaft COUNTERCLOCKWISE.

(9) The rack piston will be forced onto the tool and hold the rack piston balls in place.

(10) Install the races and thrust bearing to worm shaft (Fig. 25).

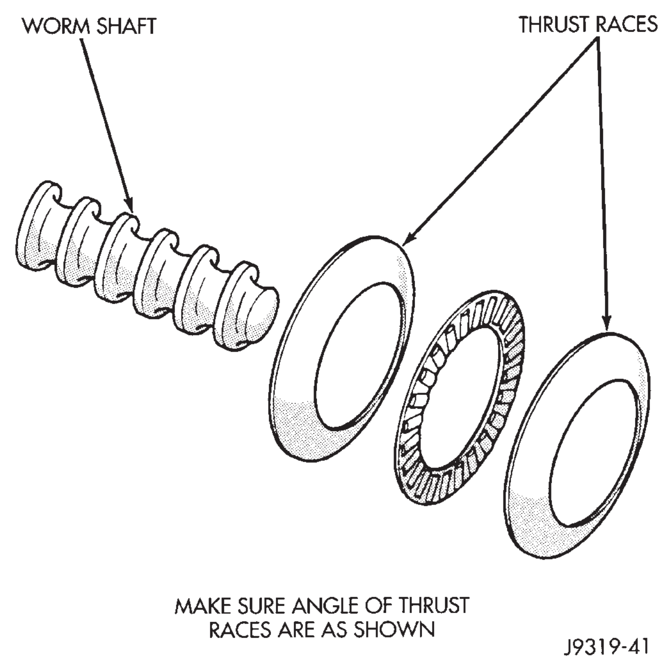


Fig. 25 Worm Shaft and Bearing

(11) Install worm shaft to housing.

(12) Install valve

(13) Install rack piston to worm shaft from tool, compress seals.

(14) Hold Arbor tightly against worm shaft and turn stub shaft CLOCKWISE until rack piston is seated on worm shaft.

(15) Install rack piston plug and tighten to 150 N·m (111 ft. lbs.).

(16) Install housing end plug.

(17) Install pitman shaft and side cover.

(18) Adjust steering gear.

PITMAN SHAFT SEALS AND BEARING

REMOVAL

(1) Remove pitman arm from gear.

(2) Clean exposed end of pitman shaft and housing with a wire brush.

(3) Remove single lip dust seal.

(4) Remove retaining ring with snap ring pliers (Fig. 26).

(5) Remove backup washers with screwdriver.

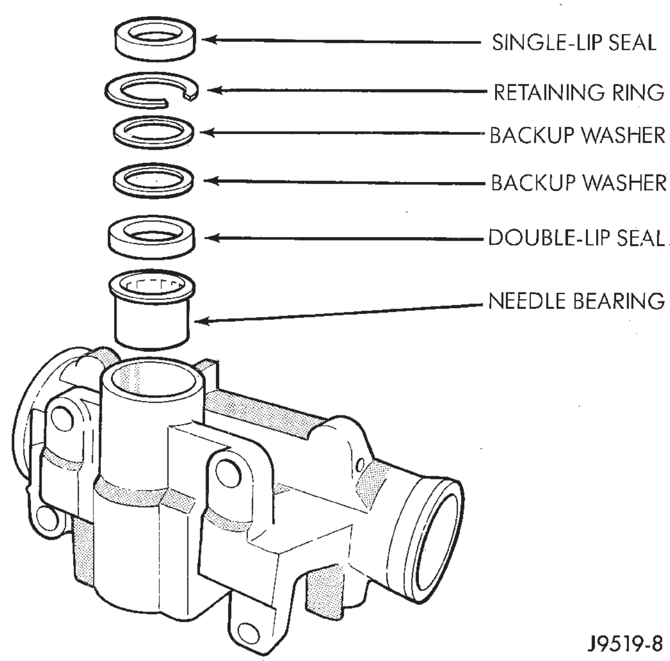


Fig. 26 Pitman Shaft Seals & Bearing

CAUTION: Use care not to score the housing bore when prying out seals and washers.

(6) Remove double lip oil seal with screwdriver.

(7) Inspect the housing for burrs and remove if necessary.

(8) Remove needle bearing from housing (Fig. 27).

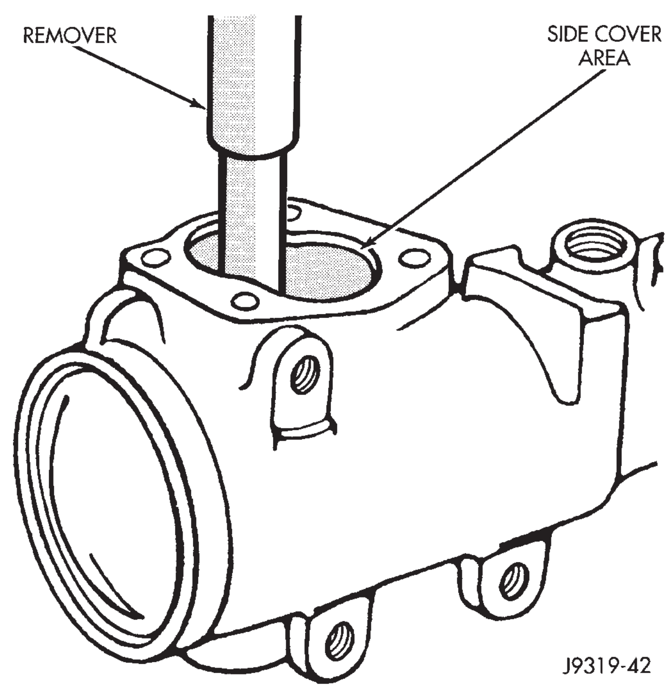


Fig. 27 Needle Bearing Removal

INSTALLATION

(1) Install needle bearing into housing (Fig. 26).

DISASSEMBLY AND ASSEMBLY (Continued)

(2) Coat the double lip seal and washers with grease.

(3) Install the double lip oil seal with a suitable size deep socket.

(4) Install nylon backup washer.

(5) Install steel backup washer.

(6) Install the retainer ring with snap ring pliers.

(7) Install single lip dust seal with a suitable size deep socket.

ADJUSTMENTS

STEERING GEAR

CAUTION: Steering gear must be adjusted in the proper order. If adjustments are not performed in order, gear damage and improper steering response may result.

NOTE: Adjusting the steering gear in the vehicle is not recommended. Remove gear from the vehicle and drain the fluid. Then mount gear in a vise to perform adjustments.

WORM THRUST BEARING PRELOAD

(1) Remove adjuster plug locknut (Fig. 28).

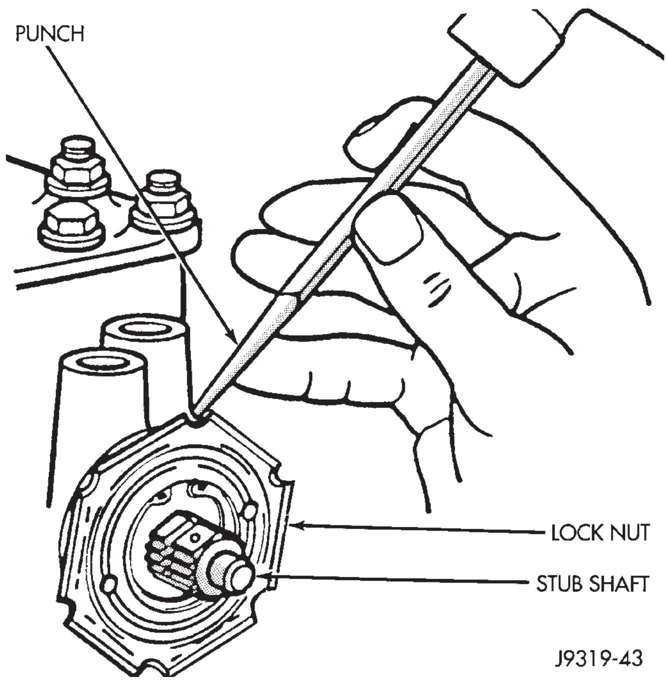


Fig. 28 Loosening the Adjuster Plug

(2) Turn the adjuster in with Spanner Wrench C-4381. Tighten the plug and thrust bearing in the housing until firmly bottomed in housing.

(3) Place an index mark on the housing even with one of the holes in adjuster plug (Fig. 29).

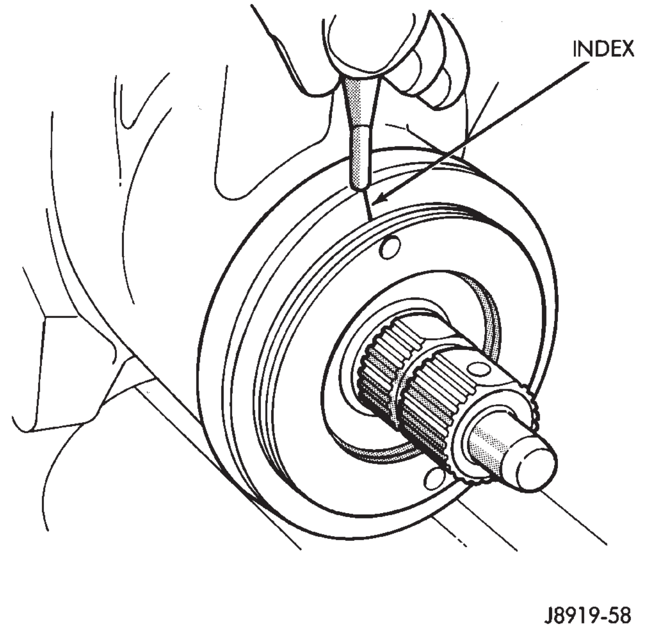


Fig. 29 Alignment Marking On Housing

(4) Measure back (counterclockwise) 13 mm (0.50 in) and mark housing (Fig. 30).

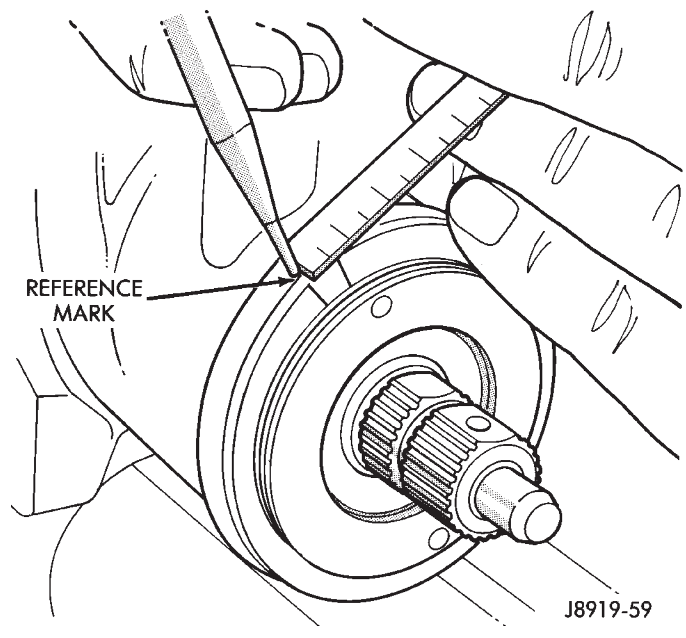


Fig. 30 Remarking The Housing

(5) Rotate adjustment cap back (counterclockwise) with spanner wrench until hole is aligned with the second mark (Fig. 31).

(6) Install and tighten locknut to 108 N·m (80 ft. lbs.). Be sure adjustment cap does not turn while tightening the locknut.

OVER-CENTER

(1) Rotate the stub shaft from stop to stop and count the number of turns.

ADJUSTMENTS (Continued)

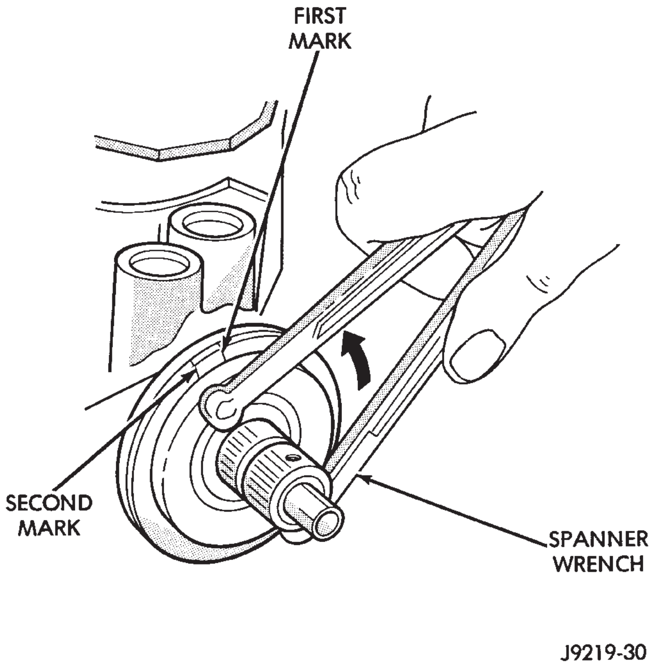


Fig. 31 Aligning To The Second Mark

(2) Starting at either stop turn the stub shaft back 1/2 the total number of turns. This is the center of the gear travel (Fig. 32).

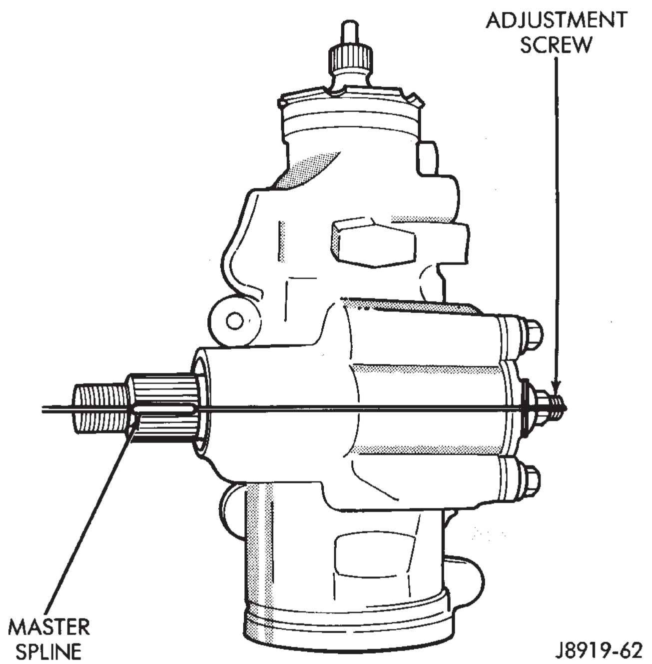


Fig. 32 Steering Gear Centered

(3) Turn the pitman shaft adjuster screw back (COUNTERCLOCKWISE) until extended, then turn back in (CLOCKWISE) one full turn.

(4) Place the torque wrench in the vertical position on the stub shaft. Rotate the wrench 45 degrees each side of the center and record the highest rotational torque on center (Fig. 33).

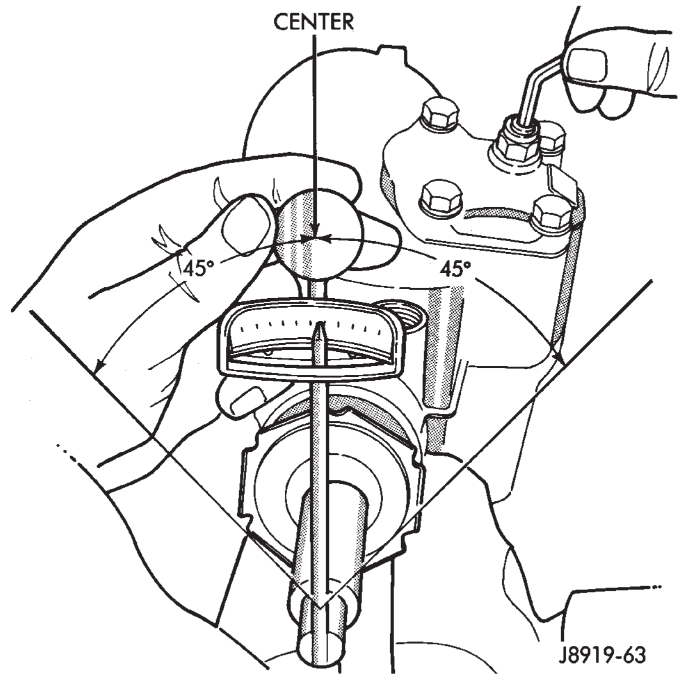


Fig. 33 Checking Over-center Rotation Torque

(5) Turn the adjuster in until torque to turn stub shaft is 0.6 to 1.2 N·m (6.0 to 10.0 in. lbs.) more than previous reading recorded.

(6) Prevent the adjuster screw from turning while tightening adjuster lock nut. Tighten the adjuster lock nut to 27 N·m (20 ft. lbs.).

SPECIFICATIONS

POWER STEERING GEAR

Steering Gear

Type . . . . .Recirculating Ball

Gear Code and Ratio

BH, NZ. 14:1

BF, XS 13-16:1

AL 12.7:1

Worm Shaft Bearing

Preload. . . . . .0.45–1.13 N·m (4–10 in. lbs.)

Pitman Shaft Overcenter Drag

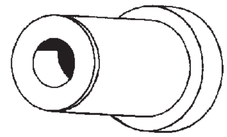
New Gear (under 400 miles). . . . . . .0.45–0.90 N·m (4–8 in. lbs.) + Worm Shaft Preload

Used Gear (over 400 miles) . . . . .0.5–0.6 N·m (4–5 in. lbs.) + Worm Shaft Preload

SPECIFICATIONS (Continued)

TORQUE CHART

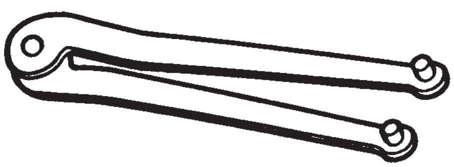
DESCRIPTION	TORQUE
Power Steering Gear	
Adjustment Cap Locknut	108 N·m (80 ft. lbs.)
Adjustment Screw Locknut	49 N·m (36 ft. lbs.)
Gear to Frame Bolts	88 N·m (65 ft. lbs.)
Pitman Shaft Nut	251 N·m (185 ft. lbs.)
Rack Piston Plug	150 N·m (111 ft. lbs.)
Side Cover Bolts	60 N·m (44 ft. lbs.)
Pressure Line	28 N·m (21 ft. lbs.)
Return Line	28 N·m (21 ft. lbs.)
Return Guide Clamp Bolt	58 N·m (43 ft. lbs.)



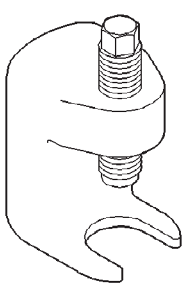
Remover, Pitman Shaft Bearing C-4177

SPECIAL TOOLS

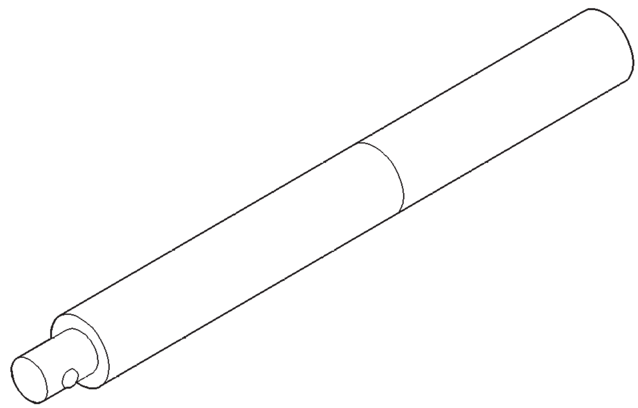
POWER STEERING GEAR



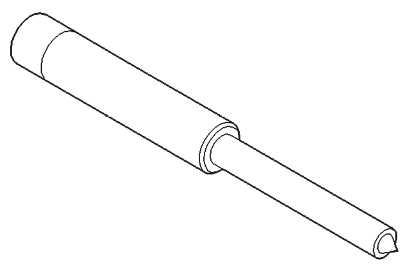
Remover/Installer, Steering Plug C-4381



Remover, Pitman Arm C-4150A



Handle C-4171



Remover/Installer Steering Rack Piston C-4175

STEERING COLUMN

INDEX

GENERAL INFORMATION

STEERING COLUMN

The tilt and standard column (Fig. 1) has been designed to be serviced as an assembly; less wiring, switches, shrouds, steering wheel, etc. Most steering column components can be serviced without removing the steering column from the vehicle.

SERVICE PRECAUTIONS

Safety goggles should be worn at all times when working on steering columns.

To service the steering wheel, switches or airbag, refer to Group 8 M and follow all WARNINGS and CAUTIONS.

WARNING: THE AIRBAG SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE, REMOVE OR INSTALL THE AIRBAG SYSTEM COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. FAILURE TO DO SO COULD RESULT IN ACCIDENTAL DEPLOYMENT OF THE AIRBAG AND POSSIBLE PERSONAL INJURY. THE FASTENERS, SCREWS, AND BOLTS, ORIGINALLY USED FOR THE AIRBAG COMPONENTS, HAVE SPECIAL COATINGS AND ARE SPECIFICALLY DESIGNED FOR THE AIRBAG SYSTEM. THEY MUST NEVER BE REPLACED WITH ANY SUBSTITUTES. ANYTIME A NEW FASTENER IS NEEDED, REPLACE WITH THE CORRECT FASTENERS PROVIDED IN THE SERVICE PACKAGE OR FASTENERS LISTED IN THE PARTS BOOKS.

CAUTION: Do not attempt to remove the pivot pins to disassemble the tilting mechanism. Do not remove ignition locking link, shaft lock plate or plate retainer. This will damage the column (Fig. 2) and (Fig. 3).

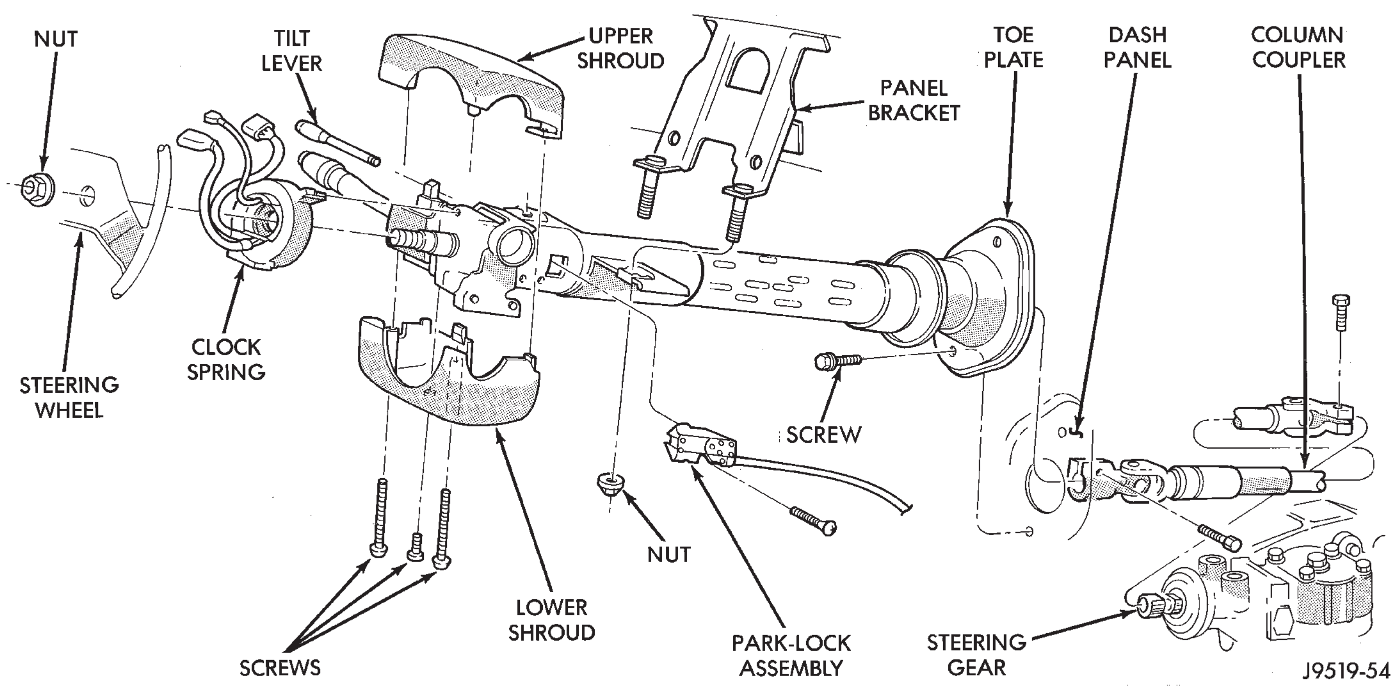


Fig. 1 Steering Column

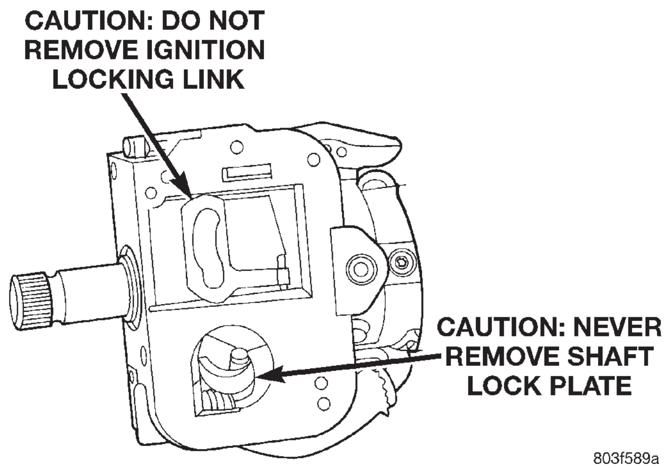


Fig. 2 Observe Cautions

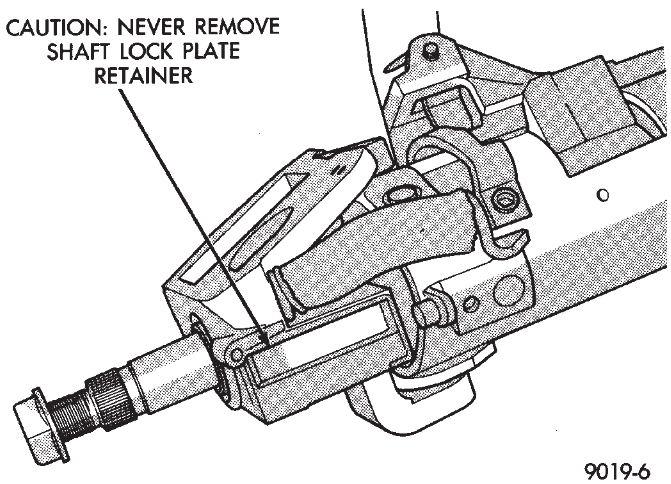


Fig. 3 Observe Cautions

DIAGNOSIS AND TESTING

IGNITION SWITCH

TEST AND REPAIR

If the ignition switch effort is excessive, remove the ignition switch from the steering column. Refer to Group 8D Ignition System. Using a key cylinder, check the turning effort of the switch. If the ignition switch binds look for the following conditions.

(1) Look for rough areas or flash in the casting and if found remove with a file (Fig. 4).

(2) Remove the link and slider and check the link to see if it is bent. If so replace with a new part.

(3) Put the slider in its slot in the sleeve and verify a loose fit over the length of the slot. If the slider binds in the slot at any point lightly file the slider until clearance is achieved.

(4) If no binding is found, lightly file the ramp on the ignition switch, (The ramp fits into the casting) until binding no longer occurs.

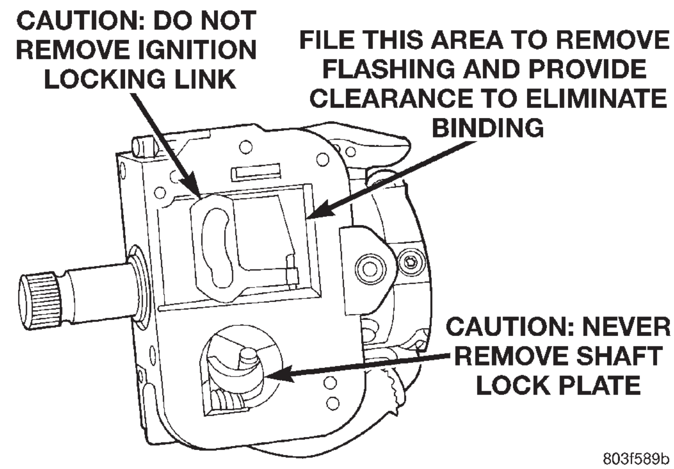


Fig. 4 Steering Column Flash Removal And Non-Serviceable Components

REMOVAL AND INSTALLATION

STEERING COLUMN

CAUTION: Bumping, jolting and hammering on the steering column shaft and gear shift tube must be avoided during all service procedures.

REMOVAL

(1) Position front wheels straight ahead.

(2) Disconnect the negative (ground) cable from the battery.

(3) Remove airbag, refer to Group 8M Electrical for procedure.

(4) Remove steering wheel with appropriate puller (Fig. 5).

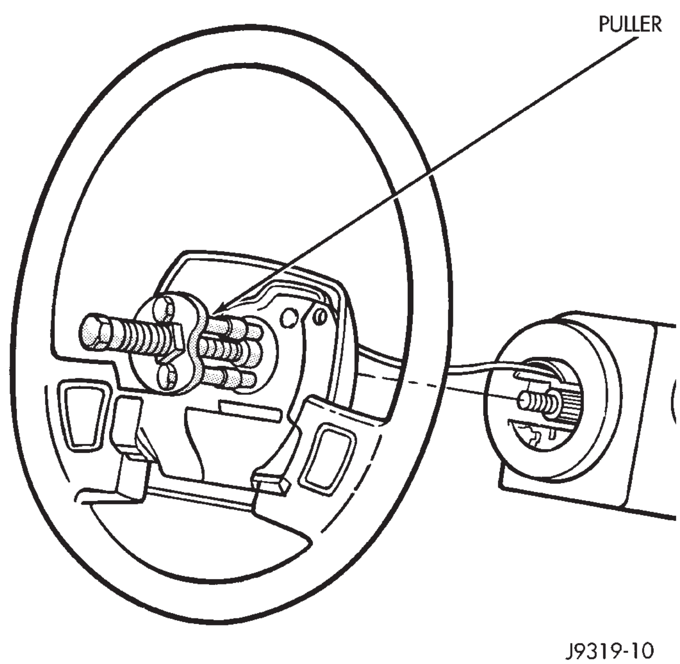


Fig. 5 Steering Wheel Removal

REMOVAL AND INSTALLATION (Continued)

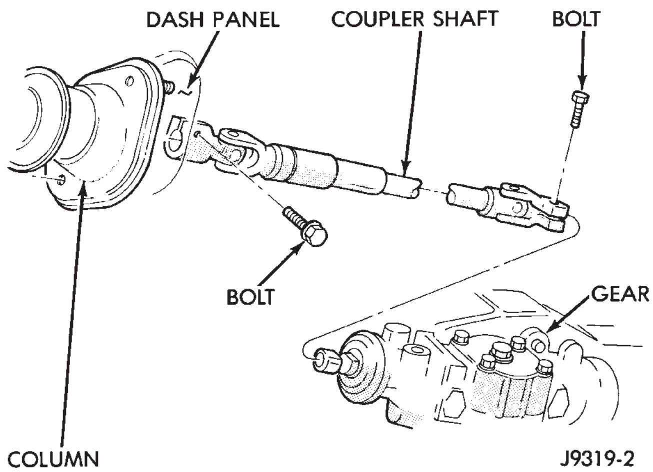


Fig. 6 Column Coupler Shaft

(5) Remove column coupler upper pinch bolt (Fig. 6).

(6) Remove the trim panel column cover and support plate (Fig. 7).

(7) Remove tilt lever (if equipped) from column.

(8) Remove the upper and lower lock housing shrouds.

(9) Remove the heater cross over tube from under the column.

(10) Loosen the panel bracket nuts/studs to allow the column to drop.

(11) Remove the wiring harness from steering column (Fig. 8).

(12) Remove the Interlock cable from the steering column. Refer to Group 3 Differential and Driveline.

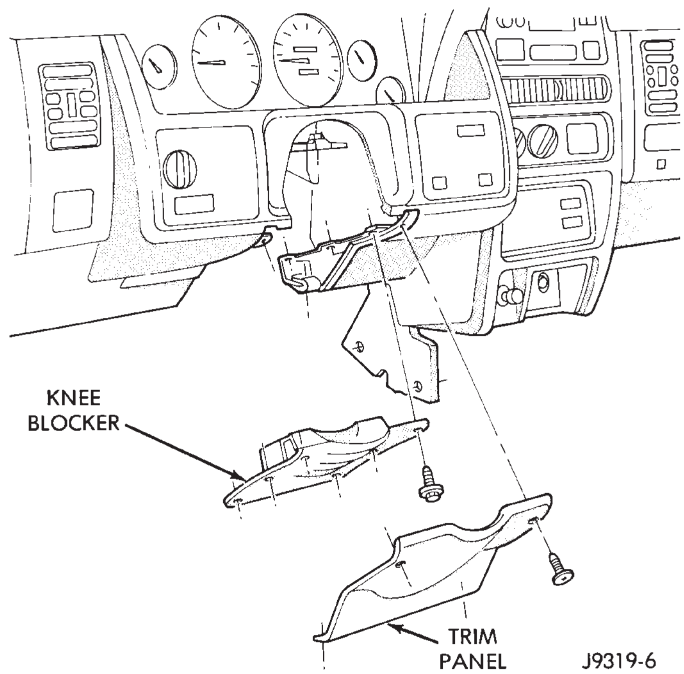


Fig. 7 Trim Panel Column Cover

(13) Remove the toe plate to dash panel nuts.

(14) Remove the panel bracket nuts/studs and remove the column.

INSTALLATION

CAUTION: If vehicle is equipped with Speed Proportional Steering do not transfer Wheel Speed Sensor to replacement column. Install new sensor only on column.

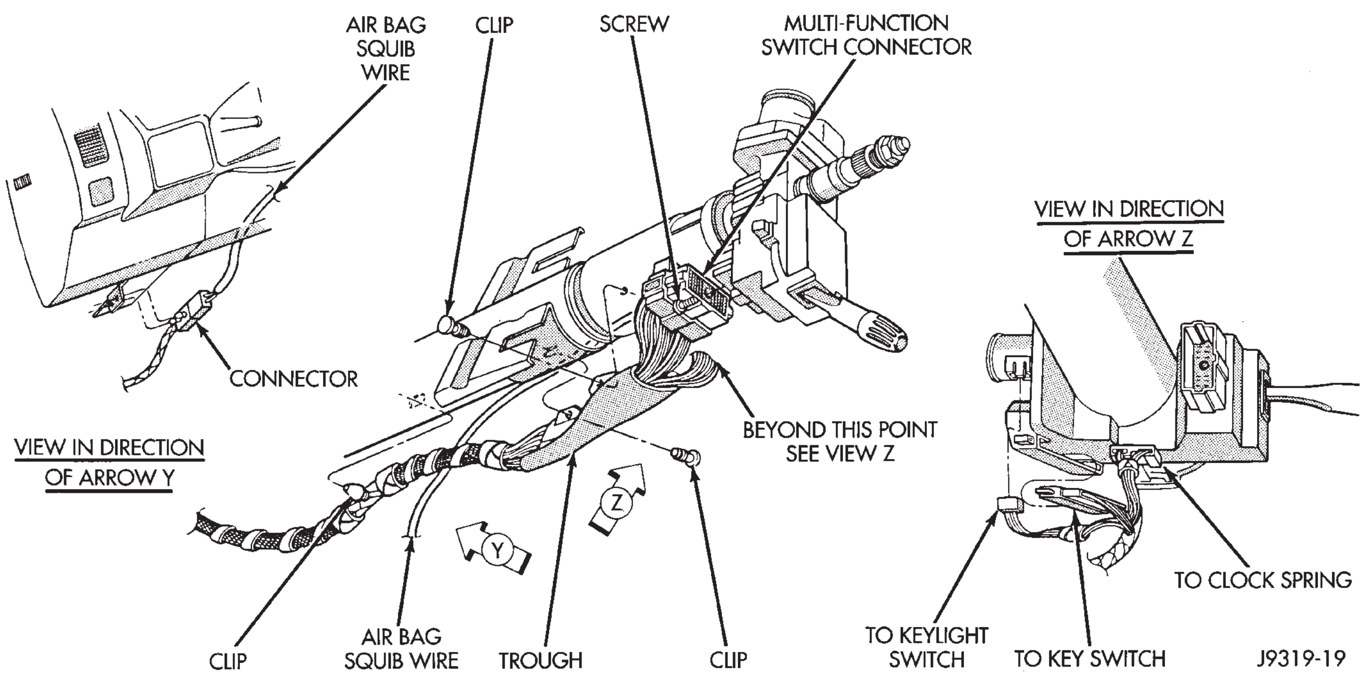


Fig. 8 Steering Column Wiring Harness

REMOVAL AND INSTALLATION (Continued)

(1) With the front wheels in the straight ahead position. Align and install the column to coupler. **Do not apply force at the top of the steering column shaft.**

(2) Ensure the ground clip is on the left spacer slot (Fig. 9).

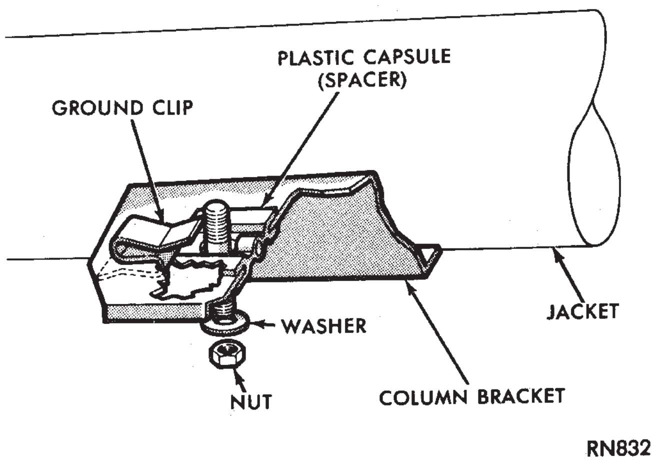


Fig. 9 Ground Clip & Spacer

(3) Install the Interlock cable from the steering column. Refer to Group 3 Differential and Driveline..

(4) Install wiring harness connections to steering column. **Ensure the wiring is not pinched and all connections are correctly locked in place.**

(5) Install shaft coupler pinch bolt loose, load column up to panel bracket.

(6) Be sure both spacers are fully seated in the column support bracket. Tighten the column panel bracket support nuts/studs to 12 N·m (105 in. lbs.). **Ensure the nut is installed on the SHORT threaded side of the stud.**

(7) Tighten the toe plate attaching nuts to 12 N·m (105 in. lbs.).

(8) Tighten the coupler pinch bolt to 49 N·m (36 ft. lbs.).

(9) Install the heater cross over tube under the column.

(10) Install the upper and lower shrouds. Install the tilt lever (if equipped).

(11) Install the trim panel column cover and support plate.

(12) Install the steering wheel and airbag, refer to Group 8M Electrical for procedure.

(13) Remove the column shaft shipping lock pin (installed in service column).

(14) Connect the battery ground (negative) cable.

SPECIFICATIONS

TORQUE CHART

DESCRIPTION	TORQUE
Steering Column	
Steering Wheel Nut	61 N·m (45 ft. lbs.)
Column Bracket Nuts	12 N·m (105 in. lbs.)
Shaft Coupler Bolts	49 N·m (36 ft. lbs.)
Toe Plate Bolts	12 N·m (105 in. lbs.)

SPEED PROPORTIONAL STEERING

INDEX

DESCRIPTION AND OPERATION

SPEED PROPORTIONAL STEERING

Speed Proportional Steering consist of;

- Speed Proportional Steering Control Module (SPSCM)
- Steering Wheel Speed Sensor (SWSS)
- Speed Proportional Steering Solenoid (SPSS)
- Speed Proportional Steering Gear (SPSG)

Speed Proportional Steering provides variable power assist based on inputs from the Vehicle Speed Sensor and Steering Wheel Speed Sensor. The sensors are monitored by the Speed Proportional Steering Control Module. The module controls the operation of the Speed Proportional Steering Solenoid which regulated power steering pump flow rate.

When parking or at low speeds, full power assist is provided. As the vehicle speed increases pump flow is reduce. This reduces the power assist, providing the driver with a better feel for the road and improved directional stability.

When a quick steering maneuver is made while the system is operating at reduced power assist, full assist is provided for the maneuver.

SPEED PROPORTIONAL STEERING CONTROL MODULE

The control module is mounted to a bracket on the passenger side of the front cowl panel just left of the steering column (Fig. 1). A 14-way connector is attached to the module. The module monitors steering wheel speed and vehicle speed to determine the amount of power steering assist needed. The module controls power steering assist by sending a 12-volt duty-cycle signal (pulsed on and off) to the Speed Proportional Steering Solenoid.

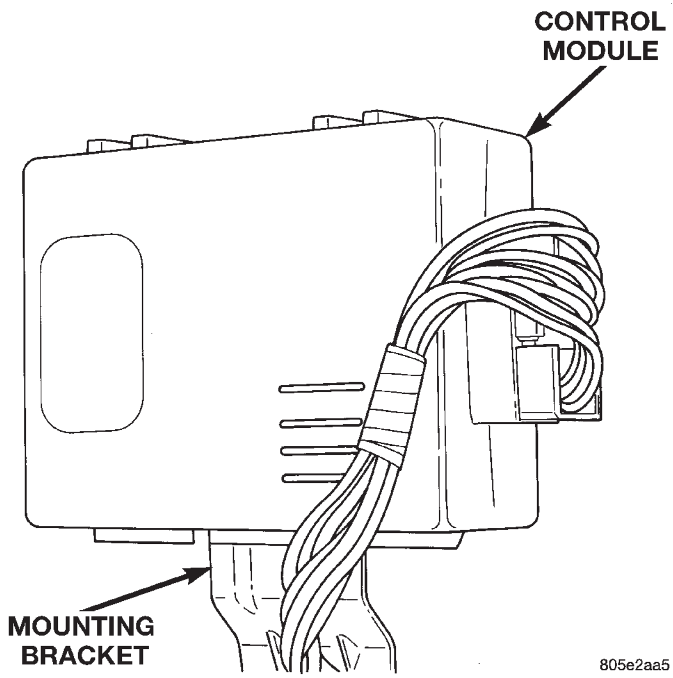


Fig. 1 Speed Proportional Steering Control Module

STEERING WHEEL SPEED SENSOR

The Steering Wheel Speed Sensor is mounted on the steering column shaft below the clock spring (Fig. 2).

SPEED PROPORTIONAL STEERING SOLENOID

The solenoid is mounted to the power steering pump outlet port (Fig. 3). The solenoid controls pump output volume by moving a metering rod in and out of a fixed orifice. The SPSCM energizes and de-energizes the solenoid to move the metering rod up to 250 times per second. By varying the time energized versus de-energize steering pump output volume and steering assist is controlled.

DESCRIPTION AND OPERATION (Continued)

1996 Grand Cherokee
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TSB 26-10-95 December, 1995

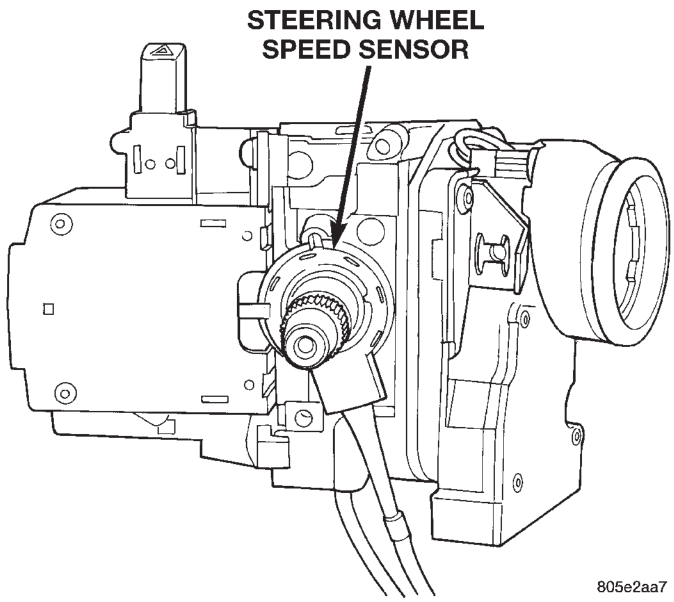


Fig. 2 Steering Wheel Speed Sensor

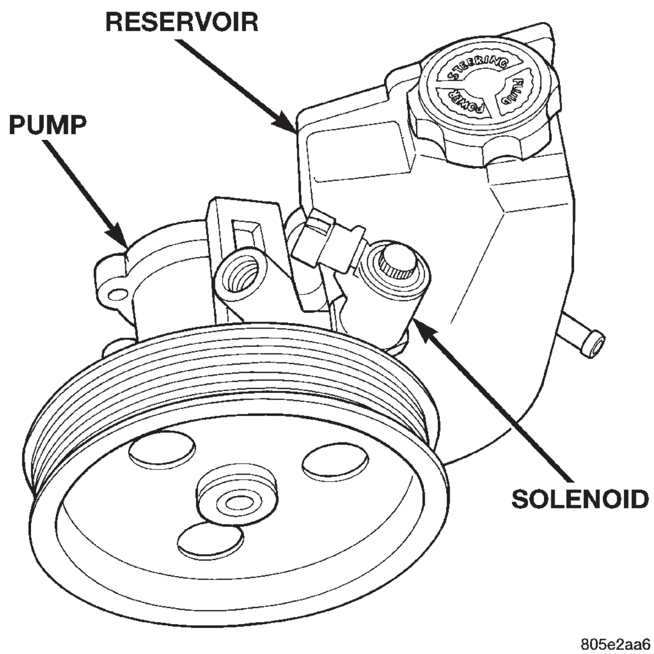


Fig. 3 Speed Proportional Steering Solenoid

POWER STEERING GEAR

The steering gear used with Speed Proportional Steering has a special spool valve. The valve provides improved response at lower flow rates. The gear is a serviceable component.

CAUTION: A Speed Proportional Steering gear should not be interchanged with any other steering gear.

DIAGNOSIS AND TESTING

SPEED PROPORTIONAL STEERING

For diagnosis and testing procedures refer to the Chassis Diagnostic Manual.

REMOVAL AND INSTALLATION

STEERING WHEEL SPEED SENSOR

REMOVAL

(1) Disconnect the negative (ground) cable from the battery.

(2) Remove airbag, refer to Group 8M Electrical for procedure.

(3) Remove steering wheel with appropriate puller (Fig. 4).

(4) Remove clock spring, refer to Group 8M Electrical for procedure.

(5) Pry sensor retaining ring tabs up and remove sensor (Fig. 5).

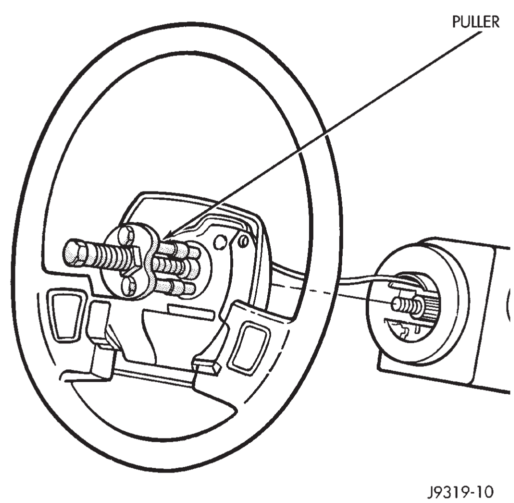


Fig. 4 Steering Wheel Removal

INSTALLATION

CAUTION: Never install a used sensor. Once the sensor has been removed it must be replace with a new sensor.

(1) Install new sensor on column shaft with a piece of thin wall conduit 3 inch long by 3/4 inch ID. Move turn signal canceler off to one side and ensure locating tab is in the proper position and push the sensor down on the shaft.

CAUTION: The conduit installer must only touch the inner metal ring of the sensor and not the plastic housing or the sensor will be damaged.

(2) Install clock spring, refer to Group 8M Electrical for procedure.

REMOVAL AND INSTALLATION (Continued)

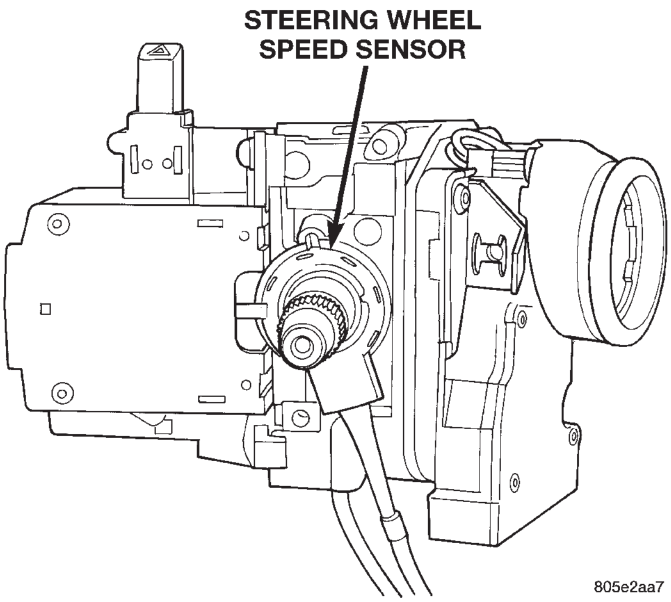


Fig. 5 Steering Wheel Speed Sensor

(3) Install steering wheel.

(4) Install airbag, refer to Group 8M Electrical for procedure.

(5) Connect negative (ground) cable to the battery.

SPEED PROPORTIONAL STEERING CONTROL MODULE

REMOVAL

(1) Unplug harness from control module, located left of steering column on front cowl panel.

(2) Slid the module off mounting bracket (Fig. 6).

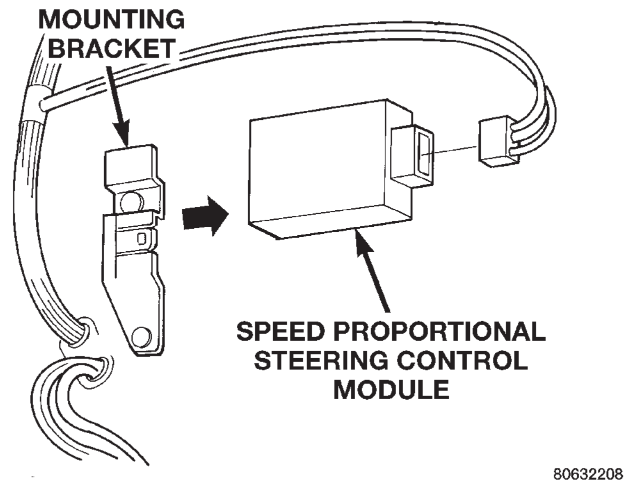


Fig. 6 Speed Proportional Steering Control Module

INSTALLATION

(1) Slid module onto mounting bracket.

(2) Plug harness into module.

STEERING LINKAGE

INDEX

GENERAL INFORMATION

STEERING LINKAGE

The steering linkage consists of a pitman arm, drag link, tie rod, and steering dampener (Fig. 1). Adjustment sleeves are used on the tie rod and drag link for toe and steering wheel alignment.

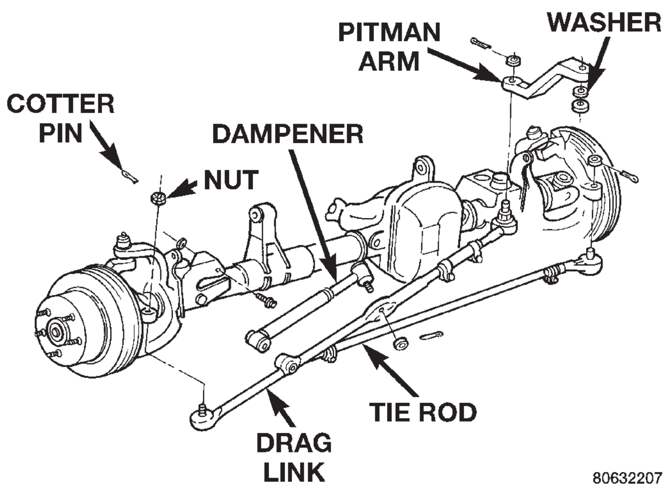


Fig. 1 Steering Linkage

NOTE: Refer to Group 2, Suspension for additional information.

The tie rod end ball stud seals should be inspected during all oil changes.

A damaged ball stud seal requires removal of the seal. Inspect the tie rod end ball stud at the throat opening. Check for lubricant loss, contamination, ball stud wear or corrosion. If these conditions exist, replace the tie rod. A replacement seal can be installed if lubricant is in good condition. Otherwise, a complete replacement ball stud end should be installed. Lubricate the tie rod end with MOPAR® Multi-Mileage Lubricant, or equivalent product.

NOTE: Use a Puller tool C-3894-A for tie rod removal. Failure to use this tool could damage the ball stud and seal (Fig. 2).

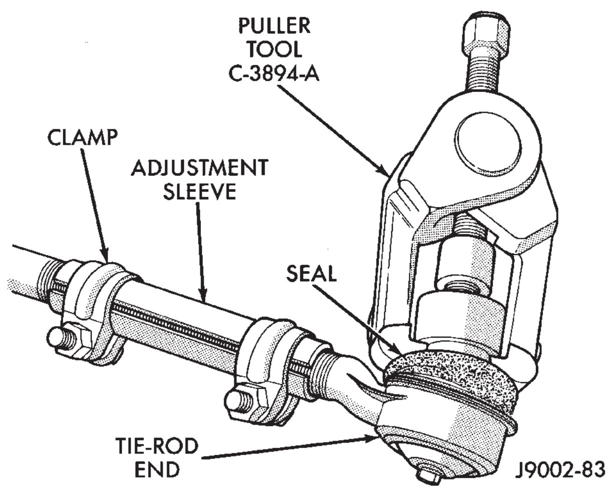


Fig. 2 Ball Stud Removal

SERVICE PROCEDURES

STEERING LINKAGE

Before removing any steering component, the boot seals should be closely inspected for damage. If a seal is damaged, it should be replaced. Before installing a new seal, inspect ball stud. Replace ball stud if worn and lubricate the ball studs with MOPAR Multi-Mileage Lubricant, or an equivalent.

REMOVAL AND INSTALLATION

TIE ROD

REMOVAL

(1) Remove the cotter pins and nuts at the steering knuckle and drag link (Fig. 1).

(2) Loosen the ball studs with a puller tool to remove the tie rod.

REMOVAL AND INSTALLATION (Continued)

(3) If necessary, loosen the end clamp bolts and remove the tie rod ends from the tube.

INSTALLATION

(1) If necessary, install the tie rod ends in the tube. Position the tie rod clamp (Fig. 3) and tighten to;

- 4.0L Engine: 27 N·m (20 ft. lbs.)
- 5.2L Engine: 49 N·m (36 ft. lbs.)

(2) Install the tie rod on the drag link and steering knuckle. Install the retaining nuts.

(3) Tighten the ball stud nut on the steering knuckle to 47 N·m (35 ft. lbs.). Tighten the ball stud nut to drag link to 47 N·m (35 ft. lbs.) torque. Install new cotter pins and bend end 60°.

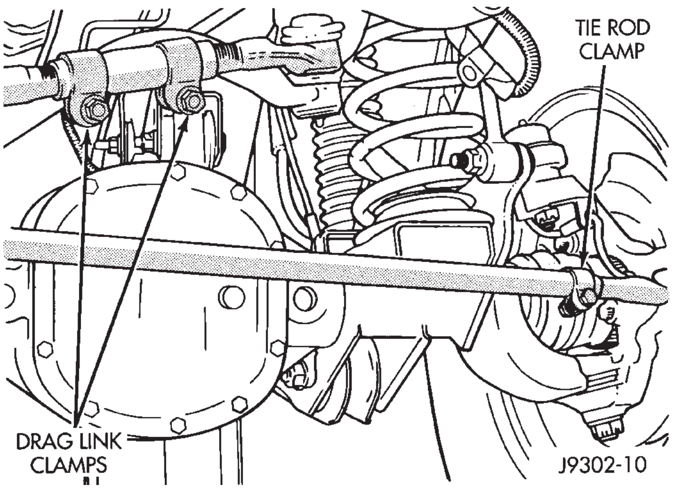


Fig. 3 Tie Rod/Drag Link Clamp Bolt

PITMAN ARM

REMOVAL

(1) Remove the cotter pin and nut from the drag link at the pitman arm.

(2) Remove the drag link ball stud from the pitman arm with a puller.

(3) Remove the nut and washer from the steering gear shaft. Mark the pitman shaft and pitman arm for installation reference. Remove the pitman arm from steering gear with Puller C-4150A (Fig. 4).

INSTALLATION

(1) Align and install the pitman arm on steering gear shaft.

(2) Install the washer and nut on the shaft and tighten the nut to 251 N·m (185 ft. lbs.).

(3) Install drag link ball stud to pitman arm. Install nut and tighten to 81 N·m (60 ft. lbs.). Install a new cotter pin.

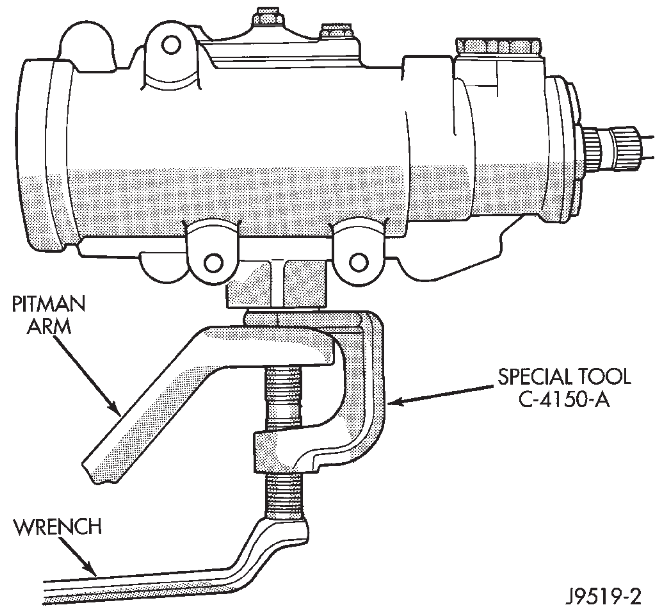


Fig. 4 Pitman Arm Removal

DRAG LINK

REMOVAL

(1) Remove the cotter pins and nuts at the steering knuckle and drag link (Fig. 1).

(2) Remove the steering dampener ball stud from the drag link with a puller tool.

(3) Remove the drag link from the steering knuckle with a puller tool. Remove the same for tie rod and pitman arm.

(4) If necessary, loosen the end clamp bolts and remove the tie rod end from the link.

INSTALLATION

(1) Install the drag link adjustment sleeve and tie rod end. Position clamp bolts (Fig. 2).

(2) Position the drag link at the steering linkage. Install the drag link to the steering knuckle nut. Do the same for the tie rod and pitman arm.

(3) Tighten the nut at the steering knuckle to 47 N·m (35 ft. lbs.). Tighten the pitman nut to 81 N·m (60 ft. lbs.) and tie rod ball stud nut to 47 N·m (35 ft. lbs.). Install new cotter pins and bend end 60°.

(4) Install the steering dampener onto the drag link and tighten the nut to 74 N·m (55 ft. lbs.). Install a new cotter pin and bend end 60°.

STEERING DAMPENER

REMOVAL

(1) Place the front wheels in a straight ahead position.

(2) Remove the steering dampener retaining nut and bolt from the axle bracket (Fig. 1).

REMOVAL AND INSTALLATION (Continued)

(3) Remove the cotter pin and nut from the ball stud at the drag link.

(4) Remove the steering dampener ball stud from the drag link using C-3894-A puller.

INSTALLATION

(1) Install the steering dampener to the axle bracket and drag link.

(2) Install the steering dampener bolt in the axle bracket and tighten nut to 74 N·m (55 ft. lbs.).

(3) Install the ball stud nut at the drag link and tighten nut to 74 N·m (55 ft. lbs.). Install a new cotter pin.

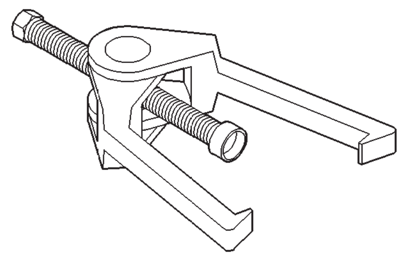
SPECIFICATIONS

TORQUE CHART

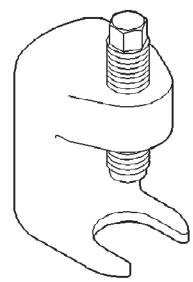
DESCRIPTION	TORQUE
Pitman Arm	
Shaft Nut	251 N·m (185 ft. lbs.)
Drag Link	
Pitman Arm Nut	81 N·m (60 ft. lbs.)
Knuckle Nut	47 N·m (35 ft. lbs.)
4.0L Clamp Bolts	27 N·m (20 ft. lbs.)
5.2L Clamp Bolts	49 N·m (36 ft. lbs.)
Tie Rod Ends	
Ball Stud Nut	47 N·m (35 ft. lbs.)
4.0L Clamp Bolts	27 N·m (20 ft. lbs.)
5.2L Clamp Bolts	49 N·m (36 ft. lbs.)
Tie Rod	
Ball Stud Nut	47 N·m (35 ft. lbs.)
Steering Damper	
Frame Bolt	74 N·m (55 ft. lbs.)
Drag Link Nut	74 N·m (55 ft. lbs.)

SPECIAL TOOLS

STEERING LINKAGE



Puller C-3894–A



Remover Pitman C-4150A

TRANSMISSION AND TRANSFER CASE

CONTENTS

42/44RE AUTOMATIC TRANSMISSION

INDEX

GENERAL INFORMATION

42/44 RE TRANSMISSION

The 42/44 RE is a four speed fully automatic transmission (Fig. 1) with an electronic governor. First through third gear ranges are provided by the clutches, bands, overrunning clutch, and planetary gear sets in the transmission. Fourth gear range is provided by the overdrive unit that contains an overdrive clutch, direct clutch, planetary gear set, and overrunning clutch. The overdrive clutch is applied in fourth gear only. The direct clutch is applied in all ranges except fourth gear. The 42/44 RE is equipped with a lock-up clutch in the torque converter. The torque converter clutch is controlled by the Powertrain Control Module (PCM). The torque converter clutch is hydraulically applied and is released when fluid is vented from the hydraulic circuit by the torque converter control (TCC) solenoid on the valve body. The torque converter clutch engages in fourth gear, and in third gear when the O/D switch is OFF. Engagement occurs when the vehicle is cruising on a level plane after the vehicle has warmed up. The torque converter clutch disengages when the accelerator is applied. The torque converter clutch feature increases fuel economy and reduces the transmission fluid temperature. The 42/44 RE transmission is cooled by an integral fluid cooler inside the radiator.

GENERAL INFORMATION (Continued)

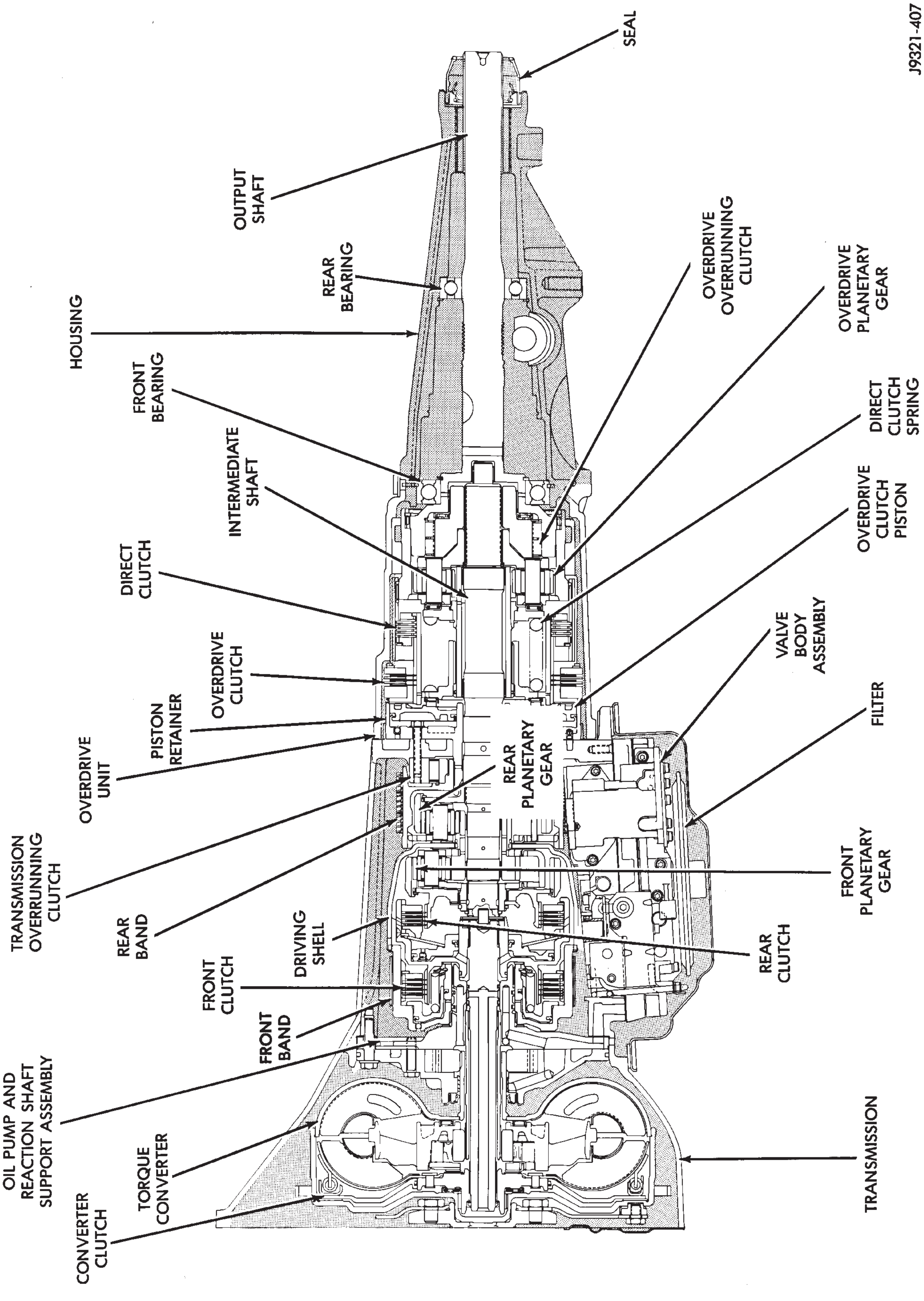


Fig. 1 42/44 RE Transmission

GENERAL INFORMATION (Continued)

TRANSMISSION IDENTIFICATION

Transmission identification numbers are stamped on the left side of the case just above the oil pan gasket surface (Fig. 2). Refer to this information when ordering replacement parts.

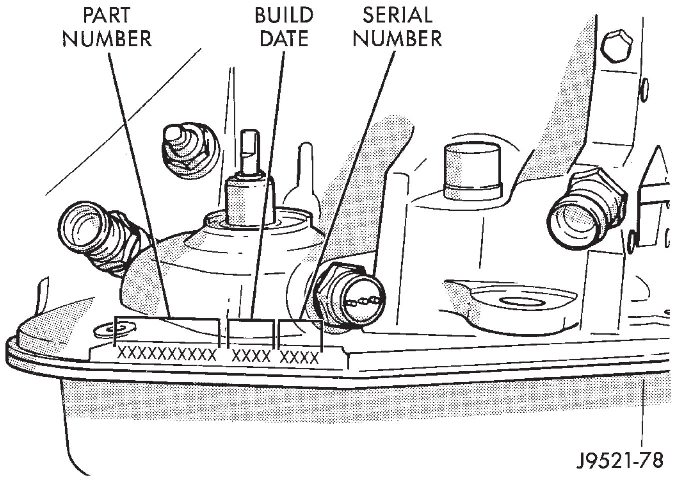


Fig. 2 Transmission Part And Serial Number Location

RECOMMENDED FLUID

Mopar ATF Plus, Type 7176 automatic transmission fluid is the recommended fluid for Chrysler automatic transmissions.

Dexron II fluid IS NOT recommended. Clutch chatter can result from the use of improper fluid. If Mopar ATF Plus is not available, Dexron II can be used as a supplement if the vehicle must be driven.

TORQUE CONVERTER—ELECTRONIC CLUTCH

The torque converter is a hydraulic device that couples the engine crankshaft to the transmission. The torque converter consists of an outer shell with an internal turbine, a stator, an overrunning clutch, an impeller, and an electronically applied converter clutch. Torque multiplication is created when the stator directs the hydraulic flow from the turbine to rotate the impeller in the direction the engine crankshaft is turning. The turbine transfers power to the planetary gear sets in the transmission. The transfer of power into the impeller assists torque multiplication. At low vehicle-speed, the overrunning clutch holds stator stationary (during torque multiplication) and allows the stator to freewheel at high vehicle speed. The converter clutch provides reduced engine speed and greater fuel economy when engaged. Clutch engagement also provides reduced transmission fluid temperatures. The converter clutch is engaged in fourth gear and in third gear when the overdrive switch is OFF. The torque converter hub drives the transmission oil (fluid) pump.

The torque converter is a sealed, welded unit that is not repairable and is serviced as an assembly.

CAUTION: The torque converter must be replaced if a transmission failure resulted in large amounts of metal or fiber contamination in the fluid. If the fluid is contaminated, flush the fluid cooler and lines.

TRANSMISSION GEAR RATIOS

42/44 RE forward gear ratios are:

- 2.74:1 (first gear)
- 1.54:1 (second gear)
- 1.00:1 (third gear)
- 0.69:1 (forth gear)
- 2.21 (reverse)

GEARSHIFT MECHANISM

The shift mechanism is cable operated and provides six shift positions. The shift indicator is located on the steering column forward of the steering wheel. The shift positions are:

- Park (P)
- Reverse (R)
- Neutral (N)
- Drive (D)
- Manual Second (2)
- Manual Low (1)

Manual low (1) range provides first gear only. Overrun braking is also provided in this range. Manual second (2) range provides first and second gear only. Drive range provides first, second, third, and overdrive fourth gear ranges. The shift into overdrive fourth gear range occurs only after the transmission has completed the shift into (D) third gear range. No further movement of the shift mechanism is required to complete the 3-4 shift.

DESCRIPTION AND OPERATION

ELECTRONIC GOVERNOR

Governor pressure is controlled electronically. Components used for governor pressure control include:

- Governor body
- Valve body transfer plate
- Governor pressure solenoid valve
- Governor pressure sensor
- Fluid temperature thermistor
- Throttle position sensor (TPS)
- Transmission speed sensor
- Powertrain control module (PCM)

GOVERNOR PRESSURE SOLENOID VALVE

The solenoid valve regulates the governor pressure needed for upshifts and downshifts. It is an electro-

DESCRIPTION AND OPERATION (Continued)

hydraulic device located in the governor body on the valve body transfer plate (Fig. 3).

The inlet side of the solenoid valve is exposed to normal transmission line pressure. The outlet side of the valve leads to the valve body governor circuit.

The solenoid valve regulates line pressure to produce governor pressure. The average current supplied to the solenoid controls governor pressure. One amp current produces zero kPa/psi governor pressure. Zero amps sets the maximum governor pressure.

The powertrain control module (PCM) supplies electrical power to the solenoid valve. Operating voltage is 12 volts (DC) and is provided through the battery terminal on the module.

The solenoid is polarity sensitive. The PCM energizes the solenoid by grounding it through the power ground terminal on the PCM.

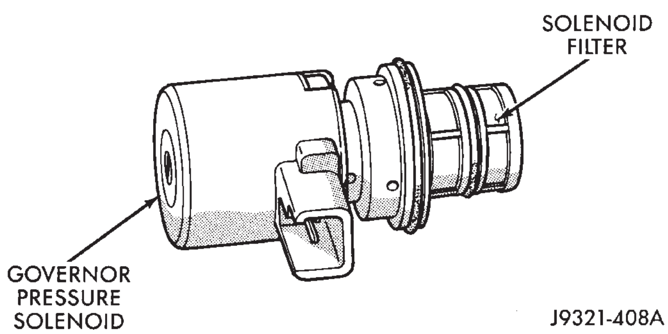


Fig. 3 Governor Pressure Solenoid Valve

GOVERNOR PRESSURE SENSOR

The governor pressure sensor measures output pressure of the governor pressure solenoid valve (Fig. 4).

The sensor output signal provides the necessary feedback to the PCM. This feedback is needed to adequately control governor pressure.

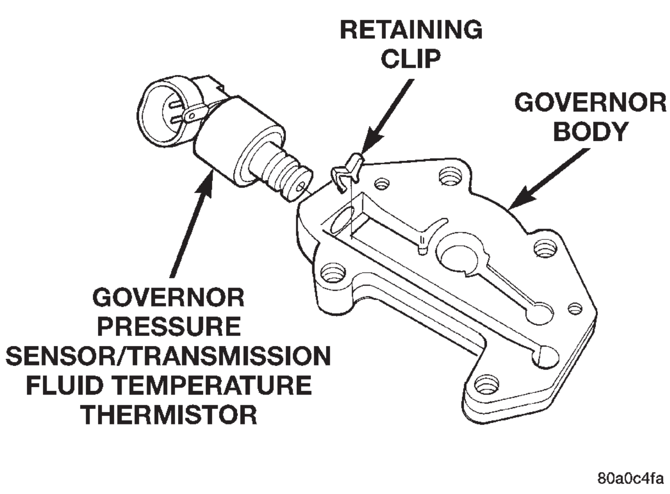


Fig. 4 Governor Pressure Sensor

GOVERNOR BODY AND TRANSFER PLATE

The transfer plate is designed to supply transmission line pressure to the governor pressure solenoid valve and to return governor pressure.

The governor pressure solenoid valve is mounted in the governor body. The body is bolted to the lower side of the transfer plate (Fig. 4). The transfer plate channels line pressure to the solenoid valve through the governor body. It also channels governor pressure from the solenoid valve to the governor circuit. It is the solenoid valve that develops the necessary governor pressure.

TRANSMISSION FLUID TEMPERATURE THERMISTOR

Transmission fluid temperature readings are supplied to the transmission control module by the thermistor (Fig. 5). The temperature readings are used to control engagement of the fourth gear overdrive clutch, the converter clutch, and governor pressure. Normal resistance value for the thermistor at room temperature is approximately 1000 ohms.

The PCM prevents engagement of the converter clutch and overdrive clutch, when fluid temperature is below approximately 10°C (50°F).

If fluid temperature exceeds 126°C (260°F), the PCM causes a 4-3 downshift and engage the converter clutch. Engagement is according to the third gear converter clutch engagement schedule.

The overdrive OFF lamp in the instrument panel illuminates when the shift back to third occurs. The transmission will not allow fourth gear operation until fluid temperature decreases to approximately 110°C (230°F).

The thermistor is part of the governor sensor assembly and is immersed in transmission fluid at all times.

TRANSMISSION SPEED SENSOR

The speed sensor (Fig. 6) is located in the overdrive gear case. The sensor is positioned over the park gear and monitors transmission output shaft rotating speed. Speed sensor signals are triggered by the park gear lugs as they rotate past the sensor pickup face. Input signals from the sensor are sent to the transmission control module for processing. The vehicle speed sensor also serves as a backup for the transmission speed sensor. Signals from this sensor are shared with the powertrain control module.

THROTTLE POSITION SENSOR (TPS)

The TPS provides throttle position input signals to the PCM. This input signal is used to determine overdrive and converter clutch shift schedule and to select the proper governor curve.

DESCRIPTION AND OPERATION (Continued)

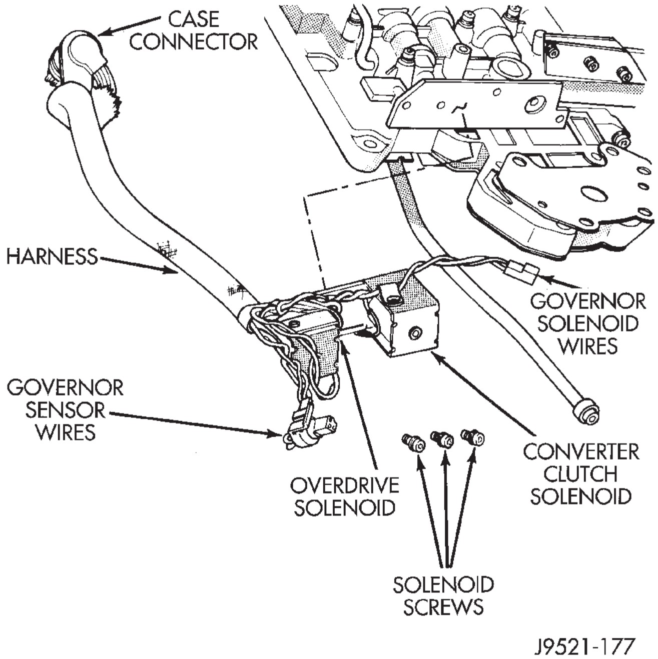


Fig. 5 Thermistor Location

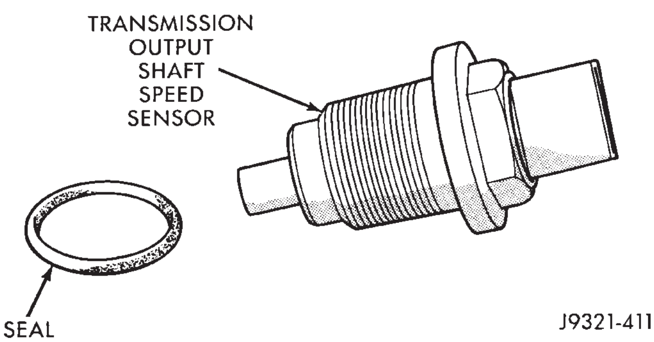


Fig. 6 Transmission Speed Sensor

POWERTRAIN CONTROL MODULE (PCM)

The PCM controls operation of the converter clutch, overdrive clutch, and governor pressure solenoid.

The control module determines transmission shift points based on input signals from the transmission thermistor, transmission output shaft speed sensor, crankshaft position sensor, vehicle speed sensor, and throttle position sensor.

Operating voltage is supplied through the battery terminal on the control module. The ignition voltage signal is supplied through a terminal on the ABS control module.

The DRB scan tool can be used to check operation of the control module and transmission electrical components. The diagnostic connector (for the scan tool) is located under the instrument panel near the steering column. The connector has a 6-way terminal and is blue in color.

GOVERNOR PRESSURE CURVES

There are four governor pressure curves programmed into the transmission control module. The different curves allow the control module to adjust governor pressure for varying conditions. One curve is used for operation when fluid temperature is at, or below, 1°C (30°F). A second curve is used when fluid temperature is at, or above, 10°C (50°F) during normal city or highway driving. A third curve is used during wide-open throttle operation. The fourth curve is used when driving with the transfer case in low range.

SHIFT VALVE OPERATION

The shift valves are moved by a combination of throttle and governor pressure. The governor pressure is generated by electrical components.

The conditions under which a shift to fourth will not occur when:

- Overdrive switch is Off
- Transmission fluid temperature is below 10° C (50° F) or above 121° C (250° F)
- Shift to third not yet completed
- Vehicle speed too low for 3-4 shift to occur

HYDRAULIC CONTROL SYSTEM

The hydraulic control system provides fully automatic operation. The system performs five basic functions which are: pressure supply, pressure regulation, flow control, clutch/band application, and lubrication.

PRESSURE REGULATION

The pressure regulator valve maintains line pressure. The amount of pressure developed is controlled by throttle pressure which is dependent on the degree of throttle opening. The regulator valve is located in the valve body.

The throttle valve determines line pressure and shift speed. Governor pressure increases in proportion to vehicle speed. The throttle valve controls upshift and downshift speeds by regulating pressure according to throttle position.

Shift Valve Flow Control

The manual valve is operated by the gearshift linkage and provides the operating range selected by the driver.

The 1-2 shift valve provides 1-2 or 2-1 shifts and the 2-3 shift valve provides 2-3 or 3-2 shifts.

The kickdown valve provides forced 3-2 or 3-1 downshifts depending on vehicle speed. Downshifts occur when the throttle is opened beyond downshift detent position. Detent is reached just before wide open throttle position.

The 2-3 valve throttle pressure plug provides 3-2 downshifts at varying throttle openings depending on vehicle speed.

DESCRIPTION AND OPERATION (Continued)

The 1-2 shift control valve transmits 1-2 shift pressure to the accumulator piston. This controls kickdown band capacity on 1-2 upshifts and 3-2 downshifts.

The 3-4 shift, quick fill, and timing valves plus the 3-4 accumulator, are only actuated when the overdrive solenoid is energized.

The solenoid contains a check ball that controls a vent port to the 3-4 valves. The check ball either diverts line pressure away from or directly to the 3-4 valves.

The limit valve determines maximum speed at which a 3-2 part throttle kickdown can be made. On transmissions without a limit valve, maximum speed for a 3-2 kickdown is at detent position.

The 2-3 shuttle valve has two functions. First is fast front band release and smooth engagement during lift-foot 2-3 upshifts. The second is to regulate front clutch and band application during 3-2 downshifts.

The 3-4 timing valve is moved by line pressure coming through the 3-4 shift valve. The timing valve holds the 2-3 shift valve in an upshift position. The purpose is to prevent the 2-3 valve from up or downshifting before the 3-4 valve.

The 3-4 accumulator is mounted on the overdrive housing and performs the same function as the 2-3 accumulator; it is used to smooth engagement during a 3-4 shift.

The switch valve directs fluid apply pressure to the converter clutch in one position and releases it in the opposite position. It also directs oil to the cooling and lube circuits. The switch valve regulates oil pressure to the torque converter by limiting maximum oil pressure to 130 psi.

OVERDRIVE OFF SWITCH

The overdrive OFF (control) switch is located in the instrument panel. The switch is a momentary contact device that signals the PCM to toggle current status of the overdrive function. At key-on, overdrive operation is allowed. Pressing the switch once causes the overdrive OFF mode to be entered and the overdrive OFF switch lamp to be illuminated. Pressing the switch a second time causes normal overdrive operation to be restored and the overdrive lamp to be turned off. The overdrive OFF mode defaults to ON after the ignition switch is cycled OFF and ON. The normal position for the control switch is the ON position. The switch must be in this position to energize the solenoid and allow a 3-4 upshift. The control switch indicator light illuminates only when the overdrive switch is turned to the OFF position, or when illuminated by the transmission control module.

3-4 SHIFT SEQUENCE

The overdrive clutch is applied in fourth gear only. The direct clutch is applied in all ranges except fourth gear. Fourth gear overdrive range is electronically controlled and hydraulically activated. Various sensor inputs are supplied to the powertrain control module to operate the overdrive solenoid on the valve body. The solenoid contains a check ball that opens and closes a vent port in the 3-4 shift valve feed passage. The overdrive solenoid (and check ball) are not energized in first, second, third, or reverse gear. The vent port remains open, diverting line pressure from the 2-3 shift valve away from the 3-4 shift valve. The overdrive control switch must be in the ON position to transmit overdrive status to the PCM. A 3-4 upshift occurs only when the overdrive solenoid is energized by the PCM. The PCM energizes the overdrive solenoid during the 3-4 upshift. This causes the solenoid check ball to close the vent port allowing line pressure from the 2-3 shift valve to act directly on the 3-4 upshift valve. Line pressure on the 3-4 shift valve overcomes valve spring pressure moving the valve to the upshift position. This action exposes the feed passages to the 3-4 timing valve, 3-4 quick fill valve, 3-4 accumulator, and ultimately to the overdrive piston. Line pressure through the timing valve moves the overdrive piston into contact with the overdrive clutch. The direct clutch is disengaged before the overdrive clutch is engaged. The boost valve provides increased fluid apply pressure to the overdrive clutch during 3-4 upshifts, and when accelerating in fourth gear. The 3-4 accumulator cushions overdrive clutch engagement to smooth 3-4 upshifts. The accumulator is charged at the same time as apply pressure acts against the overdrive piston.

CONVERTER CLUTCH ENGAGEMENT

Converter clutch engagement in third or fourth gear range is controlled by sensor inputs to the powertrain control module. Inputs that determine clutch engagement are: coolant temperature, engine rpm, vehicle speed, throttle position, and manifold vacuum. The torque converter clutch is engaged by the clutch solenoid on the valve body. The clutch can be engaged in third and fourth gear ranges depending on overdrive control switch position. If the overdrive control switch is in the normal ON position, the clutch will engage after the shift to fourth gear, and above approximately 72 km/h (45 mph). If the control switch is in the OFF position, the clutch will engage after the shift to third gear, at approximately 56 km/h (35 mph) at light throttle.

QUICK FILL VALVE

The 3-4 quick fill valve provides faster engagement of the overdrive clutch during 3-4 upshifts. The valve temporarily bypasses the clutch piston feed orifice at the start of a 3-4 upshift. This exposes a larger passage into the piston retainer resulting in a much faster clutch fill and apply sequence. The quick fill

DESCRIPTION AND OPERATION (Continued)

valve does not bypass the regular clutch feed orifice throughout the 3-4 upshift. Instead, once a predetermined pressure develops within the clutch, the valve closes the bypass. Clutch fill is then completed through the regular feed orifice.

CONVERTER DRAINBACK VALVE

The drainback valve is located in the transmission cooler outlet (pressure) line. The valve prevents fluid from draining from the converter into the cooler and lines when the vehicle is shut down for lengthy periods. Production valves have a hose nipple at one end, while the opposite end is threaded for a flare fitting. All valves have an arrow (or similar mark) to indicate direction of flow through the valve.

BRAKE TRANSMISSION SHIFT INTERLOCK MECHANISM

The Brake Transmission Shifter/Ignition Interlock (BTSI), is a cable and solenoid operated system. It interconnects the automatic transmission floor mounted shifter to the steering column ignition switch (Fig. 7). The system locks the shifter into the PARK position. The Interlock system is engaged whenever the ignition switch is in the LOCK or ACCESSORY position. An additional electrically activated feature will prevent shifting out of the PARK position unless the brake pedal is depressed at least one-half an inch. A magnetic holding device in line with the park lock cable is enegized in PARK when the ignition is in the OFF-LOCK position.When the key is in the OFF or RUN position and the brake pedal is depressed, the shifter is unlocked and will move into any position. The interlock system also prevents the ignition switch from being turned to the LOCK or ACCESSORY position (Fig. 8). Unless the shifter is fully locked into the PARK position.

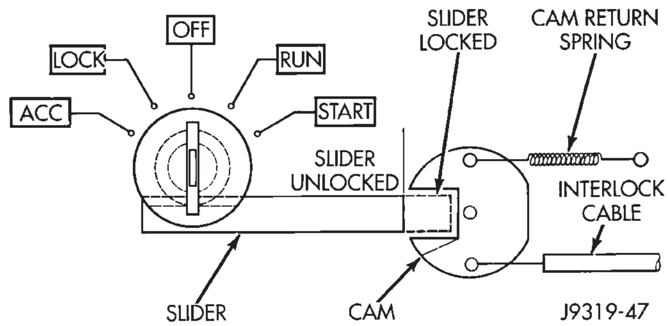


Fig. 8 Ignition Key Cylinder Actuation

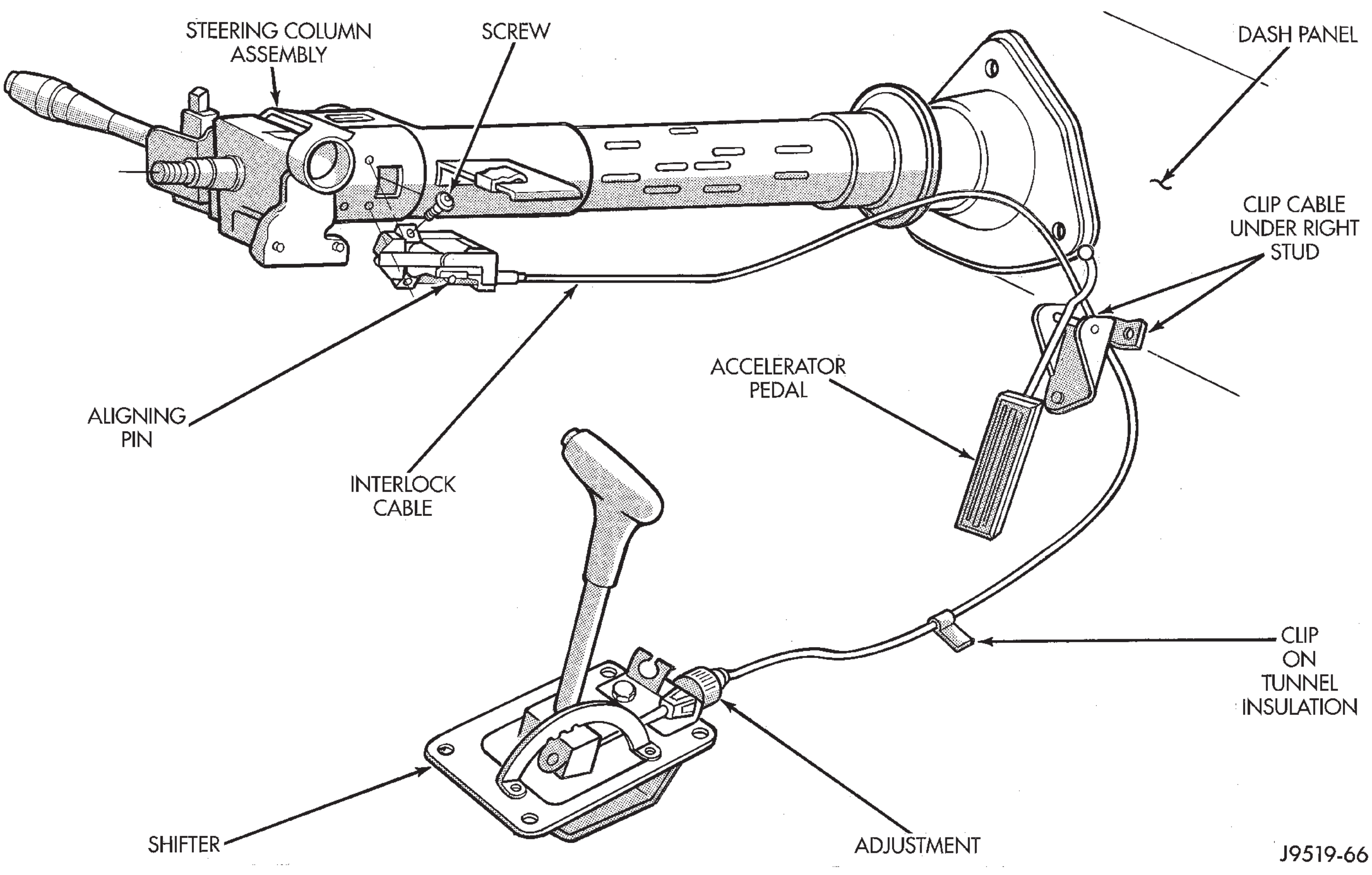


Fig. 7 Ignition Interlock Cable Routing

DIAGNOSIS AND TESTING

AUTOMATIC TRANSMISSION DIAGNOSIS

Automatic transmission problems can be a result of poor engine performance, incorrect fluid level, incorrect linkage or cable adjustment, band or hydraulic control pressure adjustments, hydraulic system malfunctions or electrical/mechanical component malfunctions. Begin diagnosis by checking the easily accessible items such as: fluid level and condition, linkage adjustments and electrical connections on 4-speed models. A road test will determine if further diagnosis is necessary.

PRELIMINARY DIAGNOSIS

Two basic procedures are required. One procedure for vehicles that are drivable and an alternate procedure for disabled vehicles (will not back up or move forward).

VEHICLE IS DRIVEABLE

(1) Check for transmission control module fault codes using DRB scan tool.

(2) Check fluid level and condition.

(3) Adjust throttle and gearshift linkage if complaint was based on delayed, erratic, or harsh shifts.

(4) Road test and note how transmission upshifts, downshifts, and engages.

(5) Perform stall test if complaint is based on sluggish acceleration. Or, if abnormal throttle opening is needed to maintain normal speeds with a properly tuned engine.

(6) Perform hydraulic pressure test if shift problems were noted during road test.

(7) Perform air-pressure test to check clutch-band operation.

VEHICLE IS DISABLED

(1) Check fluid level and condition.

(2) Check for broken or disconnected gearshift or throttle linkage.

(3) Check for cracked, leaking cooler lines, or loose or missing pressure-port plugs.

(4) Raise and support vehicle on safety stands, start engine, shift transmission into gear, and note following:

(a) If propeller shaft turns but wheels do not, problem is with differential or axle shafts.

(b) If propeller shaft does not turn and transmission is noisy, stop engine. Remove oil pan, and check for debris. If pan is clear, remove transmission and check for damaged drive plate, converter, oil pump, or input shaft.

(c) If propeller shaft does not turn and transmission is not noisy, perform hydraulic-pressure test to determine if problem is hydraulic or mechanical.

PARK/NEUTRAL POSITION SWITCH

The center terminal of the park/neutral position switch is the starter-circuit terminal. It provides the ground for the starter solenoid circuit through the selector lever in PARK and NEUTRAL positions only. The outer terminals on the switch are for the backup lamp circuit.

SWITCH TEST

To test the switch, remove the wiring connector. Then test for continuity between the center terminal and the transmission case. Continuity should exist only when the transmission is in PARK or NEUTRAL.

Shift the transmission into REVERSE and test continuity at the switch outer terminals (Fig. 9). Continuity should exist only when the transmission is in REVERSE. Continuity should not exist between the outer terminals and the case.

Check gearshift linkage adjustment before replacing a switch that tests bad.

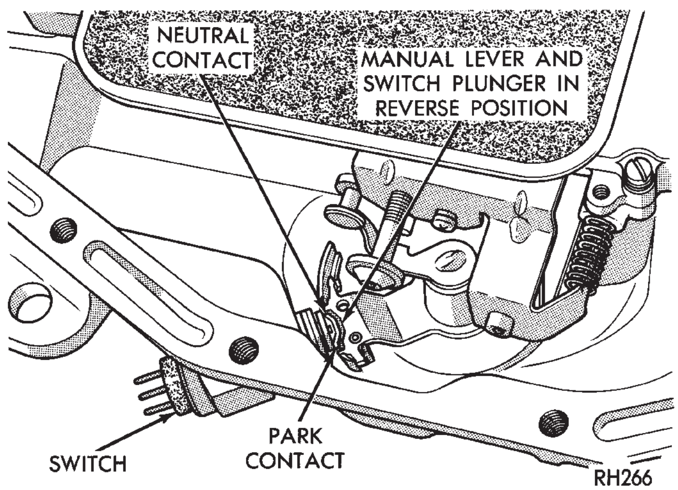


Fig. 9 Park/Neutral Switch Terminals

CHECKING FLUID LEVEL AND CONDITION

Transmission fluid level and condition should be checked a minimum of six times per year under normal operation. If the vehicle is used for commercial operation, trailer towing, or similar high load operation, fluid level and condition should be checked weekly.

Fluid level is checked with the engine running at curb idle speed, brakes applied, transmission in Neutral, and the transmission fluid at normal operating temperature (hot).

(1) Transmission fluid must be at normal operating temperature for accurate fluid level check. Drive

DIAGNOSIS AND TESTING (Continued)

vehicle if necessary to bring fluid temperature up to normal hot operating temperature of 82° C (180° F).

(2) Position vehicle on level surface. This is extremely important for accurate fluid level check.

(3) Start and run engine at curb idle speed.

(4) Apply parking brakes.

(5) Shift transmission momentarily into all gear ranges. Then shift transmission back to **Neutral.**

(6) Clean top of filler tube and dipstick to keep dirt from entering tube.

(7) Remove dipstick and check **fluid level** as follows:

(a) Dipstick has three indicator levels (Fig. 10) which are a MIN dot, an OK crosshatch area, and a MAX fill arrow.

(b) Correct maximum level is to MAX arrow mark. Correct acceptable level is to OK mark in crosshatch area. Incorrect level is at or below MIN dot.

CAUTION: Do not overfill the transmission. Overfilling may cause leakage out the pump vent which can be mistaken for a pump seal leak. Overfilling will also cause fluid aeration and foaming as the excess fluid is picked up and churned by the gear train. This will significantly reduce fluid life.

(c) If fluid is low, add only enough Mopar ATF Plus to restore correct level. Do not overfill.

(d) If transmission is overfilled, fluid can be removed with 1/8 to 3/16 in. diameter tubing and suction gun. Tubing will have to be adapted to nozzle of gun and be long enough to extend down fill tube and into transmission oil pan.

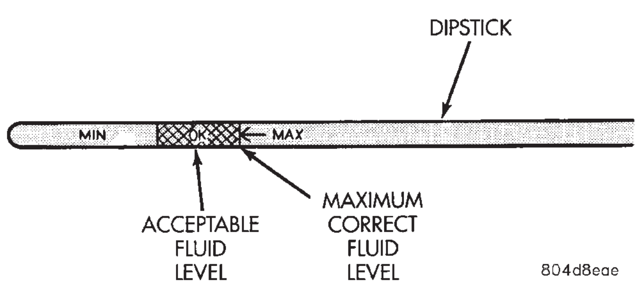


Fig. 10 Dipstick Fluid Level Marks

(8) Check **fluid condition** as follows:

(a) Fluid color should range from dark red to pink and be free of particles and sludge.

(b) If fluid is orange, brown, or smells burned but shifts were OK, flow test and reverse flush cooler and lines. Then change fluid and filter and road test again to confirm proper operation.

(c) If fluid is black, dark brown, turned to sludge, contains extensive amount of metal or friction material particles, transmission will need overhaul. Main and auxiliary coolers will have to be flow tested and reverse flushed as well.

EFFECTS OF INCORRECT FLUID LEVEL

A low fluid level allows the pump to take in air along with the fluid. Air in the fluid will cause fluid pressures to be low and develop slower than normal. If the transmission is overfilled, the gears churn the fluid into foam. This aerates the fluid and causing the same conditions occurring with a low level. In either case, air bubbles cause fluid overheating, oxidation and varnish buildup which interferes with valve, clutch and servo operation. Foaming also causes fluid expansion which can result in fluid overflow from the transmission vent or fill tube. Fluid overflow can easily be mistaken for a leak if inspection is not careful.

CAUSES OF BURNED FLUID

Burned, discolored fluid is a result of overheating which has two primary causes.

(1) A result of restricted fluid flow through the main and/or auxiliary cooler. This condition is usually the result of a faulty or improperly installed drainback valve, a damaged main cooler, or severe restrictions in the coolers and lines caused by debris or kinked lines.

(2) Heavy duty operation with a vehicle not properly equipped for this type of operation. Trailer towing or similar high load operation will overheat the transmission fluid if the vehicle is improperly equipped. Such vehicles should have an auxiliary transmission fluid cooler, a heavy duty cooling system, and the engine/axle ratio combination needed to handle heavy loads.

FLUID CONTAMINATION

Transmission fluid contamination is generally a result of:

- adding incorrect fluid
- failure to clean dipstick and fill tube when checking level
- engine coolant entering the fluid
- internal failure that generates debris
- overheat that generates sludge (fluid breakdown)
- failure to reverse flush cooler and lines after repair
- failure to replace contaminated converter after repair

The use of non recommended fluids can result in transmission failure. The usual results are erratic shifts, slippage, abnormal wear and eventual failure due to fluid breakdown and sludge formation. Avoid this condition by using recommended fluids only.

DIAGNOSIS AND TESTING (Continued)

The dipstick cap and fill tube should be wiped clean before checking fluid level. Dirt, grease and other foreign material on the cap and tube could fall into the tube if not removed beforehand. Take the time to wipe the cap and tube clean before withdrawing the dipstick.

Engine coolant in the transmission fluid is generally caused by a cooler malfunction. The only remedy is to replace the radiator as the cooler in the radiator is not a serviceable part. If coolant has circulated through the transmission for some time, an overhaul may also be necessary; especially if shift problems had developed.

The transmission cooler and lines should be reverse flushed whenever a malfunction generates sludge and/or debris. The torque converter should also be replaced at the same time.

Failure to flush the cooler and lines will result in re-contamination and a shop comeback. Flushing applies to auxiliary coolers as well. The torque converter should also be replaced whenever a failure generates sludge and debris. This is necessary because normal converter flushing procedures will not remove all contaminants.

OIL COOLER FLOW CHECK

After the new or repaired transmission has been installed and filled, the oil cooler flow should be checked using the following procedure:

(1) Disconnect the **From cooler** line at the transmission and place a collecting container under the disconnected line.

(2) Run the engine at curb idle speed, with the shift selector in neutral.

(3) If the fluid flow is intermittent or takes more than 20 seconds to collect one quart, the cooler should be replaced.

CAUTION: With the fluid set at the proper level, fluid collection should not exceed (1) quart or internal damage to the transmission may occur.

(4) If flow is found to be within acceptable limits, reconnect the cooler line. Then fill transaxle to the proper level, using the approved type of automatic transmission fluid.

OVERDRIVE ELECTRICAL CONTROLS

The overdrive off switch, valve body solenoid, case connectors and related wiring can all be tested with a 12 volt test lamp or a volt/ohmmeter. Check continuity of each component when diagnosis indicates this is necessary. Refer to Group 8W, Wiring Diagrams for component locations and circuit information.

Switch and solenoid continuity should be checked whenever the transmission fails to shift into fourth gear range.

BRAKE TRANSMISSION SHIFT INTERLOCK

(1) Verify that the key can only be removed in the PARK position

(2) When the shift lever is in PARK And the shift handle pushbutton is in the “OUT” position, the ignition key cylinder should rotate freely from OFF to LOCK. When the shifter is in any other gear or neutral position, the ignition key cylinder should not rotate from OFF to PARK.

(3) Shifting out of PARK should be possible when the ignition key cylinder is in the OFF position.

(4) Shifting out of PARK should not be possible while applying 25 lb. maximum handle pushbutton force and ignition key cylinder is in the RUN or START positions unless the foot brake pedal is depressed approximately 1/2 inch (12mm).

(5) Shifting out of PARK should not be possible when the ignition key cylinder is in the ACCESSORY or LOCK positions.

(6) Shifting between any gears, NEUTRAL or into PARK may be done without depressing foot brake pedal with ignition switch in RUN or START positions and vehicle stationary or in motion.

(7) If additional cable adjustment is required, slide the adjuster forward or rearward to obtain the correct position.

GEARSHIFT CABLE

(1) The floorshifter lever and gate positions should be in alignment with all transmission PARK, NEUTRAL and gear detent positions.

(2) Engine starts must be possible with floor shift lever in PARK or NEUTRAL gate positions only. Engine starts must not be possible in any other gear position.

With floorshift lever handle pushbutton not depressed and lever in:

- PARK position- Apply forward force on center of handle and remove pressure. Engine start must be possible.
- PARK position- Apply rearward force on center of handle and remove pressure. Engine start must be possible.
- NEUTRAL position- Normal position. Engine start must be possible.
- NEUTRAL position- Engine running and brakes applied. Apply forward force on center of shift handle. Transmission shall not be able to shift from neutral to reverse

(3) If additional cable adjustment is required, slide the adjuster forward or rearward to obtain the correct position.

DIAGNOSIS AND TESTING (Continued)

TRANSMISSION CONTROL CABLE ADJUSTMENT

Transmission throttle valve cable adjustment is extremely important to proper operation. This adjustment positions the throttle valve, which controls shift speed, quality, and part-throttle downshift sensitivity.

If cable setting is too loose, early shifts and slippage between shifts may occur. If the setting is too tight, shifts may be delayed and part throttle downshifts may be very sensitive. Refer to the Adjustments section for adjustment procedure.

Shift-cable adjustment is important because it positions the valve body manual valve. Incorrect adjustment will cause creeping in NEUTRAL, premature clutch wear, delayed engagement in any gear, or the engine will not crank in PARK or NEUTRAL position.

Proper operation of the park/neutral position switch will provide a quick check of shift cable adjustment. Refer to the Adjustments section for adjustment procedure.

ROAD TESTING

Before road testing, be sure the fluid level and control cable adjustments have been checked and adjusted if necessary. Verify that diagnostic trouble codes have been resolved.

Observe engine performance during the road test. A poorly tuned engine will not allow accurate analysis of transmission operation.

Operate the transmission in all gear ranges. Check for shift variations and engine flare which indicates slippage. Note if shifts are harsh, spongy, delayed, early, or if part throttle downshifts are sensitive.

Slippage indicated by engine flare, usually means clutch, band or overrunning clutch problems. If the condition is advanced, an overhaul will be necessary to restore normal operation.

A slipping clutch or band can often be determined by comparing which internal units are applied in the various gear ranges. The Clutch and Band Application charts (Fig. 11) provide a basis for analyzing road test results.

ANALYZING ROAD TEST

Refer to the Clutch and Band Application chart (Fig. 11) and note which elements are in use in the various gear ranges.

Note that the rear clutch is applied in all forward ranges (D, 2, 1). The transmission overrunning clutch is applied in first gear (D, 2 and 1 ranges) only. The rear band is applied in 1 and R range only.

Note that the overdrive clutch is applied only in fourth gear and the overdrive direct clutch and overrunning clutch are applied in all ranges except fourth gear.

For example: If slippage occurs in first gear in D and 2 range but not in 1 range, the transmission overrunning clutch is faulty. Similarly, if slippage occurs in any two forward gears, the rear clutch is slipping.

Applying the same method of analysis, note that the front and rear clutches are applied simultaneously only in D range third and fourth gear. If the

SHIFT LEVER POSITION	TRANSMISSION CLUTCHES AND BANDS					OVERDRIVE CLUTCHES		
	FRONT CLUTCH	FRONT BAND	REAR CLUTCH	REAR BAND	OVERRUN. CLUTCH	OVERDRIVE CLUTCH	DIRECT CLUTCH	OVERRUN. CLUTCH
Reverse	X			X			X	
Drive Range								
First			X		X		X	X
Second		X	X				X	X
Third	X		X				X	X
Fourth	X		X			X		
2-Range (Manual) Second)		X	X		X		X	X
1-Range (Manual Low)			X	X	X		X	X

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Fig. 11 Clutch And Band Application

DIAGNOSIS AND TESTING (Continued)

transmission slips in third gear, either the front clutch or the rear clutch is slipping.

If the transmission slips in fourth gear but not in third gear, the overdrive clutch is slipping. By selecting another gear which does not use these clutches, the slipping unit can be determined. For example, if the transmission also slips in Reverse, the front clutch is slipping. If the transmission does not slip in Reverse, the rear clutch is slipping.

If slippage occurs during the 3-4 shift or only in fourth gear, the overdrive clutch is slipping. Similarly, if the direct clutch were to fail, the transmission would lose both reverse gear and overrun braking in 2 position (manual second gear). If the transmission slips in any other two forward gears, the transmission rear clutch is probably slipping.

If the transmission will not shift to fourth gear, the control switch, overdrive solenoid or related wiring may also be the problem cause.

This process of elimination can be used to identify a slipping unit and check operation. Proper use of the Clutch and Band Application Chart is the key.

Although road test analysis will help determine the slipping unit, the actual cause of a malfunction usually cannot be determined until hydraulic and air pressure tests are performed. Practically any condition can be caused by leaking hydraulic circuits or sticking valves.

Unless a malfunction is obvious, such as no drive in D range first gear, do not disassemble the transmission. Perform the hydraulic and air pressure tests to help the probable cause.

HYDRAULIC PRESSURE TEST

Hydraulic test pressures range from a low of one psi (6.895 kPa) governor pressure, to 300 psi (2068 kPa) at the rear servo pressure port in reverse. Use 100 psi Gauge C-3292 to check pressure at the accumulator, front servo and governor. Use 300 psi Gauge C-3293-SP to check pressure at the rear servo and overdrive port.

Pressure Test Port Locations

Pressure test ports locations are provided at the accumulator, front servo, and rear servo, governor passage, and overdrive clutch pressure passage (Fig. 12).

An accurate tachometer and two test gauges are required for the pressure test. Test Gauge C-3292 has a 100 psi range and is used at the accumulator, governor, and front servo pressure ports. Test Gauge C-3293-SP has a 300 psi range and is used at the rear servo port and overdrive test ports where pressures are higher. In cases where two test gauges are required, the 300 psi gauge can be used at any of the other test ports.

Line pressure is checked at the accumulator port on the right side of the case. The front servo pressure port is at the right side of the case just behind the filler tube opening.

The rear servo and governor pressure ports are at the right rear of the transmission case. The overdrive clutch pressure port is at the left rear of the case (Fig. 12).

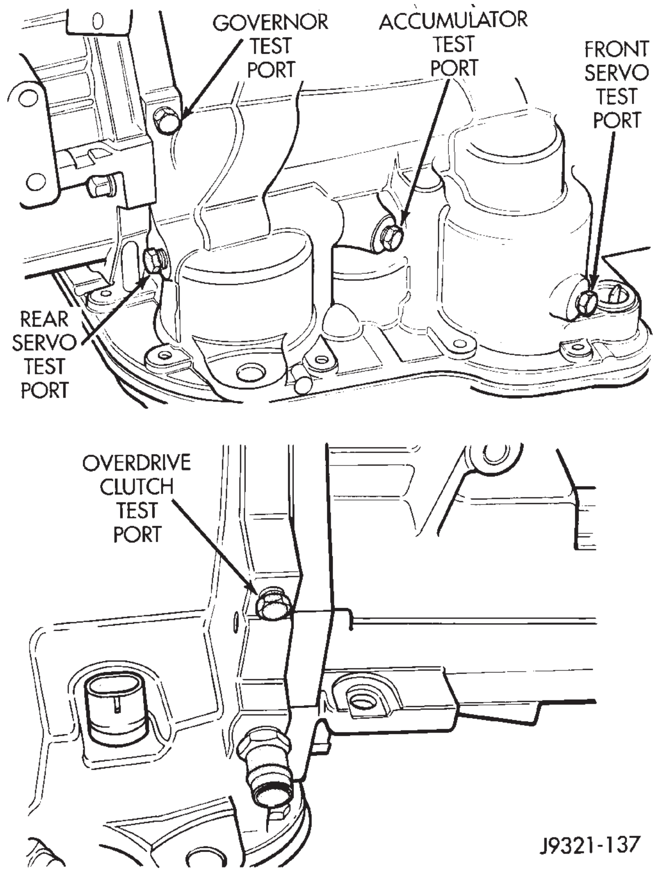

Fig. 12 Pressure Test Ports

PRESSURE TEST PROCEDURE

Connect a tachometer to the engine. Position the tachometer so it can be observed from under the vehicle. Raise the vehicle on a hoist that will allow the wheels to rotate freely.

Test One - Transmission In Manual Low

This test checks pump output, pressure regulation, and condition of the rear clutch and servo circuit. Test Gauges C-3292 and C-3293-SP are required for this test. Gauge C-3292 has a 100 psi range. Gauge C-3293-SP has a 300 psi range.

(1) Connect 100 psi Gauge C-3292 to accumulator port.

(2) Connect 300 psi Gauge C-3293-SP to rear servo port (Fig. 12).

(3) Disconnect throttle and gearshift rods from manual and throttle levers.

(4) Start and run engine at 1000 rpm.

DIAGNOSIS AND TESTING (Continued)

(5) Move shift lever (on manual lever shaft) all the way forward into manual low.

(6) Move transmission throttle lever from full forward to full rearward position and note pressures on both gauges.

(7) Line pressure at accumulator port should be 54-60 psi (372-414 kPa) with throttle lever forward and gradually increase to 90-96 psi (621-662 kPa) as lever is moved rearward.

(8) Rear servo pressure should be same as line pressure within 3 psi (20.68 kPa).

Test Two - Transmission In Manual Second

This test checks pump output and pressure regulation. Use 100 psi Test Gauge C-3292 for this test.

(1) Connect test gauge to accumulator pressure port (Fig. 12).

(2) Start and run engine at 1000 rpm.

(3) Move shift lever on valve body manual lever shaft, one detent rearward from full forward position. This is manual second.

(4) Move transmission throttle lever from full forward to full rearward position and read pressure at both gauges.

(5) Line pressure should be 54-60 psi (372-414 kPa) with throttle lever forward and gradually increase to 90-96 psi (621-662 kPa) as lever is moved rearward.

Test Three - Transmission In D Range

This test checks pressure regulation and condition of the clutch circuits. Use both pressure Test Gauges C-3292 and C-3293-SP for this test.

(1) Connect test gauges to accumulator and front servo ports (Fig. 12). Use either test gauge at the two ports.

(2) Start and run engine at 1600 rpm for this test.

(3) Move selector lever to D range. This is two detents rearward from full forward position.

(4) Read pressures on both gauges as transmission throttle lever is moved from full forward to full rearward position.

(5) Line pressure should be 54-60 psi (372-414 kPa) with throttle lever forward and gradually increase as lever is moved rearward.

(6) Front servo is pressurized only in D range and should be same as line pressure within 3 psi (21 kPa) up to downshift point.

Test Four - Transmission In Reverse

This test checks pump output, pressure regulation and the front clutch and rear servo circuits. Use 300 psi Test Gauge C-3293-SP for this test.

(1) Connect 300 psi gauge to rear servo port (Fig. 12).

(2) Start and run engine at 1600 rpm for test.

(3) Move valve body selector lever four detents rearward from the full forward position. This is Reverse range.

(4) Move throttle lever all way forward then all way rearward and note gauge readings.

(5) Pressure should be 145 - 175 psi (1000-1207 kPa) with lever forward and increase to 230 - 280 psi (1586-1931 kPa) as lever is moved rearward.

Test Five - Governor Pressure

This test checks governor operation by measuring governor pressure response to changes in engine speed. It is usually not necessary to check governor operation unless shift speeds are incorrect or if the transmission will not downshift.

(1) Connect 100 psi Test Gauge C-3292 to governor pressure port (Fig. 12).

(2) Move shift lever to D range.

(3) Start and run engine at curb idle speed and note pressure. At idle and with vehicle stopped, pressure should be zero to 1.5 psi maximum. If pressure exceeds this figure, governor valve or weights are sticking open.

(4) Slowly increase engine speed and observe speedometer and pressure test gauge. Governor pressure should increase in proportion to vehicle speed. Or approximately 1 psi for every 1 mph.

(5) Pressure rise should be smooth and drop back to 0 to 1.5 psi when wheels stop rotating.

(6) Compare results of pressure tests with analysis charts (Fig. 13).

Test Six - Overdrive Fourth Gear

This test checks line pressure at the overdrive clutch in fourth gear range. The test should be performed on the road or on a chassis dynamometer. Do not perform this test on a hoist. Use 300 psi Test Gauge C-3292 for this test.

(1) Remove tachometer; it is not needed for this test.

(2) Move 300 psi Gauge to overdrive clutch pressure test port. Then remove other gauge and reinstall test port plug.

(3) Lower vehicle.

(4) Turn on OD switch.

(5) Secure test gauge so it can be viewed from driver's seat.

(6) Start engine and shift into D range.

(7) Increase vehicle speed gradually until 3-4 shift occurs and note gauge pressure.

(8) Pressure should be 469-496 kPa (68-72 psi) with closed throttle and increase to 620-827 kPa (90-120 psi) at 1/2 to 3/4 throttle. Note that pressure can increase to around 896 kPa (130 psi) at full throttle.

(9) Return to shop or move vehicle off chassis dynamometer.

DIAGNOSIS AND TESTING (Continued)

TEST CONDITION	INDICATION
Line pressure OK during any one test	Pump and regulator valve OK
Line Pressure OK in R but low in D, 2, 1	Leakage in rear clutch area (servo, clutch seals, governor support seal rings)
Pressure Low in D Fourth Gear Range	Overdrive clutch piston seal, or check ball problem
Pressure OK in 1, 2 but low in D3 and R	Leakage in front clutch area (servo, clutch seals, retainer bore, pump seal rings)
Pressure OK in 2 but low in R and 1	Leakage in rear servo
Front servo pressure low in 2	Leakage in servo; broken servo ring or cracked servo piston
Pressure low in all positions	Clogged filter, stuck regulator valve, worn or faulty pump, plugged fluid cooler
Governor pressure too high at idle speed, or governor pressure low at all mph figures	Faulty governor pressure solenoid, transmission control module, or governor pressure sensor
Lubrication/line pressure low at all throttle positions	Clogged fluid cooler or lines, seal rings leaking, output shaft plugged with debris, worn bushings in pump or clutch retainer

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Fig. 13 Pressure Test Analysis

CONVERTER STALL TEST

Stall testing involves determining maximum engine speed obtainable at full throttle with the rear wheels locked and the transmission in D range. This test checks the holding ability of the converter overrunning and transmission clutches. When stall testing is completed, refer to the stall speed chart and diagnosis guides.

WARNING: NEVER ALLOW ANYONE TO STAND DIRECTLY IN LINE WITH THE VEHICLE FRONT OR REAR DURING A STALL TEST. ALWAYS BLOCK THE WHEELS AND FULLY APPLY THE SERVICE AND PARKING BRAKES DURING THE TEST.

STALL TEST PROCEDURE

(1) Connect tachometer to engine. Position tachometer so it can be viewed from driver's seat.

(2) Check transmission fluid level. Add fluid if necessary.

(3) Drive vehicle to bring transmission fluid up to normal operating temperature. Vehicle can be driven on road, or on chassis dynamometer, if available.

(4) Block front wheels.

(5) Fully apply service and parking brakes.

(6) Open throttle completely and record maximum engine speed registered on tachometer. It takes 4-10 seconds to reach max rpm. **Once max rpm has been achieved, do not hold wide open throttle for more than 4-5 seconds.**

CAUTION: Stalling the converter causes a rapid increase in fluid temperature. To avoid fluid overheating, hold the engine at maximum rpm for no more than 5 seconds. If engine exceeds 2500 rpm during the test, release the accelerator pedal immediately; transmission clutch slippage is occurring.

(7) If a second stall test is required, cool down fluid before proceeding. Shift into NEUTRAL and run engine at 1000 rpm for 20-30 seconds to cool fluid.

(8) Refer to Stall Test Analysis.

STALL TEST ANALYSIS

Stall Speed Too High

If the stall speed exceeds 1800-2300 rpm by more than 200 rpm, transmission clutch slippage is indicated.

Stall Speed Low

Low stall speed with a properly tuned engine indicate a torque converter overrunning clutch problem. The condition should be confirmed by road testing before to converter replacement. A stall speed 250-350 rpm below normal indicates the converter overrunning clutch is slipping. The vehicle also exhibits poor acceleration but operates normally once highway cruise speeds are reached. Torque converter replacement will be necessary.

Stall Speed Normal But Acceleration Poor

If stall speeds are normal (1800-2300 rpm) but abnormal throttle opening is required for acceleration, or to maintain cruise speed, the converter overrunning clutch is seized. The torque converter will have to be replaced.

Converter Noise During Test

A whining noise caused by fluid flow is normal during a stall test. However, loud metallic noises indicate a damaged converter. To confirm that noise is originating from the converter, operate the vehicle at light throttle in DRIVE and NEUTRAL on a hoist and listen for noise coming from the converter housing.

DIAGNOSIS AND TESTING (Continued)

AIR TESTING TRANSMISSION CLUTCH AND BAND OPERATION

Air-pressure testing can be used to check transmission front/rear clutch and band operation. The test can be conducted with the transmission either in the vehicle or on the work bench, as a final check, after overhaul.

Air-pressure testing requires that the oil pan and valve body be removed from the transmission. The servo and clutch apply passages are shown (Fig. 14).

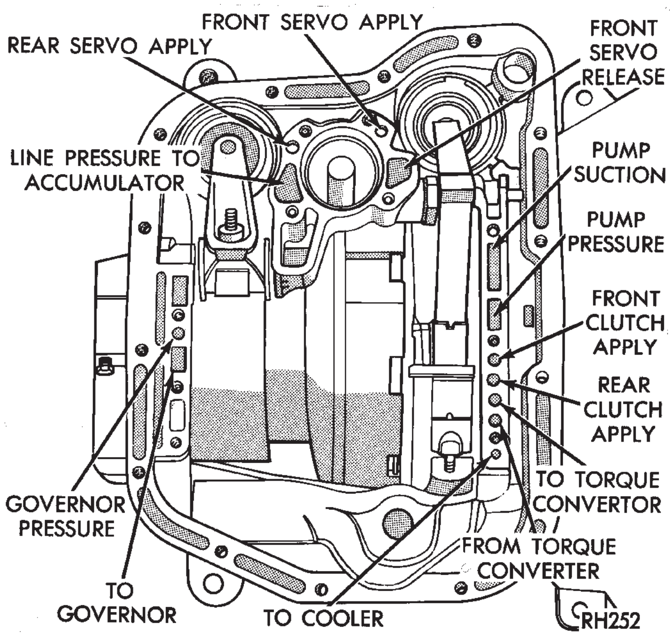


Fig. 14 Air Pressure Test Passages—Typical

Front Clutch Air Test

Place one or two fingers on the clutch housing and apply air pressure through front clutch apply passage. Piston movement can be felt and a soft thump heard as the clutch applies.

Rear Clutch Air Test

Place one or two fingers on the clutch housing and apply air pressure through rear clutch apply passage. Piston movement can be felt and a soft thump heard as the clutch applies.

Front Servo Air Test

Apply air pressure to the front servo apply passage. The servo rod should extend and cause the band to tighten around the drum. Spring pressure should release the servo when air pressure is removed.

Rear Servo Air Test

Apply air pressure to the rear servo apply passage. The servo rod should extend and cause the band to tighten around the drum. Spring pressure should release the servo when air pressure is removed.

CONVERTER HOUSING FLUID LEAK DIAGNOSIS

When diagnosing converter housing fluid leaks, two items must be established before repair.

(1) Verify that a leak condition actually exists.

(2) Determined the true source of the leak.

Some suspected converter housing fluid leaks may not be leaks at all. They may only be the result of residual fluid in the converter housing, or excess fluid spilled during factory fill or fill after repair. Converter housing leaks have several potential sources. Through careful observation, a leak source can be identified before removing the transmission for repair. Pump seal leaks tend to move along the drive hub and onto the rear of the converter. Pump O-ring or pump body leaks follow the same path as a seal leak (Fig. 15). Pump vent or pump attaching bolt leaks are generally deposited on the inside of the converter housing and not on the converter itself (Fig. 15). Pump seal or gasket leaks usually travel down the inside of the converter housing. Front band lever pin plug leaks are generally deposited on the housing and not on the converter.

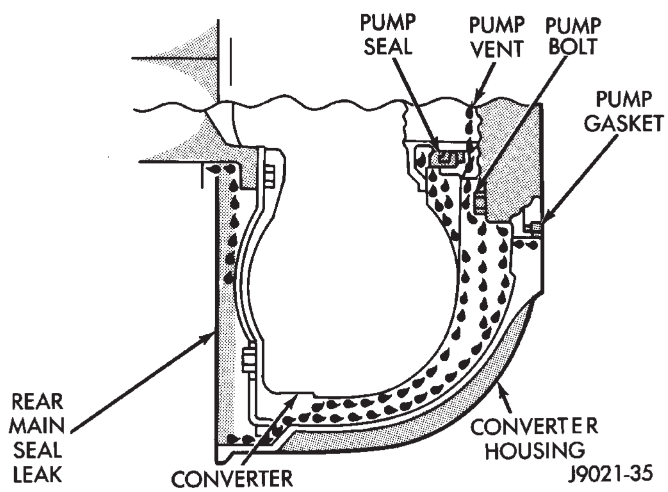


Fig. 15 Converter Housing Leak Paths

LEAK DIAGNOSIS PROCEDURE

(1) Raise rear of vehicle and allow accumulated fluid to drain out of converter housing.

(2) Check and adjust transmission fluid level.

(3) Raise vehicle. Remove converter housing dust cover and wipe as much fluid as possible from converter housing.

(4) Fabricate test probe (Fig. 16). Attach probe to converter housing with a dust shield bolt.

(5) Have a helper run engine at 2500 rpm (with transmission in Neutral) for two minutes; then stop engine.

(6) Inspect test probe and converter housing. If a leak is evident, note color of fluid. Transmission fluid is red. Engine oil ranges in color from brown to green, or to black when oil is dirty.

DIAGNOSIS AND TESTING (Continued)

(7) Check probe **upper surface**. If upper surface is dry, converter and seal are OK. If probe upper surface is wet, converter and/or seal is leaking.

(8) Fluid leaking **under** the probe is coming from pump housing area. Leak could be from: pump seal and/or bushing, pump vent, kickdown lever shaft access plug, pump bolts, or porous spots in pump body or transmission case (Fig. 17).

(9) If porous spots in the transmission case or pump body are the suspected leak source, pressurize transmission as described in Leak Testing With Air Pressure.

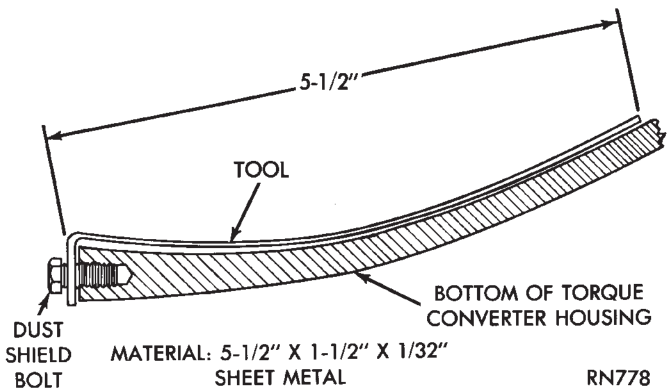


Fig. 16 Leak Test Probe

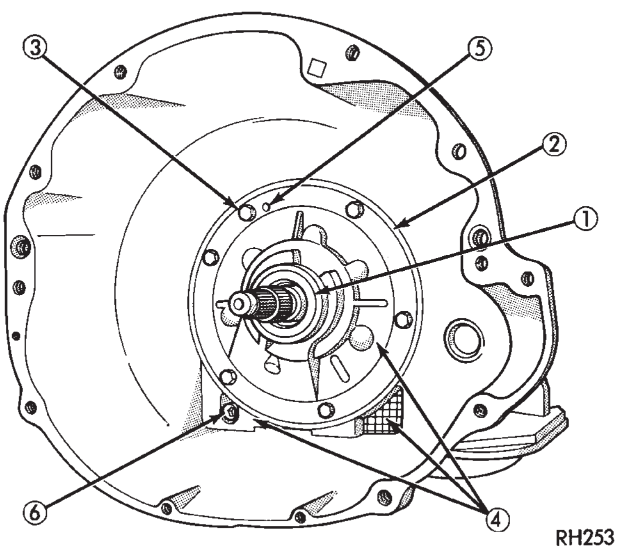


Fig. 17 Pump Area Inspection Points

TORQUE CONVERTER LEAK POINTS

Possible sources of converter leaks are:

(1) Leaks at the weld joint around the outside diameter weld (Fig. 17).

(2) Leaks at the converter hub weld (Fig. 18).

LEAK TESTING WITH AIR PRESSURE

This test involves closing off all openings and pressurizing the transmission to 8 psi with hand operated Air Pump Tool 7700.

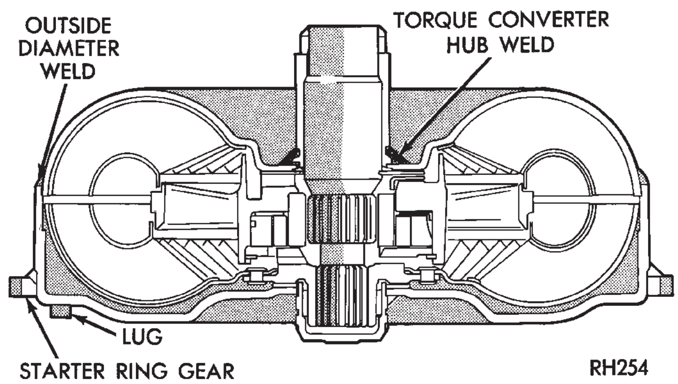


Fig. 18 Converter Leak Points—Typical

A soapy water solution is applied to suspected leak points before and during the pressure test. Leaks will be indicated by the presence of air bubbles coming through the solution.

Some transmission openings such as the fill tube and front cooler line fitting can be closed off with a rubber plug or similar device. Plugs can secured with wire or duct tape.

The transmission rear output shaft opening is closed off simply by leaving the transfer case bolted in place. However, if the transfer case has been removed, a shipping plug can used to close off this opening.

The torque converter hub opening in the pump and the pump vent require special tools to close them off.

The converter hub seal cup is made from thin wall tube and a 3.17 mm (1/8 in.) thick disc (Fig. 19).

A retaining strap is needed to secure the seal cup for testing. The strap can be made from 31.75 mm (1-1/4 in.) wide stock (Fig. 20). The strap attaching hole positions are approximate only. Measure hole position on the converter housing before drilling.

The pump vent tool is made from 6.35 mm (1/4 in.) rod and 4.76 mm (3/16 in.) plate (Fig. 21).

The fabricated tools can all be made from mild steel or aluminum stock.

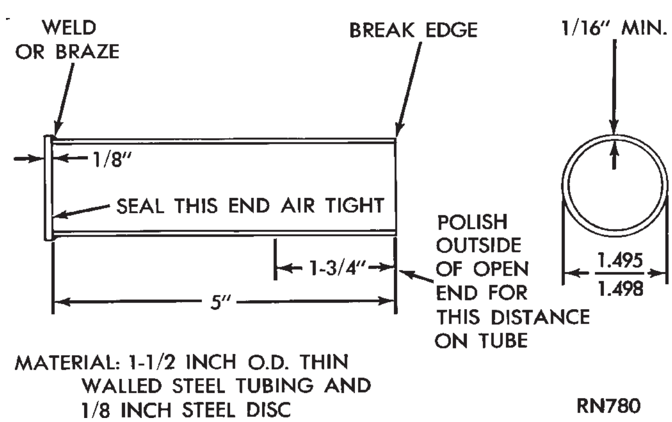


Fig. 19 Converter Hub Seal Cup

DIAGNOSIS AND TESTING (Continued)

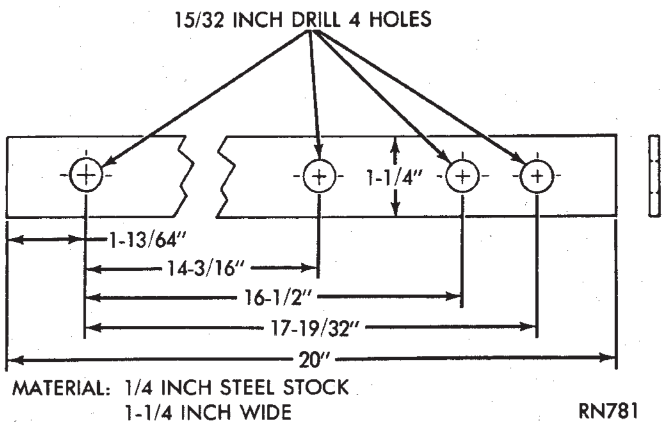


Fig. 20 Seal Cup Retaining Strap

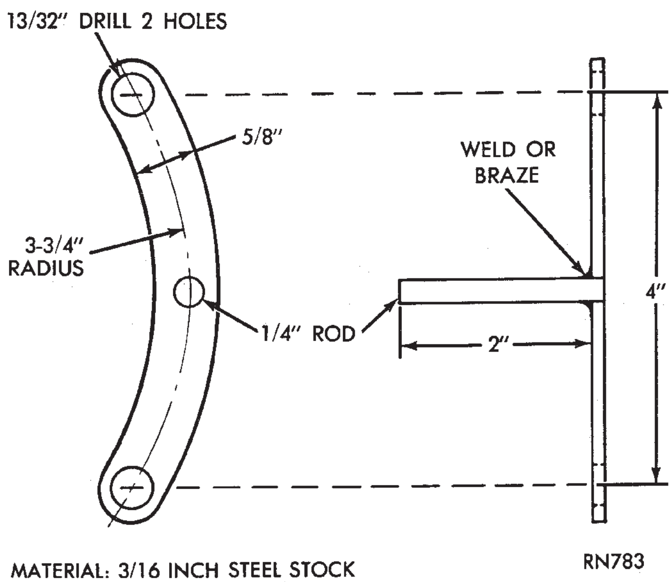


Fig. 21 Pump Vent Plug

AIR PRESSURE LEAK TEST PROCEDURE

(1) Install vent plug, converter hub seal cup and cup retaining strap (Fig. 22).

CAUTION: Be sure the surfaces of the hub seal cup are smooth and free of nicks, scratches, or burrs. Surface irregularities on the cup will damage the pump seal if not removed. Sand and/polish the cup with 400 grit sandpaper or crocus cloth to smooth the surface if necessary.

(2) Close off remaining transmission openings with rubber plugs, or stoppers or similar devices. **Do not close off rear cooler line fitting. Hand operated air pump will be attached to this fitting.**

(3) Attach Air Pump 7700 to rear cooler line fitting. Connect a length of copper tube to fitting. Then attach pump hose to tube with hose clamp (Fig. 23).

(4) Apply a thick soapy water solution to suspected leak areas.

CAUTION: The recommended test pressure is 8 psi. The maximum allowable test pressure is 10 psi. Do not exceed specified pressure.

(5) Pressurize transmission to 8 psi. with air pump.

(6) Observe suspected leak areas. Air bubbles appearing in soapy water solution indicate leak points.

(7) Remove test tools and plugs after test completion and make necessary repairs as described in Leak Correction procedure.

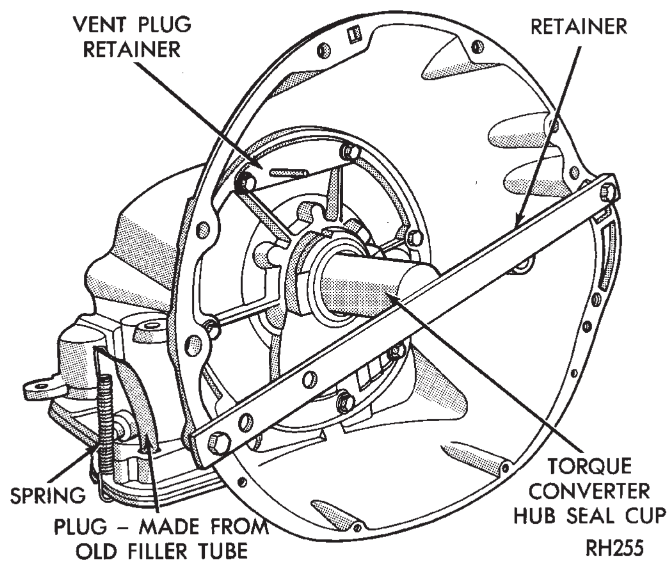


Fig. 22 Vent Plug And Hub Seal Cup Installation

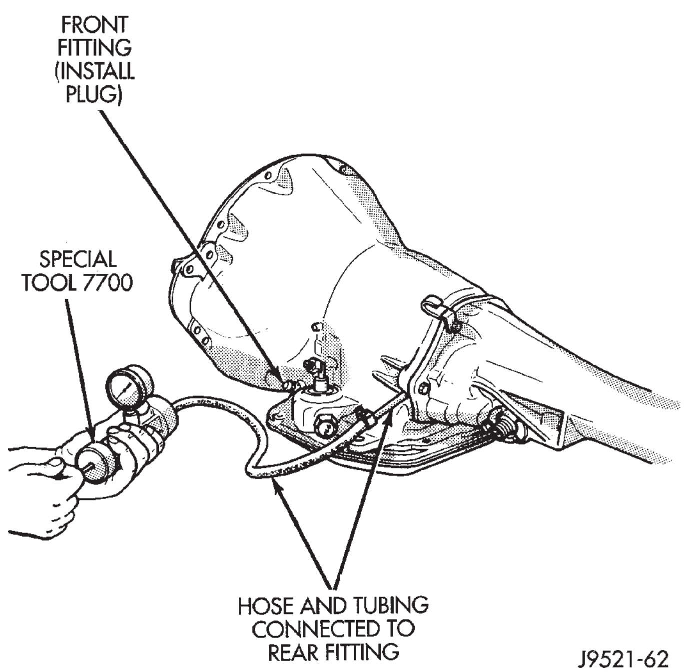


Fig. 23 Pressurizing Transmission With Tool 7700

DIAGNOSIS AND TESTING (Continued)

CONVERTER HOUSING AREA LEAK CORRECTION

(1) Remove converter.

(2) Tighten front band adjusting screw until band is tight around front clutch retainer. This prevents front/rear clutches from coming out when oil pump is removed.

(3) Remove oil pump and remove pump seal. Inspect pump housing drainback and vent holes for obstructions. Clear holes with solvent and wire.

(4) Inspect pump bushing and converter hub. If bushing is scored, replace it. If converter hub is scored, either polish it with crocus cloth or replace converter if scoring is severe.

(5) Install new pump seal, O-ring, gasket, bushing. Replace oil pump if cracked, porous or damaged in any way.

(6) Loosen kickdown lever pin access plug three turns. Apply Loctite 592, or Permatex No. 2 to plug threads and tighten plug to 17 N·m (150 in. lbs.) torque.

(7) Adjust front band.

(8) Lubricate pump seal and converter hub with transmission fluid or petroleum jelly and install converter.

(9) Install transmission and converter housing dust shield.

(10) Lower vehicle.

DIAGNOSIS TABLES AND CHARTS—RE TRANSMISSION

The diagnosis charts provide additional reference when diagnosing a transmission fault. The charts provide general information on a variety of transmission, overdrive unit and converter clutch fault conditions.

The hydraulic flow charts in the Schematics and Diagrams section of this group, outline fluid flow and hydraulic circuitry. Circuit operation is provided for neutral, third, fourth and reverse gear ranges. Normal working pressures are also supplied for each of the gear ranges.

CONDITION	POSSIBLE CAUSES	CORRECTION
HARSH ENGAGEMENT (FROM NEUTRAL TO DRIVE OR REVERSE)	1. Fluid Level Low	1. Add Fluid
	2. Throttle Linkage Misadjusted	2. Adjust linkage - setting may be too long.
	3. Mount and Driveline Bolts Loose	3. Check engine mount, transmission mount, propeller shaft, rear spring to body bolts, rear control arms, crossmember and axle bolt torque. Tighten loose bolts and replace missing bolts.
	4. U-Joint Worn/Broken	4. Remove propeller shaft and replace U-Joint.
	5. Axle Backlash Incorrect	5. Check per Service Manual. Correct as needed.
	6. Hydraulic Pressure Incorrect	6. Check pressure. Remove, overhaul or adjust valve body as needed.
	7. Band Misadjusted.	7. Adjust rear band.
	8. Valve Body Check Balls Missing.	8. Inspect valve body for proper check ball installation.
	9. Axle Pinion Flange Loose.	9. Replace nut and check pinion threads before installing new nut. Replace pinion gear if threads are damaged.
	10. Clutch, band or planetary component Damaged.	10. Remove, disassemble and repair transmission as necessary.
	11. Converter Clutch (if equipped) Faulty.	11. Replace converter and flush cooler and line before installing new converter.
DELAYED ENGAGEMENT (FROM NEUTRAL TO DRIVE OR REVERSE)	1. Fluid Level Low.	1. Correct level and check for leaks.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	2. Filter Clogged.	2. Change filter.
	3. Gearshift Linkage Misadjusted.	3. Adjust linkage and repair linkage if worn or damaged.
	4. Torque Converter Drain Back (Oil drains from torque converter into transmission sump)	4. If vehicle moves normally after 5 seconds after shifting into gear, no repair is necessary. If longer, inspect pump bushing for wear. Replace pump house.
	5. Rear Band Misadjusted.	5. Adjust band.
	6. Valve Body Filter Plugged.	6. Replace fluid and filter. If oil pan and old fluid were full of clutch disc material and/or metal particles, overhaul will be necessary.
	7. Oil Pump Gears Worn/Damaged.	7. Remove transmission and replace oil pump.
	8. Governor Circuit and Solenoid Valve (RE Only) Electrical Fault.	8. Test with DRB and repair as required.
	9. Hydraulic Pressure Incorrect.	9. Perform pressure test, remove transmission and repair as needed.
	10. Reaction Shaft Seal Rings Worn/Broken.	10. Remove transmission, remove oil pump and replace seal rings.
	11. Rear Clutch/Input Shaft, Rear Clutch Seal Rings Damaged.	11. Remove and disassemble transmission and repair as necessary.
	12. Governor Valve Stuck.	12. Remove and inspect governor components. Replace worn or damaged parts.
	13. Regulator Valve Stuck.	13. Clean.
	14. Cooler Plugged.	14. Transfer case failure can plug cooler.
NO DRIVE RANGE (REVERSE OK)	1. Fluid Level Low.	1. Add fluid and check for leaks if drive is restored.
	2. Gearshift Linkage/Cable Loose/ Misadjusted.	2. Repair or replace linkage components.
	3. Rear Clutch Burnt.	3. Remove and disassemble transmission and rear clutch and seals. Repair/replace worn or damaged parts as needed.
	4. Valve Body Malfunction.	4. Remove and disassemble valve body. Replace assembly if any valves or bores are damaged.
	5. Transmission Overrunning Clutch Broken.	5. Remove and disassemble transmission. Replace overrunning clutch.
	6. Input Shaft Seal Rings Worn/ Damaged.	6. Remove and disassemble transmission. Replace seal rings and any other worn or damaged parts.
	7. Front Planetary Failed Broken.	7. Remove and repair.
NO DRIVE OR REVERSE (VEHICLE WILL NOT MOVE)	1. Fluid Level Low.	1. Add fluid and check for leaks if drive is restored.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	2. Gearshift Linkage/Cable Loose/ Misadjusted.	2. Inspect, adjust and reassemble linkage as needed. Replace worn/ damaged parts.
	3. U-Joint/Axle/Transfer Case Broken.	3. Perform preliminary inspection procedure for vehicle that will not move. Refer to procedure in diagnosis section.
	4. Filter Plugged.	4. Remove and disassemble transmission. Repair or replace failed components as needed. Replace filter. If filter and fluid contained clutch material or metal particles, an overhaul may be necessary. Perform lube flow test. Flush oil. Replace cooler as necessary.
	5. Oil Pump Damaged.	5. Perform pressure test to confirm low pressure. Replace pump body assembly if necessary.
	6. Valve Body Malfunctioned.	6. Check press and inspect valve body. Replace valve body (as assembly) if any valve or bore is damaged. Clean and reassemble correctly if all parts are in good condition.
	7. Transmission Internal Component Damaged.	7. Remove and disassemble transmission. Repair or replace failed components as needed.
	8. Park Sprag not Releasing - Check Stall Speed, Worn/Damaged/Stuck.	8. Remove, disassemble, repair.
	9. Torque Converter Damage.	9. Inspect and replace as required.
SHIFTS DELAYED OR ERRATIC (SHIFTS ALSO HARSH AT TIMES)	1. Fluid Level Low/High.	1. Correct fluid level and check for leaks if low.
	2. Fluid Filter Clogged.	2. Replace filter. If filter and fluid contained clutch material or metal particles, an overhaul may be necessary. Perform lube flow test.
	3. Throttle Linkage Misadjusted.	3. Adjust linkage as described in service section.
	4. Throttle Linkage Binding.	4. Check cable for binding. Check for return to closed throttle at transmission.
	5. Gearshift Linkage/Cable Misadjusted.	5. Adjust linkage/cable as described in service section.
	6. Governor Valve Sticking.	6. Inspect, clean or repair.
	7. Governor Seal Rings Worn/Damaged.	7. Inspect/replace.
	8. Clutch or Servo Failure.	8. Remove valve body and air test clutch, and band servo operation. Disassemble and repair transmission as needed.
	9. Governor Circuit (RE Only) Electrical Fault.	9. Test using DRB and repair as required.
	10. Front Band Misadjusted.	10. Adjust band.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	11. Pump Suction Passage Leak.	11. Check for excessive foam on dipstick after normal driving. Check for loose pump bolts, defective gasket. Replace pump assembly if needed.
NO REVERSE (D RANGES OK)	1. Gearshift Linkage/Cable Misadjusted/ Damaged.	1. Repair or replace linkage parts as needed.
	2. Park Sprag Sticking.	2. Replace overdrive annulus gear.
	3. Rear Band Misadjusted/Worn.	3. Adjust band; replace.
	4. Valve Body Malfunction.	4. Remove and service valve body. Replace valve body if any valves or valve bores are worn or damaged.
	5. Rear Servo Malfunction.	5. Remove and disassemble transmission. Replace worn/damaged servo parts as necessary.
	6. Direct Clutch in Overdrive Worn	6. Disassemble overdrive. Replace worn or damaged parts.
	7. Front Clutch Burnt.	7. Remove and disassemble transmission. Replace worn, damaged clutch parts as required.
HAS FIRST/REVERSE ONLY (NO 1-2 OR 2-3 UPSHIFT)	1. Governor Valve, Shaft, Weights or Body Damaged/Stuck.	1. Remove governor assembly and clean or repair as necessary.
	2. Valve Body Malfunction.	2. Repair stuck 1-2 shift valve or governor plug.
	3. Front Servo/Kickdown Band Damaged/Burned.	3. Repair/replace.
MOVES IN 2ND OR 3RD GEAR, ABRUPTLY	1. Valve Body Malfunction.	1. Remove, clean and inspect. Look for stuck 1-2 valve or governor plug.
DOWNSHIFTS TO LOW	2. Governor Valve Sticking.	2. Remove, clean and inspect. Replace faulty parts.
	3. Governor Circuit (RE Only) Electrical Fault.	3. Test using DRB and repair as required.
NO LOW GEAR (MOVES IN 2ND OR 3RD GEAR ONLY)	1. Governor Valve Sticking.	1. Remove governor, clean, inspect and repair as required.
	2. Governor Circuit (RE Only) Electrical Fault.	2. Test with DRB and repair as required.
	3. Valve Body Malfunction.	3. Remove, clean and inspect. Look for sticking 1-2 shift valve, 2-3 shift valve, governor plug or broken springs.
	4. Front Servo Piston Cocked in Bore.	4. Inspect servo and repair as required.
	5. Front Band Linkage Malfunction	5. Inspect linkage and look for bind in linkage.
NO KICKDOWN OR NORMAL DOWNSHIFT	1. Throttle Linkage Misadjusted.	1. Adjust linkage.
	2. Accelerator Pedal Travel Restricted.	2. Verify floor mat is not under pedal, repair worn accelerator cable or bent brackets.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	3. Governor/Valve Body Hydraulic Pressures Too High or Too Low Due to Sticking Governor, Valve Body Malfunction or Incorrect Hydraulic Control Pressure Adjustments.	3. Perform hydraulic pressure tests to determine cause and repair as required. Correct valve body pressure adjustments as required.
	4. Governor Circuit (RE Only) Electrical Fault.	4. Test with DRB and repair as required.
	5. Valve Body Malfunction.	5. Perform hydraulic pressure tests to determine cause and repair as required. Correct valve body pressure adjustments as required.
	6. TPS Malfunction.	6. Replace sensor, check with DRB scan tool.
	7. PCM Malfunction.	7. Check with DRB II and replace if required.
	8. Valve Body Malfunction.	8. Repair sticking 1-2, 2-3 shift valves, governor plugs, 3-4 solenoid, 3-4 shift valve, 3-4 timing valve.
STUCK IN LOW GEAR (WILL NOT UPSHIFT)	1. Throttle Linkage Misadjusted/Stuck.	1. Adjust linkage and repair linkage if worn or damaged. Check for binding cable or missing return spring.
	2. Gearshift Linkage Misadjusted.	2. Adjust linkage and repair linkage if worn or damaged.
	3. Governor/Valve Body, Governor Valve Stuck Closed; Loose Output Shaft Support or Governor Housing Bolts, Leaking Seal Rings or Valve Body Problem (i.e., Stuck 1- 2 Shift Valve/ Gov. Plug).	3. Check line and governor pressures to determine cause. Correct as required.
	4. Governor Component (RE Only) Electrical Fault.	4. Check operating pressures and test with DRB scan tool, repair faulty component.
	5. Front Band Out of Adjustment.	5. Adjust Band.
	6. Clutch or Servo Malfunction.	6. Air pressure check operation of clutches and bands. Repair faulty component.
CREEPS IN NEUTRAL	1. Gearshift Linkage Misadjusted.	1. Adjust linkage.
	2. Rear Clutch Dragging/Warped.	2. Disassemble and repair.
	3. Valve Body Malfunction.	3. Perform hydraulic pressure test to determine cause and repair as required.
BUZZING NOISE	1. Fluid Level Low	1. Add fluid and check for leaks.
	2. Shift Cable Misassembled.	2. Route cable away from engine and bell housing.
	3. Valve Body Misassembled.	3. Remove, disassemble, inspect valve body. Reassemble correctly if necessary. Replace assembly if valves or springs are damaged. Check for loose bolts or screws.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	4. Pump Passages Leaking	4. Check pump for porous casting, scores on mating surfaces and excess rotor clearance. Repair as required. Loose pump bolts.
	5. Cooling System Cooler Plugged.	5. Flow check cooler circuit. Repair as needed.
	6. Overrunning Clutch Damaged.	6. Replace clutch.
SLIPS IN REVERSE ONLY	1. Fluid Level Low.	1. Add fluid and check for leaks.
	2. Gearshift Linkage Misadjusted.	2. Adjust linkage.
	3. Rear Band Misadjusted.	3. Adjust band.
	4. Rear Band Worn.	4. Replace as required.
	5. Overdrive Direct Clutch Worn.	5. Disassemble overdrive. Repair as needed.
	6. Hydraulic Pressure Too Low.	6. Perform hydraulic pressure tests to determine cause.
	7. Rear Servo Leaking.	7. Air pressure check clutch-servo operation and repair as required.
	8. Band Linkage Binding.	8. Inspect and repair as required.
SLIPS IN FORWARD DRIVE RANGES	1. Fluid Level Low.	1. Add fluid and check for leaks.
	2. Fluid Foaming.	2. Check for high oil level, bad pump gasket or seals, dirt between pump halves and loose pump bolts. Replace pump if necessary.
	3. Throttle Linkage Misadjusted.	3. Adjust linkage.
	4. Gearshift Linkage Misadjusted.	4. Adjust linkage.
	5. Rear Clutch Worn.	5. Inspect and replace as needed.
	6. Low Hydraulic Pressure Due to Worn Pump, Incorrect Control Pressure Adjustments, Valve Body Warpage or Malfunction, Sticking Governor, Leaking Seal Rings, Clutch Seals Leaking, Servo Leaks, Clogged Filter or Cooler Lines	6. Perform hydraulic and air pressure tests to determine cause.
	7. Rear Clutch Malfunction, Leaking Seals or Worn Plates.	7. Air pressure check clutch-servo operation and repair as required.
	8. Overrunning Clutch Worn, Not Holding (Slips in 1 Only).	8. Replace Clutch.
SLIPS IN LOW GEAR ″D″ ONLY, BUT NO IN 1 POSITION	Overrunning Clutch Faulty.	Replace overrunning clutch.
GROWLING, GRATING OR SCRAPING NOISES	1. Drive Plate Broken.	1. Replace.
	2. Torque Converter Bolts Hitting Dust Shield.	2. Dust shield bent. Replace or repair.
	3. Planetary Gear Set Broken/Seized.	3. Check for debris in oil pan and repair as required.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	4. Overrunning Clutch Worn/Broken.	4. Inspect and check for debris in oil pan. Repair as required.
	5. Oil Pump Components Scored/ Binding.	5. Remove, inspect and repair as required.
	6. Output Shaft Bearing or Bushing Damaged.	6. Remove, inspect and repair as required.
	7. Clutch Operation Faulty.	7. Perform air pressure check and repair as required.
	8. Front and Rear Bands Misadjusted.	8. Adjust bands.
DRAGS OR LOCKS UP	1. Fluid Level Low.	1. Check and adjust level.
	2. Clutch Dragging/Failed	2. Air pressure check clutch operation and repair as required.
	3. Front or Rear Band Misadjusted.	3. Adjust bands.
	4. Case Leaks Internally.	4. Check for leakage between passages in case.
	5. Servo Band or Linkage Malfunction.	5. Air pressure check servo operation and repair as required.
	6. Overrunning Clutch Worn.	6. Remove and inspect clutch. Repair as required.
	7. Planetary Gears Broken.	7. Remove, inspect and repair as required (look for debris in oil pan).
	8. Converter Clutch Dragging.	8. Check for plugged cooler. Perform flow check. Inspect pump for excessive side clearance. Replace pump as required.
NO 4-3 DOWNSHIFT	1. Circuit Wiring and/or Connectors Shorted.	1. Test wiring and connectors with test lamp and volt/ohmmeter. Repair wiring as necessary. Replace connectors and/or harnesses as required.
	2. PCM Malfunction.	2. Check PCM operation with DRB scan tool. Replace PCM only if faulty.
	3. TPS Malfunction	3. Check TPS with DRB scan tool at PCM.
	4. Lockup Solenoid Not Venting.	4. Remove valve body and replace solenoid assembly if plugged or shorted.
	5. Overdrive Solenoid Not Venting.	5. Remove valve body and replace solenoid if plugged or shorted.
	6. Valve Body Valve Sticking.	6. Repair stuck 3-4 shift valve or lockup timing valve.
NO 4-3 DOWNSHIFT WHEN CONTROL SWITCH IS TURNED OFF	1. Control Switch Open/Shorted.	1. Test and replace switch if faulty.
	2. Overdrive Solenoid Connector Shorted.	2. Test solenoids and replace if seized or shorted.
	3. PCM Malfunction.	3. Test with DRB scan tool. Replace PCM if faulty.
	4. Valve Body Stuck Valves.	4. Repair stuck 3-4, lockup or lockup timing valve.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
CLUNK NOISE FROM DRIVELINE ON CLOSED THROTTLE 4-3 DOWNSHIFT	1. Transmission Fluid Low.	1. Add Fluid.
	2. Throttle Cable Misadjusted.	2. Adjust cable.
	3. Overdrive Clutch Select Spacer Wrong Spacer.	3. Replace overdrive piston thrust plate spacer.
3-4 UPSHIFT OCCURS IMMEDIATELY AFTER 2-3 SHIFT	1. Overdrive Solenoid Connector or Wiring Shorted.	1. Test connector and wiring for loose connections, shorts or ground and repair as needed.
	2. TPS Malfunction.	2. Test TPS and replace as necessary. Check with DRB scan tool.
	3. PCM Malfunction.	3. Test PCM with DRB scan tool and replace controller if faulty.
	4. Overdrive Solenoid Malfunction.	4. Replace solenoid.
	5. Valve Body Malfunction.	5. Remove, disassemble, clean and inspect valve body components. Make sure all valves and plugs slide freely in bores. Polish valves with crocus cloth if needed.
WHINE/NOISE RELATED TO ENGINE SPEED	1. Fluid Level Low.	1. Add fluid and check for leaks.
	2. Shift Cable Incorrect Routing.	2. Check shift cable for correct routing. Should not touch engine or bell housing.
NO 3-4 UPSHIFT	1. Dash O/D Switch In OFF Position.	1. Turn control switch to ON position.
	2. Overdrive Circuit Fuse Blown.	2. Replace fuse. Determine why fuse failed and repair as necessary (i.e., shorts or grounds in circuit).
	3. O/D Switch Wire Shorted/Open Cut.	3. Check wires/connections with 12V test lamp and voltmeter. Repair damaged or loose wire/connection as necessary.
	4. Distance or Coolant Sensor Malfunction.	4. Test both sensors with test lamp or volt/ohmmeter and replace faulty sensor.
	5. TPS Malfunction.	5. Check with DRB scan tool and replace if necessary.
	6. Neutral Switch to PCM Wire Shorted/Cut.	6. Test switch as described in service section and replace if necessary. Engine no start.
	7. PCM Malfunction.	7. Check with DRB scan tool and replace if necessary.
	8. Overdrive Solenoid Shorted/Open.	8. Replace solenoid if shorted or open and repair loose or damaged wires (DRB scan tool).
	9. Solenoid Feed Orifice in Valve Body Blocked.	9. Remove, disassemble, and clean valve body thoroughly. Check feed orifice.
	10. Overdrive Clutch Failed.	10. Disassemble overdrive and repair as needed.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	11. Hydraulic Pressure Low.	11. Pressure test transmission to determine cause.
	12. Valve Body Valve Stuck.	12. Repair stuck 3-4 shift valve, 3-4 timing valve.
	13. O/D Piston Incorrect Spacer.	13. Remove unit, check end play and install correct spacer.
	14. Overdrive Piston Seal Failure.	14. Replace both seals.
	15. O/D Check Valve/Orifice Failed.	15. Check for free movement and secure assembly (in piston retainer). Check ball bleed orifice.
SLIPS IN OVERDRIVE FOURTH GEAR	1. Fluid Level Low.	1. Add fluid and check for leaks.
	2. Overdrive Clutch Pack Worn.	2. Remove overdrive unit and rebuild clutch pack.
	3. Overdrive Piston Retainer Bleed Orifice Blown Out.	3. Disassemble transmission, remove retainer and replace orifice.
	4. Overdrive Piston or Seal Malfunction.	4. Remove overdrive unit. Replace seals if worn. Replace piston if damaged. If piston retainer is damaged, remove and disassemble the transmission.
	5. 3-4 Shift Valve, Timing Valve or Accumulator Malfunction.	5. Remove and overhaul valve body. Replace accumulator seals. Make sure all valves operate freely in bores and do not bind or stick. Make sure valve body screws are correctly tightened and separator plates are properly positioned.
	6. Overdrive Unit Thrust Bearing Failure.	6. Disassemble overdrive unit and replace thrust bearing (NO. 1 thrust bearing is between overdrive piston and clutch hub; NO. 2 thrust bearing is between the planetary gear and the direct clutch spring plate; NO. 3 thrust bearing is between overrunning clutch hub and output shaft).
	7. O/D Check Valve/Bleed Orifice Failure.	7. Check for function/secure orifice insert in O/D piston retainer.
DELAYED 3-4 UPSHIFT (SLOW TO ENGAGE)	1. Fluid Level Low.	1. Add fluid and check for leaks.
	2. Throttle Valve Cable Misadjusted.	2. Adjust throttle valve cable.
	3. Overdrive Clutch Pack Worn/Burnt.	3. Remove unit and rebuild clutch pack.
	4. TPS Faulty.	4. Test with DRB scan tool and replace TPS.
	5. Overdrive Clutch Bleed Orifice Plugged.	5. Disassemble transmission and replace orifice.
	6. Overdrive Solenoid or Wiring Shorted/Open.	6. Test solenoid and check wiring for loose/corroded connections or shorts/ grounds. Replace solenoid if faulty and repair wiring if necessary.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	7. Overdrive Excess Clearance	7. Remove unit. Measure end play and select proper spacer.
	8. O/D Check Valve Missing or Stuck.	8. Check for presence of check valve. Repair or replace as required.
TORQUE CONVERTER LOCKS UP IN SECOND AND/OR THIRD GEAR	Lockup Solenoid, Relay or Wiring Shorted/Open.	Test solenoid, relay and wiring for continuity, shorts or grounds. Replace solenoid and relay if faulty. Repair wiring and connectors as necessary.
HARSH 1-2, 2-3, 3-4 OR 3-2 SHIFTS	Lockup Solenoid Malfunction.	Remove valve body and replace solenoid assembly.
NO START IN PARK OR NEUTRAL	1. Gearshift Linkage/Cable Misadjusted.	1. Adjust linkage/cable.
	2. Neutral Switch Wire Open/Cut.	2. Check continuity with test lamp. Repair as required.
	3. Neutral Switch Faulty.	3. Refer to service section for test and replacement procedure.
	4. Neutral Switch Connect Faulty.	4. Connectors spread open. Repair.
	5. Valve Body Manual Lever Assembly Bent/Worn/Broken.	5. Inspect lever assembly and replace if damaged.
NO REVERSE (OR SLIPS IN REVERSE)	1. Direct Clutch Pack (front clutch) Worn.	1. Disassemble unit and rebuild clutch pack.
	2. Rear Band Misadjusted.	2. Adjust band.
	3. Front Clutch Malfunctioned/Burned.	3. Air-pressure test clutch operation. Remove and rebuild if necessary.
	4. Overdrive Thrust Bearing Failure.	4. Disassemble geartrain and replace bearings.
	5. Direct Clutch Spring Collapsed/ Broken.	5. Remove and disassemble unit. Check clutch position and replace spring.
OIL LEAKS (ITEMS LISTED REPRESENT POSSIBLE LEAK POINTS AND SHOULD ALL BE CHECKED).	1. Speedometer Adapter Leaks.	1. Replace both adapter seals.
	2. Fluid Lines and Fittings Loose/Leaks/ Damaged.	2. Tighten fittings. If leaks persist, replace fittings and lines if necessary.
	3. Fill Tube (where tube enters case) Leaks/Damaged.	3. Replace O-ring seal. Inspect tube for cracks in fill tube.
	4. Pressure Port Plug Loose Loose/ Damaged.	4. Tighten to correct torque. Replace plug or reseal if leak persists.
	5. Pan Gasket Leaks.	5. Tighten pan screws (150 in. lbs.). If leaks persist, replace gasket.
	6. Valve Body Manual Lever Shaft Seal Leaks/Worn.	6. Replace shaft seal.
	7. Rear Bearing Access Plate Leaks.	7. Replace gasket. Tighten screws.
	8. Gasket Damaged or Bolts are Loose.	8. Replace bolts or gasket or tighten both.
	9. Adapter/Extension Gasket Damaged Leaks/Damaged.	9. Replace gasket.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
	10. Neutral Switch Leaks/Damaged.	10. Replace switch and gasket.
	11. Converter Housing Area Leaks.	11. Check for leaks at seal caused by worn seal or burr on converter hub (cutting seal), worn bushing, missing oil return, oil in front pump housing or hole plugged. Check for leaks past O-ring seal on pump or past pump-to-case bolts; pump housing porous, oil coming out vent due to overfill or leak past front band shaft access plug.
	12. Pump Seal Leaks/Worn/Damaged.	12. Replace seal.
	13. Torque Converter Weld Leak/ Cracked Hub.	13. Replace converter.
	14. Case Porosity Leaks.	14. Replace case.
NOISY OPERATION IN FOURTH GEAR ONLY	1. Overdrive Clutch Discs, Plates or Snap Rings Damaged.	1. Remove unit and rebuild clutch pack.
	2. Overdrive Piston or Planetary Thrust Bearing Damaged.	2. Remove and disassemble unit. Replace either thrust bearing if damaged.
	3. Output Shaft Bearings Scored/ Damaged.	3. Remove and disassemble unit. Replace either bearing if damaged.
	4. Planetary Gears Worn/Chipped.	4. Remove and overhaul overdrive unit.
	5. Overdrive Unit Overrunning Clutch Rollers Worn/Scored.	5. Remove and overhaul overdrive unit.

SERVICE PROCEDURES

FLUID LEVEL CHECK

Transmission fluid level should be checked monthly under normal operation. If the vehicle is used for trailer towing or similar heavy load hauling, check fluid level and condition weekly. Fluid level is checked with the engine running at curb idle speed, the transmission in NEUTRAL and the transmission fluid at normal operating temperature.

FLUID LEVEL CHECK PROCEDURE

(1) Transmission fluid must be at normal operating temperature for accurate fluid level check. Drive vehicle if necessary to bring fluid temperature up to normal hot operating temperature of 82°C (180°F).

(2) Position vehicle on level surface.

(3) Start and run engine at curb idle speed.

(4) Apply parking brakes.

(5) Shift transmission momentarily into all gear ranges. Then shift transmission back to Neutral.

(6) Clean top of filler tube and dipstick to keep dirt from entering tube.

(7) Remove dipstick (Fig. 24) and check fluid level as follows:

(a) Correct maximum level is to MAX arrow mark. Correct acceptable level is to OK mark in crosshatch area.

(b) Incorrect level is at or below MIN line.

(c) If fluid is low, add only enough Mopar ATF Plus to restore correct level. Do not overfill.

CAUTION: Do not overfill the transmission. Overfilling may cause leakage out the pump vent which can be mistaken for a pump seal leak. Overfilling will also cause fluid aeration and foaming as the excess fluid is picked up and churned by the gear train. This will significantly reduce fluid life.

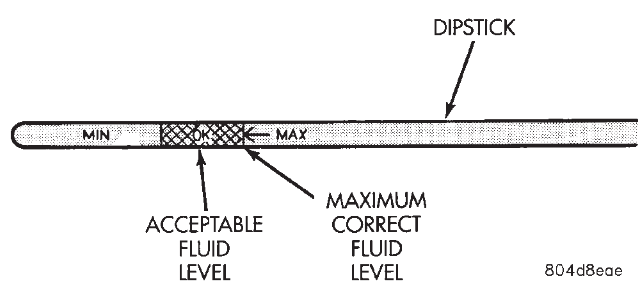


Fig. 24 Dipstick Fluid Level Marks—Typical

SERVICE PROCEDURES (Continued)

FLUID AND FILTER REPLACEMENT

Refer to the Maintenance Schedules in Group 0, Lubrication and Maintenance for proper service intervals. The service fluid fill after a filter change is approximately 3.8 liters (4.0 quarts).

PAN AND FILTER REMOVAL

(1) Hoist and support vehicle on safety stands.

(2) Place a large diameter shallow drain pan beneath the transmission pan.

(3) Remove bolts holding front and sides of pan to transmission (Fig. 25).

(4) Loosen bolts holding rear of pan to transmission.

(5) Slowly separate front of pan away from transmission allowing the fluid to drain into drain pan.

(6) Hold up pan and remove remaining bolt holding pan to transmission.

(7) While holding pan level, lower pan away from transmission.

(8) Pour remaining fluid in pan into drain pan.

(9) Remove screws holding filter to valve body (Fig. 26).

(10) Separate filter from valve body and pour fluid in filter into drain pan.

(11) Dispose used trans fluid and filter properly.

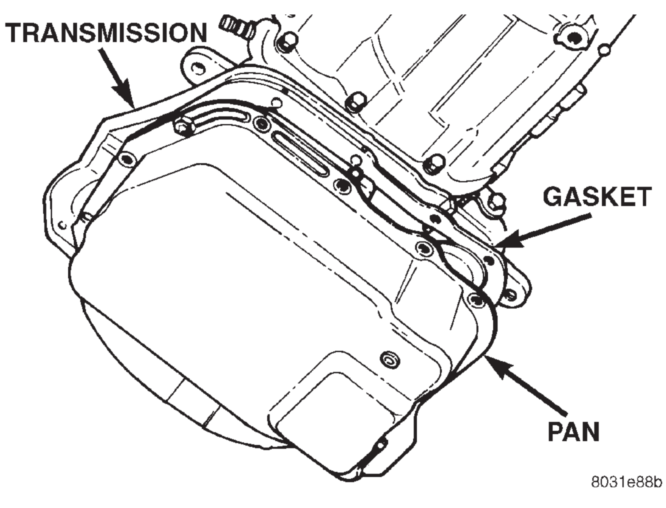


Fig. 25 Transmission Pan—Typical

INSPECTION AND CLEANING

INSPECTION

Inspect bottom of pan and magnet for excessive amounts of metal or fiber contamination. A light coating of clutch or band material on the bottom of the pan does not indicate a problem unless accompanied by slipping condition or shift lag. If fluid and pan are contaminated with excessive amounts or debris, refer to the diagnosis section of this group.

Check the adjustment of the front and rear bands, adjust if necessary. Refer to Adjustment section of this group for proper procedure.

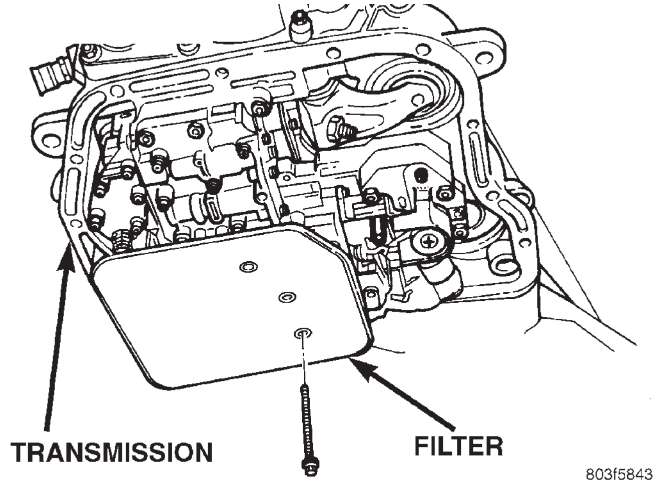


Fig. 26 Transmission Filter—Typical

CLEANING

(1) Using a suitable solvent, clean pan and magnet (Fig. 27).

(2) Using a suitable gasket scraper, clean gasket material from gasket surface of transmission case and the gasket flange around the pan.

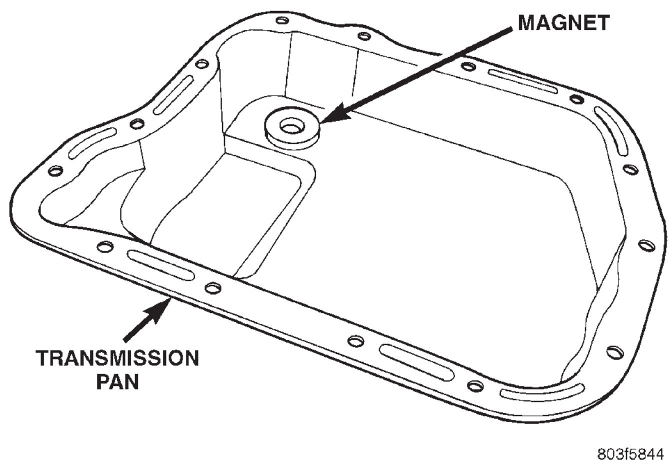


Fig. 27 Pan and Magnet

FILTER AND PAN INSTALLATION

(1) Place replacement filter in position on valve body.

(2) Install screws to hold filter to valve body (Fig. 26). Tighten screws to 4 N·m (35 in. lbs.) torque.

(3) Place new gasket in position on pan. and install pan on transmission.

(4) Place pan in position on transmission.

(5) Install screws to hold pan to transmission (Fig. 25). Tighten bolts to 17 N·m (150 in. lbs.) torque.

(6) Lower vehicle and fill transmission with Mopar ATF Plus, type 7176 fluid.

SERVICE PROCEDURES (Continued)

TRANSMISSION FILL PROCEDURE

To avoid overfilling transmission after a fluid change or overhaul, perform the following procedure:

(1) Remove dipstick and insert clean funnel in transmission fill tube.

(2) Add following initial quantity of Mopar ATF Plus to transmission:

(a) If only fluid and filter were changed, add **3 pints (1-1/2 quarts)** of ATF Plus to transmission.

(b) If transmission was completely overhauled, torque converter was replaced or drained, and cooler was flushed, add **12 pints (6 quarts)** of ATF Plus to transmission.

(3) Apply parking brakes.

(4) Start and run engine at normal curb idle speed.

(5) Apply service brakes, shift transmission through all gear ranges then back to NEUTRAL, set parking brake, and leave engine running at curb idle speed.

(6) Remove funnel, insert dipstick and check fluid level. If level is low, **add fluid to bring level to MIN mark on dipstick.**

(7) Drive vehicle until transmission fluid is at normal operating temperature.

(8) With the engine running at curb idle speed, the gear selector in NEUTRAL, and the parking brake applied, check the transmission fluid level.

CAUTION: Do not overfill transmission, fluid foaming and shifting problems can result.

(9) Add fluid to bring level up to MAX arrow mark.

When fluid level is correct, shut engine off, release park brake, remove funnel, and install dipstick in fill tube.

CONVERTER DRAINBACK CHECK VALVE SERVICE

The converter drainback check valve is located in the cooler outlet (pressure) line near the radiator lower tank. The valve prevents fluid drainback when the vehicle is parked for lengthy periods. The valve check ball is spring loaded and has an opening pressure of approximately 2 psi.

The valve is serviced as an assembly; it is not repairable. Do not clean the valve if restricted, or contaminated by sludge, or debris. If the valve fails, or if a transmission malfunction occurs that generates sludge and/or clutch particles and metal shavings, the valve must be replaced.

The valve must be removed whenever the cooler and lines are reverse flushed. The valve can be flow tested when necessary. The procedure is exactly the same as for flow testing a cooler.

If the valve is restricted, installed backwards, or in the wrong line, it will cause an overheating condition and possible transmission failure.

CAUTION: The drainback valve is a one-way flow device. It must be properly oriented in terms of flow direction for the cooler to function properly. The valve must be installed in the pressure line. Otherwise flow will be blocked and would cause an overheating condition and eventual transmission failure.

ALUMINUM THREAD REPAIR

Damaged or worn threads in the aluminum transaxle case and valve body can be repaired by the use of Heli-Coils, or equivalent. This repair consists of drilling out the worn-out damaged threads. Then tap the hole with a special Heli-Coil tap, or equivalent, and installing a Heli-Coil insert, or equivalent, into the hole. This brings the hole back to its original thread size.

Heli-Coil, or equivalent, tools and inserts are readily available from most automotive parts suppliers.

FLUSHING COOLERS AND TUBES

When a transmission failure has contaminated the fluid, the oil cooler(s) must be flushed. The cooler bypass valve in the transmission must be replaced also. The torque converter must also be replaced with an exchange unit. This will insure that metal particles or sludged oil are not later transferred back into the reconditioned (or replaced) transmission.

There are two different procedures for flushing coolers and lines. The recommended procedure is to use Tool 6906 Cooler Flusher. The other procedure is to use a hand suction gun and mineral spirits.

WARNING: WEAR PROTECTIVE EYEWEAR THAT MEETS THE REQUIREMENTS OF OSHA AND ANSI Z87.1–1968. WEAR STANDARD INDUSTRIAL RUBBER GLOVES.

KEEP LIGHTED CIGARETTES, SPARKS, FLAMES, AND OTHER IGNITION SOURCES AWAY FROM THE AREA TO PREVENT THE IGNITION OF COMBUSTIBLE LIQUIDS AND GASES. KEEP A CLASS (B) FIRE EXTINGUISHER IN THE AREA WHERE THE FLUSHER WILL BE USED.

KEEP THE AREA WELL VENTILATED.

DO NOT LET FLUSHING SOLVENT COME IN CONTACT WITH YOUR EYES OR SKIN: IF EYE CONTAMINATION OCCURS, FLUSH EYES WITH WATER FOR 15 TO 20 SECONDS. REMOVE CONTAMINATED CLOTHING AND WASH AFFECTED SKIN WITH SOAP AND WATER. SEEK MEDICAL ATTENTION.

SERVICE PROCEDURES (Continued)

COOLER FLUSH USING TOOL 6906

(1) Remove cover plate filler plug on Tool 6906. Fill reservoir 1/2 to 3/4 full of fresh flushing solution. Flushing solvents are petroleum based solutions generally used to clean automatic transmission components. **DO NOT** use solvents containing acids, water, gasoline, or any other corrosive liquids.

(2) Reinstall filler plug on Tool 6906.

(3) Verify pump power switch is turned OFF. Connect red alligator clip to positive (+) battery post. Connect black (-) alligator clip to a good ground.

(4) Disconnect the cooler lines at the transmission.

NOTE: When flushing transmission cooler and lines, ALWAYS reverse flush.

(5) Connect the BLUE pressure line to the OUTLET (From) cooler line.

(6) Connect the CLEAR return line to the INLET (To) cooler line

(7) Turn pump ON for two to three minutes to flush cooler(s) and lines. Monitor pressure readings and clear return lines. Pressure readings should stabilize below 20 psi. for vehicles equipped with a single cooler and 30 psi. for vehicles equipped with dual coolers. If flow is intermittent or exceeds these pressures, replace cooler.

(8) Turn pump OFF.

(9) Disconnect CLEAR suction line from reservoir at cover plate. Disconnect CLEAR return line at cover plate, and place it in a drain pan.

(10) Turn pump ON for 30 seconds to purge flushing solution from cooler and lines. Turn pump OFF.

(11) Place CLEAR suction line into a one quart container of Mopar® type 7176 automatic transmission fluid.

(12) Turn pump ON until all transmission fluid is removed from the one quart container and lines. This purges any residual cleaning solvent from the transmission cooler and lines. Turn pump OFF.

(13) Disconnect alligator clips from battery. Reconnect flusher lines to cover plate, and remove flushing adapters from cooler lines.

COOLER FLUSH USING SUCTION GUN AND MINERAL SPIRITS

(1) Disconnect the cooler lines at the transmission.

(2) Using a hand suction gun filled with mineral spirits, reverse flush the cooler. Force mineral spirits into the **From Cooler** line of the cooler and catch the exiting spirits from the **To Cooler** line. Observe for the presence of debris in the exiting fluid. Continue until fluid exiting is clear and free from debris.

(3) Using compressed air (under 40 psi.) in intermittent spurts, blow any remaining mineral spirits from the cooler, again in the reverse direction.

(4) Pump one (1) quart of automatic transmission fluid through the cooler before reconnecting.

(5) If at any stage of the cleaning process, the cooler does not freely pass fluid, the cooler must be replaced.

REMOVAL AND INSTALLATION

SPEEDOMETER SERVICE

Rear axle gear ratio and tire size determine speedometer pinion requirements. If the pinion must be replaced, refer to the parts catalogue information for the correct part.

SPEEDOMETER ASSEMBLY REMOVAL

(1) Raise vehicle.

(2) Disconnect wires from vehicle speed sensor.

(3) Remove adapter clamp and screw (Fig. 28).

(4) Remove speed sensor and speedometer adapter as assembly.

(5) Remove speed sensor retaining screw and remove sensor from adapter.

(6) Remove speedometer pinion from adapter.

(7) Inspect sensor and adapter O-rings (Fig. 28). Remove and discard O-rings if worn or damaged.

(8) Inspect terminal pins in speed sensor. Clean pins with Mopar electrical spray cleaner if dirty or oxidized. Replace sensor if faulty, or pins are loose, severely corroded, or damaged.

SPEEDOMETER INSTALLATION AND INDEXING

(1) Thoroughly clean adapter flange and adapter mounting surface in housing. Surfaces must be clean for proper adapter alignment and speedometer operation.

(2) Install new O-rings on speed sensor and speedometer adapter if necessary (Fig. 28).

(3) Lubricate sensor and adapter O-rings with transmission fluid.

(4) Install vehicle speed sensor in speedometer adapter. Tighten sensor attaching screw to 2-3 N·m (15-27 in. lbs.) torque.

(5) Install speedometer pinion in adapter.

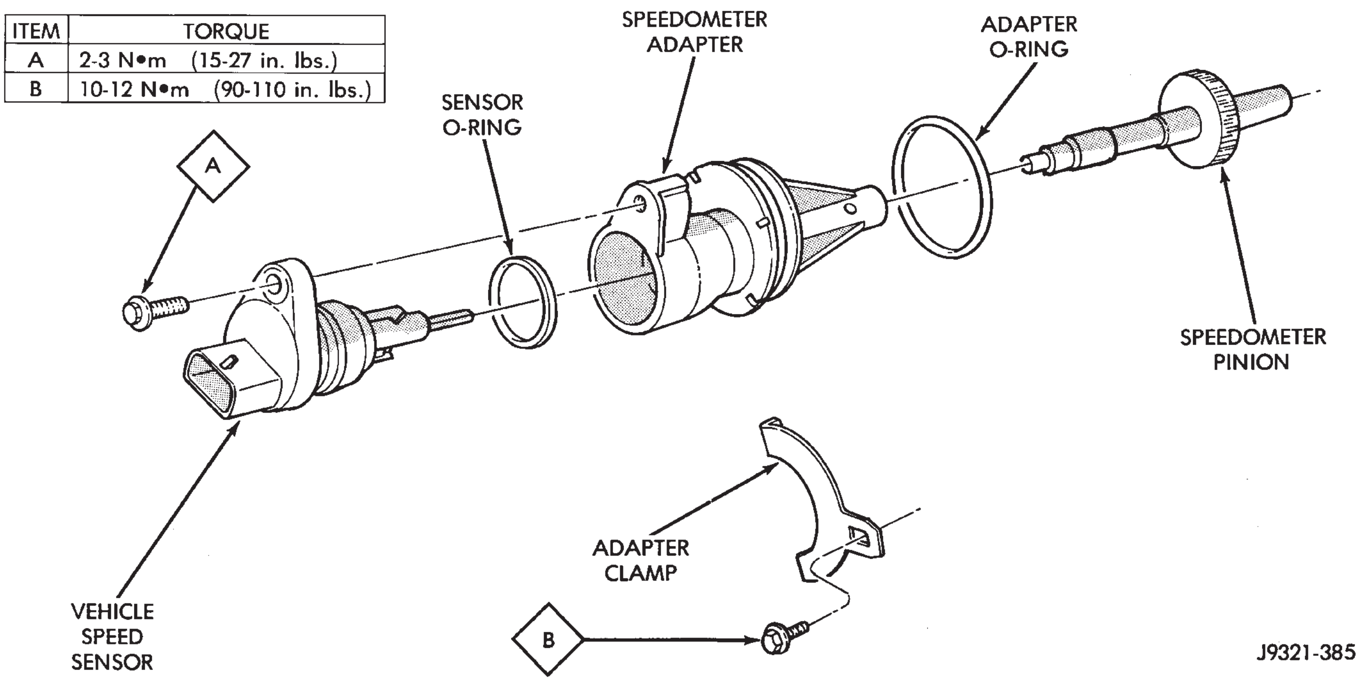
(6) Count number of teeth on speedometer pinion. Do this before installing assembly in housing. Then lubricate pinion teeth with transmission fluid.

(7) Note index numbers on adapter body (Fig. 29). These numbers will correspond to number of teeth on pinion.

(8) Install speedometer assembly in housing.

(9) Rotate adapter until required range numbers are at 6 o'clock position. Be sure range index numbers correspond to number of teeth on pinion gear.

REMOVAL AND INSTALLATION (Continued)



ITEM	TORQUE
A	2-3 N•m (15-27 in. lbs.)
B	10-12 N•m (90-110 in. lbs.)

Fig. 28 Speedometer Pinion Adapter Components

(10) Install speedometer adapter clamp and retaining screw. Tighten clamp screw to 10-12 N·m (90-110 in. lbs.) torque.

(11) Connect wires to vehicle speed sensor.

(12) Lower vehicle and top off transmission fluid level if necessary.

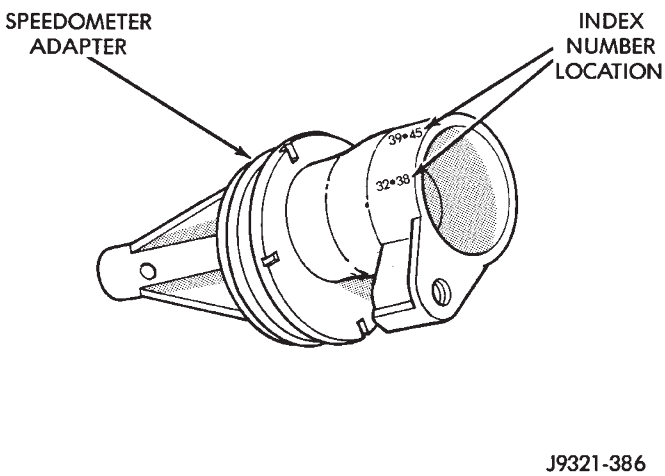


Fig. 29 Index Numbers On Speedometer Pinion Adapter

PARK/NEUTRAL POSITION SWITCH

Switch Replacement

(1) Raise vehicle and position drain pan under switch.

(2) Disconnect switch wires.

(3) Remove switch from case.

(4) Move shift lever to Park and Neutral positions. Verify that switch operating lever fingers are centered in switch opening in case (Fig. 30).

(5) Install new seal on switch and install switch in case. Tighten switch to 34 N·m (25 ft. lbs.) torque.

(6) Test continuity of new switch with 12V test lamp.

(7) Connect switch wires and lower vehicle.

(8) Top off transmission fluid level.

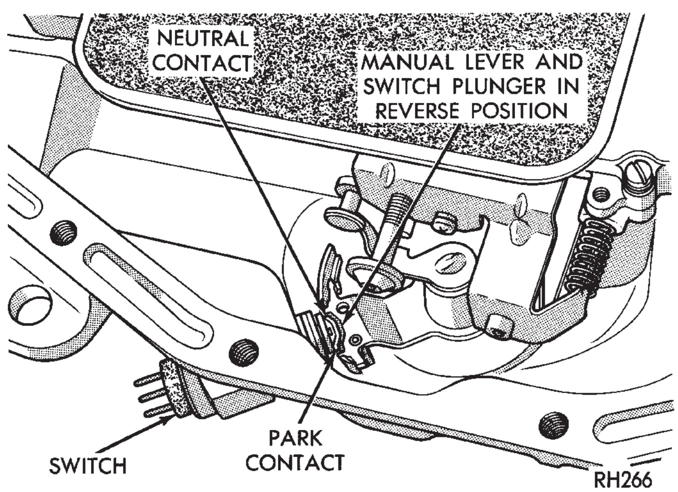


Fig. 30 Park/Neutral Position Switch

YOKE SEAL REPLACEMENT

REMOVAL

(1) Raise vehicle.

(2) Mark propeller shaft and axle yoke for alignment reference.

REMOVAL AND INSTALLATION (Continued)

(3) Disconnect and remove propeller shaft.

(4) Remove old seal with Seal Remover C-3985-B (Fig. 31) from overdrive housing.

INSTALLATION

(1) Place seal in position on overdrive housing.

(2) Drive seal into overdrive housing with Seal Installer C-3995-A or C-3972 (Fig. 32).

(3) Carefully guide propeller shaft slip yoke into housing and onto output shaft splines. Align marks made at removal and connect propeller shaft to rear axle pinion yoke.

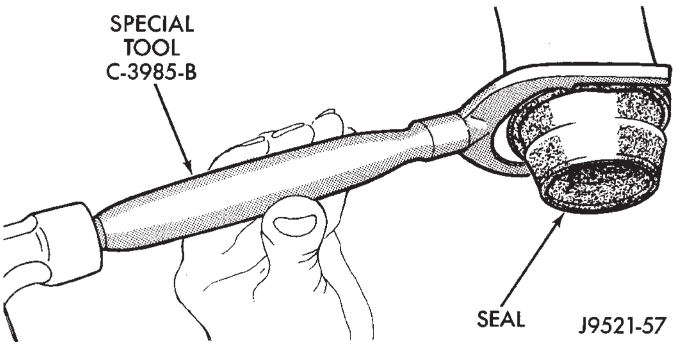


Fig. 31 Removing Overdrive Housing Yoke Seal

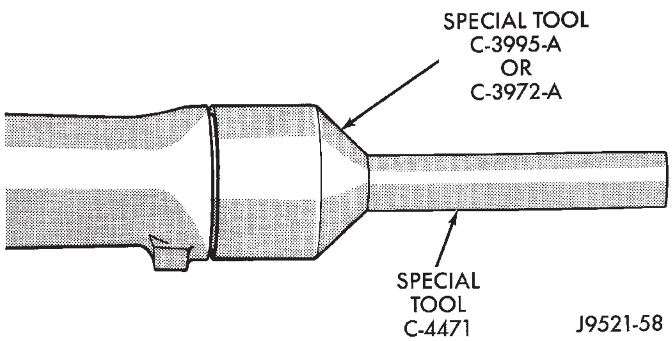


Fig. 32 Installing Overdrive Housing Yoke Seal

OVERDRIVE HOUSING BUSHING

REMOVAL

(1) Remove overdrive housing yoke seal.

(2) Remove housing bushing as follows:

(a) If overdrive housing was not removed, drive tapered, round pointed tool between bushing and housing to upset and collapse bushing. Then remove bushing with pry tool or vise grip pliers.

(b) If overdrive housing has been removed and disassembled, drive old bushing out with Driver Handle C-4171 and Removal Tool C-4470.

INSTALLATION

(1) Align bushing oil hole with oil slot in overdrive housing.

(2) Tap bushing into place with driver handle and Tool C-4171 and C-4469 (Fig. 33).

(3) Install new oil seal in housing using Seal Installer C-3972–A.

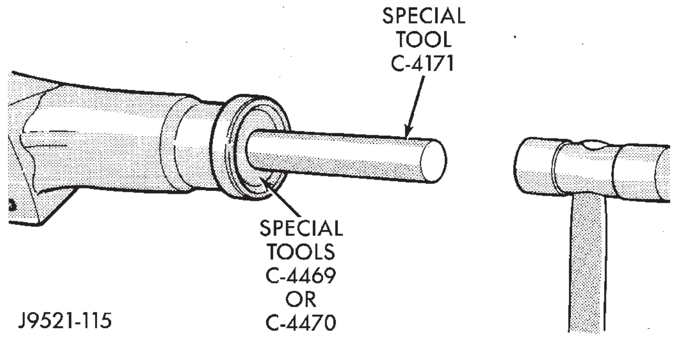


Fig. 33 Overdrive Housing Bushing Installation

OUTPUT SHAFT REAR BEARING

REMOVAL

(1) Remove overdrive unit from the vehicle.

(2) Remove overdrive geartrain from housing.

(3) Remove snap ring holding output shaft rear bearing into overdrive housing (Fig. 34).

(4) Using a suitable driver inserted through the rear end of housing, drive bearing from housing.

INSTALLATION

(1) Place replacement bearing in position in housing.

(2) Using a suitable driver, drive bearing into housing until the snap ring groove is visible.

(3) Install snap ring to hold bearing into housing (Fig. 34).

(4) Install overdrive geartrain into housing.

(5) Install overdrive unit in vehicle.

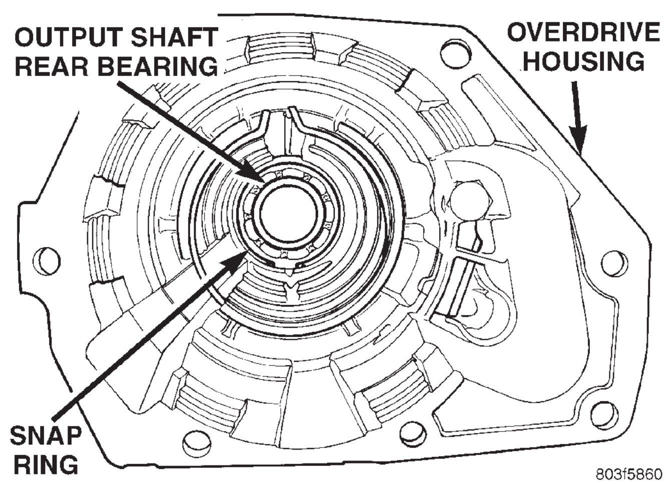


Fig. 34 Output Shaft Rear Bearing

REMOVAL AND INSTALLATION (Continued)

OUTPUT SHAFT FRONT BEARING

REMOVAL

(1) Remove overdrive unit from the vehicle.
(2) Remove overdrive geartrain from housing.
(3) Remove snap ring holding output shaft front bearing to overdrive geartrain. (Fig. 35).
(4) Pull bearing from output shaft.

INSTALLATION

(1) Place replacement bearing in position on geartrain with locating retainer groove toward the rear.
(2) Push bearing onto shaft until the snap ring groove is visible.
(3) Install snap ring to hold bearing onto output shaft (Fig. 35).
(4) Install overdrive geartrain into housing.
(5) Install overdrive unit in vehicle.

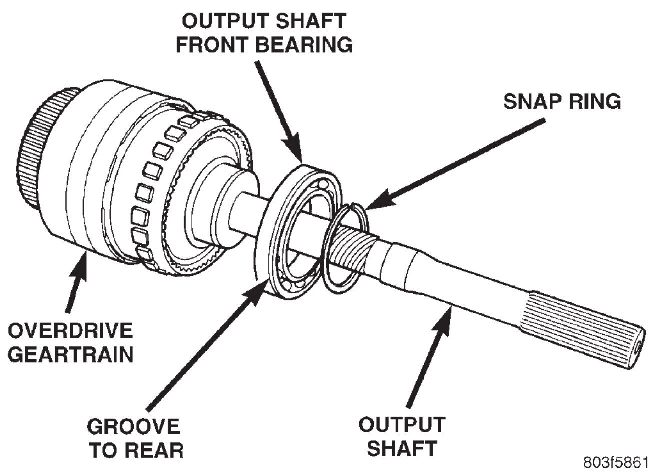


Fig. 35 Output Shaft Front Bearing

GEARSHIFT CABLE

REMOVAL

(1) Shift transmission into Park.
(2) Remove shift lever bezel and necessary console parts for access to shift lever assembly.
(3) Disconnect cable at shift lever and feed cable through floorpan opening to underside of vehicle.
(4) Raise vehicle.
(5) Disengage cable eyelet at transmission shift lever and pull cable adjuster out of mounting bracket. Then remove old cable from vehicle.

INSTALLATION

(1) Verify that transmission shift lever is in Park detent (this is last detent position to rear).
(2) Feed new cable into passenger compartment through floorpan opening. Then snap cable adjuster into transmission bracket but do not lock adjuster at this time.
(3) Lower vehicle enough to permit access to shift lever.
(4) Connect new cable to shift lever. Be sure lever is still in Park position before proceeding. Also be sure cable is not kinked, or twisted.
(5) Raise vehicle and connect cable eyelet to transmission shift lever. Then lock cable by pressing adjuster lock button inward until it snaps into place.
(6) Lower vehicle and verify correct operation of shift and park lock cables.
(7) Install console components and shift bezel.

BRAKE TRANSMISSION SHIFT INTERLOCK

REMOVAL

(1) Lower the steering column. Refer to Column Assembly Replacement in this group.
(2) Remove two screws retaining the interlock mechanism to the column (Fig. 36). Unsnap the mechanism from column.

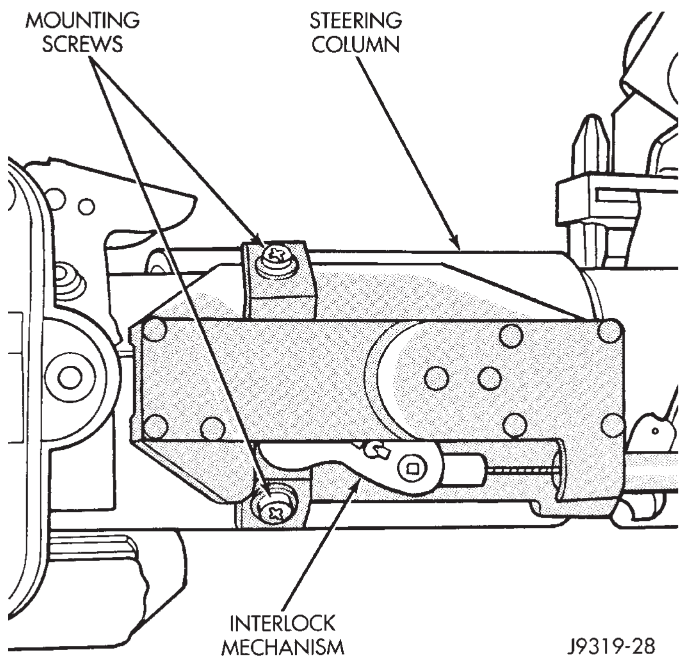


Fig. 36 Interlock Mechanism on Column

(3) Remove the center console and related trim. Refer to Group 23, Body.
(4) Disconnect the cable eyelet from the bellcrank (Fig. 37).
(5) Disconnect and remove the cable from the shift bracket.
(6) Remove the wire connector at the solenoid on the cable
(7) Remove the accelerator pedal (the cable routes under the pedal), refer to Group 14, Fuel Systems. Release the cable from the accelerator pedal clip. Move the carpet as necessary to remove the cable.

REMOVAL AND INSTALLATION (Continued)

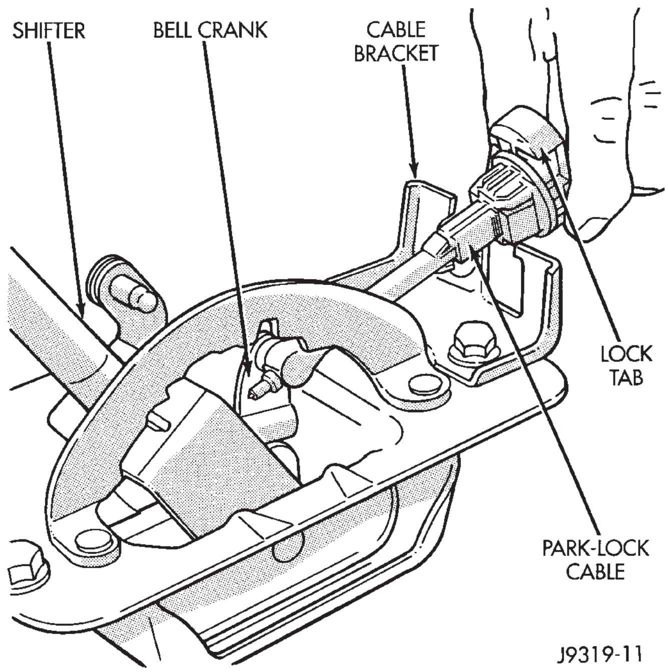


Fig. 37 Cable and Shifter

INSTALLATION

(1) Snap the cable base assembly into the large square opening in the steering column.

(2) Secure the plastic base with two (2) self tapping screws.

CAUTION: Interlock cable must be clipped to the RIGHT HAND STUD under the throttle pedal. This is to prevent interference with the throttle pedal.

(3) Route the cable between the accelerator pedal mounting studs and secure with clip. Be sure clip is on right hand stud.

(4) Place the ignition key cylinder in the ACCESSORY position.

(5) Remove shipping pin from plastic base.

(6) Connect the cable eyelet to the bellcrank pin.

(7) Place gear selector in PARK.

(8) Push the spring-loaded cable adjuster forward and snap cable into bracket.

(9) Push the cable adjuster lock clamp downward to lock it.

(10) Install the center console and related trim. Refer to Group 23, Body.

(11) Test the park-lock cable operation.

(12) Load the steering column up to the bracket. Refer to Column Assembly Replacement in this group.

PARK LOCK

REMOVAL

(1) Remove overdrive unit from vehicle.

(2) Remove overdrive geartrain from housing.

(3) Remove bolt holding park pawl in overdrive housing.

CAUTION: Do not over stress snap ring during removal, snap ring distortion can result.

(4) Remove snap ring holding reaction plug in overdrive housing.

(5) Pull park pawl shaft from housing.

(6) Separate park pawl, park pawl spring, and reaction plug from overdrive housing (Fig. 38).

INSTALLATION

(1) Place park pawl, park pawl spring, and reaction plug in position in overdrive housing.

(2) Insert park pawl shaft into housing through the park pawl, park pawl spring, and reaction plug (Fig. 38).

(3) Install snap ring to hold reaction plug in overdrive housing.

(4) Install bolt to hold park pawl in overdrive housing.

(5) Install overdrive geartrain into housing.

(6) Install overdrive unit in vehicle.

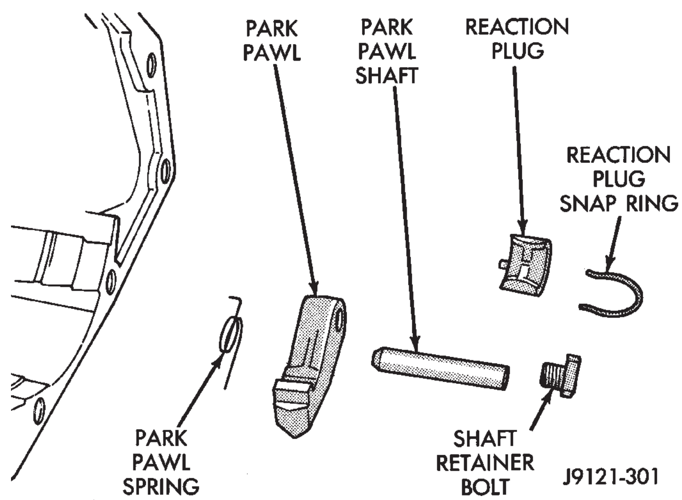


Fig. 38 Park Lock

GOVERNOR SOLENOID AND PRESSURE SENSOR

The governor is electronically controlled. It consists of a pressure sensor, a pressure solenoid, and the governor body (Fig. 39).

REMOVAL

(1) Hoist and support vehicle on safety stands.

(2) Remove transmission fluid pan and filter.

(3) Disengage wire connectors from pressure sensor and solenoid (Fig. 39).

(4) Remove screws holding pressure solenoid retainer to governor body.

(5) Separate solenoid retainer from governor (Fig. 40).

(6) Pull solenoid from governor body (Fig. 41).

REMOVAL AND INSTALLATION (Continued)

(7) Remove bolts holding governor body to valve body.

(8) Separate governor body from valve body (Fig. 42).

(9) Separate gasket from back of governor body.

(10) Remove retainer holding pressure sensor to governor body.

(11) Pull pressure sensor from governor body (Fig. 43).

INSTALLATION

Before installing the pressure sensor and solenoid in the governor body, replace O-ring seals, clean the gasket surfaces and replace gasket.

(1) Lubricate O-ring on pressure sensor with transmission fluid.

(2) Align pressure sensor to bore in governor body (Fig. 43).

(3) Push pressure sensor into governor body.

(4) Install retainer to hold pressure sensor to governor body.

(5) Place gasket in position on back of governor body (Fig. 42).

(6) Place governor body in position on valve body.

(7) Install bolts to hold governor body to valve body.

(8) Lubricate O-ring, on pressure solenoid, with transmission fluid.

(9) Align pressure solenoid to bore in governor body (Fig. 41).

(10) Push solenoid into governor body.

(11) Place solenoid retainer in position on governor (Fig. 40).

(12) Install screws to hold pressure solenoid retainer to governor body.

(13) Engage wire connectors into pressure sensor and solenoid (Fig. 39).

(14) Install transmission fluid pan and (new) filter.

(15) Lower vehicle and road test to verify repair.

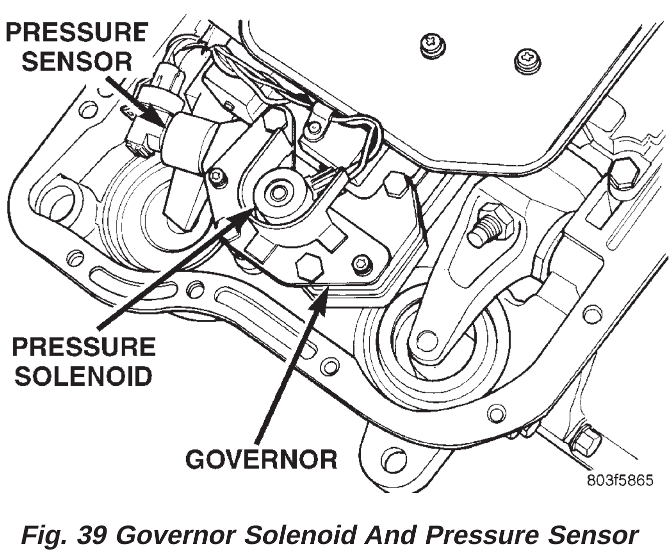


Fig. 39 Governor Solenoid And Pressure Sensor

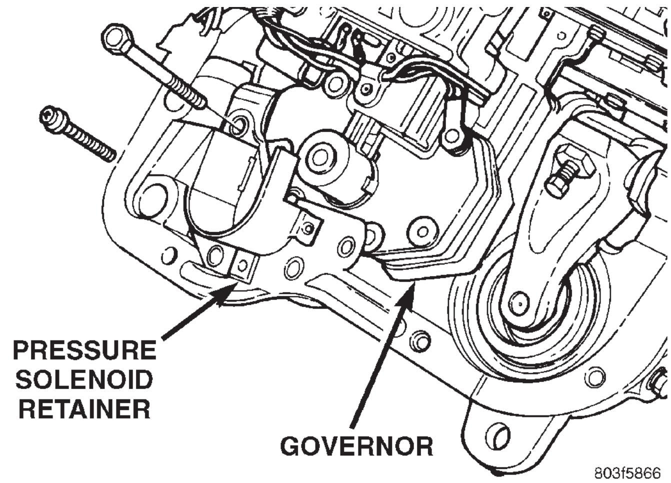


Fig. 40 Pressure Solenoid Retainer

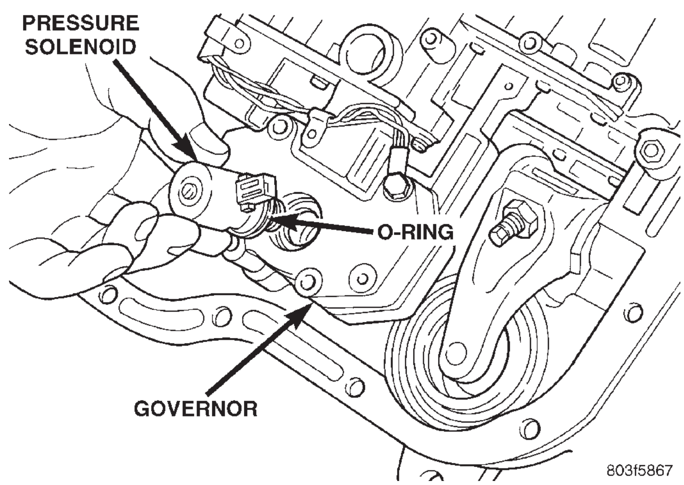


Fig. 41 Pressure Solenoid and O-ring

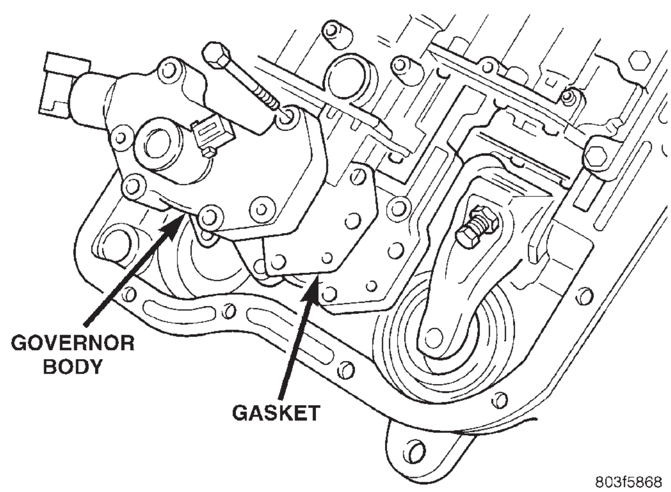


Fig. 42 Governor Body and Gasket

REMOVAL AND INSTALLATION (Continued)

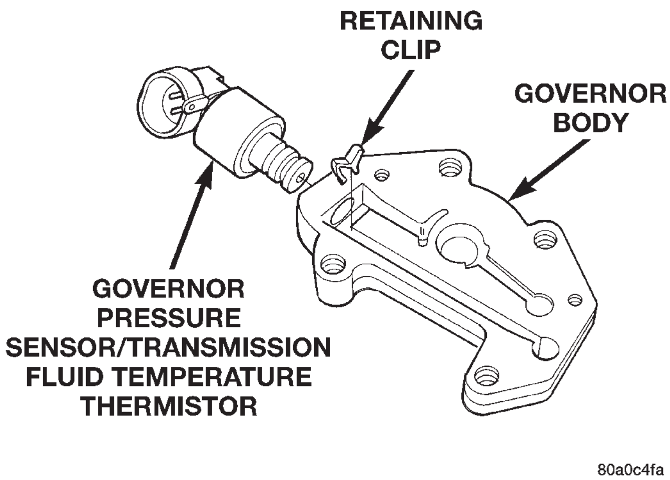


Fig. 43 Pressure Sensor and Retainer

VALVE BODY

The valve body can be removed for service without having to remove the entire transmission assembly.

The valve body can be disassembled for cleaning and inspection of the individual components. Refer to the procedures in the Disassemble and Assemble section.

The only replaceable valve body components are:

- Manual lever
- Manual lever washer, seal, E-clip, and shaft seal
- Manual lever detent ball
- Throttle lever
- Fluid filter
- Pressure adjusting screw bracket
- Governor pressure solenoid
- Governor pressure sensor
- Converter clutch/overdrive solenoid assembly and harness (includes sump temperature thermistor)
- Governor housing gasket
- Solenoid case connector O-rings

The remaining valve body components are serviced only as part of a complete valve body assembly.

REMOVAL

(1) Shift transmission into NEUTRAL.

(2) Raise vehicle.

(3) Remove gearshift and throttle levers from shaft of valve body manual lever.

(4) Disconnect wires at park/neutral position switch.

(5) Disconnect wires at park/neutral position switch and solenoid case connector (Fig. 44).

(6) Position drain pan under transmission oil pan.

(7) Remove transmission oil pan and gasket.

(8) Remove fluid filter from valve body.

(9) Remove bolts attaching valve body to transmission case.

(10) Lower valve body enough to remove accumulator piston and springs.

(11) Work manual lever shaft and electrical connector out of transmission case. Then lower valve body, rotate it away from case, pull park rod out of sprag, and remove valve body (Fig. 45).

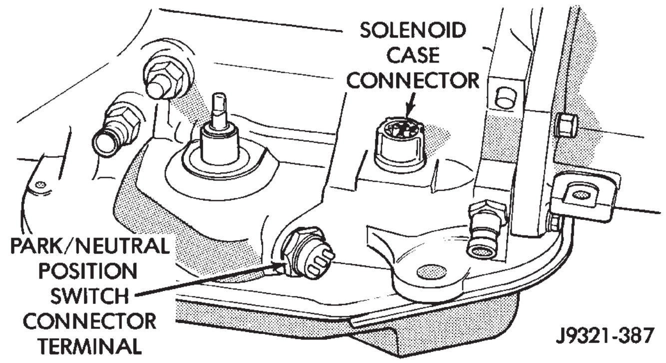


Fig. 44 Transmission Case Connector

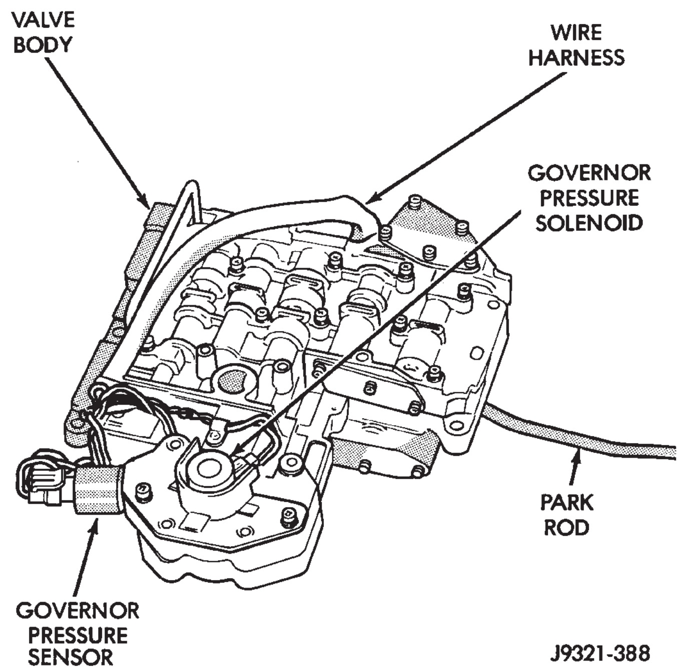


Fig. 45 Valve Body

INSTALLATION

(1) Verify that park/neutral position switch has NOT been installed in case. Valve body cannot be installed if switch is in place.

(2) Check condition of O-ring seals on valve body harness connector (Fig. 46). Replace seals on connector body if cut or worn.

(3) Check condition of manual lever shaft seal in transmission case. Replace seal if lip is cut or worn. Install new seal with 15/16 deep well socket (Fig. 47).

(4) Check condition of seals on accumulator piston (Fig. 48). Install new piston seals, if necessary.

(5) Place valve body manual lever in low (1 position) so ball on park lock rod will be easier to install in sprag.

REMOVAL AND INSTALLATION (Continued)

(6) Lubricate shaft of manual lever with petroleum jelly. This will ease inserting shaft through seal in case.

(7) Lubricate seal rings on valve body harness connector with Ru-Glyde or petroleum jelly.

(8) Position valve body on case and work end of park lock rod into and through pawl sprag. Turn propeller shaft to align sprag and park lock teeth if necessary. The rod will click as it enters pawl. Move rod to check engagement.

CAUTION: It is possible for the park rod to displace into a cavity just above the pawl sprag during installation. Make sure the rod is actually engaged in the pawl and has not displaced into this cavity. If the rod enters the cavity during installation, it will become bent when the overdrive bolts are tightened. The rod will then have to be replaced because it is not repairable.

(9) Install accumulator springs and piston into case. Then swing valve body over piston and outer spring to hold it in place.

(10) Align accumulator piston and outer spring, manual lever shaft and electrical connector in case. Then seat valve body on case and install one or two bolts to hold valve body in place.

(11) Tighten valve body bolts alternately and evenly to 11 N·m (100 in. lbs.) torque.

(12) Install new fluid filter on valve body. Tighten filter screws to 4 N·m (35 in. lbs.) torque.

(13) Install and connect park/neutral position switch in case.

(14) Install throttle and gearshift levers on valve body manual lever shaft.

(15) Check and adjust front and rear bands if necessary.

(16) Connect valve body overdrive and converter clutch solenoid wires to case connector.

(17) Install oil pan and new gasket. Tighten pan bolts to 17 N·m (13 ft. lbs.) torque.

(18) Lower vehicle and fill transmission with Mopar ATF Plus, type 7176 fluid.

(19) Check and adjust gearshift and throttle valve cables, if necessary.

TRANSMISSION COOLER LINE AND FITTINGS

The transmission cooler lines are attached with quick connect fittings (Fig. 49).

COOLER LINE AND FITTING SERVICE

The cooler lines and fittings are NOT serviceable. Damaged fittings or cooler lines are to be replaced as assemblies.

Fittings swedged into cooler line hoses are serviced only as part of the entire cooler line.

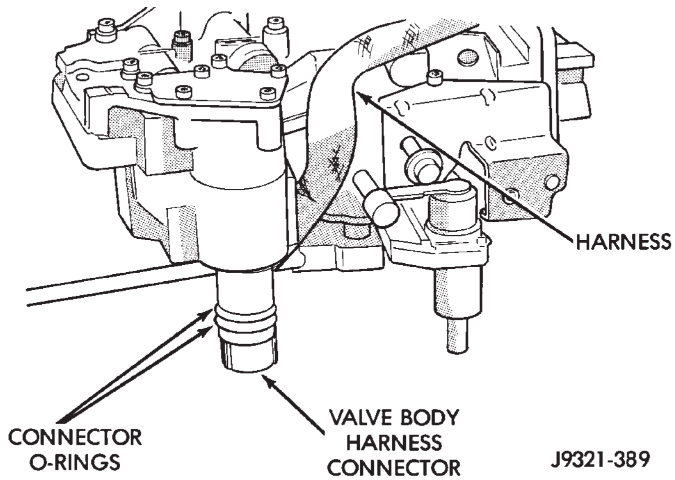


Fig. 46 Valve Body Harness Connector O-Ring Seal

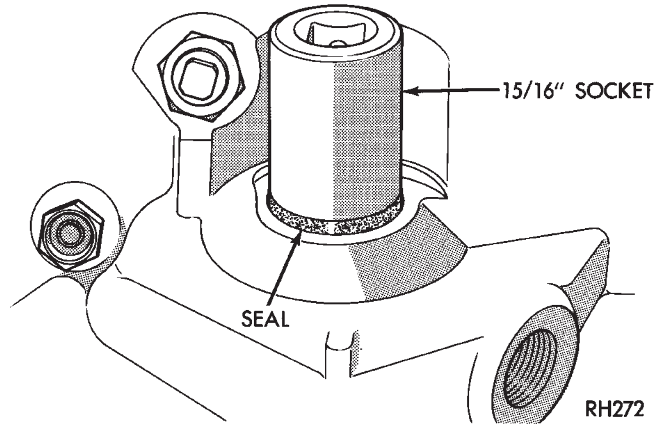


Fig. 47 Manual Lever Shaft Seal

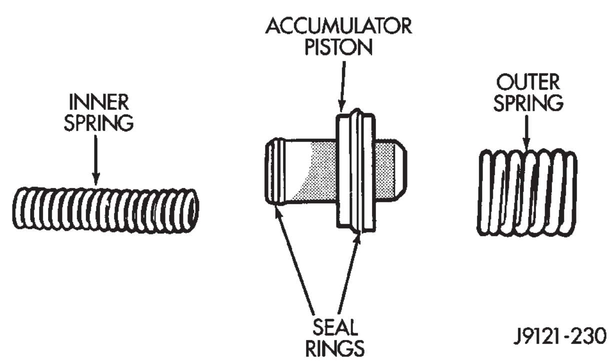


Fig. 48 Accumulator Piston Components

DISCONNECTING COOLER LINES

(1) If fitting and cooler line are covered with dirt, mud, or grease, clean fitting and cooler line with Mopar spray type carburetor or brake cleaner.

(2) Disengage retainer on fitting and pull cooler line out of fitting.

(3) Cover open ends of cooler lines and fittings to prevent dirt entry.

(4) Inspect condition of fitting. Replace transmission fitting as an assembly if fitting body or retainer

REMOVAL AND INSTALLATION (Continued)

clip is damaged. Replace cooler line as assembly, if fitting swedged into cooler line hose, is damaged.

CONNECTING COOLER LINES

(1) If transmission or radiator fittings require replacement, apply Mopar Lock N' Seal, or Loctite 242 to fitting threads before installation.

(2) Wipe off cooler line and fitting with clean, dry cloth.

(3) Insert cooler line into fitting. Then push line inward until retainer secures line. A snap or click will be heard and felt through the line when the retainer seats behind the cooler line flange.

(4) **Pull outward on cooler lines to verify that they are properly secured.**

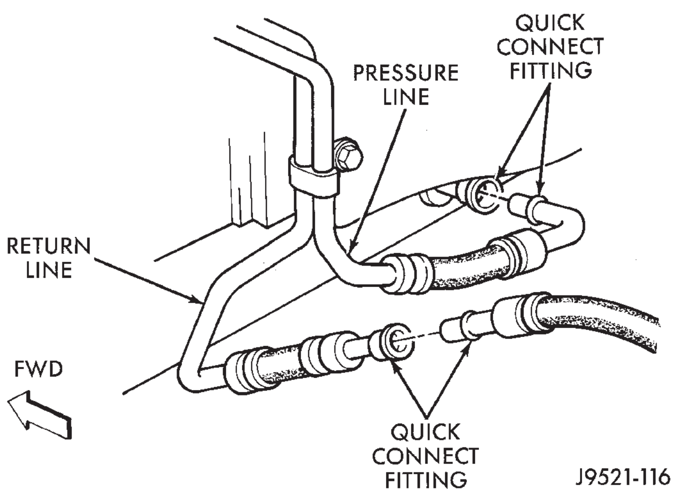


Fig. 49 Cooler Line Fitting

TRANSMISSION COOLER

MAIN COOLER REPLACEMENT

The main transmission cooler is located in the radiator lower tank. The cooler is not serviceable. If the cooler is damaged, the radiator must be replaced.

AUXILIARY COOLER REPLACEMENT

(1) Remove front bumper assembly.

(2) If equipped, remove the air conditioning condenser and receiver-drier.

(3) Remove brackets securing cooler to radiator and radiator support (Fig. 50).

(4) Mark or tag cooler hoses for installation reference (Fig. 50).

(5) Position drain pan under cooler lines.

(6) Loosen cooler lines and remove auxiliary cooler

(7) Connect cooler lines to replacement auxiliary cooler and position cooler on radiator, or support. Then install cooler brackets and attaching fasteners. Tighten cooler line fittings and hose clamps securely.

(8) If condenser was removed, install condenser and evacuate and recharge air conditioning system.

(9) Install bumper assembly.

(10) Add transmission fluid as necessary.

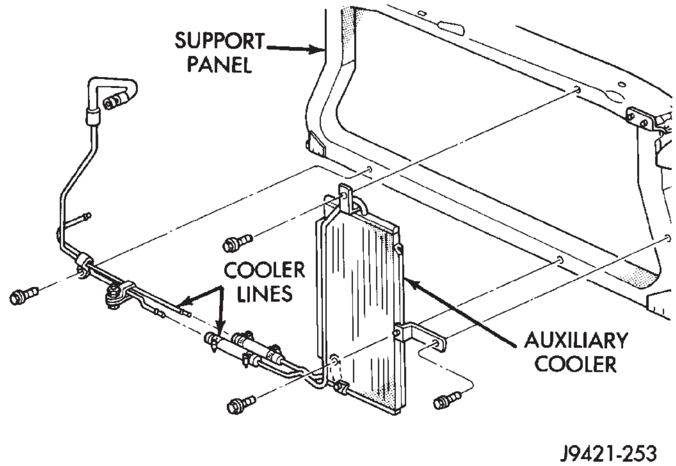


Fig. 50 Auxiliary Transmission Fluid Cooler

OVERDRIVE UNIT

REMOVAL

(1) Shift transmission into Park.

(2) Raise vehicle.

(3) Remove transmission oil pan, remove gasket, drain oil and reinstall pan.

(4) If overdrive unit had malfunctioned, or if fluid is contaminated, remove entire transmission. If diagnosis indicated overdrive clutch or governor problems only, remove overdrive unit only.

(5) Mark propeller shaft universal joint and axle pinion yoke for alignment reference at installation (Fig. 51).

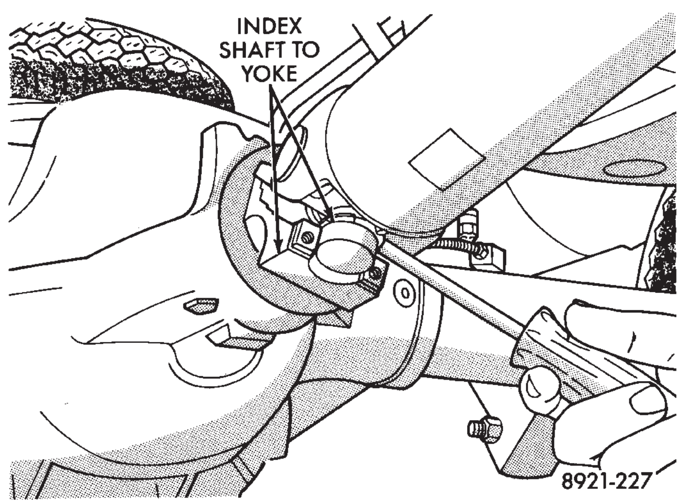


Fig. 51 Mark Propeller Shaft And Yoke For Alignment Reference

(6) Disconnect and remove propeller shaft.

(7) Support transmission with transmission jack.

(8) Remove rear crossmember.

REMOVAL AND INSTALLATION (Continued)

(9) Remove vehicle speed sensor and speedometer adapter.

(10) Remove bolts attaching overdrive unit to transmission (Fig. 52).

CAUTION: Support the overdrive unit with a jack before moving it rearward. This is necessary to prevent damaging the intermediate shaft. Do not allow the shaft to support the entire weight of the overdrive unit.

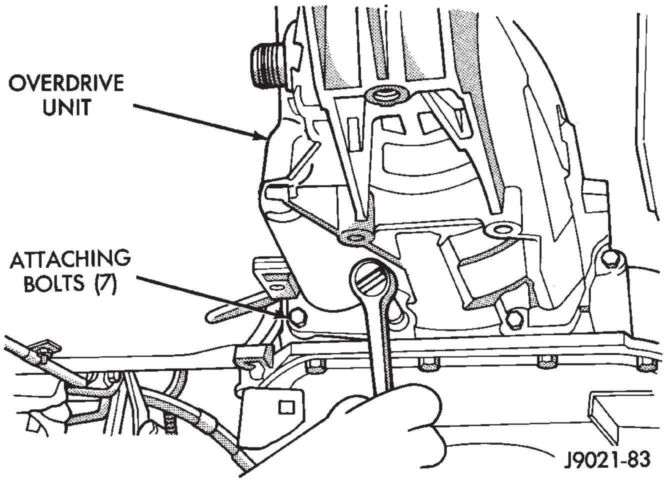


Fig. 52 Removing/Installing Overdrive Unit Attaching Bolts

(11) Carefully work overdrive unit off intermediate shaft. Do not tilt compounder during removal. Keep it as level as possible.

(a) If overdrive unit does not require service, **immediately insert Alignment Tool 6227-2 in splines of planetary gear and overrunning clutch to prevent splines from rotating out of alignment. If misalignment occurs, overdrive unit will have to be disassembled in order to realign splines.**

(b) If overdrive unit requires service, refer to Disassemble and Assemble section of this group for proper procedures.

(12) Remove and retain overdrive piston thrust bearing. Bearing may remain on piston or in clutch hub during removal.

(13) Position drain pan on workbench.

(14) Place overdrive unit over drain pan. Tilt unit to drain residual fluid from case.

(15) Examine fluid for clutch material or metal fragments. If fluid contains these items, overhaul will be necessary.

(16) If overdrive unit does not require any service, leave alignment tool in position. Tool will prevent accidental misalignment of planetary gear and overrunning clutch splines.

INSTALLATION

(1) Be sure overdrive unit Alignment Tool 6227-2 is fully seated before moving unit. If tool is not seated and gear splines rotate out of alignment, overdrive unit may have to be disassembled in order to realign splines.

(2) If overdrive piston retainer was not removed during service and original case gasket is no longer reusable, prepare new gasket by trimming it.

(3) Cut out old case gasket around piston retainer with razor knife (Fig. 53).

(4) Use old gasket as template and trim new gasket to fit.

(5) Position new gasket over piston retainer and on transmission case. Use petroleum jelly to hold gasket in place if necessary. **Do not use any type of sealer to secure gasket. Use petroleum jelly only.**

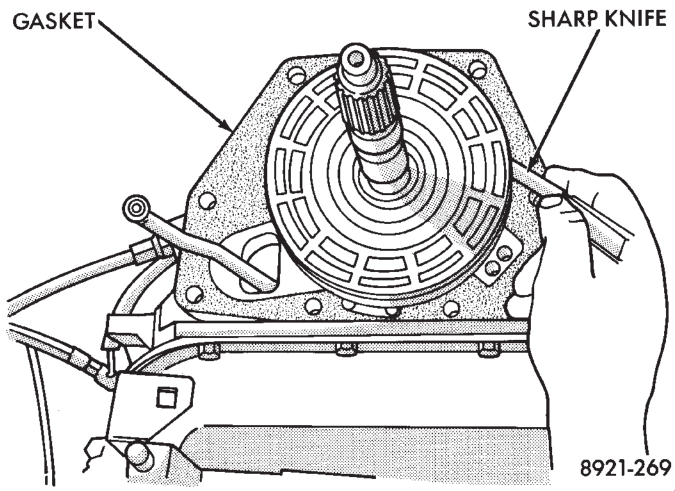


Fig. 53 Trimming Overdrive Case Gasket

(6) Install selective spacer on intermediate shaft, if removed. Spacer goes in groove just rearward of shaft rear splines (Fig. 54).

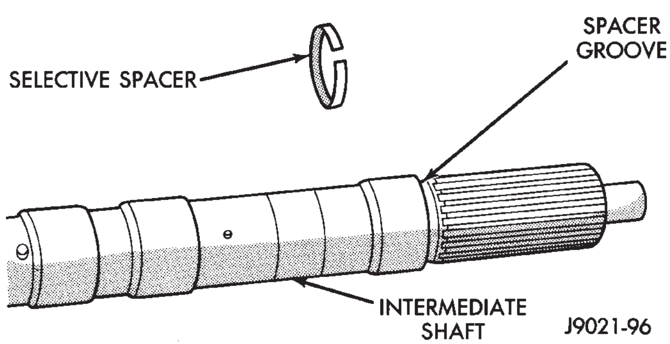


Fig. 54 Intermediate Shaft Selective Spacer Location

(7) Install overdrive piston in retainer (If removed). Lubricate piston seals with Mopar Door Ease, or Ru-Glyde to ease installation. Be sure piston locating lugs are aligned in piston retainer.

REMOVAL AND INSTALLATION (Continued)

(8) Install thrust bearing in overdrive unit sliding hub. Use petroleum jelly to hold bearing in position.

CAUTION: Be sure the shoulder on the inside diameter of the bearing is facing forward.

(9) Verify that splines in overdrive planetary gear and overrunning clutch hub are aligned with Alignment Tool 6227-2. **Overdrive unit cannot be installed if splines are not aligned. If splines have rotated out of alignment, unit may have to be disassembled to realign splines.**

(10) Carefully slide Alignment Tool 6227-2 out of overdrive planetary gear and overrunning clutch splines.

(11) Raise overdrive unit and carefully slide it straight onto intermediate shaft. Insert park rod into park lock reaction plug at same time. **Avoid tilting overdrive during installation as this could cause planetary gear and overrunning clutch splines to rotate out of alignment. If this occurs, it will be necessary to remove and disassemble overdrive unit to realign splines.**

(12) Align slip-fit governor tubes and work overdrive unit forward on intermediate shaft until seated against transmission case.

(13) Install bolts attaching overdrive unit to transmission unit. Tighten bolts in diagonal pattern to 34 N·m (25 ft-lbs).

(14) Install crossmember.

(15) Install speed sensor and speedometer adapter. Be sure to index adapter.

(16) Connect speed sensor and overdrive wires.

(17) Align and install propeller shaft.

(18) If valve body was also removed, adjust bands, install valve body and install transmission oil pan and gasket.

TRANSMISSION/OVERDRIVE

The overdrive unit can be removed and serviced separately. It is not necessary to remove the entire transmission assembly to perform overdrive unit repairs.

The entire transmission assembly must be removed in order to service the torque converter, driveplate, ring gear and oil pump. Refer to the transmission removal and installation procedures in this section.

If only the overdrive unit requires service, refer to the overdrive unit removal and installation procedures.

CAUTION: The transmission and torque converter must be removed as an assembly to avoid component damage. The converter drive plate, pump bushing, or oil seal can be damaged if the converter is left attached to the driveplate during removal. Be sure to remove the transmission and converter as an assembly.

REMOVAL

(1) Disconnect battery negative cable.

(2) Disconnect and lower or remove necessary exhaust components.

(3) Remove engine-to-transmission struts, if equipped (Fig. 55).

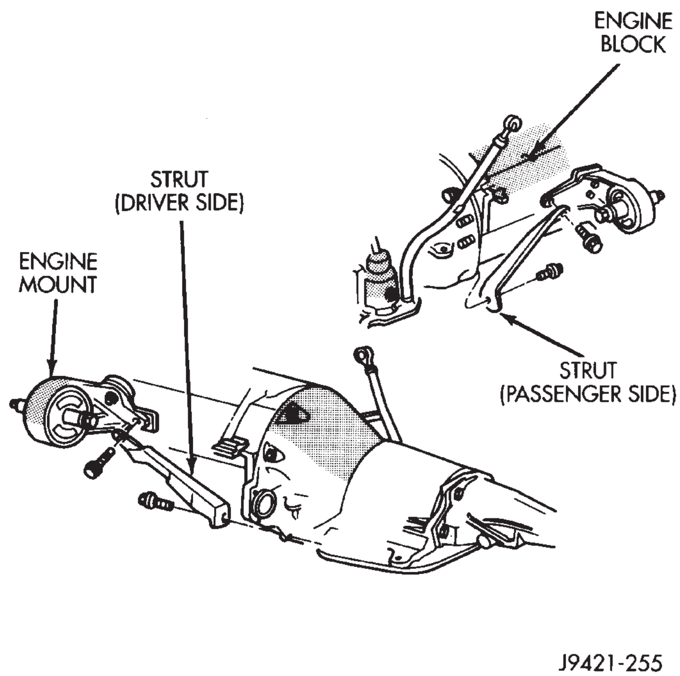


Fig. 55 Transmission-To-Engine Strut Attachment

(4) Disconnect fluid cooler lines at transmission.

(5) Remove starter motor.

(6) Disconnect and remove crankshaft position sensor. Retain sensor attaching bolts.

CAUTION: The crankshaft position sensor will be damaged if the transmission is removed (or installed) while the sensor is still bolted to the engine block. To avoid damage, be sure to remove the sensor before removing the transmission.

(7) Remove torque converter access cover.

(8) If transmission is being removed for overhaul, remove transmission oil pan, drain fluid and reinstall pan.

(9) Remove fill tube bracket bolts and pull tube out of transmission. Retain fill tube O-ring (Fig. 55). On 4 x 4 models, it will also be necessary to remove bolt attaching transfer case vent tube to converter housing (Fig. 56).

(10) Mark torque converter and drive plate for assembly alignment. Note that bolt holes in crank-

REMOVAL AND INSTALLATION (Continued)

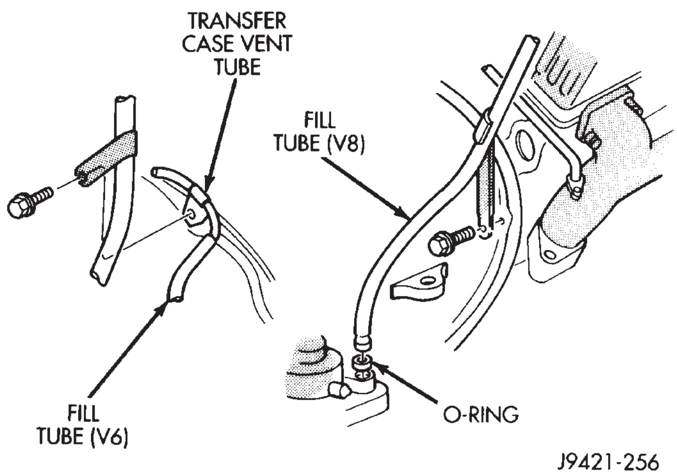


Fig. 56 Fill Tube Attachment

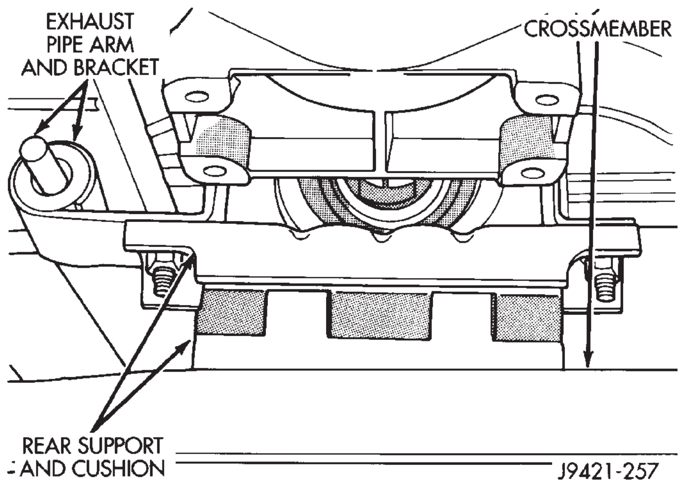


Fig. 57 Rear Support Cushion

shaft flange, drive plate and torque converter all have one offset hole.

(11) Rotate crankshaft in clockwise direction until converter bolts are accessible. Then remove bolts one at a time. Rotate crankshaft with socket wrench on dampener bolt.

(12) Mark propeller shaft and axle yokes for assembly alignment. Then disconnect and remove propeller shaft. ON 4 x 4 models, remove both propeller shafts.

(13) Disconnect wires from park/neutral position switch, transmission solenoid, and vehicle speed sensor.

(14) Disconnect gearshift rod and torque shaft assembly from transmission.

(15) Disconnect throttle valve cable from transmission bracket and throttle valve lever.

(16) On 4 x 4 models, disconnect shift rod from transfer case shift lever. Or remove shift lever from transfer case and tie rod and lever to chassis component with wire.

(17) Disconnect transmission fluid cooler lines at transmission fittings. Remove lines from retaining clips and tie lines to chassis with wire.

(18) Support rear of engine with safety stand or jack.

(19) Raise transmission slightly with service jack to relieve load on crossmember and supports.

(20) Remove bolts securing rear support and cushion to transmission and crossmember. Raise transmission slightly, slide exhaust hanger arm from bracket (Fig. 57) and (Fig. 58) and remove rear support.

(21) Remove bolts attaching crossmember to frame and remove crossmember.

(22) On 4 x 4 models, disconnect speed sensor wires and vent hose from transfer case. Then remove transfer case with transmission jack or aid of helper.

(23) Remove all converter housing bolts.

(24) Carefully work transmission and torque converter assembly rearward off engine block dowels.

(25) Use wedge tool (Fig. 58), or C-clamp to hold torque converter in place during transmission removal.

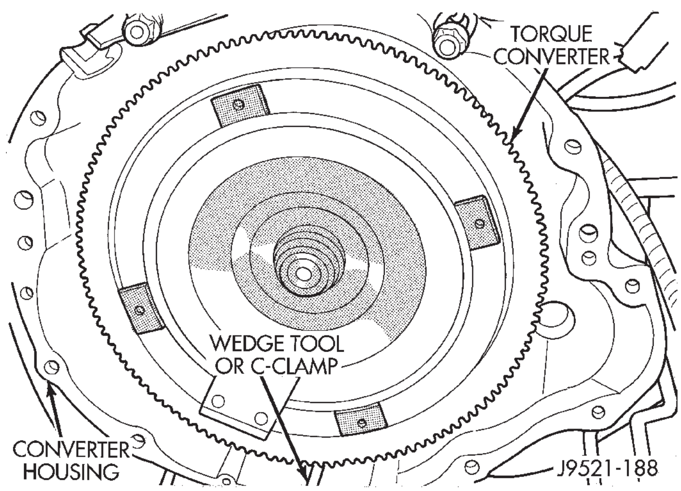


Fig. 58 Holding Converter In Place With Wedge Tool

(26) Lower transmission and remove assembly from under the vehicle.

(27) To remove torque converter, remove C-clamp from edge of bell housing and carefully slide torque converter out of the transmission.

TRANSMISSION/OVERDRIVE INSTALLATION

(1) Check torque converter hub and hub drive notches for sharp edges burrs, scratches, or nicks. Polish the hub and notches with 320/400 grit paper and crocus cloth if necessary. The hub must be smooth to avoid damaging pump seal at installation.

(2) Lubricate converter drive hub and oil pump seal lip with transmission fluid.

(3) Lubricate converter pilot hub with transmission fluid.

REMOVAL AND INSTALLATION (Continued)

(4) Align and install converter in oil pump.

(5) Carefully insert converter in oil pump. Then rotate converter back and forth until fully seated in pump gears.

(6) Check converter seating with steel scale and straightedge (Fig. 59). Surface of converter lugs should be 1/2 in. to rear of straightedge when converter is fully seated.

(7) Temporarily secure converter with wedge tool or C-clamp.

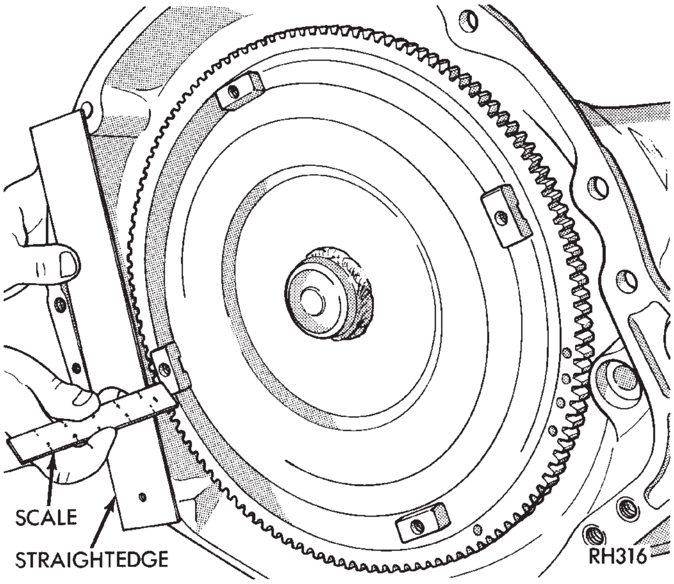


Fig. 59 Typical Method Of Checking Converter Seating

(8) Position transmission on jack and secure it with chains.

(9) Check condition of converter driveplate. Replace the plate if cracked, distorted or damaged. **Also be sure transmission dowel pins are seated in engine block and protrude far enough to held transmission in alignment.**

(10) Raise transmission and align converter with drive plate and converter housing with engine block.

(11) Move transmission forward. Then raise, lower or tilt transmission to align converter housing with engine block dowels.

(12) Rotate converter so alignment marks scribed on converter are aligned with mark on driveplate.

(13) Carefully work transmission forward and over engine block dowels until converter hub is seated in crankshaft.

(14) Install bolts attaching converter housing to engine.

(15) Install rear support. Then lower transmission onto crossmember and install bolts attaching transmission mount to crossmember.

(16) Remove engine support fixture.

(17) Install crankshaft position sensor.

(18) Install vehicle speed sensor and speedometer adapter.

(19) Install new plastic retainer grommet on any shift linkage rod or lever that was disconnected. Grommets should not be reused. Use pry tool to remove rod from grommet and cut away old grommet. Use pliers to snap new grommet into lever and to snap rod into grommet at assembly.

(20) Connect gearshift and throttle cable to transmission.

(21) Connect wires to park/neutral position switch, transmission solenoid(s) and oxygen sensor. Be sure transmission harnesses are properly routed.

CAUTION: It is essential that correct length bolts be used to attach the converter to the driveplate. Bolts that are too long will damage the clutch surface inside the converter. If new bolts are required, use the bolts specified in the parts catalog only.

(22) Install torque converter-to-driveplate bolts. On models with 10.75 in. converter, tighten bolts to 31 N·m (270 in. lbs.). On models with 12.2 in. converter, tighten bolts to 47 N·m (35 ft. lbs.).

(23) Install converter housing access cover.

(24) Install starter motor and cooler line bracket.

(25) Connect cooler lines to transmission.

(26) Install transmission fill tube. Install new seal on tube before installation.

(27) Install exhaust components.

(28) Align and connect propeller shaft.

(29) Adjust gearshift linkage and throttle valve cable if necessary.

(30) Lower vehicle.

(31) Fill transmission with Mopar ATF Plus, Type 7176 fluid.

TORQUE CONVERTER

REMOVAL

(1) Remove transmission and torque converter from vehicle.

(2) Place a suitable drain pan under the converter housing end of the transmission.

CAUTION: Verify that transmission is secure on the lifting device or work surface, the center of gravity of the transmission will shift when the torque converter is removed creating an unstable condition.

The torque converter is a heavy unit. Use caution when separating the torque converter from the transmission.

(3) Pull the torque converter forward until the center hub clears the oil pump seal.

(4) Separate the torque converter from the transmission.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

Check converter hub and drive notches for sharp edges, burrs, scratches, or nicks. Polish the hub and notches with 320/400 grit paper or crocus cloth if necessary. The hub must be smooth to avoid damaging the pump seal at installation.

(1) Lubricate converter hub and oil pump seal lip with transmission fluid.

(2) Place torque converter in position on transmission.

CAUTION: Do not damage oil pump seal or bushing while inserting torque converter into the front of the transmission.

(3) Align torque converter to oil pump seal opening.

(4) Insert torque converter hub into oil pump.

(5) While pushing torque converter inward, Rotate converter until converter is fully seated in the oil pump gears.

(6) Check converter seating with a scale and straightedge (Fig. 60). Surface of converter lugs should be 1/2 in. to rear of straightedge when converter is fully seated.

(7) If necessary, temporarily secure converter with C-clamp attached to the converter housing.

(8) Install the transmission in the vehicle.

(9) Fill the transmission with the recommended fluid.

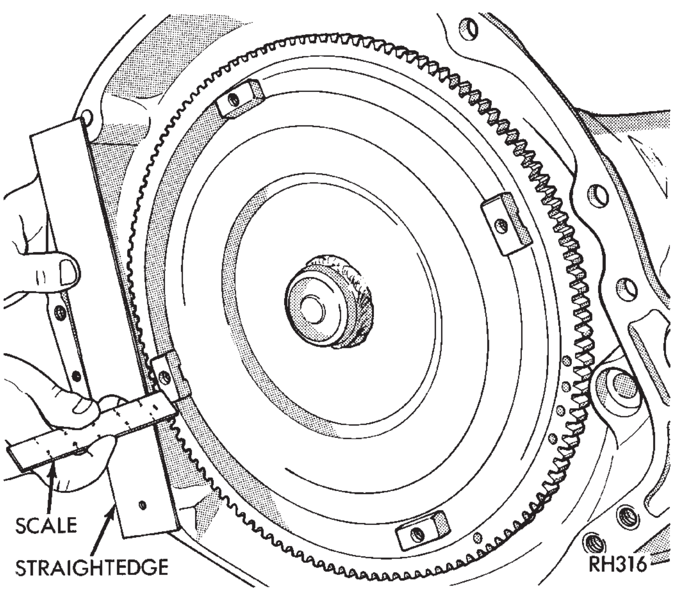


Fig. 60 Checking Torque Converter Seating

DISASSEMBLY AND ASSEMBLY

VALVE BODY

Remove the valve body from the transmission, refer to Removal and Installation procedures section in this group.

VALVE BODY MAIN COMPONENT DISASSEMBLE

CAUTION: Do not clamp any valve body component in a vise. This practice can damage the component resulting in unsatisfactory operation after assembly and installation. Do not use pliers to remove any of the valves, plugs or springs and do not force any of the components out or into place. The valves and valve body housings will be damaged if force is used. Tag or mark the valve body springs for reference as they are removed. Do not allow them to become intermixed.

(1) Disconnect wires from governor pressure sensor and solenoid (Fig. 61).

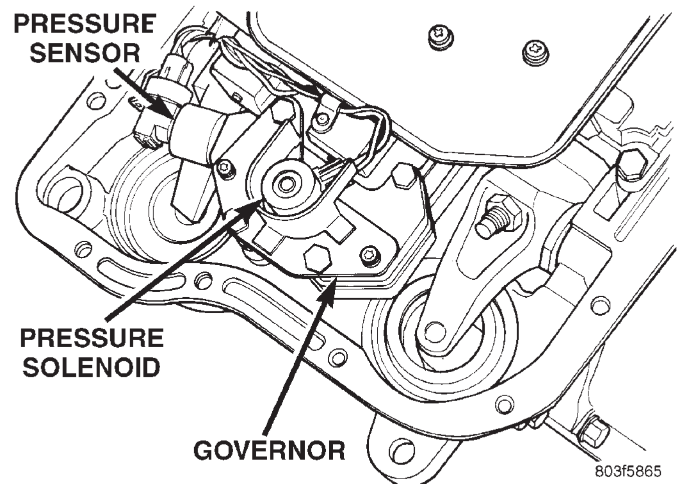


Fig. 61 Governor Pressure Solenoid And Sensor Wire Locations

(2) Remove screws attaching governor body and retainer plate to transfer plate (Fig. 62).

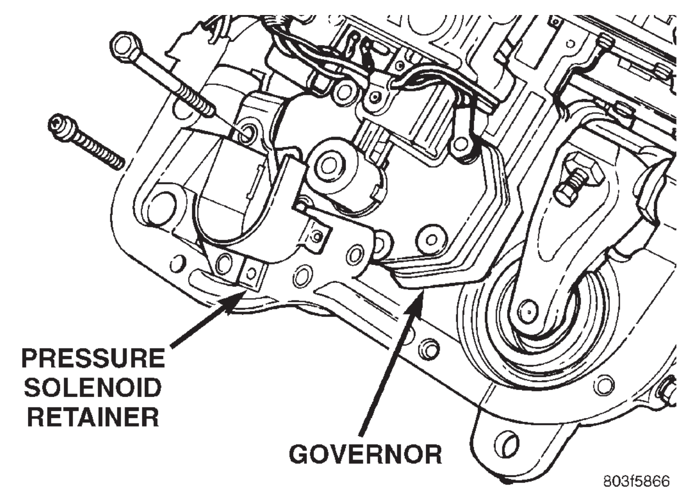


Fig. 62 Governor Body And Retainer Plate Attaching Screw

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Remove retainer plate, governor body and gasket from transfer plate (Fig. 63).

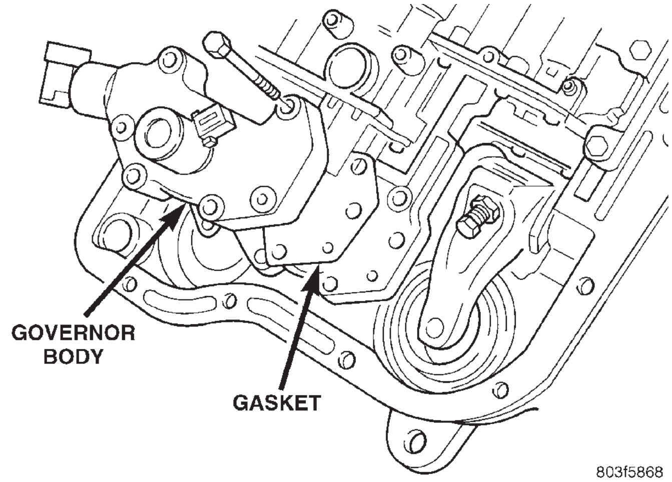


Fig. 63 Governor Body And Gasket

(4) Disconnect wires from governor pressure sensor, if not done previously.

(5) Remove governor pressure sensor from governor body. Sensor is retained in body with M-shaped spring clip (Fig. 64). Remove clip with small pointed tool and slide sensor out of body.

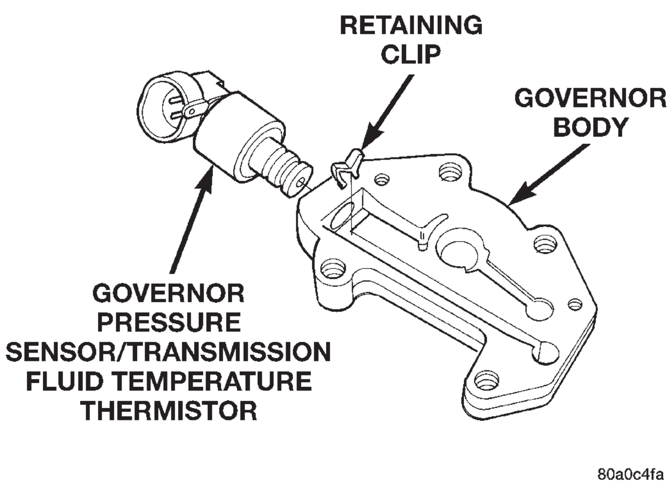


Fig. 64 Governor Pressure Sensor

(6) Remove governor pressure solenoid by pulling it straight out of bore in governor body (Fig. 65). Remove and discard solenoid O-rings if worn, cut, or torn.

(7) Remove small shoulder bolt that secures solenoid harness case connector to 3-4 accumulator housing (Fig. 66). **Retain shoulder bolt. Either tape it to harness or thread it back into accumulator housing after connector removal.**

(8) Unhook overdrive/converter solenoid harness from 3-4 accumulator cover plate (Fig. 67).

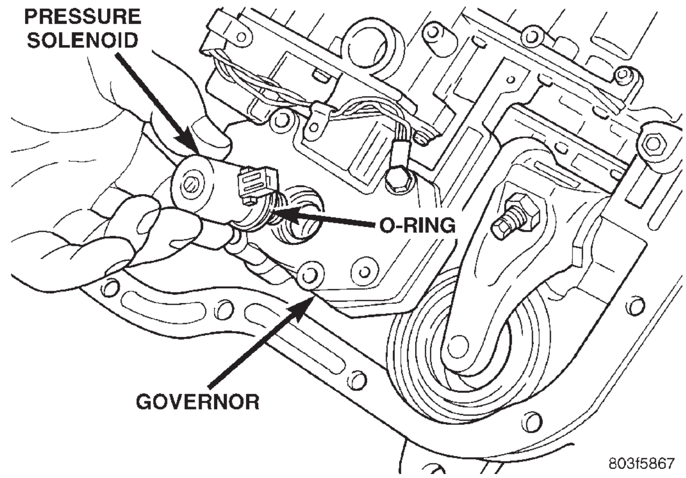


Fig. 65 Governor Pressure Solenoid

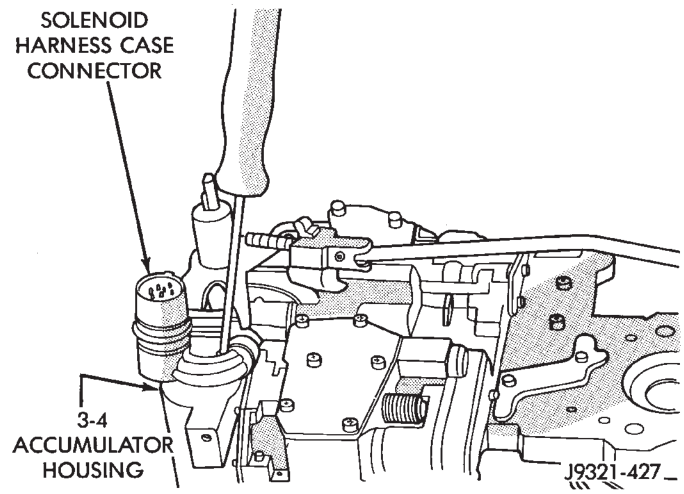


Fig. 66 Solenoid Harness Case Connector Shoulder Bolt

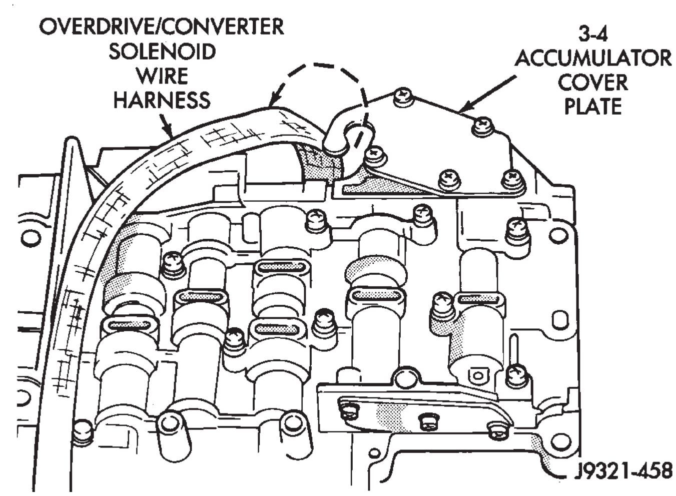


Fig. 67 Unhooking Solenoid Harness From Accumulator Cover Plate

DISASSEMBLY AND ASSEMBLY (Continued)

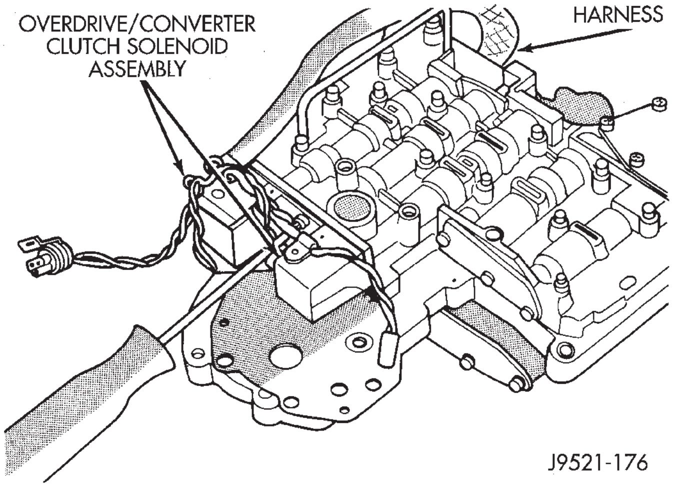


Fig. 68 Solenoid Assembly Screws

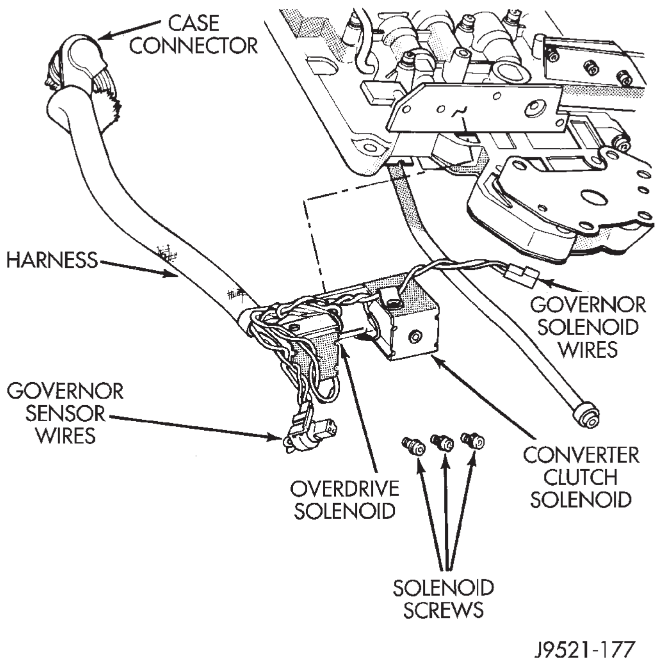


Fig. 69 Solenoid Assembly

(9) Turn valve body over and remove screws that attach overdrive/converter solenoid assembly to valve body (Fig. 68).

(10) Remove solenoid and harness assembly from valve body (Fig. 69).

(11) Remove boost valve cover (Fig. 70).

(12) Remove boost valve retainer, valve spring and boost valve (Fig. 71).

(13) Secure detent ball and spring with Retainer Tool 6583 (Fig. 72).

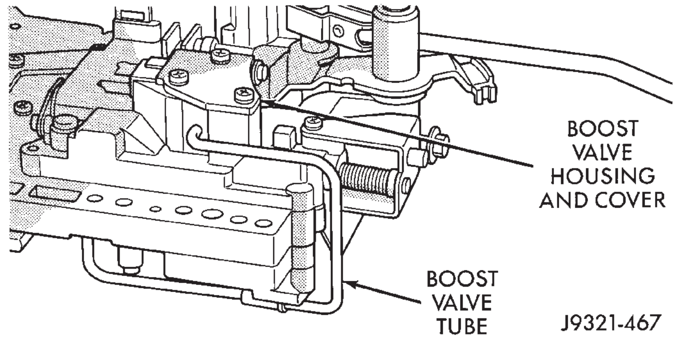


Fig. 70 Boost Valve Cover Location

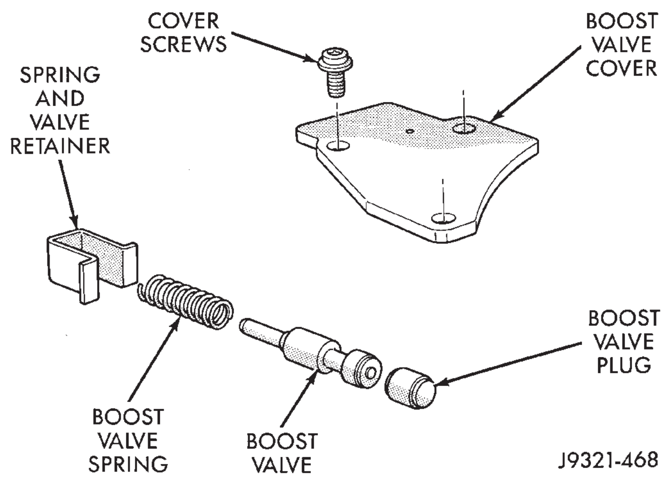


Fig. 71 Boost Valve Components

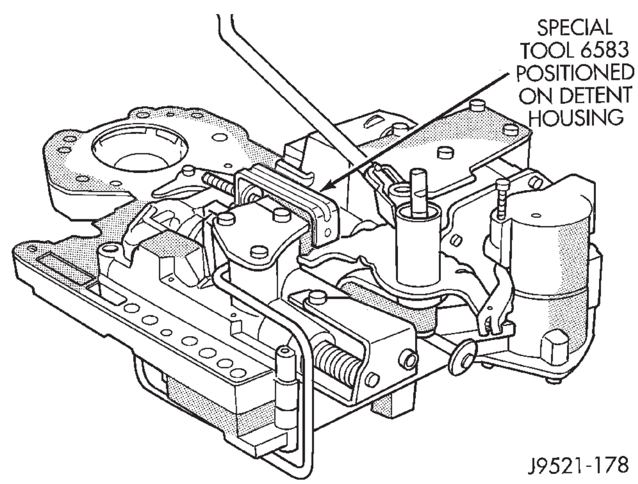


Fig. 72 Detent Ball And Spring

DISASSEMBLY AND ASSEMBLY (Continued)

(14) Remove E-clip and washer that retains throttle lever shaft in manual lever (Fig. 73).

(15) Remove manual lever and throttle lever (Fig. 74). Rotate and lift manual lever off valve body and throttle lever shaft. Then slide throttle lever out of valve body.

(16) Position pencil magnet next to detent housing to catch detent ball and spring. Then carefully remove Retainer Tool 6583 and remove detent ball and spring (Fig. 75).

(17) Remove park rod E-clip and separate rod from manual lever (Fig. 76).

(18) Remove screws attaching pressure adjusting screw bracket to valve body and transfer plate (Fig. 77). Hold bracket firmly against spring tension while removing last screw.

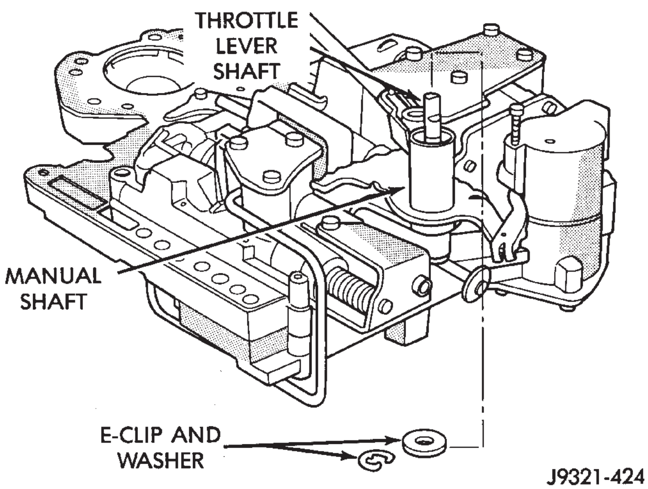


Fig. 73 Throttle Lever E-Clip And Washer

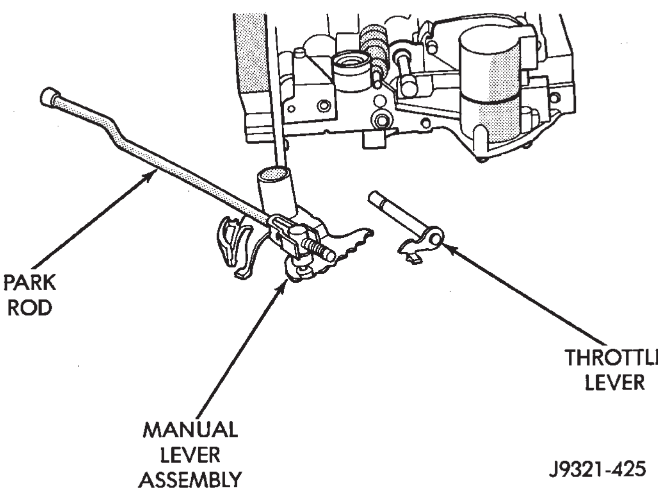


Fig. 74 Manual And Throttle Lever

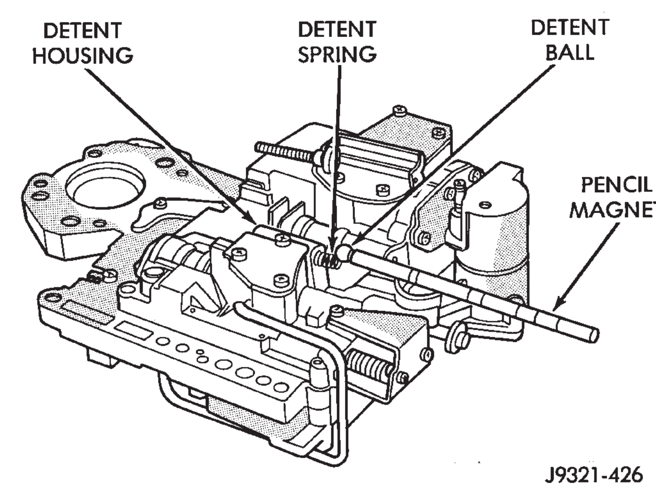


Fig. 75 Detent Ball And Spring

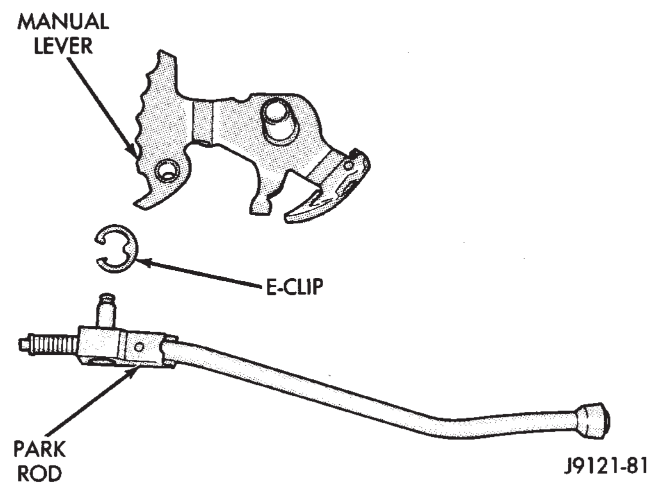


Fig. 76 Park Rod

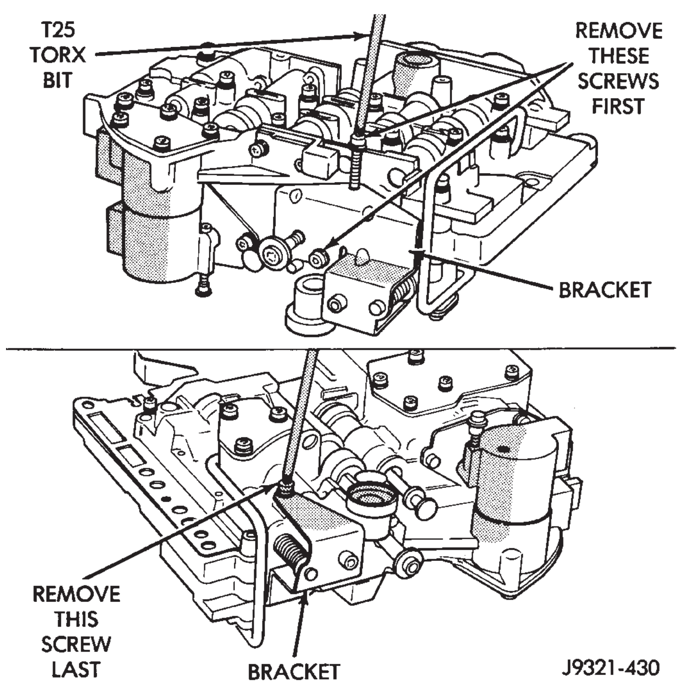


Fig. 77 Adjusting Screw Bracket Fastener

DISASSEMBLY AND ASSEMBLY (Continued)

(19) Remove adjusting screw bracket, line pressure adjusting screw, pressure regulator valve spring and switch valve spring (Fig. 78). **Do not remove throttle pressure adjusting screw from bracket and do not disturb setting of either adjusting screw during removal.**

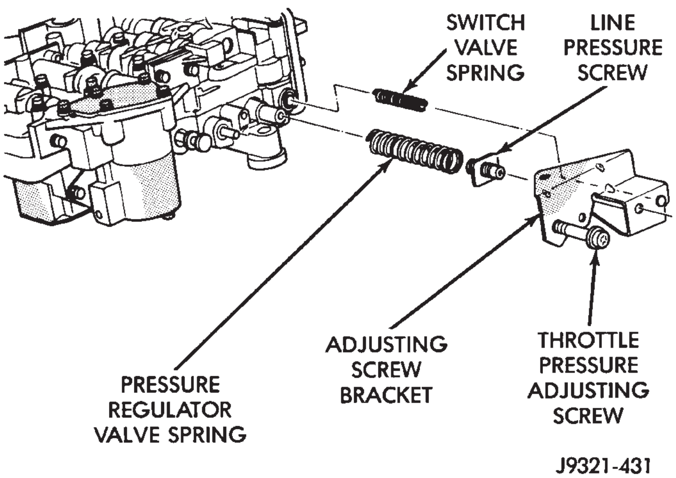


Fig. 78 Adjusting Screw Bracket And Spring

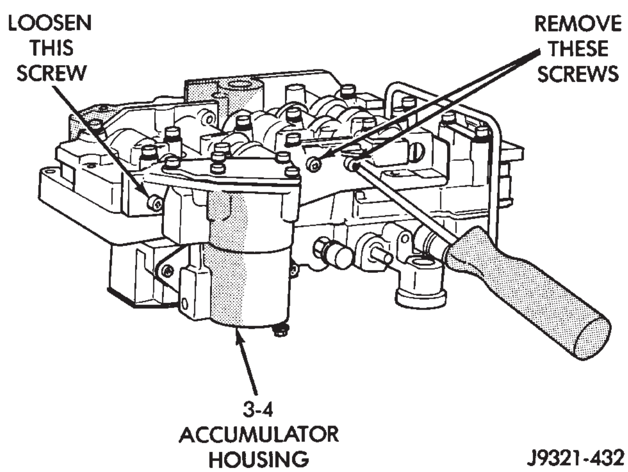


Fig. 79 Accumulator Housing Screw Locations

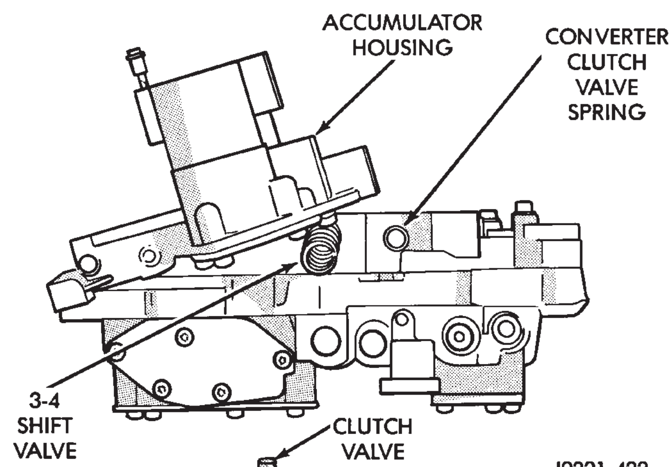


Fig. 80 3-4 Shift And Converter Clutch Valve Springs And Plug

(20) Loosen left-side 3-4 accumulator housing attaching screw about 2-3 threads. Then remove center and right-side housing attaching screws (Fig. 79).

(21) Carefully rotate 3-4 accumulator housing upward and remove 3-4 shift valve spring and converter clutch valve plug and spring (Fig. 80).

(22) Remove left-side screw and remove 3-4 accumulator housing from valve body (Fig. 81).

(23) Remove pressure regulator valve spring from lower housing (Fig. 82).

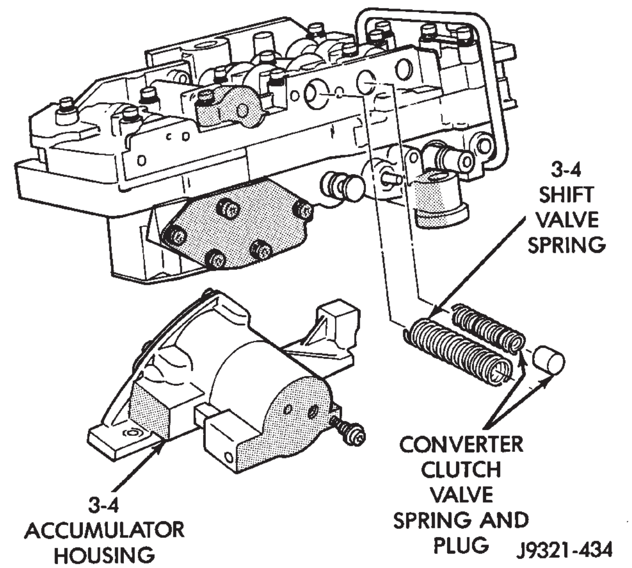


Fig. 81 Accumulator Housing, Valve Springs And Plug

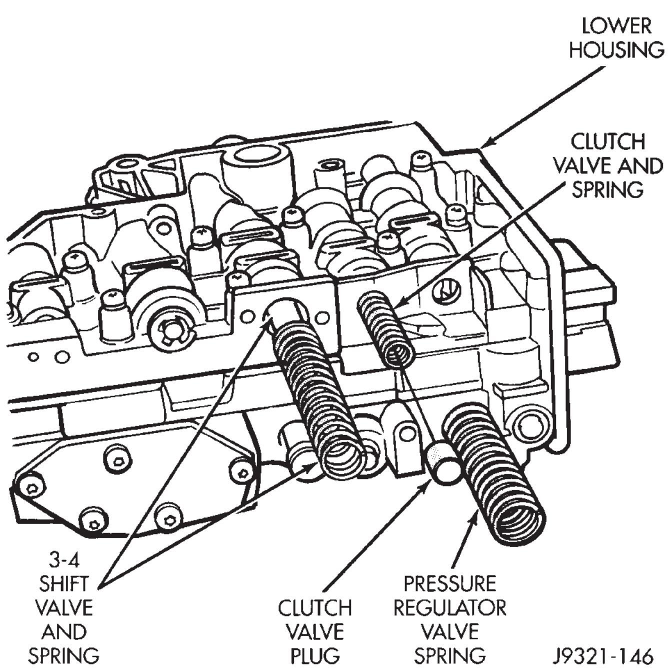


Fig. 82 Lower Housing Valve Spring Locations

DISASSEMBLY AND ASSEMBLY (Continued)

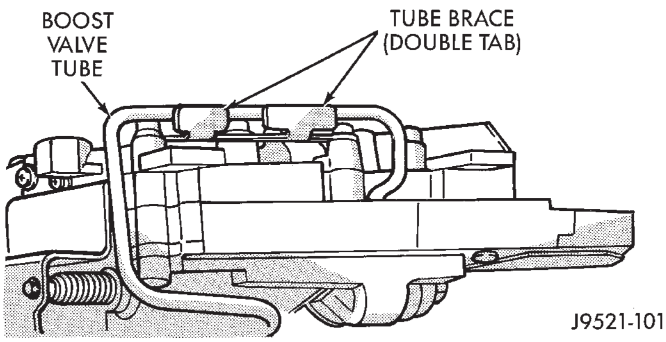


Fig. 83 Boost Valve Tube Brace

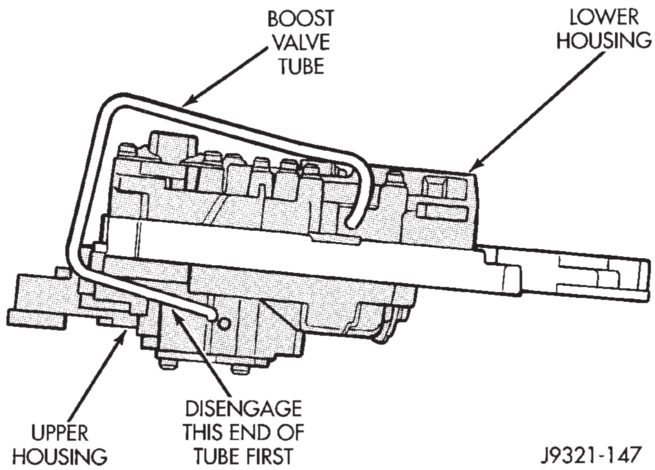


Fig. 84 Boost Valve Tube

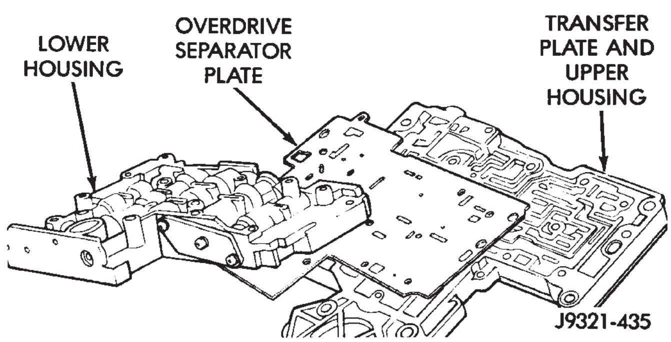


Fig. 85 Lower Housing

(24) Bend back tabs on boost valve tube brace (Fig. 83).

(25) Remove boost valve connecting tube (Fig. 84). Disengage tube from upper housing port first. Then rock opposite end of tube back and forth to work it out of lower housing.

CAUTION: Do not use tools to loosen or pry the connecting tube out of the valve body housings. Loosen and remove the tube by hand only.

(26) Turn valve body over so lower housing is facing upward (Fig. 85). In this position, the two check balls in upper housing will remain in place and not fall out when lower housing and separator plate are removed.

(27) Remove screws attaching valve body lower housing to upper housing and transfer plate (Fig. 85). **Note position of boost valve tube brace for assembly reference.**

(28) Remove lower housing and overdrive separator plate from transfer plate (Fig. 85).

(29) Remove transfer plate from upper housing (Fig. 86).

(30) Turn transfer plate over so upper housing separator plate is facing upward.

(31) Remove brace plate from lower housing separator plate and transfer plate (Fig. 87).

(32) Remove upper housing separator plate from transfer plate (Fig. 88). Note position of filter in separator plate for assembly reference.

(33) Remove rear clutch and rear servo check balls from transfer plate. Note check ball location for assembly reference (Fig. 89).

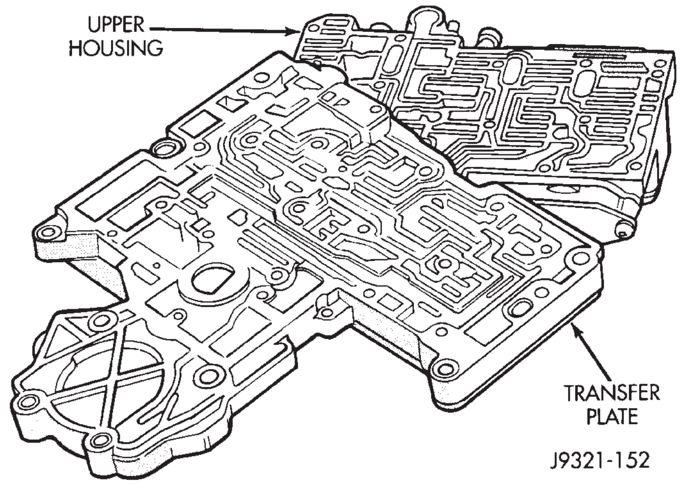


Fig. 86 Transfer Plate

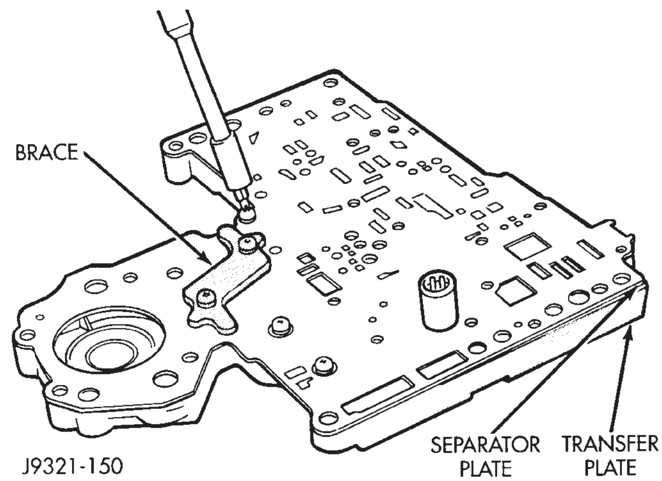


Fig. 87 Brace Plate

DISASSEMBLY AND ASSEMBLY (Continued)

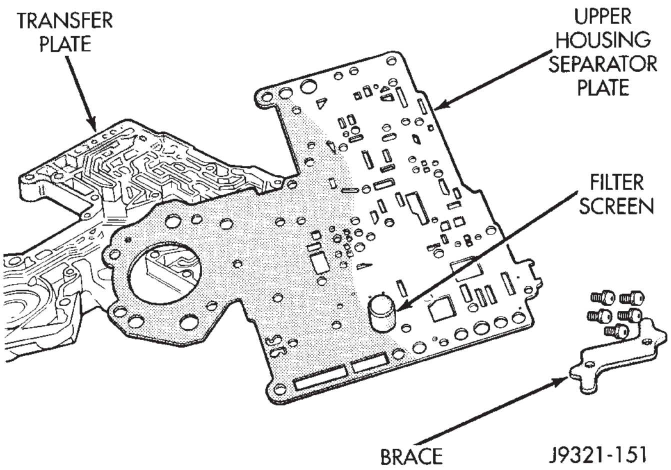


Fig. 88 Upper Housing Separator Plate

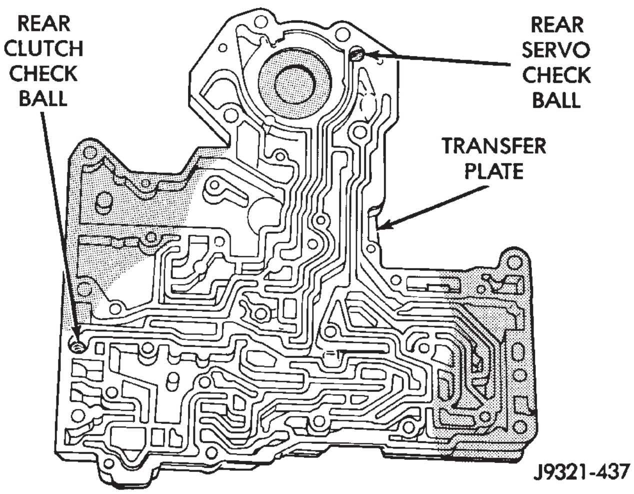


Fig. 89 Rear Clutch And Rear Servo Check Ball Locations

VALVE BODY UPPER HOUSING DISASSEMBLE

(1) Note location of check balls in valve body upper housing (Fig. 90). Then remove the one large diameter and the six smaller diameter check balls.

(2) Remove E-clip that secure shuttle valve secondary spring on valve stem (Fig. 91).

(3) Remove governor plug and shuttle valve covers (Fig. 92).

(4) Remove throttle plug, primary spring, shuttle valve, secondary spring, and spring guides (Fig. 92).

(5) Remove boost valve retainer, spring and valve if not previously removed.

(6) Turn upper housing over and remove switch valve, regulator valve and spring, and manual valve (Fig. 93).

(7) Remove kickdown detent, kickdown valve, and throttle valve and spring (Fig. 93).

(8) Remove throttle plug and 1-2 and 2-3 governor plugs (Fig. 93). Also remove shuttle valve primary spring if not removed in prior step.

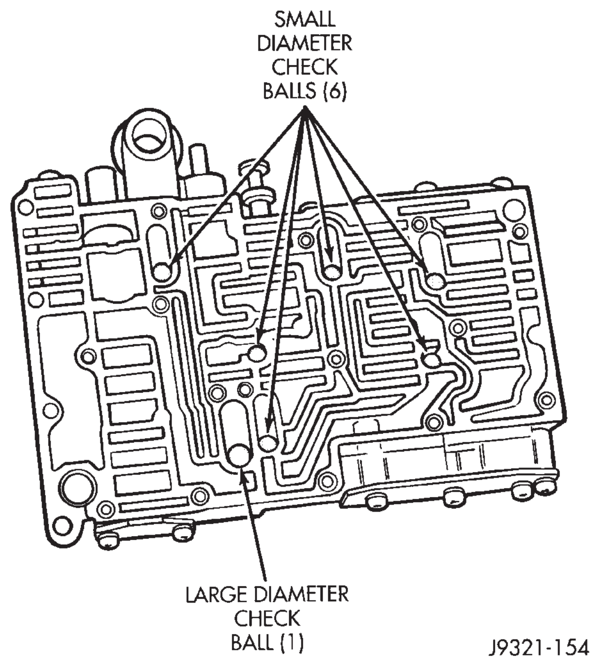


Fig. 90 Check Ball Locations In Upper Housing

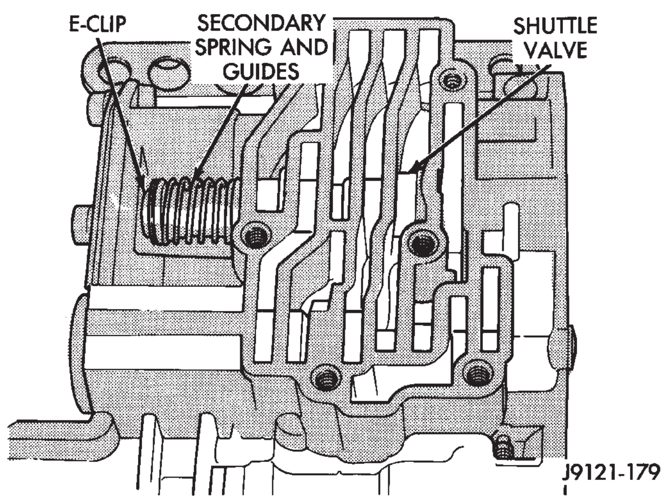


Fig. 91 Shuttle Valve E-Clip And Secondary Spring Location

DISASSEMBLY AND ASSEMBLY (Continued)

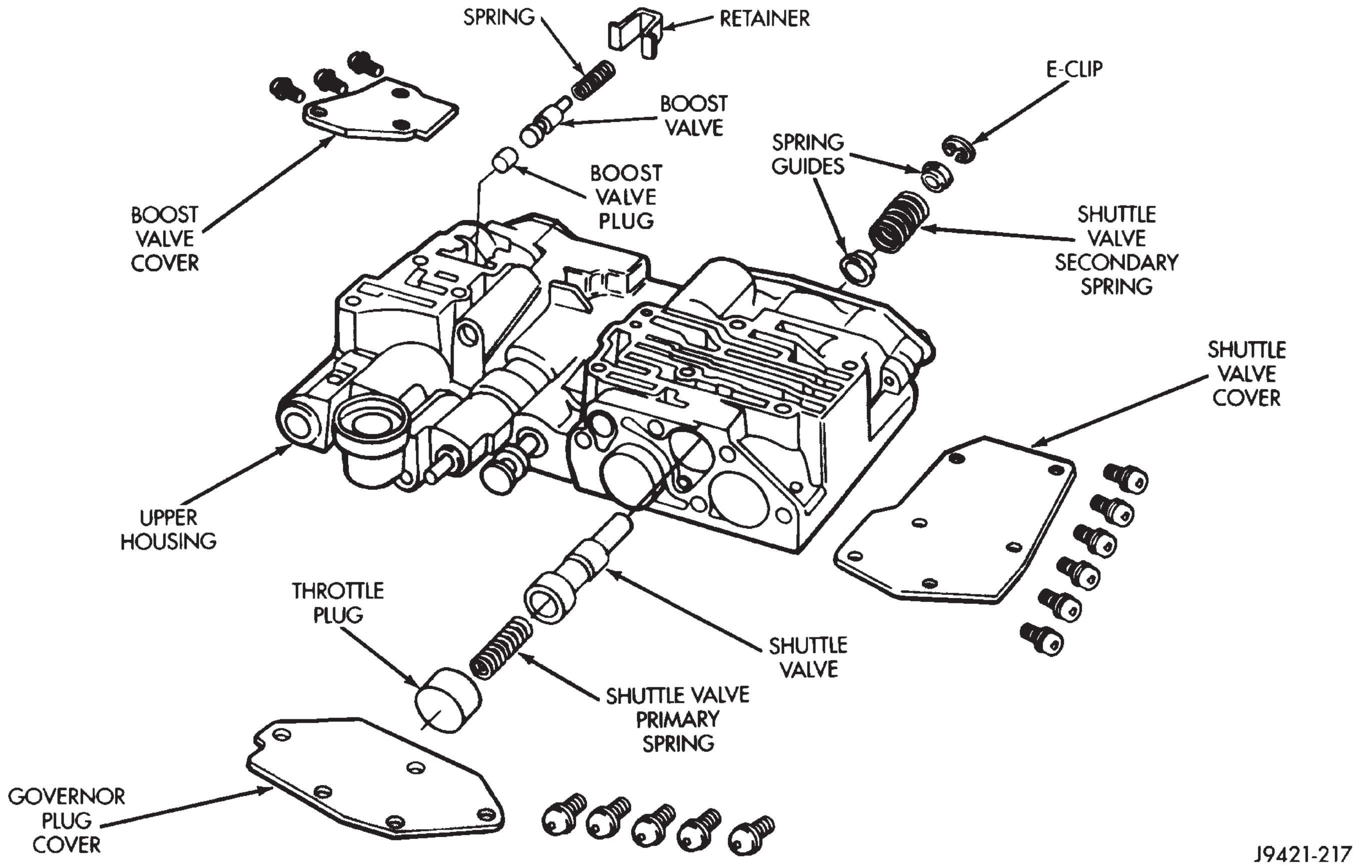


Fig. 92 Shuttle And Boost Valve Components

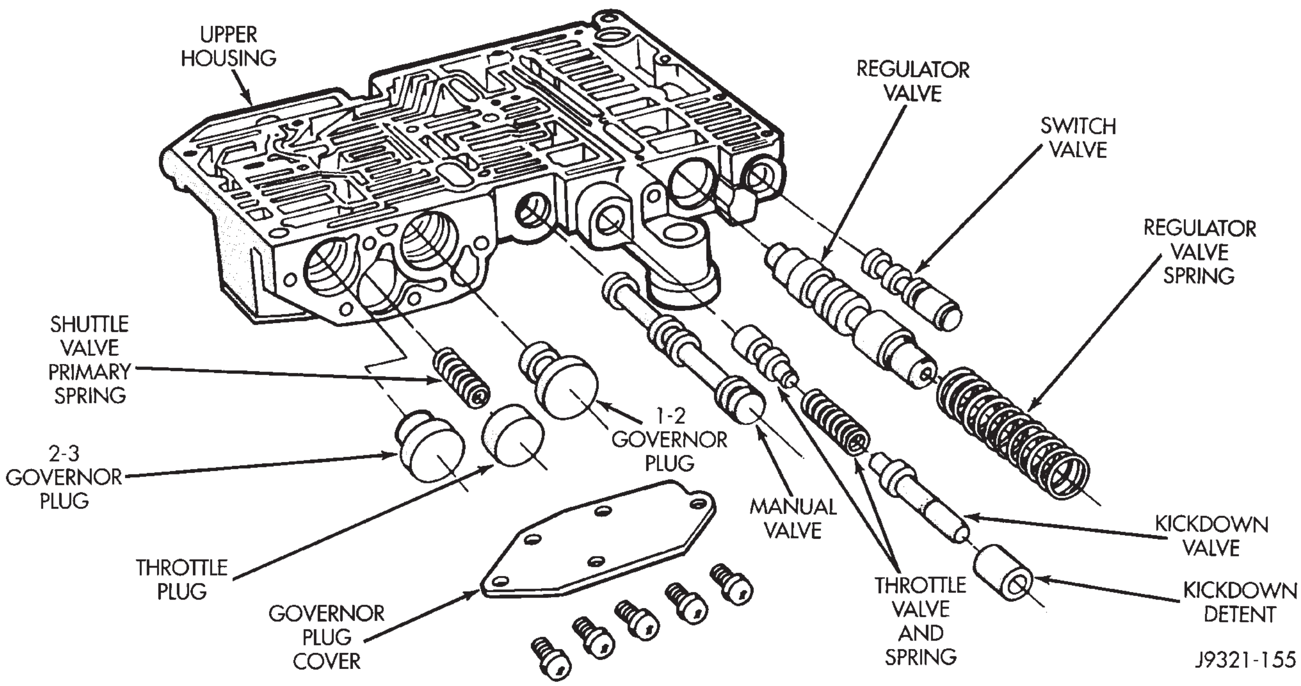


Fig. 93 Upper Housing Control Valve Locations

DISASSEMBLY AND ASSEMBLY (Continued)

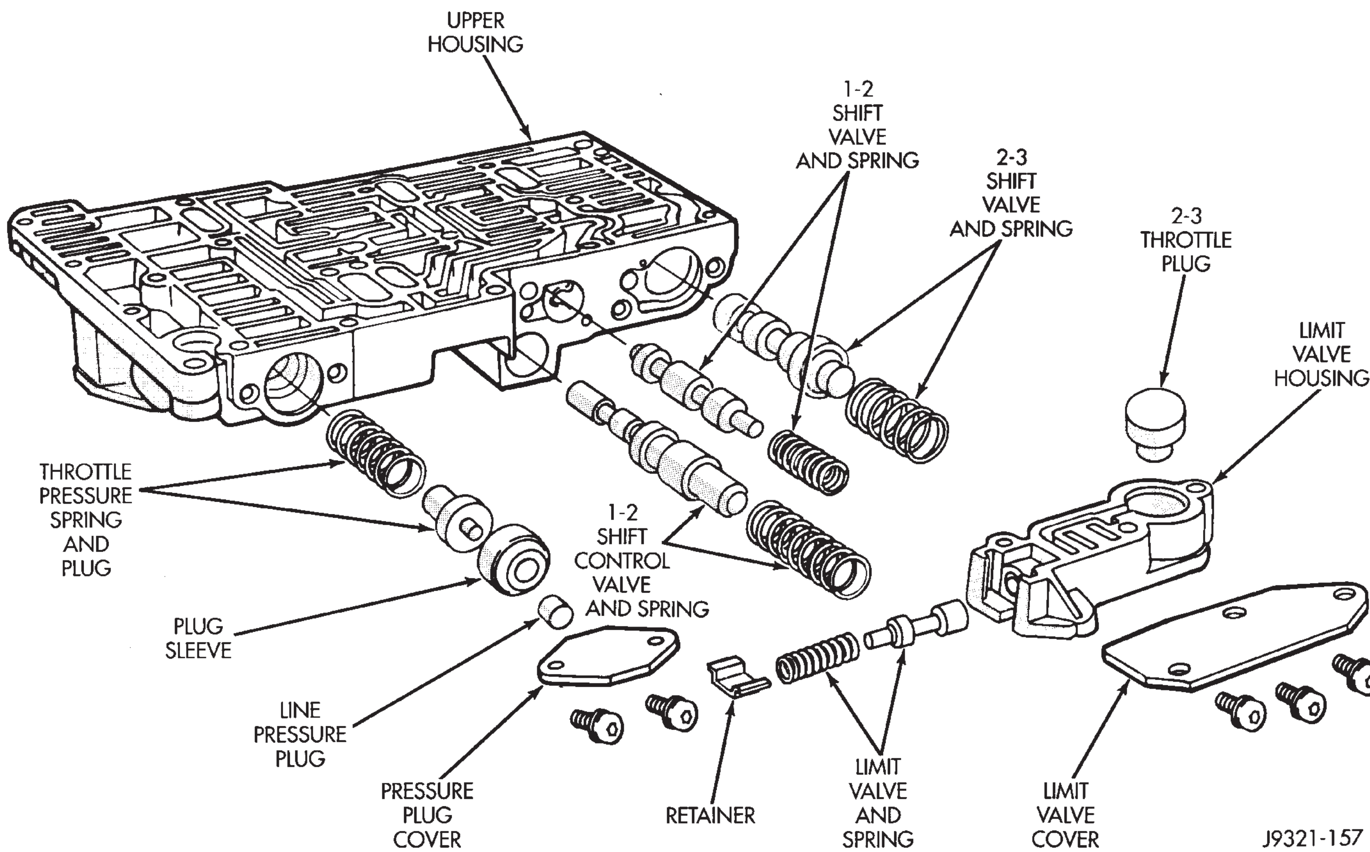


Fig. 94 Upper Housing Shift Valve And Pressure Plug Locations

(9) Turn upper housing around and remove limit valve and shift valve covers (Fig. 94).

(10) Remove limit valve housing. Then remove retainer, spring, limit valve, and 2-3 throttle plug from limit valve housing (Fig. 94).

(11) Remove 1-2 shift control valve and spring (Fig. 94).

(12) Remove 1-2 shift valve and spring (Fig. 94).

(13) Remove 2-3 shift valve and spring from valve body (Fig. 94).

(14) Remove pressure plug cover (Fig. 94).

(15) Remove line pressure plug, sleeve, throttle pressure plug and spring (Fig. 94).

VALVE BODY LOWER HOUSING DISASSEMBLY

(1) Remove timing valve cover.

(2) Remove 3-4 timing valve and spring.

(3) Remove 3-4 quick fill valve, spring and plug.

(4) Remove 3-4 shift valve and spring.

(5) Remove converter clutch valve, spring and plug (Fig. 95).

(6) Remove converter clutch timing valve, retainer and valve spring.

3-4 ACCUMULATOR HOUSING DISASSEMBLY

(1) Remove end plate from housing.

(2) Remove piston spring.

(3) Remove piston. Remove and discard piston seals (Fig. 96).

VALVE BODY ASSEMBLE

CAUTION: Do not force valves or plugs into place during reassembly. If the valve body bores, valves and plugs are free of distortion or burrs, the valve body components should all slide into place easily. In addition, do not overtighten the transfer plate and valve body screws during reassembly. Overtightening can distort the housings resulting in valve sticking, cross leakage and unsatisfactory operation. Tighten valve body screws to recommended torque only.

LOWER HOUSING ASSEMBLY

(1) Lubricate valves, springs, and the housing valve and plug bores with clean transmission fluid (Fig. 95).

(2) Install 3-4 timing valve spring and valve in lower housing.

(3) Install 3-4 quick fill valve in lower housing.

(4) Install 3-4 quick fill valve spring and plug in housing.

DISASSEMBLY AND ASSEMBLY (Continued)

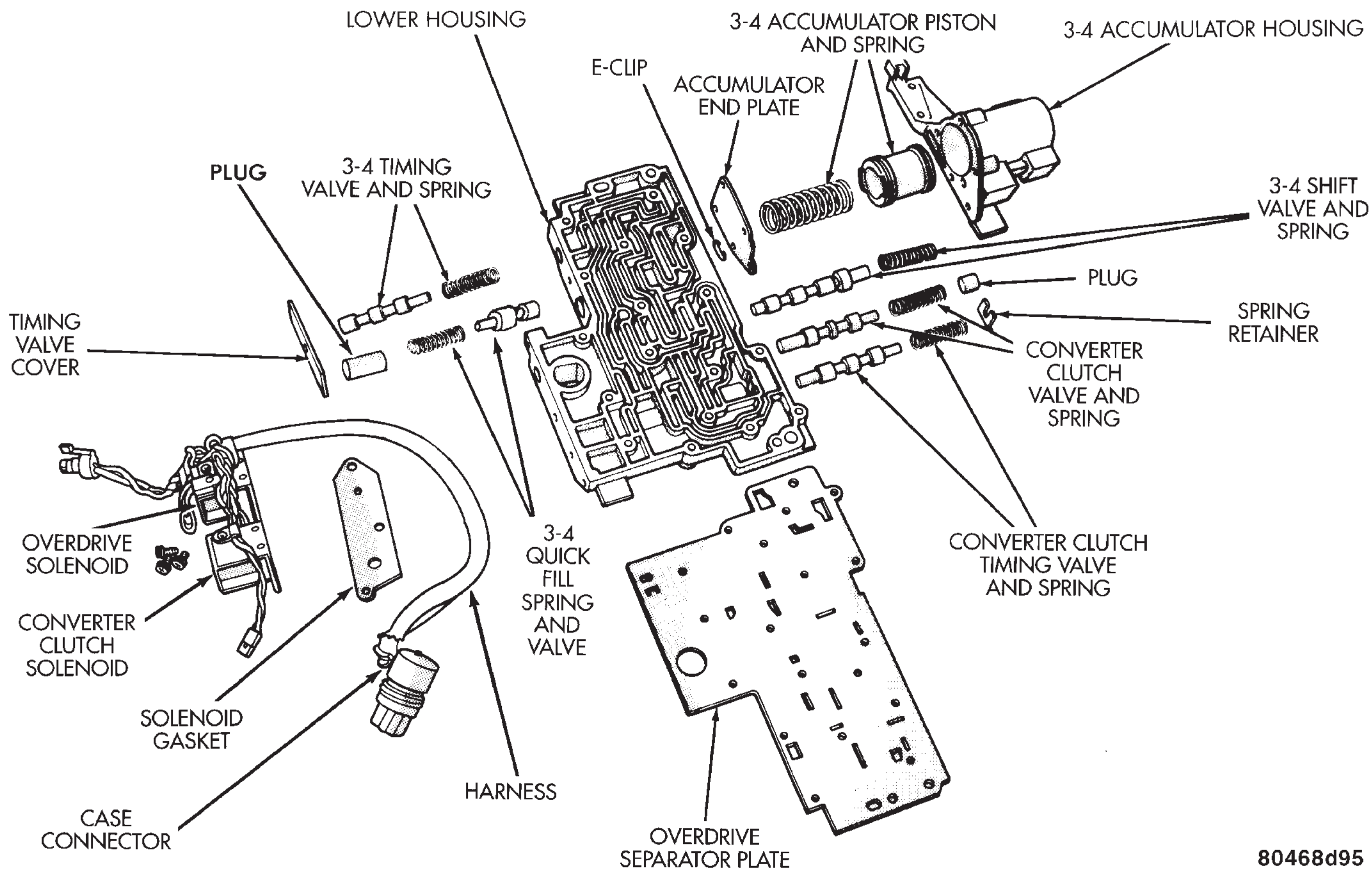


Fig. 95 Lower Housing Shift Valves And Springs

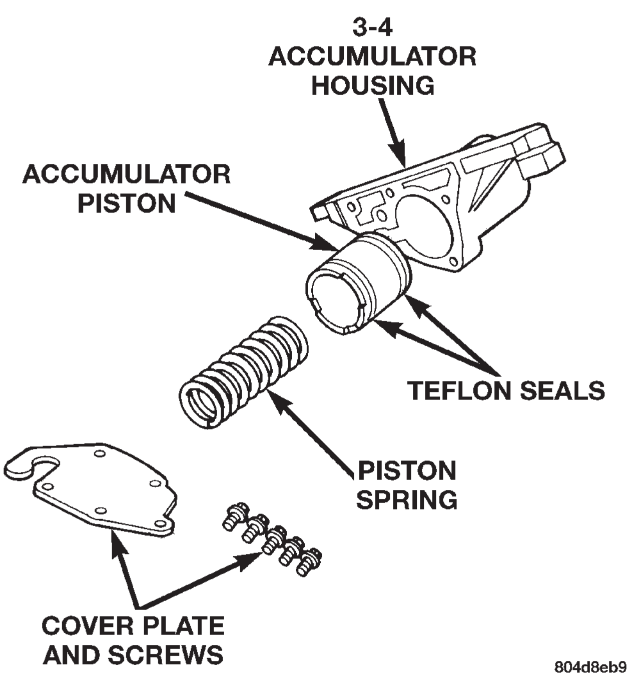


Fig. 96 Accumulator Housing Components

(5) Install timing valve end plate. Tighten end plate screws to 4 N·m (35 in. lbs.) torque.

(6) Install 3-4 shift valve and spring.

(7) Install converter clutch valve, spring and plug.

(8) Install converter clutch timing valve and spring.

3-4 ACCUMULATOR ASSEMBLY

(1) Lubricate accumulator piston, seals and housing piston bore with clean transmission fluid (Fig. 96).

(2) Install new seal rings on accumulator piston.

(3) Install piston and spring in housing.

(4) Install end plate on housing.

TRANSFER PLATE ASSEMBLY

(1) Install rear clutch and rear servo check balls in transfer plate (Fig. 97).

(2) Install filter screen in upper housing separator plate (Fig. 98).

(3) Align and position upper housing separator plate on transfer plate (Fig. 99).

(4) Install brace plate (Fig. 99). Tighten brace attaching screws to 4 N·m (35 in. lbs.) torque.

(5) Install remaining separator plate attaching screws. Tighten screws to 4 N·m (35 in. lbs.) torque.

ASSEMBLING UPPER AND LOWER HOUSINGS

(1) Position upper housing so internal passages and check ball seats are facing upward. Then install

DISASSEMBLY AND ASSEMBLY (Continued)

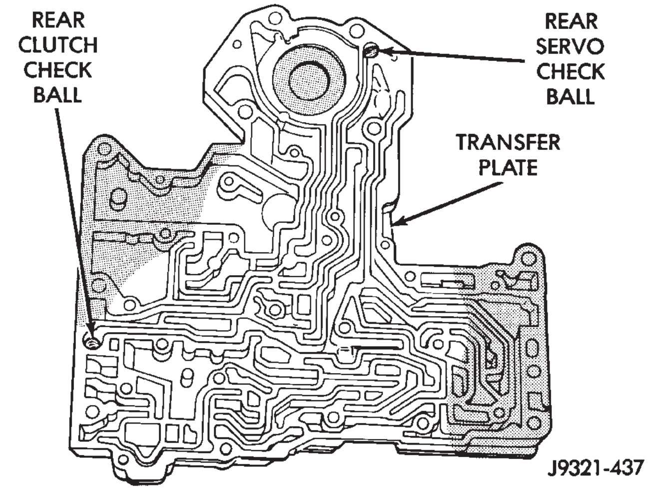


Fig. 97 Rear Clutch And Rear Servo Check Ball Locations

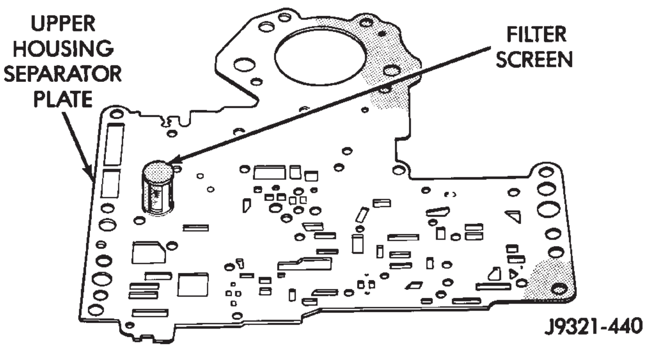


Fig. 98 Separator Plate Filter Screen Installation

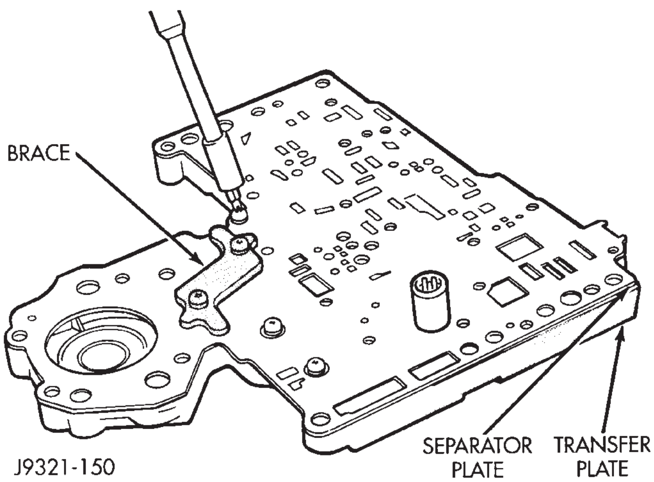


Fig. 99 Brace Plate

check balls in housing (Fig. 100). Seven check balls are used. The single large check ball is approximately 8.7 mm (11/32 in.) diameter. The remaining 6 check balls are approximately 6.3 mm (1/4 in.) in diameter.

(2) Position assembled transfer plate and upper housing separator plate on upper housing (Fig. 101).

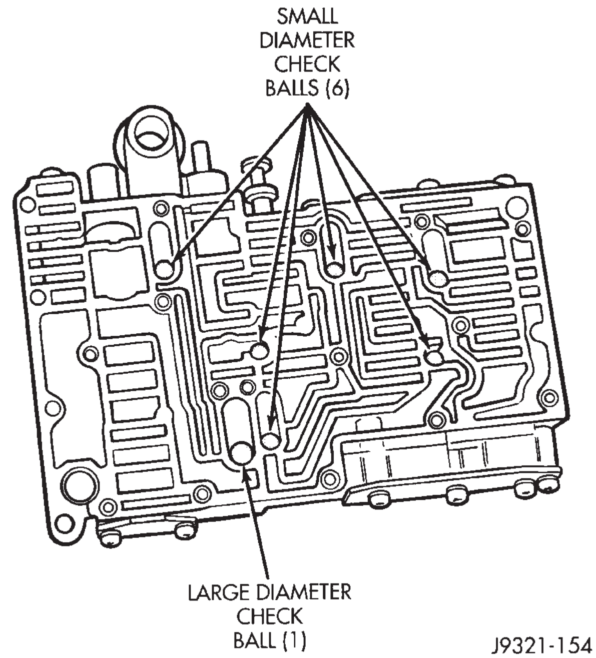


Fig. 100 Check Ball Locations In Upper Housing

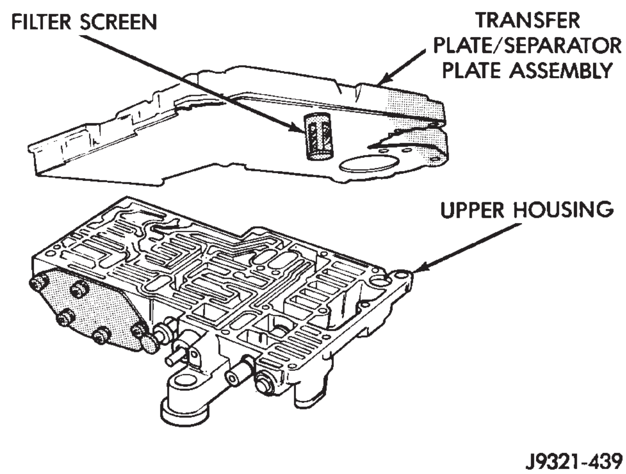


Fig. 101 Installing Transfer Plate On Upper Housing

Be sure filter screen is seated in proper housing recess.

(3) Position lower housing separator plate on transfer plate (Fig. 102).

(4) Install lower housing on assembled transfer plate and upper housing (Fig. 103).

(5) Install and start valve body screws by hand. Then tighten screws evenly to 4 N·m (35 in. lbs.) torque. Start at center and work out to sides when tightening screws (Fig. 103).

UPPER HOUSING VALVE AND PLUG INSTALLATION

Refer to (Fig. 104), (Fig. 105) and (Fig. 106) to perform the following steps.

(1) Lubricate valves, plugs, springs with clean transmission fluid.

DISASSEMBLY AND ASSEMBLY (Continued)

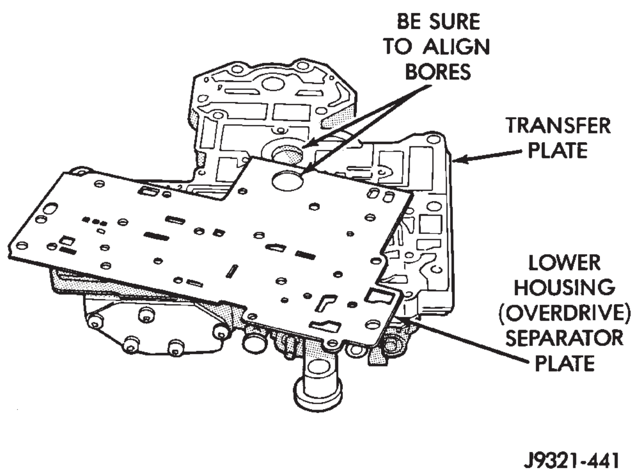


Fig. 102 Lower Housing Separator Plate

(2) Assemble regulator valve line pressure plug, sleeve, throttle plug and spring. Insert assembly in upper housing and install cover plate. Tighten cover plate screws to 4 N·m (35 in. lbs.) torque.

(3) Install 1-2 and 2-3 shift valves and springs.

(4) Install 1-2 shift control valve and spring.

(5) Install shift valve cover plate.

(6) Install shuttle valve as follows:

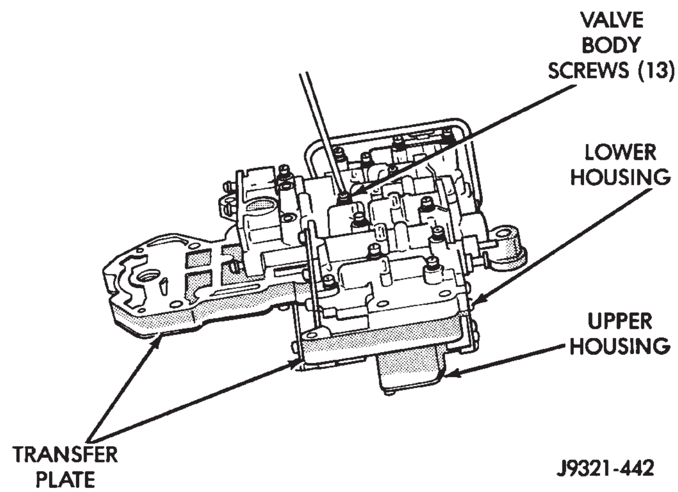


Fig. 103 Installing Lower Housing On Transfer Plate And Upper Housing

(a) Insert plastic guides in shuttle valve secondary spring and install spring on end of valve.

(b) Hold shuttle valve in place.

(c) Compress secondary spring and install E-clip in groove at end of shuttle valve.

(d) Verify that spring and E-clip are properly seated before proceeding.

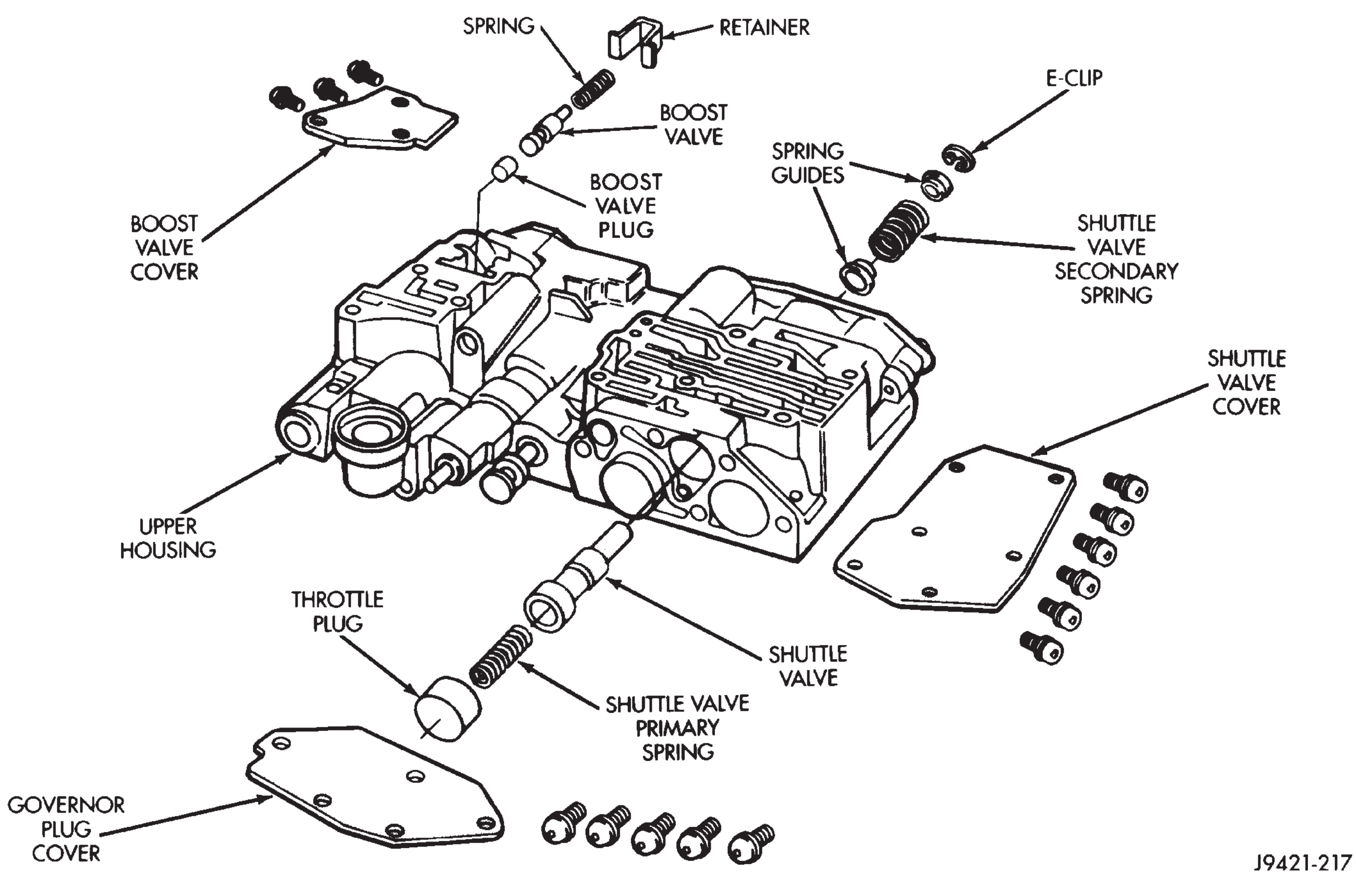


Fig. 104 Shuttle And Boost Valve Components

DISASSEMBLY AND ASSEMBLY (Continued)

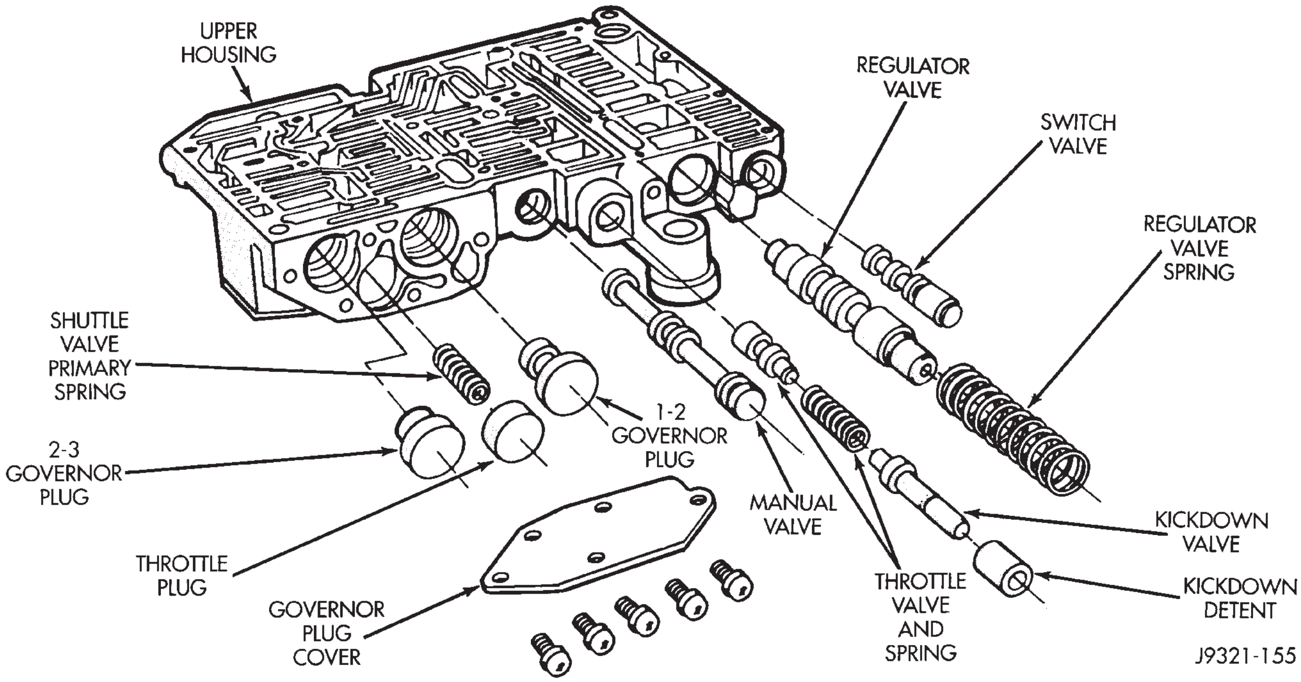


Fig. 105 Upper Housing Control Valve Locations

(7) Install shuttle valve cover plate. Tighten cover plate screws to 4 N·m (35 in. lbs.) torque.

(8) Install 1-2 and 2-3 valve governor plugs in valve body.

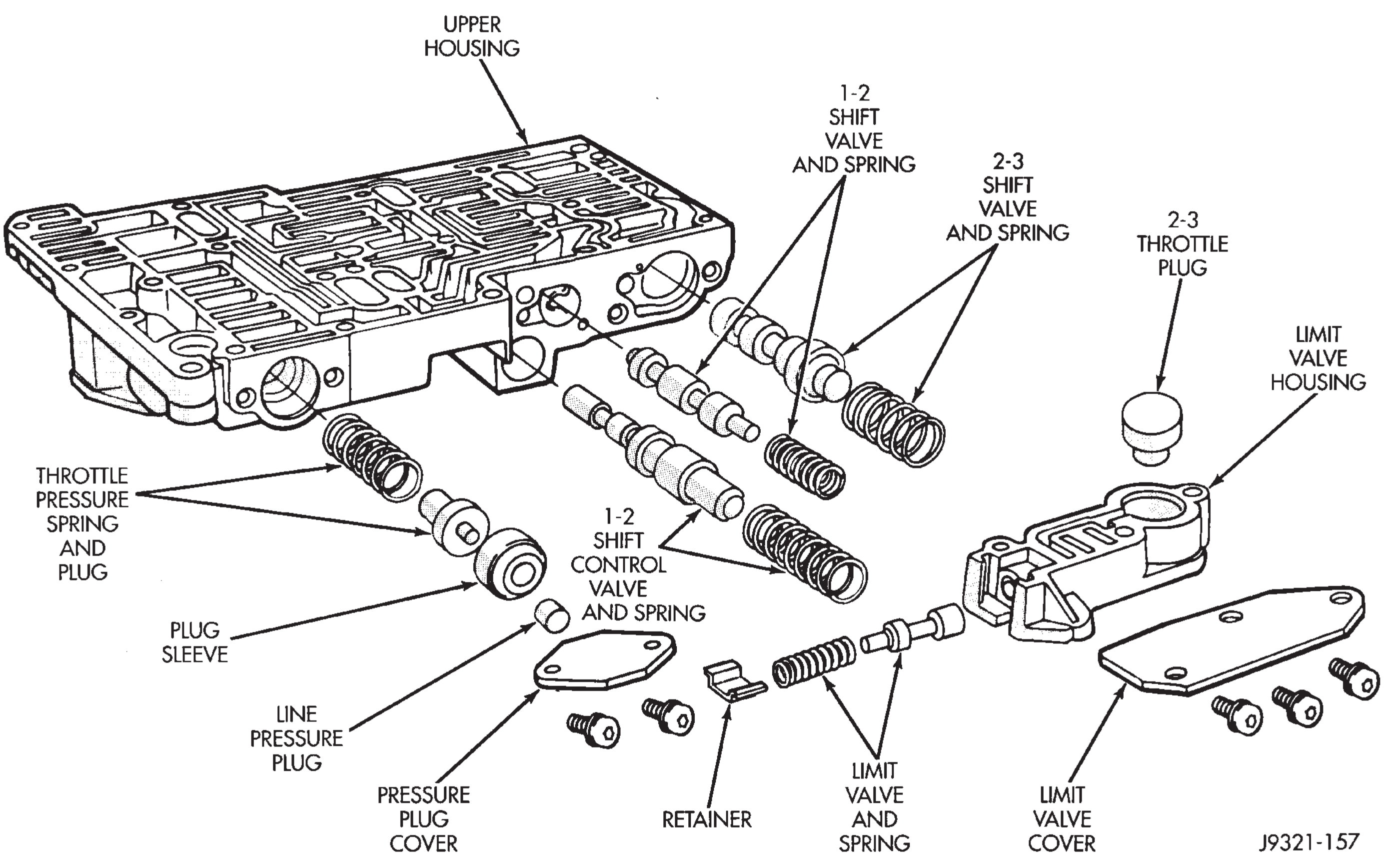


Fig. 106 Upper Housing Shift Valve And Pressure Plug Locations

DISASSEMBLY AND ASSEMBLY (Continued)

(9) Install shuttle valve primary spring and throttle plug.
(10) Align and install governor plug cover. Tighten cover screws to 4 N·m (35 in. lbs.) torque.
(11) Install manual valve.
(12) Install throttle valve and spring.
(13) Install kickdown valve and detent.
(14) Install pressure regulator valve.
(15) Install switch valve.

BOOST VALVE TUBE AND BRACE INSTALLATION

(1) Position valve body assembly so lower housing is facing upward (Fig. 107).
(2) Lubricate tube ends and housing ports with transmission fluid or petroleum jelly.
(3) Start tube in lower housing port first. Then swing tube downward and work opposite end of tube into upper housing port (Fig. 107).
(4) Insert and seat each end of tube in housings.
(5) Slide tube brace under tube and into alignment with valve body screw holes (Fig. 108).
(6) Install and finger tighten three screws that secure tube brace to valve body housings (Fig. 108).
(7) Bend tube brace tabs up and against tube to hold it in position (Fig. 109).
(8) **Tighten all valve body housing screws to 4 N·m (35 in. lbs.) torque after tube and brace are installed. Tighten screws in diagonal pattern starting at center and working outward.**

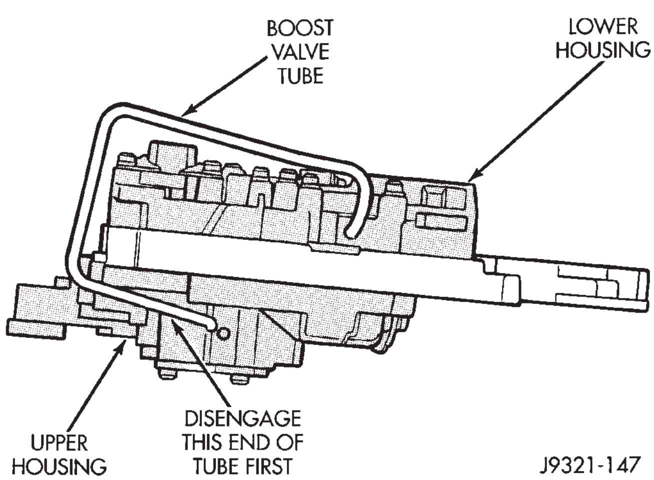


Fig. 107 Boost Valve Tube

3-4 ACCUMULATOR INSTALLATION

(1) Position converter clutch valve and 3-4 shift valve springs in housing (Fig. 110).
(2) Loosely attach accumulator housing with right-side screw (Fig. 110). Install only one screw at this time as accumulator must be free to pivot upward for ease of installation.
(3) Position plug on end of converter clutch valve spring. Then compress and hold springs and plug in place with fingers of one hand.

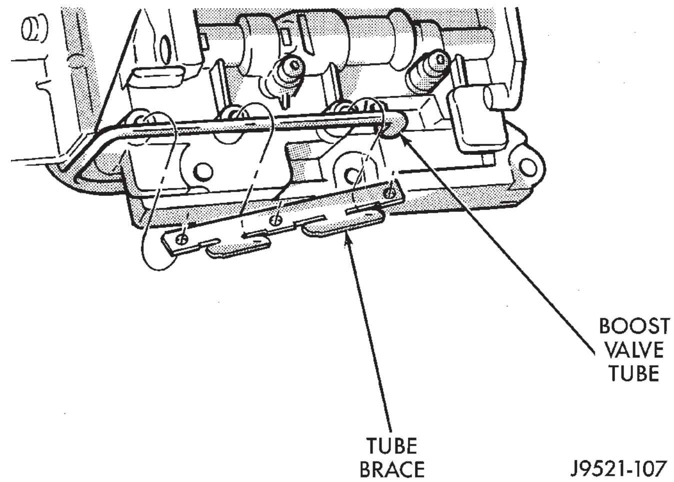


Fig. 108 Boost Valve Tube And Brace

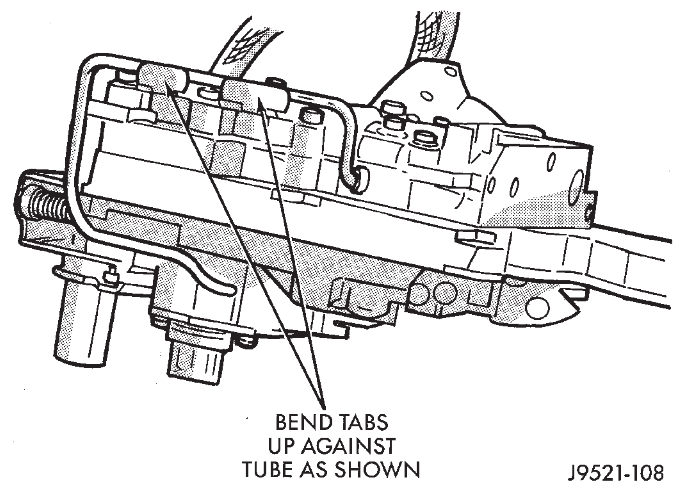


Fig. 109 Securing Boost Valve Tube With Brace Tabs

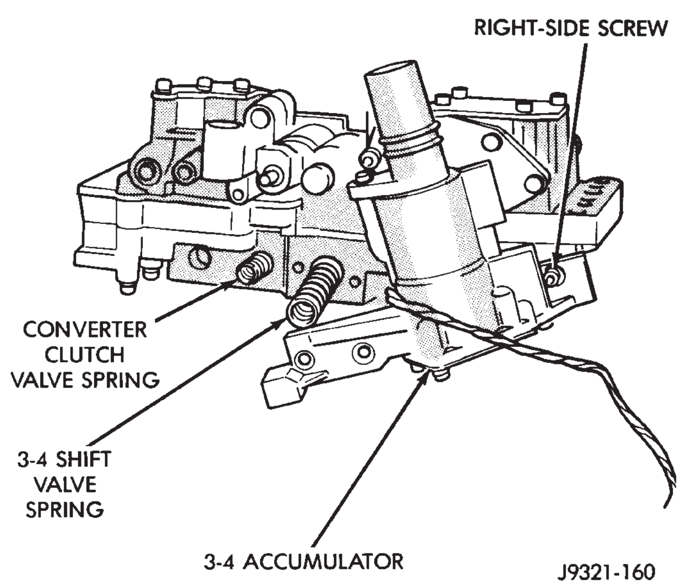


Fig. 110 Converter Clutch And 3-4 Shift Valve Springs

DISASSEMBLY AND ASSEMBLY (Continued)

(4) Swing accumulator housing upward over valve springs and plug.

(5) Hold accumulator housing firmly in place and install remaining two attaching screws. Be sure springs and clutch valve plug are properly seated (Fig. 111).

(6) Attach solenoid case connector to 3-4 accumulator with shoulder-type screw. Connector has small locating tang that fits in dimple at top of accumulator housing (Fig. 112). Seat tang in dimple before tightening connector screw.

(7) Install solenoid assembly and gasket. Tighten solenoid attaching screws to 8 N·m (72 in. lbs.) torque.

(8) Verify that solenoid wire harness is properly routed (Fig. 113). **Solenoid harness must be clear of manual lever and park rod and not be pinched between accumulator housing and cover.**

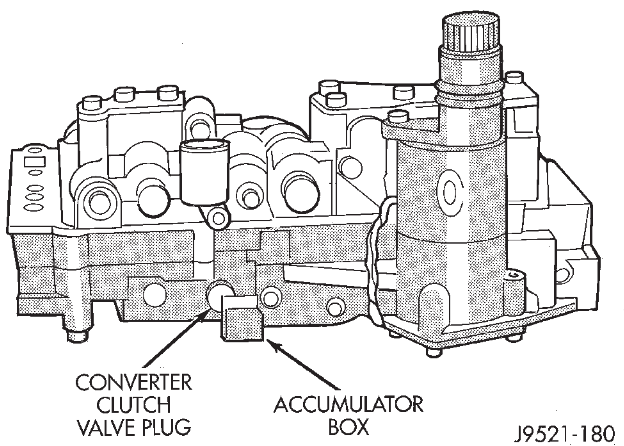


Fig. 111 Seating 3-4 Accumulator On Lower Housing

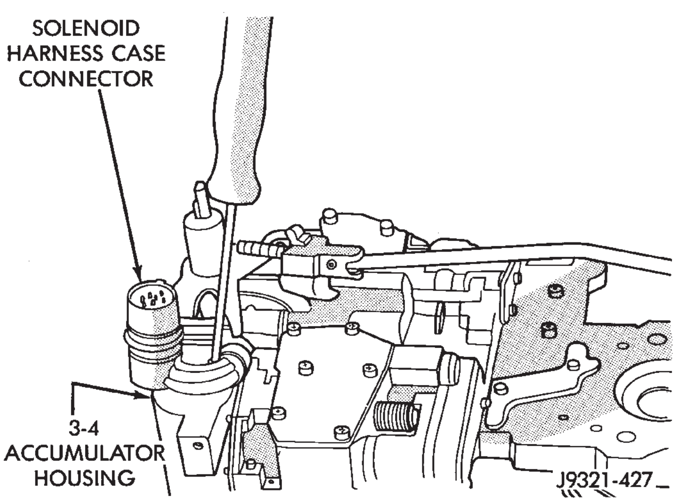


Fig. 112 Solenoid Harness Case Connector Shoulder Bolt

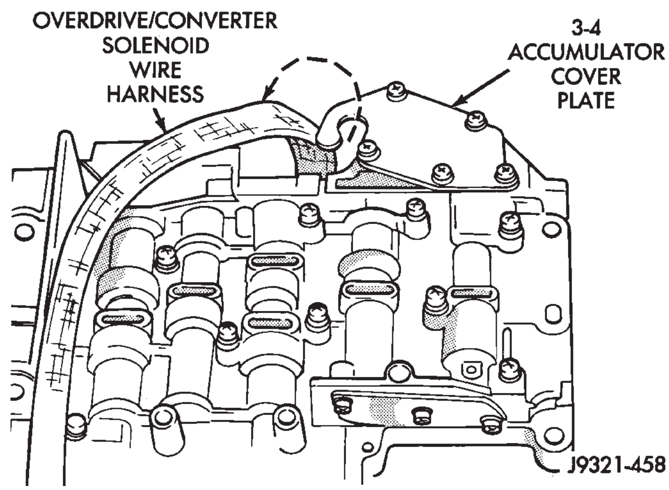


Fig. 113 Solenoid Harness Routing

VALVE BODY FINAL ASSEMBLY AND ADJUSTMENT

(1) Insert manual lever detent spring in upper housing.

(2) Position line pressure adjusting screw in adjusting screw bracket.

(3) Install spring on end of line pressure regulator valve.

(4) Install switch valve spring on tang at end of adjusting screw bracket.

(5) Position adjusting screw bracket on valve body. Align valve springs and press bracket into place. Install short, upper bracket screws first and long bottom screw last. Verify that valve springs and bracket are properly aligned. Then tighten all three bracket screws to 4 N·m (35 in. lbs.) torque.

(6) Install throttle lever in upper housing. Then install manual lever over throttle lever and start manual lever into housing.

(7) Position detent ball on end of spring. Then hold detent ball and spring in detent housing with Retainer Tool 6583 (Fig. 114).

(8) Align manual lever with detent ball and manual valve. Hold throttle lever upward. Then press down on manual lever until fully seated. Remove detent ball retainer tool after lever is seated.

(9) Then Install manual lever seal, washer and E-clip.

(10) Lubricate solenoid case connector O-rings and shaft of manual lever with light coat of petroleum jelly.

(11) Verify that throttle lever is aligned with end of kickdown valve stem and that manual lever arm is engaged in manual valve (Fig. 115).

(12) Install boost valve, valve spring, retainer and cover plate. Tighten cover plate screws to 4 N·m (35 in. lbs.) torque.

(13) Obtain new fluid filter for valve body but do not install filter at this time.

DISASSEMBLY AND ASSEMBLY (Continued)

(14) If line pressure and/or throttle pressure adjustment screw settings were not disturbed, continue with overhaul or reassembly. However, if adjustment screw settings **were** moved or changed, readjust as described in Valve Body Control Pressure Adjustment procedure.

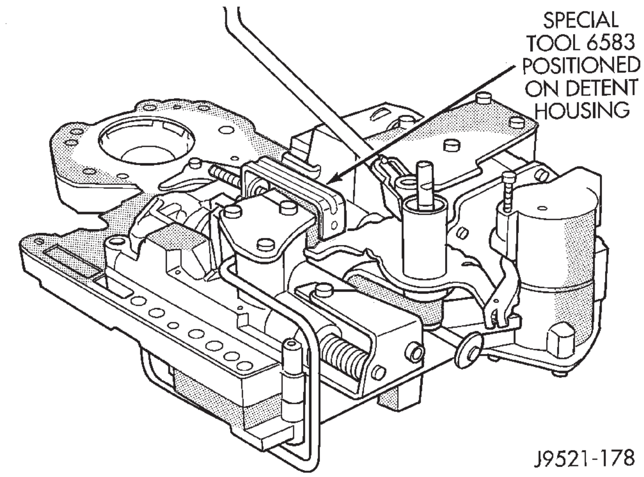


Fig. 114 Detent Ball Spring

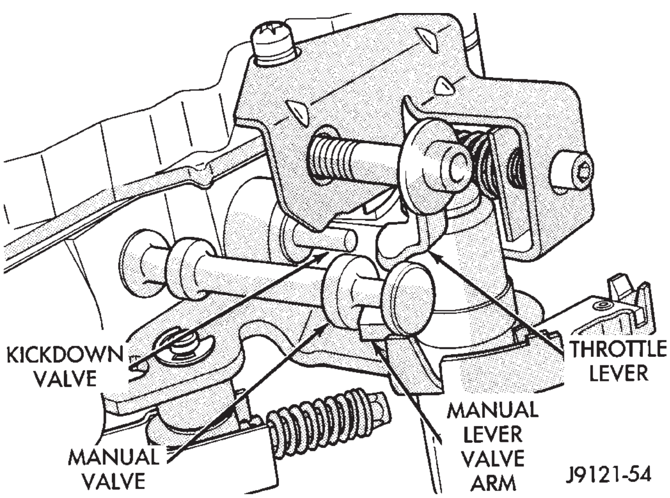


Fig. 115 Manual And Throttle Lever Alignment

GOVERNOR BODY, SENSOR AND SOLENOID INSTALLATION

CAUTION: Do not turn the small screw at the end of the governor pressure solenoid valve for any reason (Fig. 116). Turning the screw in either direction will ruin solenoid calibration and result in solenoid failure. In addition, the filter on the solenoid valve is NOT serviceable. Do not try to remove the filter as this will damage the solenoid valve housing.

(1) Turn valve body assembly over so accumulator side of transfer plate is facing down.

(2) Install new O-rings on governor pressure solenoid and sensor (Fig. 116) and (Fig. 117).

(3) Lubricate solenoid and sensor O-rings with clean transmission fluid.

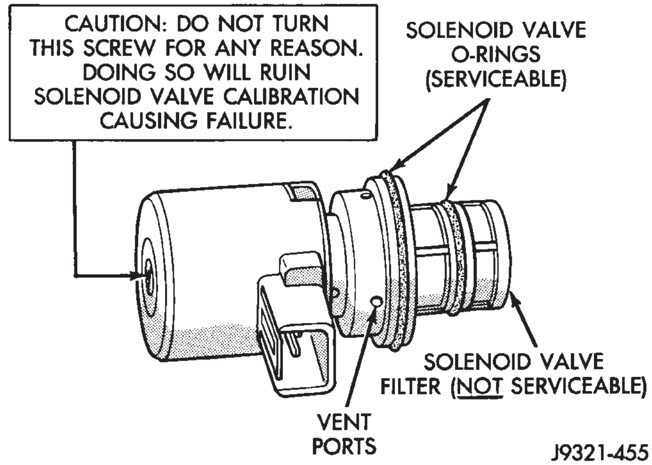


Fig. 116 Governor Pressure Solenoid

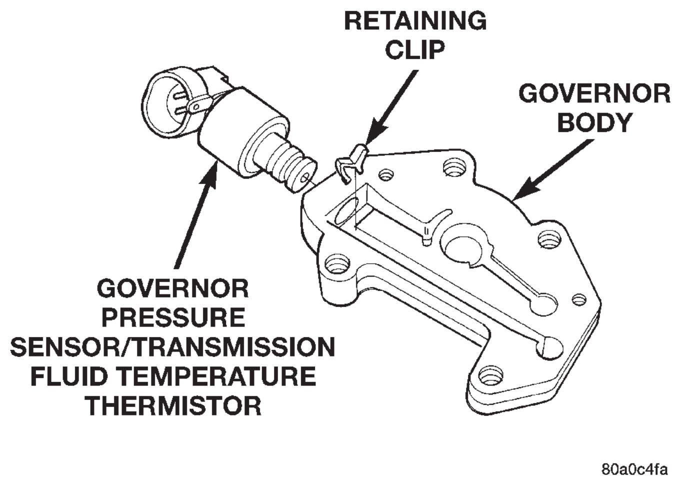


Fig. 117 Governor Pressure Sensor

(4) Install governor pressure sensor in governor body. Then secure sensor with M-shaped retaining clip (Fig. 117).

(5) Install governor pressure solenoid in governor body (Fig. 118). Push solenoid in until it snaps into place in body.

(6) Position governor body gasket on transfer plate (Fig. 119).

(7) Install retainer plate on governor body and around solenoid (Fig. 120). Be sure solenoid connector is positioned in retainer cutout.

(8) Align screw holes in governor body and transfer plate. Then install and tighten governor body screws to 4 N·m (35 in. lbs.) torque.

(9) Connect harness wires to governor pressure solenoid and governor pressure sensor (Fig. 121).

(10) Perform Line Pressure and Throttle Pressure adjustments, refer to adjustment section of this group for proper procedures.

(11) Install fluid filter and pan.

(12) Lower vehicle.

DISASSEMBLY AND ASSEMBLY (Continued)

(13) Fill transmission with recommended fluid and road test vehicle to verify repair.

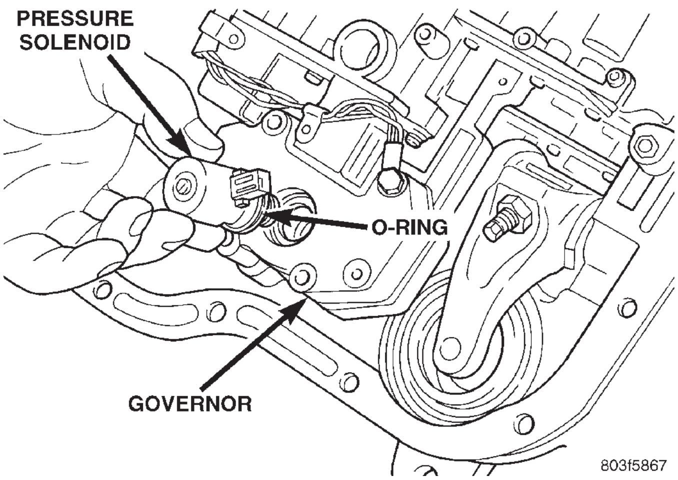


Fig. 118 Governor Pressure Solenoid

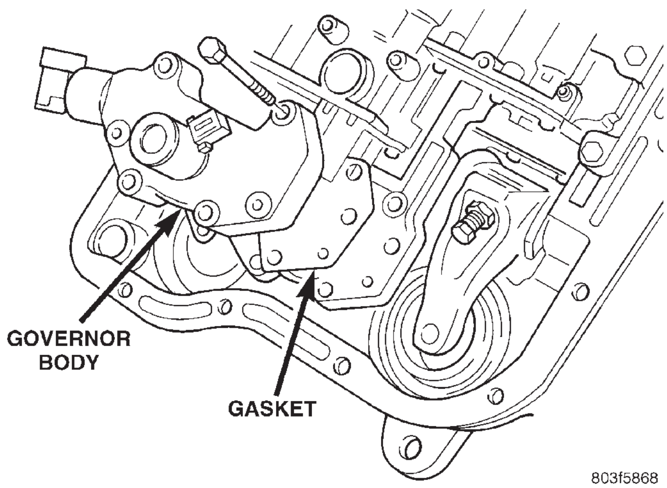


Fig. 119 Governor Body And Gasket

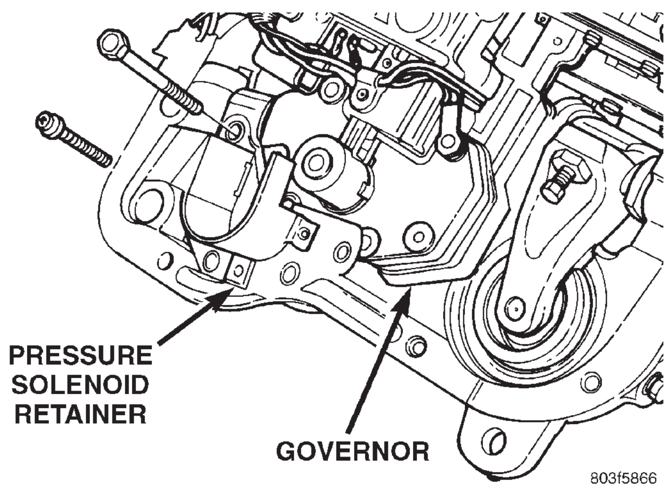


Fig. 120 Pressure Solenoid Retainer

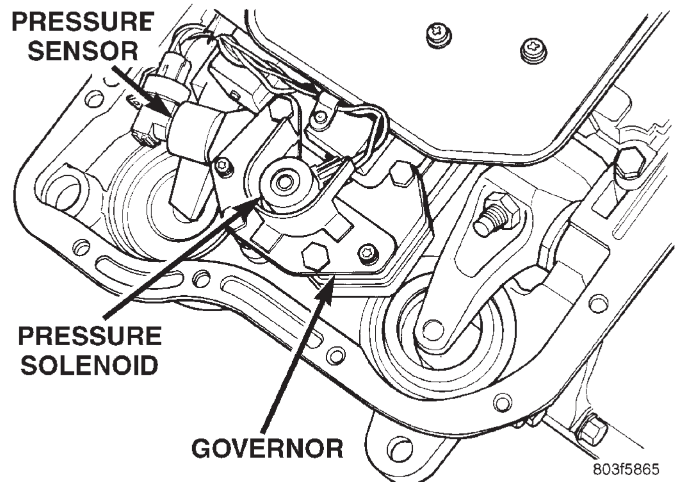


Fig. 121 Governor Pressure Sensor And Solenoid Connectors

TRANSMISSION

DISASSEMBLE

(1) Remove transmission from vehicle.

(2) Remove overdrive unit.

(3) Clean transmission exterior with steam gun or with solvent. Wear eye protection during cleaning operations.

(4) Remove shift and throttle levers from valve body manual lever shaft.

(5) Remove transmission speed sensor and O-ring seal from overdrive unit (Fig. 122).

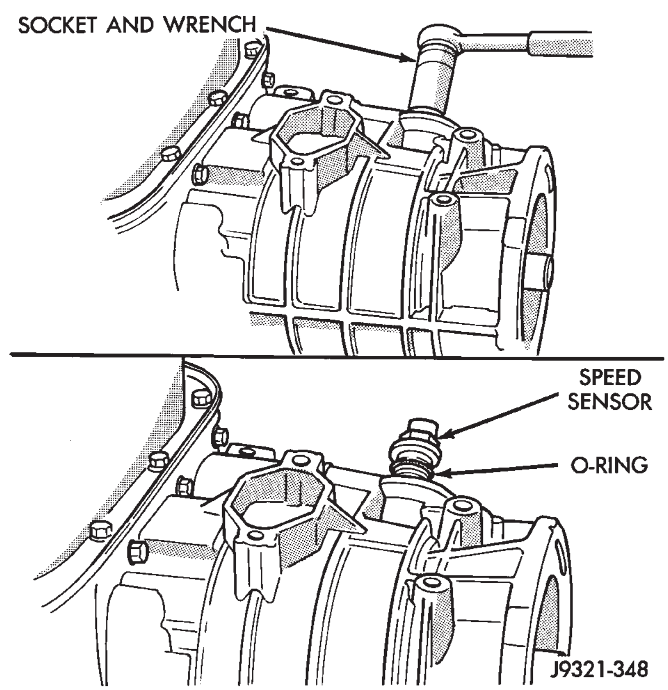


Fig. 122 Transmission Speed Sensor Removal/ Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(6) Place transmission in upright position (Fig. 123).

(7) Remove bolts attaching overdrive unit to transmission case (Fig. 123). An 11 mm socket is required. Note position of all wiring clips and bolts for installation reference.

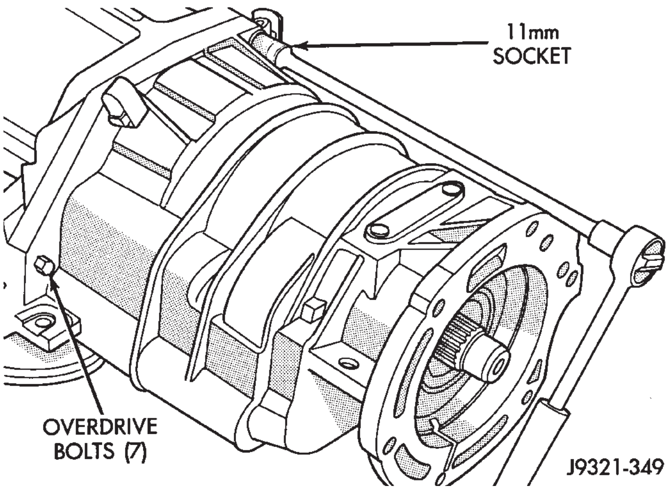


Fig. 123 Removing/Installing Overdrive Unit Attaching Bolts

(8) Lift overdrive unit up and off transmission intermediate shaft (Fig. 124).

(a) If overdrive unit does not require service, insert Alignment Tool 6227-2 in overrunning clutch and planetary gear splines to maintain alignment (Fig. 125). **If clutch and gear splines rotate out of alignment, overdrive unit may have to be disassembled in order to realign splines.**

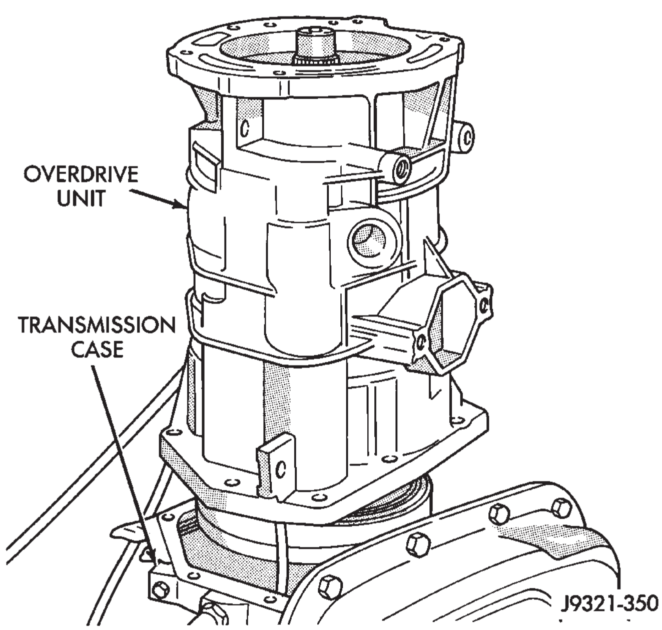


Fig. 124 Overdrive Unit Removal

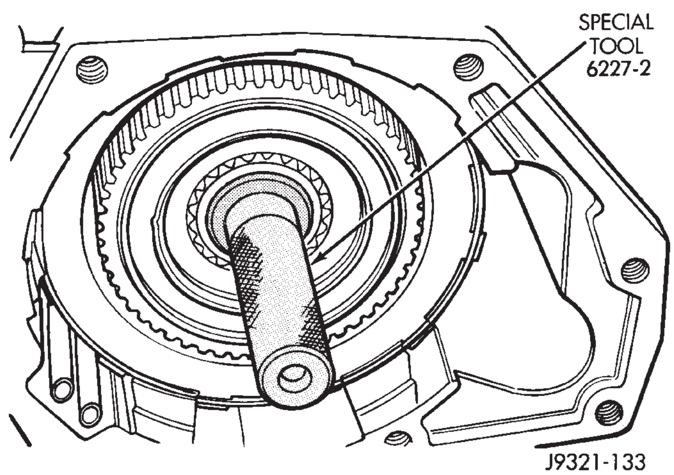


Fig. 125 Overdrive Spline Alignment Tool Installation

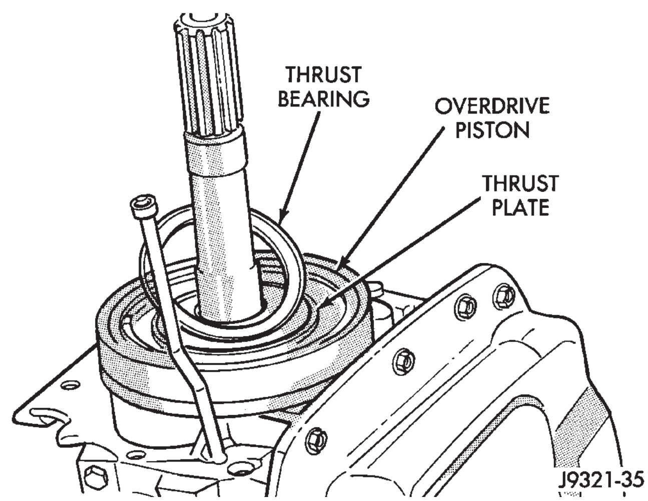


Fig. 126 Thrust Bearing And Plate Removal

(b) If overdrive unit **does** requires service, refer to Overdrive Unit Overhaul section.

(9) Remove thrust bearing and thrust plate from overdrive piston (Fig. 126).

(10) Place transmission in horizontal position.

(11) Remove transmission oil pan and gasket.

(12) Remove oil filter from valve body (Fig. 127). Keep filter screws separate from other valve body screws. Filter screws are longer and should be kept with filter.

(13) Remove overdrive piston from retainer (Fig. 128).

(14) Remove pump oil seal with Special Tool C-3981B (Fig. 129). Be sure to tighten tool threads completely into seal before using puller bolt to withdraw seal.

(15) Remove park/neutral position switch (Fig. 130).

(16) Remove hex head bolts attaching valve body to transmission case (Fig. 131). A total of 10 bolts are

DISASSEMBLY AND ASSEMBLY (Continued)

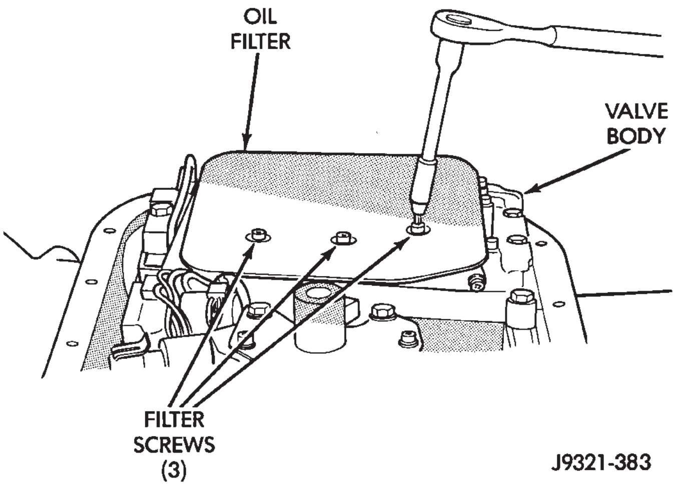


Fig. 127 Oil Filter Removal/Installation

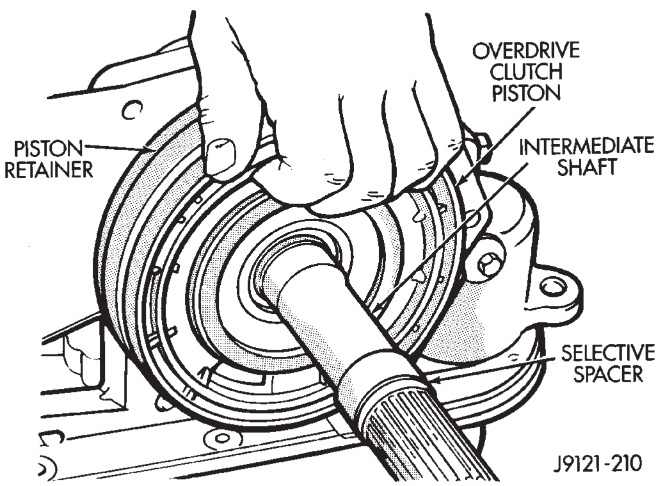


Fig. 128 Overdrive Piston Removal

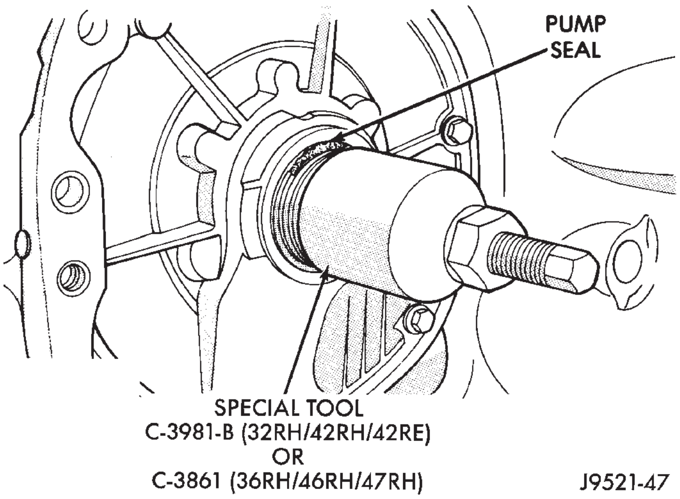


Fig. 129 Oil Pump Seal Removal

used. Note different bolt lengths for assembly reference.

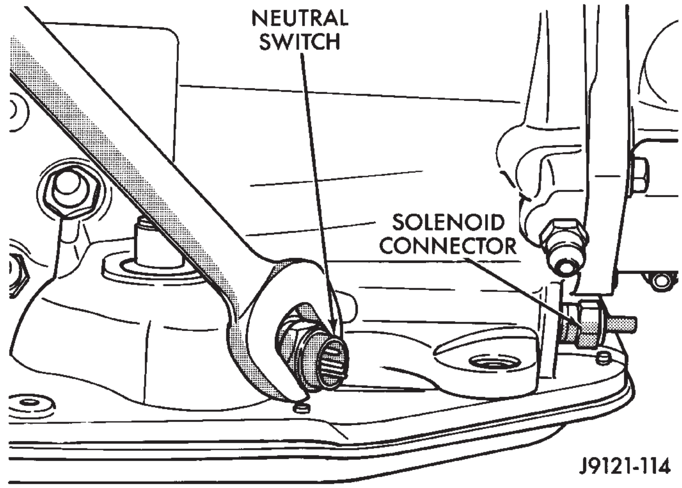


Fig. 130 Park/Neutral Position Switch Removal/Installation

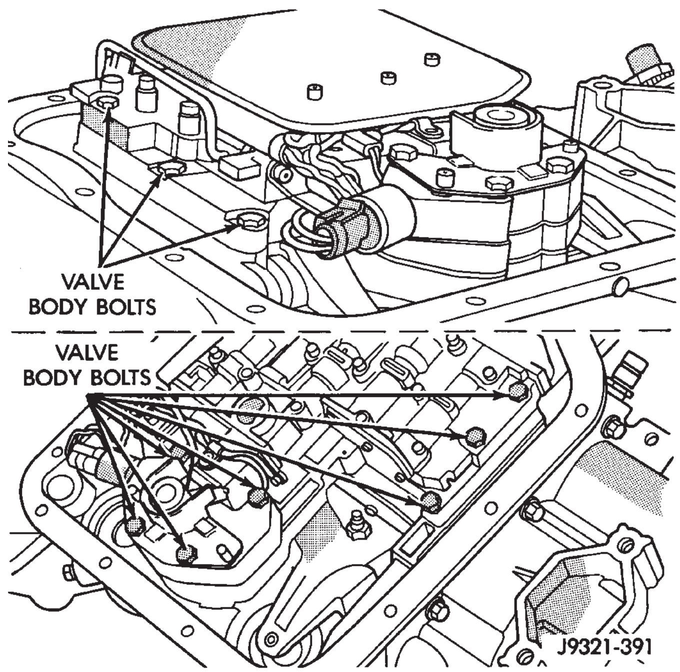


Fig. 131 Valve Body Bolt Locations

(17) Remove valve body assembly. Push valve body harness connector out of case. Then work park rod and valve body out of case (Fig. 132). **Exercise care during removal as governor pressure solenoid and transducer can both be damaged by rough handling.**

(18) Remove accumulator piston and inner and outer springs (Fig. 133).

(19) Remove front band lever shaft access plug (Fig. 134). Plug is accessible through converter housing. Use 1/4 inch drive extension to remove plug as shown.

(20) Loosen front band adjusting screw locknut 4-5 turns. Then tighten band adjusting screw until band

DISASSEMBLY AND ASSEMBLY (Continued)

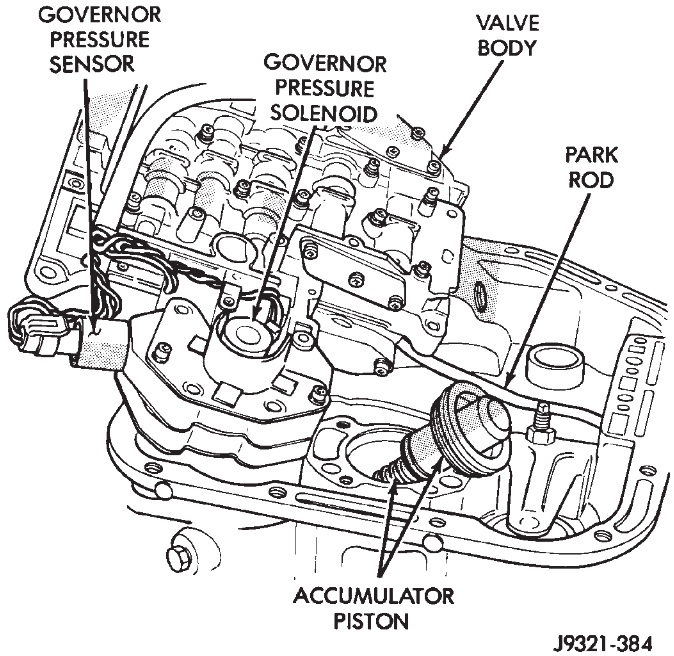


Fig. 132 Valve Body Removal

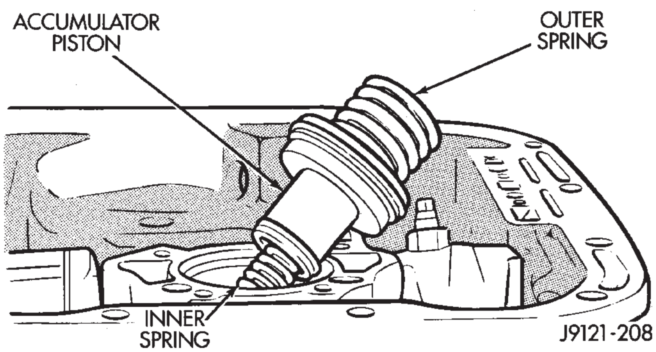


Fig. 133 Accumulator Piston And Springs

is tight around front clutch retainer. This prevents front/rear clutches from coming out with pump and possibly damaging clutch or pump components.

(21) Remove oil pump bolts.

(22) Thread bolts of Slide Hammer Tools C-3752 into threaded holes in pump body flange (Fig. 135).

(23) Bump slide hammer weights outward to remove pump and reaction shaft support assembly from case (Fig. 135).

(24) Loosen front band adjusting screw until band is completely loose.

(25) Squeeze front band together and remove band strut (Fig. 136).

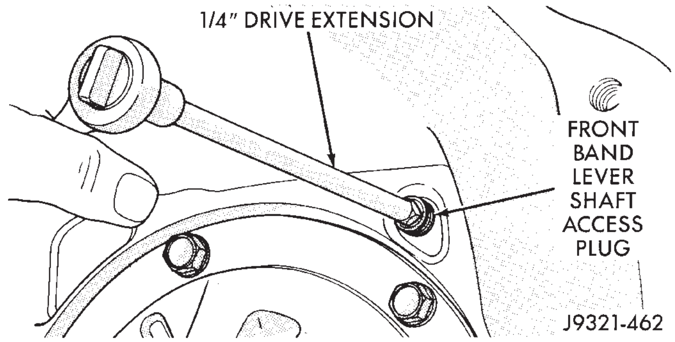


Fig. 134 Removing/Installing Front Band Lever Shaft Access Plug

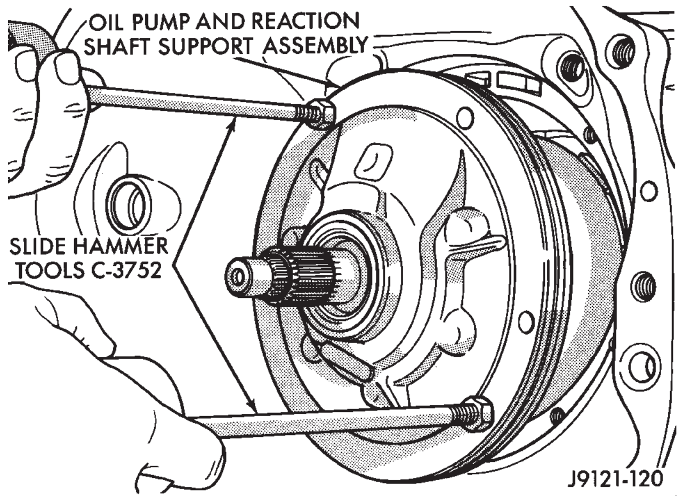


Fig. 135 Removing Oil Pump And Reaction Shaft Support Assembly

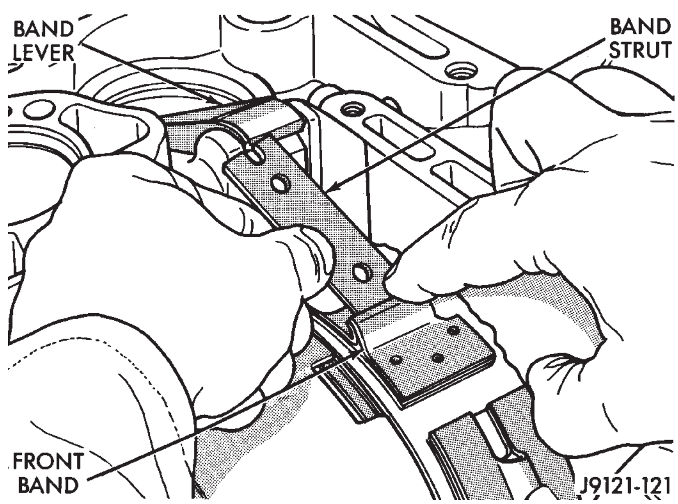


Fig. 136 Removing/Installing Front Band Strut

DISASSEMBLY AND ASSEMBLY (Continued)

(26) Remove front band lever shaft with pencil magnet. Shaft is accessible from converter housing side of case (Fig. 137).

(27) Remove front band lever (Fig. 138).

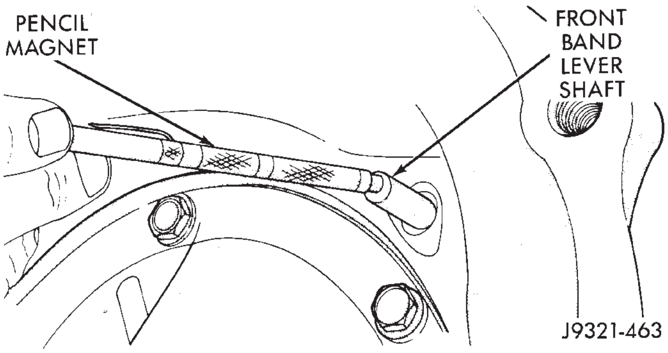


Fig. 137 Removing Front Band Lever Shaft

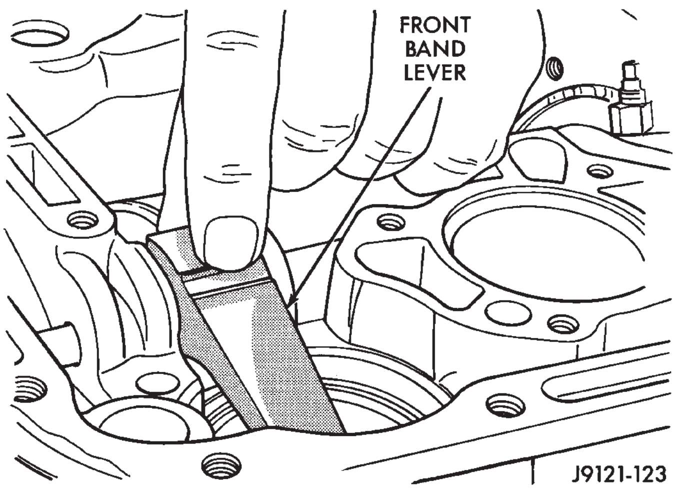


Fig. 138 Removing/Installing Front Band Lever

(28) Slide front band rearward and onto driving shell. Band will not be removed until after front/rear clutch removal.

(29) Remove front and rear clutch units as assembly. Grasp input shaft, hold clutch units together and remove them from case (Fig. 139).

(30) Lift front clutch off rear clutch (Fig. 140). Set clutch units aside for overhaul.

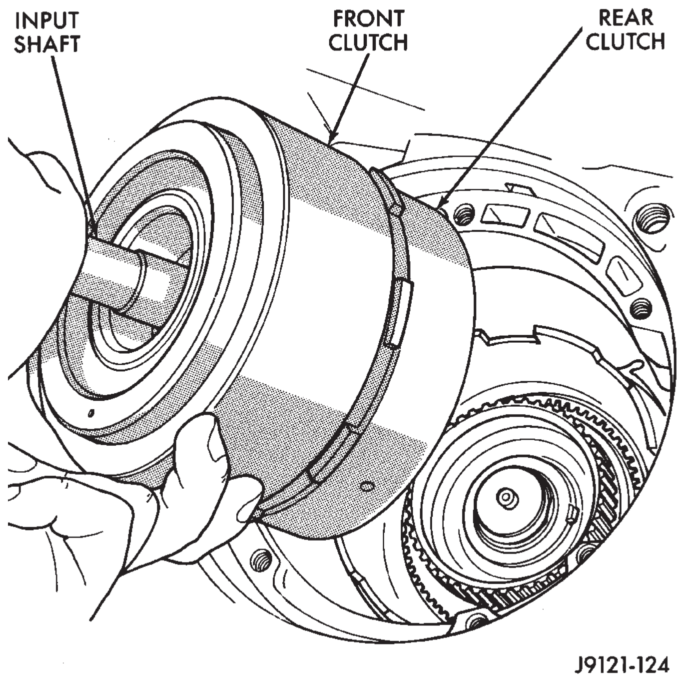


Fig. 139 Removing Front/Rear Clutch Assemblies

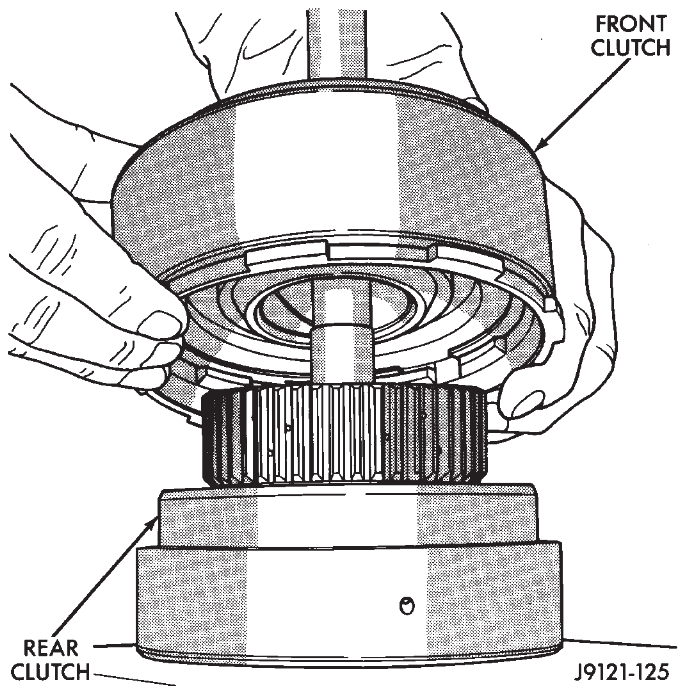


Fig. 140 Separating Front/Rear Clutch Assemblies

DISASSEMBLY AND ASSEMBLY (Continued)

(31) Remove intermediate shaft thrust washer from front end of shaft or from rear clutch hub (Fig. 141).

(32) Remove output shaft thrust plate from intermediate shaft hub (Fig. 142).

(33) Slide front band off driving shell (Fig. 143) and remove band from case.

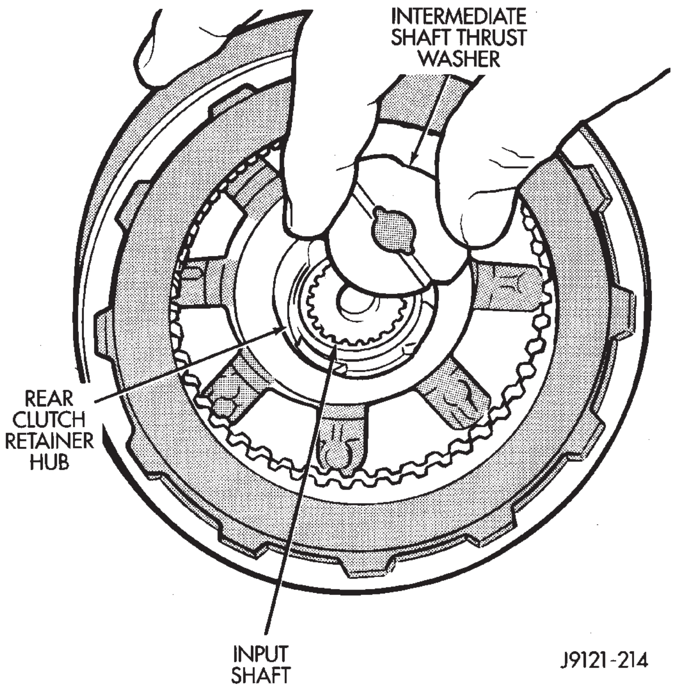


Fig. 141 Removing Intermediate Shaft Thrust Washer

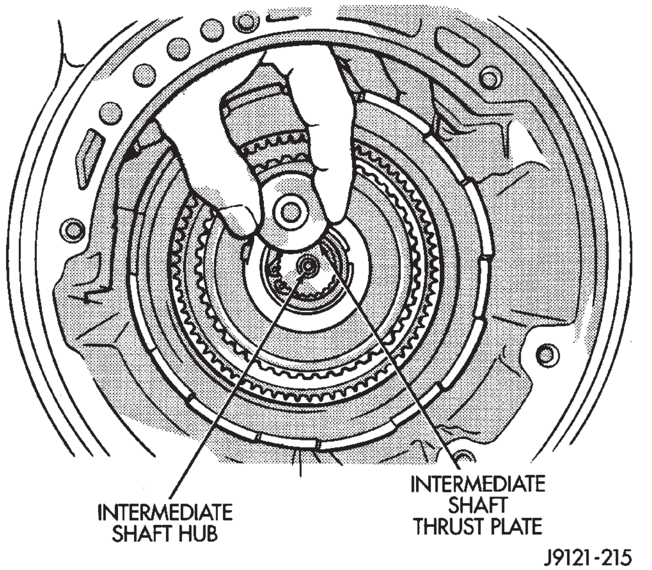


Fig. 142 Removing Intermediate Shaft Thrust Plate

(34) Remove planetary geartrain as assembly (Fig. 144). Support geartrain with both hands during removal. Do not allow machined surfaces on intermediate shaft or overdrive piston retainer to become nicked or scratched.

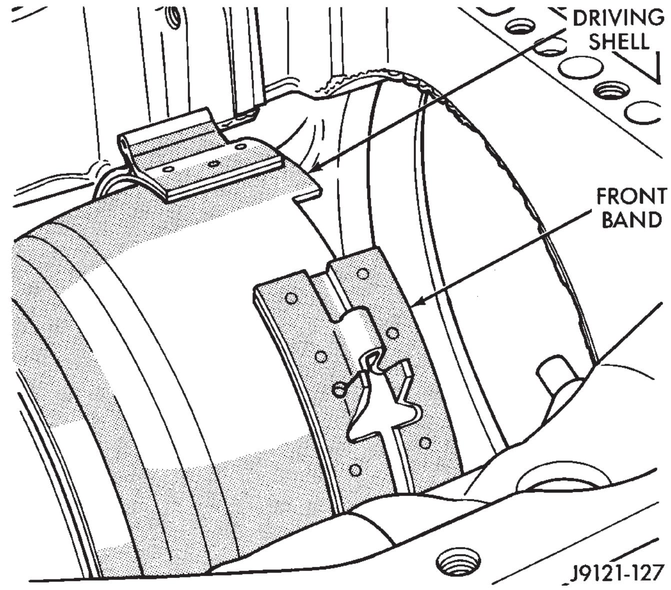


Fig. 143 Front Band Removal/Installation

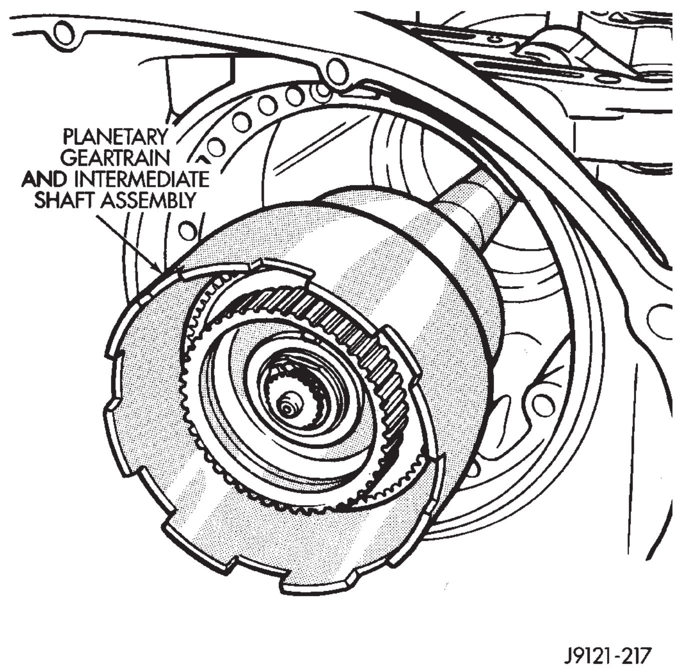


Fig. 144 Removing Planetary Geartrain And Intermediate Shaft Assembly

(35) Loosen rear band adjusting screw 4-5 turns.

DISASSEMBLY AND ASSEMBLY (Continued)

(36) Remove low-reverse drum snap ring (Fig. 145).

(37) Remove bolts attaching overdrive piston retainer to rear of case (Fig. 146). Then remove piston retainer and gasket.

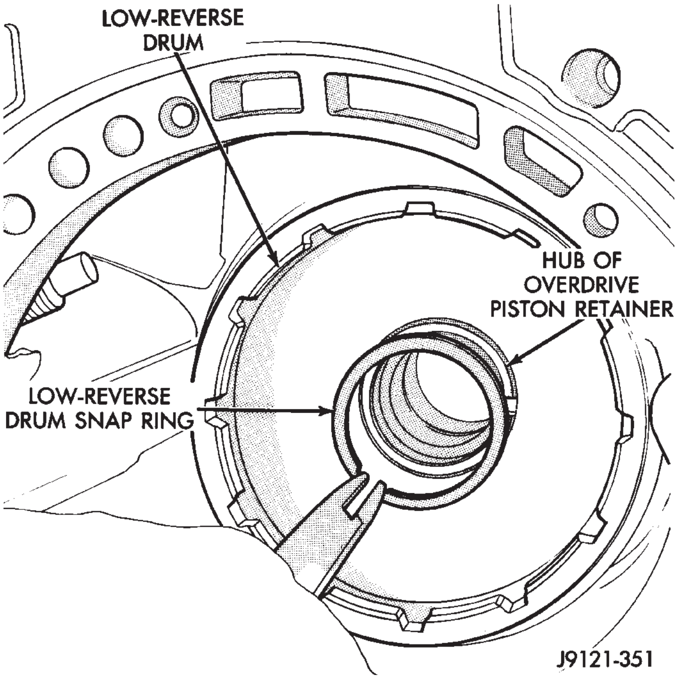


Fig. 145 Removing Low-Reverse Drum Snap Ring

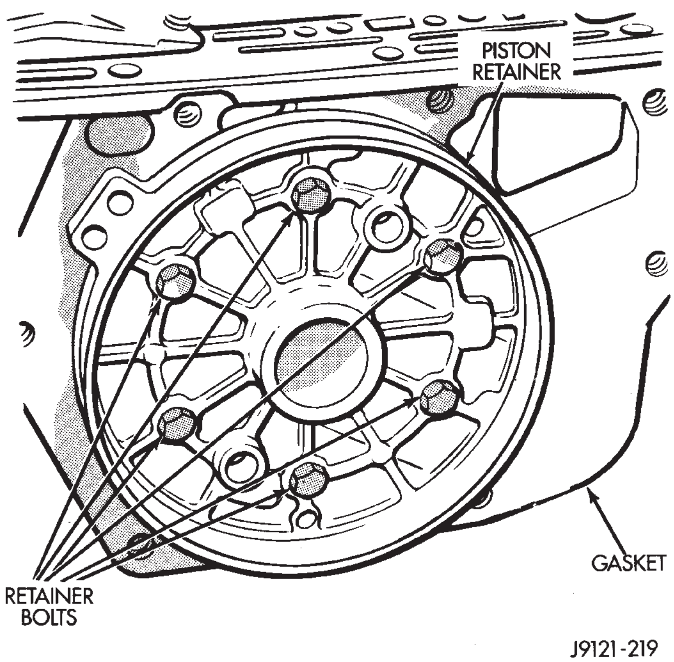


Fig. 146 Overdrive Piston Retainer Bolt Location

(38) Remove rear band pivot and reaction pins (Fig. 147). Use parallel jaw snap ring pliers to remove pins. Insert and spread plier jaws in pin bore to grip pin. Then twist and pull pins to remove them.

(39) Remove rear band lever.

(40) Remove low-reverse drum and rear band as assembly. Turn drum clockwise and pull outward to remove it from overrunning clutch (Fig. 148).

(41) Remove bolts attaching overrunning clutch cam to case (Fig. 149).

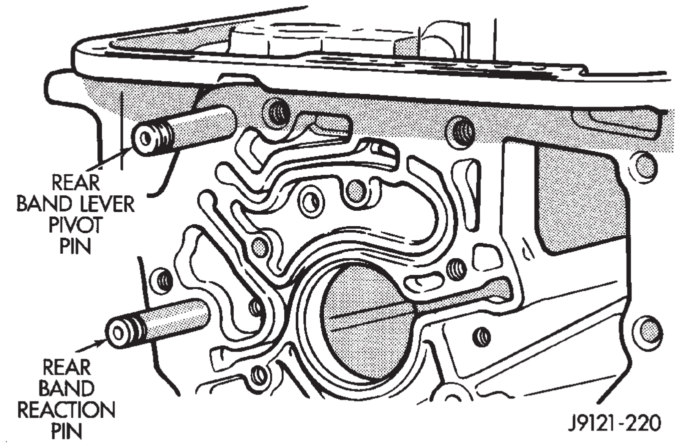


Fig. 147 Rear Band And Lever Pin Location

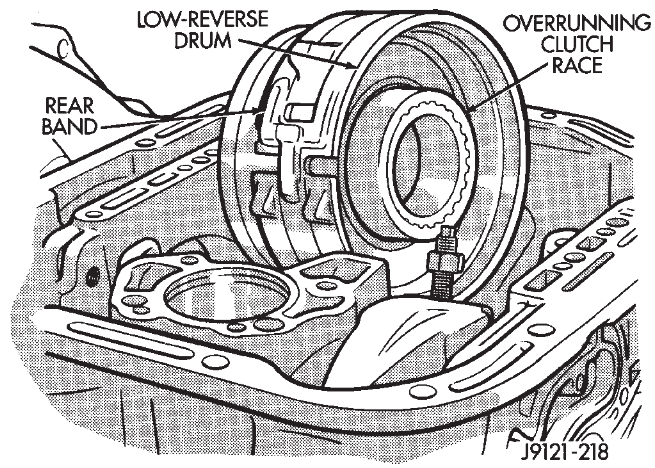


Fig. 148 Low-Reverse Drum And Rear Band Removal

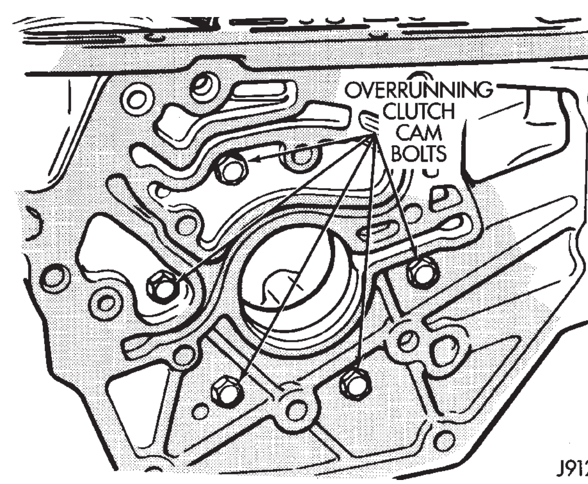


Fig. 149 Overrunning Clutch Cam Bolt Locations

DISASSEMBLY AND ASSEMBLY (Continued)

(42) Remove overrunning clutch cam and roller clutch assembly as a unit (Fig. 150). Turn cam back and forth and tilt it inward to remove it from case.

(43) Compress front servo rod guide about 1/8 inch with Valve Spring Compressor C-3422-B (Fig. 151). A C-clamp and Special Tool C-4470 can also be used to compress rod guide.

(44) Remove front servo rod guide snap ring. **Exercise caution when removing snap ring. Servo bore can be scratched or nicked if care is not exercised.**

(45) Remove compressor tools and remove front servo rod guide, spring and servo piston.

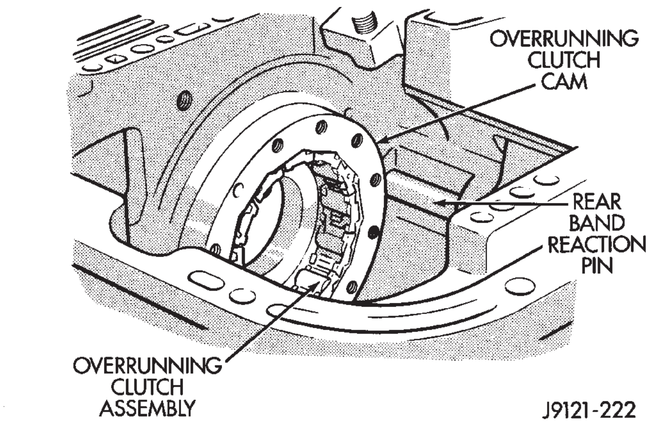


Fig. 150 Overrunning Clutch Assembly Removal

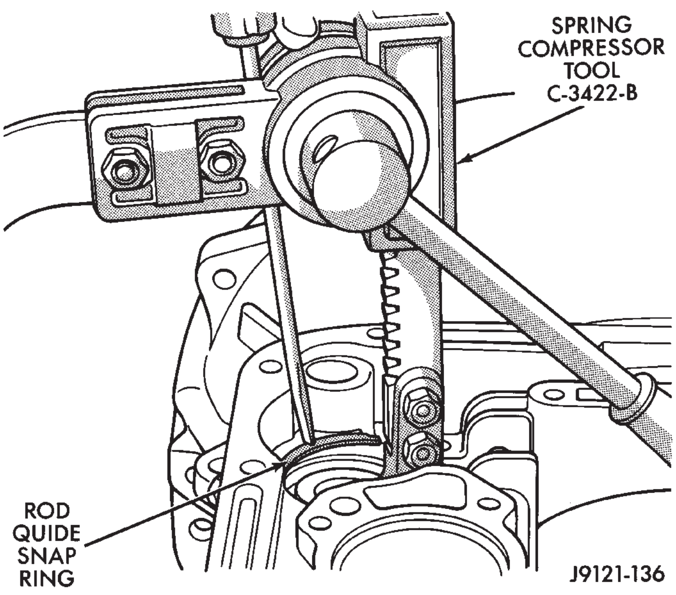


Fig. 151 Compressing Front Servo Rod Guide

(46) Compress rear servo spring retainer about 1/16 inch with Valve Spring Compressor C-3422-B (Fig. 152). A C-clamp and Tool C-4470 or SP-5560 can also be used to compress spring retainer.

(47) Remove rear servo spring retainer snap ring. Then remove compressor tools and remove rear servo spring and piston.

(48) Inspect transmission and overdrive components. **If major components such as the overdrive unit, front clutch, or oil pump require service, refer to appropriate overhaul procedure.**

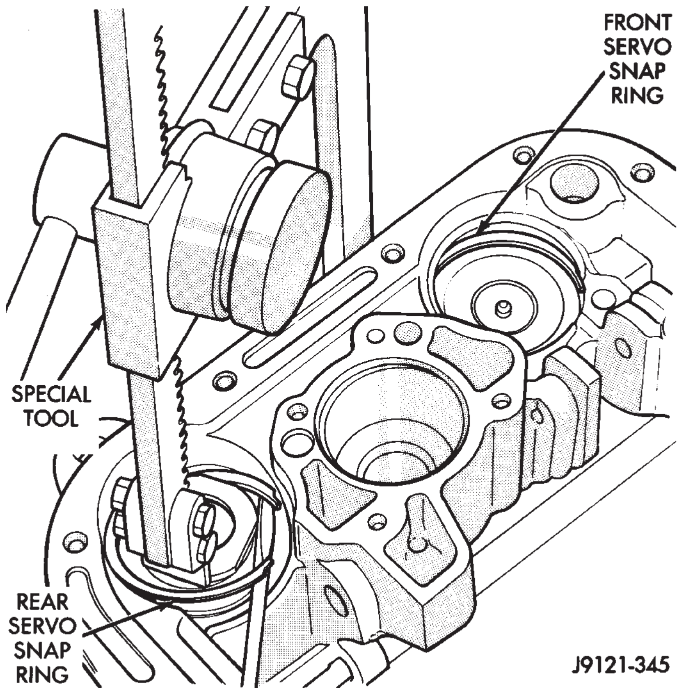


Fig. 152 Compressing Rear Servo Spring

TRANSMISSION ASSEMBLY PREPARATION

Do not allow dirt, grease, or foreign material to enter the case or transmission components during assembly. Keep the transmission case and components clean. Also make sure the tools and workbench area used for assembly operations are equally clean.

Shop towels used for wiping off tools and hands must be made from **lint free** material. Lint will stick to transmission parts and could interfere with valve operation, or even restrict fluid passages.

Lubricate the transmission components with Mopar transmission fluid during reassembly. Use Mopar Door Ease, or Ru-Glyde on seals and O-rings to ease installation.

Petroleum jelly can also be used to hold thrust washers, thrust plates and gaskets in position during assembly. However, **do not** use chassis grease, bearing grease, white grease, or similar lubricants on any transmission part. These types of lubricants can eventually block or restrict fluid passages and interfere with valve operation. Use petroleum jelly only.

Do not force parts into place. The transmission components and subassemblies are easily installed by hand when properly aligned.

If a part seems extremely difficult to install, it is either misaligned or incorrectly assembled. Also verify that thrust washers, thrust plates and seal rings

DISASSEMBLY AND ASSEMBLY (Continued)

are correctly positioned before assembly. These parts can interfere with proper assembly if mis-positioned (or "left out" by accident).

The planetary geartrain, front/rear clutch assemblies and oil pump are all much easier to install when the transmission case is upright or as close to this position as possible. Either tilt the case upward with wood blocks, or cut a hole in the bench large enough for the output shaft. Then lower the shaft through the hole and support the transmission case directly on the bench.

TRANSMISSION ASSEMBLE

(1) Install rear servo piston, spring and retainer (Fig. 153). Install spring on top of servo piston and install retainer on top of spring.

(2) Install front servo piston assembly, servo spring and rod guide (Fig. 154).

(3) Compress front/rear servo springs with Valve Spring Compressor C-3422-B and install each servo snap ring (Fig. 155).

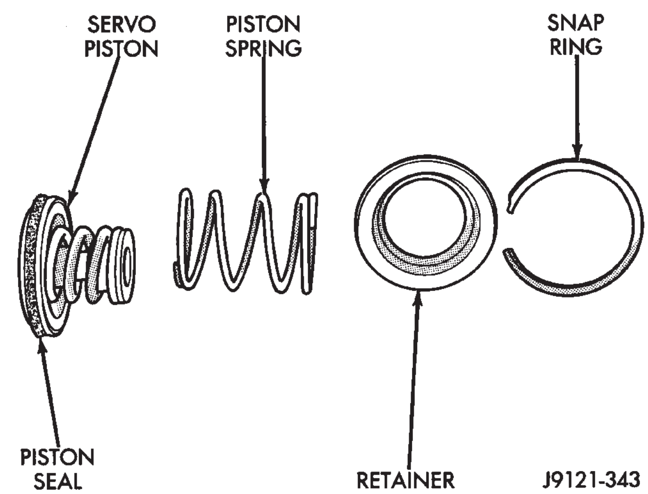


Fig. 153 Rear Servo Components

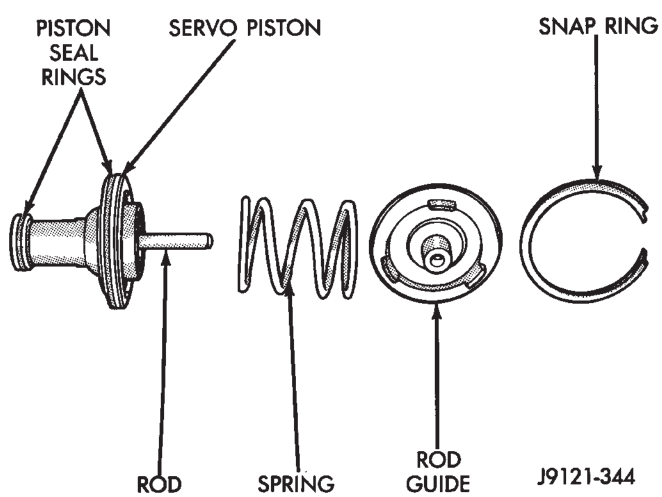


Fig. 154 Front Servo Components

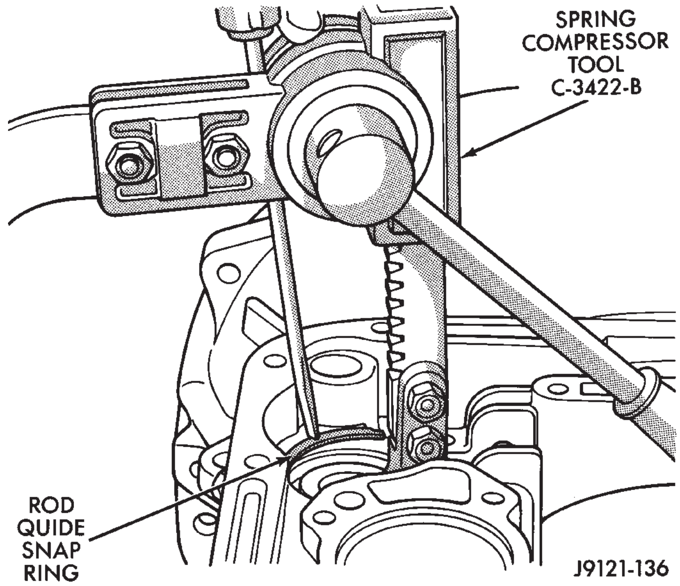


Fig. 155 Compressing Front/Rear Servo Springs

(4) Examine bolt holes in overrunning clutch cam. Note that one hole is **not threaded** (Fig. 156). This hole must align with blank area in clutch cam bolt circle (Fig. 157). Mark hole location on clutch cam and blank area in case with grease pencil, paint stripe, or scribe mark for assembly reference.

(5) Mark location of non-threaded hole in clutch cam and blank area in bolt circle with grease pencil.

(6) Align and install overrunning clutch and cam in case (Fig. 158). **Be sure cam is correctly installed. Bolt holes in cam are slightly countersunk on one side. Be sure this side of cam faces rearward (toward piston retainer).**

(7) Verify that non-threaded hole in clutch cam is properly aligned. Check alignment by threading a bolt into each bolt hole. Adjust clutch cam position if necessary.

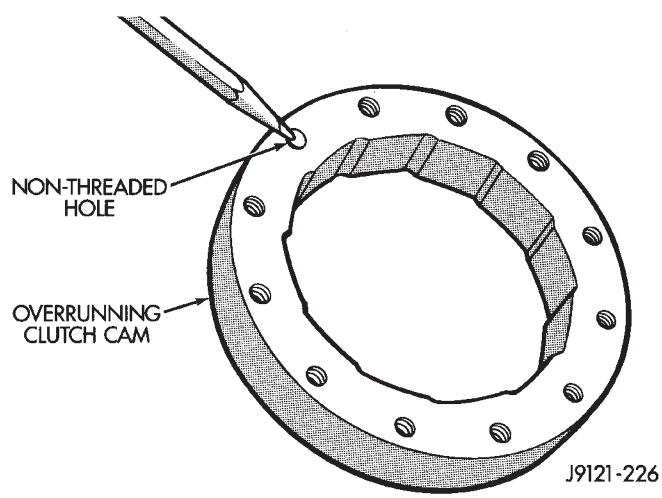


Fig. 156 Location Of Non-Threaded Hole In Clutch Cam

DISASSEMBLY AND ASSEMBLY (Continued)

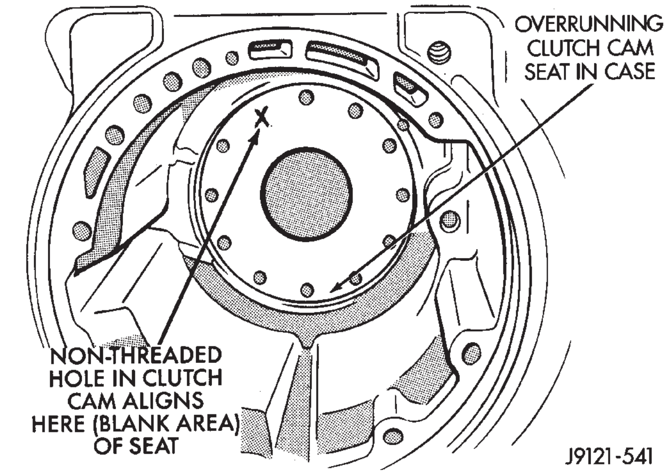


Fig. 157 Location Of Blank Area In Clutch Cam Bolt Circle

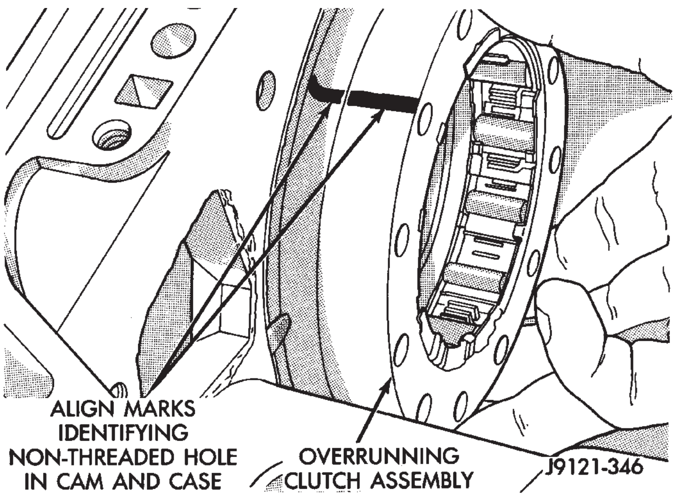


Fig. 158 Overrunning Clutch Installation

(8) Install and tighten overrunning clutch cam bolts to 17 N·m (13 ft. lbs.) torque. Note that clutch cam bolts are shorter than piston retainer bolts.

(9) Lubricate clutch cam rollers with transmission fluid.

(10) Install rear band reaction pin (Fig. 159). Be sure pin is fully seated in case.

(11) Install rear band in case (Fig. 160). Be sure twin lugs on band are seated against reaction pin.

(12) Install low-reverse drum and check overrunning clutch operation as follows:

(a) Lubricate overrunning clutch race (on drum hub) with transmission fluid.

(b) Guide drum through rear band.

(c) Tilt drum slightly and start race (on drum hub) into overrunning clutch rollers.

(d) Press drum rearward and turn it in clockwise direction until drum seats in overrunning clutch (Fig. 161).

(e) Turn drum back and forth. **Drum should rotate freely in clockwise direction and lock**

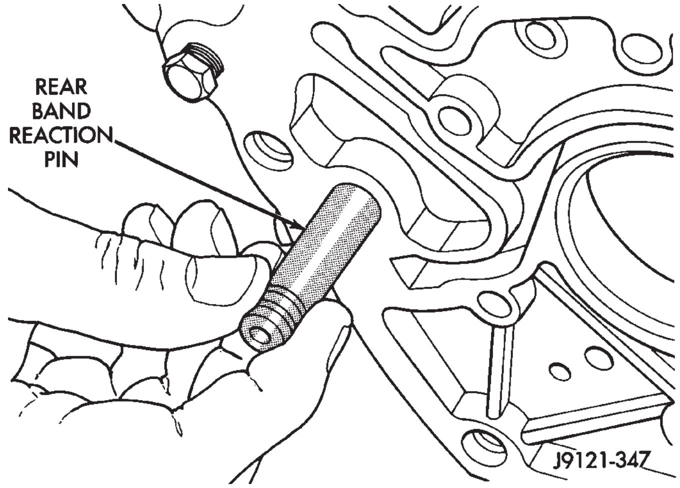


Fig. 159 Installing Rear Band Reaction Pin

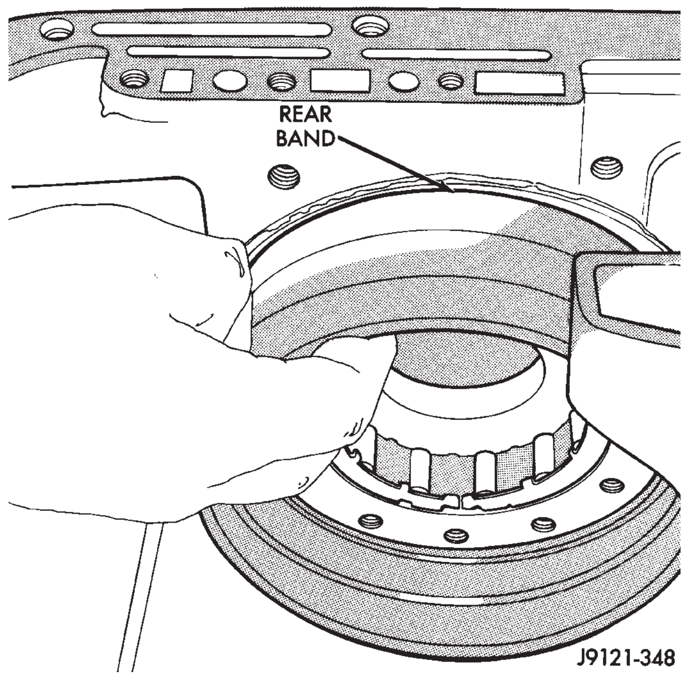


Fig. 160 Rear Band Installation

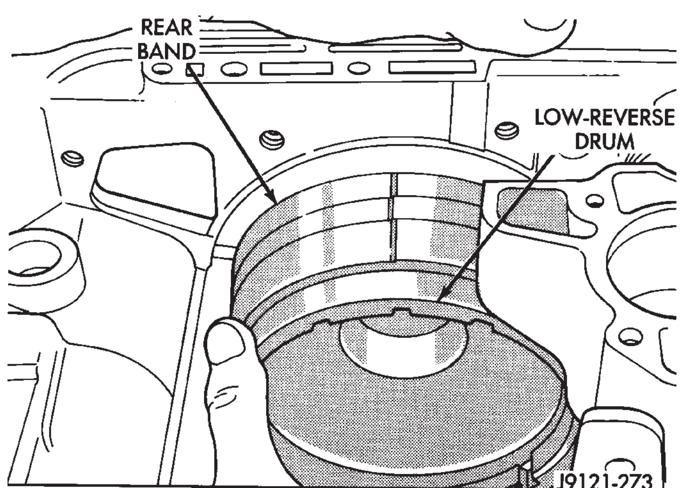


Fig. 161 Installing Low-Reverse Drum

DISASSEMBLY AND ASSEMBLY (Continued)

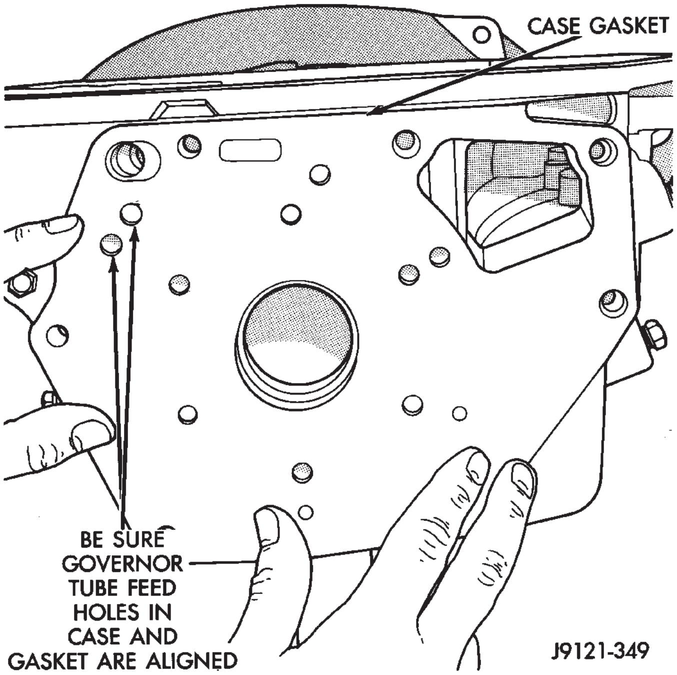


Fig. 162 Installing/Aligning Case Gasket

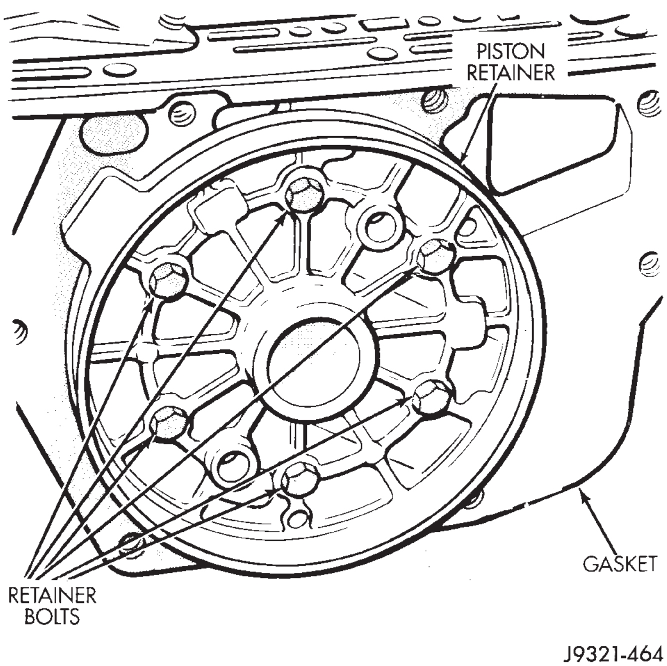


Fig. 163 Aligning Overdrive Piston Retainer

in counterclockwise direction (as viewed from front of case).

(13) Install new gasket at rear of transmission case. Use petroleum jelly to hold gasket in place. Be sure to align governor feed holes in gasket with feed passages in case (Fig. 162). Also install gasket before overdrive piston retainer. Center hole in gasket is smaller than retainer and cannot be installed over retainer.

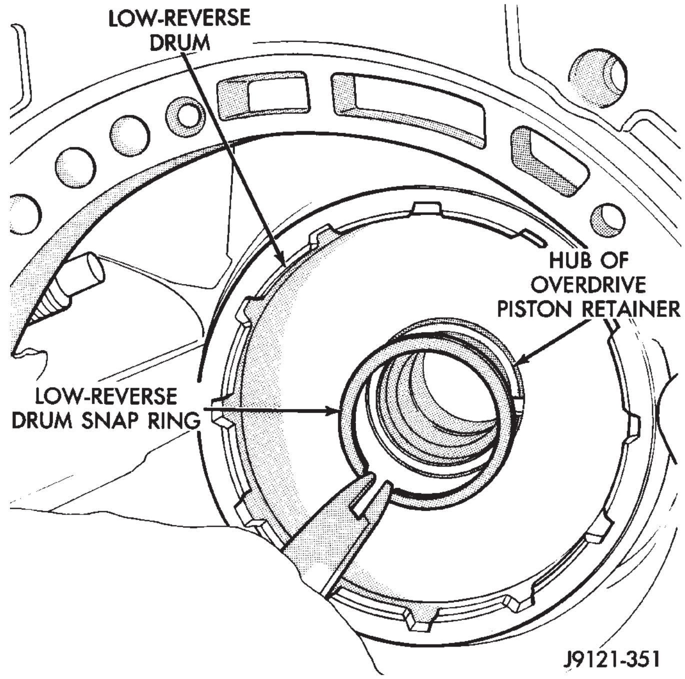


Fig. 164 Installing Low-Reverse Drum Retaining Snap Ring

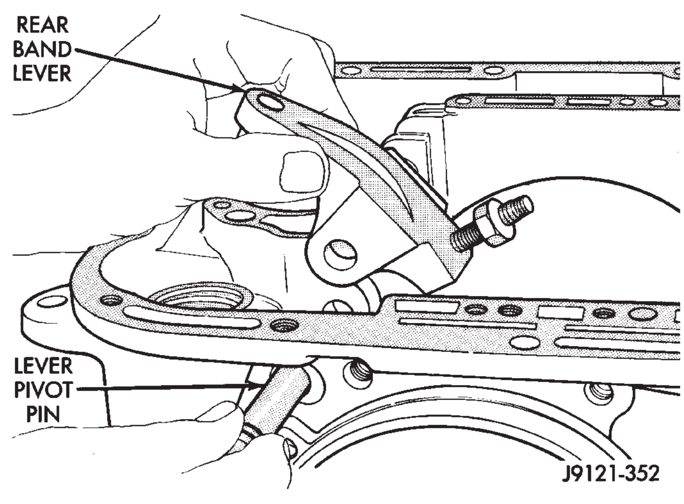


Fig. 165 Rear Band Lever And Pivot Pin Installation

(14) Position overdrive piston retainer on transmission case and align bolt holes in retainer, gasket and case (Fig. 163). Then install and tighten retainer bolts to 17 N·m (13 ft. lbs.) torque.

(15) Install snap ring that secures low-reverse drum to hub of piston retainer (Fig. 164).

(16) Install rear band lever and pivot pin (Fig. 165). Align lever with pin bores in case and push pivot pin into place.

(17) Install planetary geartrain assembly (Fig. 166).

(18) Install thrust plate on intermediate shaft hub (Fig. 167). Use petroleum jelly to hold thrust plate in place.

DISASSEMBLY AND ASSEMBLY (Continued)

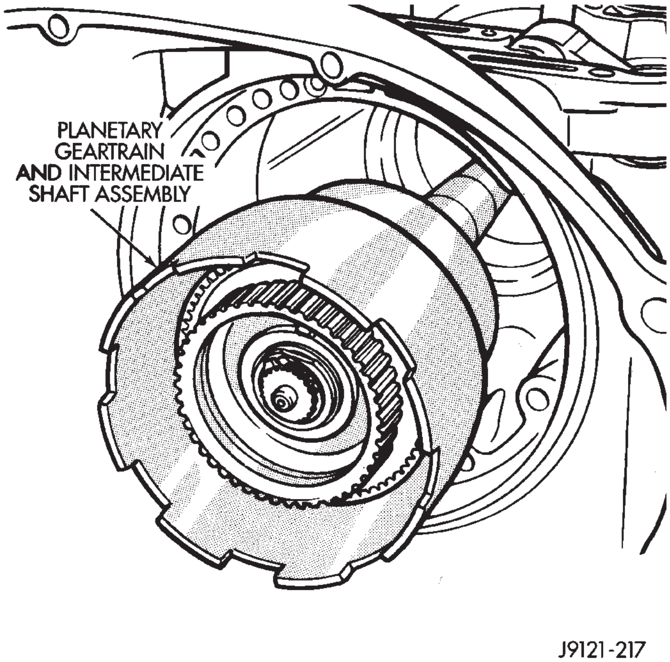


Fig. 166 Installing Planetary Geartrain

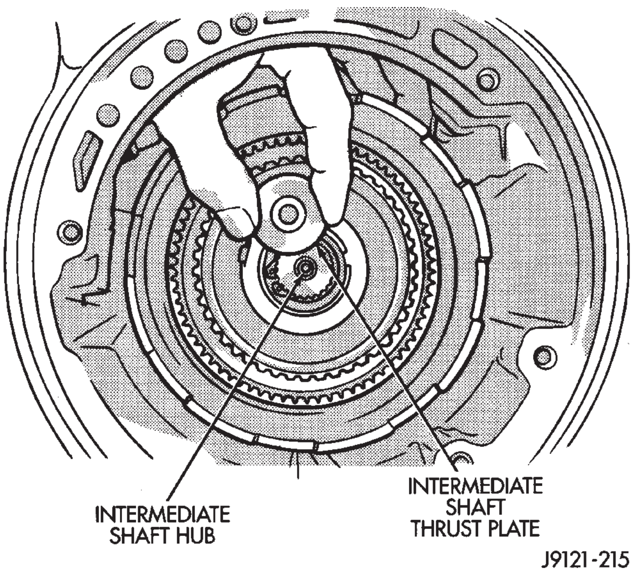


Fig. 167 Installing Intermediate Shaft Thrust Plate

(19) Check seal ring on rear clutch retainer hub and seal rings on input shaft (Fig. 168). Verify that diagonal-cut ends of teflon seal rings are properly joined and ends of metal ring are correctly hooked together. Also verify that shaft seal rings are installed in sequence shown.

(20) Check rear clutch thrust washer (Fig. 169). Use additional petroleum jelly to hold washer in place if necessary.

(21) Align clutch discs in front clutch and install front clutch on rear clutch (Fig. 170). Rotate front clutch retainer back and forth until completely seated on rear clutch.

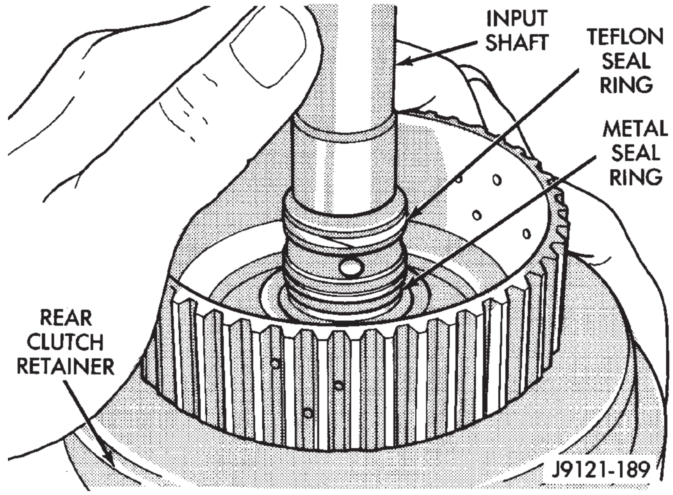


Fig. 168 Input Shaft Seal Ring Location

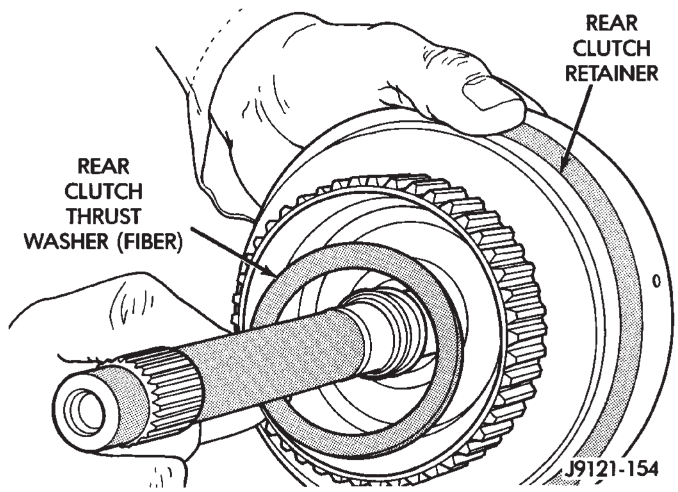


Fig. 169 Installing Rear Clutch Thrust Washer

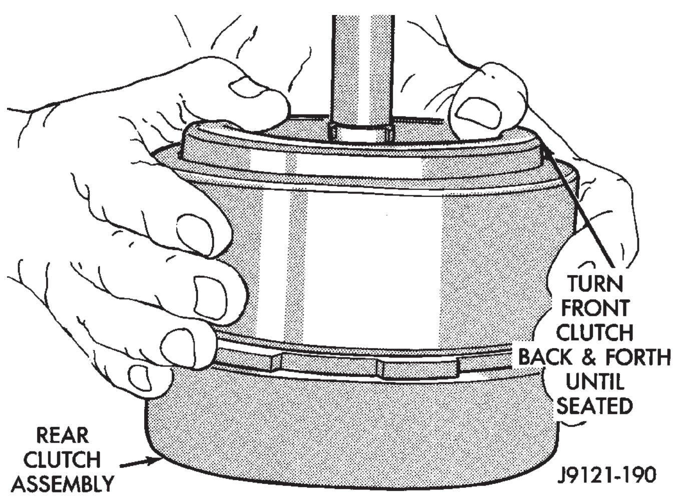


Fig. 170 Assembling Front And Rear Clutch Units

DISASSEMBLY AND ASSEMBLY (Continued)

(22) Coat intermediate shaft thrust washer with petroleum jelly. Then install washer in rear clutch hub (Fig. 171). Use enough petroleum jelly to hold washer in place. **Be sure grooved side of washer faces rearward (toward output shaft) as shown. Also note that washer only fits one way in clutch hub.** Note thickness of this washer. It is a select fit part and is used to control transmission end play.

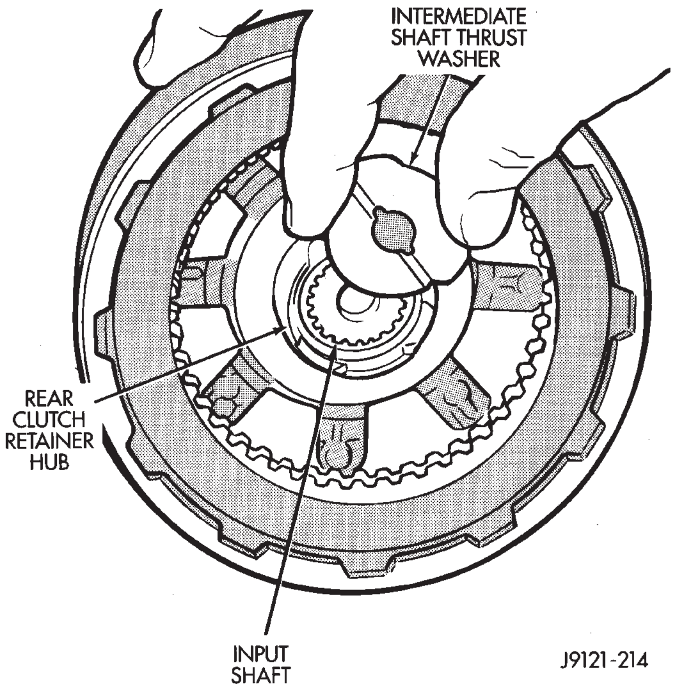


Fig. 171 Installing Intermediate Shaft Thrust Washer

(23) Align drive teeth on rear clutch discs with small screwdriver (Fig. 172). This makes installation on front planetary easier.

(24) Raise front end of transmission upward as far as possible and support case with wood blocks. Front/rear clutch and oil pump assemblies are easier to install if transmission is as close to upright position as possible.

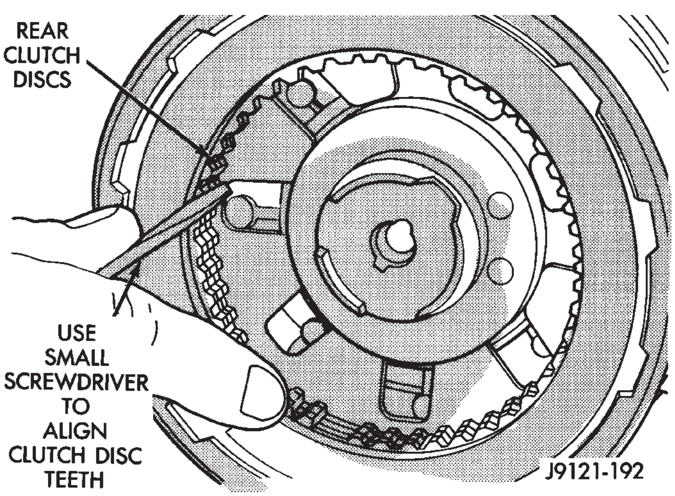


Fig. 172 Aligning Rear Clutch Disc Lugs

(25) Install front and rear clutch units as assembly (Fig. 173). Align rear clutch with front annulus gear and install assembly in driving shell. **Be sure output shaft thrust washer and thrust plate are not displaced during installation.**

(26) Carefully work assembled clutches back and forth to engage and seat rear clutch discs on front annulus gear. Also be sure front clutch drive lugs are fully engaged in slots of driving shell after installation.

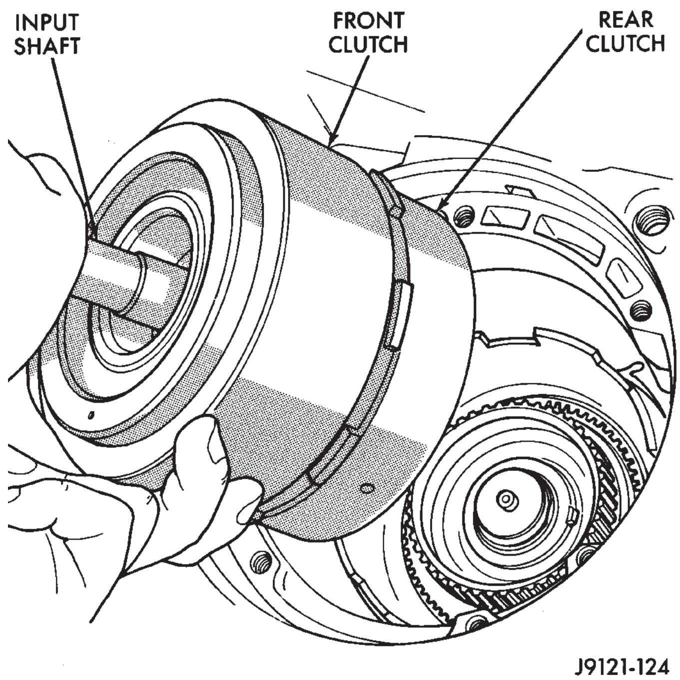


Fig. 173 Installing Front/Rear Clutch Assemblies

(27) Slide front band over front clutch retainer (Fig. 174).

(28) Insert front band lever pivot shaft part way into case (Fig. 174).

(29) Install front band lever, strut and adjusting screw (Fig. 175).

(30) Push front band lever shaft completely into place. Then tighten band adjusting screw until band just grips clutch retainer. Verify that front/rear clutches are still seated before continuing.

(31) Coat band reaction pin access plug with sealer and install plug in converter housing.

(32) Check seal rings on reaction shaft support hub. Verify that seal rings are hooked together and that front clutch thrust washer is properly positioned (Fig. 176). Use extra petroleum jelly to hold thrust washer in place if necessary.

CAUTION: The thrust washer bore ID is chamfered on one side. Make sure this side of the washer is facing toward the front of the transmission.

DISASSEMBLY AND ASSEMBLY (Continued)

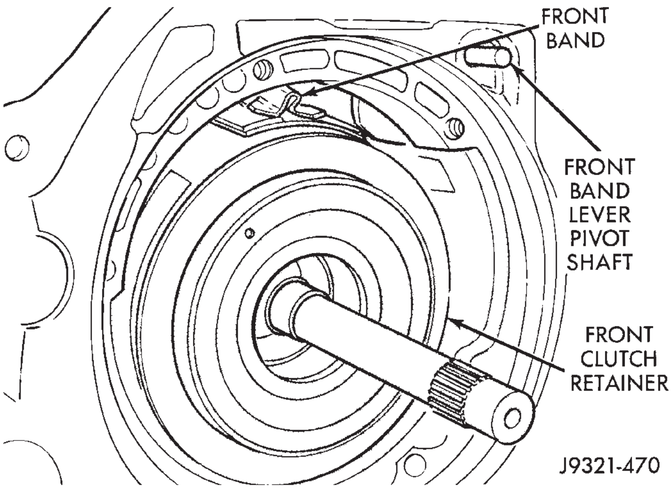


Fig. 174 Installing Front Band And Reaction Pin

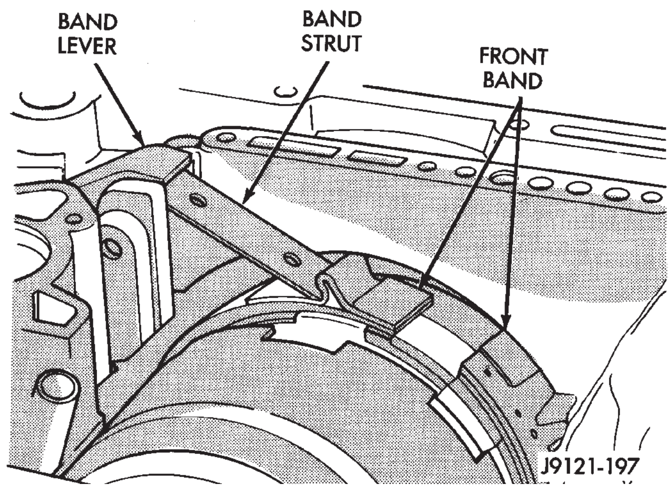


Fig. 175 Front Band Linkage Installation

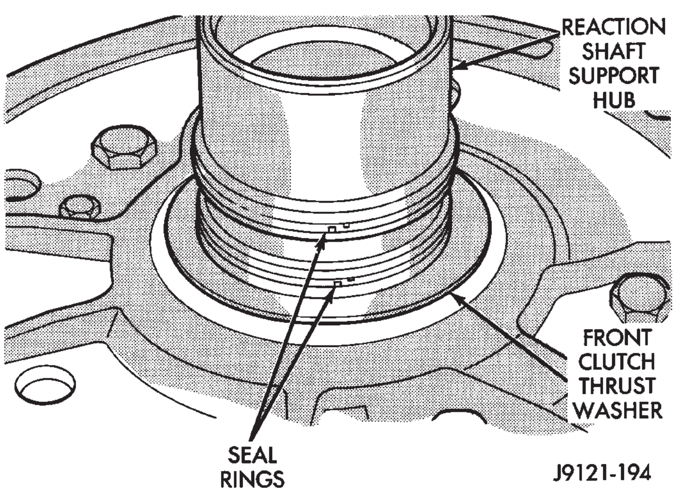


Fig. 176 Reaction Shaft Support Seal Rings And Front Clutch Thrust Washer

(33) Thread two Pilot Stud Tools C-3288-B into bolt holes in oil pump flange (Fig. 177).

(34) Align and install oil pump gasket (Fig. 177).

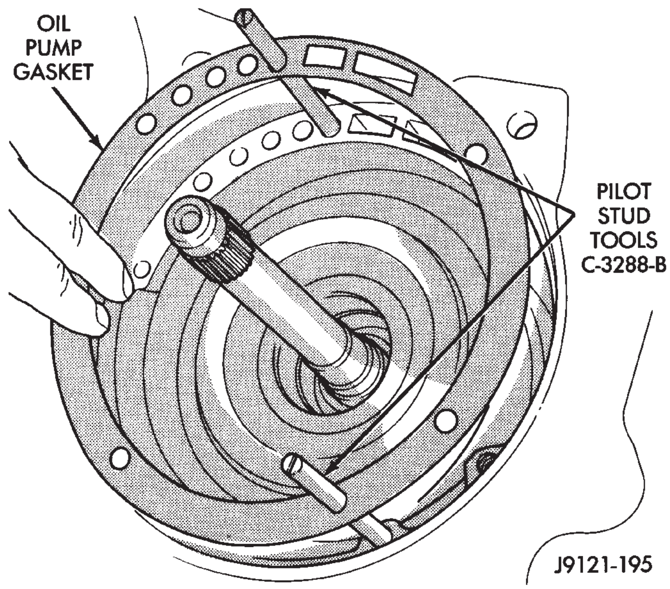


Fig. 177 Installing Pilot Studs And Oil Pump Gasket

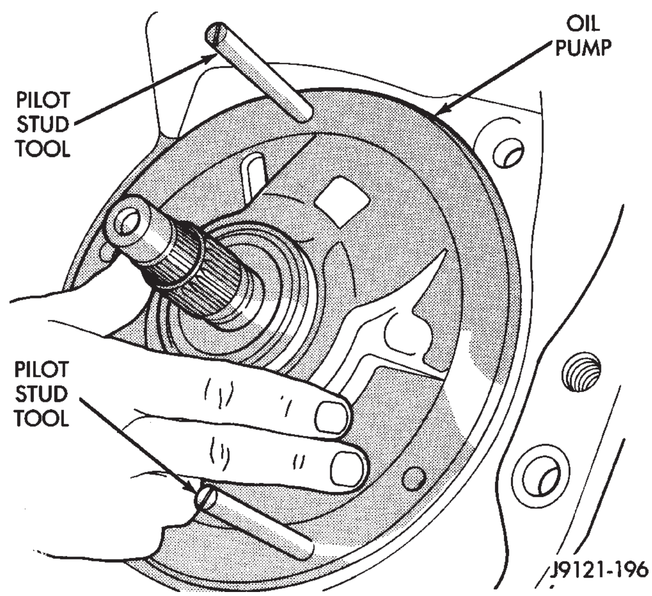


Fig. 178 Installing Oil Pump Assembly In Case

(35) Lubricate oil pump body seal with Ru-Glyde, or petroleum jelly. Lubricate pump shaft seal lip with petroleum jelly.

(36) Install oil pump (Fig. 178). Align and position pump on pilot studs. Slide pump down studs and work it into front clutch hub and case by hand. Then install 2 or 3 pump bolts to hold pump in place.

(37) Remove pilot stud tools and install remaining oil pump bolts. Tighten bolts alternately in diagonal pattern to 20 N·m (15 ft. lbs.).

(38) Install new seals on overdrive piston. Then lubricate seals with Mopar Door Ease, or Ru-Glyde.

(39) Install overdrive piston in retainer. **Align locating lugs on piston in locating bores in**

DISASSEMBLY AND ASSEMBLY (Continued)

retainer (Fig. 179). Use thin plastic strip or feeler gauge to help guide piston outer seal into retainer.

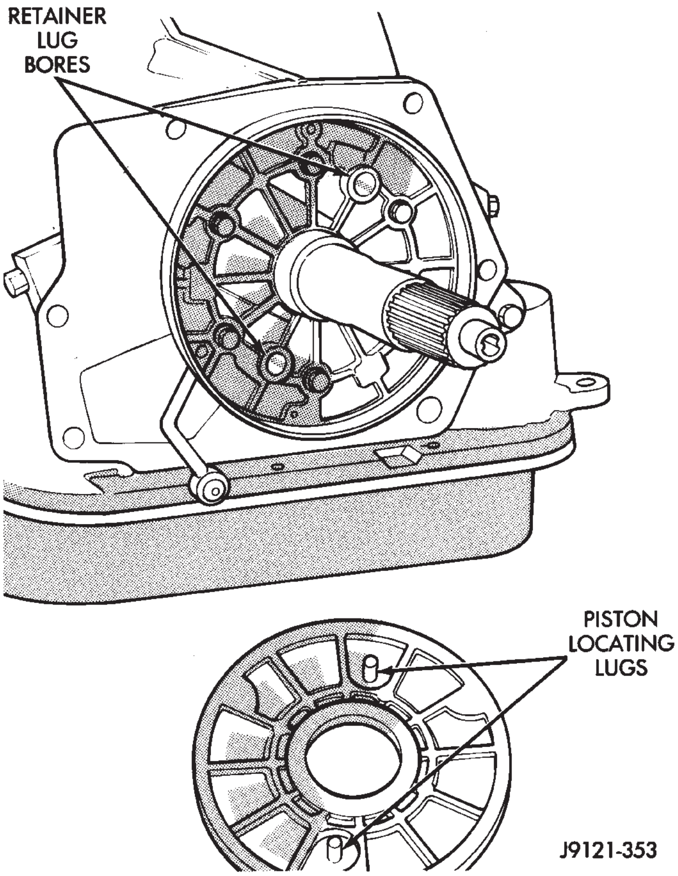


Fig. 179 Overdrive Piston Alignment

(40) Install spacer on intermediate shaft, if not previously installed.

(41) Install overdrive piston thrust plate (Fig. 180). Use liberal quantity of petroleum jelly to hold thrust plate in position on piston.

(42) Install overdrive piston thrust bearing in direct clutch hub (Fig. 181). Use liberal quantity of petroleum jelly to hold thrust bearing in place. **Note that one side of bearing has dark coated surface. This surface faces overdrive piston. Also be sure raised shoulder on inside diameter of bearing faces forward as well.**

(43) Apply small amount of petroleum jelly to pilot hub of intermediate shaft.

(44) Verify alignment of splines in overdrive unit planetary gear and overrunning clutch. Be sure Alignment Tool 6227-2 is still fully seated (Fig. 182). **If planetary gear and overrunning clutch splines become misaligned, overdrive unit cannot be fully installed on intermediate shaft. Overdrive unit may have to be disassembled in order to realign splines.**

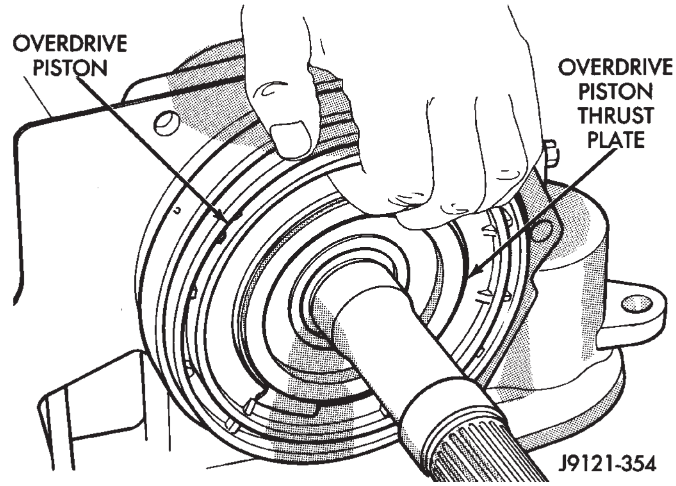


Fig. 180 Installing Overdrive Piston Thrust Plate

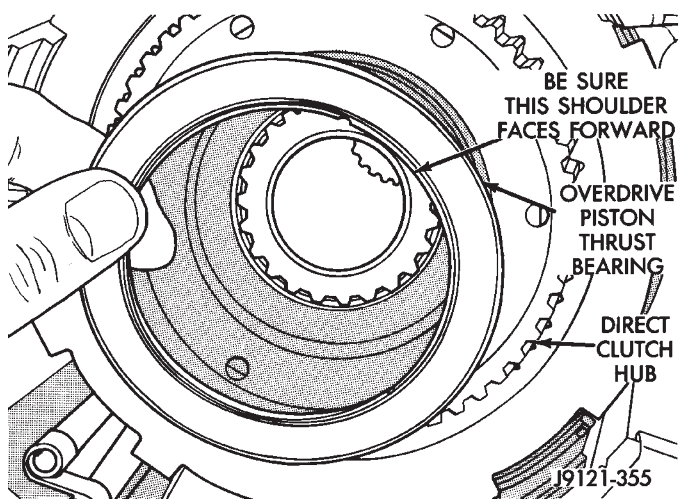


Fig. 181 Installing Overdrive Piston Thrust Bearing

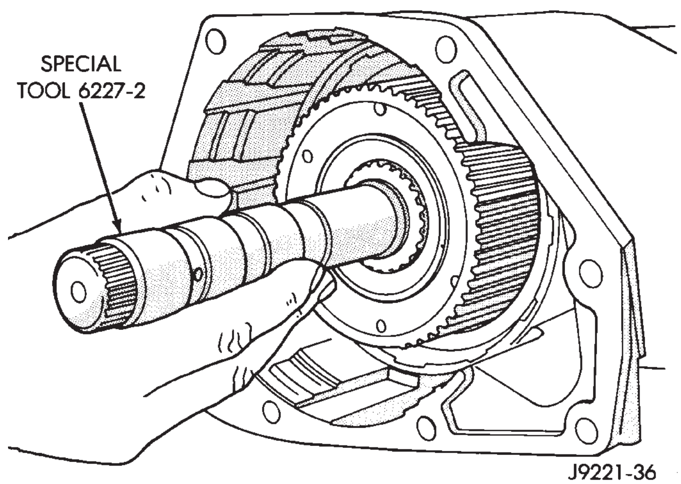


Fig. 182 Checking Alignment Of Overdrive Planetary Gear And Overrunning Clutch Splines

DISASSEMBLY AND ASSEMBLY (Continued)

(45) Carefully withdraw alignment tool from overdrive unit.

(46) Lubricate intermediate shaft splines and bushing surfaces with transmission fluid or petroleum jelly.

(47) Install overdrive unit. Note that intermediate shaft is snug fit in overdrive planetary gear and overrunning clutch. If overdrive unit will not seat, gear and clutch splines are probably misaligned.

(48) Apply 1-2 drops of Mopar thread adhesive (or Loctite 242) to overdrive unit attaching bolts. Then install and tighten bolts to 34 N·m (25 ft. lbs.) torque. **Be sure wire harness clips are placed on appropriate overdrive bolts beforehand.**

(49) Measure and if necessary, correct input shaft end play as follows (Fig. 183):

(a) Be sure overdrive unit is installed on transmission. **End play cannot be properly checked with overdrive unit off transmission.**

(b) Attach dial indicator to converter housing.

(c) Position indicator plunger against input shaft and zero indicator.

(d) Move input shaft in and out and record reading. End play should be 0.56 - 2.31 mm (0.022 - 0.091 in.). Proceed to next step if end play is not within specified limits.

(e) Intermediate shaft thrust washer (in hub of rear clutch retainer) controls end play. Washer is a select fit part and can be changed to adjust end play. If end play turns out to be incorrect, remove oil pump, and clutches. Then install thinner/thicker thrust washer as necessary.

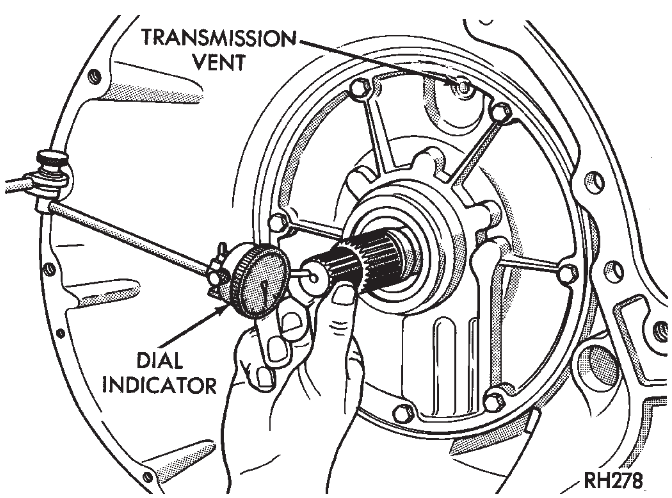


Fig. 183 Measuring Input Shaft End Play

(50) Install accumulator piston and inner and outer springs (Fig. 184).

(51) Verify that park/neutral position switch has **not** been installed in case. Valve body can not be installed if switch is in position.

(52) Verify that valve body solenoid harness is secured in 3-4 accumulator housing cover plate.

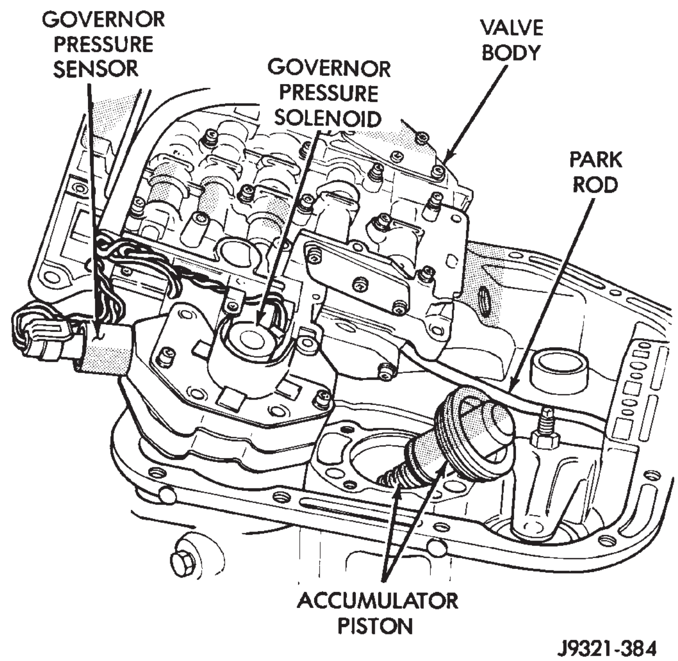


Fig. 184 Accumulator Piston And Springs

(53) Install valve body as follows:

(a) Align and carefully insert park rod into pawl. Rod will make click noise as it enters pawl. Move rod slightly to check engagement.

(b) Align and seat valve body on case. Be sure manual lever shaft and overdrive connector are fully seated in case. Also be sure valve body wiring is not pinched or kinked.

(c) Install and start all valve body attaching bolts by hand. Then tighten bolts evenly, in a diagonal pattern to 12 N·m (105 in. lbs.) torque. **Do not overtighten valve body bolts. This could result in distortion and cross leakage after installation.**.

CAUTION: It is possible for the park rod to displace into a cavity just above the pawl sprag during installation. Make sure the rod is actually engaged in the pawl and has not displaced into the cavity. If the rod enters the cavity during installation, it will become bent when the overdrive bolts are tightened. If this occurs, the rod will have to be removed and replaced.

(54) Install new filter on valve body. Tighten filter screws to 4 N·m (35 in. lbs.).

(55) Adjust front and rear bands as follows:

(a) Loosen band adjusting screw locknuts.

(b) Tighten each band adjusting screw to 5 N·m (72 in. lbs.) with torque wrench.

(c) **Back off front band adjusting screw 3-5/8 turns.**

(d) Back off rear band screw 4 turns.

DISASSEMBLY AND ASSEMBLY (Continued)

(e) Tighten each adjusting screw locknut. Hold adjusting screws with wrench to prevent turning when tightening locknut.

(56) Install seal on park/neutral position switch (Fig. 185). Then install and tighten switch to 34 N·m (25 ft. lbs.).

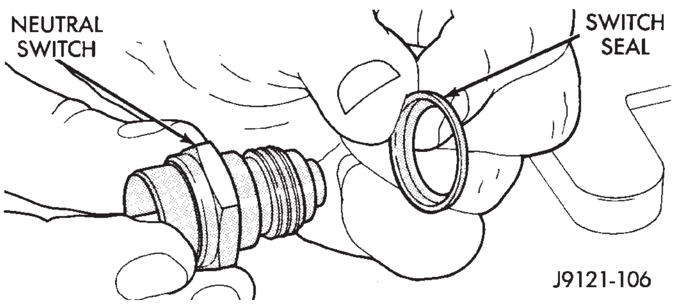


Fig. 185 Park/Neutral Position Switch Seal Position

(57) Install magnet in oil pan. Magnet goes on small protrusion at corner of pan.

(58) Position new oil pan gasket on case and install oil pan. Tighten pan bolts to 17 N·m (13 ft. lbs.).

(59) Install new valve body manual shaft seal in case (Fig. 186). Lubricate seal lip and manual shaft with petroleum jelly. Start seal over shaft and into case. Seat seal with 15/16 inch, deep well socket.

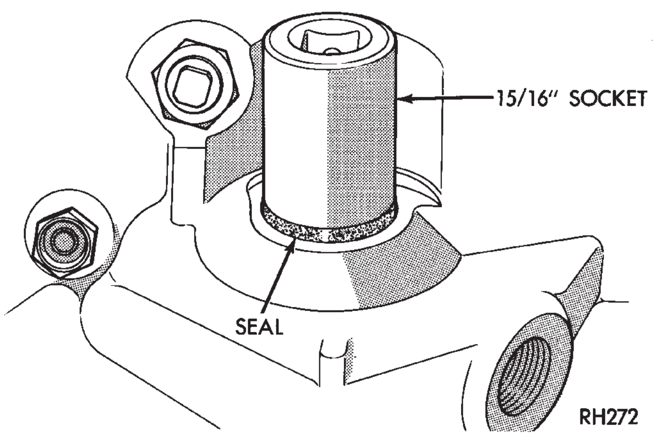


Fig. 186 Installing Manual Lever Shaft Seal

(60) Install throttle valve and shift selector levers on valve body manual lever shaft.

(61) Cap or cover transmission openings (cooler line fittings, filler tube bore, etc.) to prevent dirt entry.

(62) Install torque converter. Use C-clamp or metal strap to hold converter in place for installation.

(63) Install transmission speed sensor in overdrive case (Fig. 187).

(64) Mount transmission on jack for installation in vehicle.

(65) Apply dielectric grease to terminal pins of solenoid case connector and neutral switch.

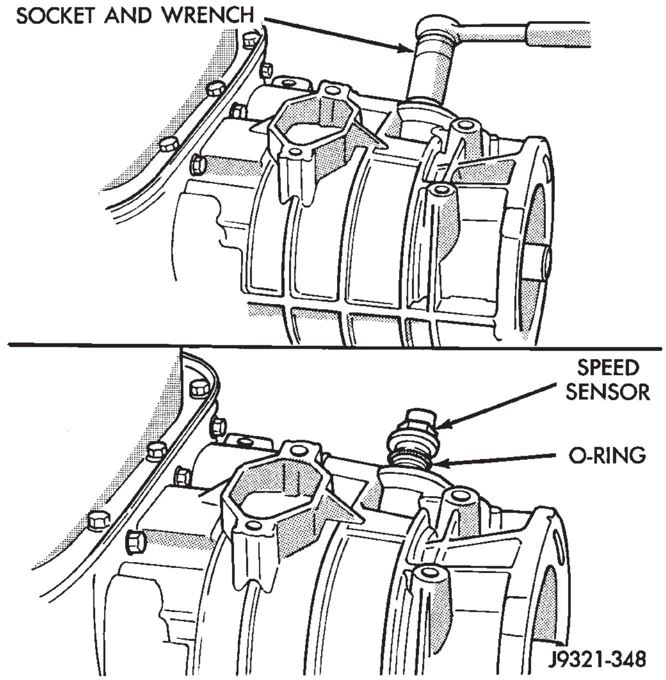


Fig. 187 Transmission Speed Sensor

OVERRUNNING CLUTCH/LOW-REVERSE DRUM

DISASSEMBLE

If the clutch assembly came out with the low-reverse drum, thread two clutch cam bolts into the cam. Then lift the cam out of the drum with the bolts (Fig. 188). Rotate the cam back and forth to ease removal if necessary. Remove the clutch roller and spring assembly from the race afterward.

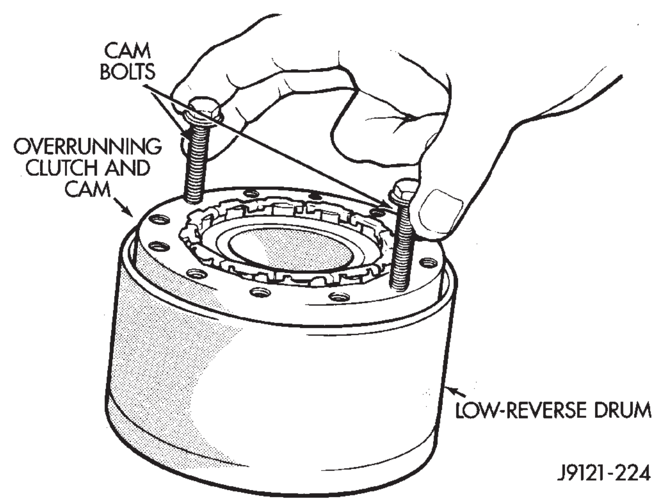


Fig. 188 Removing Overrunning Clutch From Low-Reverse Drum

DISASSEMBLY AND ASSEMBLY (Continued)

OVERRUNNING CLUTCH/LOW-REVERSE DRUM, ASSEMBLE

(1) Assemble clutch rollers and springs in retainer if necessary (Fig. 189).

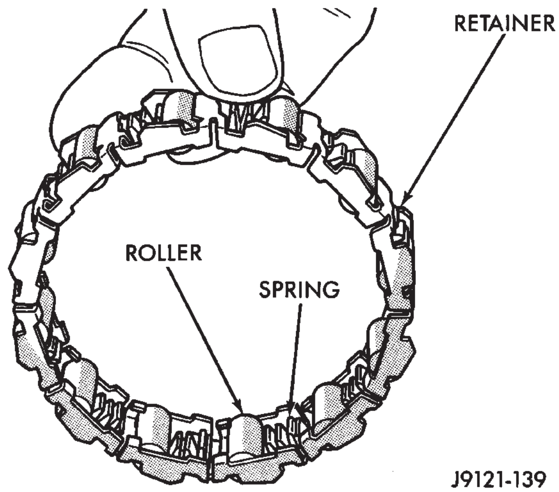


Fig. 189 Overrunning Clutch Rollers, Springs, Retainer

(2) Install overrunning clutch roller, spring and retainer assembly in clutch cam (Fig. 190).

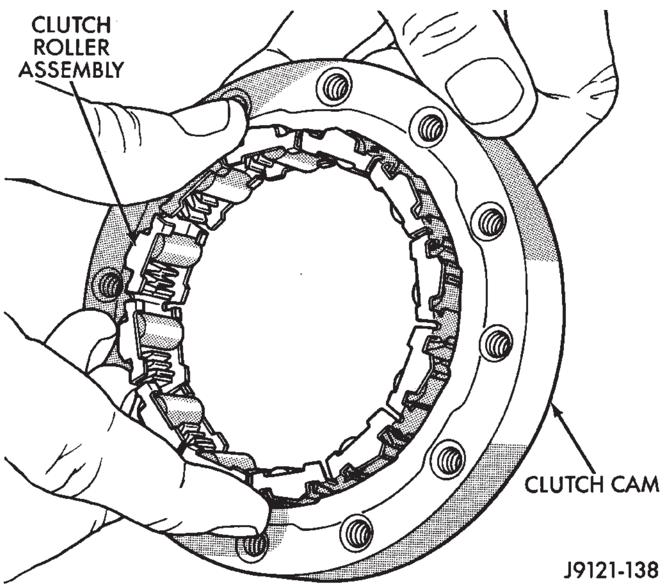


Fig. 190 Assembling Overrunning Clutch And Cam

(3) Temporarily assemble and check overrunning clutch operation as follows:

(a) Assemble cam and clutch.

(b) Install clutch assembly on low-reverse drum with twisting motion (Fig. 191).

(c) Install drum-clutch assembly in case and install clutch cam bolts.

(d) Install rear support and support attaching bolts.

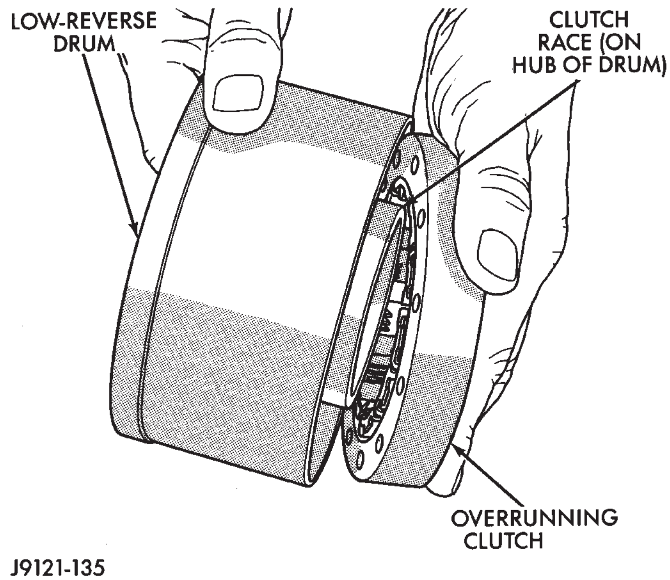


Fig. 191 Temporary Assembly Of Clutch And Drum To Check Operation

(e) Check low-reverse drum rotation. **Drum should rotate freely in clockwise direction and lock when turned in counterclockwise direction (as viewed from front of case).**

(4) Note component position for assembly reference. Bolt holes in clutch cam are countersunk on one side, Be sure this side of cam will face rearward when installed (Fig. 192).

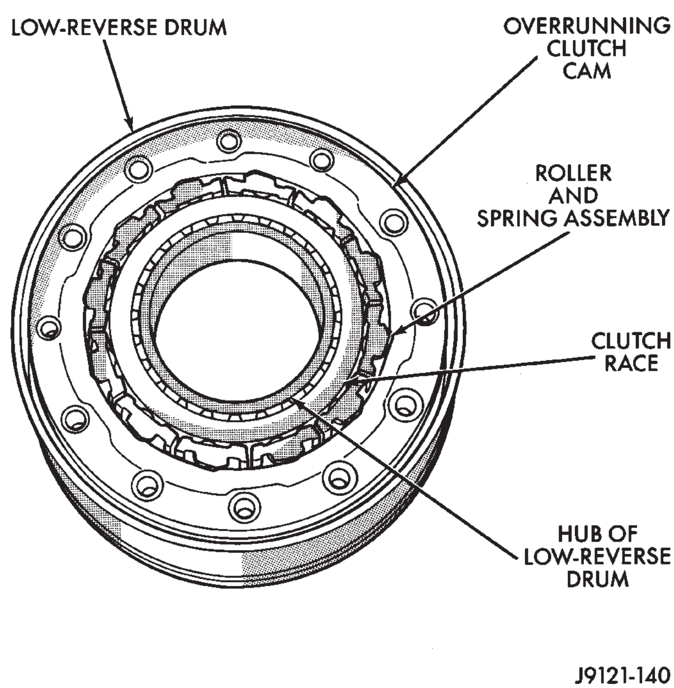


Fig. 192 Assembled Overrunning Clutch

(5) Remove rear support, overrunning clutch and low-reverse drum. Set components aside for final assembly. **If overrunning clutch will be installed**

DISASSEMBLY AND ASSEMBLY (Continued)

before final assembly, install cam only as described in Transmission Assembly And Adjustment section. Clutch cam must be properly indexed in case to fit and operate properly.

FRONT SERVO PISTON

DISASSEMBLE

(1) Remove seal ring from rod guide (Fig. 193).

(2) Remove small snap ring from servo piston rod. Then remove piston rod, spring and washer from piston.

(3) Remove and discard servo component O-ring and seal rings.

ASSEMBLE

Clean and inspect front servo components.

(1) Lubricate new O-ring and seal rings with petroleum jelly and install them on piston, guide and rod.

(2) Install rod in piston. Install spring and washer on rod. Compress spring and install snap ring (Fig. 193).

(3) Set servo components aside for installation during transmission reassembly.

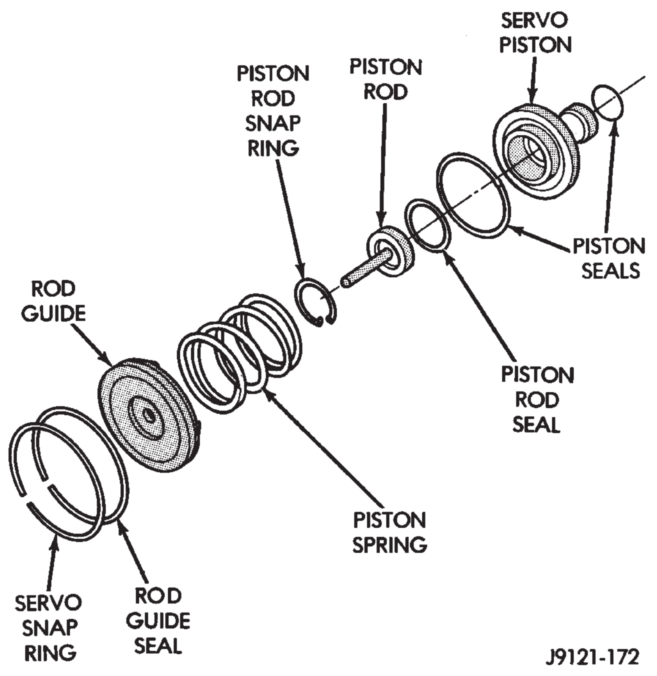


Fig. 193 Front Servo

REAR SERVO PISTON

DISASSEMBLE

(1) Remove small snap ring and remove plug and spring from servo piston (Fig. 194).

(2) Remove and discard servo piston seal ring.

(3) Lubricate piston and guide seals with petroleum jelly. Lubricate other servo parts with Mopar ATF Plus transmission fluid.

ASSEMBLE

(1) Install new seal ring on servo piston.

(2) Assemble piston, plug, spring and new snap ring.

(3) Lubricate piston seal lip with petroleum jelly.

(4) Set servo components aside for assembly installation.

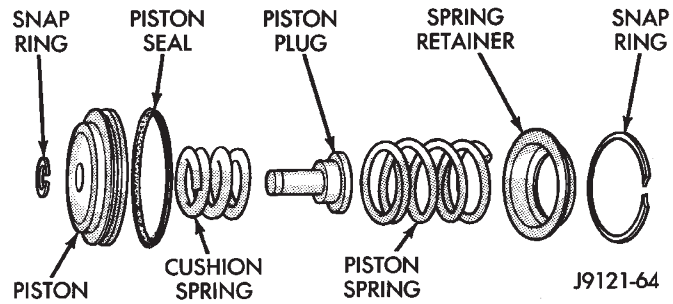


Fig. 194 Rear Servo Components

OIL PUMP AND REACTION SHAFT SUPPORT

DISASSEMBLE

(1) Remove seal ring from housing and reaction shaft support (Fig. 195).

(2) Mark pump housing and support assembly for alignment reference.

(3) Loosen bolts that attach pump body to support (Fig. 196).

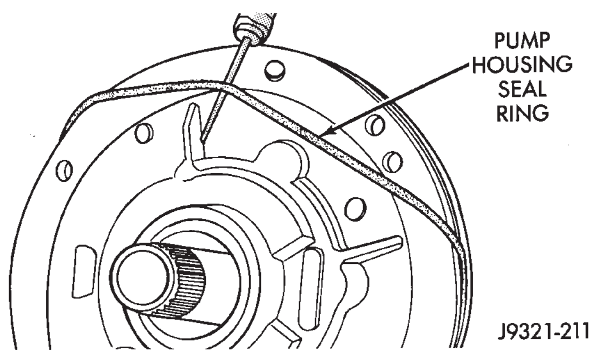


Fig. 195 Removing Pump Seal Ring

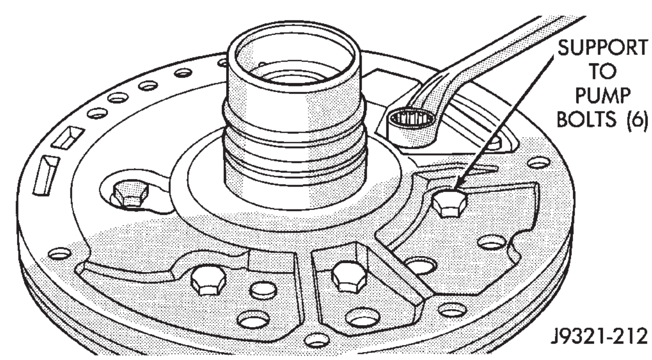


Fig. 196 Loosening Pump Support Bolts

DISASSEMBLY AND ASSEMBLY (Continued)

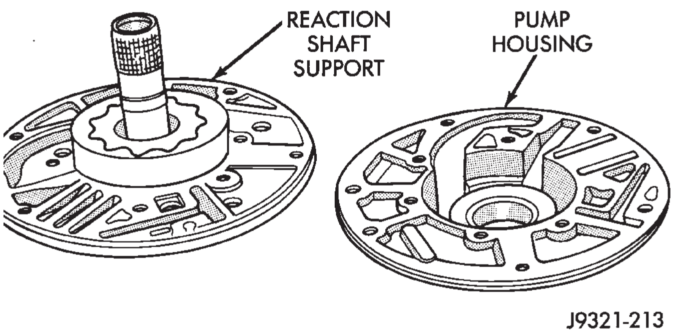


Fig. 197 Separating Pump Housing From Reaction Shaft Support

(4) Remove pump-to-support bolts and separate support from pump housing (Fig. 197).

(5) Remove inner and outer gears from reaction shaft support (Fig. 198).

(6) If pump seal was not removed during transmission disassembly, remove seal with punch and hammer.

(7) Remove front clutch thrust washer from support hub (Fig. 199).

OIL PUMP BUSHING REPLACEMENT

(1) Remove pump bushing with Tool Handle C-4171 and Bushing Remover SP-3551 (Fig. 200).

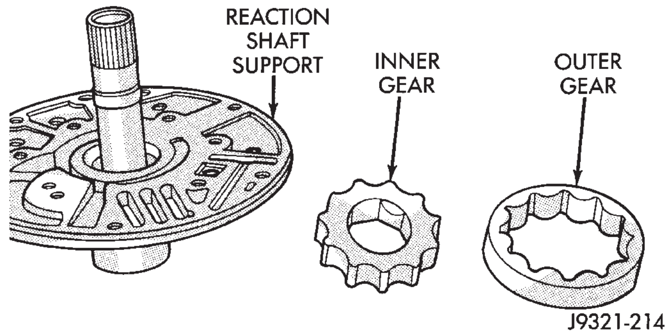


Fig. 198 Pump Gear Removal

(2) Install new pump bushing with Tool Handle C-4171 and Bushing Installer SP-5117 (Fig. 200). Bushing should be flush with pump housing bore.

(3) Stake new pump bushing in two places with blunt punch (Fig. 201). Remove burrs from stake points with knife blade afterward.

REACTION SHAFT SUPPORT BUSHING REMOVAL

(1) Assemble Bushing Remover Tools SP-1191, 3633 and 5324 (Fig. 202). **Do not clamp any part of reaction shaft or support in vise.**

(2) Hold Cup Tool SP-3633 firmly against reaction shaft and thread remover SP-5324 into bushing as

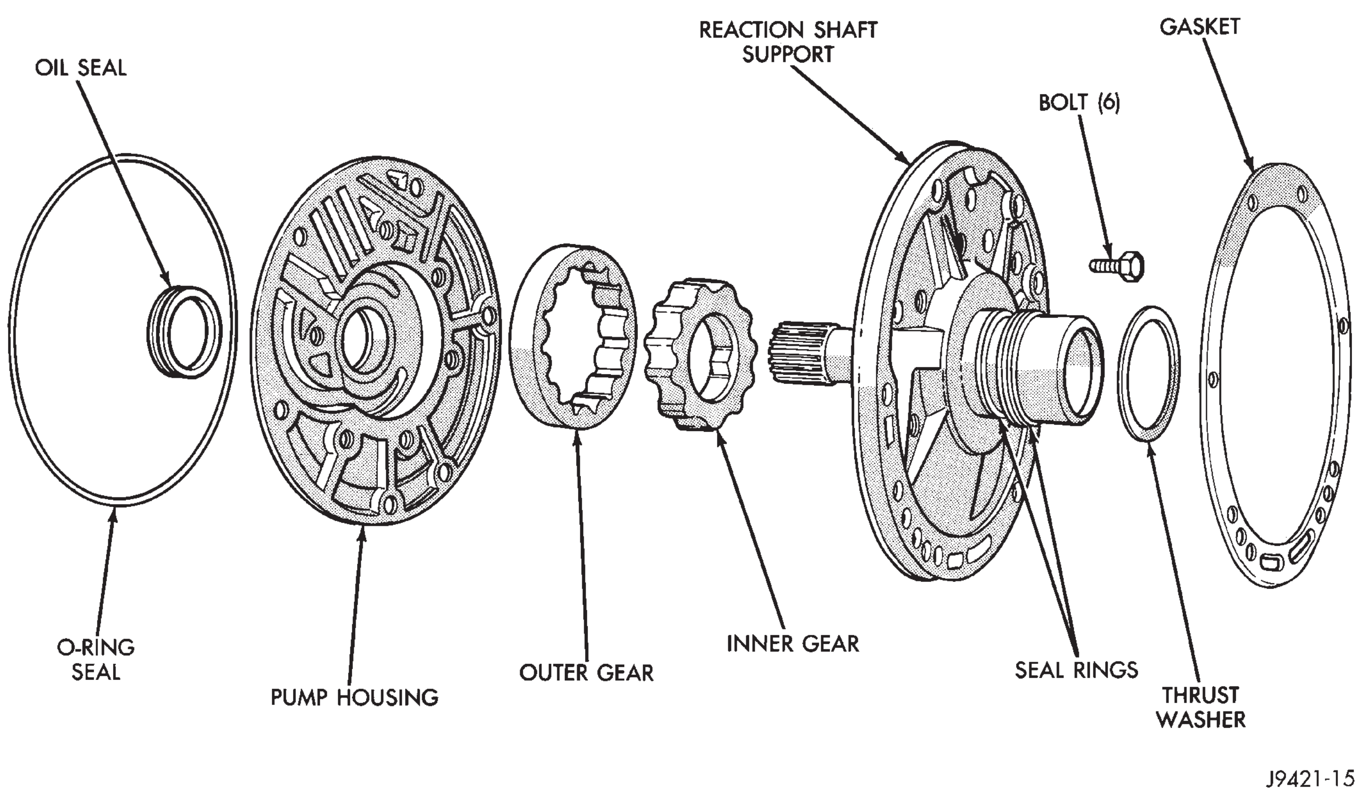


Fig. 199 Oil Pump And Reaction Shaft Support Components

DISASSEMBLY AND ASSEMBLY (Continued)

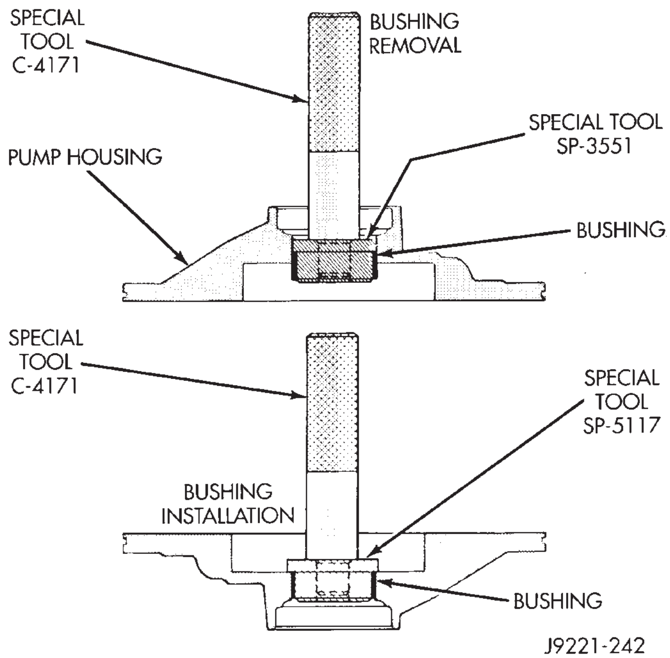


Fig. 200 Removing Oil Pump Bushing

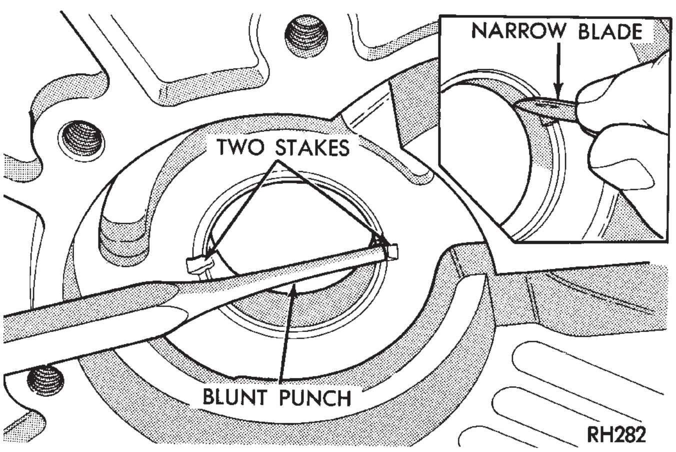


Fig. 201 Staking Oil Pump Bushing

far as possible by hand. Then thread remover tool 3-4 additional turns into bushing with a wrench.

(3) Turn remover tool hex nut down against remover cup to pull bushing from shaft. Clean all chips from shaft after bushing removal.

(4) Lightly grip old bushing in vise or with pliers and back remover tool out of bushing.

(5) Assemble Bushing Installer Tools C-4171 and SP-5325 (Fig. 202).

(6) Slide new bushing onto Installer Tool SP-5325.

(7) Position reaction shaft support upright on a clean smooth surface.

(8) Align bushing in bore. Then tap bushing into place until Bushing Installer SP-5325 bottoms.

(9) Clean reaction shaft support thoroughly after installing bushing.

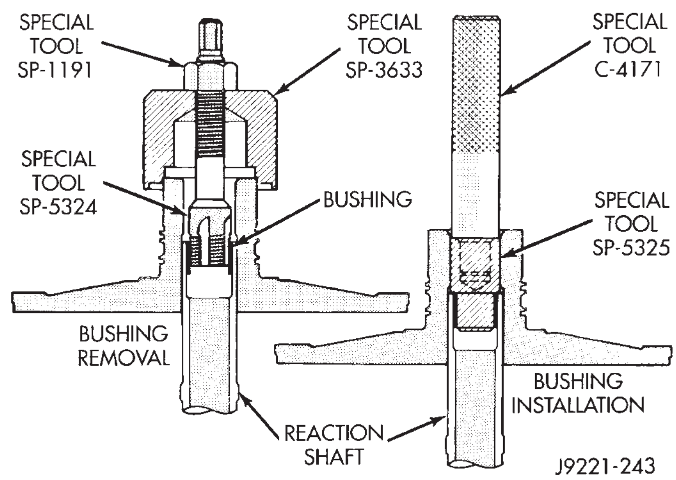


Fig. 202 Replacing Reaction Shaft Support Bushing

OIL PUMP AND REACTION SHAFT SUPPORT ASSEMBLE

(1) Lubricate gear bore in pump housing with transmission fluid.

(2) Lubricate pump gears with transmission fluid.

(3) Support pump housing on wood blocks (Fig. 203).

(4) Install outer gear in pump housing (Fig. 203). Gear can be installed either way (it is not a one-way fit).

(5) Install pump inner gear (Fig. 204).

CAUTION: The pump inner gear is a one way fit. The bore on one side of the gear inside diameter (I.D.) is chamfered. Be sure the chamfered side faces forward (to front of pump).

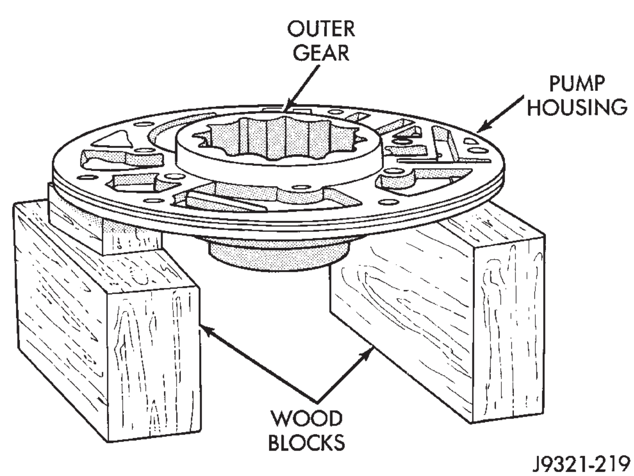


Fig. 203 Supporting Pump And Installing Outer Gear

(6) Install new thrust washer on hub of reaction shaft support. Lubricate washer with transmission fluid or petroleum jelly.

(7) If reaction shaft seal rings are being replaced, install new seal rings on support hub (Fig. 205).

DISASSEMBLY AND ASSEMBLY (Continued)

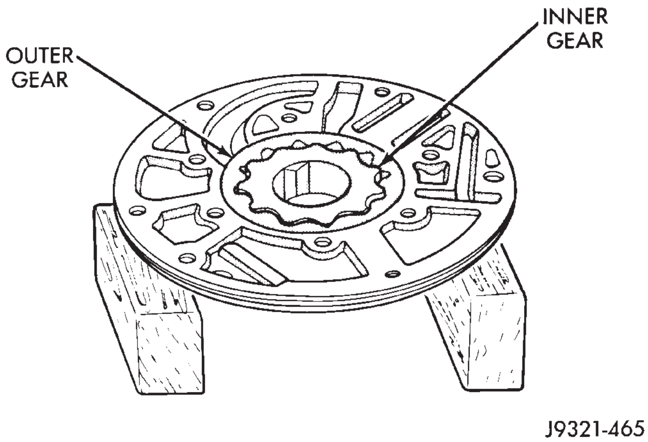


Fig. 204 Pump Inner Gear Installation

Lubricate seal rings with transmission fluid or petroleum jelly after installation. Squeeze each ring until ring ends are securely hooked together.

CAUTION: The reaction shaft support seal rings will break if overspread, or twisted. If new rings are being installed, spread them only enough for installation. Also be very sure the ring ends are securely hooked together after installation. Otherwise, the rings will either prevent pump installation, or break during installation.

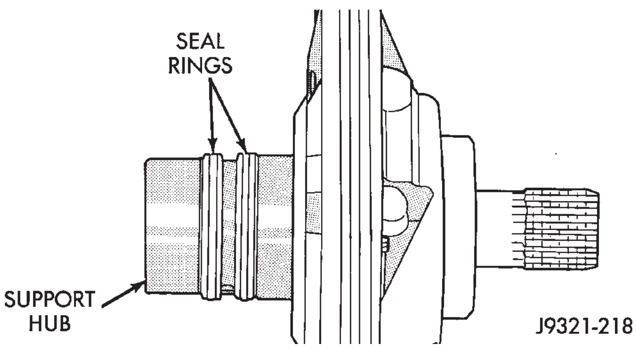


Fig. 205 Hub Seal Ring Position

(8) Install reaction shaft support on pump housing (Fig. 206).

(9) Align reaction support on pump housing. Use alignment marks made at disassembly. Or, rotate support until bolt holes in support and pump housing are all aligned (holes are offset for one-way fit).

(10) Install all bolts that attach support to pump housing. Then tighten bolts finger tight.

(11) Tighten support-to-pump bolts to required torque as follows:

(a) Reverse pump assembly and install it in transmission case. Position pump so bolts are facing out and are accessible.

(b) Secure pump assembly in case with 2 or 3 bolts, or with pilot studs.

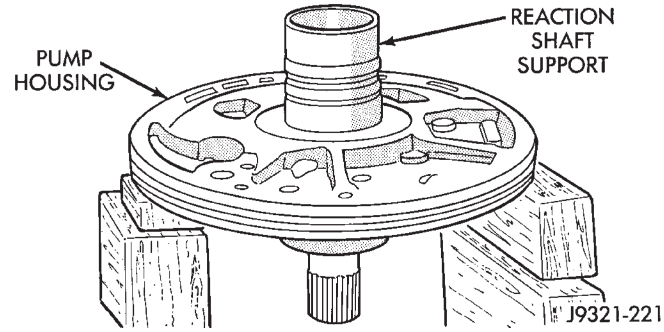


Fig. 206 Assembling Reaction Shaft Support And Pump Housing

(c) Tighten support-to-pump bolts to 20 N·m (15 ft. lbs.).

(d) Remove pump assembly from transmission case.

(12) Install new oil seal in pump with Special Tool C-4193 and Tool Handle C-4171 (Fig. 207). Be sure seal lip faces inward.

(13) Install new seal ring around pump housing. Be sure seal is properly seated in groove.

(14) Lubricate lip of pump oil seal and O-ring seal with transmission fluid.

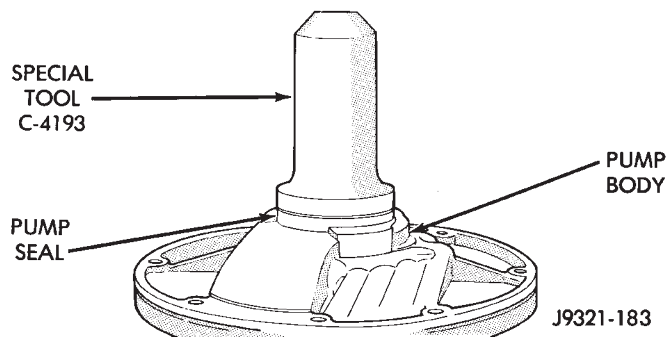


Fig. 207 Pump Oil Seal Installation

FRONT CLUTCH

DISASSEMBLE

(1) Remove waved snap ring and remove pressure plate, clutch plates and clutch discs (Fig. 208).

(2) Compress clutch piston spring with Compressor Tool C-3575-A (Fig. 209). Be sure legs of tool are seated squarely on spring retainer before compressing spring.

(3) Remove retainer snap ring and remove compressor tool.

(4) Remove spring retainer and clutch spring. Note position of retainer on spring for assembly reference.

(5) Remove clutch piston from clutch retainer. Remove piston by rotating it up and out of retainer.

(6) Remove seals from clutch piston and clutch retainer hub. Discard both seals as they are not reusable.

DISASSEMBLY AND ASSEMBLY (Continued)

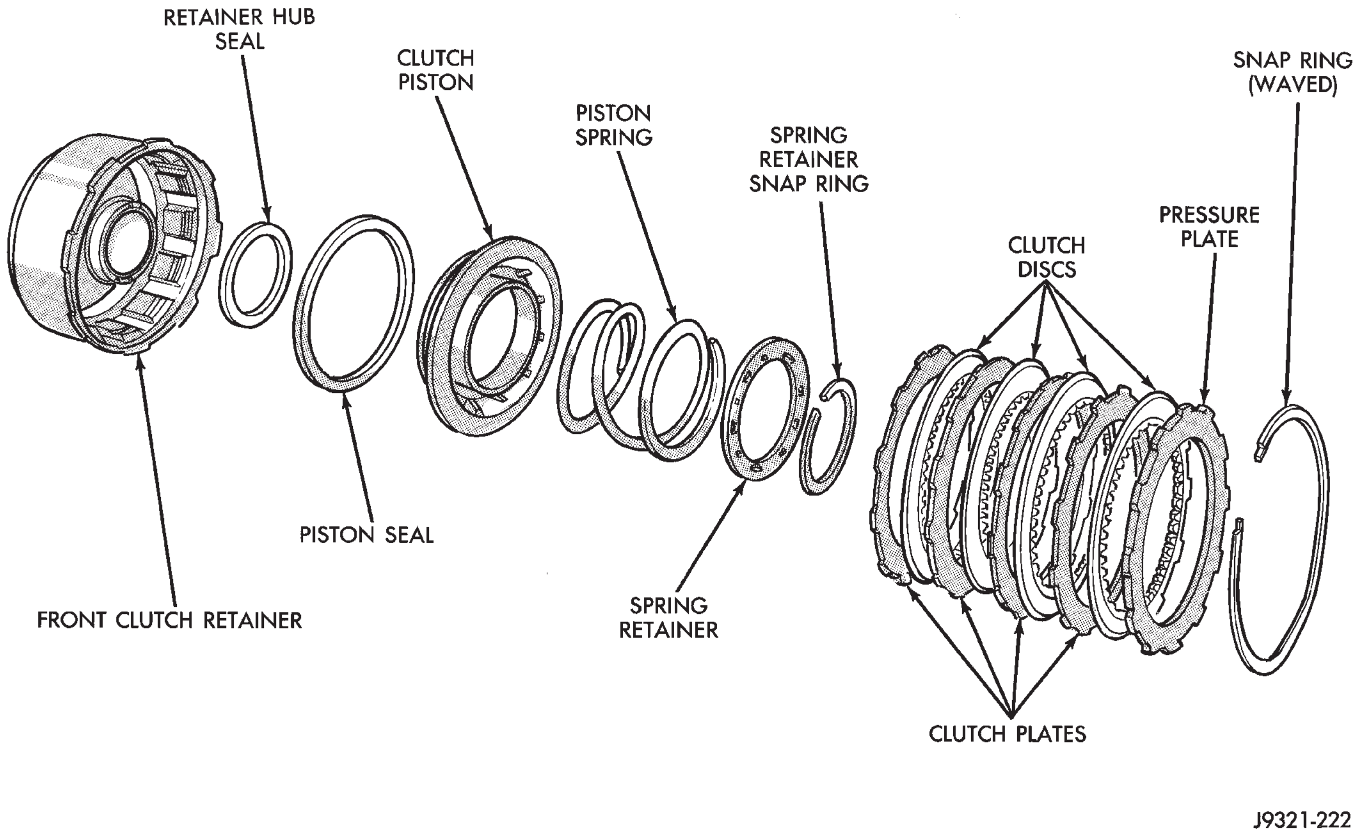


Fig. 208 Front Clutch Components

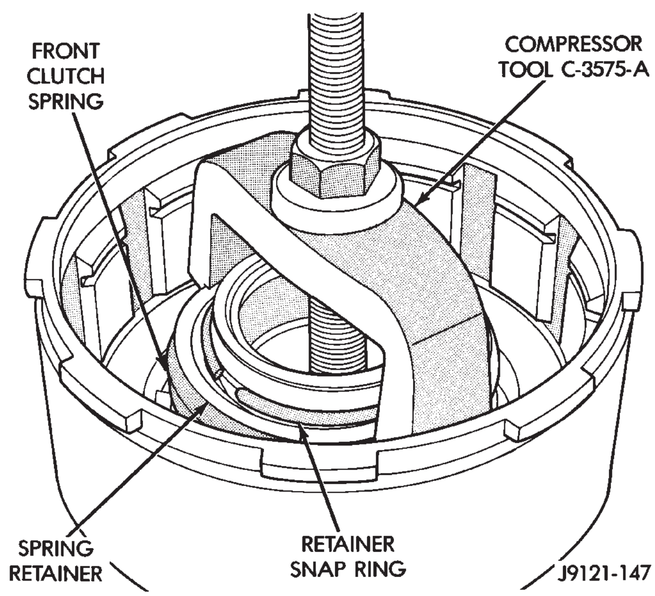


Fig. 209 Compressing Front Clutch Piston Spring

ASSEMBLE

(1) Soak clutch discs in transmission fluid while assembling other clutch parts.

(2) Install new seals on piston and in hub of retainer. Be sure lip of each seal faces interior of clutch retainer.

(3) Lubricate lips of piston and retainer seals with liberal quantity of Mopar Door Ease, or Ru-Glyde. Then lubricate retainer hub, bore and piston with light coat of transmission fluid.

(4) Install clutch piston in retainer (Fig. 210). Use twisting motion to seat piston in bottom of retainer. A thin strip of plastic (about 0.020″ thick), can be used to guide seals into place if necessary.

CAUTION: Never push the clutch piston straight in. This will fold the seals over causing leakage and clutch slip. In addition, never use any type of metal tool to help ease the piston seals into place. Metal tools will cut, shave, or score the seals.

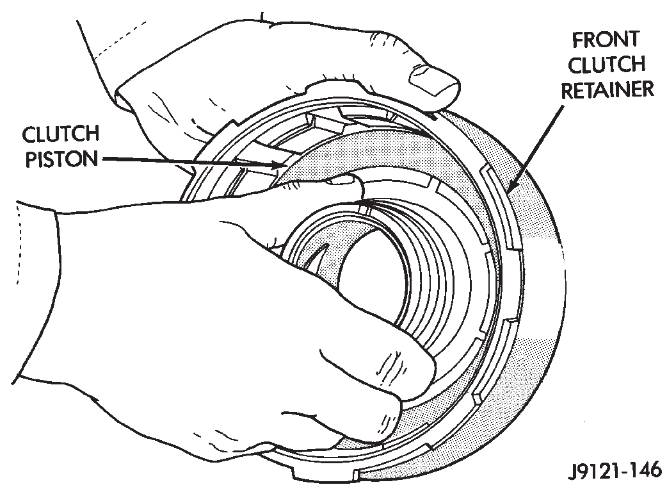


Fig. 210 Front Clutch Piston Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(5) Position spring in clutch piston (Fig. 211).

(6) Position spring retainer on top of piston spring (Fig. 212). **Make sure retainer is properly installed. Small raised tabs should be facing upward. Semicircular lugs on underside of retainer are for positioning retainer in spring.**

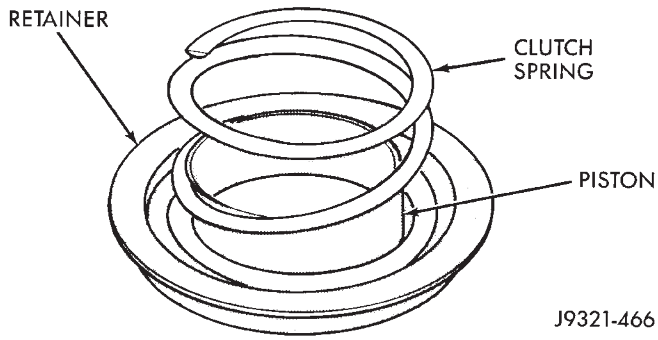


Fig. 211 Clutch Piston Spring Installation

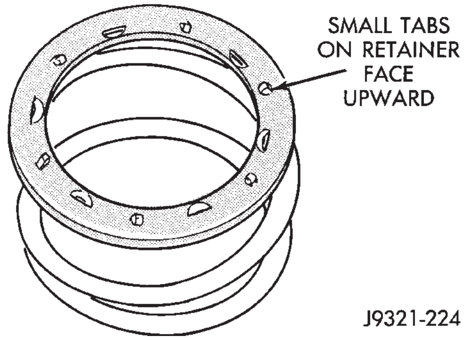


Fig. 212 Correct Spring Retainer Installed Position

(7) Compress piston spring and retainer with Compressor Tool C-3575-A (Fig. 209). Then install new snap ring to secure spring retainer and spring.

(8) Install clutch plates and discs (Fig. 208). Install steel plate then disc until all plates and discs are installed. The front clutch uses 4 clutch discs.

(9) Install pressure plate and waved snap ring (Fig. 208).

(10) Check clutch plate clearance (Fig. 213). Clearance should be 1.70 to 3.40 mm (0.067 to 0.134 in.). If clearance is incorrect, clutch discs, plates pressure plates and snap ring may have to be changed.

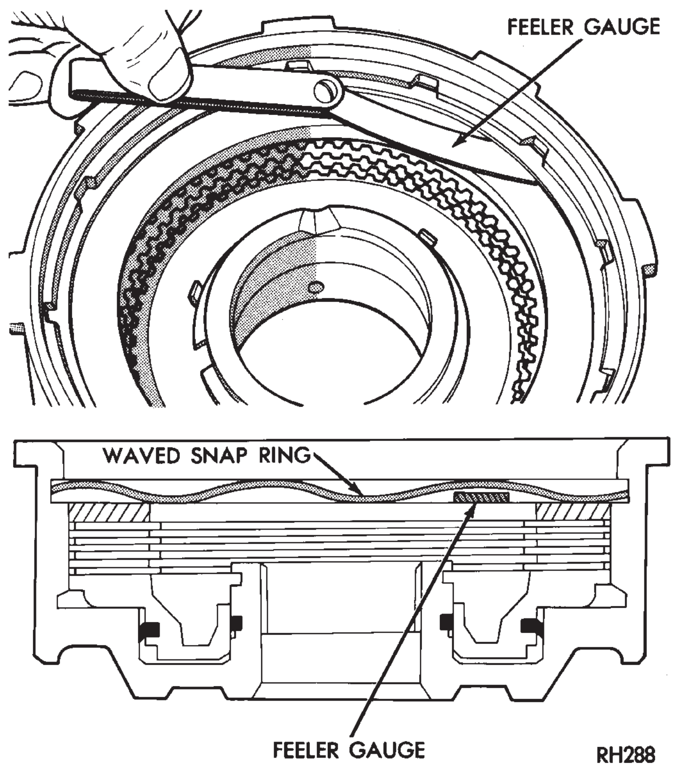


Fig. 213 Typical Method Of Measuring Front Clutch Pack Clearance

DISASSEMBLY AND ASSEMBLY (Continued)

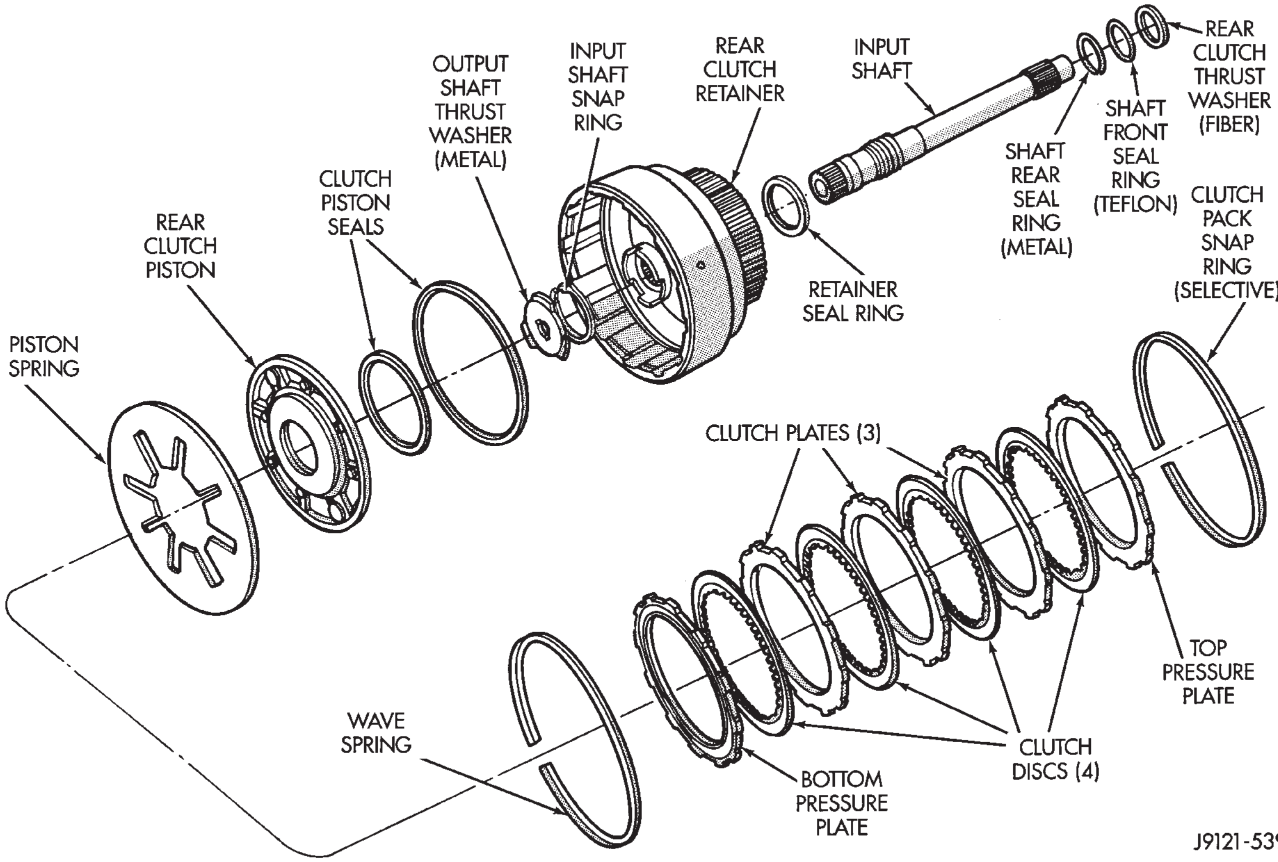


Fig. 214 Rear Clutch Components

REAR CLUTCH

DISASSEMBLE

(1) Remove fiber thrust washer from forward side of clutch retainer.

(2) Remove selective clutch pack snap ring (Fig. 214).

(3) Remove top pressure plate, clutch discs, steel plates, bottom pressure plate and wave spring (Fig. 214).

(4) Remove clutch piston with rotating motion.

(5) Remove and discard piston seals.

(6) Remove input shaft snap ring (Fig. 215).

(7) Press input shaft out of retainer with shop press and suitable size press tool (Fig. 216).

(8) Remove input shaft front/rear seal rings.

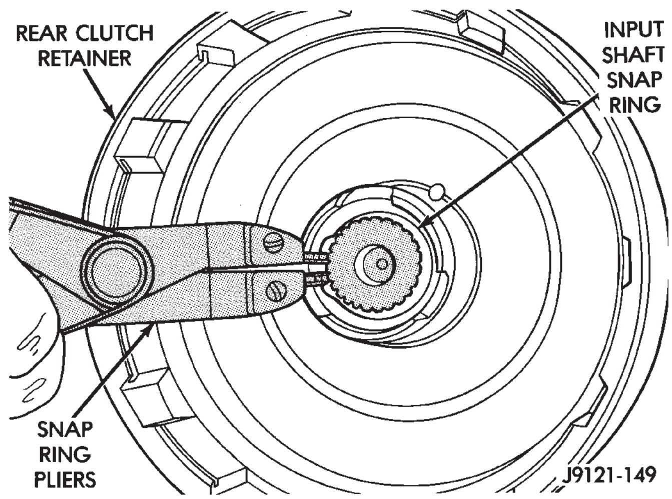


Fig. 215 Removing/Installing Input Shaft Snap Ring

ASSEMBLE

(1) Soak clutch discs in transmission fluid while assembling other clutch parts.

(2) Install new seal rings on clutch retainer hub and input shaft if necessary (Fig. 217).

(a) Be sure clutch hub seal ring is fully seated in groove and is not twisted.

(b) Note that input shaft front seal ring is teflon and rear seal ring is metal (Fig. 218). Be sure chamfered ends of teflon ring are properly joined and that ends of rear ring are securely hooked together. Lubricate both rings with transmission fluid after installation.

(3) Lubricate splined end of input shaft and clutch retainer with transmission fluid. Then press input shaft into retainer (Fig. 219).

(4) Install input shaft snap ring (Fig. 215).

(5) Install new seals on clutch piston. Be sure lip of each seal faces interior of clutch retainer.

DISASSEMBLY AND ASSEMBLY (Continued)

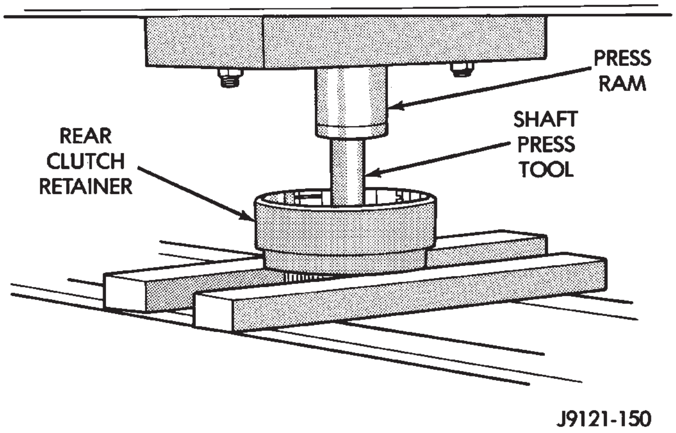


Fig. 216 Pressing Input Shaft Out Of Rear Clutch Retainer

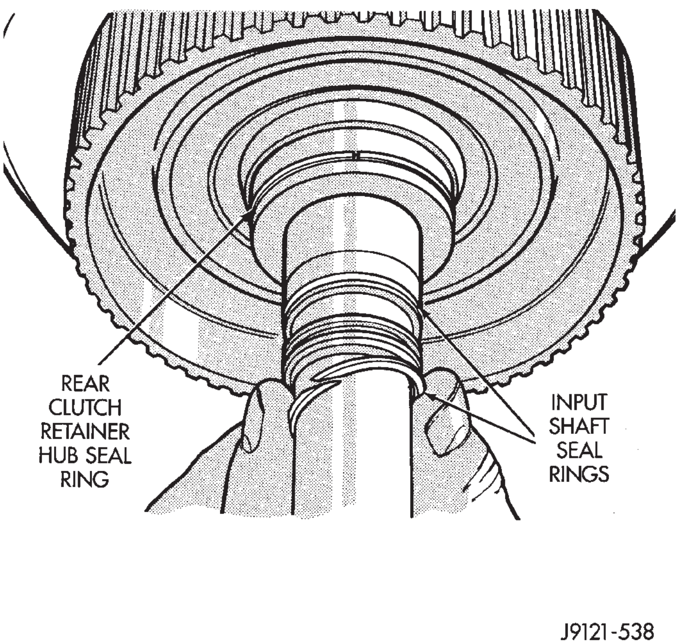


Fig. 217 Rear Clutch Retainer And Input Shaft Seal Ring Installation

(6) Lubricate lip of piston seals with generous quantity of Mopar Door Ease, or Ru-Glyde. Then lubricate retainer hub and bore with light coat of transmission fluid.

(7) Install clutch piston in retainer. Use twisting motion to seat piston in bottom of retainer. A thin strip of plastic (about 0.020″ thick), can be used to guide seals into place if necessary.

CAUTION: Never push the clutch piston straight in. This will fold the seals over causing leakage and clutch slip. In addition, never use any type of metal tool to help ease the piston seals into place. Metal tools will cut, shave, or score the seals.

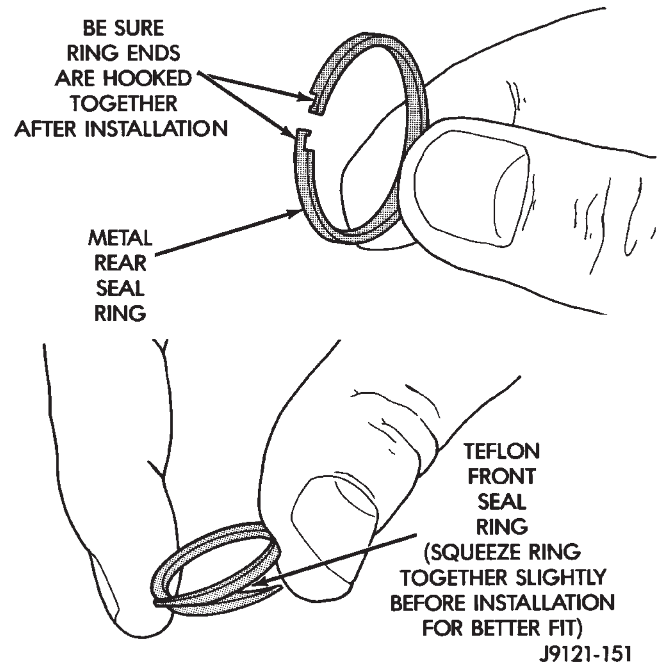


Fig. 218 Input Shaft Seal Ring Identification

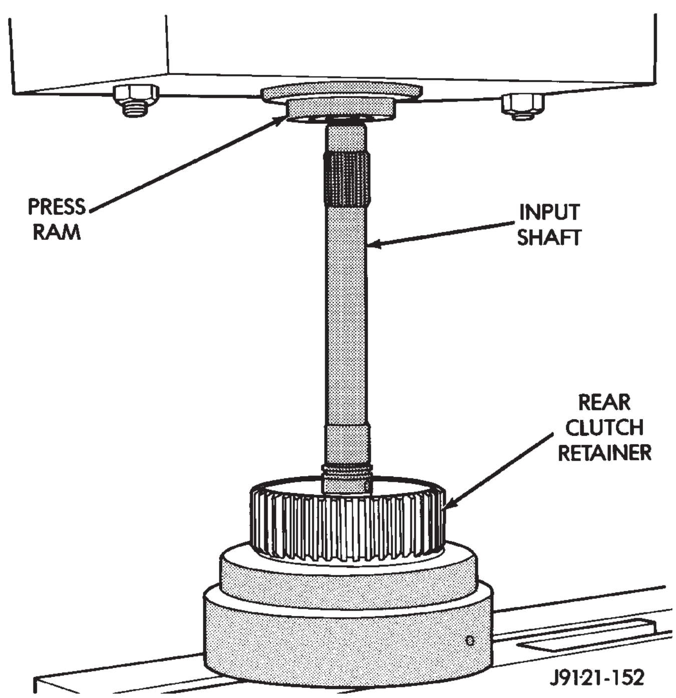


Fig. 219 Pressing Input Shaft Into Rear Clutch Retainer

(8) Install piston spring in retainer and on top of piston (Fig. 220). Concave side of spring faces downward (toward piston).

(9) Install wave spring in retainer (Fig. 220). Be sure spring is completely seated in retainer groove.

(10) Install bottom pressure plate (Fig. 214). Ridged side of plate faces downward (toward piston) and flat side toward clutch pack.

DISASSEMBLY AND ASSEMBLY (Continued)

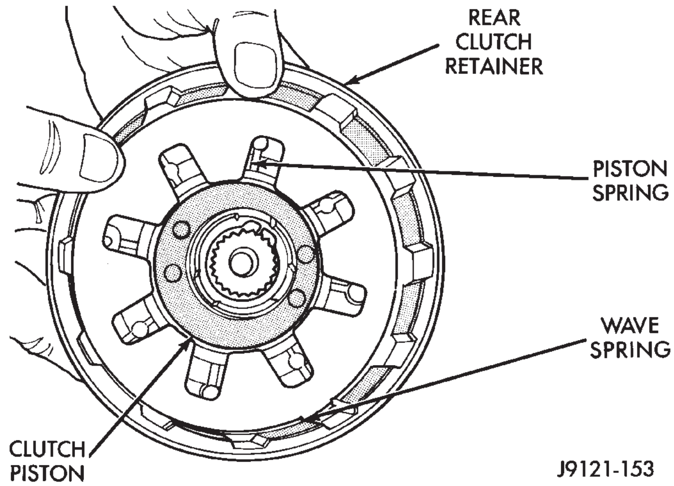


Fig. 220 Piston Spring/Wave Spring Position

(11) Install first clutch disc in retainer on top of bottom pressure plate. Then install a clutch plate followed by a clutch disc until entire clutch pack is installed (4 discs and 3 plates are required) (Fig. 214).

(12) Install top pressure plate.

(13) Install selective snap ring. Be sure snap ring is fully seated in retainer groove.

(14) Measure clutch pack clearance (Fig. 221). Clearance should be 0.64 - 1.14 mm (0.025 - 0.045 in.). If clearance is incorrect, steel plates, discs, snap ring and pressure plates may have to be changed.

(15) Coat rear clutch fiber thrust washer with petroleum jelly and install washer over input shaft and into clutch retainer (Fig. 222). Use enough petroleum jelly to hold washer in place.

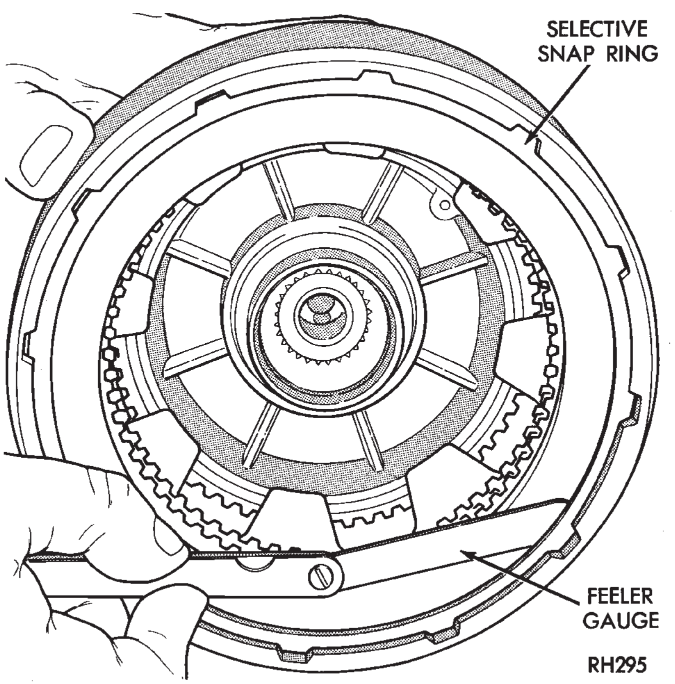


Fig. 221 Typical Method Of Checking Rear Clutch Pack Clearance

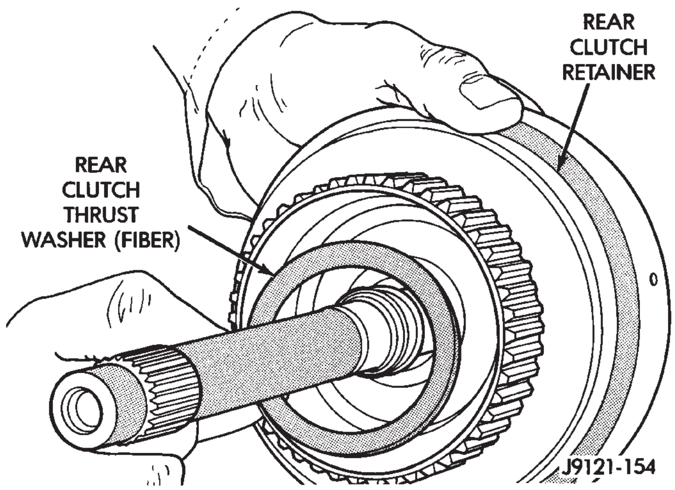


Fig. 222 Installing Rear Clutch Thrust Washer

(16) Set rear clutch aside for installation during final assembly.

PLANETARY GEARTRAIN/OUTPUT SHAFT

DISASSEMBLE

(1) Remove planetary snap ring (Fig. 223).

(2) Remove front annulus and planetary assembly from driving shell (Fig. 223).

(3) Remove snap ring that retains front planetary gear in annulus gear (Fig. 224).

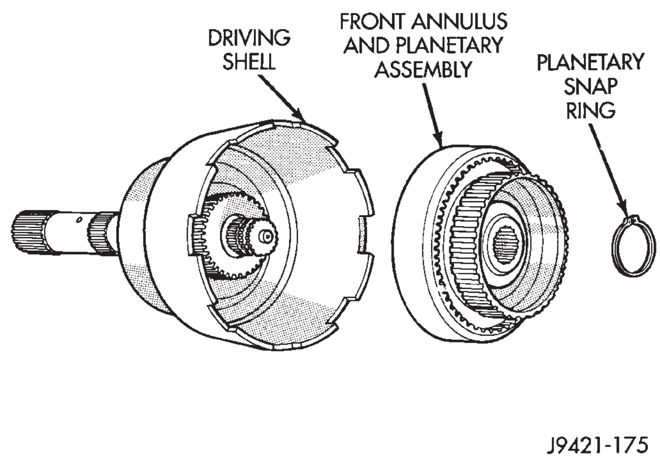


Fig. 223 Front Annulus And Planetary Assembly Removal

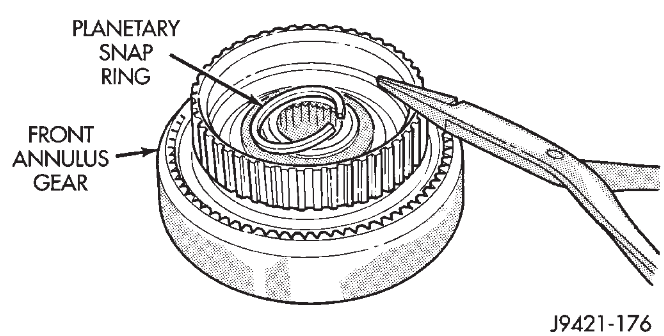


Fig. 224 Front Planetary Snap Ring Removal

DISASSEMBLY AND ASSEMBLY (Continued)

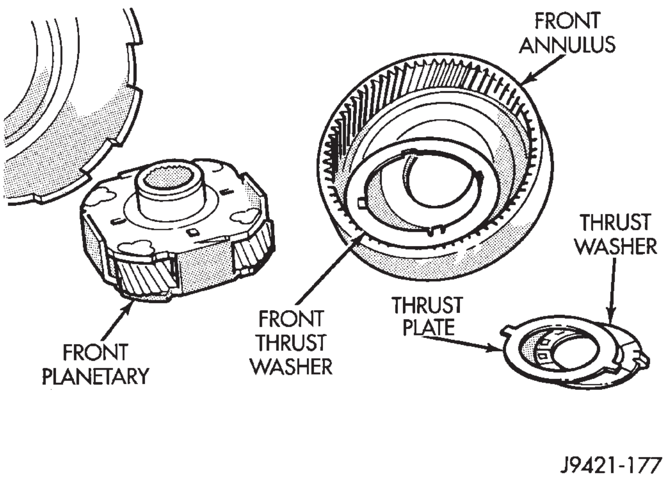


Fig. 225 Front Planetary And Annulus Gear Disassembly

(4) Remove tabbed thrust washer and tabbed thrust plate from hub of front annulus (Fig. 225).

(5) Separate front annulus and planetary gears (Fig. 225).

(6) Remove front planetary gear front thrust washer from annulus gear hub.

(7) Remove front planetary rear thrust washer from driving shell.

(8) Separate and remove driving shell, rear planetary and rear annulus from output shaft (Fig. 226).

(9) Remove tabbed thrust washers from rear planetary gear.

(10) Remove snap ring that retains sun gear in driving shell. Then remove sun gear, spacer and thrust plates.

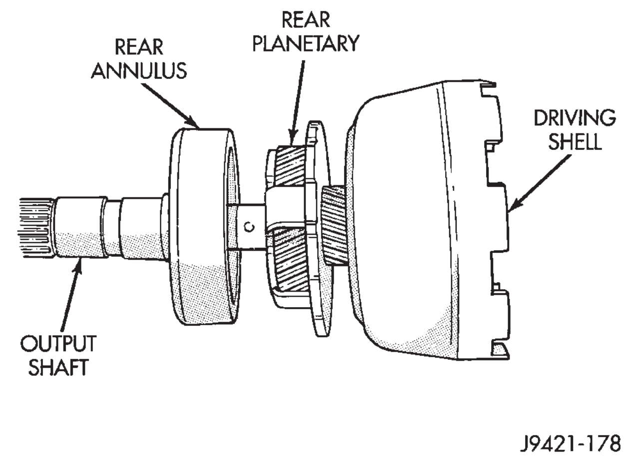


Fig. 226 Removing Driving Shell, Rear Planetary And Rear Annulus

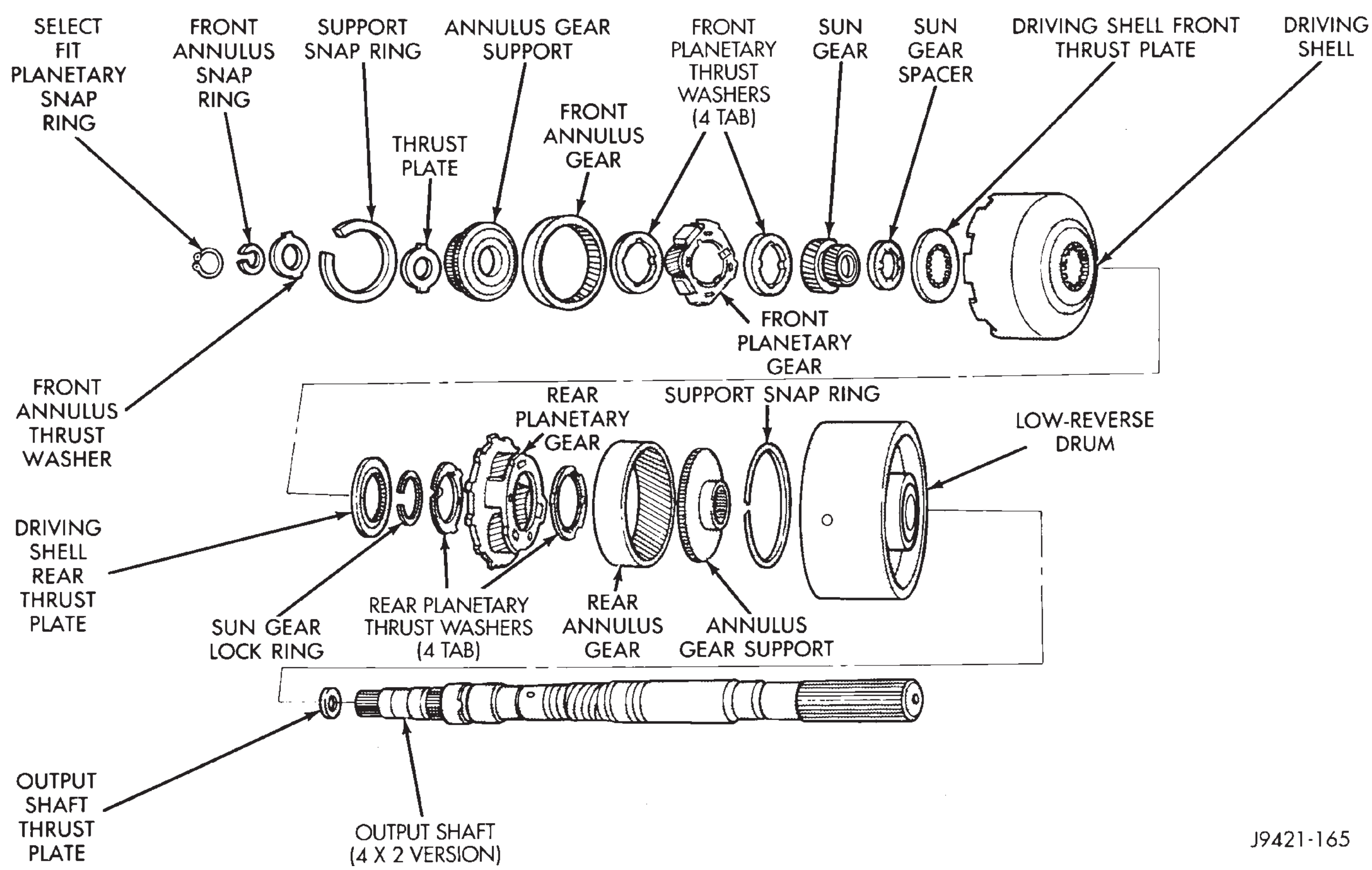


Fig. 227 Planetary Geartrain Components

DISASSEMBLY AND ASSEMBLY (Continued)

ASSEMBLE

(1) Lubricate output shaft and planetary components with transmission fluid. Use petroleum jelly to lubricate and hold thrust washers and plates in position.

(2) Assemble rear annulus gear and support if disassembled. Be sure support snap ring is seated and that shoulder-side of support faces rearward (Fig. 228).

(3) Install rear thrust washer on rear planetary gear (Fig. 227). Use enough petroleum jelly to hold washer in place. Also be sure all four washer tabs are properly engaged in gear slots.

(4) Install rear annulus over and onto rear planetary gear (Fig. 228).

(5) Install assembled rear planetary and annulus gear on output shaft (Fig. 229). Verify that assembly is fully seated on shaft.

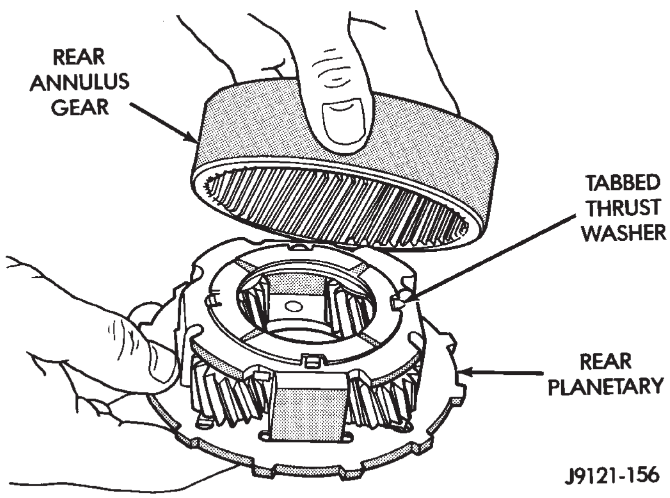


Fig. 228 Assembling Rear Annulus And Planetary Gear

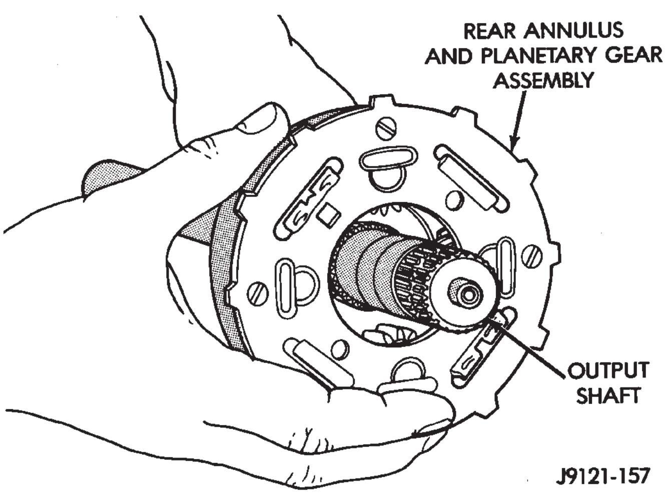


Fig. 229 Installing Rear Annulus And Planetary On Output Shaft

(6) Install front thrust washer on rear planetary gear (Fig. 230). Use enough petroleum jelly to hold washer on gear. Be sure all four washer tabs are seated in slots.

(7) Install spacer on sun gear (Fig. 231).

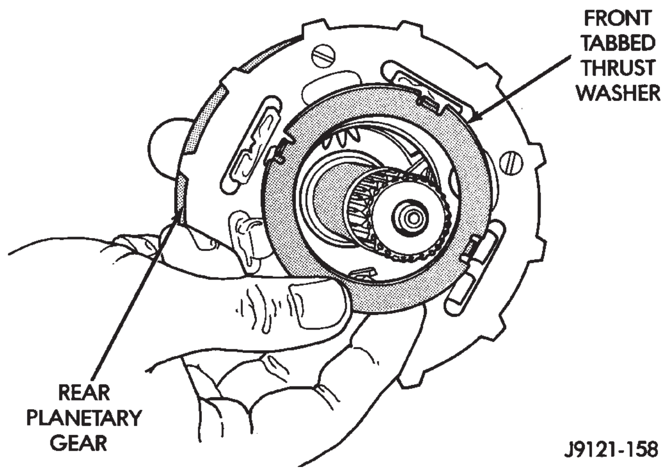


Fig. 230 Installing Rear Planetary Front Thrust Washer

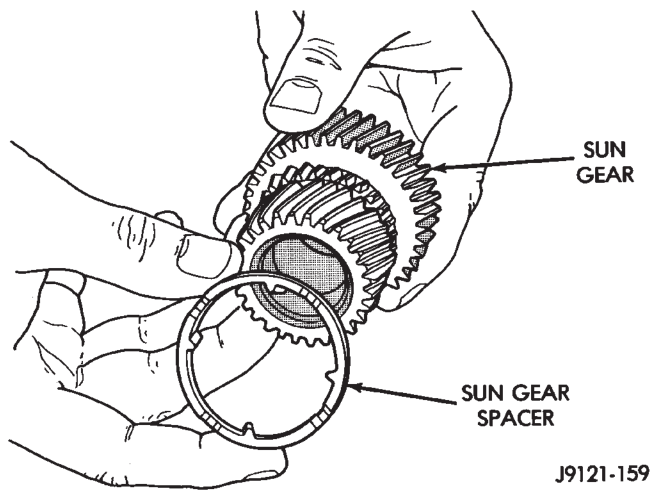


Fig. 231 Installing Spacer On Sun Gear

DISASSEMBLY AND ASSEMBLY (Continued)

(8) Install thrust plate on sun gear (Fig. 232). Note that driving shell thrust plates are interchangeable. Use either plate on sun gear and at front/rear of shell.

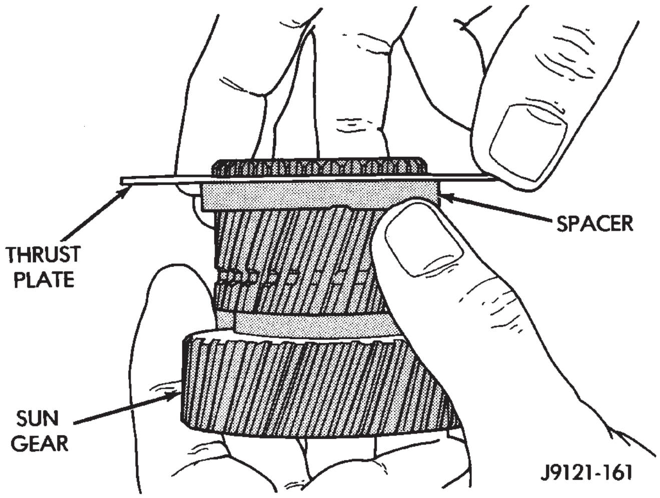


Fig. 232 Installing Driving Shell Front Thrust Plate On Sun Gear

(9) Hold sun gear in place and install thrust plate over sun gear at rear of driving shell (Fig. 233).

(10) Position wood block on bench and support sun gear on block (Fig. 234). This makes it easier to align and install sun gear lock ring. Keep wood block handy as it will also be used for geartrain end play check.

(11) Align rear thrust plate on driving shell and install sun gear lock ring. Be sure ring is fully seated in sun gear ring groove (Fig. 235).

(12) Install assembled driving shell and sun gear on output shaft (Fig. 236)..

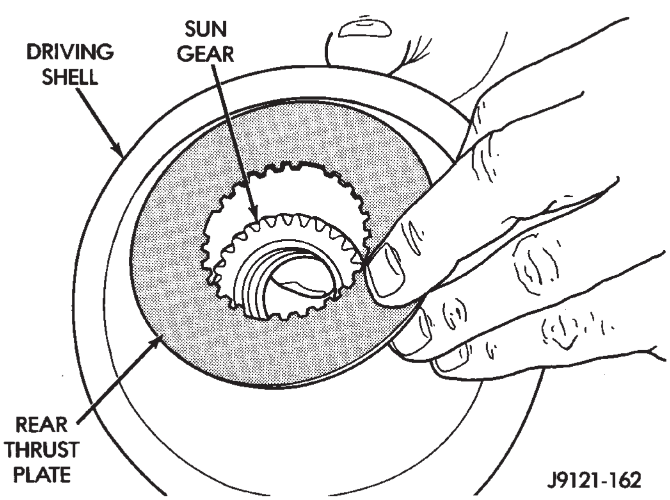


Fig. 233 Installing Driving Shell Rear Thrust Plate

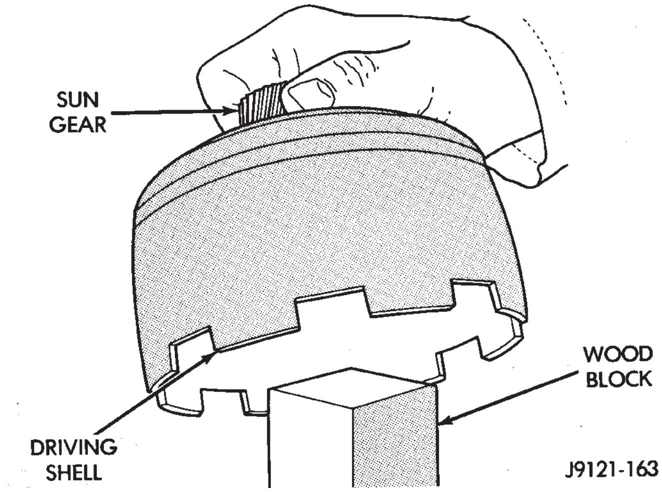


Fig. 234 Supporting Sun Gear On Wood Block

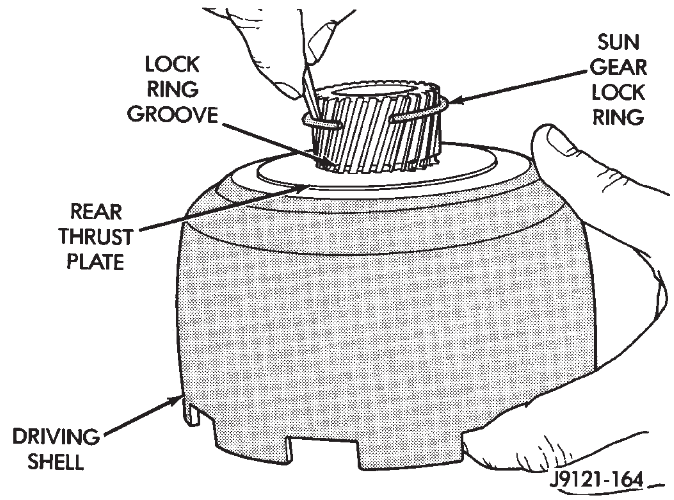


Fig. 235 Installing Sun Gear Lock Ring

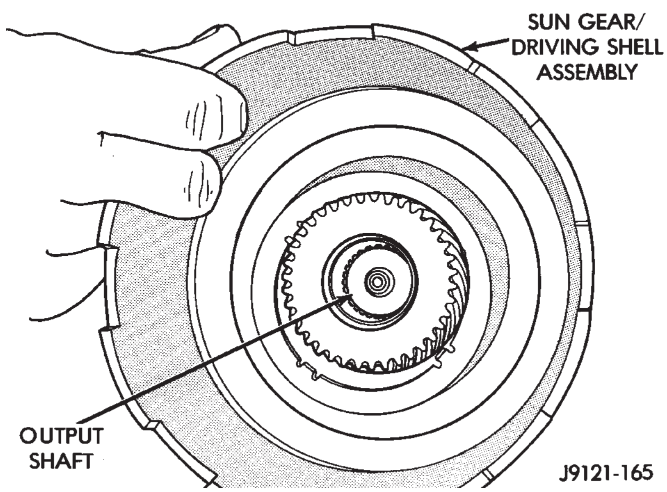


Fig. 236 Installing Assembled Sun Gear And Driving Shell On Output Shaft

DISASSEMBLY AND ASSEMBLY (Continued)

(13) Install rear thrust washer on front planetary gear (Fig. 237). Use enough petroleum jelly to hold washer in place and be sure all four washer tabs are seated

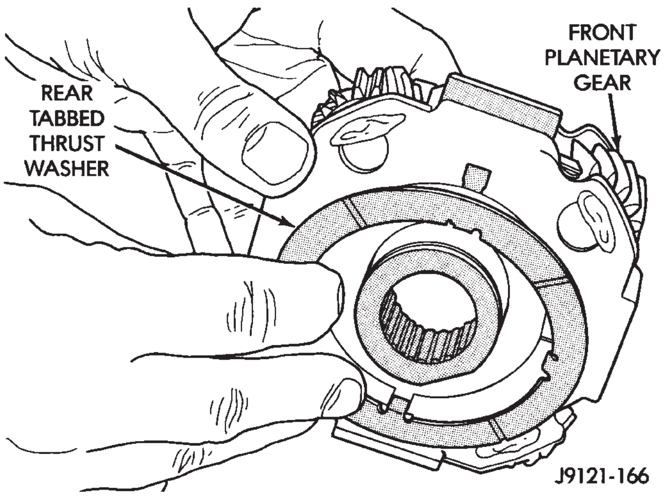


Fig. 237 Installing Rear Thrust Washer On Front Planetary Gear

(14) Install front planetary gear on output shaft and in driving shell (Fig. 238).

(15) Install front thrust washer on front planetary gear. Use enough petroleum jelly to hold washer in place and be sure all four washer tabs are seated.

(16) Assemble front annulus gear and support, if necessary. Be sure support snap ring is seated.

(17) Install front annulus on front planetary (Fig. 238).

(18) Position thrust plate on front annulus gear support (Fig. 239). **Note that plate has two tabs on it. These tabs fit in notches of annulus hub.**

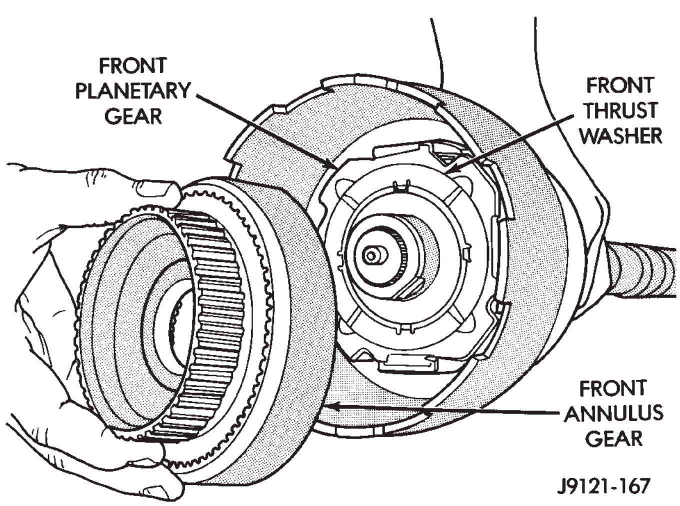


Fig. 238 Installing Front Planetary And Annulus Gears

(19) Install thrust washer in front annulus (Fig. 240). **Align flat on washer with flat on planetary hub. Also be sure washer tab is facing up.**

(20) Install front annulus snap ring (Fig. 241). Use snap ring pliers to avoid distorting ring during installation. Also be sure ring is fully seated.

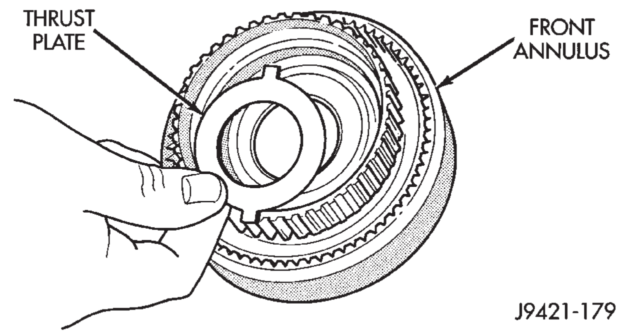


Fig. 239 Positioning Thrust Plate On Front Annulus Support

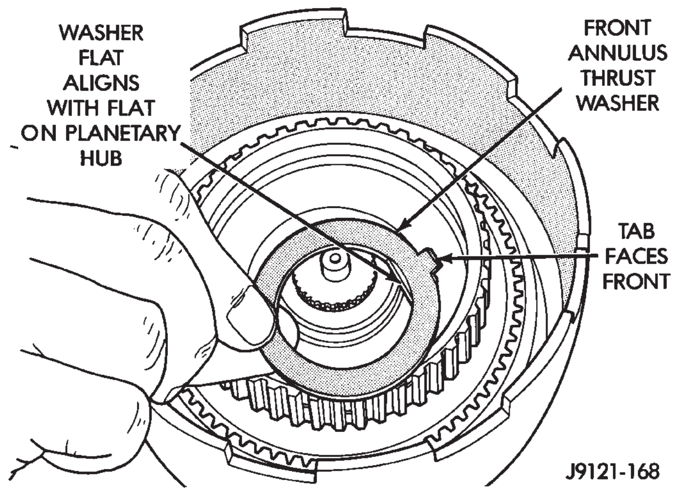


Fig. 240 Installing Front Annulus Thrust Washer

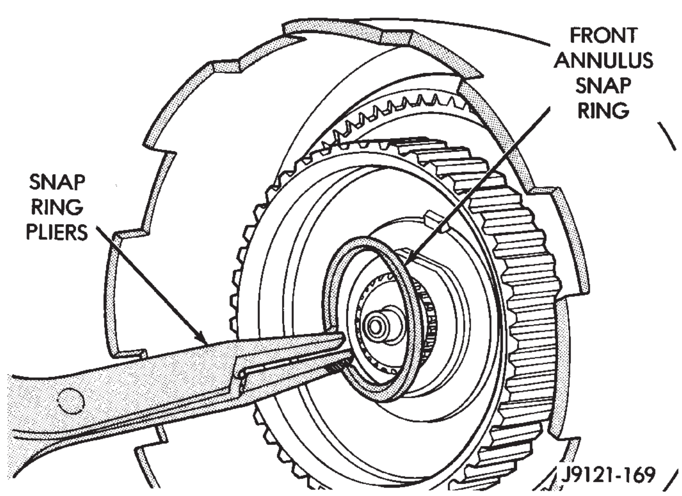


Fig. 241 Installing Front Annulus Snap Ring

DISASSEMBLY AND ASSEMBLY (Continued)

(21) Install planetary selective snap ring with snap ring pliers (Fig. 242). Be sure ring is fully seated.

(22) Turn planetary geartrain assembly over so driving shell is facing workbench. Then support geartrain on wood block positioned under forward end of output shaft. This allows geartrain components to move forward for accurate end play check.

(23) Check planetary geartrain end play with feeler gauge (Fig. 243). Gauge goes between shoulder on output shaft and end of rear annulus support.

(24) Geartrain end play should be 0.12 to 1.22 mm (0.005 to 0.048 in.). If end play is incorrect, snap ring (or thrust washers) may have to be replaced. Snap ring is available in three different thicknesses for adjustment purposes.

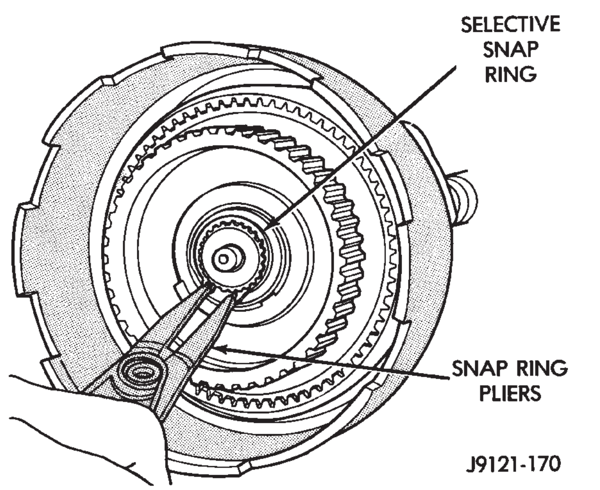


Fig. 242 Installing Planetary Selective Snap Ring

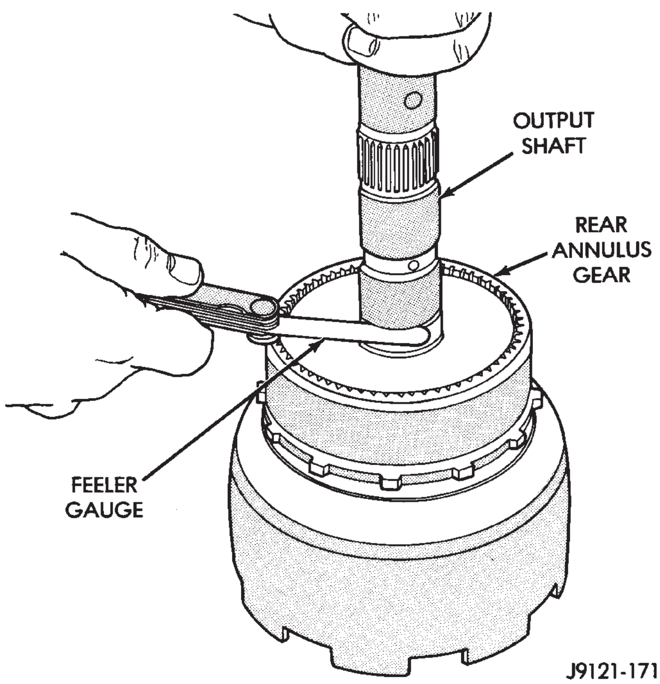


Fig. 243 Checking Planetary Geartrain End Play

OVERDRIVE UNIT

DISASSEMBLE

OVERDRIVE REMOVAL

(1) Remove transmission speed sensor and O-ring seal from overdrive case (Fig. 244).

(2) Place transmission in upright position (Fig. 245).

(3) Remove bolts attaching overdrive unit to transmission case (Fig. 245). Note position of wire harness clips for installation reference.

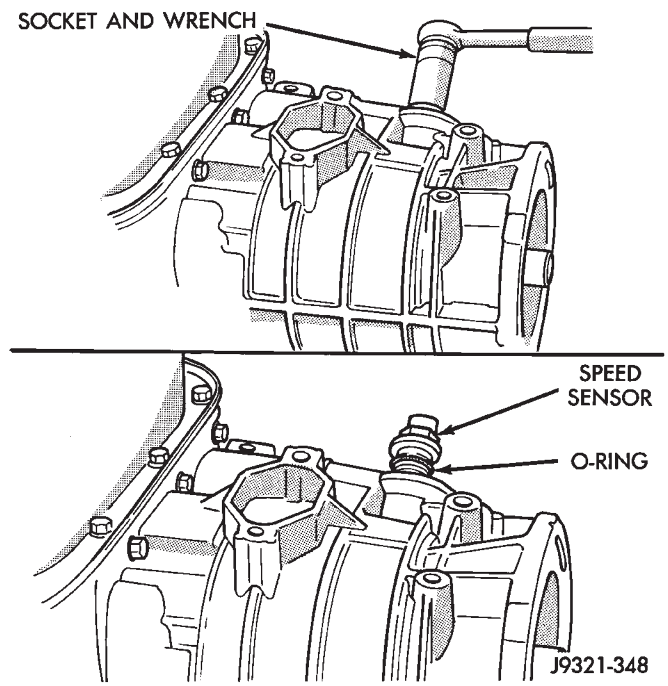


Fig. 244 Transmission Speed Sensor Removal/Installation

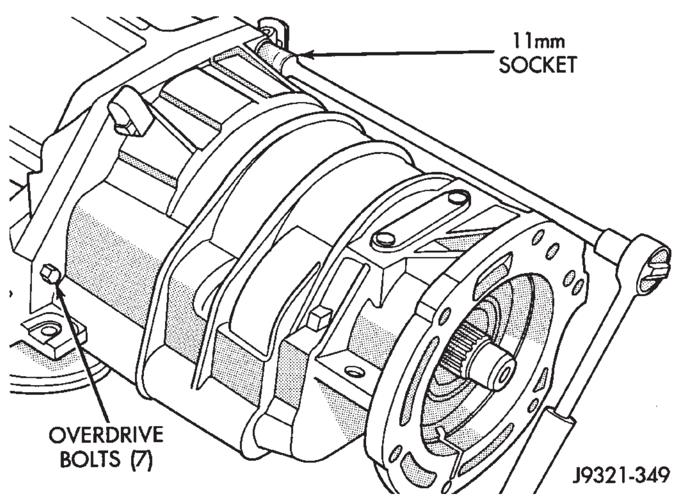


Fig. 245 Overdrive Unit Attaching Bolt Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(4) Lift overdrive unit up and off transmission case and intermediate shaft (Fig. 246).

(5) Remove overdrive piston thrust bearing (Fig. 247).

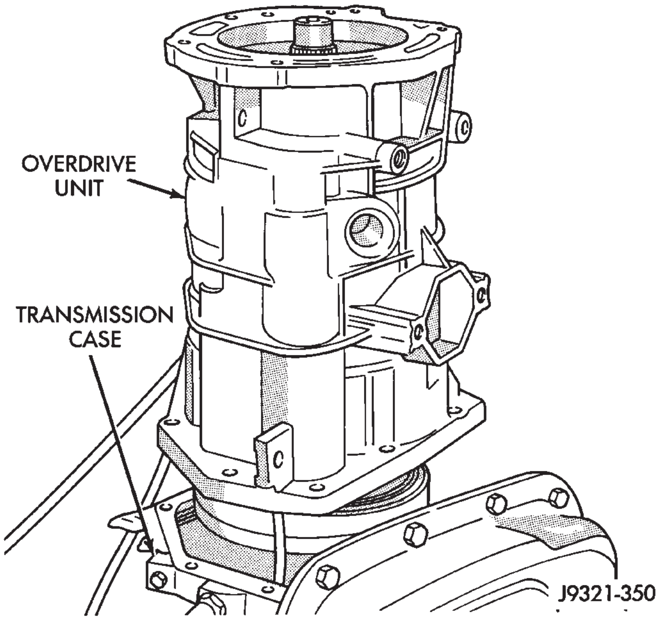


Fig. 246 Overdrive Unit Removal/Installation

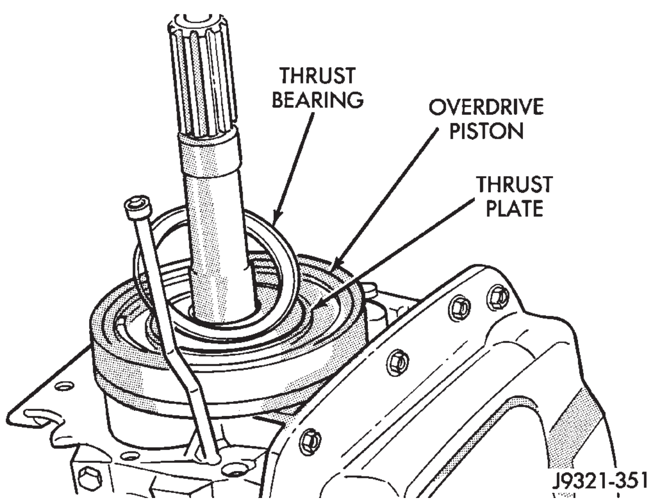


Fig. 247 Overdrive Piston Thrust Bearing Removal/ Installation

OVERDRIVE PISTON REMOVAL

(1) Remove overdrive piston thrust plate (Fig. 248). Retain thrust plate. It is a select fit part and may possibly be reused.

(2) Remove intermediate shaft spacer (Fig. 249). Retain spacer. It is a select fit part and may possibly be reused.

(3) Remove overdrive piston from retainer (Fig. 250).

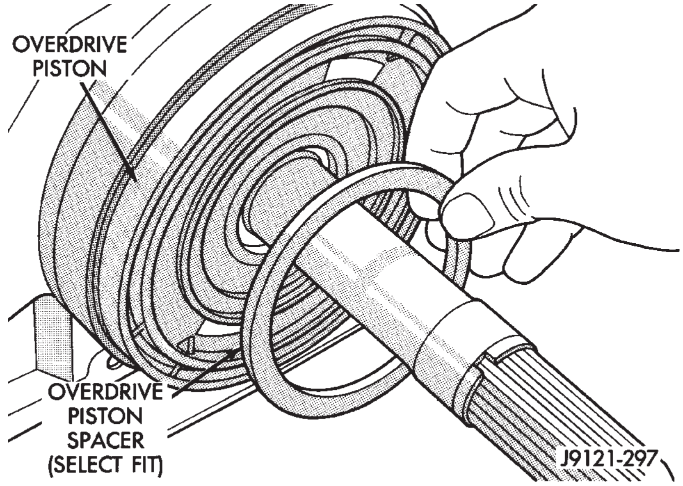


Fig. 248 Overdrive Piston Thrust Plate Removal/ Installation

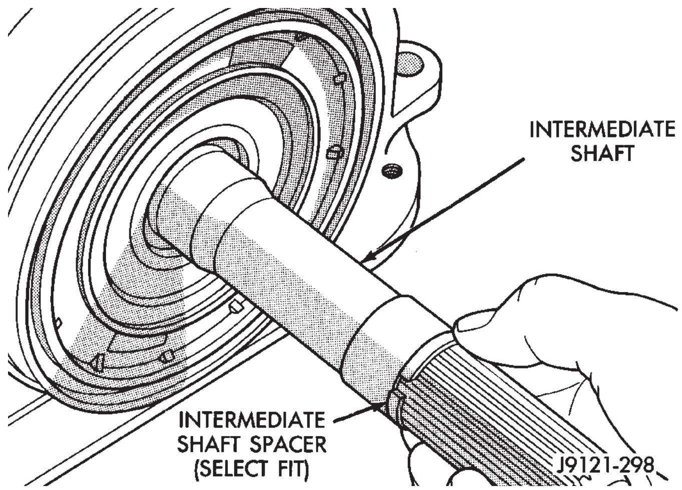


Fig. 249 Intermediate Shaft Spacer Location

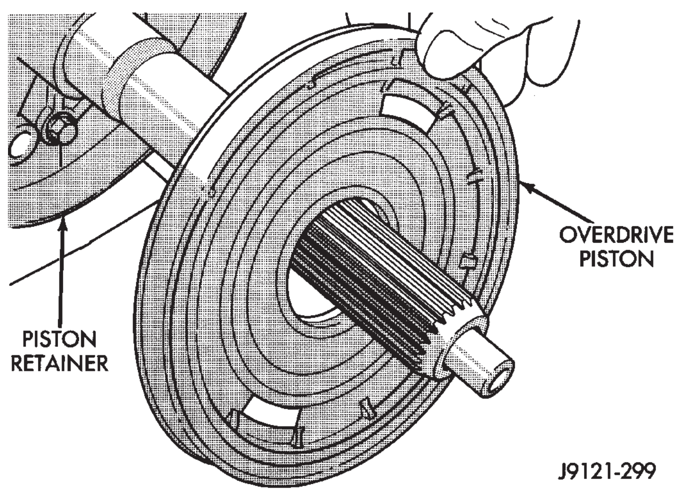


Fig. 250 Overdrive Piston Removal

DISASSEMBLY AND ASSEMBLY (Continued)

OVERDRIVE CLUTCH PACK REMOVAL

(1) Remove overdrive clutch pack wire retaining ring (Fig. 251).

(2) Remove overdrive clutch pack (Fig. 252).

(3) Note position of clutch pack components for assembly reference (Fig. 253). Thick reaction plate goes to front as shown.

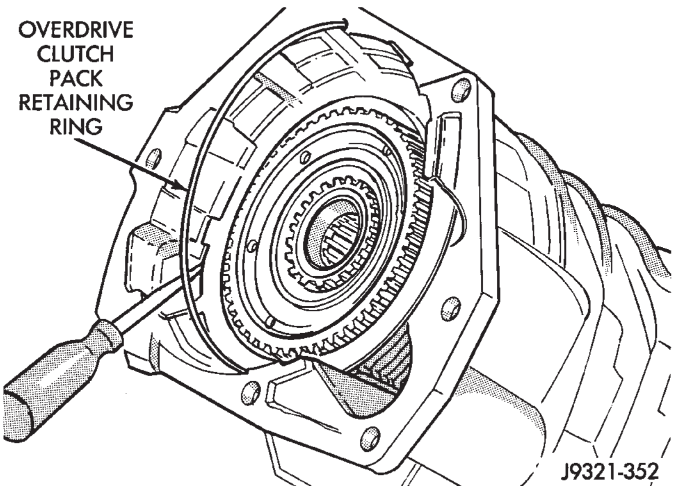


Fig. 251 Removing Overdrive Clutch Pack Retaining Ring

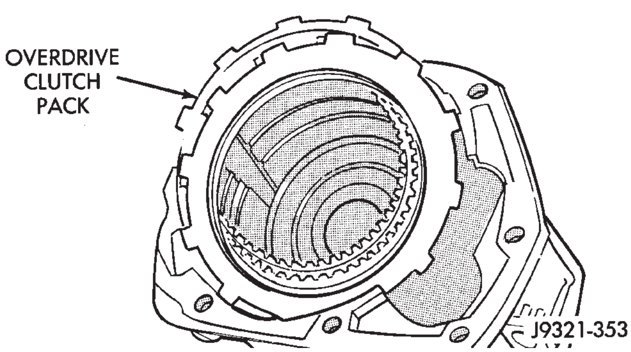


Fig. 252 Overdrive Clutch Pack Removal

OVERDRIVE GEARTRAIN REMOVAL

(1) Remove overdrive clutch wave spring (Fig. 254).

(2) Remove overdrive clutch reaction snap ring (Fig. 255). Note that snap ring is located in same groove as wave spring.

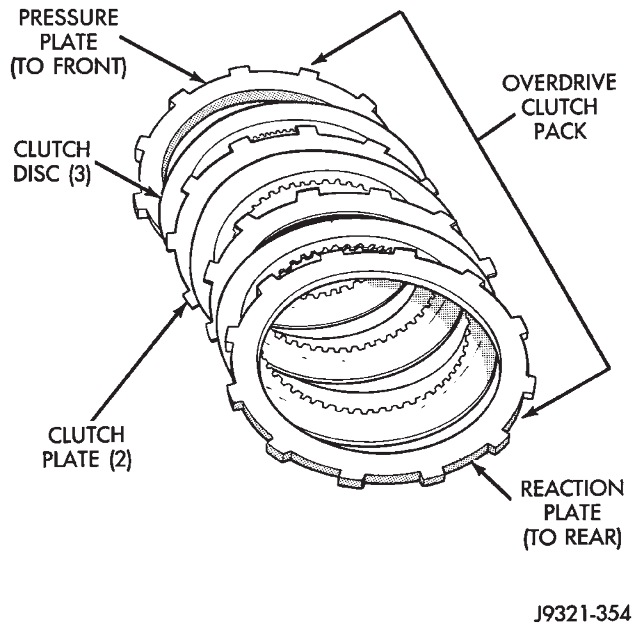


Fig. 253 Overdrive Clutch Component Position

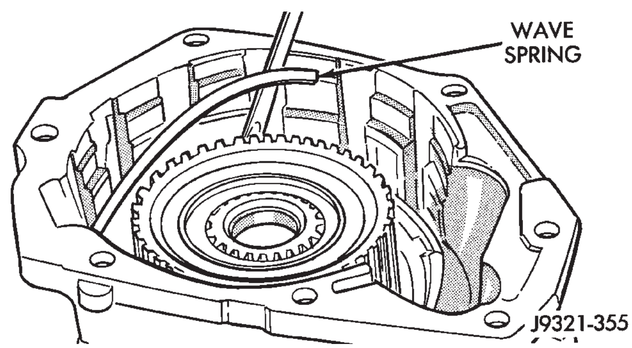


Fig. 254 Overdrive Clutch Wave Spring Removal/ Installation

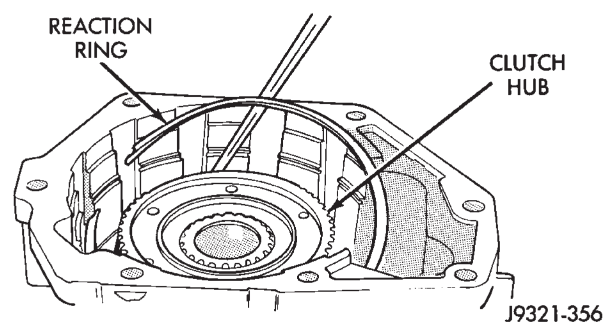


Fig. 255 Overdrive Clutch Reaction Snap Ring Removal/Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Remove Torx head screws that attach access cover and gasket to overdrive case (Fig. 256). A T25 size Torx head bit is required.

(4) Remove access cover and gasket (Fig. 257).

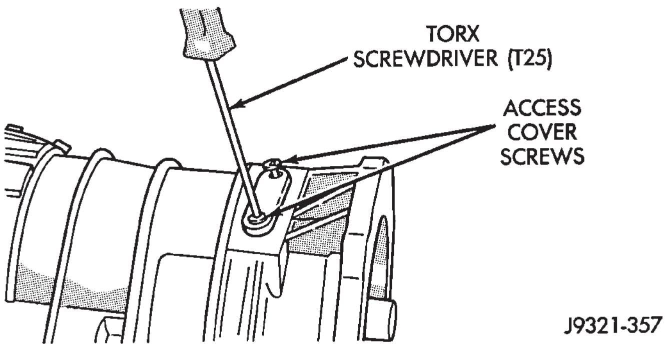


Fig. 256 Access Cover Screw Removal/Installation

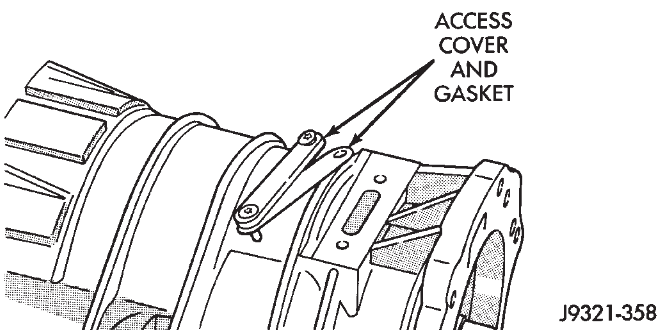


Fig. 257 Access Cover And Gasket Removal/ Installation

(5) Expand output shaft bearing snap ring with expanding-type snap ring pliers. Then push output shaft forward to release shaft bearing from locating ring (Fig. 258).

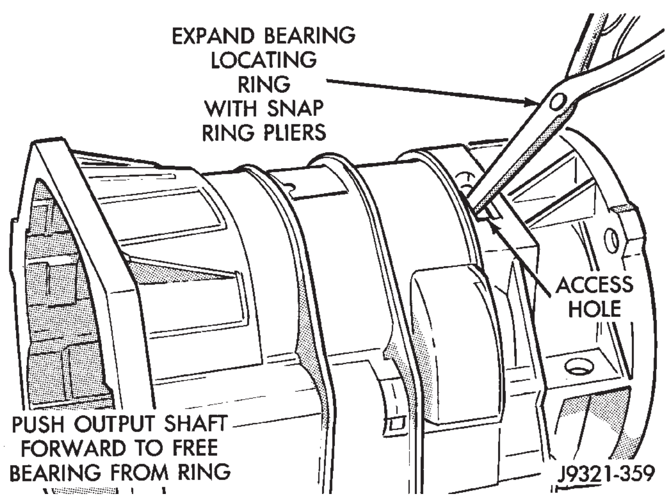


Fig. 258 Releasing Bearing From Locating Ring

(6) Lift gear case up and off geartrain assembly (Fig. 259).

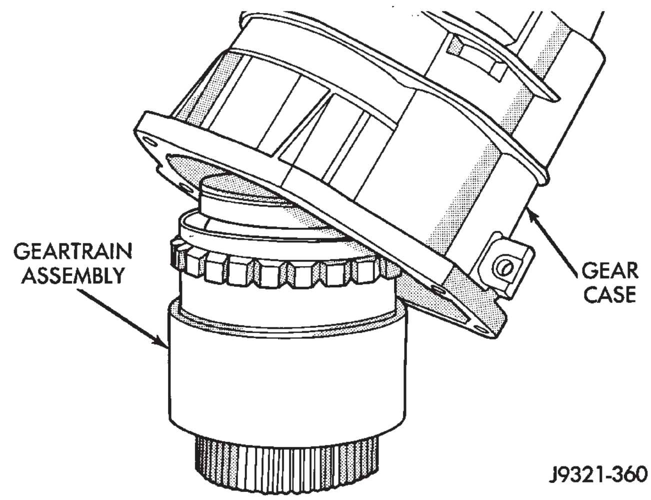


Fig. 259 Removing Gear Case From Geartrain Assembly

(7) Remove snap ring that retains rear bearing on output shaft (Fig. 260).

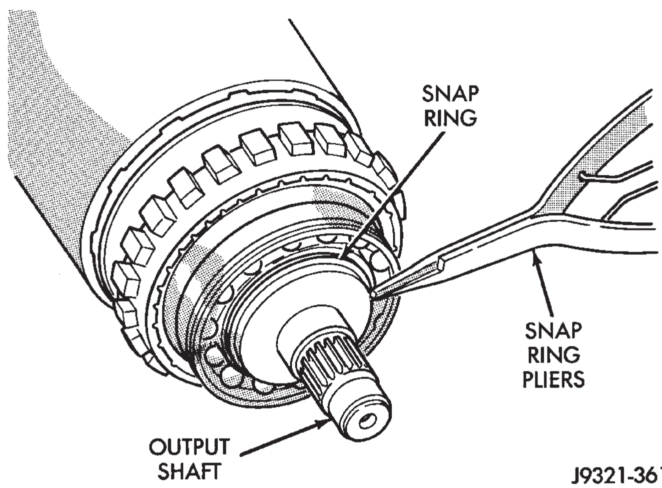


Fig. 260 Rear Bearing Snap Ring Removal/ Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(8) Remove rear bearing from output shaft (Fig. 261).

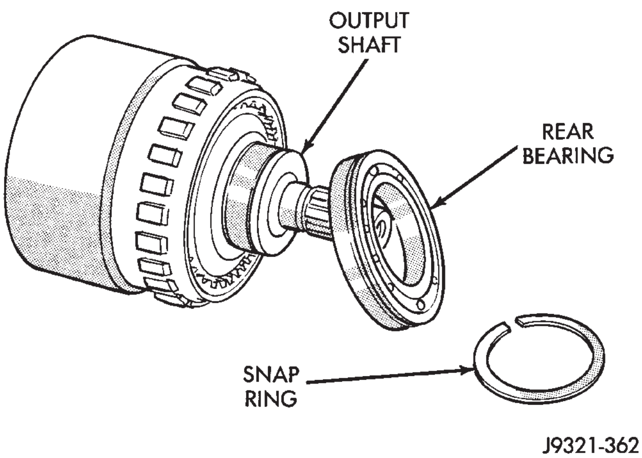


Fig. 261 Rear Bearing Removal

DIRECT CLUTCH, HUB AND SPRING REMOVAL

WARNING: THE NEXT STEP IN DISASSEMBLY INVOLVES COMPRESSING THE DIRECT CLUTCH SPRING. IT IS EXTREMELY IMPORTANT THAT PROPER EQUIPMENT BE USED TO COMPRESS THE SPRING AS SPRING FORCE IS APPROXIMATELY 830 POUNDS. USE SPRING COMPRESSOR TOOL 6227-1 AND A HYDRAULIC SHOP PRESS WITH A MINIMUM RAM TRAVEL OF 5-6 INCHES. THE PRESS MUST ALSO HAVE A BED THAT CAN BE ADJUSTED UP OR DOWN AS REQUIRED. RELEASE CLUTCH SPRING TENSION SLOWLY AND COMPLETELY TO AVOID PERSONAL INJURY.

(1) Mount geartrain assembly in shop press (Fig. 262).

(2) Position Compressor Tool 6227-1 on clutch hub (Fig. 262). Support output shaft flange with steel press plates as shown and center assembly under press ram.

(3) Use Special Tool C-3995-A (or similar size tool) at top of Tool 6227-1 to help distribute load and provide needed extra press length (Fig. 262).

(4) Apply press pressure slowly. Compress hub and spring far enough to expose clutch hub retaining ring and relieve spring pressure on clutch pack snap ring (Fig. 262).

(5) Remove direct clutch pack snap ring (Fig. 263).

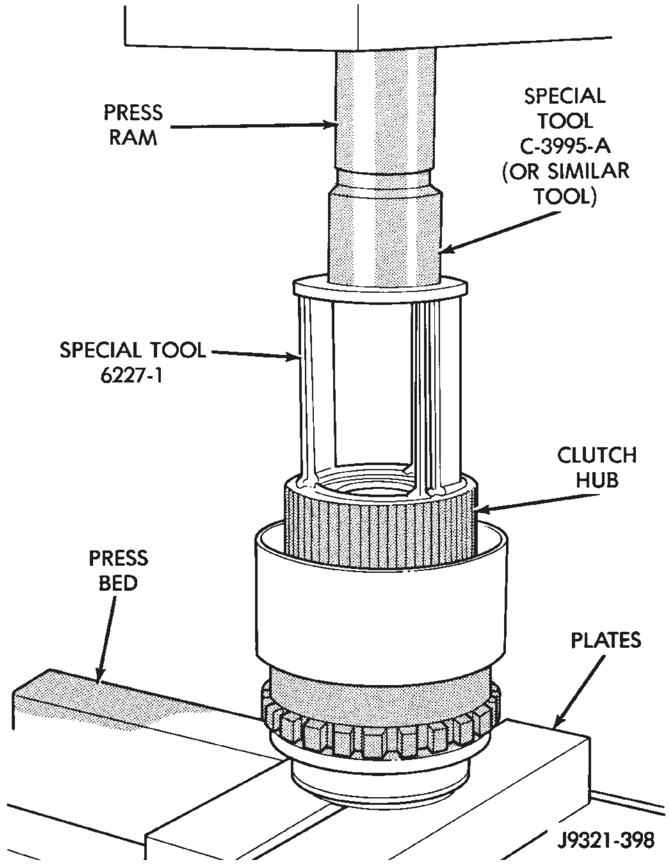


Fig. 262 Geartrain Mounted In Shop Press

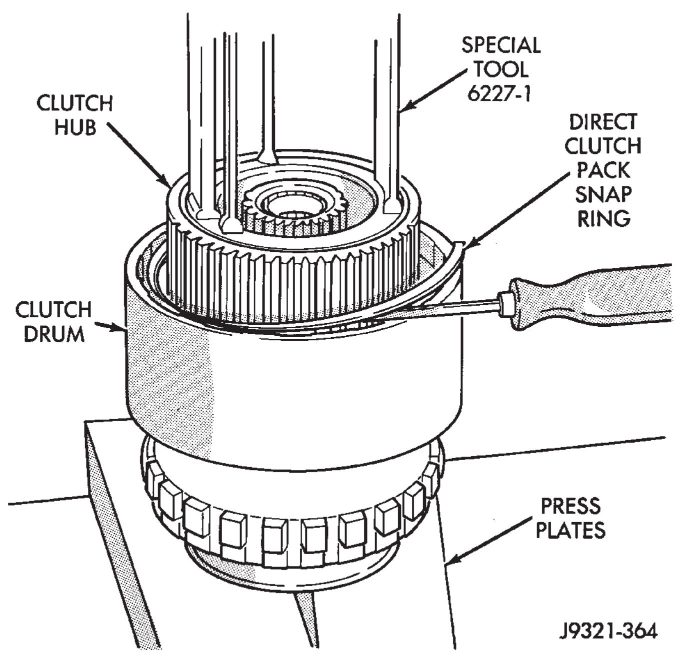


Fig. 263 Direct Clutch Pack Snap Ring Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(6) Remove direct clutch hub retaining ring (Fig. 264).

(7) Release press load **slowly and completely (Fig. 265).**

(8) Remove Special Tool 6227-1. Then remove clutch pack from hub (Fig. 265).

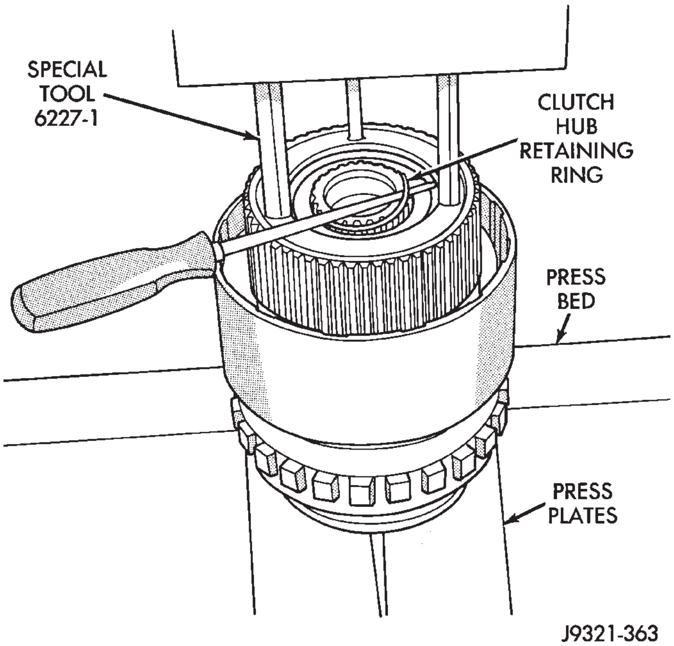


Fig. 264 Direct Clutch Hub Retaining Ring Removal

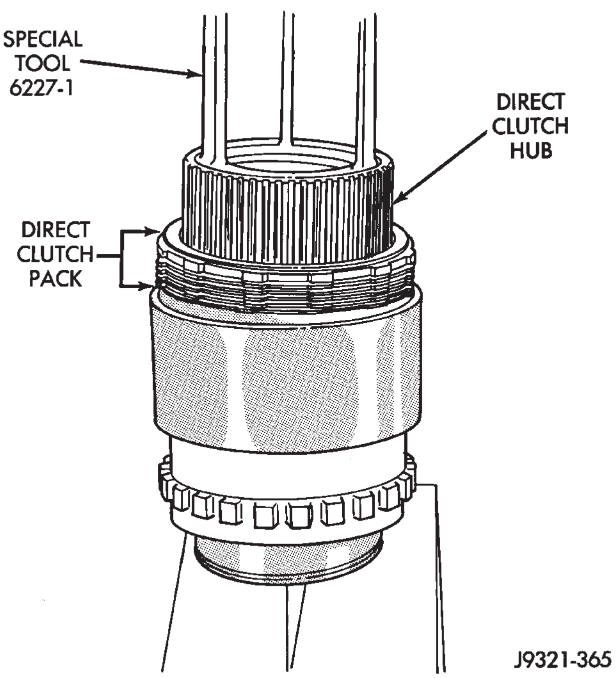


Fig. 265 Direct Clutch Pack Removal

Geartrain Disassembly

(1) Remove direct clutch hub and spring (Fig. 266).

(2) Remove sun gear and spring plate. Then remove planetary thrust bearing and planetary gear (Fig. 267).

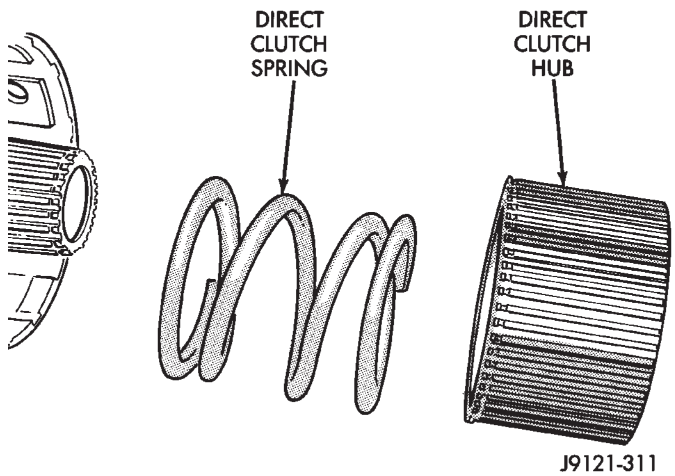


Fig. 266 Direct Clutch Hub And Spring Removal

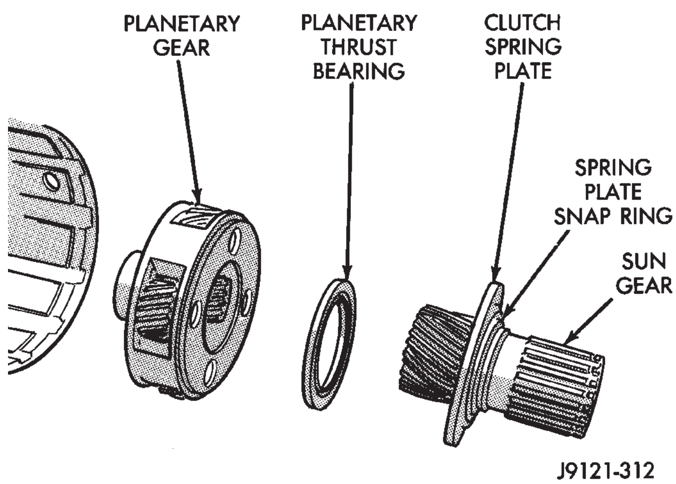


Fig. 267 Removing Sun Gear, Thrust Bearing And Planetary Gear

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Remove overrunning clutch assembly with expanding type snap ring pliers (Fig. 268). Insert pliers into clutch hub. Expand pliers to grip hub splines and remove clutch with counterclockwise, twisting motion.

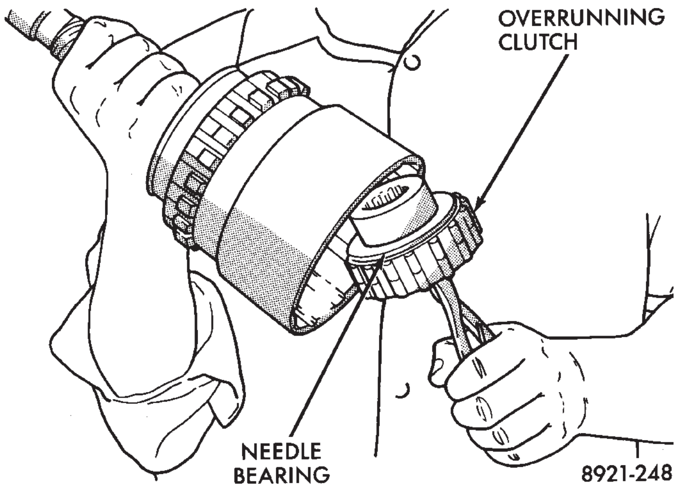


Fig. 268 Overrunning Clutch Assembly Removal/ Installation

(4) Remove thrust bearing from overrunning clutch hub (Fig. 269).

(5) Remove overrunning clutch from hub (Fig. 269).

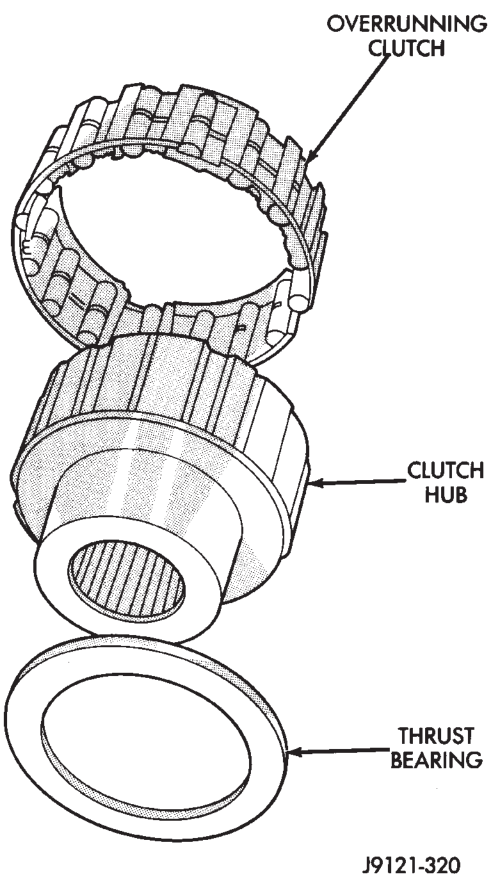


Fig. 269 Overrunning Clutch Components

(6) Mark position of annulus gear and direct clutch drum for assembly alignment reference (Fig. 270). Use small center punch or scriber to make alignment marks.

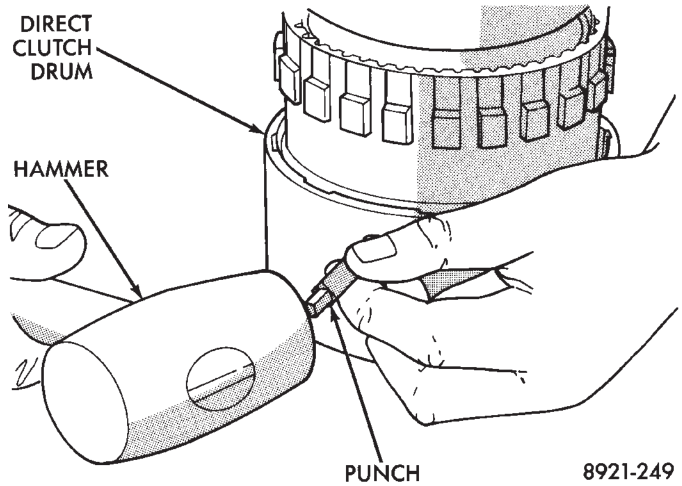


Fig. 270 Marking Direct Clutch Drum And Annulus Gear For Assembly Alignment

(7) Remove direct clutch drum rear retaining ring (Fig. 271).

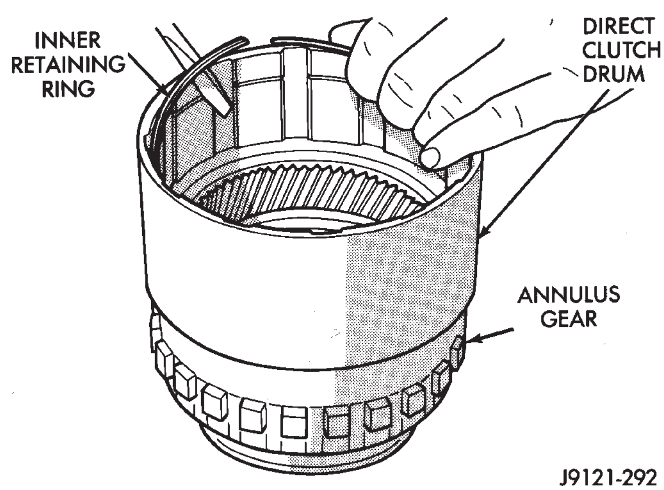


Fig. 271 Clutch Drum Inner Retaining Ring Removal

(8) Remove direct clutch drum outer retaining ring (Fig. 272).

(9) Mark annulus gear and output shaft for assembly alignment reference (Fig. 273). Use punch or scriber to mark gear and shaft.

(10) Remove snap ring that secures annulus gear on output shaft (Fig. 274). Use two screwdrivers to unseat and work snap ring out of groove as shown.

(11) Remove annulus gear from output shaft (Fig. 275). Use rawhide or plastic mallet to tap gear off shaft.

GEAR CASE AND PARK LOCK DISASSEMBLY

(1) Remove locating ring from gear case.

DISASSEMBLY AND ASSEMBLY (Continued)

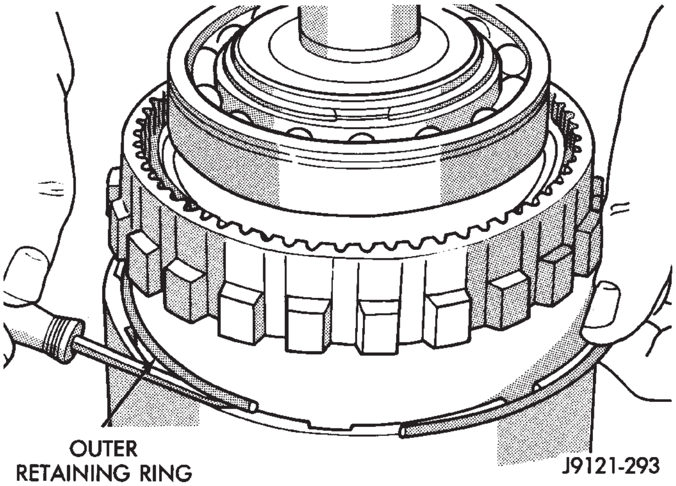


Fig. 272 Clutch Drum Outer Retaining Ring Removal

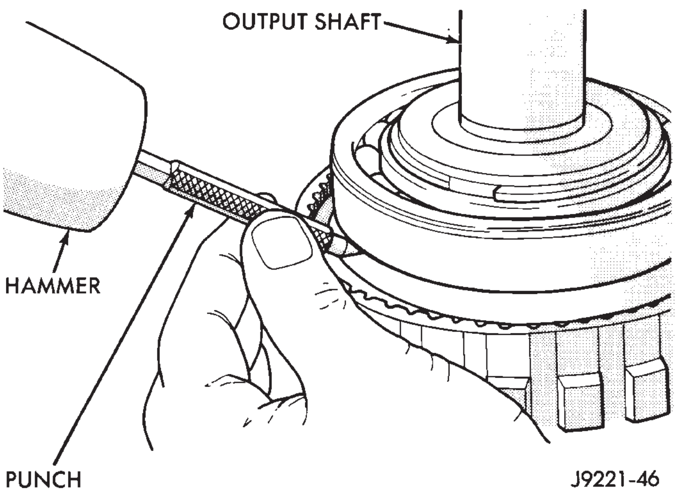


Fig. 273 Marking Annulus Gear And Output Shaft For Assembly Alignment

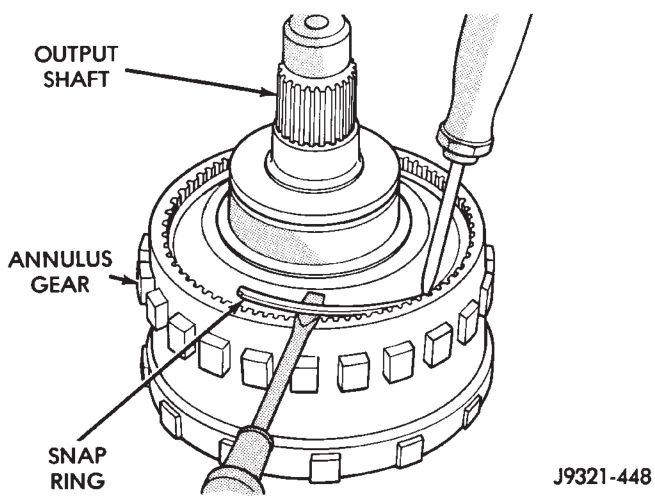


Fig. 274 Annulus Gear Snap Ring Removal

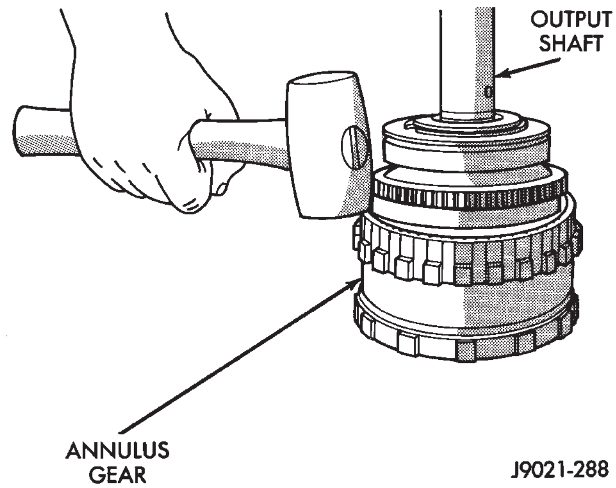


Fig. 275 Annulus Gear Removal

(2) Remove park pawl shaft retaining bolt and remove shaft, pawl and spring.

(3) Remove reaction plug snap ring and remove reaction plug.

(4) Remove output shaft seal. Use punch or tool similar to Seal Remover C-3981.

OVERDRIVE UNIT ASSEMBLE

GEARTRAIN AND DIRECT CLUTCH ASSEMBLY

(1) Soak direct clutch and overdrive clutch discs in Mopar ATF Plus transmission fluid. Allow discs to soak for 10-20 minutes.

(2) Install new pilot bushing and clutch hub bushing in output shaft if necessary (Fig. 276). Lubricate bushings with petroleum jelly, or transmission fluid.

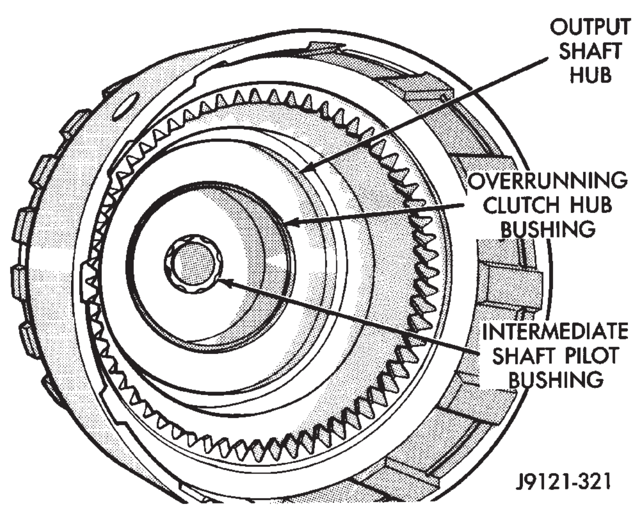


Fig. 276 Output Shaft Pilot Bushing

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Install annulus gear on output shaft, if removed. Then install annulus gear retaining snap ring (Fig. 277).

(4) Align and install clutch drum on annulus gear (Fig. 278). Be sure drum is engaged in annulus gear lugs.

(5) Install clutch drum outer retaining ring (Fig. 278).

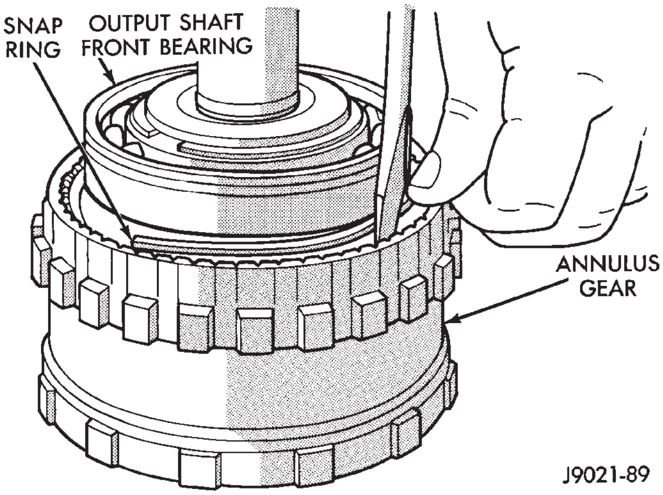


Fig. 277 Annulus Gear Installation

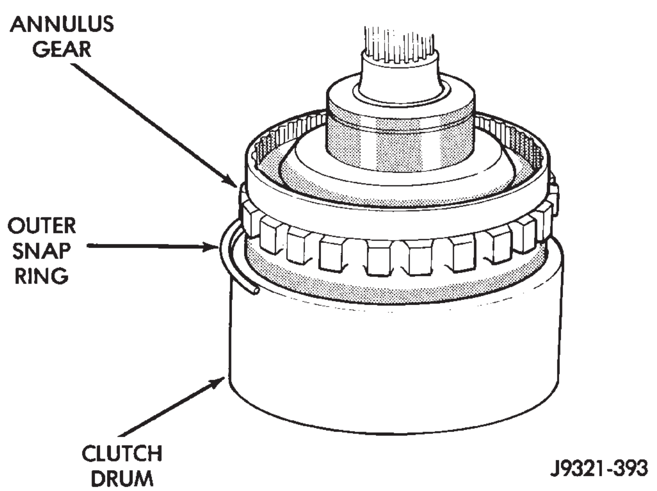


Fig. 278 Clutch Drum And Outer Retaining Ring Installation

(6) Slide clutch drum forward and install inner retaining ring (Fig. 279).

(7) Install rear bearing and snap ring on output shaft (Fig. 280). Be sure locating ring groove in bearing is toward rear.

(8) Install overrunning clutch on hub (Fig. 281). **Note that clutch only fits one way. Shoulder on clutch should seat in small recess at edge of hub.**

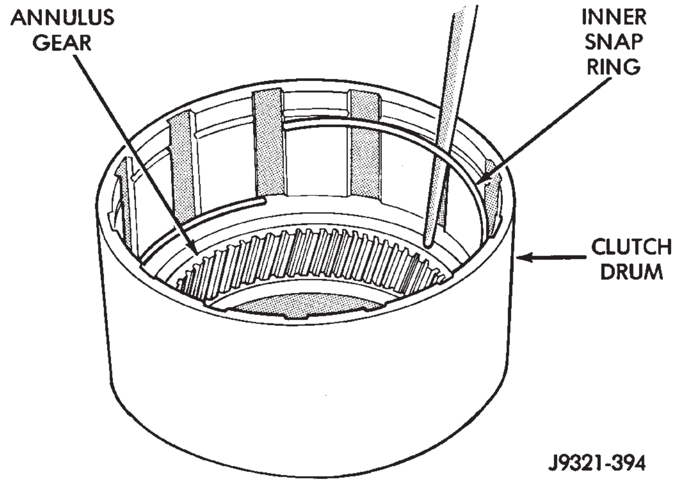


Fig. 279 Clutch Drum Inner Retaining Ring Installation

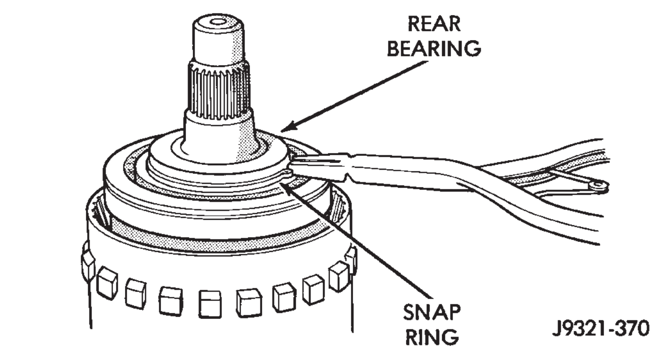


Fig. 280 Rear Bearing And Snap Ring Installation

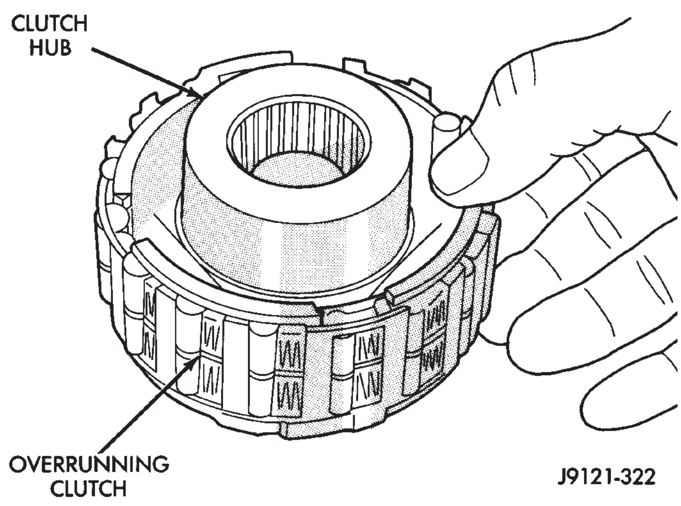


Fig. 281 Assembling Overrunning Clutch And Hub

DISASSEMBLY AND ASSEMBLY (Continued)

(9) Install thrust bearing on overrunning clutch hub (Fig. 282). Use generous amount of petroleum jelly to hold bearing in place for installation. **Bearing fits one way only. Be sure bearing is seated squarely against hub. Reinstall bearing if it does not seat squarely.**

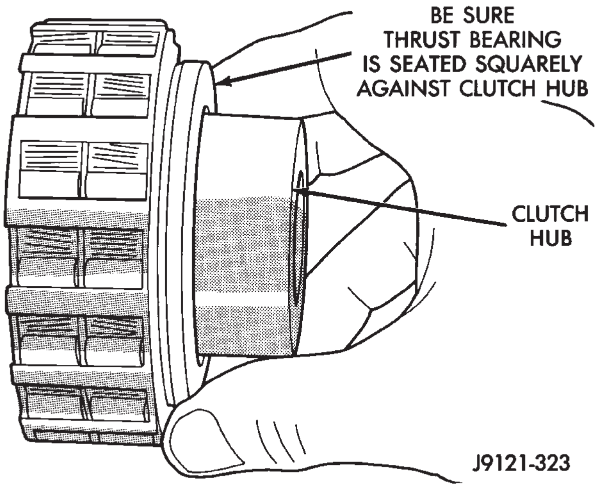


Fig. 282 Overrunning Clutch Thrust Bearing Installation

(10) Install overrunning clutch in output shaft (Fig. 283). Insert snap ring pliers in hub splines. Expand pliers to grip hub. Then install assembly with counterclockwise, twisting motion.

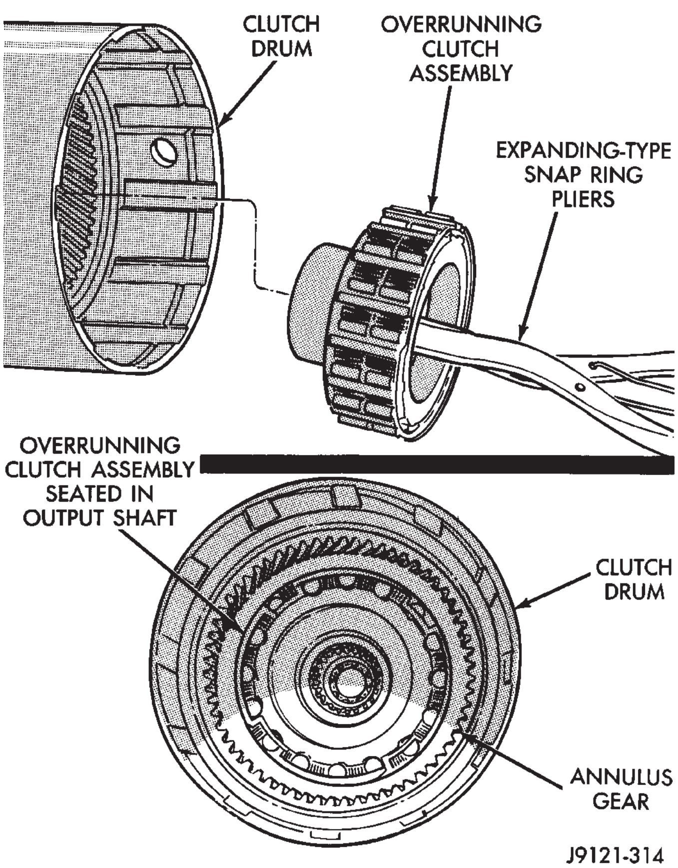


Fig. 283 Overrunning Clutch Installation

(11) Install planetary gear in annulus gear (Fig. 284). **Be sure planetary pinions are fully seated in annulus gear before proceeding.**

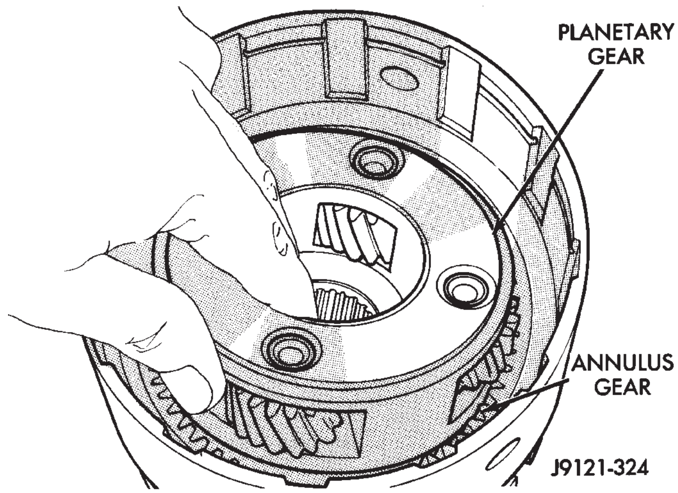


Fig. 284 Planetary Gear Installation

(12) Install direct clutch spring plate on sun gear. Shoulder side of plate should face outward and toward front. Then secure plate to sun gear with snap ring (Fig. 285).

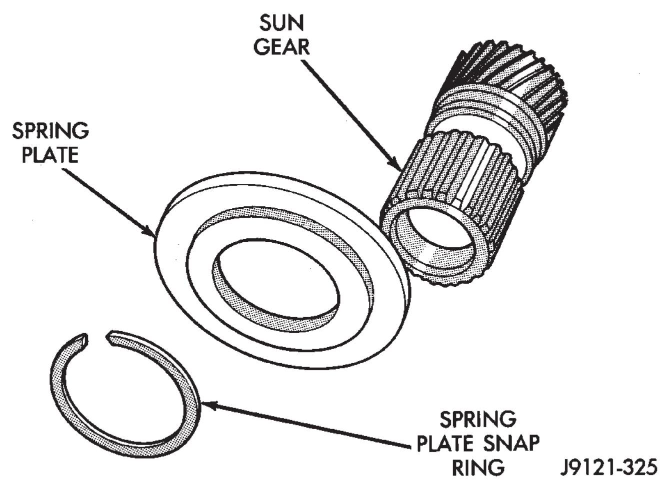


Fig. 285 Sun Gear And Spring Plate Assembly

DISASSEMBLY AND ASSEMBLY (Continued)

(13) Coat planetary thrust bearing and bearing contact surface of spring plate with generous amount of petroleum jelly. This will help hold bearing in place during installation.

(14) Install planetary thrust bearing on sun gear (Fig. 286). Slide bearing onto gear and seat it against spring plate as shown. **Bearing fits one way only. If it does not seat squarely against spring plate, remove and reposition bearing.**

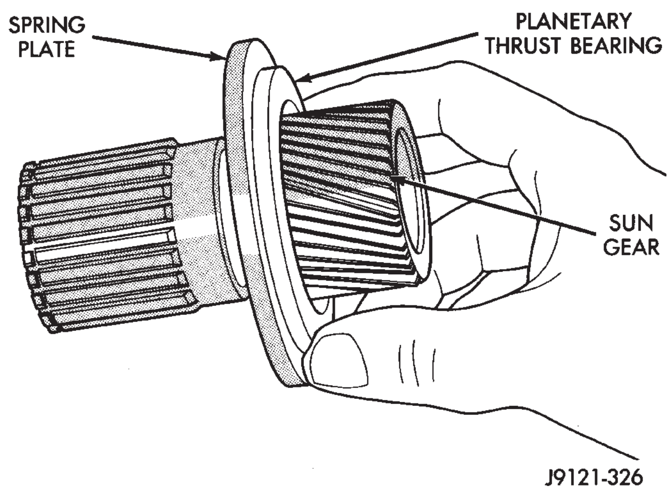


Fig. 286 Planetary Thrust Bearing Installation

(15) Install assembled sun gear, spring plate and thrust bearing (Fig. 287). Be sure sun gear and thrust bearing are fully seated before proceeding.

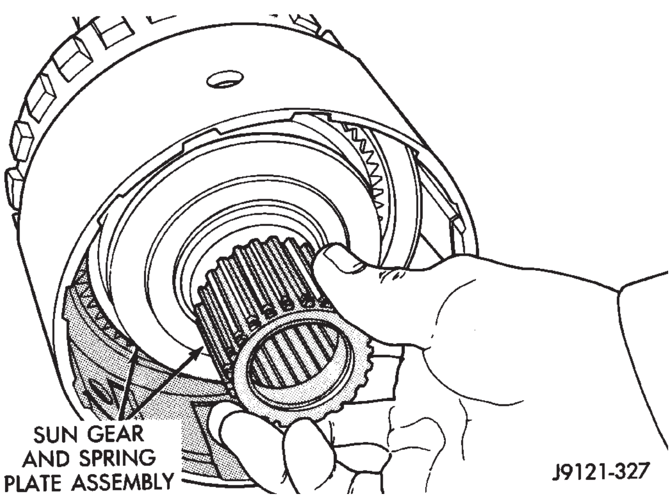


Fig. 287 Sun Gear Installation

(16) Mount assembled output shaft, annulus gear, and clutch drum in shop press. Direct clutch spring, hub and clutch pack are easier to install with assembly mounted in press.

(17) Align splines in hubs of planetary gear and overrunning clutch with Alignment tool 6227-2 (Fig. 288). Insert tool through sun gear and into splines of both hubs. Be sure alignment tool is fully seated before proceeding.

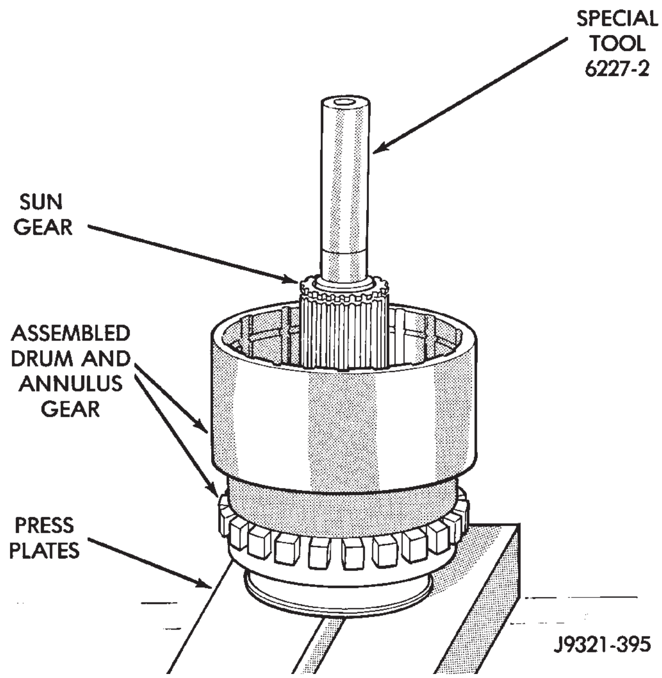


Fig. 288 Alignment Tool Installation

(18) Install direct clutch spring (Fig. 289). Be sure spring is properly seated on spring plate.

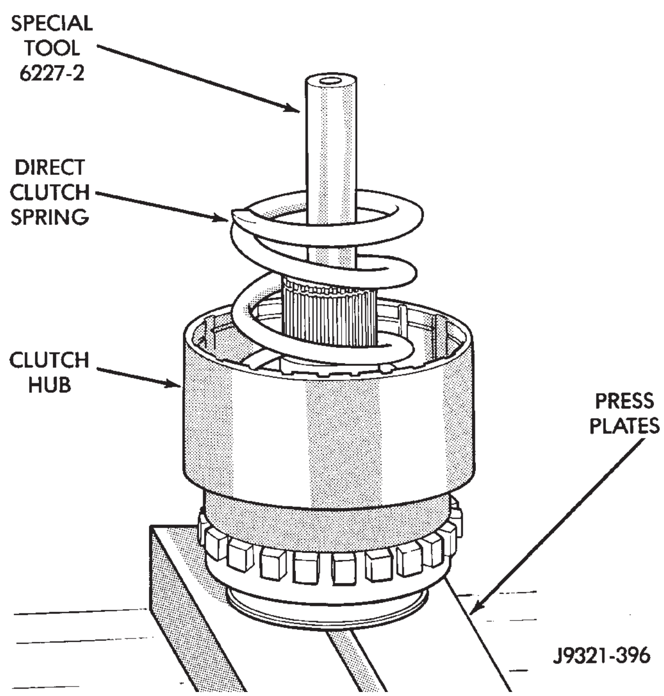


Fig. 289 Direct Clutch Spring Installation

DISASSEMBLY AND ASSEMBLY (Continued)

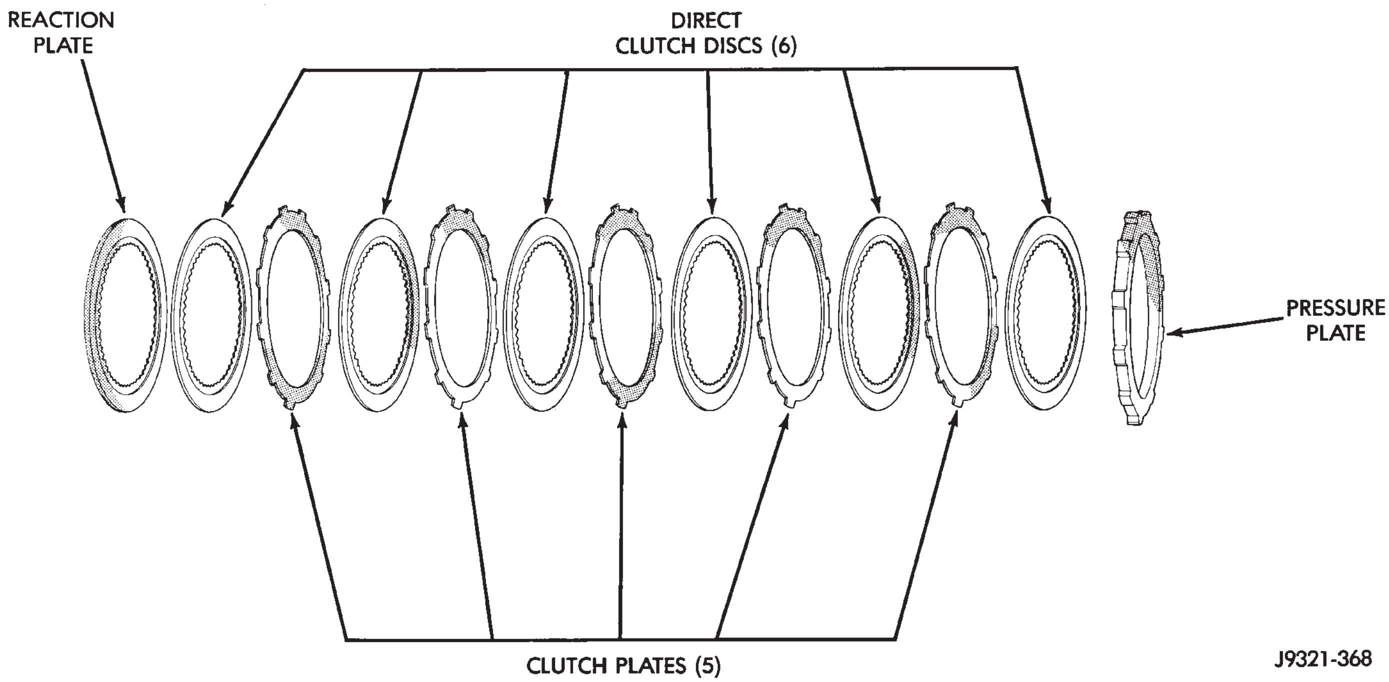


Fig. 290 Direct Clutch Pack Components

(19) Assemble and install direct clutch pack on hub as follows:

(a) Assemble clutch pack components (Fig. 290).

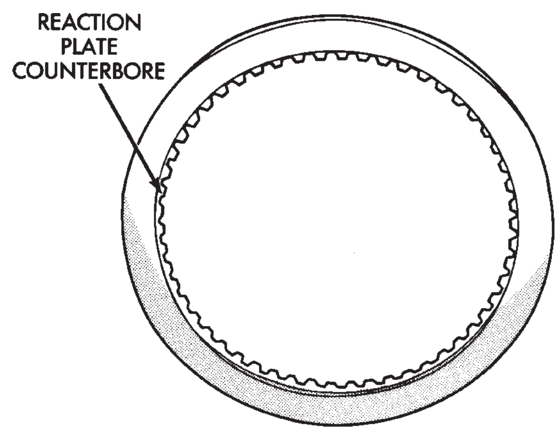
(b) Install direct clutch reaction plate on clutch hub first. **Note that one side of reaction plate is counterbored. Be sure this side faces rearward. Splines at rear of hub are raised slightly. Counterbore in plate fits over raised splines. Plate should be flush with this end of hub (Fig. 291).**

(c) Install first clutch disc followed by a steel plate until 6 discs and 5 plates have been installed.

(d) Install pressure plate. This is last clutch pack item to be installed. **Be sure plate is installed with shoulder side facing upward (Fig. 292).**

(20) Install clutch hub and clutch pack on direct clutch spring (Fig. 293). **Be sure hub is started on sun gear splines before proceeding.**

WARNING: THE NEXT STEP IN GEARTRAIN ASSEMBLY INVOLVES COMPRESSING THE DIRECT CLUTCH HUB AND SPRING. IT IS EXTREMELY IMPORTANT THAT PROPER EQUIPMENT BE USED TO COMPRESS THE SPRING AS SPRING FORCE IS APPROXIMATELY 830 POUNDS. USE COMPRESSOR TOOL C-6227-1 AND A HYDRAULIC-TYPE SHOP PRESS WITH A MINIMUM RAM TRAVEL OF 6 INCHES. THE PRESS MUST ALSO HAVE A BED THAT CAN BE ADJUSTED UP OR DOWN AS REQUIRED. RELEASE CLUTCH SPRING TENSION SLOWLY AND COMPLETELY TO AVOID PERSONAL INJURY.



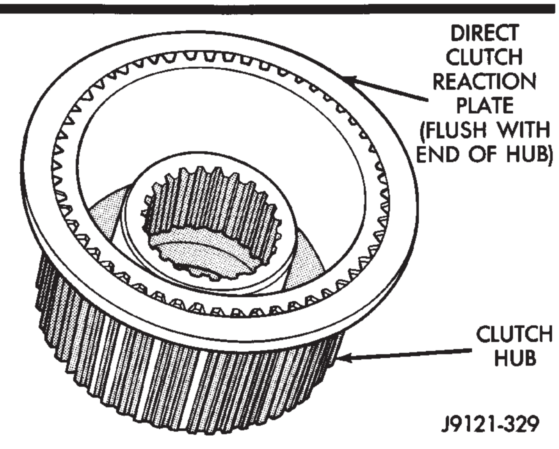


Fig. 291 Correct Position Of Direct Clutch Reaction Plate

(21) Carefully **remove** Alignment Tool 6227-2 from clutch and hub splines. Withdraw tool slowly to avoid

DISASSEMBLY AND ASSEMBLY (Continued)

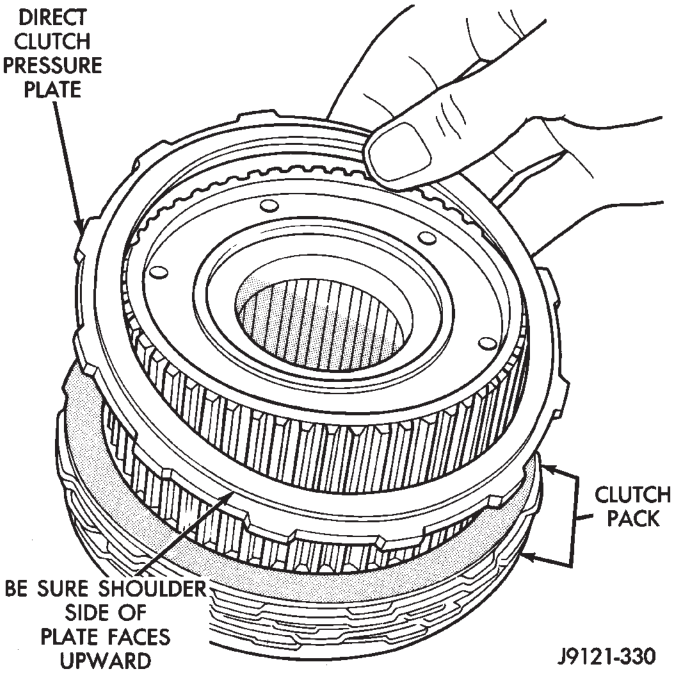


Fig. 292 Correct Position Of Direct Clutch Pressure Plate

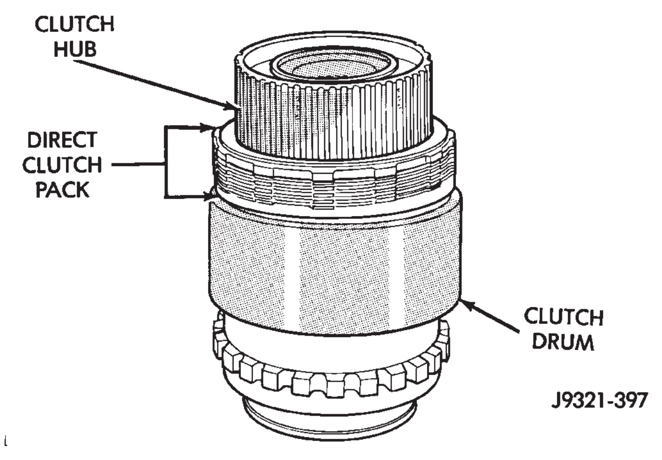


Fig. 293 Direct Clutch Pack And Clutch Hub Installation

spline misalignment. Tool must be removed at this point to provide room for compressor tool movement.

(22) Position Compressor Tool 6227-1 on clutch hub (Fig. 294).

(23) Position Tool C-3995-A or similar type tool on top of Tool 6227-1 (Fig. 295).

(24) Compress clutch hub and spring just enough to place tension on hub and hold it in place.

(25) Slide direct clutch pack upwards on hub (Fig. 294). Then set clutch pack on edge of clutch hub and compressor tool as shown.

(26) Slowly compress clutch hub and spring (Fig. 294). Compress spring and hub only enough to expose ring grooves for clutch pack snap ring and clutch hub retaining ring.

(27) Realign clutch pack on hub and seat clutch discs and plates in clutch drum (Fig. 294).

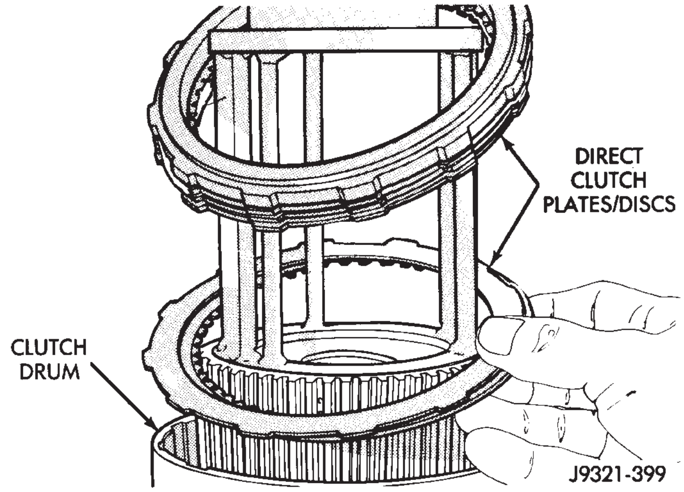


Fig. 294 Seating Clutch Pack In Drum

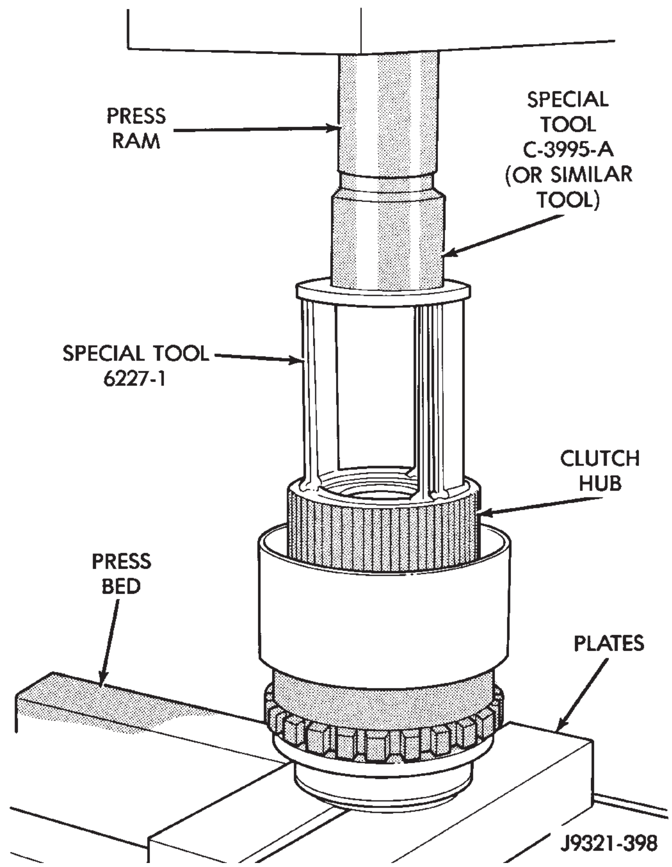


Fig. 295 Geartrain Mounted In Press

DISASSEMBLY AND ASSEMBLY (Continued)

(28) Install direct clutch pack snap ring (Fig. 296). **Be very sure snap ring is fully seated in clutch drum ring groove.**

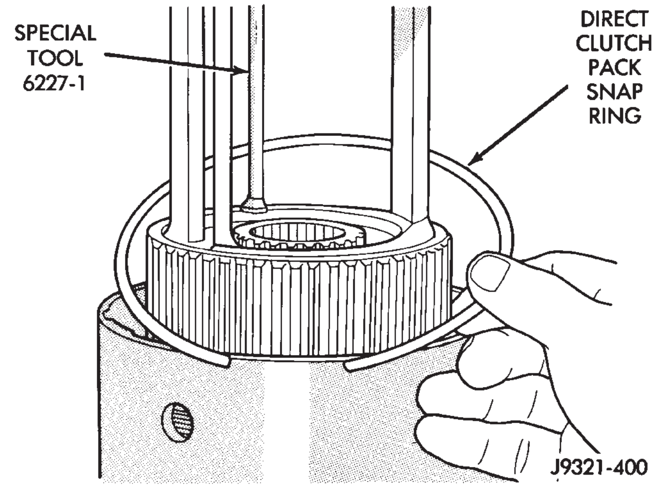


Fig. 296 Direct Clutch Pack Snap Ring Installation

(29) Install clutch hub retaining ring (Fig. 297). **Be very sure retaining ring is fully seated in sun gear ring groove.**

(30) Slowly release press ram, remove compressor tools and remove geartrain assembly.

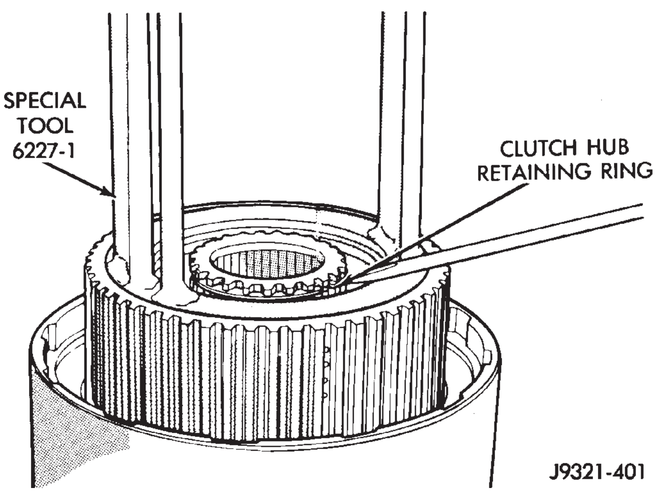


Fig. 297 Clutch Hub Retaining Ring Installation

GEAR CASE ASSEMBLY AND INSTALLATION

(1) Position park pawl and spring in case and install park pawl shaft (Fig. 298). Verify that end of spring with 90° bend is hooked to pawl and straight end of spring is seated against case.

(2) Install pawl shaft retaining bolt. Tighten bolt to 27 N·m (20 ft. lbs.) torque.

(3) Install park lock reaction plug. **Note that plug has locating pin at rear (Fig. 299). Be sure pin is seated in hole in case before installing snap ring.**

(4) Install reaction plug snap ring (Fig. 300). **Compress snap ring only enough for installation; do not distort it.**

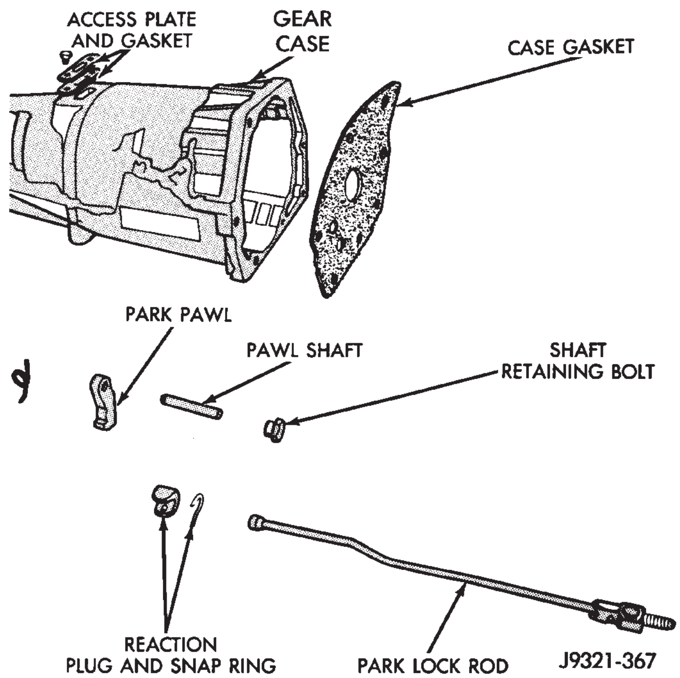


Fig. 298 Park Lock Components

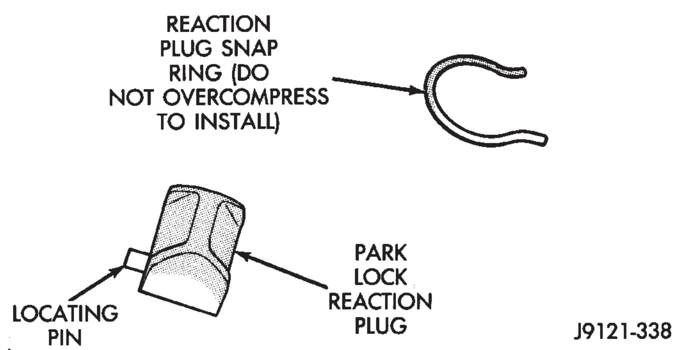


Fig. 299 Reaction Plug Locating Pin And Snap Ring

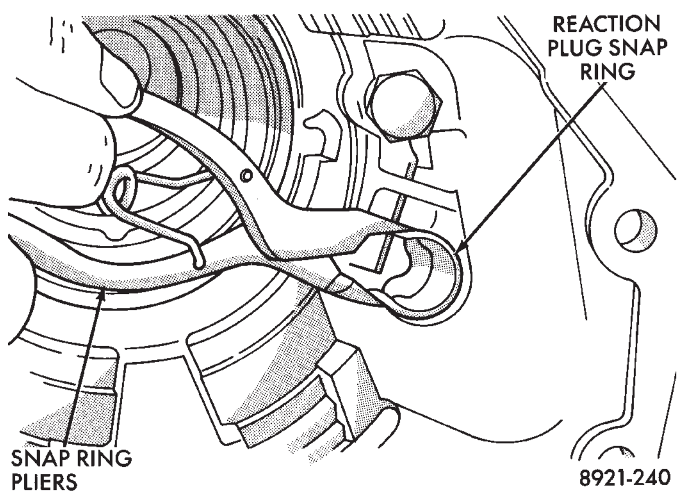


Fig. 300 Reaction Plug And Snap Ring Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(5) Install new seal in gear case (Fig. 301). On 4x4 gear case, use Tool Handle C-4171 and Installer 5062 (or similar size tool) to seat seal in case. On 4 x 2 gear case, use same tool handle and suitable size installer to seat seal in case.

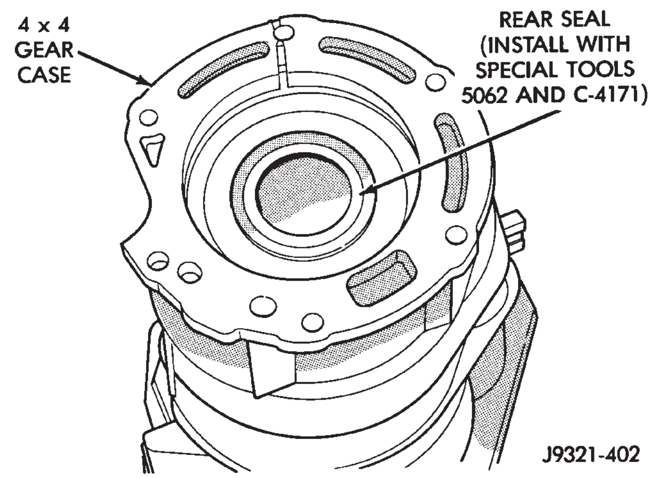


Fig. 301 Rear Seal Installation—4x4 Gear Case

(6) Verify that tab ends of rear bearing locating ring extend into access hole in gear case (Fig. 302).

(7) Support geartrain on Tool 6227-1 (Fig. 303). Be sure tool is securely seated in clutch hub.

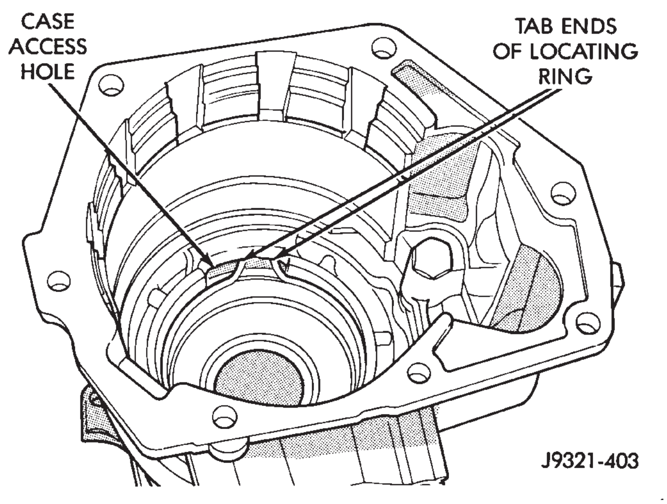


Fig. 302 Correct Rear Bearing Locating Ring Position

(8) Install overdrive gear case on geartrain (Fig. 303).

(9) Expand front bearing locating ring with snap ring pliers (Fig. 304). Then slide case downward until locating ring locks in bearing groove and release snap ring.

(10) Install locating ring access cover and gasket in overdrive unit case (Fig. 305).

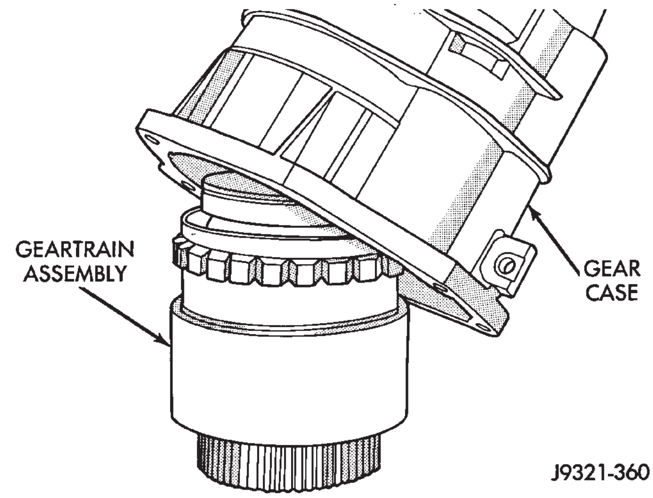


Fig. 303 Overdrive Gear Case Installation

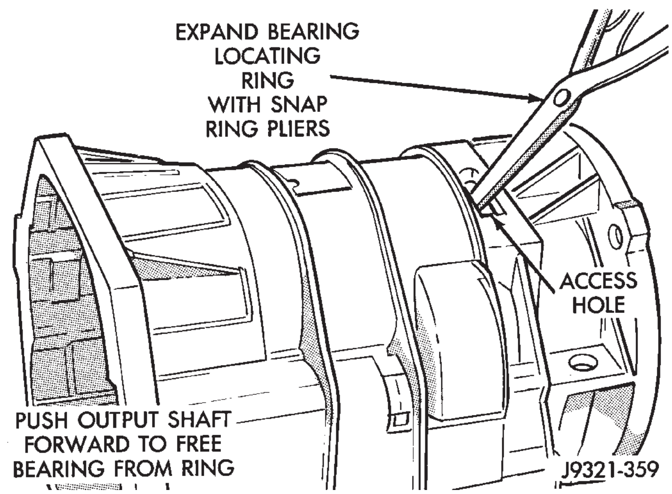


Fig. 304 Seating Locating Ring In Rear Bearing

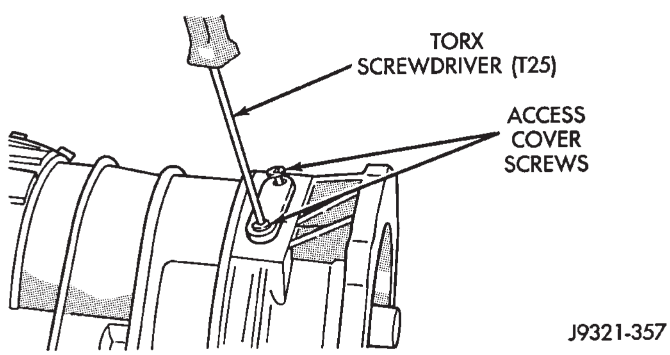


Fig. 305 Locating Ring Access Cover And Gasket Installation

DISASSEMBLY AND ASSEMBLY (Continued)

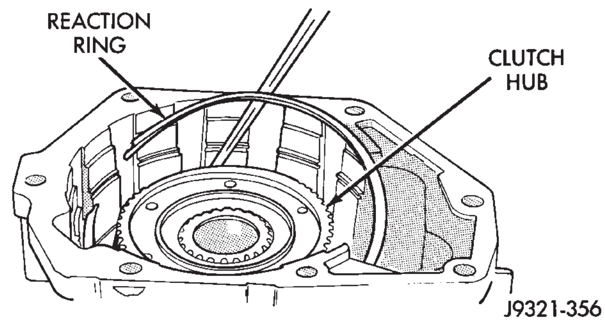


Fig. 306 Overdrive Clutch Reaction Ring Installation

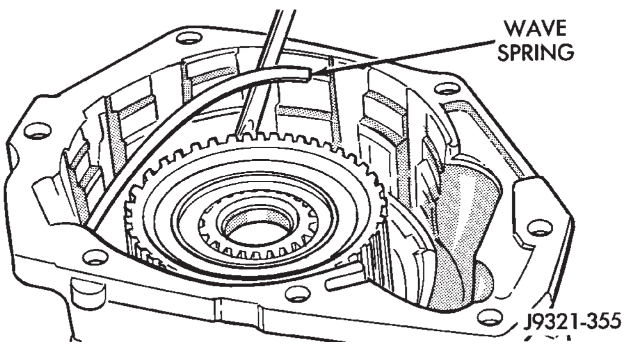


Fig. 307 Overdrive Clutch Wave Spring Installation

OVERDRIVE CLUTCH INSTALLATION

(1) Install overdrive clutch reaction ring first. Reaction ring is flat with notched ends (Fig. 306).

(2) Install wave spring on top of reaction ring (Fig. 307). **Reaction ring and wave ring both fit in same ring groove.** Use screwdriver to seat each ring securely in groove.

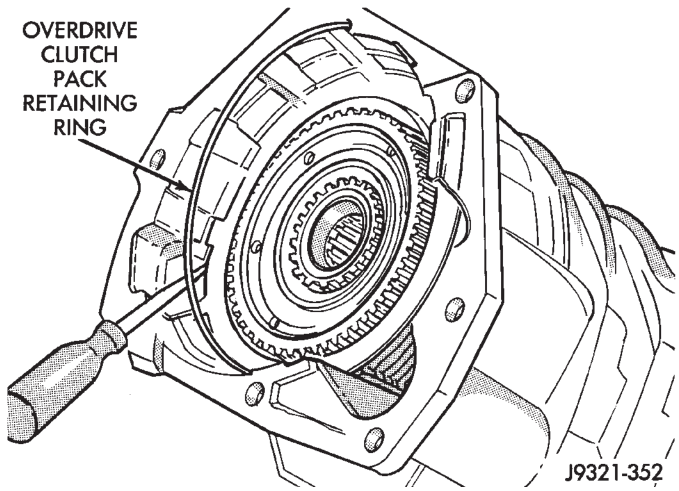


Fig. 309 Overdrive Clutch Pack Retaining Ring Installation

(3) Assemble overdrive clutch pack (Fig. 308).

(4) Install overdrive clutch reaction plate first. **Note that reaction plate is thinner than pressure plate.**

(5) Install first clutch disc followed by first clutch plate. Then install remaining clutch discs and plates in same order.

(6) Verify clutch pack. 3 clutch discs, 2 steel plates, 1 reaction plate and 1 pressure plate are required.

(7) Install clutch pack pressure plate. Note that pressure plate is thickest plate in clutch pack.

(8) Install clutch pack wire-type retaining ring (Fig. 309).

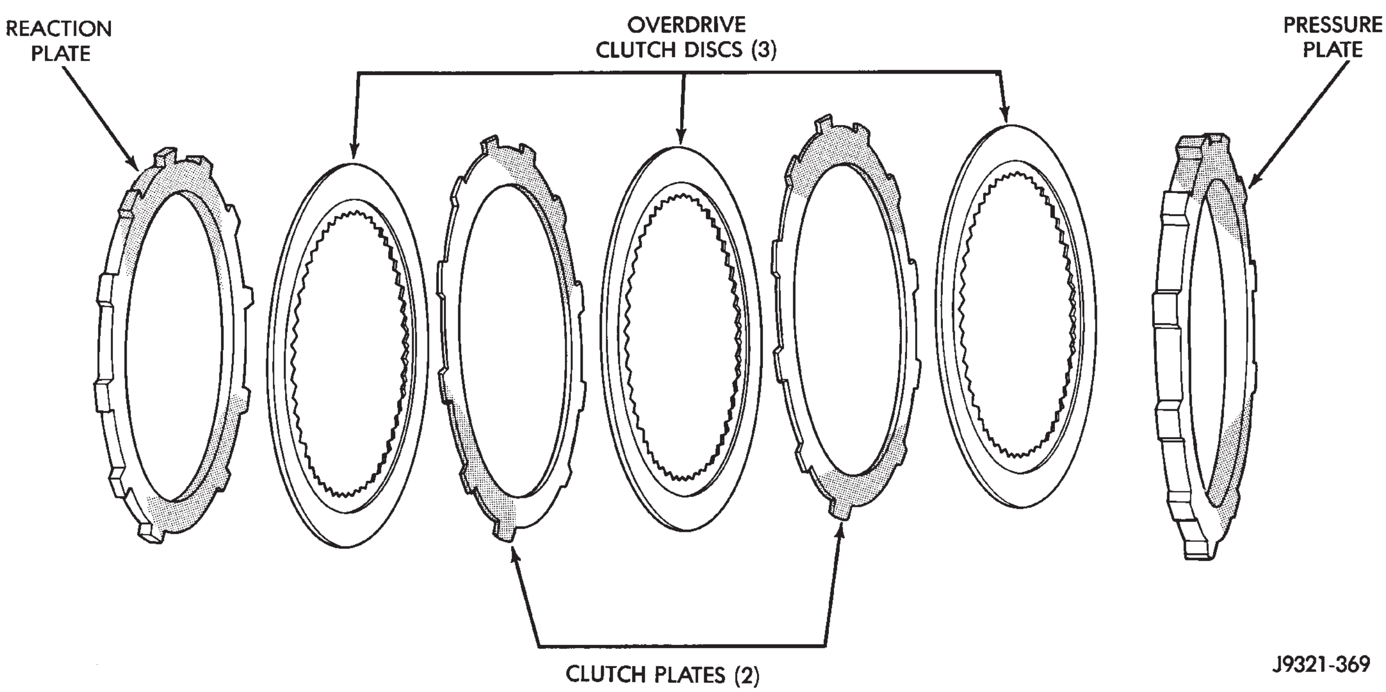


Fig. 308 Overdrive Clutch Components

DISASSEMBLY AND ASSEMBLY (Continued)

SHAFT END PLAY ADJUSTMENT

(1) Place overdrive unit in vertical position. Mount it on blocks, or in workbench with appropriate size mounting hole cut into it. Be sure unit is facing upward for access to direct clutch hub. Also be sure output shaft is not loaded and internal components are moved rearward for accurate measurement.

(2) Determine correct thickness **intermediate shaft spacer** as follows:

(a) Insert Special Tool 6312 through sun gear, planetary gear and into pilot bushing in output shaft. Be sure tool bottoms against planetary shoulder.

(b) Position Gauge Tool 6311 across face of overdrive case (Fig. 310). Then position Dial Caliper C-4962 over gauge tool.

(c) Extend sliding scale of dial caliper downward through gauge tool slot until scale contacts end of Gauge Alignment Tool 6312. Lock scale in place. Remove dial caliper tool and note distance measured (Fig. 310).

(d) Select proper thickness end play spacer from spacer chart based on distance measured (Fig. 311).

(e) Remove Gauge Alignment Tool 6312.

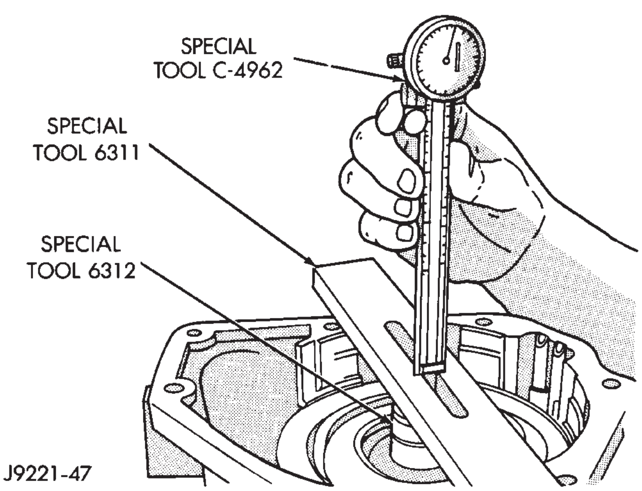


Fig. 310 Shaft End Play Measurement

End Play Measurement (Inches)	Spacer Thickness (Inches)
.7336 - .7505	.158 - .159
.7506 - .7675	.175 - .176
.7676 - .7855	.193 - .194
.7856 - .8011	.211 - .212

J9121-341

Fig. 311 Intermediate Shaft End Play Spacer Selection

(3) Determine correct thickness **overdrive piston thrust plate** as follows:

(a) Position Gauge Tool 6311 across face of overdrive case. Then position Dial Caliper C-4962 over gauge tool (Fig. 312).

(b) Measure distance to clutch hub thrust bearing seat at four points 90° apart. Then average measurements by adding them and dividing by 4.

(c) Select and install required thrust plate from information in thrust plate chart (Fig. 313).

(4) Leave Alignment Tool 6227-2 in place. Tool will keep planetary and clutch hub splines in alignment until overdrive unit is ready for installation on transmission.

(5) Transmission speed sensor can be installed at this time if desired. However, it is recommended that sensor not be installed until after overdrive unit is secured to transmission.

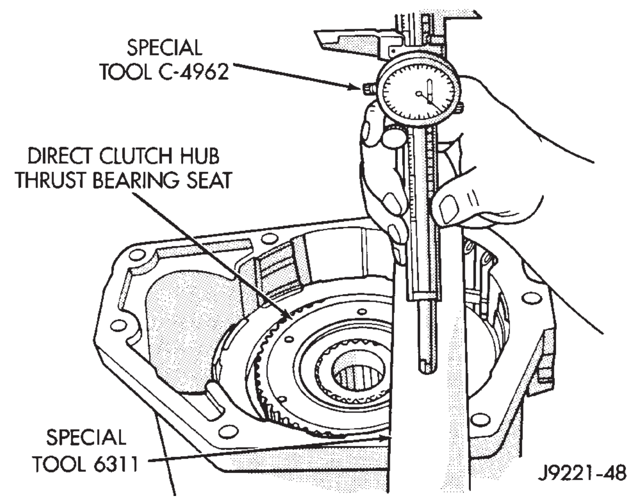


Fig. 312 Overdrive Piston Thrust Plate Measurement

End Play Measurement (Inches)	Spacer Thickness (Inches)
1.7500 - 1.7649	.108 - .110
1.7650 - 1.7799	.123 - .125
1.7800 - 1.7949	.138 - .140
1.7950 - 1.8099	.153 - .155
1.8100 - 1.8249	.168 - .170
1.8250 - 1.8399	.183 - .185
1.8400 - 1.8549	.198 - .200
1.8550 - 1.8699	.213 - .215
1.8700 - 1.8849	.228 - .230
1.8850 - 1.8999	.243 - .245

J9121-342

Fig. 313 Overdrive Piston Thrust Plate Selection

DISASSEMBLY AND ASSEMBLY (Continued)

OVERDRIVE GEARTRAIN

DISASSEMBLE

(1) Remove output shaft front bearing snap ring (Fig. 314).

(2) Remove front bearing from output shaft (Fig. 314).

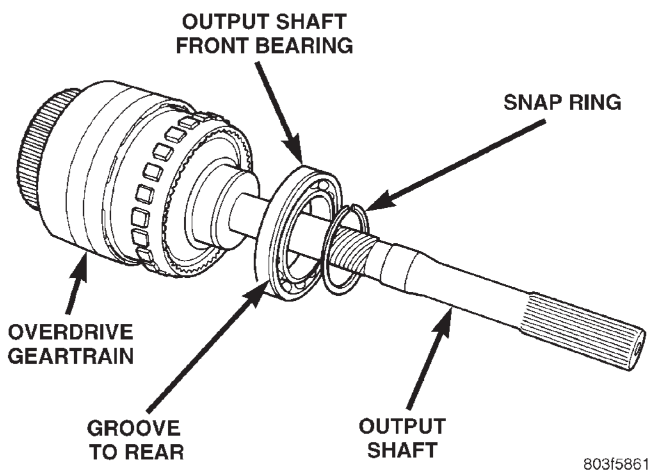


Fig. 314 Removing Snap Ring And Front Bearing

WARNING: THE NEXT STEP IN GEARTRAIN DISASSEMBLY INVOLVES COMPRESSING THE DIRECT CLUTCH SPRING. IT IS EXTREMELY IMPORTANT THAT PROPER EQUIPMENT BE USED TO COMPRESS THE SPRING AS SPRING FORCE IS APPROXIMATELY 830 POUNDS. USE SPRING COMPRESSOR TOOL 6227-1 AND A HYDRAULIC SHOP PRESS WITH A MINIMUM RAM TRAVEL OF 5-6 INCHES. THE PRESS MUST ALSO HAVE A BED THAT CAN BE ADJUSTED UP OR DOWN AS REQUIRED. RELEASE CLUTCH SPRING TENSION SLOWLY AND COMPLETELY TO AVOID PERSONAL INJURY.

(3) Mount geartrain in shop press.

(4) Position Compressor Tool 6227-1 on clutch hub (Fig. 315). Support output shaft flange with steel press plates as shown and center assembly under press ram.

(5) Apply press pressure slowly. Compress hub and spring far enough to expose clutch hub retaining ring and relieve spring pressure on clutch pack snap ring (Fig. 315).

(6) Remove direct clutch pack snap ring first (Fig. 315).

(7) Remove direct clutch hub retaining ring (Fig. 316).

(8) Release press load on clutch spring **slowly and completely.** Remove press tools and geartrain.

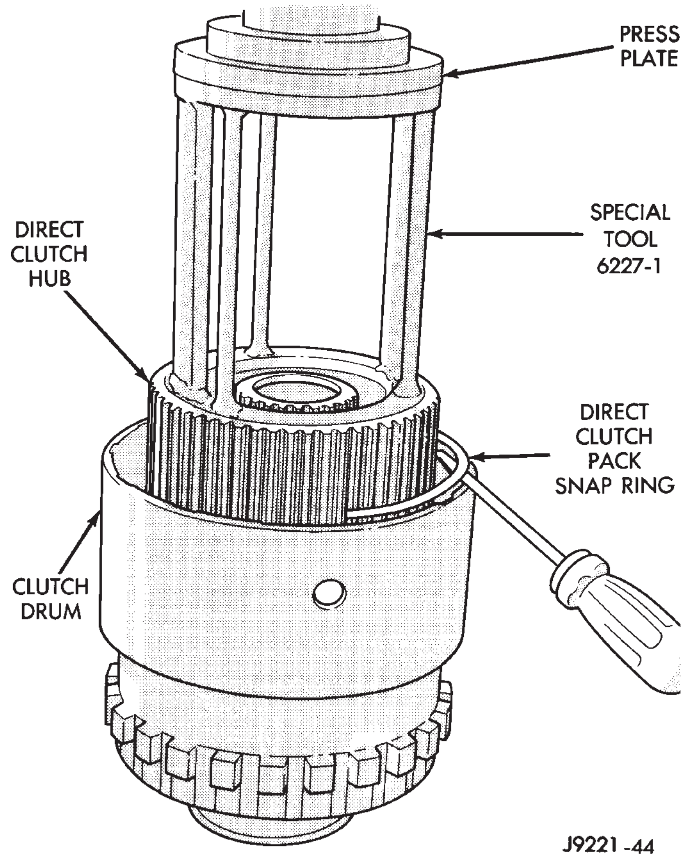


Fig. 315 Removing Direct Clutch Pack Snap Ring

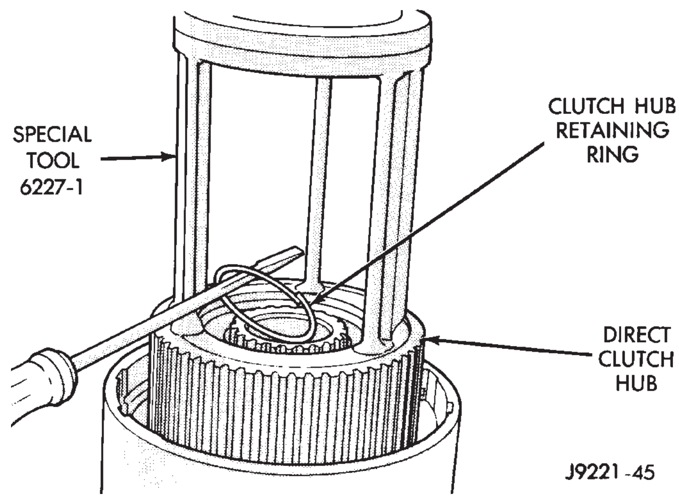


Fig. 316 Removing Direct Clutch Hub Retaining Ring

DISASSEMBLY AND ASSEMBLY (Continued)

(9) Remove direct clutch pack from hub (Fig. 317).

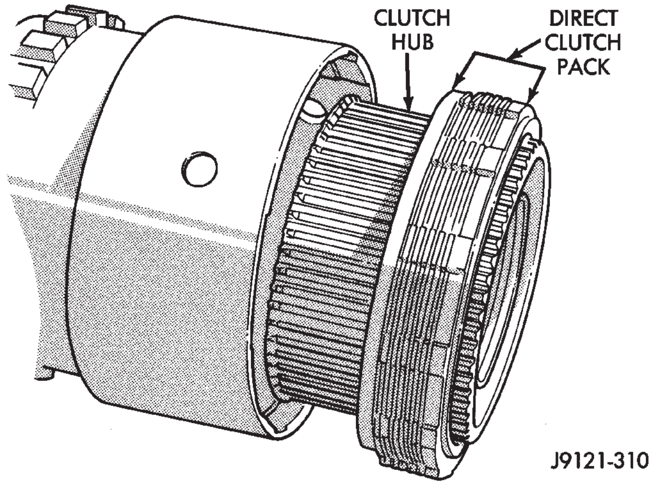


Fig. 317 Direct Clutch Pack Removal

(10) Remove direct clutch hub and spring (Fig. 318).

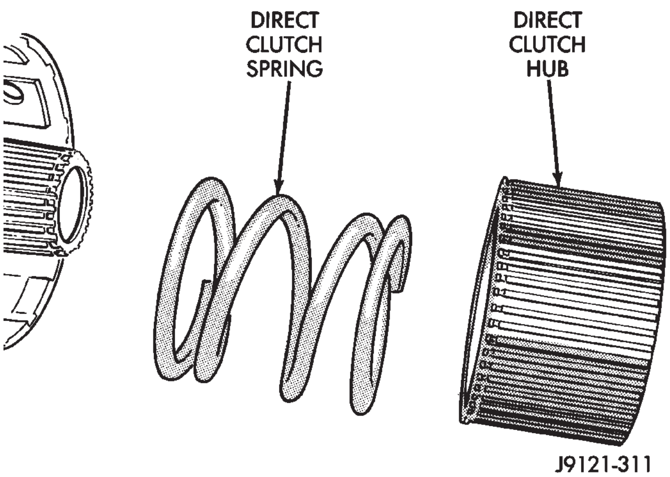


Fig. 318 Direct Clutch Hub And Spring Removal

(11) Remove sun gear and spring plate, planetary thrust bearing and planetary gear (Fig. 319).

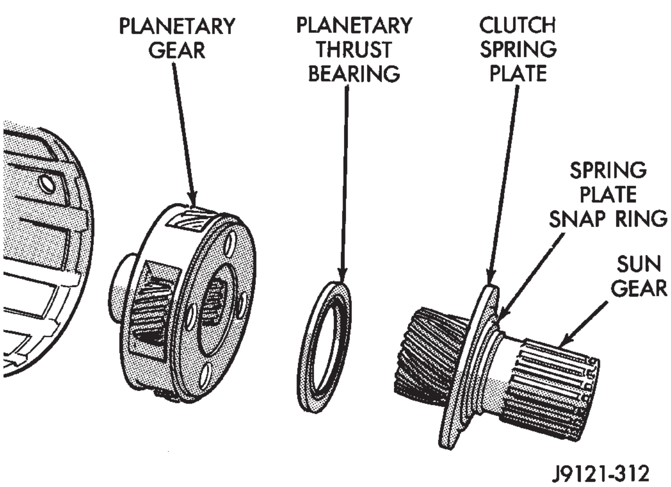


Fig. 319 Removing Sun Gear/Thrust Bearing/ Planetary Gear

(12) Remove overrunning clutch assembly with expanding type snap ring plier (Fig. 320). Insert pliers into clutch hub. Expand pliers to grip hub splines and remove clutch with counterclockwise, twisting motion.

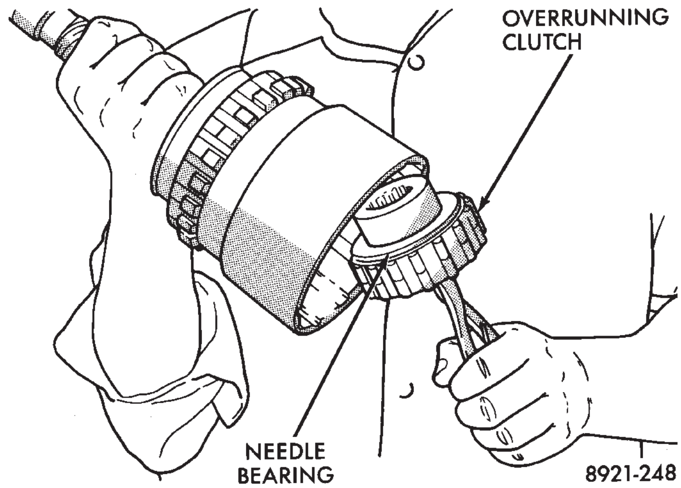


Fig. 320 Removing Overrunning Clutch Assembly

(13) Remove thrust bearing from overrunning clutch hub (Fig. 321).

(14) Remove overrunning clutch from hub (Fig. 321).

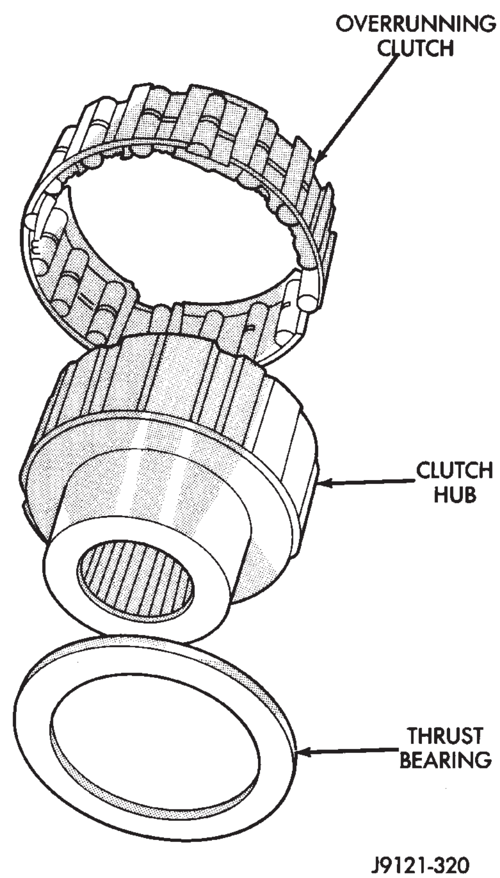


Fig. 321 Overrunning Clutch Components

DISASSEMBLY AND ASSEMBLY (Continued)

(15) Mark position of annulus gear and direct clutch drum for assembly alignment reference (Fig. 322). Use small center punch or scriber to make alignment marks.

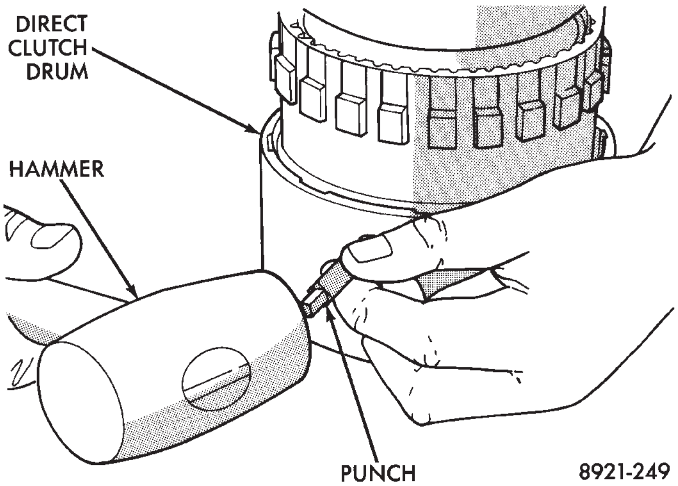


Fig. 322 Marking Direct Clutch Drum And Annulus Gear For Assembly Alignment

(16) Remove direct clutch drum rear retaining ring (Fig. 323).

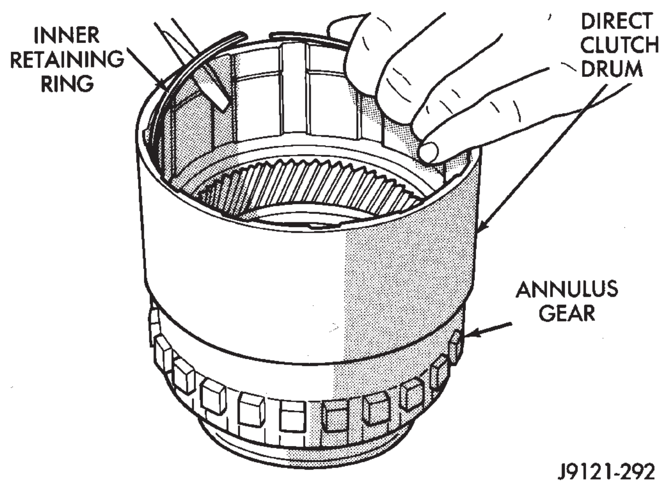


Fig. 323 Removing Clutch Drum Inner Retaining Ring

(17) Remove direct clutch drum outer retaining ring (Fig. 324).

(18) Mark annulus gear and output shaft for assembly alignment reference (Fig. 325).

(19) Remove annulus gear from output shaft (Fig. 326). Use rawhide or plastic mallet to tap gear off shaft.

(20) Remove output shaft front bearing if not previously removed.

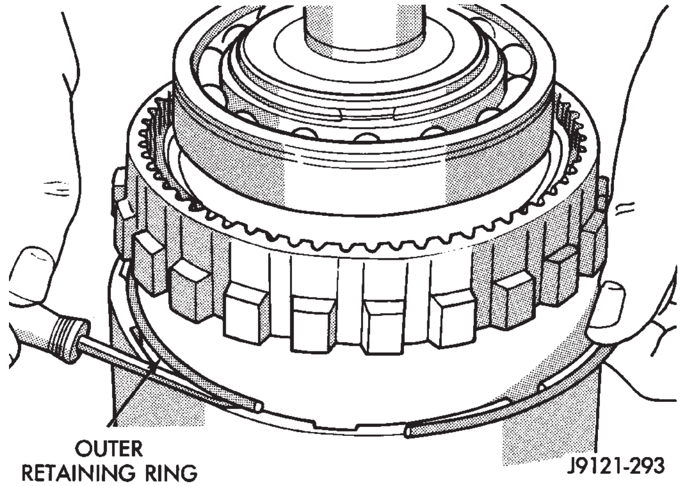


Fig. 324 Removing Clutch Drum Outer Retaining Ring

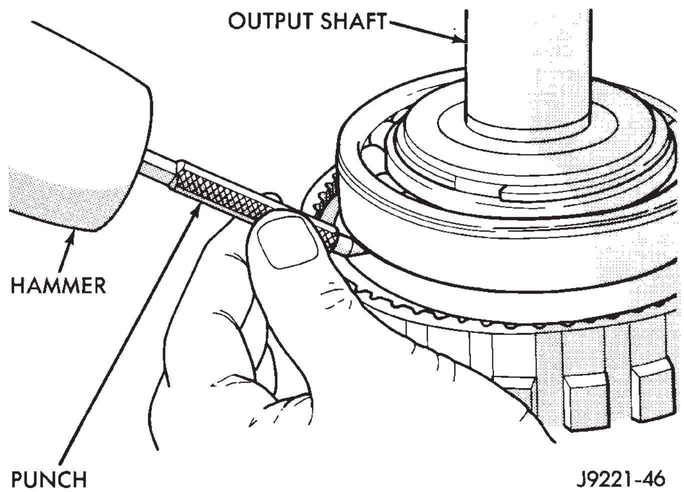


Fig. 325 Marking Annulus Gear And Output Shaft For Assembly Alignment

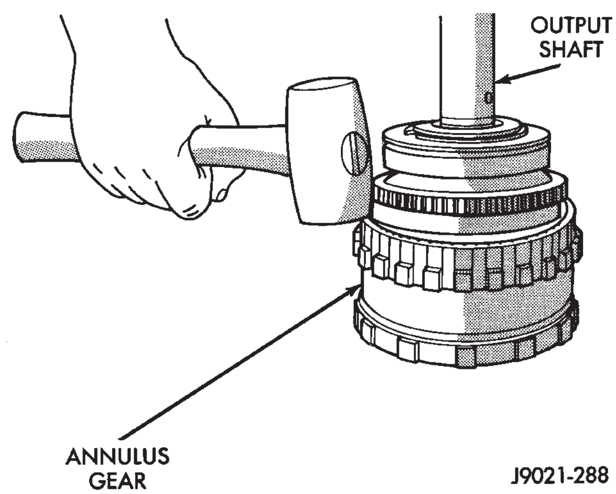


Fig. 326 Removing Annulus Gear

DISASSEMBLY AND ASSEMBLY (Continued)

ASSEMBLE

(1) Soak direct clutch and overdrive clutch discs in Mopar ATF Plus before installation. Also lubricate geartrain components with ATF Plus during reassembly.

(2) Install new pilot bushing and clutch hub bushing in output shaft if necessary (Fig. 327). Lubricate new (or old) bushings with petroleum jelly.

(3) Install front bearing and bearing snap ring on output shaft (Fig. 327).

(4) Align and install annulus gear on output shaft (Fig. 327).

(5) Install annulus snap ring (Fig. 327).

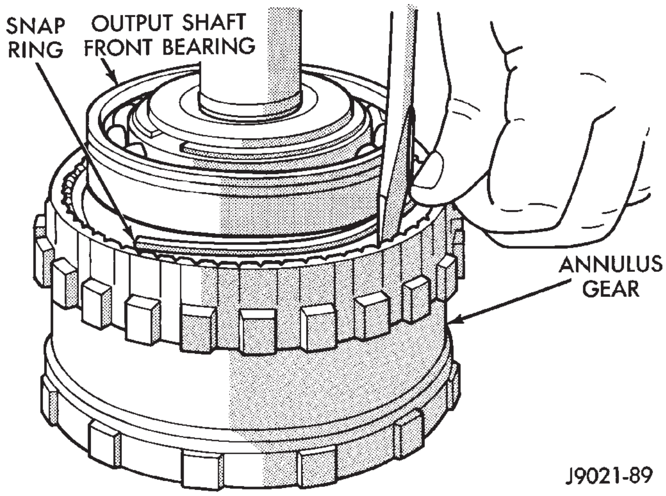


Fig. 327 Installing Annulus Gear And Snap Ring

(6) Align and install clutch drum on annulus gear (Fig. 328). Be sure drum is engaged in annulus gear lugs.

(7) Install clutch drum outer retaining ring (Fig. 328).

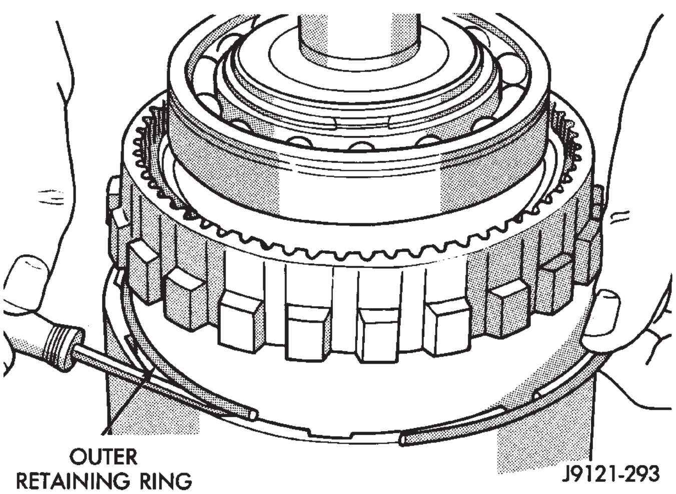


Fig. 328 Clutch Drum And Outer Retaining Ring Installation

(8) Slide clutch drum forward and install inner retaining ring (Fig. 329).

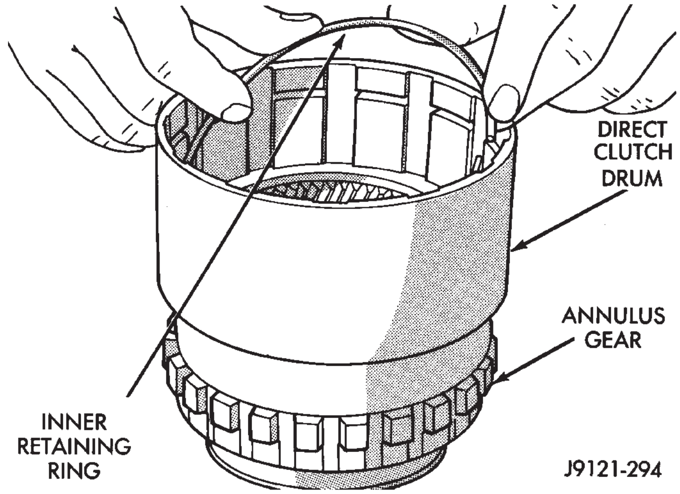


Fig. 329 Installing Clutch Drum Inner Retaining Ring

(9) Install overrunning clutch on hub (Fig. 330). **Clutch only fits one way. Shoulder on clutch should seat in small recess at edge of hub.**

(10) Install thrust bearing on overrunning clutch hub (Fig. 331). Use petroleum jelly to hold bearing in place during installation. **Bearing fits one way only. Be sure bearing is seated squarely against hub. Reposition bearing if it does not seat squarely.**

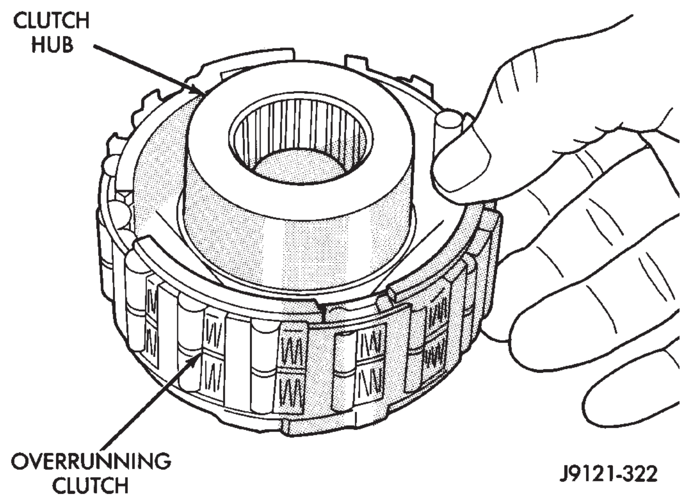


Fig. 330 Assembling Overrunning Clutch And Hub

(11) Install overrunning clutch (Fig. 332). Insert snap ring pliers in hub splines. Expand pliers to grip hub. Then install assembly with counterclockwise, twisting motion.

(12) Install planetary gear in annulus gear (Fig. 333). **Be sure planetary pinions are fully seated in annulus gear before proceeding.**

(13) Install direct clutch spring plate on sun gear. Then secure plate to sun gear with snap ring (Fig. 334). Shoulder side of plate should face outward and toward front.

DISASSEMBLY AND ASSEMBLY (Continued)

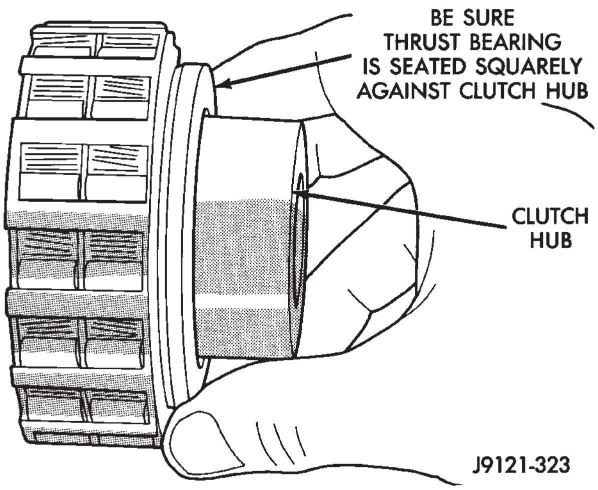


Fig. 331 Installing Overrunning Clutch Thrust Bearing

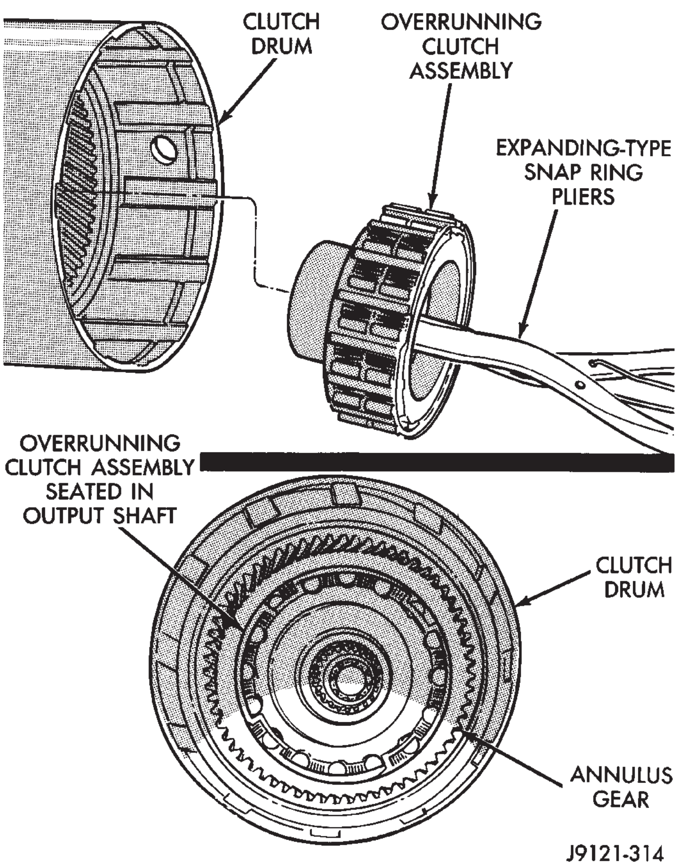


Fig. 332 Overrunning Clutch Installation

(14) Coat planetary thrust bearing and bearing contact surface of spring plate with petroleum jelly. This will help hold bearing in place during installation.

(15) Install planetary thrust bearing on sun gear (Fig. 335). Slide bearing onto gear and seat it against spring plate as shown. **Bearing fits one way only. If it does not seat squarely against spring plate, remove and reposition bearing.**

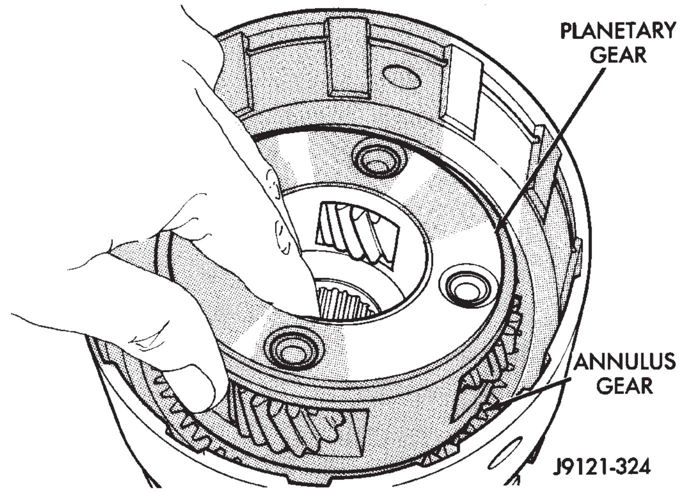


Fig. 333 Planetary Gear Installation

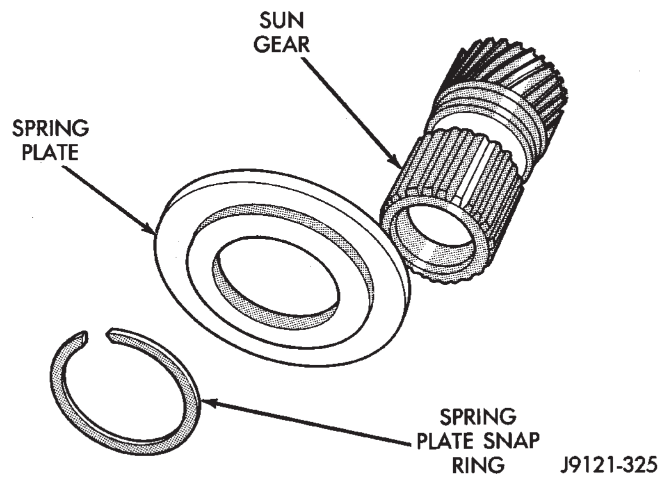


Fig. 334 Sun Gear And Spring Plate Assembly

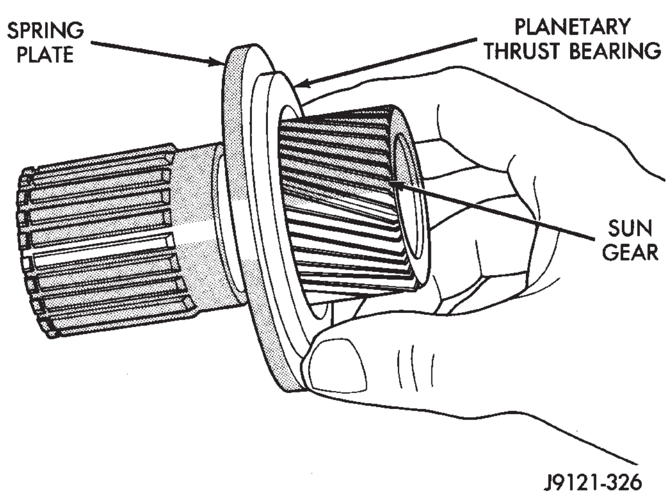


Fig. 335 Installing Planetary Thrust Bearing

DISASSEMBLY AND ASSEMBLY (Continued)

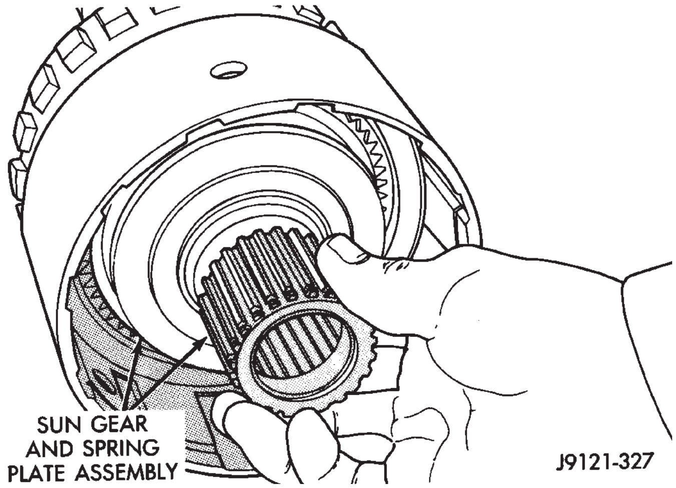


Fig. 336 Sun Gear Installation

(16) Install assembled sun gear, spring plate and thrust bearing (Fig. 336). Be sure sun gear and thrust bearing are fully seated before proceeding.

(17) Align splines in hubs of planetary gear and overrunning clutch with Alignment Tool 6227-2 (Fig. 337). Insert tool through sun gear and into splines of both hubs. Be sure alignment tool is fully seated before proceeding.

(18) Install direct clutch spring. Be sure spring is properly seated on spring plate (Fig. 337).

(19) Assemble direct clutch pack for installation on hub (Fig. 338).

(20) Install direct clutch reaction plate on clutch hub. **One side of reaction plate is counterbored. Be sure this side faces rearward. Splines at rear of hub are raised slightly and counterbore in plate fits over these splines. Plate should be flush with this end of hub (Fig. 339).**

(21) Install remainder of direct clutch components as follows:

(a) Install first clutch disc on reaction plate followed by a steel plate.

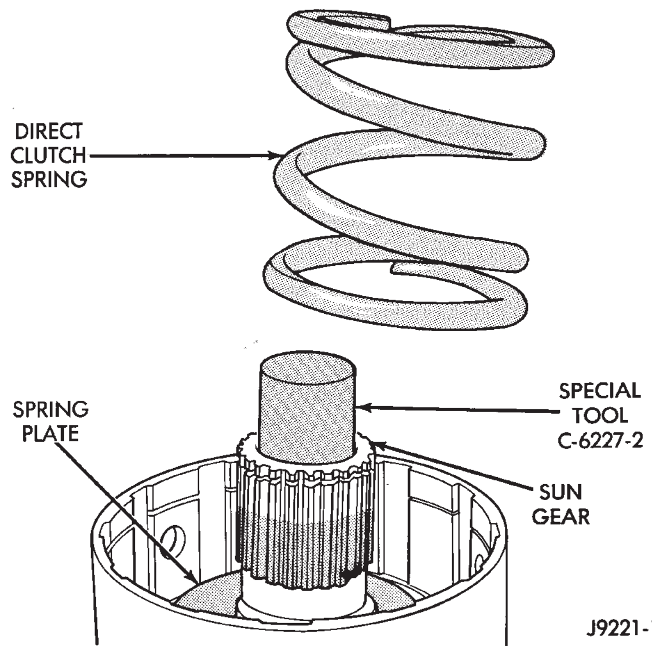


Fig. 337 Direct Clutch Spring Installation

(b) Alternately install remaining clutch discs and steel plates until required number are installed (Fig. 338) The clutch requires 8 discs and 7 steel plates

(c) Last clutch pack item installed is clutch pressure plate. Be sure plate is installed with shoulder side of plate facing upward (Fig. 340).

(22) Install clutch hub and clutch pack on direct clutch spring (Fig. 341).

(23) Mount geartrain assembly in shop press (Fig. 342).

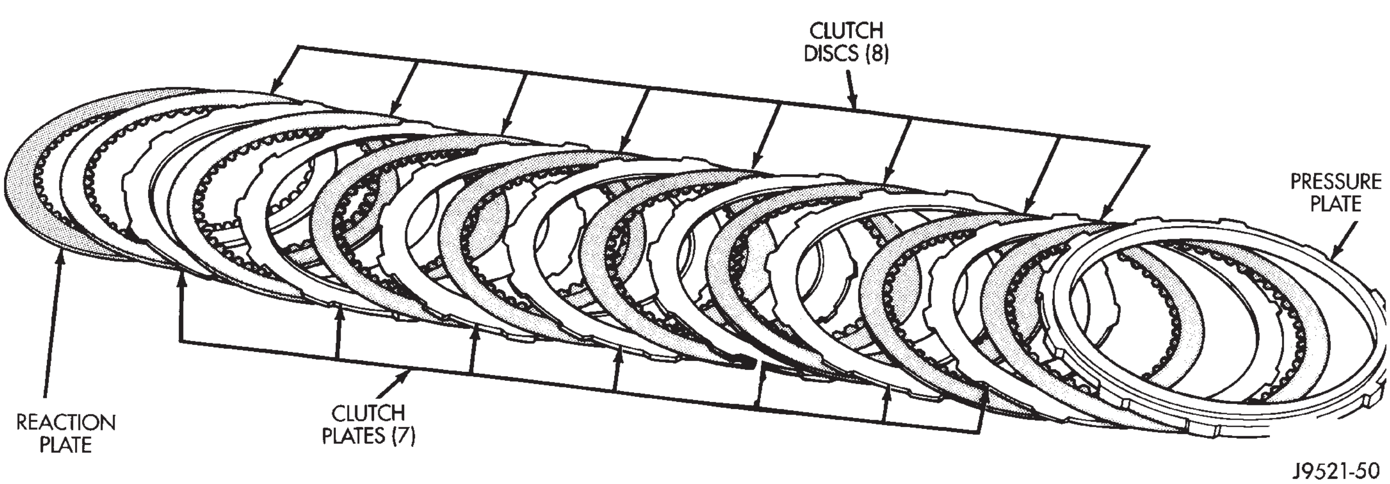


Fig. 338 Direct Clutch Pack Components

DISASSEMBLY AND ASSEMBLY (Continued)

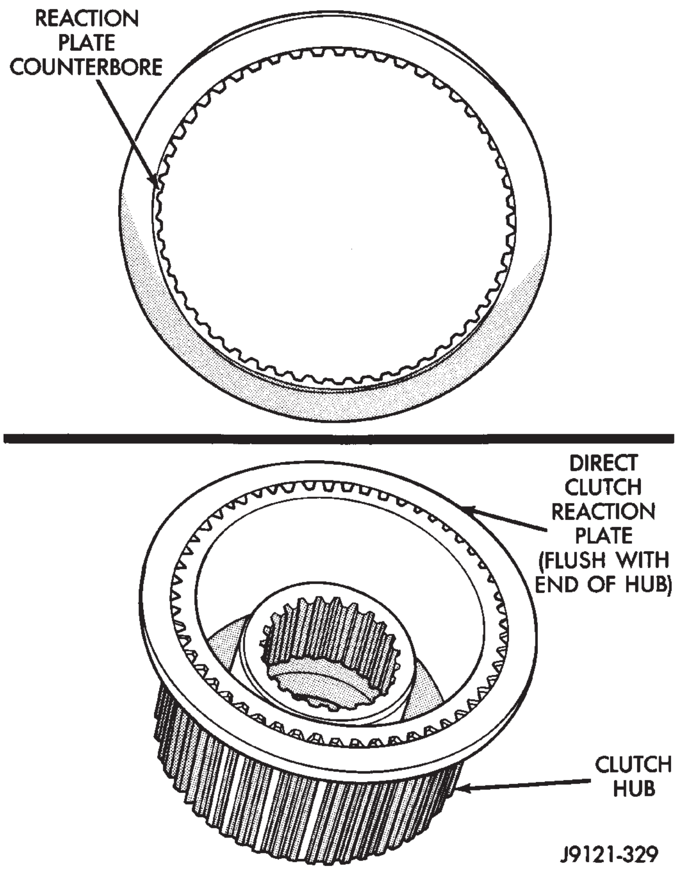


Fig. 339 Correct Position Of Direct Clutch Reaction Plate

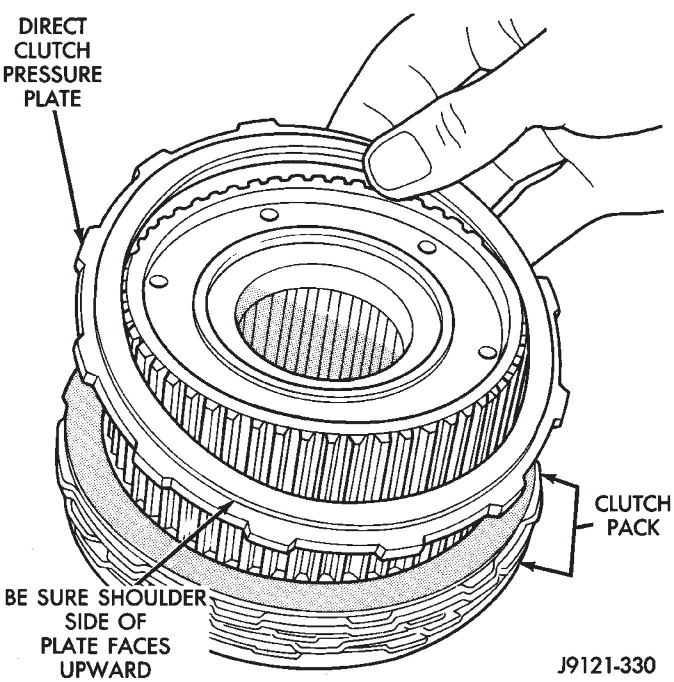


Fig. 340 Correct Position Of Direct Clutch Pressure Plate

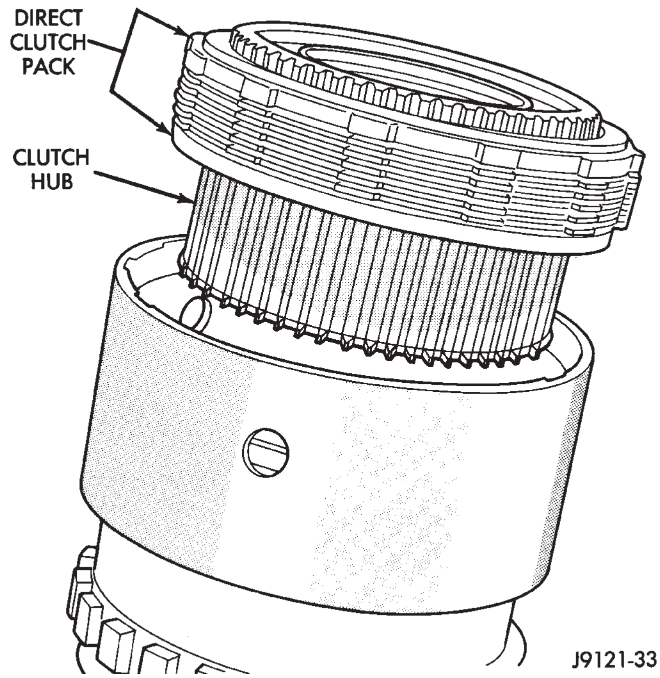


Fig. 341 Installing Assembled Direct Clutch Pack And Hub

WARNING: THE NEXT STEP IN GEARTRAIN ASSEMBLY INVOLVES COMPRESSING THE DIRECT CLUTCH HUB AND SPRING. IT IS EXTREMELY IMPORTANT THAT PROPER EQUIPMENT BE USED TO COMPRESS THE SPRING AS SPRING FORCE IS APPROXIMATELY 800 POUNDS. USE SPRING COMPRESSOR TOOL C-6227-1 AND A HYDRAULIC-TYPE SHOP PRESS WITH A MINIMUM RAM TRAVEL OF 5-6 INCHES. THE PRESS MUST ALSO HAVE A BED THAT CAN BE ADJUSTED UP OR DOWN AS REQUIRED. RELEASE CLUTCH SPRING TENSION SLOWLY AND COMPLETELY TO AVOID PERSONAL INJURY.

(24) Position Compressor Tool 6227-2 on clutch hub (Fig. 342).

(25) Slide direct clutch pack upwards on hub (Fig. 342). Slide pack upward and set it partially on edge of hub and compressor tool as shown in (Fig. 342).

(26) Slowly compress clutch hub and spring (Fig. 343). Compress spring and hub only enough to expose ring grooves for clutch pack snap ring and clutch hub retaining ring.

(27) Realign clutch pack on hub and seat clutch discs and plates in clutch drum (Fig. 343).

(28) Install direct clutch pack snap ring (Fig. 344). **Be very sure snap ring is fully seated in clutch drum ring groove.**

(29) Install clutch hub retaining ring (Fig. 345). **Be very sure retaining ring is fully seated in sun gear ring groove.**

DISASSEMBLY AND ASSEMBLY (Continued)

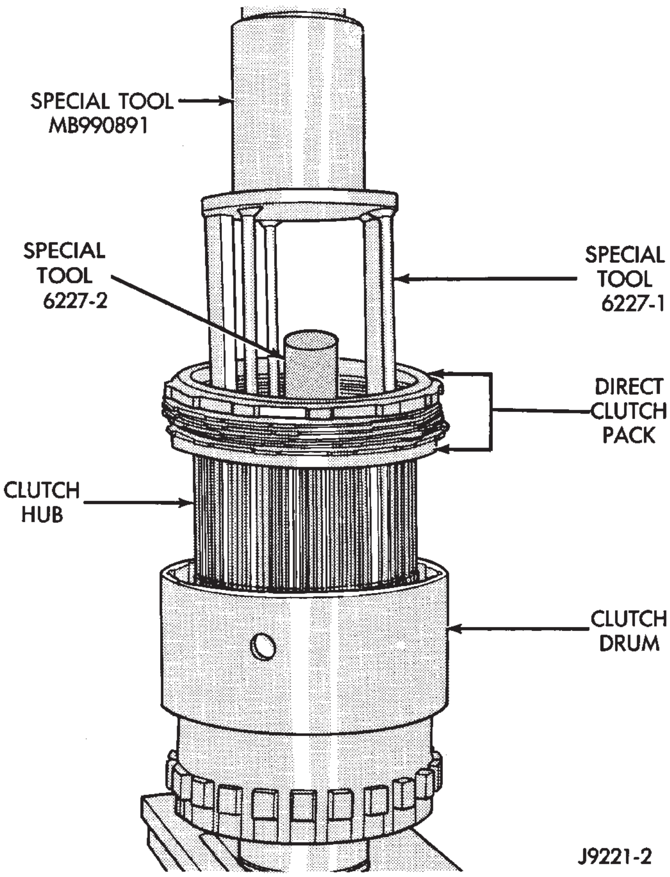


Fig. 342 Mounting Geartrain Assembly In Shop Press

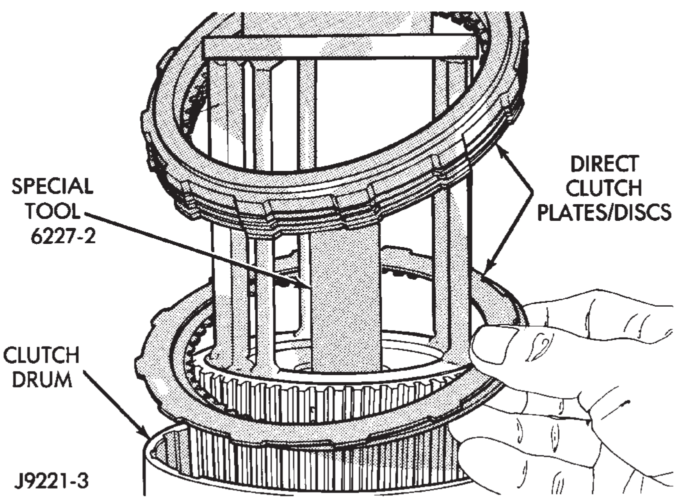


Fig. 343 Seating Clutch Pack In Drum

(30) Slowly release press ram, remove compressor tools and remove geartrain assembly.

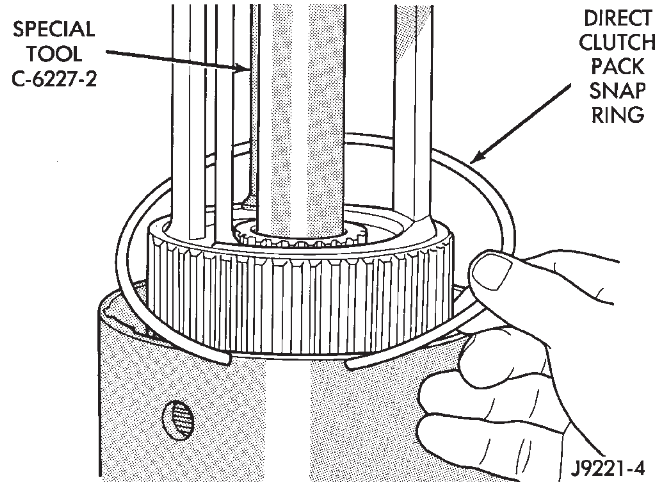


Fig. 344 Installing Direct Clutch Pack Snap Ring

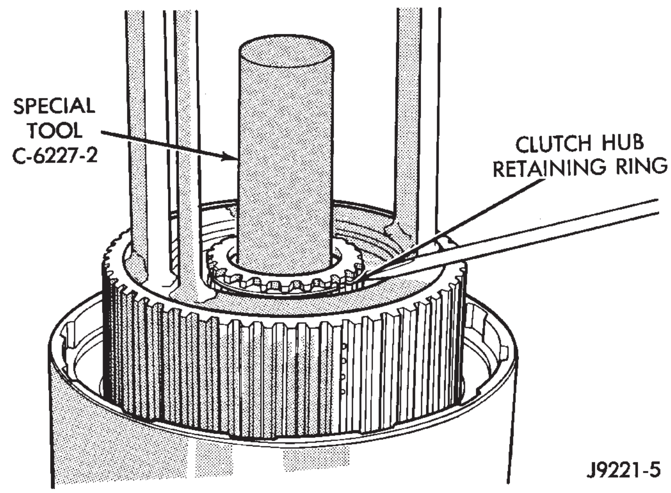


Fig. 345 Installing Clutch Hub Retaining Ring

CLEANING AND INSPECTION

VALVE BODY

Clean the valve housings, valves, plugs, springs, and separator plates with a standard parts cleaning solution only. Do not use gasoline, kerosene, or any type of caustic solution.

Do not immerse any of the electrical components in cleaning solution. Clean the governor solenoid and sensor and the dual solenoid and harness assembly by wiping them off with dry shop towels only.

Dry all except the electrical parts with compressed air. Make sure all passages are clean and free from obstructions. **Do not use rags or shop towels to dry or wipe off valve body components. Lint from these materials can stick to valve body parts, interfere with valve operation, and clog filters and fluid passages.**

Wipe the governor pressure sensor and solenoid valve with dry, lint free shop towels only. The O-rings on the sensor and solenoid valve are the only service-

CLEANING AND INSPECTION (Continued)

able components. Be sure the vent ports in the solenoid valve are open and not blocked by dirt or debris. Replace the valve and/or sensor only when DRB scan tool diagnosis indicates this is necessary. Or, if either part has sustained physical damage (dented, deformed, broken, etc.).

CAUTION: Do not turn the small screw at the end of the solenoid valve for any reason. Turning the screw in either direction will ruin solenoid calibration and result in solenoid failure. In addition, the filter on the solenoid valve is NOT serviceable. Do not try to remove the filter as this will damage the valve housing.

Inspect the throttle and manual valve levers and shafts (Fig. 346). Do not attempt to straighten a bent shaft or correct a loose lever. Replace these components if worn, bent, loose or damaged in any way.

Inspect all of the valve body mating surfaces for scratches, nicks, burrs, or distortion. Use a straightedge to check surface flatness. Minor scratches may be removed with crocus cloth using only very light pressure.

Minor distortion of a valve body mating surface may be corrected by smoothing the surface with a sheet of crocus cloth. Position the crocus cloth on a surface plate, sheet of plate glass or equally flat surface. If distortion is severe or any surfaces are heavily scored, the valve body will have to be replaced.

CAUTION: Many of the valves and plugs, such as the throttle valve, shuttle valve plug, 1-2 shift valve and 1-2 governor plug, are made of coated aluminum. Aluminum components are identified by the dark color of the special coating applied to the surface (or by testing with a magnet). Do not sand aluminum valves or plugs under any circumstances. This practice could damage the special coating causing the valves/plugs to stick and bind.

Inspect the valves and plugs for scratches, burrs, nicks, or scores. Minor surface scratches on steel valves and plugs can be removed with crocus cloth but **do not round off the edges of the valve or plug lands.** Maintaining sharpness of these edges is vitally important. The edges prevent foreign matter from lodging between the valves and plugs and the bore.

Inspect all the valve and plug bores in the valve body. Use a penlight to view the bore interiors. Replace the valve body if any bores are distorted or scored. Inspect all of the valve body springs. The springs must be free of distortion, warpage or broken coils.

Check the two separator plates for distortion or damage of any kind. Inspect the upper housing, lower housing, 3-4 accumulator housing, and transfer plate carefully. Be sure all fluid passages are clean and clear. Check condition of the upper housing and transfer plate check balls as well. The check balls and ball seats must not be worn or damaged.

Trial fit each valve and plug in its bore to check freedom of operation. When clean and dry, the valves and plugs should drop freely into the bores.

Valve body bores do not change dimensionally with use. If the valve body functioned correctly when new, it will continue to operate properly after cleaning and inspection. It should not be necessary to replace a valve body assembly unless it is damaged in handling.

The only serviceable valve body components are listed below. The remaining valve body components are serviced only as part of a complete valve body assembly. Serviceable parts are:

- dual solenoid and harness assembly
- solenoid gasket
- solenoid case connector O-rings and shoulder bolt
- switch valve and spring
- pressure adjusting screw and bracket assembly
- throttle lever
- manual lever and shaft seal
- throttle lever shaft seal, washer, and E-clip
- fluid filter and screws
- detent ball and spring
- valve body screws
- governor pressure solenoid
- governor pressure sensor and retaining clip
- park lock rod and E-clip

CLEANING AND INSPECTION (Continued)

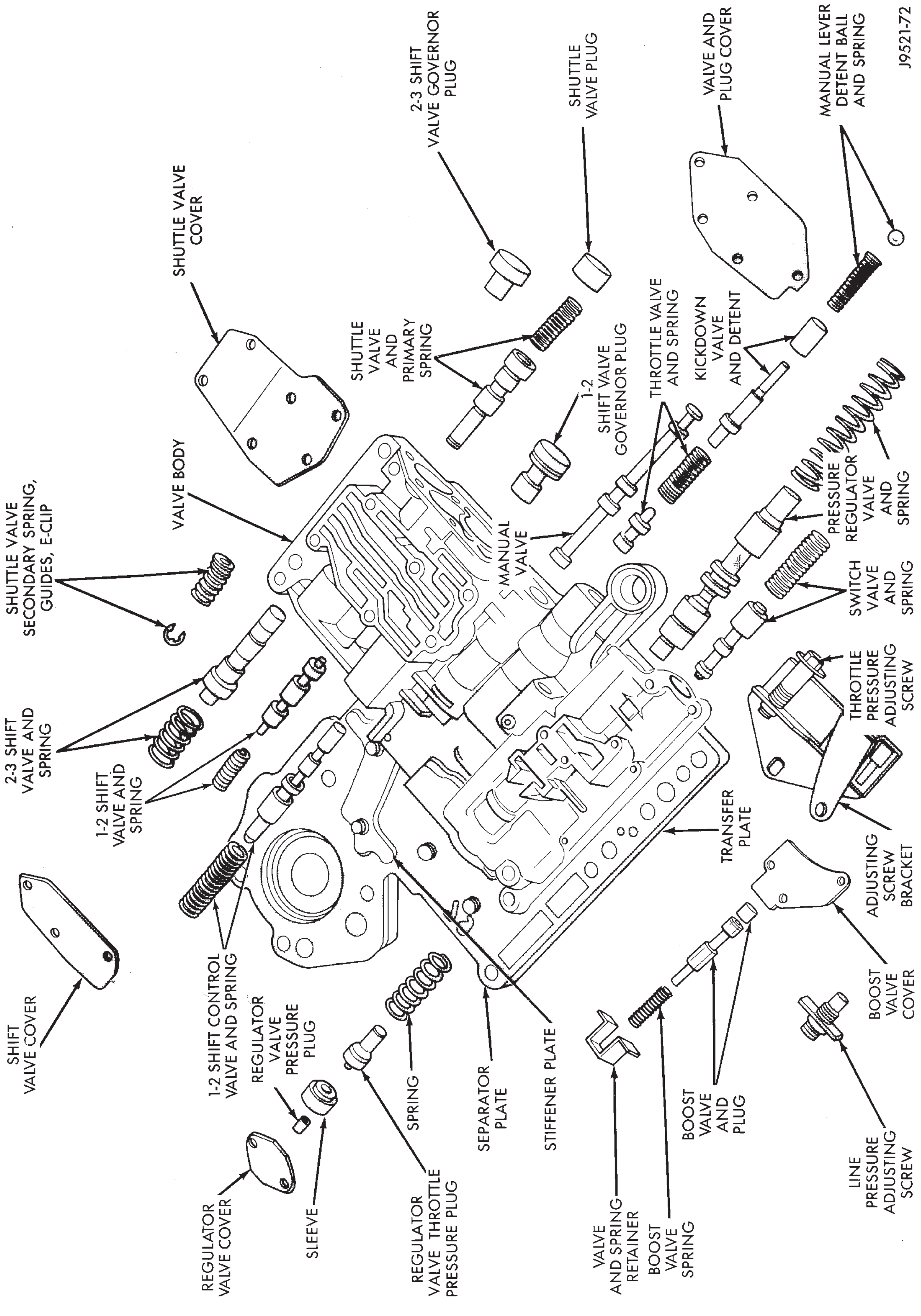


Fig. 346 Upper Housing Valves, Plug, Springs And Brackets

CLEANING AND INSPECTION (Continued)

TRANSMISSION

GENERAL INFORMATION

Inspect the transmission bushings during overhaul. Bushing condition is important as worn, scored bushings contribute to low pressures, clutch slip and accelerated wear of other components. However, do not replace bushings as a matter of course. Replace bushings only when they are actually worn, or scored.

Use recommended tools to replace bushings. The tools are sized and designed to remove, install, and seat bushings correctly. The bushing replacement tools are included in Bushing Tool Set C-3887-B.

Pre-sized service bushings are available for replacement purposes. Only the sun gear bushings are not serviced. Low cost of the sun gear assembly makes it easier to simply replace the gear and bushings as an assembly.

Heli-Coil inserts can be used to repair damaged, stripped or worn threads in aluminum parts. These inserts are available from most automotive parts suppliers. Stainless steel inserts are recommended.

The use of crocus cloth is permissible where necessary, providing it is used carefully. When used on shafts, or valves, use extreme care to avoid rounding off sharp edges. Sharp edges are vital as they prevent foreign matter from getting between the valve and valve bore.

Do not reuse oil seals, gaskets, seal rings, or O-rings during overhaul. Replace these parts as a matter of course. Also do not reuse snap rings or E-clips that are bent or distorted. Replace these parts as well.

Lubricate transmission parts with Mopar ATF Plus, Type 7176, transmission fluid during overhaul and assembly. Use petroleum jelly, Mopar Door Ease, or Ru-Glyde to prelubricate seals, O-rings, and thrust washers. Petroleum jelly can also be used to hold parts in place during reassembly.

TRANSMISSION CASE CLEANING AND INSPECTION

Clean the case in a solvent tank. Flush the case bores and fluid passages thoroughly with solvent. Dry the case and all fluid passages with compressed air. Be sure all solvent is removed from the case and that all fluid passages are clear.

NOTE: Do not use shop towels or rags to dry the case (or any other transmission component) unless they are made from lint-free materials. Lint will stick to case surfaces and transmission components and circulate throughout the transmission after assembly. A sufficient quantity of lint can block fluid passages and interfere with valve body operation.

Inspect the case for cracks, porous spots, worn bores, or damaged threads. Damaged threads can be repaired with Helicoil thread inserts. However, the case will have to be replaced if it exhibits any type of damage or wear.

Lubricate the front band adjusting screw threads with petroleum jelly and thread the screw part-way into the case. Be sure the screw turns freely.

OVERRUNNING CLUTCH/LOW-REVERSE DRUM/REAR SUPPORT

Clean the overrunning clutch assembly, clutch cam, low-reverse drum and rear support in solvent. Dry them with compressed air after cleaning.

Inspect condition of each clutch part after cleaning. Replace the overrunning clutch roller and spring assembly if any rollers or springs are worn or damaged, or if the roller cage is distorted, or damaged. Replace the cam if worn, cracked or damaged.

Replace the low-reverse drum if the clutch race, roller surface or inside diameter is scored, worn or damaged. **Do not remove the clutch race from the low-reverse drum under any circumstances. Replace the drum and race as an assembly if either component is damaged.**

Examine the rear support carefully for wear, cracks, scoring or other damage. Be sure the support hub is a snug fit in the case and drum. Replace the support if worn or damaged.

ACCUMULATOR

Inspect the accumulator piston and seal rings (Fig. 347). Replace the seal rings if worn or cut. Replace the piston if chipped or cracked.

Check condition of the accumulator inner and outer springs (Fig. 347). Replace the springs if the coils are cracked, distorted or collapsed.

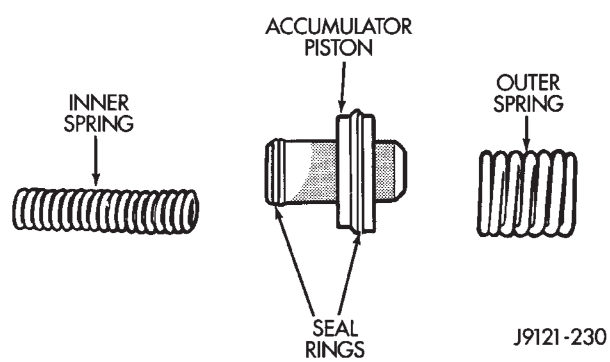


Fig. 347 Accumulator Components

FRONT SERVO

Clean the servo piston components with solvent and dry them with compressed air. Wipe the band clean with lint free shop towels.

CLEANING AND INSPECTION (Continued)

Replace the front band if distorted, lining is burned, flaking off, or worn to the point where the grooves in the lining material are no longer visible.

Inspect the servo components. Replace the springs if collapsed, distorted or broken. Replace the guide, rod and piston if cracked, bent, or worn. Discard the servo snap ring if distorted or warped.

Check the servo piston bore for wear. If the bore is severely scored, or damaged, it will be necessary to replace the case.

Replace any servo component if doubt exists about condition. Do not reuse suspect parts.

REAR SERVO

Remove and discard the servo piston seal ring (Fig. 348). Then clean the servo components with solvent and dry with compressed air. Replace either spring if collapsed, distorted or broken. Replace the plug and piston if cracked, bent, or worn. Discard the servo snap rings and use a new ones at assembly.

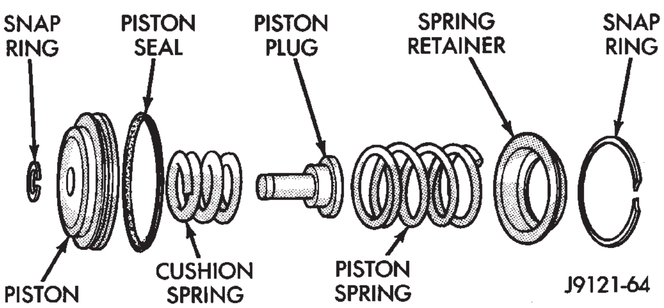


Fig. 348 Rear Servo Components

OIL PUMP AND REACTION SHAFT SUPPORT

Clean pump and support components with solvent and dry them with compressed air.

Check condition of the seal rings and thrust washer on the reaction shaft support. The seal rings do not need to be replaced unless cracked, broken, or severely worn.

Inspect the pump and support components. Replace the pump or support if the seal ring grooves or machined surfaces are worn, scored, pitted, or damaged. Replace the pump gears if pitted, worn chipped, or damaged.

Check the pump vent. The vent must be secure. Replace the pump body if the vent is cracked, broken, or loose.

Inspect the pump bushing. Then check the reaction shaft support bushing. Replace either bushing only if heavily worn, scored or damaged. It is not necessary to replace the bushings unless they are actually damaged.

Install the gears in the pump body and measure end clearance with a feeler gauge and straightedge (Fig. 349). Straightedge should be resting on pump body as shown:

- End clearance between outer gear and straightedge should be 0.010 to 0.063 mm (0.0004 to 0.0025 in.).
- End clearance between inner gear and straightedge should be 0.025 to 0.177 mm (0.001 to 0.007 in.).

Measure tip clearances with feeler gauge (Fig. 350):

- Clearance between inner gear tooth and outer gear should be 0.08 to 0.19 mm (0.0035 to 0.0075 in.).
- Clearance between outer gear and pump housing should also be 0.010 to 0.19 mm (0.0035 to 0.0075 in.).

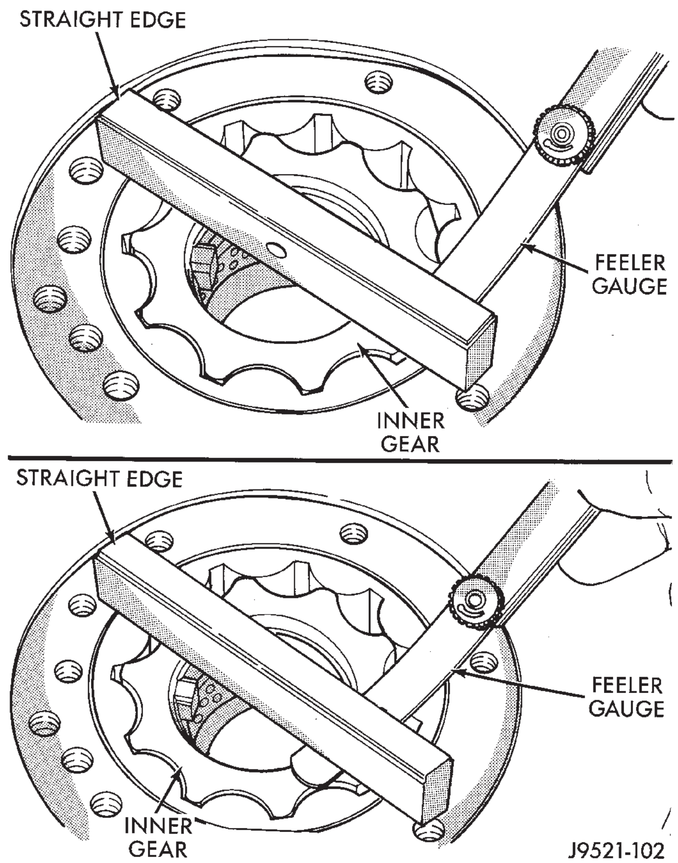


Fig. 349 Checking Pump Gear End Clearance

FRONT CLUTCH

Clean the front clutch components in solvent and dry them with compressed air only. Do not use rags or shop towels to dry any of the clutch parts. Lint from such materials will adhere to the component surfaces and could restrict or block fluid passages after assembly.

Replace the clutch discs if warped, worn, scored, burned or charred, or if the facing is flaking off. Replace the steel plates if heavily scored, warped, or broken. Be sure the driving lugs on the plates are in good condition. The lugs must not be bent, cracked or damaged in any way.

CLEANING AND INSPECTION (Continued)

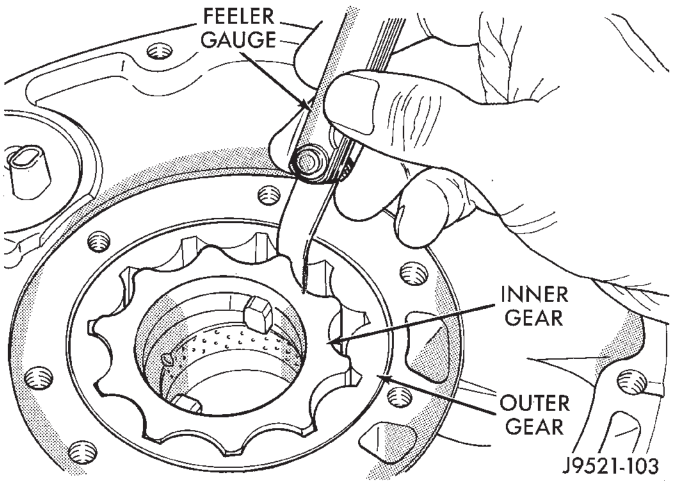


Fig. 350 Checking Pump Gear Tip Clearance

Replace the clutch spring and spring retainer if either is distorted, warped or broken.

Check the lug grooves in the clutch retainer. The steel plates should slide freely in the slots. Replace the retainer if the grooves are worn or damaged.

Check action of the check ball in the retainer (Fig. 351). The ball must move freely and not stick.

NOTE: Inspect the clutch retainer bushings carefully (Fig. 352). The retainer bushings are NOT serviceable. It will be necessary to replace the retainer if either bushing is scored, or worn.

Inspect the piston and retainer seal surfaces for nicks or scratches. Minor scratches can be removed with crocus cloth. However, replace the piston and/or retainer if the seal surfaces are seriously scored.

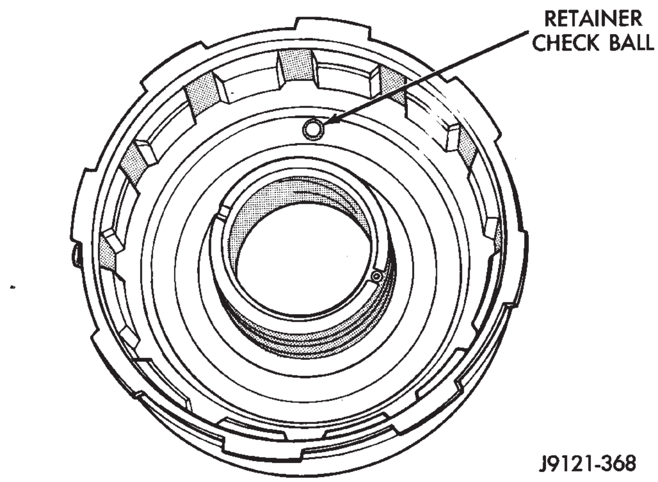


Fig. 351 Front Clutch Piston Retainer Check Ball Location

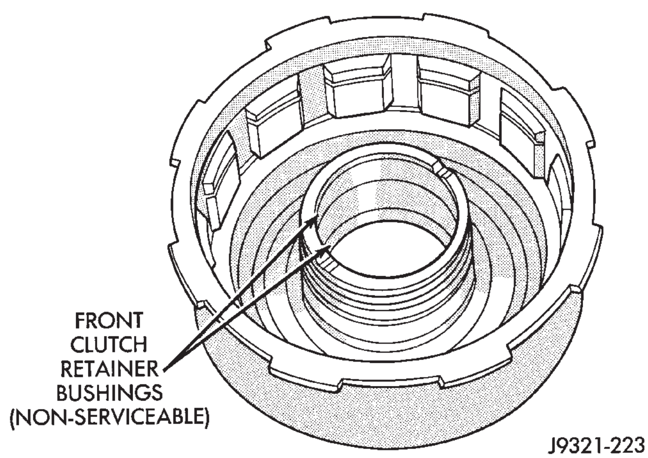


Fig. 352 Retainer Bushing Location/Inspection

CLEANING AND INSPECTION (Continued)

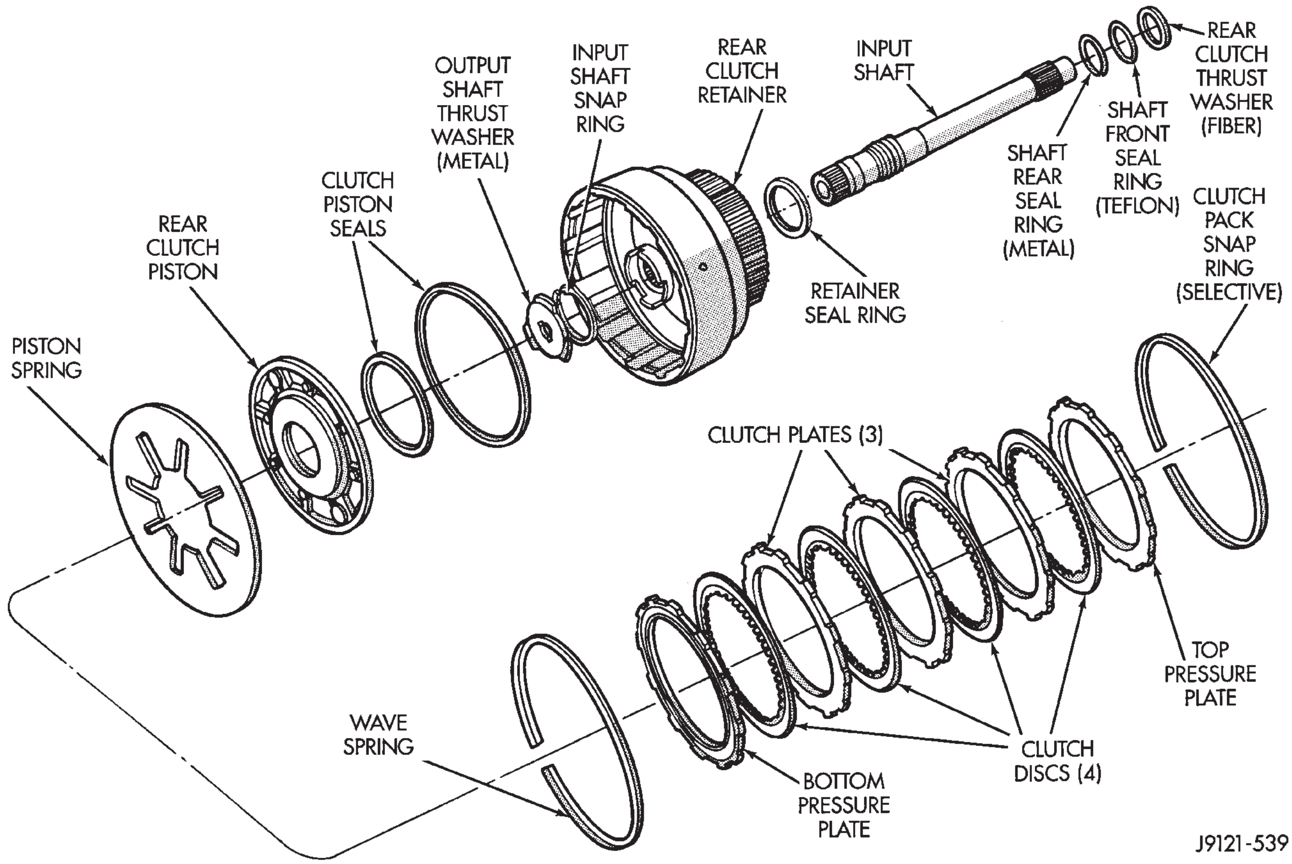


Fig. 353 Rear Clutch Comonents

REAR CLUTCH

Clean the clutch components (Fig. 353) with solvent and dry them with compressed air. Do not use rags or shop towels to dry any of the clutch parts. Lint from such materials will adhere to component surfaces and could restrict or block fluid passages after assembly.

Replace the clutch discs if warped, worn, scored, burned/charred, the lugs are damaged, or if the facing is flaking off. Replace the top and bottom pressure plates if scored, warped, or cracked. Be sure the driving lugs on the pressure and clutch plates are also in good condition. The lugs must not be bent, cracked or damaged in any way.

Replace the piston spring and wave spring if either part is distorted, warped or broken.

Check the lug grooves in the clutch retainer. The clutch and pressure plates should slide freely in the slots. Replace the retainer if the grooves are worn or damaged. Also check action of the check balls in the retainer and piston. Each check ball must move freely and not stick.

Replace the retainer bushing if worn, scored, or doubt exists about bushing condition.

Inspect the piston and retainer seal surfaces for nicks or scratches. Minor scratches can be removed with crocus cloth. However, replace the piston and/or retainer if the seal surfaces are seriously scored.

Check condition of the fiber thrust washer and metal output shaft thrust washer. Replace either washer if worn or damaged.

Check condition of the seal rings on the input shaft and clutch retainer hub. Replace the seal rings only if worn, distorted, or damaged. The input shaft front seal ring is teflon with chamfered ends. The rear ring is metal with interlocking ends.

Check the input shaft for wear, or damage. Replace the shaft if worn, scored or damaged in any way.

PLANETARY GEARTRAIN

Clean the planetary components in solvent and dry them with compressed air.

Check sun gear and driving shell condition (Fig. 354). Replace the gear if damaged or if the bushings are scored or worn. The bushings are not serviceable. Replace the driving shell if worn, cracked or damaged.

Replace planetary gear sets if gears, pinion pins, or carrier are damaged in any way. Replace the annulus gears and supports if either component is worn or damaged.

Inspect the geartrain spacers, thrust plates, snap rings, and thrust washers (Fig. 354). Replace any of these parts that are worn, distorted or damaged. Do not attempt to reuse these parts.

CLEANING AND INSPECTION (Continued)

The planetary gear thrust washers are different sizes. The large diameter washers go on the front planetary and the smaller washers go on the rear planetary. All the washers have four locating tabs on them. These tabs fit in the holes or slots provided in each planetary gear.

Inspect the output shaft carefully. Pay particular attention to the machined bushing/bearing surfaces on the shaft and the governor valve shaft bore at the shaft rear.

Replace the output shaft if the machined surfaces are scored, pitted, or damaged in any way. Also replace the shaft if the splines are damaged, or exhibits cracks at any location (especially at the governor valve shaft bore).

The annulus gears can be removed from their supports if necessary. Just remove the snap rings and separate the two parts when replacement is necessary. In addition, the annulus gear bushings can be replaced if severely worn, or scored. However it is not necessary to replace the bushings if they only exhibit normal wear. Check bushing fit on the output shaft to be sure.

OVERDRIVE

Clean the geartrain (Fig. 355) and case components (Fig. 356) with solvent. Dry all parts except the bearings with compressed air. Allow bearings to air dry.

Do not use shop towels for wiping parts dry unless the towels are made from a lint-free material. A sufficient quantity of lint (from shop towels, cloths, rags, etc.) could plug the transmission filter and fluid passages.

Discard the old case gasket and seals. Do not attempt to salvage these parts. They are not reusable. Replace any of the overdrive unit snap rings if distorted or damaged.

Minor nicks or scratches on components can be smoothed with crocus cloth. However, do not attempt to reduce severe scoring on any components with abrasive materials. Replace severely scored components; do not try to salvage them.

Check condition of the park lock components and the overdrive gear case (Fig. 356).

Replace the case if cracked, scored, or damaged. Replace the park lock pawl, plug, or spring if worn or damaged. Be sure the knob at the end of the park lock rod is in good condition. Replace the rod if the knob is worn or the rod itself is bent or distorted. Do not attempt to straighten the rod.

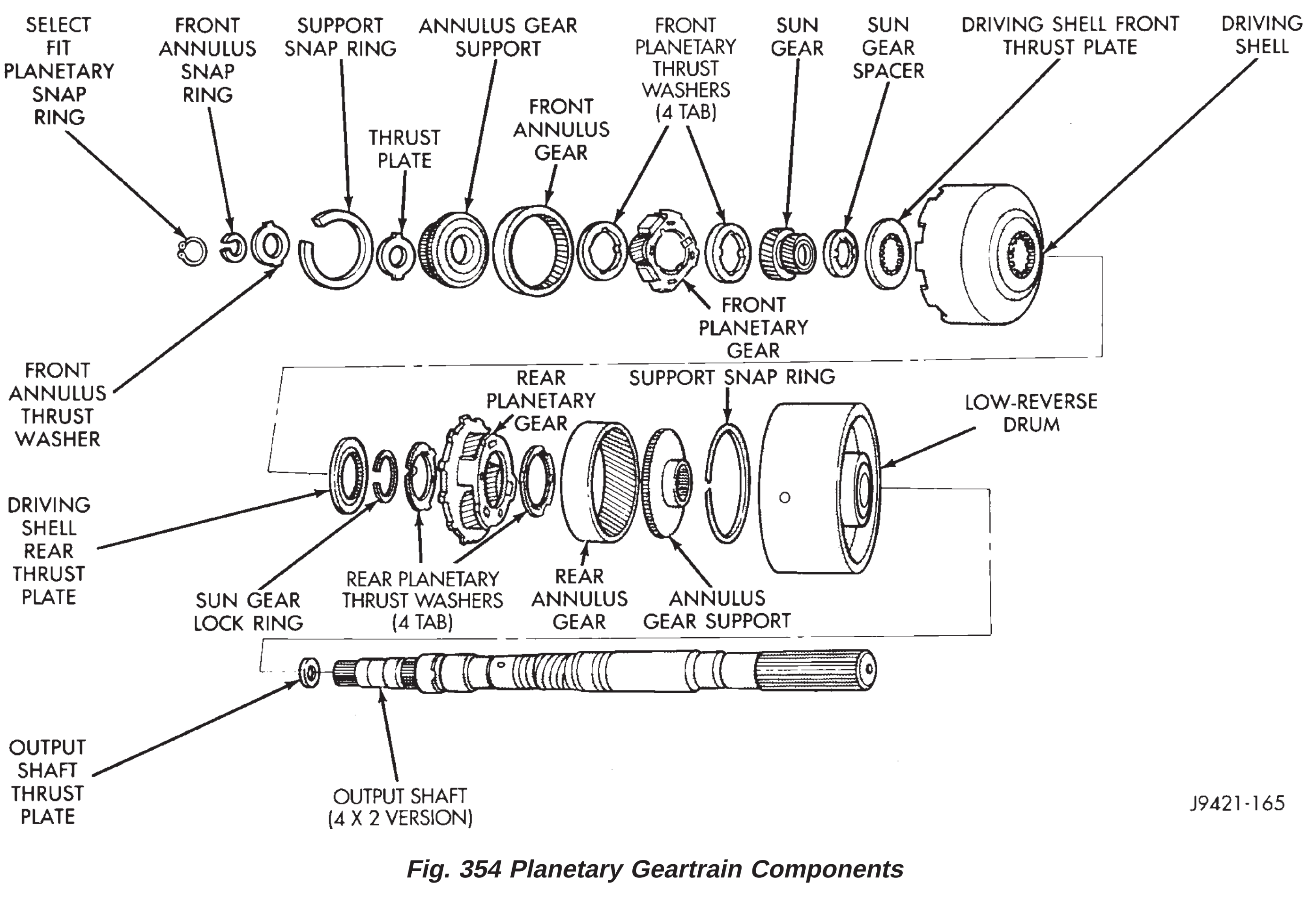


Fig. 354 Planetary Geartrain Components

CLEANING AND INSPECTION (Continued)

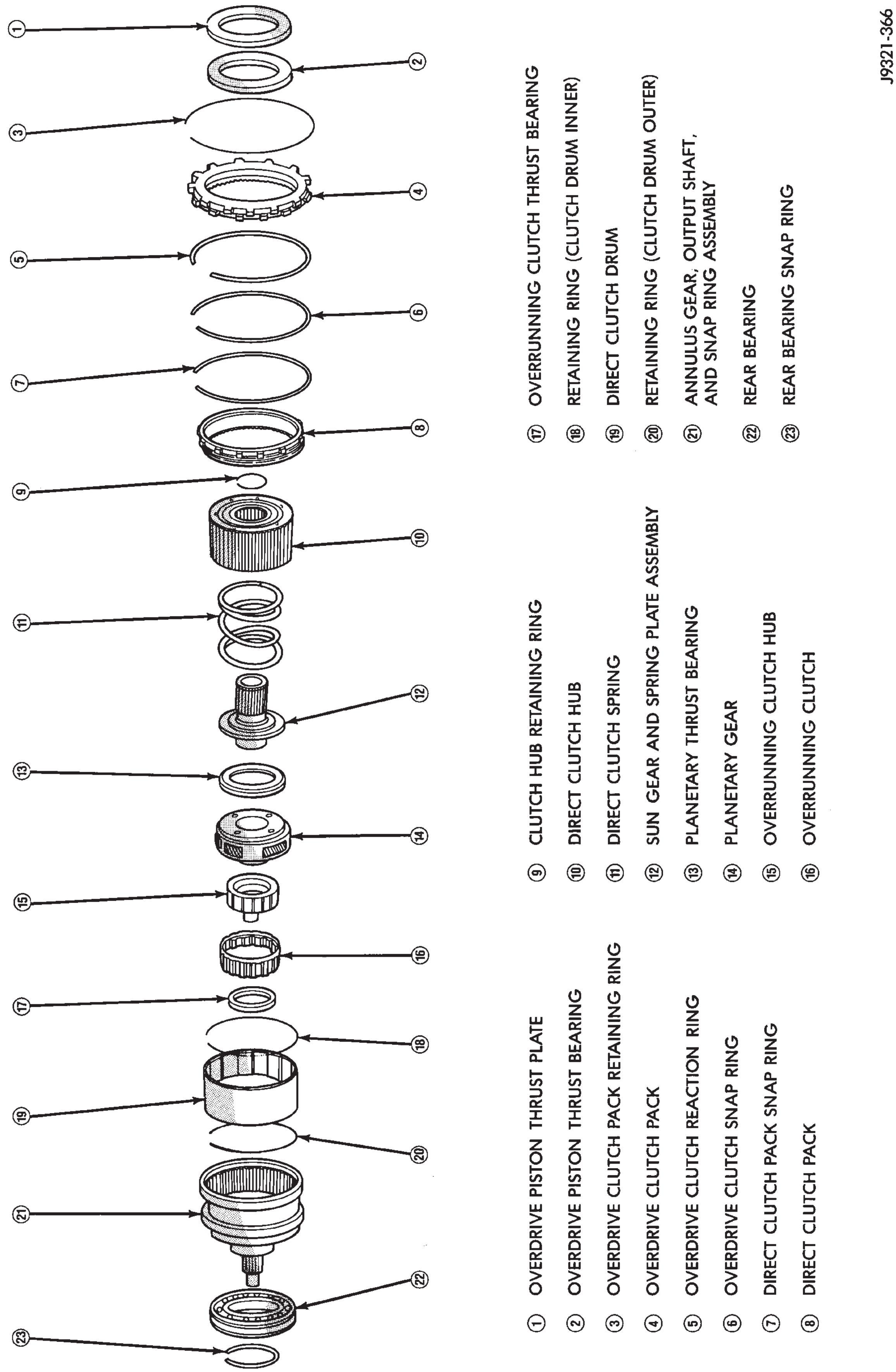


Fig. 355 Overdrive Geartrain Components

CLEANING AND INSPECTION (Continued)

Check the bushings in the overdrive case. Replace the bushings if severely scored or worn. Also replace the case seal if loose, distorted, or damaged.

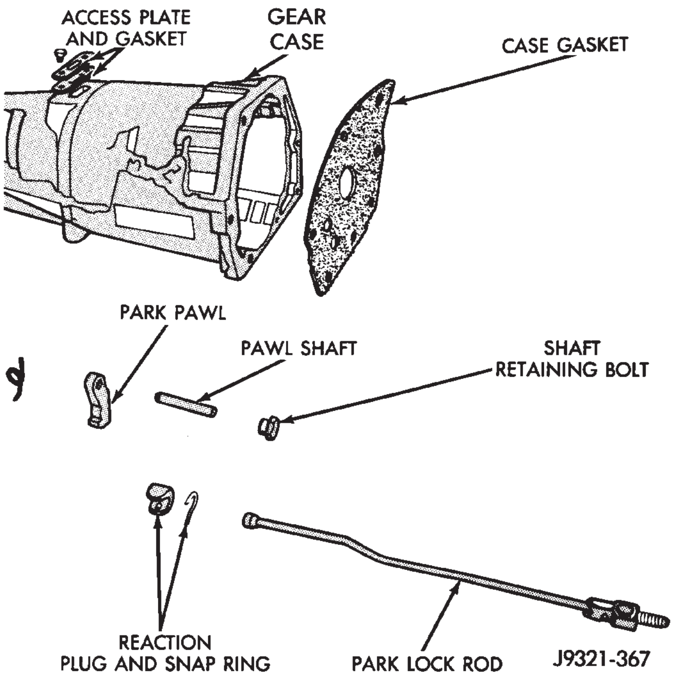


Fig. 356 Overdrive Gear Case And Park Lock Components

Examine the overdrive and direct clutch discs and plates (Fig. 355). Replace the discs if the facing is worn, severely scored, or burned and flaking off. Replace the clutch plates if worn, heavily scored, or cracked. Check the lugs on the clutch plates for wear. The plates should slide freely in the drum. Replace the plates or drum if binding occurs.

Check condition of the annulus gear, direct clutch hub, clutch drum and clutch spring (Fig. 355). Replace the gear, hub and drum if worn or damaged. Replace the spring if collapsed, distorted, or cracked. Be sure the splines and lugs on the gear, drum and hub are in good condition. The clutch plates and discs should slide freely in these components.

Inspect the thrust bearings and spring plate (Fig. 355). Replace the plate if worn or scored. Replace the bearings if rough, noisy, brinnelled, or worn.

Inspect the planetary gear assembly and the sun gear and bushings. If either the sun gear or the bushings are damaged, replace the gear and bushings as an assembly. The gear and bushings are not serviced separately.

The planetary carrier and pinions must be in good condition. Also be sure the pinion pins are secure and in good condition. Replace the carrier if worn or damaged.

Inspect the overrunning clutch and race. The race surface should be smooth and free of scores. Replace the overrunning clutch assembly or the race if either assembly is worn or damaged in any way.

Check the machined surfaces on the output shaft. These surfaces should be clean and smooth. Very minor nicks or scratches can be polished down with crocus cloth. Replace the shaft if worn, severely scored, or damaged in any way.

Inspect the output shaft bushings (Fig. 357). The small bushing is the intermediate shaft pilot bushing. The large bushing is the overrunning clutch hub bushing. Replace either bushing if scored, pitted, cracked, or worn. Remove the annulus gear from the output shaft if bushing replacement is required. This will provide more working room and make bushing replacement easier.

The bushings can be removed with “blind hole puller tools” such as Snap-On set CG40CB for small bushings and set CG46 for large bushings. New bushings can be installed with tools from an all purpose installer kit such as the Snap-On A257 bushing driver set.

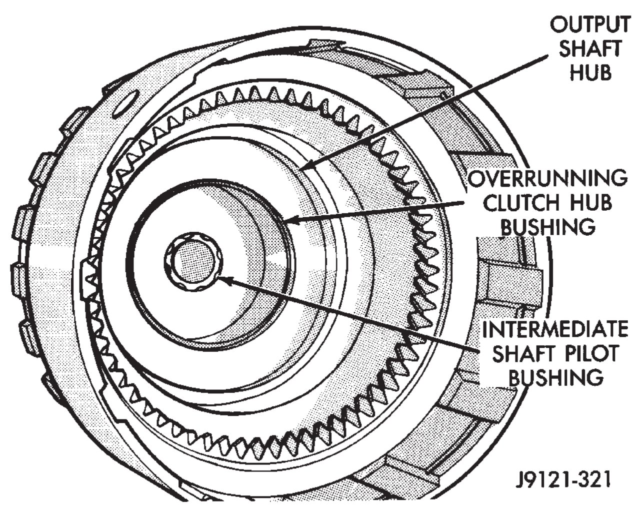


Fig. 357 Output Shaft Bushing Location

ADJUSTMENTS

BRAKE TRANSMISSION SHIFT INTERLOCK

The park interlock cable is part of the brake/shift lever interlock system. Correct cable adjustment is important to proper interlock operation. The gear shift and park lock cables must both be correctly adjusted in order to shift out of Park.

Park Interlock Cable Adjustment Procedure

(1) Shift into Park position.

(2) Turn ignition switch to Accessory position. **Be sure ignition key cylinder is in Accessory position. Cable will not adjust correctly in any other position.**

ADJUSTMENTS (Continued)

(3) Remove shift lever bezel and console screws. Raise bezel and console for access to park interlock cable.

(4) Pull cable lock button up to release cable (Fig. 358).

(5) Pull cable forward. Then release cable and press lock button down until it snaps in place.

(6) Check cable adjustment. With shift lever in Park, ignition lock cylinder should rotate freely from Off to Lock. Cylinder should not rotate in any other shift lever position.

(7) Verify brake/transmission interlock operation:

• Turn ignition lock cylinder to Run position.

• Press and hold brake pedal down. Pedal must travel at least 12 mm (1/2 in.) to activate position switch and supply operating voltage to cable release solenoid.

• Press button on shift lever handle inward and verify that shift lever comes out of Park.

(8) Shift back into Park. It is not necessary to apply brakes to shift back into Park. Shift lever can be moved into Park with engine off, or running, and the lock cylinder in any position. All that is required, is that shift handle release button be pressed inward before moving shift lever.

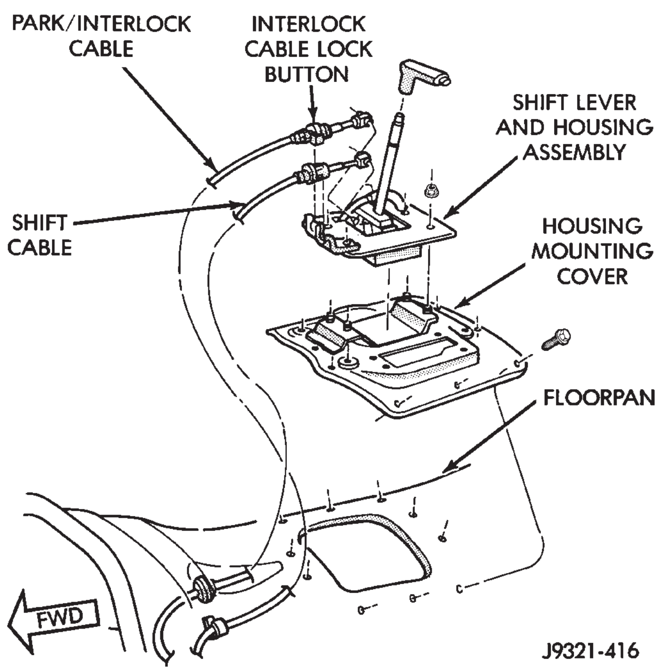


Fig. 358 Shift And Park Lock Cables

TRANSMISSION THROTTLE VALVE CABLE ADJUSTMENT

The transmission throttle valve is operated by a cam on the throttle lever. The throttle lever is operated by an adjustable cable (Fig. 359). The cable is attached to an arm mounted on the throttle lever shaft. A lock button at the engine-end of the cable is provided for cable adjustment.

A correctly adjusted throttle valve cable will cause the throttle lever on the transmission to move simultaneously with the throttle body lever from the idle position. Proper adjustment will allow simultaneous movement without causing the transmission throttle lever to either move ahead of, or lag behind the lever on the throttle body.

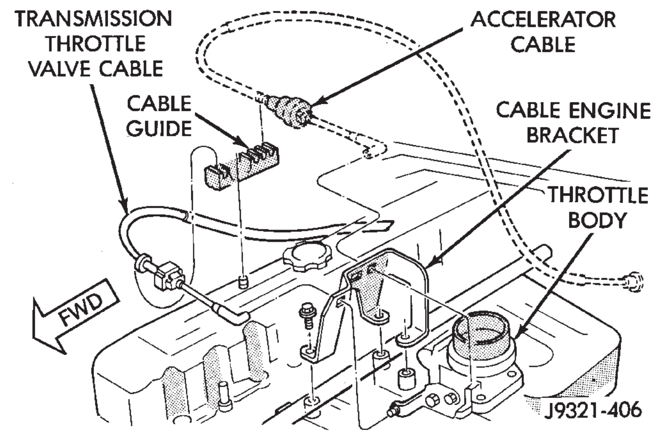


Fig. 359 Throttle Cable Attachment At Engine

Checking Throttle Valve Cable Adjustment

(1) Turn ignition key to OFF position.

(2) Remove air cleaner.

(3) Verify that lever on throttle body is at curb idle position. Then verify that transmission throttle lever (Fig. 360) is also at idle (fully forward) position.

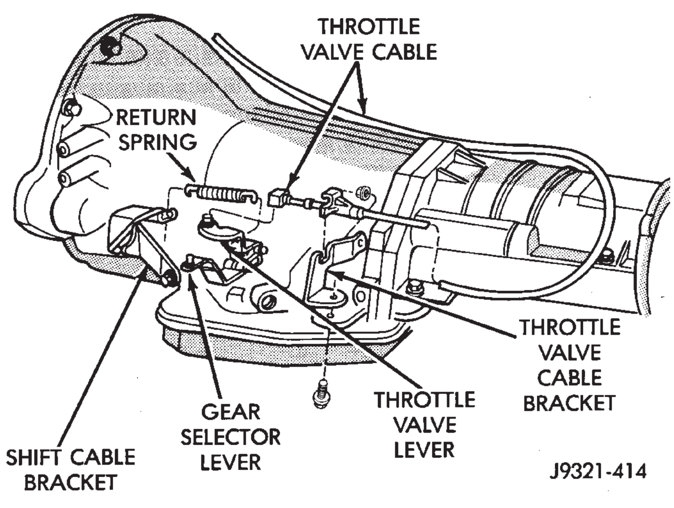


Fig. 360 Throttle Cable Attachment At Transmission

(4) Slide cable off attachment stud on throttle body lever (Fig. 361).

(5) Compare position of cable end to attachment stud on throttle body lever (Fig. 361):

• Cable end and attachment stud should be aligned (or centered on one another) to within 1 mm (0.039 in.) in either direction.

ADJUSTMENTS (Continued)

• If cable end and attachment stud are misaligned (off center), cable will have to be adjusted as described in Throttle Valve Cable Adjustment procedure.

(6) Reconnect cable end to attachment stud. Then with aid of a helper, observe movement of transmission throttle lever and lever on throttle body.

• If both levers move simultaneously from idle to half-throttle and back to idle position, adjustment is correct.

• If transmission throttle lever moves ahead of, or lags behind throttle body lever, cable adjustment will be necessary. Or, if throttle body lever prevents transmission lever from returning to closed position, cable adjustment will be necessary.

Throttle Valve Cable Adjustment Procedure

(1) Turn ignition switch to OFF position.

(2) Remove air cleaner if necessary.

(3) Disconnect cable end from attachment stud. **Carefully slide cable off stud. Do not pry or pull cable off.**

(4) Verify that transmission throttle lever is in fully closed position. Then be sure lever on throttle body is at curb idle position.

(5) Press cable lock button inward to release cable (Fig. 361). Lock button only has to move about 2 mm (0.070 in.) to release cable in adjuster head.

(6) Center cable end on attachment stud to within 1 mm (0.039 in.) and release lock button.

(7) Check cable adjustment. Be sure transmission throttle lever and lever on throttle body move simultaneously as described in cable adjustment checking procedure.

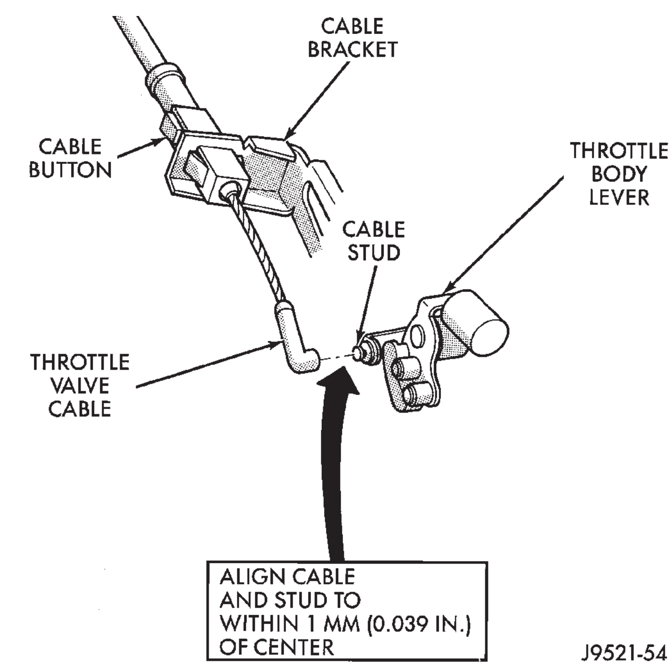


Fig. 361 Throttle Valve Cable Adjustment

GEARSHIFT CABLE

Check adjustment by starting the engine in Park and Neutral. Adjustment is OK if the engine starts only in these positions. Adjustment is incorrect if the engine starts in one but not both positions. If the engine starts in any position other than Park or Neutral, or if the engine will not start at all, the park/neutral position switch may be faulty.

Gearshift Adjustment Procedure

(1) Shift transmission into Park.

(2) Raise vehicle.

(3) Release cable adjuster clamp (at transmission end of cable) to unlock cable.

(4) Unsnap cable from cable mounting bracket on transmission (Fig. 362).

(5) Slide cable eyelet off transmission shift lever.

(6) Verify transmission shift lever is in Park detent by moving lever fully rearward. Last rearward detent is Park position.

(7) Verify positive engagement of transmission park lock by attempting to rotate propeller shaft. Shaft will not rotate when park lock is engaged.

(8) Slide cable eyelt onto transmission shift lever.

(9) Snap shift cable adjuster into mounting bracket on transmission.

(10) Lock shift cable by pressing cable adjuster clamp down until it snaps into place.

(11) Lower vehicle and check engine starting. Engine should start only in Park and Neutral.

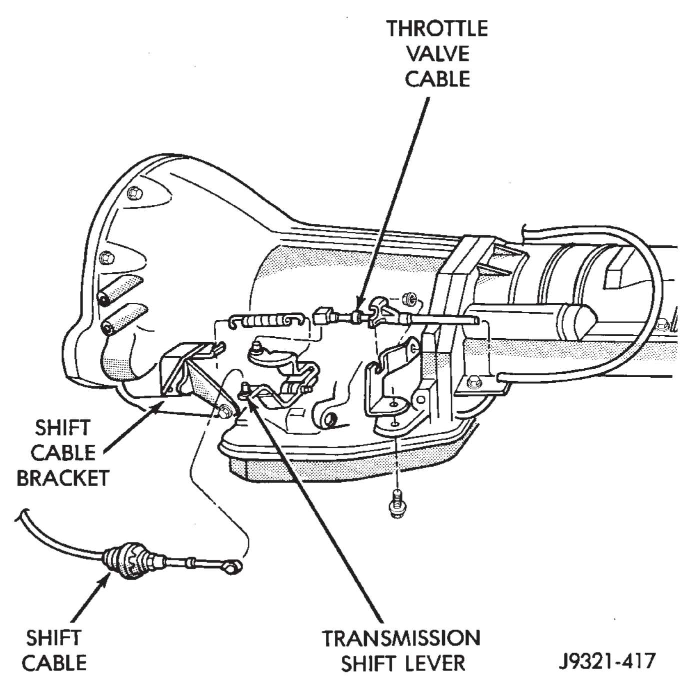


Fig. 362 Shift Cable Attachment At Transmission

ADJUSTMENTS (Continued)

FRONT BAND ADJUSTMENT

The front (kickdown) band adjusting screw is located on the left side of the transmission case above the manual valve and throttle valve levers.

(1) Raise vehicle.

(2) Loosen band adjusting screw locknut (Fig. 363). Then back locknut off 3-5 turns. Be sure adjusting screw turns freely in case. Apply lubricant to screw threads if necessary.

(3) Tighten band adjusting screw to 8 N·m (72 in. lbs.) torque with Inch Pound Torque Wrench C-3380-A, a 3-in. extension and 5/16 socket.

CAUTION: If Adapter C-3705 is needed to reach the adjusting screw (Fig. 364), tighten the screw to only 5 N·m (47-50 in. lbs.) torque.

(4) Back off front band adjusting screw 2-7/8 turns.

(5) Hold adjuster screw in position and tighten locknut to 41 N·m (30 ft. lbs.) torque.

(6) Lower vehicle.

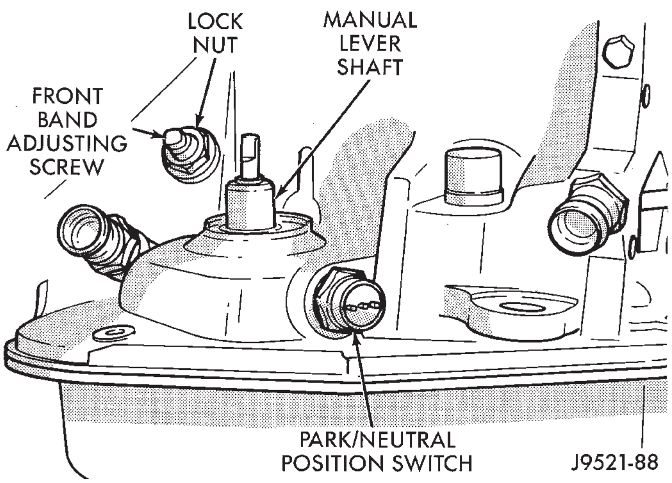


Fig. 363 Front Band Adjustment Screw Location

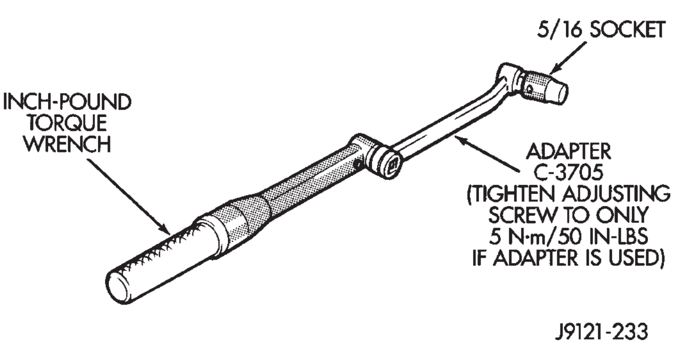


Fig. 364 Band Adjustment Adapter Tool

REAR BAND ADJUSTMENT

The transmission oil pan must be removed for access to the rear band adjusting screw.

(1) Raise vehicle.

(2) Remove transmission oil pan and drain fluid.

(3) Loosen band adjusting screw locknut 5-6 turns. Be sure adjusting screw turns freely in lever.

(4) Tighten adjusting screw to 8 N·m (72 in. lbs.) torque (Fig. 365).

(5) Back off adjusting screw 2 turns.

(6) Hold adjusting screw in place and tighten locknut to 34 N·m (25 ft. lbs.) torque.

(7) Position new gasket on oil pan and install pan on transmission. Tighten pan bolts to 17 N·m (13 ft. lbs.) torque.

(8) Lower vehicle and refill transmission with Mopar ATF Plus, Type 7176 fluid.

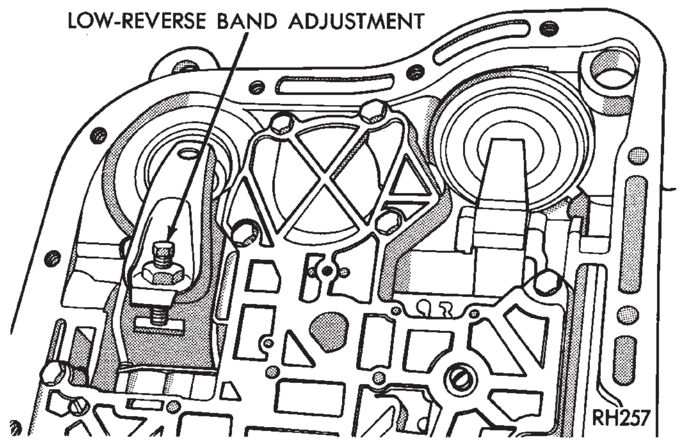


Fig. 365 Rear Band Adjustment Screw Location

VALVE BODY

CONTROL PRESSURE ADJUSTMENTS

There are two control pressure adjustments on the valve body;

- Line Pressure
- Throttle Pressure

Line and throttle pressures are interdependent because each affects shift quality and timing. As a result, both adjustments must be performed properly and in the correct sequence. Adjust line pressure first and throttle pressure last.

LINE PRESSURE ADJUSTMENT

Measure distance from the valve body to the inner edge of the adjusting screw with an accurate steel scale (Fig. 366).

Distance should be 33.4 mm (1-5/16 in.).

If adjustment is required, turn the adjusting screw in, or out, to obtain required distance setting.

NOTE: The 33.4 mm (1-5/16 in.) setting is an approximate setting. Manufacturing tolerances may make it necessary to vary from this dimension to obtain desired pressure.

ADJUSTMENTS (Continued)

One complete turn of the adjusting screw changes line pressure approximately 1-2/3 psi (9 kPa).

Turning the adjusting screw counterclockwise increases pressure while turning the screw clockwise decreases pressure.

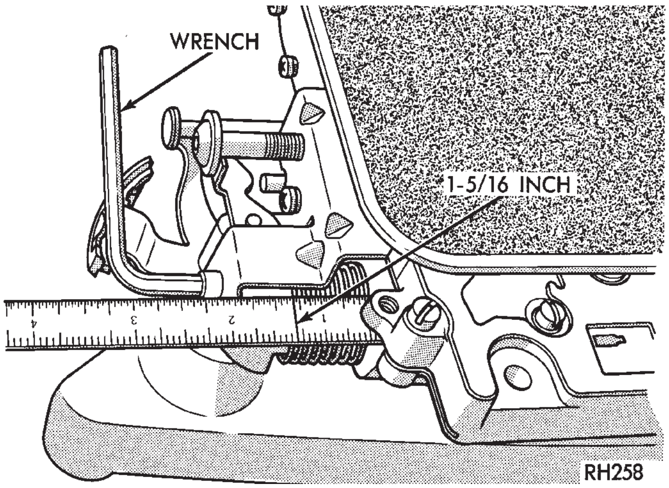


Fig. 366 Line Pressure Adjustment

THROTTLE PRESSURE ADJUSTMENT

Insert Gauge Tool C-3763 between the throttle lever cam and the kickdown valve stem (Fig. 367).

Push the gauge tool inward to compress the kick-down valve against the spring and bottom the throttle valve.

Maintain pressure against kickdown valve spring. Turn throttle lever stop screw until the screw head touches throttle lever tang and the throttle lever cam touches gauge tool.

NOTE: The kickdown valve spring must be fully compressed and the kickdown valve completely bottomed to obtain correct adjustment.

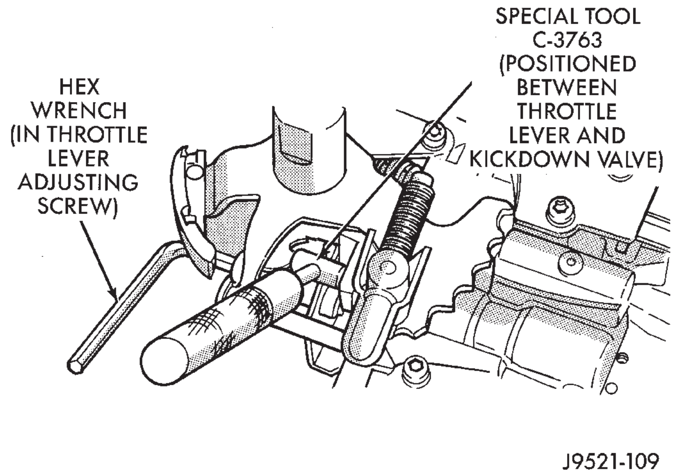
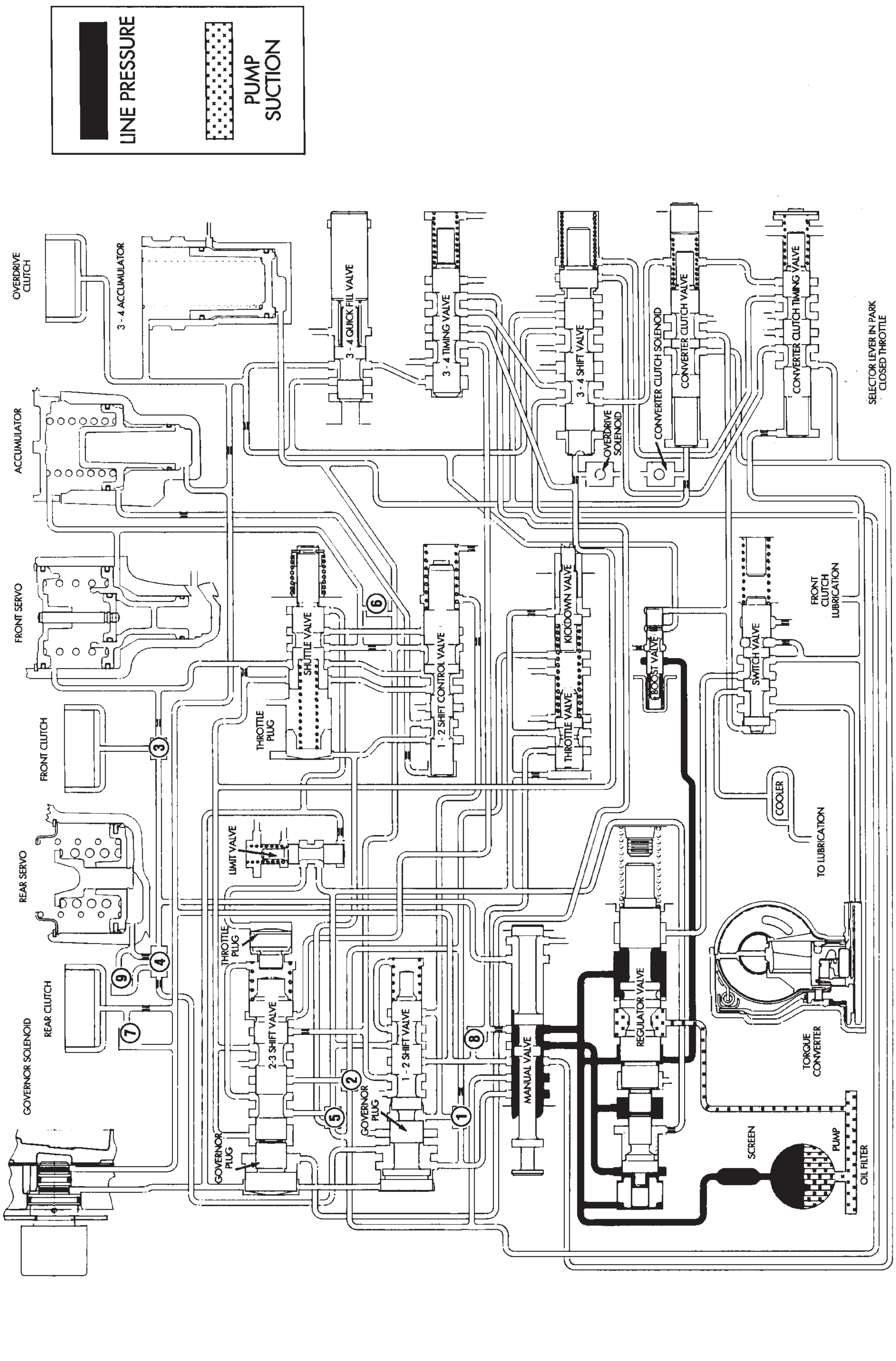


Fig. 367 Throttle Pressure Adjustment

SCHEMATICS AND DIAGRAMS

HYDRAULIC SCHEMATICS

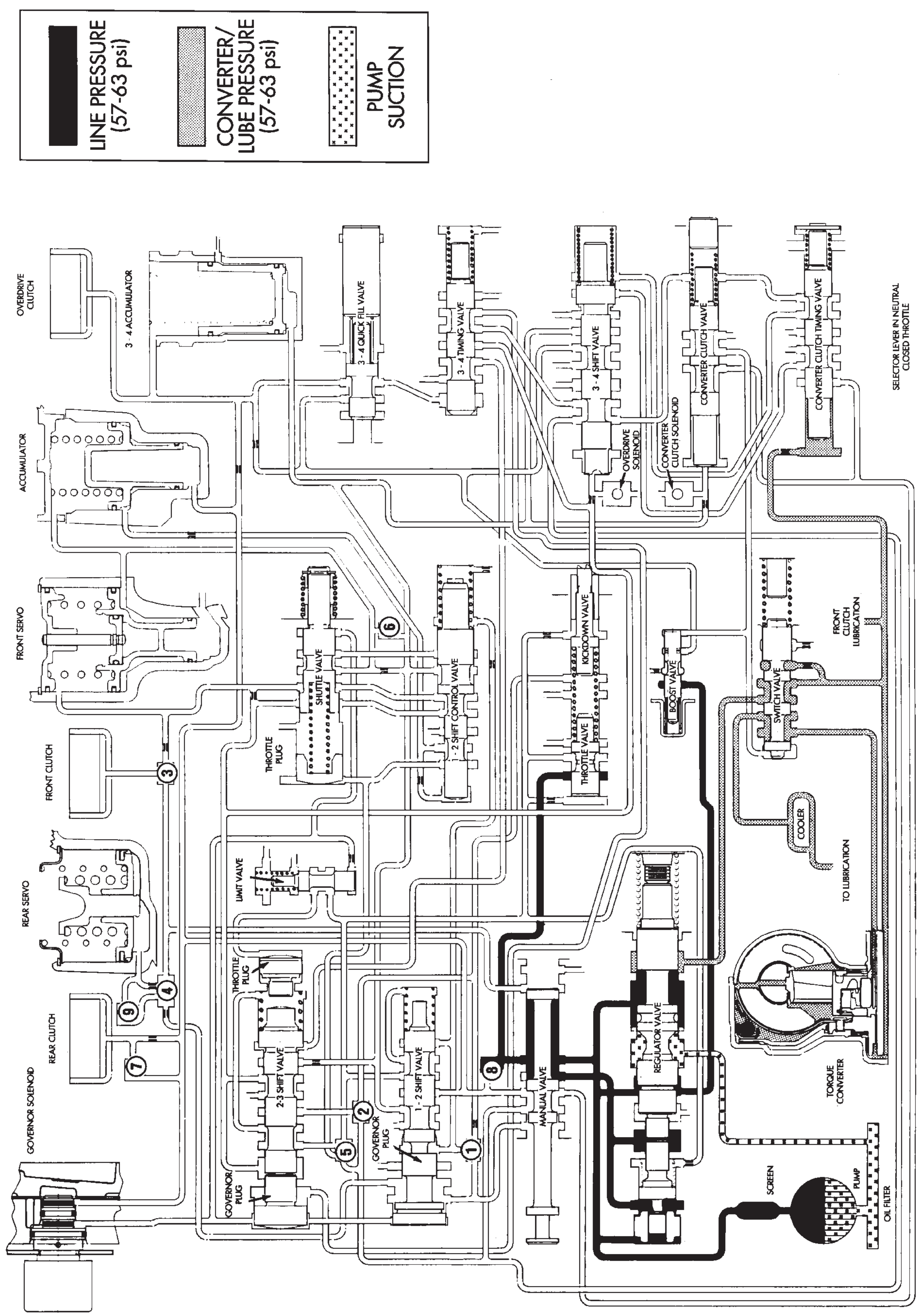
SCHEMATICS AND DIAGRAMS (Continued)



J9321-371

HYDRAULIC FLOW IN PARK

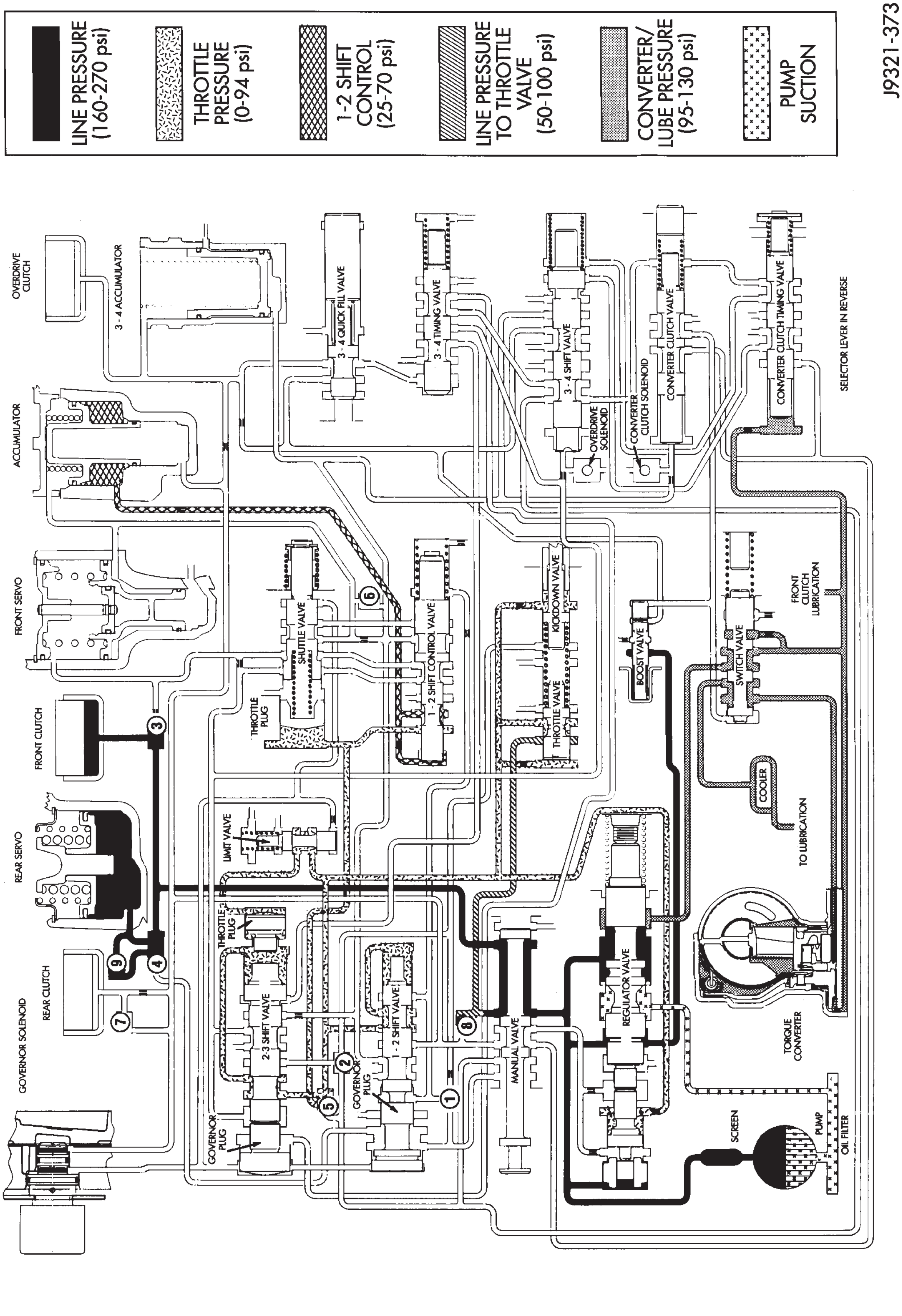
SCHEMATICS AND DIAGRAMS (Continued)



J9321-372

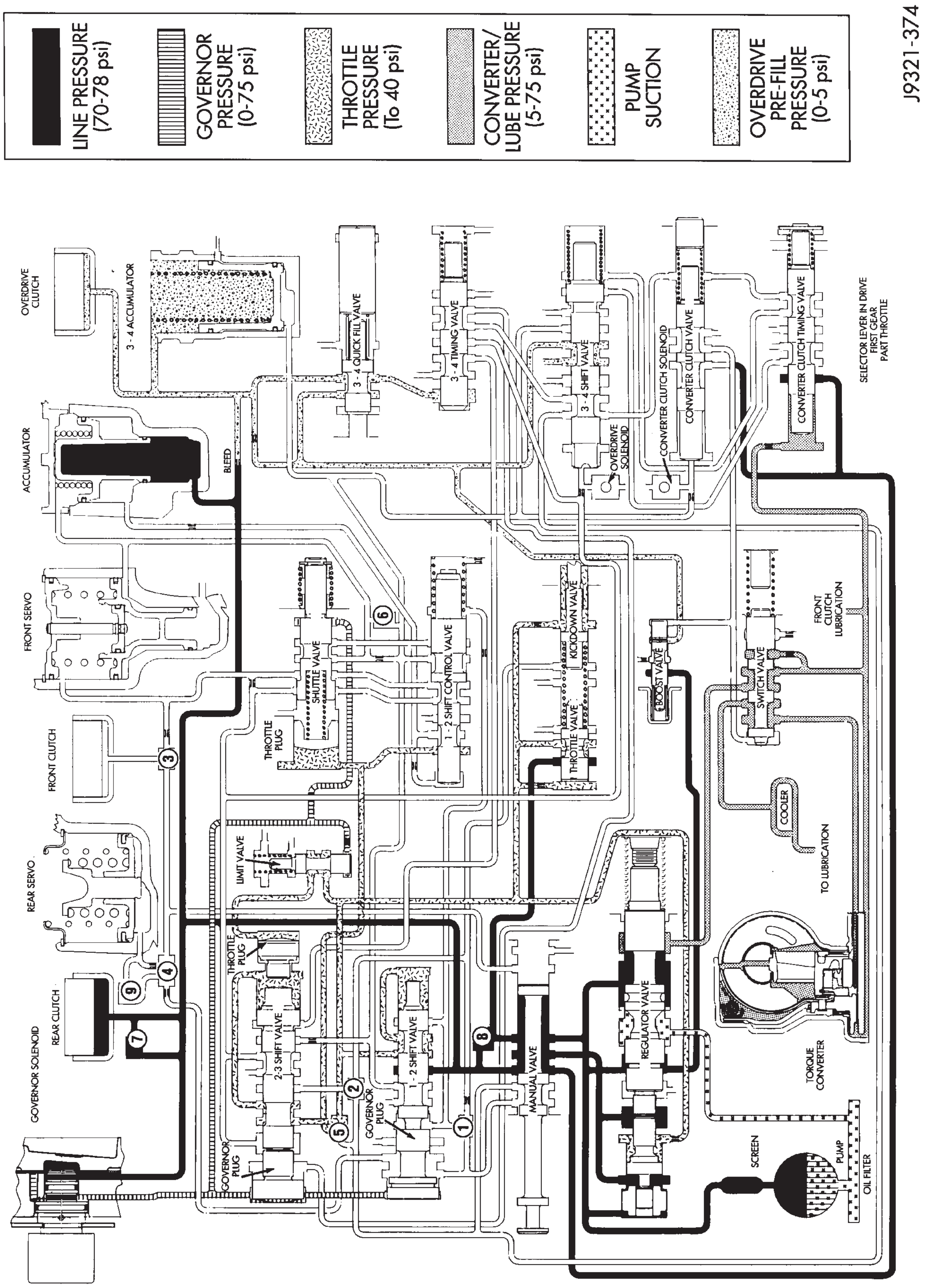
HYDRAULIC FLOW IN NEUTRAL

SCHEMATICS AND DIAGRAMS (Continued)



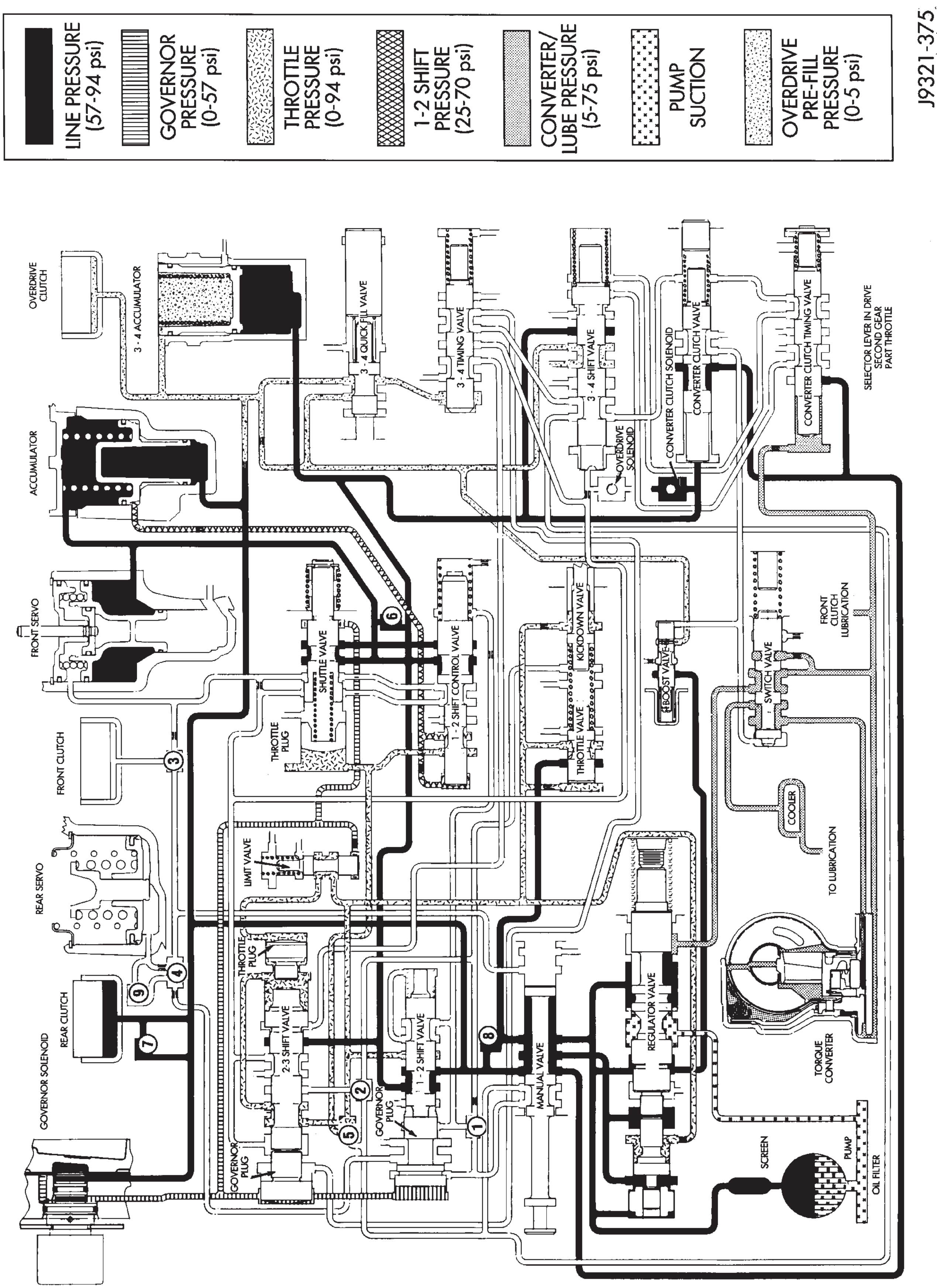
HYDRAULIC FLOW IN REVERSE

SCHEMATICS AND DIAGRAMS (Continued)



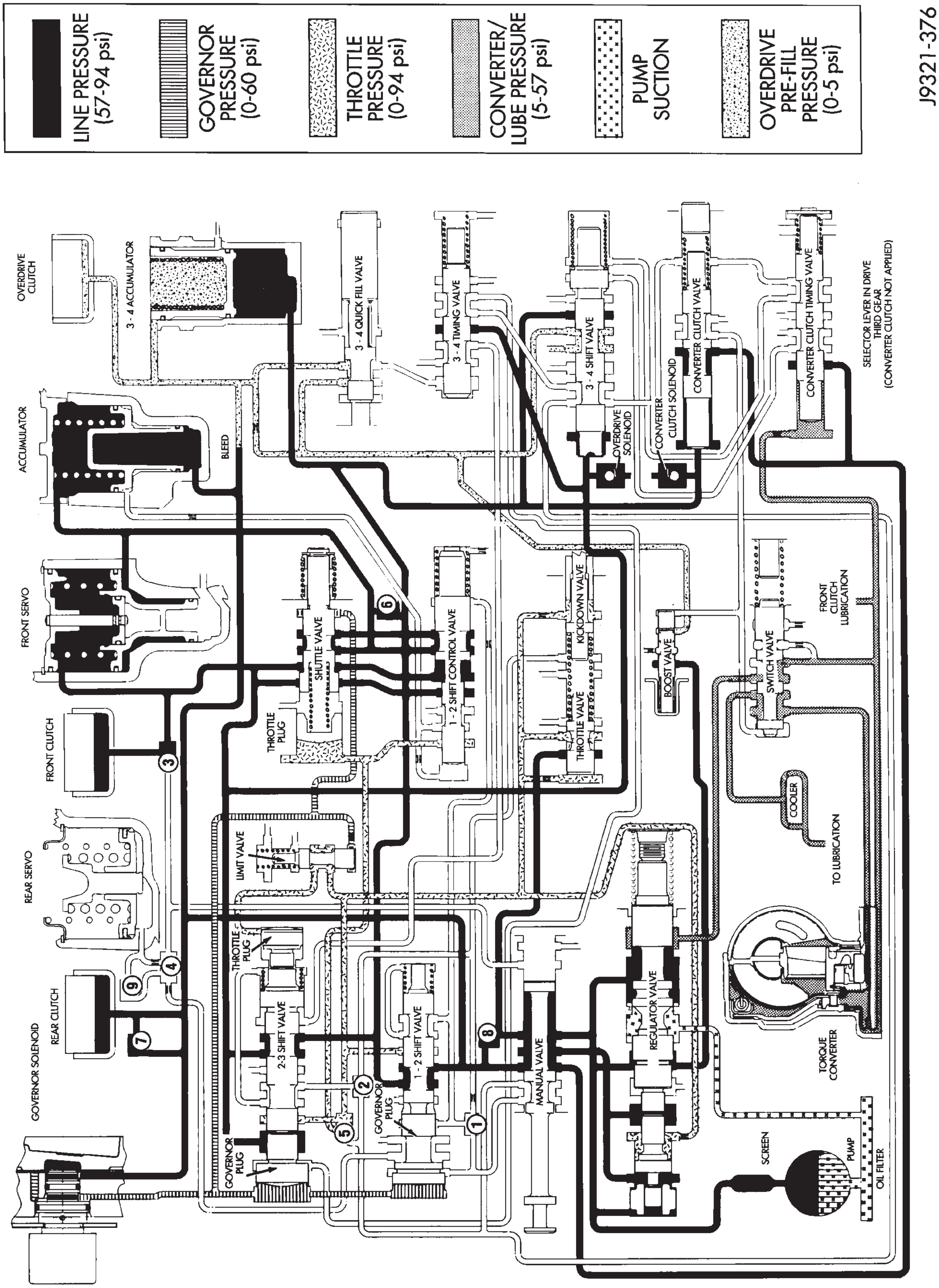
HYDRAULIC FLOW IN DRIVE FIRST GEAR

SCHEMATICS AND DIAGRAMS (Continued)



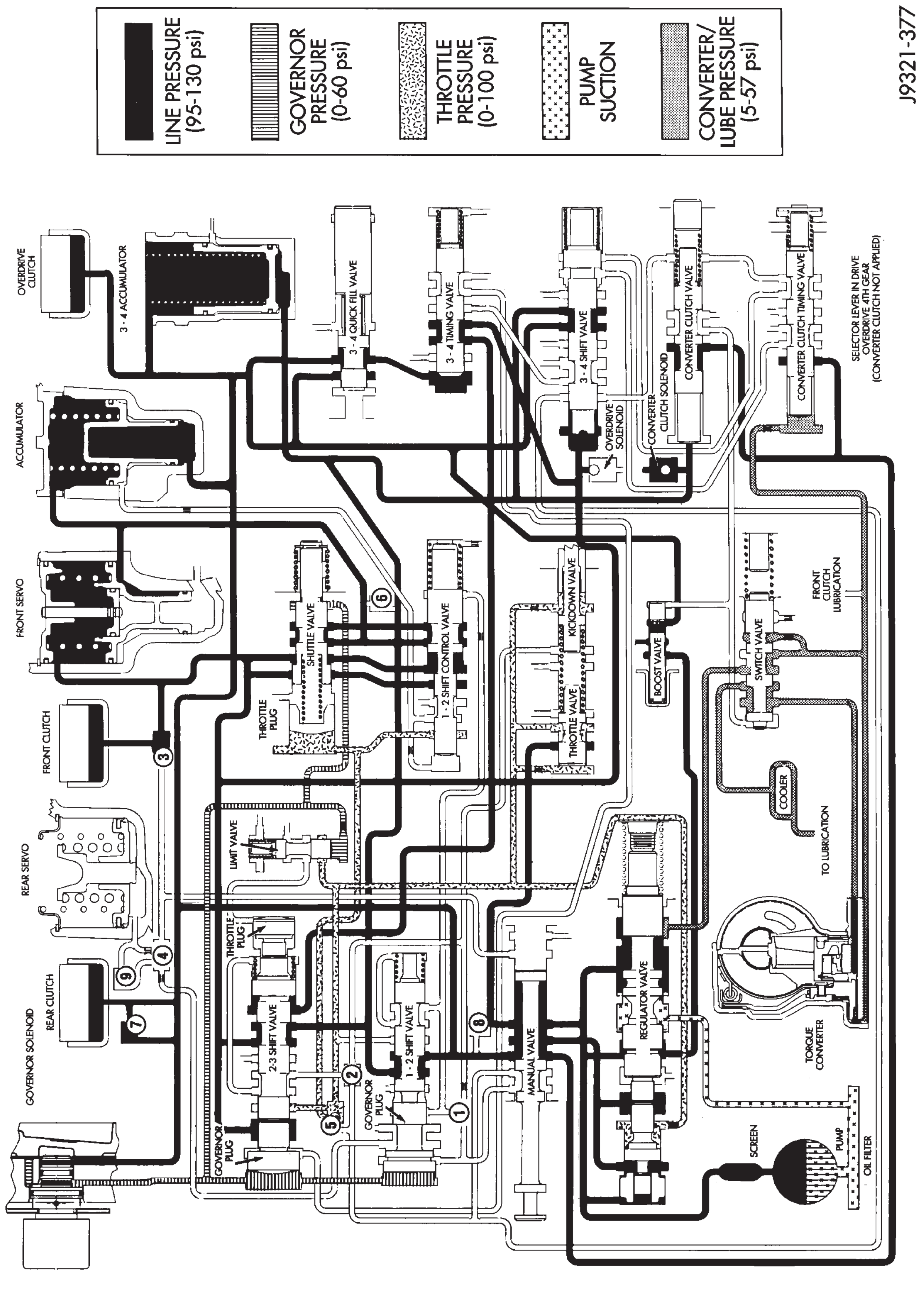
HYDRAULIC FLOW IN DRIVE SECOND GEAR

SCHEMATICS AND DIAGRAMS (Continued)



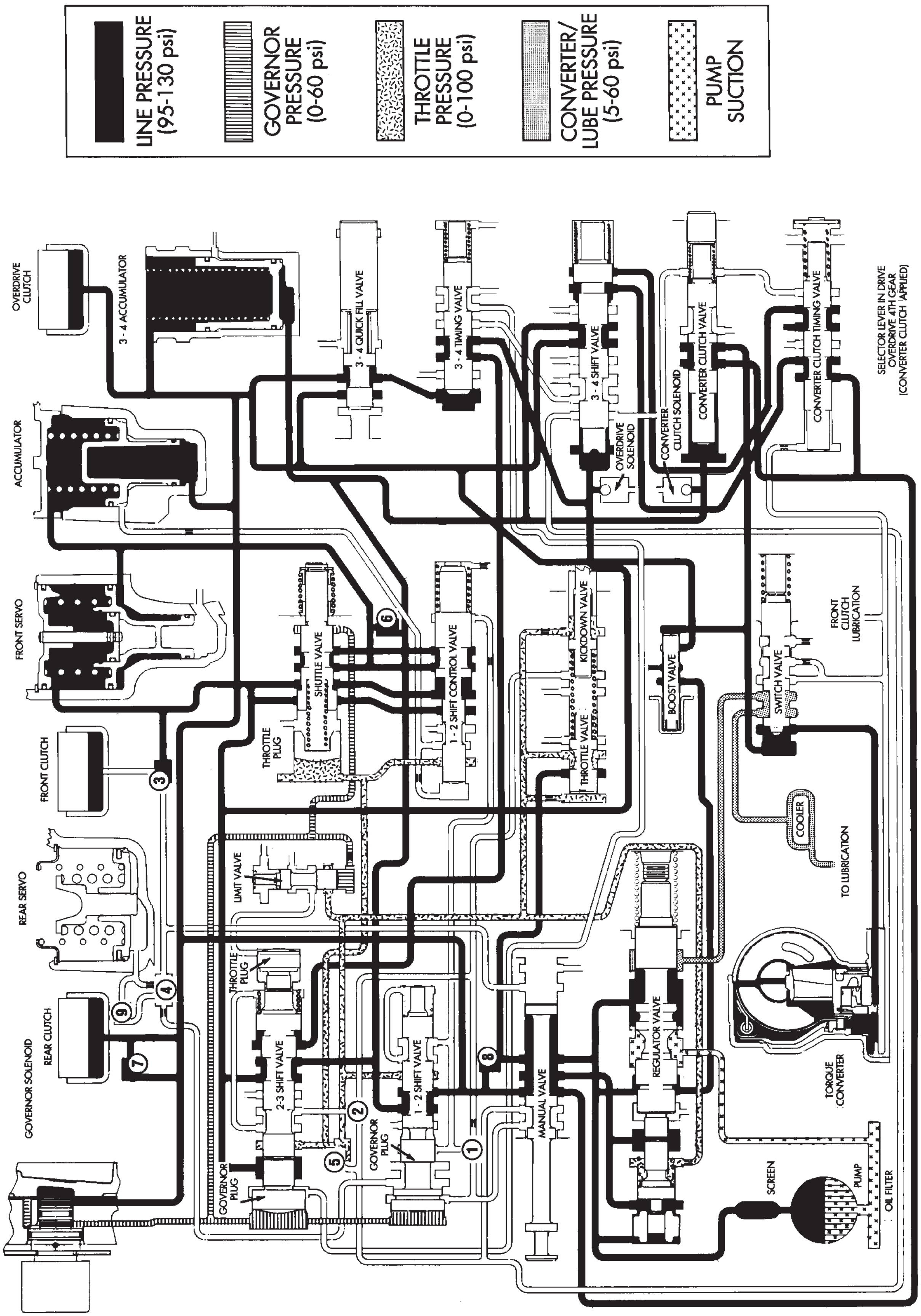
HYDRAULIC FLOW IN DRIVE THIRD GEAR

SCHEMATICS AND DIAGRAMS (Continued)



HYDRAULIC FLOW IN DRIVE FOURTH GEAR (CONVERTER CLUTCH NOT APPLIED)

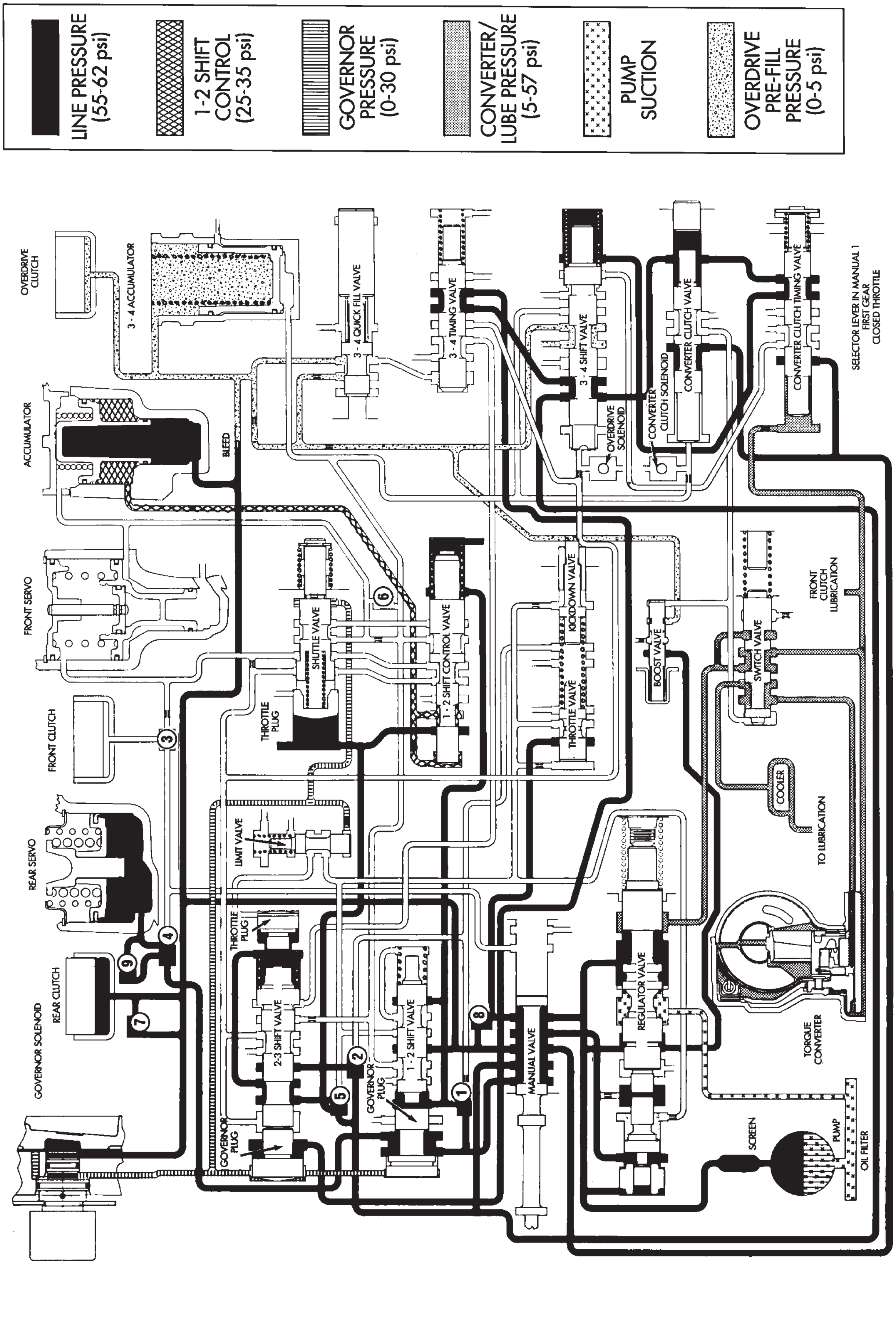
SCHEMATICS AND DIAGRAMS (Continued)



J9321-378

HYDRAULIC FLOW IN DRIVE FOURTH GEAR (CONVERTER CLUTCH APPLIED)

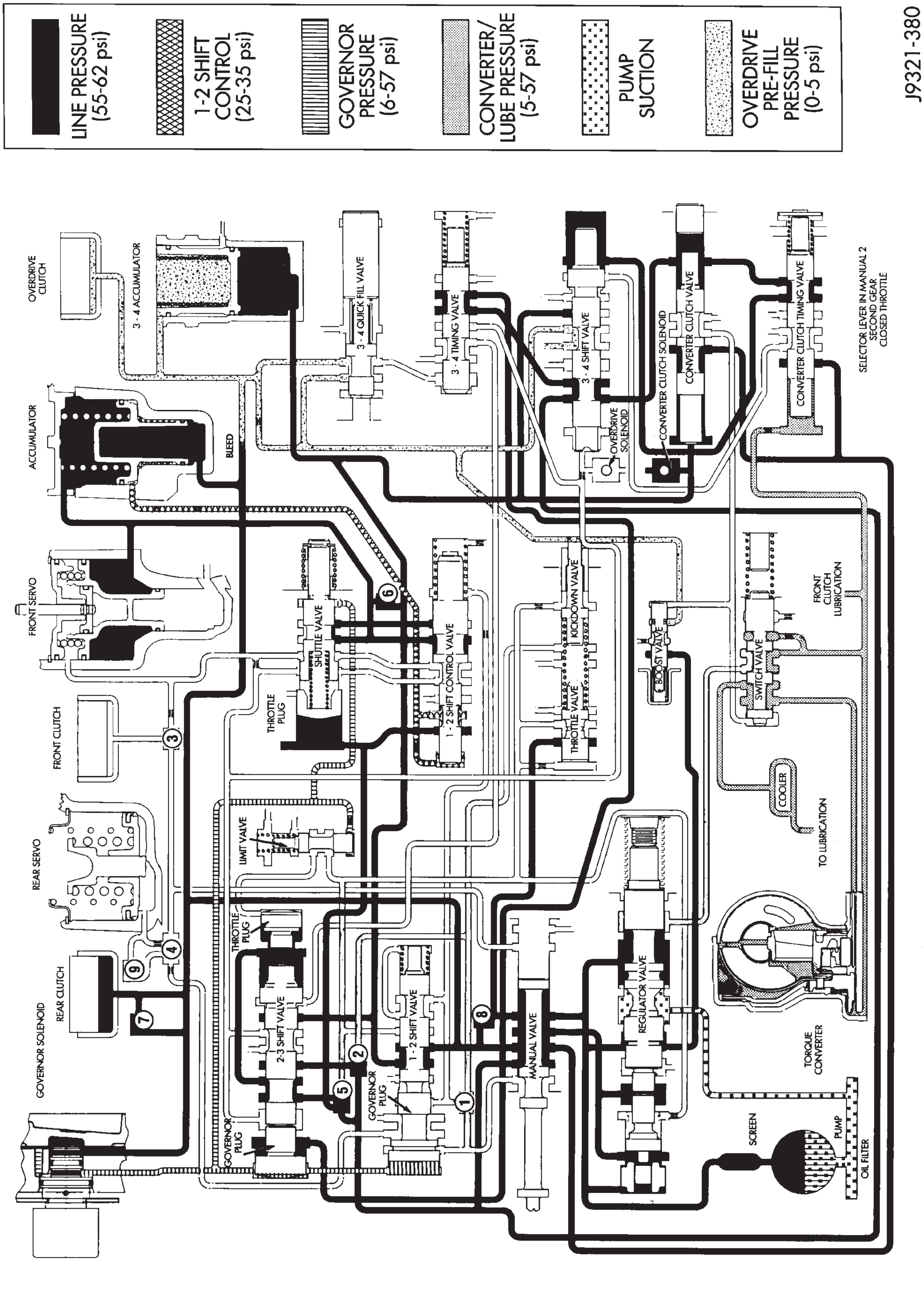
SCHEMATICS AND DIAGRAMS (Continued)



J9321-379

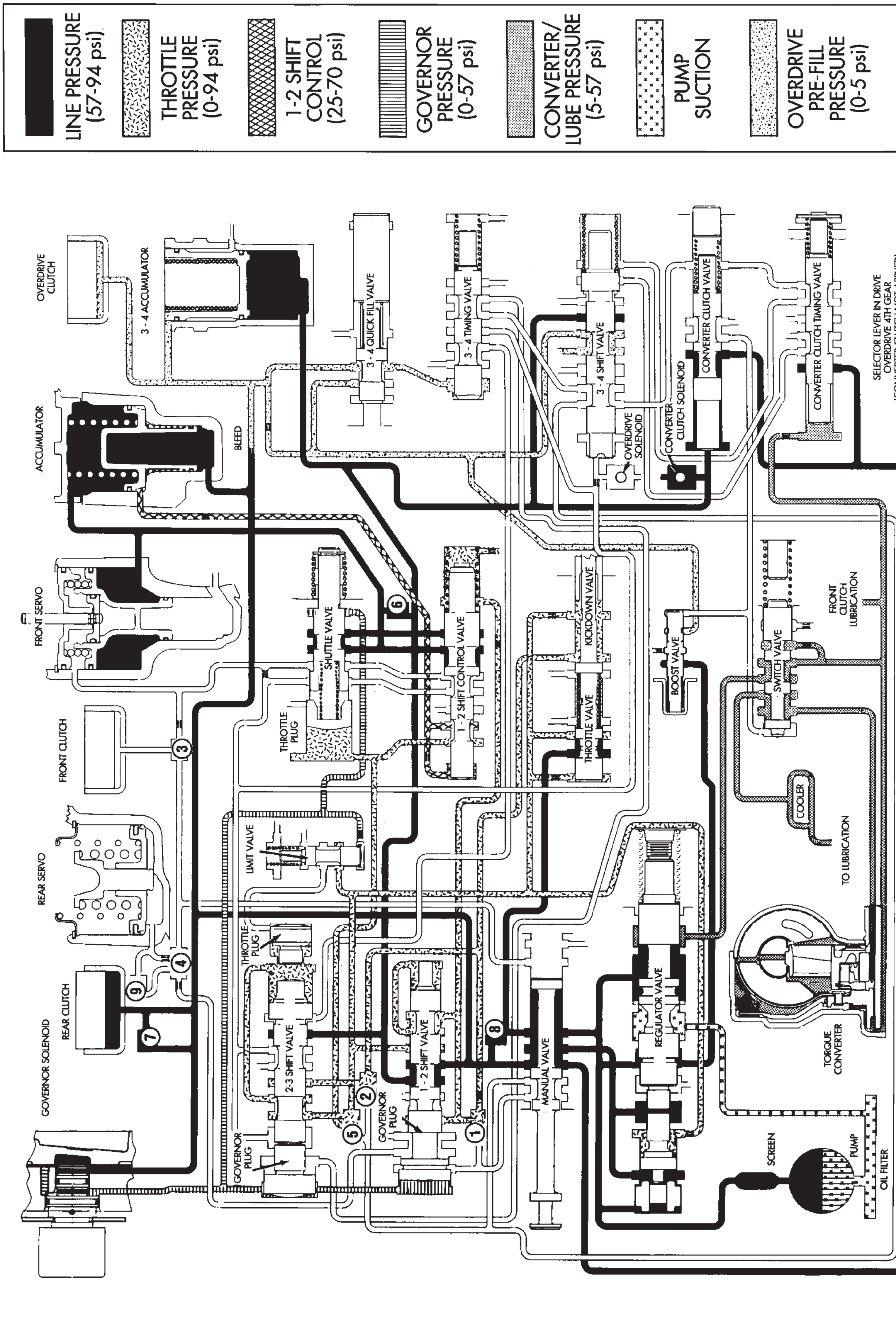
HYDRAULIC FLOW IN MANUAL LOW (1)

SCHEMATICS AND DIAGRAMS (Continued)



HYDRAULIC FLOW IN MANUAL SECOND (2)

SCHEMATICS AND DIAGRAMS (Continued)



J9321-381

HYDRAULIC FLOW DURING FULL THROTTLE 3–2 DOWNSHIFT (PASSING GEAR)

SPECIFICATIONS

TRANSMISSION

GENERAL

Component	Metric	Inch
Oil pump gear tip clearance	0.089-0.190 mm	0.004-0.008 in.
Planetary end play	0.127-1.22 mm	0.005-0.048 in.
Input shaft end play	0.56-2.31 mm	0.022-0.091 in.
Clutch pack clearance/Front 4-disc.	1.70-3.40mm	0.067-0.134 in.
Clutch pack clearance/Rear 4-disc.	0.81-1.40 mm	0.032-0.055 in.
Overdrive clutch disc usage	4 discs	
Direct clutch disc usage	8 discs	
Front clutch spring usage	1 spring	
Band adjustment from 72 in. lbs.		
Front band	Back off 2-7/8 turns	
Rear band	Back off 2 turns	
Recommended fluid	Mopar, ATF Plus type 7176	

TORQUE

DESCRIPTION **TORQUE**

Fitting, cooler line at trans . . . . . .18 N·m (13 ft. lbs.)
Bolt, torque convertor . . . . .31 N·m (23 ft. lbs.)
Bolt/nut, crossmember . . . . .68 N·m (50 ft. lbs.)
Bolt, driveplate to crankshaft . . . .75 N·m (55 ft. lbs.)
Plug, front band reaction . . . . . . .17 N·m (13 ft. lbs.)
Locknut, front band adj. . . . . .34 N·m (25 ft. lbs.)
Switch, park/neutral . . . . .34 N·m (25 ft. lbs.)
Bolt, fluid pan. . . . . .17 N·m (13 ft. lbs.)
Screws, fluid filter . . . . .4 N·m (35 in. lbs.)
Bolt, oil pump . . . . .20 N·m (15 ft. lbs.)
Bolt, overrunning clutch cam . . . .17 N·m (13 ft. lbs.)
Bolt, O/D to trans. . . . . .34 N·m (25 ft. lbs.)
Bolt, O/D piston retainer . . . . . . .17 N·m (13 ft. lbs.)
Plug, pressure test port . . . . .14 N·m (10 ft. lbs.)
Bolt, reaction shaft support . . . . .20 N·m (15 ft. lbs.)
Locknut, rear band . . . . .41 N·m (30 ft. lbs.)
Bolt. speedometer adapter . . . . . . .11 N·m (8 ft. lbs.)
Bolt, valve body to case . . . . . . .12 N·m (100 in. lbs.)
Sensor, trans speed. . . . . .27 N·m (20 ft. lbs.)
Screw, solenoid wiring connector . .4 N·m (35 in. lbs.)
Screw, solenoid to transfer plate . .4 N·m (35 in. lbs.)

SPECIFICATIONS (Continued)

THRUST WASHER/SPACER/SNAP RING DIMENSIONS

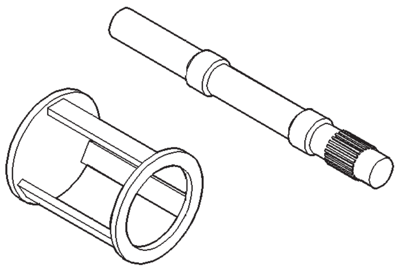
Component	Metric	Inch
Front clutch thrust washer (reaction shaft support hub)	1.55 mm	0.061 in.
Rear clutch thrust washer (clutch retainer)	1.55 mm	0.061 in.
Intermediate shaft thrust plate (shaft hub pilot)	1.5-1.6 mm	0.060-0.063 in.
Output shaft thrust washer (rear clutch hub)	Select fit to set end play	
Rear clutch pack snap ring	1.5 mm 1.95 mm 2.45 mm	0.060 in. 0.076 in. 0.098 in.
Planetary geartrain snap ring (at front of output shaft)	Select fit (three thicknesses avalible)	
Overdrive piston thrust plate	Thrust plate and spacer are select fit. Refer to size charts and selection procedures in Overdrive Unit D&A procedures	
Intermiediate shaft spacer		

PRESSURE TEST

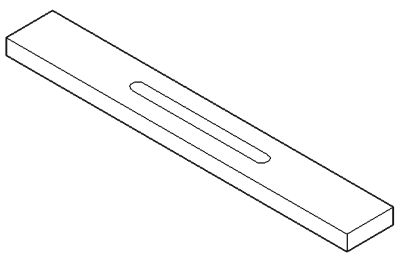
Overdrive clutch	Fourth gear only	Pressure should be 469-496 kPa (68-72 psi) with closed throttle and increase to 620-896 kPa (90-130 psi) at 1/2 to 3/4 throttle.
Line pressure (at accumulator)	Closed throttle	372-414 kPa (54-60 psi).
Front servo	Third gear only	No more than 21 kPa (3 psi) lower than line pressure.
Rear servo	1 range R range	No more than 21 kPa (3 psi) lower than line pressure. 1103 kPa (160 psi) at idle, builds to 1862 kPa (270 psi) at 1600 rpm.
Governor	D range closed throttle	Pressure should respond smoothly to changes in mph and return to 0-7 kPa (0-1.5 psi) when stopped with transmission in D, 1, 2. Pressure above 7 kPa (1.5 psi) at stand still will prevent transmission from downshifting.

SPECIAL TOOLS

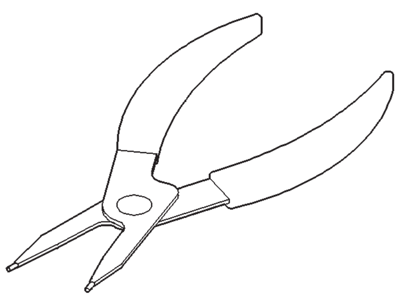
42/44 RE



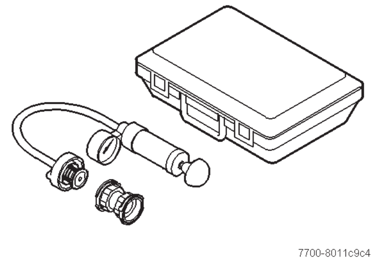
Spring Compressor and Alignment Shaft—6227



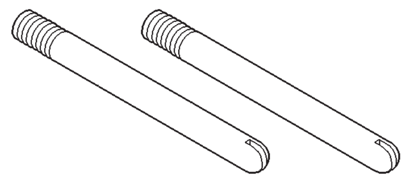
Gauge Bar—6311



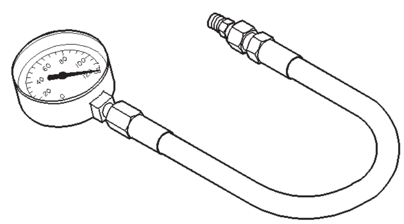
Snap-ring Plier—6823



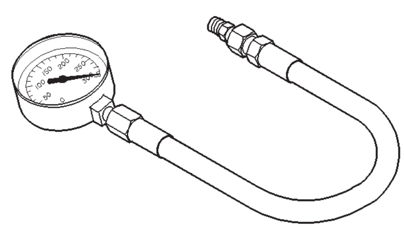
Pressure Tester—7700



Extension Housing Pilot—C-3288-B

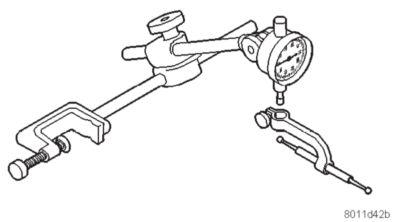


Pressure Gauge—C-3292

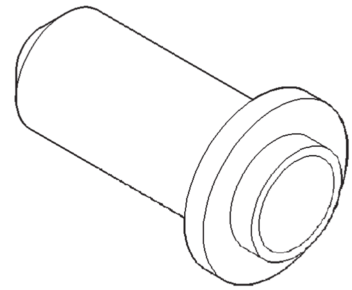


Pressure Gauge—C-3293SP

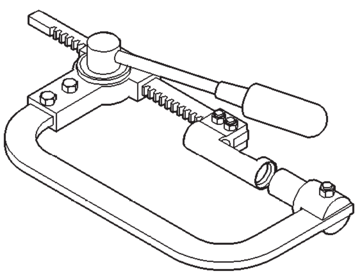
SPECIAL TOOLS (Continued)



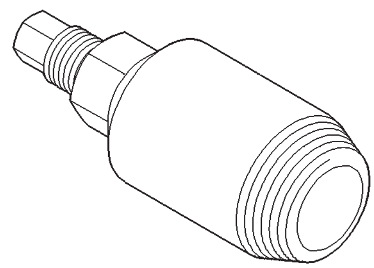
Dial Indicator—C-3339



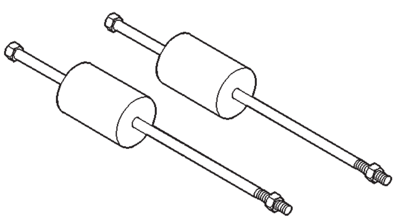
Seal Installer—C-3860–A



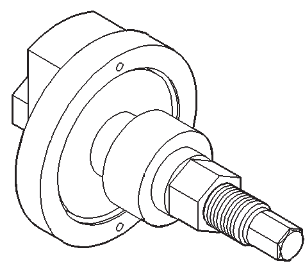
Spring Compressor—C-3422-B



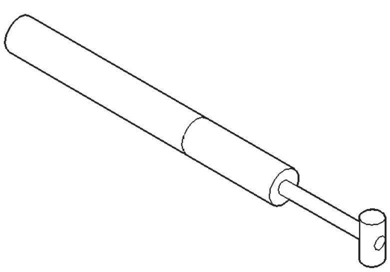
Seal Puller—C-3861



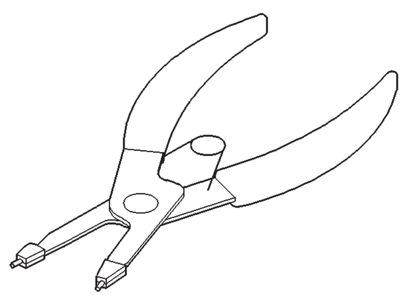
Puller, Slide Hammer—C-3752



Installer—C-3863-A

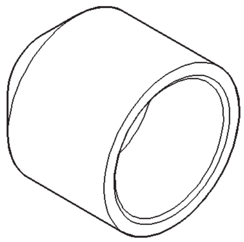


Gauge, Throttle Setting—C-3763

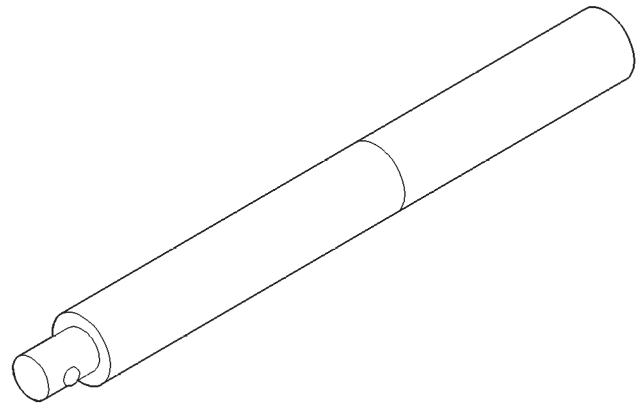


Snap-ring Plier—C-3915

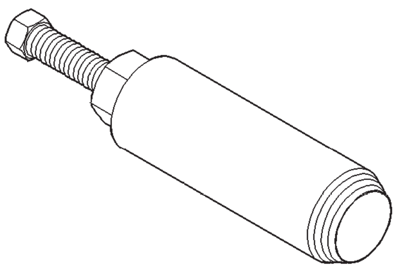
SPECIAL TOOLS (Continued)



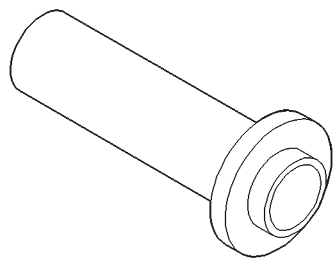
Seal Installer—C-3972-A



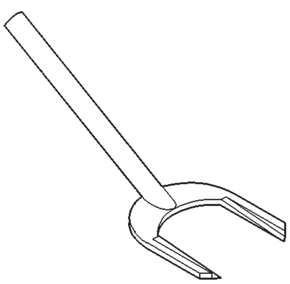
Universal Handle—C-4171



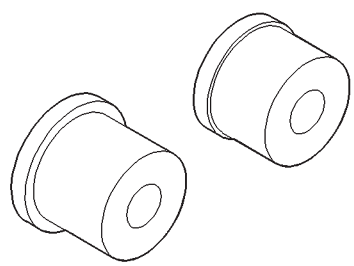
Seal Puller—C-3981-B



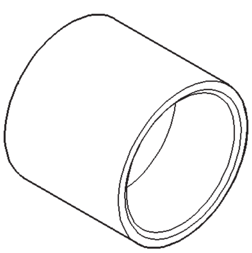
Seal Installer—C-4193-A



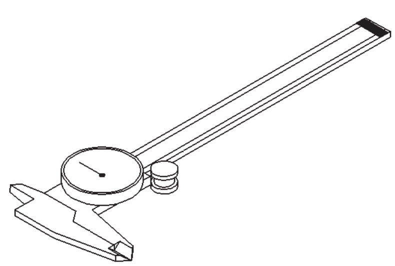
Seal Remover—C-3985-B



Remover/Installer—C-4470

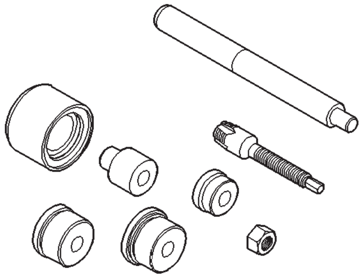


Installer—C-3995-A

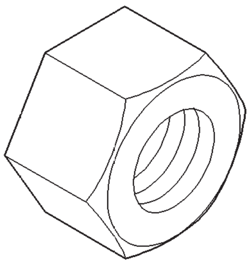


Dial Caliper—C-4962

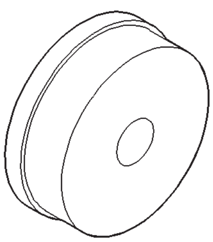
SPECIAL TOOLS (Continued)



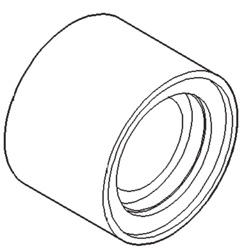
Bushing Remover/Intsaller Set—C-3887-B



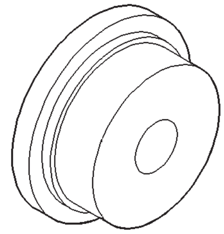
Nut, Bushing Remover—SP-1191, From kit C-3887-B



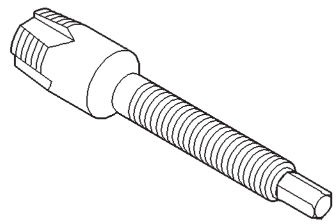
Remover, Front Clutch Bushing—SP-3629, From kit C-3887-B



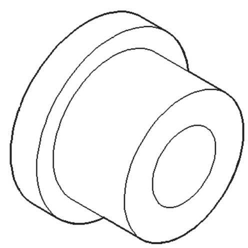
Cup, Bushing Remover—SP-3633, From kit C-3887-B



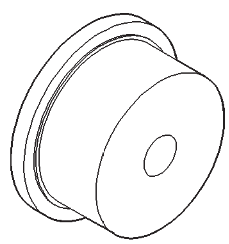
Installer, Oil Pump Bushing—SP-5118, From kit C-3887-B



Remover, Reaction Shaft Bushing—SP-5301, From kit C-3887-B



Installer, Reaction Shaft Bushing—SP-5302, From kit C-3887-B



Installer, Front Clutch Bushing—SP-5511, From kit C-3887-B

NV231 TRANSFER CASE

INDEX

GENERAL INFORMATION

GENERAL INFORMATION

The NV 231 is a part-time transfer case with a low range reduction gear mechanism.

The NV 231 has three operating ranges plus a Neutral position. The reduction gear mechanism consists of a planetary and annulus gear that provide a 2.7:1 reduction ratio when engaged. The annulus gear is fixed in the case; it does not rotate.

The input gear is splined to the transmission output shaft. It drives the mainshaft through the planetary gear and range hub. The front output shaft is operated by a drive chain that connects the shaft to a drive sprocket on the mainshaft. The drive sprocket is engaged/disengaged by the mode fork, which operates the mode sleeve and hub. The sleeve and hub are not equipped with a synchro mechanism for shifting.

The geartrain is mounted in two aluminum case halves attached with bolts. The mainshaft front and rear bearings are mounted in aluminum retainer housings bolted to the case halves.

OPERATING RANGES

NV 231 operating ranges are:

- 2-wheel drive high (2H)
- 4-wheel drive high (4H)
- 4-wheel drive low (4L)

Two-wheel drive range is for use on all road surfaces. The 4-wheel drive high and low ranges are not for use on paved roads. They are only recommended for off-road use on unpaved, low traction surfaces. The only time 4-wheel drive can be used on paved roads, is when the road surface is covered with snow or ice.

SHIFT MECHANISM

Operating ranges are selected with a floor mounted shift lever. The shift lever is connected to the transfer case range lever by an adjustable linkage rod. A straight line shift pattern is used. Range positions are marked on the shifter bezel cover plate, or on the shift knob.

TRANSFER CASE IDENTIFICATION

A circular ID tag is attached to the rear case of each transfer case (Fig. 1). The ID tag provides the transfer case model number, assembly number, serial number, and low range ratio.

The transfer case serial number also represents the date of build. For example, a serial number of 7-10-95 would represent July 10, 1995.

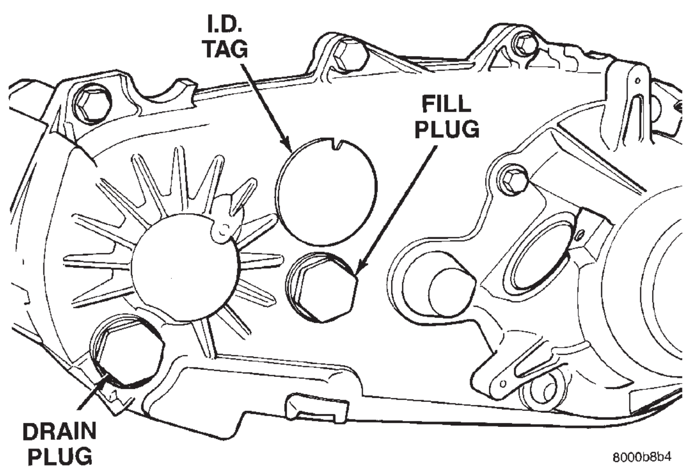


Fig. 1 Fill/Drain Plug And I.D. Tag Locations

RECOMMENDED LUBRICANT AND FILL LEVEL

Recommended lubricant for the NV 231 transfer case is Mopar Dexron II, or ATF Plus. Approximate lubricant fill capacity is 1.18 liters (2.2 pints).

The fill and drain plugs are both in the rear case (Fig. 1). Correct fill level is to the bottom edge of the fill plug hole. Be sure the vehicle is level to ensure an accurate fluid level check.

DIAGNOSIS AND TESTING

NV231 DIAGNOSIS

Condition	Possible Cause	Correction
TRANSFER CASE DIFFICULT TO SHIFT OR WILL NOT SHIFT INTO DESIRED RANGE	(1) Vehicle speed too great to permit shifting.	(1) Stop vehicle and shift into desired range. Or reduce speed to 3-4 km/h (2-3 mph) before attempting to shift.
	(2) If vehicle was operated for extended period in 4H mode on dry paved surface, driveline torque load may cause difficulty.	(2) Stop vehicle, shift transmission to Neutral, shift transfer case to 2H mode and operate vehicle in 2H on dry paved surfaces.
	(3) Transfer case external shift linkage binding.	(3) Lubricate, repair or replace linkage bushings or tighten loose components as necessary.
	(4) Insufficient or incorrect lubricant.	(4) Drain and refill to edge of fill hole with DEXRON II® or MOPAR-MERCON® Automatic Transmission Fluid.
	(5) Internal components binding, worn or damaged.	(5) Disassemble unit and replace worn or damaged components as necessary.
TRANSFER CASE NOISY IN ALL DRIVE MODES	(1) Insufficient or incorrect lubricant.	(1) Drain and refill to edge of fill hole with DEXRON II® or MOPAR-MERCON® Automatic Transmission Fluid. Check for leaks and repair if necessary. **Note: If unit is still noisy after drain and refill, disassembly and inspection may be required to locate source of noise.**
NOISY IN – OR JUMPS OUT OF – FOUR WHEEL DRIVE LOW RANGE	(1) Transfer case not completely engaged in 4L position.	(1) Stop vehicle, shift transfer case to Neutral, then shift back into 4L position.
	(2) Shift linkage out of adjustment.	(2) Adjust linkage.
	(3) Shift linkage loose or binding.	(3) Tighten, lubricate or repair linkage as necessary.
	(4) Range fork damaged, inserts worn, or fork is binding on shift rail.	(4) Disassemble unit and repair as necessary.
	(5) Low range gear worn or damaged.	(5) Disassemble and repair as necessary.
LUBRICANT LEAKING FROM OUTPUT SHAFT SEALS OR FROM VENT	(1) Transfer case overfilled.	(1) Drain to correct level.
	(2) Vent closed or restricted.	(2) Clear or replace vent if necessary.
	(3) Output shaft seals damaged or installed incorrectly.	(3) Replace seals. Be sure seal lip faces interior of case when installed. Also be sure yoke seal surfaces are not scored or nicked. Remove scores and nicks with fine sandpaper or replace yoke(s) if necessary.
ABNORMAL TIRE WEAR	(1) Extended operation on dry hard surface (paved) roads in 4H range.	(1) Operate in 2H on hard surface (paved) roads.

J9021-118

REMOVAL AND INSTALLATION

SHIFT LEVER

REMOVAL

(1) Shift transfer case into 4L.
(2) Raise vehicle.
(3) Loosen adjusting trunnion locknut and slide shift rod out of trunnion (Fig. 2). If rod lacks enough travel to come out of trunnion, push trunnion out of torque shaft.
(4) Lower vehicle.
(5) Remove console. Refer to park brake section in Group 5 for procedures.
(6) Remove screws attaching lever assembly to floorpan and remove assembly and shift rod (if left attached).

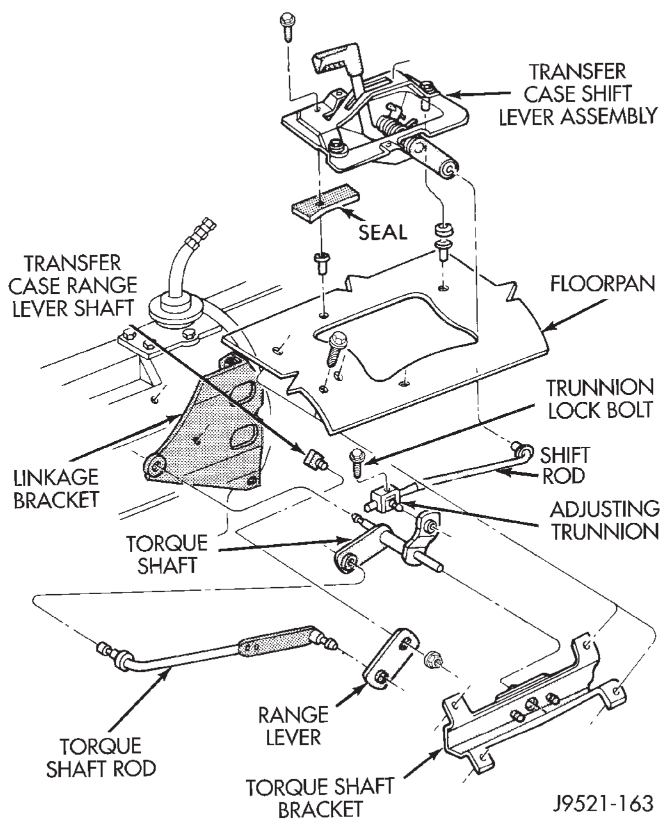


Fig. 2 Shift Linkage

INSTALLATION

(1) If shift rod was not removed from lever assembly, work rod down through floorpan opening. Then position lever assembly on floorpan and install assembly attaching screws.
(2) Install console.
(3) Raise vehicle.
(4) Connect trunnion to torque shaft arm. Or, slide shift rod into trunnion on range lever. Be sure shift rod slides freely in trunnion.
(5) Verify that range lever is in 4L position. Then tighten trunnion lock bolt.
(6) Lower vehicle and check transfer case shift operation.

NV231 TRANSFER CASE

REMOVAL

(1) Shift transfer case into Neutral.
(2) Raise vehicle.
(3) Drain transfer case lubricant.
(4) Mark front and rear propeller shaft yokes for alignment reference.
(5) Support transmission with jack stand.
(6) Remove rear crossmember, or skid plate.
(7) Disconnect front/rear propeller shafts at transfer case.
(8) Disconnect vehicle speed sensor wires.
(9) Disconnect transfer case linkage rod from range lever.
(10) Disconnect transfer case vent hose, and indicator or vacuum switch harness.
(11) Support transfer case with transmission jack.
(12) Remove nuts attaching transfer case to transmission.
(13) Secure transfer case to jack with chains.
(14) Pull transfer case and jack rearward to disengage transfer case.
(15) Remove transfer case from under vehicle.
(16) If transfer case was removed for overhaul, remove damper from rear retainer.

TRANSFER CASE INSTALLATION

(1) Mount transfer case on a transmission jack. Secure transfer case to jack with chains.
(2) Position transfer case under vehicle.
(3) Align transfer case and transmission shafts and install transfer case on transmission.
(4) Install and tighten transfer case attaching nuts to 35 N·m (26 ft. lbs.) torque.
(5) Install damper on rear retainer (Fig. 3). Tighten damper attaching nuts to 54 N·m (40 ft. lbs.) torque.
(6) Connect vehicle speed sensor wires, and vent hose.
(7) Connect indicator or vacuum switch harness to transfer case switch. Secure wire harnesses to clips on transfer case.
(8) Align and connect propeller shafts. Tighten shaft attaching bolts to 19 N·m (170 in. lbs.) torque.
(9) Fill transfer case with Mopar Dexron II fluid.
(10) Install rear crossmember, or skid plate. Tighten crossmember bolts to 41 N·m (30 ft. lbs.) torque.
(11) Remove transmission jack and support stand.
(12) Connect shift rod to transfer case range lever.
(13) Adjust transfer case shift linkage.

REMOVAL AND INSTALLATION (Continued)

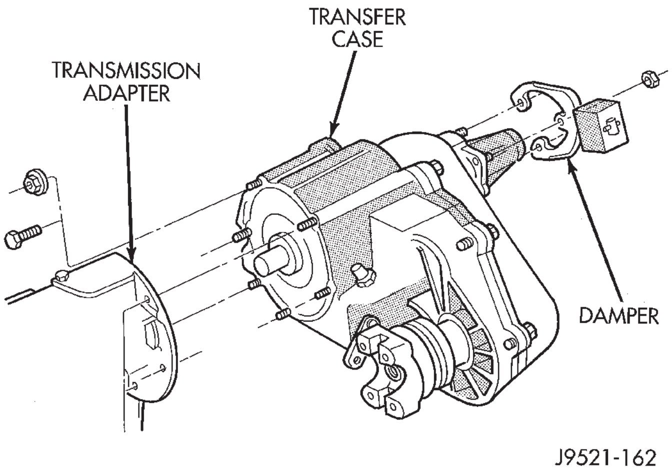


Fig. 3 Transfer Case Mounting

(14) Lower vehicle and verify transfer case shift operation.

DISASSEMBLY AND ASSEMBLY

NV231 TRANSFER CASE

DISASSEMBLE

SPEEDOMETER/YOKE/RANGE LEVER REMOVAL

(1) Remove speedometer adapter and pinion if not previously removed previously.

(2) Remove front yoke nut: Move range lever to 4L position. Then remove nut with 1–1/8 socket and impact wrench (Fig. 4).

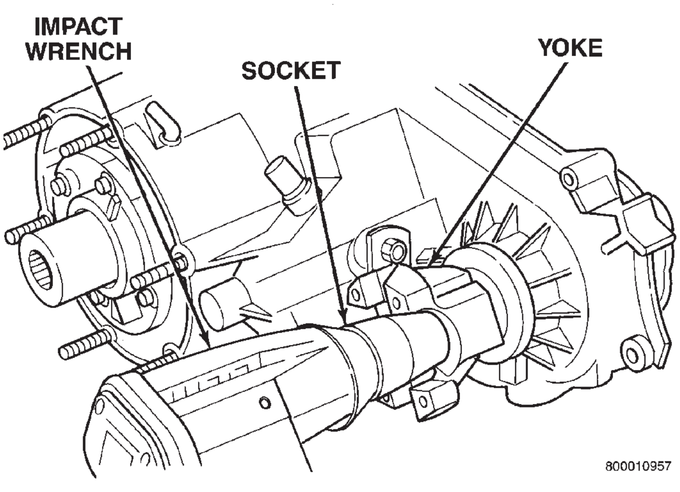


Fig. 4 Yoke Nut Removal

(3) Remove yoke. If yoke is difficult to remove by hand, remove it with bearing splitter, or with standard two jaw puller (Fig. 5). Be sure puller tool is positioned on yoke and not on slinger as slinger will be damaged.

(4) Remove seal washer from front output shaft. Discard washer as it should not be reused.

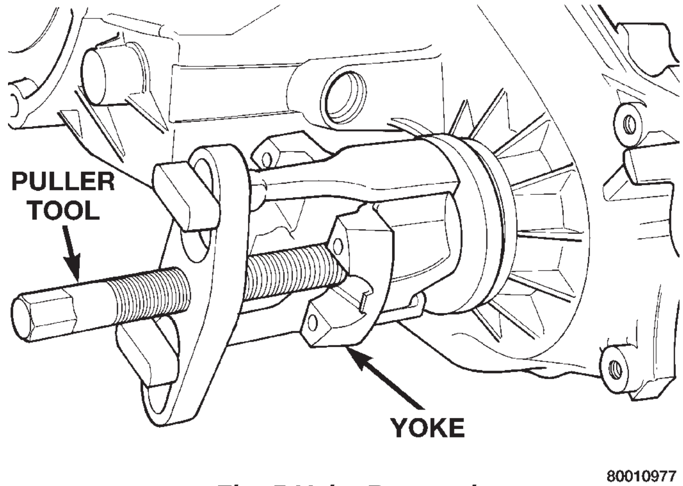


Fig. 5 Yoke Removal

(5) Remove nut and washer that attach range lever to sector shaft. Then move sector to neutral position and remove range lever from shaft. (Fig. 6)

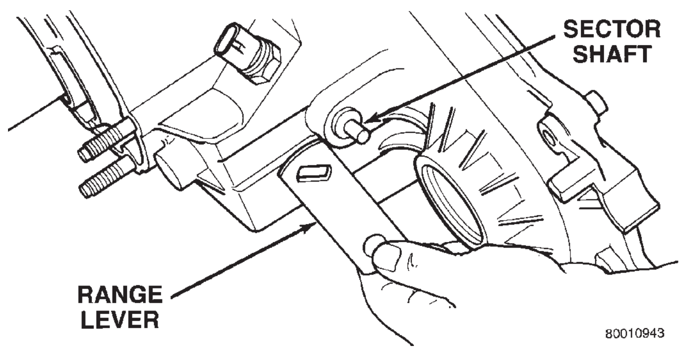


Fig. 6 Range Lever Removal

REAR RETAINER REMOVAL AND DISASSEMBLY

(1) Remove mainshaft boot. Spread band clamp that secures boot on slinger with pliers and screwdriver. Then slide boot off shaft (Fig. 7).

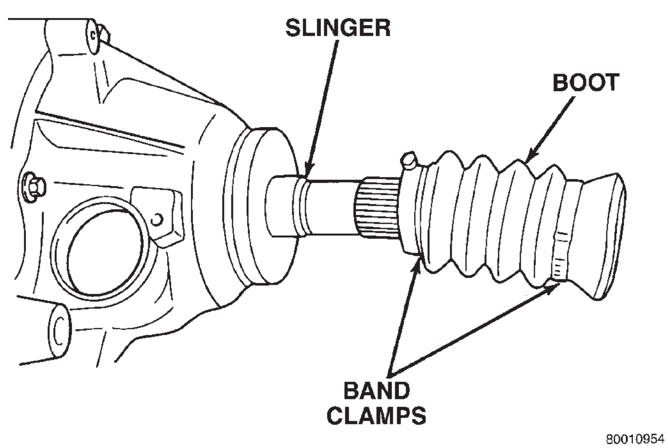


Fig. 7 Mainshaft Boot Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(2) Remove rear slinger with brass drift and hammer (Fig. 8). Rotate slinger and tap at four positions 90 degrees apart to remove it. Discard slinger as it is not reusable.

CAUTION: Exercise care when removing the slinger. The rear retainer can be damaged by the drift punch.

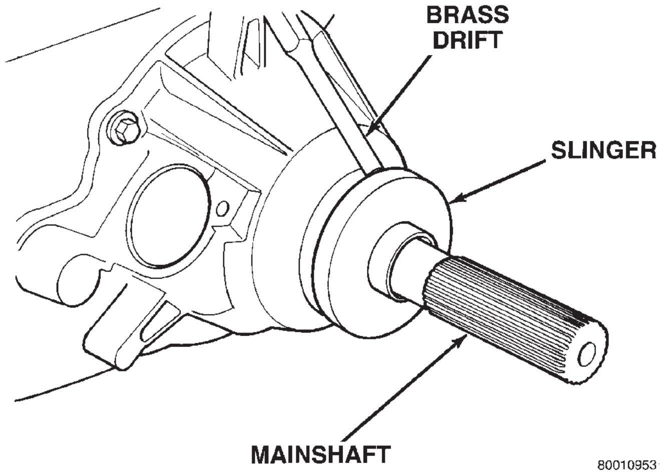


Fig. 8 Rear Slinger Removal

(3) Remove rear seal from retainer (Fig. 9). Use pry tool, or collapse seal with punch to remove it.

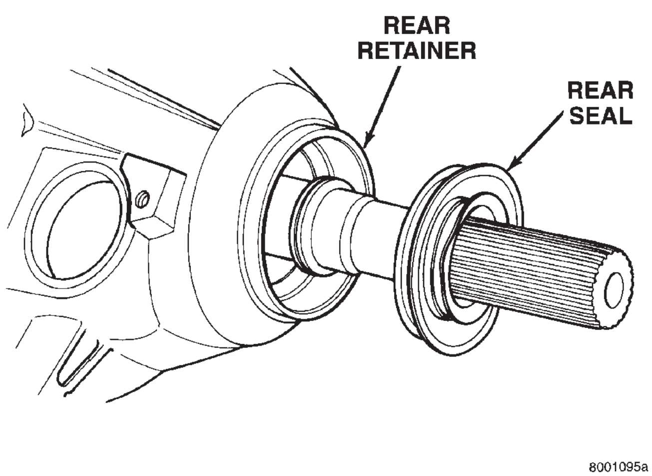


Fig. 9 Rear Seal Removal

(4) Remove slinger locating washer and locating retaining ring from output shaft (Fig. 10)

(5) Remove rear output bearing I.D. retaining ring (Fig. 11).

(6) Remove rear retainer bolts with 10mm socket and air ratchet.

(7) Remove rear retainer. Tap retainer with mallet and pry upward to break sealer bead. Then slide retainer off case and mainshaft (Fig. 12).

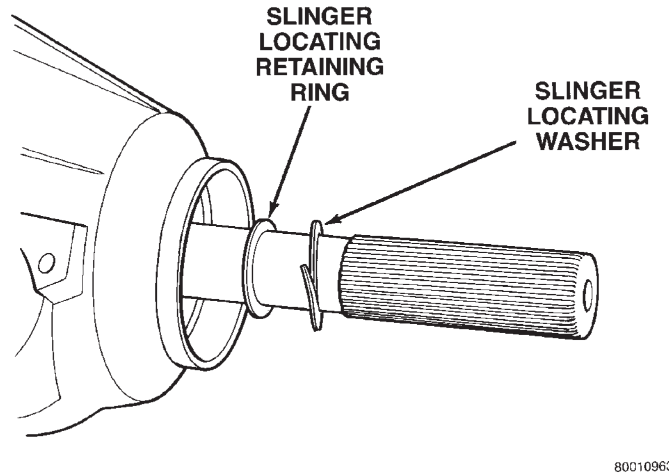


Fig. 10 Slinger Locating Washer And Retaining Ring Removal

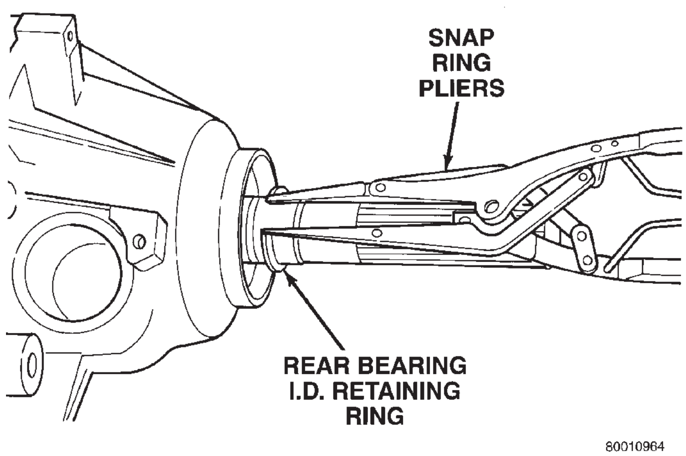


Fig. 11 Rear Bearing I.D. Retaining Ring Removal

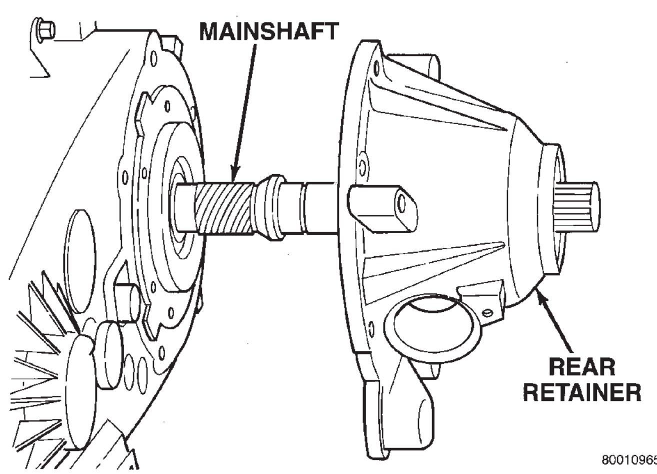


Fig. 12 Rear Retainer Removal

DISASSEMBLY AND ASSEMBLY (Continued)

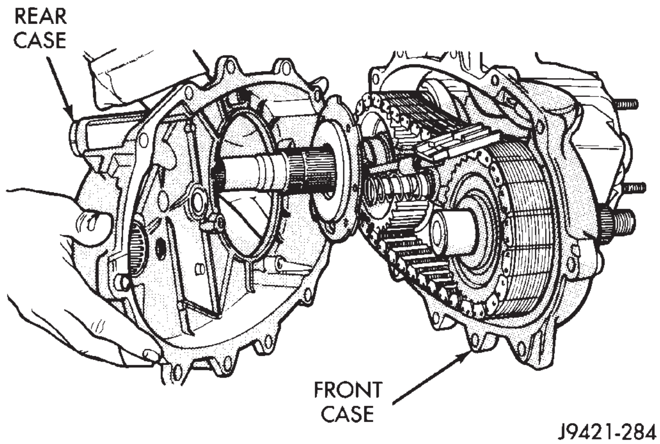


Fig. 13 Oil Pump/Rear Case Removal

(8) Remove rear bearing O.D. retaining ring with snap ring pliers. Then tilt pump and slide it off mainshaft (Fig. 14)

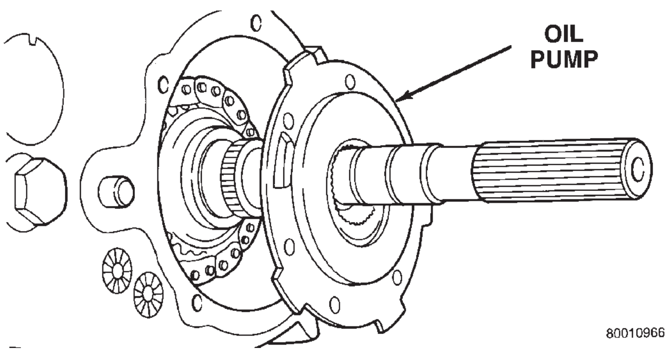


Fig. 14 Oil Pump Removal

(9) Remove pickup tube O-ring from pump (Fig. 15) but do not disassemble pump; it is not a repairable part.

(10) Remove seal from oil pump with pry tool.

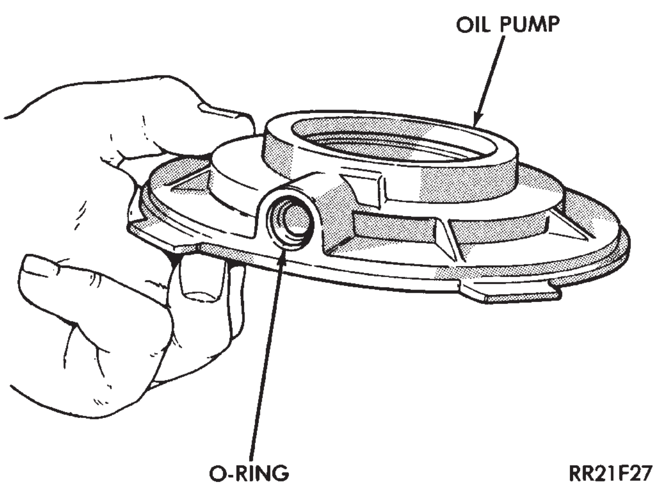


Fig. 15 Pickup Tube O-Ring Location

(11) Remove bolts attaching rear case to front case. A 10 mm, 12 point socket is needed for the spline head bolt (Fig. 13). A 15 mm socket is needed for the remaining bolts. Note position of the two black finish bolts at each end of the case. These bolts go through the case dowels and require a washer under the bolt head (Fig. 16)

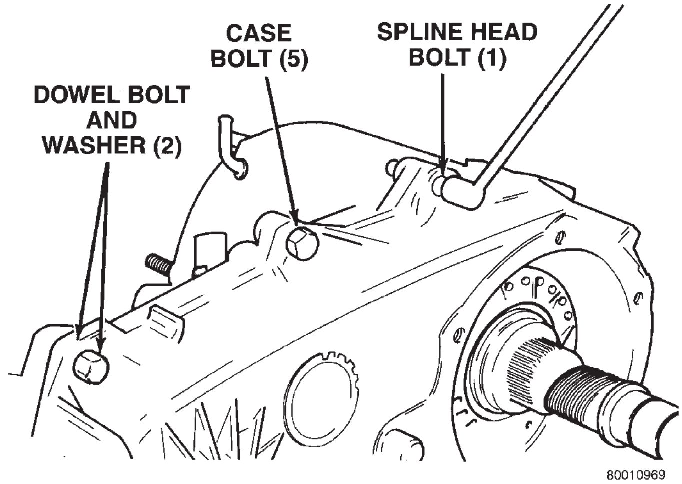


Fig. 16 Spline And Dowel Bolt Locations

(12) Remove rear case from front case (Fig. 17). Insert screwdrivers into slots cast into each end of case. Then pry upward to break sealer bead and remove rear case.

CAUTION: Do not pry on the sealing surface of either case half as the surfaces will become damaged.

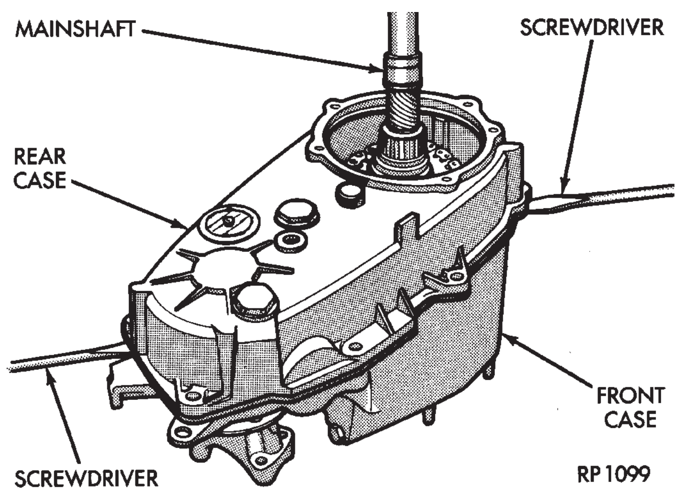


Fig. 17 Loosening/Removing Rear case

DISASSEMBLY AND ASSEMBLY (Continued)

(13) Remove oil pickup tube and screen from rear case (Fig. 18).

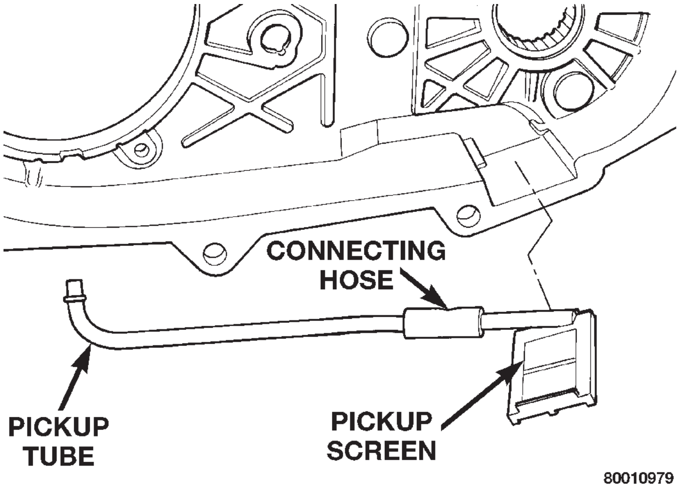


Fig. 18 Oil Pickup Screen, Hose And Tube Removal

FRONT SHAFT/DRIVE CHAIN/POPPET REMOVAL

(1) Remove poppet plug, spring and plunger (Fig. 19).

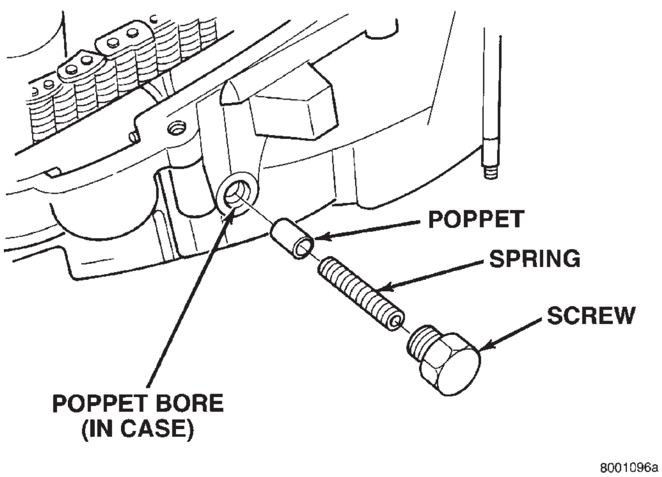


Fig. 19 Poppet Components

(2) Pull front output shaft upward and out of front bearing (Fig. 20).

(3) Slide drive chain off mainshaft sprocket and remove front output shaft and chain as assembly (Fig. 21).

MAINSHAFT REMOVAL AND DISASSEMBLY

(1) Grasp end of mainshaft and remove shaft, drive sprocket and mode hub as assembly (Fig. 22).

(2) Remove mode hub retaining ring with heavy duty snap ring pliers (Fig. 23).

(3) Slide mode hub off mainshaft (Fig. 24).

(4) Slide drive sprocket off mainshaft (Fig. 25).

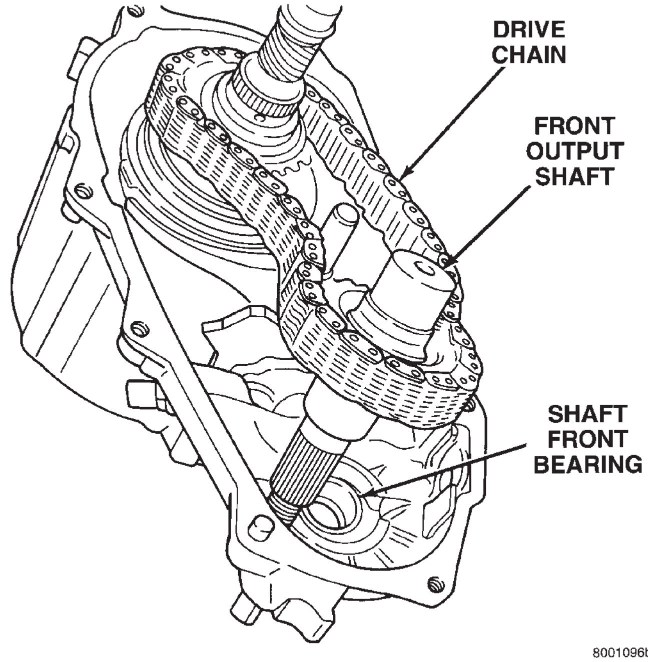


Fig. 20 Disengaging Front Output Shaft From Front Bearing

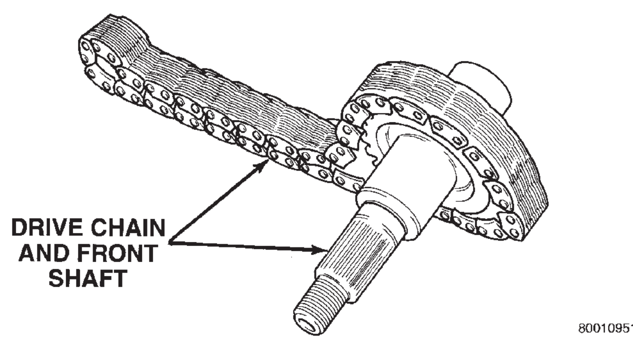


Fig. 21 Front Output Shaft And Drive Chain Removal

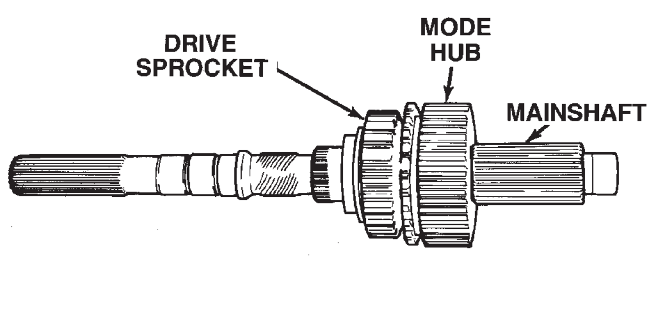


Fig. 22 Mainshaft Assembly Removal

SHIFT FORK/SLEEVE/HUB REMOVAL

(1) Remove mode spring from end of mode fork rail.

DISASSEMBLY AND ASSEMBLY (Continued)

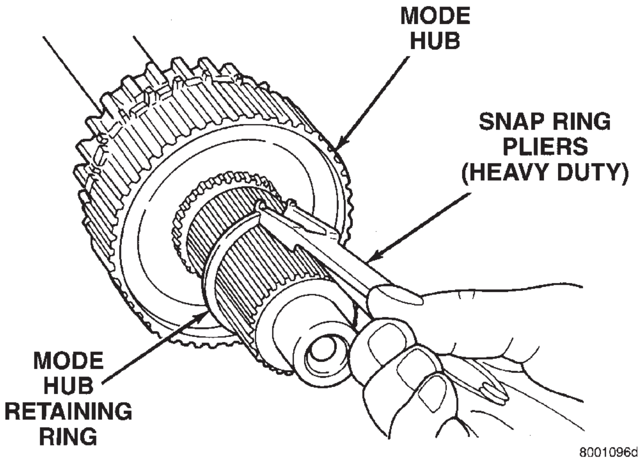


Fig. 23 Mode Hub retaining Ring Removal

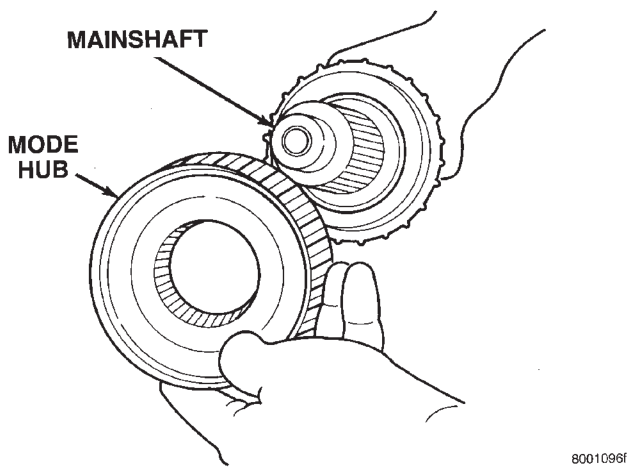


Fig. 24 Mode Hub Removal

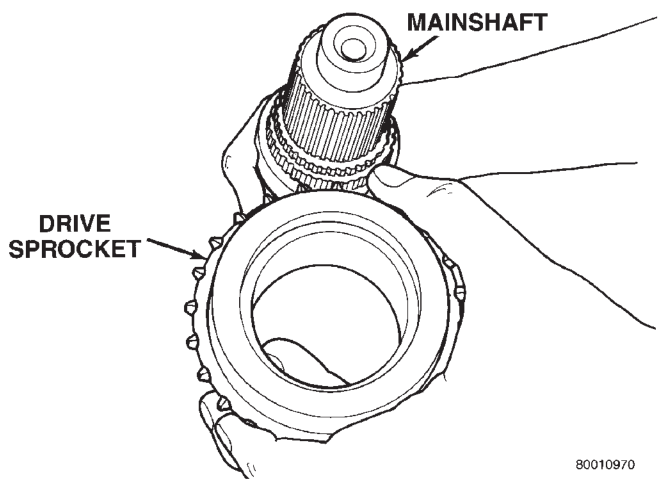


Fig. 25 Drive Sprocket Removal

(2) Remove mode fork and sleeve as assembly (Fig. 26). Note position of sleeve for assembly installation (short side of sleeve faces up).

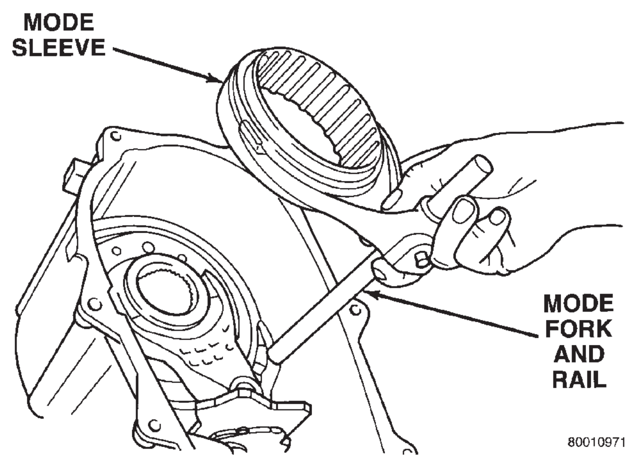


Fig. 26 Mode Fork And Sleeve Removal

(3) Remove range fork and hub as assembly. Note fork position for installation reference (Fig. 27).

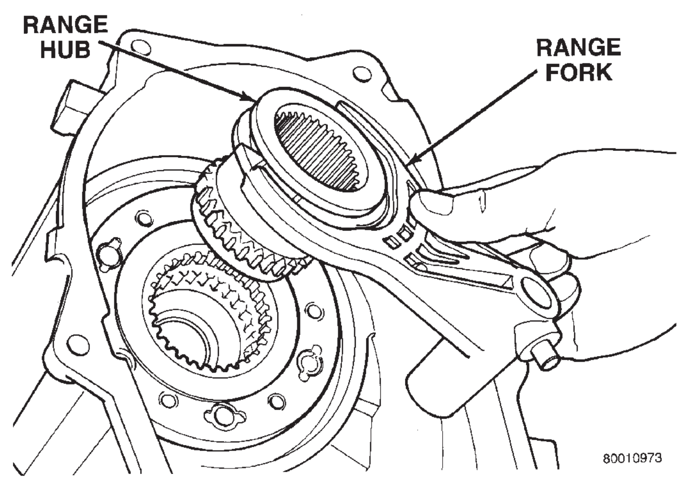


Fig. 27 Range Fork And Hub Removal

(4) Remove shift sector from front case (Fig. 28).

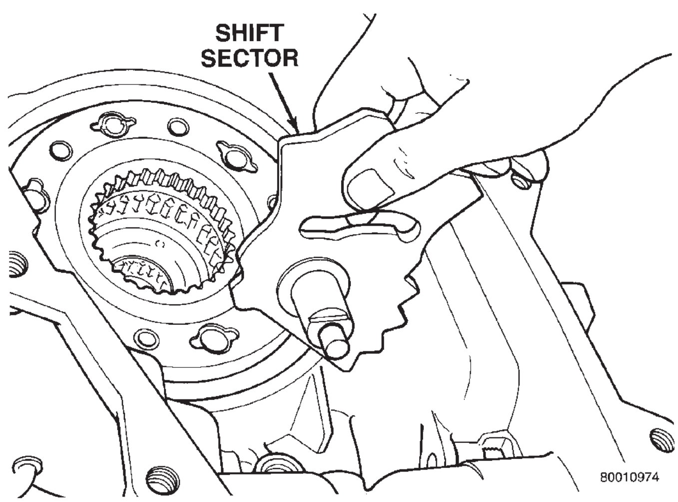


Fig. 28 Shift Sector Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(5) Remove sector shaft O-ring seal and nylon retainer (Fig. 29)

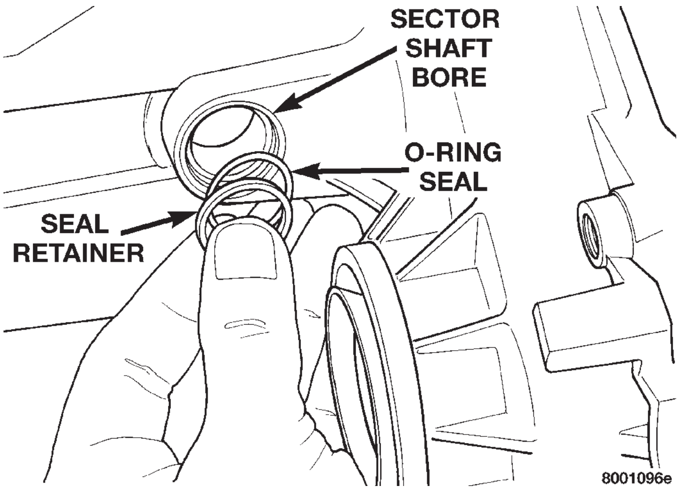


Fig. 29 Sector Shaft Seal And Retainer Removal

INPUT GEAR/PLANETARY CARRIER REMOVAL AND DISASSEMBLY

(1) Remove input retainer attaching bolts with 10mm socket and air ratchet.

(2) Remove input retainer. Pry retainer loose with screwdriver positioned in slots at each end of retainer (Fig. 30)

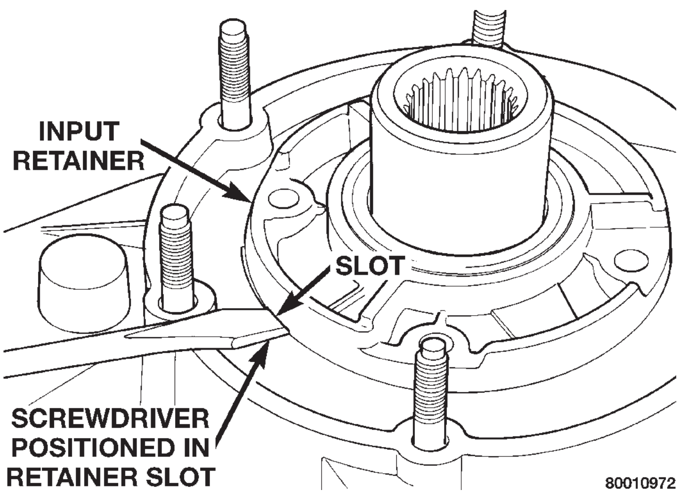


Fig. 30 Input Retainer Removal

(3) Remove input retainer seal. Position retainer upside down over front case bearing. Then tap seal out with drift and hammer.

(4) Remove input gear bearing retaining ring with heavy duty snap ring pliers (Fig. 31)

(5) Place front case in horizontal position. Then remove input gear and planetary carrier as assembly (Fig. 32). Tap gear out of bearing with plastic mallet if necessary.

(6) Remove carrier lock retaining ring (Fig. 33).

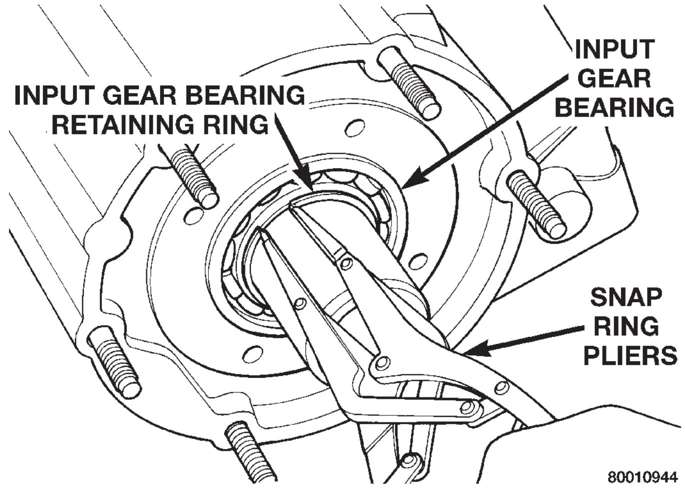


Fig. 31 Removing Input Bearing retaining ring

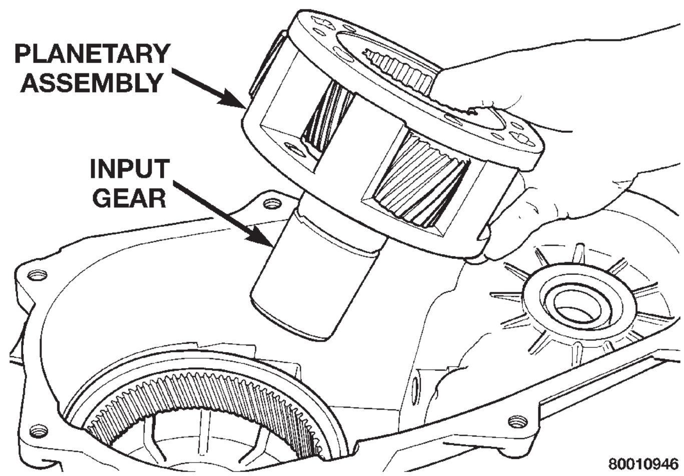


Fig. 32 Input Gear And Planetary Carrier Removal

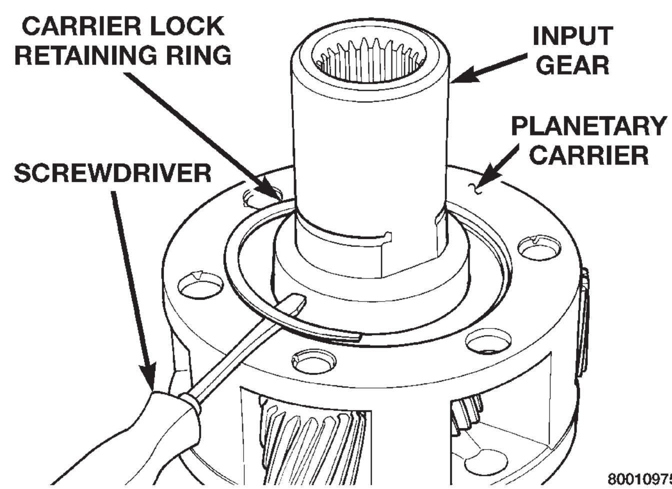


Fig. 33 Carrier Lock Retaining Ring Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(7) Remove input gear, lock ring, and front thrust washer from planetary carrier (Fig. 34).

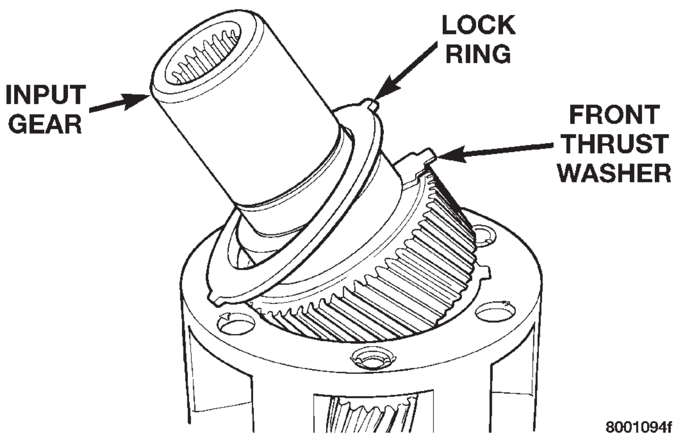


Fig. 34 Input Gear, Carrier Lock Ring, And Rear thrust Washer Removal

(8) Remove rear thrust washer from carrier (Fig. 35).

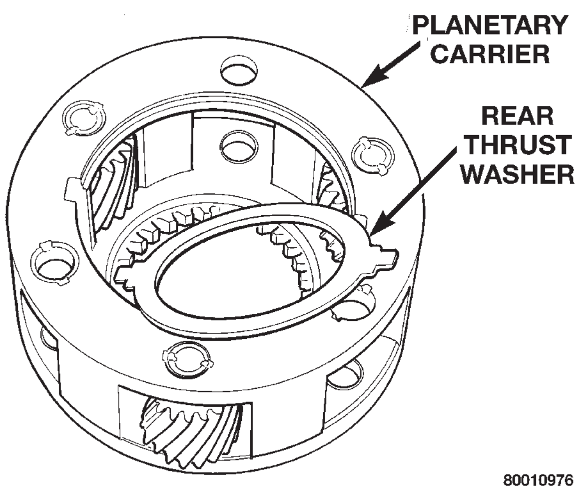


Fig. 35 Rear Thrust washer Removal

(9) Remove pilot bearing from input gear with Tool MD-998346 as follows:

(a) Turn puller tool bolt until jaws retract enough to fit into bearing (Fig. 36)

(b) .

(c) Insert puller bolt and jaws into bearing. Then turn puller bolt clockwise so ramp on bolt spreads jaws forcing them under bearing (Fig. 37).

(d) Install puller bridge over puller bolt (Fig. 38). Then install flat washer and nut on bolt.

(e) Hold puller bridge from turning with locking pliers. Then tighten nut on puller bolt in clockwise direction to draw bearing out of input gear (Fig. 39).

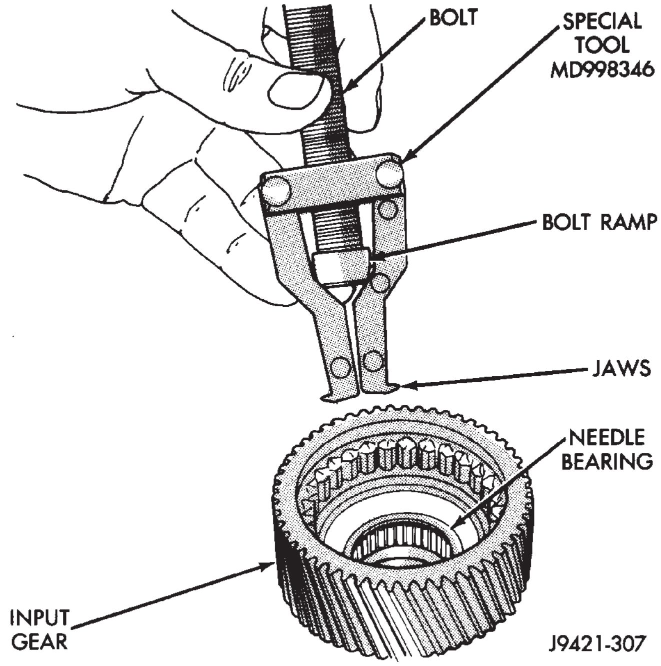


Fig. 36 Puller Jaws In Retracted Position

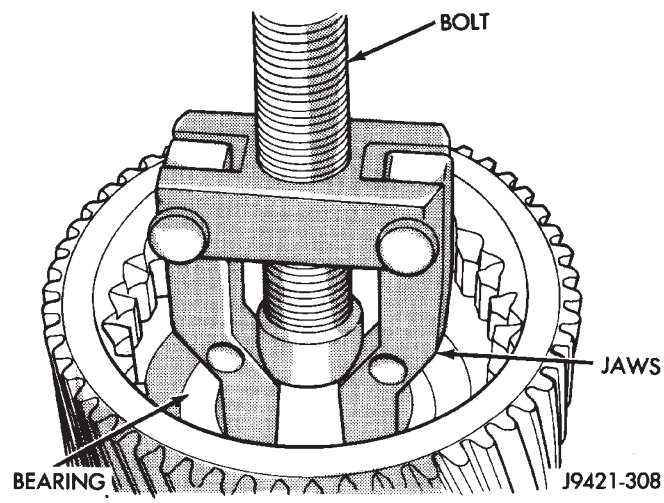


Fig. 37 Puller Bolt And Jaws Seated Under Pilot Bearing

FRONT/REAR CASE BEARING AND SEAL REMOVAL

(1) Remove front output shaft front bearing and seal as follows:

(a) Remove seal from case with pry tool (Fig. 40).

(b) Remove bearing retaining ring with screwdriver (Fig. 41).

(c) Remove bearing with Tool Handle C-4171 and Tool 5065 (Fig. 42).

(2) Remove front output shaft rear bearing from rear case with Tool MD-998346 (Fig. 43). Be sure tool jaws are seated under bearing before tightening puller nut.

DISASSEMBLY AND ASSEMBLY (Continued)

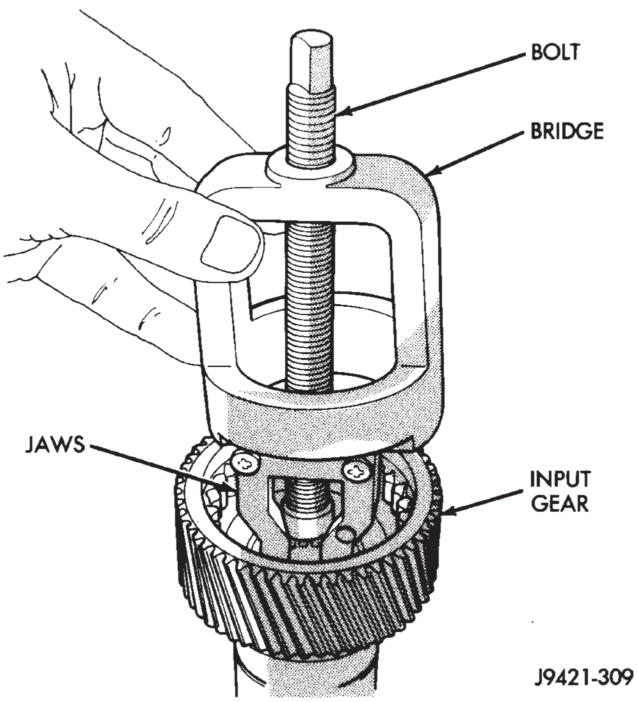


Fig. 38 Installing Puller Bridge

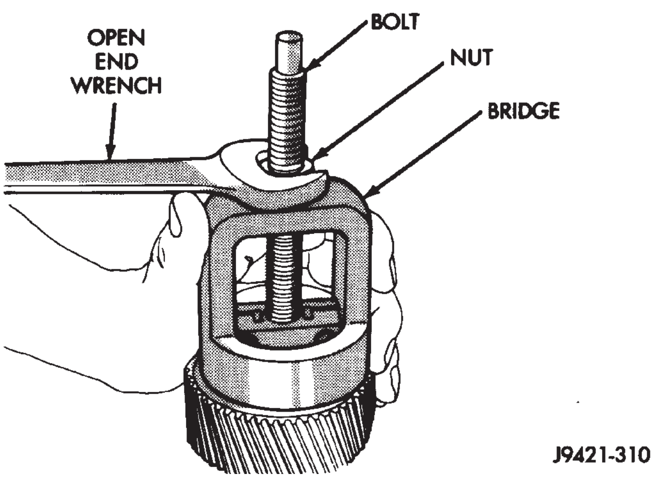


Fig. 39 Pilot Bearing Removal

(3) Remove input bearing from front case. Tap bearing out from inside of case with brass drift and hammer.

NV231 TRANSFER CASE ASSEMBLE

CAUTION: The bearing bores in various transfer case components contain oil feed holes. Make sure replacement bearings do not block the holes.

INPUT GEAR, PLANETARY CARRIER, AND INPUT RETAINER INSTALLATION

(1) Lubricate bearings, input gear, and planetary carrier with transmission fluid during installation.

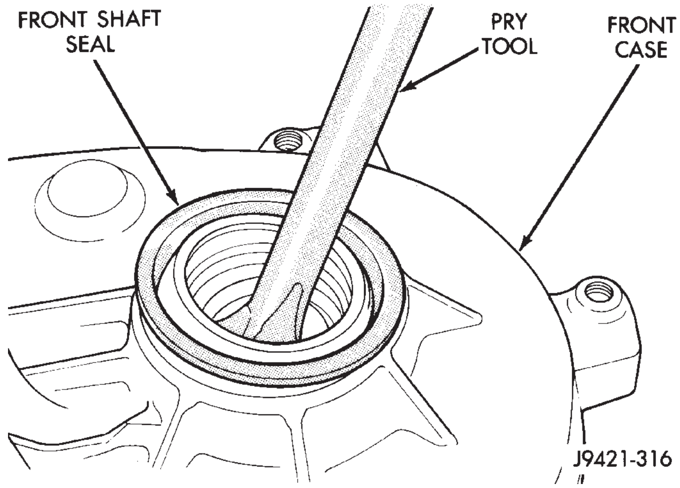


Fig. 40 Front Output Seal Removal

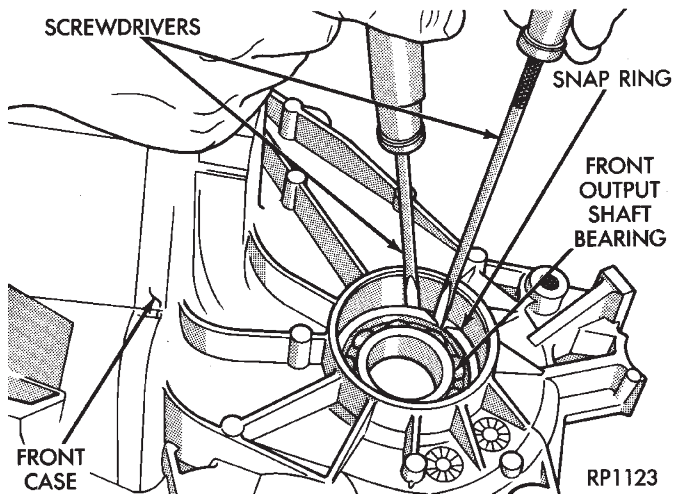


Fig. 41 Front Shaft Front Bearing Retaining Ring Removal

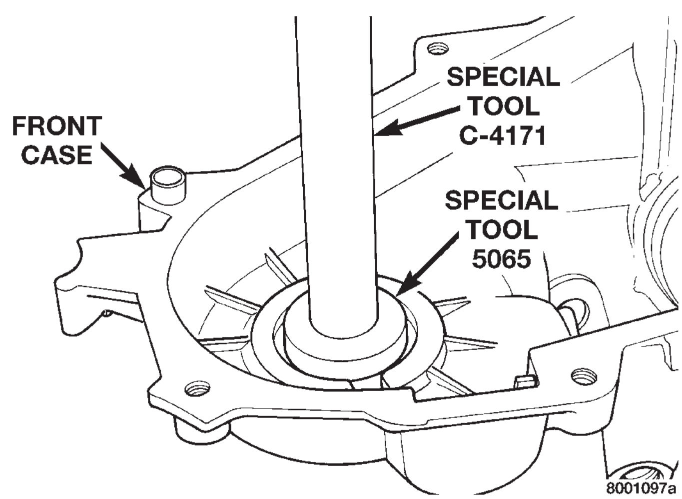


Fig. 42 Front Shaft Front Bearing Removal

Seals can be lubricated with transmission fluid, petrolatum, or Ru-Glyde if desired.

DISASSEMBLY AND ASSEMBLY (Continued)

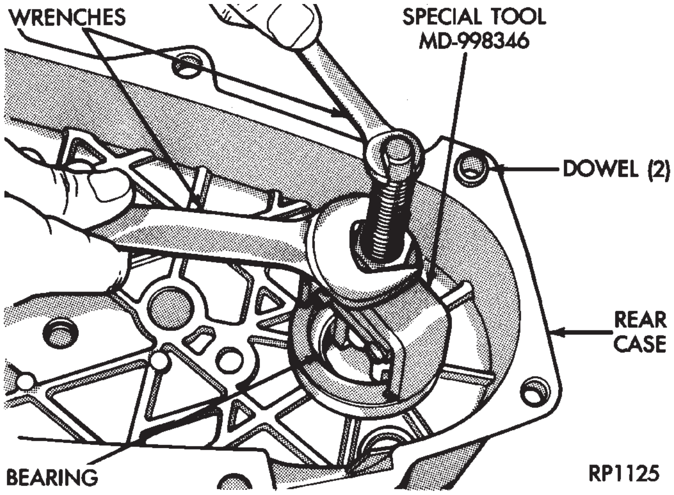


Fig. 43 Front Shaft Rear Bearing Removal

(2) Install new input bearing in front case. Start bearing in bore with copper mallet. Tap bearing at 6–8 points around outer race to start it evenly. Mount case in shop press and seat bearing in case using hard wood block as press tool. Press bearing inward until bearing locating ring stops against case surface (Fig. 44).

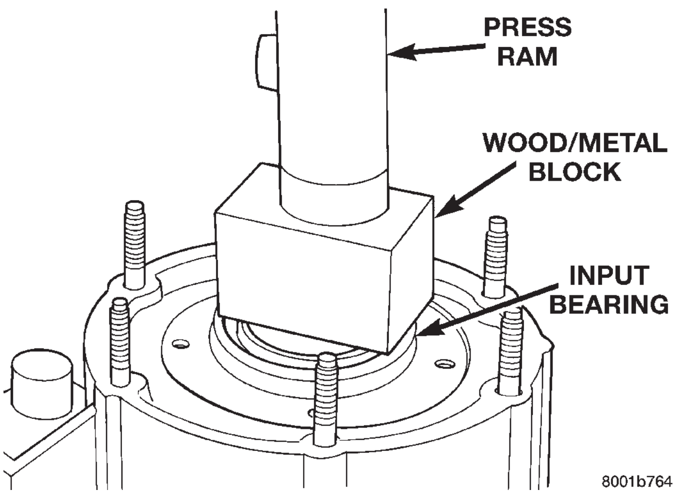


Fig. 44 Input Bearing Installation

(3) Install front output shaft front bearing in case with Tool Handle C-4171 and Installer 5064 (Fig. 45).

(4) Install shaft front bearing retaining ring (Fig. 46). Start ring into place by hand. Then use small screwdriver to work ring into case groove. Be sure ring is fully seated before proceeding.

(5) Install new front output seal in case bore with Tools C-4171 and 7934 (Fig. 47).

(6) Install pilot bearing in input gear with Tools C-4171 and 5065 (Fig. 48).

(7) Assemble input gear and planetary carrier as follows:

(a) Install rear thrust washer in carrier. Be sure washer tabs are aligned and seated in carrier slots

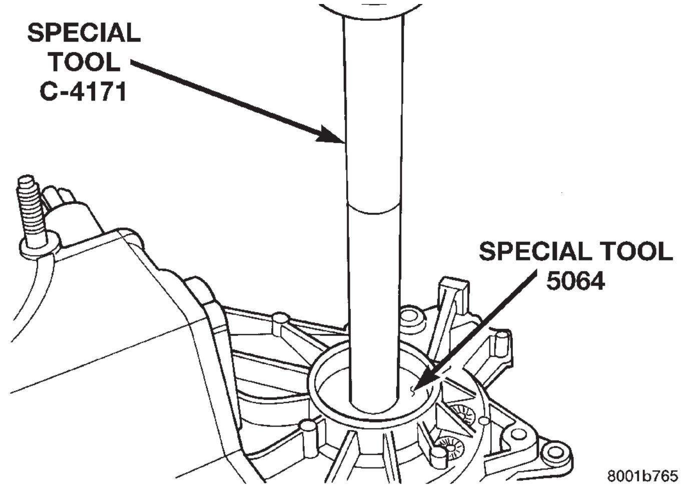


Fig. 45 Front Shaft Front Bearing Installation

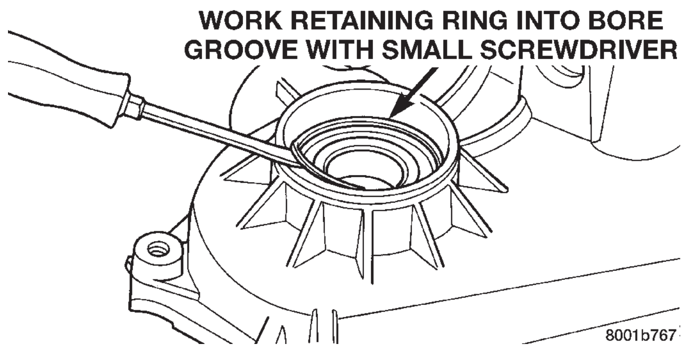


Fig. 46 Installing Front Bearing Retaining Ring

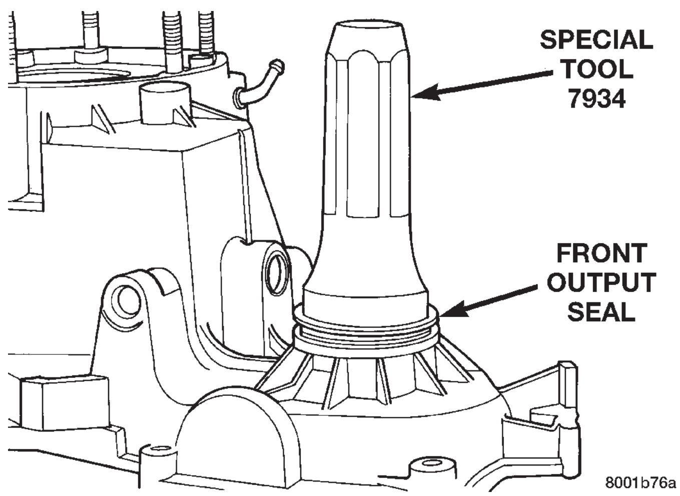


Fig. 47 Front output Seal Installation

(Fig. 49). Also note that washers are the same and therefore interchangeable.

(b) Position front thrust washer and lock ring on input gear. Then install assembled parts in carrier (Fig. 50)

(c) Install carrier lock retaining ring. Use small screwdriver to work ring into place. Be sure ring is fully seated before proceeding (Fig. 51).

DISASSEMBLY AND ASSEMBLY (Continued)

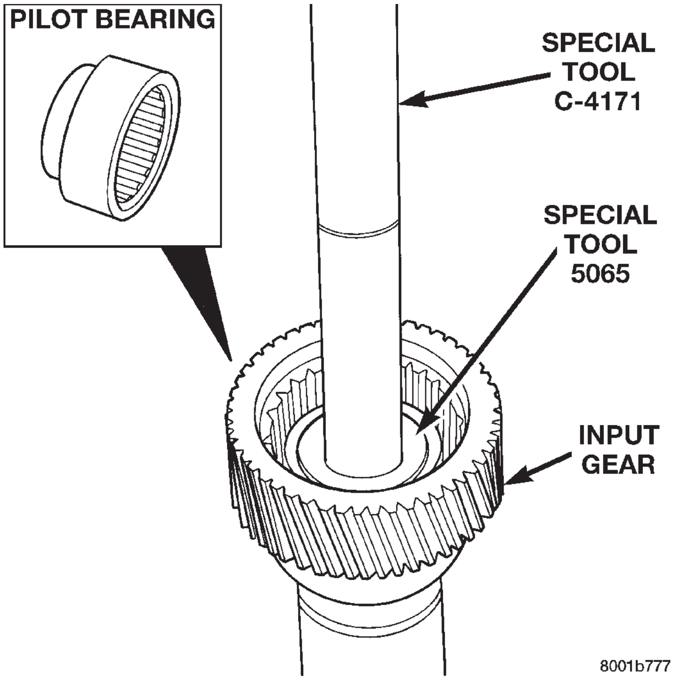


Fig. 48 Pilot Bearing Installation

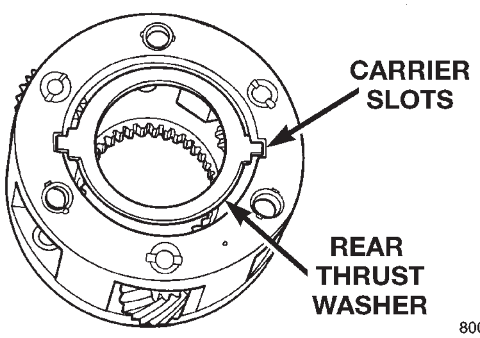


Fig. 49 Input Gear Rear Thrust Washer Installation

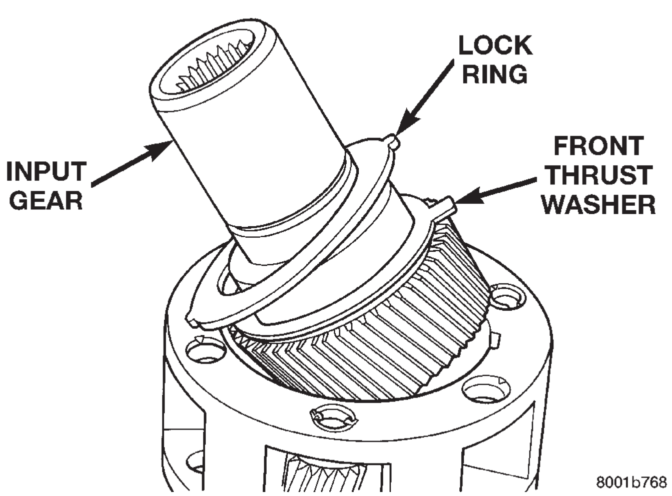


Fig. 50 Input Gear, Front Thrust Washer, And Carrier Lock Ring Installation

(8) Install assembled input gear/planetary carrier in front case (Fig. 52). Be sure to align carrier pinions in annulus gear. Use wood hammer handle or rawhide mallet to seat assembly if necessary.

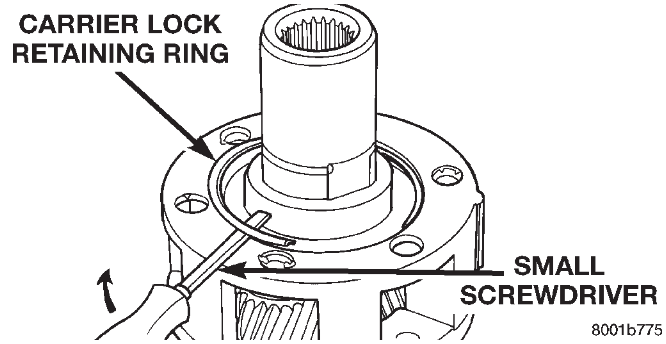


Fig. 51 Carrier Lock Retaining Ring Installation

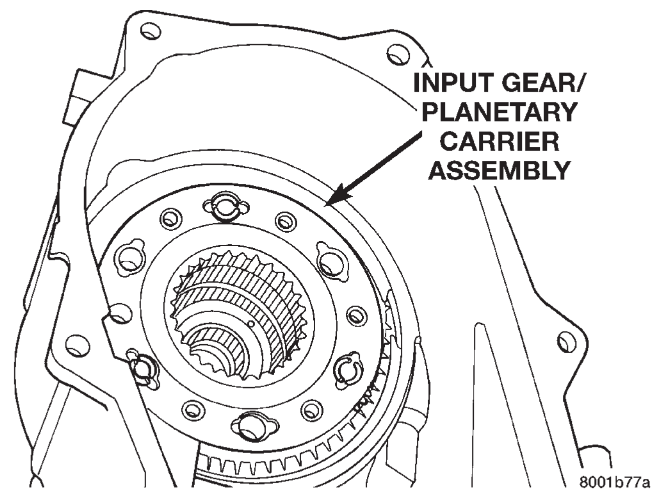


Fig. 52 Input Gear And Carrier Installation

(9) Install input gear retaining ring (Fig. 53). Be sure to install the correct retaining ring as the input gear and mode hub retaining rings are almost the same diameter. The difference is in ring thickness with the input gear retaining ring being substantially thicker.

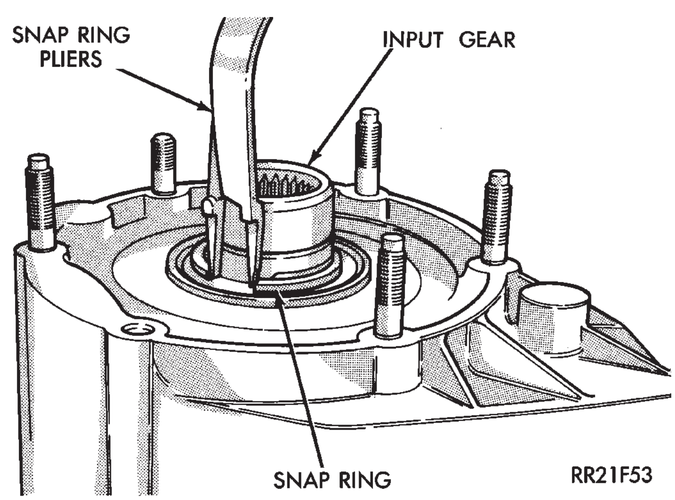


Fig. 53 Input Gear Retaining Ring Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(10) Install new seal in input retainer with Tools C-4171 and 7884 (Fig. 54).

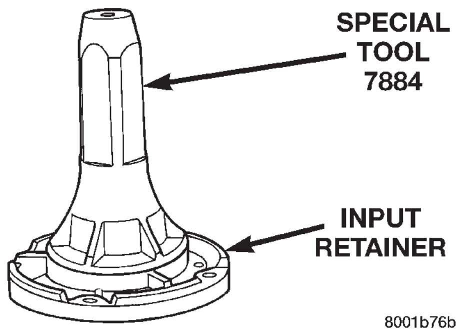


Fig. 54 Input Retainer Seal Installation

(11) Apply 3 mm bead of Mopar Sealer P/N 82300234, or Loctite Ultra Gray to front bearing retainer seal surface (Fig. 55).

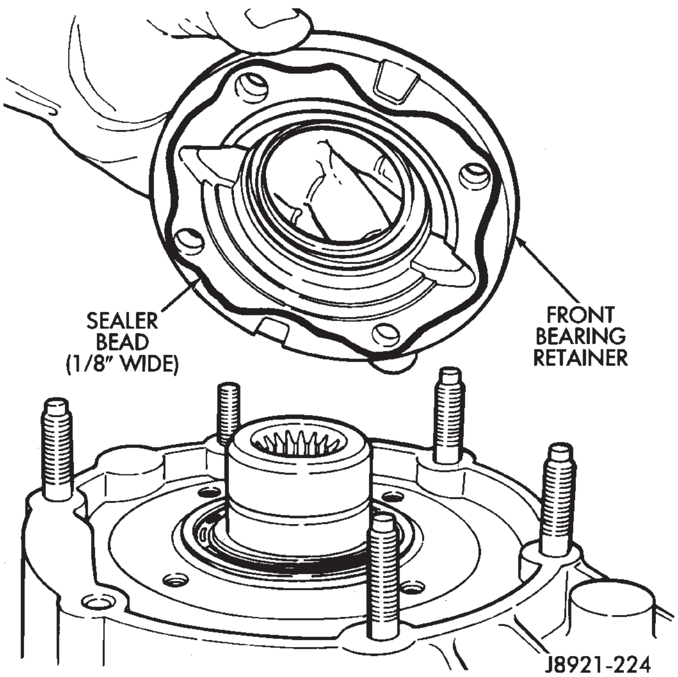


Fig. 55 Applying Sealer Bead To Input Bearing Retainer

(12) Align oil channel in retainer with oil feed hole in front case (Fig. 56).

(13) Align and install input retainer on front case (Fig. 57).

(14) Install and tighten input retainer bolts to 16–24 N.m (12–18 ft. lbs.) torque.

SHIFT SECTOR/POPPET/RANGE FORK/RANGE HUB INSTALLATION

(1) Install shift sector O-ring and nylon retainer in case bore. Note that one side of retainer is slightly rounded and that the opposite side has a shallow groove. Groove side goes toward seal and rounded side faces out.

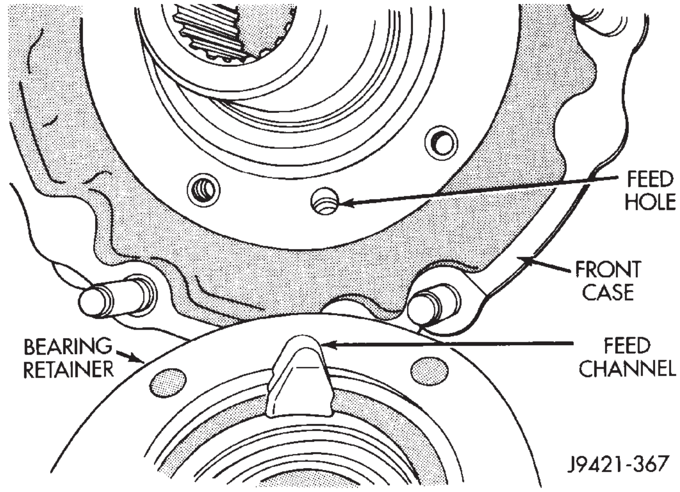


Fig. 56 Aligning Retainer Oil Channel With Feed Hole In Front Case

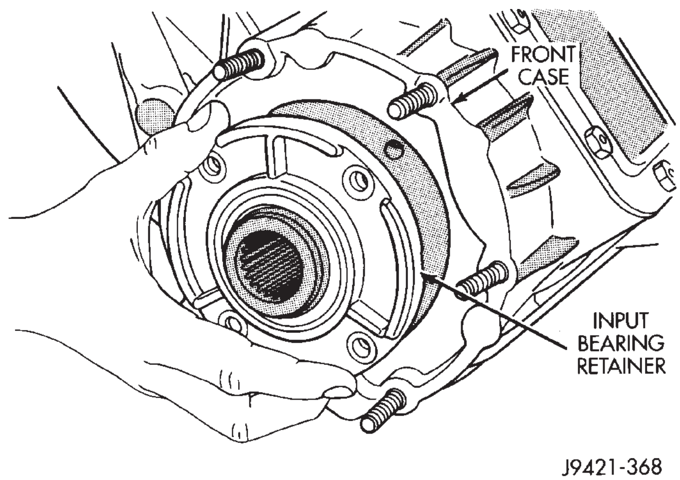


Fig. 57 Input Retainer Installation

(2) Install shift sector in case (Fig. 58). Lubricate sector shaft with transmission fluid before installation.

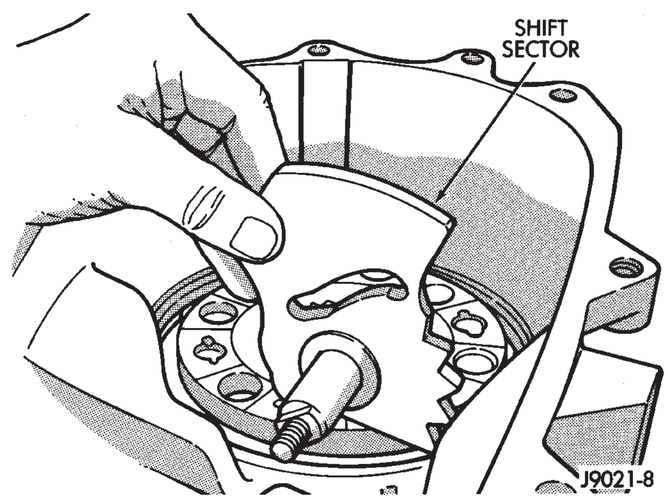


Fig. 58 Shift Sector Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(3) Install range lever, washer, and nut on sector shaft (Fig. 59). Tighten range lever nut to 27–34 N.m (20–25 ft. lbs.) torque.

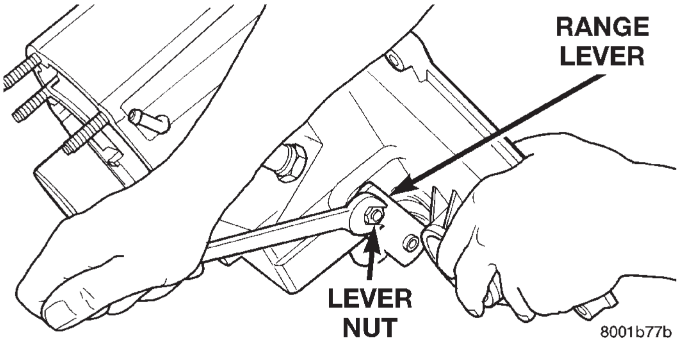


Fig. 59 Range Lever Installation

(4) Assemble and install range fork and hub (Fig. 60). Be sure hub is properly seated in planetary carrier and engaged with input gear.

(5) Align and insert range fork pin in shift sector slot.

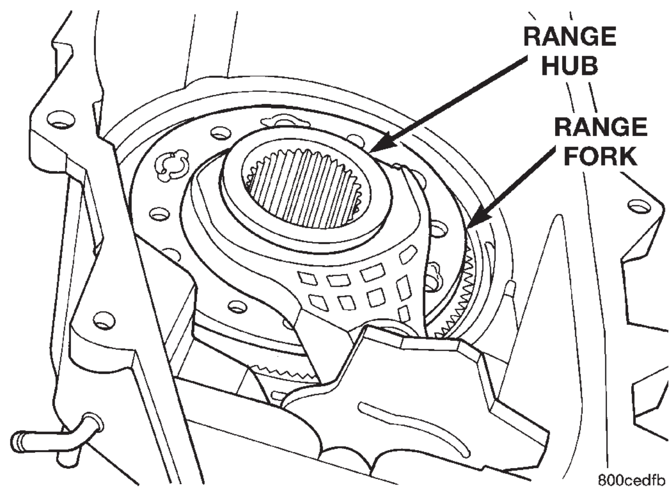


Fig. 60 Range Fork And Hub Assembly/Installation

(6) Install poppet plunger, spring, and screw plug (Fig. 19). Install new O-ring on screw plug if necessary. Tighten plug to 16–24 N.m (12–18 ft. lbs.) torque.

MAINSHAFT AND MODE FORK INSTALLATION

(1) Lubricate mainshaft and hub and sprocket bores with transmission fluid.

(2) Install drive sprocket on mainshaft.

(3) Install mode hub on mainshaft.

(4) Install mode hub retaining ring. Be sure ring is fully seated in shaft groove before proceeding.

(5) Install assembled mainshaft, sprocket and hub (Fig. 61). Be sure shaft is seated in pilot bearing, planetary, and range sleeve.

(6) Install new pads on mode fork if necessary.

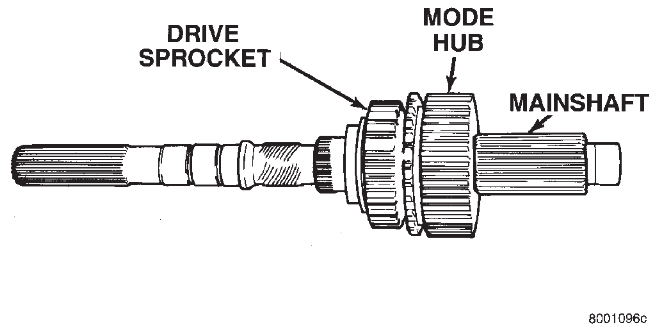


Fig. 61 Mainshaft Assembly Installation

(7) Insert mode sleeve in mode fork mode fork. Be sure long side of sleeve is toward long end of shift rail (Fig. 62).

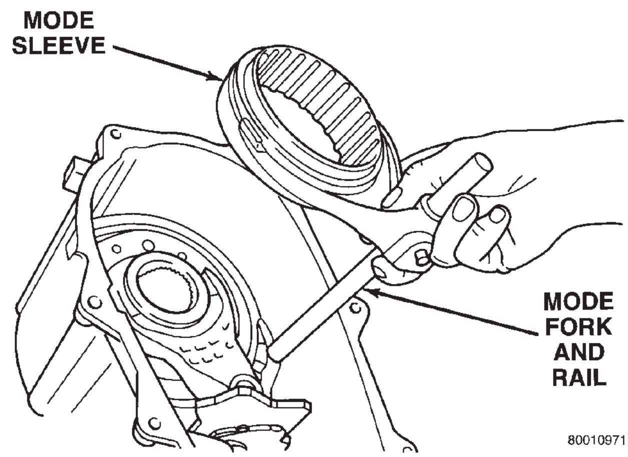


Fig. 62 Assembling Mode Fork And Sleeve

(8) Install assembled mode fork and sleeve (Fig. 63). Be sure fork rail goes through range fork and into case bore. Also be sure sleeve is aligned and seated on mainshaft hub.

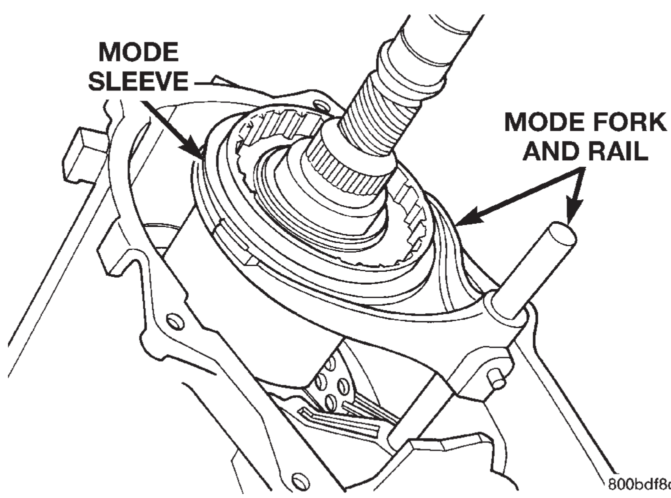


Fig. 63 Mode Fork And Sleeve Installation

DISASSEMBLY AND ASSEMBLY (Continued)

DRIVE CHAIN AND FRONT OUTPUT SHAFT INSTALLATION

(1) Lubricate chain and front shaft with automatic transmission fluid.

(2) Install drive chain on front output shaft.

(3) Lift chain and shaft upward and start chain around mainshaft drive sprocket.

(4) Install front output shaft. Tilt shaft and insert it into front bearing. Then work shaft and drive chain into place (Fig. 64).

(5) Install mode spring on upper end of mode fork shift rail (Fig. 64).

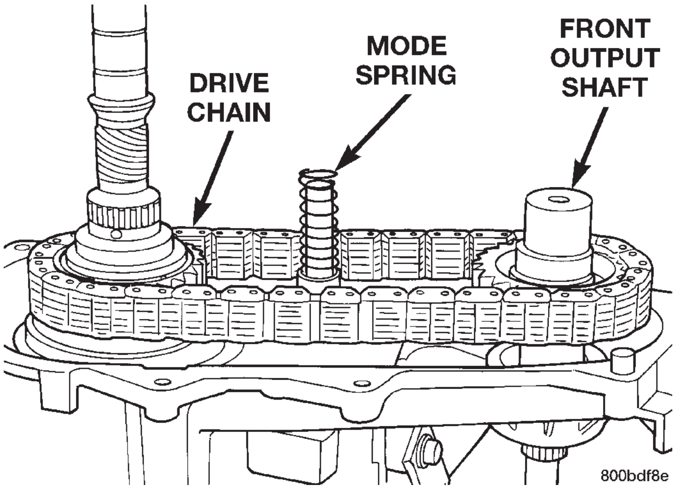


Fig. 64 Front Output Shaft And Drive Chain Installation

OIL PUMP AND REAR CASE ASSEMBLY/INSTALLATION

(1) Assemble oil pickup screen, connecting hose, and tube.

(2) Install new pickup tube O-ring in oil pump (Fig. 65).

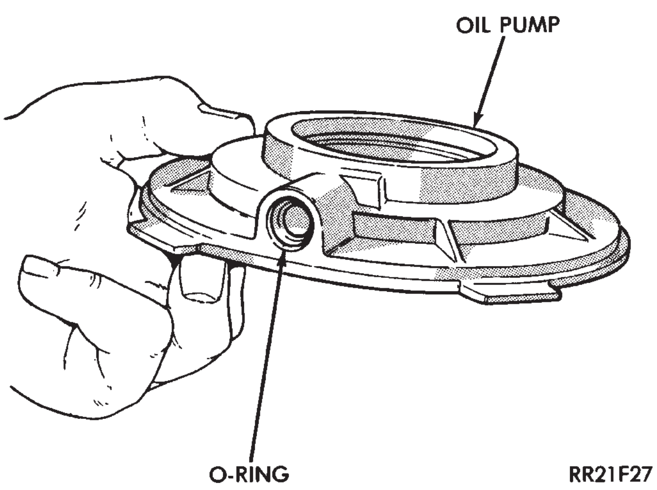


Fig. 65 Pickup Tube O-Ring Position

(3) Install new seal in oil pump with Installer Tool 7588 (Fig. 66).

(4) Insert oil pickup tube in oil pump inlet.

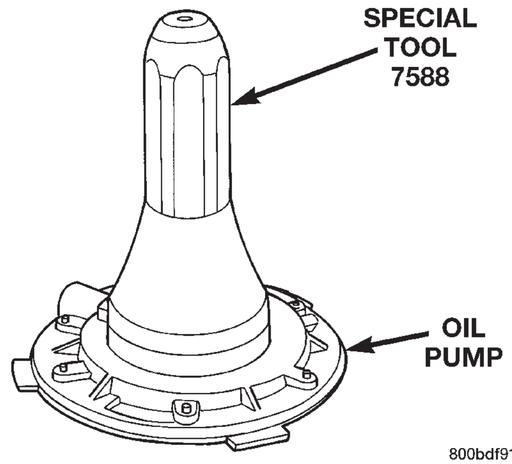


Fig. 66 Oil Pump Seal Installation

(5) Position assembled oil pump and pickup tube in rear case. Be sure pickup screen is securely seated in case slot. Also be sure oil pump locating tabs are outside rear case (Fig. 67).

(6) Apply bead of sealer to mating surface of front case. Use Mopar Sealer P/N 82300234, or Loctite Ultra Gray. Sealer bead should not exceed 3/16 in. in diameter.

(7) Lift rear case and oil pump and carefully position assembly on front case. Be sure case dowels are aligned and that mode fork rail extends through rear case before seating rear case on front case.

(8) Install bolts that attach rear case to front case. Be sure to use a washer with each of the two dowel bolts (Fig. 16). Tighten all bolts (including spline head bolt), to 27– 34 N.m (20–25 ft. lbs.) torque.

DISASSEMBLY AND ASSEMBLY (Continued)

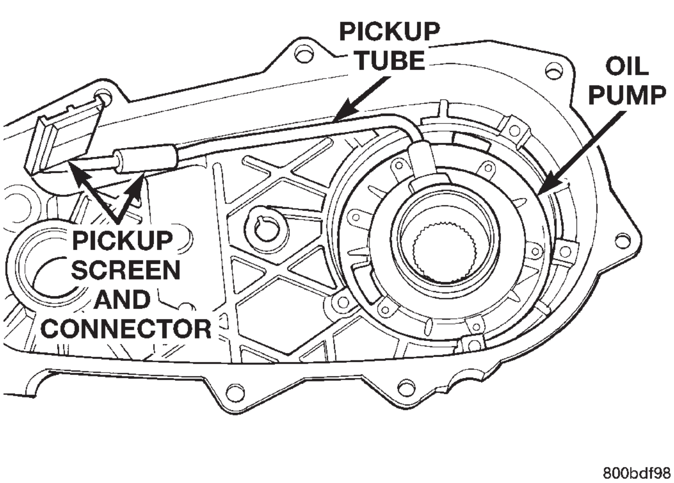


Fig. 67 Oil Pump And Pickup Tube Installation

REAR RETAINER ASSEMBLY AND INSTALLATION

(1) Install rear bearing in retainer with Tools C-4171 and 5064 (Fig. 68).

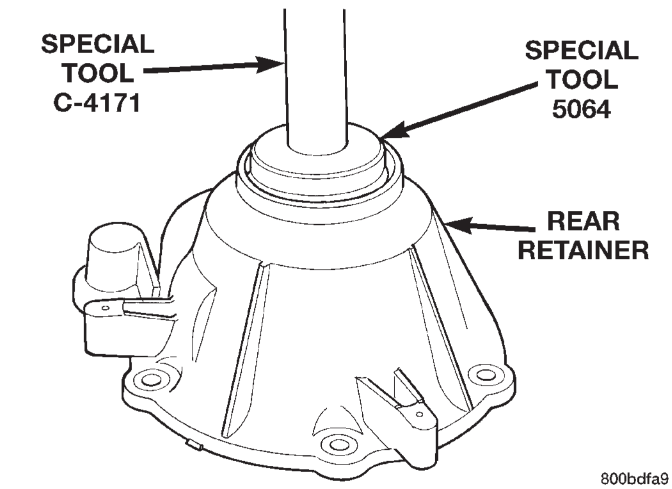


Fig. 68 Installing Rear Bearing In Retainer

(2) Install rear bearing O.D. retaining ring with snap ring pliers (Fig. 69). Be sure retaining ring is fully seated in retainer groove.

(3) Apply bead of Mopar Sealer P/N 82300234, or Loctite Ultra Gray to mating surface of rear retainer. Sealer bead should be a maximum of 3/16 in.

(4) Install rear retainer on rear case. Tighten retainer bolts to 20–27 N.m (15–20 ft. lbs.) torque.

(5) Install rear bearing I.D. retaining ring and spacer on mainshaft.

(6) Apply liberal quantity of petroleum jelly to new rear seal and to mainshaft. Petroleum jelly is needed to protect seal lips during installation.

(7) Slide new rear seal onto mainshaft and into place in rear retainer. Start seal in retainer by hand then carefully seat seal with hammer and Tool D-389 (Fig. 70).

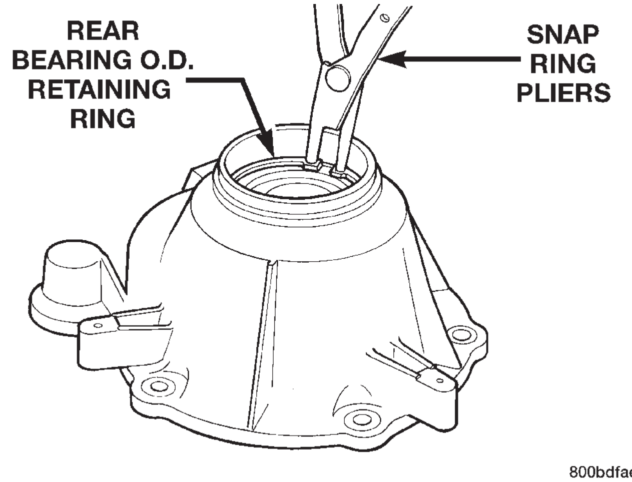


Fig. 69 Rear Bearing Retaining Ring Installation

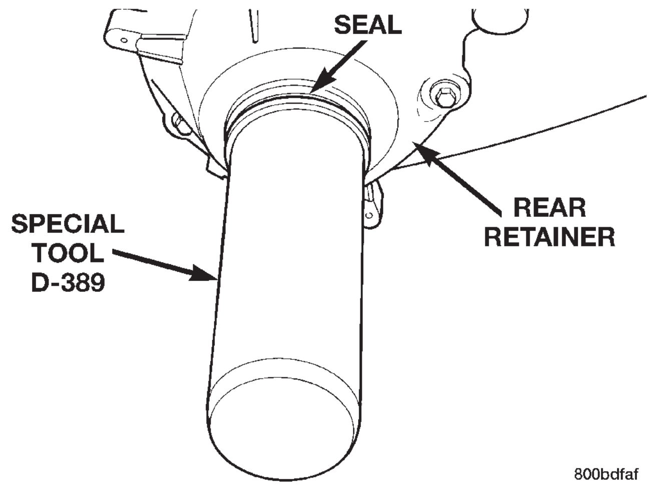


Fig. 70 Rear Seal Installation

(8) Install new rear slinger. Use suitable size pipe tool to tap slinger into place.

(9) Install boot on mainshaft and slinger. Secure boot to slinger with new band clamp.

FRONT YOKE AND SWITCH INSTALLATION

(1) Install vacuum or indicator switch in front case. Tighten switch to 20–34 N.m (15–25 ft. lbs.) torque.

(2) Lubricate yoke hub with transmission fluid and install yoke on front shaft.

(3) Install new seal washer on front shaft.

(4) Install yoke on front shaft. Secure yoke with new nut.

CLEANING AND INSPECTION

NV231 TRANSFER CASE

Clean the transfer case parts with a standard parts cleaning solvent. Remove all traces of sealer from the cases and retainers with a scraper and 3M

CLEANING AND INSPECTION (Continued)

all purpose cleaner. Use compressed air to remove solvent residue from oil feed passages in the case halves, retainers, gears, and shafts.

The oil pickup screen can be cleaned with solvent. Shake excess solvent from the screen after cleaning and allow it to air dry. Do not use compressed air.

MAINSHAFT/SPROCKET/HUB INSPECTION

Inspect the splines on the hub and shaft and the teeth on the sprocket (Fig. 71). Minor nicks and scratches can be smoothed with an oilstone, however, replace any part is damaged.

Check the contact surfaces in the sprocket bore and on the mainshaft. Minor nicks and scratches can be smoothed with 320–400 grit emery cloth but do not try to salvage the shaft if nicks or wear is severe.

INPUT GEAR AND PLANETARY CARRIER

Check the teeth on the gear (Fig. 72). Minor nicks can be dressed off with an oilstone but replace the gear if any teeth are broken, cracked, or chipped. The bearing surface on the gear can be smoothed with 300–400 grit emery cloth if necessary.

Examine the carrier body and pinion gears for wear or damage. The carrier will have to be replaced as an assembly if the body, pinion pins, or pinion gears are damaged.

Check the lock ring and both thrust washers for wear or cracks. Replace them if necessary. Also replace the lock retaining ring if bent, distorted, or broken.

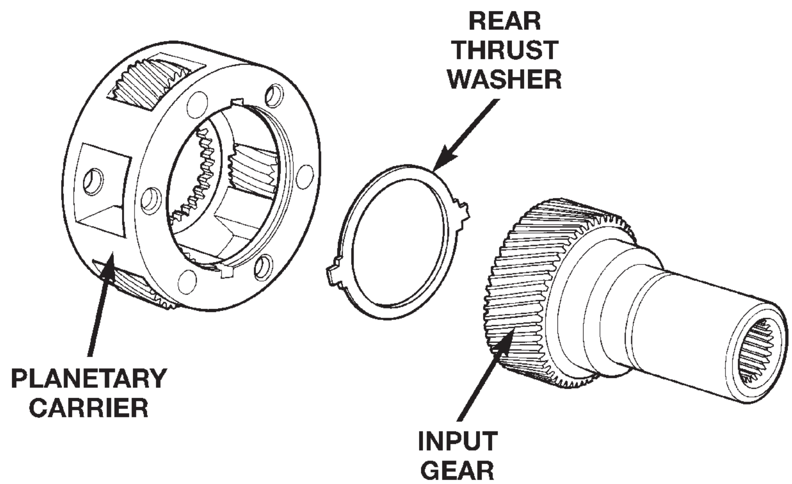


Fig. 72 Input Gear And Carrier Components

SHIFT FORKS/HUBS/SLEEVES

Check condition of the shift forks and mode fork shift rail (Fig. 73). Minor nicks on the shift rail can be smoothed with 320–400 grit emery cloth.

Inspect the shift fork wear pads (Fig. 74). The mode fork pads are serviceable and can be replaced if necessary. The range fork pads are not serviceable. The fork must be replaced as an assembly if the pads are worn or damaged.

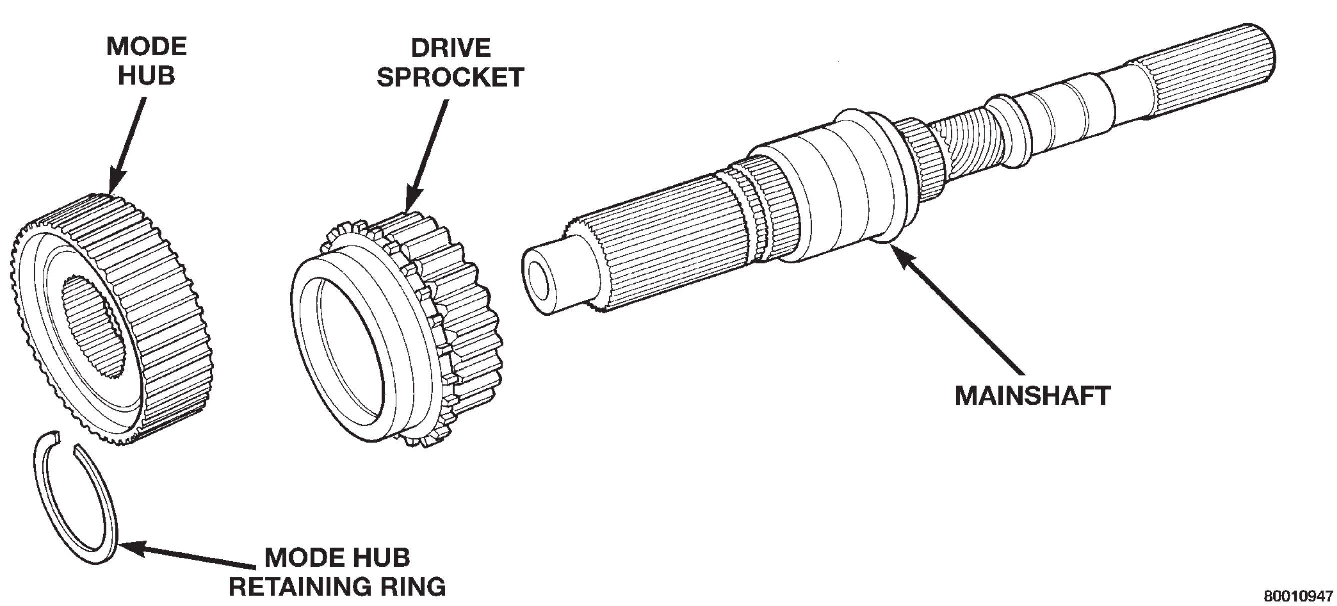


Fig. 71 Mainshaft, Mode Hub, And Drive Sprocket

CLEANING AND INSPECTION (Continued)

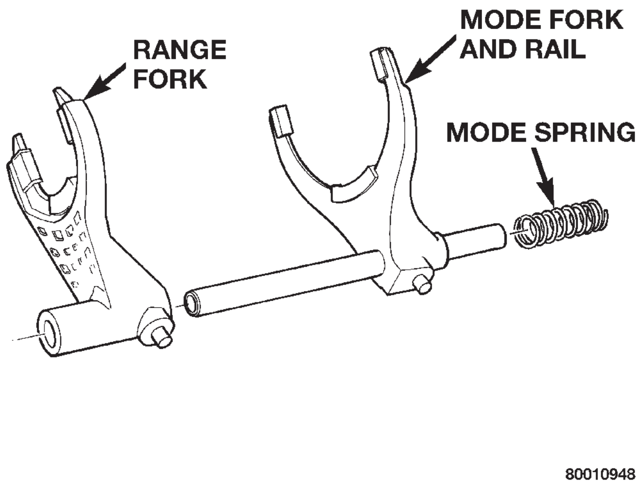


Fig. 73 Shift forks

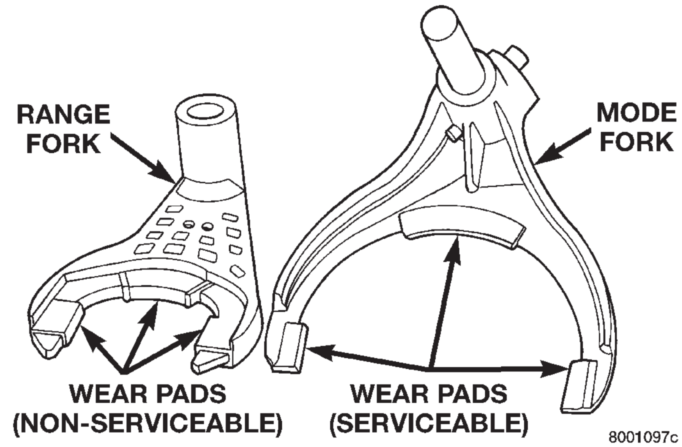


Fig. 74 Shift Fork And Wear Pad Locations

Check both of the sleeves for wear or damage, especially on the interior teeth. Replace the sleeves if wear or damage is evident.

REAR RETAINER/BEARING/ SEAL/SLINGER/ BOOT

Inspect the retainer components (Fig. 75). Replace the bearing if rough or noisy. Check the retainer for cracks or wear in the bearing bore. Clean the retainer sealing surfaces with a scraper and 3M all purpose cleaner. This will ensure proper adhesion of the sealer during reassembly.

Replace the slinger and seal outright; do not reuse either part.

Inspect the retaining rings and washers. Replace any part if distorted, bent, or broken. Reuse is not recommended. Also replace the boot if cut or torn. Replace the boot band clamps, do not reuse them.

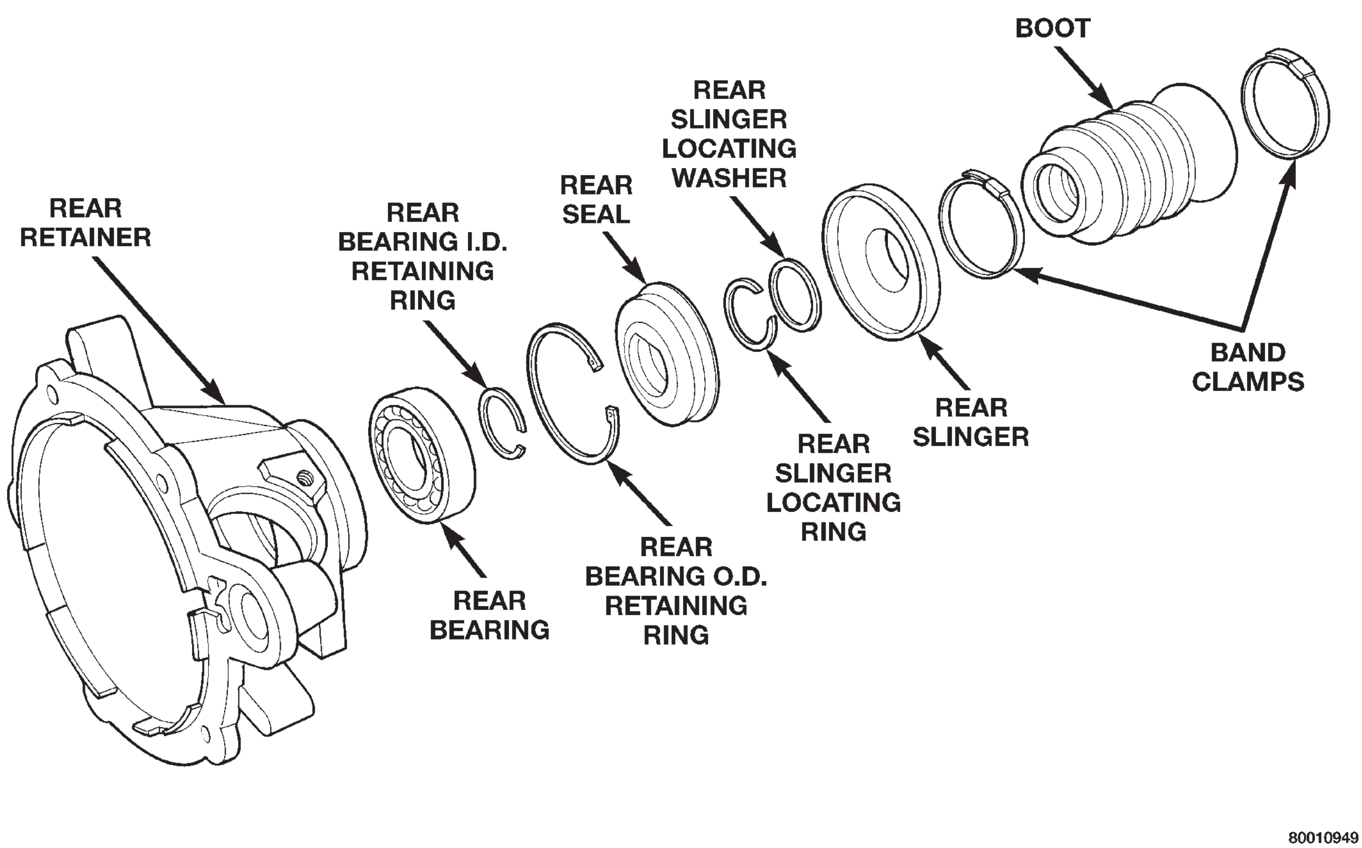


Fig. 75 Rear Retainer Components

CLEANING AND INSPECTION (Continued)

REAR OUTPUT SHAFT/YOKE/DRIVE CHAIN

Check condition of the seal contact surfaces of the yoke slinger (Fig. 76). This surface must be clean and smooth to ensure proper seal life. Replace the yoke nut and seal washer as neither part should be reused.

Inspect the shaft threads, sprocket teeth, and bearing surfaces. Minor nicks on the teeth can be smoothed with an oilstone. Use 320–400 grit emery to smooth minor scratches on the shaft bearing surfaces. Rough threads on the shaft can be chased if necessary. Replace the shaft if the threads are damaged, bearing surfaces are scored, or if any sprocket teeth are cracked or broken.

Examine the drive chain and shaft bearings. replace the chain if stretched, distorted, or if any of the links bind. Replace the bearings if rough, or noisy.

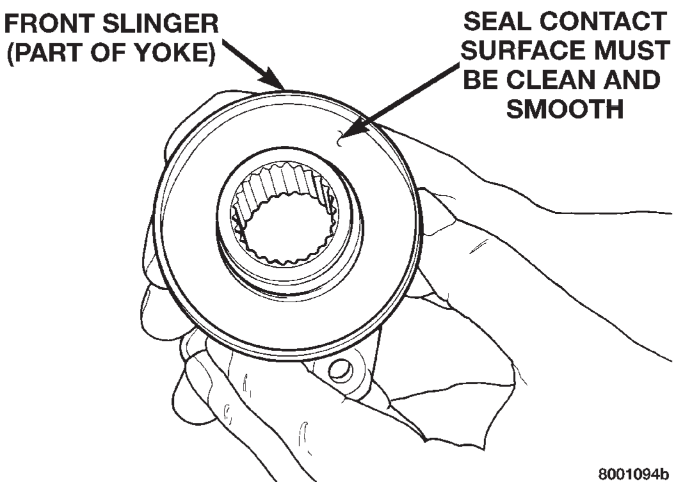


Fig. 76 Seal Contact Surface Of Yoke Slinger

LOW RANGE ANNULUS GEAR

Inspect annulus gear condition carefully. The gear is only serviced as part of the front case. If the gear is damaged, it will be necessary to replace the gear and front case as an assembly. Do not attempt to remove the gear (Fig. 77)

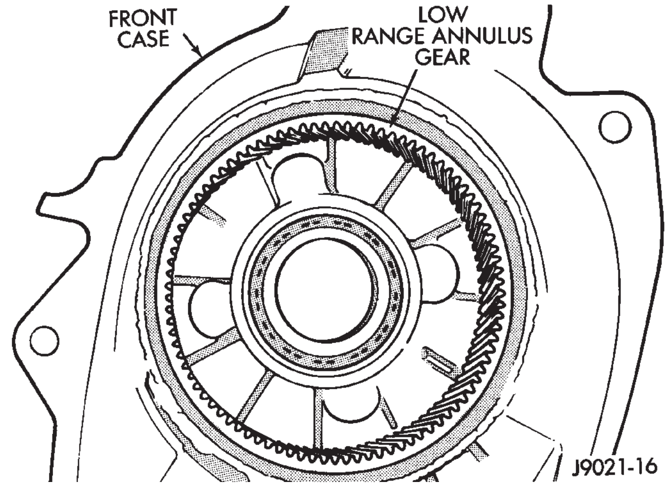


Fig. 77 Low Range Annulus Gear

FRONT-REAR CASES AND FRONT RETAINER

Inspect the cases and retainer for wear and damage. Clean the sealing surfaces with a scraper and 3M all purpose cleaner. This will ensure proper sealer adhesion at assembly. Replace the input retainer seal; do not reuse it.

Check case condition. If leaks were a problem, look for gouges and severe scoring of case sealing surfaces. Also make sure the front case mounting studs are in good condition.

Check the front case mounting studs and vent tube. The tube can be secured with Loctite 271 or 680 if loose. The stud threads can be cleaned up with a die if necessary. Also check condition of the fill/drain plug threads in the rear case. The threads can be repaired with a thread chaser or tap if necessary. Or the threads can be repaired with Helicoil stainless steel inserts if required.

OIL PUMP/OIL PICKUP

Examine the oil pump pickup parts. Replace the pump if any part appears to be worn or damaged. Do not disassemble the pump as individual parts are not available. The pump is only available as a complete assembly. The pickup screen, hose, and tube are the only serviceable parts and are available separately.

ADJUSTMENTS

SHIFT LINKAGE ADJUSTMENT

(1) Shift transfer case into 4L position.
(2) Raise vehicle.
(3) Loosen lock bolt on adjusting trunnion (Fig. 78).
(4) Be sure linkage rod slides freely in trunnion. Clean rod and apply spray lube if necessary.
(5) Verify that transfer case range lever is fully engaged in 4L position.
(6) Tighten adjusting trunnion lock bolt.
(7) Lower vehicle.

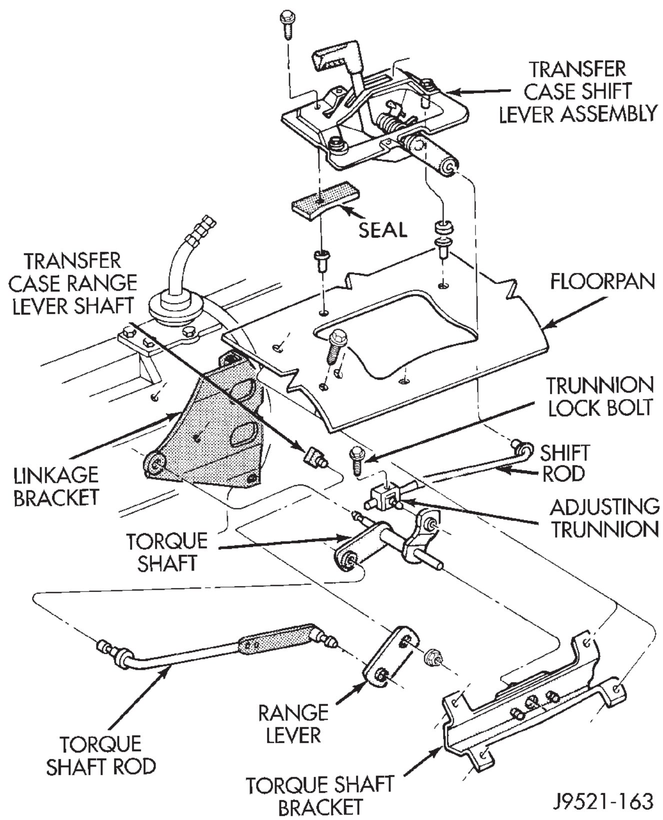


Fig. 78 Shift Linkage

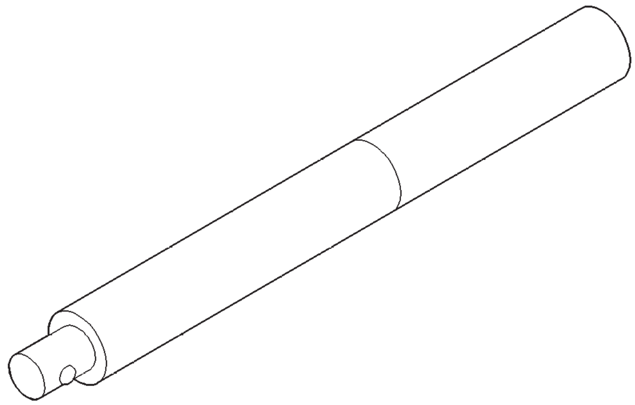
SPECIFICATIONS

TORQUE

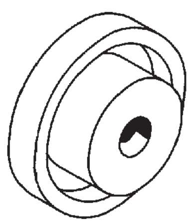
DESCRIPTION	TORQUE
Plug, Detent	16–24 N·m (12–18 ft. lbs.)
Bolt, Diff. Case	17–27 N·m (15–24 ft. lbs.)
Plug, Drain/Fill	40–45 N·m (30–40 ft. lbs.)
Bolt, Extension Housing	35–46 N·m (26–34 ft. lbs.)
Bolt, Front Brg. Retainer	16–27 N·m (12–20 ft. lbs.)
Bolt, Case Half	35–46 N·m (26–34 ft. lbs.)
Nut, Front Yoke	122–176 N·m (90–130 ft. lbs.)
Screw, Oil Pump	1.2–1.8 N·m (12–15 in. lbs.)
Nut, Range Lever	27–34 N·m (20–25 ft. lbs.)
Bolt, Rear Retainer	35–46 N·m (26–34 ft. lbs.)
Nuts, Mounting	35–47 N·m (26–35 ft. lbs.)
Bolts, U-Joint	19 N·m (17 ft. lbs.)
Vacuum Switch	20–34 N·m (15–25 ft. lbs.)

SPECIAL TOOLS

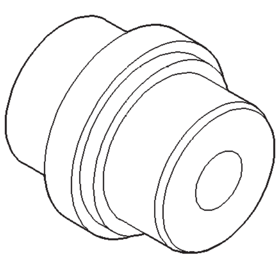
SPECIAL TOOLS—NV231



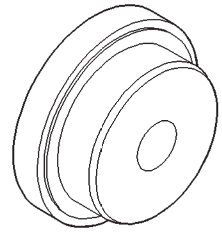
C-4171 Handle Universal (Non Threaded)



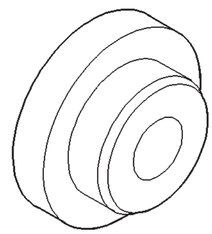
C-4210 Installer, Seal



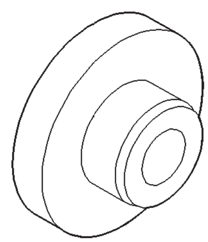
5061 Installer, Bearing



5062 Installer, Bearing

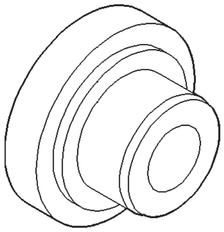


5063 Installer, Bearing

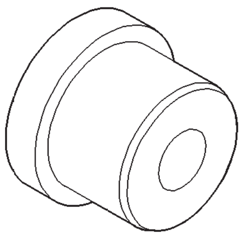


5064 Installer, Bearing

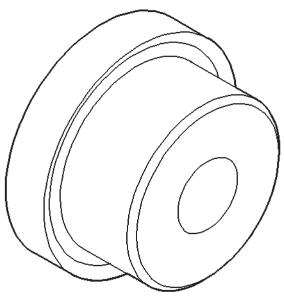
SPECIAL TOOLS (Continued)



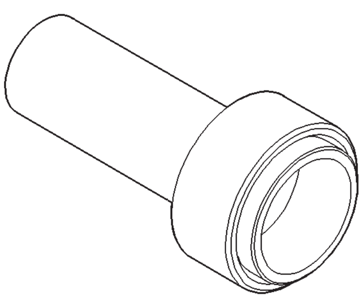
5065 Installer, Bearing



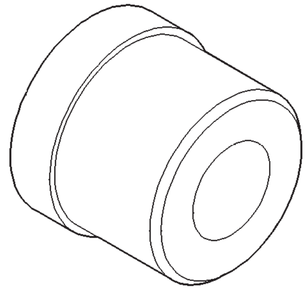
5066 Installer, Bushing



7828-A Installer, Input Gear Bearing



7888 Installer, Pump Housing Seal



7889-A Remover, Rear Output Shaft Bushing

NV249 TRANSFER CASE

INDEX

GENERAL INFORMATION

GENERAL INFORMATION

The NV249 is an all the time, transfer case with two operating ranges and a neutral position.

Operating ranges are 4-high and 4-low. The 4-low range is used for extra pulling power in off road situations.

Engine torque is distributed to the front and rear axles through a viscous coupling. The NV249 low range is provided by a gear reduction system for increased low speed, off road torque capability.

Shift Mechanism

Transfer case operating ranges are selected with a floor mounted shift lever. The shift lever is connected to the transfer case range lever by an adjustable linkage rod. Range positions are marked on the shifter bezel plate.

SHIFT MECHANISM

Transfer case operating ranges are selected with a floor mounted shift lever. The shift lever is connected to the transfer case range lever by an adjustable linkage rod. Range positions are marked on the shifter bezel plate.

TRANSFER CASE IDENTIFICATION

A circular I.D. tag is attached to the rear case of each NV249 transfer case (Fig. 1). The tag provides the transfer case model number, assembly number, serial number and low range ratio.

The transfer case serial number also represents the date of build.

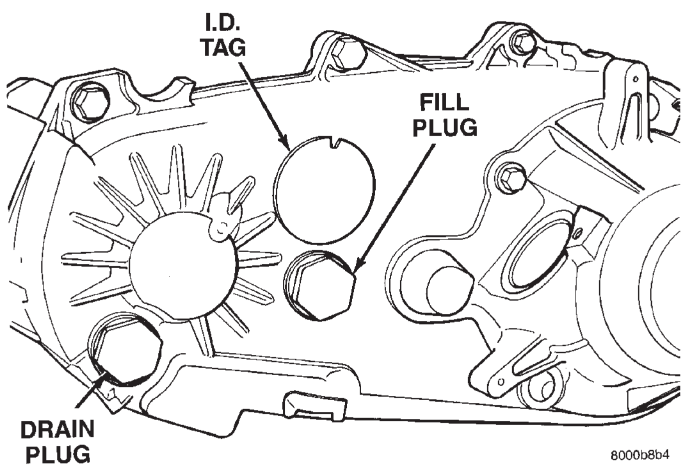


Fig. 1 Transfer Case I.D. Tag

RECOMMENDED LUBRICANT AND FILL LEVEL

Mopar Dexron II, or ATF Plus are the only lubricants recommended for the NV249 transfer case. Approximate fluid refill capacity is approximately 1.18 liters (2.50 pints).

Correct fill level is to the bottom edge of the fill plug hole.

DIAGNOSIS AND TESTING

NV249 DIAGNOSIS

Condition	Possible Cause	Correction
TRANSFER CASE DIFFICULT TO SHIFT OR WILL NOT SHIFT INTO DESIRED RANGE	(a) Vehicle speed too great to permit shifting.	(a) Stop vehicle and shift into desired range. Or reduce speed to 3-4 km/h (2-3 mph) before attempting to shift.
	(b) If vehicle was operated for extended period in 4H mode on dry paved surface, driveline torque load may cause difficulty.	(b) Stop vehicle, shift transmission to neutral, shift transfer case to 2H mode and operate vehicle on 2H on dry paved surface.
	(c) Transfer case external shift linkage binding.	(c) Lubricate, repair or replace linkage, or tighten loosen components as necessary.
	(d) Insufficient or incorrect lubricant.	(d) Drain and refill to edge of fill hole with MOPAR ATF PLUS (Type 7176) or DEXRON II Automatic Transmission Fluid.
	(e) Internal components binding, worn or damaged.	(e) Disassemble unit and replace worn or damaged components as necessary.
TRANSFER CASE NOISY IN ALL DRIVE MODES	(a) Insufficient or incorrect lubricant.	(a) Drain and refill to edge of fill hole with MOPAR ATF PLUS (Type 7176) or DEXRON II Automatic Transmission Fluid. Check for leaks and repair if necessary. **If unit is still noisy after drain and refill, disassembly and inspection may be required to locate source of noise.**
NOISY IN—OR JUMPS OUT OF FOUR-WHEEL-DRIVE LOW RANGE	(a) Transfer case not completely engaged in 4L position.	(a) Stop vehicle, shift transfer case to Neutral, then shift back into 4L position.
	(b) Shift linkage loose or binding.	(b) Tighten, lubricate, or repair linkage as necessary.
	(c) Range fork cracked, inserts worn, or fork is binding on shift rail.	(c) Disassemble unit and repair as necessary
	(d) Annulus gear or lockplate work or damaged.	(d) Disassemble unit and repair as necessary
LUBRICANT LEAKING FROM OUTPUT SHAFT SEALS OR FROM VENT	(a) Transfer case overfilled.	(a) Drain to correct level.
	(b) Vent closed or restricted.	(b) Clear or replace vent if necessary.
	(c) Output shaft seals damaged or installed correctly.	(c) Replace seals. Be sure seal lip faces interior of case when installed. Also be sure yoke seal surfaces are not scored or nicked. Remove scores and nicks with fine sandpaper or replace yoke(s) if necessary.
ABNORMAL TIRE WEAR	(a) Extended operation on dry hard surface (paved) roads in 4H range.	(a) Operate in 2H on hard surface (paved) roads.

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SERVICE PROCEDURES

RECOMMENDED LUBRICANT AND FILL LEVEL

Mopar Dexron II, or ATF Plus are the only lubricants recommended for the NV249 transfer case. Approximate fluid refill capacity is approximately 1.18 liters (2.50 pints).

Correct fill level is to the bottom edge of the fill plug hole.

REMOVAL AND INSTALLATION

SPEEDOMETER

REMOVAL

(1) Raise vehicle.

(2) Disconnect wires from vehicle speed sensor.

(3) Remove adapter clamp and screw (Fig. 2).

(4) Remove speed sensor and speedometer adapter as assembly.

(5) Remove speed sensor retaining screw and remove sensor from adapter.

(6) Remove speedometer pinion from adapter. Replace pinion if chipped, cracked, worn.

(7) Inspect sensor and adapter O-rings (Fig. 2). Remove and discard O-rings if worn or damaged.

(8) Inspect terminal pins in speed sensor. Clean pins with Mopar electrical spray cleaner if dirty or oxidized. Replace sensor if faulty, or pins are loose, severely corroded, or damaged.

SPEEDOMETER INSTALLATION AND INDEXING

(1) Thoroughly clean adapter flange and adapter mounting surface in housing. Surfaces must be clean for proper adapter alignment and speedometer operation.

(2) Install new O-rings on speed sensor and speedometer adapter if necessary (Fig. 2).

(3) Lubricate sensor and adapter O-rings with transmission fluid.

(4) Install vehicle speed sensor in speedometer adapter. Tighten sensor attaching screw to 2-3 N·m (15-27 in. lbs.) torque.

(5) Install speedometer pinion in adapter.

(6) Count number of teeth on speedometer pinion. Do this before installing assembly in housing. Then lubricate pinion teeth with transmission fluid.

(7) Note index numbers on adapter body (Fig. 3). These numbers will correspond to number of teeth on pinion.

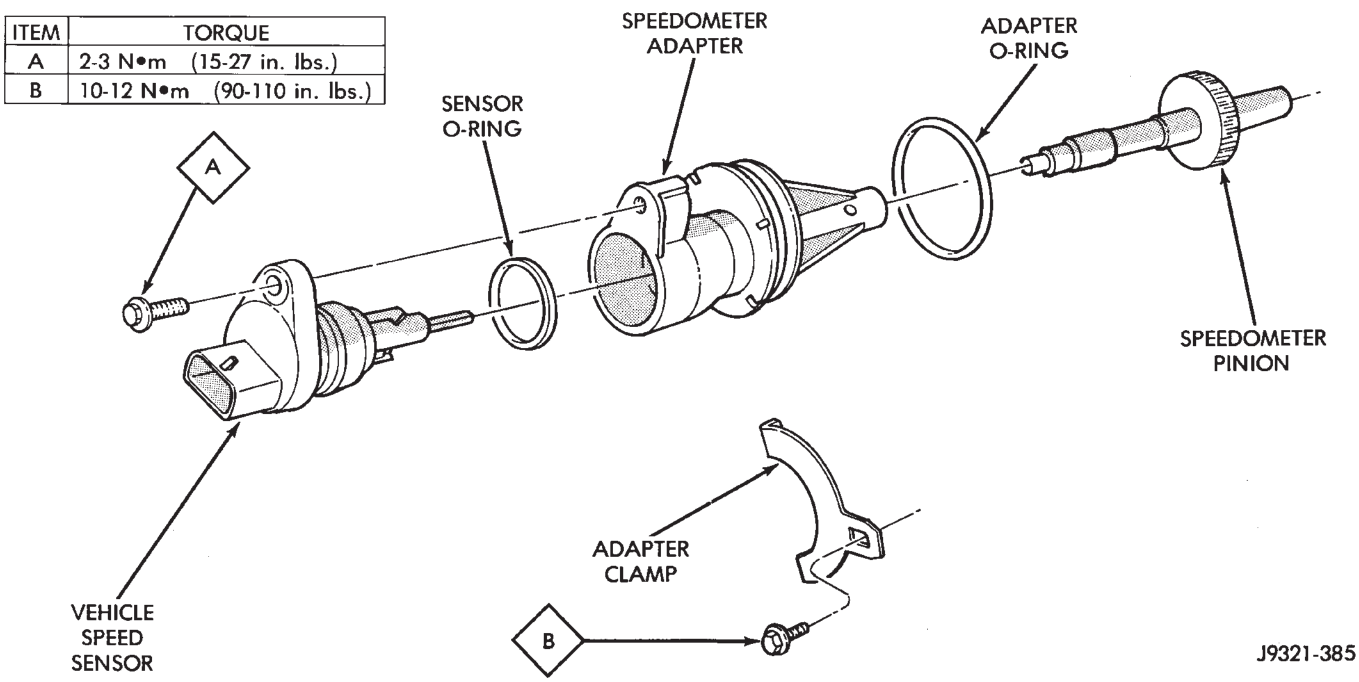
(8) Install speedometer assembly in housing.

(9) Rotate adapter until required range numbers are at 6 o-clock position. Be sure range index numbers correspond to number of teeth on pinion gear.

(10) Install speedometer adapter clamp and retaining screw. Tighten clamp screw to 10-12 N·m (90-110 in. lbs.) torque.

(11) Connect wires to vehicle speed sensor.

(12) Lower vehicle and top off transmission fluid level if necessary.



ITEM	TORQUE
A	2-3 N•m (15-27 in. lbs.)
B	10-12 N•m (90-110 in. lbs.)

Fig. 2 Speedometer Components

REMOVAL AND INSTALLATION (Continued)

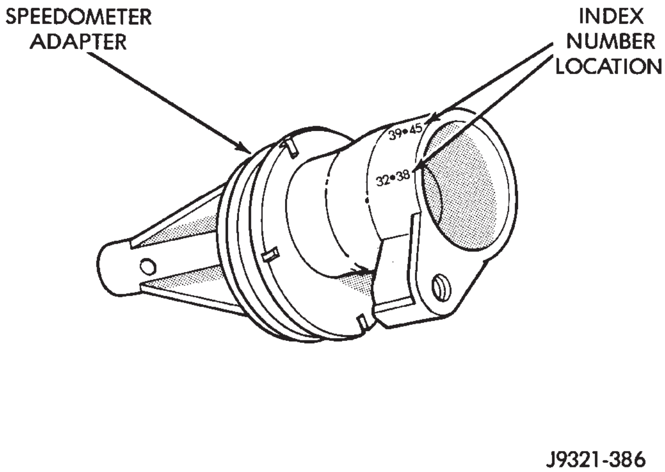


Fig. 3 Location Of Index Numbers On Speedometer Adapter

TRANSFER CASE

REMOVAL

(1) Shift transfer case into Neutral.

(2) Raise vehicle.

(3) Drain transfer case lubricant.

(4) Mark front and rear propeller shaft yokes for alignment reference.

(5) Place support stand under transmission.

(6) Remove rear crossmember.

(7) Then disconnect shafts at transfer case.

(8) Disconnect speed sensor and remove speedometer adapter and sensor if necessary.

(9) Disconnect transfer case shift lever from shift lever rod.

(10) Disconnect vent hose and indicator switch. Remove hoses and wires from retainers on transfer case.

(11) Support transfer case with transmission jack.

(12) Remove nuts attaching transfer case to transmission adapter.

(13) Secure transfer case to jack with safety chains.

(14) Pull transfer case and jack rearward to disengage transfer case.

(15) Remove transfer case from under vehicle.

TRANSFER CASE INSTALLATION

(1) Mount transfer case on a transmission jack. Secure transfer case to jack with safety chains.

(2) Position transfer case under vehicle.

(3) Align transfer case and transmission shafts and install transfer case on transmission (Fig. 4).

(4) Install and tighten transfer case attaching nuts (Fig. 4). Tighten 3/8 nuts to 41-47 N·m (30-35 ft. lbs.). Tighten 5/16 nuts to 30-35 N·m (22-26 ft. lbs.).

(5) Install speedometer adapter if removed during service. Then index adapter and install speed sensor in adapter. Refer to Speedometer removal and installation for indexing procedure.

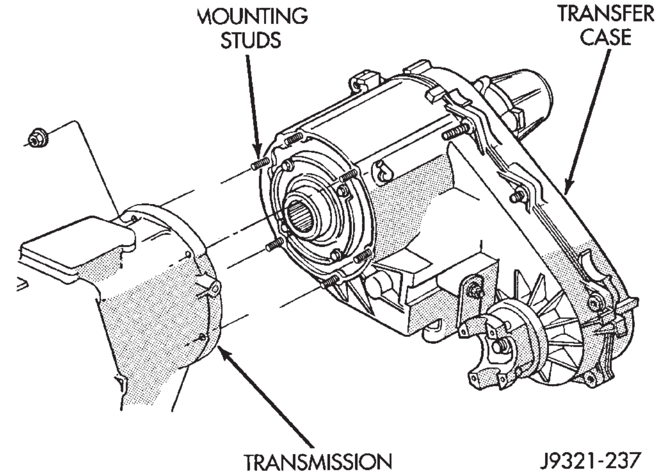


Fig. 4 Transfer Case Attachment

(6) Connect electrical wires to speed sensor and indicator switch.

(7) Connect vent hose to transfer case vent (Fig. 5).

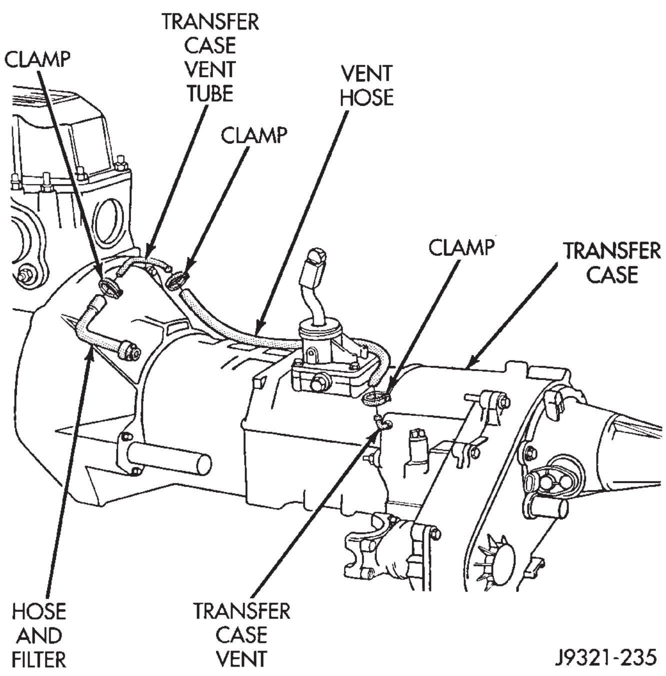


Fig. 5 Transfer Case Vent Hose Routing

(8) Align and connect propeller shafts. Tighten shaft attaching bolts to 19 N·m (170 in. lbs.) torque.

(9) Fill transfer case with Dexron II. Correct level is to bottom edge of fill plug hole.

(10) Install rear crossmember if removed. Tighten crossmember bolts to 41 N·m (30 ft. lbs.) torque.

(11) Remove transmission jack and transmission support stand.

REMOVAL AND INSTALLATION (Continued)

(12) Connect transfer case shift lever to shift lever rod.

(13) Check and adjust transfer case shift linkage if necessary.

(14) Lower vehicle.

TRANSFER CASE BEARINGS AND SEALS

OUTPUT SHAFT FRONT SEAL

(1) Hoist vehicle and support on safety stands.

(2) Remove front propeller shaft, refer to Group 3, Differential and Driveline for proper procedure.

(3) Remove front output shaft yoke.

(4) Remove seal from front case with pry tool (Fig. 6).

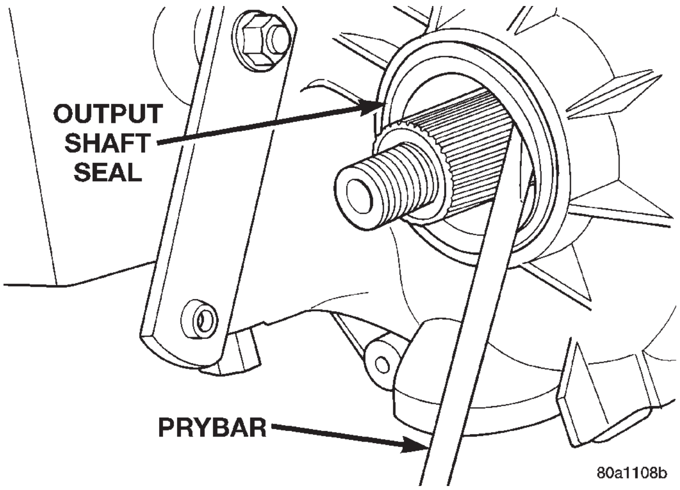


Fig. 6 Remove Front Output Shaft Seal

(5) Install new front output seal in front case with Installer Tool 6952 and Tool Handle C-4171 as follows:

(a) Place new seal on tool. **Garter spring on seal goes toward interior of case.**

(b) Start seal in bore with light taps from hammer (Fig. 7). Once seal is started, continue tapping seal into bore until installer tool bottoms against case.

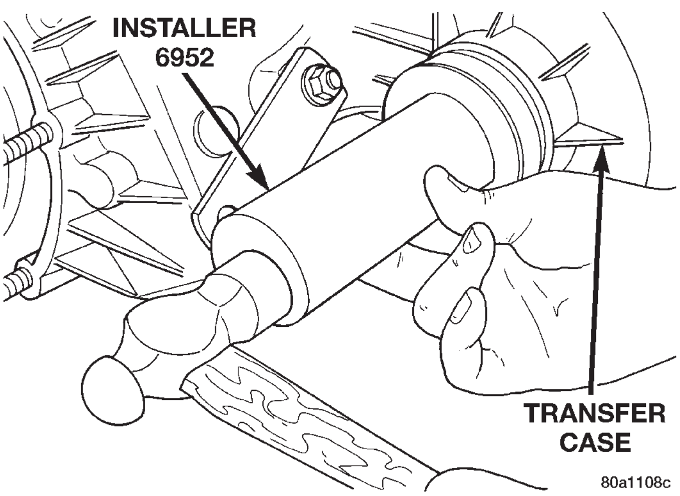


Fig. 7 Front Output Seal Installation

OUTPUT SHAFT FRONT BEARING

The transfer case housing must be disassembled to replace to output shaft front bearing (Fig. 8).

(1) Remove snap ring that retains front bearing in front case (Fig. 9).

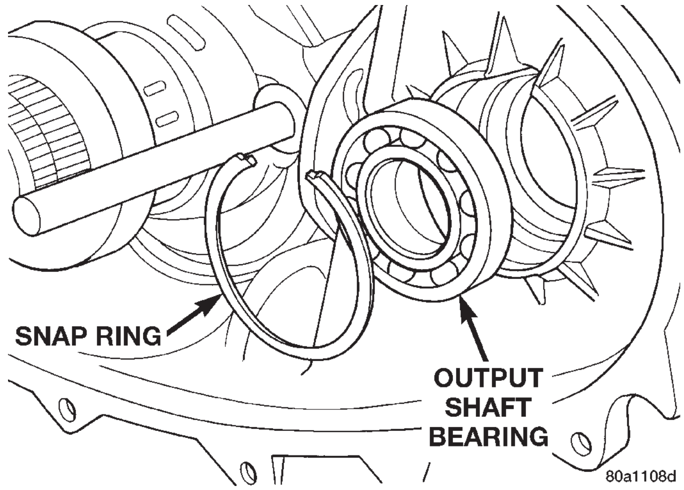


Fig. 8 Output Shaft Front Bearing

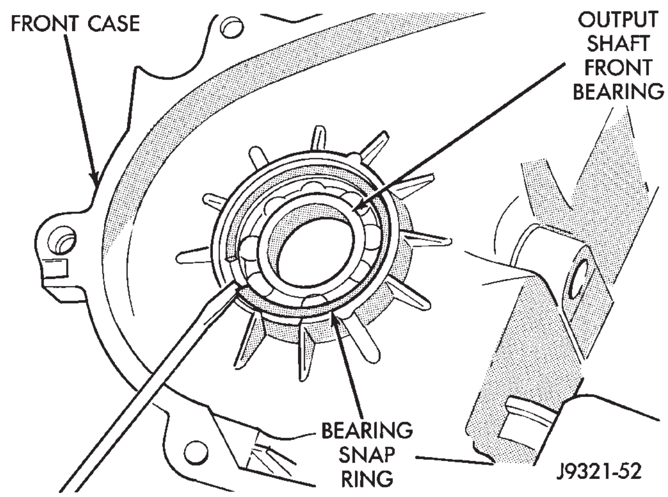


Fig. 9 Output Shaft Front Bearing Snap Ring Removal

(2) Using tool 6953, remove bearing from front case (Fig. 10).

(3) Using tool 6953, install new bearing.

(4) Install snap-ring to hold bearing into case.

(5) Assemble transfer case.

REPLACING FRONT OUTPUT SHAFT REAR BEARING

The transfer case must be disassembled to replace the front output shaft rear bearing.

Using Puller 7794A and Slide Hammer C-637 with Adapter 7420-8, pull the output shaft rear bearing from the rear case (Fig. 12).

Using Tool Handle C-4171 and Installer 5066, install the new bearing with (Fig. 13). **The bearing**

REMOVAL AND INSTALLATION (Continued)

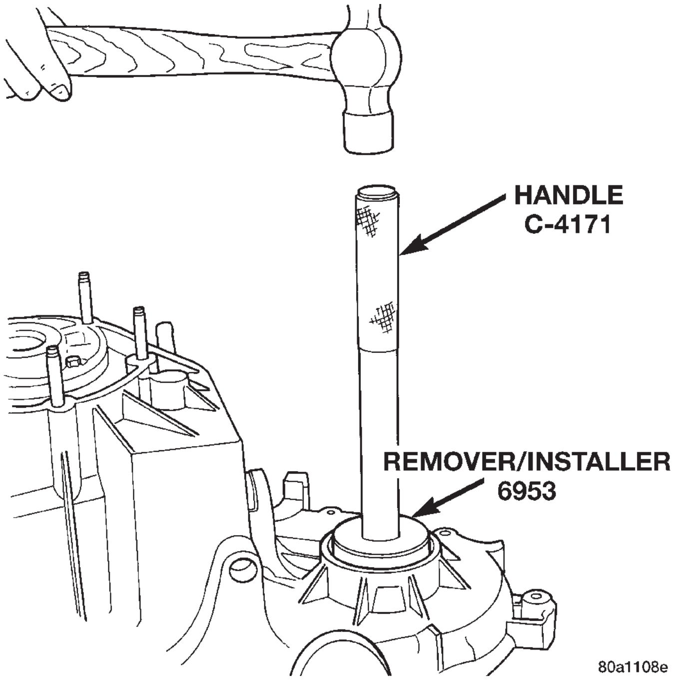


Fig. 10 Remove Output Shaft Front Bearing

bore is chamfered at the top. Install the bearing so it is flush with the lower edge of this chamfer (Fig. 14).

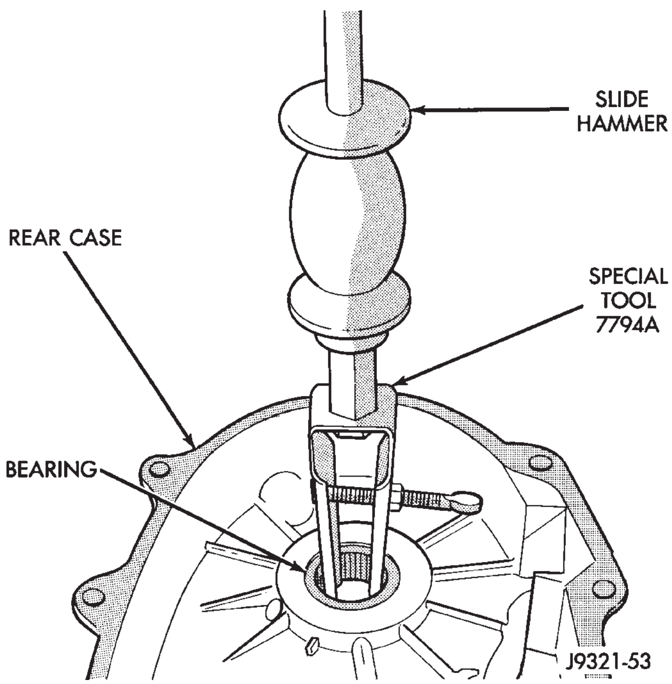


Fig. 12 Front Output Shaft Rear Bearing Removal

REPLACING FRONT BEARING

The transfer case must be disassembled to replace the front bearing. The same tool is used to remove and install the front bearing. Replace the bearing only as described to avoid damaging the front case.

(1) Remove input gear from front bearing.

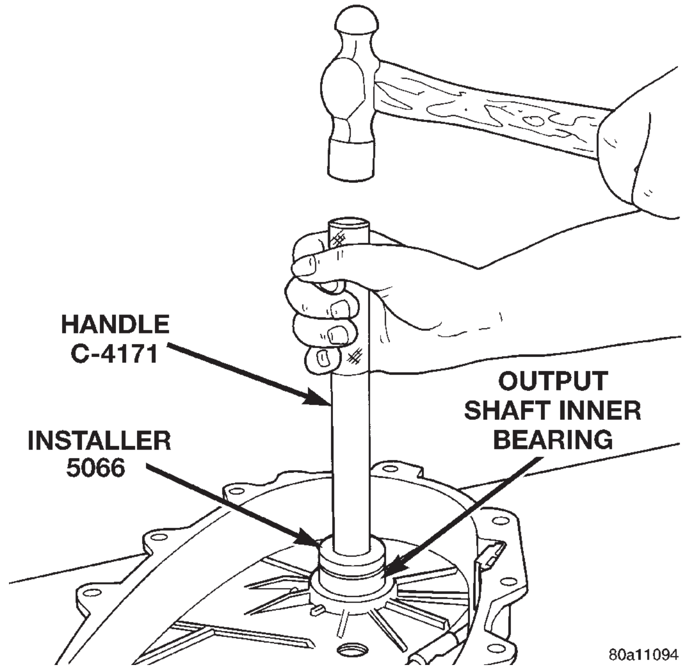


Fig. 13 Front Output Shaft Rear Bearing Installation

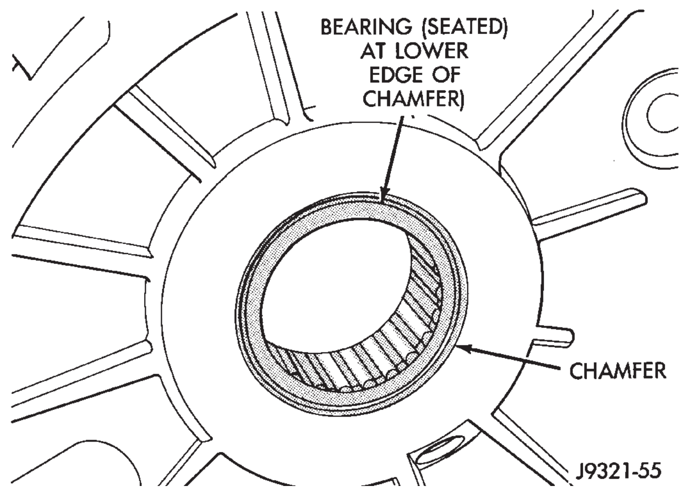


Fig. 14 Rear Bearing Installation Depth

(2) Remove input gear front seal retainer.

(3) Using Remover/Installer 7823 and Handle C-4171, drive front bearing from inside the annulus opening in the case. (Fig. 15).

(4) If necessary, install locating ring on new bearing (Fig. 16).

(5) Position case so forward end is facing upward.

(6) Using Remover/Installer 7823 and Handle C-4171, drive front bearing into case (Fig. 16). The bearing locating ring must be fully seated against case surface.

REMOVAL AND INSTALLATION (Continued)

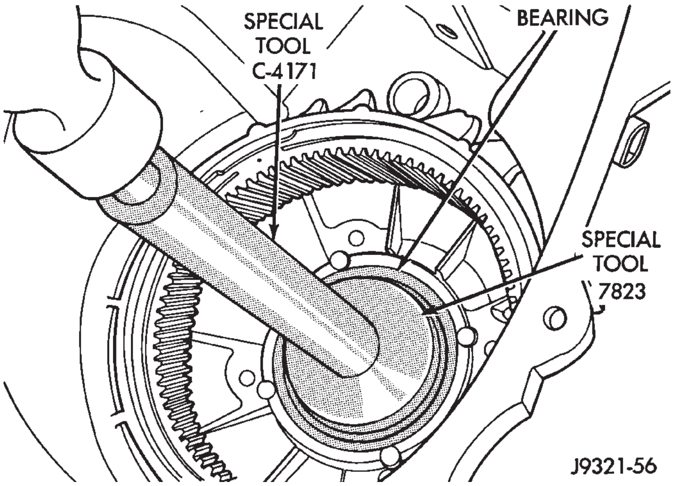


Fig. 15 Front Bearing Removal

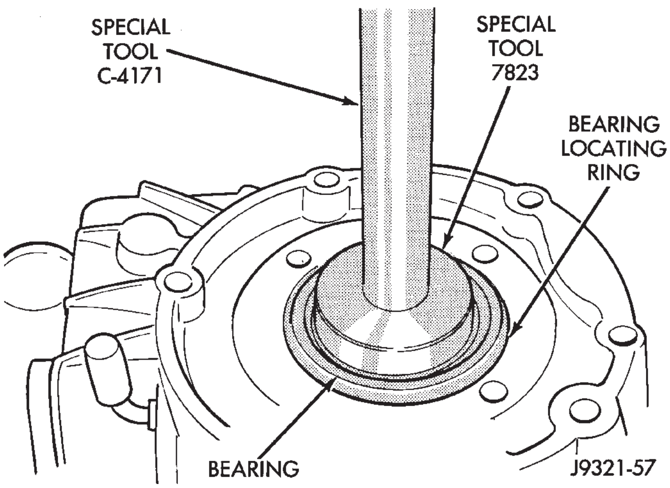


Fig. 16 Front Bearing Installation

REPLACING FRONT BEARING RETAINER SEAL

If the front seal is the cause of a fluid leak, replace the seal and seal the retainer with Mopar, RTV Gasket Maker.

(1) Remove front seal retainer.

(2) Using a suitable driver, remove seal from retainer.

(3) Clean gasket sealer residue from retainer and inspect retainer for cracks or other damage.

(4) Using Installer 6952, install seal into the retainer.

CAUTION: Do not block fluid return cavity on sealing surface of retainer when applying RTV sealer. Seal failure and fluid leak can result.

(5) Apply a 3 mm (1/8 in.) bead of RTV sealer to sealing surface of retainer.

(6) Align cavity in seal retainer with fluid return hole in front of case.

(7) Install bolts to hold retainer to transfer case.

REPLACING INPUT GEAR PILOT BEARING

The input gear must be removed to replace the mainshaft pilot bearing.

(1) Using a suitable drift inserted into the splined end of the input gear, drive pilot bearing from input gear (Fig. 17).

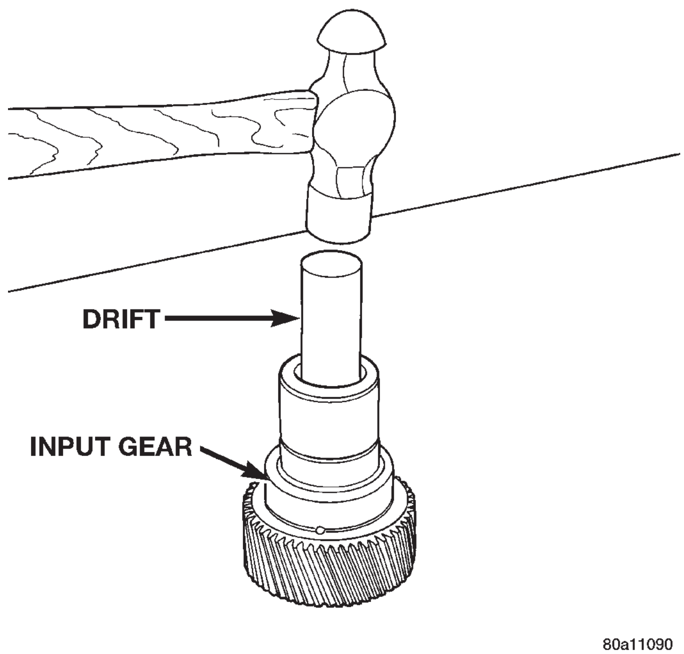


Fig. 17 Removing Input Gear Pilot Bearing

(2) Wash input gear in solvent to remove fluid residue.

(3) Apply a thin coat of Mopar, Lock N'Seal sealer to outside surface of pilot bearing.

(4) Using Installer 6954 and Handle C-4171, drive pilot bearing into input gear until installer bottoms out (Fig. 18).

(5) Install input gear in transfer case.

REPLACING EXTENSION HOUSING SEAL

It is not necessary to remove the transfer case to replace the extension housing seal.

(1) Hoist and support vehicle on safety stands.

REMOVAL AND INSTALLATION (Continued)

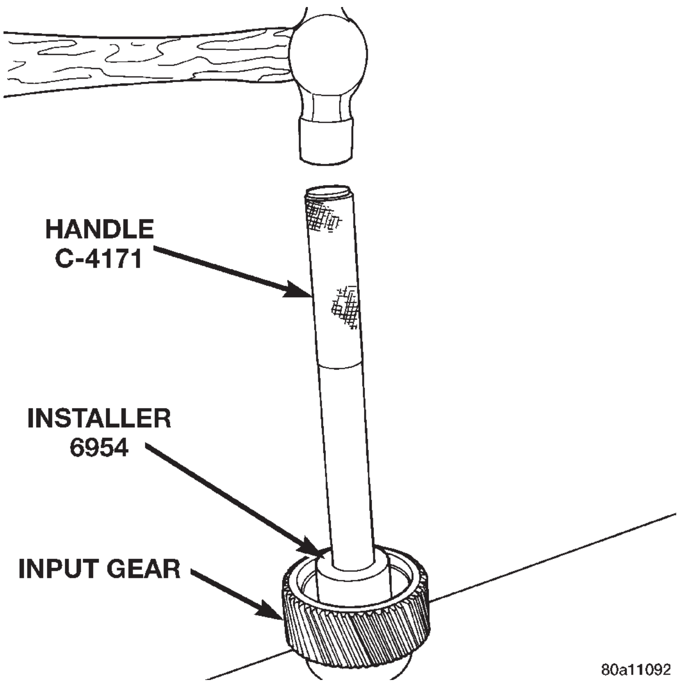


Fig. 18 Installing Input Gear Pilot Bearing

(2) Remove propeller rear propeller shaft, refer to Group 3, Differential and Driveline for proper procedure.

(3) Using Remover C-3985B, remove seal from housing (Fig. 19).

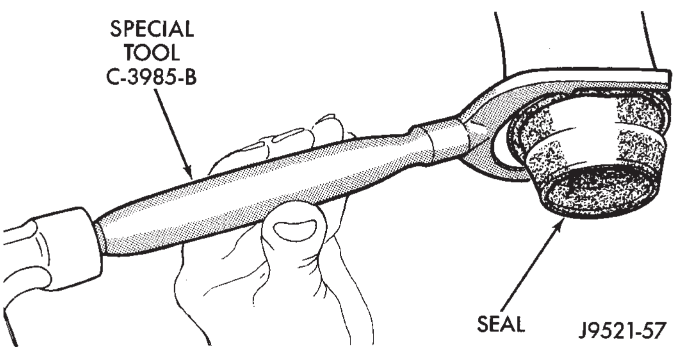


Fig. 19 Remove Extension Housing Seal

(4) Clean fluid residue from sealing surface and inspect for defects. Replace housing if cracked.

(5) Using Installer C-3995A or C–3972A, install seal in extension housing (Fig. 20).

(6) Install propeller shaft.

(7) Verify proper fluid level.

(8) Lower vehicle.

REPLACING REAR RETAINER SEAL AND BUSHING

(1) Remove extension housing seal.

(2) Using Remover 6957, remove bushing from extension housing (Fig. 21).

(3) Clean fluid residue from extension housing and inspect for cracks. Replace housing if damaged.

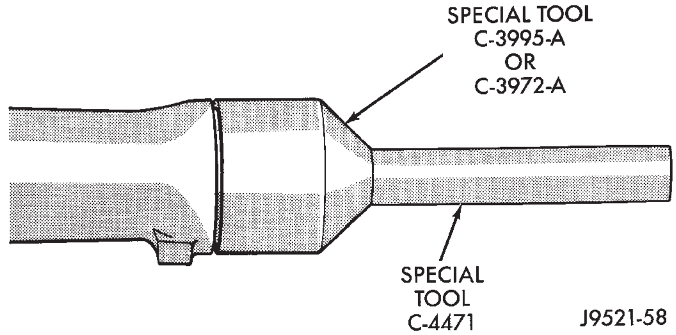


Fig. 20 Install Extension Housing Seal

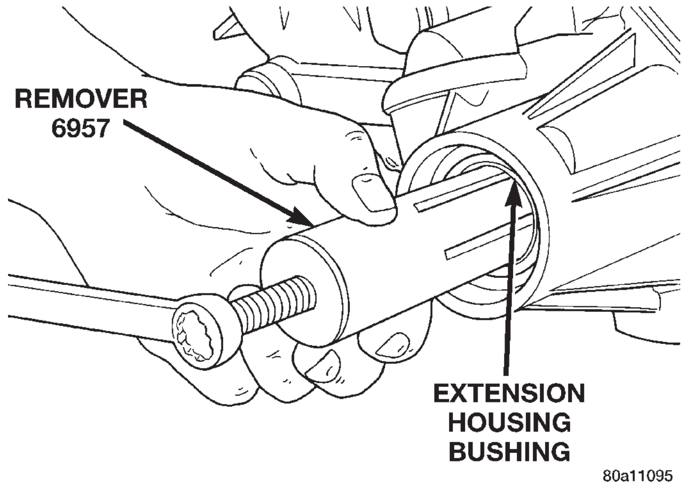


Fig. 21 Extension Housing Bushing Removal

(4) Position replacement bushing in extension housing with fluid port in bushing aligned with slot in housing.

(5) Using Installer C-4735, drive bushing into housing until installer bottoms out (Fig. 22).

(6) Install extension housing seal.

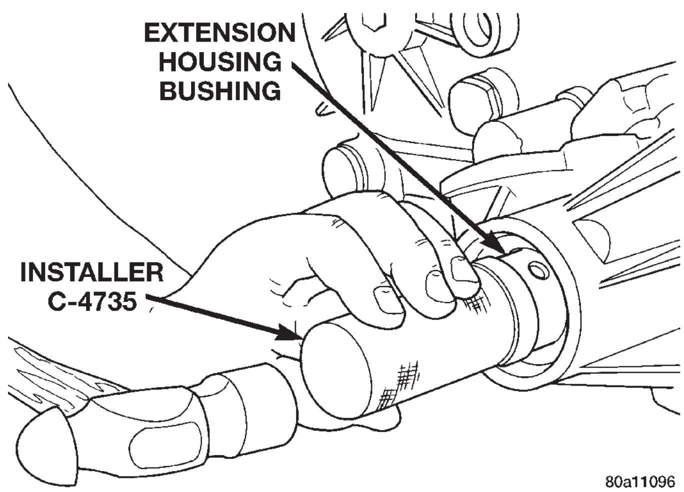


Fig. 22 Extension Housing Bushing Install

DISASSEMBLY AND ASSEMBLY

TRANSFER CASE

TRANSFER CASE DISASSEMBLY

(1) Position transfer case on shallow drain pan. Remove drain plug and drain lubricant remaining in case.

(2) Remove front yoke nut and remove yoke (Fig. 23).

(3) Remove yoke seal washer from front output shaft (Fig. 24).

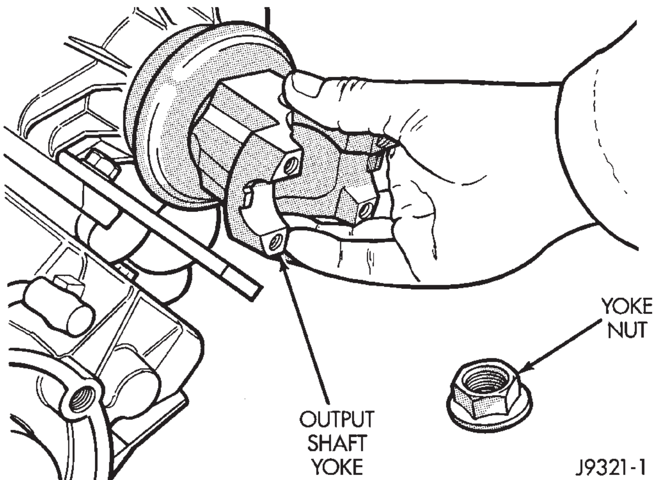


Fig. 23 Front Yoke Removal

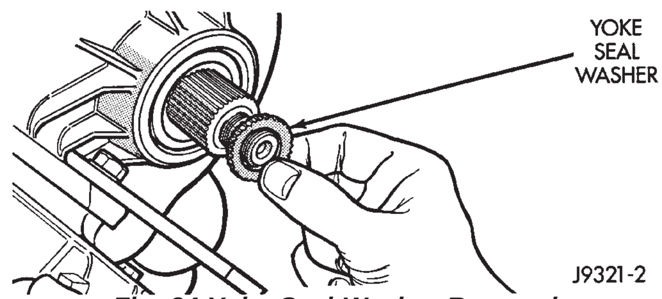


Fig. 24 Yoke Seal Washer Removal

(4) Remove rear retainer bolts (Fig. 25).

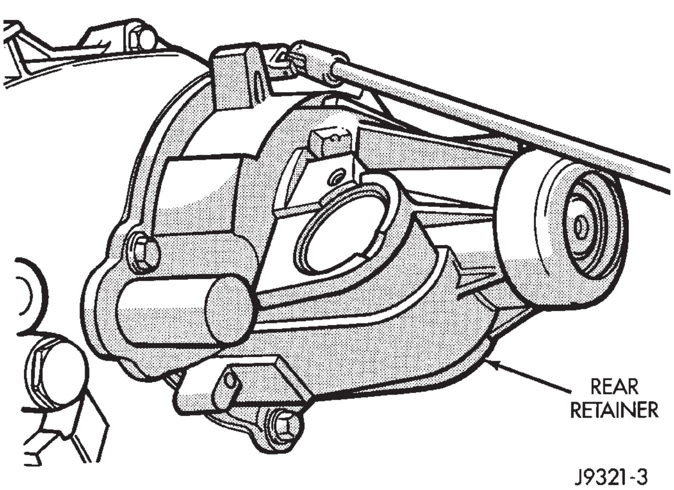


Fig. 25 Rear Retainer Bolt Removal

(5) Remove rear bearing locating ring access cover screws, cover and gasket (Fig. 26).

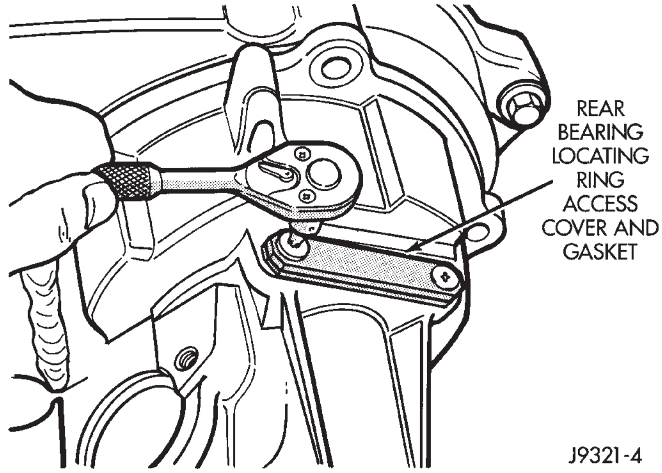


Fig. 26 Locating Ring Access Cover And Gasket Removal

(6) Loosen rear retainer with pry tool to break sealer bead. Pry only against retainer boss as shown (Fig. 27).

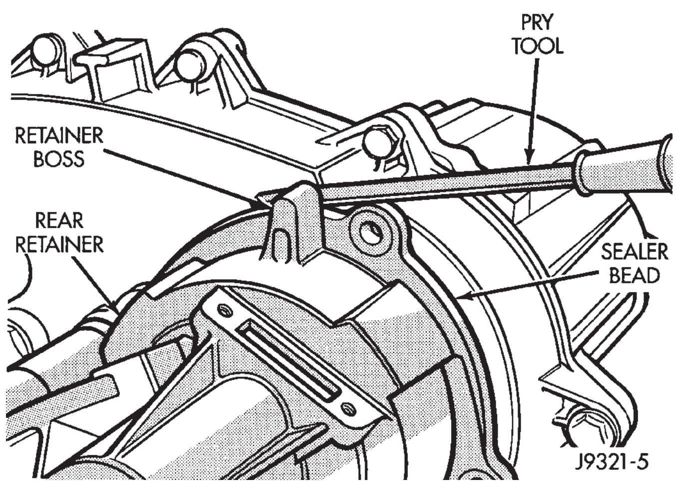


Fig. 27 Loosening Rear Retainer

DISASSEMBLY AND ASSEMBLY (Continued)

(7) Remove rear retainer as follows:

• Spread rear bearing locating ring with snap ring pliers (Fig. 28).

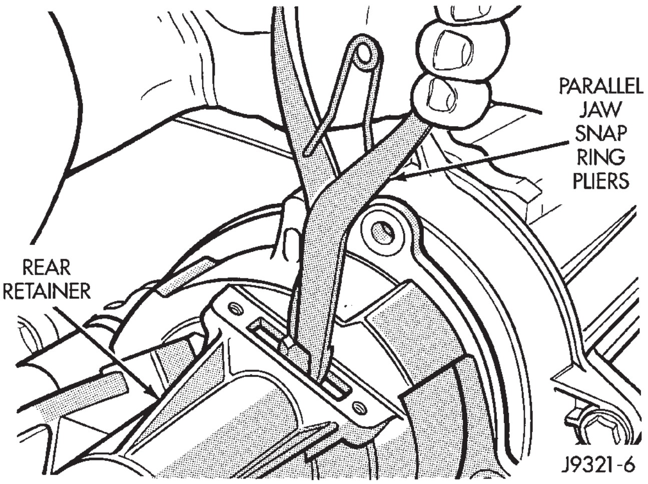


Fig. 28 Disengaging Rear Bearing Locating Ring

• Then slide retainer off mainshaft and rear bearing (Fig. 29).

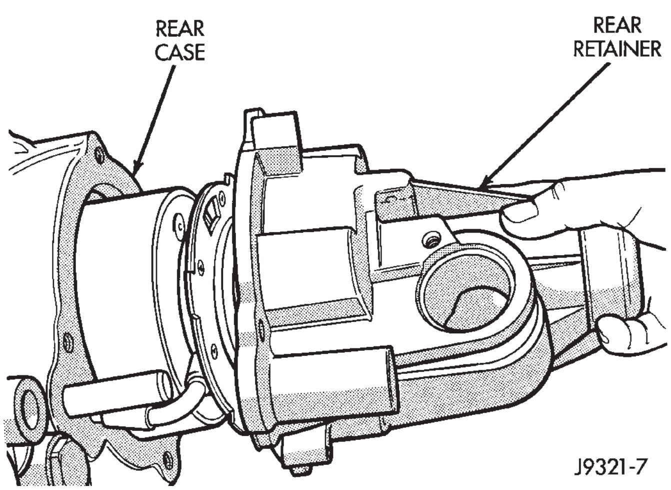


Fig. 29 Rear Retainer Removal

(8) Remove speedometer drive gear (Fig. 30).

(9) Remove rear bearing snap ring (Fig. 31).

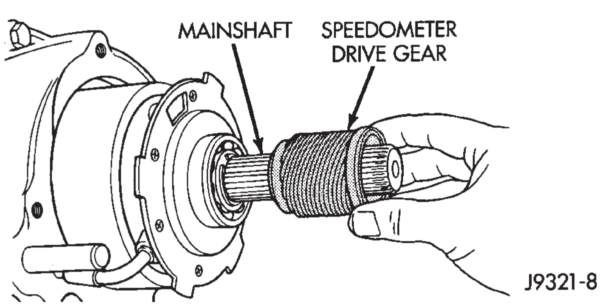


Fig. 30 Speedometer Drive Gear Removal

(10) Remove rear bearing (Fig. 31). Note position of bearing locating ring groove for assembly reference.

(11) Disengage oil pickup tube from oil pump and remove oil pump assembly (Fig. 31).

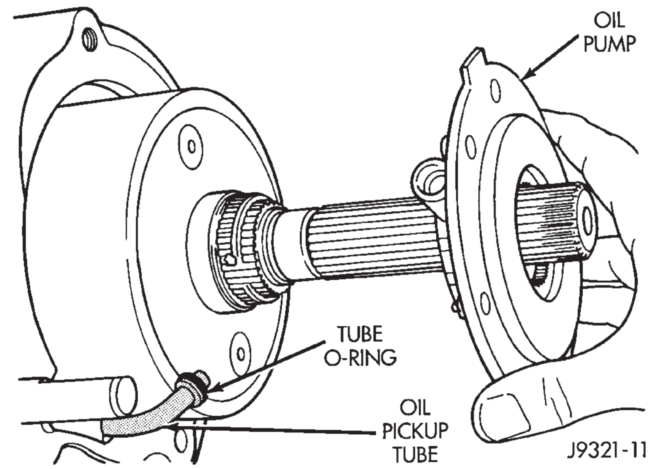


Fig. 31 Rear Bearing and Oil Pump Removal

(12) Mount transfer case on wood blocks so rear case is facing upward.

(13) Remove bolts holding front case to rear case. The case alignment bolt require flat washers (Fig. 32).

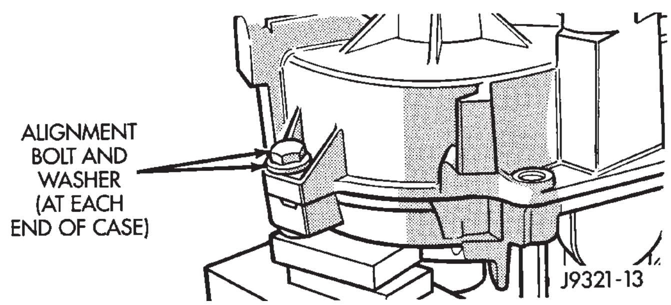


Fig. 32 Rear Case Alignment Bolt Locations

DISASSEMBLY AND ASSEMBLY (Continued)

(14) Loosen rear case with flat blade screwdriver to break sealer bead. Insert screwdriver blade only into notches provided at each end of case (Fig. 33).

(15) Remove rear case (Fig. 34).

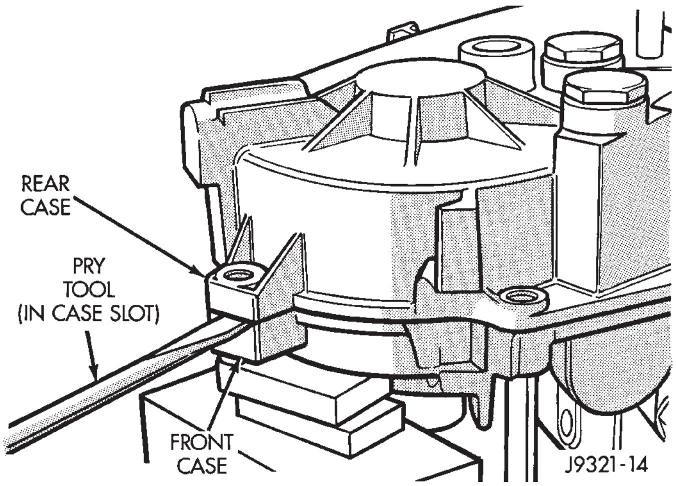


Fig. 33 Loosening Rear Case

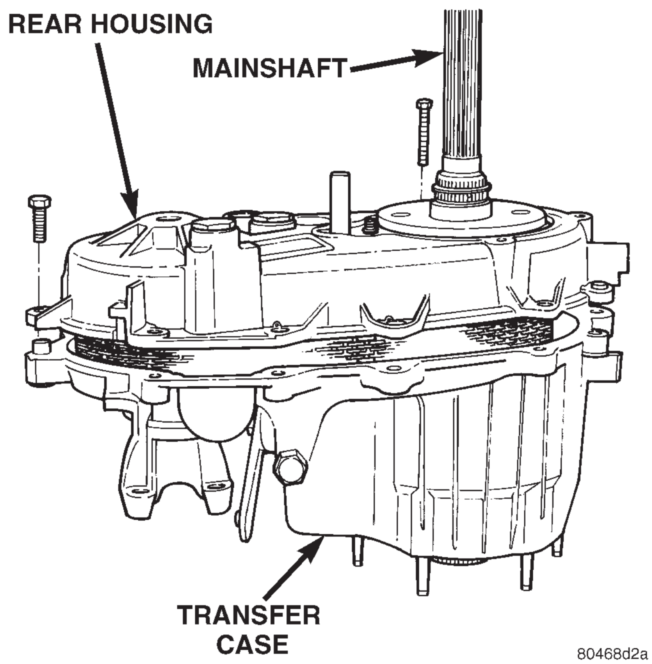


Fig. 34 Rear Case Removal

(16) Remove oil pickup tube from rear case (Fig. 35).

(17) Remove oil pump locating snap ring and viscous coupling snap ring from mainshaft (Fig. 36).

(18) Remove viscous coupling from mainshaft (Fig. 36).

(19) Remove drive gear snap ring (Fig. 37).

(20) Disengage drive gear (Fig. 37). Pry gear upward and off mainshaft as shown.

(21) Remove front output shaft, drive chain and drive gear as assembly (Fig. 37).

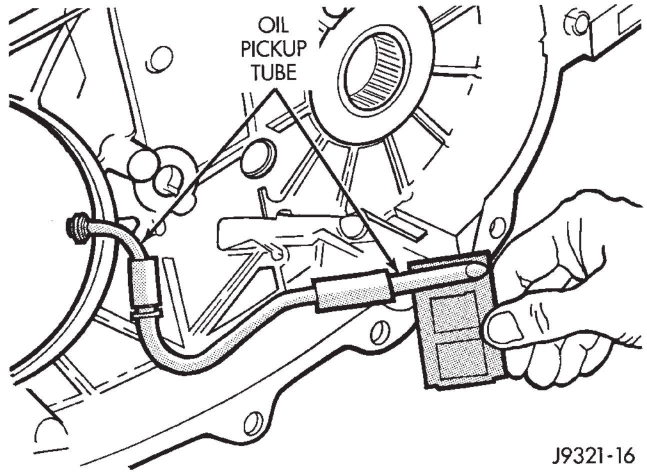


Fig. 35 Oil Pickup Tube Removal

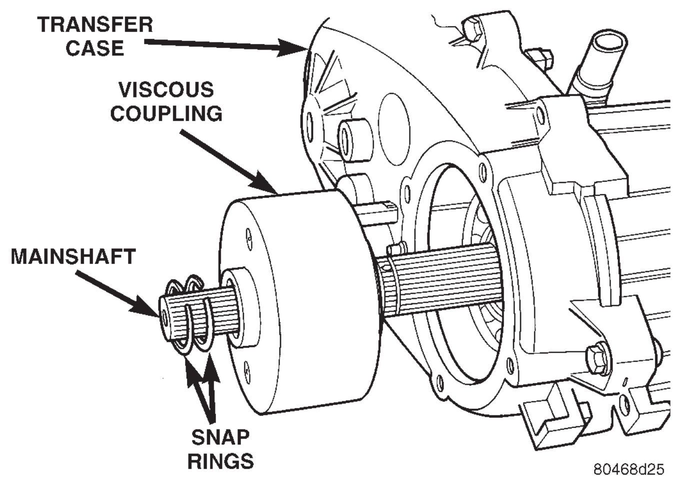


Fig. 36 Viscous Coupling Removal

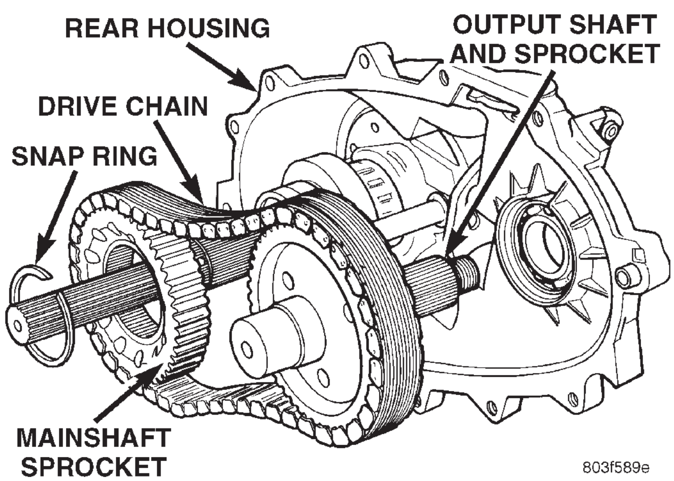


Fig. 37 Front Output Shaft, Drive Gear And Chain Removal

(22) Remove detent plug, O-ring, detent spring and detent plunger (Fig. 38).

DISASSEMBLY AND ASSEMBLY (Continued)

(23) Remove mainshaft from clutch sleeve and input gear pilot.

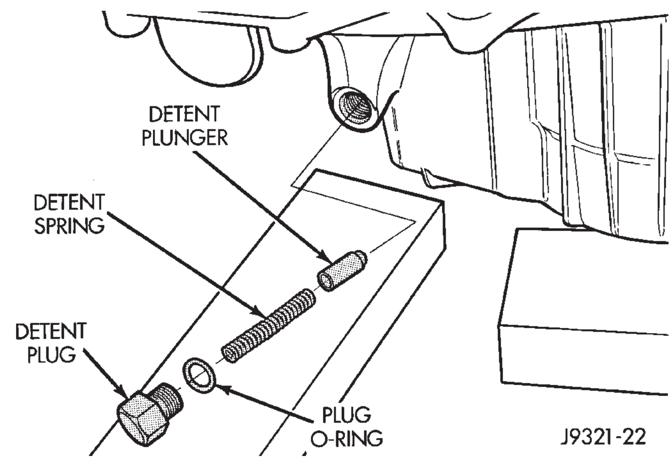


Fig. 38 Detent Plug, Spring And Plunger Removal

(24) Rotate shift sector so sector teeth face upward (Fig. 39).

(25) Remove range fork, rail and clutch sleeve as assembly (Fig. 40). Lift shift rail upward, rotate fork out of shift sector and remove assembly.

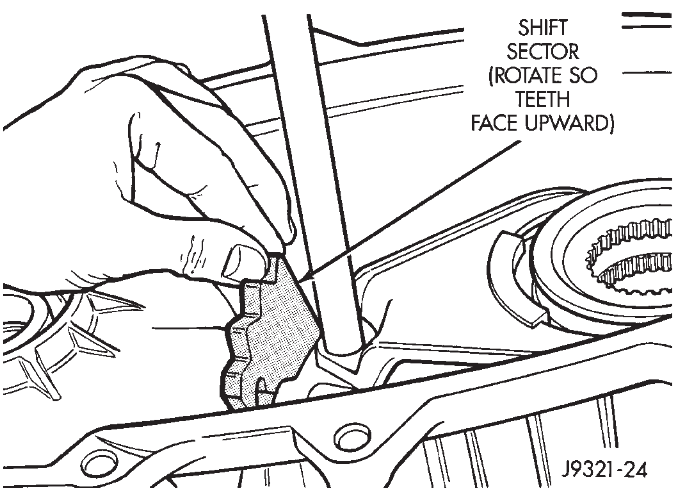


Fig. 39 Rotating Shift Sector

(26) Turn front case on side so front bearing retainer is accessible.

(27) Remove front bearing retainer bolts (Fig. 41).

(28) Remove front bearing retainer as follows: Loosen retainer with flat blade screwdriver to break sealer bead. Then remove retainer from case and gear. **To avoid damaging case and retainer, position screwdriver blade only in slots provided in retainer (Fig. 42).**

(29) Remove snap ring that retains input gear shaft in front bearing (Fig. 43).

(30) Remove input and low range gear assembly (Fig. 44).

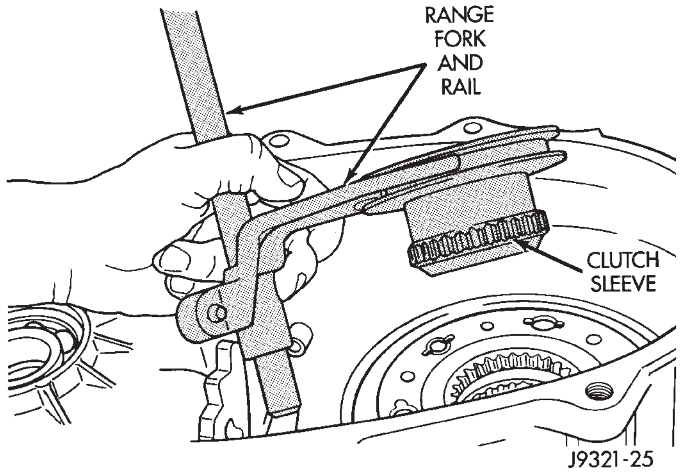


Fig. 40 Range Fork And Clutch Sleeve Removal

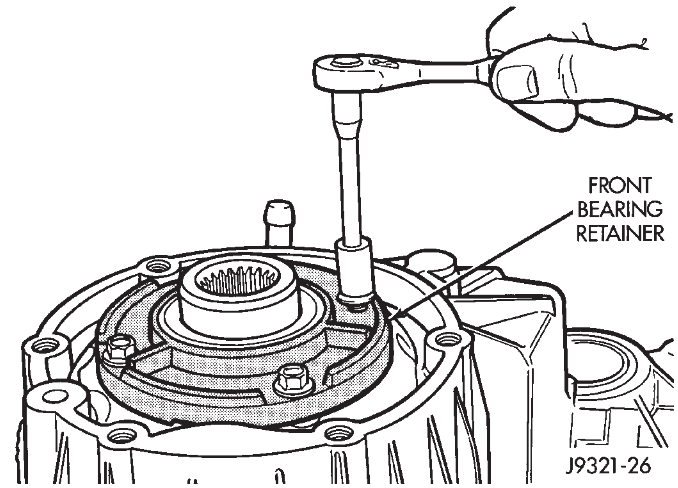


Fig. 41 Front Bearing Retainer Bolt Removal

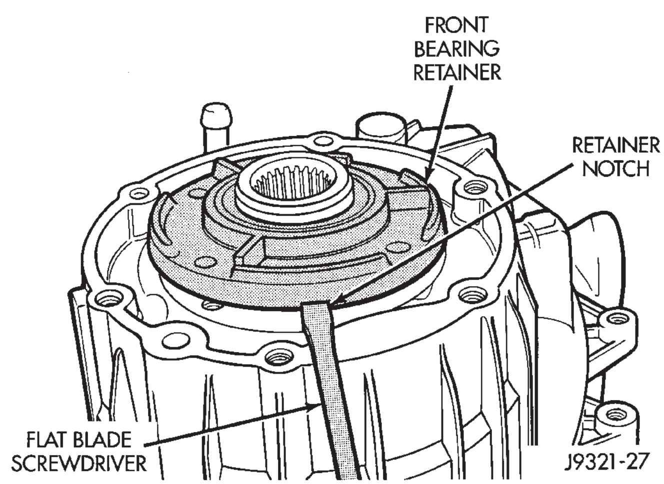


Fig. 42 Front Bearing Retainer Removal

(31) Remove range lever locknut and remove lever and washer from shift sector shaft (Fig. 45).

(32) Remove shift sector. Rotate and tilt sector as needed to remove it (Fig. 46).

DISASSEMBLY AND ASSEMBLY (Continued)

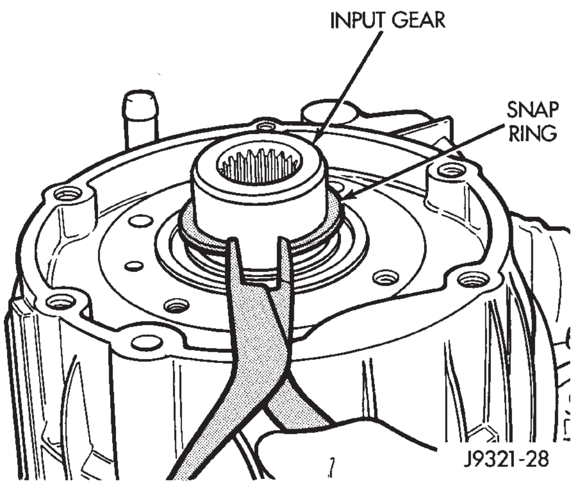


Fig. 43 Input Gear Snap Ring Removal

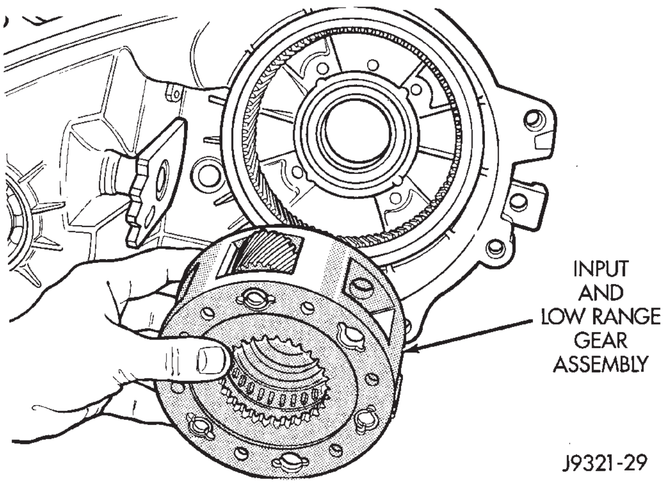


Fig. 44 Input And Low Range Gear Assembly Removal

(33) Remove magnet from case.

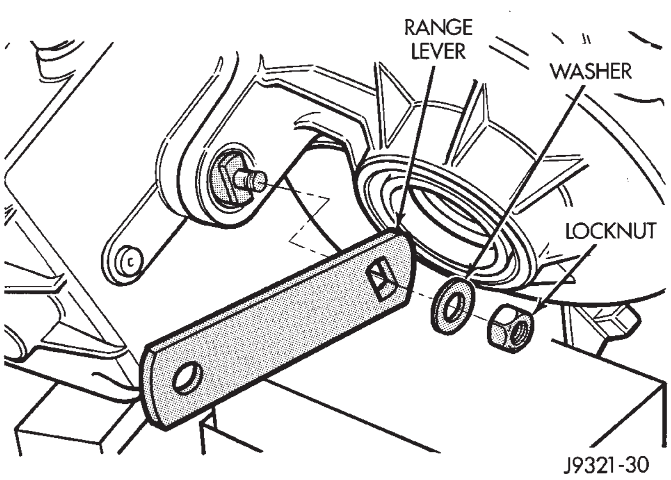


Fig. 45 Range Lever Removal

TRANSFER CASE ASSEMBLE

Lubricate the transfer case components with the Mopar Dexron II during assembly operations.

Use petroleum jelly to lubricate and hold main-shaft needle roller bearings and spacers in place. Petroleum jelly can also be used to lubricate seals, bushings and bearings during assembly.

Gaskets are **not** used in the NV249 transfer case. Instead, the mating surfaces of the case halves, retainer and extension are sealed with Mopar Gasket Maker, silicone adhesive/sealer, or Loctite 518.

(1) Support front case on wood blocks. Position case so sector shaft bore and input gear bearing are accessible.

(2) Lubricate sector shaft, O-ring and shaft bore (in case) with petroleum jelly.

(3) Install sector in case (Fig. 46).

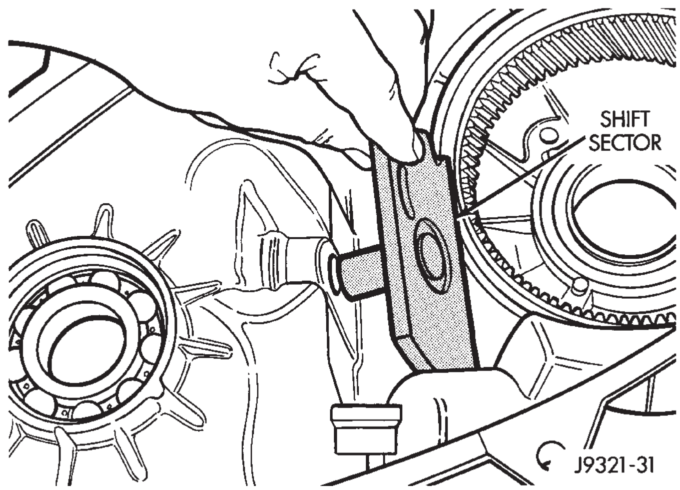


Fig. 46 Shift Sector Removal

(4) Lubricate shift rail bushing with light coat of petroleum jelly, or transmission fluid. **Do not over lubricate bushing. Excess lubricant will flow into bottom of bushing bore and prevent shift rail from fully seating; this can also make it difficult to seat rear case on front case.**

(5) Lubricate bearings and seals in front case with transmission fluid or petroleum jelly.

(6) Install magnet in case.

(7) Align and install low range-input gear assembly in front case (Fig. 47). Be sure low range gear pinions are engaged in annulus gear and that input gear shaft is fully seated in front bearing.

(8) Install snap-ring to hold input/low range gear into front bearing (Fig. 48).

(9) Install new pads on range fork (Fig. 49).

(10) Lubricate range fork pads with light coat of petroleum jelly.

(11) Install clutch sleeve in range fork (Fig. 49).

(12) Install assembled range fork and clutch sleeve (Fig. 50). Insert range fork pin in sector. Then rotate sector and seat clutch gear in low range gear.

DISASSEMBLY AND ASSEMBLY (Continued)

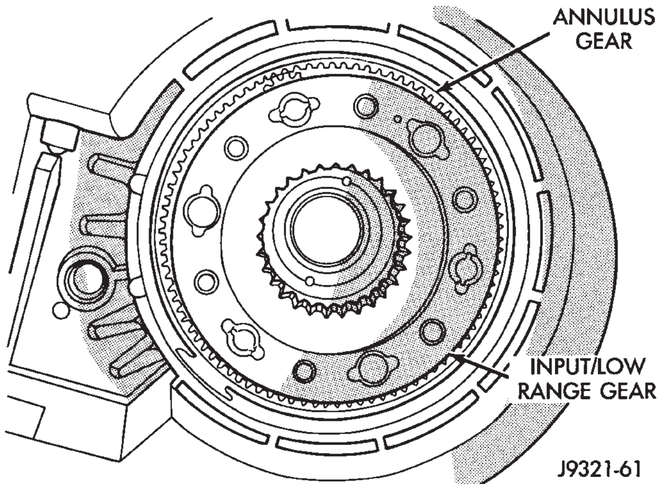


Fig. 47 Input/Low Range Gear Installation

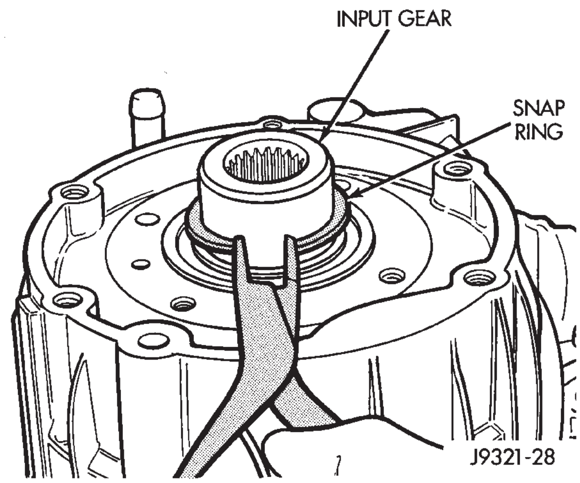


Fig. 48 Install Snap-ring

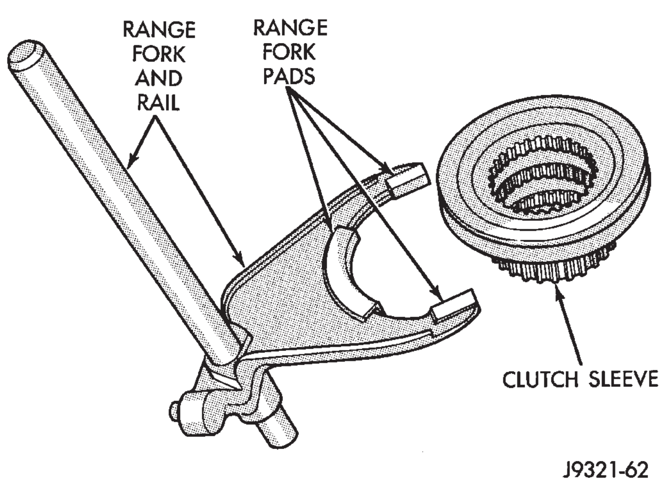


Fig. 49 Assembling Range Fork And Clutch Sleeve

(13) Verify that range fork rail is seated in case bushing and that clutch sleeve is properly engaged in low range gear.

(14) Rotate sector to Neutral position.

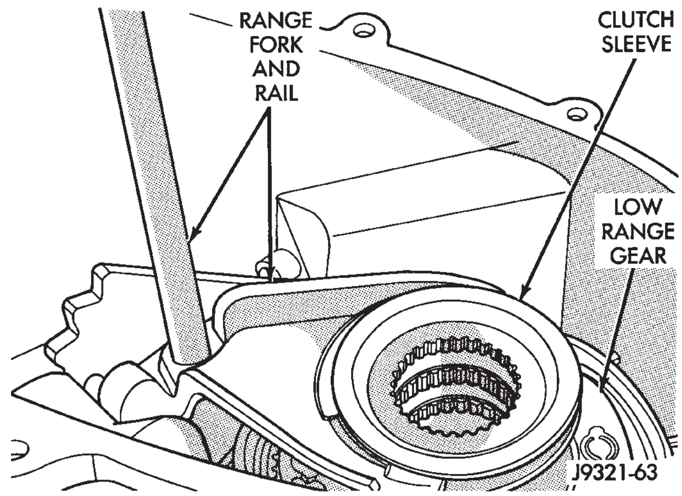


Fig. 50 Range Fork And Clutch Sleeve Installation

(15) Install new O-ring on detent plug (Fig. 51).

(16) Lubricate detent plunger with transmission fluid or light coat of petroleum jelly.

(17) Install detent plunger, spring and plug (Fig. 51).

(18) Verify that plunger is properly engaged in sector.

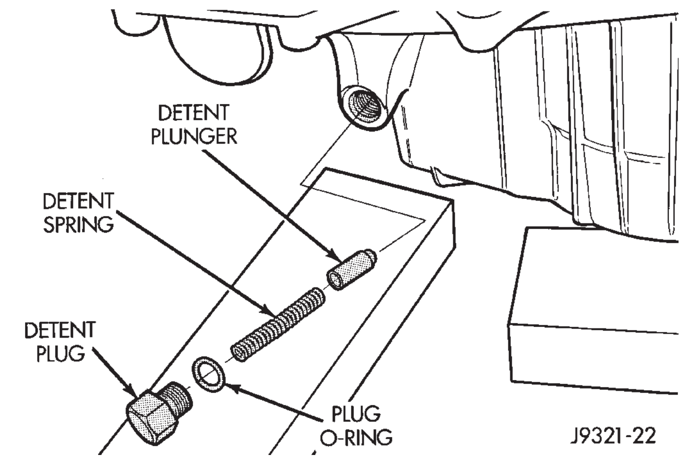


Fig. 51 Shift Detent Components

(19) Insert mainshaft into input gear pilot bearing.

(20) Lubricate front output shaft-sprocket assembly, drive chain and drive sprocket with transmission fluid.

(21) Assemble drive chain, drive sprocket and front output shaft (Fig. 52).

(22) Start drive sprocket on mainshaft.

(23) Guide front shaft into bearing and drive sprocket onto mainshaft drive gear (Fig. 52).

(24) Install drive sprocket snap ring (Fig. 53).

(25) Lubricate mainshaft splines with transmission fluid.

(26) Install coupling on mainshaft (Fig. 54).

DISASSEMBLY AND ASSEMBLY (Continued)

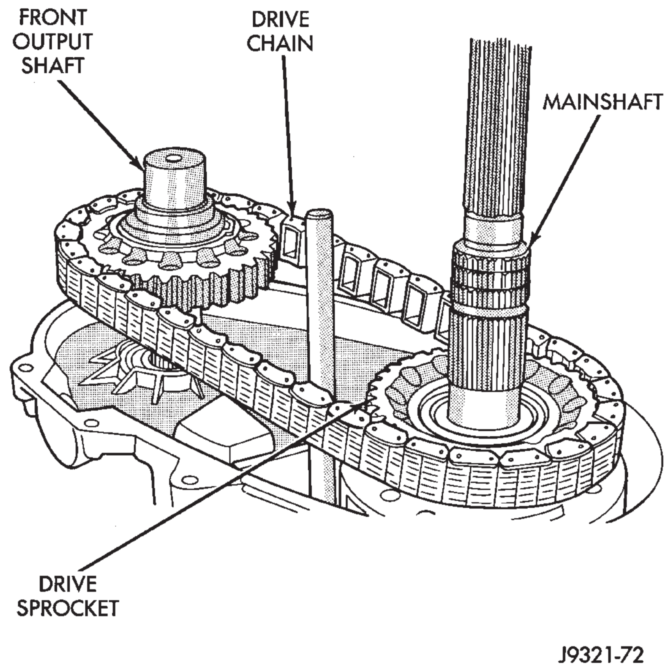


Fig. 52 Installing Drive Chain, Front Output Shaft And Drive Sprocket

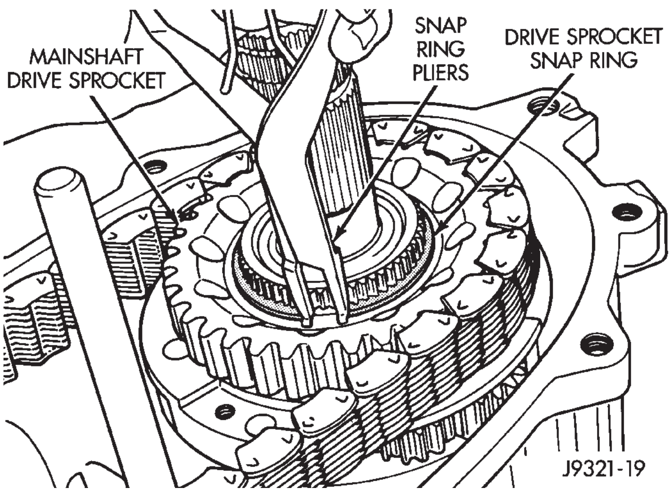


Fig. 53 Installing Drive Sprocket Snap Ring

(27) Install coupling retaining snap ring first (Fig. 54). Be sure snap ring is fully seated before proceeding.

(28) Install oil pump locating snap ring on mainshaft (Fig. 54).

(29) Clean sealing flanges of front case and rear case with a wax and grease remover.

(30) Install new O-ring on flanged end of oil pickup tube.

(31) Install oil pickup tube in rear case. Be sure tube is seated in case notch as shown (Fig. 55).

(32) Apply 3 mm (1/8 in.) wide bead of Mopar gasket maker, silicone adhesive sealer, or Loctite 518 to mounting flange of front case. Work sealer bead around bolt holes as shown (Fig. 56).

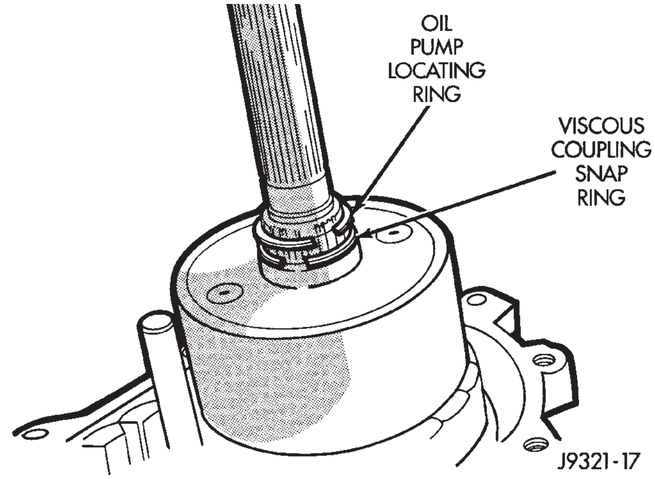


Fig. 54 Viscous Coupling And Oil Pump Ring Installation

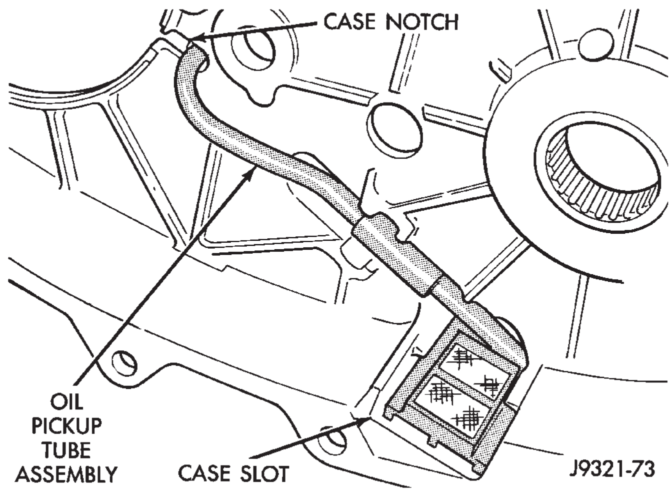


Fig. 55 Oil Pickup Tube Installation

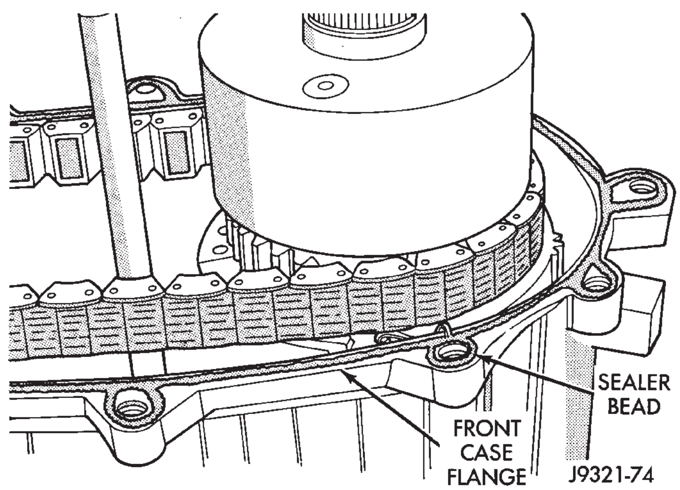


Fig. 56 Applying Sealer To Front Case Flange

DISASSEMBLY AND ASSEMBLY (Continued)

(33) Align and install rear case on front case (Fig. 57).

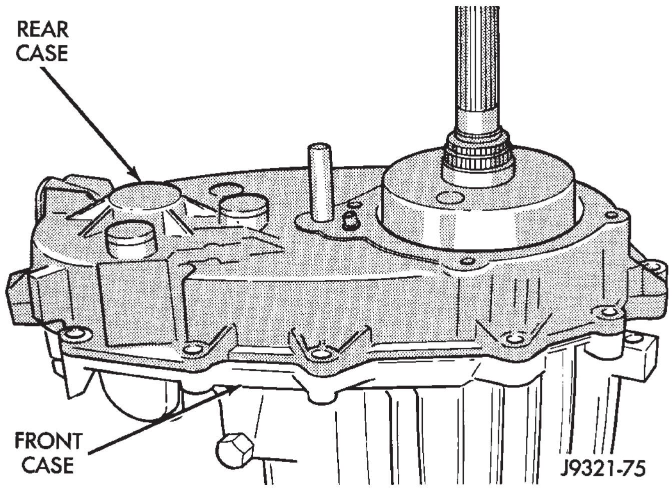


Fig. 57 Rear Case Installation

(34) Verify that oil pickup tube is still seated in case notch and tube end is pointed toward mainshaft (Fig. 58).

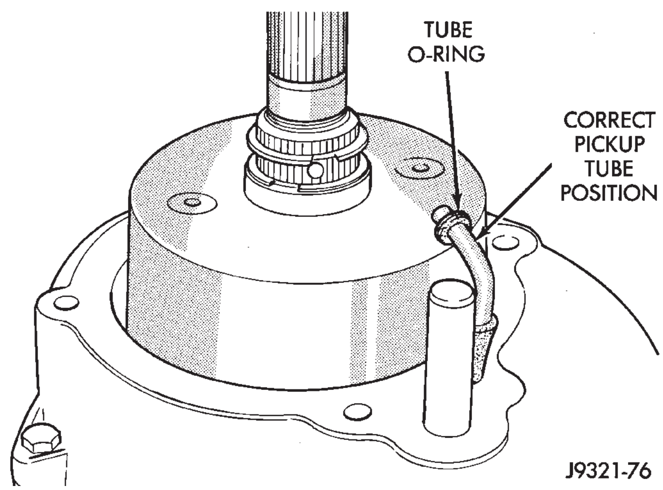


Fig. 58 Checking Position Of Oil Pickup Tube

(35) Install case attaching bolts. Alignment bolts at each end of case are only ones requiring washers (Fig. 59).

(36) Tighten case bolts to 27-34 N·m (20-25 ft. lbs.) torque.

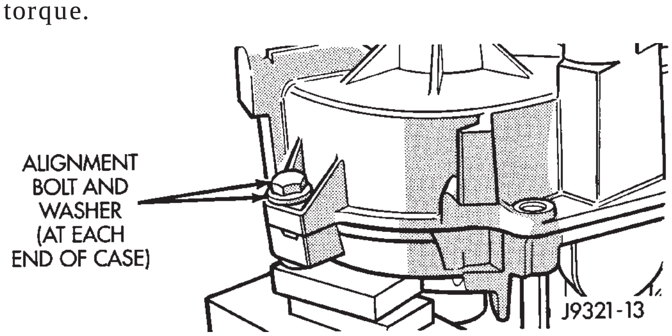


Fig. 59 Alignment Bolt Location

(37) Install oil pump (Fig. 60).

(38) Insert oil pickup tube in pump (Fig. 61).

(39) Install rear bearing on mainshaft (Fig. 61). Locating ring groove in bearing goes toward end of mainshaft.

(40) Install rear bearing retaining snap ring (Fig. 62).

(41) Install speedometer drive gear (Fig. 63).

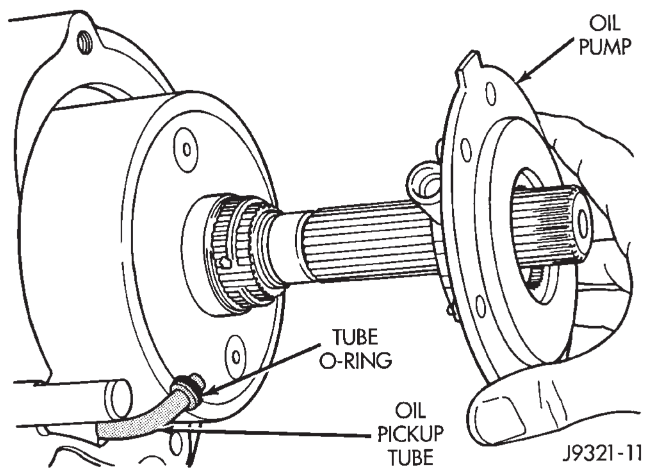


Fig. 60 Installing Oil Pump

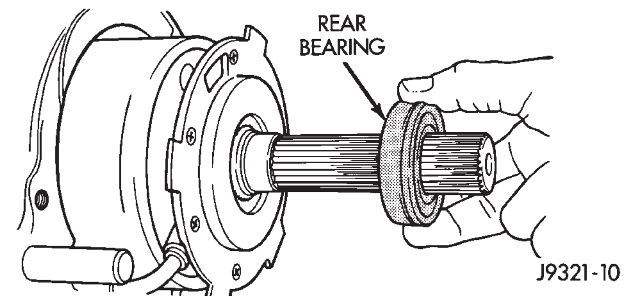


Fig. 61 Rear Bearing Installation

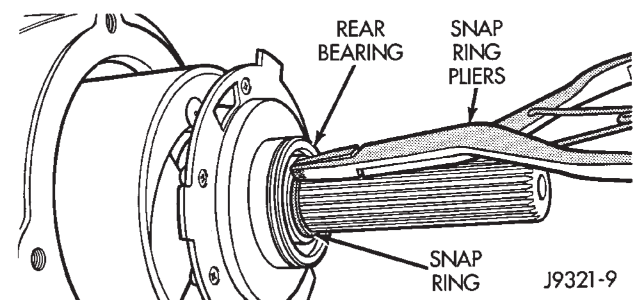


Fig. 62 Rear Bearing Snap Ring Installation

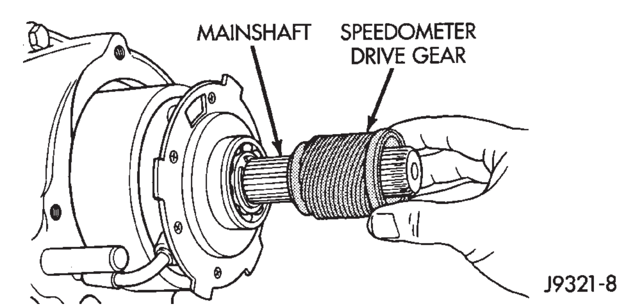


Fig. 63 Speedometer Drive Gear Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(42) Install rear bearing locating ring in rear retainer, if ring was removed during overhaul.

(43) Apply 3 mm (1/8 in.) wide bead of Mopar gasket maker, silicone adhesive sealer, or Loctite 518 to mounting surface of rear retainer. Allow sealer to set-up slightly before proceeding.

(44) Slide rear retainer onto mainshaft (Fig. 64).

(45) Spread rear bearing locating ring and slide rear retainer into place on rear case (Fig. 65).

(46) Install and tighten rear retainer bolts to 27-34 N·m (20-25 ft. lbs.).

(47) Install locating ring access cover and gasket (Fig. 66). Tighten plate attaching screws to 10 N·m (85 in. lbs.) torque.

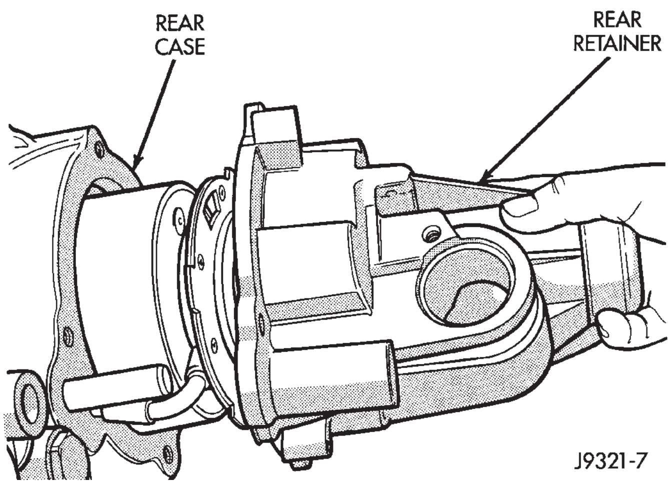


Fig. 64 Rear Retainer Installation

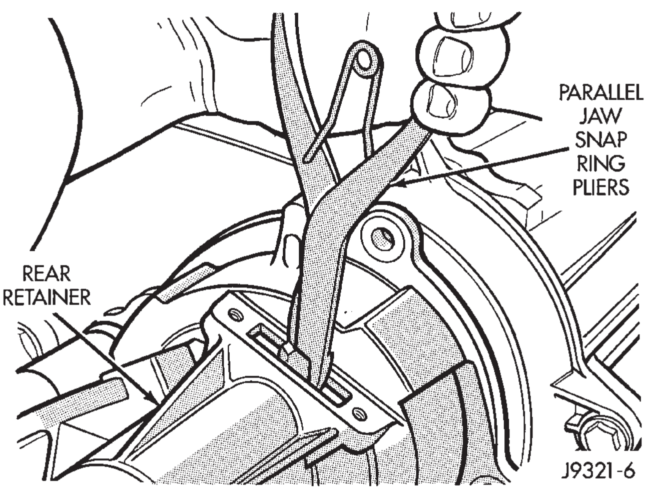


Fig. 65 Engaging Rear Bearing Locating Ring

(48) Apply 3 mm (1/8 in.) wide bead of Mopar Gasket Maker, silicone adhesive sealer, or Loctite 518 to mating surface of front bearing retainer. Allow sealer to set-up slightly before installing retainer.

(49) Install front bearing retainer (Fig. 67). Tighten retainer bolts to 16-24 N·m (12-18 ft. lbs.) torque.

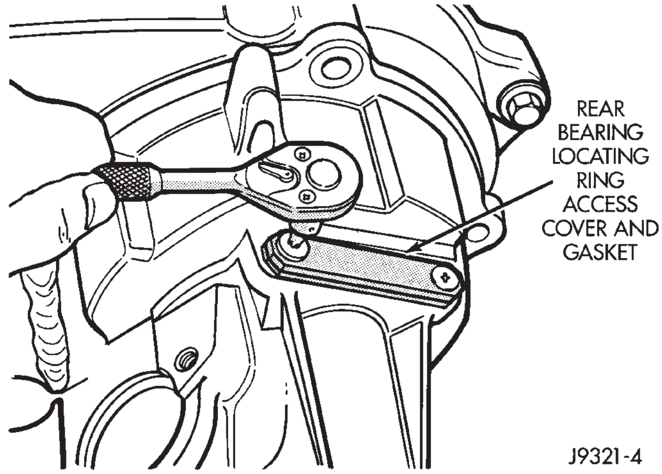


Fig. 66 Installing Locating Ring Access Cover And Gasket

(50) Install new seal washer on front output shaft (Fig. 68).

(51) Install yoke and new yoke nut on front output shaft (Fig. 69).

(52) Tighten yoke nut to 122-176 N·m (90-130 ft. lbs.) torque. Use Tool C-3281, or similar tool to hold yoke while tightening yoke nut.

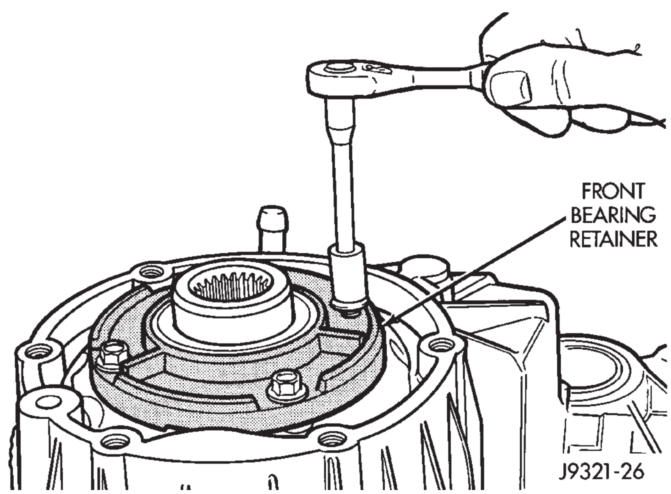


Fig. 67 Front Bearing Retainer Installation

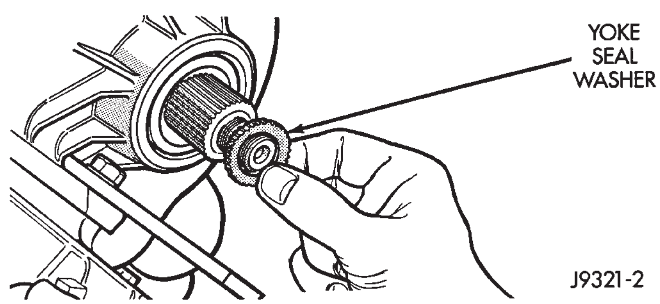


Fig. 68 Yoke Seal Washer Installation

DISASSEMBLY AND ASSEMBLY (Continued)

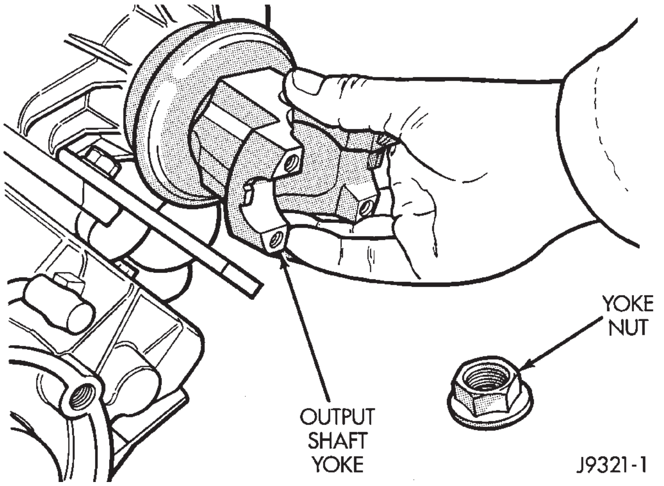


Fig. 69 Output Shaft Yoke Installation

(53) Install range lever, washer and locknut on sector shaft (Fig. 70). Tighten locknut to 27-34 N·m (20-25 ft. lbs.) torque.

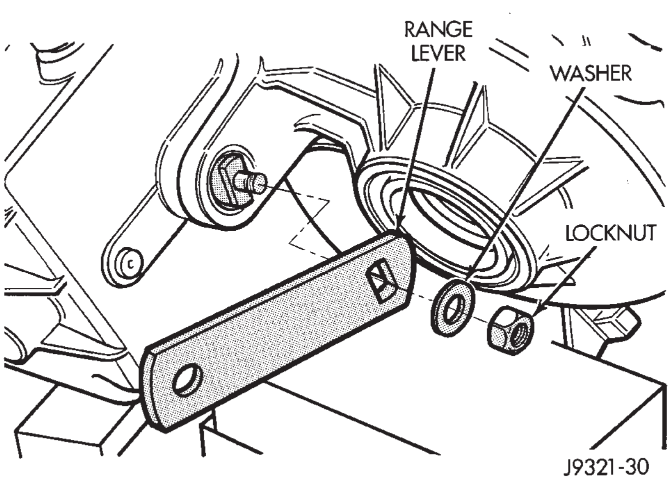


Fig. 70 Range Lever Installation

(54) Install drain plug. Tighten plug and switch to 41-54 N·m (30-40 ft. lbs.) torque.

(55) Install and tighten indicator switch to 20-34 N·m (15-25 ft. lbs.) torque.

(56) Level transfer case and fill it with Mopar Dexron II. Correct fill level is to bottom edge of fill plug hole.

(57) Install and tighten fill plug to 41-54 N·m (30-40 ft. lbs.) torque.

INPUT AND LOW RANGE GEAR

DISASSEMBLE

(1) Remove snap ring that retains input gear in low range gear (Fig. 71).

(2) Remove retainer (Fig. 72).

(3) Remove front tabbed thrust washer (Fig. 73).

(4) Remove input gear (Fig. 74).

(5) Remove rear tabbed thrust washer from low range gear (Fig. 75).

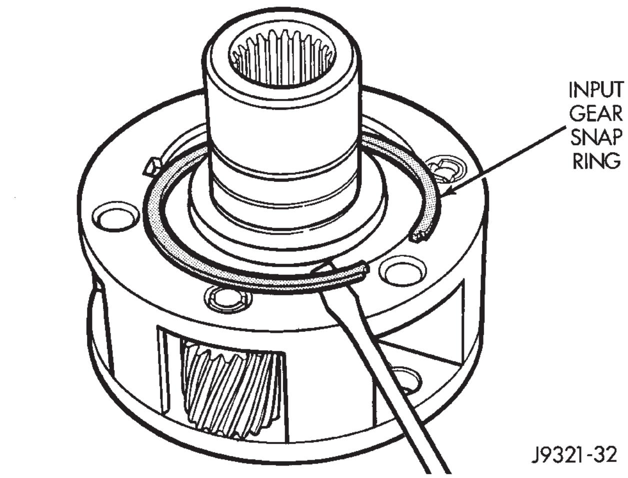


Fig. 71 Input Gear Snap Ring Removal

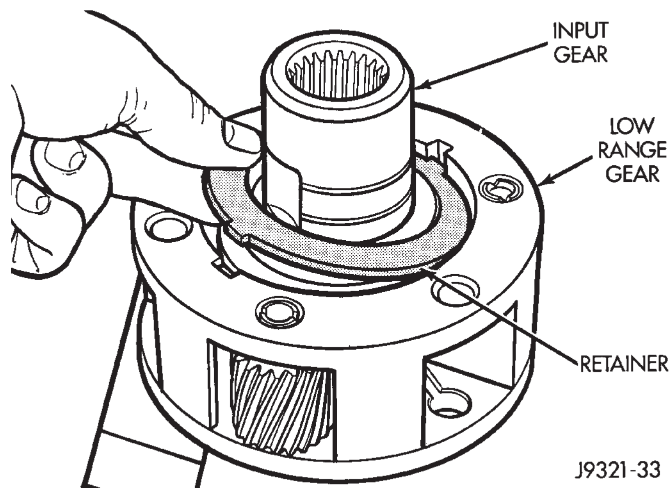


Fig. 72 Input Gear Retainer Removal

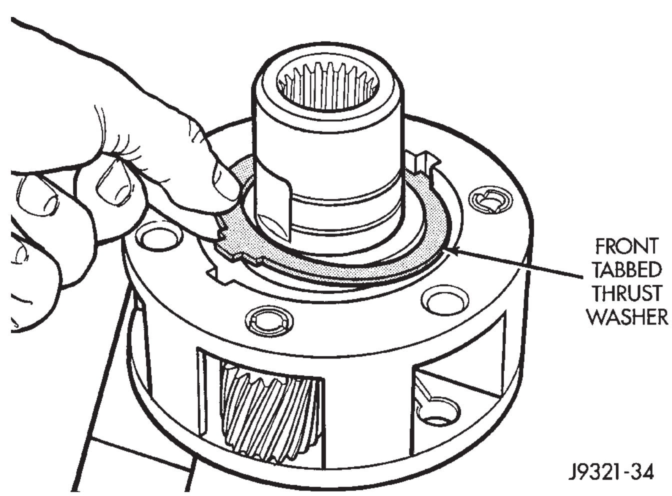


Fig. 73 Front Tabbed Thrust Washer Removal

DISASSEMBLY AND ASSEMBLY (Continued)

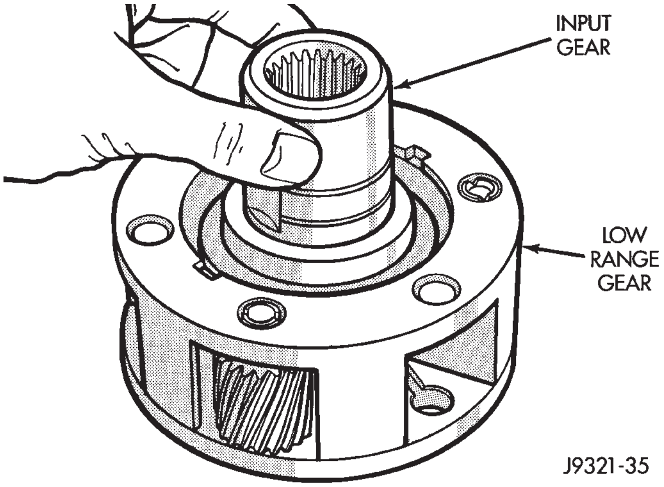


Fig. 74 Input Gear Removal

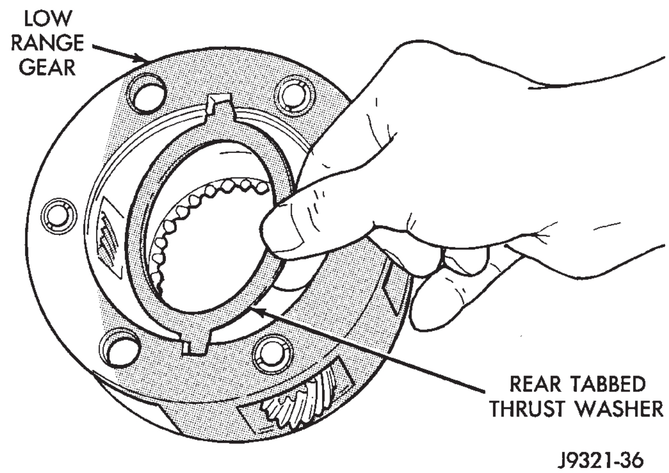


Fig. 75 Rear Tabbed Thrust Washer Removal

INPUT AND LOW RANGE GEAR ASSEMBLE

(1) Lubricate gears and thrust washers (Fig. 76) with recommended transmission fluid.

(2) Install first thrust washer in low range gear (Fig. 76). Be sure washer tabs are properly aligned in gear notches.

(3) Install input gear in low range gear. Be sure input gear is fully seated.

(4) Install remaining thrust washer in low range gear and on top of input gear. Be sure washer tabs are properly aligned in gear notches.

(5) Install retainer on input gear and install snap ring.

CLEANING AND INSPECTION

NV249 COMPONENTS

Clean the transfer case components with parts cleaning solvent. Flush the oil passages in the cases and drivetrain components with solvent. This will help remove dirt and particles from these passages.

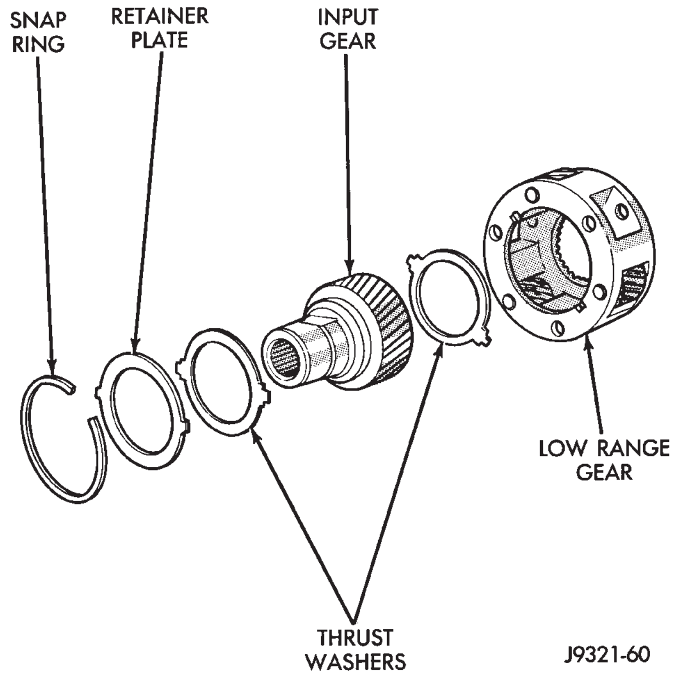


Fig. 76 Input/Low Range Gear Components

Dry the transfer case components with compressed air or allow them to air dry on clean shop towels.

Apply compressed air through all oil passages in the cases and gear components to clear them of any residue.

MAINSHAFT

Examine the mainshaft components carefully for evidence of wear or damage.

Replace the thrust washers if worn or damaged.

Replace the mainshaft and sprocket gears if the teeth or gear bores are worn or damaged.

Replace the mainshaft bearings if worn, flat spotted, brinelled, or damaged in any way.

Replace the mainshaft if it exhibits wear or damage to the bearing surfaces, splines or gear teeth.

INPUT AND LOW RANGE GEARS

Inspect the low range gear pinions and pinion pins. Replace the low range gear if any of the pins or pinions are worn or damaged.

Inspect the thrust washers, retainer and snap ring. Replace the snap ring if bent, or distorted. Replace the thrust washers and retainer if worn, cracked or damaged in any way.

Examine the input gear carefully. Be sure the gear teeth and bearing surfaces are in good condition. Replace the gear if wear or damage is evident.

Check the input gear pilot bearing. Rotate the bearing and check for roughness or noise. Also check bearing position in the bore. The bearing should be recessed approximately 2.5 mm (0.100 in.) below the top edge of the bore. The bearing should not be

CLEANING AND INSPECTION (Continued)

seated at the bottom of the bore. Replace the bearing if worn, or roughness is evident. Replace both the gear and bearing if the bearing is a loose fit in the bore.

Gear Cases And Extension

Examine both case halves and the extension carefully. Replace the extension or either case half if wear, cracks, or other damage is evident.

Check condition of the low range annulus gear and the shift rail bushing in the front case (Fig. 77). The low range annulus gear is not a serviceable part. Replace the gear and case as an assembly if the gear is loose, worn, or damaged. The shift rail bushing is a serviceable part and can be replaced if necessary.

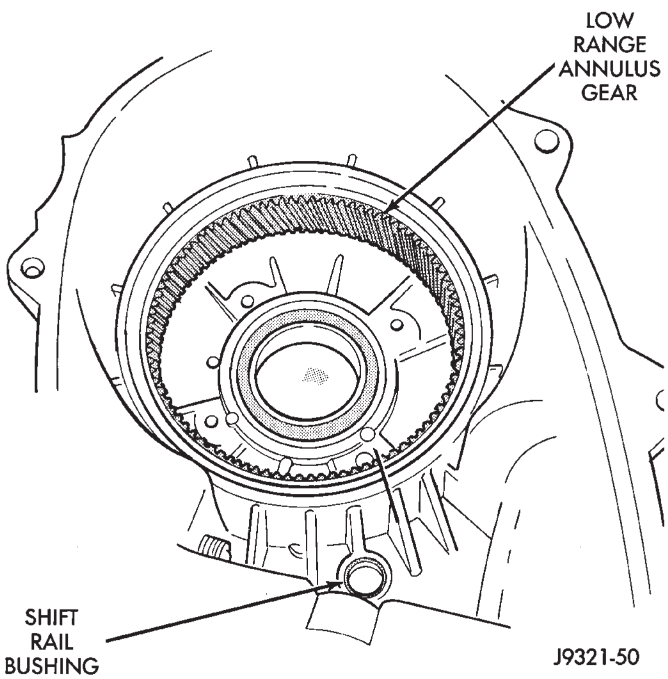


Fig. 77 Low Range Annulus Gear Location

Check the bushing in the rear extension. Replace the bushing if worn or scored. A shop press and universal type bushing driver set can be used for replacement purposes.

Examine the sealing surfaces of both case halves and the extension. Small burrs, or scratches on these surfaces can be reduced with crocus cloth or a fine tooth file.

Examine condition of the shift rail bushing in the front case. If the bushing is worn or damaged, it can be removed with a blind hole type puller. A replacement bushing can be installed with a suitable size driver. Recess the bushing slightly below the edge of the bore but do not seat it all the into the case.

Geartrain

The differential pinion gears and thrust washers are serviceable components and can be replaced if worn or damaged. The differential cases are also serviceable but must be replaced as a set if either case is damaged.

Inspect the mainshaft splines, gear teeth and bearing surfaces carefully for evidence of wear, or damage. Replace the shaft if necessary. do not attempt to salvage it if damaged.

The shift rail and range fork are an assembly. Replace both parts if either is damaged. However, the nylon pads in the fork can be replaced if worn, or cracked.

Inspect the transfer case snap rings closely. Do not attempt to salvage a distorted snap ring by straightening or reshaping it. Replace any snap ring that is distorted, or worn.

Inspect the low range gear, input gear and the gear thrust washers retainer, and snap ring. The low range gear is serviced as an assembly only. Replace the gear if the case or pinions are damaged.

During inspection, also make sure the seal surface of the input gear is in good condition. Minor nicks on this surface can be reduced with crocus cloth. However, replace the gear if the seal surface is severely scored or worn.

The speedometer gear should be replaced if worn, cracked, or if the small spline teeth are worn.

OIL PUMP AND VISCOUS COUPLING

The oil pump and viscous coupling are not serviceable components. Replace the coupling as an assembly if it is leaking or damaged. Replace the oil pump as an assembly if the gear teeth are worn, or if the pump has become damaged.

BEARINGS AND SEALS

The transfer case seals should be replaced during overhaul. Use new seals in the input gear bearing retainer, front case and rear extension. Also replace the yoke seal washer and the detent plug O-ring.

Check condition of each transfer case bearing. Replace any bearing exhibiting signs of roughness, wear, or damage.

Bearing and seal replacement is described in the Transfer Case Bearing And Seal Replacement procedures.

ADJUSTMENTS

SHIFT LINKAGE ADJUSTMENT

(1) Shift transfer case into Neutral position.

(2) Raise vehicle on hoist that will allow all four wheels to rotate freely.

(3) Loosen trunnion lock bolt (Fig. 78). Loosen bolt enough so selector rod slides freely in trunnion.

(4) Verify that shift lever on transfer case is in Neutral position.

ADJUSTMENTS (Continued)

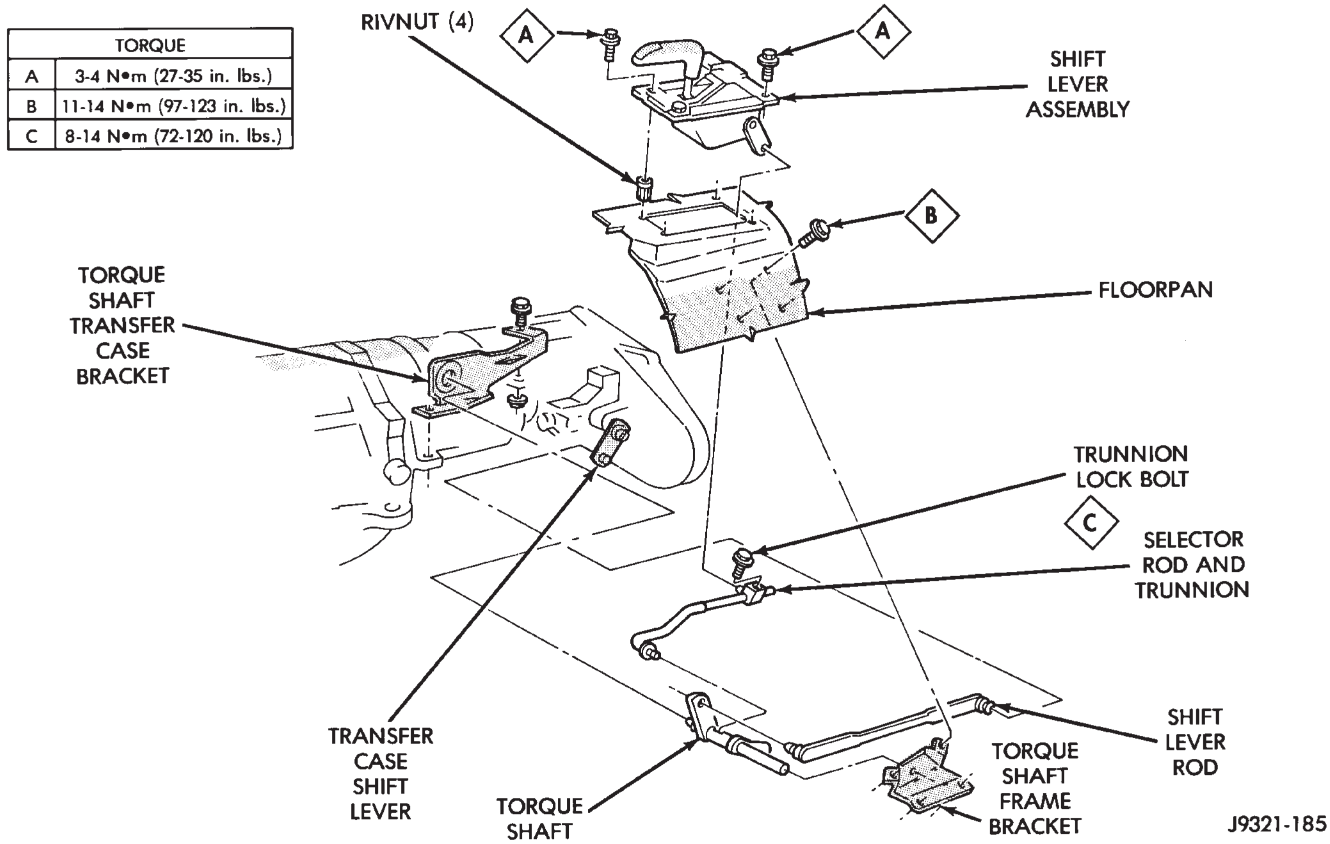


Fig. 78 Transfer Case Shift Linkage

(5) Tighten trunnion lock bolt to 11-20 N·m (96-180 in. lbs.) torque.

(6) Lower vehicle enough for entry into driver seat but keep all wheels off shop floor.

(7) Verify correct linkage adjustment. Start engine, shift transmission into gear and shift transfer case into all ranges. Be sure transfer case is fully engaged in high and low range. Readjust linkage if necessary.

(8) Shut engine off and lower vehicle completely.

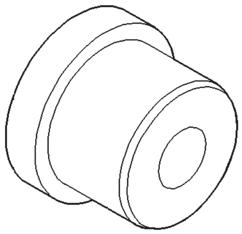
SPECIFICATIONS

TORQUE

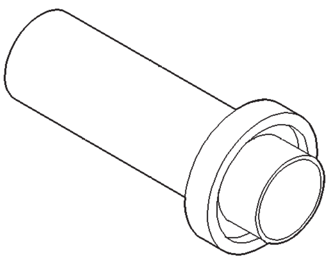
DESCRIPTION	TORQUE
Bolt, crossmember	41-47 N·m (30-35 ft. lbs.)
Plug, Detent	16-24 N·m (12-18 ft. lbs.)
Plugs, drain/fill	41-54 N·m (30-40 ft. lbs.)
Switch, Electric	20-34 N·m (15-25 ft. lbs.)
Bolts, front brg. retainer	16-24 N·m (12-18 ft. lbs.)
Bolts, case half	27-34 N·m (20-25 ft. lbs.)
Nut, output yoke	122–176 N·m (90-130 ft. lbs.)
Bolts, rear extension	27-34 N·m (20-25 ft. lbs.)
Lock-nut, shift	27-34 N·m (20-25 ft. lbs.)
Bolt, shift rod	11-20 N·m (96-180 in. lbs.)
Nuts, T-case mount stud	33-41 N·m (24-30 ft. lbs.)
Bolt, U-joint clamp	16-22 N·m (12-16 ft. lbs.)

SPECIAL TOOLS

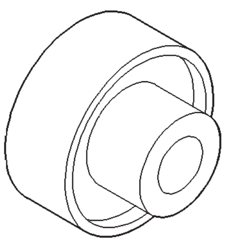
NV249 TRANSFER CASE



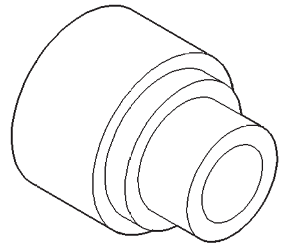
Installer—5066



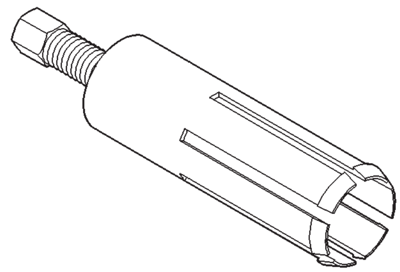
Installer—6952



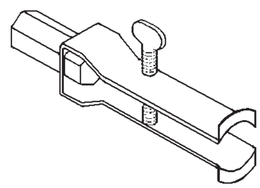
Installer—6953



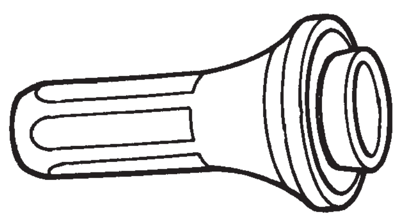
Installer—6954



Remover—6957

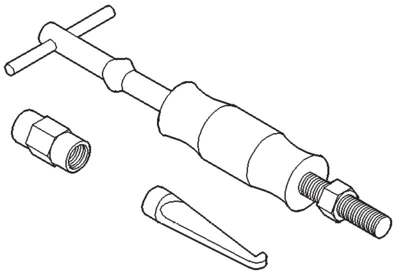


Adapter—7794–A

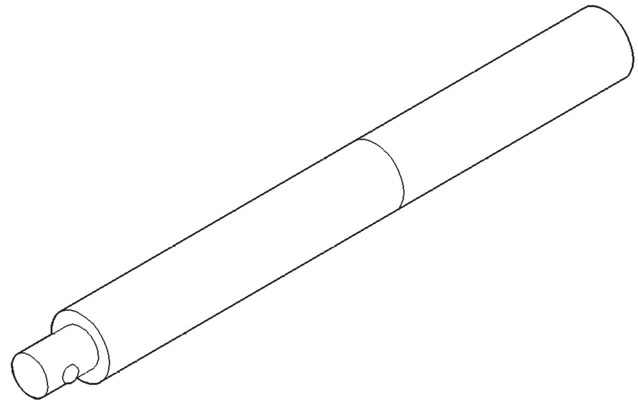


Installer—7823

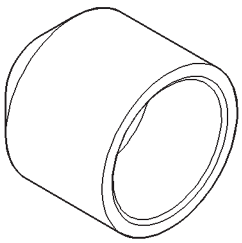
SPECIAL TOOLS (Continued)



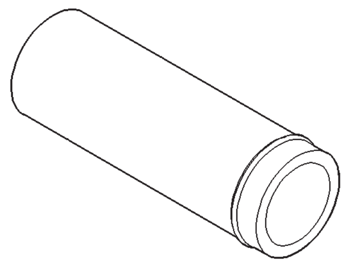
Slide Hammer—C-637



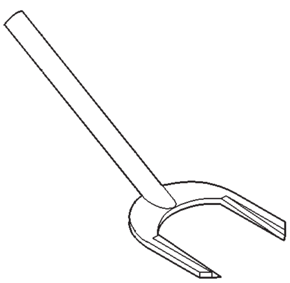
Handle—C-4171



Installer—C-3972-A



Installer—C-4735



Remover—C-3985-B

TIRES AND WHEELS

CONTENTS

TIRES

INDEX

DESCRIPTION AND OPERATION

TIRE INFORMATION

Tires are designed and engineered for each specific vehicle. They provide the best overall performance for normal operation. The ride and handling characteristics match the vehicle's requirements. With proper care they will give excellent reliability, traction, skid resistance, and tread life.

Driving habits have more effect on tire life than any other factor. Careful drivers will obtain, in most cases, much greater mileage than severe use or careless drivers. A few of the driving habits which will shorten the life of any tire are:

- Rapid acceleration
- Severe application of brakes
- High-speed driving
- Taking turns at excessive speeds
- Striking curbs and other obstacles

Radial ply tires are more prone to irregular tread wear. It is important to follow the tire rotation interval shown in the section on Tire Rotation. This will help to achieve a greater tread-life potential.

TIRE IDENTIFICATION

Tire type, size, aspect ratio and speed rating are encoded in the letters and numbers imprinted on the side wall of the tire. Refer to the chart to decipher the tire identification code (Fig. 1).

Performance tires will have a speed rating letter after the aspect ratio number. The speed rating is not always printed on the tire sidewall. The letter **S** indicates that the tire is speed rated up to 112 mph.

- **Q** up to 100 mph
- **T** up to 118 mph
- **U** up to 124 mph
- **H** up to 130 mph
- **V** up to 149 mph
- **Z** more than 149 mph (consult the tire manufacturer for the specific speed rating)

An All Season type tire will have either **M + S, M & S or M—S** (indicating mud and snow traction) imprinted on the side wall.

TIRE CHAINS

Tire snow chains may be used on **certain** models. Refer to Owner's Manual for more information.

DESCRIPTION AND OPERATION (Continued)

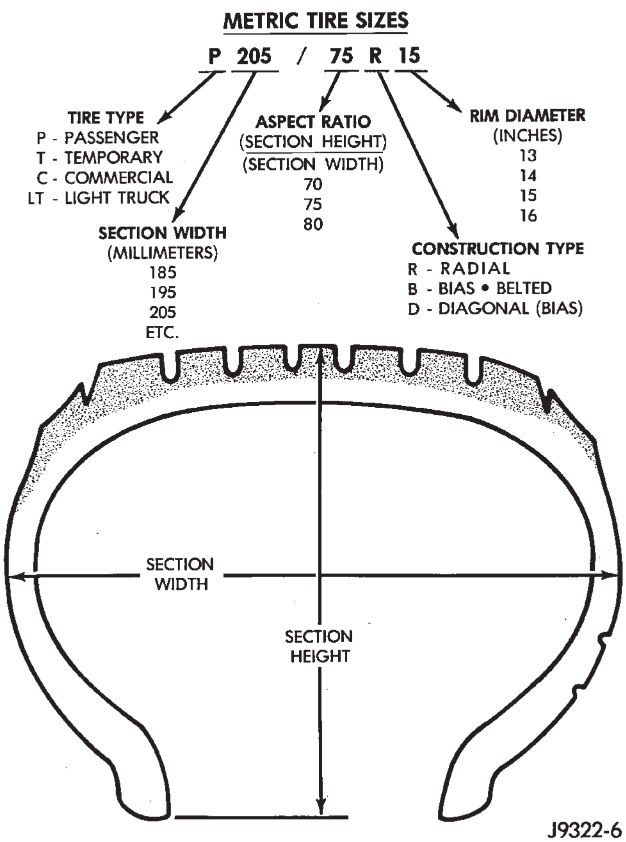


Fig. 1 Tire Identification

RADIAL-PLY TIRES

Radial-ply tires improve handling, tread life, ride quality and decrease rolling resistance.

Radial-ply tires must always be used in sets of four and under no circumstances should they be used on the front only. They may be mixed with temporary spare tires when necessary. A maximum speed of 50 MPH is recommended while a temporary spare is in use.

Radial-ply tires have the same load-carrying capacity as other types of tires of the same size. They also use the same recommended inflation pressures.

The use of oversized tires, either in the front or rear of the vehicle, can cause vehicle drive train failure. This could also cause inaccurate wheel speed signals when the vehicle is equipped with Anti-Lock Brakes.

It is recommended that tires from different manufactures NOT be mixed. The proper tire pressure should be maintained on all four tires. For proper tire pressure refer to the Tire Inflation Pressure Chart provided with the vehicle.

SPARE TIRE (TEMPORARY)

The temporary spare tire is designed for emergency use only. The original tire should be repaired and reinstalled at the first opportunity, or a new tire purchased. Do not exceed speeds of 50 MPH. Refer to Owner's Manual for complete details.

TIRE INFLATION PRESSURES

Under inflation causes rapid shoulder wear, tire flexing, and can result in tire failure (Fig. 2).

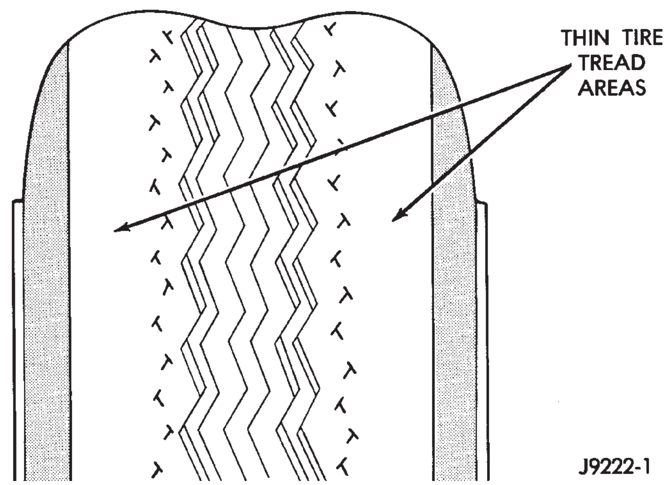


Fig. 2 Under Inflation Wear

Over inflation causes rapid center wear and loss of the tire's ability to cushion shocks (Fig. 3).

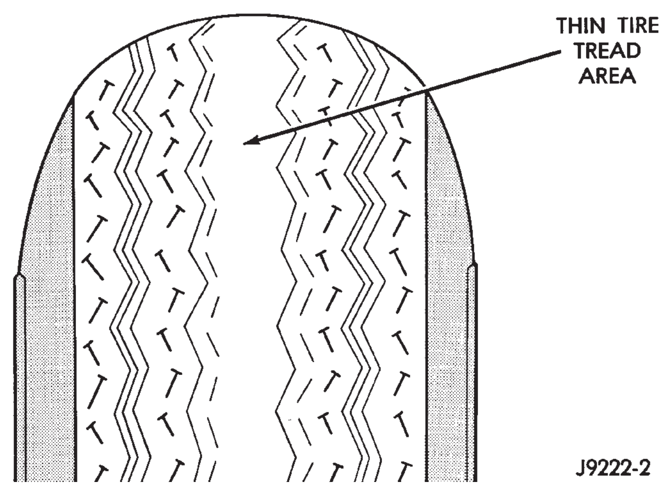


Fig. 3 Over Inflation Wear

Improper inflation can cause:

- Uneven wear patterns
- Reduced tread life
- Reduced fuel economy
- Unsatisfactory ride
- The vehicle to drift.

For proper tire pressure specification refer to the Tire Inflation Pressure Chart provided with the vehicle.

Tire pressures have been chosen to provide safe operation, vehicle stability, and a smooth ride. Tire pressure should be checked cold once per month. Check tire pressure more frequently when the

DESCRIPTION AND OPERATION (Continued)

weather temperature varies widely. Tire pressure will decreases when the outdoor temperature drops.

Inflation pressures specified on the placards are always cold inflation pressure. Cold inflation pressure is obtained after the vehicle has not been operated for at least 3 hours. Or the vehicle is driven less than one mile after being inoperative for 3 hours. Tire inflation pressures may increase from 2 to 6 pounds per square inch (psi) during operation. Do not reduce this normal pressure build-up.

WARNING: OVER OR UNDER INFLATED TIRES CAN AFFECT VEHICLE HANDLING. THE TIRE CAN FAIL SUDDENLY, RESULTING IN LOSS OF VEHICLE CONTROL.

TIRE PRESSURE FOR HIGH—SPEED OPERATION

Chrysler Corporation advocates driving at safe speeds within posted speed limits. Where speed limits allow the vehicle to be driven at high speeds, correct tire inflation pressure is very important. For speeds up to and including 75 mph (120 km/h), tires must be inflated to the pressures shown on the tire placard. For speeds in excess of 75 mph (120 km/h), tires must be inflated to the maximum pressure specified on the tire sidewall.

Vehicles loaded to the maximum capacity should not be driven at continuous speeds above 75 mph (120 km/h).

WARNING: OVER OR UNDER INFLATED TIRES CAN AFFECT VEHICLE HANDLING. THE TIRE CAN FAIL SUDDENLY, RESULTING IN LOSS OF VEHICLE CONTROL.

For emergency vehicles that are driven at speeds over 90 mph (144 km/h), special high-speed tires must be used. Consult tire manufacturer for correct inflation pressure recommendations.

REPLACEMENT TIRES

The original equipment tires provide a proper balance of many characteristics such as:

- Ride
- Noise
- Handling
- Durability
- Tread life
- Traction
- Rolling resistance
- Speed capability

It is recommend that tires equivalent to the original equipment tires be used when replacement is needed.

Failure to use equivalent replacement tires may adversely affect the safety and handling of the vehicle.

The use of oversize tires not listed in the specification charts may cause interference with vehicle components. Under extremes of suspension and steering travel, interference with vehicle components may cause tire damage.

WARNING: FAILURE TO EQUIP THE VEHICLE WITH TIRES HAVING ADEQUATE SPEED CAPABILITY CAN RESULT IN SUDDEN TIRE FAILURE.

DIAGNOSIS AND TESTING

PRESSURE GAUGES

A high-quality air-pressure gauge is recommended to check tire pressure. After checking with the gauge, replace valve caps and finger tighten.

TREAD WEAR INDICATORS

Tread wear indicators are molded into the bottom of the tread grooves. When tread depth is 1.6 mm (1/16 in.), the tread wear indicators will appear as a 13 mm (1/2 in.) band.

Tire replacement is necessary when indicators appear in two or more grooves or if localized balding occurs (Fig. 4).

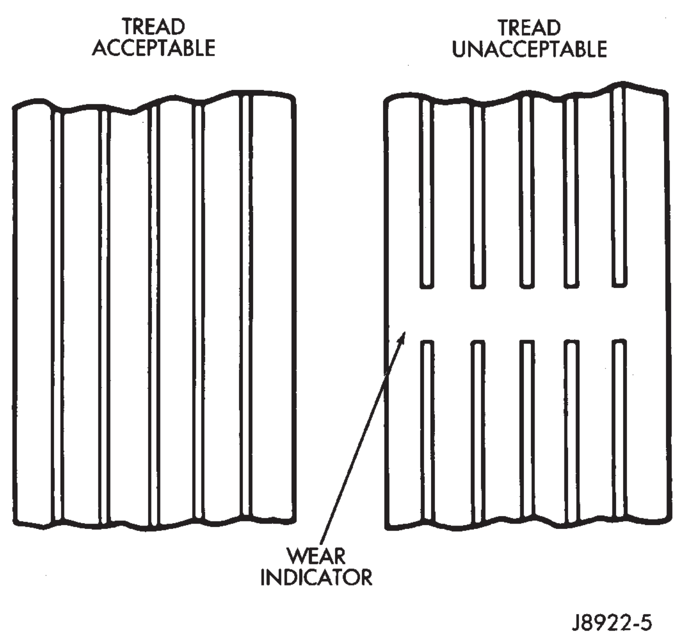


Fig. 4 Tread Wear Indicators

TIRE WEAR PATTERNS

Under inflation results in faster wear on shoulders of tire. Over inflation causes faster wear at center of tread.

DIAGNOSIS AND TESTING (Continued)

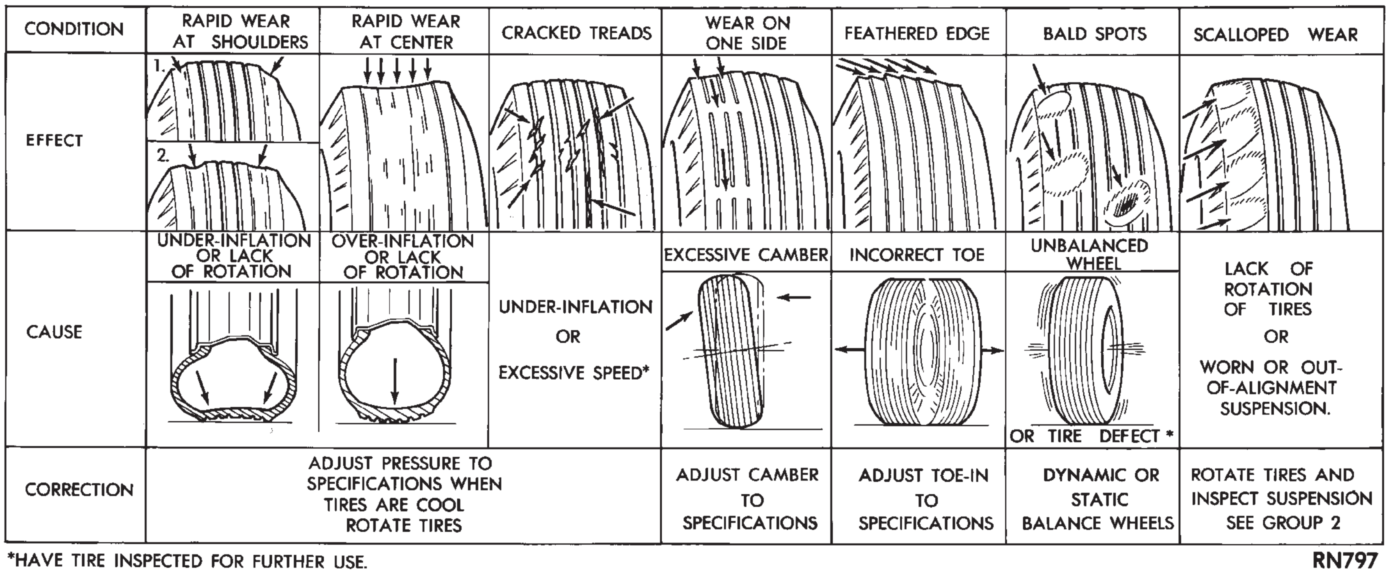


Fig. 5 Tire Wear Patterns

Excessive camber causes the tire to run at an angle to the road. One side of tread is worn more than the other.

Excessive toe-in or toe-out causes wear on the tread edges of the tire, from dragging of tire. There is a feathered effect across the tread (Fig. 5).

TIRE NOISE OR VIBRATION

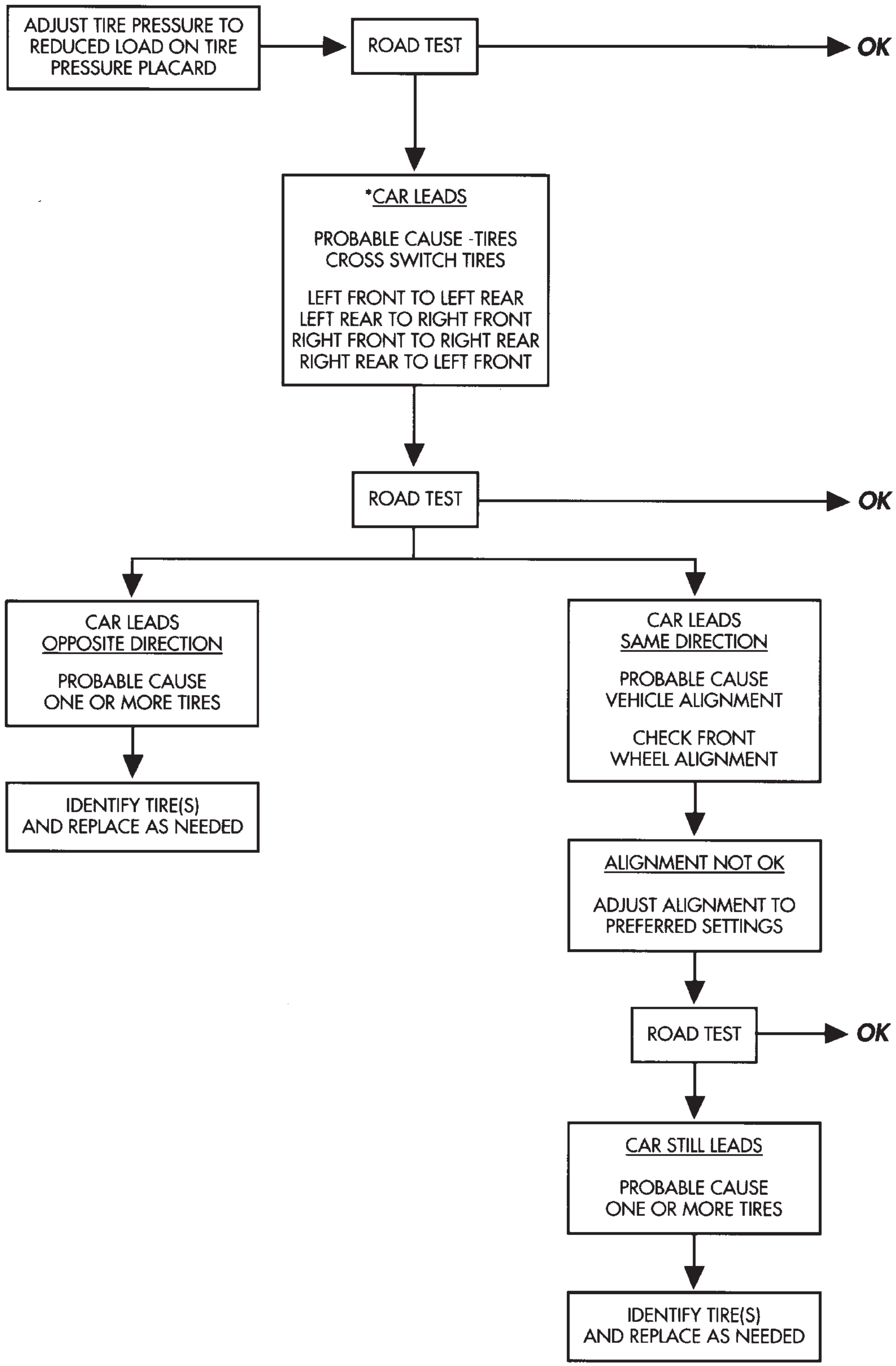
Radial-ply tires are sensitive to force impulses caused by improper mounting, vibration, wheel defects, or possibly tire imbalance.

To find out if tires are causing the noise or vibration, drive the vehicle over a smooth road at varying speeds. Note the effect of acceleration and deceleration on noise level. Differential and exhaust noises will change in intensity as speed varies, while tire noise will usually remain constant.

LEAD CORRECTION CHART

Use the following chart to correct vehicle leading or drifting problems.

DIAGNOSIS AND TESTING (Continued)



*NOTE: VERIFY THAT LEAD IS NOT RELATED TO STEERING WHEEL NOT CENTERED

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SERVICE PROCEDURES

ROTATION

Tires on the front and rear axles operate at different loads and perform different steering, driving, and braking functions. For these reasons;

- They wear at unequal rates
- Tend to develop irregular wear patterns

These effects can be reduced by timely rotation of tires. The benefits of rotation are especially worthwhile. Rotation will:

- Increase tread life
- Help to maintain mud, snow, and wet traction levels
- Contribute to a smooth, quiet ride

The suggested method of tire rotation is (Fig. 6). Other rotation methods can be used, but they will not provide all the tire longevity benefits.

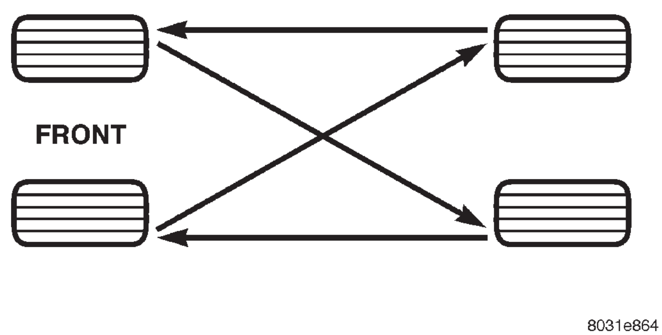

Fig. 6 Tire Rotation Pattern

MATCH MOUNTING

NOTE: Tires and wheels are not currently match mounted at the factory.

Match mounting is a technique used to reduce runout in the wheel/tire assembly. This means that the high spot of the tire is aligned with the low spot on the wheel rim. The high spot on the tire is marked with a paint mark or a bright colored adhesive label on the outboard sidewall. The low spot on the rim is identified with a label on the outside of the rim and a dot on the inside of the rim. If the outside label has been removed the tire will have to be removed to locate the dot on the inside of the rim.

Before dismounting a tire from its wheel, a reference mark should be placed on the tire at the valve stem location. This reference will ensure that it is remounted in the original position on the wheel.

(1) Measure the total indicator runout on the center of the tire tread rib. Record the indicator reading. Mark the tire to indicate the high spot. Place a mark on the tire at the valve stem location (Fig. 7).

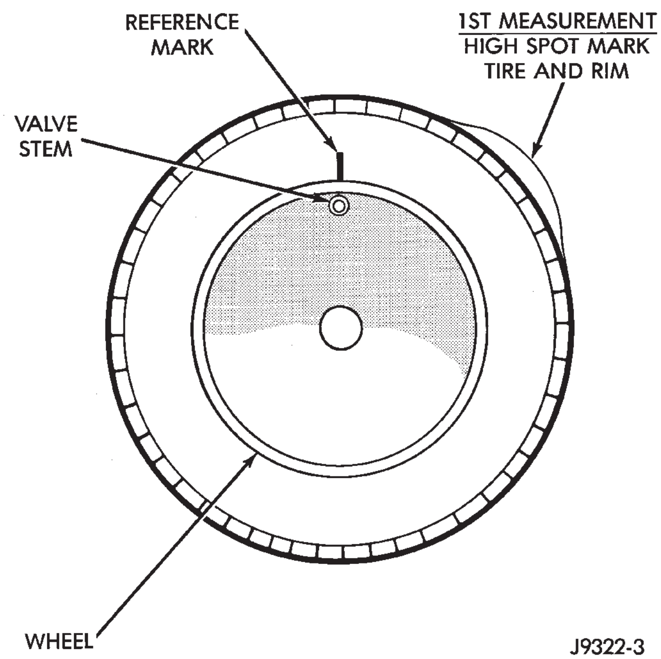

Fig. 7 First Measurement On Tire

(2) Break down the tire and remount it 180 degrees on the rim (Fig. 8).

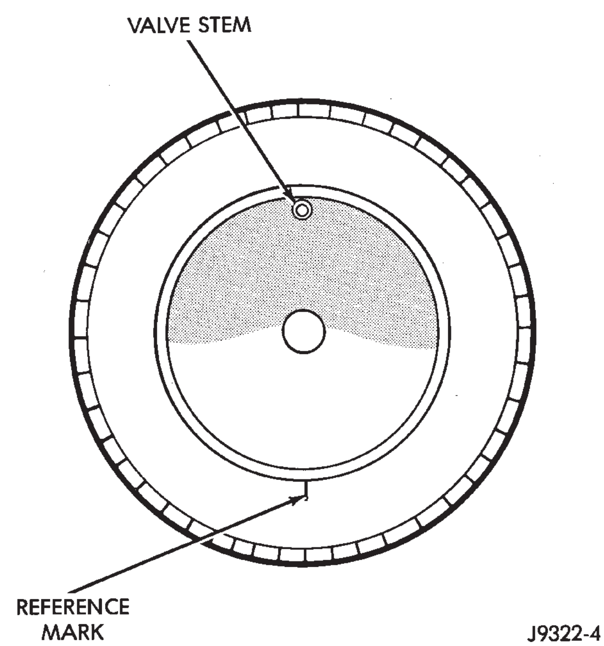

Fig. 8 Remount Tire 180 Degrees

(3) Measure the total indicator runout again. Mark the tire to indicate the high spot.

(4) If runout is still excessive, the following procedures must be done.

SERVICE PROCEDURES (Continued)

• If the high spot is within 101.6 mm (4.0 in.) of the first spot and is still excessive, replace the tire.

• If the high spot is within 101.6 mm (4.0 in.) of the first spot on the wheel, the wheel may be out of specifications. Refer to Wheel and Tire Runout.

• If the high spot is NOT within 101.6 mm (4.0 in.) of either high spot, draw an arrow on the tread from second high spot to first. Break down the tire and remount it 90 degrees on rim in that direction (Fig. 9). This procedure will normally reduce the runout to an acceptable amount.

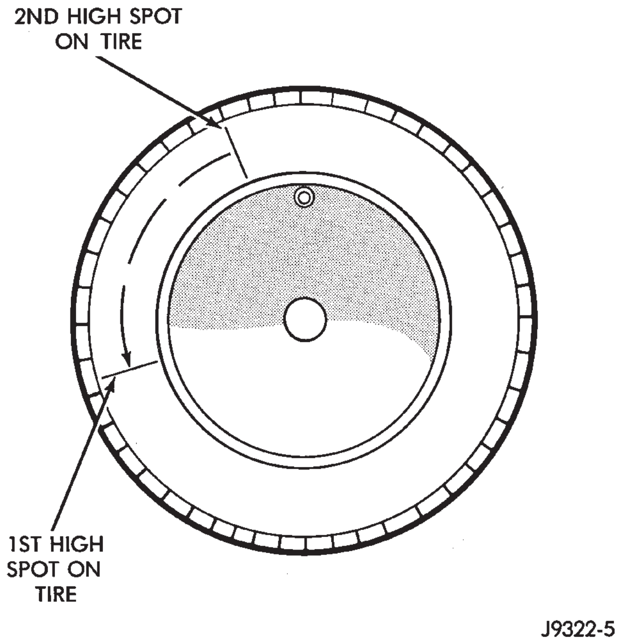

Fig. 9 Remount Tire 90 Degrees In Direction of Arrow

REPAIRING LEAKS

For proper repairing, a radial tire must be removed from the wheel. Repairs should only be made if the defect, or puncture, is in the tread area (Fig. 10). The tire should be replaced if the puncture is located in the sidewall.

Deflate tire completely before dismounting tire from the wheel. Use lubrication such as a mild soap solution when dismounting or mounting tire. Use tools free of burrs or sharp edges which could damage the tire or wheel rim.

Before mounting tire on wheel, make sure all rust is removed from the rim bead and repaint if necessary.

Install wheel on vehicle, and tighten to proper torque specification.

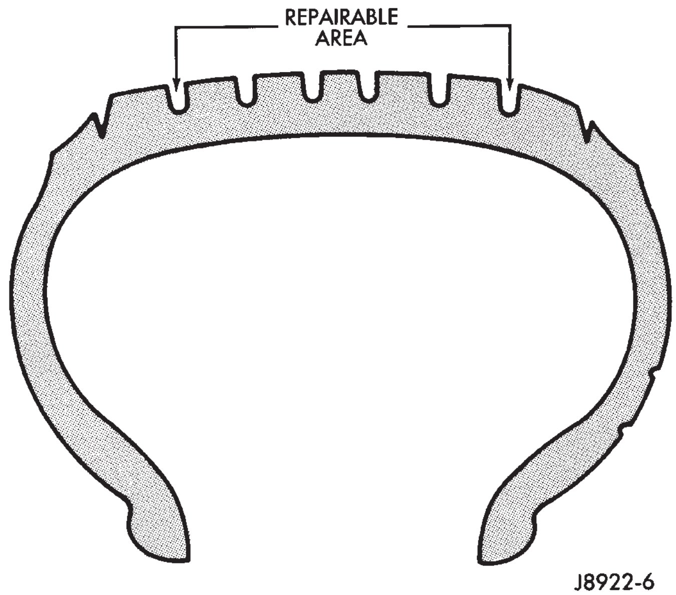

Fig. 10 Tire Repair Area

CLEANING AND INSPECTION

CLEANING OF TIRES

Remove protective coating on tires before delivery of vehicle. The coating could cause deterioration of tires.

Remove protective coating by:

• Applying warm water
• Letting it soak one minute
• Scrubbing the coating away with a soft bristle brush.
• Steam cleaning may also be used for cleaning.
• DO NOT use gasoline or wire brush for cleaning.
• DO NOT use mineral oil or an oil-based solvent.

WHEELS

INDEX

DESCRIPTION AND OPERATION

WHEEL

Available rim sizes are on the safety certification label located on the drivers door shut face.

Rim size is determined by the drivetrain package.

Original equipment wheels are designed for operation up to the specified maximum vehicle capacity.

All models use steel or cast aluminum wheels. Every wheel has raised sections between the rim flanges and rim drop well called safety humps (Fig. 1).

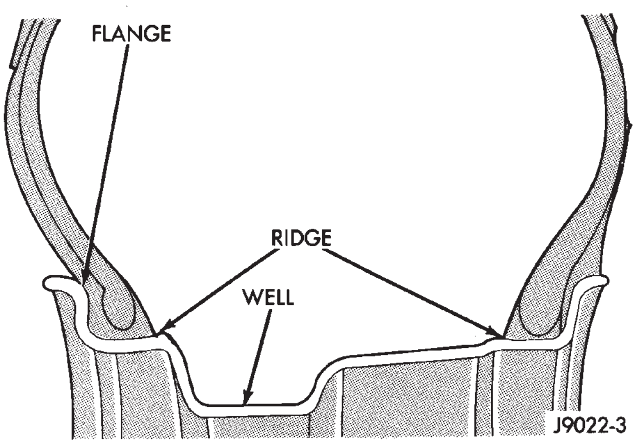

Fig. 1 Safety Rim

Initial inflation of the tire forces the bead over these raised sections. In case of tire failure, the raised sections help hold the tire in position on the wheel.

Cast aluminum wheels require coated balance weights and special alignment equipment.

The wheel studs and nuts are designed for specific applications and must be replaced with equivalent parts. Do not use replacement parts of lesser quality or a substitute design. All aluminum and some steel wheels have wheel stud nuts with an enlarged nose. This enlarged nose is necessary to ensure proper retention of the wheels.

Before installing the wheel, remove any build up of corrosion on the wheel mounting surfaces.

WARNING: INSTALLING WHEELS WITHOUT GOOD METAL-TO-METAL CONTACT COULD CAUSE LOOSENING OF WHEEL NUTS. THIS COULD ADVERSELY AFFECT THE SAFETY AND HANDLING OF YOUR VEHICLE.

DIAGNOSIS AND TESTING

WHEEL INSPECTION

Wheels must be replaced if they:

- Have excessive run out
- Are bent or dented
- Leak air
- Have damaged bolt holes

Wheel repairs employing hammering, heating, welding or repairing leaks are not allowed.

Original equipment replacement wheels should be used. When obtaining replacement wheels, they should be equivalent in load carrying capacity. The physical dimensions (diameter, width, offset, and bolt circle) of the wheel should be the same as the original wheel.

WARNING: FAILURE TO USE EQUIVALENT REPLACEMENT WHEELS MAY ADVERSELY AFFECT THE SAFETY AND HANDLING OF THE VEHICLE. REPLACEMENT WITH USED WHEELS IS NOT RECOMMENDED. THE SERVICE HISTORY OF THE RIM MAY HAVE INCLUDED SEVERE TREATMENT OR VERY HIGH MILEAGE. THE RIM COULD FAIL WITHOUT WARNING.

DIAGNOSIS AND TESTING (Continued)

TIRE AND WHEEL RUNOUT

Radial runout is the difference between the high and low points on the tire or wheel (Fig. 2).

Lateral runout is the **wobble** of the tire or wheel.

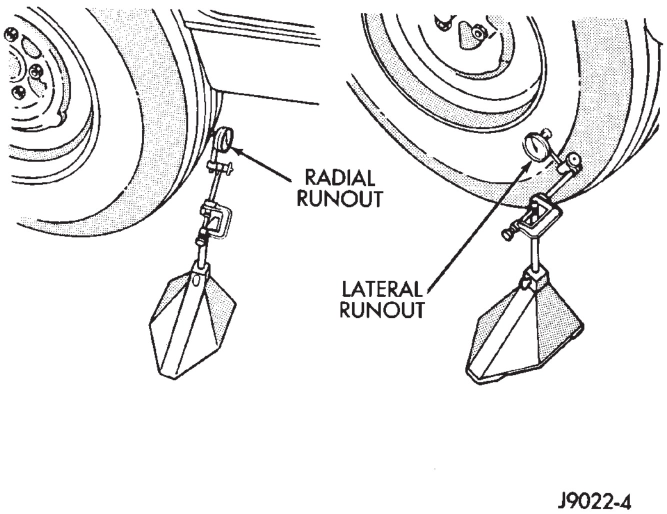

Fig. 2 Checking Tire Runout

Radial runout of more than 1.5 mm (.060 inch) measured at the center line of the tread may cause the vehicle to shake.

Lateral runout of more than 2.0 mm (.080 inch) measured near the shoulder of the tire may cause the vehicle to shake.

Sometimes radial runout can be reduced. Relocate the wheel and tire assembly on the mounting studs (See Method 1). If this does not reduce runout to an acceptable level, the tire can be rotated on the wheel. (See Method 2).

METHOD 1 (RELOCATE WHEEL ON HUB)

Check accuracy of the wheel mounting surface; adjust wheel bearings.

Drive vehicle a short distance to eliminate tire flat spotting from a parked position.

Make sure all wheel nuts are properly torqued.

Relocate wheel on the mounting, two studs over from the original position.

Re-tighten wheel nuts until all are properly torqued, to eliminate brake distortion.

Check radial runout. If still excessive, mark tire sidewall, wheel, and stud at point of maximum runout and proceed to Method 2.

METHOD 2 (RELOCATE TIRE ON WHEEL)

Rotating tire on wheel is particularly effective when there is runout in both tire and wheel.

Remove tire from wheel and re-mount wheel on hub in former position.

Check wheel radial runout (Fig. 3).

NOTE: If the vehicle is equipped with aluminum or full faced wheels the tire must be removed to check radial runout.

- STEEL WHEELS: Radial runout 0.040 in., Lateral runout 0.045 in.
- ALUMINUM WHEELS: Radial runout 0.030 in., Lateral runout 0.035 in.

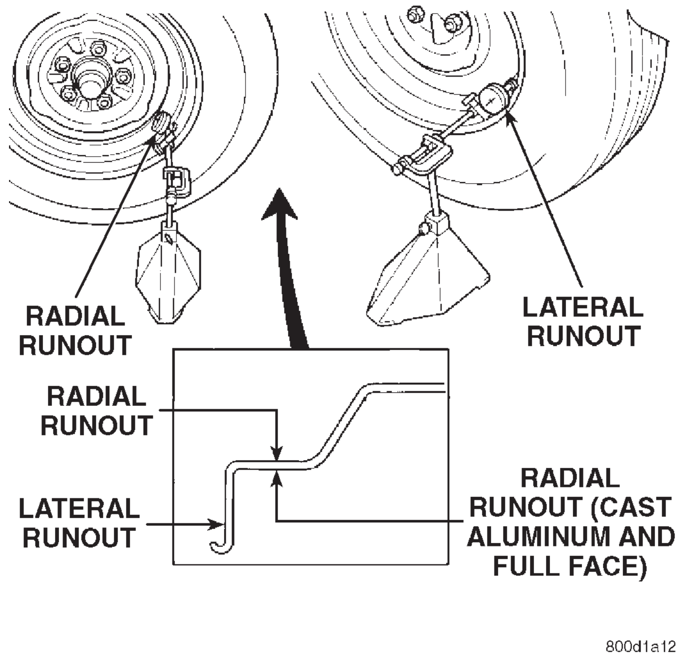

Fig. 3 Checking Wheel Runout

If point of greatest runout is near original chalk mark, remount tire 180 degrees. Recheck runout.

SERVICE PROCEDURES

WHEEL INSTALLATION

The wheel studs and nuts are designed for specific applications. They must be replaced with equivalent parts. Do not use replacement parts of lesser quality or a substitute design. All aluminum and some steel wheels have wheel stud nuts which feature an enlarged nose. This enlarged nose is necessary to ensure proper retention of the aluminum wheels.

NOTE: Do not use chrome plated lug nuts with chrome plated wheels.

Before installing the wheel, be sure to remove any build up of corrosion on the wheel mounting surfaces. Ensure wheels are installed with good metal-to-metal contact. Improper installation could cause loosening of wheel nuts. This could affect the safety and handling of your vehicle.

To install the wheel, first position it properly on the mounting surface. All wheel nuts should then be tightened just snug. Gradually tighten them in sequence to the

SERVICE PROCEDURES (Continued)

proper torque specification (Fig. 4). **Never use oil or grease on studs or nuts.**

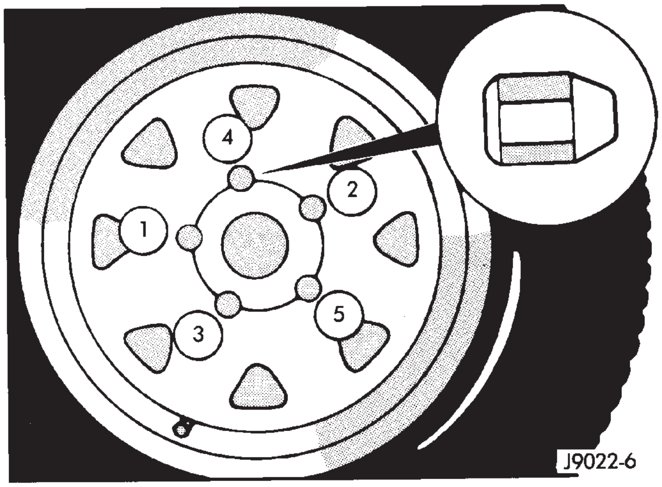

Fig. 4 Lug Nut Tightening Pattern

WHEEL REPLACEMENT

Wheels must be replaced if they have:

- Excessive runout
- Bent or dented
- Leak air through welds
- Have damaged bolt holes

Wheel repairs employing hammering, heating, or welding are not allowed.

Original equipment wheels are available through your dealer. Replacement wheels from any other source should be equivalent in:

- Load carrying capacity
- Diameter
- Width
- Offset
- Mounting configuration

Failure to use equivalent replacement wheels may affect the safety and handling of your vehicle. Replacement with **used** wheels is not recommended. Their service history may have included severe treatment.

TIRE AND WHEEL BALANCE

It is recommended that a two plane dynamic balancer be used when a wheel and tire assembly require balancing. Static should be used only when a two plane balancer is not available.

For static imbalance, find location of heavy spot causing imbalance. Counter balance wheel directly opposite the heavy spot. Determine weight required to counterbalance the area of imbalance. Place half of this weight on the **inner** rim flange and the other half on the **outer** rim flange (Fig. 5) and (Fig. 6). Off-vehicle balancing is necessary.

Wheel balancing can be accomplished with either on or off vehicle equipment. When using on-vehicle balancing equipment, remove the opposite wheel/tire.

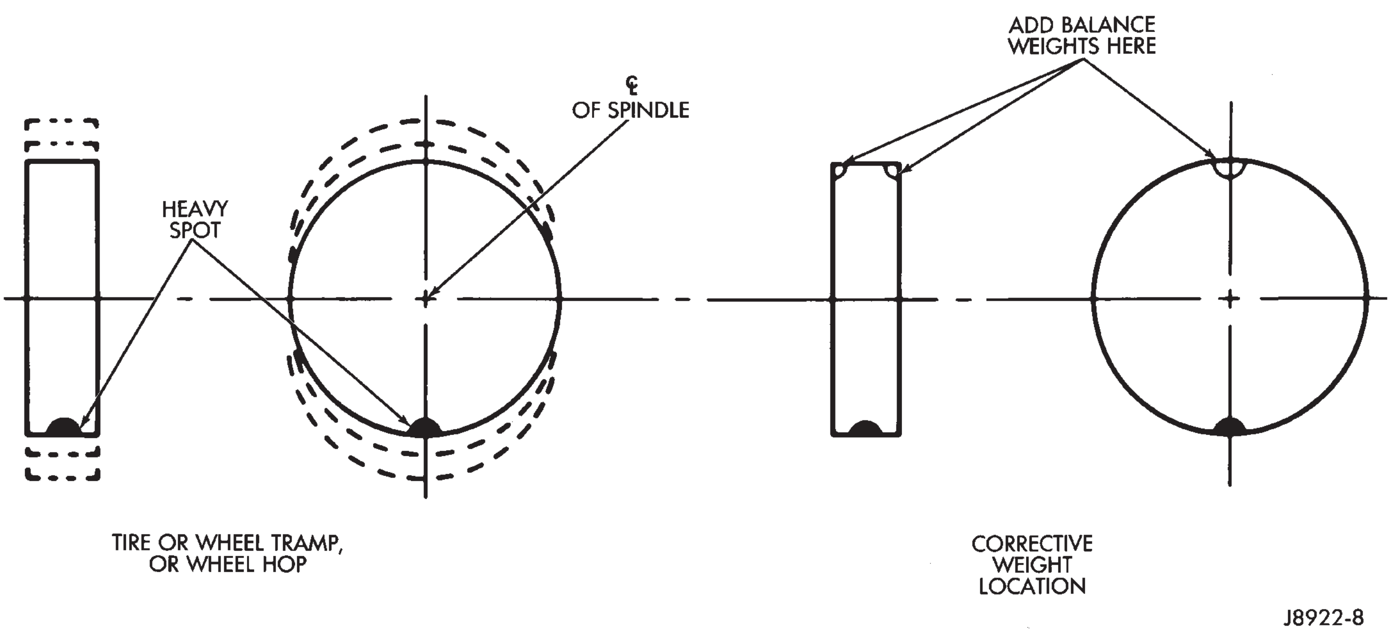

Fig. 5 Static Unbalance & Balance

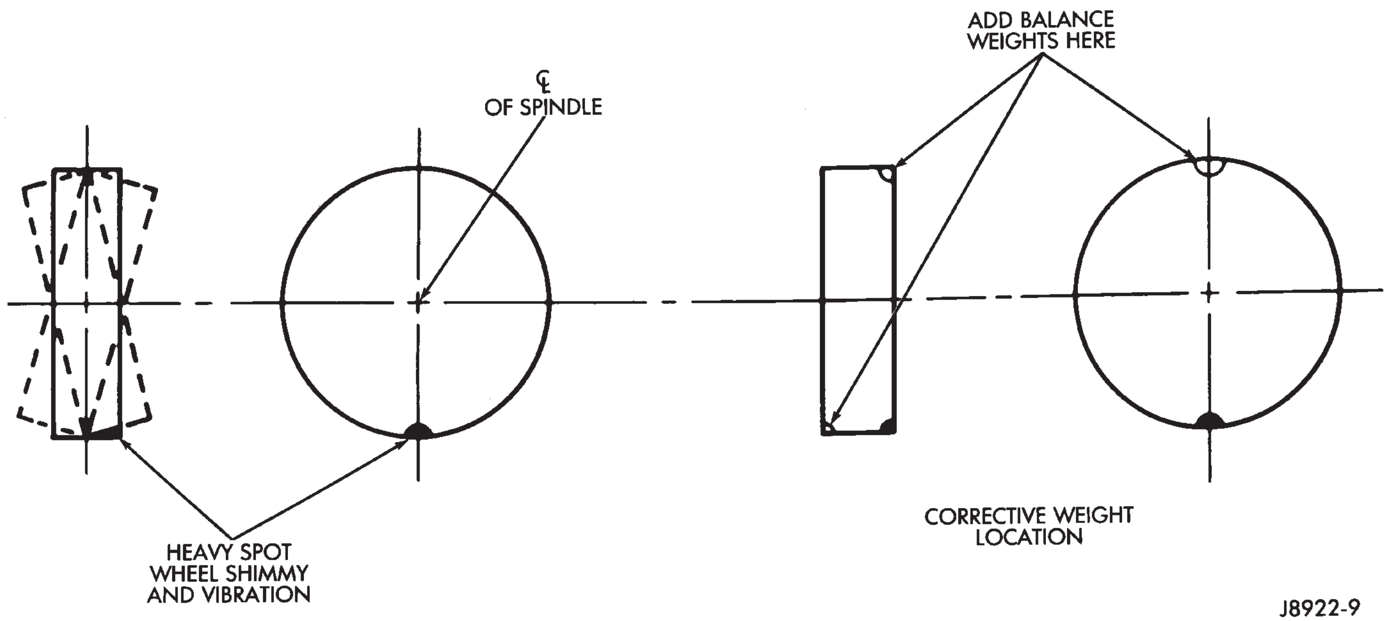

Fig. 6 Dynamic Unbalance & Balance

SPECIFICATIONS

TORQUE CHART

DESCRIPTION	TORQUE
Lug Nut	
1/2 X 20 with 60° Cone	109 to 150 N·m (80 to 110 ft. lbs.)

BODY

CONTENTS

GENERAL SERVICE INFORMATION

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GENERAL INFORMATION

SAFETY PRECAUTIONS AND WARNINGS

WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING GLASS COMPONENTS. PERSONAL INJURY CAN RESULT.

USE A BREATHING FILTER WHEN SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL– BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT.

DO NOT STAND UNDER A HOISTED VEHICLE THAT IS NOT PROPERLY SUPPORTED ON SAFETY STANDS. PERSONAL INJURY CAN RESULT.

CAUTION: When holes must be drilled or punched in an inner body panel, verify depth of space to the outer body panel, electrical wiring, or other components. Damage to vehicle can result.

Do not weld exterior panels unless combustible material on the interior of vehicle is removed from the repair area. Fire or hazardous conditions, can result.

Always have a fire extinguisher ready for use when welding.

Disconnect the negative (-) cable clamp from the battery when servicing electrical components that are live when the ignition is OFF. Damage to electrical system can result.

Do not use abrasive chemicals or compounds on painted surfaces. Damage to finish can result.

Do not use harsh alkaline based cleaning solvents on painted or upholstered surfaces. Damage to finish or color can result.

Do not hammer or pound on plastic trim panel when servicing interior trim. Plastic panels can break.

Chrysler Corporation uses many different types of push-in fasteners to secure the interior and exterior trim to the body. Most of these fasteners can be reused to assemble the trim during various repair procedures. At times, a push-in fastener cannot be removed without damaging the fastener or the component it is holding. If it is not possible to remove a fastener without damaging a component or body, cut or break the fastener and use a new one when installing the component. Never pry or pound on a plastic or pressed-board trim component. Using a suitable fork-type prying device, pry the fastener from the retaining hole behind the component being removed. When installing, verify fastener alignment with the retaining hole by hand. Push directly on or over the fastener until it seats. Apply a low- force pull to the panel to verify that it is secure.

When it is necessary to remove components to service another, it should not be necessary to apply excessive force or bend a component to remove it. Before damaging a trim component, verify hidden fasteners or captured edges holding the component in place.

PAINT

INDEX

GENERAL INFORMATION

PAINT CODE

Exterior vehicle body colors are identified on the Body Code plate. The plate is located on the top, right side of the dash panel below the cowl grille in the engine compartment. Refer to the Introduction section at the front of this manual for body code plate description. The paint code is also identified on the Vehicle Safety Certification Label which is located on the drivers door shut face. The color names provided in the Paint and Trim Code Description chart are the color names used on most repair product containers.

BASE COAT/CLEAR COAT FINISH

On most vehicles a two-part paint application (base coat/clear coat) is used. Color paint that is applied to primer is called base coat. The clear coat protects the base coat from ultraviolet light and provides a durable high-gloss finish.

WET SANDING, BUFFING, AND POLISHING

Minor acid etching, orange peel, or smudging in clear coat or single-stage finishes can be reduced with light wet sanding, hand buffing, and polishing. **If the finish has been wet sanded in the past, it cannot be repeated. Wet sanding operation should be performed by a trained automotive paint technician.**.

CAUTION: Do not remove clear coat finish, if equipped. Base coat paint must retain clear coat for durability.

PAINTED SURFACE TOUCHUP

When a painted metal surface has been scratched or chipped, it should be touched-up as soon as possible to avoid corrosion. For best results, use Mopar® Scratch Filler/Primer, Touch-Up Paints and Clear Top Coat. Refer to Introduction group of this manual for Body Code Plate information.

TOUCHUP PROCEDURE

(1) Scrape loose paint and corrosion from inside scratch or chip.

(2) Clean affected area with Mopar® Tar/Road Oil Remover, and allow to dry.

(3) Fill the inside of the scratch or chip with a coat of filler/primer. Do not overlap primer onto good surface finish. The applicator brush should be wet enough to puddle-fill the defect without running. Do not stroke brush applicator on body surface. Allow the filler/primer to dry hard.

(4) Cover the filler/primer with color touch-up paint. Do not overlap touchup color onto the original color coat around the scratch or chip. Butt the new color to the original color, if possible. Do not stroke applicator brush on body surface. Allow touchup paint to dry hard.

(5) On vehicles without clear coat, the touchup color can be lightly wet sanded (600 grit) and polished with rubbing compound.

(6) On vehicles with clear coat, apply clear top coat to touchup paint with the same technique as described in Step 4. Allow clear top coat to dry hard. If desired, Step 5 can be performed on clear top coat.

SPECIFICATIONS

AFTER MARKET PAINT REPAIR PRODUCTS

1996 EXTERIOR COLOR

EXTERIOR COLOR	CHRY CODE*	PPG	BASF	DuPONT	S-W ACME M-S	AKZO/NOBEL SIKKENS
Dark Rosewood Pearl Coat	REG	27558	25041	B9519	50266	CHA95:REG
Flame Red Clear Coat	PR4	4679	23043	B9326	46916	CHA93:PR4
Char Gold II Satin Glow	RJ7	35748	25037	B9532	50278	CHA95:RJ7
Moss Green Pearl Coat	RJN	47383	25036	B9533	50277	CHA95:RJN
Forest Green Pearl Coat	SG84	47439	26078	B9609	51062	CHA95:SG8
Light Iris Pearl Coat	PC5	4788	24078	B9455	48782	CHA94:PC5
Medium Blue Pearl Coat	RB3	18719	25047	B9528	50263	CHA95:RB3
Black Clear Coat	DX8	9700	15214	99	34858 90-5950	CHA85:DX8
Opal Satin Glow	SW4	93541	26090	B9621	51538	CHA96:SW4
Stone White Clear Coat	SW1	83542	26089	B9622	51540	CHA96:SW1

1996 CLADDING COLOR

CLADDING COLOR	CHRY CODE*	PPG	BASF	DuPONT	S-W ACME M-S	AKZO/NOBEL SIKKENS
Flame Red	PR4	4679	23043	B9326	46916	CHAPR4M
Char Gold II	RJ7	35748	25037	B9532	50278	CHARJ7M
Dark Rosewood	REG	4966	25041	B9519	50266	CHAREGM
Moss Green	RJN	47383	25036	B9533	50277	CHARJNM
Black	DX8	9700	15214	F0204	34858 90-5950	CHADX8M
Dark Neutral Gray	HS5	34349	20215	C8923	40392	CHA90:HS5
Stone White	SW1	83542	26089	B9622	51539	CHASW1M

*Herberts Standox and Spies Hecker use the Chrysler paint code as listed on the Body Code Plate and the Vehicle Safety Certification label.

1996 INTERIOR COLOR

INTERIOR COLOR	CHRY CODE	PPG	BASF	DuPONT	S-W ACME M-S
Agate	AZ	9856/2-1461	22135	C9208	45994
Mist Gray	C3	35799/2-1576	25065	C9507	50508
Saddle	T6	27917/2-1594	26121	C9603	51541
Saddle/ Moss Green (RT6/RJ4)	TJ	N/A	26121 25069	C9604 C9513	51542 50512

STATIONARY GLASS

INDEX

DESCRIPTION AND OPERATION

SAFETY PRECAUTIONS

WARNING: DO NOT OPERATE THE VEHICLE WITHIN 24 HOURS OF WINDSHIELD INSTALLATION. IT TAKES AT LEAST 24 HOURS FOR URETHANE ADHESIVE TO CURE. IF IT IS NOT CURED, THE WINDSHIELD MAY NOT PERFORM PROPERLY IN AN ACCIDENT.

URETHANE ADHESIVES ARE APPLIED AS A SYSTEM. USE GLASS CLEANER, GLASS PREP SOLVENT, GLASS PRIMER, PVC (VINYL) PRIMER AND PINCHWELD (FENCE) PRIMER PROVIDED BY THE ADHESIVE MANUFACTURER. IF NOT, STRUCTURAL INTEGRITY COULD BE COMPROMISED.

BE SURE TO REFER TO THE URETHANE MANUFACTURER'S DIRECTIONS FOR CURING TIME SPECIFICATIONS, AND DO NOT USE ADHESIVE AFTER ITS EXPIRATION DATE.

VAPORS THAT ARE EMITTED FROM THE URETHANE ADHESIVE OR PRIMER COULD CAUSE PERSONAL INJURY. USE THEM IN A WELL-VENTILATED AREA.

SKIN CONTACT WITH URETHANE ADHESIVE SHOULD BE AVOIDED. PERSONAL INJURY MAY RESULT.

ALWAYS WEAR EYE AND HAND PROTECTION WHEN WORKING WITH GLASS.

CAUTION: Protect all painted and trimmed surfaces from coming in contact with urethane or primers.

Be careful not to damage painted surfaces when removing moldings or cutting urethane around windshield.

It is difficult to salvage a windshield during the removal operation. The windshield is part of the structural support for the roof. The urethane bonding used to secure the windshield to the fence is difficult to cut or clean from any surface. If the moldings are set in urethane, it would also be unlikely they could be salvaged. Before removing the windshield, check the availability of the windshield and moldings from the parts supplier.

REMOVAL AND INSTALLATION

WINDSHIELD

REMOVAL

(1) Remove inside rear view mirror.
(2) Remove cowl cover.
(3) Remove screws attaching windshield side molding to A-pillar (Fig. 1).
(4) Remove upper windshield molding.
(5) Cut urethane bonding from around windshield using a suitable sharp cold knife. A pneumatic cutting device can be used if available (Fig. 2).
(6) Separate windshield from vehicle.

INSTALLATION

WARNING: Allow the urethane at least 4 hours to cure before returning the vehicle to use.

CAUTION: Open a window before installing windshield. This will avoid pressurizing the passenger compartment. If a door or liftgate is slammed before urethane is cured, water leaks can result.

The windshield fence should be cleaned of old urethane bonding material. Support spacers should be cleaned and properly installed on weld studs or repair screws at bottom of windshield opening.

(1) Place replacement windshield into windshield opening. Position glass in the center of the opening against the support spacers. Mark the glass at the support spacers with a grease pencil or masking tape and ink pen to use as a reference for installation. Remove replacement windshield from windshield opening (Fig. 3).
(2) Position the windshield inside up on a suitable work surface with two padded, wood 10 cm by 10 cm by 50 cm (4 in. by 4 in. by 20 in.) blocks, placed parallel 75 cm (2.5 ft.) apart (Fig. 4).
(3) Clean inside of windshield with Mopar Glass Cleaner and lint-free cloth.
(4) Apply clear glass primer 25 mm (1 in.) wide around edge of windshield. Wipe with clean/dry lint-free cloth.

REMOVAL AND INSTALLATION (Continued)

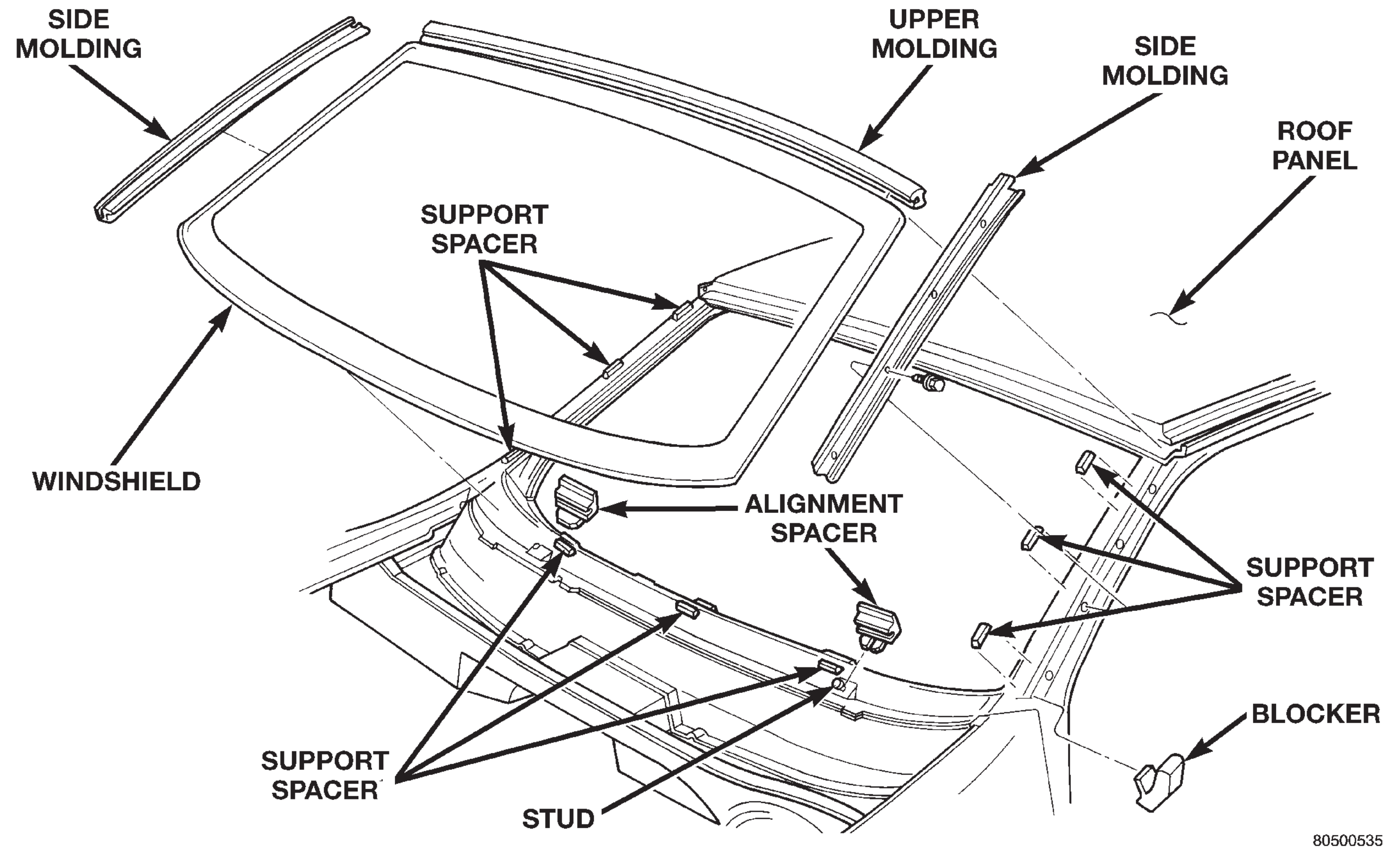

Fig. 1 Windshield

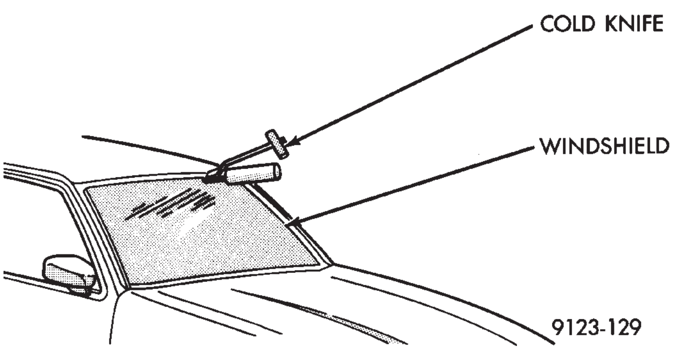

Fig. 2 Cut Urethane Around Windshield—Typical

(5) Apply black-out primer 15 mm (.75 in.) wide on top and sides of windshield and 25 mm (1 in.) on bottom of windshield. Allow at least three minutes drying time.

(6) Position windshield spacers on lower fence above support spacers at the edge of the windshield opening (Fig. 1).

(7) Apply a 10 mm (0.4 in.) bead of urethane around perimeter of windshield along the inside of the moldings. Apply two beads along the bottom edge.

(8) Install upper molding onto windshield.

(9) Apply fence primer around the perimeter of the windshield opening fence. Allow at least 18 minutes drying time.

(10) With aid of a helper, position windshield over windshield opening. Align reference marks at bottom of windshield to support spacers.

(11) Slowly lower windshield glass to windshield opening fence. Guide top molding into proper position if necessary. Push windshield inward to fence spacers at bottom and until top molding is flush to roof line.

(12) Clean excess urethane from exterior with Mopar Super Clean or equivalent.

(13) Install windshield side moldings.

(14) Install cowl cover and wipers.

(15) Install inside rear view mirror.

(16) After urethane has cured, water test windshield to verify repair.

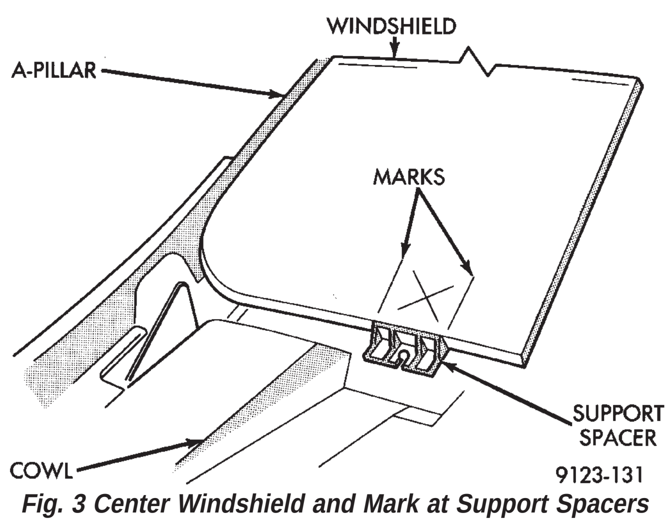

Fig. 3 Center Windshield and Mark at Support Spacers

REMOVAL AND INSTALLATION (Continued)

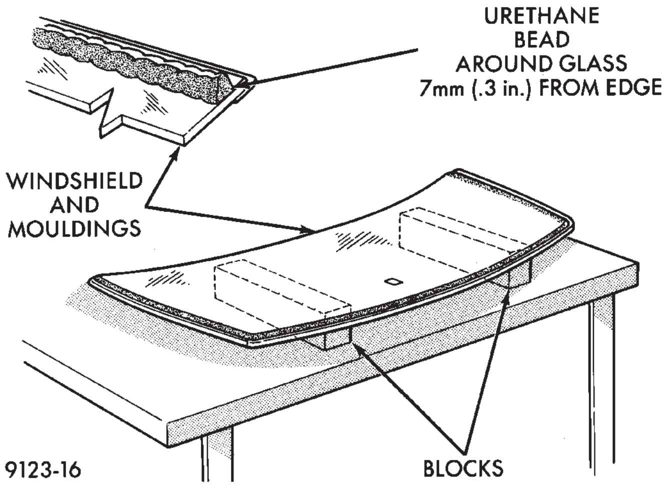

Fig. 4 Work Surface Set up and Molding Installation

QUARTER WINDOW GLASS

REMOVAL

(1) Cut urethane bonding from around quarter window glass using a suitable sharp cold knife. A pneumatic cutting device can be used if available.

(2) Separate glass from vehicle.

INSTALLATION

CAUTION: Open a window before installing glass. This will avoid pressurizing the passenger compartment. If a door or liftgate is slammed before urethane is cured, water leaks can result.

The window opening fence should be cleaned of old urethane bonding material.

(1) Clean inside of glass with Mopar Glass Cleaner and lint-free cloth.

(2) Apply PVC (vinyl) primer 25 mm (1 in.) wide around edge of glass. Wipe with clean/dry lint-free cloth.

(3) Apply fence primer around edge of fence. Allow at least eighteen minutes drying time.

(4) Apply a 10 mm (0.4 in.) bead of urethane around window vinyl border location.

Position glass into window opening and lock clips into place (Fig. 5).

LIFTGATE GLASS

REMOVAL

(1) Cut urethane bonding from around liftgate glass using a suitable sharp cold knife. A pneumatic cutting device can be used if available.

(2) Separate glass from vehicle.

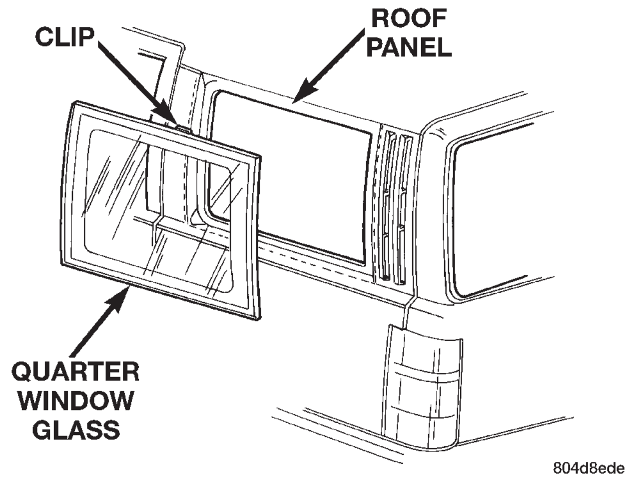

Fig. 5 Quarter Window Glass

INSTALLATION

CAUTION: Open a window before installing glass. This will avoid pressurizing the passenger compartment. If a door or liftgate is slammed before urethane is cured, water leaks can result.

The window opening fence should be cleaned of old urethane bonding material.

(1) Clean inside of glass with Mopar Glass Cleaner and lint-free cloth.

(2) Apply PVC (vinyl) primer 25 mm (1 in.) wide around edge of glass. Wipe with clean/dry lint-free cloth.

(3) Apply fence primer around edge of fence. Allow at least eighteen minutes drying time.

(4) Apply a 10 mm (0.4 in.) bead of urethane around window vinyl border location.

Position glass into window opening and lock clips into place (Fig. 6).

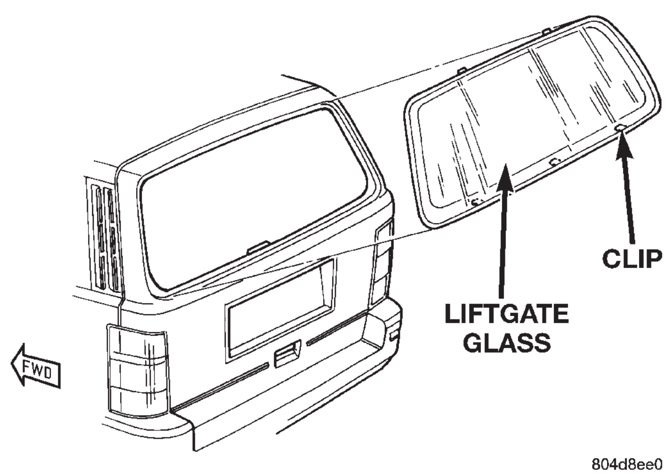

Fig. 6 Liftgate Glass

POWER SUNROOF

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GENERAL INFORMATION

GENERAL INFORMATION

All sunroofs are equipped with drain tubes (Fig. 1) and (Fig. 2). The drain tubes must be kept open to prevent water from entering passenger compartment.

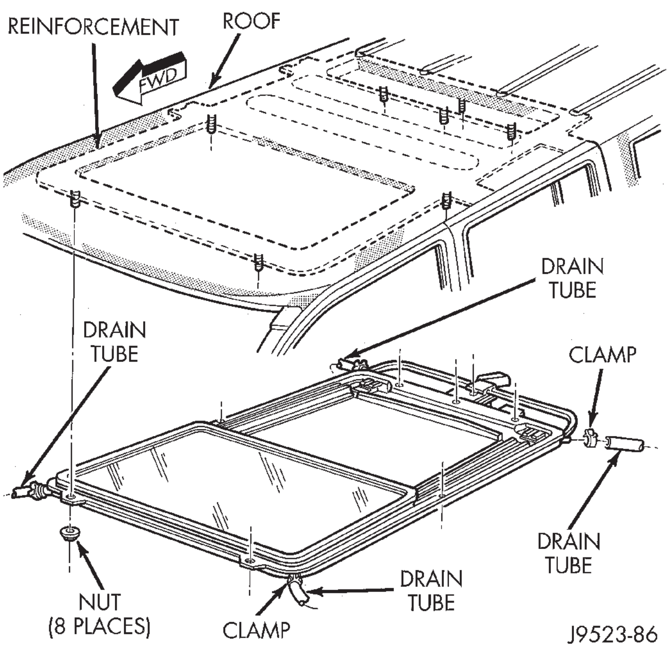


Fig. 1 Drain Tubes

REMOVAL AND INSTALLATION

WIND DEFLECTOR

REMOVAL

(1) Open sun roof glass panel.
(2) Remove screws holding wind deflector to sun roof unit side rail (Fig. 3).
(3) Separate wind deflector from vehicle.

INSTALLATION

(1) Reverse preceding operation.

GLASS PANEL

REMOVAL

(1) Position glass to vent position.
(2) Remove wind deflector mechanism covers (Fig. 4).
(3) Position sunshade full rearward.
(4) Loosen nuts holding glass panel to side adjustment brackets show in View B (Fig. 4).
(5) Slide glass panel rearward 12mm (0.5in.) and separate glass from sunroof unit.

INSTALLATION

(1) Position glass panel in opening with logo rearward and slide panel forward 12 mm (0.5in.).
(2) Verify that attaching nuts are below top surface of glass adjustment brackets.
(3) Close sunroof to center glass panel in roof opening.
(4) Tighten center nuts to hold adjustment.
(5) Open glass to vent position and tighten nuts to 8 N·m (70.8 in. lbs.).
(6) Close glass and check alignment.
(7) Locate glass to vent position.
(8) Install mechanism covers.

SUNROOF ADJUSTMENT BRACKET

REMOVAL

(1) Remove wind deflector, mechanism covers and glass panel.
(2) Move glass carriage to vent position and remove rearward adjustment bolt from adjustment bracket.

REMOVAL AND INSTALLATION (Continued)

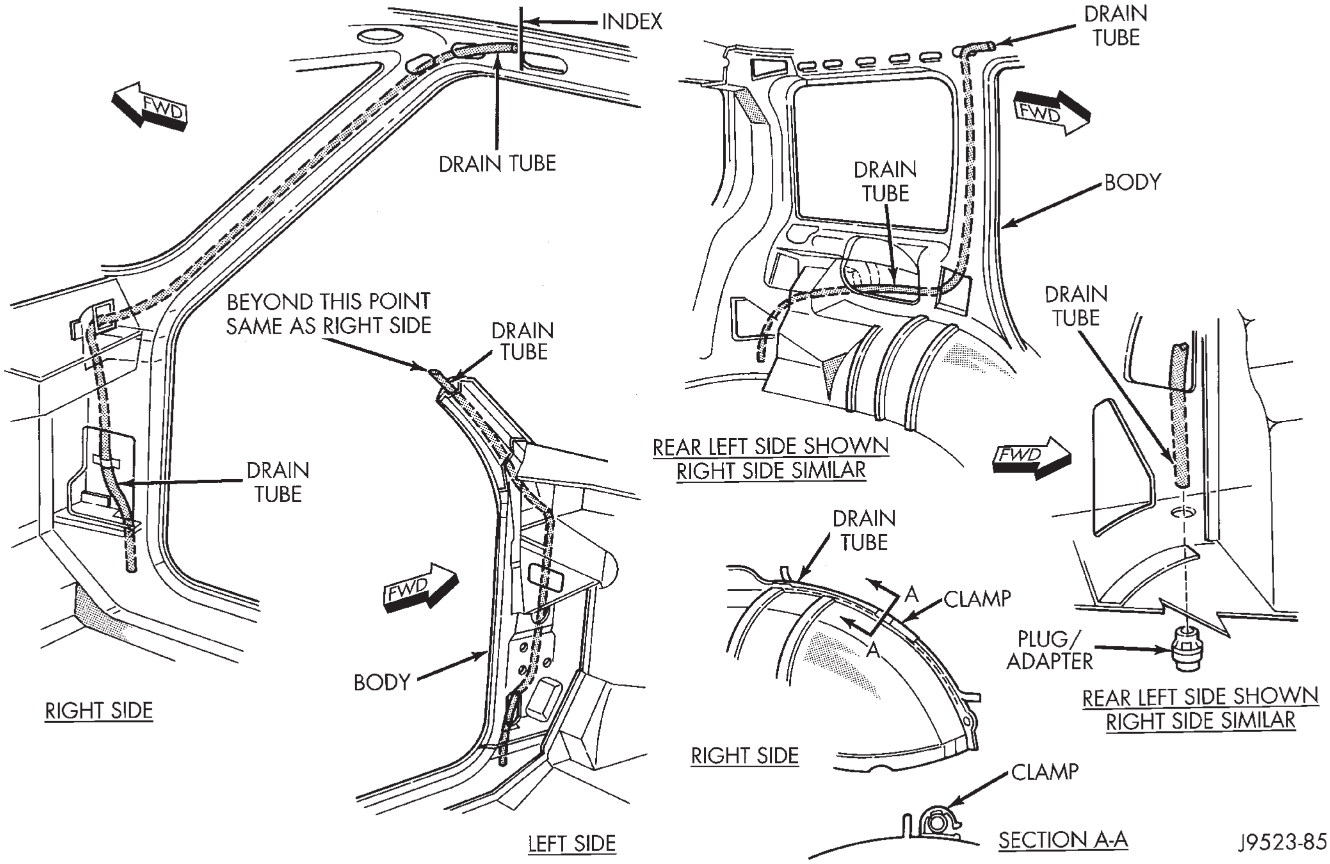


Fig. 2 Drain Tube Locations

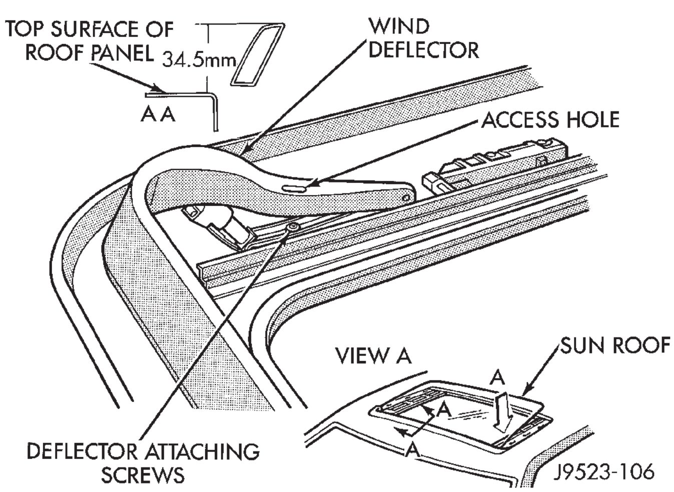


Fig. 3 Deflector Assembly

(3) Lift rear of adjustment bracket to highest vertical position and disengage front of bracket from unit (Fig. 4).

INSTALLATION

(1) Reverse the preceding operation. Adjust glass as necessary.

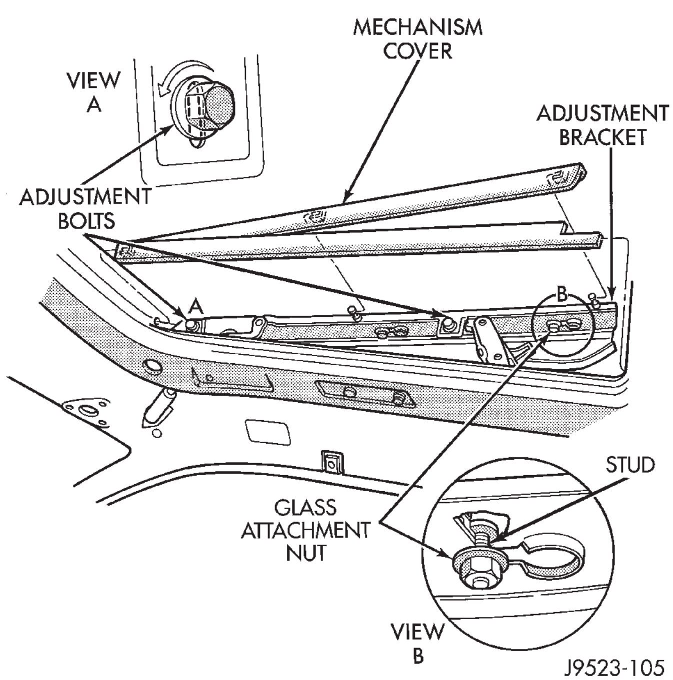


Fig. 4 Glass Adjustment

REMOVAL AND INSTALLATION (Continued)

DRAIN CHANNEL

REMOVAL

(1) Move glass to vent position.

(2) Remove mechanism covers and glass panel.

(3) Remove screws holding drain channel to support frame.

INSTALLATION

(1) Reverse preceding operation.

DRIVE CABLE LOCATORS

REMOVAL

(1) Position glass 19 mm (0.75 in.) until rearward cable locator is visible.

(2) Remove screws holding drive cable locator to unit.

(3) Remove travel limiting micro switch grommet and disconnect wire connector.

(4) Insert a small screwdriver under rear edge of locator and pry locator from track (Fig. 5).

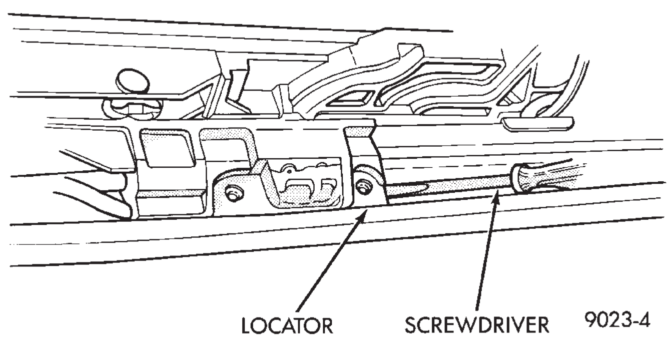


Fig. 5 Removing Cable Drive Locator

INSTALLATION

(1) Reverse preceding operation. The small outboard lip underneath cable locator slips under bottom slot on guide track. After locator is seated, install screws.

MOTOR AND DRIVE GEARS

REMOVAL

(1) Open sunroof to vent position.

(2) Remove headlining.

(3) Remove bolts holding sunroof motor to motor bracket.

(4) Disconnect wire connector.

(5) Separate motor and drive gear from drive cables (Fig. 6).

INSTALLATION

(1) Verify that sunroof is in vent position. Push mechanism forward on both sides to align drive cables.

(2) Engage drive gears onto drive cables.

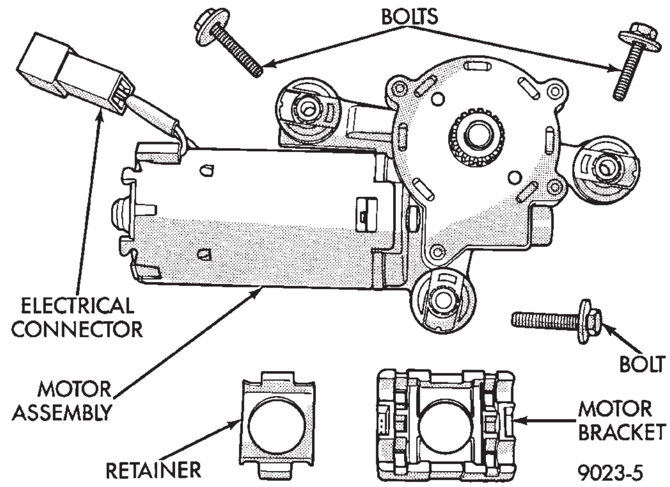


Fig. 6 Sunroof Motor And Drive Gear

(3) Install motor and drive gear screws and tighten to 5 N·m (44in-lbs.).

(4) Install headlining.

DRIVE CABLES

REMOVAL

(1) Open sunroof to vent position.

(2) Remove headlining, wind deflector, mechanism covers, glass panel, side glass adjustment brackets, motor and drive cable locators.

(3) Lift cable out of cable retainer and pull forward. Separate cable from assembly (Fig. 7).

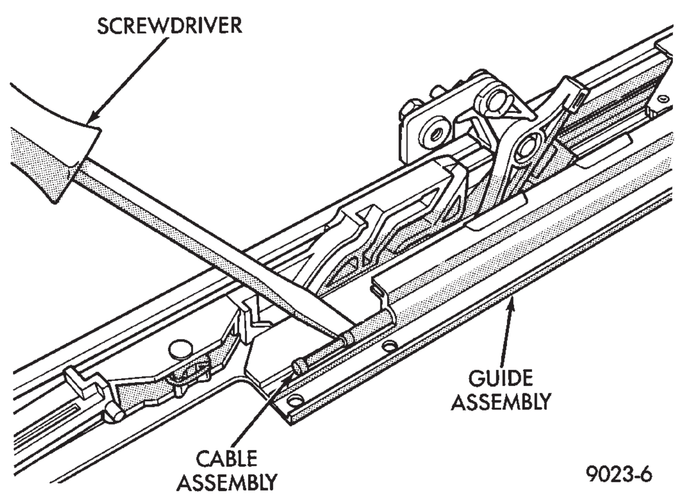


Fig. 7 Drive Cables

INSTALLATION

Verify sunroof is in vent position. Push mechanism forward on both sides to align drive cables. Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

SUNSHADE

REMOVAL

(1) Remove wind deflector, mechanism covers and glass panel.

(2) Position system to full rearward position.

(3) Slide sunshade panel full forward and release the front tabs from track assembly.

(4) Pull front and rear retaining clips inboard and lift sunshade out (Fig. 8).

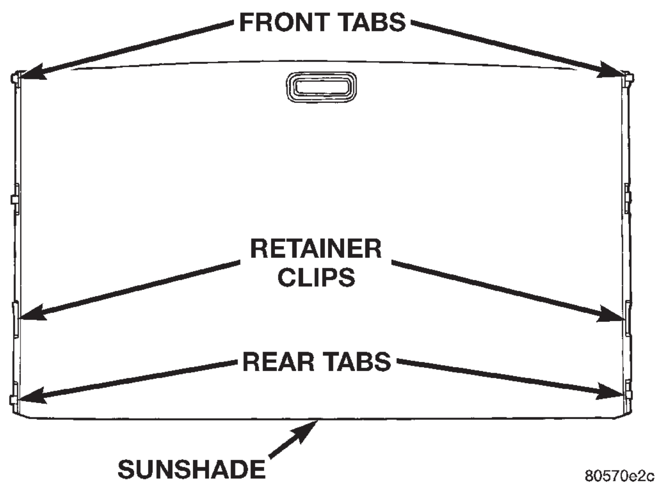


Fig. 8 Sunshade

INSTALLATION

(1) Reverse removal procedure.

GUIDE ASSEMBLY

REMOVAL

(1) Remove wind deflector, mechanism covers, glass panel, drain channel, sunshade and drive cable locator as necessary.

(2) Move glass carriage to vent position.

(3) Remove front slide from guide assembly.

(4) Remove screws holding front and center guide track to unit.

(5) Pull cable out of groove for cable end.

(6) Pull guide outward to release from housing. Separate rear end of guide from clips. Slide guide out of unit (Fig. 9).

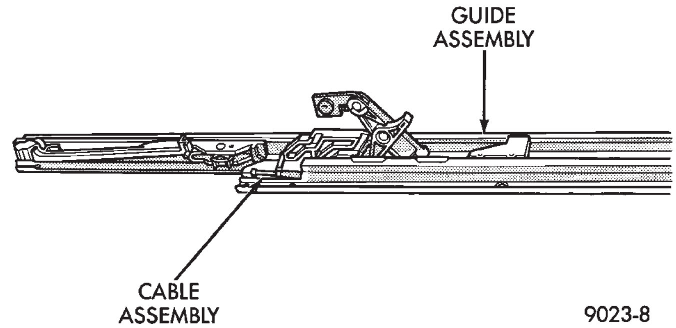


Fig. 9 Guide Assembly

INSTALLATION

(1) Install guide cable into rear of guide assembly.

(2) Install guide assembly at an angle so the rear portion slips under finger clips at rear of module housing.

(3) Place cable in groove of cable holder.

(4) Install screws in track assembly.

(5) Install wind deflector, mechanism covers, glass panel, drain channel, sunshade and drive cable locator as necessary.

CLEANING AND INSPECTION

GENERAL INFORMATION

All sunroofs are equipped with drain tubes (Fig. 10) and (Fig. 11). The drain tubes must be kept open to prevent water from entering passenger compartment.

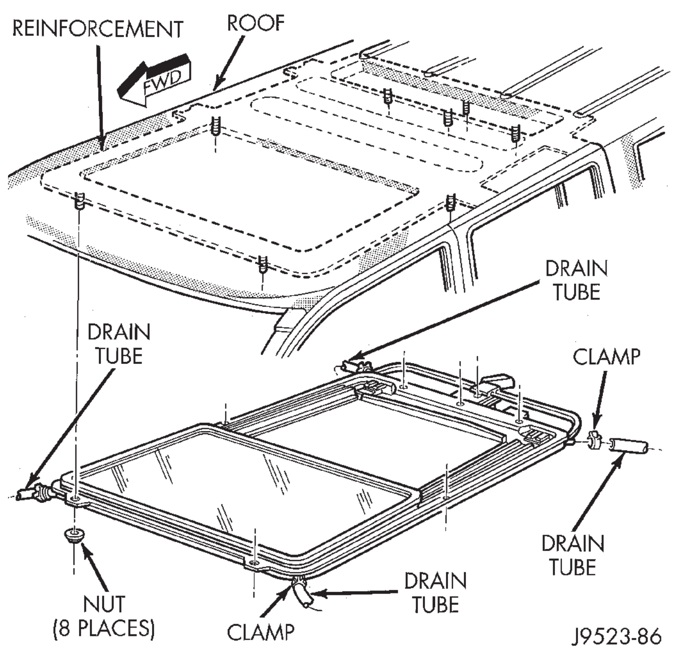


Fig. 10 Drain Tubes

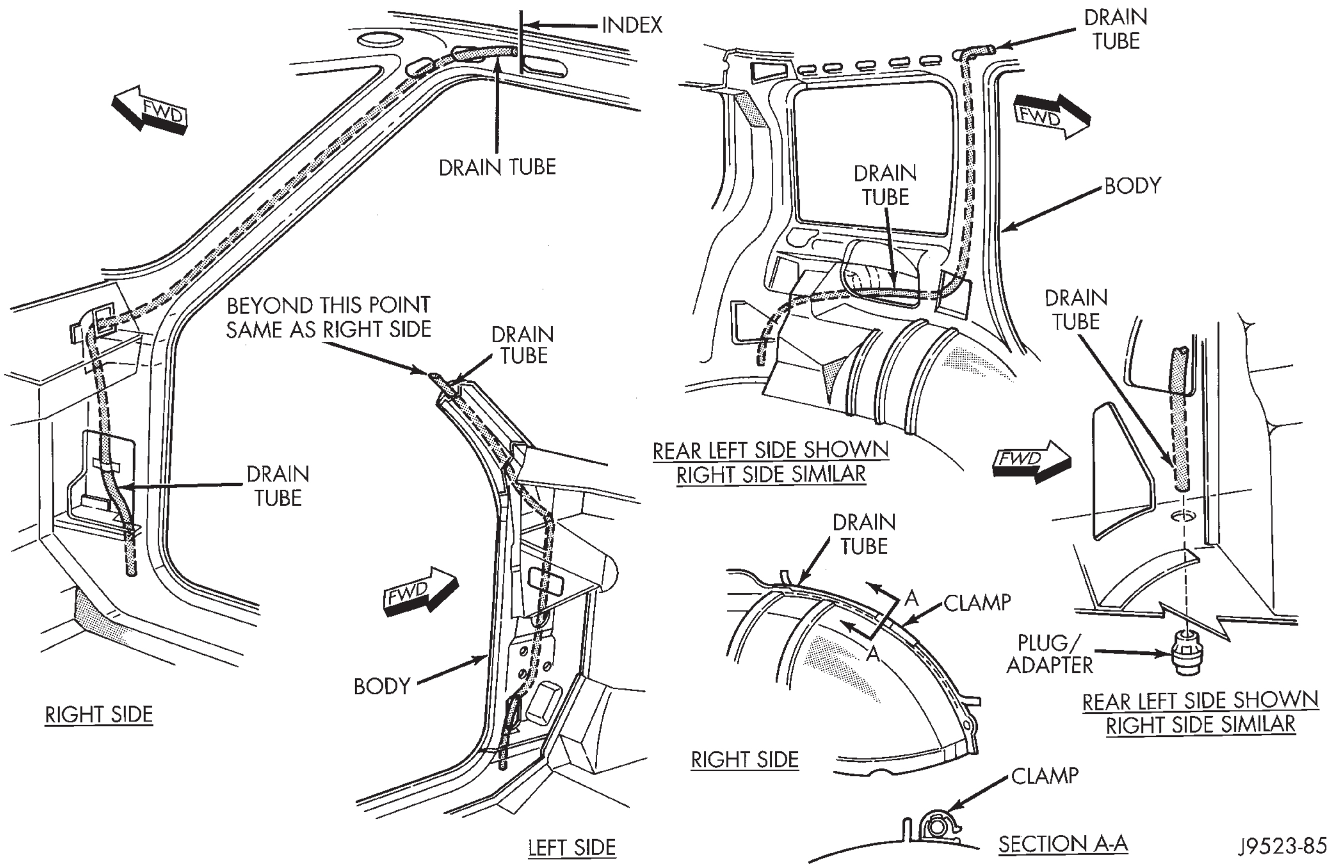


Fig. 11 Drain Tube Locations

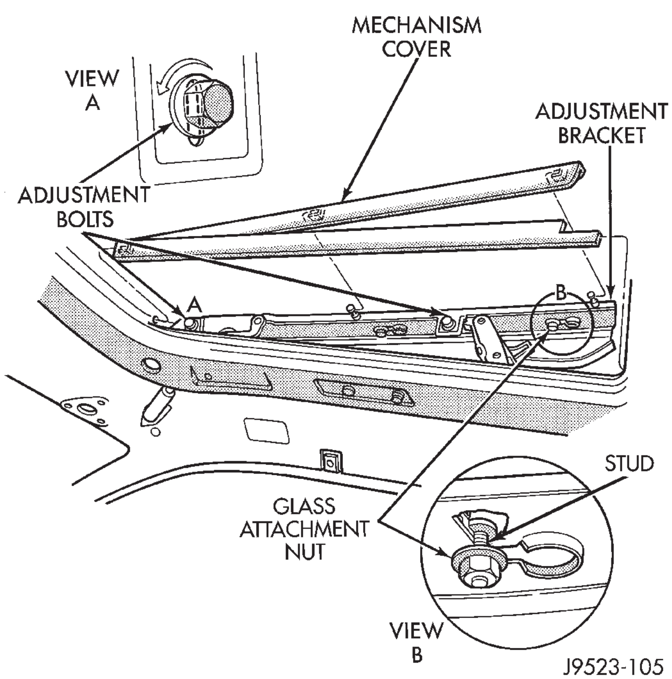


Fig. 12 Glass Adjustment

ADJUSTMENTS

GLASS PANEL VERTICAL HEIGHT ADJUSTMENT

(1) Open glass to vent position.

(2) Slide upper half of mechanism covers rearward until clips disengage and separate covers from vehicle (Fig. 12).

(3) Close glass panel. Separately loosen adjusting bolts shown in View A (Fig. 12) and individually adjust the corners of the glass.

(4) Adjust front of glass panel to 1.0 mm (0.040 in.) below top surface of roof panel.

(5) Adjust rear of glass to 1.0 mm (0.040 in.) above top surface of roof panel.

(6) Tighten adjustment bolts and install covers.

SEATS

INDEX

REMOVAL AND INSTALLATION

BUCKET SEAT BACK

REMOVAL

(1) Position seat back into full recline.
(2) Remove seat cushion outboard trim cover.
(3) Remove bolts attaching recliner to seat cushion frame.
(4) Remove inboard pivot bolt.
(5) Disengage electrical connectors for power lumbar, power recliner and seat heater element, if equipped.
(6) Separate seat back from vehicle.

INSTALLATION

(1) Position seat back in vehicle.
(2) Engage electrical connectors for power lumbar, power recliner and seat heater element, if equipped.
(3) Install inboard pivot bolt. Tighten bolt to 40 N·m (29 ft. lbs.) torque.
(4) Install bolts attaching recliner to seat cushion frame. Tighten bolts to 28 N·m (20 ft. lbs.) torque.
(5) Install seat cushion outboard trim cover.

BUCKET SEAT BACK COVER

REMOVAL

(1) Remove head restraint.
(2) Remove seat back.
(3) Unfasten seat back cover zipper.
(4) Route zipper over power recliner motor, if equipped.
(5) Slide hand between the face of the seat back cushion and the cushion cover and carefully separate hook and loop fastener (Fig. 1).
(6) Roll cover upward to top of seat back.
(7) Carefully slide cover over head restraint guide sleeves.
(8) Separate cover from seat back.

INSTALLATION

(1) Position cover at the top of seat back.

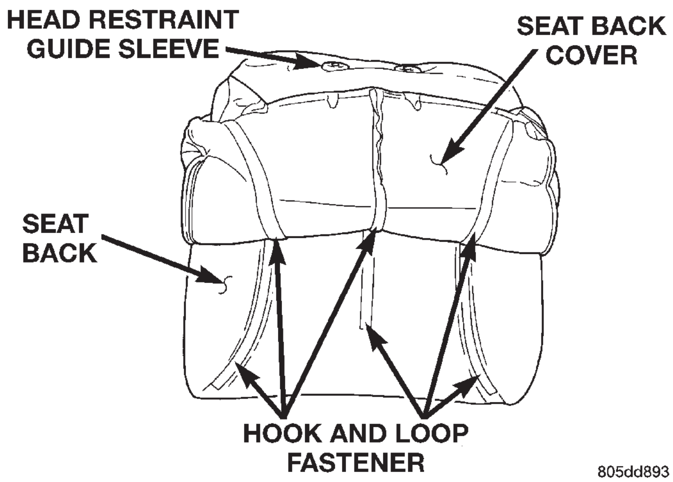


Fig. 1 Seat Back Cover

(2) Carefully slide cover over head restraint guide sleeves.
(3) Roll cover downward.
(4) Route zipper over power recliner motor, if equipped.
(5) Fasten seat back cover zipper.
(6) Install seat back.
(7) Install head restraint.

LUMBAR SUPPORT

REMOVAL

(1) Remove seat back.
(2) Remove seat back cover.
(3) Slide Duon® cover upward to access bolts attaching recliner to seat back frame (Fig. 2) and remove recliner.
(4) Disengage hog rings at base of seat back.
(5) Slide seat back frame out of seat back foam cushion.
(6) Remove Duon cover.

INSTALLATION

(1) Transfer components (Fig. 3):
- Back panel.
- Head restraint sleeves.
- U-nut on inboard pivot location.

REMOVAL AND INSTALLATION (Continued)

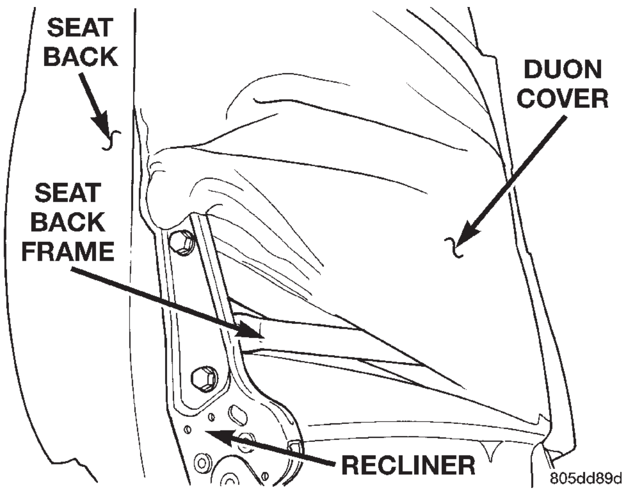


Fig. 2 Seat Back

(2) Install recliner. Tighten to 28 N·m (20 ft. lbs.) torque.
(3) Slide on Duon cover.
(4) Slide on seat back foam cushion
(5) Install hog rings at seat back base.
(6) Install seat back cover.
(7) Route lumbar and heater harness, if equipped.

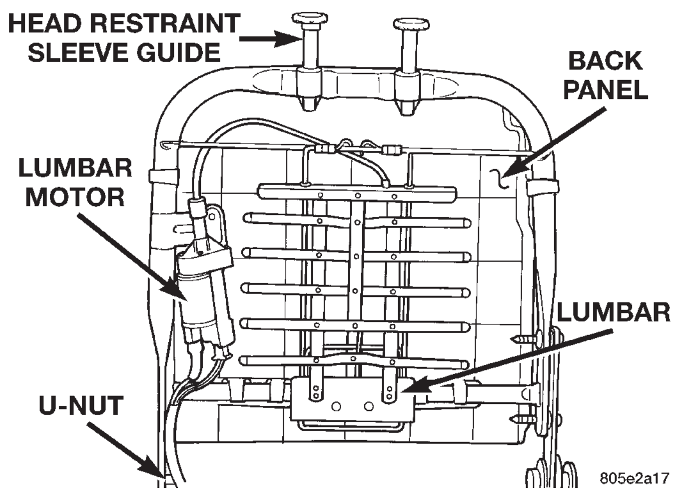


Fig. 3 Lumbar Support

BUCKET SEAT CUSHION COVER

REMOVAL

(1) Remove seat from vehicle.
(2) Remove seat back.
(3) Using a trim stick, carefully pry knobs from seat function switches, if equipped.
(4) Remove screws attaching seat function switch to seat trim panel.
(5) Disengage J-strap attaching seat cover to front of seat cushion frame.
(6) Using a trim stick or small flat blade, disengage clips attaching seat cover to each side of seat cushion frame.
(7) Disengage hog rings attaching seat cover to rear of seat cushion frame.
(8) Route seat function switches through access hole on outboard side of seat cushion, if equipped.
(9) Disengage seat cushion heater element connector, if equipped.
(10) Slide hand between seat cushion cover and seat cushion. Carefully separate hook and loop fastener (Fig. 4).
(11) Separate seat cushion cover from seat cushion.

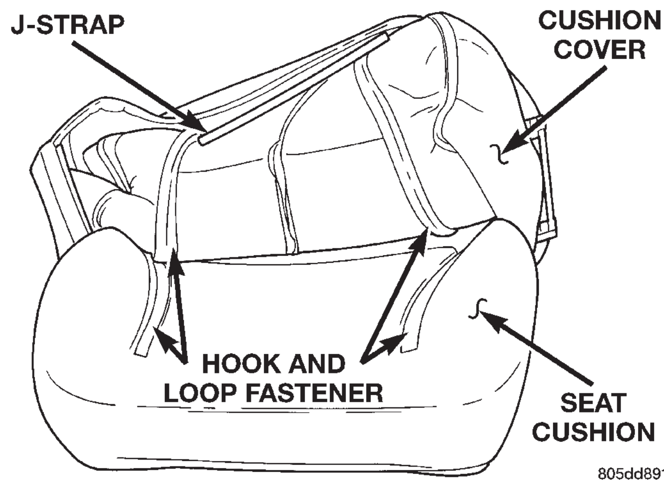


Fig. 4 Seat Cushion Cover

INSTALLATION

(1) Position seat cover on cushion.
(2) Align seat cover with cushion alignment indentations (Fig. 5).
(3) Engage seat cushion heater element connector, if equipped.
(4) Route seat function switches through access hole on outboard side of seat cushion, if equipped.
(5) Engage J-strap attaching seat cover to front of seat cushion frame.
(6) Engage hog rings attaching seat cover to rear of seat cushion frame.
(7) Engage clips attaching seat cover to each side of seat cushion frame.
(8) Install screws attaching seat function switch to seat trim panel.
(9) Install seat back.
(10) Position knobs onto seat function switches and press into place.
(11) Install seat.

BUCKET SEAT TRACK

REMOVAL

(1) Remove seat.
(2) Remove nuts attaching seat track to seat cushion frame.

REMOVAL AND INSTALLATION (Continued)

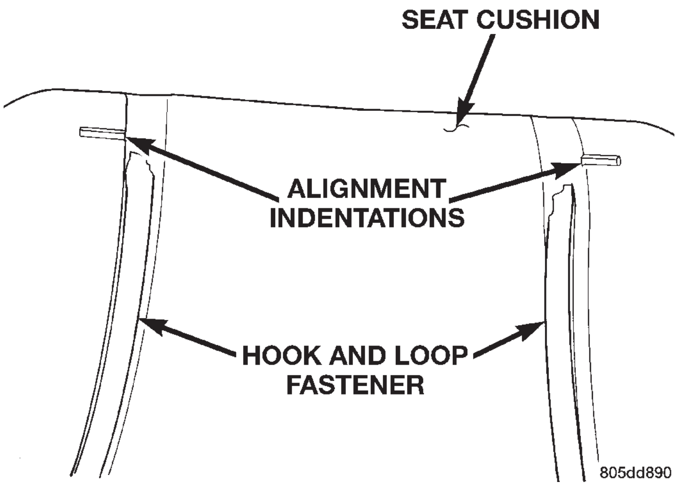


Fig. 5 Seat Cushion Alignment Indentations

(3) Disengage seat memory module connector, if equipped.

(4) Separate seat track from seat cushion frame.

INSTALLATION

(1) Transfer seat memory module, if equipped.

(2) Position seat track on seat cushion frame.

(3) Engage seat memory module connector, if equipped.

(4) Install nuts attaching seat track to seat cushion frame. Tighten nuts to 20 N·m (15 ft. lbs.) torque.

REAR SEAT BACK COVER

REMOVAL

(1) Remove seatback from vehicle. If necessary, refer to removal procedure.

(2) Remove headrest. Twist knob under headrest and pull up and out of cylinders in seatback.

(3) Unfasten zipper (Fig. 6) on trim cover. and peel cover off pad by turning inside-out.

(4) If necessary, headrest cylinders may be removed from seatback frame. Squeeze locking tabs on cylinder and slide cylinder upward and remove from frame bracket.

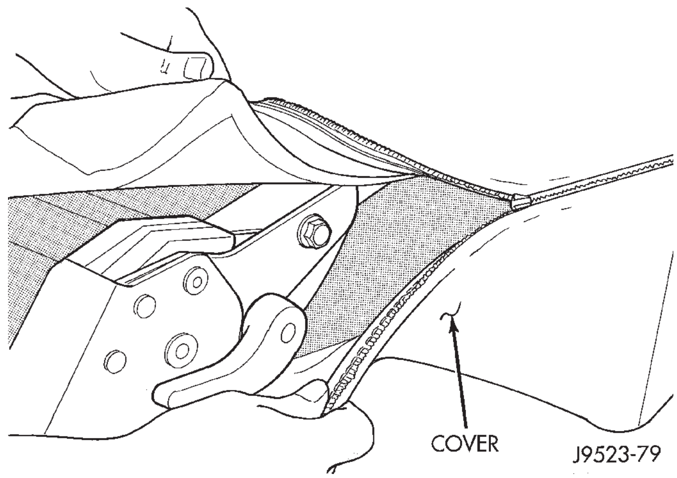


Fig. 6 Seatback Cover Removal

INSTALLATION

Reverse removal procedure.

REAR SEAT CUSHION COVER

REMOVAL

(1) Remove seat cushion from vehicle. If necessary, refer to removal procedure.

(2) Using a trim tool, disengage seat cover retainers that hold trim cover to flange of cushion pan.

(3) Remove pad and cover from pan.

(4) Separate cover from pad by turning inside-out and opening hogrings along 3 grooves in pad.

INSTALLATION

Reverse removal procedure.

BODY COMPONENTS

INDEX

DIAGNOSIS AND TESTING

WATER LEAKS

Water leaks can be caused by poor sealing, improper body component alignment, body seam porosity, missing plugs, or blocked drain holes. Centrifugal and gravitational force can cause water to drip from a location away from the actual leak point, making leak detection difficult. All body sealing points should be water tight in normal wet-driving conditions. Water flowing downward from the front of the vehicle should not enter the passenger or luggage compartment. Moving sealing surfaces will not always seal water tight under all conditions. At times, side glass or door seals will allow water to enter the passenger compartment during high pressure washing or hard driving rain (severe) conditions. Overcompensating on door or glass adjustments to stop a water leak that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After completing a repair, water-test vehicle to verify leak has stopped before returning vehicle to use.

VISUAL INSPECTION BEFORE WATER LEAK TESTS

Verify that floor and body plugs are in place, body drains are clear, and body components are properly aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

WATER LEAK TESTS

WARNING: DO NOT USE ELECTRIC SHOP LIGHTS OR TOOLS IN WATER TEST AREA. PERSONAL INJURY CAN RESULT.

When the conditions causing a water leak have been determined, simulate the conditions as closely as possible.

- If a leak occurs with the vehicle parked in a steady light rain, flood the leak area with an open-ended garden hose.
- If a leak occurs while driving at highway speeds in a steady rain, test the leak area with a reasonable velocity stream or fan spray of water. Direct the spray in a direction comparable to actual conditions.
- If a leak occurs when the vehicle is parked on an incline, hoist the end or side of the vehicle to simulate this condition. This method can be used when the leak occurs when the vehicle accelerates, stops or turns. If the leak occurs on acceleration, hoist the front of the vehicle. If the leak occurs when braking, hoist the back of the vehicle. If the leak occurs on left turns, hoist the left side of the vehicle. If the leak occurs on right turns, hoist the right side of the vehicle. For hoisting recommendations refer to Group 0, Lubrication and Maintenance, General Information section.

WATER LEAK DETECTION

To detect a water leak point-of-entry, do a water test and watch for water tracks or droplets forming on the inside of the vehicle. If necessary, remove interior trim covers or panels to gain visual access to the leak area. If the hose cannot be positioned without being held, have someone help do the water test.

Some water leaks must be tested for a considerable length of time to become apparent. When a leak appears, find the highest point of the water track or drop. The highest point usually will show the point of entry. After leak point has been found, repair the leak and water test to verify that the leak has stopped.

Locating the entry point of water that is leaking into a cavity between panels can be difficult. The trapped water may splash or run from the cavity, often at a distance from the entry point. Most water leaks of this type become apparent after accelerating, stopping, turning, or when on an incline.

MIRROR INSPECTION METHOD

When a leak point area is visually obstructed, use a suitable mirror to gain visual access. A mirror can also be used to deflect light to a limited-access area to assist in locating a leak point.

BRIGHT LIGHT LEAK TEST METHOD

Some water leaks in the luggage compartment can be detected without water testing. Position the vehicle in a brightly lit area. From inside the darkened luggage compartment inspect around seals and body seams. If necessary, have a helper direct a drop light over the suspected leak areas around the luggage compartment. If light is visible through a normally sealed location, water could enter through the opening.

PRESSURIZED LEAK TEST METHOD

When a water leak into the passenger compartment cannot be detected by water testing, pressurize the passenger compartment and soap test exterior of the vehicle. To pressurize the passenger compartment, close all doors and windows, start engine, and set heater control to high blower in HEAT position. If engine can not be started, connect a charger to the battery to ensure adequate voltage to the blower. With interior pressurized, apply dish detergent solution to suspected leak area on the exterior of the vehicle. Apply detergent solution with spray device or soft bristle brush. If soap bubbles occur at a body seam, joint, seal or gasket, the leak entry point could be at that location.

DIAGNOSIS AND TESTING (Continued)

WIND NOISE

Wind noise is the result of most air leaks. Air leaks can be caused by poor sealing, improper body component alignment, body seam porosity, or missing plugs in the engine compartment or door hinge pillar areas. All body sealing points should be airtight in normal driving conditions. Moving sealing surfaces will not always seal airtight under all conditions. At times, side glass or door seals will allow wind noise to be noticed in the passenger compartment during high crosswinds. Over compensating on door or glass adjustments to stop wind noise that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After a repair procedure has been performed, test vehicle to verify noise has stopped before returning vehicle to use.

Wind noise can also be caused by improperly fitted exterior moldings or body ornamentation. Loose moldings can flutter, creating a buzzing or chattering noise. An open cavity or protruding edge can create a whistling or howling noise. Inspect the exterior of the vehicle to verify that these conditions do not exist.

VISUAL INSPECTION BEFORE TESTS

Verify that floor and body plugs are in place and body components are aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

ROAD TESTING WIND NOISE

(1) Drive the vehicle to verify the general location of the wind noise.

(2) Apply 50 mm (2 in.) masking tape in 150 mm (6 in.) lengths along weatherstrips, weld seams or moldings. After each length is, applied drive the vehicle. If noise goes away after a piece of tape is applied, remove tape, locate, and repair defect.

POSSIBLE CAUSE OF WIND NOISE

- Moldings standing away from body surface can catch wind and whistle.
- Gaps in sealed areas behind overhanging body flanges can cause wind-rushing sounds.
- Misaligned movable components.
- Missing or improperly installed plugs in pillars.
- Weld burn through holes.

UNIVERSAL TRANSMITTER

Universal Transmitter will operate most:

- Garage door opener
- Gate opener
- Home/Office lighting and/or security system(s)

The transmitter is powered by the M1 circuit that supplies voltage to the driver side visor/vanity lamp.

TRAINING THE UNIVERSAL TRANSMITTER

To train the transmitter refer to the Owner's Manual.

TESTING TRANSMITTER

(1) Check for battery voltage at the Universal Transmitter by pressing a button and seeing if a red lamp comes on. If OK, go to (6). If not OK, go to (2).

(2) Check if visor/vanity lamp lights. If lamp lights, replace visor. If lamp does not light go to (3).

(3) Check fuse. If OK, go to (4). If not OK, repair as necessary.

(4) Remove visor and test M1 wire for battery voltage at the visor connector. If voltage is OK, go to (5). If no voltage, repair wire as necessary. Refer to Group 8W, Wiring Diagrams, for proper terminals.

(5) Test Z1 wire for ground at the visor connector. If ground is OK, replace visor. If no ground, repair wire as necessary.

(6) Check the instructions in the Owner's Manual and retrain the transmitter. If the transmitter can not be trained replace visor.

SERVICE PROCEDURES

BODY LUBRICATION

All mechanisms and linkages should be lubricated when necessary. This will maintain ease of operation and provide protection against rust and excessive wear. The weatherstrip seals should be lubricated to prolong their life as well as to improve door sealing.

All applicable exterior and interior vehicle operating mechanisms should be inspected and cleaned. Pivot/sliding contact areas on the mechanisms should then be lubricated.

(1) When necessary, lubricate the operating mechanisms with the specified lubricants.

(2) Apply silicone lubricant to a cloth and wipe it on door seals to avoid over-spray that can soil passenger's clothing.

(3) Before applying lubricant, the component should be wiped clean. After lubrication, any excess lubricant should be removed.

(4) The hood latch, latch release mechanism, latch striker, and safety latch should be lubricated periodically.

(5) The door lock cylinders should be lubricated twice each year (preferably autumn and spring):

- Spray a small amount of lock cylinder lubricant directly into the lock cylinder.
- Apply a small amount to the key and insert it into the lock cylinder.
- Rotate it to the locked position and then back to the unlocked position several times.
- Remove the key. Wipe the lubricant from it with a clean cloth to avoid soiling of clothing.

REMOVAL AND INSTALLATION

GRILLE

REMOVAL

(1) Open hood.

(2) Remove screws attaching grille to grille opening reinforcement (Fig. 1).

(3) Separate grille from vehicle.

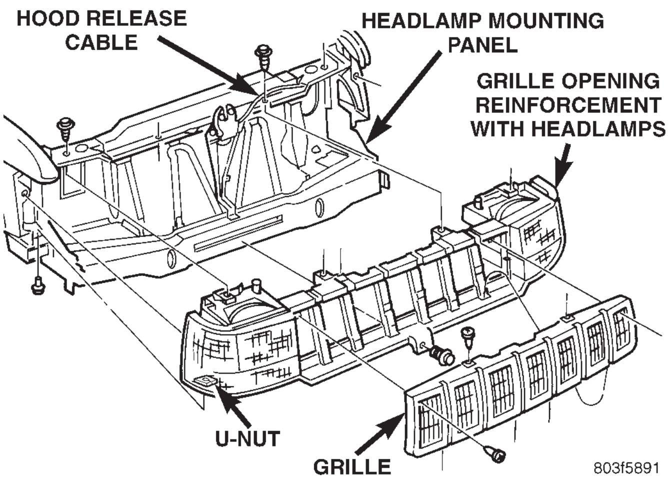


Fig. 1 Grille and Grille Opening Reinforcement (GOR)

INSTALLATION

(1) Position grille at grille opening panel.

(2) Install screws.

GRILLE OPENING REINFORCEMENT (GOR)

REMOVAL

(1) Open hood.

(2) Remove grille.

(3) Remove front fascia. Refer to Group 13, Frame and Bumpers for Removal/Installation procedures.

(4) If equipped, remove license plate bracket from bumper fascia/crossmember.

(5) Remove side marker and turn signal lamps. Refer to Group 8L, for Removal/Installation procedures.

(6) Remove headlamps.

(7) Remove bolts that attach grille opening reinforcement (GOR) to the upper and lower crossmember (Fig. 1).

(8) Remove grille opening reinforcement.

(9) If necessary, remove air seals located at headlamp wiring inlets (Fig. 2).

INSTALLATION

For installation, reverse removal procedure.

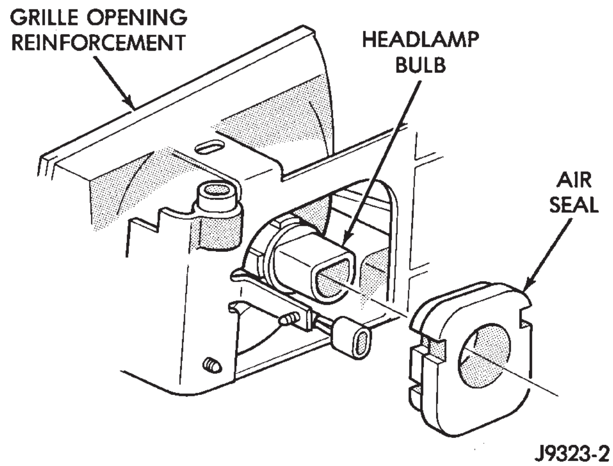


Fig. 2 GOR Air Seals

HOOD

REMOVAL

(1) Raise hood.

(2) If equipped, disconnect underhood lamp connector.

(3) Mark location of the hood hinges and hinge shims (Fig. 3) for installation alignment.

(4) Remove nuts that attach hinges to hood. Remove hood from vehicle with aid of a helper.

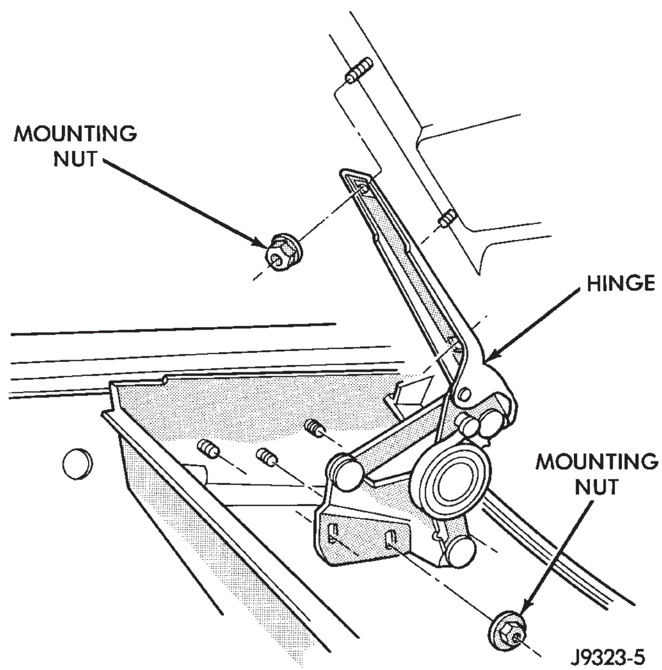


Fig. 3 Hood Hinge

INSTALLATION

(1) Position hood on shims and hinges. Finger-tighten hinge nuts.

REMOVAL AND INSTALLATION (Continued)

(2) Align hinges and shims with installation reference marks. Tighten hinge nuts to 23 N·m (17 ft-lbs) torque.

(3) Test latch release cable and latches for proper operation.

(4) Connect underhood lamp connector.

(5) Inspect hood for proper alignment and adjust as necessary.

HOOD HINGE

(1) Remove hood from vehicle.

(2) Remove hinge retaining nuts from studs (Fig. 3).

(3) Remove hinge from inner cowl side panel.

INSTALLATION

(1) Position hinge over studs.

(2) Install hinge retaining nuts on studs. Tighten retaining nuts to 23 N·m (17 ft. lbs.) torque.

(3) Install hood.

(4) Adjust hood as necessary. If necessary, refer to adjustment procedure.

HOOD LATCH

REMOVAL

(1) Remove nuts that attach latch to radiator crossmember support (Fig. 4).

(2) Disconnect latch from the hood release cable. Remove latch.

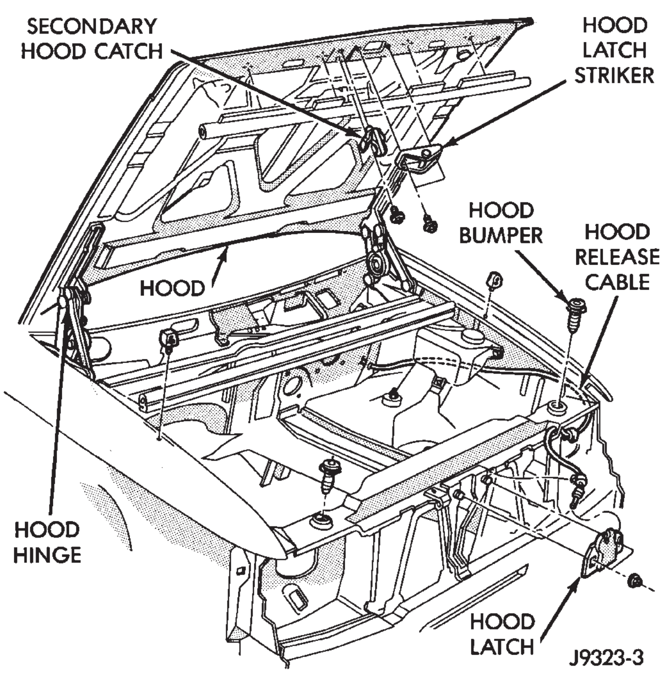


Fig. 4 Hood Striker and Release Cable

INSTALLATION

(1) Connect latch to latch release cable. Position it on radiator crossmember support.

(2) Install nuts. Tighten nuts to 11 N·m (8 ft-lbs) torque.

(3) Test operation of latch release cable and latch.

HOOD LATCH STRIKER

REMOVAL

(1) Remove bolts attaching striker to hood.

(2) Remove striker from hood.

INSTALLATION

(1) Position striker on hood.

(2) Install bolts. Tighten bolts to 11 N·m (8 ft-lbs) torque.

(3) Test striker/hood alignment by opening and closing hood several times. Adjust striker, if necessary.

HOOD RELEASE CABLE

REMOVAL

(1) Disconnect cable from hood latch.

(2) Disconnect cable from retaining clips.

(3) Remove left cowl side (kick) trim panel.

(4) Remove cable bracket attaching screws from cowl side panel (Fig. 5).

(5) Pull cable through dash panel and remove it from under instrument panel.

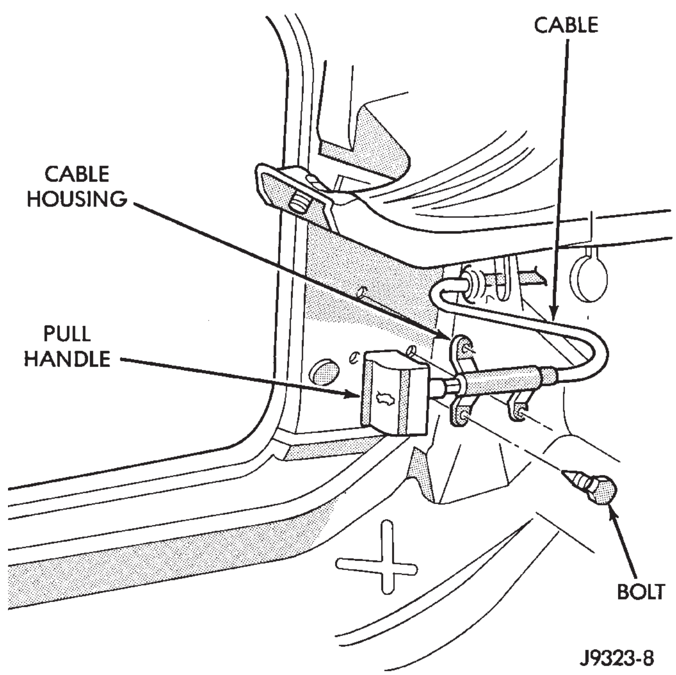


Fig. 5 Hood Release Cable

INSTALLATION

(1) Insert replacement cable end through hole in dash panel into engine compartment.

(2) Pull cable forward and seat grommet in dash panel.

REMOVAL AND INSTALLATION (Continued)

(3) Position cable bracket on cowl side panel and install screws. Tighten screws to 11 N·m (8 ft-lbs) torque.
(4) Install left cowl side trim panel.
(5) Route cable into retaining clips.
(6) Attach cable to hood latch.
(7) Test release cable for proper operation.

SAFETY LATCH STRIKER

REMOVAL

(1) Remove latch striker screw from hood.
(2) Remove striker from hood.

INSTALLATION

(1) Position striker on hood. Install screw.
(2) Test safety latch operation.

COWL GRILLE AND SCREEN

REMOVAL

(1) Remove wiper arms. Refer to Group 8K, Wiper and Washer Systems for Removal/Installation procedures.
(2) Remove screws that attach grille to cowl (Fig. 6).
(3) Remove windshield washer tubes from nozzles.
(4) Remove cowl grille and screen from cowl.

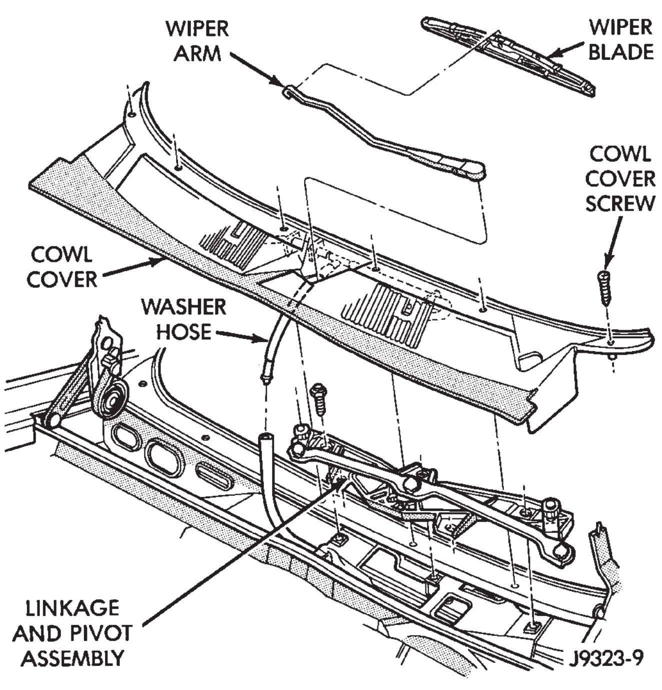


Fig. 6 Cowl Grille Components

INSTALLATION

(1) Position cowl grille on cowl. Install windshield washer tubes on nozzles.
(2) Install cowl grille retaining screws.
(3) Install windshield wiper arms.

EXTERIOR NAMEPLATES

All of the vehicle exterior nameplates (Fig. 7), are attached to the vehicle panels with adhesive.

REMOVAL

(1) Using a trim stick or suitable tool, carefully pry nameplate from body panel.

INSTALLATION

(1) Clean panel surface.
(2) Position replacement nameplate on panel and push inward to seat it.

BODY STRIPES/DECALS

Body stripes are durable, weather-resistant tape stripes with pressure-sensitive backing. The tape stripe is protected by a carrier until installed on a body panel. Carrier also is an installation alignment aid.

REMOVAL

(1) Remove exterior trim as necessary to clear captured edges of tape stripe being removed
(2) Remove tape stripe using a suitable heat gun or lamp. This will soften adhesive backing.
(3) Clean adhesive residue from body finish using a suitable adhesive remover.

INSTALLATION

The painted surface of the body panel to be covered by a tape stripe must be smooth and completely cured before stripe can be applied. If painted surface is not smooth, wet sand with 600 grit wet/dry sand paper until surface is smooth.

Ripples and feather edges will read through stripe if surface is not properly prepared.

Installation Equipment:

- Bucket filled with a mild dish soap solution.
- Lint free applicator cloth or sponge.
- Body putty applicator squeegee.
- Heat gun or sun lamp.
- Razor knife.

(1) With backing still in place, position stripe across panel to receive the stripe. Apply masking at top of stripe to hold it in position.
(2) Mark outside edge of panel on stripe with grease pencil.
(3) Trim stripe to within 17 mm (0.750 in.) of outline marks.
(4) Spread stripe across a smooth flat work surface, stripe side down.
(5) Peel paper backing away from stripe exposing adhesive backing of stripe (Fig. 8).
(6) Apply soap solution liberally to adhesive backing of stripe.
(7) Apply soap solution to body panel surface.

REMOVAL AND INSTALLATION (Continued)

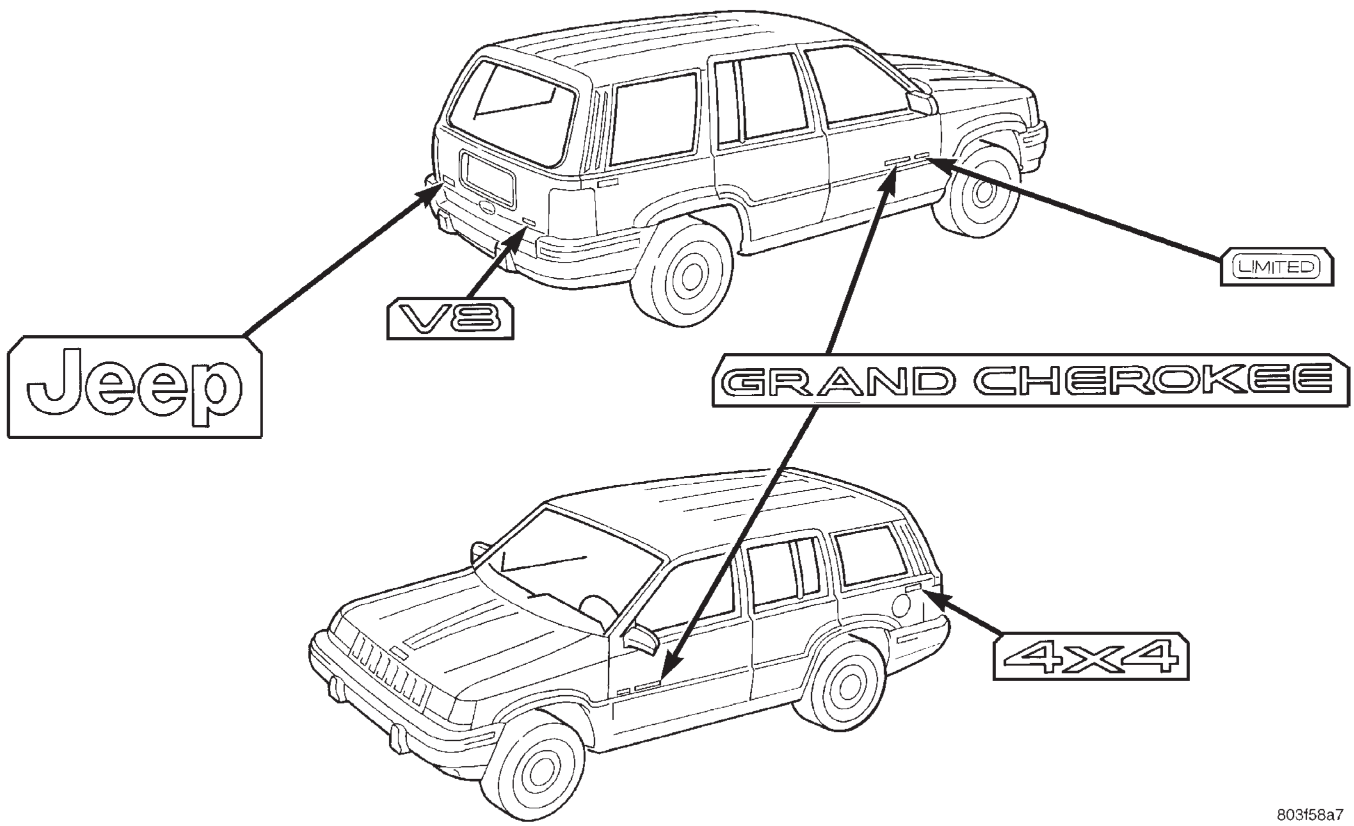


Fig. 7 Exterior Nameplates

(8) Place stripe into position on body panel. Smooth out wrinkles by pulling lightly on edges of tape stripe until it lays flat on panel surface.

(9) Push air pockets from under tape stripe to perimeter of panel from center of the tape stripe out.

(10) Remove air bubbles from under tape stripe using a body putty squeegee.

CAUTION: Do nut cut into painted surface of body when trimming tape stripe to size.

(11) Trim tape stripe to size using a razor knife. Leave at least 13 mm (0.5 in.) for edges of doors and openings.

CAUTION: Do not overheat tape stripe when performing step 12.

(12) Apply heat to tape stripe to evaporate residual moisture from edges of tape stripe. This will also allow tape stripe to be stretched into concave surfaces.

(13) Edge turn tape stripe around doors or fenders.

(14) Install exterior trim if necessary. Small air or water bubbles under tape stripe can be pierced with a pin and smoothed out.

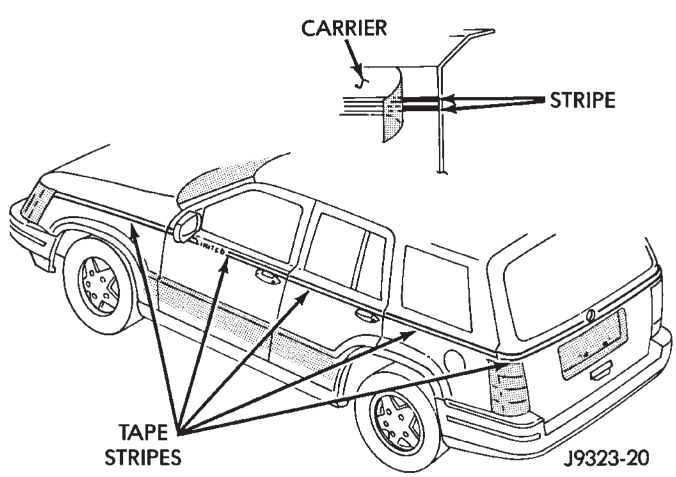


Fig. 8 Tape Stripe

SIDE VIEW MIRRORS

REMOVAL

(1) Remove door trim panel.

(2) Disengage power mirror connector from trim panel.

(3) If equipped, disengage two-way electrochromic mirror connector from wiring harness.

REMOVAL AND INSTALLATION (Continued)

(4) Remove clips attaching mirror harness to door inner panel.
(5) Remove mirror flag seal.
(6) Remove mirror retaining nuts (Fig. 9).
(7) Remove mirror from door. Refer to Group 8, Electrical for additional information involving power mirrors.

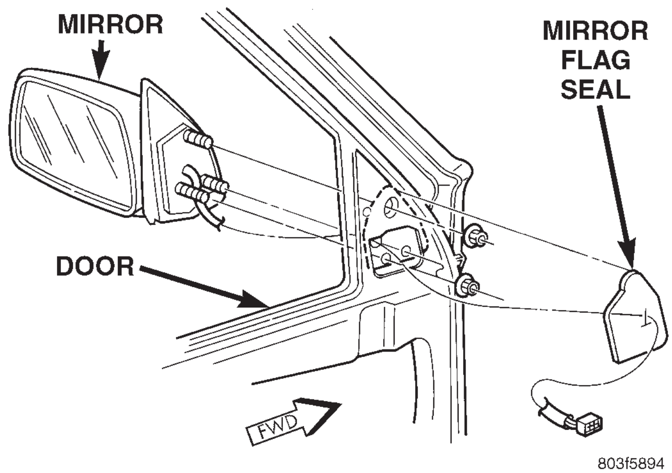


Fig. 9 Side View Mirror

INSTALLATION

(1) Position mirror on door. Verify that the O-ring seal and gasket seal are properly positioned.
(2) Install mirror retaining nuts.
(3) Install mirror flag seal.
(4) Install clips attaching mirror harness to door inner panel.
(5) If equipped, engage two-way electrochromic mirror connector to wiring harness.
(6) Engage power mirror connector at trim panel.
(7) Install door trim panel.

FRONT FENDER

REMOVAL

(1) Remove headlamp, side marker and turn signal lamp. Refer to Group 8L, Lamps for service information.
(2) Remove front bumper fascia. Refer to Group 13, Frame and Bumpers for service information.
(3) Remove front wheel.
(4) Remove fasteners attaching inner front fender liner to fender and inner fender (Fig. 10).
(5) Remove inner fender liner.
(6) Right fender only:
(a) If equipped, remove radio antenna mast, nut, pad and base from fender. Refer to group 8F, Audio Systems for Removal/Installation procedures.
(7) From inside wheel well, remove bolts at rear of fender reinforcements (Fig. 11).
(8) Remove bolts at front fender bracket (Fig. 12).
(9) Remove bolts at lower rear of fender at A-pillar.
(10) Remove upper mounting bolts at top of fender.
(11) Remove fender from inner fender.

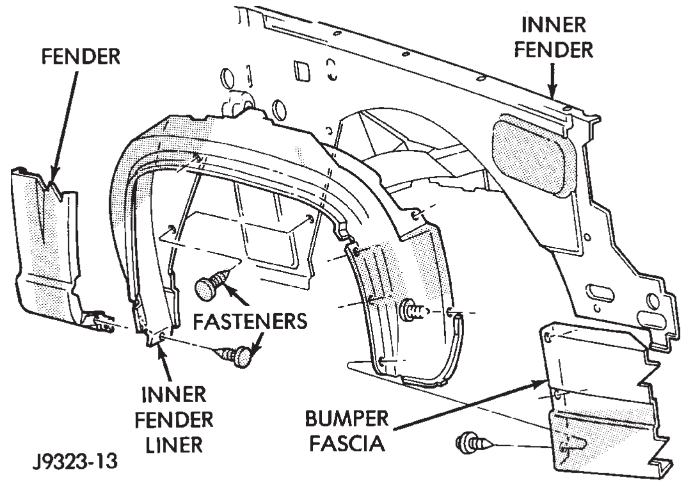


Fig. 10 Inner Fender Liner

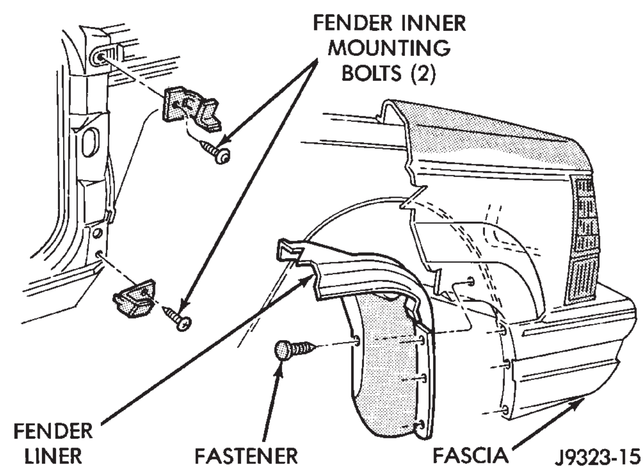


Fig. 11 Inner Fender Mounting

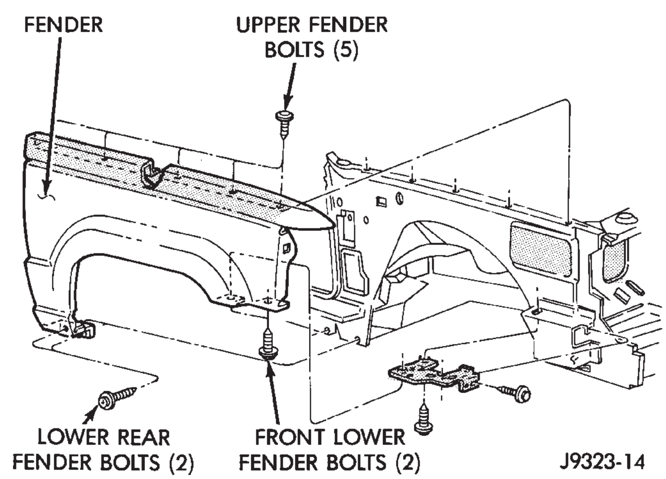


Fig. 12 Fender Mounting

INSTALLATION

(1) Position fender on inner fender panel.

REMOVAL AND INSTALLATION (Continued)

(2) Install all of fender attaching screws finger-tight.

(3) Align fender with adjacent body panels. Tighten fender bolts to 9 N·m (80 in-lbs) torque.

(4) Install inner fender liner.

(5) Install front wheel.

(6) Install front bumper fascia. If necessary refer to Group 13, Frame and Bumpers for installation instructions.

(7) Install front headlamp, side marker and turn signal lamp. If necessary refer to Group 8L, Lamps for service information.

FRONT DOOR TRIM PANEL

REMOVAL

(1) Remove screw attaching trim panel to inside release handle (Fig. 13).

(2) Remove screw at armrest.

(3) Remove screw at the upper mirror bezel.

(4) Using trim remover (C-4829 or equivalent), detach trim panel perimeter push-in fasteners from door inner panel.

(5) If equipped, disconnect the wiring connectors from power switch panel.

(6) Lift trim panel over inside release handle and remove trim panel from door.

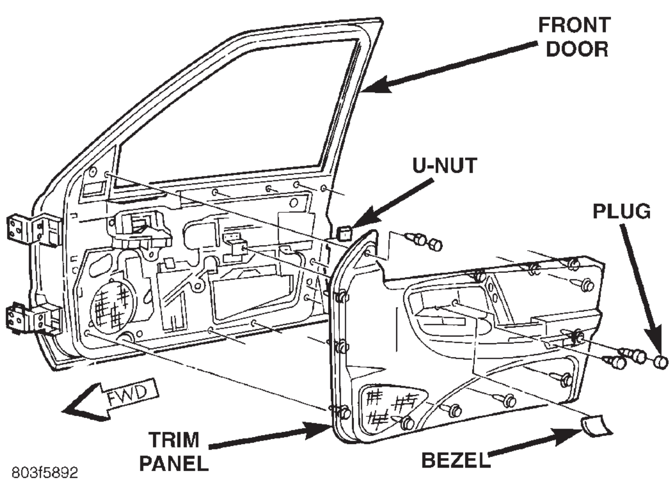


Fig. 13 Front Door Trim Panel

INSTALLATION

(1) If equipped, connect the wiring connectors to power switch panel.

(2) Position trim panel on door inner panel.

(3) Press push-in fasteners inward around perimeter of door to attach it to inner panel.

(4) Install armrest screw.

(5) Install mirror bezel screw.

(6) Install screw attaching trim panel to inside release handle.

FRONT DOOR

REMOVAL

(1) Remove trim panel.

(2) If equipped, disconnect power window regulator, power door lock motor and all other wire harness connectors.

(3) Slide wire harness out of boot and door

(4) Mark an outline around door hinges for installation alignment reference.

(5) Remove door hinge, retaining bolts, plates and shims (Fig. 14).

(6) Identify and retain door hinge plates and shims for correct installation.

(7) Separate door from vehicle.

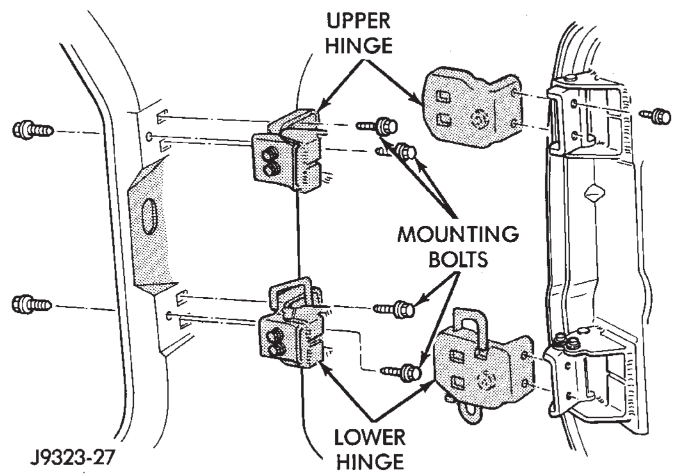


Fig. 14 Door Hinges and Bolts

INSTALLATION

(1) If a replacement front door is being installed, coat door interior with anti-corrosion wax. Also, seal door hem flange with sealant.

(2) Transfer original hardware. If necessary, refer to applicable procedures.

(3) Position door in body opening.

(4) Align door hinges, plates and shims with bolt holes. Install (but do not tighten) hinge bolts.

(5) Adjust door to reference marks. If necessary, refer to adjustment procedure. Tighten hinge bolts to 35 N·m (26 ft-lbs) torque.

(6) Adjust latch striker as necessary.

(7) If applicable, route and connect harness connectors to door and vehicle body wire harness connectors.

(8) Install door waterdam (if removed), trim panel.

FRONT DOOR HINGE

REMOVAL

(1) Open and support door.

(2) Remove bolts attaching hinge to B-pillar (Fig. 15).

REMOVAL AND INSTALLATION (Continued)

(3) Separate door from vehicle.

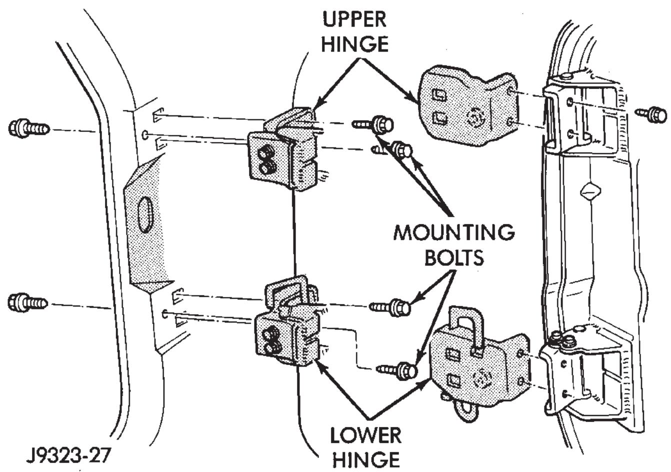


Fig. 15 Front Door Hinge

INSTALLATION

(1) Support door.

(2) Position door at B-pillar.

(3) Install bolts attaching hinge to B-pillar. Tighten outer bolts to 40 N·m (360 in. lbs.) and inner bolts 34 N·m (300 in. lbs.) torque.

FRONT DOOR OUTSIDE HANDLE

REMOVAL

(1) Remove door trim panel and waterdam.

(2) Remove access hole cover and door handle retaining nuts.

(3) Disconnect handle latch rod from latch (Fig. 16).

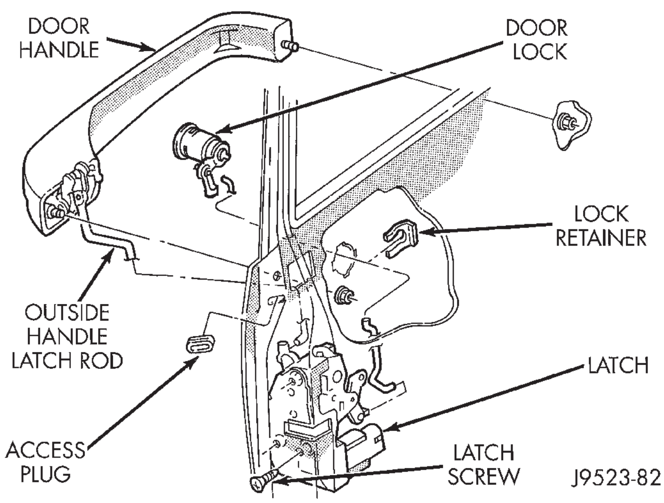


Fig. 16 Front Door Outside Handle

INSTALLATION

(1) Reverse removal procedure.

FRONT DOOR LOCK CYLINDER

REMOVAL

(1) Remove door trim panel and waterdam. If necessary. refer to removal procedure.

(2) Disconnect door latch lock cylinder rod at door latch (Fig. 16).

(3) If equipped, disconnect security alarm switch connector from lock cylinder (Fig. 17).

(4) Remove key lock cylinder retainer clip. Remove lock cylinder, gasket and clip from door.

(5) If applicable, remove door latch lock cylinder rod from original lock cylinder. Connect it to replacement lock cylinder.

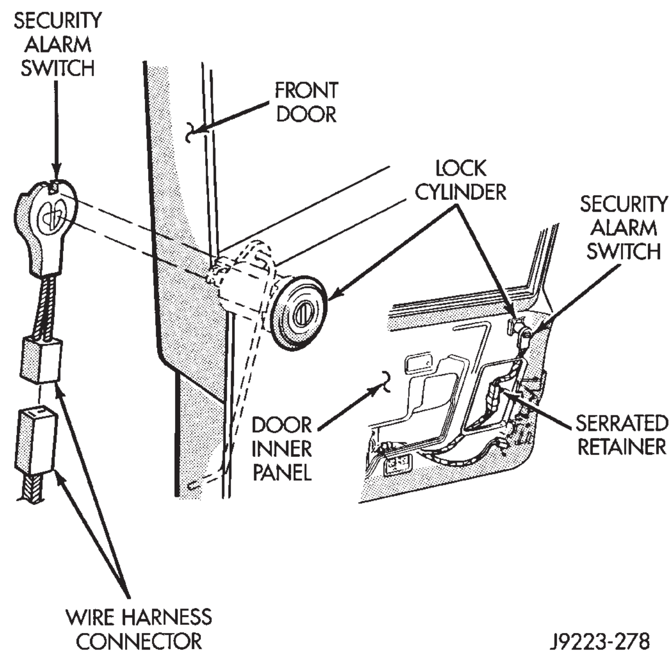


Fig. 17 Security Alarm Switch

INSTALLATION

(1) Reverse removal procedure.

FRONT DOOR LATCH

REMOVAL

(1) Remove door trim panel and waterdam.

(2) Remove door latch retaining screws (Fig. 18).

(3) Disconnect all rods from door latch (Fig. 19).

(4) Disconnect wire connector, if equipped.

(5) Remove door latch from door.

INSTALLATION

(1) Reverse removal procedure. Tighten latch screws to 10 N·m (95 in. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

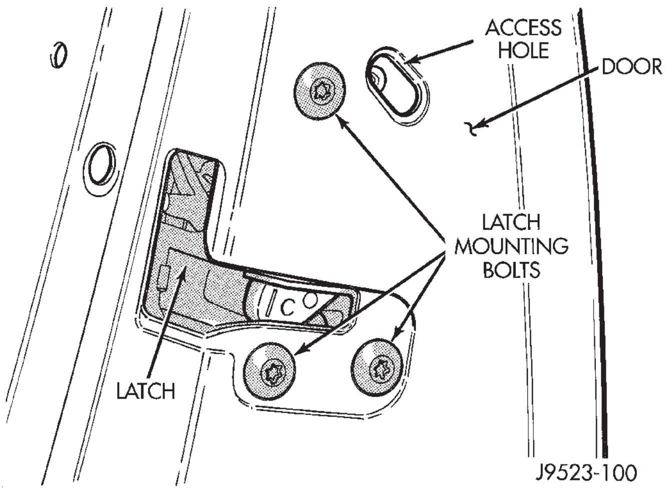


Fig. 18 Door Latch Removal

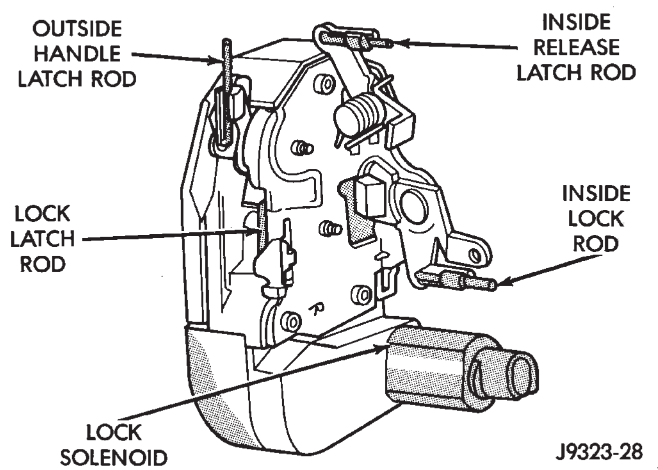


Fig. 19 Door Latch

FRONT DOOR LATCH STRIKER

REMOVAL

(1) Remove screws attaching striker to B-pillar.
(2) Separate striker from B-pillar.

INSTALLATION

(1) Position striker on B-pillar.
(2) Install screws attaching striker to B-pillar. Tighten screws to 5 N·m (45 in. lbs.) torque.

FRONT DOOR INSIDE HANDLE ACTUATOR

REMOVAL

(1) Remove door trim panel and waterdam. If necessary, refer to removal procedure.
(2) Remove door inside latch release handle screws (Fig. 20).
(3) Move door release handle outward. Disconnect handle latch and lock rods.
(4) Remove door inside handle actuator from door.

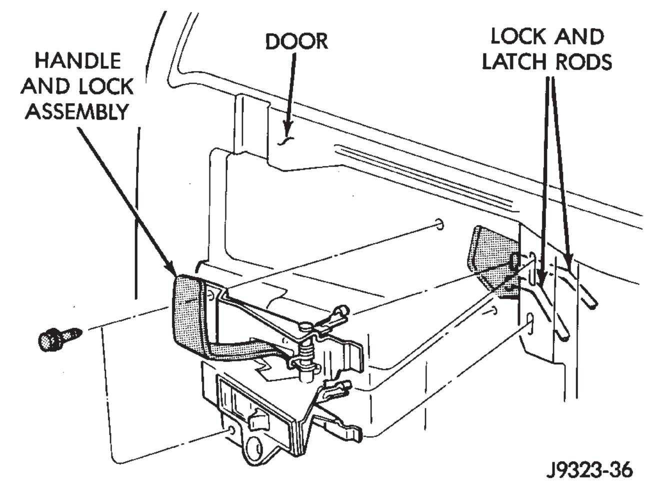


Fig. 20 Front Door Inside Handle Actuator

INSTALLATION

(1) Reverse removal procedure.

FRONT DOOR INNER BELT SEAL

REMOVAL

(1) Remove door trim panel.
(2) Using a trim stick, carefully pry rear inner edge of seal upward.
(3) Grasp seal and pull upward to separate from door flange (Fig. 21).

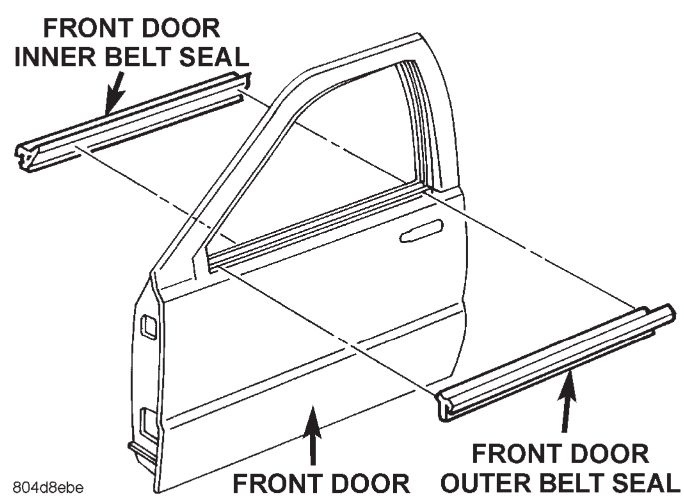


Fig. 21 Front Door Inner Belt Seal

INSTALLATION

(1) Position seal on door flange.
(2) Firmly press downward to seat seal on flange.
(3) Install trim panel.

FRONT DOOR OUTER BELT SEAL

REMOVAL

(1) Lower window glass.

REMOVAL AND INSTALLATION (Continued)

(2) Remove screw from inner door panel attaching seal to outer door panel (Fig. 22).

(3) Grasp seal and pull rearward to release it from side view mirror bezel.

(4) Lift seal upward and separate from door.

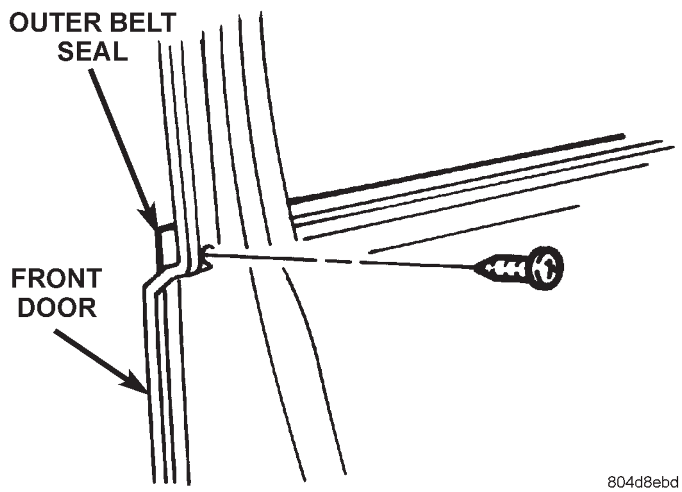


Fig. 22 Front Door Outer Belt Seal

INSTALLATION

(1) Lightly lubricate the front of the seal

(2) Position the seal onto the door flange.

(3) Slide the front of the seal behind the side view mirror bezel. Force the seal onto door flange. Continue rearward until it is seated on flange.

(4) Install the screw securing the seal to the outer door panel.

FRONT DOOR RUN CHANNEL WEATHERSTRIP

REMOVAL

(1) Lower window glass.

(2) Grasp seal from upper run channel corner and firmly separate weatherstrip from flange (Fig. 23).

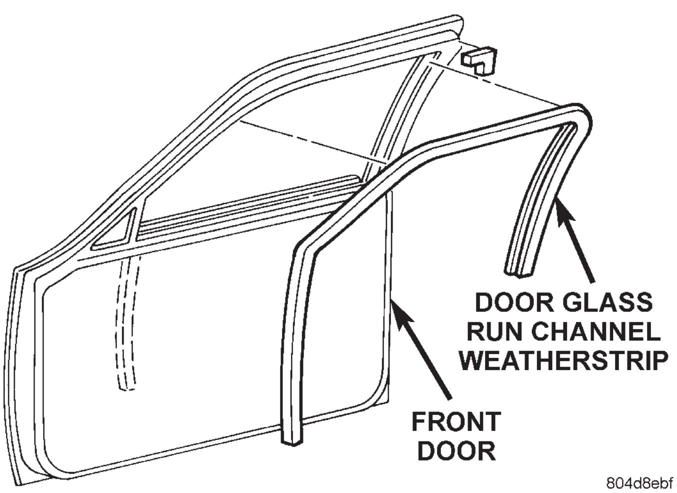


Fig. 23 Front Door Glass Run Channel Weatherstrip

INSTALLATION

NOTE: Soapy water may be used to aid in installation.

(1) Position weatherstrip on flange aligning notches in each corner.

(2) Press weatherstrip into position.

FRONT DOOR OPENING WEATHERSTRIP

REMOVAL

(1) Remove A-pillar trim panel.

(2) Remove B-pillar upper trim panel.

(3) Remove B-pillar lower trim panel.

(4) Grasp seal and separate from door opening.

INSTALLATION

(1) Position weatherstrip at corners using paint dots as alignment points.

(2) Move upward and around edge of door opening. Seat seal on flange (Fig. 24).

(3) Engage connector plug with each end of weatherstrip at bottom of door opening.

(4) Install B-pillar lower trim panel.

(5) Install B-pillar upper trim panel.

(6) Install A-pillar trim panel.

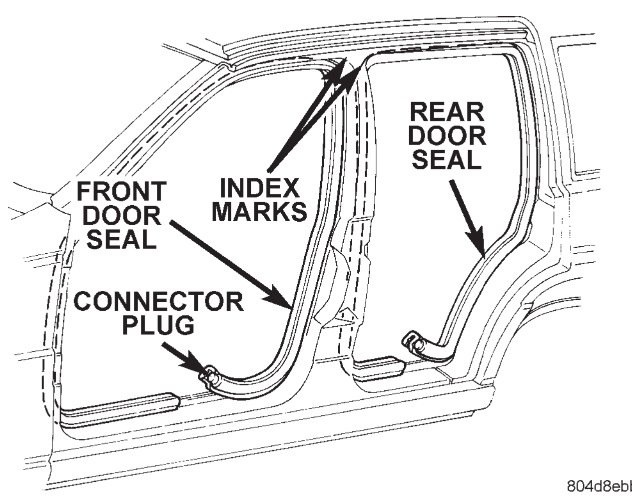


Fig. 24

FRONT DOOR WINDOW REGULATOR

REMOVAL

(1) Remove door trim panel and waterdam. If necessary, refer to removal procedure.

(2) Position window glass to access window track nuts (Fig. 25).

(3) Loosen window track nuts and slide track off of the window.

(4) Remove window regulator retaining screws (Fig. 26).

REMOVAL AND INSTALLATION (Continued)

(5) Lift window upward and separate it from regulator. Support window.

(6) Remove window regulator from door.

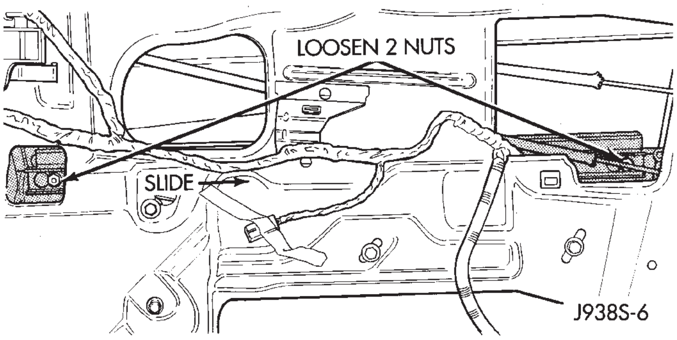


Fig. 25 Front Door Window Track

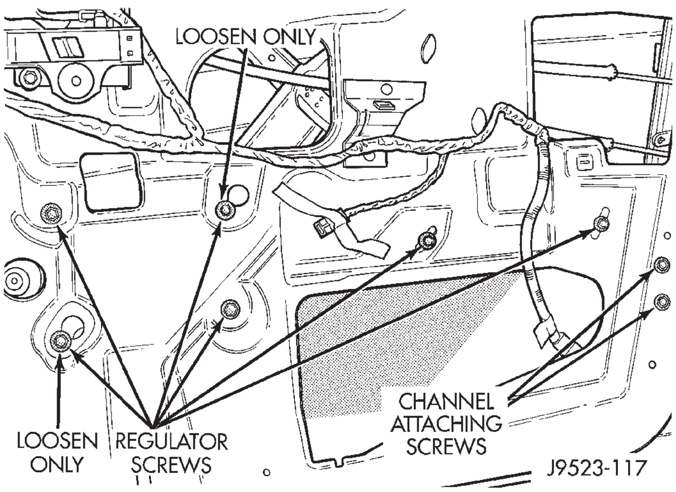


Fig. 26 Front Door Window Regulator

INSTALLATION

(1) Reverse removal procedure.

FRONT DOOR WINDOW GLASS

REMOVAL

(1) Remove door trim panel and waterdam. If necessary, refer to removal procedure.

(2) Remove beltline molding and weatherstrip seals.

(3) Remove window track retaining nuts.

(4) Lift window glass upward and out of door.

INSTALLATION

(1) Lower window glass into position.

(2) Install window track retaining nuts.

(3) Install beltline molding and weatherstrip seals.

(4) Install door trim panel and waterdam.

REAR DOOR TRIM PANEL

REMOVAL

(1) Remove screw attaching trim panel to inside release handle (Fig. 27).

(2) Remove screw at armrest.

(3) Using trim remover (C-4829 or equivalent), detach trim panel perimeter push-in fasteners from door inner panel.

(4) If equipped, disconnect the wiring connectors from power switch panel.

(5) Lift trim panel over inside release handle and remove trim panel from door.

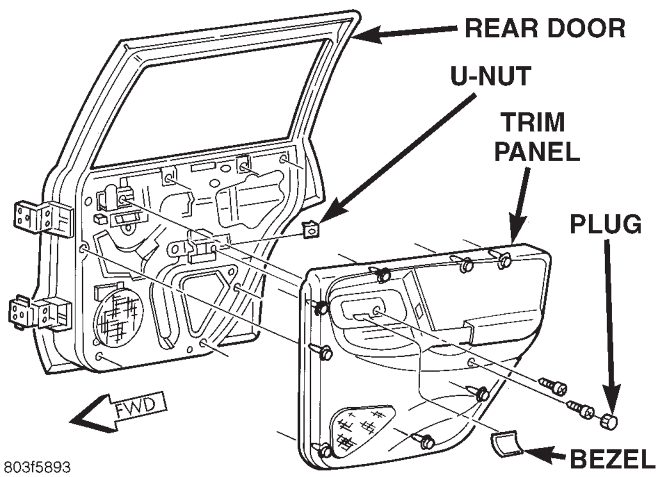


Fig. 27 Rear Door Trim Panel

INSTALLATION

(1) If equipped, connect the wiring connectors to power switch panel.

(2) Position trim panel on door inner panel.

(3) Press push-in fasteners inward around perimeter of door to attach it to inner panel.

(4) Install armrest screw.

(5) Install mirror bezel screw.

(6) Install screw attaching trim panel to inside release handle.

REAR DOOR

REMOVAL

(1) Remove door trim panel.

(2) Disconnect power window regulator, power door lock motor and all other wire harness connectors.

(3) Slide wire harness out of boot and door.

(4) Mark an outline around door hinges for installation alignment reference.

(5) Remove door hinge, retaining bolts, plates and shims (Fig. 28). Remove door from vehicle.

(6) Identify and retain door hinge plates and shims for correct installation.

REMOVAL AND INSTALLATION (Continued)

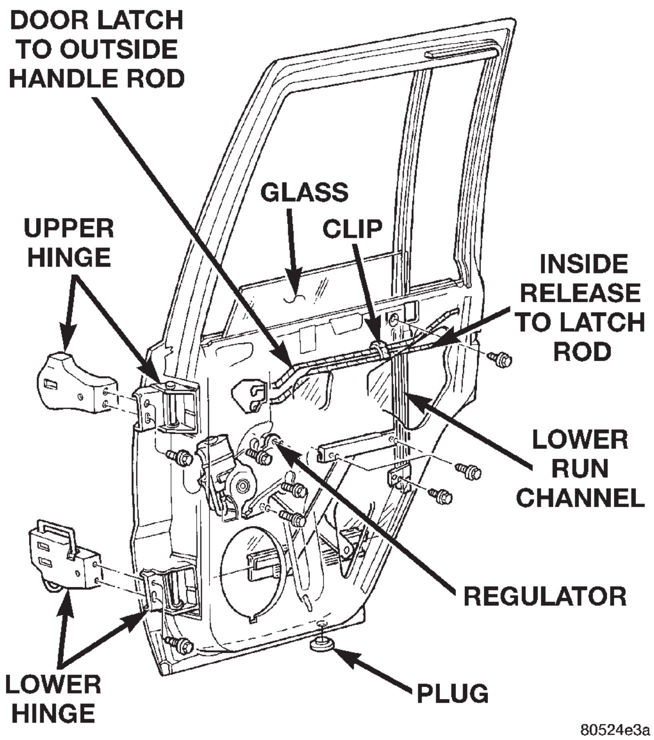


Fig. 28 Rear Door

INSTALLATION

(1) If a replacement front door is being installed, coat door interior with anti-corrosion wax. Also, seal door hem flange with sealant.

(2) Before installing a replacement door, transfer original hardware. If necessary, refer to applicable procedures.

(3) Position door in body opening.

(4) Align door hinges, plates and shims with bolt holes. Install (but do not tighten) hinge bolts.

(5) Adjust door to reference marks. If necessary, refer to adjustment procedure. Tighten hinge bolts to 28 N·m (250 in. lbs.) torque.

(6) Adjust latch striker as necessary.

(7) If applicable, route and connect harness connectors to door and vehicle body wire harness connectors.

(8) Install door waterdam (if removed), trim panel, armrest and window glass regulator handle.

REAR DOOR HINGE

REMOVAL

(1) Open and support door.

(2) Remove bolts attaching hinge to C-pillar (Fig. 29).

(3) Separate door from vehicle.

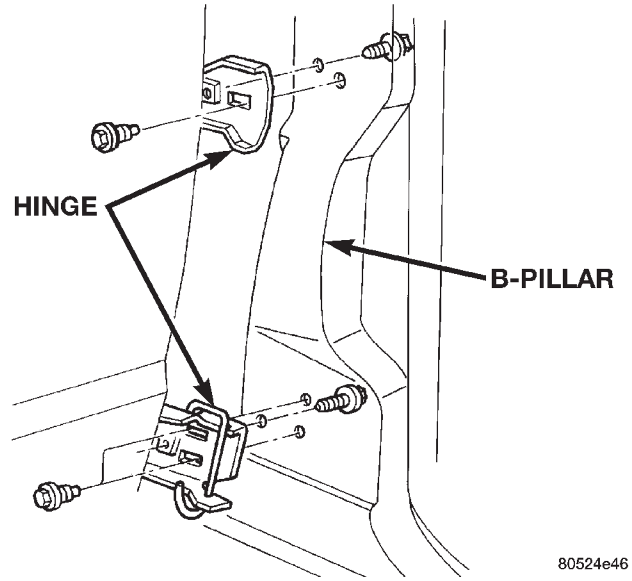


Fig. 29 Rear Door Hinge

INSTALLATION

(1) Support door.

(2) Position door at C-pillar.

(3) Install bolts attaching hinge to C-pillar. Tighten outer bolts to 40 N·m (360 in. lbs.) and inner bolts 34 N·m (300 in. lbs.) torque.

REAR DOOR OUTSIDE HANDLE

REMOVAL

(1) Remove door trim panel and waterdam. If necessary, refer to removal/installation procedure.

(2) Remove access hole cover and door handle retaining nuts (Fig. 30).

(3) Disconnect handle latch rod from latch.

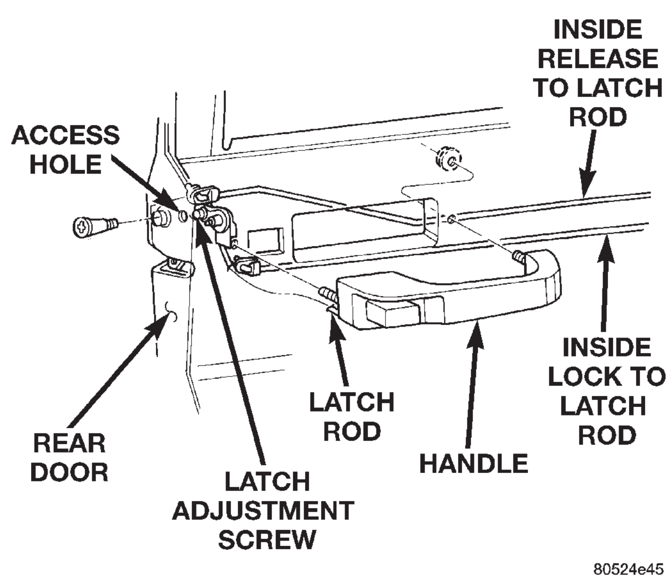


Fig. 30 Rear Door Outside Handle

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Reverse removal procedure.

REAR DOOR LATCH

REMOVAL

(1) Remove door trim panel and waterdam. If necessary, refer to removal procedure.
(2) Remove door latch retaining screws (Fig. 30).
(3) Disconnect all rods from door latch.
(4) Remove door latch from door.

INSTALLATION

(1) Reverse removal procedure.

REAR DOOR LATCH STRIKER

REMOVAL

(1) Open door.
(2) Remove screws attaching striker to C-pillar (Fig. 31).
(3) Separate striker and spacer from vehicle.

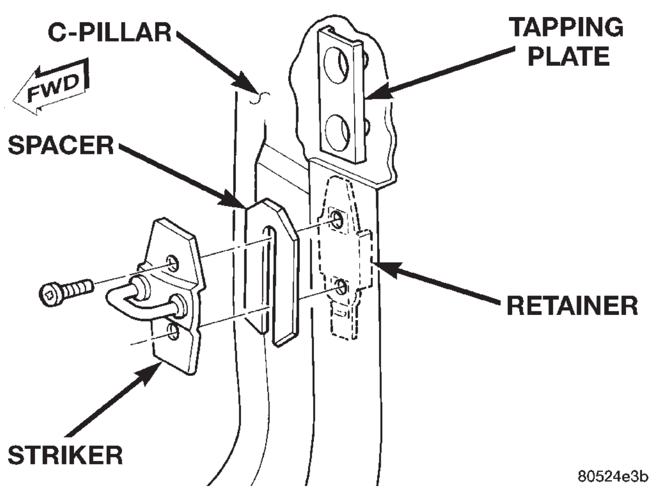


Fig. 31 Rear Door Latch Striker

INSTALLATION

(1) Position striker and spacer on C-pillar.
(2) Install screws. Tighten to 28 N·m (250 in. lbs.) torque.

REAR DOOR INSIDE HANDLE ACTUATOR

REMOVAL

(1) Remove door trim panel and waterdam.
(2) Remove door inside handle actuator screws (Fig. 32).
(3) Move actuator handle outward. Disconnect handle latch and lock rods.
(4) Remove door inside release handle from door.

INSTALLATION

Reverse removal procedure.

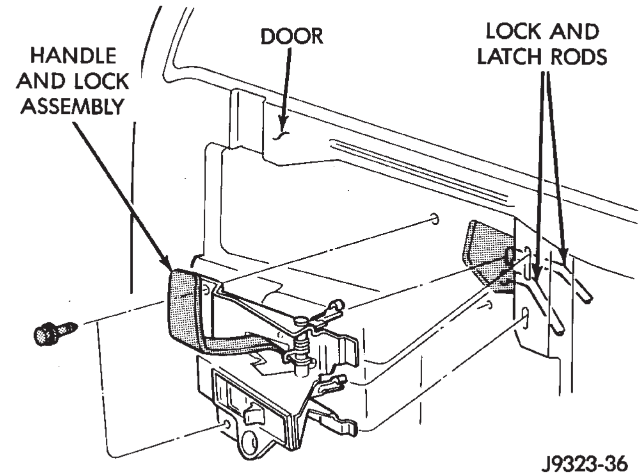


Fig. 32 Rear Door Inside Latch Release Handle

REAR DOOR INNER BELT SEAL

REMOVAL

(1) Remove door trim panel.
(2) Using a trim stick, carefully pry rear inner edge of seal upward.
(3) Grasp seal and pull upward to separate from door flange (Fig. 33).

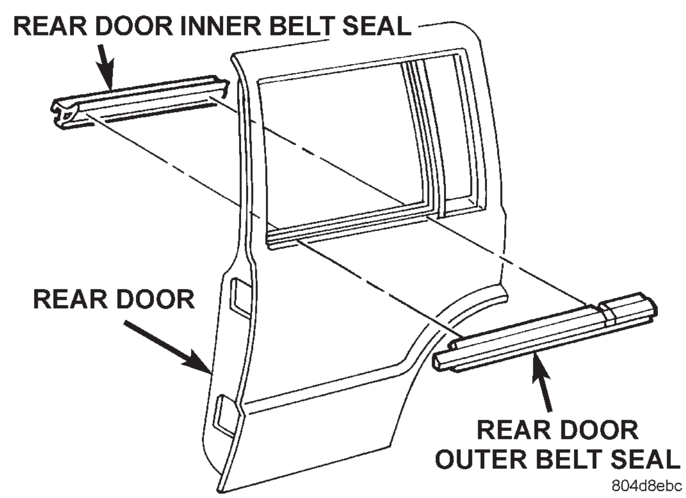


Fig. 33 Rear Door Inner Belt Seal

INSTALLATION

(1) Position seal on door flange.
(2) Firmly press downward to seat seal on flange.
(3) Install trim panel.

REAR DOOR OUTER BELT SEAL

REMOVAL

(1) Lower window glass.
(2) Remove screw from inner door panel attaching seal to outer door panel (Fig. 34).
(3) Lift seal upward and separate from door.

REMOVAL AND INSTALLATION (Continued)

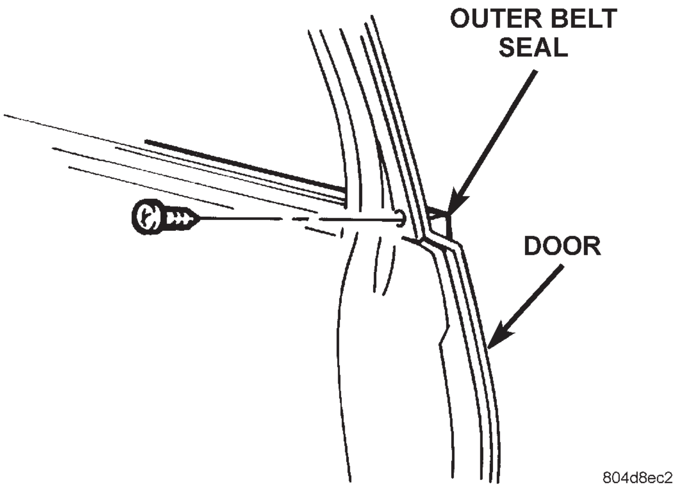


Fig. 34 Rear Door Outer Belt Seal

INSTALLATION

(1) Position the seal onto the door flange.

(2) Tuck outer belt sealing lips inside glass run channel and around division bar.

(3) Force the seal onto door flange. Continue rearward until it is seated on flange.

(4) Install the screw securing the seal to the outer door panel.

REAR DOOR OPENING WEATHERSTRIP

REMOVAL

(1) Remove C-pillar trim panel.

(2) Remove B-pillar upper trim panel.

(3) Remove B-pillar lower trim panel.

(4) Remove screws at the front of the quarter trim panel.

(5) Grasp seal and separate from door opening.

INSTALLATION

(1) Position weatherstrip at corners using paint dots as alignment points.

(2) Move upward and around edge of door opening. Seat seal on flange (Fig. 24).

(3) Engage connector plug with each end of weatherstrip at bottom of door opening.

(4) Install screws at the front of the quarter trim panel.

(5) Install B-pillar lower trim panel.

(6) Install B-pillar upper trim panel.

(7) Install C-pillar trim panel.

REAR DOOR WINDOW REGULATOR

REMOVAL

(1) Remove door trim panel and waterdam. If necessary, refer to removal procedure.

(2) Position window glass to access window track nuts (Fig. 35).

(3) Loosen window track nuts and slide track off of window.

(4) Remove window regulator retaining screws (Fig. 36).

(5) Lift window upward and separate it from regulator. Support window.

(6) Remove window regulator from door.

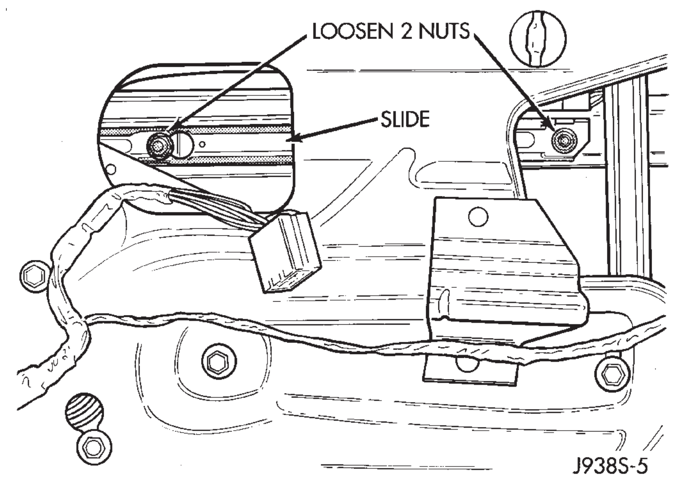


Fig. 35 Rear Door Window Track

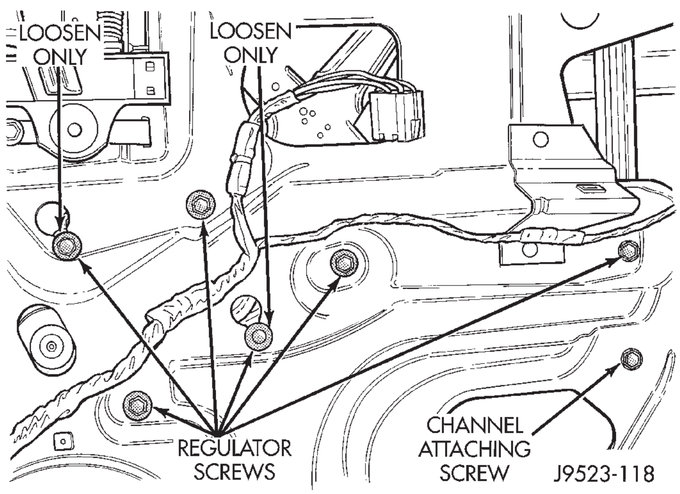


Fig. 36 Rear Door Window Regulator

INSTALLATION

(1) Reverse removal procedure.

REAR DOOR WINDOW GLASS

REMOVAL

(1) Lower window glass.

(2) Remove trim panel and waterdam from door inner panel. If necessary, refer to removal procedure.

(3) Pry window beltline molding from flange. Remove molding from door.

(4) Remove window weatherstrip seals from door.

(5) Remove window track nuts and slide track off of window.

REMOVAL AND INSTALLATION (Continued)

(6) Remove division bar upper attaching screw and belt line screw (Fig. 37).

(7) Tilt stationary glass channel assembly forward and remove it from door.

(8) Remove window glass from door.

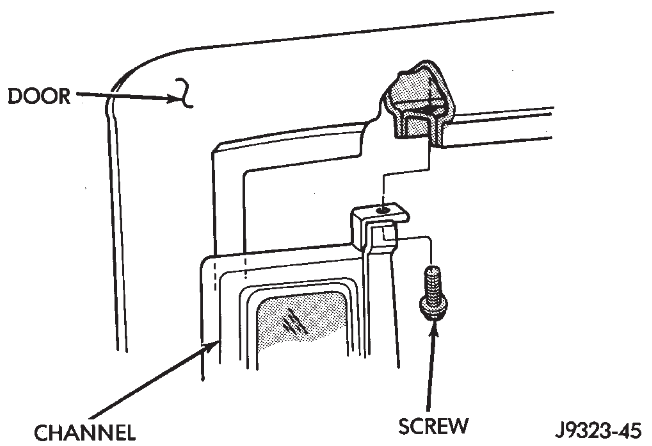


Fig. 37 Glass Channel

INSTALLATION

(1) Install window glass in door.

(2) Tighten glass track nuts to 6 N·m (53 in-lbs) torque.

(3) Install stationary glass channel in door.

(4) Install stationary glass channel screws. Tighten screw to 6 N·m (5 ft-lbs) torque.

(5) Install window glass channel and belt weather-strip seals.

(6) Install window beltline molding.

(7) Install door waterdam and trim panel. If necessary, refer to installation procedure.

FUEL DOOR

REMOVAL

(1) Open fuel door.

(2) Remove rear quarter trim panel.

(3) Remove screw attaching fuel door to body panel (Fig. 38).

(4) Separate fuel door from vehicle.

INSTALLATION

(1) Position fuel door at vehicle.

(2) Install screw attaching fuel door to body panel.

(3) Install rear quarter trim panel.

(4) Close fuel door.

BODY SIDE CLADDING

REMOVAL—FRONT DOOR

(1) Using a trim stick, gently lift up from bottom of cladding. Unsnap molding from retaining clips (Fig. 39).

(2) Lift upward and remove molding.

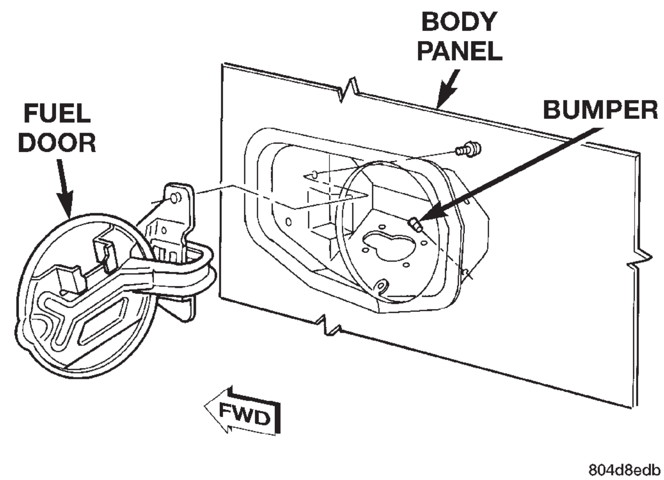


Fig. 38 Fuel Door

INSTALLATION—FRONT DOOR

(1) Replace all retaining clips.

(2) Install molding over top of retaining clips.

(3) Align molding to door edges.

(4) Snap molding down over retaining clips.

REMOVAL—REAR DOOR

(1) Open rear door.

(2) Remove acorn nut at rear dogleg (Fig. 39).

(3) Using a trim stick, gently lift up from bottom of cladding. Unsnap molding from retaining clips.

INSTALLATION—REAR DOOR

(1) Replace all retaining clips.

(2) Install molding retainer into hole at dogleg.

(3) Install molding over top of retaining clips.

(4) Snap molding down over top of retaining clips.

(5) Install acorn nut onto retainer.

REMOVAL—FENDER/QUARTER PANEL

(1) Remove screws at wheel opening.

(2) Using a trim stick, Gently pry upward from bottom of cladding.

(3) Unsnap cladding from retainers.

INSTALLATION—FENDER/QUARTER PANEL

(1) Replace all retaining clips.

(2) Install molding over top of retainer clips.

(3) Snap molding down over retaining clips.

(4) Install screws into wheel opening.

A-PILLAR TRIM

REMOVAL

(1) Using a trim stick, carefully pry A-pillar trim from A-pillar (Fig. 40).

INSTALLATION

(1) Position A-pillar trim panel at A-pillar and snap into place.

REMOVAL AND INSTALLATION (Continued)

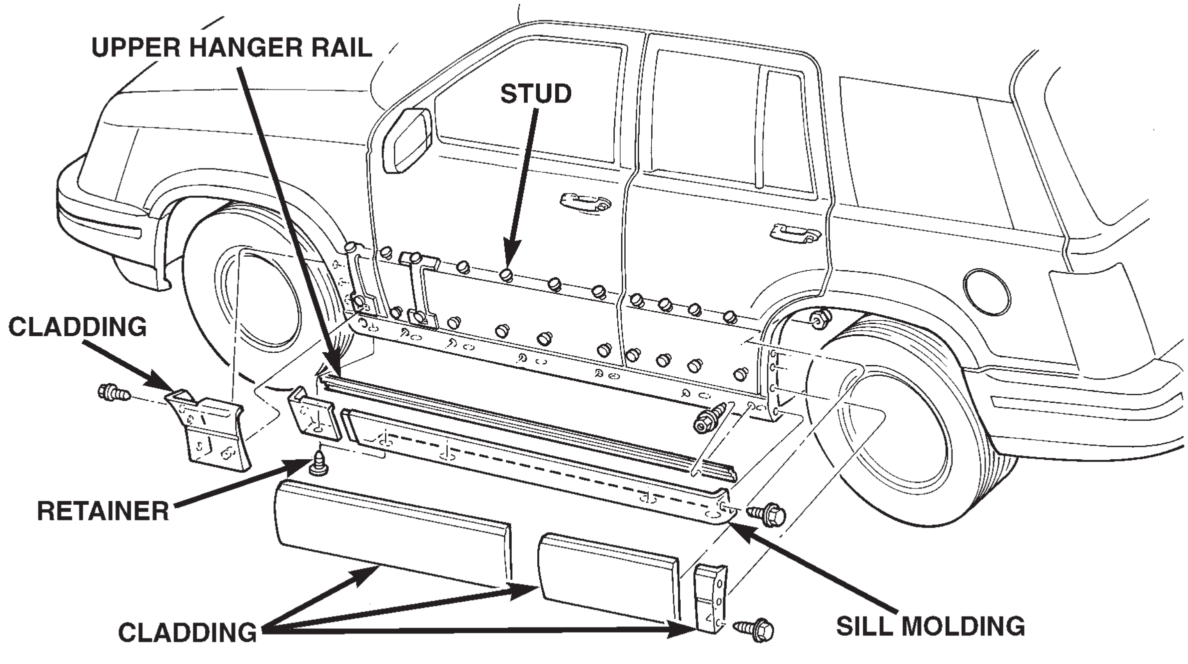


Fig. 39 Body Side Cladding

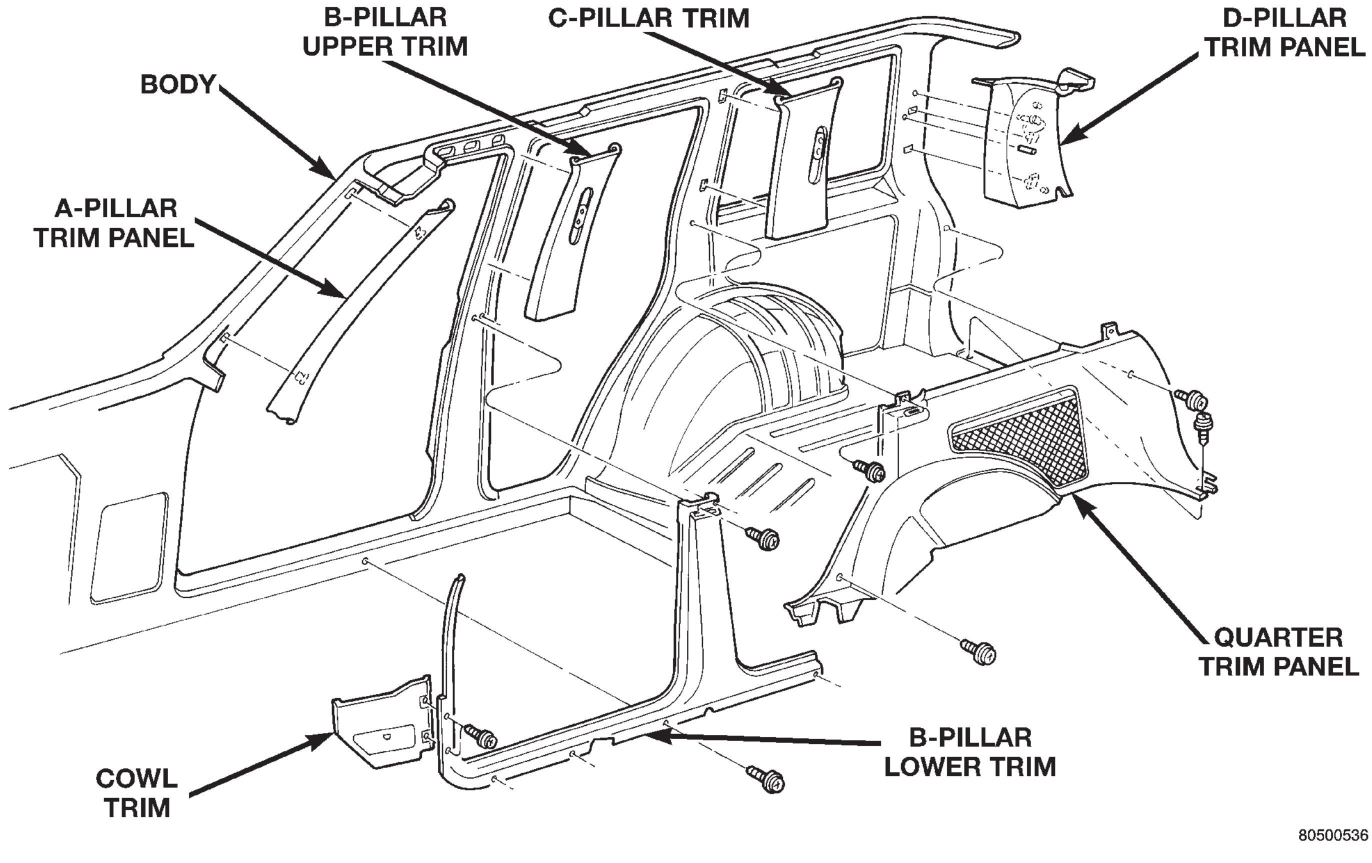


Fig. 40 Trim Panels

REMOVAL AND INSTALLATION (Continued)

ASSIST HANDLE

REMOVAL

(1) Remove the screws attaching the handle to the headliner (Fig. 41).

(2) Remove assist handle from roof panel.

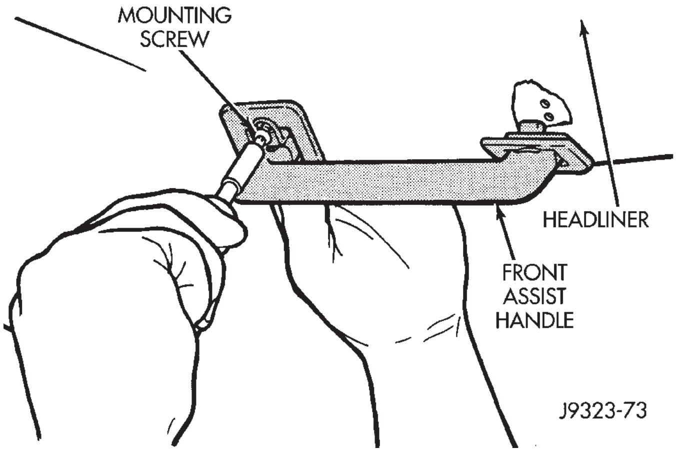


Fig. 41 Assist Handle

INSTALLATION

(1) Position handle on the roof panel.

(2) Install the screws. Tighten screws to 3 N·m (22 in-lbs) torque.

FRONT DOOR SCUFF PLATE

REMOVAL

The front door scuff plate is attached with molded-in snap retainers.

(1) Using a trim stick or similar tool, carefully pry scuff plate from sill. Detach scuff plate from sill (Fig. 42).

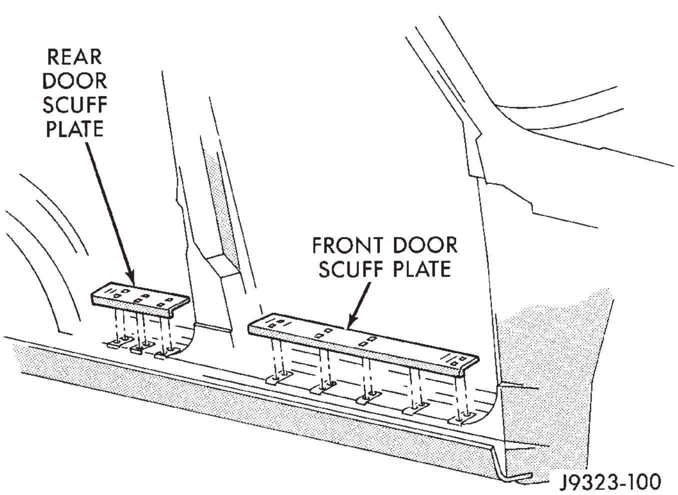


Fig. 42 Scuff Plates

INSTALLATION

(1) Position scuff plate on sill and snap into place.

UPPER B-PILLAR TRIM PANEL

REMOVAL

(1) Remove the A-pillar trim panel.

(2) Remove front seat belt turning loop.

(3) Detach and remove upper B-pillar trim panel.

INSTALLATION

(1) Position trim panel on B-pillar and snap into place.

(2) Install front seat belt turning loop.

(3) Install the A-pillar trim panel.

LOWER B-PILLAR TRIM PANEL

REMOVAL

(1) Remove the A-pillar trim panel.

(2) Loosen upper B-pillar trim panel and slide upper trim panel upward to access screws in lower B-pillar trim panel.

(3) Remove screws attaching lower B-pillar trim panel to B-pillar (Fig. 43).

(4) Remove screw located closest to A-pillar attaching I/P cover to I/P.

(5) Separate lower B-pillar trim panel from B-pillar.

(6) Route seat/shoulder belt through access slot in lower B-pillar trim panel.

(7) Remove lower B-pillar trim panel (Fig. 40).

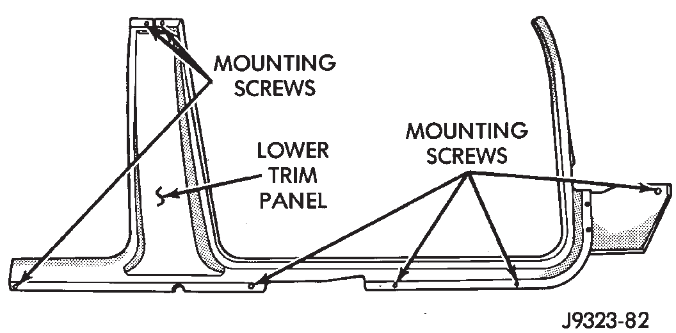


Fig. 43 B-Pillar Trim Panel

INSTALLATION

(1) Position lower B-pillar trim panel on vehicle.

(2) Route seat/shoulder belt through access slot in lower B-pillar trim panel.

(3) Install screws that attach lower B-pillar trim panel to B-pillar.

(4) Install screw located closest to A-pillar that attaches I/P cover to I/P.

(5) Slide upper B-pillar trim panel downward into place.

(6) Install the A-pillar trim panel.

REMOVAL AND INSTALLATION (Continued)

REAR DOOR SCUFF PLATE

REMOVAL

The rear door scuff plate is attached with molded-in snap retainers.

(1) Using a trim stick or similar tool, carefully pry scuff plate from sill. Detach scuff plate from sill (Fig. 42).

INSTALLATION

(1) Position scuff plate on sill and snap into place.

C-PILLAR TRIM

REMOVAL

(1) Remove rear seat belt turning loop.

(2) Using a trim stick, carefully pry C-pillar trim panel from vehicle (Fig. 40).

INSTALLATION

(1) Position C-pillar trim panel on C-pillar and snap into place.

(2) Install rear seat belt turning loop.

QUARTER TRIM PANELS

(1) Pull rear seat bottom forward and fold down rear seat.

(2) Remove lower retaining screw at rear door opening (Fig. 40).

(3) If equipped, remove sunshade cover.

(4) Remove C-pillar trim panel.

(5) Remove screws retaining upper liftgate trim panel.

(6) Disconnect wiring to cargo lamp.

(7) Remove liftgate lower trim panel from liftgate opening.

(8) Remove quarter trim panel mounting screws.

(9) If necessary, remove spare tire and tire stand-offs from left quarter trim panel (Fig. 44).

(10) Remove rear quarter trim panel.

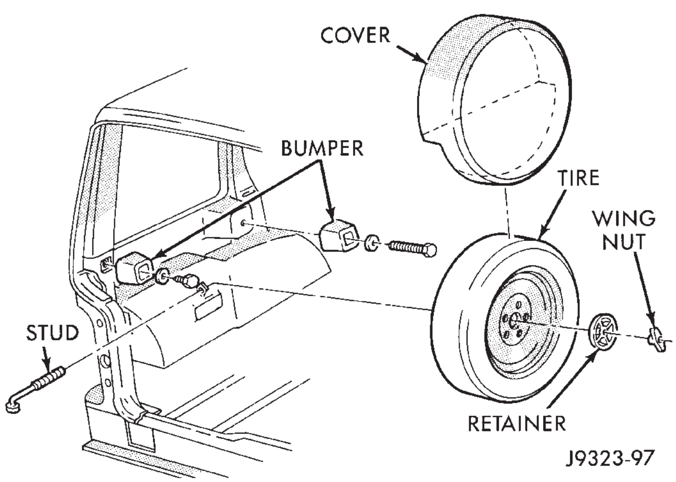


Fig. 44 Tire Stand-Offs—Left Quarter Trim Panel

INSTALLATION

(1) Reverse removal procedure.

D-PILLAR TRIM

REMOVAL

(1) Remove liftgate upper trim panel (Fig. 45).

(2) Detach and remove trim panel from D-pillar (Fig. 40).

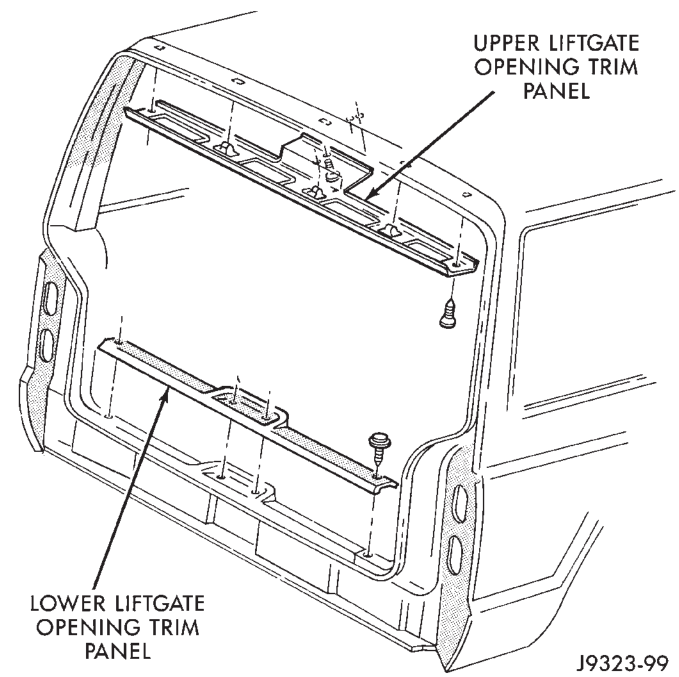


Fig. 45 Liftgate Opening Trim Panels

INSTALLATION

(1) Position D-pillar trim panel on D-pillar and snap in place.

(2) Install upper liftgate trim panel.

FRONT SHOULDER BELT/BUCKLE

REMOVAL—BUCKLE

(1) Slide front seats all the way forward for access to buckle anchor bolt.

(2) Disconnect buckle wire harness connector.

(3) Remove anchor bolt cover.

(4) Remove buckle anchor bolt.

(5) Remove shoulder belt buckle from transmission tunnel.

INSTALLATION—BUCKLE

(1) Position seat belt buckle in position and anchor bolt.

(2) Install anchor bolt cover.

(3) Disconnect buckle wire harness connector.

REMOVAL AND INSTALLATION (Continued)

REMOVAL—SHOULDER BELT

(1) Unsnap turning loop cover.
(2) Remove upper anchor bolt (Fig. 46).
(3) Remove B-pillar trim panels.
(4) Remove bolt attaching retractor to B-pillar.
(5) Remove bolt attaching belt anchor to B-pillar.
(6) Remove shoulder belt and retractor.

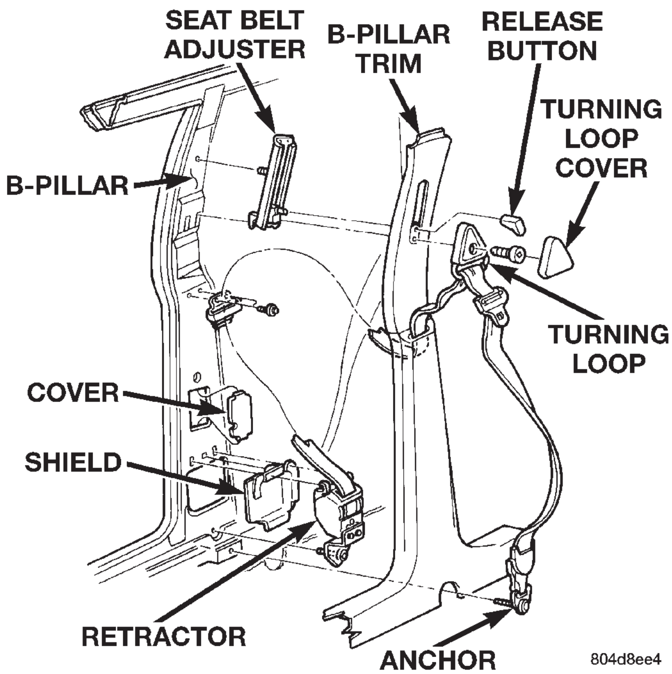


Fig. 46 Front Shoulder Belt

INSTALLATION—SHOULDER BELT

(1) Reverse removal procedure. Tighten anchor bolts to 37 N·m (27 ft-lbs)

REAR SHOULDER/LAP BELT/BUCKLE

REMOVAL—LAP BELT/BUCKLE

(1) Pull rear seat release loop and tilt seat bottom forward. Remove seat bottom from lower latch.
(2) Unlatch seat back and tilt forward.
(3) Remove shoulder belt buckle and lap belt/buckle anchor plate bolts from the floor panel (Fig. 47).

INSTALLATION—LAP BELT/BUCKLE

(1) Position shoulder belt buckle and lap belt/buckle on the floor panel.
(2) Install bolts attaching lap belt/buckle to floor panel. Tighten anchor bolts to 37 N·m (27 ft-lbs).

REMOVAL—SHOULDER BELT

(1) Unsnap turning loop cover.
(2) Remove turning loop anchor bolt (Fig. 47).
(3) Remove C-pillar and quarter trim panel.
(4) Remove belt retractor anchor bolt from rear quarter rail.

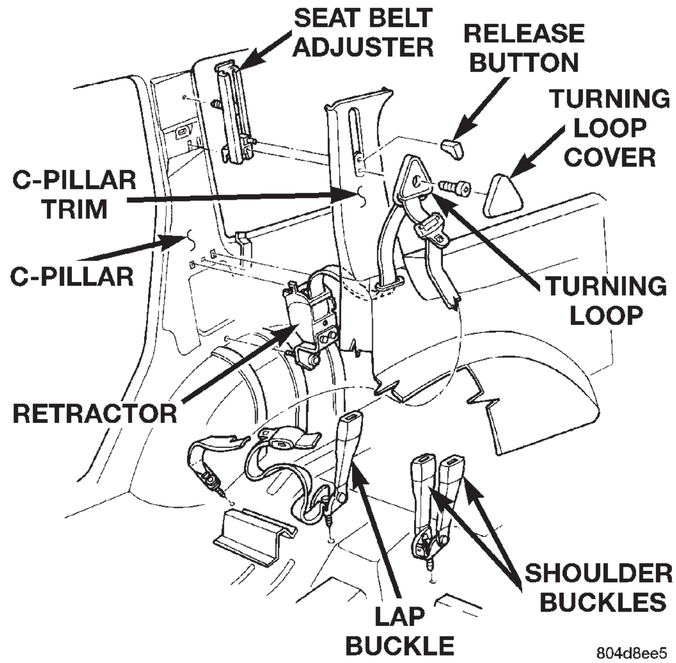


Fig. 47 Rear Seat Shoulder/Lap Belts & Buckles

(5) Remove retractor and shoulder belt from panel.

INSTALLATION—SHOULDER BELT

(1) Position retractor and shoulder belt on panel.
(2) Install belt retractor anchor bolt in rear quarter rail. Tighten anchor bolts to 37 N·m (27 ft-lbs).
(3) Install C-pillar and quarter trim panel.
(4) Install turning loop anchor bolt. Tighten anchor bolt to 37 N·m (27 ft-lbs).
(5) Install turning loop cover.

FRONT BUCKET SEAT

REMOVAL

(1) Remove bolts attaching seat to floor pan (Fig. 48).
(2) If equipped, disconnect power seat wire harness connector.
(3) Remove seat from floor panel.

INSTALLATION

(1) Position seat on floor pan.
(2) If equipped, connect power seat wire harness connector.
(3) Install bolts attaching seat to floor pan. Tighten front bolts to 27 N·m (20 ft. lbs.) torque, tighten rear bolts to 27 N·m (20 ft. lbs.) torque..

FLOOR CONSOLE

REMOVAL

(1) Pull transmission shift lever handle straight up and remove handle.

REMOVAL AND INSTALLATION (Continued)

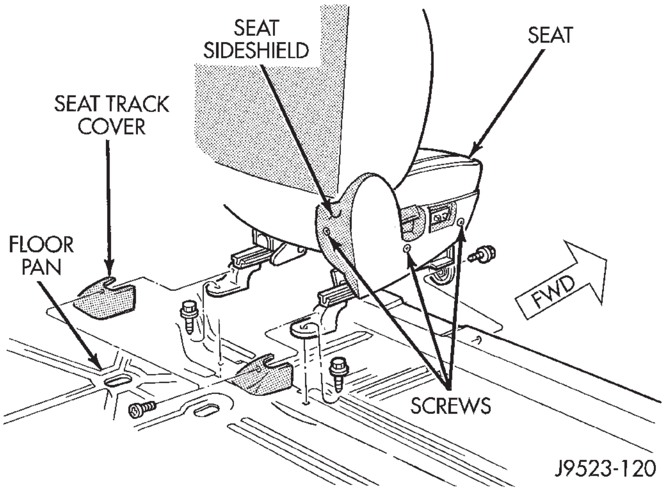


Fig. 48 Front Bucket Seat

(2) Remove transmission and transfer case shift indicator bezels by prying upward to release them. Position flat screwdriver between bezel and console to remove indicator bezel (Fig. 49).

(3) Disconnect lamp sockets from bezels.

(4) Remove console retaining screws.

(5) Remove console from floor.

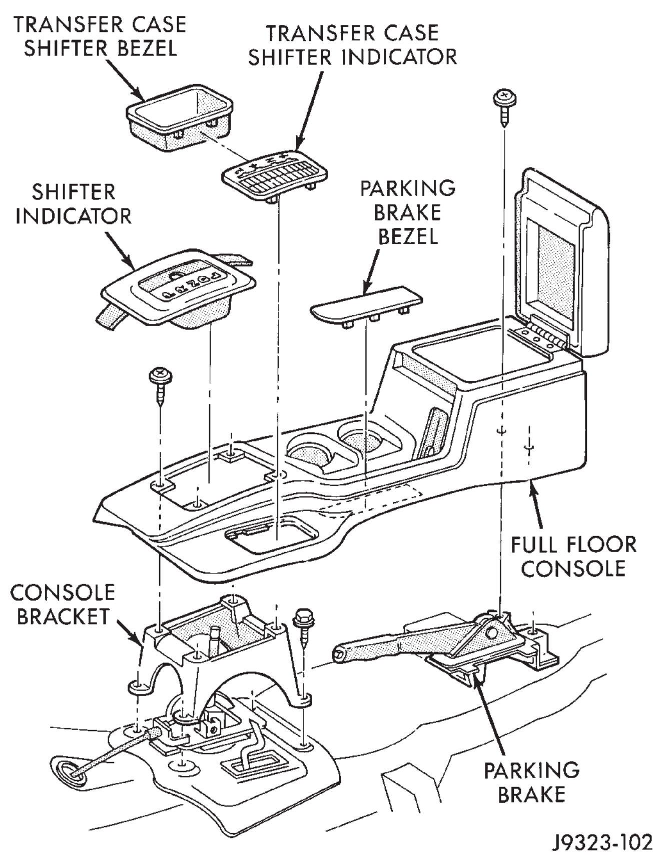


Fig. 49 Console Components

INSTALLATION

(1) Reverse removal procedure.

REAR SEAT CUSHION

REMOVAL

(1) Disengage seat cushion at rear by pulling upward on release strap.

(2) Tilt cushion forward.

(3) Disengage seat cushion by pulling upward and out.

(4) Remove seat cushion from vehicle.

INSTALLATION

(1) Position seat cushion in vehicle.

(2) Insert hinge into lower pivot.

(3) Push downward to engage hinge into pivot.

(4) Rotate cushion downward into seating position.

(5) Lock seat cushion down by pressing firmly on center of cushion until latch engages.

REAR SEATBACK

REMOVAL

(1) Remove lower seat cushion. Refer to removal procedure.

(2) Remove bolts holding seatback side support brackets (left side) (Fig. 50).

(3) Tilt seatback forward, and slide it outboard to detach it from pin on center pivot bracket.

(4) Remove left side (60%) seatback from vehicle.

(5) Remove bolts holding seatback side support brackets (right side) (Fig. 50).

(6) Remove right side (40%) seatback from vehicle.

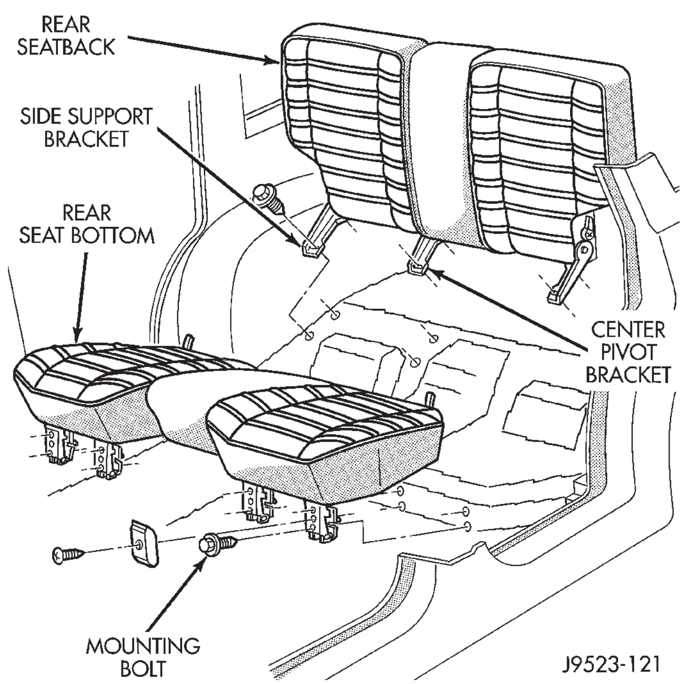


Fig. 50 Rear Seat Mounting

INSTALLATION

(1) Position right side (40%) seatback in vehicle.

REMOVAL AND INSTALLATION (Continued)

(2) Position right side support brackets with bolt holes aligned and install support bracket bolts. Tighten bolts to 27 N·m (20 ft. lbs.) torque.

(3) Position left side (60%) seatback in vehicle.

(4) Install seatback onto center pivot bracket pin. Ensure seat back is properly engaged on the center pivot pin.

(5) Position left side support brackets with bolt holes aligned and install support bracket bolts. Tighten bolts to 27 N·m (20 ft. lbs.) torque.

(6) Install lower seat cushion. Refer to installation procedure.

REAR SEAT BACK WITH CHILD SEAT

REMOVAL

(1) Disengage seat cushion at rear by pulling upward on release strap.

(2) Tilt seat cushion forward.

(3) Disengage lower seat cushion hinge by pulling upward and out. Remove cushion from vehicle.

(4) Remove bolts holding seatback side support brackets (Fig. 51).

(5) Remove seatback from vehicle.

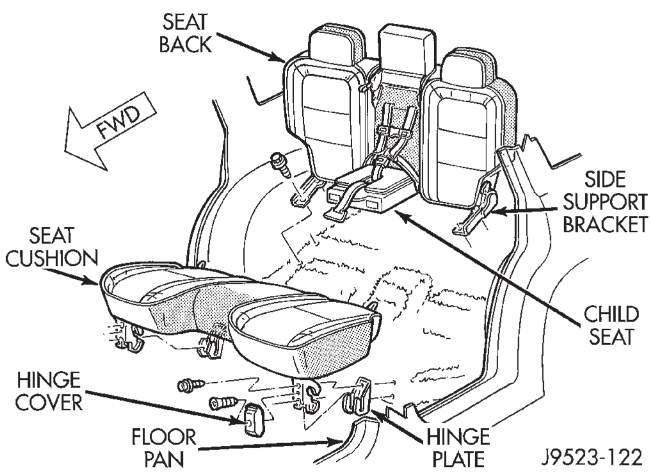


Fig. 51 Seat Back With Child Seat

INSTALLATION

(1) Position seatback in vehicle.

(2) Align holes in side support brackets with bolt holes in floor pan. and install side support bracket bolts. Tighten bolts to 27 N·m (20 ft. lbs.) torque.

(3) Install lower seat cushion.

CHILD SEAT MODULE

REMOVAL

The child seat module can be removed with the seat back installed or removed from the vehicle (Fig. 52).

(1) Pull release strap to open child seat and remove lining.

(2) Remove upper and lower child seat back bolts.

(3) Slide the release strap through the retaining loop (Fig. 53).

(4) Remove child seat module from seat back.

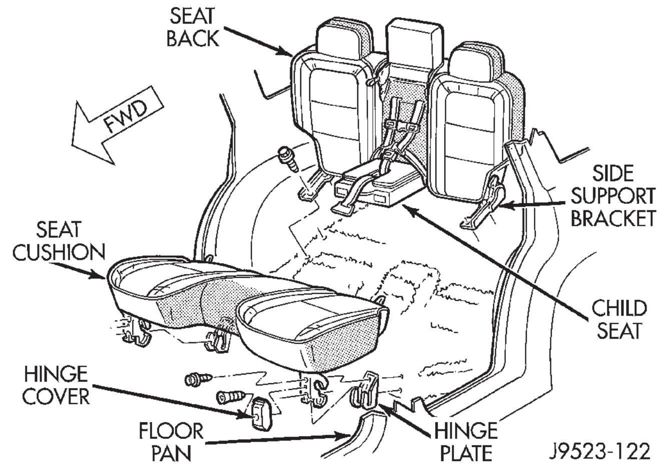


Fig. 52 Seat Back With Child Seat

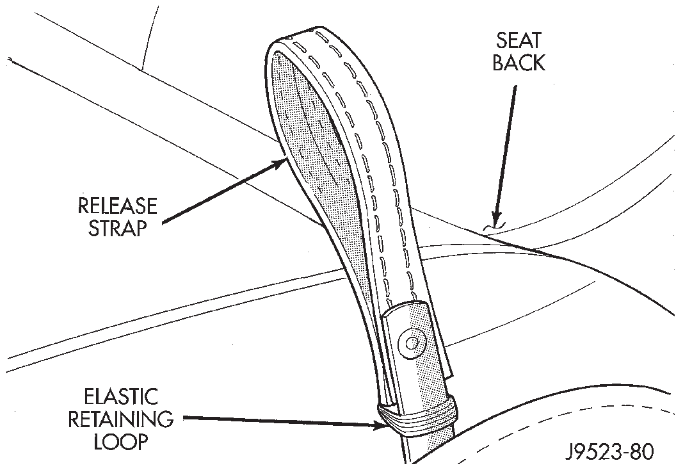


Fig. 53 Child Seat Release Strap/Retaining Loop

INSTALLATION

(1) Position child seat module in seat back.

(2) Slide the release strap through the retaining loop.

(3) Install the upper and lower child seat back bolts.

(4) Install child seat lining.

FRONT CARPET/MAT

REMOVAL

(1) Remove lower B-pillar trim panels.

(2) Remove front and rear seats (as applicable).

(3) As necessary, remove trim panels and moldings.

(4) Remove floor console.

(5) Remove all other interfering components.

REMOVAL AND INSTALLATION (Continued)

(6) Remove carpet and mat from floor panel (Fig. 54).

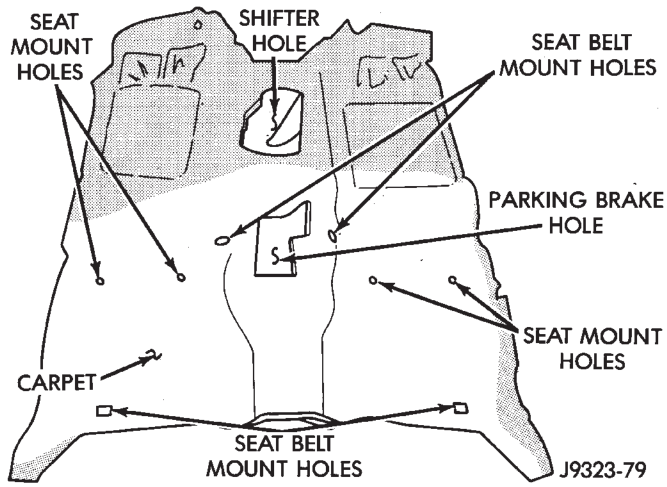


Fig. 54 Front Carpet and Mat

INSTALLATION

(1) Reverse removal procedure.

CARGO CARPET/MAT

REMOVAL

(1) Remove quarter trim panels.
(2) Remove liftgate trim panel.
(3) Drill-out retaining rivet heads and remove cargo tie-down footman loops from carpet (Fig. 55).
(4) Remove rear seats and belts.
(5) Remove all other interfering components.
(6) Remove carpet and mat from floor panel (Fig. 56).
(7) If necessary, remove skid strips from carpet.

INSTALLATION

(1) Reverse removal procedure.

REARVIEW MIRROR

REMOVAL

(1) If equipped, disconnect mirror harness wire connector.
(2) Loosen the mirror base setscrew (Fig. 57) and (Fig. 58).
(3) Slide the mirror base upward and off the bracket.

INSTALLATION

(1) Position the mirror base at the bracket and slide it downward onto the support bracket.
(2) Tighten the setscrew 1 N·m (15 in. lbs.) torque.
(3) If equipped, connect mirror harness wire connector.

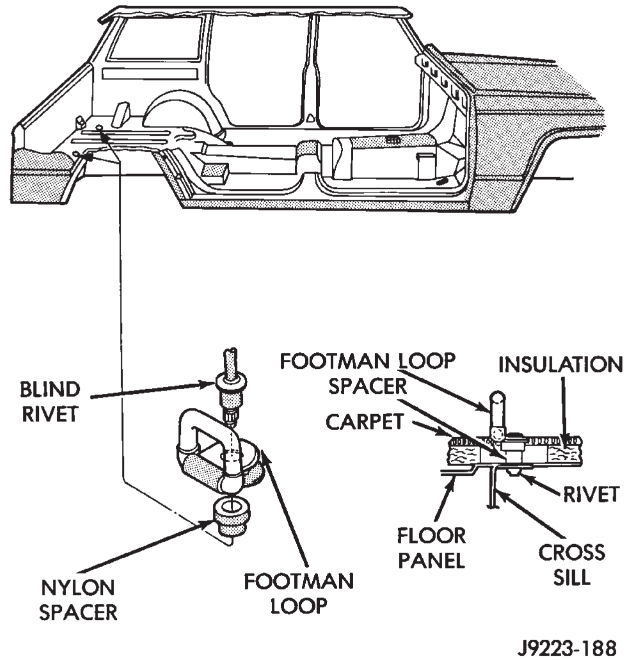


Fig. 55 Cargo Tie-Down Footman Loop

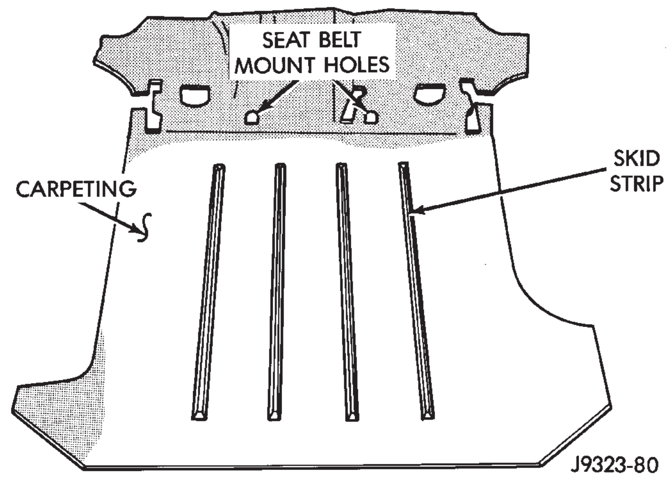


Fig. 56 Cargo Carpet & Mat

REARVIEW MIRROR SUPPORT BRACKET

INSTALLATION

(1) Mark the position for the mirror bracket on the outside of the windshield glass with a wax pencil.
(2) Clean the bracket contact area on the glass. Use a mild powdered cleanser on a cloth saturated with isopropyl (rubbing) alcohol. Finally, clean the glass with a paper towel dampened with alcohol.
(3) Sand the surface on the support bracket with fine grit-sandpaper. Wipe the bracket surface clean with a paper towel.
(4) Apply accelerator to the surface on the bracket according to the following instructions:

- Crush the vial to saturate the felt applicator.
- Remove the paper sleeve.

REMOVAL AND INSTALLATION (Continued)

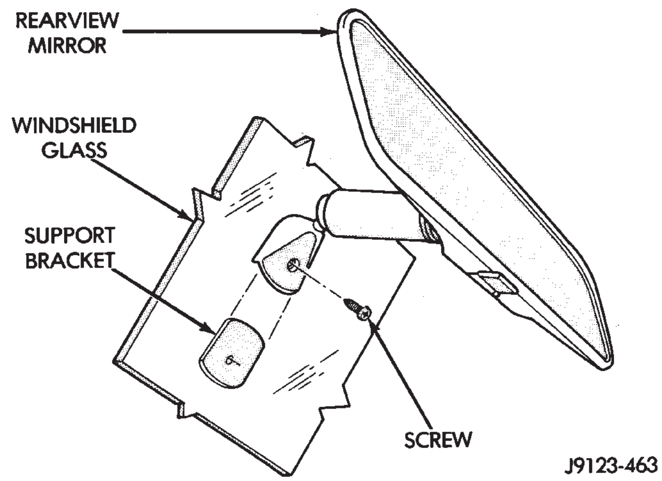


Fig. 57 Rearview Mirror

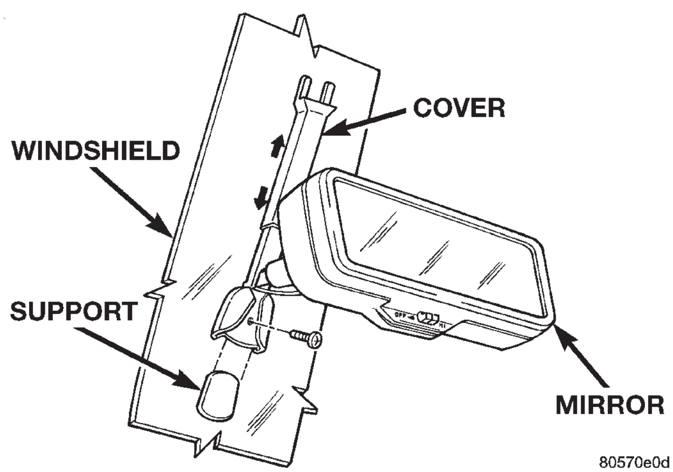


Fig. 58 Rearview Mirror

- Apply accelerator to the contact surface on the bracket.
- Allow the accelerator to dry for five minutes.
- Do not touch the bracket contact surface after the accelerator has been applied.

(5) Apply adhesive accelerator to the bracket contact surface on the windshield glass. Allow the accelerator to dry for one minute. Do not touch the glass contact surface after the accelerator has been applied.

(6) Install the bracket according to the following instructions:

- Apply one drop of adhesive at the center of the bracket contact-surface on the windshield glass.
- Apply an even coat of adhesive to the contact surface on the bracket.
- Align the bracket with the marked position on the windshield glass.
- Press and hold the bracket in place for at least one minute.

NOTE: Verify that the mirror support bracket is correctly aligned, because the adhesive will cure rapidly.

(7) Allow the adhesive to cure for 8-10 minutes. Remove any excess adhesive with an alcohol-dampened cloth.

(8) Allow the adhesive to cure for an additional 8-10 minutes before installing the mirror.

SUNVISOR

REMOVAL

(1) Remove screws that attach sunvisor arm support bracket to headliner and roof panel (Fig. 59).
(2) Detach sunvisor from support bracket.
(3) Remove sunvisor from vehicle.
(4) Remove retaining screw and support bracket.

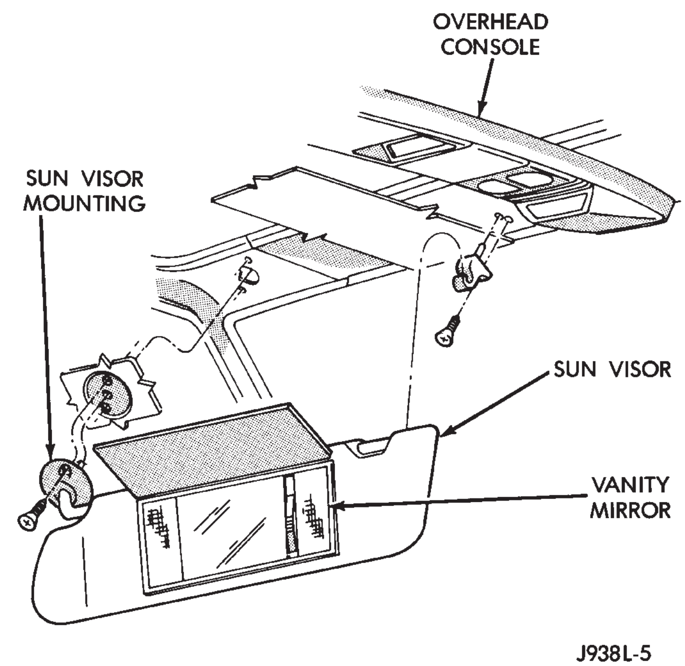


Fig. 59 Sunvisor

INSTALLATION

(1) Reverse removal procedure.

HEADLINER

REMOVAL

CAUTION: The headliner is a one-piece, molded component. It has limited flexibility and must not be bent. Damage possibly will result.

(1) Remove the A, B and C-pillar trim moldings from perimeter of headliner.
(2) Remove upper liftgate trim molding.
(3) Remove D-pillar trim molding.

REMOVAL AND INSTALLATION (Continued)

(4) Remove sunvisors from front of roof panel. Disconnect vanity lamp wiring (if applicable)

(5) Remove assist handles from side of roof rails.

(6) Remove push plugs from roof support (Fig. 60).

(7) Remove dome/reading lamp or overhead console from center of roof panel.

(8) Remove sunroof pinch welt holding headliner, if equipped (Fig. 61).

(9) With aid of an assistant, remove headliner through liftgate opening.

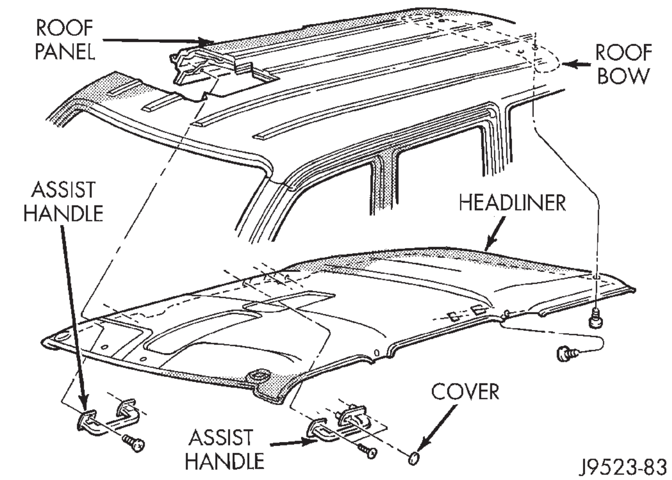


Fig. 60 Headliner

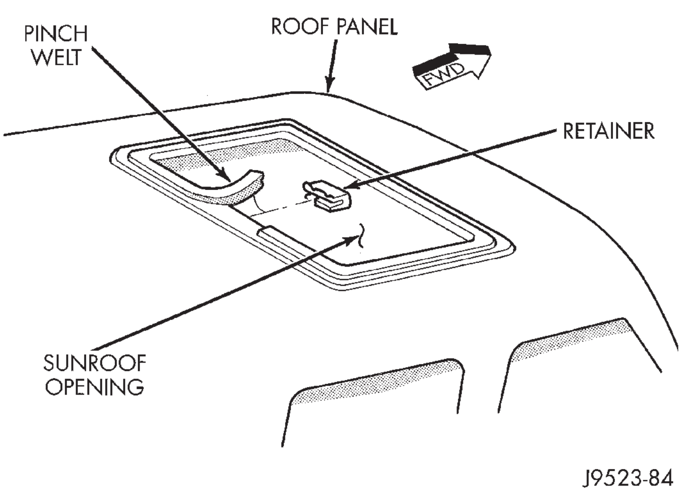


Fig. 61 Sunroof Opening

INSTALLATION

(1) With the aid of an assistant, position headliner in vehicle.

(2) Install sunroof pinch welt.

(3) Install dome/reading lamp.

(4) Install push plugs in roof support.

(5) Install sunvisors.

(6) Install assist handles.

(7) Install A, B, C and D-pillar trim panels.

(8) Install liftgate upper trim panel.

LIFTGATE TRIM PANEL

NOTE:

When removing both trim panels from liftgate, remove lower trim panel first. When installing both trim panels, install the upper trim panel first.

UPPER TRIM PANEL REMOVAL

(1) Remove screws attaching upper trim panel to liftgate (Fig. 62).

(2) Remove screws at upper and lower trim panel overlap.

(3) Gently, pull trim panel downward. If necessary rotate trim panel away from glass panel to release push-in fasteners.

(4) Use a trim panel removal tool to detach push-in fasteners from liftgate.

UPPER TRIM PANEL INSTALLATION

(1) Position trim panel at liftgate and slide overlapping portions of trim panel under liftgate lower trim panel.

(2) Align trim panel push-in fasteners with holes in liftgate inner panel. Press trim panel upward to seat fasteners.

(3) Install screws at upper and lower trim panel overlap.

(4) Install screws attaching upper trim panel to liftgate.

LOWER TRIM PANEL REMOVAL

(1) Remove screws attaching lower trim panel to liftgate (Fig. 62).

(2) Use a trim panel removal tool to detach push-in fasteners from liftgate.

LOWER TRIM PANEL INSTALLATION

(1) Position trim panel on liftgate.

(2) Align trim panel push-in fasteners with holes in liftgate inner panel. Press trim panel inward to seat fasteners.

(3) Install screws attaching lower trim panel to liftgate.

LIFTGATE

REMOVAL

WARNING: DO NOT DISCONNECT THE SUPPORT ROD CYLINDERS WITH THE LIFTGATE CLOSED. THE SUPPORT ROD PISTONS ARE OPERATED BY HIGH PRESSURE GAS. THIS PRESSURE COULD CAUSE DAMAGE AND/OR PERSONAL INJURY IF THEY ARE REMOVED WHILE THE PISTONS ARE COMPRESSED.

REMOVAL AND INSTALLATION (Continued)

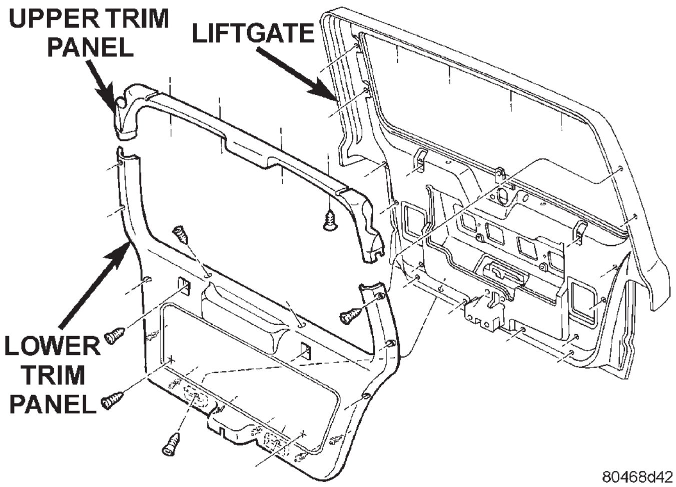


Fig. 62 Liftgate Trim Panel

(1) Open liftgate. Support liftgate for ease of repair.
(2) Remove liftgate trim panel.
(3) Remove retainer clips that secure support rod cylinders to ball studs (Fig. 63).
(4) Remove support rod cylinders from ball studs.
(5) Remove upper support rod retaining screws. Remove support rods.
(6) Disconnect wire harnesses and washer hose from liftgate.
(7) Remove hinge screws at liftgate (Fig. 64).
(8) Remove liftgate from vehicle.

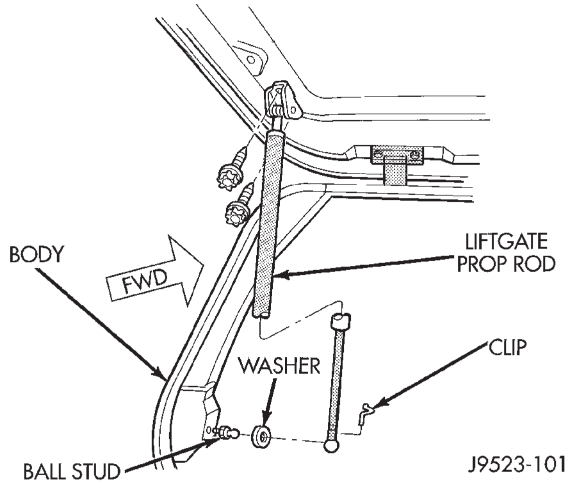


Fig. 63 Liftgate Prop Rod

INSTALLATION

(1) Position liftgate on vehicle. Support liftgate.
(2) Install hinge screws at liftgate. Tighten hinge screws to 28 N·m (21 ft-lbs) torque
(3) Connect liftgate wire harnesses and washer hose.
(4) Install upper support rod retaining screws.
(5) Install support rod cylinders on ball studs.
(6) Install liftgate trim panel.

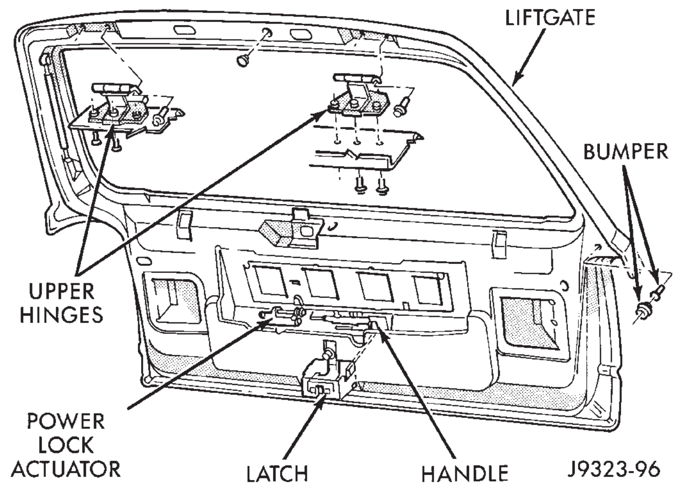


Fig. 64 Liftgate Components

LIFTGATE HINGE

REMOVAL

It is not necessary to remove liftgate to replace one or both hinges. The hinges can be replaced one at a time.
(1) Remove liftgate opening (headliner) upper trim molding.
(2) Disconnect wiring harness to cargo lamp.
(3) Remove hinge screws at roof panel (Fig. 65).
(4) Remove hinge screws at liftgate.
(5) Remove hinge from liftgate.

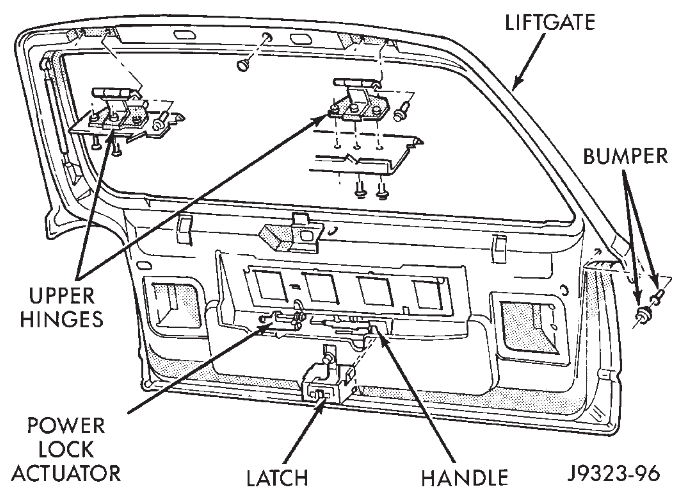


Fig. 65 Liftgate Components

INSTALLATION

(1) Position hinge on liftgate and roof panel. (Use 3M™ Fast and Firm or equivalent on the hinge to body mating surface as a sealant).
(2) Install and tighten hinge screws at roof panel to 28 N·m (21 ft-lbs) torque.
(3) Install hinge screws at liftgate. Tighten screws to 28 N·m (21 ft-lbs) torque.

REMOVAL AND INSTALLATION (Continued)

(4) Install liftgate opening (headliner) upper trim molding.

LIFTGATE OUTSIDE HANDLE

REMOVAL

(1) Remove liftgate lower trim panel.
(2) Remove liftgate latch and actuator linkages.
(3) Remove nuts attaching outside handle to liftgate (Fig. 66).
(4) Separate outside handle from liftgate.

INSTALLATION

(1) Position outside handle on liftgate.
(2) Install nuts attaching outside handle to liftgate.
(3) Install liftgate latch and actuator linkages.
(4) Install liftgate lower trim panel.

LIFTGATE LOCK CYLINDER

For service, refer to the Liftgate Outside Handle Removal/Installation procedure in this group.

LIFTGATE LATCH

REMOVAL

(1) Raise liftgate. Remove liftgate lower trim panel. If necessary refer to service procedure.
(2) Remove latch screws (Fig. 66).
(3) Disconnect rod from latch.
(4) Disconnect power lock connector from handle, if equipped (Fig. 67).
(5) Remove latch from liftgate.

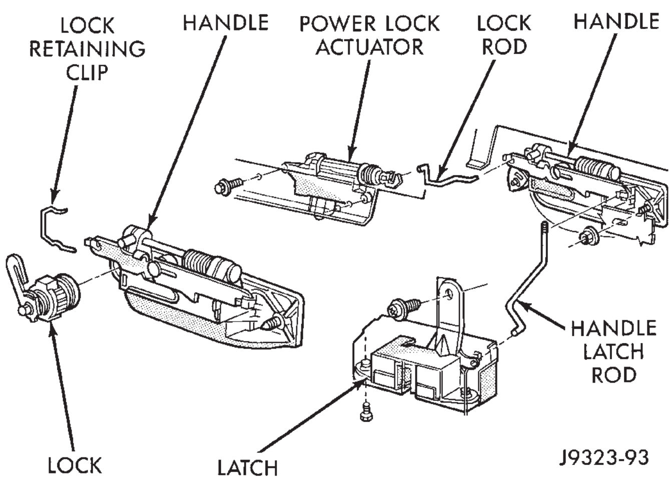


Fig. 66 Liftgate Latch/Lock Component

INSTALLATION

(1) Reverse removal procedure. Tighten latch screws to 7 N·m (5 ft. lbs.) torque.

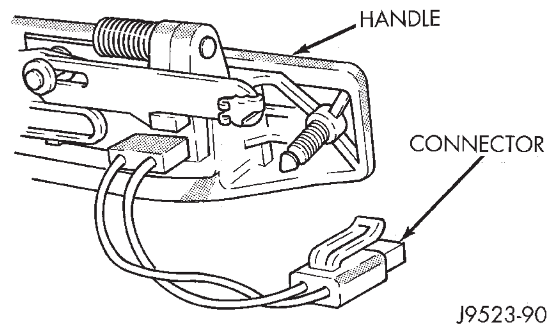


Fig. 67 Power Lock

LIFTGATE LATCH STRIKER

REMOVAL

(1) Raise liftgate.
(2) Remove latch striker nuts from below scuff plate. Access nuts from under bumper fascia/beam (Fig. 68).
(3) Remove striker, shim and seal plate.

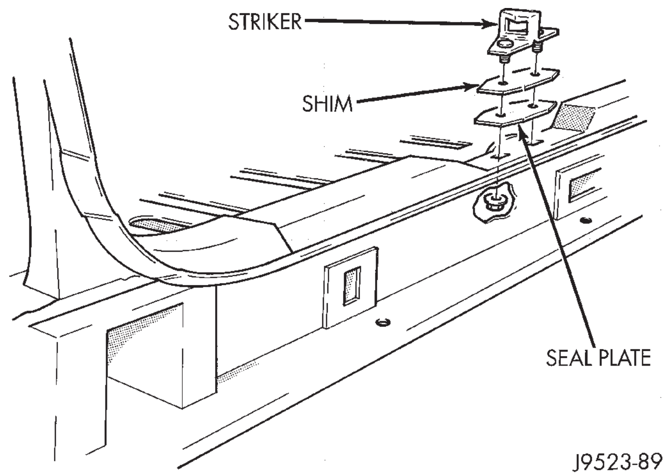


Fig. 68 Liftgate Latch Striker

INSTALLATION

(1) Position striker, shim and seal plate on vehicle.
(2) Install latch striker nuts. Tighten striker nuts to 54 N·m (40 ft. lbs.) torque.

LIFTGATE OPENING WEATHERSTRIP

REMOVAL

(1) Pull seal away from flange around edge of liftgate opening. Remove it from vehicle.
(2) Clean seal flange as necessary.

INSTALLATION

(1) Position weatherstrip seal in opening with left end of seal at opening centerline. Install seal in a clockwise direction.
(2) Seat installed part of seal. Move from left bottom end of seal to top left half of the seal.
(3) Center and butt seal ends together at centerline.

REMOVAL AND INSTALLATION (Continued)

(4) If necessary, cut surplus from weatherstrip (non-plug end only).

LIFTGATE FLIP-UP GLASS

REMOVAL

WARNING: DO NOT DISCONNECT THE PROP ROD CYLINDERS WITH THE LIFTGATE FLIP-UP GLASS CLOSED. THE PROP ROD PISTONS ARE OPERATED BY HIGH PRESSURE GAS. THIS PRESSURE COULD CAUSE DAMAGE AND/OR PERSONAL INJURY IF THEY ARE REMOVED WHILE THE PISTONS ARE COMPRESSED.

(1) Remove liftgate upper trim panel.
(2) Open liftgate flip-up glass. Support glass for ease of repair.
(3) Using a small flat blade or equivalent tool, gently pry open the locking caps on the end of the prop rod.
(4) Remove prop rod cylinders from ball studs (Fig. 69).

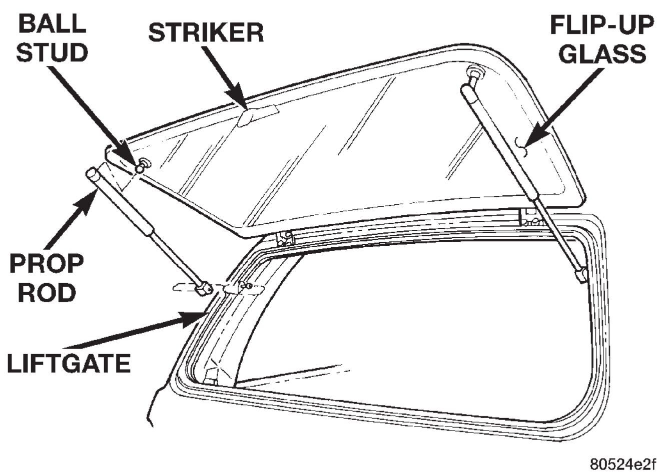


Fig. 69 Prop Rod

(5) Remove hinge nuts from liftgate (Fig. 70).
(6) Separate flip-up glass from vehicle.

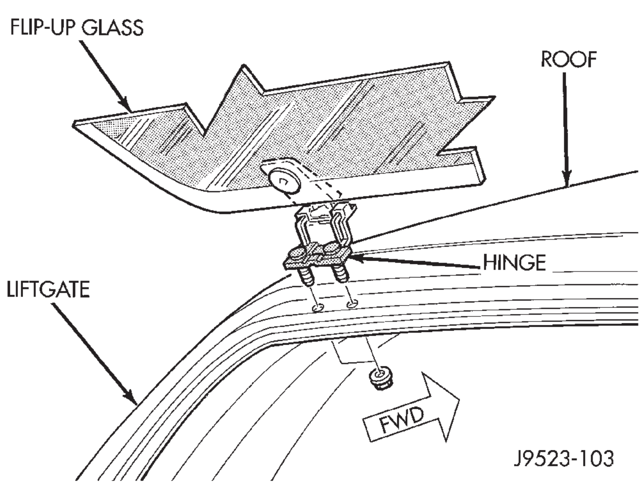


Fig. 70 Hinge Removal

INSTALLATION

(1) Position flip-up glass on liftgate.
(2) Install hinge nuts. Hand tighten only.
(3) With the glass panel in the open and fully raised position, push glass forward to completely seat the hinges. Tighten hinge nuts to 6 N·m (60 in. lbs.).
(4) Install prop rods onto ball studs and compress locking caps to lock prop rods onto ball studs.

FLIP-UP GLASS SWITCH

REMOVAL

(1) Remove liftgate trim panel.
(2) Remove license plate lamp housing nuts from liftgate.
(3) Squeeze switch locking tabs inward to release switch from license plate lamp housing.
(4) Disconnect switch harness connector.
(5) Separate switch from housing (Fig. 71).

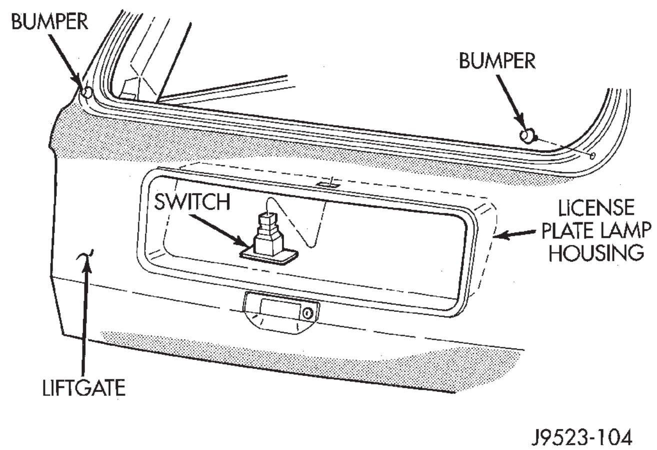


Fig. 71 Switch Removal

INSTALLATION

(1) Position switch into license plate lamp housing and connect switch harness connector.
(2) Snap switch into place.
(3) Install license plate lamp housing.
(4) Install liftgate trim panel.

LIFTGATE FLIP-UP GLASS WEATHERSTRIP

REMOVAL

(1) Slowly pull seal away from flange around edge of glass opening. Remove it from vehicle.
(2) Clean seal flange as necessary.

INSTALLATION

(1) Position weatherstrip seal with paint dots aligned with window opening corners.
(2) Seat seal firmly around entire liftgate (Fig. 72).

REMOVAL AND INSTALLATION (Continued)

(3) Butt seal ends together and smooth out any remaining length. Weathersrtip break should be 120 mm left of latch opening.

(4) If necessary, cut surplus from weatherstrip (non-plug end only).

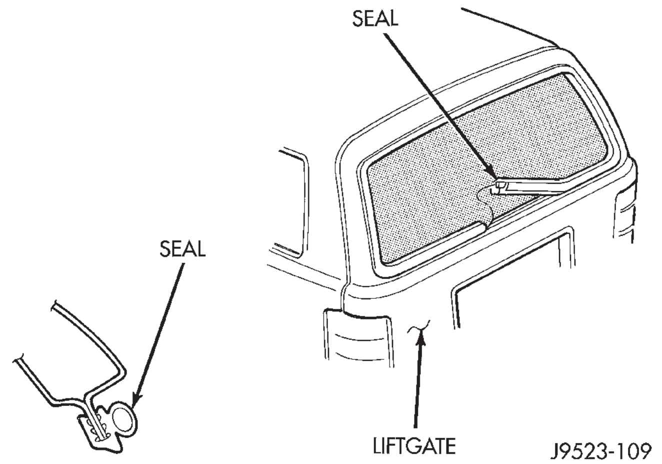


Fig. 72 Liftgate Seal

LIFTGATE FLIP-UP GLASS LATCH

REMOVAL

(1) Raise liftgate.
(2) Remove liftgate lower trim panel.
(3) Remove latch nuts (Fig. 73).
(4) Disconnect switch connectors.
(5) Remove latch from liftgate.

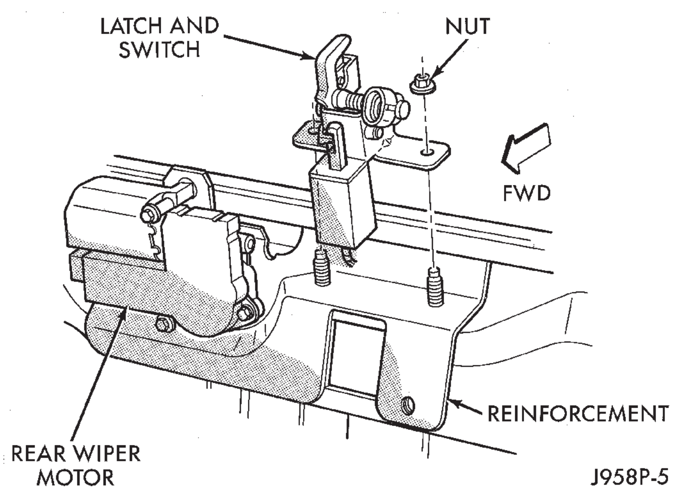


Fig. 73 Flip-Up Glass Latch

INSTALLATION

(1) Position latch on vehicle, 2.5 mm forward of seal.
(2) Connect switch connectors.
(3) Install latch nuts. Tighten to 11 N·m (100 in. lbs.).
(4) Close flip-up glass panel and verify proper operation.
(5) Install liftgate lower trim panel.

LIFTGATE FLIP-UP GLASS LATCH HANDLE/ STRIKER

REMOVAL

(1) Raise flip-up glass.
(2) Using a wax pencil or equivalent, make alignment marks on the inside and outside of the glass panel.
(3) Remove handle/striker.

INSTALLATION

(1) Position handle/striker on glass panel and align reference marks.
(2) Install handle/striker. Tighten screws to 6 N·m (60 in. lbs.).

LICENSE PLATE LAMP HOUSING

REMOVAL

(1) Remove liftgate trim panel
(2) Remove lamp housing retaining screws from liftgate (Fig. 74).
(3) Disconnect bulb socket from lamp housing.
(4) Disconnect Flip-Up glass switch connector, if equipped.
(5) Remove housing from liftgate.

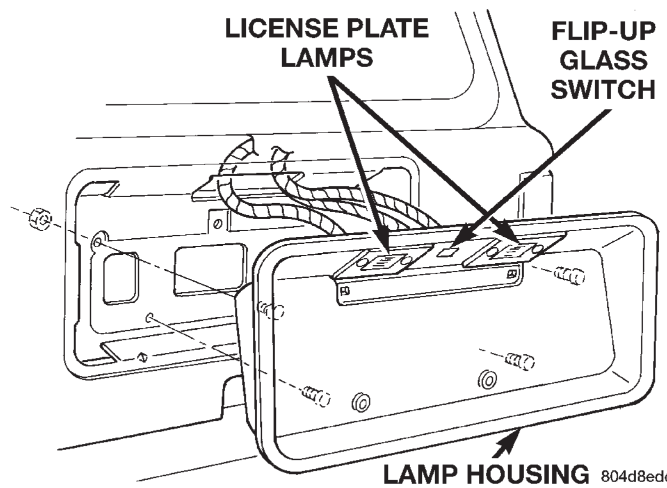


Fig. 74 License Plate Lamp Housing

INSTALLATION

(1) Position lamp housing at liftgate.
(2) Connect bulb socket to lamp housing.
(3) Connect Flip-Up glass switch connector, if equipped.
(4) Install lamp housing retaining screws in liftgate. Tighten screws securely.
(5) Install liftgate trim panel.

REMOVAL AND INSTALLATION (Continued)

QUARTER WINDOW APPLIQUE/AIR EXHAUSTER

REMOVAL

(1) Using a trim stick, carefully pry applique from panel (Fig. 75).

(2) Carefully pry air exhauster from upper quarter panel using a flat blade screwdriver.

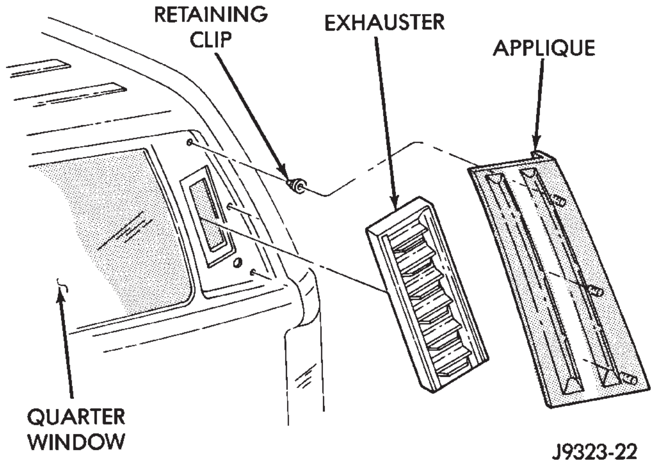


Fig. 75 Quarter Window Applique & Air Exhauster

INSTALLATION

(1) Reseal air exhauster using foam tape.

(2) Install air exhauster on panel.

(3) Position applique on panel with retainers aligned. Press applique firmly in place.

LUGGAGE RACK

REMOVAL

(1) Remove slide rail screws (Fig. 76).

(2) Remove luggage rack from vehicle roof.

NOTE: The skid strips are attached to roof panel with adhesive.

(3) Loosen each skid strip with a heat gun.

(4) Lift one edge of each skid strip with a putty knife and peel it from roof panel. Apply additional heat to any location where a skid strip remains.

(5) Remove original adhesive from roof panel with an all- purpose adhesive removal solution.

INSTALLATION

(1) Install 3M 06379 double-sided tape on skid strips.

(2) Align each skid strip on roof panel.

(3) Verify that each skid strip is properly aligned.

(4) Press each skid strip onto roof panel with a roller.

NOTE: Apply 3M Drip-Chek Sealant (or an equivalent product) to underside of side rail screw heads.

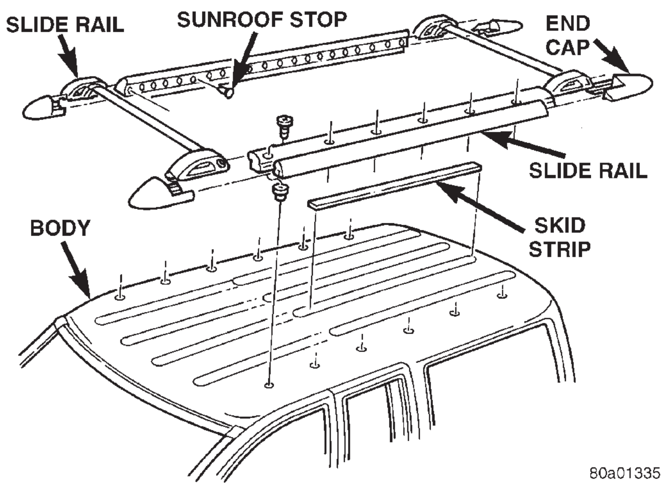


Fig. 76 Luggage Rack

(5) Position luggage rack on roof.

(6) Install and tighten slide rail screws to 3 N·m (28 in- lbs) torque.

ADJUSTMENTS

HOOD ADJUSTMENT

The hood attaching holes are enlarged to aid front, back and side-to-side adjustment.

(1) If hood is low in relation to cowl panel, insert shims between hinge and hood.

(2) Adjust hood bumper (Fig. 77) in or out to adjust hood-to-fender height alignment.

(3) Adjust the hood latch as necessary. Tighten the nuts to 11 N·m (8 ft-lbs) torque after adjustment.

(4) Align latch striker so that striker enters the latch squarely and without binding.

DOOR

Minor adjustment for alignment of the door is made by moving the latch striker.

IN AND OUT

(1) Loosen the latch striker.

(2) Tap the latch striker inward if the door character line is outboard of the body character line or tap the latch striker outward if the door character line is inboard of the body character line.

(3) Inspect alignment. If correct, tighten striker with 28 N·m (21 ft. lbs.) torque.

UP AND DOWN

(1) Loosen the latch striker.

(2) Tap the latch striker downward if the door character line is higher than the body character line or tap the latch striker upward if the door character line is lower than the body character line.

(3) Inspect alignment. If correct, tighten striker with 28 N·m (21 ft. lbs.) torque.

ADJUSTMENTS (Continued)

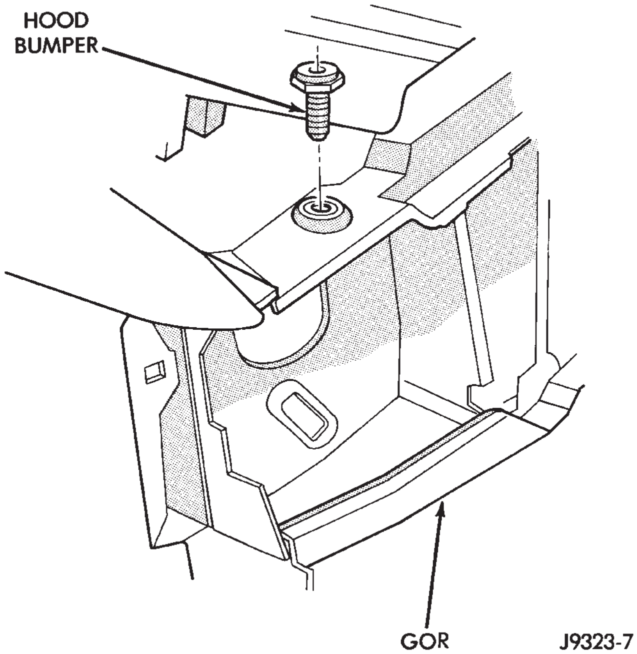


Fig. 77 Hood Bumper

DOOR LATCH ADJUSTMENT

(1) Locate access hole (Fig. 78).

(2) Insert a 5/32-inch hex-wrench through hole and into adjustment screw. Loosen screw.

(3) Operate outside handle button several times to release any restriction because of mis-alignment.

(4) Tighten adjustment screw to 3 N·m (30 in-lbs) torque.

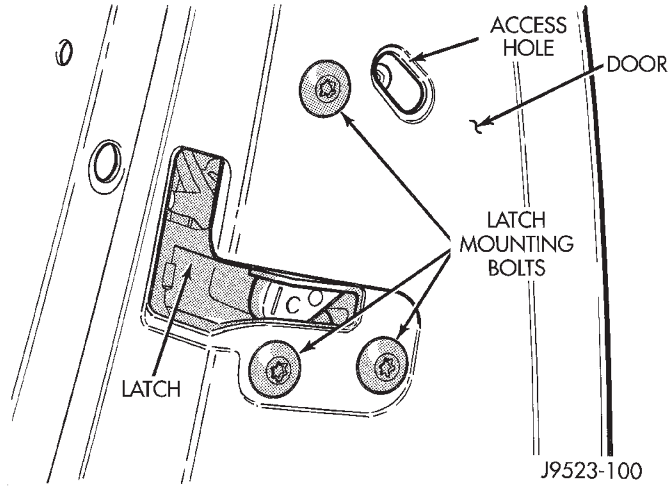


Fig. 78 Door Latch Adjustment

(5) Test handle button and lock cylinder for proper operation.

LIFTGATE

The position of liftgate can be adjusted upward or downward by use of slots in the hinge. An inward or outward adjustment is achieved by use of slots in the body. If an inward or outward adjustment is needed, use 3M™ Fast and Firm or equivalent on the hinge to body mating surface as a sealant.

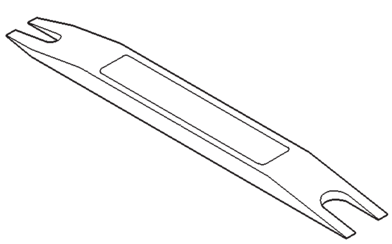
SPECIFICATIONS

BODY LUBRICANTS

COMPONENT	SERVICE INTERVAL	LUBRICANT
Door Hinges	As Required	Engine Oil
Door Latches	As Required	Multi-Purpose Grease NLGI GC-LB (Water Resistant) (1)
Hood Latch, Release Mechanism and Safety Latch	As Required (When Performing Other Underhood Service)	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Hood Hinges	As Required	Engine Oil
Seat Track and Release Mechanism	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Liftgate Hinge	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Liftgate Support Arms	As Required	Engine Oil
Liftgate Latches	As Required	White Spray Lubricant (3)
Liftgate Release Handle (Pivot and Slide Contact Surfaces)	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Window System Components	As Required	White Spray Lubricant (3)
Lock Cylinders	Twice a Year	Lock-Cylinder Lubricant (4)
Parking Brake Mechanism	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (1)
1 = Mopar Wheel Bearing Grease (High Temp) 2 = Mopar Multi-Mileage Lubricant 3 = Mopar Spray White Lube 4 = Mopar Lock Cylinder Lubricant		

SPECIAL TOOLS

BODY



Remover, Moldings C-4829

HEATING AND AIR CONDITIONING

CONTENTS

GENERAL INFORMATION

HEATER AND AIR CONDITIONER

A manual temperature control type heating-air conditioning system is standard factory-installed equipment on this model. An electronically controlled Automatic Temperature Control (ATC) type heating-air conditioning system is an available factory-installed option.

All vehicles are equipped with a common heater-A/C housing assembly (Fig. 1). The system combines air conditioning, heating, and ventilating capabilities in a single unit housing mounted under the instrument panel.

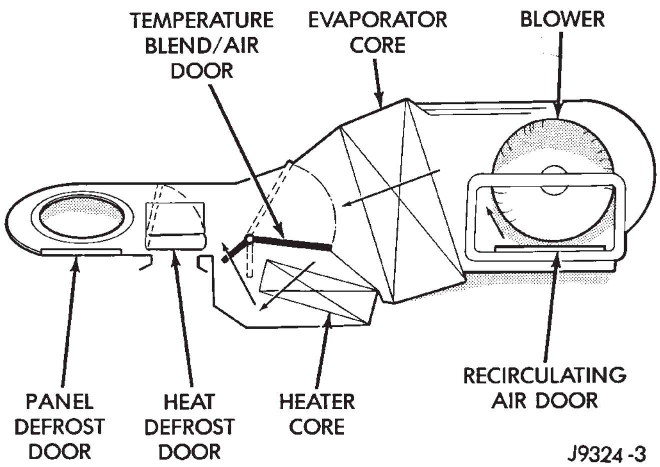


Fig. 1 Common Blend-Air Heater-Air Conditioner System

Outside fresh air enters the vehicle through the cowl top opening at the base of the windshield, and passes through a plenum chamber to the heater-A/C system blower housing. Air flow velocity can then be adjusted with the blower motor speed selector switch on the heater-A/C control panel. The air intake openings must be kept free of snow, ice, leaves, and other obstructions for the heater-A/C system to receive a sufficient volume of outside air.

The heater-air conditioner is a blend-air type system. In a blend-air system, a blend-air door controls the amount of cooled or unconditioned air is allowed to flow through, or around, the heater core. A temperature control knob on the heater-A/C control panel determines the discharge air temperature by actuating the blend-air door. This allows an almost immediate control of the system's output air temperature.

The mode control knob on the heater-A/C control panel is used to direct the conditioned air to the selected system outlets. On manual temperature control systems, the mode control knob switches engine vacuum to control the mode doors, which are operated by vacuum actuator motors. On ATC systems, the mode control knob switches electrical current to control the mode doors, which are operated by electronic actuator motors.

The outside air intake can be shut off by selecting the recirculation mode with the mode control knob. This will open the recirculating air door and recirculate the air that is already inside the vehicle.

The air conditioner for all models is designed for the use of non-CFC, R-134a refrigerant. The air conditioning system has an evaporator to cool and dehumidify the incoming fresh or recirculated air prior to blending it with the heated air. This system uses a fixed orifice tube in the condenser outlet line to meter refrigerant flow to the evaporator coil. To maintain minimum evaporator temperature, a fixed pressure setting switch on the accumulator cycles the compressor clutch.

HEATER AND AIR CONDITIONER CONTROLS

The manual temperature control heater-A/C system uses a combination of electrical, and vacuum controls. The ATC heater-A/C system uses only electrical controls. These controls provide the vehicle operator with a number of setting options to help control the climate and comfort within the vehicle. Refer to the Owner's Manual for more information on the suggested operation and use of these controls.

Both heater-A/C control panels are located to the right of the instrument cluster on the instrument panel (Fig. 2). Both control panels have a temperature control knob, a mode control knob, a blower motor switch knob, and an A/C push-button switch. The ATC control panel includes a Recirc push-button switch and a vacuum fluorescent display area.

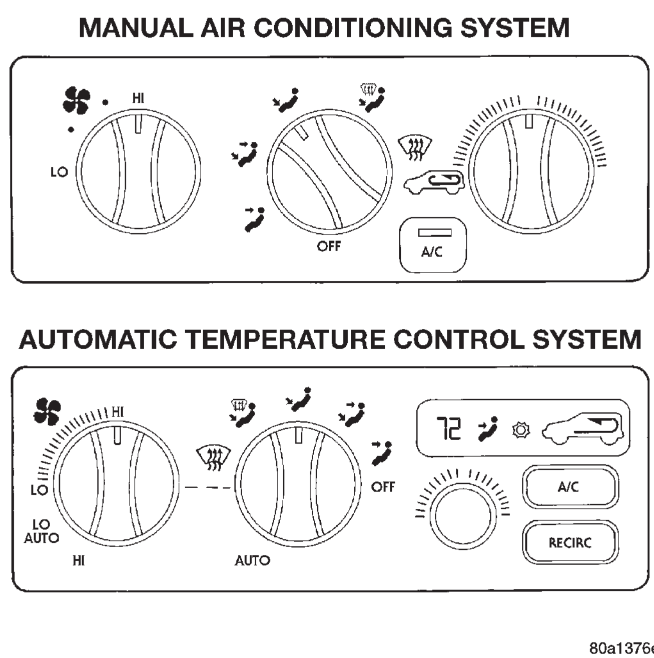


Fig. 2 Heater-Air Conditioner Control Panels

GENERAL INFORMATION (Continued)

The ATC control panel also includes the ATC controller. The ATC controller contains a microprocessor and uses internal programming along with hard-wired sensor inputs and messages received on the CCD data bus network to control the many functions and features of the ATC system.

The manual temperature control panel and/or the ATC control panel/controller units cannot be repaired and, if faulty, must be replaced.

SERVICE WARNINGS AND PRECAUTIONS

WARNING: THE AIR CONDITIONING SYSTEM CONTAINS REFRIGERANT UNDER HIGH PRESSURE. SEVERE PERSONAL INJURY MAY RESULT FROM IMPROPER SERVICE PROCEDURES. REPAIRS SHOULD ONLY BE PERFORMED BY QUALIFIED SERVICE PERSONNEL.

- **AVOID BREATHING THE REFRIGERANT AND REFRIGERANT OIL VAPOR OR MIST. EXPOSURE MAY IRRITATE EYES, NOSE, AND/OR THROAT. WEAR EYE PROTECTION WHEN SERVICING THE AIR CONDITIONING REFRIGERANT SYSTEM. SERIOUS EYE INJURY CAN RESULT FROM DIRECT CONTACT WITH THE REFRIGERANT. IF EYE CONTACT IS MADE, SEEK MEDICAL ATTENTION IMMEDIATELY.**
- **DO NOT EXPOSE THE REFRIGERANT TO OPEN FLAME. POISONOUS GAS IS CREATED WHEN REFRIGERANT IS BURNED. AN ELECTRONIC LEAK DETECTOR IS RECOMMENDED.**
- **IF ACCIDENTAL SYSTEM DISCHARGE OCCURS, VENTILATE THE WORK AREA BEFORE RESUMING SERVICE. LARGE AMOUNTS OF REFRIGERANT RELEASED IN A CLOSED WORK AREA WILL DISPLACE THE OXYGEN AND CAUSE SUFFOCATION.**
- **THE EVAPORATION RATE OF R-134a REFRIGERANT AT AVERAGE TEMPERATURE AND ALTITUDE IS EXTREMELY HIGH. AS A RESULT, ANYTHING THAT COMES IN CONTACT WITH THE REFRIGERANT WILL FREEZE. ALWAYS PROTECT THE SKIN OR DELICATE OBJECTS FROM DIRECT CONTACT WITH THE REFRIGERANT.**
- **THE R-134a SERVICE EQUIPMENT OR THE VEHICLE REFRIGERANT SYSTEM SHOULD NOT BE PRESSURE TESTED OR LEAK TESTED WITH COMPRESSED AIR. SOME MIXTURES OF AIR AND R-134a HAVE BEEN SHOWN TO BE COMBUSTIBLE AT ELEVATED PRESSURES. THESE MIXTURES ARE POTENTIALLY DANGEROUS, AND MAY RESULT IN FIRE OR EXPLOSION CAUSING INJURY OR PROPERTY DAMAGE.**

CAUTION: Liquid refrigerant is corrosive to metal surfaces. Follow the operating instructions supplied with equipment being used.

- **Never add R-12 to a refrigerant system designed to use R-134a. Damage to the system will result.**
- **R-12 refrigerant oil must not be mixed with the R-134a refrigerant oil. They are not compatible.**
- **Do not use R-12 equipment or parts on the R-134a system. Damage to the system will result.**
- **Do not over-charge the refrigerant system. This will cause excessive compressor head pressure and can cause noise and system failure.**

In addition to the warnings and cautions listed above, the following precautions must also be observed whenever servicing the air conditioning system:

- Recover the refrigerant before opening any fitting or connection. Open the fittings with caution even after the system has been discharged. Never open or loosen a connection before recovering the refrigerant.
- The refrigerant system must always be evacuated before charging.
- Do not open the refrigerant system or uncap a replacement component until you are ready to service the system. This will prevent contamination in the system.
- Before disconnecting a component, clean the outside of the fittings thoroughly to prevent contamination from entering the refrigerant system.
- Immediately after disconnecting a component from the refrigerant system, seal the open fittings with a cap or plug.
- Before connecting an open refrigerant fitting, always install a new seal or gasket. Coat the fitting and seal with clean refrigerant oil before connecting.
- Do not remove the sealing caps from a replacement component until ready to install it.
- When installing a refrigerant line, avoid sharp bends. Position the lines away from the exhaust, or any sharp edges which may chafe the line.
- Tighten fittings only to the specified torque. The aluminum fittings used in the refrigerant system will not tolerate over-tightening.
- When disconnecting a fitting, use a wrench on both halves of the fitting. This will prevent twisting of the refrigerant lines or tubes.
- Refrigerant oil will absorb moisture from the atmosphere, if left uncapped. Do not open a container of oil until you are ready to use it. Install the cap immediately after using. Store the oil only in a clean moisture-free container.
- Keep service tools and the work area clean. Contamination of the refrigerant system through careless work habits must be avoided.

GENERAL INFORMATION (Continued)

COOLING SYSTEM REQUIREMENTS

To maintain the performance level of the heating-air conditioning system, the engine cooling system must be properly maintained.

The use of a bug screen is not recommended. Any obstructions in front of the radiator or condenser will reduce the performance of the air conditioning and engine cooling systems.

COOLANT PRECAUTIONS

WARNING: ANTIFREEZE IS AN ETHYLENE GLYCOL BASED COOLANT AND IS HARMFUL IF SWALLOWED OR INHALED. IF SWALLOWED, DRINK TWO GLASSES OF WATER AND INDUCE VOMITING. IF INHALED, MOVE TO A FRESH AIR AREA. SEEK MEDICAL ATTENTION IMMEDIATELY.

- **WASH THE SKIN AND CLOTHING THOROUGHLY AFTER COMING IN CONTACT WITH ETHYLENE GLYCOL.**
- **KEEP OUT OF THE REACH OF CHILDREN AND PETS.**
- **DO NOT OPEN A COOLING SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE. PERSONAL INJURY MAY RESULT.**
- **DO NOT STORE ENGINE COOLANT IN OPEN OR UNMARKED CONTAINERS.**
- **HOT ENGINE COOLANT CAN CAUSE SEVERE BURNS. DO NOT OPEN THE RADIATOR DRAIN COCK WHEN THE COOLING SYSTEM IS HOT AND PRESSURIZED. ALLOW THE COOLANT TO DECREASE TO ROOM TEMPERATURE BEFORE STARTING REPAIR OPERATIONS.**

The engine cooling system is designed to develop internal pressures of 97 to 124 kPa (14 to 18 psi). Allow the vehicle 15 minutes to cool down, or until a safe temperature and pressure are attained, before opening the cooling system. Refer to Group 7 - Cooling System for more information.

REFRIGERANT HOSES/TUBES PRECAUTIONS

Kinks or sharp bends in the refrigerant tubing or hoses will reduce the capacity of the entire system. High pressures are produced in the system when it is operating. Extreme care must be exercised to make sure that all connections are pressure tight.

A good rule for the flexible hose refrigerant lines is to keep the radius of all bends at least ten times the diameter of the hose. Sharp bends will reduce the flow of refrigerant. The flexible hose lines should be routed so they are at least 80 mm (3 inches) from the exhaust manifold. It is a good practice to inspect all flexible hose lines at least once a year to make sure they are in good condition and properly routed.

There are two types of refrigerant fittings:

- All fittings with O-rings need to be coated with refrigerant oil before installation. Use only O-rings approved for use with R-134a refrigerant. Failure to do so may result in a leak.
- Unified plumbing connections with aluminum gaskets cannot be serviced with O-rings. The gaskets are not reusable and new gaskets do not require lubrication before installing.

Using the proper wrenches when making a connection is very important. Improper wrenches or improper use of the wrenches can damage the fittings. Always use two wrenches when loosening or tightening tube fittings. Use one wrench to hold the stationary part while loosening or tightening with the other wrench.

The refrigerant must be recovered completely before opening any fitting or connection. Open the fittings with caution, even after the refrigerant has been recovered. If any pressure is noticed as a fitting is loosened, tighten the fitting and recover the system again.

Do not discharge refrigerant into the atmosphere. Use an R-134a refrigerant recovery/recycling device that meets SAE Standard J2210.

The refrigerant system will remain chemically stable as long as pure, moisture-free R-134a refrigerant oil is used. Dirt, moisture, or air can upset this chemical stability. Operational troubles or serious damage can occur if foreign material is present in the refrigerant system.

When it is necessary to open the refrigerant system, have everything needed to service the system ready. The system should not be left open any longer than necessary. Cap or plug all lines and fittings as soon as they are opened to prevent the entrance of dirt and moisture. All lines and components in parts stock should be capped or sealed until they are ready to be used.

All tools, including the refrigerant recycling equipment, the manifold gauge set, and test hoses should be kept clean and dry. All tools and equipment must be designed for R-134a refrigerant.

DESCRIPTION AND OPERATION

ACCUMULATOR

The accumulator is mounted in the engine compartment between the evaporator coil outlet tube and the compressor inlet. Refrigerant enters the accumulator canister as a low pressure vapor through the inlet tube. Any liquid, oil-laden refrigerant falls to the bottom of the canister, which acts as a separator. A desiccant bag is mounted inside the accumulator canister to absorb any moisture which may be in the refrigerant system (Fig. 3).

DESCRIPTION AND OPERATION (Continued)

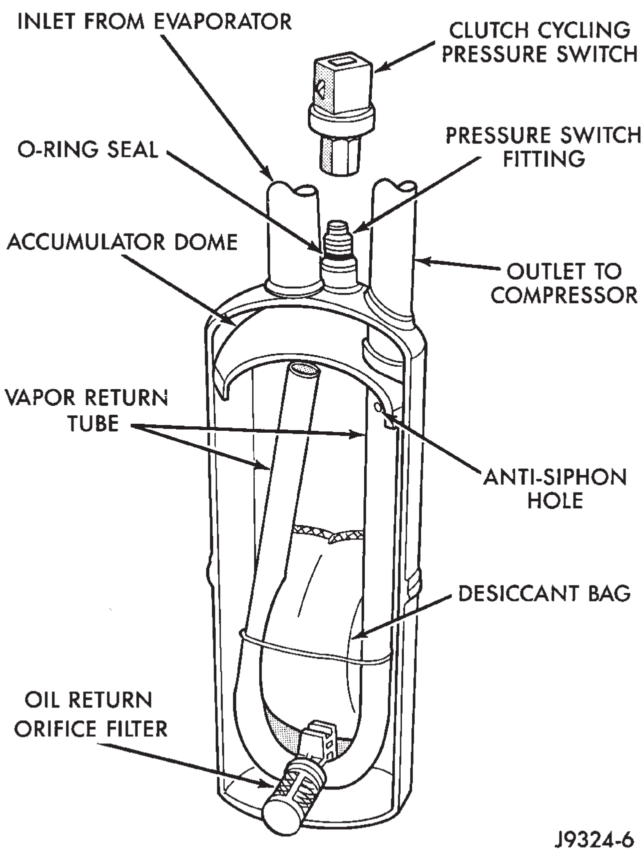


Fig. 3 Accumulator

AMBIENT TEMPERATURE SENSOR

Models with the optional automatic temperature control system use an input from the ambient temperature sensor. The sensor is located in front of the condenser and behind the grille on the center radiator support.

The ambient temperature sensor is hard-wired to the Body Control Module (BCM). The BCM places an ambient temperature message on the CCD data bus for use by the overhead console for the thermometer function, and for use by the ATC controller.

The ambient temperature sensor is a Negative Temperature Coefficient (NTC) thermistor or temperature sensitive resistor. The ATC controller uses this sensor input to monitor the outside air temperature. However, because heat from the radiator and condenser can affect the accuracy of this sensor input when the vehicle is not moving, this input is only used by the ATC system when the vehicle is in motion.

The ambient temperature sensor cannot be adjusted or repaired and, if faulty or damaged, it must be replaced.

BLOWER MOTOR

The blower motor and blower wheel are located in the right end of the heater-A/C housing, below the glove box. It can be removed from the passenger compartment side of the housing. The blower motor circuit is protected by a fuse in the junction block.

The blower motor will only operate when the ignition switch is in the On position, and the heater-A/C mode control switch is in any position, except Off. On models with the standard manual temperature control system, the blower motor speed is controlled by the blower motor switch and resistor. On models with the optional ATC system, the blower motor speed is controlled by the blower motor switch and the power module.

The blower motor cannot be repaired and, if faulty, must be replaced.

BLOWER MOTOR POWER MODULE

Models equipped with the optional ATC system have a blower motor power module. The power module allows infinitely variable blower motor speeds. The power module is mounted on the heater-A/C blower housing in the same location used for the blower motor resistor on manual temperature control systems.

The power module output to the blower motor can be controlled manually by using the blower motor switch knob on the heater-A/C control panel, or automatically by the circuitry of the ATC controller. In either case, the ATC controller sends the correct pulse width modulated signal to the power module to provide the proper blower motor speed.

The power module cannot be repaired and, if faulty, it must be replaced.

BLOWER MOTOR RESISTOR

Models with the standard manual temperature control system have a blower motor resistor. The blower motor resistor contains several resistor wires. The blower motor receives ignition switched battery feed from a fuse in the junction block. The blower motor speed is controlled by changing the resistance in the blower motor ground path through the blower motor switch and the blower motor resistor wires.

With the blower motor switch in the lowest speed position, the ground path for the motor is applied through all of the resistor wires. Each higher speed selected with the blower motor switch applies the blower motor ground path through fewer of the resistor wires, increasing the blower motor speed. When the blower motor switch is in the highest speed position, the blower motor resistor is bypassed and the ground circuit is applied directly to the blower motor.

The blower motor resistor cannot be repaired and, if faulty, must be replaced.

DESCRIPTION AND OPERATION (Continued)

BLOWER MOTOR SWITCH

The heater-A/C blower motor is controlled by a rotary switch, mounted in the heater-A/C control panel. On vehicles with manual temperature control systems, the switch allows the selection of four blower motor speeds, but will only operate with the ignition switch in the On position, and the heater-A/C mode control switch in any position except Off. On vehicles with ATC systems, the switch allows the selection of Lo Auto, Hi Auto, and an infinite number of manual speed settings between Lo and Hi.

On manual temperature control systems, the blower motor switch is connected in series with the blower motor ground circuit through the heater-A/C mode control switch. The blower motor switch directs this ground path to the blower motor through the blower motor resistor wires, or directly to the blower motor, as required to achieve the selected blower motor speed.

On ATC systems, the blower motor switch is just one of many inputs to the ATC controller. In the manual blower modes, the ATC controller adjusts the blower motor speed through the power module or the high speed blower motor relay as required by the blower switch position. In the auto blower modes, the ATC controller it is selected with the blower adjusts the blower motor speed through the power module or the high speed blower motor relay as required to achieve and maintain the selected comfort level.

The blower motor switch cannot be repaired and, if faulty, must be replaced. The switch is serviced only as a part of the heater-A/C control assembly.

COMPRESSOR

The air conditioning system uses a Nippon Denso 10PA17 fixed displacement compressor on all models. A label identifying the use of R-134a refrigerant is located on the compressor. The purpose of the compressor is to compress the low-pressure refrigerant vapor from the evaporator into a high-pressure, high-temperature vapor. The compressor is serviced only as an assembly.

COMPRESSOR CLUTCH

The compressor clutch assembly consists of a stationary electromagnetic coil, a hub bearing and pulley assembly, and a clutch plate (Fig. 4). The electromagnetic coil and pulley are retained on the compressor with snap rings. The clutch plate is mounted on the compressor shaft and secured with a bolt.

These components provide the means to engage and disengage the compressor from the engine serpentine accessory drive belt. When the clutch coil is energized, it magnetically draws the clutch into contact with the pulley and drives the compressor shaft.

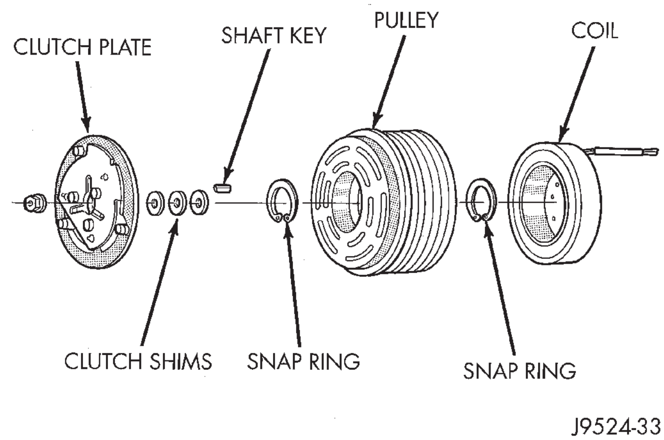


Fig. 4 Compressor Clutch - Typical

When the coil is not energized, the pulley free-wheels on the clutch hub bearing, which is part of the pulley. The compressor clutch and coil are the only serviced parts on the compressor.

The compressor clutch is controlled by several components: the A/C switch on the heater-A/C control panel, the ATC controller, the low pressure cycling clutch switch, the high pressure cut-off switch, the compressor clutch relay, and the Powertrain Control Module (PCM). The PCM may delay compressor clutch engagement for up to 30 seconds. Refer to Group 14 - Fuel System for more information on the PCM controls.

COMPRESSOR CLUTCH RELAY

The compressor clutch relay is a International Standards Organization (ISO) micro-relay. The terminal designations and functions are the same as a conventional ISO relay. However, the micro-relay terminal orientation (footprint) is different, current capacity is lower, and the relay case dimensions are smaller than on the conventional ISO relay.

The compressor clutch relay is a electro-mechanical device that switches current to the compressor clutch coil when the Powertrain Control Module (PCM) grounds the coil side of the relay. The PCM responds to inputs from the A/C switch on the heater-A/C control panel, the ATC controller, the low pressure cycling clutch switch, and the high pressure cut-off switches.

The compressor clutch relay is located in the Power Distribution Center (PDC) in the engine compartment. Refer to the PDC label for relay identification and location.

CONDENSER

The condenser is located in front of the engine cooling radiator. It is a heat exchanger that allows the high-pressure refrigerant gas to give up its heat to the air passing over the condenser fins. This causes

DESCRIPTION AND OPERATION (Continued)

the refrigerant gas to condense into a high-pressure liquid refrigerant. The condenser is serviced only as an assembly.

EVAPORATOR COIL

The evaporator coil is located in the A/C housing, under the instrument panel. Refrigerant enters the evaporator as a low-temperature, low-pressure liquid. As air passes over the fins of the evaporator, the humidity in the air condenses on the fins, and the heat from the air is absorbed by the refrigerant. Heat absorption causes the refrigerant to become a low-pressure gas before it leaves the evaporator.

The evaporator coil cannot be repaired and, if faulty, it must be replaced.

FIXED ORIFICE TUBE

The fixed orifice tube is integral to the liquid line located between outlet tube of the condenser and the inlet tube of the evaporator. The inlet and outlet ends of the tube have a screen to filter the refrigerant. O-rings on the tube body prevent the refrigerant from by-passing the fixed orifice. The fixed orifice tube is used to meter the flow of liquid refrigerant into the evaporator coil. The fixed orifice tube cannot be repaired and, if faulty or plugged, the liquid line must be replaced.

HIGH PRESSURE CUT-OFF SWITCH

The high pressure cut-off switch is located on the discharge line near the compressor. When the discharge line pressure rises above 3100-3375 kPa (450-490 psi) the switch interrupts power to the compressor clutch. This switch prevents compressor operation when the discharge line pressure approaches high levels. The switch will cut-in when the pressure drops to 1860-2275 kPa (270-330 psi). The switch is a factory-calibrated unit. The high pressure cut-off switch cannot be adjusted or repaired and, if faulty, must be replaced.

HIGH PRESSURE RELIEF VALVE

The high pressure relief valve is located on the compressor manifold. The valve is used to prevent excessive system pressure. The valve vents the system when a pressure of 3445 to 4135 kPa (500 to 600 psi), and above, is reached. This prevents damage to the compressor and other system components due to condenser air flow being restricted or an over-charge of refrigerant. The valve closes with a minimum pressure of 2756 kPa (400 psi).

The high pressure relief valve vents only enough refrigerant to reduce system pressure, and then re-seats itself. The majority of the refrigerant is conserved in the system. If the valve vents refrigerant, it does not mean the valve is faulty. The valve is part of the compressor assembly and must not be removed or otherwise disturbed.

HIGH SPEED BLOWER MOTOR RELAY

Models equipped with the optional ATC system have a high speed blower motor relay. The relay is a International Standards Organization (ISO)-type relay. The high speed blower motor relay is a electromechanical device that switches current to the blower motor, bypassing the blower motor power module, when the relay coil is provided a ground signal by the ATC controller. See the Diagnosis and Testing section of this group for more information on the relay's operation.

The high speed blower motor relay is located on the right end of the heater-A/C housing, near the blower motor. The relay cannot be repaired and, if faulty, it must be replaced.

IN-VEHICLE TEMPERATURE SENSOR

Models equipped with an ATC system have an in-vehicle temperature sensor. The in-vehicle temperature sensor is located behind the lower right instrument panel module, just inboard of the glove box and below the right center panel outlet.

The in-vehicle temperature sensor is a Negative Temperature Coefficient (NTC) thermistor or temperature sensitive resistor. Air passing over a venturi in the heater-A/C housing creates a vacuum, which draws air from inside the vehicle past the sensor through an aspirator hose and tube. The sensor provides a signal to the ATC controller that represents the temperature of the air inside the vehicle.

The ATC controller uses the in-vehicle temperature sensor signal input to adjust the blower speed, blend-air door position, and mode door selection in order to maintain the selected comfort level. The sensor cannot be adjusted or repaired and, if faulty, it must be replaced.

LOW PRESSURE CYCLING CLUTCH SWITCH

The low pressure cycling clutch switch is mounted on top of the accumulator. The switch is connected in series with the high pressure cut-off switch, between ground and the A/C pressure switch sense circuit cavity of the Powertrain Control Module (PCM). The switch contacts open and close causing the PCM to turn the compressor clutch on and off. This regulates the system pressure and controls evaporator temperature. Controlling evaporator temperature prevents condensate water on the evaporator fins from freezing and obstructing air conditioning system air flow.

The switch contacts are normally open when the suction pressure is approximately 172 kPa (25 psi) or lower. The switch will close when the suction pressure rises to approximately 296 kPa (43 psi) or

DESCRIPTION AND OPERATION (Continued)

above. Lower ambient temperatures, below approximately -1°C (30°F) during cold weather will also open the switch contacts. This is due to the pressure/temperature relationship of the refrigerant in the system.

The low pressure cycling clutch switch is a factory-calibrated unit. It cannot be adjusted or otherwise repaired. If faulty, the switch must be replaced.

REFRIGERANT

The R-134a refrigerant used in this air conditioning system is a non-toxic, non-flammable, clear, and colorless liquefied gas. R-134a refrigerant is not compatible with R-12 refrigerant in an air conditioning system. Even a small amount of R-12, added to a R-134a refrigerant system, will cause compressor failure, refrigerant oil sludge, or poor air conditioning system performance.

The refrigerant system service ports have been designed to ensure that the system is not accidentally filled with the wrong refrigerant (R-12).

REFRIGERANT LINE COUPLERS

Spring locking couplers are used to connect refrigerant lines and other components to the refrigerant system. The coupling is held together by a garter spring inside a circular cage.

When the coupling halves are connected, the flared end of the female fitting slips behind the garter spring inside the cage of the male fitting. The garter spring and cage prevent the flared end of the female fitting from pulling out of the cage. Secondary clips are installed over the coupling at the factory for added blow-off protection.

O-rings are used to seal the coupling. These O-rings are compatible with R-134a refrigerant and must be replaced with O-rings made of the same material.

REFRIGERANT LINES

The refrigerant lines are used to carry the refrigerant between the various air conditioning system components. A barrier hose design is used for the air conditioning system on this vehicle. The ends of the refrigerant hoses are made from lightweight aluminum, and use braze-less fittings. The refrigerant lines and hoses cannot be repaired and, if faulty, must be replaced.

REFRIGERANT OIL

The oil used in the 10PA17 compressor is a polyalkylene glycol, synthetic (ND8 PAG), wax-free refrigerant oil. Use only refrigerant oil of the same type to service the system. Refrigerant oil will absorb any moisture it comes in contact with, even moisture in the air. The oil container should be kept tightly capped until it is ready to be used. Then, cap the oil immediately after using, to prevent contamination.

REFRIGERANT SYSTEM SERVICE EQUIPMENT

WARNING: EYE PROTECTION MUST BE WORN WHEN SERVICING AN AIR CONDITIONING REFRIGERANT SYSTEM. TURN OFF (ROTATE CLOCKWISE) ALL VALVES ON THE EQUIPMENT BEING USED, BEFORE PROCEEDING WITH THIS OPERATION. FAILURE TO OBSERVE THESE WARNINGS MAY RESULT IN PERSONAL INJURY.

When servicing the air conditioning system, a refrigerant charging station and a recovery/recycling device for R-134a must be used. This device must meet SAE Standard J2210. Contact an automotive service equipment supplier for refrigerant charging and recycling/recovering equipment. Refer to the operating instructions provided with the equipment for proper operation.

A manifold gauge set may be needed with some charging and/or recovery/recycling devices (Fig. 5). The service hoses on the gauge set being used should have manual (turn wheel), or automatic, back-flow valves at the service port connector ends. This will prevent refrigerant from being released into the atmosphere.

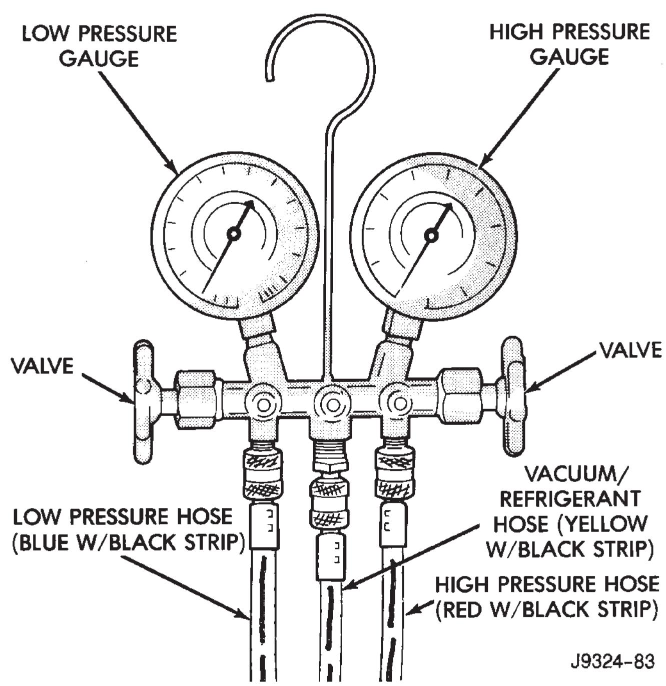


Fig. 5 Manifold Gauge Set

MANIFOLD GAUGE SET CONNECTIONS

CAUTION: Do not use an R-12 manifold gauge set on an R-134a system. The refrigerants are not compatible and system damage will result.

DESCRIPTION AND OPERATION (Continued)

LOW PRESSURE GAUGE HOSE

The low pressure hose (Blue with Black stripe) attaches to the suction service port. This port is located at the right front of the engine compartment in the suction line.

HIGH PRESSURE GAUGE HOSE

The high pressure hose (Red with Black stripe) attaches to the discharge service port. This port is located on the discharge line between the compressor and the condenser.

RECOVERY/RECYCLING/EVACUATION/CHARGING HOSE

The center manifold hose (Yellow, or White, with Black stripe) is used to recover, evacuate, and charge the refrigerant system. When the low or high pressure valves on the manifold gauge set are opened, the refrigerant in the system will escape through this hose.

REFRIGERANT SYSTEM SERVICE PORTS

The service ports are used to charge, recover/recycle, evacuate, and test the air conditioning refrigerant system. Unique service port coupler sizes are used on the R-134a system, to ensure that the system is not accidentally contaminated by the use of the wrong refrigerant (R-12), or refrigerant service equipment.

The high pressure service port is located on the compressor manifold or plumbing. The low pressure service port is located on the suction line. After servicing the refrigerant system, always re-install the service port caps.

SOLAR SENSOR

Models equipped with the optional ATC system have a solar sensor. The solar sensor is mounted in the cowl top trim panel, on the top of the instrument panel near the right defroster outlet. The sensor is a photo diode which responds to sunlight intensity, not to temperature.

The ATC controller uses the solar sensor input to calculate and compensate for the potential effects of heat gain in bright sunlight and heat loss with an overcast sky, or at night. It then adjusts the blower speed, blend air door position, and mode door position as needed to maintain the selected comfort level.

The solar sensor cannot be adjusted or repaired and, if faulty or damaged, it must be replaced.

DIAGNOSIS AND TESTING

A/C PERFORMANCE

The air conditioning system is designed to provide the passenger compartment with low temperature and low humidity air. The evaporator, located in the heater-A/C housing behind the instrument panel, is cooled to temperatures near the freezing point. As warm damp air passes over the fins in the evaporator, the air is cooled and the moisture is removed as it condenses on the fins. During periods of high heat and humidity, an air conditioning system will be more effective in the Recirc mode. With the system in the Recirc mode, only air from the passenger compartment passes through the evaporator. As the passenger compartment air dehumidifies, the air conditioning system performance levels improve.

Humidity has an important bearing on the temperature of the air delivered to the vehicle's interior. It is important to understand the effect that humidity has on the performance of the air conditioning system. When humidity is high, the evaporator has to perform a double duty. It must lower the air temperature, and it must lower the temperature of the moisture in the air that condenses on the evaporator's fins. Condensing the moisture in the air transfers heat energy into the evaporator fins and tubing. This reduces the amount of heat the evaporator can absorb from the air. High humidity greatly reduces the evaporator's ability to lower the temperature of the air.

However, evaporator capacity used to reduce the amount of moisture in the air is not wasted. Wringing some of the moisture out of the air entering the vehicle adds to the comfort of the passengers. Although, an owner may expect too much from their air conditioning system on humid days. A performance test is the best way to determine whether the system is performing up to standard. This test also provides valuable clues as to the possible cause of trouble with the air conditioning system.

If the vehicle has the ATC system, and has intermittent operational problems or fault codes, be certain that the 16-way electrical connector on the heater-A/C housing is properly seated (Fig. 6). To check this condition, unplug the two connector halves and then reconnect them. Historical fault codes that could be stored as a result of this unseated connector condition are Codes 36, 38, and 39.

Review the Service Warnings and Precautions in the front of this group before performing this procedure. The air temperature in the test room and in the vehicle must be a minimum of 21°C (70°F) for this test.

(1) Connect a tachometer and a manifold gauge set.

(2) Set the heater-A/C controls in the A/C, Panel, and Recirc positions, the temperature control knob in the full cool position, and the blower motor switch in the full Hi position.

DIAGNOSIS AND TESTING (Continued)

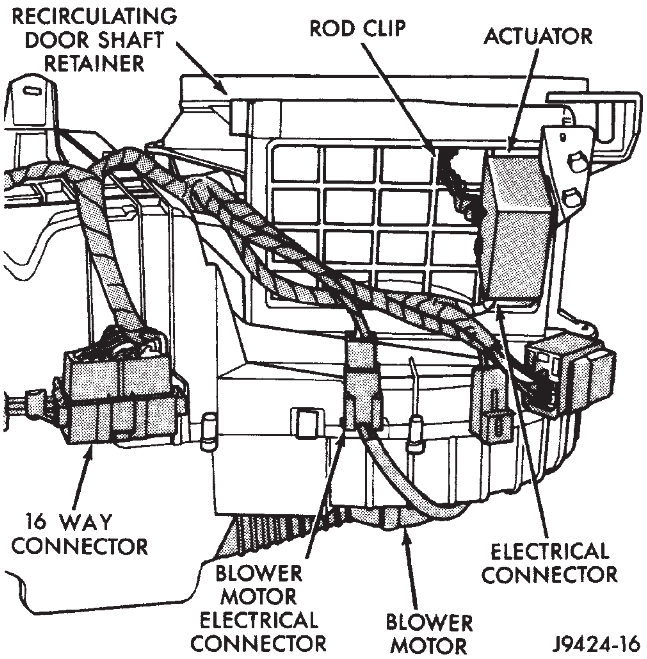


Fig. 6 16-Way Connector

(3) Start the engine and hold the idle at 1,000 rpm with the compressor clutch engaged.

(4) The engine should be at operating temperature. The doors and windows must be open.

(5) Insert a thermometer in the left center A/C (panel) outlet. Operate the engine for five minutes.

(6) The compressor clutch may cycle, depending upon the ambient temperature and humidity. If the clutch cycles, remove the low pressure cycling clutch switch connector from the switch located on the accumulator (Fig. 7). Place a jumper wire across the terminals of the low pressure cycling clutch switch connector.

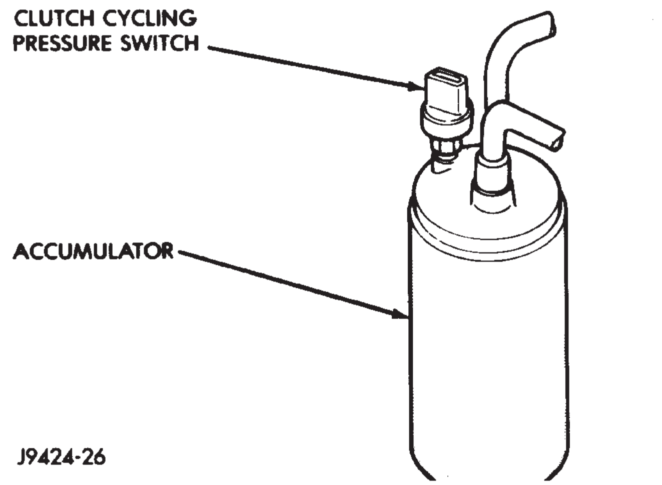


Fig. 7 Low Pressure Cycling Clutch Switch

(7) With the compressor clutch engaged, record the discharge air temperature and the compressor discharge pressure.

(8) Compare the discharge air temperature to the Performance Temperature and Pressure chart. If the discharge air temperature is high, see Refrigerant System Leaks and Refrigerant System Charge in this group.

(9) Compare the compressor discharge pressure to the Performance Temperature and Pressure chart. If the compressor discharge pressure is high, see the Pressure Diagnosis chart.

Ambient Temperature	21°C (70°F)	27°C (80°F)	32°C (90°F)	38°C (100°F)	43°C (110°F)
Air Temperature at Center Panel Outlet	-3 to 3°C (27-38°F)	1 to 7°C (33-44°F)	3 to 9°C (37-48°F)	6 to 13°C (43-55°F)	10 to 18°C (50-64°F)
Evaporator Inlet Pressure at Charge Port	179-241 kPa (26-35 psi)	221-283 kPa (32-41 psi)	262-324 kPa (38-47 psi)	303-365 kPa (44-53 psi)	345-414 kPa (50-60 psi)
Compressor Discharge Pressure	1240-1655 kPa (180-240 psi)	1380-1790 kPa (200-260 psi)	1720-2070 kPa (250-300 psi)	1860-2345 kPa (270-340 psi)	2070-2690 kPa (300-390 psi)

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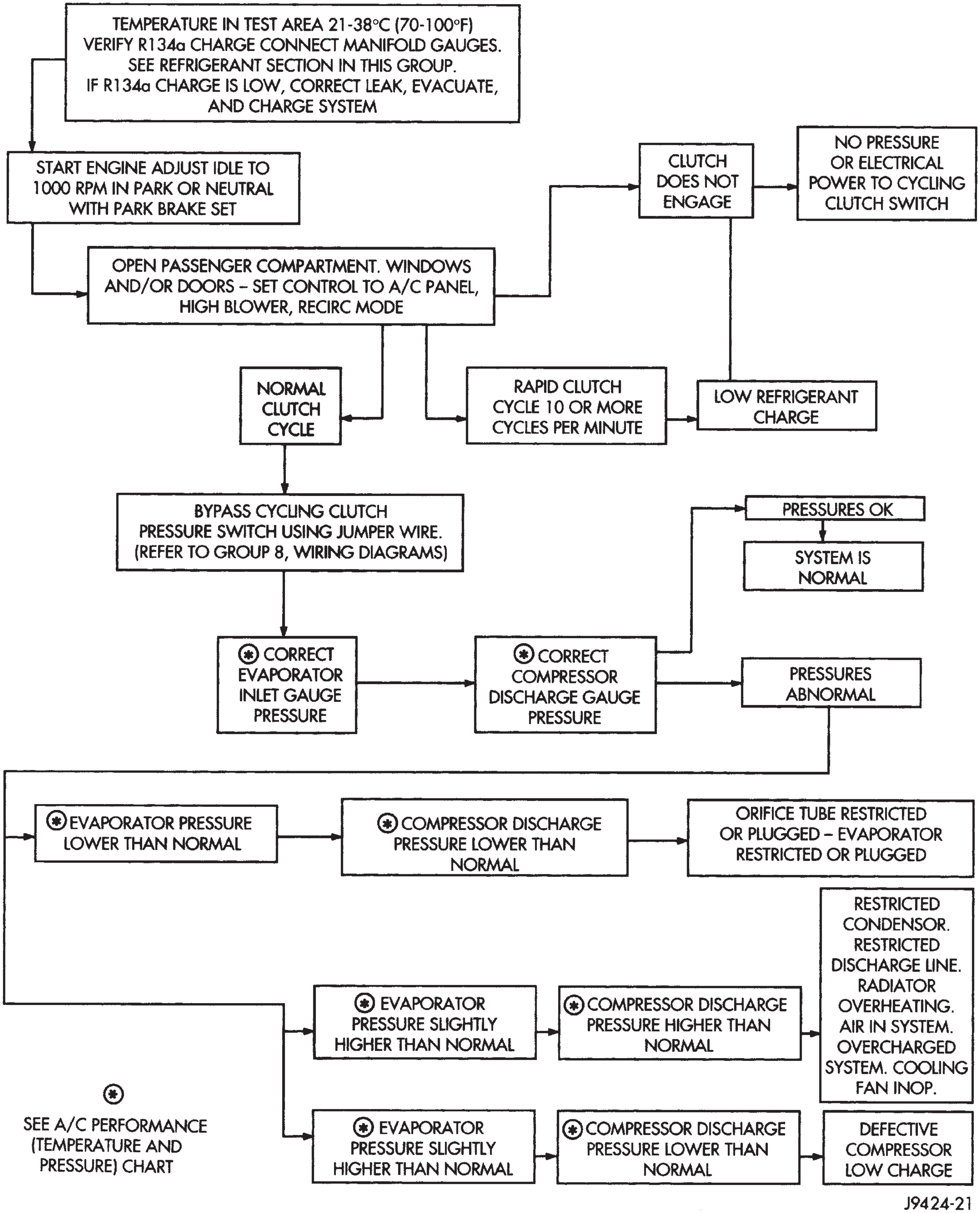
Performance Temperature and Pressure Chart

DIAGNOSIS AND TESTING (Continued)



Pressure Diagnosis

DIAGNOSIS AND TESTING (Continued)

HEATER PERFORMANCE

PREPARATIONS

Review the Service Warnings and Precautions in the front of this group before performing the following procedures.

Check the radiator coolant level, serpentine drive belt tension, and engine vacuum line connections. Also check the radiator air flow and the radiator fan operation. Start the engine and allow it to warm up to normal operating temperature.

WARNING: DO NOT REMOVE THE RADIATOR CAP WHEN THE ENGINE IS AT OPERATING TEMPERATURE, PERSONAL INJURY MAY RESULT.

If the vehicle has been operated recently, wait 15 minutes or longer before removing the radiator cap. Place a rag over the cap and turn it to the first safety stop. Allow any pressure to escape through the overflow tube. When the system stabilizes, remove the cap completely.

MAXIMUM HEATER OUTPUT

Engine coolant is delivered to the heater core through two heater hoses. With the engine idling at normal operating temperature, set the temperature control knob in the full heat position, the mode control knob in the Floor position, and the blower motor switch knob in the full Hi position. Using a test thermometer, check the air temperature coming from the floor outlets, refer to the Temperature Reference Chart.

Ambient Temperature		Minimum Heater System Floor Outlet Temperature	
Celsius	Fahrenheit	Celsius	Fahrenheit
15.5°	60°	62.2°	144°
21.1°	70°	63.8°	147°
26.6°	80°	65.5°	150°
32.2°	90°	67.2°	153°

9124-4

Temperature Reference Chart

If the floor outlet air temperature is low, refer to Group 7 - Cooling System for the coolant temperature specifications. Both of the heater hoses should be hot to the touch. The coolant return hose should be slightly cooler than the supply hose. If the coolant return hose is much cooler than the supply hose, locate and repair the engine coolant flow obstruction in the heater system.

OBSTRUCTED COOLANT FLOW

Possible locations or causes of obstructed coolant flow:

- Pinched or kinked heater hoses.
- Improper heater hose routing.
- Plugged heater hoses or supply and return ports at the cooling system connections (refer to Group 7 - Cooling System).
- A plugged heater core.

If proper coolant flow through the heater system is verified, and outlet air temperature is still low, a mechanical problem may exist.

MECHANICAL PROBLEMS

Possible locations or causes of insufficient heat:

- An obstructed cowl air intake.
- Obstructed heater system outlets.
- A blend-air door not functioning properly.

TEMPERATURE CONTROL

If the heater discharge air temperature cannot be adjusted with the temperature control knob on the heater-A/C control panel, the following could require service:

- The heater-A/C control panel.
- The blend air door actuator.
- The wiring circuits for the heater-A/C control panel or the blend air door actuator.
- Improper engine coolant temperature.

VACUUM SYSTEM

Vacuum control is used to operate the mode doors in the manual temperature control system heater-A/C housing. Testing of the heater-A/C mode control switch operation will determine if the vacuum, and mechanical controls are functioning. However, it is possible that a vacuum control system that operates perfectly at engine idle (high engine vacuum) may not function properly at high engine speeds or loads (low engine vacuum). This can be caused by leaks in the vacuum system, or a faulty vacuum check valve.

A vacuum system test will help to identify the source of poor vacuum system performance, or vacuum system leaks. Before starting this test, stop the engine and make certain that the problem isn't a disconnected vacuum source tube at the engine intake manifold or the vacuum reservoir.

Use an adjustable vacuum test set (Special Tool C-3707) and a suitable vacuum pump to test the heater-A/C vacuum control system. With a finger placed over the end of the vacuum test hose probe (Fig. 8), adjust the bleed valve on the test set gauge to obtain a vacuum of exactly 27 kPa (8 in. Hg.). Release and block the end of the probe several times to verify that the vacuum reading returns to the

DIAGNOSIS AND TESTING (Continued)

exact 27 kPa (8 in. Hg.) setting. Otherwise, a false reading will be obtained during testing.

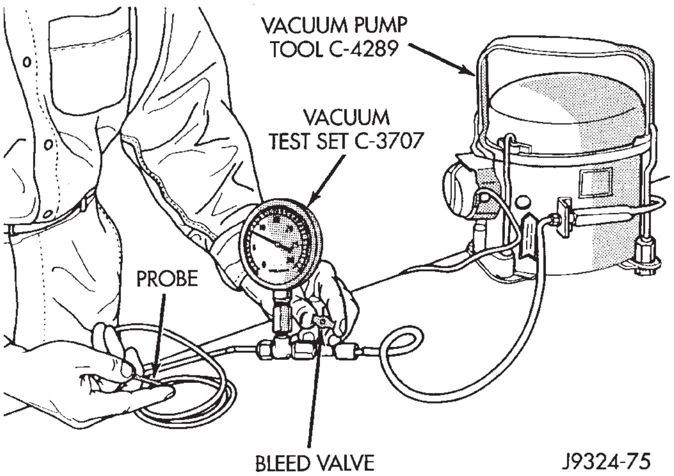


Fig. 8 Adjust Vacuum Test Bleed Valve

ONE-WAY CHECK VALVE

(1) Disconnect the heater-A/C vacuum supply (black) tube in the engine compartment. This tube passes through an opening in the dash panel.

(2) Remove the one-way vacuum check valve. The valve is located on the (black) vacuum supply hose at the intake manifold.

(3) Connect the test set vacuum supply hose to the heater side of the valve. When connected to this side of the check valve, no vacuum should pass and the test set gauge should return to the 27 kPa (8 in. Hg.) setting. If OK, go to step Step 4. If not OK, replace the faulty valve.

(4) Connect the test set vacuum supply hose to the engine vacuum side of the valve. When connected to this side of the check valve, vacuum should flow through the valve without restriction. If not OK, replace the faulty valve.

HEATER-A/C CONTROLS

(1) Connect the test set vacuum probe to the heater-A/C vacuum supply (black) hose in the engine compartment. Position the test set gauge so that it can be viewed from the passenger compartment.

(2) Place the heater-A/C mode control selector in each mode, one at a time, and pause after each selection. The test set gauge should return to the 27 kPa (8 in. Hg.) setting shortly after each selection is made. If not OK, a component or vacuum line in the selected mode's circuit has a vacuum leak. See the procedure in Locating Vacuum Leaks.

CAUTION: Do not use lubricant on the switch ports or in the holes in the plug, as lubricant will ruin the vacuum valve in the switch. A drop of clean water in the connector plug holes will help the connector slide onto the switch ports.

LOCATING VACUUM LEAKS

(1) Disconnect the vacuum connector from the back of the heater-A/C mode control switch on the control panel.

(2) Connect the test set vacuum hose probe to each port in the vacuum harness connector, one at a time, and pause after each connection (Fig. 9). The test set gauge should return to the 27 kPa (8 in. Hg.) setting shortly after each connection is made. If OK, replace the faulty mode control switch. If not OK, go to step Step 3.

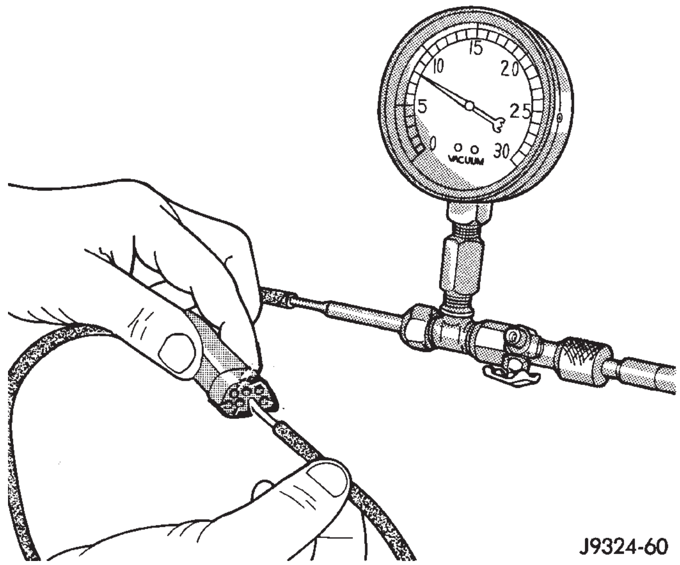


Fig. 9 Vacuum Circuit Test

(3) Determine the vacuum line color of the vacuum circuit that is leaking. To determine the vacuum line colors, refer to the Vacuum Circuits chart (Fig. 10).

(4) Disconnect and plug the vacuum line from the component (fitting, actuator, valve, switch, or reservoir) on the other end of the leaking circuit. Instrument panel disassembly or removal may be necessary to gain access to some components.

(5) Connect the test set hose or probe to the open end of the leaking circuit. The test set gauge should return to the 27 kPa (8 in. Hg.) setting shortly after each connection is made. If OK, replace the faulty disconnected component. If not OK, go to Step 6.

(6) To locate a leak in a vacuum line, leave one end of the line plugged and connect the test set hose or probe to the other end. Run your fingers slowly along the line while watching the test set gauge. The vacuum reading will fluctuate when your fingers contact the source of the leak. To repair the vacuum line, cut out the leaking section of the line. Then, insert the loose ends of the line into a suitable length of 3mm (1/8-inch) inside diameter rubber hose.

DIAGNOSIS AND TESTING (Continued)

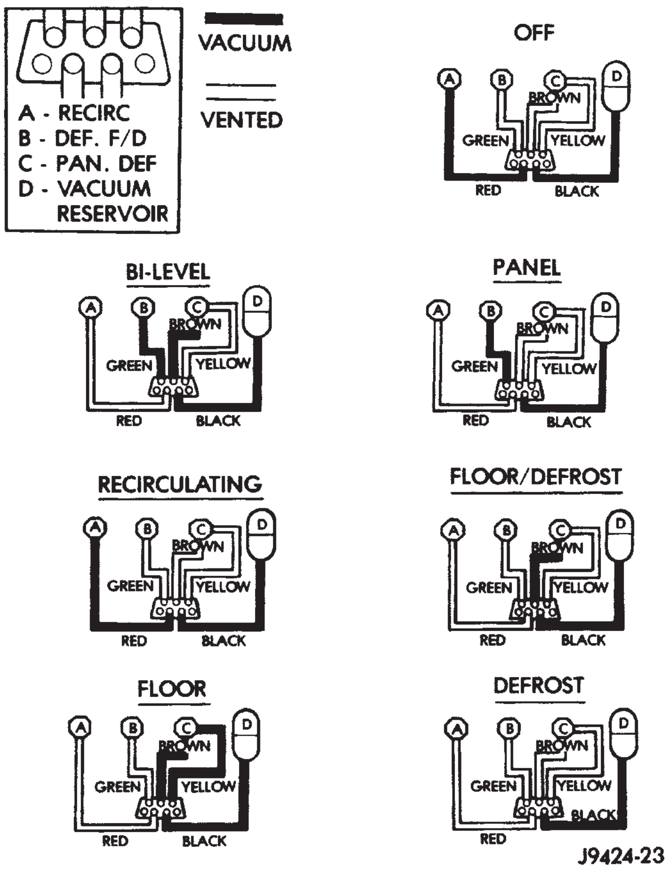


Fig. 10 Vacuum Circuits

ATC SYSTEM

The ATC controller has a system self-diagnostic mode. The controller is capable of troubleshooting each of its input and output circuits. When the controller detects a fault and places it in memory, an "Er" is momentarily displayed in the heater-A/C control panel vacuum fluorescent display area, but it will only be displayed once during each ignition cycle. The ATC controller is capable of three different types of self-diagnostic tests, as follows:

- Fault Code Tests
- Input Circuit Tests
- Output Circuit/Actuator Tests

The information that follows describes how to read the self-diagnostic display, how to enter the ATC controller self-diagnostic test mode, how to select the three self-diagnostic test types, and how to perform the three different tests.

SELF-DIAGNOSTIC DISPLAY

In the self-diagnostic mode, the test information is displayed in the vacuum fluorescent display area of the heater-A/C control. The area of the display where the temperature control comfort level is normally displayed is called the Test Selector. The Test Selector is used to display fault codes, identify the test mode, and show the values of the circuits being tested. The following information describes how the values in the Test Selector display should be interpreted.

(1) The Select Test mode will have only 00 displayed in the Test Selector, and no stickman will be displayed. This is the self-diagnostic mode from which the various tests may be selected.

(2) If the stickman floor arrow (bottom) is showing, the displayed Test Selector value will be a range of numbers below 0 (Fig. 11).

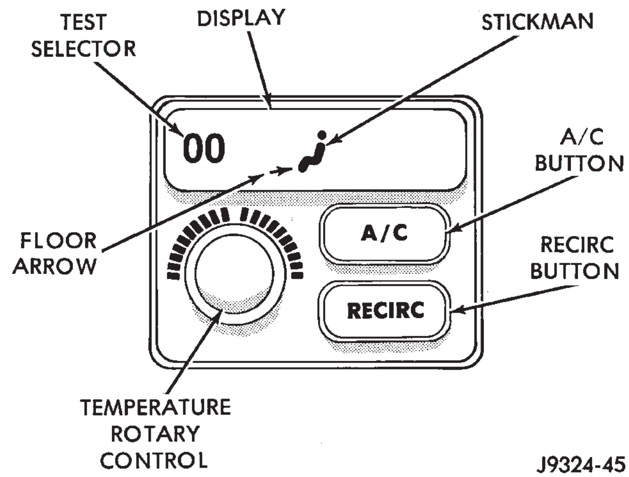


Fig. 11 Test Selector Values Below 0

(3) If the stickman appears, but no arrows are showing, the displayed Test Selector value will be a range of numbers between 0 and 99 (Fig. 12).

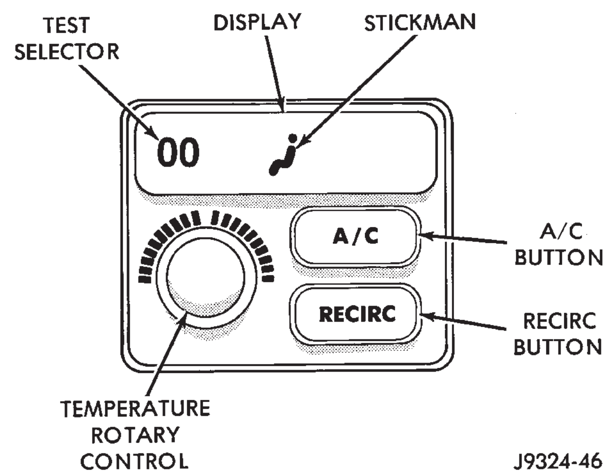


Fig. 12 Test Selector Values Between 0 and 99

(4) If the stickman panel arrow (middle) is showing, the displayed Test Selector value will be a range of numbers between 100 and 199 (Fig. 13).

(5) If the stickman panel (middle) and defrost (top) arrows are showing, the displayed Test Selector value will be a range of numbers between 200 and 255 (Fig. 14).

DIAGNOSIS AND TESTING (Continued)

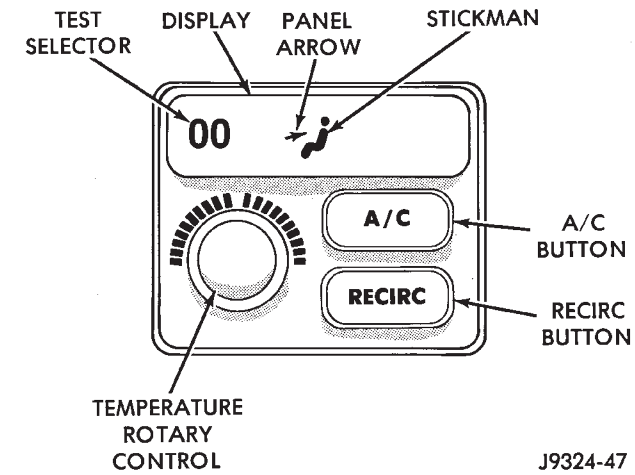


Fig. 13 Test Selector Values Between 100 and 199

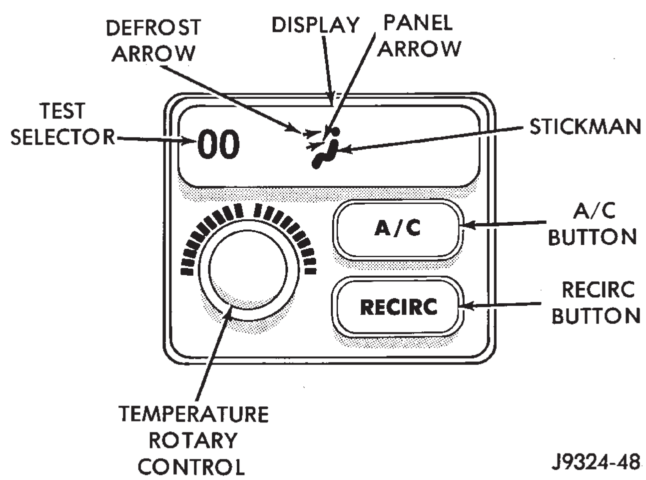


Fig. 14 Test Selector Values Between 200 and 255

(6) At any time during the self-diagnostic tests, you may return to the Select Test mode by turning the temperature rotary control one click in either direction. Again, the stickman and arrows are not shown in the Select Test mode. At this point, you have the option of monitoring or testing another circuit (Fig. 15).

ENTERING THE ATC SELF-DIAGNOSTIC MODE

To enter the ATC self-diagnostic mode, perform the following:

(1) Depress the A/C and Recirc buttons simultaneously and hold. Rotate the temperature rotary control knob clockwise one click.

(2) If you continue to hold the A/C and Recirc buttons depressed, you will see all of the display segments illuminate. If a segment fails to illuminate, the vacuum fluorescent display is faulty.

(3) After viewing the segment test, release the A/C and Recirc buttons. This will put the Test Selector value at 00, and no stickman will be displayed. This is the Select Test mode. At this point a number of tests can be selected, however, the Fault Code Test should be performed first.

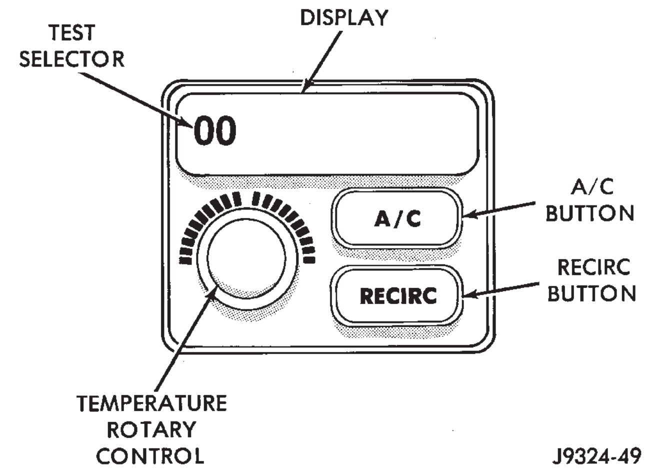


Fig. 15 Return to Select Test Mode

FAULT CODE TESTS

Fault codes are two-digit numbers that identify a circuit that is malfunctioning. There are two different kinds of fault codes.

1. **Current Fault Codes -** Current means the fault is present right now. There are two types of current faults: input faults, and system faults.
2. **Historical Fault Codes -** Historical or stored means the fault occurred previously, but is OK right now. A majority of historical fault codes are caused by intermittent wiring or connector problems.

NOTE: A battery disconnect will erase all faults stored in Read Available Memory (RAM). It is recommended that all faults be recorded before they are erased.

RETRIEVING FAULT CODES

(1) To begin the Fault Code Tests you must be in the Select Test mode. With 00 displayed in the Test Selector and no stickman, push either the A/C or Recirc button.

(2) The stickman will appear indicating you have entered the Fault Code Tests. The values displayed in the Test Selector will range from 00 to 64.

(3) Fault codes will appear and repeat if there are more than one. Record all of the fault codes, then see the Current and Historical Fault Code Charts for the descriptions. If there are no fault codes, the display value remains at 00.

(4) If a Fault Code 25 or 29 is displayed, the ATC Control Module must be replaced before any further testing is performed.

(5) For more detailed information about a fault code, see the Input Circuit Tests or the Output Circuit/Actuator Tests.

DIAGNOSIS AND TESTING (Continued)

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Fail Code/Description	Circuit Description
00 = No Faults	
02 = Circuit open	In-Vehicle Temperature Sensor
03 = Circuit open	Solar Sensor Input Circuit
04 = Circuit open	Front Panel Blower/Fan Control Input
05 = Circuit open	Front Panel Mode Control Input
06 = Circuit open	Blend Air Door Feedback Circuit
07 = Circuit open	Mode Door Feedback Circuit
08 = Feedback too high	Blower /Fan Feedback Circuit
10 = Circuit shorted	In-Vehicle Temperature Sensor
11 = Circuit shorted	Solar Sensor Input Circuit
12 = Circuit shorted	Front Panel Blower/Fan Control Input
13 = Circuit shorted	Front Panel Mode Control Input
14 = Circuit shorted	Blend Air Door Feedback Circuit
15 = Circuit shorted	Mode Door Feedback Circuit
16 = Feedback too low	Blower/ Fan Feedback Circuit
19 = Door not responding	Mode Door Feedback Circuit
20 = Door not responding	Blend Air Door Actuator Drive Circuit
21 = Door travel range too small	Mode Door Feedback Circuit
22 = Door travel range too large	Mode Door Feedback Circuit
23 = Door travel range too small	Blend Air Door Actuator Drive Circuit
24 = Door travel range too large	Blend Air Door Actuator Drive Circuit
25 = Calibration data error	Calibration and CPU Data
26 = BCM message missing	Collision Detection C2D Bus Inputs
27 = PCM message Missing	Collision Detection C2D Bus Inputs
29 = CPU error	Calibration and CPU Data
30 = Reserved	
31 = Reserved	
32 = Reserved	

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Current Fault Codes

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DIAGNOSIS AND TESTING (Continued)

Fail Code/Description	Circuit Description
34 = Circuit was open	In-Vehicle Temperature Sensor
35 = Circuit was open	Solar Sensor Input Circuit
36 = Circuit was open	Front Panel Blower/Fan Control Input
37 = Circuit was open	Front Panel Mode Control Input
38 = Circuit was open	Blend Air Door Feedback Circuit
39 = Circuit was open	Mode Door Feedback Circuit
40 = Feedback was too high	Blower/Fan Feedback Circuit
42 = Circuit was shorted	In-Vehicle Temperature Sensor
43 = Circuit was shorted	Solar Sensor Input Circuit
44 = Circuit was shorted	Front Panel Blower/Fan Control Input
45 = Circuit was shorted	Front Panel Mode Control Input
46 = Circuit was shorted	Blend Air Door Feedback Circuit
47 = Circuit was shorted	Mode Door Feedback Circuit
48 = Feedback was too low	Blower/Fan Feedback Circuit
51 = Door was not responding	Mode Door Feedback Circuit
52 = Door was not responding	Blend Air Door Actuator Drive Circuit
53 = Door travel range was too small	Mode Door Feedback Circuit
54 = Door travel range was too large	Mode Door Feedback Circuit
55 = Door travel range was too small	Blend Air Door Actuator Drive Circuit
56 = Door travel range was too large	Blend Air Door Actuator Drive Circuit
57 = Calibration data was in error	Calibration and CPU Data
58 = BCM message was missing	Collision Detection C2D Bus Inputs
59 = PCM message was missing	Collision Detection C2D Bus Inputs
61 = CPU was in error	Calibration and CPU Data
62 = Reserved	
63 = Reserved	
64 = Reserved	

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Historical Fault Codes

DIAGNOSIS AND TESTING (Continued)

CLEARING FAULT CODES

Current faults are cleared whenever the problem goes away. To clear a historical fault, depress and hold either the A/C or Recirc button for at least three seconds. The faults have been cleared when two horizontal bars appear in the display.

INPUT CIRCUIT TESTS

In the Input Circuit Test mode, the status of input circuits can be viewed and monitored. If a failure occurs within an input circuit the controller will display a “?” for unknown values, “OC” for an open circuit, or “SC” for a short circuit.

(1) To begin the Input Circuit Tests you must be in the Select Test mode.

(2) With 00 displayed in the Test Selector and no stickman, turn the temperature rotary control until the test number you are looking for appears in the Test Selector display. See the Circuit Testing chart for a listing of the test numbers, test items, test types, system tested, and displayed values.

(3) To see the circuit input values, depress the A/C or Recirc button. The values displayed will represent the input seen by the ATC controller.

OUTPUT CIRCUIT/ACTUATOR TESTS

In the Output Circuit/Actuator Test mode, the output circuits can be viewed, monitored, overridden, and tested. If a failure occurs in an output circuit, test the circuit by overriding the system. Test the actuator through its full range of operation. When the override control has been activated, the display will be flashing. The Test Selector will display feedback information about the output circuit being tested.

(1) To begin the Output Circuit/Actuator Tests you must be in the Select Test mode.

(2) With 00 displayed in the Test Selector and no stickman, turn the temperature rotary control until the test number you are looking for appears in the Test Selector display. See the Circuit Testing chart for a listing of the test numbers, test items, test types, system tested, and displayed values.

(3) To see the output value, depress the A/C or Recirc button. The values displayed will represent the output from the ATC controller.

(4) To enter the actuator test, depress the A/C or Recirc button. The display will blink, indicating you are in the actuator test mode. Manual tests are those in which you will have to depress and hold the A/C or Recirc button to control the output. Automatic tests are those in which you will have to depress the A/C or Recirc button once to generate the output.

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DIAGNOSIS AND TESTING (Continued)

Test No.	Test Item	Test Type	System Tested	Displayed Values
01	Blower Control Switch (A/D)	I	Blower System	"?" "OC" "SC" 00-255
02	Blower Feedback	I	Blower System	"?" 00-255
03	Blower Speed	O/A	Blower System	00-255
04	Hi Blower Relay	O/A	Blower System	00=OFF 01 = ON
05	Mode Control A/D	I	Mode Door System	"OC" "SC" 00-255
06	Mode Door Feedback	I	Mode Door System	"OC" "SC" 00-255
07	Panel Stop	I	Mode Door System	"?" 00-255 If "?" is displayed, activate Mode 11 to find panel stop position.
08	Defrost Stop	I	Mode Door System	"?" 00-255 If "?" is displayed, activate Mode 11 to find defrost stop position.
09	A/C Request	O/A	A/C System	00 = OFF 01 = ON
10	Mode Door Position	O/A	Mode Door System	00-255 It is possible to command the door position beyond the stops. The motor will try to move there.
11	Mode Motor	O/A	Mode Door System	Pressing A/C or RECIRC button for 3 sec. begins reinitalization. 00 = searching for panel stop 01 = searching for defrost stop 02 = moving toward panel 03 = moving toward defrost 04 = in position 05 = stalled moving toward panel 06 = stalled moving toward defrost 07 = feedback error
12	Mode Motor Drive Lines	O	Mode Door System	00 = stopped (lines low) 01 = toward defrost 02 = toward panel 03 = stopped (lines high)
13	Recirc Door	O/A	Recirc Door System	00 = continuous operation (lines grounded) 01 = fresh 02 = recirc. 03 = stopped (lines open)
14	In-Vehicle Temp. A/D	I	Temperature Inputs	"OC" "SC" 00-255
15	Blend Door Feedback	I	Blend Door System	"OC" "SC" 00-255
16	Blend Door Cold Stop	I	Blend Door System	"?" 00-255
17	Blend Door Hot Stop	I	Blend Door System	"?" 00-255

TEST TYPE: I = Input O = Output O/A = Output/Actuator

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Circuit Testing

DIAGNOSIS AND TESTING (Continued)

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Test No.	Test Item	Test Type	System Tested	Displayed Values
19	In-Vehicle Temperature	I	Temperature Inputs	"OC" "SC" –40 to +60°C (–40 to + 140°F)
20	Ambient Sensor	I	CCD	–40 to +60°C (–40 to + 140°F)
21	Solar Sensor A/D	I	Sun Intensity Input	"OC" "SC" 00-255
22	Engine Coolant	I	CCD	"?" –40 to + 185°C (–40 to +260°F)
23	Vehicle Speed (MPH/KPM)	I	CCD	"?" 00-255
24	Engine RPM (x100)	I	CCD	00-82
25	Blend Door Motor	O/A	Blend Door System	Pressing A/C or RECIRC button for 3 sec. begins reinitialization.
				00 = searching for hot stop 01 = searching for cold stop 02 = moving to warmer 03 = moving to cooler 04 = in position 05 = stalled moving to warmer 06 = stalled moving to cooler 07 = feedback error
26	Blend Door Motor	O/A	Blend Door System	00-255
				It is possible to command the door position beyond the stops. The motor will try to move there.
27	Blend Door Motor Lines	O/A	Blend Door System	00 = stopped (lines low) 01 = toward cold 02 = toward hot 03 = stopped (lines high)
28	Lights On	I	Headlight Switch	00 = OFF 01 = ON
29	Dimming	I	PWD System	"?" 00-255
30	Dimming Level	O/A	Dimming System	"?" 00-255
31	ROM & EEPROM			00-FF
32	ROM & EEPROM			00-FF
33	ROM & EEPROM			00-FF
34	ROM & EEPROM			00-FF
35	ROM & EEPROM			00-FF
36	ROM & EEPROM			00-FF
37	ROM & EEPROM			00-FF
38	ROM & EEPROM			00-FF

TEST TYPE: I = Input O = Output O/A = Output/Actuator

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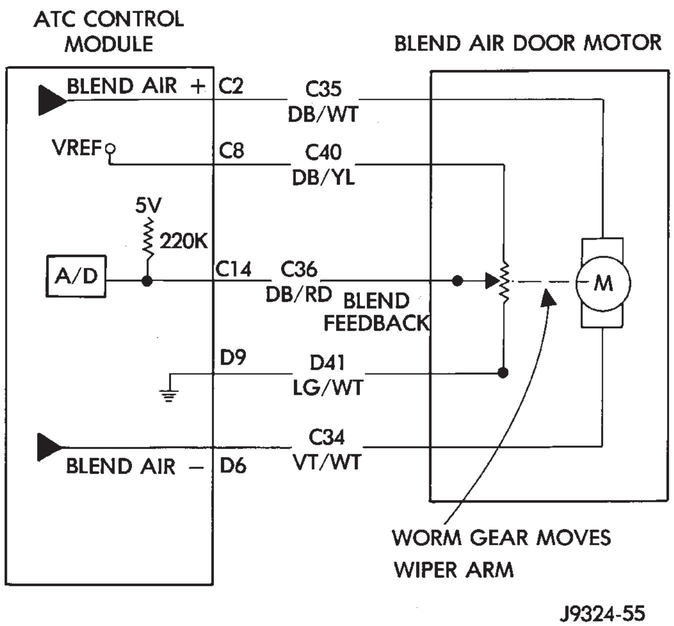
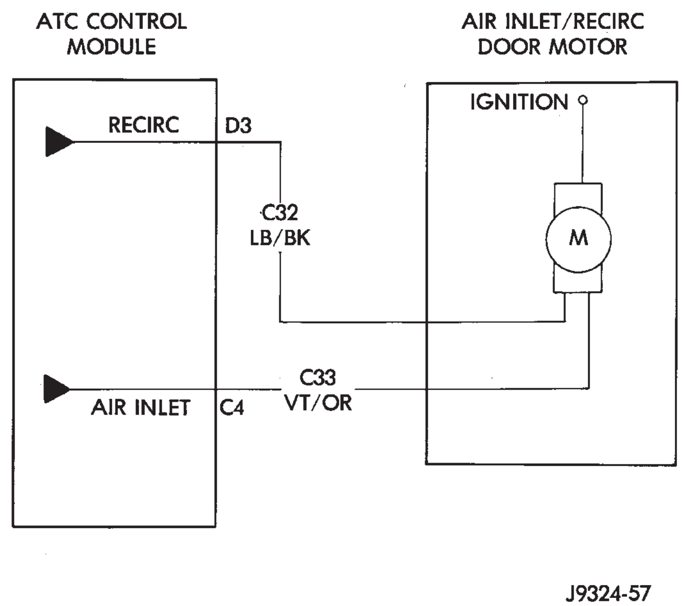
Circuit Testing (cont.)

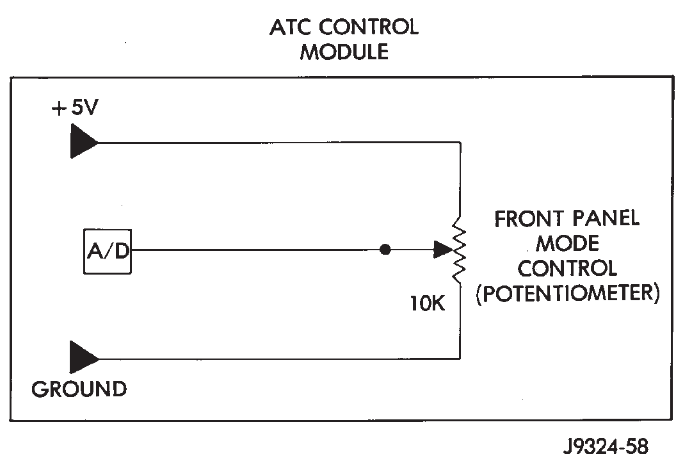
DIAGNOSIS AND TESTING (Continued)



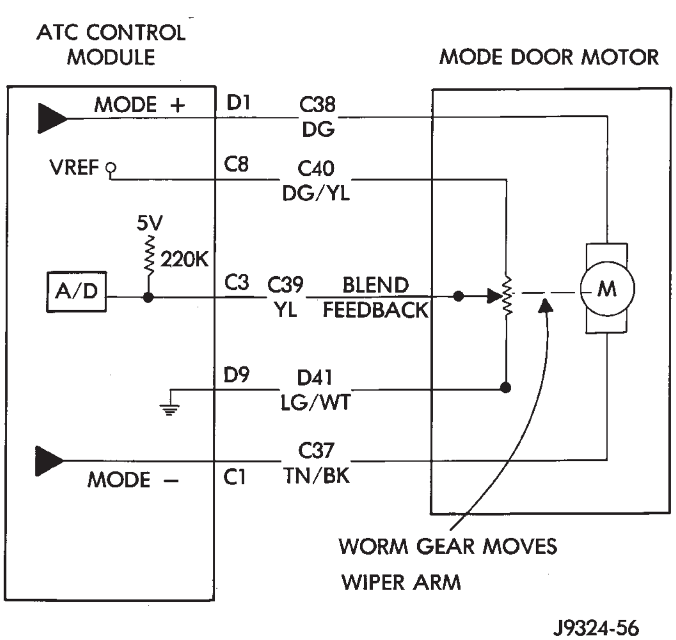
Blend Air Door Actuator Drive Circuit



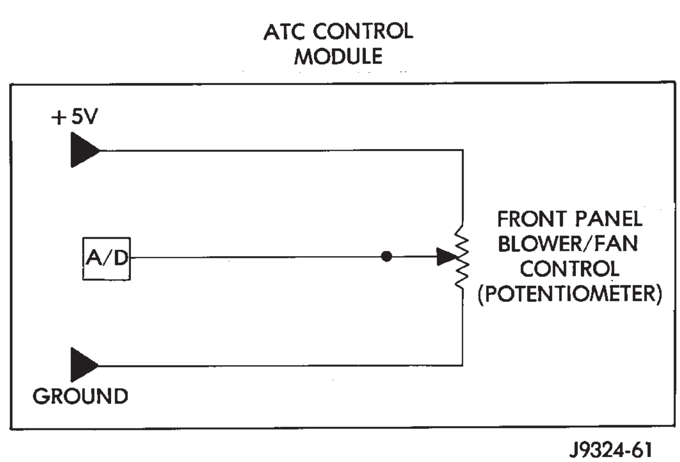
Air Inlet/Recirc Door Actuator Drive Circuit



Front Panel Mode Control Circuit

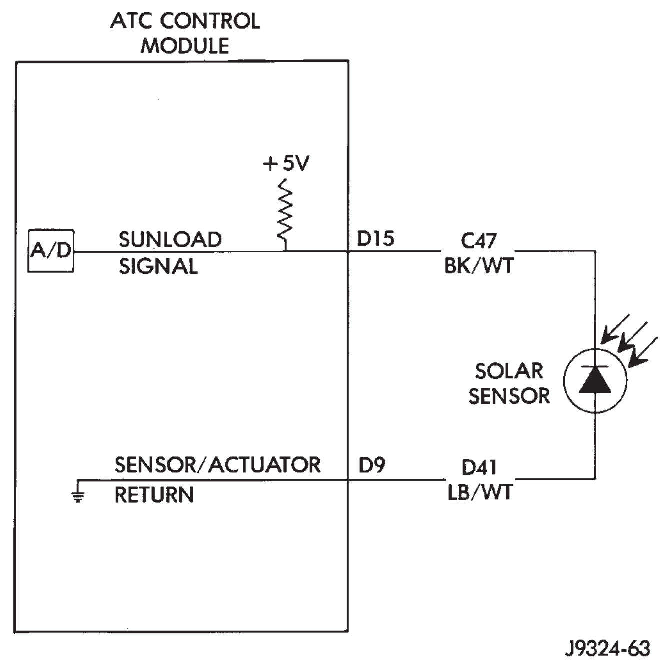


Mode Door Actuator Drive Circuit

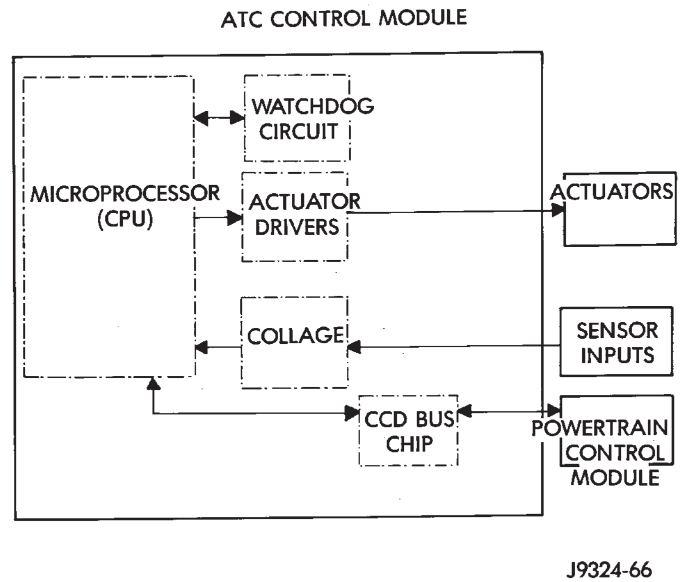


Front Panel Blower/Fan Control Circuit

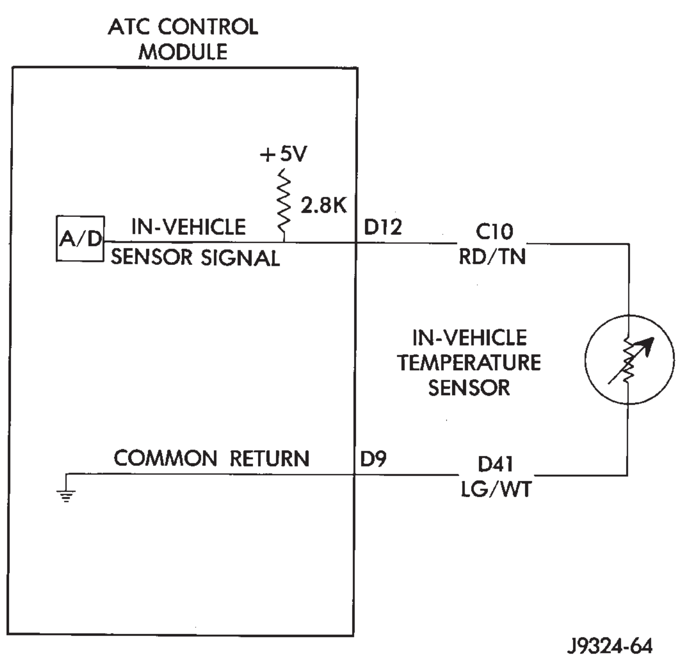
DIAGNOSIS AND TESTING (Continued)



Solar Sensor Circuit



Calibration and CPU Data



In-Vehicle Temperature Sensor Circuit

DIAGNOSIS AND TESTING (Continued)

BLOWER MOTOR

For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams. Possible causes of an inoperative blower motor include:

- Faulty fuse
- Faulty blower motor ground circuit wiring or connectors
- Faulty blower motor resistor (manual temperature control)
- Faulty blower motor power module (ATC)
- Faulty blower motor switch
- Faulty heater-A/C mode control switch
- Faulty blower motor feed circuit wiring or connectors
- Faulty blower motor.

Possible causes of the blower motor not operating in all speeds include:

- Faulty fuse
- Faulty blower motor switch
- Faulty blower motor resistor (manual temperature control)
- Faulty blower motor power module (ATC)
- Faulty high speed blower motor relay (ATC)
- Faulty ATC controller
- Faulty blower motor circuit wiring or connectors.

VIBRATION

Possible causes of blower motor vibration include:

- Improper blower motor mounting
- Improper blower wheel mounting
- Blower wheel out of balance or bent
- Blower motor faulty.

NOISE

To verify that the blower is the source of the noise, disconnect the blower motor connector and operate the heater-A/C system. If the noise goes away, possible causes include:

- Foreign material in the heater-A/C housing
- Improper blower motor mounting
- Improper blower wheel mounting
- Blower motor faulty.

BLOWER MOTOR RESISTOR

For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams.

To test the blower motor resistor, unplug the resistor connector. Each blower motor switch input terminal on the resistor must have continuity to the resistor output terminal, which is connected to the circuit going to the blower motor. If the blower motor resistor continuity does not check OK, replace the faulty resistor.

BLOWER MOTOR SWITCH

For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams. The blower motor switch is only serviced as a part of the heater or heater-A/C control assembly.

(1) Turn the ignition switch to the Off position. Remove the heater-A/C control from the instrument panel. Check for continuity between the ground circuit cavity of the control connector and a good ground. There should be continuity. If OK, go to Step 2. If not OK, repair the open circuit to ground as required.

(2) With the heater-A/C control disconnected, place the mode control knob in any position except the Off position. Check for continuity between the ground terminal and each of the blower motor driver terminals of the control as you move the blower switch to each of the four speed positions. There should be continuity at each driver terminal in only one speed position. If OK, test and repair the blower driver circuits between the control connector and the blower motor resistor as required. If not OK, replace the faulty heater-A/C control.

COMPRESSOR

When investigating an air conditioning related noise, you must first know the conditions under which the noise occurs. These conditions include: weather, vehicle speed, in gear or neutral, engine temperature, and any other special condition.

Noises that develop during air conditioning operation can often be misleading. For example: What sounds like a failed front bearing or connecting rod, may be caused by loose bolts, nuts, mounting brackets, or a loose clutch assembly. Verify serpentine drive belt tension. Improper belt tension can cause a misleading noise when the compressor is engaged. The noise may not occur when the compressor is disengaged.

Drive belts are speed sensitive. At different engine speeds and depending upon belt tension, belts can develop noises that are mistaken for a compressor noise.

(1) Select a quiet area for testing. Duplicate the complaint conditions as much as possible. Switch the compressor on and off several times to clearly identify the compressor noise. Listen to the compressor clutch while engaged and disengaged.

(2) To duplicate a high-ambient temperature condition (high head pressure), restrict the air flow through the condenser. Install a manifold gauge set to make sure that the discharge pressure does not exceed 2070 kPa (300 psi).

(3) Tighten all compressor mounting bolts, the clutch mounting nut, the clutch coil mounting screws

DIAGNOSIS AND TESTING (Continued)

and the serpentine drive belt to the correct specifications.

(4) Check the refrigerant hoses for rubbing or interference, which can cause unusual noises.

(5) Check the refrigerant system charge. See Charging Refrigerant System in this group.

(6) Check the compressor noise as in Step 1.

(7) If the noise still exists, loosen the compressor mounting bolts and tighten again. Repeat Step 1.

(8) If the noise continues, replace the compressor and repeat Step 1.

COMPRESSOR CLUTCH COIL

For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams. The battery must be fully-charged before performing the following tests. Refer to Group 8A - Battery for more information.

(1) Connect an ammeter (0-10 ampere scale) in series with the clutch coil terminal. Use a voltmeter (0-20 volt scale) with clip-type leads for measuring the voltage across the battery and the compressor clutch coil.

(2) With the heater-A/C mode control switch in any A/C mode, and the blower motor switch in the lowest speed position, start the engine and run it at normal idle.

(3) The compressor clutch coil voltage should read within two volts of the battery voltage. If there is voltage at the clutch coil, but the reading is not within two volts of the battery voltage, test the clutch coil feed circuit for excessive voltage drop and repair as required. If there is no voltage reading at the clutch coil, refer to the Powertrain Diagnostic Procedures manual for testing of the compressor clutch circuit. The following components must be checked and repaired as required before you can complete testing of the clutch coil:

- Fuses in the junction block and the power distribution center
- Heater-A/C mode control switch
- Compressor clutch relay
- High pressure cut-off switch
- Low pressure cycling clutch switch
- Powertrain control module.

(4) The compressor clutch coil is acceptable if the current draw measured at the clutch coil is 2.0 to 3.9 amperes with electrical system voltage at 11.5 to 12.5 volts. This should only be checked with the work area temperature at 21°C (70°F). If system voltage is more than 12.5 volts, add electrical loads by turning on electrical accessories until the system voltage drops below 12.5 volts.

(a) If the clutch coil current reading is 4 amperes or more, the coil is shorted and should be replaced.

(b) If the clutch coil current reading is zero, the coil is open and should be replaced.

COMPRESSOR CLUTCH RELAY

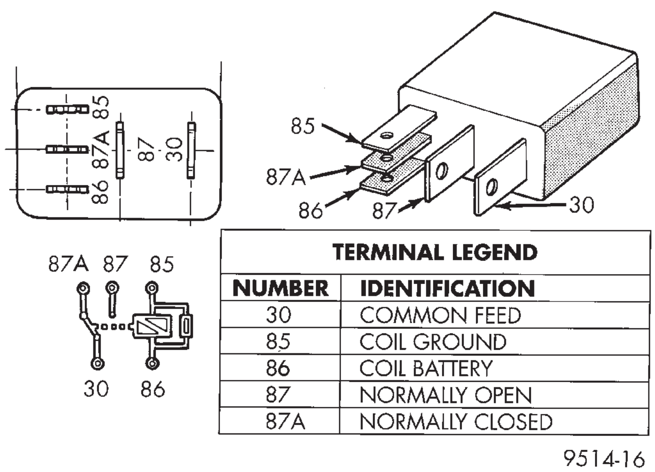
For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams.

The compressor clutch relay is located in the Power Distribution Center (PDC). Refer to the PDC label for relay identification and location. Remove the relay from the PDC to perform the following tests:

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75±5 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, see the Circuit Test in this group. If not OK, replace the faulty relay.



TERMINAL LEGEND	
NUMBER	IDENTIFICATION
30	COMMON FEED
85	COIL GROUND
86	COIL BATTERY
87	NORMALLY OPEN
87A	NORMALLY CLOSED

Compressor Clutch Relay

CIRCUIT TEST

For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams.

(1) The relay common feed terminal cavity (30) is connected to fused battery feed. There should be battery voltage at this cavity at all times. If OK, go to Step 2. If not OK, repair the open circuit to the PDC as required.

(2) The relay normally closed terminal (87A) is not used in this application. Go to Step 3.

(3) The relay normally open terminal cavity (87) is connected to the compressor clutch coil. There should be continuity between this cavity and the A/C compressor clutch relay output circuit cavity of the com-

DIAGNOSIS AND TESTING (Continued)

pressor clutch coil connector. If OK, go to Step 4. If not OK, repair the open circuit as required.

(4) The coil battery terminal cavity (86) is connected to fused ignition switch output. There should be battery voltage at this cavity with the ignition switch in the On position. If OK, go to Step 5. If not OK, repair the open circuit to the junction block as required.

(5) The coil ground terminal cavity (85) is switched to ground through the Powertrain Control Module (PCM). There should be continuity between this cavity and the A/C compressor clutch relay control circuit cavity of the PCM connector C (gray) at all times. If not OK, repair the open circuit as required.

HIGH PRESSURE CUT-OFF SWITCH

For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams.

(1) Verify that the refrigerant system is properly charged.

(2) Unplug the high pressure switch connector and test for continuity between the switch terminals. There should be continuity. If OK, refer to the wiring diagrams and repair the circuits as required. If not OK, replace the faulty switch.

HIGH SPEED BLOWER MOTOR RELAY

RELAY TEST

The high speed blower motor relay is located on the right end of the heater-A/C housing under the instrument panel. Remove the relay from its connector to perform the following tests:

(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

(2) Resistance between terminals 85 and 86 (electromagnet) should be 75±5 ohms. If OK, go to Step 3. If not OK, replace the faulty relay.

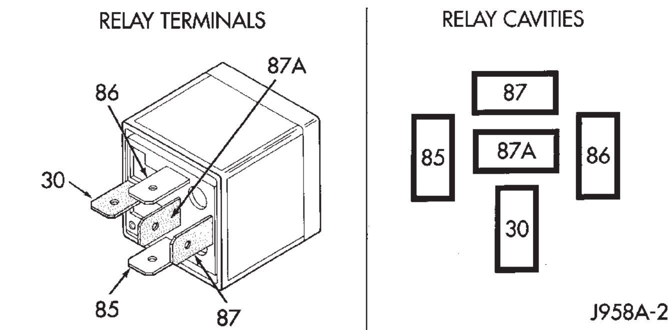
(3) Connect a battery to terminals 85 and 86. There should now be continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, see the Relay Circuit Test in this group. If not OK, replace the faulty relay.

RELAY CIRCUIT TEST

(1) The relay common feed terminal cavity (30) is connected to battery voltage and should be hot at all times. If OK, go to Step 2.

(2) The relay normally closed terminal (87A) is connected to terminal 30 in the de-energized position, but is not used for this application. Go to Step 3.

(3) The relay normally open terminal (87) is connected to the common feed terminal (30) in the energized position. This terminal supplies battery voltage



TERMINAL LEGEND	
NUMBER	IDENTIFICATION
30	COMMON FEED
85	COIL GROUND
86	COIL BATTERY
87	NORMALLY OPEN
87A	NORMALLY CLOSED

High Speed Blower Motor Relay

to the blower motor when the relay is energized by the ATC controller. There should be continuity between the cavity for relay terminal 87 and the high speed blower motor relay signal circuit cavity of the blower motor connector at all times. If OK, go to Step 4. If not OK, repair the open circuit to the blower motor as required.

(4) The coil battery terminal (86) is connected to battery voltage and should be hot at all times. If OK, go to Step 5. If not OK, repair the open circuit to the PDC fuse as required.

(5) The coil ground terminal (85) is connected to the electromagnet in the relay. It is grounded by the ATC controller when the blower switch is placed in the manual Hi blower speed position and/or when the ATC controller senses the need for Hi blower speed with the blower switch in the Hi Auto position. There should be continuity between the cavity for relay terminal 85 and the high speed blower motor relay control circuit cavity of the ATC controller connector at all times. If OK, see the ATC System tests in this group. If not OK, repair the open circuit as required.

LOW PRESSURE CYCLING CLUTCH SWITCH

Verify that the refrigerant system has the correct refrigerant charge. For circuit descriptions and diagrams, refer to 8W-42 - Air Conditioning/Heater in Group 8W - Wiring Diagrams.

(1) Unplug the low pressure cycling clutch switch connector from the switch on the accumulator, and install a jumper wire between the two connector cavities.

(2) Connect a manifold gauge set to the service ports.

(3) Place the heater-A/C mode control switch in any A/C position and start the engine.

(4) Check the continuity between the two terminals of the low pressure switch. There should be continuity with a suction pressure reading of 296 kPa

(43 psi) or above, and no continuity with a suction pressure reading of 172 kPa (25 psi) or below. If OK, test and repair the clutch control circuit as required. If not OK, replace the faulty switch.

REFRIGERANT SYSTEM LEAKS

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE LEAK TESTING THE SYSTEM.

If the air conditioning system is not cooling properly, determine if the refrigerant system is fully-charged. See A/C Performance in this group. If the refrigerant system is low or empty, a leak at a line, fitting, or component seal is likely. Fittings, lines, or components that appear to be oily indicate a possible refrigerant leak. To detect a leak in the refrigerant system, perform one of the following procedures:

SYSTEM EMPTY

(1) Evacuate the refrigerant system. See Refrigerant System Evacuate in this group.

(2) Connect and dispense 0.283 kPa (0.6 lbs. or 10 oz.) of R-134a refrigerant into the evacuated refrigerant system. See Refrigerant System Charge in this group.

(3) Position the vehicle in a wind-free work area. This will aid in detecting small leaks.

(4) With the engine not running, use a electronic R-134a leak detector and search for leaks. Move the leak detector probe slowly along the bottom side of all lines and fittings, because R-134a is heavier than air.

(5) To inspect the evaporator coil for leaks, insert the leak detector probe into the center panel outlet. Set the blower motor switch to the lowest speed (A/C) position, and the mode control switch in the Recirc mode.

SYSTEM LOW

(1) Position the vehicle in a wind-free work area. This will aid in detecting small leaks.

(2) Bring the refrigerant system up to operating temperature and pressure. This is done by allowing the engine to run with the air conditioning system on for five minutes.

(3) With the engine not running, use a electronic R-134a leak detector and search for leaks. Move the leak detector probe slowly along the bottom side of all lines and fittings, because R-134a is heavier than air.

(4) To inspect the evaporator coil for leaks, insert the leak detector probe into the center panel outlet. Set the blower motor switch to the lowest speed (A/C) position, and the mode control switch in the Recirc mode.

SERVICE PROCEDURES

REFRIGERANT RECOVERY

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE RECOVERING REFRIGERANT.

R-134a refrigerant is a hydrofluorocarbon (HFC) that does not contain chlorine. A R-134a refrigerant recovery/recycling station that meets SAE Standard J2210 must be used to recover the refrigerant. Refer to the operating instructions provided with the equipment for proper operation.

REFRIGERANT SYSTEM EVACUATE

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE EVACUATING THE SYSTEM.

If the refrigerant system has been open to the atmosphere, it must be evacuated before the system can be charged. Moisture and air mixed with the refrigerant will raise the compressor head pressure above acceptable operating levels. This will reduce the performance of the air conditioner and damage the compressor. Evacuating will boil the moisture out of the refrigerant system at near room temperature. To evacuate the refrigerant system, use the following procedure:

(1) Connect a suitable charging station and manifold gauge set to the vehicle.

(2) Open the low and high side valves and start the vacuum pump. When the suction gauge reads 88 kPa (26 in. Hg.) vacuum or greater, close all of the valves and turn off the vacuum pump. If the system fails to reach the specified vacuum, the system has a leak that must be corrected. If the system maintains the specified vacuum for five minutes, restart the vacuum pump. Then open the suction and discharge valves and evacuate an additional ten minutes.

(3) Close all of the valves. Turn off and disconnect the vacuum pump.

(4) The refrigerant system is now ready to be charged with refrigerant.

REFRIGERANT SYSTEM CHARGE

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE CHARGING THE REFRIGERANT SYSTEM.

After the system has been tested for leaks and evacuated, a refrigerant charge can be injected into the system. See Refrigerant Charge Capacity for the proper amount of the refrigerant charge. Charge the

SERVICE PROCEDURES (Continued)

system using a recovery/recycling/charging station approved for R-134a refrigerant. This device must meet SAE Standard J2210. Refer to the instructions provided with the equipment for proper operation.

REFRIGERANT CHARGE CAPACITY

The R-134a system charge capacity is 0.8 kg (1.75 lbs.).

PARTIAL CHARGE METHOD

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE CHARGING THE REFRIGERANT SYSTEM.

The partial charge method is used to add a partial charge to a system that is low on refrigerant. To perform this procedure the evaporator inlet and outlet tube temperatures are measured. The temperature difference is measured with a temperature meter with one or two clamp-on thermocouple probes. The difference between the evaporator inlet and outlet tube temperatures will determine the amount of refrigerant needed.

Before adding a partial charge, check for refrigerant system leaks. See Refrigerant System Leaks in this group for the procedures. If a leak is found, make the necessary repairs before attempting a full or partial refrigerant system charge.

(1) Attach a manifold gauge set to the service ports.

(2) Attach the two clamp-on thermocouple probes to the inlet and outlet tubes of the evaporator coil.

(a) If a single thermocouple probe is used, attach the probe to the evaporator inlet tube just before the collar of the refrigerant line connector fitting. The probe must make contact with the bottom surface of the inlet tube.

(b) If dual thermocouple probes are used, attach probe 1 to the evaporator inlet tube, and probe 2 to the evaporator outlet tube. Attach both probes to the tubes just before the collar of the refrigerant line connector fittings. The probes must make contact with the bottom surfaces of the inlet and outlet tubes.

(3) Open all of the windows or doors of the passenger compartment. Set the air conditioning controls to A/C, Panel, Recirc (temperature control knob in the full cool position) and the blower motor switch on Hi.

(4) Start the engine and hold the engine idle speed at 1,000 rpm. Allow the engine to warm up to normal operating temperature.

(5) The compressor clutch may cycle, depending upon ambient temperature, humidity, and the refrigerant system charge level. If the compressor clutch cycles, unplug the connector from the low pressure cycling clutch switch on the accumulator. Install a jumper wire between the two cavities of the switch connector.

(6) Hold the engine idle speed at 1,000 rpm.

(7) Allow three to five minutes for the refrigerant system to stabilize, then record the temperatures of the evaporator inlet and outlet tubes.

(a) If a single probe is used, record the temperature of the inlet tube. Then remove the probe from the inlet tube and attach it to the outlet tube just before the collar of the refrigerant line connector fitting. The probe must make contact with the bottom surface of the tube. Allow the thermocouple and meter time to stabilize, then record the temperature of the outlet tube. Subtract the inlet tube temperature reading from the outlet tube temperature reading.

(b) If dual probes are used, record the temperatures of both the inlet and outlet tubes. Then subtract the inlet tube temperature reading from the outlet tube temperature reading.

(8) See the Low Charge Determination chart to determine the additional charge required. If the measured temperature differential is higher than 22°C to 26°C (40°F to 47°F), add 0.4 kg (14 oz.) of refrigerant.

(9) Allow three to five minutes for the refrigerant system to stabilize, then take a second set of thermocouple measurements. Record the temperature difference and see the Low Charge Determination chart to determine if an additional charge is required.

(10) Record the compressor discharge pressure. If the reading is higher than the pressure shown in the Compressor Discharge Pressure chart, the system could be overcharged. If the reading is equal to, or lower, than the pressure shown in the chart, continue with this procedure.

(11) **EXAMPLE:** The ambient temperature is 21°C (70°F). The evaporator inlet tube temperature is 12°C (54°F) and the evaporator outlet tube temperature is 10°C (50°F). Subtract the inlet tube temperature from the outlet tube temperature. The difference is -2°C (-4°F). With a -2°C (-4°F) temperature differential at 21°C (70°F) ambient temperature, the system is fully charged.

(12) Add enough refrigerant to bring the refrigerant system up to a full charge.

(13) Remove the jumper wire from the low pressure cycling clutch switch connector and plug the connector back into the switch.

REFRIGERANT OIL LEVEL

When an air conditioning system is assembled at the factory, all components (except the compressor) are refrigerant oil free. After the system has been charged and operated, the oil in the compressor is dispersed through the refrigerant system. The accumulator, evaporator, condenser, and compressor will retain a significant amount of oil.

SERVICE PROCEDURES (Continued)

Open the windows and/or doors of the passenger compartment. Set the air conditioning controls to A/C, PANEL, RECIRC (temperature knob on full cool) and blower speed on HIGH. Set the engine speed at 1,000 RPM.

Evaporator Outlet and Inlet Temperature Differential

- If Outlet is WARMER than Inlet, temperature differential is plus (+).
- If Outlet is COLDER than Inlet, temperature differential is minus (-).

See the example in the Refrigerant Charge Check (Alternative Method).

Added Amount of R134a to Properly Charge A/C System	Ambient Temperature				
	21°C (70°F)	27°C (80°F)	32°C (90°F)	38°C (100°F)	43°C (110°F)
	Differential Temperature				
0.90 lbs. (14 oz.)	+22°C (+40°F)	+23°C (+42°F)	+24°C (+43°F)	+25°C (+45°F)	+26°C (+47°F)
0.75 lbs. (12 oz.)	+12°C (+22°F)	+12°C (+23°F)	+13°C (+24°F)	+15°C (+26°F)	+16°C (+28°F)
0.60 lbs. (10 oz.)	+4°C (+8°F)	+5°C (+9°F)	+6°C (+10°F)	+7°C (+12°F)	+8°C (+13°F)
0.50 lbs. (8 oz.)	0°C (0°F)	+0°C (+1°F)	+1°C (+2°F)	+2°C (+3°F)	+3°C (+4°F)
0.40 lbs. (6 oz.)	-1°C (-2°F)	-1°C (-1°F)	+0°C (-0°F)	0°C (0°F)	0°C (0°F)
Recommended Charge	-2 to -6°C (-3 to -10°F)				

Note: A temperature differential of -2°C to -6°C (-3°F to -10°F) indicates an acceptable charge.

J9324-86

Low Charge Determination

Ambient Temperature	16°C (60°F)	21°C (70°F)	27°C (80°F)	32°C (90°F)	38°C (100°F)	43°C (110°F)
Compressor Discharge Pressure	1515 kPa (220 psi)	1655 kPa (240 psi)	1790 kPa (260 psi)	2070 kPa (300 psi)	2345 kPa (340 psi)	2690 kPa (390 psi)

J9324-40

Compressor Discharge Pressure

It is important to have the correct amount of oil in the refrigerant system. This will ensure proper lubrication of the compressor. Too little oil will result in damage to the compressor. Too much oil will reduce the cooling capacity of the system.

It will not be necessary to check oil level in the compressor or to add oil, unless there has been an oil loss. This may be due to a rupture or leak from a refrigerant line, a compressor shaft seal, an evaporator, or a condenser. If a rupture occurs, add 1 ounce of oil to the system after the repair has been made. Oil loss at a leak point will be evident by the presence of a wet, shiny surface around the leak.

Refrigerant oil must be added when a accumulator, evaporator, or condenser are replaced. Refer to the Refrigerant Oil Capacities chart (Fig. 16). When a

SERVICE PROCEDURES (Continued)

compressor is replaced, the oil must be drained from the old compressor and measured. Drain all the oil from the new compressor, then fill the new compressor with the same amount of oil that was drained out of the old compressor.

Component	ml	oz
A/C System	230	7.75
Accumulator	120	4
Condenser	30	1
Evaporator Coil	60	2
Compressor	(see Oil Level Check)	

J9524-6

Fig. 16 Refrigerant Oil Capacities

REMOVAL AND INSTALLATION

REFRIGERANT LINE COUPLERS

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE PERFORMING THE FOLLOWING OPERATION.

REMOVAL

(1) Recover the refrigerant from the refrigerant system as described in this group.

(2) Remove the secondary clip from the coupling. Fit the appropriate spring lock coupling tool from the A/C Tool Kit (Special Tool 6125) (Fig. 17).

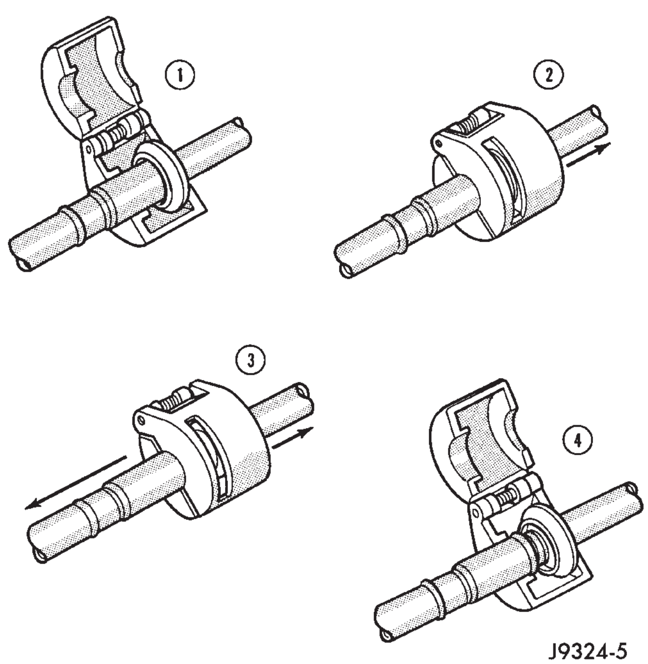


Fig. 17 Spring Lock Coupling Disconnect

(3) Close the tool and push it into the open side of the cage to expand the garter spring and release the female fitting.

NOTE: The garter spring may not release if the tool is cocked while pushing it into the cage opening.

(4) After the garter spring is expanded, pull the fittings apart within the tool.

(5) Remove the tool from the disconnected coupling.

(6) Separate the two ends of the coupling.

INSTALLATION

(1) Check to ensure that the garter spring is in the cage of the male fitting. If the garter spring is missing, install a new spring by pushing it into the cage opening. If the garter spring is damaged, remove it from the cage with a small wire hook (DO NOT use a screwdriver) and install a new garter spring.

(2) Clean any dirt or foreign material from both halves of the coupling.

(3) Install new O-rings on the male fitting.

CAUTION: Use only the specified O-rings as they are made of a special material for the R-134a system. The use of any other O-ring may allow the connection to leak intermittently during vehicle operation.

(4) Lubricate the male fitting and O-ring, and the inside of the female fitting with clean R-134a (SP20 PAG) refrigerant oil.

(5) Fit the female fitting to the male fitting and push together until the garter spring snaps over the flared end of the female fitting.

(6) Ensure the coupling is fully engaged by pulling back on the lines on either side of the coupling.

(7) Install the secondary clip on the coupling.

COMPRESSOR

The compressor may be removed and repositioned without disconnecting the refrigerant lines or discharging the refrigerant system. Discharging is not necessary if servicing the compressor clutch or clutch coil, the engine, the cylinder head, or the generator.

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE PERFORMING THE FOLLOWING OPERATION.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Loosen and remove the serpentine drive belt. Refer to Group 7 - Cooling System for the procedures.

(3) Disconnect the compressor clutch coil wiring.

REMOVAL AND INSTALLATION (Continued)

(4) Recover the refrigerant from the refrigerant system as described in this group.

(5) Remove the refrigerant lines from the compressor. Install plugs in, or tape over, all of the open refrigerant fittings.

(6) Remove the compressor mounting bolts, and lift the compressor from the mounting bracket.

INSTALLATION

NOTE: If a replacement compressor is being installed, be certain to check the oil level. See Refrigerant Oil Level in this group.

(1) If the compressor mounting bracket was removed, install the bracket to the engine. Tighten the mounting bolts to 27 N·m (20 ft. lbs.).

(2) Install the compressor on the mounting bracket. Tighten the bolts to 27 N·m (20 ft. lbs.).

(3) Remove the tape or plugs from all of the refrigerant fittings, and install the refrigerant lines on the compressor.

(4) Install the serpentine drive belt. Refer to Group 7 - Cooling System for the procedures.

(5) Connect the compressor clutch coil wiring.

(6) Connect the battery negative cable.

(7) Evacuate and charge the refrigerant system as described in this group.

COMPRESSOR CLUTCH

The refrigerant system can remain fully-charged during compressor clutch, pulley, or coil replacement. The compressor clutch can be serviced in the vehicle.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Remove the compressor shaft bolt (Fig. 18). A band-type oil filter wrench may be used to aid in securing the clutch during bolt removal.

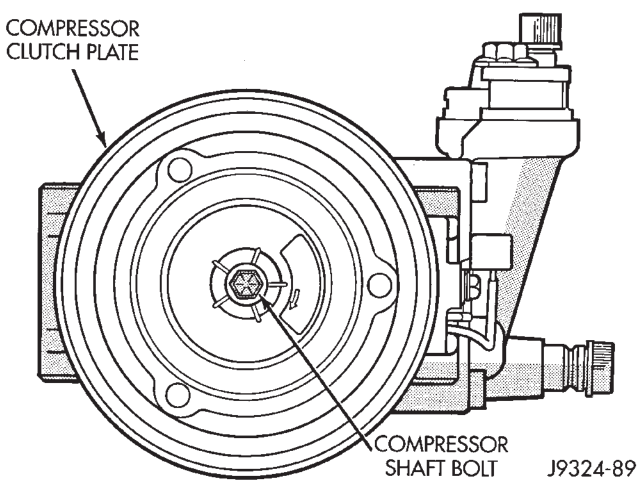


Fig. 18 Compressor Shaft Bolt

(3) Tap the clutch plate with a plastic mallet to release it from the splines on the compressor shaft. Remove clutch plate and shim(s) from the compressor shaft (Fig. 19).

CAUTION: Do not pry between the clutch plate assembly and the pulley to remove the front plate. This may damage the front plate assembly.

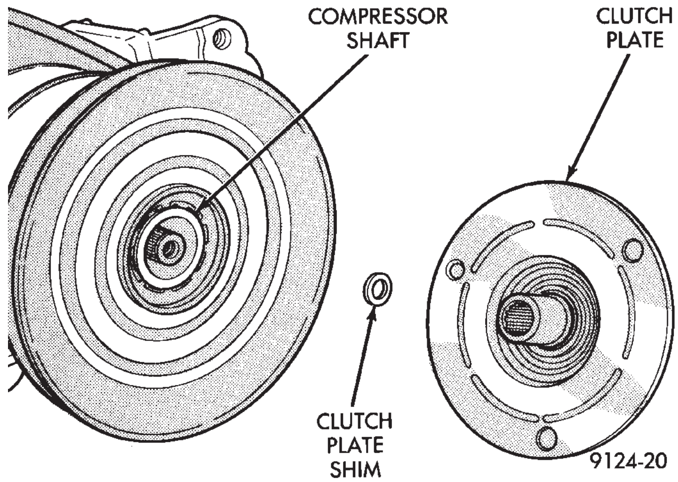


Fig. 19 Clutch Plate and Shim

(4) Remove the pulley retaining snap ring with snap ring pliers (Special Tool C-4574) and slide the pulley assembly off of the compressor (Fig. 20).

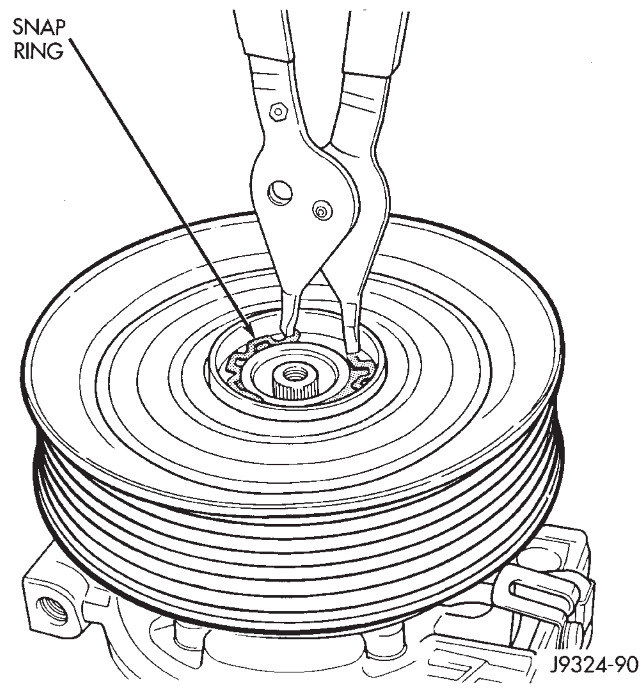


Fig. 20 Pulley Snap Ring Remove/Install

(5) Remove the screw and retainer from the clutch coil lead wire on the compressor front housing.

REMOVAL AND INSTALLATION (Continued)

(6) Remove the snap ring from the compressor hub and remove the clutch field coil (Fig. 21). Slide the clutch field coil off of the compressor hub.

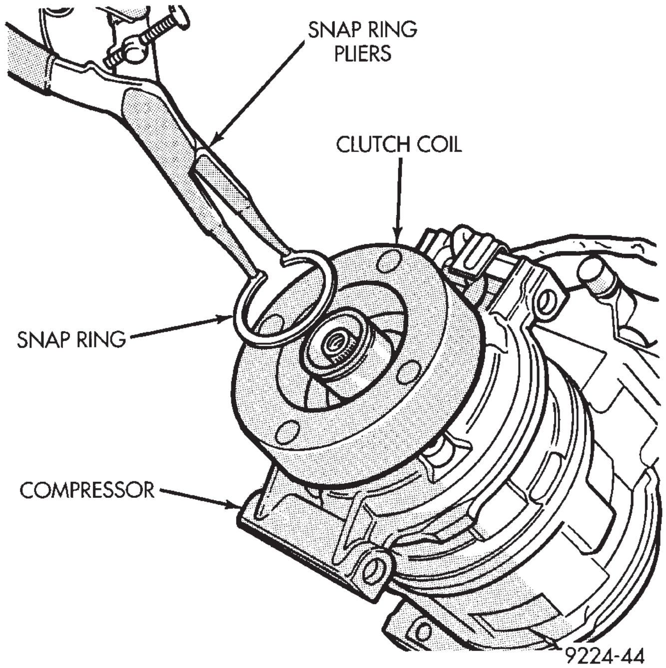


Fig. 21 Clutch Coil Snap Ring Remove/Install

INSPECTION

Examine the friction surfaces of the clutch pulley and the front plate for wear. The pulley and front plate should be replaced if there is excessive wear or scoring.

If the friction surfaces are oily, inspect the shaft and nose area of the compressor for oil. Remove the felt from the front cover. If the felt is saturated with oil, the shaft seal is leaking and the compressor must be replaced.

Check the clutch pulley bearing for roughness or excessive leakage of grease. Replace the bearing, if required.

INSTALLATION

(1) Align the dowel pin on the back of the clutch field coil with the hole in the compressor front housing and press the field coil into place.

(2) Install the clutch coil wire lead retaining clip on the compressor front housing and tighten the retaining screw.

(3) Install the clutch field coil and snap ring with snap ring pliers (Special Tool C-4574). The bevel side of the snap ring must be facing outward. Also, both eyelets of the snap ring must be to the right or left of the pin on the compressor. Press the snap ring to make sure it is properly seated in the groove.

CAUTION: If the snap ring is not fully seated in the groove it will vibrate out, resulting in a clutch failure and severe damage to the front housing of the compressor.

(4) Install the pulley assembly onto the compressor. If necessary, place a block of wood on the friction surface and tap gently with a hammer (Fig. 22).

CAUTION: Do not mar the pulley friction surface.

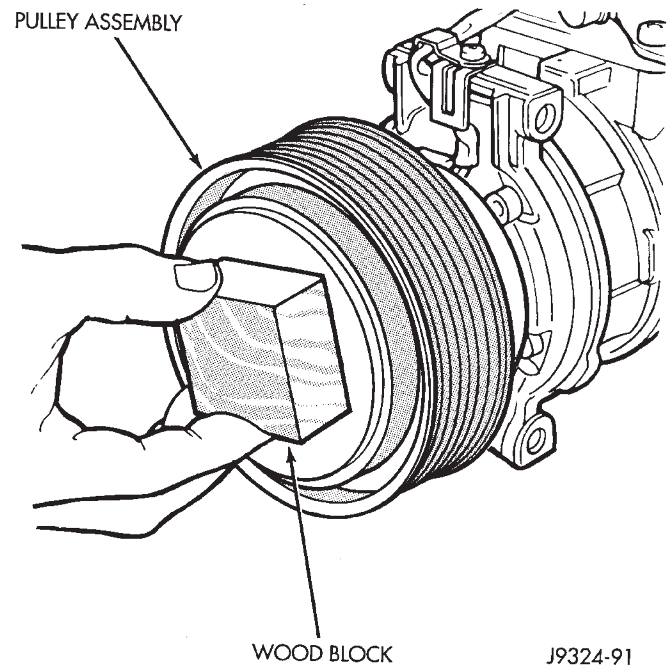


Fig. 22 Pulley Assembly Install

(5) Install the pulley assembly retaining snap ring (bevel side outward) with snap ring pliers (Special Tool C-4574). Press the snap ring to make sure it is properly seated in the groove.

(6) If the original front plate assembly and pulley assembly are to be reused, the old shim(s) can be used. If not, place a stack of shim(s) equal to the old shim(s) on the shaft against the shoulder.

(7) Install the front plate assembly onto the shaft.

(8) With the front plate assembly tight against the shim(s), measure the air gap between the front plate and the pulley face with feeler gauges. The air gap should be between 0.35 - 0.65 mm (.014 - .026 in.). If the proper air gap is not obtained, add or subtract shims as needed until the desired air gap is obtained.

(9) Install the compressor shaft bolt. Tighten the bolt to 13 N·m (115 in. lbs.).

NOTE: The shims may compress after tightening the shaft bolt. Check the air gap in four or more places to verify the air gap is still correct. Spin the pulley before performing a final check of the air gap.

(10) Connect the battery negative cable.

REMOVAL AND INSTALLATION (Continued)

CLUTCH BREAK-IN

After a new compressor clutch has been installed, cycle the compressor clutch approximately 20 times (5 seconds on, then 5 seconds off). During this procedure, set the heater-A/C control to the A/C (Recirc) mode, the blower motor switch in the highest speed position, and the engine speed at 1500 - 2000 rpm. This procedure (burnishing) will seat the opposing friction surfaces and provide a higher compressor clutch torque capability.

HIGH PRESSURE CUT-OFF SWITCH

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Unplug the wiring connector from the switch (Fig. 23).

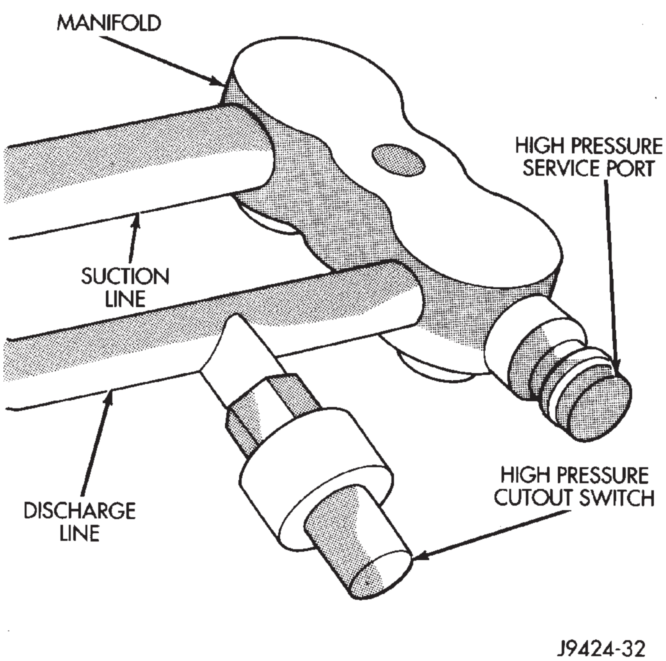


Fig. 23 High Pressure Cut-Off Switch

(3) Unscrew the switch from the discharge line fitting.

INSTALLATION

(1) Install and tighten the switch.
(2) Plug the wiring connector into the switch.
(3) Connect the battery negative cable.

HIGH PRESSURE RELIEF VALVE

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE PERFORMING THE FOLLOWING OPERATION.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Recover the refrigerant from the refrigerant system as described in this group.

(3) Turn the relief valve counterclockwise to remove it from the compressor manifold (Fig. 24).

(4) Either install a plug in, or tape over, the open fitting on the compressor manifold.

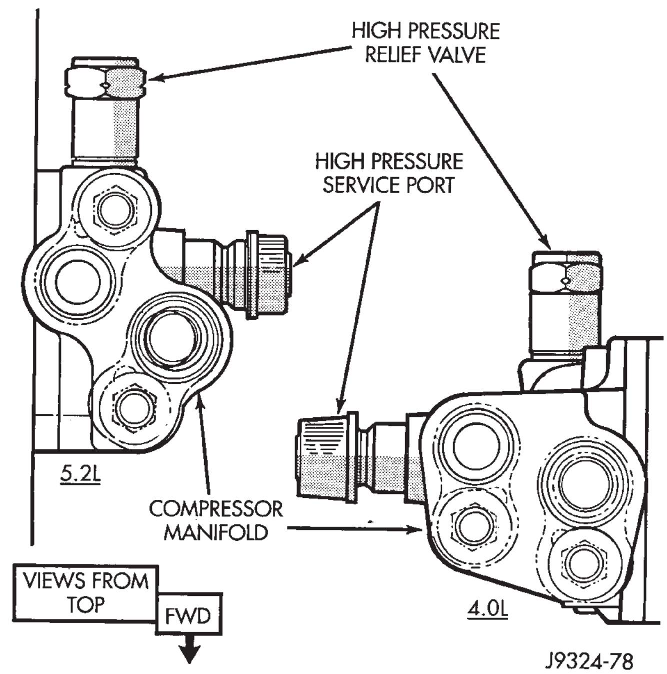


Fig. 24 High Pressure Relief Valve

INSTALLATION

(1) Remove the plug or tape from the compressor manifold fitting.

(2) Install the high pressure relief valve in the compressor manifold.

(3) Evacuate and charge the refrigerant system as described in this group.

(4) Connect the battery negative cable.

CONDENSER

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE PERFORMING THE FOLLOWING OPERATION.

CAUTION: When removing the condenser note the locations of all of the radiator and condenser air seals. These seals are used to direct air through the condenser and radiator. They must be installed in their original locations to prevent engine overheating (Fig. 25).

REMOVAL AND INSTALLATION (Continued)

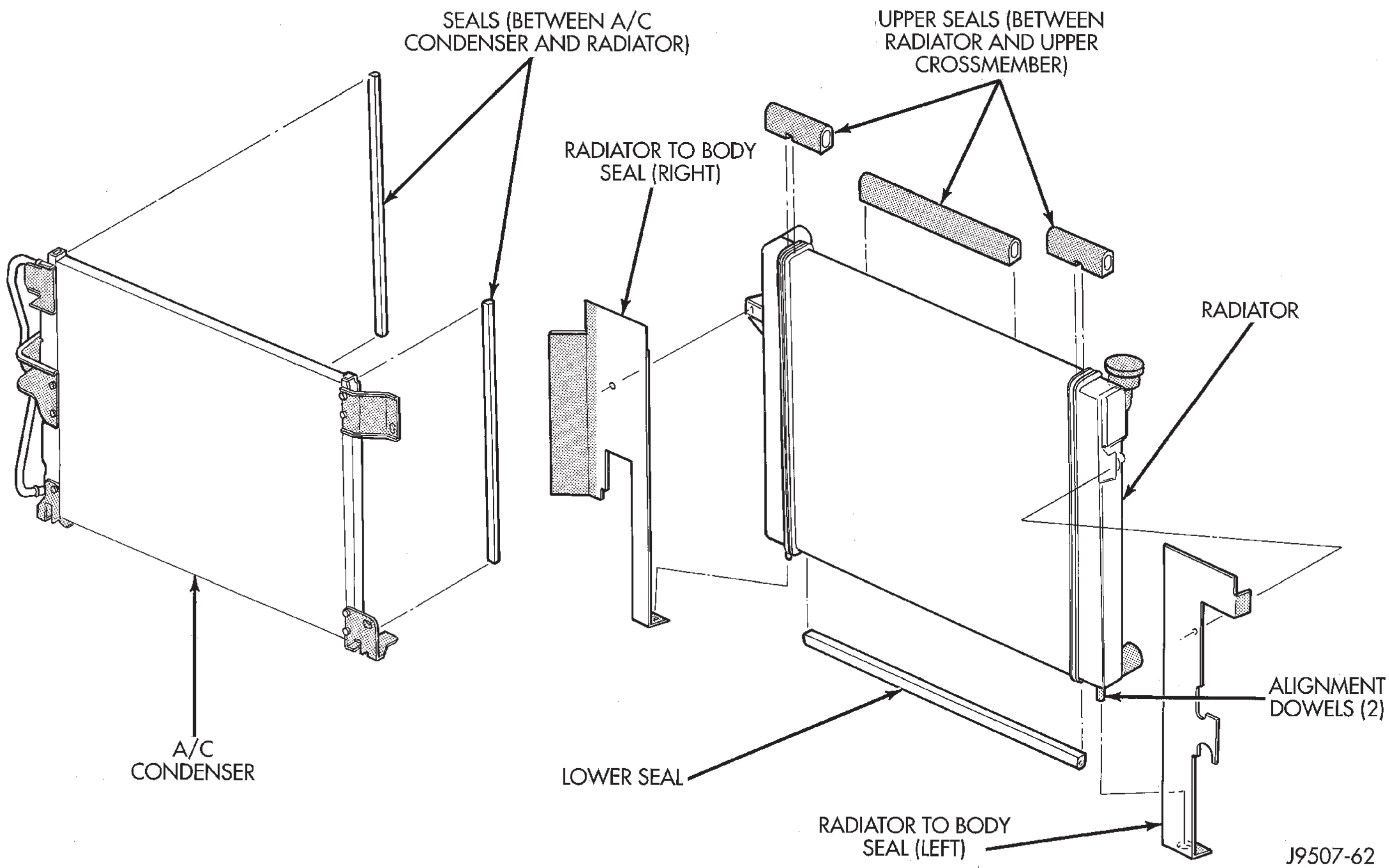


Fig. 25 Air Seals

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Recover the refrigerant from the refrigerant system as described in this group.

(3) Disconnect the refrigerant lines from the condenser. Install plugs in, or tape over, all of the open refrigerant fittings.

(4) Remove the radiator grille panel. Refer to Group 23 - Body Components for the procedures.

(5) Remove the upper bolts from the two radiator braces (Fig. 26).

(6) Remove the two nuts securing the radiator to the crossmember (Fig. 27).

(7) Reach through the grille opening and remove the bolt securing the lower hood latch support to the lower front crossmember.

(8) The radiator upper crossmember can be adjusted left or right through the use of its slotted mounting holes. Before removal, mark the original position of the crossmember.

(9) Remove the remaining bolts securing the radiator upper crossmember to the body. Do not remove the hood latch or hood latch cable from the crossmember. Lift the crossmember straight up and lay it to the side.

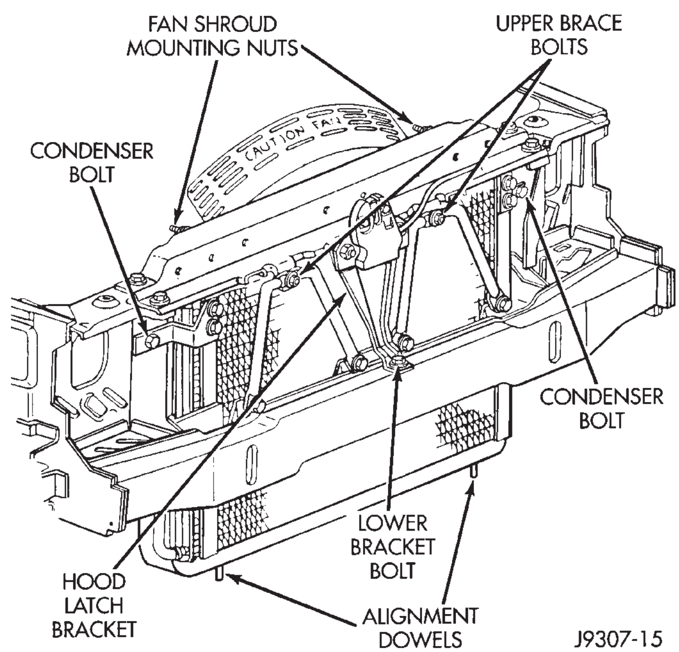


Fig. 26 Condenser Mounting

(10) Remove the four bolts securing the lower condenser.

REMOVAL AND INSTALLATION (Continued)

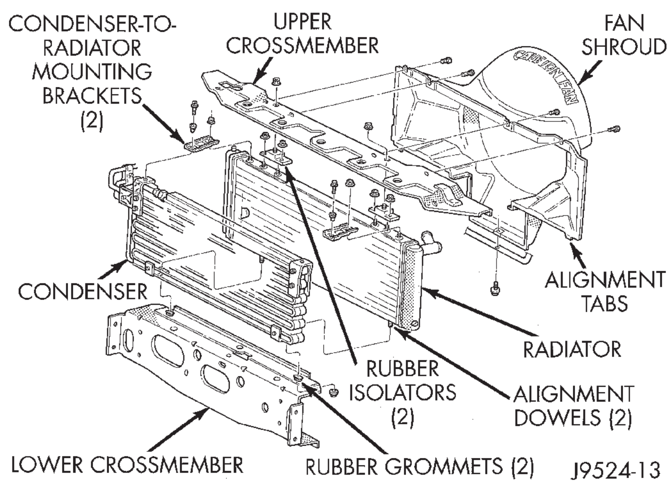


Fig. 27 Radiator Upper Crossmember - Typical

(11) Remove the two bolts securing the upper condenser.

(12) Carefully remove the condenser from the vehicle.

INSTALLATION

(1) Carefully position the condenser in the vehicle.

(2) Install and tighten the two bolts securing the upper condenser.

(3) Install and tighten the four bolts securing the lower condenser.

(4) Align the radiator upper crossmember with the scribe marks. Install and tighten the bolts securing the radiator upper crossmember to the body.

(5) Install and tighten the nuts securing the radiator to the upper crossmember.

(6) Reach through the grille opening to install and tighten the bolt securing the lower hood latch support to the lower front crossmember.

(7) Install and tighten the two bolts securing the radiator braces to the upper radiator crossmember.

(8) Install the grille panel.

(9) Remove the plugs or tape from the open refrigerant line fittings and connect the refrigerant lines to the condenser.

(10) Evacuate the refrigerant system as described in this group.

(11) Add 1 ounce of refrigerant oil to the refrigerant system if the condenser was replaced.

(12) Charge the refrigerant system as described in this group.

(13) Connect the battery negative cable.

FIXED ORIFICE TUBE

The fixed orifice tube is located in the liquid line near the condenser. The orifice has filter screens on the inlet and outlet ends of the tube body. If the fixed orifice tube is faulty or plugged, the liquid line must be replaced.

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE PERFORMING THE FOLLOWING OPERATION.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Recover the refrigerant from the refrigerant system as described in this group.

(3) Disconnect the refrigerant line couplers at the condenser outlet line and the evaporator inlet line.

(4) Remove the liquid line from the vehicle.

INSTALLATION

(1) Install the fixed orifice tube in the liquid line.

(2) Connect the liquid line at the evaporator inlet line and the condenser outlet line.

(3) Evacuate and charge the refrigerant system as described in this group.

(4) Connect the battery negative cable.

ACCUMULATOR

WARNING: REVIEW THE WARNINGS AND CAUTIONS IN THE FRONT OF THIS GROUP BEFORE PERFORMING THE FOLLOWING OPERATION.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Recover the refrigerant from the refrigerant system as described in this group.

(3) Disconnect the refrigerant lines from the compressor and the evaporator. Install plugs in, or tape over, all of the open refrigerant fittings.

(4) Unplug the wire harness from the low pressure cycling clutch switch (Fig. 28).

(5) Loosen the support bracket screw.

(6) Remove the accumulator.

INSTALLATION

NOTE: Add 4 ounces of refrigerant oil to the accumulator if it is being replaced.

(1) Install the accumulator in the support bracket.

(2) Tighten the support bracket screw.

(3) Plug the wire harness into the low pressure cycling clutch switch.

(4) Remove the plugs or tape from the refrigerant line fittings. Connect the refrigerant lines to the compressor and the evaporator.

(5) Evacuate and charge the refrigerant system as described in this group.

(6) Connect the battery negative cable.

REMOVAL AND INSTALLATION (Continued)

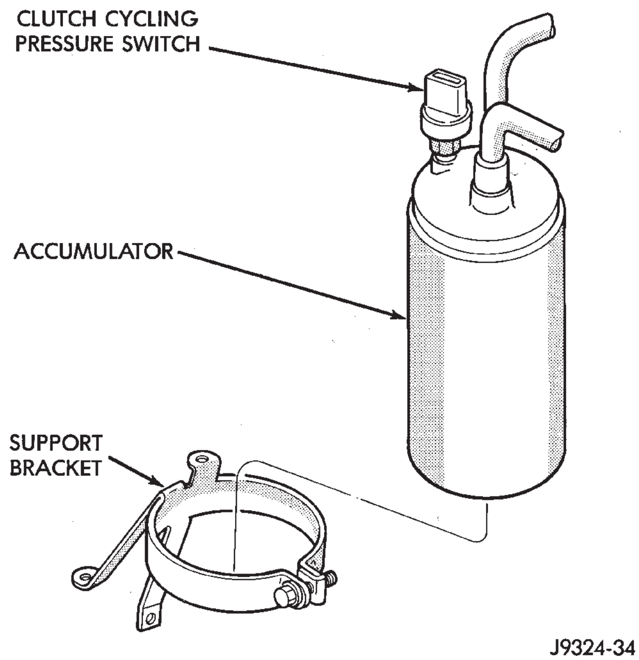


Fig. 28 Accumulator and Bracket

LOW PRESSURE CYCLING CLUTCH SWITCH

(1) Disconnect and isolate the battery negative cable.

(2) Unplug the wire harness connector from the switch.

(3) Unscrew the switch from the fitting on the accumulator.

(4) Reverse the removal procedures to install.

AMBIENT TEMPERATURE SENSOR

(1) Disconnect and isolate the battery negative cable.

(2) Remove the radiator grille unit. Refer to Group 23 - Body Components for the procedure.

(3) Locate the temperature sensor, on the radiator support behind the grille (Fig. 29).

(4) Unplug the temperature sensor wiring connector.

(5) Remove the temperature sensor mounting bolt and remove the sensor.

(6) Reverse the removal procedures to install.

HEATER-A/C CONTROL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

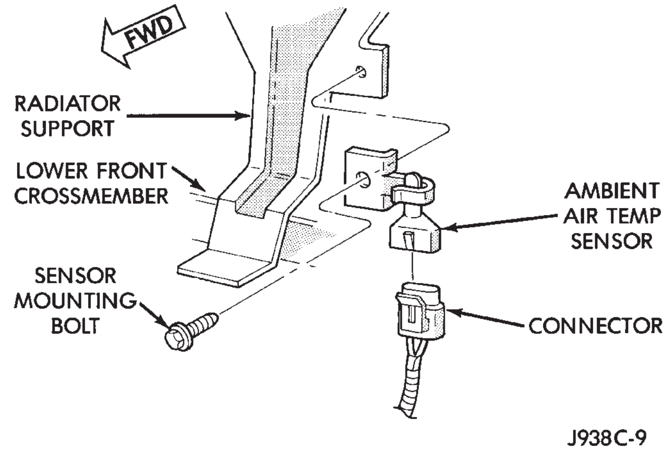


Fig. 29 Temperature Sensor Remove/Install

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick or other suitable wide flat-bladed tool, pry gently around the edges of the right switch pod bezel and remove the bezel.

(3) Remove the three screws securing the heater-A/C control to the instrument panel (Fig. 30).

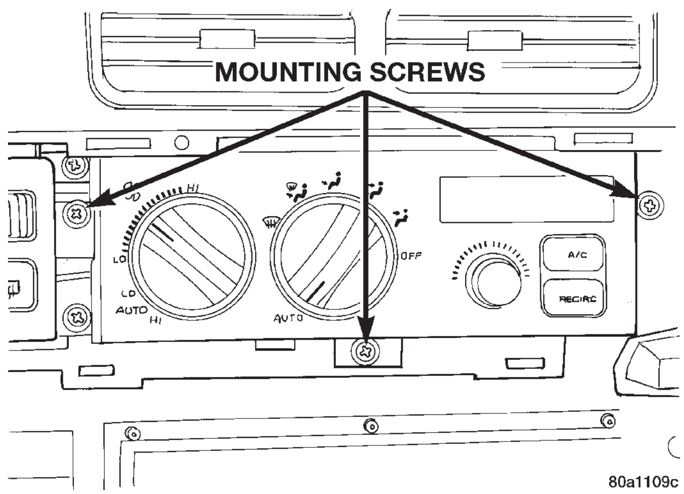


Fig. 30 Heater-A/C Control Remove/Install

(4) Pull the heater-A/C control out from the instrument panel far enough to access the connectors on the back of the control.

(5) Unplug the electrical and/or vacuum connectors from the back of the heater-A/C control (Fig. 31).

(6) Remove the heater-A/C control from the instrument panel.

INSTALLATION

(1) Connect the vacuum and electrical connectors to the heater-A/C control.

(2) Install the heater-A/C control to the instrument panel with three screws.

REMOVAL AND INSTALLATION (Continued)

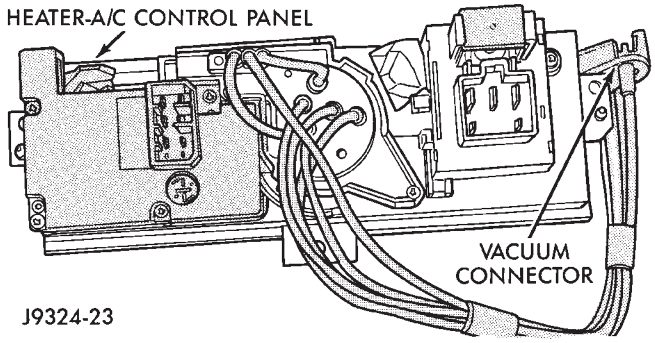


Fig. 31 Heater-A/C Control Connectors - Typical

(3) Install the right switch pod bezel.

(4) Connect the battery negative cable.

SOLAR SENSOR

This sensor is used only on models with the optional ATC system.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Using a trim stick or other suitable wide flat-bladed tool, pry gently along the edge of the instrument panel cowl top trim panel to release the snap clips (Fig. 32).

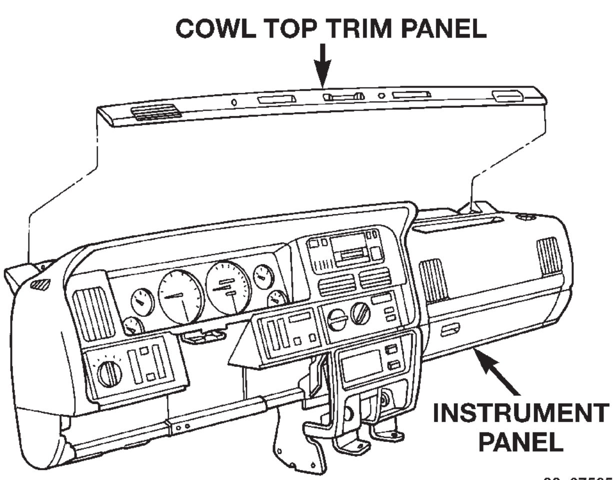


Fig. 32 Cowl Top Trim Remove/Install

(3) Lift the cowl top trim panel far enough to reach underneath it to access the solar sensor, which is located between the right and center defroster outlets.

(4) Use a twisting motion to remove the solar sensor from the cowl top trim panel (Fig. 33).

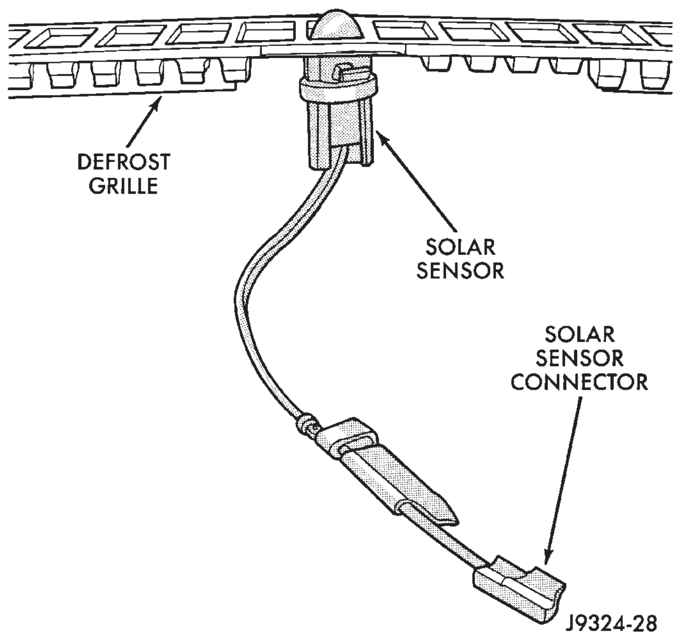


Fig. 33 Solar Sensor

(5) Pull the sensor out far enough to access the wiring connector and unplug it from the instrument panel wiring.

INSTALLATION

(1) Connect the solar sensor connector.

(2) Install the solar sensor into the cowl top trim panel.

(3) Press the cowl top trim panel down until the snap clips engage in the top of the instrument panel.

(4) Connect the battery negative cable.

IN-VEHICLE TEMPERATURE SENSOR

This sensor is used only on models with the optional ATC system.

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

REMOVAL AND INSTALLATION (Continued)

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Remove the lower right instrument panel module. Refer to Group 8E - Instrument Panel Systems for the procedures.

(3) Disconnect the aspirator hose at the in-line splice connector near the right side floor pan transmission tunnel under the instrument panel (Fig. 34).

(4) (Fig. 34).

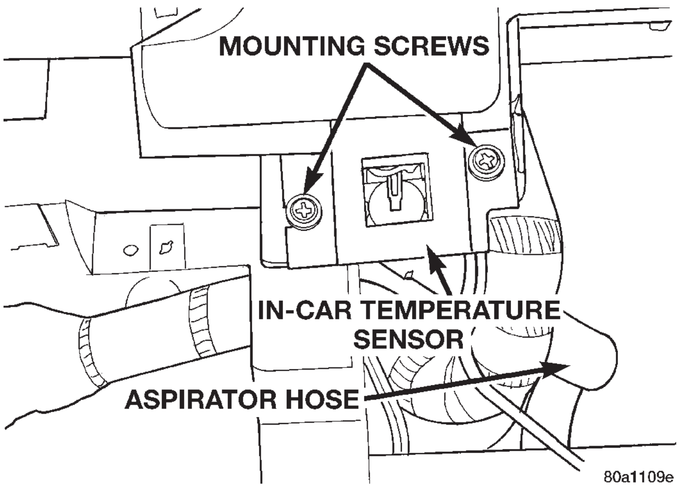


Fig. 34 In-Vehicle Temperature Sensor

(5) Reach behind the sensor and unplug the wiring connector.

(6) Remove the two screws securing the sensor assembly to the instrument panel.

(7) Remove the sensor assembly from the instrument panel.

INSTALLATION

(1) Insert the in-vehicle temperature sensor into the instrument panel.

(2) Install the two sensor mounting screws.

(3) Connect the sensor wiring.

(4) Connect the aspirator hose to the in-line splice connector.

(5) Install the lower right instrument panel module. Refer to Group 8E - Instrument Panel Systems for the procedures.

BLOWER MOTOR

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Disconnect the blower motor cooling tube (Fig. 35).

(3) Remove the blower motor wiring from the retainer. Unplug the wiring connector.

(4) Remove the blower motor and wheel assembly mounting screws.

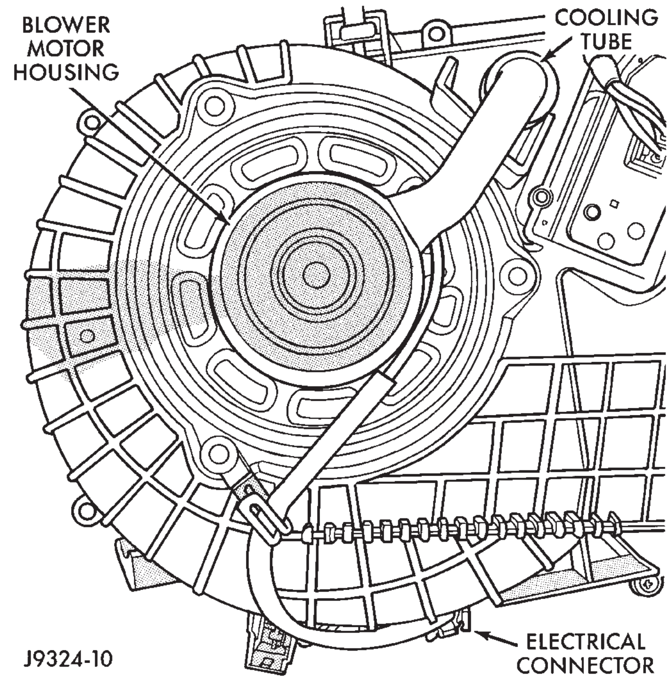


Fig. 35 Blower Motor

(5) Remove the blower motor and wheel.

(6) Remove the blower motor wheel retainer clip and remove the wheel from the blower motor shaft (Fig. 36).

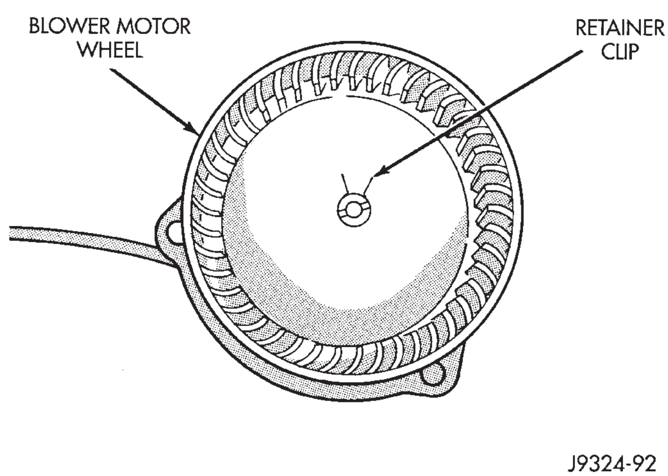


Fig. 36 Blower Motor Wheel

INSTALLATION

(1) Press the blower motor wheel onto the blower motor shaft. Be sure the flat on the blower motor shaft lines up with the flat inside the wheel.

(2) Install the retainer clip. The ears of the retainer clip must be over the flat surface on the motor shaft.

(3) Be certain that the blower motor seal is installed on the blower motor housing (Fig. 37).

(4) Install the blower motor.

REMOVAL AND INSTALLATION (Continued)

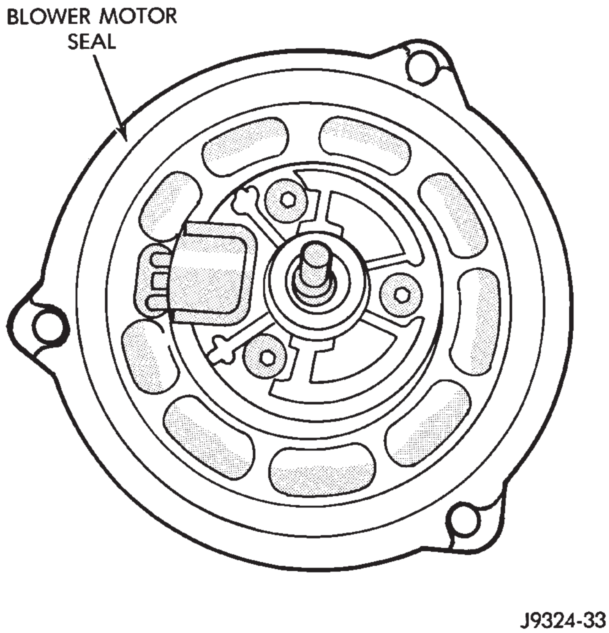


Fig. 37 Blower Motor Seal

(5) Install and tighten the blower motor mounting screws.

(6) Connect the wiring connector and install the wiring into the retainer.

(7) Connect the blower motor cooling tube.

(8) Connect the battery negative cable.

BLOWER MOTOR RESISTOR/POWER MODULE

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Unplug the blower motor resistor/power module connector.

(3) Remove the resistor/power module retaining screws.

(4) Remove the blower motor resistor/power module (Fig. 38).

INSTALLATION

(1) Install the blower motor resistor/power module. Install and tighten the screws.

(2) Connect the resistor/module connector.

(3) Connect the battery negative cable.

HIGH SPEED BLOWER MOTOR RELAY

This relay is used only on models equipped with the optional ATC system.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Locate the relay near the right end of the heater-A/C housing under the instrument panel (Fig. 39).

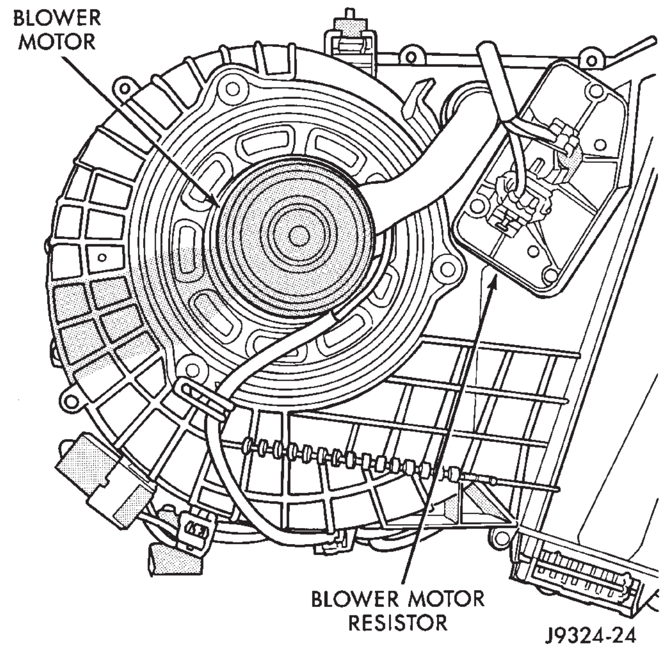


Fig. 38 Blower Motor Resistor/Power Module

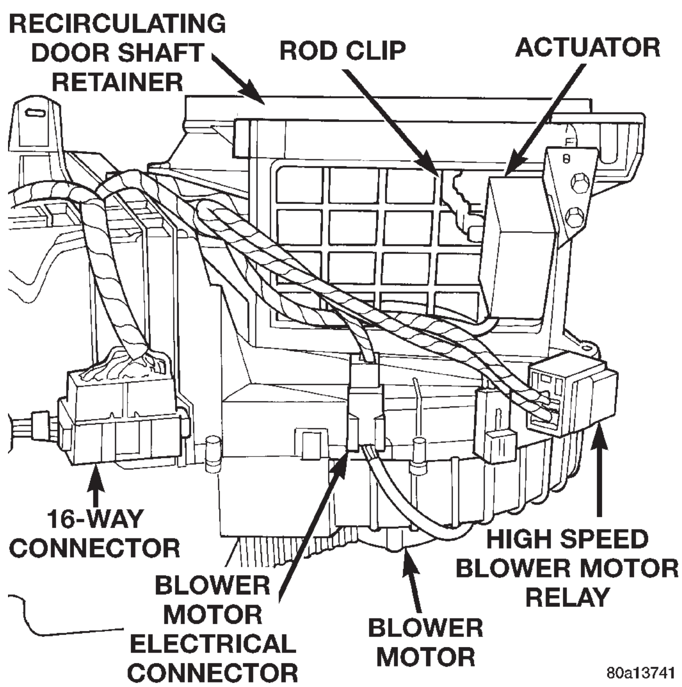


Fig. 39 High Speed Blower Motor Relay

(3) Unclip the relay connector from the side of the heater-A/C housing.

(4) Unplug the relay from the connector.

INSTALLATION

(1) Align the relay terminals with the cavities in the relay connector.

(2) Push the relay firmly into the connector.

(3) Clip the relay connector back on the side of the heater-A/C housing.

REMOVAL AND INSTALLATION (Continued)

(4) Connect the battery negative cable.

TEMPERATURE/BLEND-AIR DOOR MOTOR

The temperature/blend air door motor is located under the instrument panel and can be removed from the passenger compartment.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Unplug the wire connector from the motor (Fig. 40).

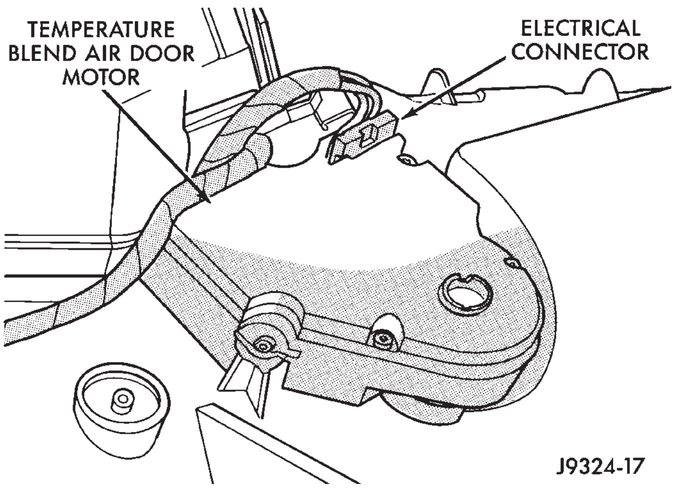


Fig. 40 Temperature/Blend-Air Door Motor

(3) Remove the screws securing the motor to the heater-A/C housing.

(4) Remove the temperature/blend air door motor.

INSTALLATION

(1) Position the motor over the door connection.

(2) Install and tighten the screws securing the motor to the heater-A/C housing.

(3) Connect the wire harness to the motor.

(4) Connect the battery negative cable.

DUCTS AND OUTLETS

DEFROSTER DUCT

(1) Remove the instrument panel from the vehicle as described in Group 8E - Instrument Panel Systems.

(2) Remove three screws securing the defroster duct to the instrument panel armature.

(3) Remove the defroster duct.

(4) Reverse the removal procedures to install.

DEMISTER DUCTS

(1) Remove the defroster duct as described in this group.

(2) Remove the four screws securing the demister ducts to the instrument panel armature.

(3) Remove the demister ducts.

(4) Reverse the removal procedures to install.

PANEL DUCTS

(1) Remove the demister ducts as described in this group.

(2) Remove the four screws securing the panel ducts to the instrument panel armature.

(3) Remove the panel ducts.

(4) Reverse the removal procedures to install.

FLOOR DUCTS

(1) Remove the center floor console as described in Group 23 - Body Components.

(2) Remove the right front seat as described in Group 23 - Body Components.

(3) Remove the passenger side front door opening trim as described in Group 23 - Body Components.

(4) Roll back the floor carpeting.

(5) Remove the nut securing the floor duct to the stud on the floor pan transmission tunnel (Fig. 41).

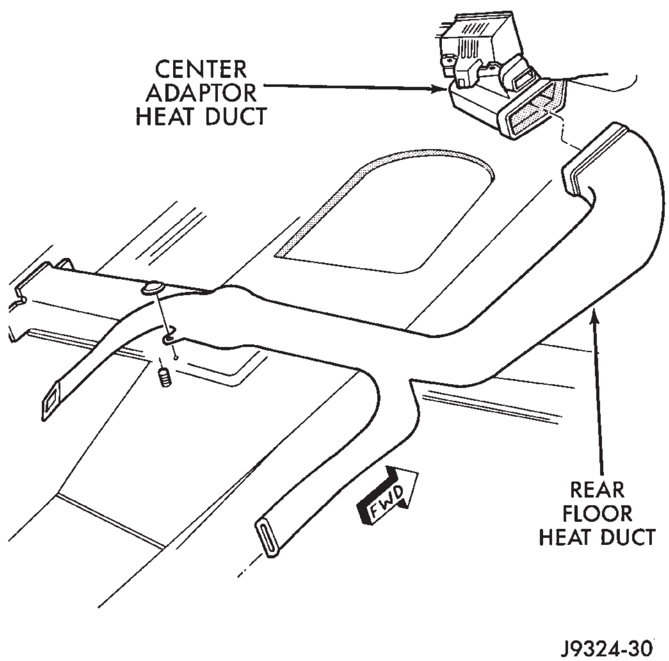


Fig. 41 Floor Duct Remove/Install

(6) Disconnect the floor duct from the center adaptor duct.

(7) Remove the floor duct from the vehicle.

(8) Reverse the removal procedures to install.

DEMISTER OUTLETS

(1) Using a trim stick or other suitable wide flat-bladed tool, pry the edge of the outlet away from the instrument panel top pad.

(2) To install, push the outlet firmly into the hole in the instrument panel top pad.

REMOVAL AND INSTALLATION (Continued)

PANEL OUTLETS

The left and center panel outlets are only serviced as part of the instrument cluster bezel unit. The right panel outlets are available for service.

(1) Remove the instrument panel top pad as described in Group 8E - Instrument Panel Systems.

(2) Remove the two screws securing each outlet to the top pad.

(3) Remove the outlet from the top pad.

(4) Reverse the removal procedures to install.

PANEL/DEFROST DOOR

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Remove the instrument panel as described in Group 8E - Instrument Panel Systems.

(3) Disconnect the panel/defrost door actuating rod (Fig. 42) or (Fig. 43).

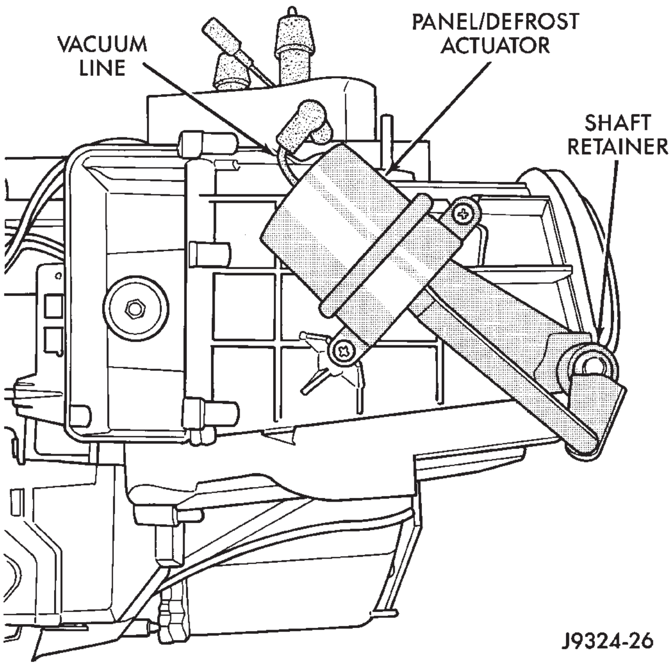


Fig. 42 Panel/Defrost Door - Manual

(4) Pry the panel/defrost door pivot shaft retainer from the pivot shaft.

(5) Remove the door through the top opening.

INSTALLATION

(1) Install the panel/defrost door through the top opening and place into position in the heater-A/C housing.

(2) Press the door pivot shaft retainer onto the pivot shaft.

(3) Connect the actuating rod and rod clip to the shaft retainer.

(4) Install the instrument panel as described in Group 8E - Instrument Panel Systems.

(5) Connect the battery negative cable.

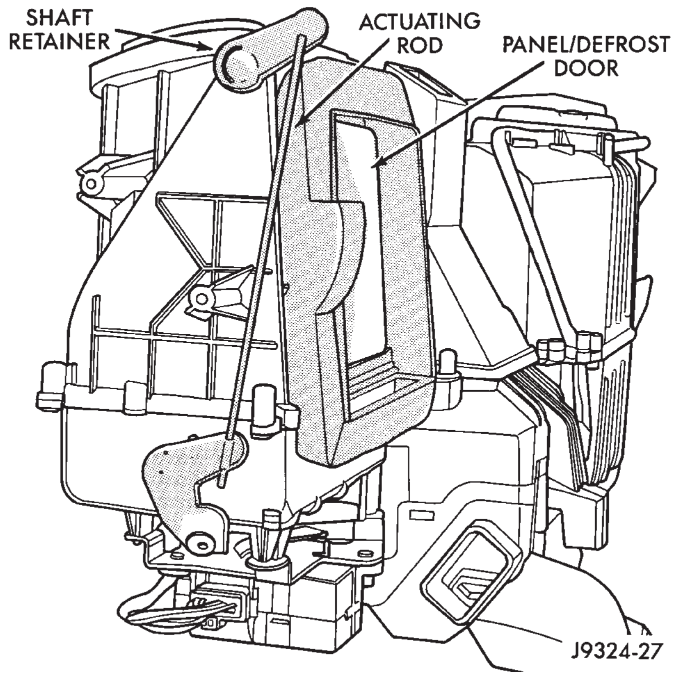


Fig. 43 Panel/Defrost Door - ATC

RECIRCULATING AIR DOOR ACTUATOR

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Remove the instrument panel as described in Group 8E - Instrument Panel Systems.

(3) Disconnect the actuator vacuum line (Fig. 44) or electrical connector (Fig. 45).

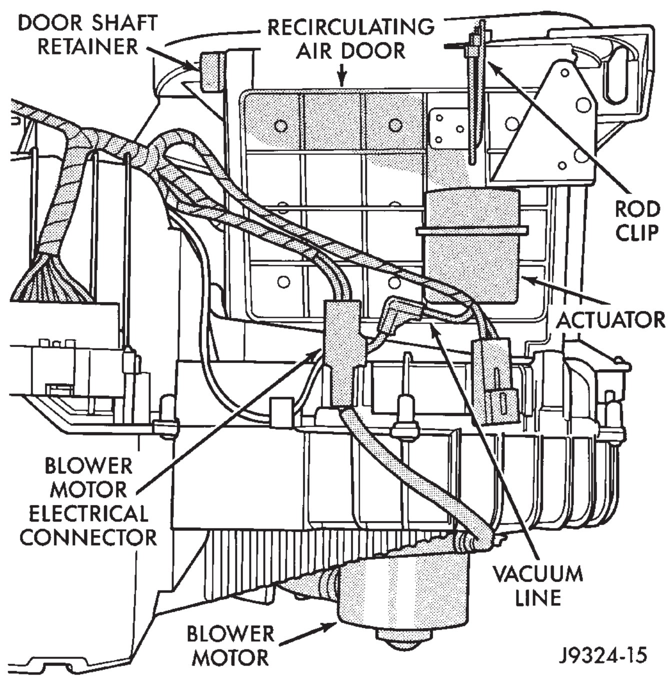


Fig. 44 Recirculating Air Door Actuator - Manual

REMOVAL AND INSTALLATION (Continued)

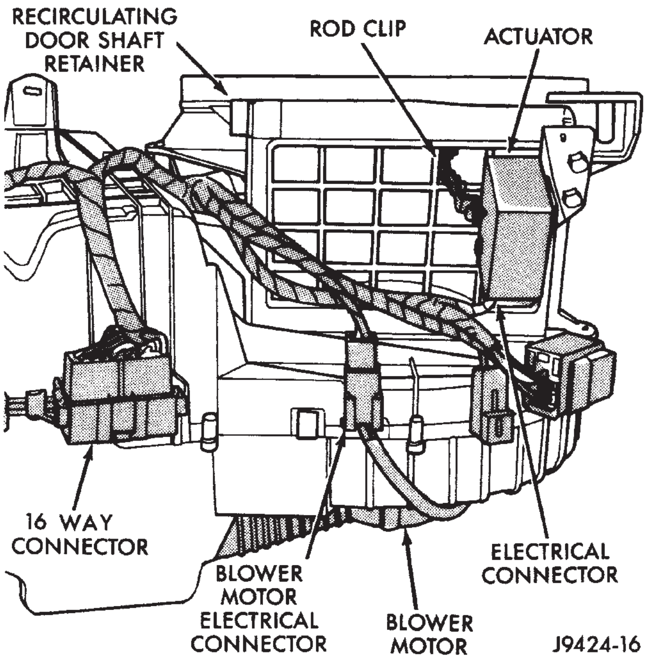


Fig. 45 Recirculating Air Door Actuator - ATC

(4) Disconnect the actuating rod clip.

(5) Remove the screws securing the actuator to the heater-A/C housing.

(6) Remove the actuator from the heater-A/C housing.

INSTALLATION

(1) Position the actuator on the heater-A/C housing.

(2) Install and tighten the screws securing the actuator to the housing.

(3) Connect the actuating rod and clip to the door lever.

(4) Connect the vacuum line or the electrical connector to the actuator.

(5) Install the instrument panel as described in Group 8E - Instrument Panel Systems.

(6) Connect the battery negative cable.

HEATER-A/C HOUSING

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Recover the refrigerant from the refrigerant system as described in this group.

(3) Disconnect the refrigerant lines from the evaporator tubes (Fig. 46). Install plugs in, or tape over, all of the open refrigerant fittings.

(4) Drain the cooling system. Refer to Group 7 - Cooling System for the procedures.

(5) Disconnect the heater hoses from the heater core tubes.

(6) Remove the coolant reserve/overflow bottle.

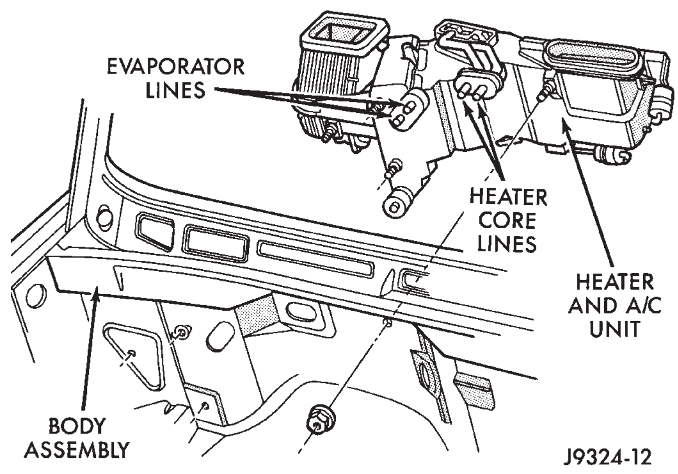


Fig. 46 Heater-A/C Housing

(7) Remove the Powertrain Control Module (PCM) and set aside. Do not unplug the PCM connectors.

(8) Remove the heater-A/C housing mounting nuts from the studs on the engine compartment side of the dash panel.

(9) Remove the instrument panel. Refer to Group 8E - Instrument Panel Systems for the procedures.

(10) Disconnect the rear floor heat duct from the center adaptor (Fig. 47).

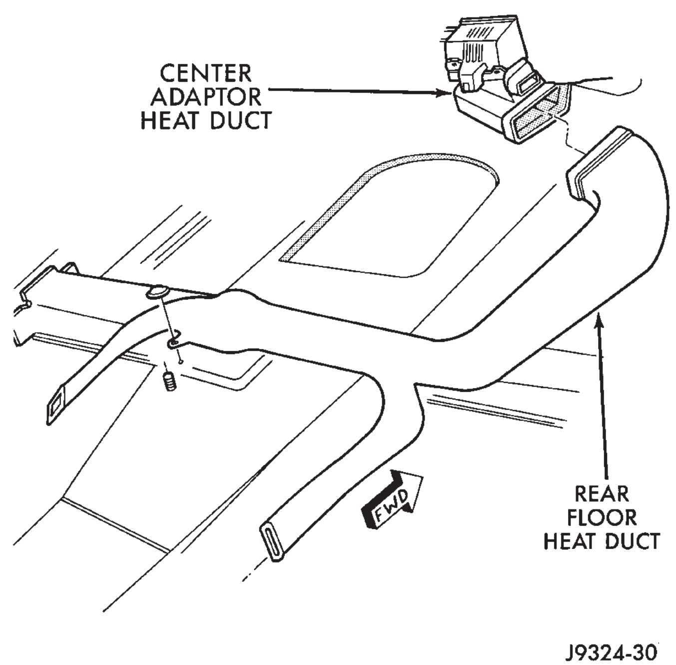


Fig. 47 Rear Floor Heat Duct

(11) Unplug the heater-A/C housing electrical connections.

REMOVAL AND INSTALLATION (Continued)

(12) Remove the heater-A/C housing mounting nuts from the studs on the passenger compartment side of the dash panel (Fig. 48).

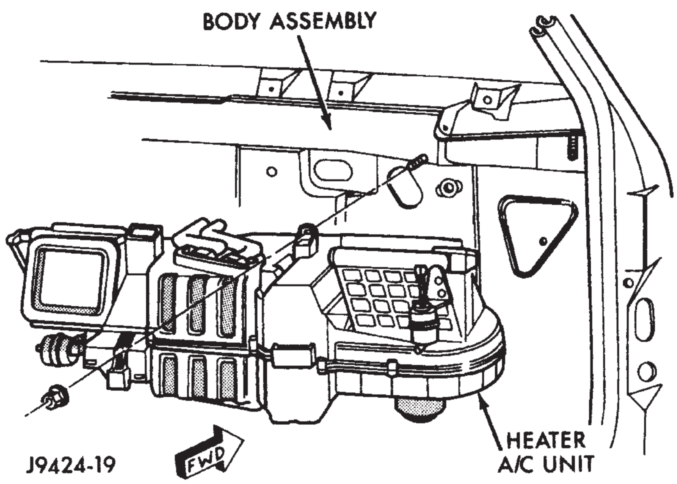


Fig. 48 Heater A/C Housing Remove/Install

(13) Remove the heater-A/C housing from the vehicle.

INSTALLATION

(1) Position the heater-A/C housing to the dash panel. Be sure the drain tube is positioned in the dash panel drain hole.

(2) Install the mounting nuts to the studs on the passenger compartment side of the dash panel. Tighten the nuts to 4.5 N·m (40 in. lbs.).

(3) Install the mounting nuts to the studs on the engine compartment side of the dash panel. Tighten the nuts to 7 N·m (60 in. lbs.).

(4) Connect the heater hoses to the heater core tubes.

(5) Unplug or remove the tape from the refrigerant fittings, and connect the refrigerant lines to the evaporator tubes.

(6) Install the coolant reserve/overflow bottle.

(7) Install the PCM.

(8) Connect the rear floor heat duct to the center adaptor. Check that the carpet is not interfering with any duct outlets.

(9) Connect the heater-A/C housing electrical connectors.

(10) Install the instrument panel. Refer to Group 8E - Instrument Panel Systems for the procedures.

(11) Fill the cooling system. Refer to Group 7 - Cooling System for the procedures.

(12) Evacuate and charge the refrigerant system as described in this group.

(13) Start the vehicle and check for proper operation of the heating and air conditioning systems.

HEATER CORE

REMOVAL

(1) Remove the heater-A/C housing as described in this group.

(2) Remove the heater core retaining screws.

(3) Pull the heater core straight out of the housing (Fig. 49).

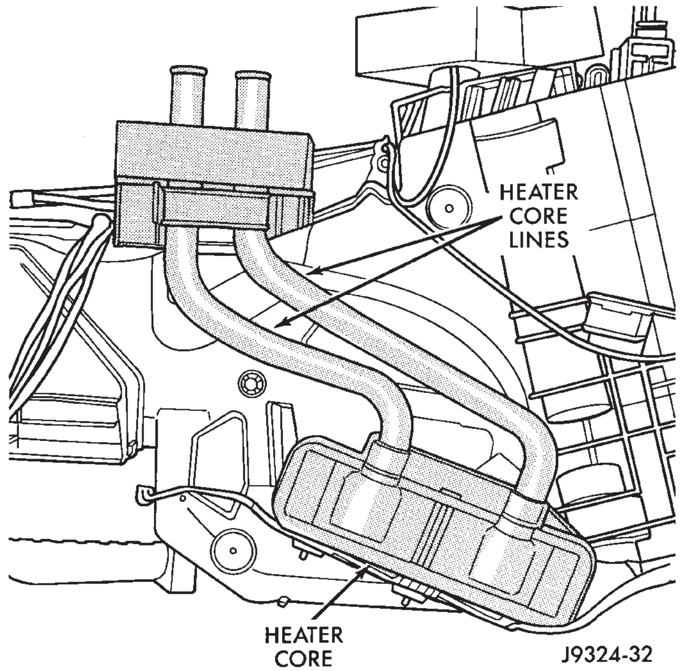


Fig. 49 Heater Core

INSTALLATION

(1) Install the heater core into the housing.

(2) Position the clips over the heater core tubes. Install and tighten the screws.

(3) Install the heater-A/C housing as described in this group.

EVAPORATOR COIL

REMOVAL

(1) Remove the heater-A/C housing as described in this group.

(2) Turn the heater-A/C housing upside down.

(3) Remove the retaining screws holding the two housing halves together. Remove the center heat duct adaptor and remove the screw.

(4) Carefully turn the heater-A/C housing over. Remove the top half of the housing (Fig. 50).

(5) Remove the evaporator from the housing.

INSTALLATION

(1) Position the evaporator in the bottom half of the heater-A/C housing.

REMOVAL AND INSTALLATION (Continued)

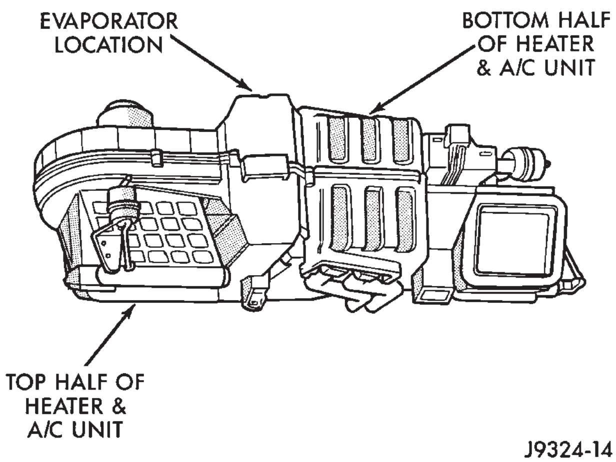


Fig. 50 Evaporator in Heater-A/C Housing (Upside Down)

(2) Position the top half of the heater-A/C housing over the bottom half. Carefully turn the housing over. Install and tighten the retaining screws.

(3) Snap on the center heat duct adaptor.

(4) Install the heater-A/C housing as described in this group.

NOTE: If the evaporator was replaced, add 2 ounces of refrigerant oil to the refrigerant system.

HEAT/DEFROST DOOR ACTUATOR

This actuator is used only on models equipped with the standard manual temperature control system.

REMOVAL

(1) Remove the heater-A/C housing from the vehicle as described in this group.

(2) Turn the heater-A/C housing upside down.

(3) Disconnect the vacuum line from the actuator (Fig. 51).

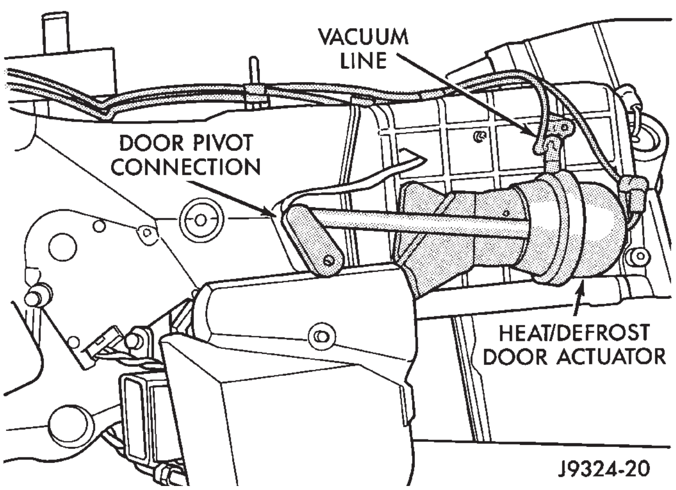


Fig. 51 Heat/Defrost Door Actuator

(4) Separate the door pivot connection from the door pivot pin.

(5) Remove the retaining screws.

(6) Remove the heat/defrost door actuator.

INSTALLATION

(1) Install the heat/defrost door actuator.

(2) Install and tighten the retaining screws.

(3) Press the door pivot connection onto the door pivot pin.

(4) Connect the vacuum line.

(5) Install the heater-A/C housing into the vehicle.

PANEL/DEFROST DOOR ACTUATOR

This actuator is used only on models equipped with the standard manual temperature control system.

REMOVAL

(1) Remove the heater-A/C housing as described in this group.

(2) Disconnect the vacuum line from the actuator (Fig. 52).

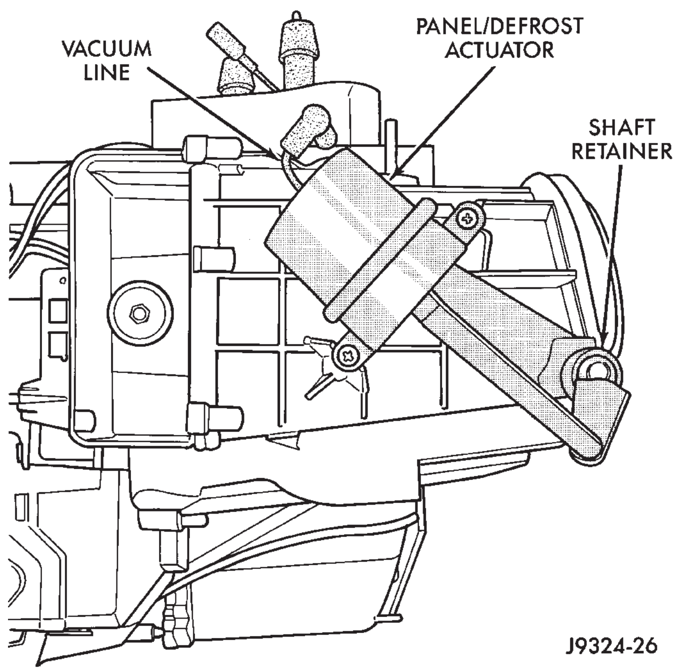


Fig. 52 Panel/Defrost Door Actuator

(3) Separate the actuator door pivot connection from the door pivot pin.

(4) Remove the retaining screws.

(5) Remove the panel/defrost door actuator.

INSTALLATION

(1) Install the panel/defrost door actuator.

(2) Install and tighten the retaining screws.

(3) Press the actuator door pivot connection onto the door pivot pin.

(4) Connect the vacuum line to the actuator.

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TSB 26-12-96 December, 1996

(5) Install the heater-A/C housing as described in this group.

HEAT/DEFROST - PANEL/DEFROST DOOR MOTOR

This motor is used only on models equipped with the optional Automatic Temperature Control (ATC) system.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Remove the two bolts that secure the center instrument panel suppport bracket to the left side of the floor pan transmission tunnel.

(3) Remove the two bolts that secure the center instrument panel support bracket to the instrument panel.

(4) Remove the center instrument panel support bracket from the vehicle.

(5) Unplug the wire harness connector from the motor (Fig. 53).

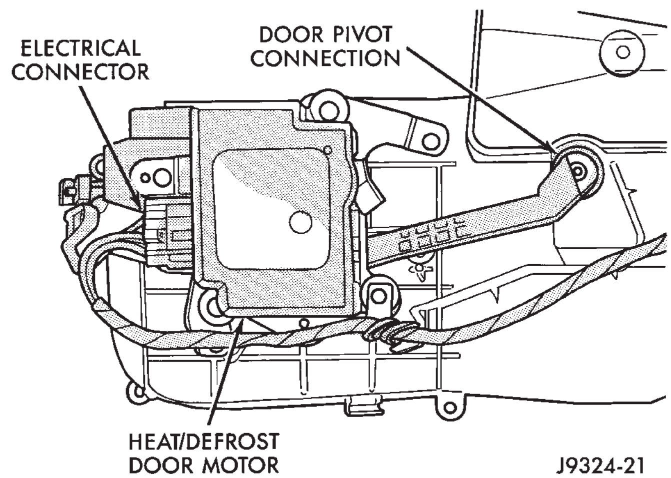

Fig. 53 Heat/Defrost - Panel/Defrost Door Motor

(6) Remove the three screws that secure the motor to the bottom of the heater/A/C housing.

(7) Remove the motor from the housing.

INSTALLATION

(1) Position the heat/defrost-panel/defrost door motor to the bottom of the heater-A/C housing.

(2) Install and tighten the three screws that secure the motor to the housing.

(3) Plug in the wire harness connector to the motor.

(4) Position the center instrument panel support bracket to the instrument panel.

(5) Install and tighten the two bolts that secure the center instrument panel support bracket to the instrument panel.

(6) Install and tighten the two bolts that secure the center instrument panel support bracket to the left side of the floor pan transmission tunnel.

(7) Connect the battery negative cable.

HEAT/DEFROST DOOR

REMOVAL

(1) Remove the heater-A/C housing as described in this group.

(2) Turn the heater-A/C housing upside down.

(3) Separate the actuator door pivot connection from the door pivot pin.

(4) Disconnect the vacuum line from the actuator or unplug the wiring connector from the motor, as equipped.

(5) Remove the retaining screws holding the two halves of the heater-A/C housing together. Remove the center heat duct adaptor and remove the screw.

(6) Remove the bottom half of the heater-A/C housing.

(7) Remove the heat/defrost door.

INSTALLATION

(1) Position the door pivot pin in the pivot hole.

(2) Press the actuator door pivot connection onto the door pivot pin.

(3) Position the top half of the heater-A/C housing onto the bottom. Be certain the door pivot pins align with the pivot holes.

(4) Carefully turn the heater-A/C housing over. Install and tighten the screws.

(5) Snap on the center heat duct adaptor.

(6) Connect the vacuum line to the actuator or the wiring to the motor, as equipped.

(7) Install the heater-A/C housing.

RECIRCULATING AIR DOOR

REMOVAL

(1) Remove the heater-A/C housing as described in this group.

(2) Disconnect the actuator rod clip.

(3) Pry the recirculating air door shaft retainer from the shaft.

(4) Remove the recirculating air door through the top opening.

INSTALLATION

(1) Install the recirculating air door through the top opening and position in place.

(2) Press the recirculating air door shaft retainer onto the shaft.

(3) Connect the rod and rod clip to the door lever.

(4) Install the heater-A/C housing as described in this group.

REMOVAL AND INSTALLATION (Continued)

TEMPERATURE/BLEND-AIR DOOR

REMOVAL

(1) Remove the heater-A/C housing as described in this group.

(2) Turn the heater-A/C housing upside down.

(3) Remove the screws holding the two housing halves together. Remove the center heat duct adaptor and remove the screw.

(4) Remove the bottom half of the heater-A/C housing.

(5) Remove the temperature control door (Fig. 54).

(6) To reinstall the door-to-motor pivot connection, the motor must be removed from the heater-A/C housing as described in this group.

INSTALLATION

(1) If the door was removed, install the removed motor to the pivot connection. Position the motor on the heater-A/C housing and tighten the screws.

(2) Install the temperature control door.

(3) Position the top half of the heater-A/C housing onto the bottom half. Be sure the door pivot pins align with the pivot holes.

(4) Carefully turn the heater-A/C housing over. Install and tighten the screws.

(5) Snap on the center heat duct adaptor.

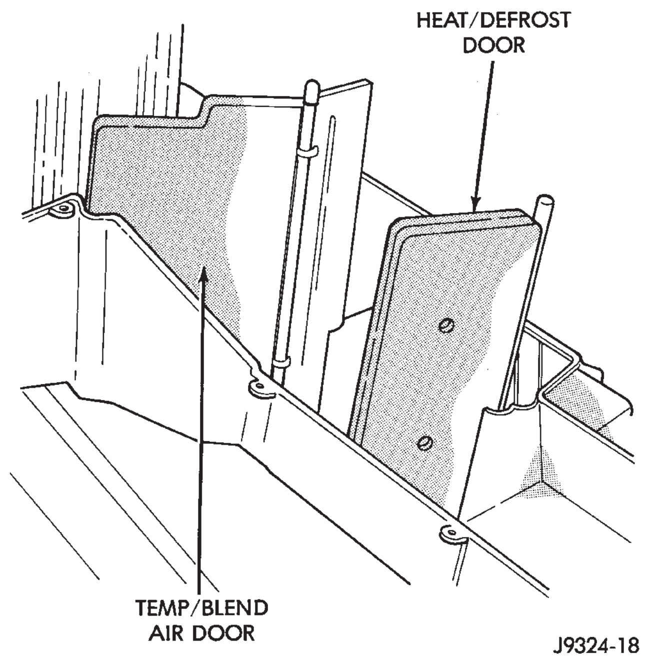

Fig. 54 Temperature Control (Blend Air) Door

(6) Install the heater-A/C housing as described in this group.

EMISSION CONTROL SYSTEMS

CONTENTS

ON-BOARD DIAGNOSTICS

INDEX

GENERAL INFORMATION

SYSTEM DESCRIPTION

The Powertrain Control Module (PCM) monitors many different circuits in the fuel injection, ignition, emission and engine systems. If the PCM senses a problem with a monitored circuit often enough to indicate an actual problem, it stores a Diagnostic Trouble Code (DTC) in the PCM's memory. If the code applies to a non-emissions related component or system, and the problem is repaired or ceases to exist, the PCM cancels the code after 40 warm-up cycles. Diagnostic trouble codes that affect vehicle emissions illuminate the Malfunction Indicator (check engine) Lamp. Refer to Malfunction Indicator Lamp in this section.

Certain criteria must be met before the PCM stores a DTC in memory. The criteria may be a specific range of engine RPM, engine temperature, and/or input voltage to the PCM.

The PCM might not store a DTC for a monitored circuit even though a malfunction has occurred. This may happen because one of the DTC criteria for the circuit has not been met. **For example**, assume the diagnostic trouble code criteria requires the PCM to monitor the circuit only when the engine operates between 750 and 2000 RPM. Suppose the sensor's output circuit shorts to ground when engine operates above 2400 RPM (resulting in 0 volt input to the PCM). Because the condition happens at an engine speed above the maximum threshold (2000 rpm), the PCM will not store a DTC.

There are several operating conditions for which the PCM monitors and sets DTC's. Refer to Monitored Systems, Components, and Non-Monitored Circuits in this section.

NOTE: Various diagnostic procedures may actually cause a diagnostic monitor to set a DTC. For instance, pulling a spark plug wire to perform a spark test may set the misfire code. When a repair is completed and verified, connect the DRB scan tool to the 16–way data link connector (Fig. 1) to erase all DTC's and extinguish the MIL.

Technicians can display stored DTC's by three different methods. Refer to Diagnostic Trouble Codes in this section. For DTC information, refer to charts in this section.

DESCRIPTION AND OPERATION

MALFUNCTION INDICATOR LAMP (MIL)

As a functional test, the MIL (check engine) illuminates at key-on before engine cranking. Whenever the Powertrain Control Module (PCM) sets a Diagnostic Trouble Code (DTC) that affects vehicle emissions, it illuminates the MIL. If a problem is

DESCRIPTION AND OPERATION (Continued)

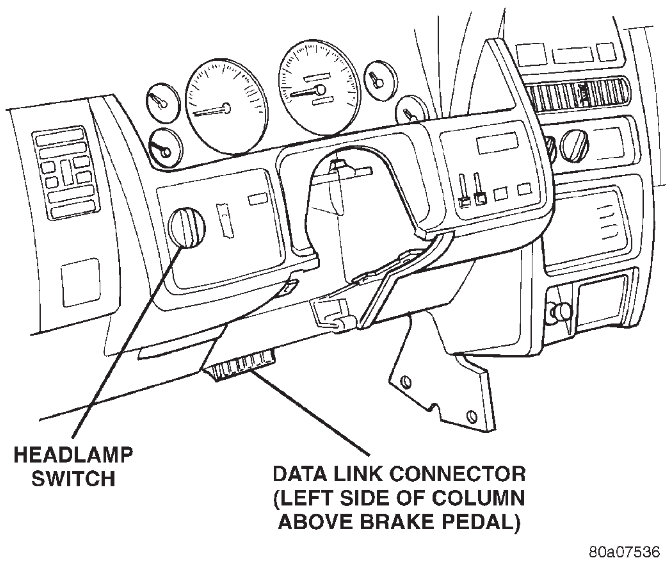

Fig. 1 Data Link (Diagnostic) Connector Location

detected, the PCM sends a message to the instrument cluster to illuminate the lamp. The PCM illuminates the MIL only for DTC's that affect vehicle emissions. There are some monitors that may take two consecutive trips, with a detected fault, before the MIL is illuminated. The MIL stays on continuously when the PCM has entered a Limp-In mode or identified a failed emission component. Refer to the Diagnostic Trouble Code charts in this group for emission related codes.

Also, the MIL either flashes or illuminates continuously when the PCM detects active engine misfire. Refer to Misfire Monitoring in this section.

Additionally, the PCM may reset (turn off) the MIL when one of the following occur:

• PCM does not detect the malfunction for 3 consecutive trips (except misfire and Fuel system Monitors).

• PCM does not detect a malfunction while performing three successive engine misfire or fuel system tests. The PCM performs these tests while the engine is operating within ± 375 RPM of and within 10 % of the load of the operating condition at which the malfunction was first detected.

STATE DISPLAY TEST MODE

The switch inputs to the Powertrain Control Module (PCM) have two recognized states; HIGH and LOW. For this reason, the PCM cannot recognize the difference between a selected switch position versus an open circuit, a short circuit, or a defective switch. If the State Display screen shows the change from HIGH to LOW or LOW to HIGH, assume the entire switch circuit to the PCM functions properly. Connect the DRB scan tool to the data link connector and access the state display screen. Then access either State Display Inputs and Outputs or State Display Sensors.

CIRCUIT ACTUATION TEST MODE

The Circuit Actuation Test Mode checks for proper operation of output circuits or devices the Powertrain Control Module (PCM) may not internally recognize. The PCM attempts to activate these outputs and allow an observer to verify proper operation. Most of the tests provide an audible or visual indication of device operation (click of relay contacts, fuel spray, etc.). Except for intermittent conditions, if a device functions properly during testing, assume the device, its associated wiring, and driver circuit work correctly. Connect the DRB scan tool to the data link connector and access the Actuators screen.

DIAGNOSTIC TROUBLE CODES

A Diagnostic Trouble Code (DTC) indicates the PCM has recognized an abnormal condition in the system.

The technician can display a DTC in three different ways:

• a two-digit number flashed on the Malfunction Indicator (Check Engine) Lamp

• a two-digit number displayed on the vehicle odometer

• a description of the DTC can be read using the DRB scan tool

Diagnostic trouble codes are the results of a system or circuit failure, but do not directly identify the failed component or components.

NOTE: For a list of DTC's, refer to the charts in this section.

OBTAINING DIAGNOSTIC TROUBLE CODES

USING DRB SCAN TOOL

WARNING: APPLY PARKING BRAKE AND/OR BLOCK WHEELS BEFORE PERFORMING ANY TEST ON AN OPERATING ENGINE.

(1) Connect DRB scan tool to the data link (diagnostic) connector located in the passengers compartment, below the center of instrument cluster on the drivers side (Fig. 1).

(2) Turn the ignition switch on, access Read Fault Screen. Record all the DTC's shown on the DRB scan tool. Observe the malfunction indicator (check engine) lamp on the instrument panel. The lamp should light for 2 seconds then go out (bulb check).

(3) To erase DTC's, use the Erase Trouble Code data screen on the DRB scan tool.

DESCRIPTION AND OPERATION (Continued)

USING THE MALFUNCTION INDICATOR LAMP (MIL)

(1) Cycle the ignition key On - Off - On - Off - On within 5 seconds.

(2) Count the number of times the MIL (check engine lamp) on the instrument panel flashes on and off. The number of flashes represents the trouble code. There is a slight pause between the flashes representing the first and second digits of the code. Longer pauses separate individual two digit trouble codes.

An example of a flashed DTC is as follows:

(3) Lamp flashes 5 times, pauses, and flashes 5 more times. This indicates a DTC code number 55.

(4) Lamp flashes 1 time, pauses, and then flashes 5 more times. This indicates a DTC code number 15.

(5) To erase DTC's, use the Erase Trouble Code data screen on the DRB scan tool.

USING THE VEHICLE ODOMETER

(1) Cycle the ignition key On - Off - On - Off - On within 5 seconds.

(2) Read the actual DTC number displayed on the vehicle odometer. Each number will be displayed with a slight delay between numbers.

(3) To erase DTC's, use the Erase Trouble Code data screen on the DRB scan tool.

DIAGNOSTIC TROUBLE CODE DESCRIPTIONS

MIL CODE′	GENERIC SCAN TOOL CODE	HEX CODE	DRB SCAN TOOL DISPLAY	DESCRIPTION OF DIAGNOSTIC TROUBLE CODE
11	P1391**	9D	Intermittent Loss of CMP or CKP	Intermittent loss of either camshaft or crankshaft position sensor
	or	28	No Crank Reference Signal at PCM	No crank reference signal detected during engine cranking.
	or P1398**	BA	Misfire Adaptive Numerator at Limit	CKP sensor target windows have too much variation
12*			Battery Disconnect	Direct battery input to PCM was disconnected within the last 50 Key-on cycles.
13**	P1297	27	No Change in MAP From Start to Run	No difference recognized between the engine MAP reading and the barometric (atmospheric) pressure reading from start-up.
14**	P0107	24	MAP Sensor Voltage Too Low	MAP sensor input below minimum acceptable voltage.
	or P0108	25	MAP Sensor Voltage Too High	MAP sensor input above maximum acceptable voltage.
	or P1296	87	No 5 Volts To MAP Sensor	5 Volt output to MAP sensor open
15**	P0500	23	No Vehicle Speed Sensor Signal	No vehicle speed sensor signal detected during road load conditions.
	or P0720	A6	Low Output Spd Sensr RPM, Above 15 MPH	Output Speed Sensor Circuit
17**	P0125	80	Closed Loop Temp Not Reached	Engine does not reach 50°F within 5 minutes with a vehicle speed signal.
17	or	21	Engine Is Cold Too Long	Engine did not reach operating temperature within acceptable limits.

DESCRIPTION AND OPERATION (Continued)

MIL CODE′	GENERIC SCAN TOOL CODE	HEX CODE	DRB SCAN TOOL DISPLAY	DESCRIPTION OF DIAGNOSTIC TROUBLE CODE
21**	P0131	9B	Upstream O2s Voltage Shorted to Ground	Tested after key off and at start to run.
	or P0132	3E	Left O2 Sensor Shorted to Voltage	Left oxygen sensor input voltage maintained above the normal operating range.
	or P0133	66	Upstream O2 Sensor Slow Response	Upstream oxygen sensor response slower than minimum required switching frequency or value does not go above .65 volts.
	or P0135	67	Upstream O2 Sensor Heater Failure	Upstream oxygen sensor heating element circuit malfunction
	or P0137	9C	Downstream O2s Voltage Shorted to Ground	Tested after key off and at start to run.
	or P0138	7E	Downstream O2 Sensor Shorted to Voltage	Downstream oxygen sensor input voltage maintained above the normal operating range.
	or P0141	69	Downstream O2 Sensor Heater Failure	Downstream oxygen sensor heating element circuit malfunction
22**	P0117	1E	ECT Sensor Voltage Too Low	Engine coolant temperature sensor input below minimum acceptable voltage.
	or P0118	1F	ECT Sensor Voltage Too High	Engine coolant temperature sensor input above maximum acceptable voltage.
23**	P0112	39	Intake Air Temp Sensor Voltage Low	Intake air temperature sensor input below the maximum acceptable voltage.
	or P0113	3A	Intake Air Temp Sensor Voltage High	Intake air temperature sensor input above the minimum acceptable voltage.
24**	P0121	84	TPS Voltage Does Not Agree With MAP	TPS signal does not correlate to MAP sensor
	or P0122	1A	Throttle Position Sensor Voltage Low	Throttle position sensor input below the minimum acceptable voltage
	or P0123	1B	Throttle Position Sensor Voltage High	Throttle position sensor input above the maximum acceptable voltage.
25**	P0505	19	Idle Air Control Motor Circuits	A shorted or open condition detected in one or more of the idle air control motor circuits.
	or P1294	8A	Target Idle Not Reached	Actual idle speed does not equal target idle speed.
27**	P0201	15	Injector #1 Control Circuit	Injector #1 output driver does not respond properly to the control signal.
	or			

DESCRIPTION AND OPERATION (Continued)

MIL CODE′	GENERIC SCAN TOOL CODE	HEX CODE	DRB SCAN TOOL DISPLAY	DESCRIPTION OF DIAGNOSTIC TROUBLE CODE
	P0202	14	Injector #2 Control Circuit	Injector #2 output driver does not respond properly to the control signal.
	or P0203	13	Injector #3 Control Circuit	Injector #3 output driver does not respond properly to the control signal.
	or P0204	3D	Injector #4 Control Circuit	Injector #4 output driver does not respond properly to the control signal.
	or P0205	45	Injector #5 Control Circuit	Injector #5 output driver does not respond properly to the control signal.
	or P0206	46	Injector #6 Control Circuit	Injector #6 output driver does not respond properly to the control signal.
	or P0207	4F	Injector #7 Control Circuit	Injector #7 output driver does not respond properly to the control signal. (5.2L only)
	or P0208	50	Injector #8 Control Circuit	Injector #8 output driver does not respond properly to the control signal. (5.2L only)
31*	P0441	71	Evap Purge Flow Monitor Failure	Insufficient or excessive vapor flow detected during evaporative emission system operation.
	or P0442	A0	Evap Sys Small Leak	Hole smaller than .040 in system.
	or P0443	12	EVAP Purge Solenoid Circuit	An open or shorted condition detected in the duty cycle purge solenoid circuit.
	or P0455	A1	Evap Sys Gross Leak	Hole larger than .040 in system.
	or P01494	B7	Leak Detection Pump Pressure Switch	
	or P01495	B8	Leak Detection Pump Solenoid Circuit	
	or P1486	BB	Evap Hose Pinched	Pinched hose in EVAP circuit.
33*		10	A/C Clutch Relay Circuit	An open or shorted condition detected in the A/C clutch relay circuit.
34*		0F	Speed Control Solenoid Circuits	An open or shorted condition detected in the Speed Control vacuum or vent solenoid circuits.
	or	57	Speed Control Switch Always Low	MUX speed control switch below rated volts.
37**	P0711	A4	Trans Temp Sensor, No Temp Rise After Start	Transmission temperature sensor

DESCRIPTION AND OPERATION (Continued)

MIL CODE′	GENERIC SCAN TOOL CODE	HEX CODE	DRB SCAN TOOL DISPLAY	DESCRIPTION OF DIAGNOSTIC TROUBLE CODE
	or P0712	4A	Trans Temp Sensor Voltage too Low	Transmission temperature sensor
	or P0713	4B	Trans Temp Sensor Voltage too High	Transmission temperature sensor
	or P0740	94	Torq Conv Clu, No RPM Drop At Lockup	Relationship between engine speed and vehicle speed indicates no torque converter clutch engagement.
	or P0743	0C	Torque Converter Clutch Soleniod CKT	An open or shorted condition detected in the torque converter part throttle unlock solenoid control circuit.
	or P1899	72	P/N switch Stuck In Park Or In Gear	Park/Neutral Switch Performance
41***		0B	Generator Field Not Switching Properly	An open or shorted condition detected in the generator field control circuit.
42*		65	Fuel Pump Relay Control Circuit	An open or shorted condition detected in the fuel pump relay control circuit.
	or	0A	Auto Shutdown Relay Control Circuit	An open or shorted condition detected in the auto shutdown relay circuit.
	or	2C	No ASD Relay Output Voltage at PCM	An Open condition Detected In The ASD Relay Output Circuit.
	or	95	Fuel Level Sending Unit Volts Too Low	Open circuit between BCM and fuel gauge sending unit.
	or	96	Fuel Level Sending Unit Volts Too High	Circuit shorted to voltage between BCM and fuel gauge sending unit.
	or	97	Fuel Level Unit No Change Over Miles	No movement of fuel level sender detected.
43**	P0300	6A	Multiple Cylinder Misfire	Misfire detected in multiple cylinders.
	or P0301	6B	Cylinder #1 Misfire	Misfire detected in cylinder #1.
	or P0302	6C	Cylinder #2 Misfire	Misfire detected in cylinder #2.
	or P0303	6D	Cylinder #3 Misfire	Misfire detected in cylinder #3.
	or P0304	6E	Cylinder #4 Misfire	Misfire detected in cylinder #4.
	or P0305	AE	Cylinder #5 Misfire	Misfire detected in cylinder #5.
	or			

DESCRIPTION AND OPERATION (Continued)

MIL CODE′	GENERIC SCAN TOOL CODE	HEX CODE	DRB SCAN TOOL DISPLAY	DESCRIPTION OF DIAGNOSTIC TROUBLE CODE
	P0306 or	AF	Cylinder #6 Misfire	Misfire detected in cylinder #6.
	P0307 or	B0	Cylinder #7 Misfire	Misfire detected in cylinder #7. (5.2L only)
	P0308 or	B1	Cylinder #8 Misfire	Misfire detected in cylinder #8. (5.2L only)
	P0351	2B	Ignition Coil #1 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time.
44**	P1492 or	9A	Battery Temp Sensor Voltage Too High	Battery temperature sensor input voltage above an acceptable range.
	P1493	99	Battery Temp Sensor Voltage Too Low	Battery temperature sensor input voltage below an acceptable range.
45**	P0748 or	AB	Governor Pressure Solenoid Control Circuit	Governor pressure solenoid circuit
	P0753 or	32	Trans 3-4 Solenoid Circuit	Overdrive Solenoid Circuit
	P1756 or	8D	Gov Press Not Equal To Target @ 15-20 PSI	Governor mid-pressure malfunction
	P1763 or	A8	Governor Pressure Sensr Volts Too Hi	Governor pressure sensor volts above rated volts.
	P1764 or	A7	Governor Pressure Sensr Volts Too Lo	Governor pressure sensor volts below rated volts.
	P1765 or	AD	Trans 12 Volt Supply Relay Cntrl Circuit	Transmission relay circuit
	P0783 or	A5	3-4 Shift Sol, No RPM Drop @ 3-4 Shift	3-4 Shift Malfunction
	P1757 or	8E	Gov Pres Above 3 PSI In Gear With 0 MPH	Governor low pressure malfunction
	P1762 or	A9	Gov Press Sen Offset Volts Too Lo Or Hi	Governor pressure sensor
		BC	O/D Switch Pressed (LO) More than 5 Min	Overdrive switch low
46***		06	Charging System Voltage Too High	Battery voltage sense input above target charging voltage during engine operation.
47***		05	Charging System Voltage Too Low	Battery voltage sense input below target charging during engine operation. Also, no significant change detected in battery voltage during active test of generator output circuit.

DESCRIPTION AND OPERATION (Continued)

MIL CODE′	GENERIC SCAN TOOL CODE	HEX CODE	DRB SCAN TOOL DISPLAY	DESCRIPTION OF DIAGNOSTIC TROUBLE CODE
51**	P0171	77	Fuel System Lean	A lean air/fuel mixture has been indicated by an abnormally rich correction factor.
52**	P0172	76	Fuel System Rich	A rich air/fuel mixture has been indicated by an abnormally lean correction factor.
53**	P0600 or P0601	44 02	SPI Communication Internal Controller Failure	PCM Internal fault condition detected. PCM Internal fault condition detected.
54**	P0340	01	No Cam Signal at PCM	No camshaft signal detected during engine cranking.
55*				Completion of fault code display on Check Engine lamp.
63**	P1698	31	PCM Failure EEPROM Write Denied	Unsuccessful attempt to write to an EEPROM location by the PCM.
72**	P0420	70	Catalytic Converter Efficency Failure	Catalyst efficiency below required level.
77		52	S/C Power Relay Circuit	Malfuntion detected with power feed to speed control servo soleniod

* Check Engine Lamp (MIL) will not illuminate if this Diagnostic Trouble Code was recorded. Cycle Ignition key as described in manual and observe code flashed by Check Engine lamp.

** Check Engine Lamp (MIL) will illuminate during engine operation if this Diagnostic Trouble Code was recorded.

*** Generator Lamp illuminated

MONITORED SYSTEMS

There are new electronic circuit monitors that check fuel, emission, engine and ignition performance. These monitors use information from various sensor circuits to indicate the overall operation of the fuel, engine, ignition and emission systems and thus the emissions performance of the vehicle.

The fuel, engine, ignition and emission systems monitors do not indicate a specific component problem. They do indicate that there is an implied problem within one of the systems and that a specific problem must be diagnosed.

If any of these monitors detect a problem affecting vehicle emissions, the Malfunction Indicator (Check Engine) Lamp will be illuminated. These monitors generate Diagnostic Trouble Codes that can be displayed with the check engine lamp or a scan tool.

The following is a list of the system monitors:

- Misfire Monitor
- Fuel System Monitor
- Oxygen Sensor Monitor
- Oxygen Sensor Heater Monitor
- Catalyst Monitor

All these system monitors require two consecutive trips with the malfunction present to set a fault.

Following is a description of each system monitor, and its DTC.

Refer to the appropriate Powertrain Diagnostics Procedures manual for diagnostic procedures.

DTC 21—OXYGEN SENSOR (O2S) MONITOR

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperature 300° to 350°C (572° to 662°F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. This maintains a 14.7 to 1 Air Fuel (A/F) ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxide (NOx) from the exhaust.

The O2S is also the main sensing element for the Catalyst and Fuel Monitors.

The O2S can fail in any or all of the following manners:

- slow response rate

DESCRIPTION AND OPERATION (Continued)

- reduced output voltage
- dynamic shift
- shorted or open circuits

Response rate is the time required for the sensor to switch from lean to rich once it is exposed to a richer than optimum A/F mixture or vice versa. As the sensor starts malfunctioning, it could take longer to detect the changes in the oxygen content of the exhaust gas.

The output voltage of the O2S ranges from 0 to 1 volt. A good sensor can easily generate any output voltage in this range as it is exposed to different concentrations of oxygen. To detect a shift in the A/F mixture (lean or rich), the output voltage has to change beyond a threshold value. A malfunctioning sensor could have difficulty changing beyond the threshold value.

DTC 21—OXYGEN SENSOR HEATER MONITOR

If there is an oxygen sensor (O2S) shorted to voltage DTC, as well as a O2S heater DTC, the O2S fault MUST be repaired first. Before checking the O2S fault, verify that the heater circuit is operating correctly.

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperature 300° to 350°C (572 ° to 662°F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. This maintains a 14.7 to 1 Air Fuel (A/F) ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxide (NOx) from the exhaust.

The voltage readings taken from the O2S sensor are very temperature sensitive. The readings are not accurate below 300°C. Heating of the O2S sensor is done to allow the engine controller to shift to closed loop control as soon as possible. The heating element used to heat the O2S sensor must be tested to ensure that it is heating the sensor properly.

The O2S sensor circuit is monitored for a drop in voltage. The sensor output is used to test the heater by isolating the effect of the heater element on the O2S sensor output voltage from the other effects.

DTC 31—LEAK DETECTION PUMP MONITOR

The leak detection assembly incorporates two primary functions: it must detect a leak in the evaporative system and seal the evaporative system so the leak detection test can be run.

The primary components within the assembly are: A three port solenoid that activates both of the functions listed above; a pump which contains a switch, two check valves and a spring/diaphragm, a canister vent valve (CVV) seal which contains a spring loaded vent seal valve.

Immediately after a cold start, between predetermined temperature thresholds limits, the three port solenoid is briefly energized. This initializes the pump by drawing air into the pump cavity and also closes the vent seal. During non test conditions the vent seal is held open by the pump diaphragm assembly which pushes it open at the full travel position. The vent seal will remain closed while the pump is cycling due to the reed switch triggering of the three port solenoid that prevents the diaphragm assembly from reaching full travel. After the brief initialization period, the solenoid is de-energized allowing atmospheric pressure to enter the pump cavity, thus permitting the spring to drive the diaphragm which forces air out of the pump cavity and into the vent system. When the solenoid is energized and de energized, the cycle is repeated creating flow in typical diaphragm pump fashion. The pump is controlled in 2 modes:

Pump Mode: The pump is cycled at a fixed rate to achieve a rapid pressure build in order to shorten the overall test length.

Test Mode: The solenoid is energized with a fixed duration pulse. Subsequent fixed pulses occur when the diaphragm reaches the Switch closure point.

The spring in the pump is set so that the system will achieve an equalized pressure of about 7.5” H20. The cycle rate of pump strokes is quite rapid as the system begins to pump up to this pressure. As the pressure increases, the cycle rate starts to drop off. If there is no leak in the system, the pump would eventually stop pumping at the equalized pressure. If there is a leak, it will continue to pump at a rate representative of the flow characteristic of the size of the leak. From this information we can determine if the leak is larger than the required detection limit (currently set at .040” orifice by CARB). If a leak is revealed during the leak test portion of the test, the test is terminated at the end of the test mode and no further system checks will be performed.

After passing the leak detection phase of the test, system pressure is maintained by turning on the LDP’s solenoid until the purge system is activated. Purge activation in effect creates a leak. The cycle rate is again interrogated and when it increases due to the flow through the purge system, the leak check portion of the diagnostic is complete.

The canister vent valve will unseal the system after completion of the test sequence as the pump diaphragm assembly moves to the full travel position.

Evaporative system functionality will be verified by using the stricter evap purge flow monitor. At an appropriate warm idle the LDP will be energized to

DESCRIPTION AND OPERATION (Continued)

seal the canister vent. The purge flow will be clocked up from some small value in an attempt to see a shift in the 02 control system. If fuel vapor, indicated by a shift in the 02 control, is present the test is passed. If not, it is assumed that the purge system is not functioning in some respect. The LDP is again turned off and the test is ended.

DTC 43—MISFIRE MONITOR

Excessive engine misfire results in increased catalyst temperature and causes an increase in HC emissions. Severe misfires could cause catalyst damage. To prevent catalytic convertor damage, the PCM monitors engine misfire.

The Powertrain Control Module (PCM) monitors for misfire during most engine operating conditions (positive torque) by looking at changes in the crankshaft speed. If a misfire occurs the speed of the crankshaft will vary more than normal.

DTC 51/52—FUEL SYSTEM MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide. The catalyst works best when the Air Fuel (A/F) ratio is at or near the optimum of 14.7 to 1.

The PCM is programmed to maintain the optimum air/fuel ratio of 14.7 to 1. This is done by making short term corrections in the fuel injector pulse width based on the O2S sensor output. The programmed memory acts as a self calibration tool that the engine controller uses to compensate for variations in engine specifications, sensor tolerances and engine fatigue over the life span of the engine. By monitoring the actual fuel-air ratio with the O2S sensor (short term) and multiplying that with the program long-term (adaptive) memory and comparing that to the limit, it can be determined whether it will pass an emissions test. If a malfunction occurs such that the PCM cannot maintain the optimum A/F ratio, then the MIL will be illuminated.

DTC 64—CATALYST MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide.

Normal vehicle miles or engine misfire can cause a catalyst to decay. A meltdown of the ceramic core can cause a reduction of the exhaust passage. This can increase vehicle emissions and deteriorate engine performance, driveability and fuel economy.

The catalyst monitor uses dual oxygen sensors (O2S's) to monitor the efficiency of the converter. The dual O2S's sensor strategy is based on the fact that as a catalyst deteriorates, its oxygen storage capacity and its efficiency are both reduced. By monitoring the oxygen storage capacity of a catalyst, its efficiency can be indirectly calculated. The upstream O2S is used to detect the amount of oxygen in the exhaust gas before the gas enters the catalytic converter. The PCM calculates the A/F mixture from the output of the O2S. A low voltage indicates high oxygen content (lean mixture). A high voltage indicates a low content of oxygen (rich mixture).

When the upstream O2S detects a lean condition, there is an abundance of oxygen in the exhaust gas. A functioning converter would store this oxygen so it can use it for the oxidation of HC and CO. As the converter absorbs the oxygen, there will be a lack of oxygen downstream of the converter. The output of the downstream O2S will indicate limited activity in this condition.

As the converter loses the ability to store oxygen, the condition can be detected from the behavior of the downstream O2S. When the efficiency drops, no chemical reaction takes place. This means the concentration of oxygen will be the same downstream as upstream. The output voltage of the downstream O2S copies the voltage of the upstream sensor. The only difference is a time lag (seen by the PCM) between the switching of the O2S's.

To monitor the system, the number of lean-to-rich switches of upstream and downstream O2S's is counted. The ratio of downstream switches to upstream switches is used to determine whether the catalyst is operating properly. An effective catalyst will have fewer downstream switches than it has upstream switches i.e., a ratio closer to zero. For a totally ineffective catalyst, this ratio will be one-to-one, indicating that no oxidation occurs in the device.

The system must be monitored so that when catalyst efficiency deteriorates and exhaust emissions increase to over the legal limit, the MIL (check engine lamp) will be illuminated.

TRIP DEFINITION

For a component monitor to erase or turn off a MIL illumination for open/short diagnostics, the PCM must first recognize that the engine has operated for 2 minutes, 3 consecutive times, with no failures.

All system monitors, component rationality and functionality monitors have their own trip counters. Once the appropriate conditions have been met, the monitor will be run. If the monitor fails its test, the MIL will be illuminated after completion of the first or second failed test (1 trip or 2 trips). If conditions can be repeated for 3 consecutive trips with no malfunctions, the MIL will be turned off.

Anytime the MIL is illuminated, a DTC is stored. It takes three good trips without the condition present to extinguish the MIL. The DTC remains in

DESCRIPTION AND OPERATION (Continued)

PCM memory even though the MIL has been extinguished. Once the MIL is extinguished, the PCM must pass the diagnostic test for the most recent DTC for 40 warm-up cycles for the DTC to be erased from memory.

A warm-up cycle can best be described by the following:

- The engine must be running
- A rise of 40°F in engine temperature must occur from the time when the engine was started
- Engine coolant temperature must reach at least 160°F

Once the above conditions occur, the PCM is considered to have passed a warm-up cycle. Due to the conditions required to extinguish the MIL and erase the DTC, it is most important that after a repair has been made, all DTC's be erased and the repair verified.

COMPONENT MONITORS

There are several components that will affect vehicle emissions if they malfunction. If one of these components malfunctions the Malfunction Indicator Lamp (Check Engine) will illuminate.

Some of the component monitors are checking for proper operation of the part. Electrically operated components now have input (rationality) and output (functionality) checks. Previously, a component like the Throttle Position sensor (TPS) was checked by the PCM for an open or shorted circuit. If one of these conditions occurred, a DTC was set. Now there is a check to ensure that the component is working. This is done by watching for a TPS indication of a greater or lesser throttle opening than MAP and engine rpm indicate. In the case of the TPS, if engine vacuum is high and engine rpm is 1600 or greater and the TPS indicates a large throttle opening, a DTC will be set. The same applies to low vacuum and 1600 rpm.

All open/short circuit checks or any component that has an associated limp in will set a fault after 1 trip with the malfunction present. Components without an associated limp in will take two trips to illuminate the MIL.

Refer to the Diagnostic Trouble Codes Description Charts in this section and the appropriate Powertrain Diagnostic Procedure Manual for diagnostic procedures.

NON-MONITORED CIRCUITS

The PCM does not monitor the following circuits, systems and conditions that could have malfunctions causing driveability problems. The PCM might not store diagnostic trouble codes for these conditions. However, problems with these systems may cause the PCM to store diagnostic trouble codes for other systems or components. For example, a fuel pressure problem will not register a fault directly, but could cause a rich/lean condition or misfire. This could cause the PCM to store an oxygen sensor or misfire diagnostic trouble code

FUEL PRESSURE

The fuel pressure regulator controls fuel system pressure. The PCM cannot detect a clogged fuel pump inlet filter, clogged in-line fuel filter, or a pinched fuel supply or return line. However, these could result in a rich or lean condition causing the PCM to store an oxygen sensor or fuel system diagnostic trouble code.

SECONDARY IGNITION CIRCUIT

The PCM cannot detect an inoperative ignition coil, fouled or worn spark plugs, ignition cross firing, or open spark plug cables.

CYLINDER COMPRESSION

The PCM cannot detect uneven, low, or high engine cylinder compression.

EXHAUST SYSTEM

The PCM cannot detect a plugged, restricted or leaking exhaust system, although it may set a fuel system fault.

FUEL INJECTOR MECHANICAL MALFUNCTIONS

The PCM cannot determine if a fuel injector is clogged, the needle is sticking or if the wrong injector is installed. However, these could result in a rich or lean condition causing the PCM to store a diagnostic trouble code for either misfire, an oxygen sensor, or the fuel system.

EXCESSIVE OIL CONSUMPTION

Although the PCM monitors engine exhaust oxygen content when the system is in closed loop, it cannot determine excessive oil consumption.

THROTTLE BODY AIR FLOW

The PCM cannot detect a clogged or restricted air cleaner inlet or filter element.

VACUUM ASSIST

The PCM cannot detect leaks or restrictions in the vacuum circuits of vacuum assisted engine control system devices. However, these could cause the PCM to store a MAP sensor diagnostic trouble code and cause a high idle condition.

PCM SYSTEM GROUND

The PCM cannot determine a poor system ground. However, one or more diagnostic trouble codes may be generated as a result of this condition. The mod-

DESCRIPTION AND OPERATION (Continued)

ule should be mounted to the body at all times, also during diagnostic.

PCM CONNECTOR ENGAGEMENT

The PCM may not be able to determine spread or damaged connector pins. However, it might store diagnostic trouble codes as a result of spread connector pins.

HIGH AND LOW LIMITS

The PCM compares input signal voltages from each input device with established high and low limits for the device. If the input voltage is not within limits and other criteria are met, the PCM stores a diagnostic trouble code in memory. Other diagnostic trouble code criteria might include engine RPM limits or input voltages from other sensors or switches that must be present before verifying a diagnostic trouble code condition.

LOAD VALUE

ENGINE	IDLE/NEUTRAL	2500 RPM/NEUTRAL
All Engines	2% to 8% of Maximum Load	9% to 17% of Maximum Load

EVAPORATIVE EMISSION CONTROLS

INDEX

DESCRIPTION AND OPERATION

EVAPORATION CONTROL SYSTEM

The evaporation control system prevents the emission of fuel tank vapors into the atmosphere. When fuel evaporates in the fuel tank, the vapors pass through vent hoses or tubes to a charcoal filled evaporative canister. The canister temporarily holds the vapors. The Powertrain Control Module (PCM) allows intake manifold vacuum to draw vapors into the combustion chambers during certain operating conditions.

All engines use a duty cycle purge system. The PCM controls vapor flow by operating the duty cycle EVAP purge solenoid. Refer to Duty Cycle EVAP Purge Solenoid in this section.

The 4.0L six-cylinder engine, when equipped with the California Emissions Package, will also use a Leak Detection Pump (LDP) as part of the evaporative system. This pump is used as part of OBD II requirements. Refer to Leak Detection Pump—4.0L Engine for additional information.

NOTE: The evaporative system uses specially manufactured hoses. If replacement becomes necessary, only use fuel resistant hose.

PRESSURE RELIEF/ROLLOVER VALVE

A combination fuel tank pressure relief and rollover valve is used (Fig. 1). The valve is located on the top of fuel tank (Fig. 2). This dual function valve will relieve fuel tank pressure and also prevent fuel flow through the fuel tank vent hoses in the event of an accidental vehicle rollover.

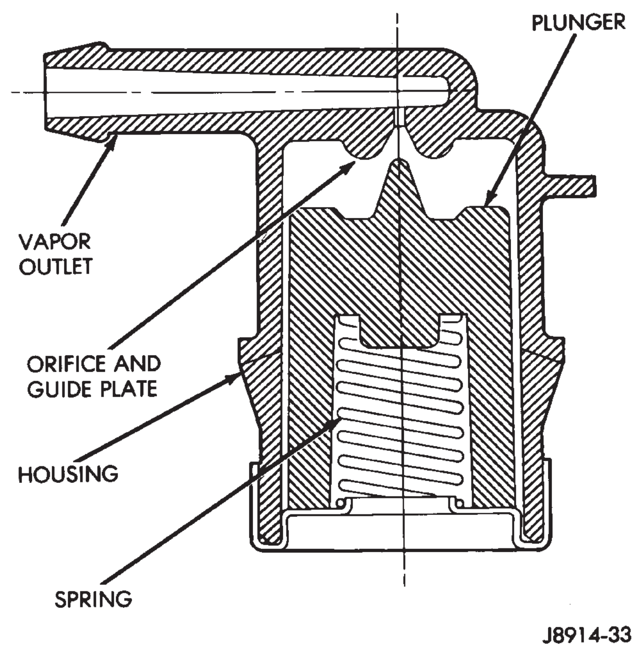

Fig. 1 Pressure Relief/Rollover Valve

The valve incorporates a pressure relief mechanism that releases fuel tank pressure when the pressure increases above the calibrated sealing value.

EVAPORATION (EVAP) CANISTER

A maintenance free, EVAP canister is used on all vehicles. The EVAP canister is located in the engine compartment below the left front headlamp (Fig. 3)

DESCRIPTION AND OPERATION (Continued)

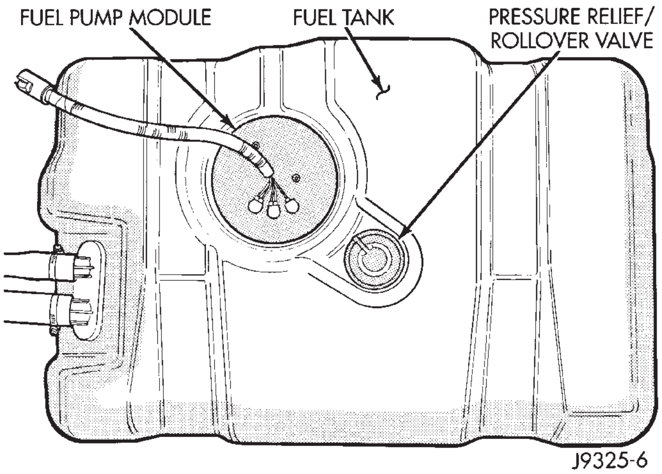

Fig. 2 Valve Location

or (Fig. 4). The EVAP canister is filled with granules of an activated carbon mixture. Fuel vapors entering the EVAP canister are absorbed by the charcoal granules.

Fuel tank pressure vents into the EVAP canister. Fuel vapors are temporarily held in the canister until they can be drawn into the intake manifold. The duty cycle EVAP canister purge solenoid allows the EVAP canister to be purged at predetermined times and at certain engine operating conditions.

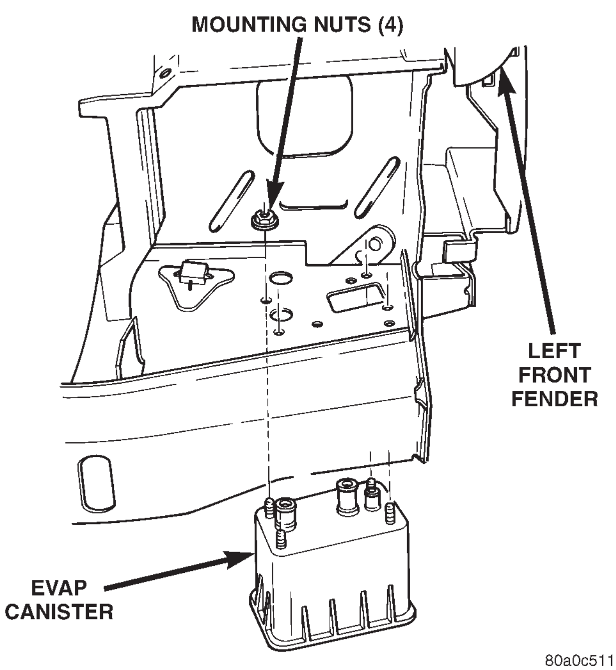

Fig. 3 Canister Location—California Emission Package—4.0L Only

DUTY CYCLE EVAP CANISTER PURGE SOLENOID

All 4.0L six-cylinder and 5.2L V-8 engines use a duty cycle EVAP canister purge solenoid. The solenoid regulates the rate of vapor flow from the EVAP

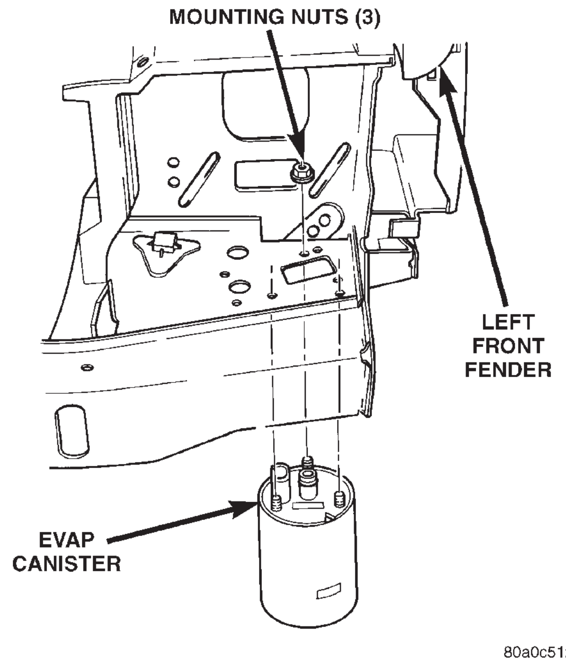

Fig. 4 Canister Location—Except California Emission Package

canister to the intake manifold. The PCM operates the solenoid.

During the cold start warm-up period and the hot start time delay, the PCM does not energize the solenoid. When de-energized, no vapors are purged. The PCM de-energizes the solenoid during open loop operation.

The engine enters closed loop operation after it reaches a specified temperature and the time delay ends. During closed loop operation, the PCM cycles (energizes and de-energizes) the solenoid 5 or 10 times per second, depending upon operating conditions. The PCM varies the vapor flow rate by changing solenoid pulse width. Pulse width is the amount of time that the solenoid is energized. The PCM adjusts solenoid pulse width based on engine operating condition.

The solenoid attaches to a bracket located on the left/inner fender (Fig. 5).

FUEL TANK FILLER TUBE CAP

The loss of any fuel or vapor out of filler neck is prevented by the use of a pressure-vacuum fuel tank filler tube cap. Relief valves inside cap will release only under significant pressure of 6.58 to 8.44 kPa (1.95 to 2.5 psi). The vacuum release for all fuel filler tube caps is between .97 and 2.0 kPa (.14 and .29 psi). This cap must be replaced by a similar unit if replacement is necessary. This is in order for the system to remain effective.

DESCRIPTION AND OPERATION (Continued)

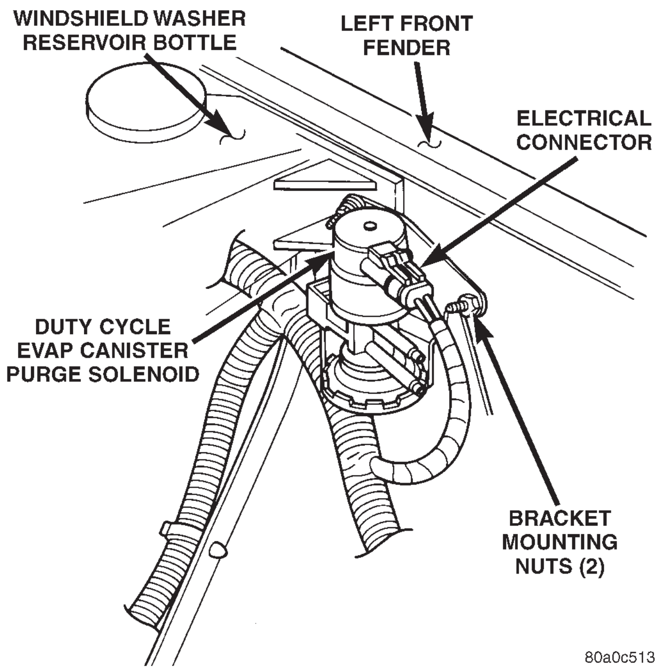

Fig. 5 Duty Cycle EVAP Purge Solenoid Location

CAUTION: Remove fuel tank filler tube cap before servicing any fuel system component. This is done to help relieve tank pressure.

LEAK DETECTION PUMP (LDP)—4.0L CALIFORNIA EMISSIONS PACKAGE

The leak detection pump is a device used to detect a leak in the evaporative system.

The pump contains a 3 port solenoid, a pump that contains a switch, a spring loaded canister vent valve seal, 2 check valves and a spring/diaphragm.

Immediately after a cold start, engine temperature between 40°F and 86°F, the 3 port solenoid is briefly energized. This initializes the pump by drawing air into the pump cavity and also closes the vent seal. During non-test test conditions, the vent seal is held open by the pump diaphragm assembly which pushes it open at the full travel position. The vent seal will remain closed while the pump is cycling. This is due to the operation of the 3 port solenoid which prevents the diaphragm assembly from reaching full travel. After the brief initialization period, the solenoid is de-energized, allowing atmospheric pressure to enter the pump cavity. This permits the spring to drive the diaphragm which forces air out of the pump cavity and into the vent system. When the solenoid is energized and de-energized, the cycle is repeated creating flow in typical diaphragm pump fashion. The pump is controlled in 2 modes:

PUMP MODE: The pump is cycled at a fixed rate to achieve a rapid pressure build in order to shorten the overall test time.

TEST MODE: The solenoid is energized with a fixed duration pulse. Subsequent fixed pulses occur when the diaphragm reaches the switch closure point.

The spring in the pump is set so that the system will achieve an equalized pressure of about 7.5 inches of water.

When the pump starts, the cycle rate is quite high. As the system becomes pressurized pump rate drops. If there is no leak the pump will quit. If there is a leak, the test is terminated at the end of the test mode.

If there is no leak, the purge monitor is run. If the cycle rate increases due to the flow through the purge system, the test is passed and the diagnostic is complete.

The canister vent valve will unseal the system after completion of the test sequence as the pump diaphragm assembly moves to the full travel position.

POSITIVE CRANKCASE VENTILATION (PCV) SYSTEM—5.2L ENGINE

The 5.2L V-8 engine is equipped with a closed crankcase ventilation system and a positive crankcase ventilation (PCV) valve. The 4.0L 6–cylinder engine is not equipped with a PCV valve. Refer to Crankcase Ventilation System—4.0L Engine for information.

This system consists of a crankcase PCV valve mounted on the cylinder head (valve) cover with a hose extending from the valve to the intake manifold.

A closed engine crankcase breather/filter, with a hose connecting it to the air cleaner housing, provides the source of air for system.

The PCV system operates by engine intake manifold vacuum (Fig. 8). Filtered air is routed into the crankcase through the air cleaner hose and crankcase breather/filter. The metered air, along with crankcase vapors, are drawn through the PCV valve and into a passage in the intake manifold. The PCV system manages crankcase pressure and meters blow by gases to the intake system, reducing engine sludge formation.

The PCV valve contains a spring loaded plunger. This plunger meters the amount of crankcase vapors routed into the combustion chamber based on intake manifold vacuum.

When the engine is not operating or during an engine pop-back, the spring forces the plunger back against the seat. This will prevent vapors from flowing through the valve.

During periods of high manifold vacuum, such as idle or cruising speeds, vacuum is sufficient to completely compress spring. It will then pull the plunger to the top of the valve (Fig. 10). In this position there is minimal vapor flow through the valve.

DESCRIPTION AND OPERATION (Continued)

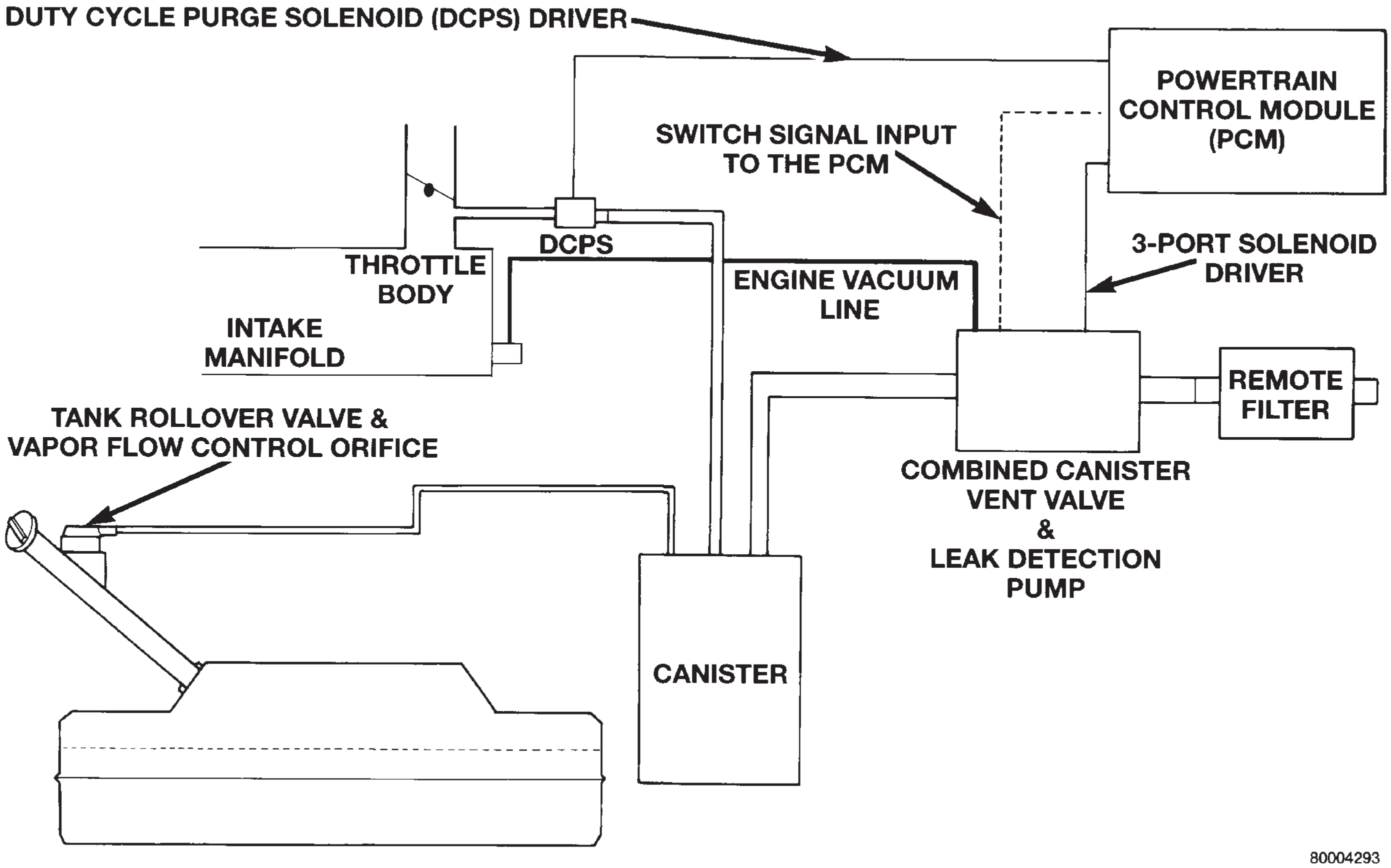

Fig. 6 Evaporative System Monitor Schematic—Typical

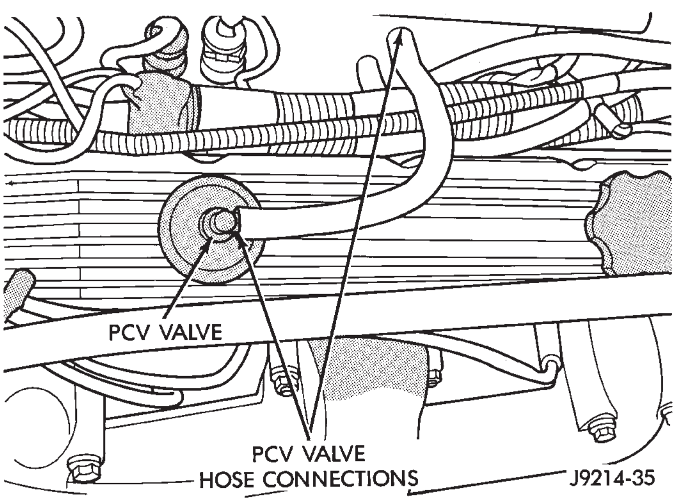

Fig. 7 PCV Valve/Hose—Typical

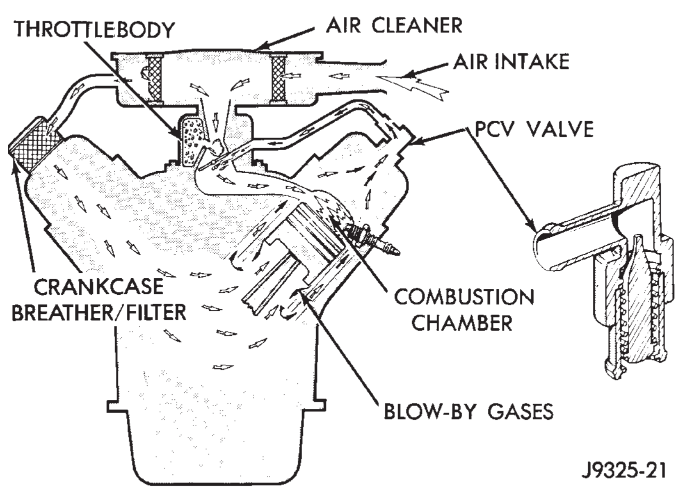

Fig. 8 Typical Closed Crankcase Ventilation System

During periods of moderate manifold vacuum, the plunger is only pulled part way back from inlet. This results in maximum vapor flow through the valve (Fig. 11).

CRANKCASE VENTILATION (CCV) SYSTEM—4.0L ENGINE

4.0L 6–cylinder engines are equipped with a Crankcase Ventilation (CCV) system. The CCV system performs the same function as a conventional PCV system, but does not use a vacuum controlled valve.

A molded vacuum tube connects a fitting on the intake manifold to a fixed orifice fitting of a calibrated size. This fitting meters the amount of crankcase vapors drawn out of the engine. The fixed orifice fitting is located on the top/rear of cylinder head (valve) cover (Fig. 12).

DESCRIPTION AND OPERATION (Continued)

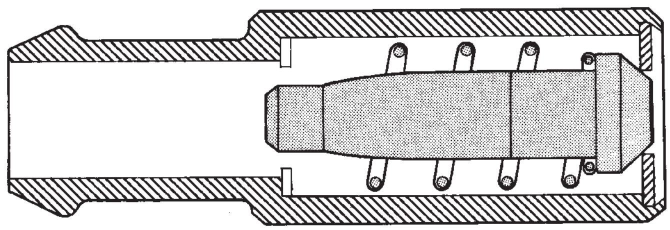

Fig. 9 Engine Off or Engine Pop-Back—No Vapor Flow

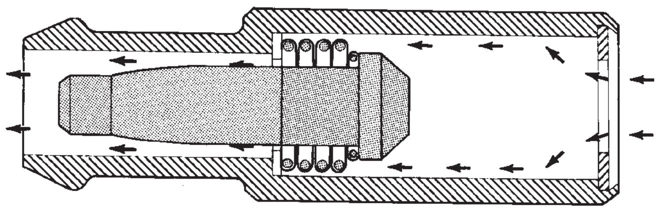

Fig. 10 High Intake Manifold Vacuum—Minimal Vapor Flow

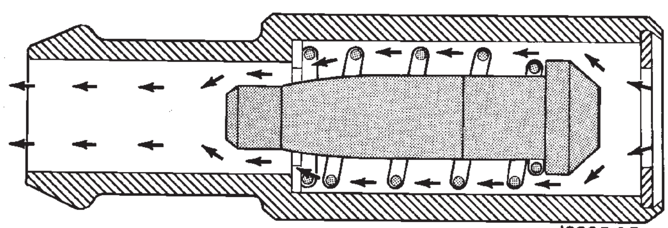

Fig. 11 Moderate Intake Manifold Vacuum—Maximum Vapor Flow

A fresh air supply hose is connected between a fitting on the air cleaner housing and the air inlet fitting at the top/front of cylinder head cover (Fig. 12).

When the engine is operating, fresh air enters the engine and mixes with crankcase vapors. Engine vacuum draws the vapor/air mixture through the fixed orifice and into the intake manifold. The vapors are then consumed during engine combustion.

CRANKCASE BREATHER/FILTER—5.2L ENGINE

The crankcase breather/filter (Fig. 13) is located on the cylinder head (valve) cover. The filter may be cleaned by washing in kerosene or similar solvent. Filter must then be thoroughly drained. More frequent service may be necessary for vehicles operated extensively on short run, stop and go or extended engine idle service, or extreme dust conditions.

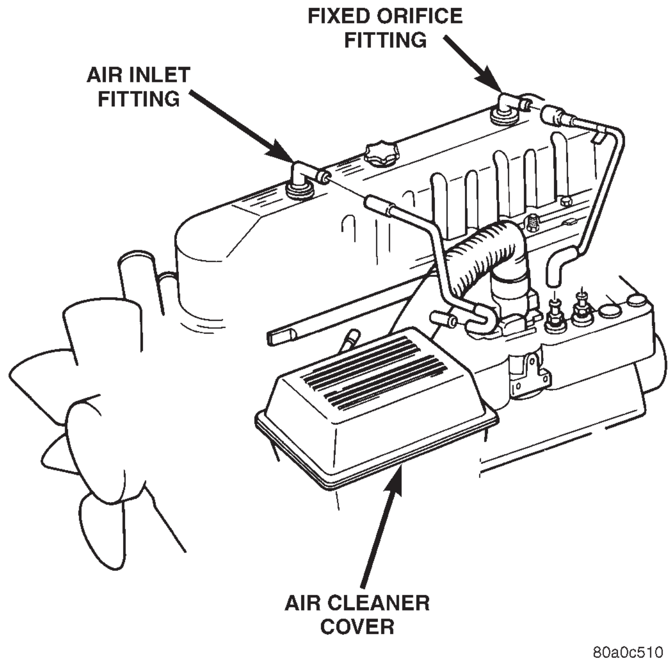

Fig. 12 CCV System—4.0L Engine

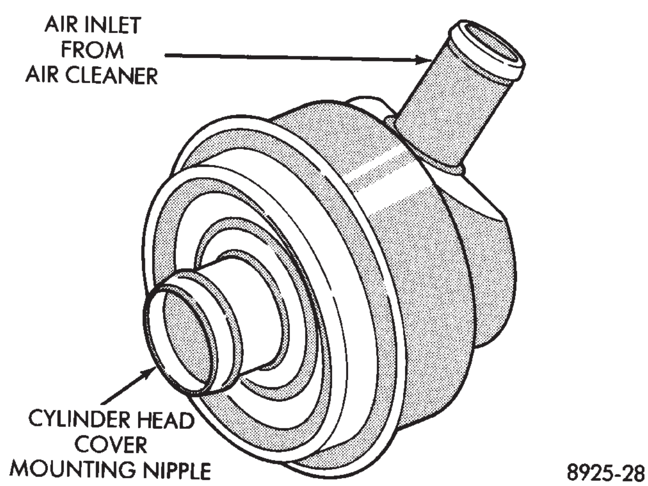

Fig. 13 Crankcase Breather/Filter—5.2L Engine

VEHICLE EMISSION CONTROL INFORMATION (VECI) LABEL

All vehicles are equipped with a combined VECI label. This label is located in the engine compartment (Fig. 14) and contains the following:

- Engine family and displacement
- Evaporative family
- Emission control system schematic
- Certification application
- Engine timing specifications (if adjustable)
- Idle speeds (if adjustable)
- Spark plug and gap

The label also contains an engine vacuum schematic. There are unique labels for vehicles built for sale in the state of California and the country of

DESCRIPTION AND OPERATION (Continued)

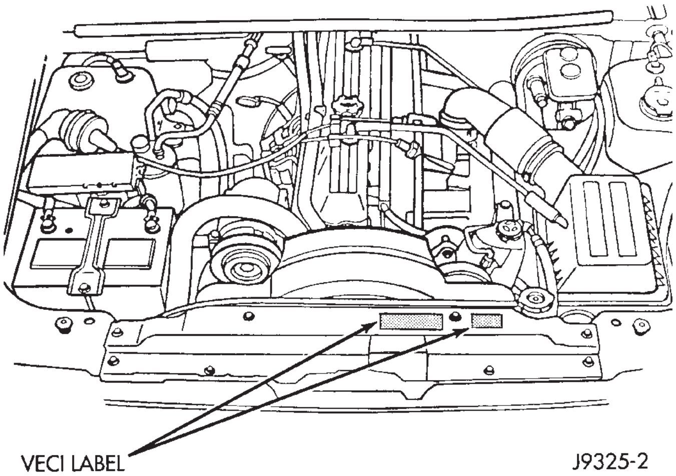

Fig. 14 VECI Label Location—Typical

Canada. Canadian labels are written in both the English and French languages. These labels are permanently attached and cannot be removed without defacing information and destroying label.

DIAGNOSIS AND TESTING

PCV VALVE TEST—5.2L ENGINE

(1) With engine idling, remove the PCV valve from cylinder head (valve) cover. If the valve is not plugged, a hissing noise will be heard as air passes through the valve. Also, a strong vacuum should be felt at the valve inlet (Fig. 15).

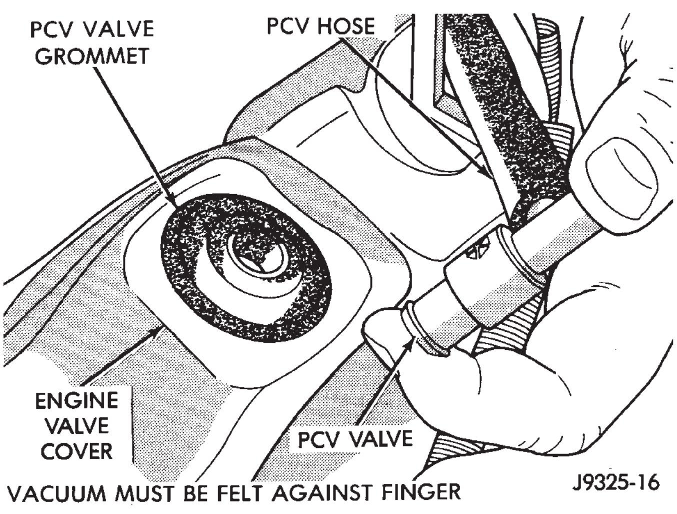

Fig. 15 Check Vacuum at PCV Valve—Typical

(2) Install the PCV valve. Remove the crankcase breather/filter. Hold a piece of stiff paper, such as a parts tag, loosely over the opening of crankcase breather/filter at the cylinder head (valve) cover (Fig. 16).

(3) The paper should be drawn against the opening in the cylinder head (valve) cover with noticeable

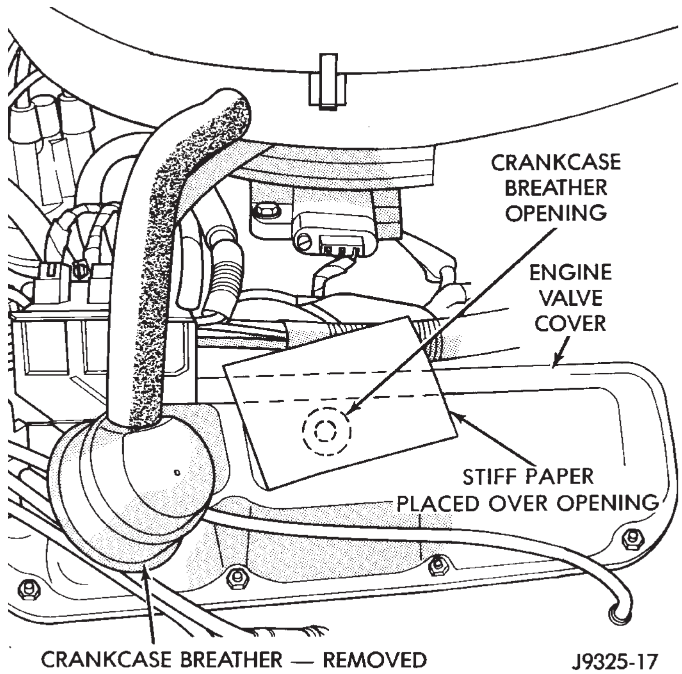

Fig. 16 Check Vacuum at Crankcase Breather Opening—Typical

force. This will be after allowing approximately one minute for crankcase pressure to reduce.

(4) Turn engine off and remove PCV valve from cylinder head (valve) cover. The valve should rattle when shaken (Fig. 17).

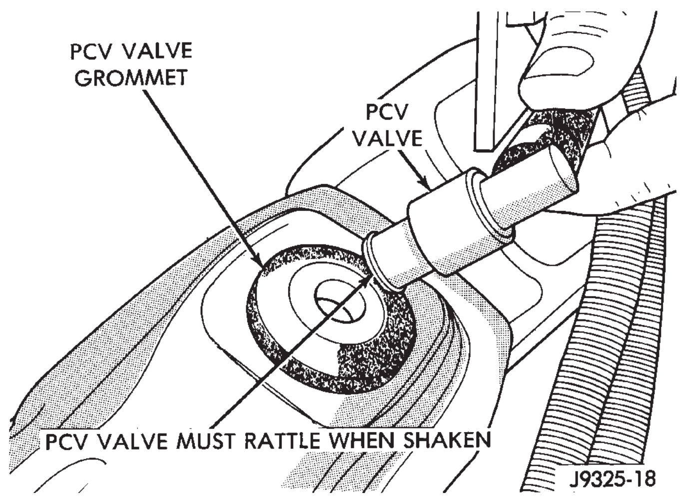

Fig. 17 Shake PCV Valve—Typical

(5) Replace the PCV valve and retest the system if it does not operate as described in the preceding tests. **Do not attempt to clean the old PCV valve.**

(6) If the paper is not held against the opening in cylinder head (valve) cover after new valve is installed, the PCV valve hose may be restricted and must be replaced. The passage in the intake manifold must also be checked and cleaned.

DIAGNOSIS AND TESTING (Continued)

(7) To clean the intake manifold fitting, turn a 1/4 inch drill (by hand) through the fitting to dislodge any solid particles. Blow out the fitting with shop air. If necessary, use a smaller drill to avoid removing any metal from the fitting.

VACUUM SCHEMATICS

A vacuum schematic for emission related items can be found on the Vehicle Emission Control Information (VECI) Label. Refer to VECI Label in this group for label location.

LEAK DETECTION PUMP (LDP)

Refer to the appropriate Powertrain Diagnostic Procedures service manual for LDP testing procedures. REMOVAL AND INSTALLATION

EVAP CANISTER

The EVAP canister is located in the left front corner of vehicle below the left front headlamp (Fig. 18) or (Fig. 19).

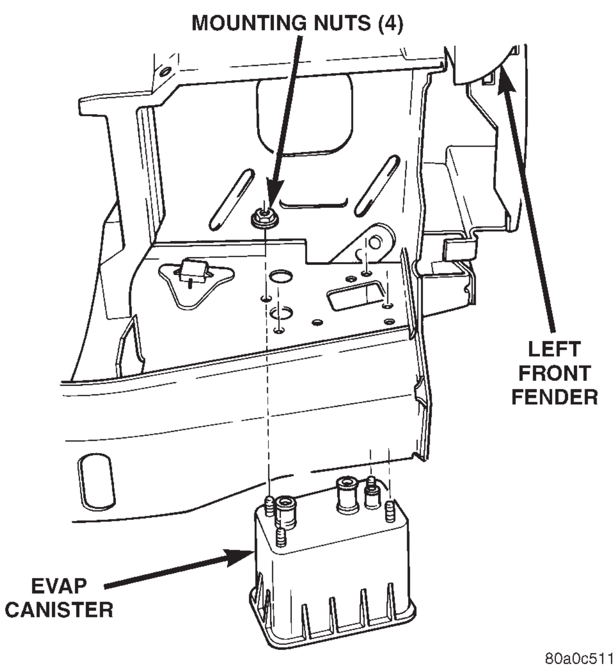

Fig. 18 Canister Location—California Emission Package—4.0L Only

REMOVAL

(1) Remove the grill. Refer to Group 23, Body.

(2) Remove the front bumper/fascia assembly. Refer to Group 23, Body.

(3) Disconnect vacuum lines at canister.

(4) Remove the canister mounting nuts.

(5) Lower the canister through bottom of vehicle.

INSTALLATION

(1) Position canister to body.

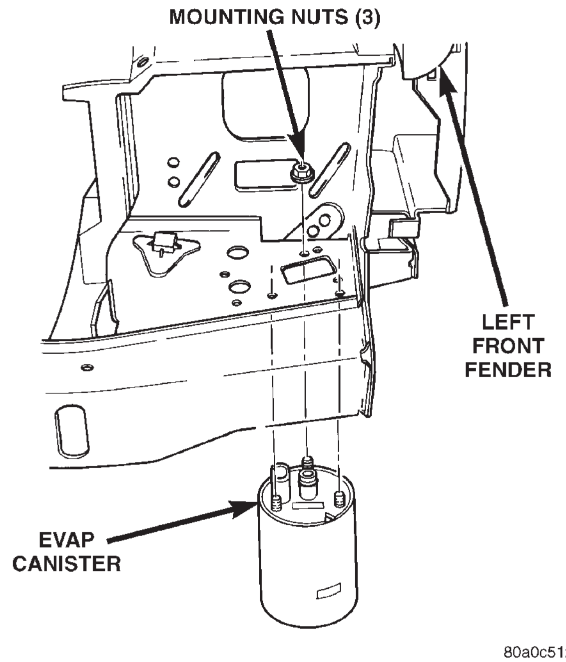

Fig. 19 Canister Location—Except California Emission Package

(2) Install canister mounting nuts. Tighten nuts to 9 N·m (80 in. lbs.) torque.

(3) Connect vacuum lines. Be sure vacuum lines are firmly connected and not leaking or damaged. If leaking, a Diagnostic Trouble Code (DTC) may be set with certain emission packages.

(4) Install the front bumper/fascia assembly and grill. Refer to Group 23, Body.

EVAPORATIVE CANISTER PURGE SOLENOID

REMOVAL

The duty cycle evaporative (EVAP) canister purge solenoid is located in the left/front corner of the engine compartment on all engine/emission packages (Fig. 20).

(1) Disconnect the electrical connector at the solenoid.

(2) Disconnect the vacuum lines at the solenoid.

(3) Remove the two bracket mounting nuts and remove solenoid.

INSTALLATION

(1) Position the solenoid to vehicle.

(2) Install and tighten the two bracket mounting nuts to 5 N·m (45 in. lbs.) torque.

(3) Connect the vacuum lines to the solenoid. Be sure the vacuum lines are firmly connected and not leaking or damaged. If leaking, a Diagnostic Trouble Code (DTC) may be set with certain emission packages.

(4) Connect the electrical connector to the solenoid.

DIAGNOSIS AND TESTING (Continued)

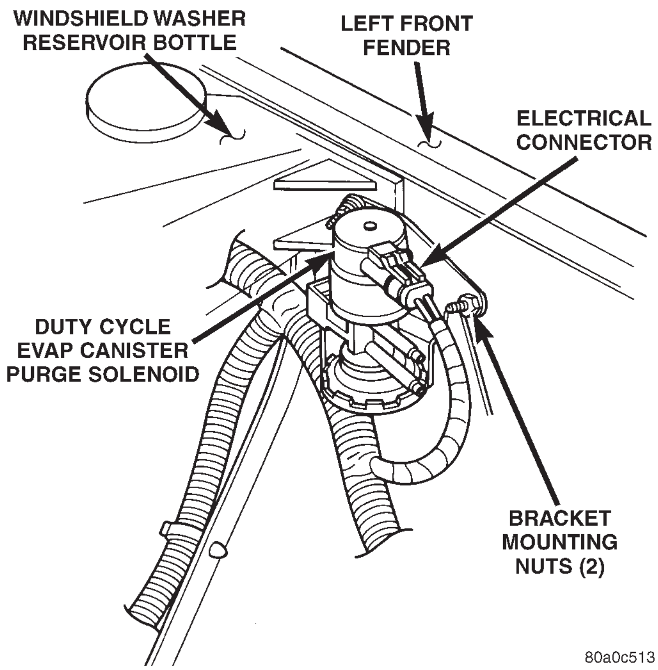

Fig. 20 EVAP Canister Purge Solenoid—Typical

PRESSURE RELIEF/ROLLOVER VALVE

The valve is located on the top of fuel tank (Fig. 21).

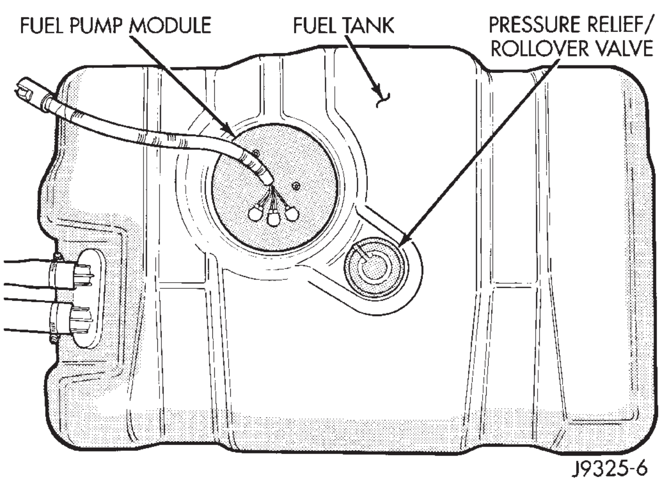

Fig. 21 Pressure Relief/Rollover Valve Location

REMOVAL

(1) Disconnect negative battery cable.

(2) Drain and remove the fuel tank. Refer to Fuel Tank removal and installation in Group 14, Fuel System.

(3) Disconnect vapor hose at valve.

(4) The valve (Fig. 22) is seated in a grommet. Remove by prying one side upward and then roll the grommet out of tank.

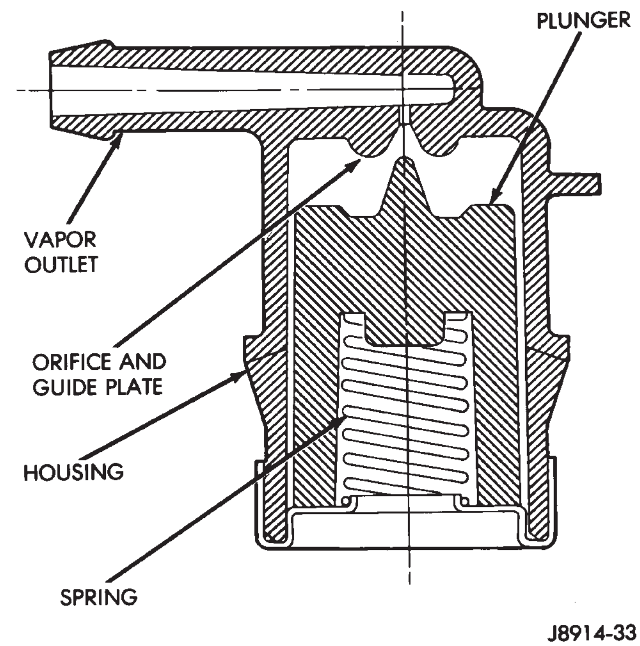

Fig. 22 Pressure Relief/Rollover Valve

INSTALLATION

(1) Start one side of grommet into opening in fuel tank. Using finger pressure only, press valve/grommet into place.

(2) Connect vapor hose to valve.

(3) Install fuel tank. Refer to Fuel Tank Installation.

(4) Fill fuel tank. Install fuel tank filler cap.

(5) Connect negative battery cable.

(6) Start vehicle and check for leaks.

FUEL TANK FILLER TUBE CAP

If replacement of the fuel tank filler tube cap is necessary, it must be replaced with an identical cap to be sure of correct system operation.

CAUTION: Remove the fuel tank filler tube cap to relieve fuel tank pressure. The cap must be removed prior to disconnecting any fuel system component or before draining the fuel tank.

LEAK DETECTION PUMP (LDP)

The LDP is located in the left/front corner of the engine compartment below the EVAP canister purge solenoid (Fig. 23).

REMOVAL/INSTALLATION

(1) Remove air cleaner housing. Refer to Group 14, Fuel System for procedures.

(2) Carefully remove all vapor/vacuum lines at EVAP canister purge solenoid.

(3) Remove EVAP canister purge solenoid.

(4) Disconnect electrical connector at LDP.

DIAGNOSIS AND TESTING (Continued)

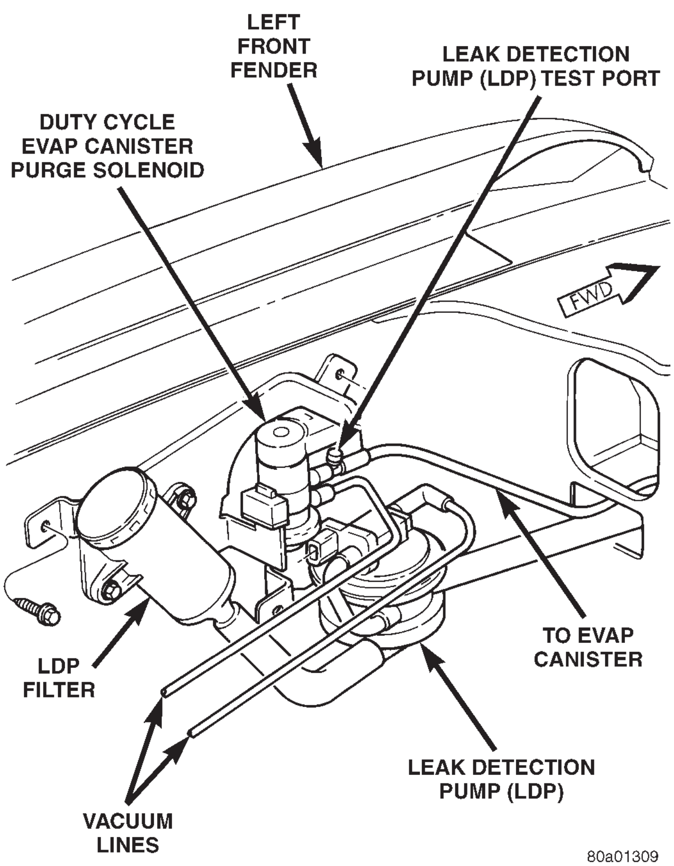

Fig. 23 Leak Detection Pump (LDP) Location

(5) Carefully remove vapor/vacuum lines at LDP.

(6) Remove LDP mounting nuts/bolts.

(7) Remove LDP from vehicle.

(8) Reverse the removal procedures for installation. The vapor/vacuum lines must be firmly connected. Check the vapor/vacuum lines at both the LDP and EVAP canister solenoid for damage or leaks. If a leak is present, a Diagnostic Trouble Code (DTC) may be set.

SPECIFICATIONS

TORQUE CHART

Description	Torque
EVAP Canister Mounting Nuts	9 N·m (80 in. lbs.)
EVAP Canister Purge Solenoid Mounting Nuts	5 N·m (45 in. lbs.)
LDP Pump Bracket Nuts	7 N·m (60 in. lbs.)

Description **Group-Page**

Description	Group-Page

Description Group-Page

Description Group-Page

CHRYSLER CORPORATION

SERVICE MANUAL SUPPLEMENT

1996 JEEP®
GRAND CHEROKEE

To order the special service tools used and illustrated, please refer to the instructions on inside back cover.

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FOREWORD

This is a supplement to the 1996 Grand Cherokee Service Manual, 81-370-6147. This supplement contains information about components or systems not included in the original manual.

The information contained in this service manual has been prepared for the professional automotive technician involved in daily repair operations. This manual does not cover theory of operation, which is addressed in service training material. Information describing the operation and use of standard and optional equipment is included in the Owner's Manual provided with the vehicle.

Information in this manual is divided into groups. These groups contain general information, diagnosis, testing, adjustments, removal, installation, disassembly, and assembly procedures for the systems and components. To assist in locating a group title page, use the Group Tab Locator on the following page. The solid bar after the group title is aligned to a solid tab on the first page of each group. The first page of the group has a contents section that lists major topics within the group. If you are not sure which Group contains the information you need, look up the Component/System in the alphabetical index located in the rear of this manual.

A Service Manual Comment form is included at the rear of this manual. Use the form to provide Chrysler Corporation with your comments and suggestions.

Tightening torques are provided as a specific value throughout this manual. This value represents the midpoint of the acceptable engineering torque range for a given fastener application. These torque values are intended for use in service assembly and installation procedures using the correct OEM fasteners. When replacing fasteners, always use the same type (part number) fastener as removed.

Chrysler Corporation reserves the right to change testing procedures, specifications, diagnosis, repair methods, or vehicle wiring at any time without prior notice or incurring obligation.

GROUP TAB LOCATOR

LUBRICATION AND MAINTENANCE

CONTENTS

page

GENERAL INFORMATION

FLUID CAPACITIES

FUEL TANK

All. . . . . .87.4 L (23 gal.)

ENGINE OIL W/FILTER CHANGE

4.0L . . . . .5.7 L (6.0 qts.)
5.2L . . . . .4.7 L (5.0 qts.)

COOLING SYSTEM

4.0L . . . . .11.4 L (12.0 qts.)*
5.2L . . . . .14.1 L (14.9 qts.)*

*Includes 2.2 L (2.3 qts.) for coolant recovery bottle.

AUTOMATIC TRANSMISSION

Dry fill capacity.*

42RE .8.0-10.4 L (17-22 pts.)
44RE .8.0-10.4 L (17-22 pts.)

*Depending on type and size of internal cooler, length and inside diameter of cooler lines, or use of an auxiliary cooler, these figures may vary. Refer to Group 21, Transmission for proper fluid fill procedure.

TRANSFER CASE

242 NVG . . . . .1.4 L (3.0 pts.)
249 NVG . . . . .1.1 L (2.5 pts.)

FRONT AXLE

Model 30 . . . . .1.18 L (2.5 pts.)

REAR AXLE

Model 35* . . . . .1.6 L (3.5 pts.)
Model 44* .2.24 L (4.75 pts.)

*If the vehicle is equipped with Trac-lok, include 0.11 L (0.25 pts.) of friction modifier.

NOTE: Vehicles with trailer tow, must use a synthetic lubricant. Refer to Group 3, Differential and Driveline for service procedures.

DIFFERENTIAL AND DRIVELINE

MODEL 44 AXLE

CONTENTS

GENERAL INFORMATION

MODEL 44 ALUMINUM AXLE

The Model 44 housing has an aluminum center casting (differential housing) with axle shaft tubes extending from either side. The tubes are pressed into the differential housing to form a one–piece axle housing.

The integral type housing, hypoid gear design has the center line of the pinion set below the center line of the ring gear.

The axle has a vent hose to relieve internal pressure caused by lubricant vaporization and internal expansion.

The axles are equipped with semi–floating axle shafts, meaning that loads are supported by the axle shaft and bearings. The axle shafts are retained by C–clips in the differential side gears.

The cover provides a means for servicing the differential without removing the axle. Model 44 axles have the assembly part number and gear ratio listed on a tag attached to the differential housing by a housing cover bolt. Build date identification codes are stamped on an axle shaft tube.

The differential case is a one–piece design. The differential pinion mate shaft is retained with a threaded pin. Differential bearing preload and ring gear backlash is adjusted by shims positioned between the side bearing race and the housing. Pinion gear depth is adjusted by shims positioned between the pinion gear and the inner bearing cone. Pinion gear bearing preload is set and maintained by the use of a collapsible spacer (Fig. 1).

LUBRICANT SPECIFICATIONS

A multi–purpose, hypoid gear lubricant which conforms to the following specifications should be used.

GENERAL INFORMATION (Continued)

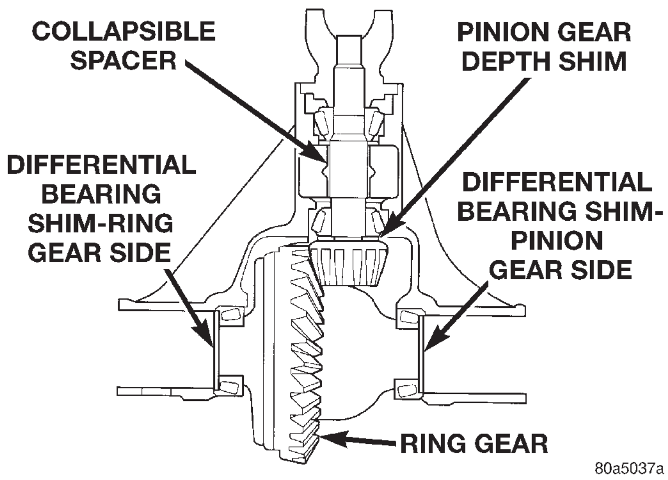

Fig. 1 Axle Adjustment Shims and Spacer

Mopar® Hypoid Gear Lubricant conforms to all of these specifications.

• The lubricant should have MIL–L–2105C and API GL 5 quality specifications.

• Lubricant is a thermally stable SAE 80W–90 gear lubricant.

• Lubricant for axles intended for heavy-duty or trailer tow use is SAE 75W–140 SYNTHETIC gear lubricant.

Trac-lok differentials require the addition of 4 oz. of friction modifier to the axle lubricant. The Dana 44 rear axle lubricant capacity is 2.25 L (4.75 pts.) total, including the friction modifier if necessary.

CAUTION: If axle is submerged in water, lubricant must be replaced immediately to avoid possible premature axle failure.

DESCRIPTION AND OPERATION

STANDARD DIFFERENTIAL

The differential gear system divides the torque between the axle shafts. It allows the axle shafts to rotate at different speeds when turning corners.

Each differential side gear is splined to an axle shaft. The pinion gears are mounted on a pinion mate shaft and are free to rotate on the shaft. The pinion gear is fitted in a bore in the differential case and is positioned at a right angle to the axle shafts.

In operation, power flow occurs as follows:

• The pinion gear rotates the ring gear

• The ring gear (bolted to the differential case) rotates the case

• The differential pinion gears (mounted on the pinion mate shaft in the case) rotate the side gears

• The side gears (splined to the axle shafts) rotate the shafts

During straight-ahead driving, the differential pinion gears do not rotate on the pinion mate shaft. This occurs because input torque applied to the gears is divided and distributed equally between the two side gears. As a result, the pinion gears revolve with the pinion mate shaft but do not rotate around it (Fig. 2).

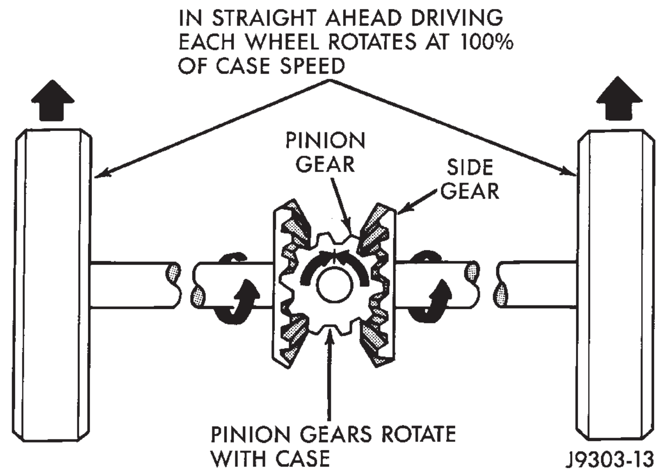

Fig. 2 Differential Operation—Straight Ahead Driving

When turning corners, the outside wheel must travel a greater distance than the inside wheel in order to complete a turn. The difference must be compensated for in order to prevent the tires from scuffing and skidding through turns. To accomplish this, the differential allows the axle shafts to turn at unequal speeds (Fig. 3). In this instance, the input torque applied to the pinion gears is not divided equally. The pinion gears now rotate around the pinion mate shaft in opposite directions. This allows the side gear and axle shaft attached to the outside wheel to rotate at a faster speed.

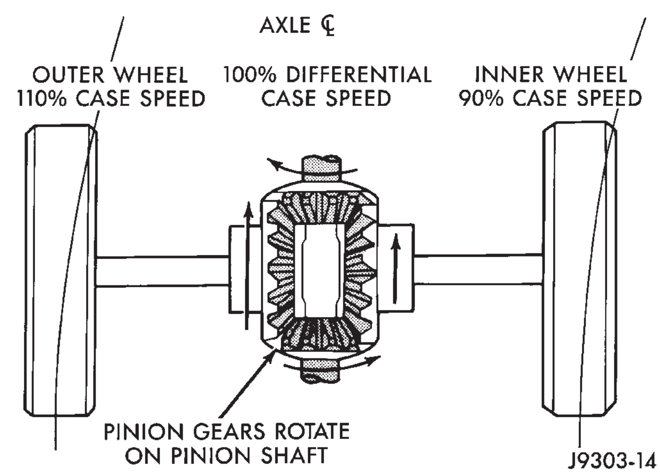

Fig. 3 Differential Operation—On Turns

DESCRIPTION AND OPERATION (Continued)

TRAC-LOK OPERATION

In a conventional differential, if one wheel spins, the opposite wheel will generate only as much torque as the spinning wheel.

In the Trac-lok differential, part of the ring gear torque is transmitted through clutch packs which contain multiple discs. The clutches will have radial grooves on the plates, and concentric grooves on the discs or bonded fiber material that is smooth in appearance.

In operation, the Trac-lok clutches are engaged by two concurrent forces. The first being the preload force exerted through Belleville spring washers within the clutch packs. The second is the separating forces generated by the side gears as torque is applied through the ring gear (Fig. 4).

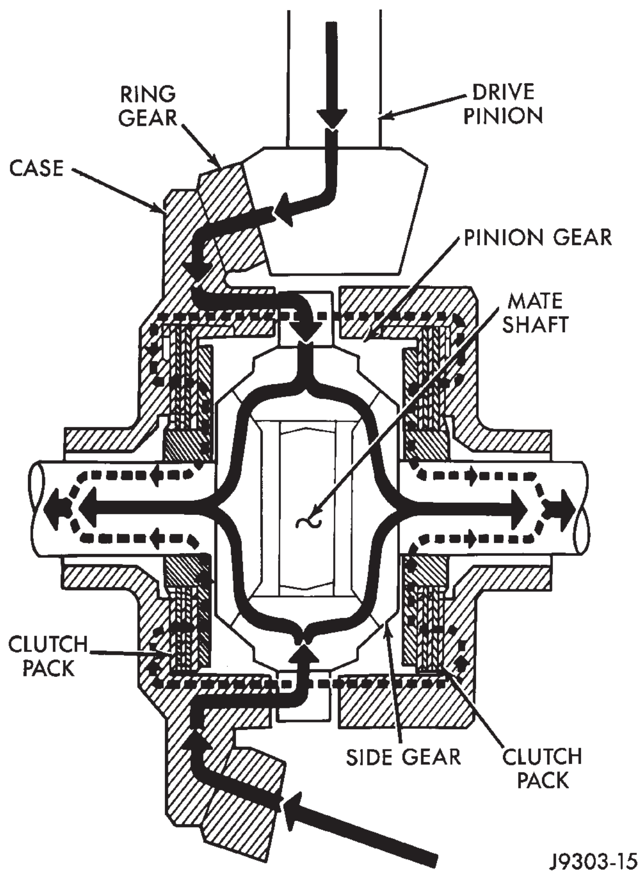

Fig. 4 Trac-lok Limited Slip Differential Operation

The Trac-lok design provides the differential action needed for turning corners and for driving straight ahead during periods of unequal traction. When one wheel looses traction, the clutch packs transfer additional torque to the wheel having the most traction. Trac-lok differentials resist wheel spin on bumpy roads and provide more pulling power when one wheel looses traction. Pulling power is provided continuously until both wheels loose traction. If both wheels slip due to unequal traction, Trac-lok operation is normal. In extreme cases of differences of traction, the wheel with the least traction may spin.

DIAGNOSIS AND TESTING

GEAR NOISE

Axle gear noise can be caused by insufficient lubricant, incorrect backlash, tooth contact, or worn/damaged gears.

Gear noise usually happens at a specific speed range. The range is 30 to 40 mph, or above 50 mph. The noise can also occur during a specific type of driving condition. These conditions are acceleration, deceleration, coast, or constant load.

When road testing, accelerate the vehicle to the speed range where the noise is the greatest. Shift out–of–gear and coast through the peak–noise range. If the noise stops or changes greatly:
- Check for insufficient lubricant.
- Incorrect ring gear backlash.
- Gear damage.

Differential side and pinion gears can be checked by turning the vehicle. They usually do not cause noise in straight–ahead driving. The side gears are loaded during vehicle turns. If noise does occur during vehicle turns, the side or pinion gears could be worn or damaged. A worn pinion gear mate shaft can also cause a snapping or a knocking noise.

BEARING NOISE

The axle shaft, differential and pinion gear bearings can all produce noise when worn or damaged. Bearing noise can be either a whining, or a growling sound.

Pinion gear bearings have a constant–pitch noise. This noise changes only with vehicle speed. Pinion bearing noise will be higher because it rotates at a faster rate. Drive the vehicle and load the differential. If bearing noise occurs, the rear pinion bearing is the source of the noise. If the bearing noise is heard during a coast, the front pinion bearing is the source.

Worn or damaged differential bearings usually produce a low pitch noise. Differential bearing noise is similar to pinion bearing noise. The pitch of differential bearing noise is also constant and varies only with vehicle speed.

Axle shaft bearings produce noise and vibration when worn or damaged. The noise generally changes when the bearings are loaded. Road test the vehicle. Turn the vehicle sharply to the left and to the right. This will load the bearings and change the noise level. Where axle bearing damage is slight, the noise is usually not noticeable at speeds above 30 mph.

LOW SPEED KNOCK

Low speed knock is generally caused by a worn U–joint or by worn side–gear thrust washers. A worn pinion gear shaft bore will also cause low speed knock.

DIAGNOSIS AND TESTING (Continued)

VIBRATION

Vibration at the rear of the vehicle is usually caused by a:

- Damaged drive shaft.
- Missing drive shaft balance weight(s).
- Worn or out–of–balance wheels.
- Loose wheel lug nuts.
- Worn U–joint(s).
- Loose/broken springs.
- Damaged axle shaft bearing(s).
- Loose pinion gear nut.
- Excessive pinion yoke run out.
- Bent axle shaft(s).

Check for loose or damaged front–end components or engine/transmission mounts. These components can contribute to what appears to be a rear–end vibration. Do not overlook engine accessories, brackets and drive belts.

All driveline components should be examined before starting any repair.

Refer to Group 22, Wheels and Tires, for additional information.

DRIVELINE SNAP

A snap or clunk noise when the vehicle is shifted into gear (or the clutch engaged), can be caused by:

- High engine idle speed
- Loose engine/transmission/transfer case mounts
- Worn U–joints
- Loose spring mounts
- Loose pinion gear nut and yoke
- Excessive ring gear backlash
- Excessive side gear/case clearance

The source of a snap or a clunk noise can be determined with the assistance of a helper. Raise the vehicle on a hoist with the wheels free to rotate. Instruct the helper to shift the transmission into gear. Listen for the noise, a mechanics stethoscope is helpful in isolating the source of a noise.

TRAC–LOK DIFFERENTIAL NOISE

The most common problem is a chatter noise when turning corners. Before removing a Trac-lok unit for repair, drain, flush and refill the axle with the specified lubricant. Refer to Lubricant change in this Group.

A container of Mopar® Trac-lok Lubricant (friction modifier) should be added after repair service or a lubricant change.

After changing the lubricant, drive the vehicle and make 10 to 12 slow, figure–eight turns. This maneuver will pump lubricant through the clutches. This will correct the condition in most instances. If the chatter persists, clutch damage could have occurred.

DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
WHEEL NOISE	1. Wheel loose. 2. Faulty, brinelled wheel bearing.	1. Tighten loose nuts. 2. Faulty or brinelled bearings must be replaced.
AXLE SHAFT NOISE	1. Misaligned axle shaft tube. 2. Bent or sprung axle shaft. 3. End play in drive pinion bearings. 4. Excessive gear backlash between ring gear and pinion gear. 5. Improper adjustment of drive pinion gear shaft bearings. 6. Loose drive pinion gearshaft yoke nut. 7. Improper wheel bearing adjustment. 8. Scuffed gear tooth contact surfaces.	1. Inspect axle shaft tube alignment. Correct as necessary. 2. Replace bent or sprung axle shaft. 3. Refer to Drive Pinion Bearing Pre-Load Adjustment. 4. Check adjustment of ring gear backlash and pinion gear. Correct as necessary. 5. Adjust drive pinion shaft bearings. 6. Tighten drive pinion gearshaft yoke nut with specified torque. 7. Readjust as necessary. 8. If necessary, replace scuffed gears.
AXLE SHAFT BROKE	1. Misaligned axle shaft tube. 2. Vehicle overloaded. 3. Erratic clutch operation. 4. Grabbing clutch.	1. Replace broken axle shaft after correcting axle shaft tube alignment. 2. Replace broken axle shaft. Avoid excessive weight on vehicle. 3. Replace broken axle shaft after inspecting for other possible causes. Avoid erratic use of clutch. 4. Replace broken axle shaft. Inspect clutch and make necessary repairs or adjustments.
DIFFERENTIAL CASE CRACKED	1. Improper adjustment of differential bearings. 2. Excessive ring gear backlash. 3. Vehicle overloaded. 4. Erratic clutch operation.	1. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust differential bearings properly. 2. Replace cracked case; examine gears and bearings for possible damage. At reassembly, adjust ring gear backlash properly. 3. Replace cracked case; examine gears and bearings for possible damage. Avoid excessive weight on vehicle. 4. Replace cracked case. After inspecting for other possible causes, examine gears and bearings for possible damage. Avoid erratic use of clutch.
DIFFERENTIAL GEARS SCORED	1. Insufficient lubrication. 2. Improper grade of lubricant. 3. Excessive spinning of one wheel/tire.	1. Replace scored gears. Scoring marks on the drive face of gear teeth or in the bore are caused by instantaneous fusing of the mating surfaces. Scored gears should be replaced. Fill rear differential housing to required capacity with proper lubricant. Refer to Specifications. 2. Replace scored gears. Inspect all gears and bearings for possible damage. Clean and refill differential housing to required capacity with proper lubricant. 3. Replace scored gears. Inspect all gears, pinion bores and shaft for damage. Service as necessary.
LOSS OF LUBRICANT	1. Lubricant level too high.	1. Drain excess lubricant by removing fill plug and allow lubricant to level at lower edge of fill plug hole.

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DIAGNOSIS AND TESTING (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
LOSS OF LUBRICANT	2. Worn axle shaft seals. 3. Cracked differential housing. 4. Worn drive pinion gear shaft seal. 5. Scored and worn yoke. 6. Axle cover not properly sealed.	2. Replace worn seals. 3. Repair or replace housing as necessary. 4. Replace worn drive pinion gear shaft seal. 5. Replace worn or scored yoke and seal. 6. Remove cover and clean flange and reseal.
AXLE OVERHEATING	1. Lubricant level too low. 2. Incorrect grade of lubricant. 3. Bearings adjusted too tight. 4. Excessive gear wear. 5. Insufficient ring gear backlash.	1. Refill differential housing. 2. Drain, flush and refill with correct amount of the correct lubricant. 3. Readjust bearings. 4. Inspect gears for excessive wear or scoring. Replace as necessary. 5. Readjust ring gear backlash and inspect gears for possible scoring.
GEAR TEETH BROKE (RING GEAR AND PINION)	1. Overloading. 2. Erratic clutch operation. 3. Ice-spotted pavements. 4. Improper adjustments.	1. Replace gears. Examine other gears and bearings for possible damage. 2. Replace gears and examine the remaining parts for possible damage. Avoid erratic clutch operation. 3. Replace gears. Examine the remaining parts for possible damage. Replace parts as required. 4. Replace gears. Examine other parts for possible damage. Ensure ring gear backlash is correct.
AXLE NOISE	1. Insufficient lubricant. 2. Improper ring gear and drive pinion gear adjustment. 3. Unmatched ring gear and drive pinion gear. 4. Worn teeth on ring gear or drive pinion gear. 5. Loose drive pinion gear shaft bearings. 6. Loose differential bearings. 7. Misaligned or sprung ring gear. 8. Loose differential bearing cap bolts	1. Refill axle with correct amount of the proper lubricant. Also inspect for leaks and correct as necessary. 2. Check ring gear and pinion gear teeth contact pattern. 3. Remove unmatched ring gear and drive pinion gear. Replace with matched gear and drive pinion gear set. 4. Check teeth on ring gear and drive pinion gear for correct contact. If necessary, replace with new matched set. 5. Adjust drive pinion gearshaft bearing preload torque. 6. Adjust differential bearing preload torque. 7. Measure ring gear runout. 8. Tighten with specified torque

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DIAGNOSIS AND TESTING (Continued)

TRAC–LOK TEST

WARNING: WHEN SERVICING VEHICLES WITH A TRAC–LOK DIFFERENTIAL DO NOT USE THE ENGINE TO TURN THE AXLE AND WHEELS. BOTH REAR WHEELS MUST BE RAISED AND THE VEHICLE SUPPORTED. A TRAC–LOK AXLE CAN EXERT ENOUGH FORCE IF ONE WHEEL IS IN CONTACT WITH A SURFACE TO CAUSE THE VEHICLE TO MOVE.

The differential can be tested without removing the differential case by measuring rotating torque. Make sure brakes are not dragging during this measurement.

(1) Place blocks in front and rear of both front wheels.

(2) Raise one rear wheel until it is completely off the ground.

(3) Engine off, transmission in neutral, and parking brake off.

(4) Remove wheel and bolt Special Tool 6790 to studs.

(5) Use torque wrench on special tool to rotate wheel and read rotating torque (Fig. 5).

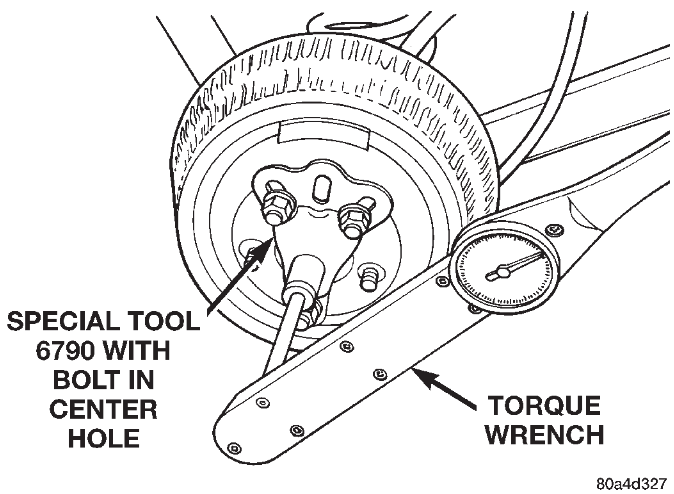

Fig. 5 Trac-loc Test

(6) If rotating torque is less than 22 N·m (30 ft. lbs.) or more than 271 N·m (200 ft. lbs.) on either wheel the unit should be serviced.

SERVICE PROCEDURES

LUBRICANT CHANGE

(1) Raise and support the vehicle.

(2) Remove the lubricant fill hole plug from the differential housing cover.

(3) Remove the differential housing cover and drain the lubricant from the housing.

(4) Clean the housing cavity with a flushing oil, light engine oil or lint free cloth. **Do not use water, steam, kerosene or gasoline for cleaning.**

(5) Remove the original sealant from the housing and cover surfaces.

(6) Apply a bead of Mopar® Silicone Rubber Sealant, or equivalent, to the housing cover (Fig. 6).

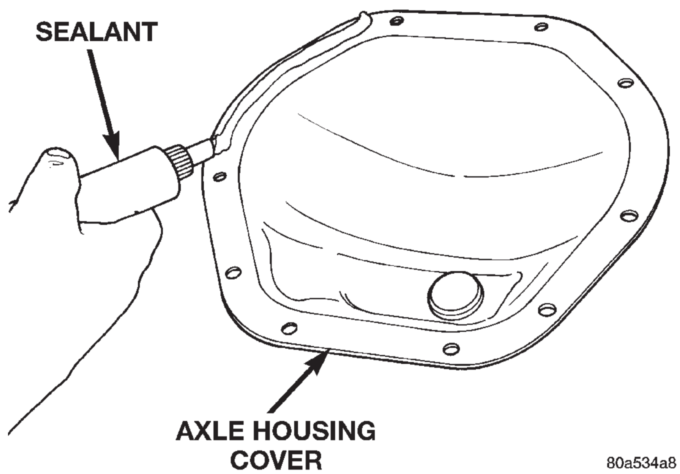

Fig. 6 Apply Sealant

Install the housing cover within 5 minutes after applying the sealant.

(7) Install the cover and any identification tag. Tighten the cover bolts to 41 N·m (30 ft. lbs.) torque.

(8) For Trac–Lok differentials, a quantity of Mopar® Trac–Lok lubricant (friction modifier), or equivalent, must be added after repair service or a lubricant change. Refer to the General Information section of this group for the quantity necessary.

(9) Fill differential with Mopar® Hypoid Gear Lubricant, or equivalent, to bottom of the fill plug hole. Refer to the Lubricant Specifications in this group for the quantity necessary.

CAUTION: Overfilling the differential can result in lubricant foaming and overheating.

(10) Install the fill hole plug and lower the vehicle.

(11) Trac–Lok differential equipped vehicles should be road tested by making 10 to 12 slow figure-eight turns. This maneuver will pump the lubricant through the clutch discs to eliminate a possible chatter noise complaint.

REMOVAL AND INSTALLATION

REAR AXLE

REMOVAL

(1) Raise and support the vehicle.

REMOVAL AND INSTALLATION (Continued)

(2) Position a suitable lifting device under the axle.
(3) Secure axle to device.
(4) Remove the wheels and tires.
(5) Remove the brake rotors and calipers from the axle. Refer to Group 5, Brakes, for proper procedures.
(6) Disconnect the vent hose from the axle shaft tube.
(7) Mark the propeller shaft and yokes for installation alignment reference.
(8) Remove propeller shaft.
(9) Disconnect stabilizer bar links.
(10) Disconnect shock absorbers from axle.
(11) Disconnect track bar.
(12) Disconnect upper and lower suspension arms from the axle brackets.
(13) Separate the axle from the vehicle.

INSTALLATION

NOTE: The weight of the vehicle must be supported by the springs before suspension arms and track bar fasteners can be tightened. If the springs are not at their normal ride position, vehicle ride height and handling could be affected.

(1) Raise the axle with lifting device and align coil springs.
(2) Position the upper and lower suspension arms on the axle brackets. Install nuts and bolts, do not tighten bolts at this time.
(3) Install track bar and attachment bolts, do not tighten bolts at this time.
(4) Install shock absorber and tighten nuts to 60 N·m (44 ft. lbs.) torque
(5) Install stabilizer bar link and tighten nuts to 36 N·m (27 ft. lbs.) torque
(6) Install the brake rotors and calipers. Refer to Group 5, Brakes, for proper procedures.
(7) Install axle vent hose
(8) Align propeller shaft and pinion yoke reference marks. Install U-joint straps and bolts tighten to 19 N·m (14 ft. lbs.) torque
(9) Install the wheels and tires.
(10) Check and add gear lubricant.
(11) Remove lifting device from axle and lower the vehicle.
(12) Tighten lower suspension arms bolts to 177 N·m (130 ft. lbs.) torque.
(13) Tighten upper suspension arms bolts to 75 N·m (55 ft. lbs.) torque.
(14) Tighten track bar bolts to 100 N·m (74 ft. lbs.) torque.

PINION SHAFT SEAL REPLACEMENT

REMOVAL

(1) Raise and support the vehicle.
(2) Remove wheel and tire assemblies.
(3) Remove rear brake rotors and calipers. Refer to Group 5, Brakes, for proper procedures.
(4) Mark the propeller shaft and pinion yoke for installation reference.
(5) Remove the propeller shaft from the yoke.
(6) Rotate the pinion gear three or four times.
(7) Measure the amount of torque necessary to rotate the pinion gear with an (in. lbs.) dial-type torque wrench. Record the torque reading for installation reference.
(8) Using a short piece of pipe and Holder 6958 to hold the pinion yoke, remove the pinion nut and washer (Fig. 7).
(9) Use Remover C-452 and Wrench C-3281 to remove the pinion yoke (Fig. 8).

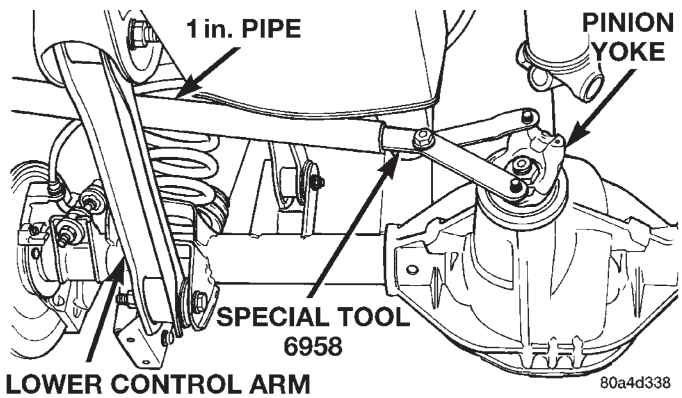

Fig. 7 Pinion Yoke Holder

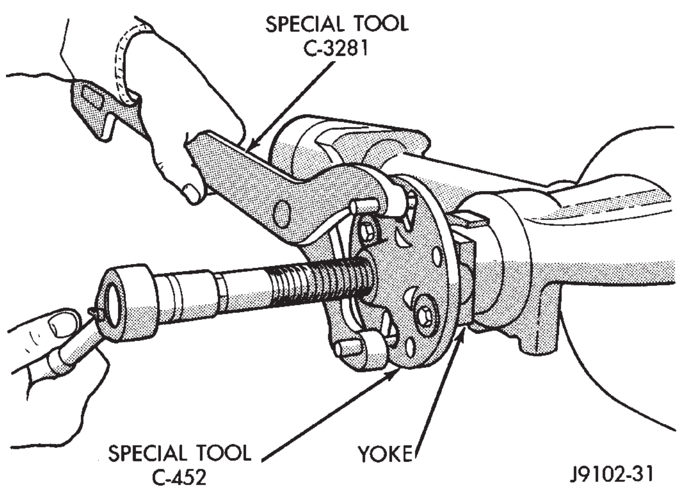

Fig. 8 Pinion Yoke Removal

(10) Use Remover 7794A and slide hammer to remove the pinion shaft seal (Fig. 9).

REMOVAL AND INSTALLATION (Continued)

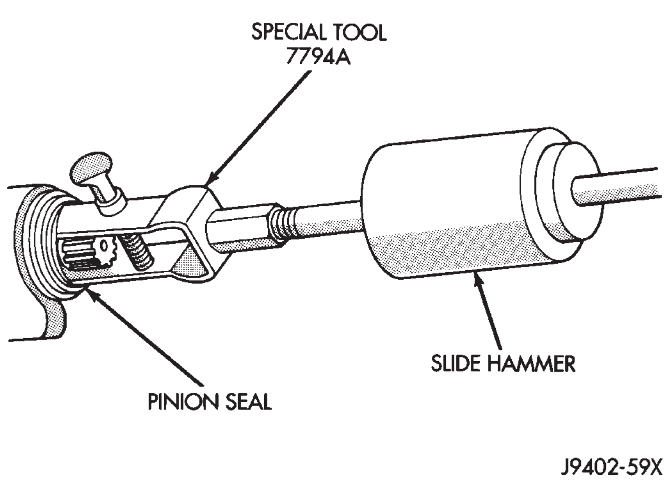

Fig. 9 Seal Removal

INSTALLATION

(1) Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D-163 and Handle C-4171 (Fig. 10).

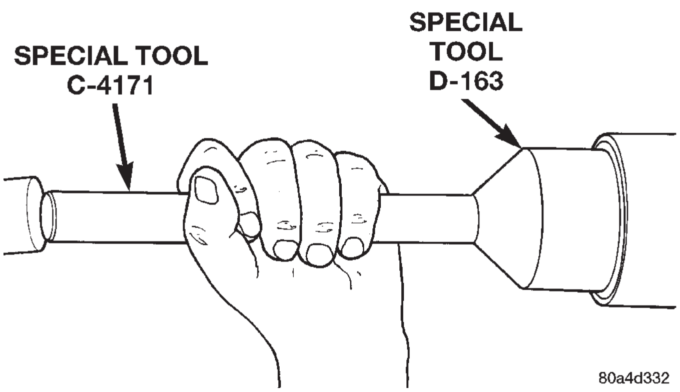

Fig. 10 Pinion Seal Installation

(2) Install yoke on the pinion gear with Installer C-3718.

CAUTION: Do not exceed the minimum tightening torque when installing the pinion yoke retaining nut at this point. Damage to collapsible spacer or bearings may result.

(3) Install a new nut on the pinion gear. **Tighten the nut only enough to remove the shaft end play.**

(4) Rotate the pinion shaft using an (in. lbs.) torque wrench. Rotating resistance torque should be equal to the reading recorded during removal, plus an additional 0.56 N·m (5 in. lbs.) (Fig. 11).

(5) If the rotating torque is low, use Holder 6958 to hold the pinion yoke (Fig. 12), and tighten the pinion shaft nut in 6.8 N·m (5 ft. lbs.) increments until proper rotating torque is achieved.

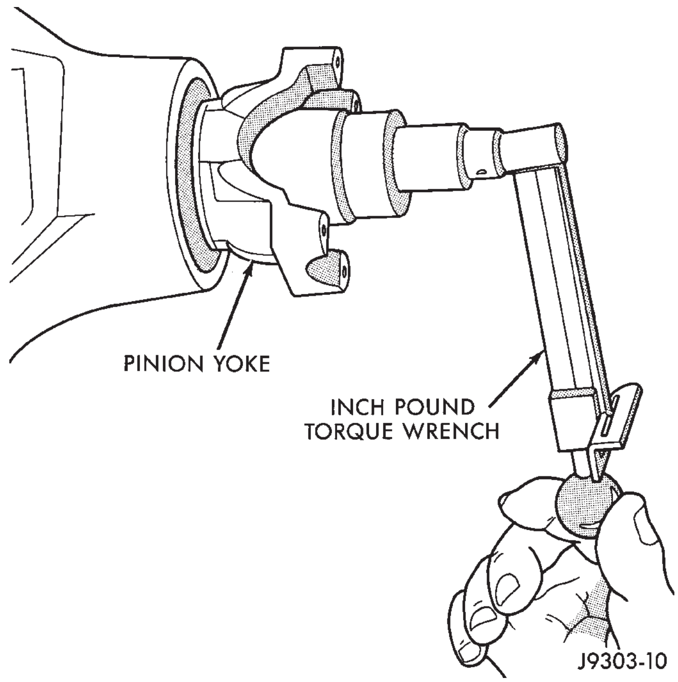

Fig. 11 Check Pinion Rotation Torque

CAUTION: If the maximum tightening torque is reached prior to reaching the required rotating torque, the collapsible spacer may have been damaged. Replace the collapsible spacer.

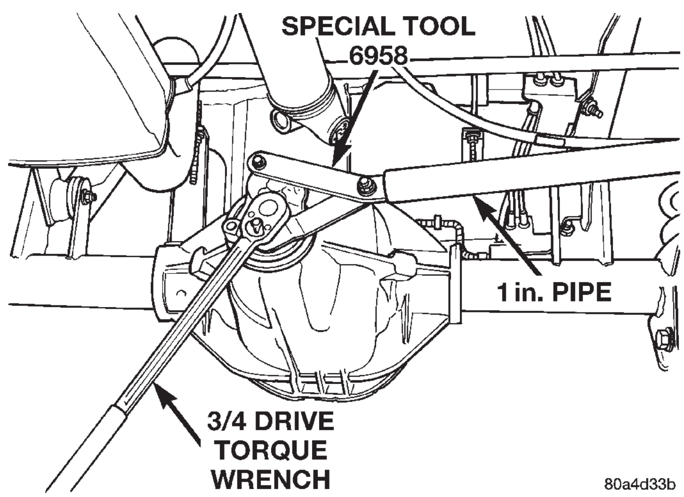

Fig. 12 Tightening Pinion Shaft Nut

(6) Align the installation reference marks and install the propeller shaft.

(7) Add gear lubricant to the differential housing, if necessary. Refer to the Lubricant Specifications for gear lubricant requirements.

(8) Install brake rotors and calipers. Refer to Group 5, Brakes, for proper procedures.

(9) Install wheel and tire assemblies.

(10) Lower the vehicle.

REMOVAL AND INSTALLATION (Continued)

COLLAPSIBLE SPACER

REMOVAL W/PINION INSTALLED

(1) Raise and support the vehicle.

(2) Remove wheel and tire assemblies.

(3) Remove rear brake rotors and calipers. Refer to Group 5, Brakes, for proper procedures.

(4) Mark the propeller shaft and pinion yoke for installation reference.

(5) Remove the propeller shaft from the yoke.

(6) Rotate the pinion gear three or four times.

(7) Measure the amount of torque necessary to rotate the pinion gear with an in. lbs. dial-type torque wrench. Record the torque reading for installation reference.

(8) Using a short piece of pipe and Holder 6958 to hold the pinion yoke, remove the pinion nut and washer (Fig. 13).

(9) Use Remover C-452 and Wrench C-3281 to remove the pinion yoke (Fig. 14).

(10) Use Remover 7794-A and slide hammer to remove the pinion shaft seal (Fig. 15).

(11) Remove the front pinion bearing using a pair of suitable pick tools to pull the bearing straight off the pinion gear shaft. It may be necessary to lightly tap the end of the pinion gear with a rawhide or rubber mallet if the bearing becomes bound on the pinion shaft.

(12) Remove the collapsible spacer.

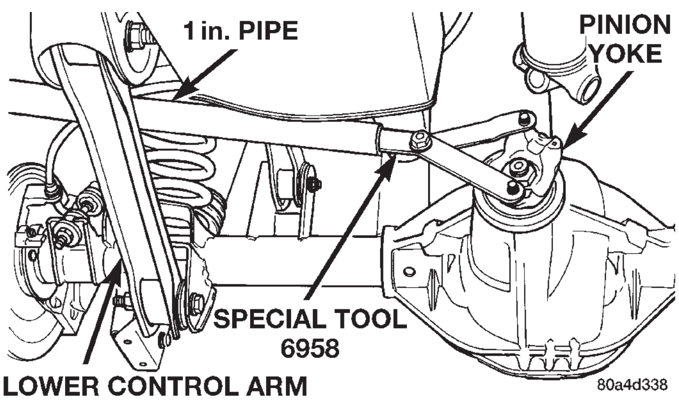

Fig. 13 Pinion Yoke Holder

REMOVAL W/PINION REMOVAL

(1) Raise and support the vehicle.

(2) Remove wheel and tire assemblies.

(3) Remove rear brake rotors and calipers. Refer to Group 5, Brakes, for proper procedures.

(4) Mark the propeller shaft and pinion yoke for installation reference.

(5) Remove the propeller shaft from the yoke.

(6) Rotate the pinion gear three or four times.

(7) Measure the amount of torque necessary to rotate the pinion gear with an in. lbs. dial-type torque wrench. Record the torque reading for installation reference.

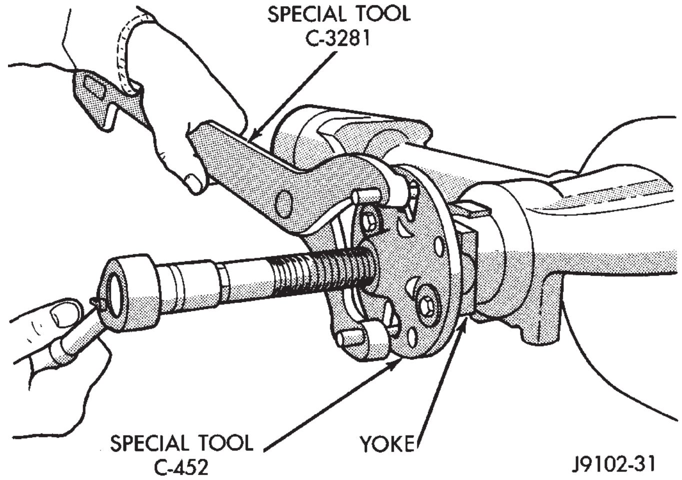

Fig. 14 Pinion Yoke Removal

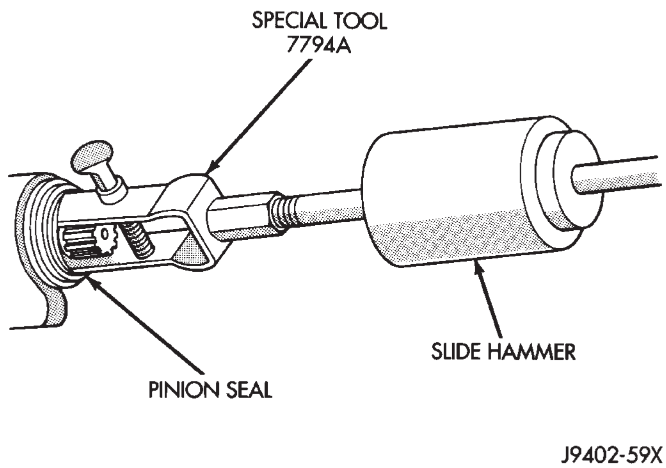

Fig. 15 Seal Removal

(8) Remove differential assembly from axle housing.

(9) Using Holder 6958 to hold yoke and a short length of 1 in. pipe, remove the pinion yoke nut and washer (Fig. 13).

(10) Using Remover C–452 and Wrench C–3281, remove the pinion yoke from pinion shaft (Fig. 14).

(11) Remove the pinion gear from housing (Fig. 16). Catch the pinion with your hand to prevent it from falling and being damaged.

(12) Remove collapsible spacer from pinion shaft.

INSTALLATION

(1) Install a new collapsible preload spacer on pinion shaft (Fig. 17).

(2) If pinion gear was removed, install pinion gear in housing.

(3) Install pinion front bearing. Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 18).

REMOVAL AND INSTALLATION (Continued)

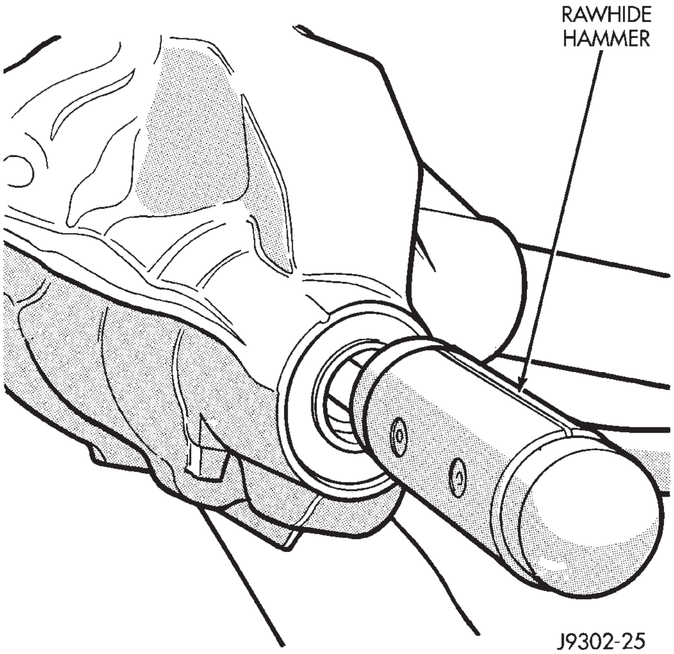

Fig. 16 Remove Pinion Gear

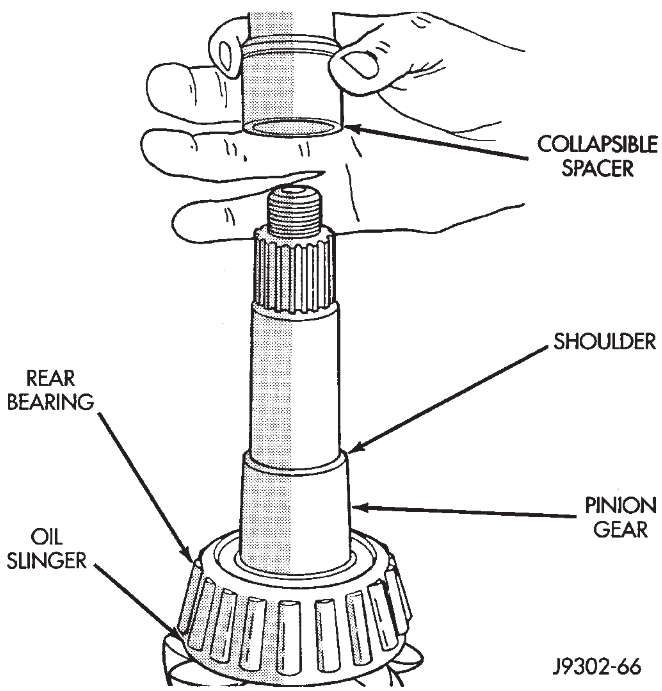

Fig. 17 Collapsible Preload Spacer

(4) Install yoke with Installer C–3718 and holder 6958 (Fig. 19).

(5) If the original pinion bearings are being used, install differential assembly and axle shafts, if necessary.

NOTE: If new pinion bearings were installed, do not install the differential assembly and axle shafts until after the pinion bearing preload and rotating torque are set.

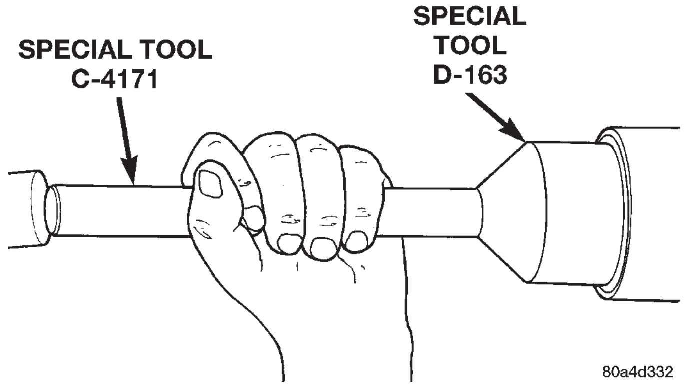

Fig. 18 Pinion Seal Installation

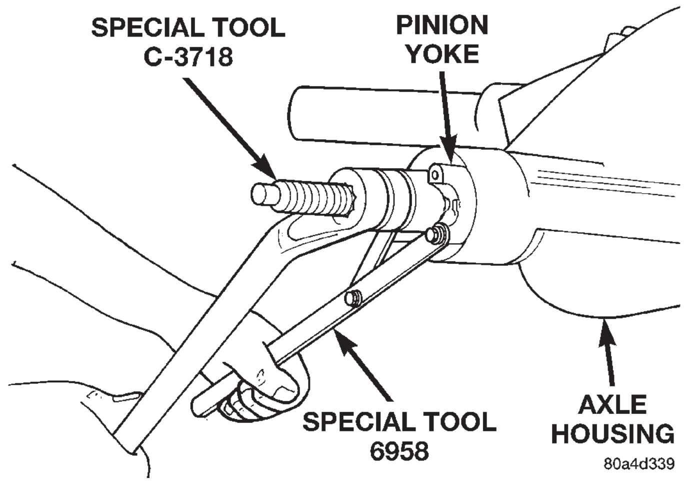

Fig. 19 Pinion Yoke Installation

(6) Install the yoke washer and a new nut on the pinion gear. Tighten the nut to 298 N·m (220 ft. lbs.) minimum. **Do not over–tighten.** Maximum torque is 380 N·m (280 ft. lbs.).

CAUTION: Never loosen pinion gear nut to decrease pinion gear bearing rotating torque and never exceed specified preload torque. If preload torque is exceeded a new collapsible spacer must be installed. The torque sequence will have to be repeated.

NOTE: A new collapsible spacer will start to crush at around 265 ft. lbs. torque. If the spacer requires more than 280 ft. lbs. torque to crush, the collapsible spacer is defective.

(7) Using yoke holder 6958, a short length of 1 in. pipe, and a torque wrench set at 380 N·m (280 ft. lbs.), crush collapsible spacer until bearing end play is taken up (Fig. 20).

(8) Slowly tighten the nut in 6.8 N·m (5 ft. lbs.) increments until the rotating torque is achieved.

REMOVAL AND INSTALLATION (Continued)

Measure the rotating torque frequently to avoid over crushing the collapsible spacer (Fig. 21).

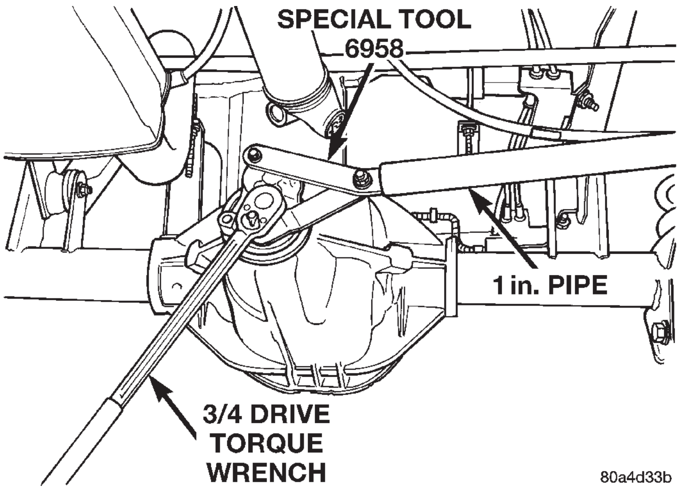

Fig. 20 Tightening Pinion Nut

(9) Check rotating torque with an inch pound torque wrench (Fig. 21). The torque necessary to rotate the pinion gear should be:

- Original Bearings — The reading recorded during removal, plus an additional 0.56 N·m (5 in. lbs.).
- New Bearings — 2 to 5 N·m (15 to 35 in. lbs.).

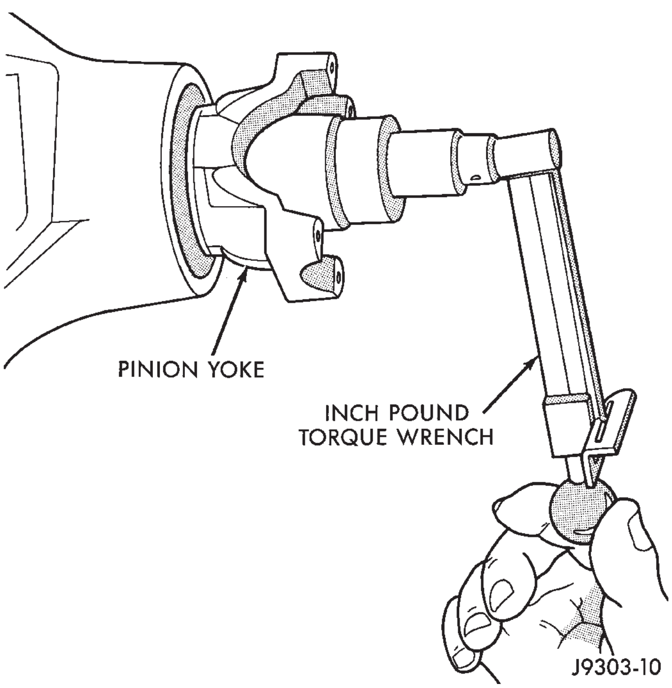

Fig. 21 Check Pinion Gear Rotation Torque

(10) Install differential assembly and axle shafts, if necessary.

(11) Align marks made previously on yoke and propeller shaft and install propeller shaft.

(12) Install rear brake rotors and calipers. Refer to Group 5 Brakes, for proper procedures.

(13) Add gear lubricant, if necessary. Refer to Lubricant Specifications of this section for lubricant requirements.

(14) Install wheel and tire assemblies.

(15) Lower vehicle.

AXLE SHAFT

REMOVAL

(1) Raise and support vehicle. Ensure that the transmission is in neutral.

(2) Remove rear wheel and tire.

(3) Remove brake caliper and rotor. Refer to Group 5, Brakes, for proper procedure.

(4) Clean all foreign material from housing cover area.

(5) Loosen housing cover bolts. Drain lubricant from the housing and axle shaft tubes. Remove housing cover.

(6) Rotate differential case so that pinion mate gear shaft lock screw is accessible. Remove lock screw and pinion mate gear shaft from differential case (Fig. 22).

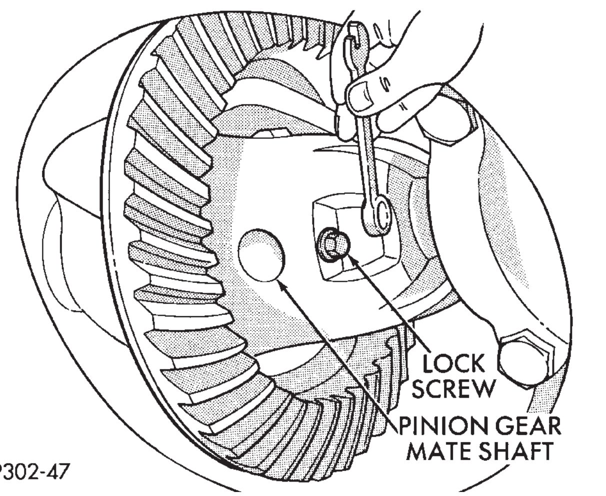

Fig. 22 Mate Shaft Lock Screw

(7) Push axle shaft inward and remove axle shaft C–clip lock from the axle shaft (Fig. 23).

(8) Remove axle shaft. Use care to prevent damage to axle shaft bearing and seal, which will remain in axle shaft tube.

(9) Inspect axle shaft seal for leakage or damage.

(10) Inspect roller bearing contact surface on axle shaft for signs of brinelling, galling and pitting. If any of these conditions exist, the axle shaft and/or bearing and seal must be replaced.

INSTALLATION

(1) Lubricate bearing bore and seal lip with gear lubricant. Insert axle shaft through seal, bearing, and engage it into side gear splines. **Use care to**

REMOVAL AND INSTALLATION (Continued)

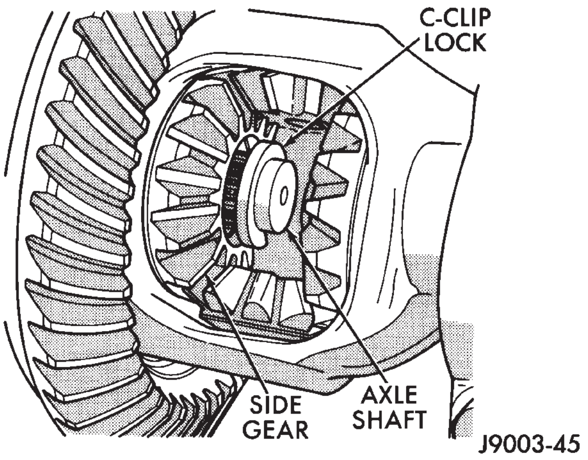

Fig. 23 Axle Shaft C–Clip Lock

prevent shaft splines from damaging axle shaft seal lip.

(2) Insert C–clip lock in end of axle shaft. Push axle shaft outward to seat C–clip lock in side gear.

(3) Insert pinion mate shaft into differential case and through thrust washers and pinion gears.

(4) Align hole in shaft with hole in the differential case and install lock screw with Loctite® on the threads. Tighten lock screw to 19 N·m (14 ft. lbs.) torque.

(5) Install cover and add fluid. Refer to Lubricant Change procedure in this section for procedure and lubricant requirements.

(6) Install brake caliper and rotor. Refer to Group 5, Brakes, for proper procedures.

(7) Install wheel and tire.

(8) Lower vehicle.

AXLE SHAFT SEAL AND BEARING

REMOVAL

(1) Remove the axle shaft.

(2) Remove the axle shaft seal from the end of the axle shaft tube with a small pry bar.

NOTE: The seal and bearing can be removed at the same time with the bearing removal tool.

(3) Remove the axle shaft bearing from the tube (Fig. 24) with Bearing Removal Tool Set 6310.

(4) Inspect the axle shaft tube bore for roughness and burrs. Remove as necessary.

INSTALLATION

Do not install the original axle shaft seal. Always install a new seal.

(1) Wipe the bore in the axle shaft tube clean.

(2) Install axle shaft bearing with Installer 6436 and Handle C–4171. Ensure part number on the bearing is against the installer.

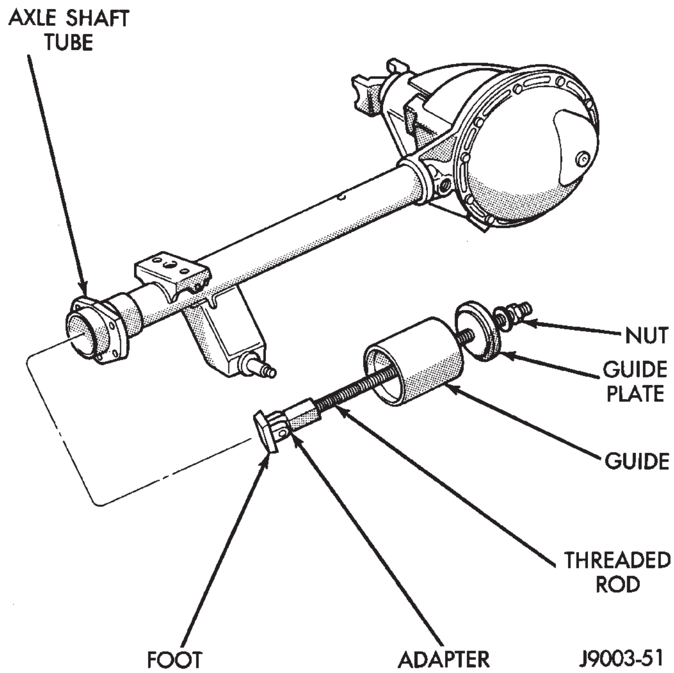

Fig. 24 Axle Shaft Bearing Removal Tool

(3) Install the new axle shaft seal (Fig. 25) with Installer 6437 and Handle C–4171.

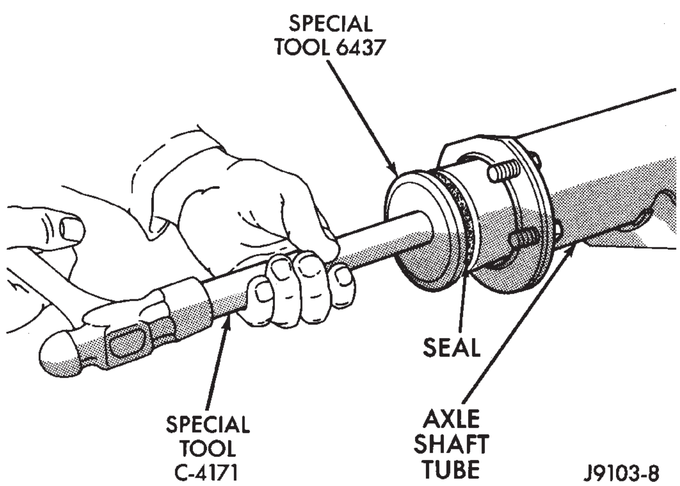

Fig. 25 Axle Shaft Seal Installation

(4) Install the axle shaft.

DIFFERENTIAL

REMOVAL

(1) Remove axle shafts.

(2) Note the orientation of the installation reference letters stamped on the bearing caps and housing machined sealing surface (Fig. 26).

(3) Remove the differential bearing caps.

(4) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 27).

REMOVAL AND INSTALLATION (Continued)

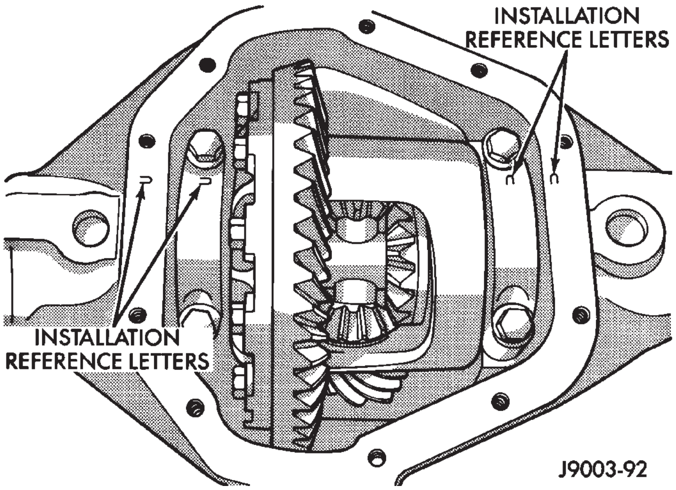

Fig. 26 Bearing Cap Identification

(5) Install the hold down clamps and tighten the tool turnbuckle finger–tight.

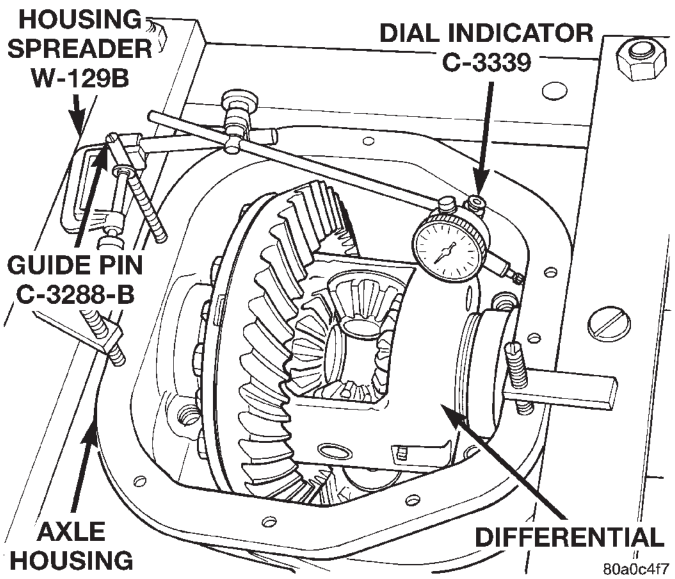

Fig. 27 Spread Differential Housing

(6) Install a pilot stud at the left side of the differential housing. Attach dial indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 27) and zero the indicator.

(7) Separate the housing enough to remove the case from the housing. Measure the distance with the dial indicator (Fig. 27).

CAUTION: Do not spread over 0.38 mm (0.015 in). If the housing is over–separated, it could be distorted or damaged.

(8) Remove the dial indicator.

(9) Pry the differential case loose from the housing. To prevent damage, pivot on housing with the end of the pry bar against spreader (Fig. 28).

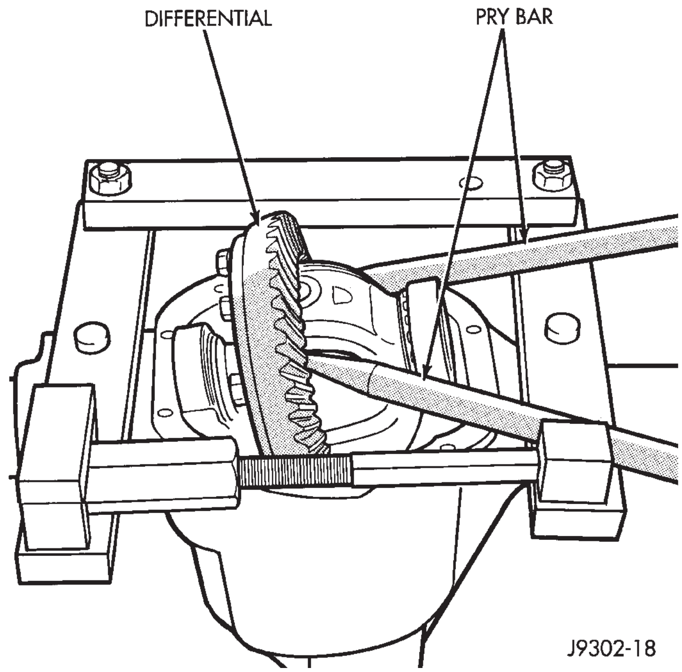

Fig. 28 Differential Removal

(10) Remove the case from housing. Mark or tag bearing cups and outboard shim(s)/spacer(s) (selected thickness) to indicate which side they were removed from.

DIFFERENTIAL INSTALLATION

(1) Position Spreader W–129–B with the tool dowel pins seated in the locating holes (Fig. 27). Install the hold down clamps and tighten the tool turnbuckle finger–tight.

(2) Install a pilot stud at the left side of the differential housing. Attach dial indicator to housing pilot stud. Load the indicator plunger against the opposite side of the housing (Fig. 27) and zero the indicator.

(3) Separate the housing enough to install the case in the housing. Measure the distance with the dial indicator (Fig. 27).

CAUTION: Do not spread over 0.51 mm (0.020 in). If the housing is over–separated, it could be distorted or damaged.

(4) Remove the dial indicator.

(5) Install differential and outboard shim(s)/spacer(s) (selected thickness) in housing.

(6) Install case in the housing. Tap the differential case with a rawhide or rubber mallet to ensure the bearings are fully seated in the differential housing (Fig. 29).

(7) Remove the spreader.

(8) Install the bearing caps at their original locations (Fig. 30). Tighten the bearing cap bolts to 77 N·m (57 ft. lbs.) torque.

(9) Install axle shafts.

REMOVAL AND INSTALLATION (Continued)

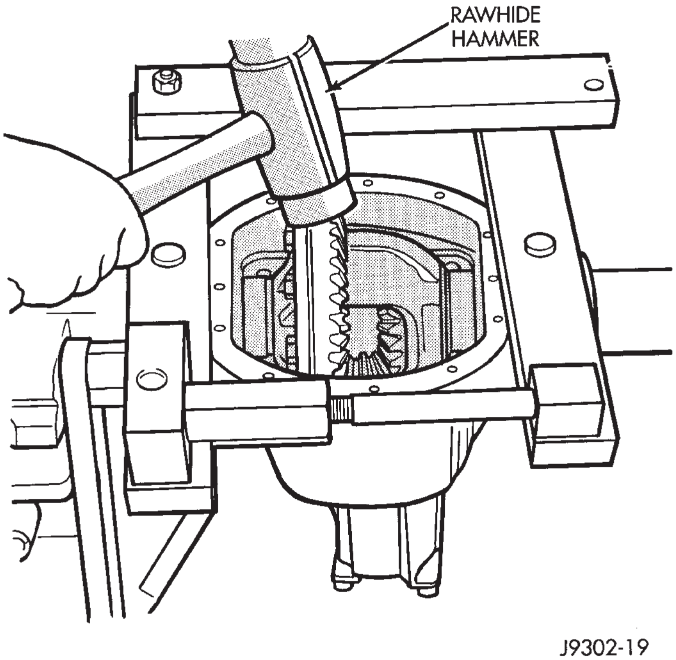

Fig. 29 Differential Installation

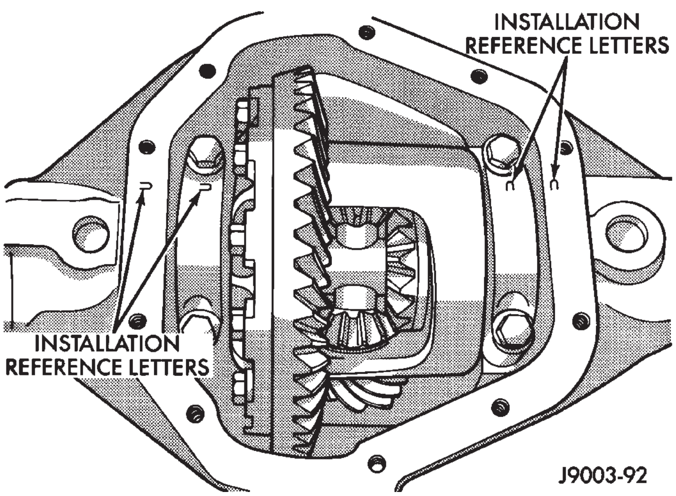

Fig. 30 Differential Bearing Cap Reference Letters

DIFFERENTIAL SIDE BEARINGS

REMOVAL

(1) Remove differential case from axle housing.

(2) Remove the bearings from the differential case with Puller/Press C-293-PA, C-293-42 Adapters and Plug C-293-3 (Fig. 31).

DIFFERENTIAL SIDE BEARING INSTALLATION

(1) Using tool C-4340 with handle C-4171, install differential side bearings (Fig. 32).

(2) Install differential case in axle housing.

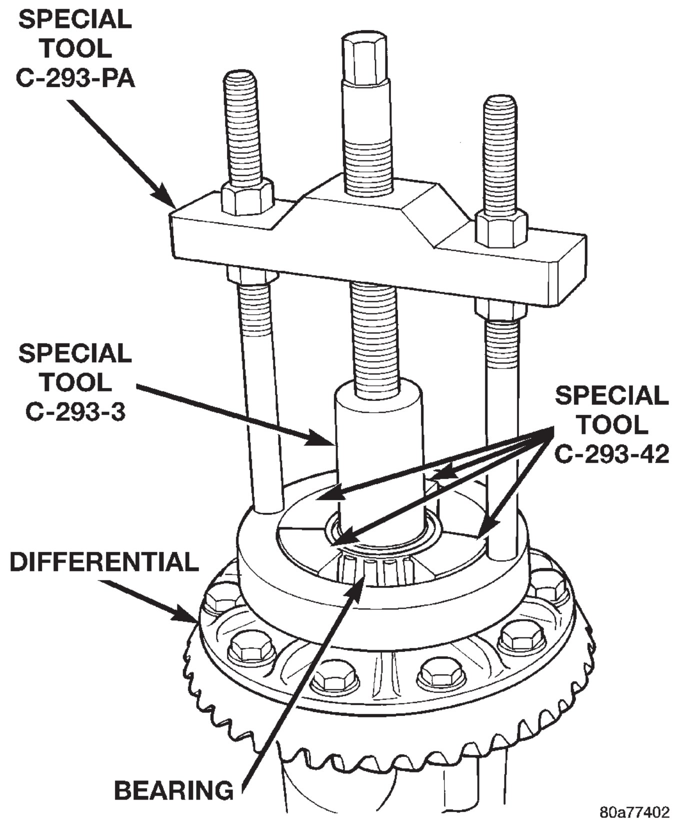

Fig. 31 Differential Bearing Removal

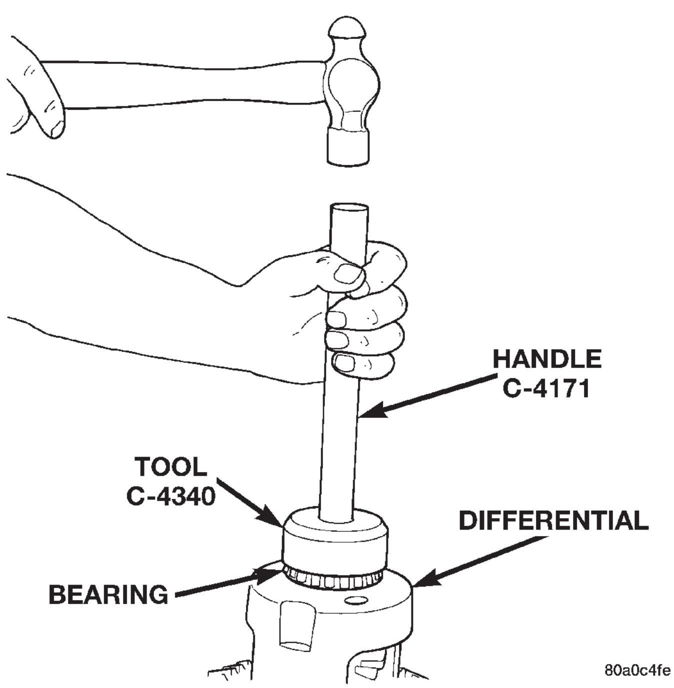

Fig. 32 Install Differential Side Bearings

REMOVAL AND INSTALLATION (Continued)

RING GEAR

NOTE: The ring and pinion gears are service in a matched set. Do not replace the ring gear without replacing the pinion gear.

REMOVAL

(1) Remove differential case from axle housing.

(2) Clamp Side Gear Holding Tool 6963-A in a vise.

(3) Position deferential case on the holding tool (Fig. 33).

(4) Place shop towels around differential to cover vise in order to prevent damage to ring gear when removed.

(5) Remove and discard the bolts holding the ring gear to differential case.

(6) Using a soft hammer, drive ring gear from differential case.

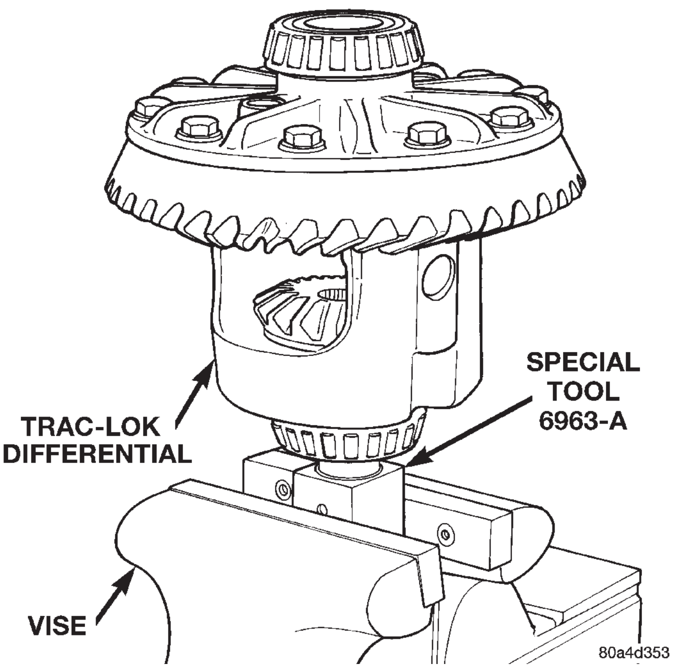

Fig. 33 Side Gear Holding Tool 6963-A

RING GEAR INSTALLATION

CAUTION: Do not reuse the bolts that held the ring gear to the differential case. The bolts can fracture causing extensive damage.

(1) Invert the differential case on Side Gear Holding Tool 6963-A.

(2) Position ring gear on the differential case and start two new ring gear bolts. This will provide case–to–ring gear bolt hole alignment.

(3) Invert the differential case on Side Gear Holding Tool 6963-A.

(4) Install new ring gear bolts and alternately tighten to 95–122 N·m (70–90 ft. lbs.) torque (Fig. 34).

(5) Install differential in axle housing and verify differential side bearing preload, gear mesh, and contact pattern.

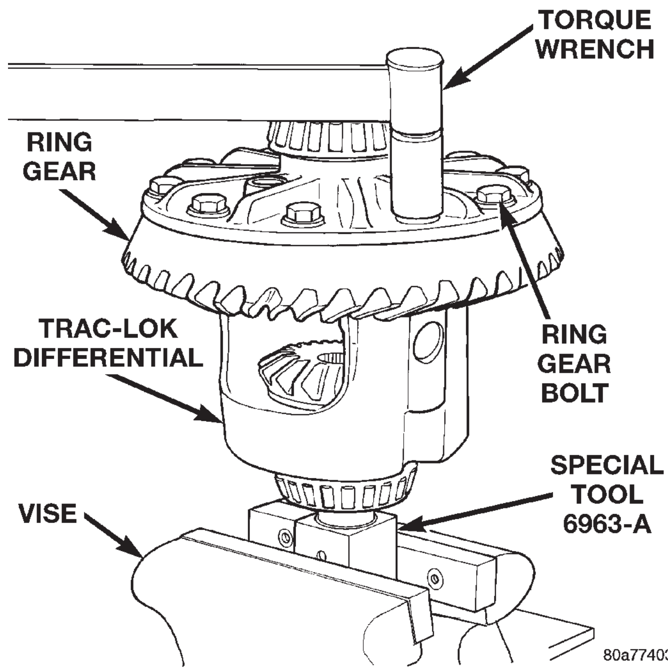

Fig. 34 Ring Gear Bolt Installation

PINION GEAR

REMOVAL

(1) Remove differential assembly from axle housing.

(2) Mark pinion yoke and propeller shaft for installation alignment.

(3) Disconnect propeller shaft from pinion yoke. Using suitable wire, tie propeller shaft to underbody.

(4) Using Holder 6958 to hold yoke and a short length of 1 in. pipe, remove the pinion yoke nut and washer (Fig. 35).

(5) Using Remover C–452 and Wrench C–3281, remove the pinion yoke from pinion shaft (Fig. 36).

(6) Remove the pinion gear from housing (Fig. 37). Catch the pinion with your hand to prevent it from falling and being damaged.

(7) Remove the pinion seal with a slide hammer or pry out with bar.

(8) Remove oil slinger, if equipped, and the front pinion bearing.

(9) Remove the front pinion bearing cup with Remover D-103 and Handle C–4171 (Fig. 38).

(10) Remove the rear bearing cup from housing (Fig. 39). Use Remover C-4307 and Handle C–4171.

REMOVAL AND INSTALLATION (Continued)

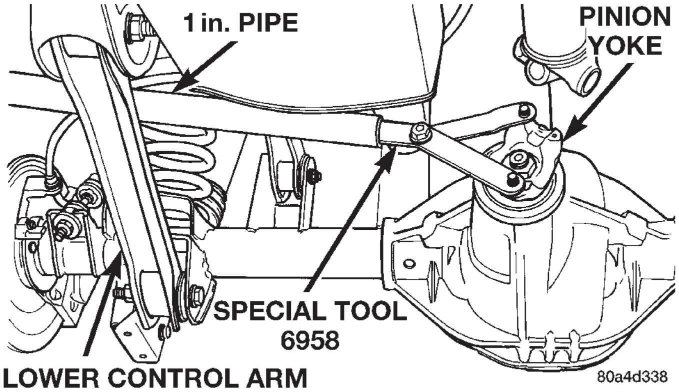

Fig. 35 Pinion Yoke Holder

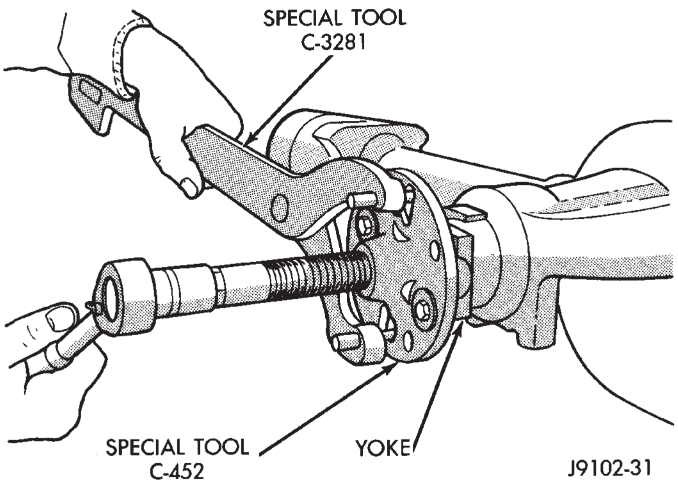

Fig. 36 Pinion Yoke Removal

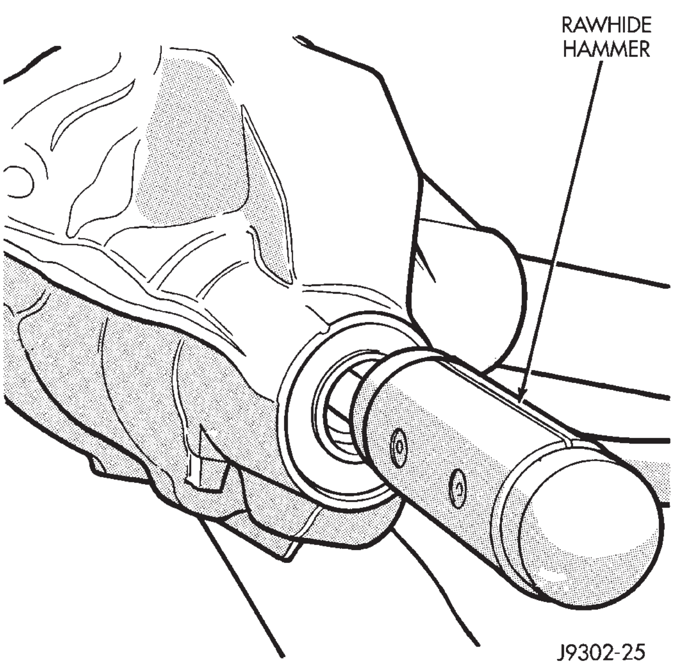

Fig. 37 Remove Pinion Gear

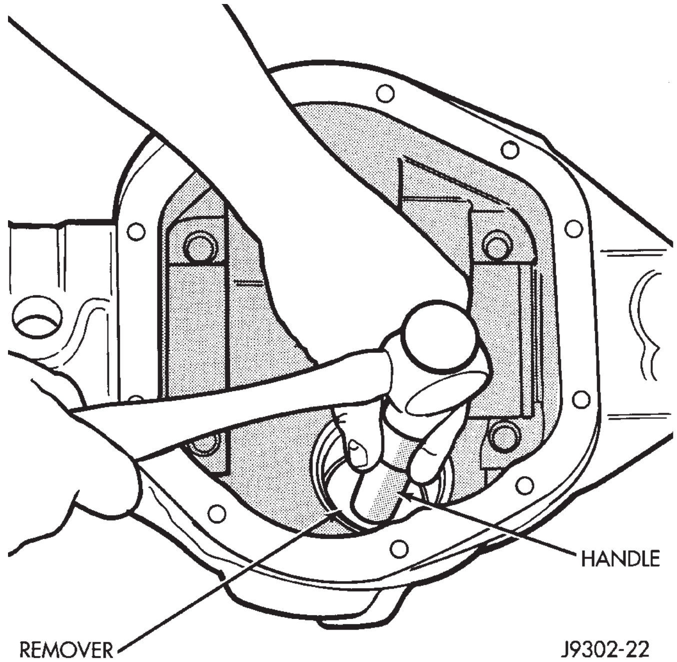

Fig. 38 Front Bearing Cup Removal

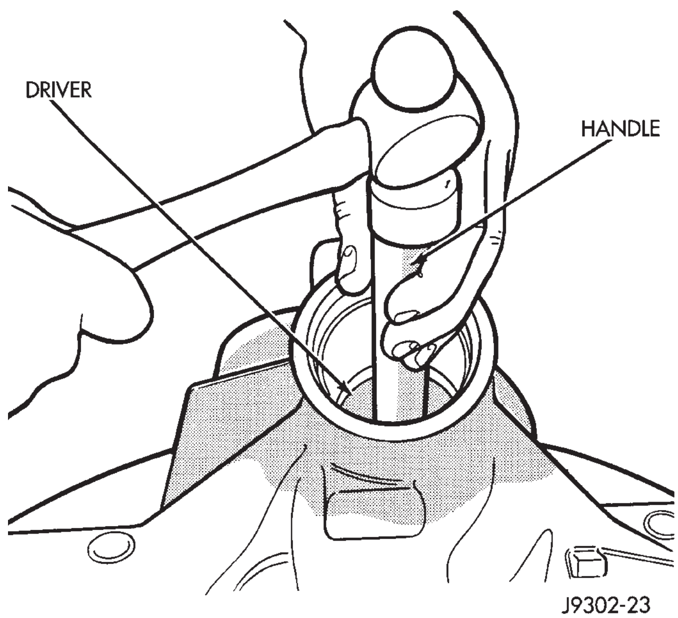

Fig. 39 Rear Bearing Cup Removal

(11) Remove the collapsible preload spacer (Fig. 40).

(12) Remove the rear bearing from the pinion with Puller/Press C–293-PA and Adapters C–293–42 (Fig. 41).

Place 4 adapter blocks so they do not damage the bearing cage.

(13) Remove the pinion depth shims from the pinion gear shaft. Record the total thickness of the depth shims.

REMOVAL AND INSTALLATION (Continued)

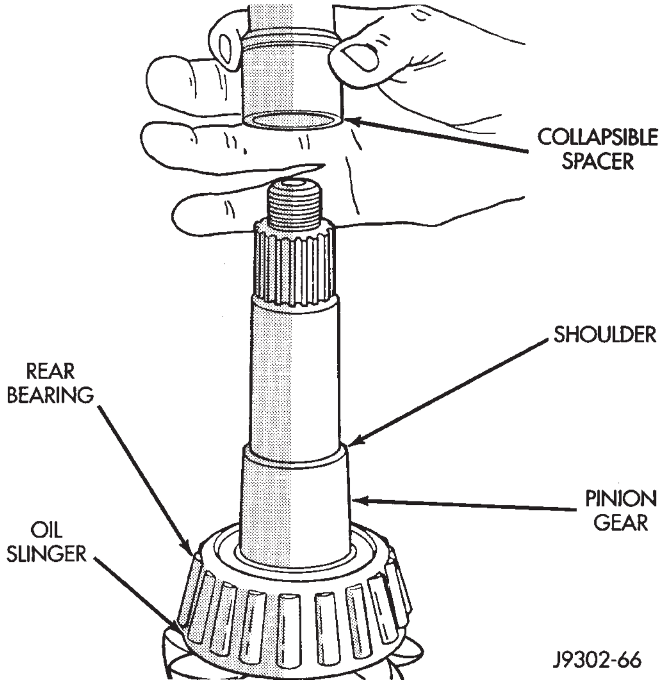

Fig. 40 Collapsible Spacer

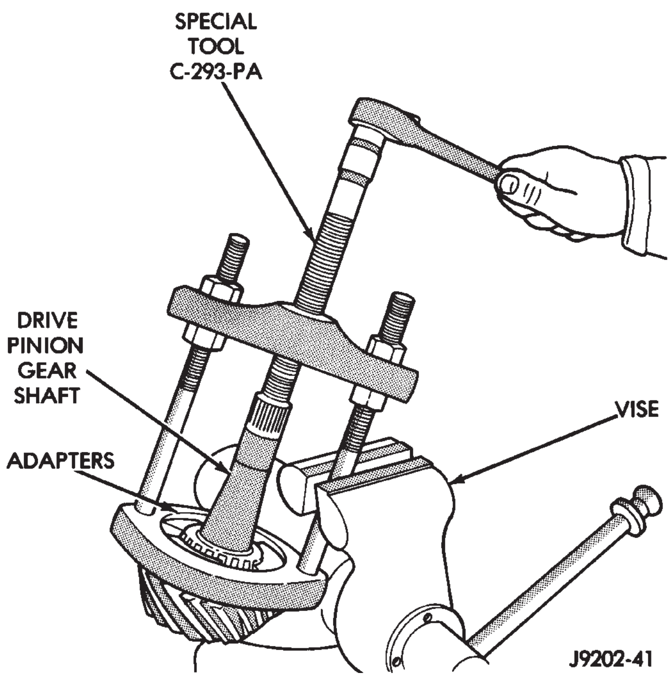

Fig. 41 Inner Bearing Removal

PINION GEAR INSTALLATION

(1) Apply Mopar® Door Ease stick lubricant to outside surface of bearing cup. Install the pinion rear bearing cup with Installer C–4308 and Driver Handle C–4171 (Fig. 42). Ensure cup is correctly seated.

(2) Apply Mopar® Door Ease stick lubricant to outside surface of bearing cup. Install the pinion front bearing cup with Installer D–129 and Handle C–4171 (Fig. 43).

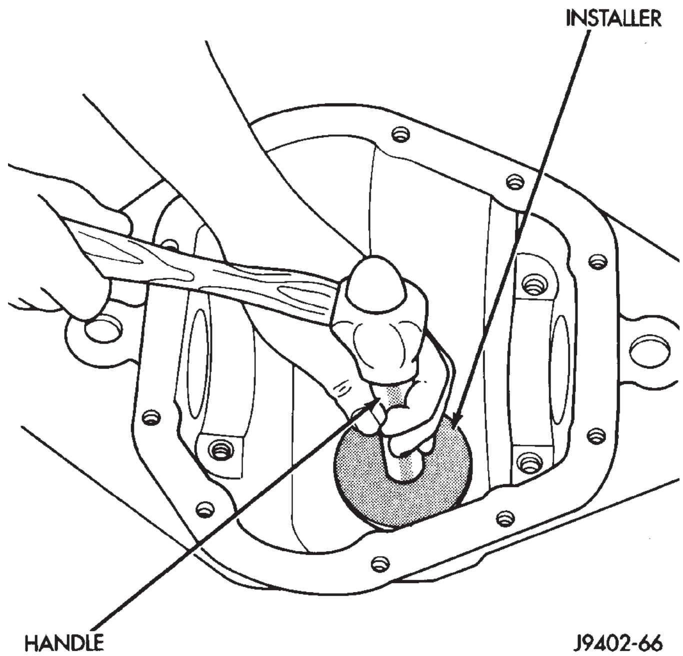

Fig. 42 Pinion Rear Bearing Cup Installation

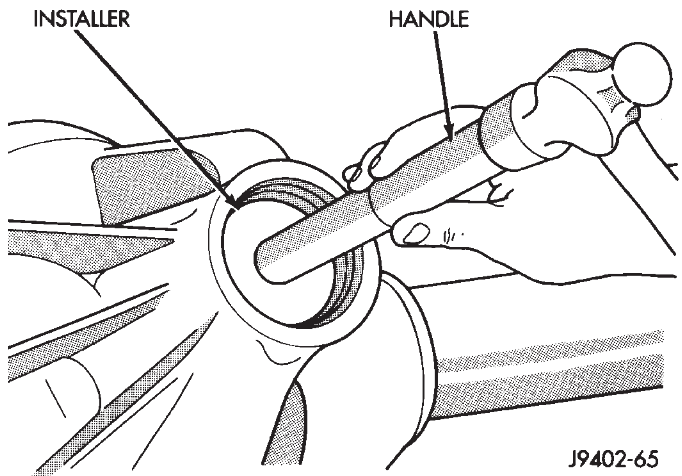

Fig. 43 Pinion Front Bearing Cup Installation

(3) Install pinion front bearing and oil slinger, if equipped. Apply a light coating of gear lubricant on the lip of pinion seal. Install seal with Installer D–163 and Handle C–4171 (Fig. 44).

NOTE: Pinion depth shims are placed between the rear pinion bearing cone and pinion gear to achieve proper ring and pinion gear mesh. If the factory installed ring and pinion gears are reused, the pinion depth shim should not require replacement or adjustment. Refer to Pinion Gear Depth paragraph in this section to select the proper thickness shim before installing rear pinion bearing cone.

(4) Place the proper thickness pinion depth shim on the pinion gear.

REMOVAL AND INSTALLATION (Continued)

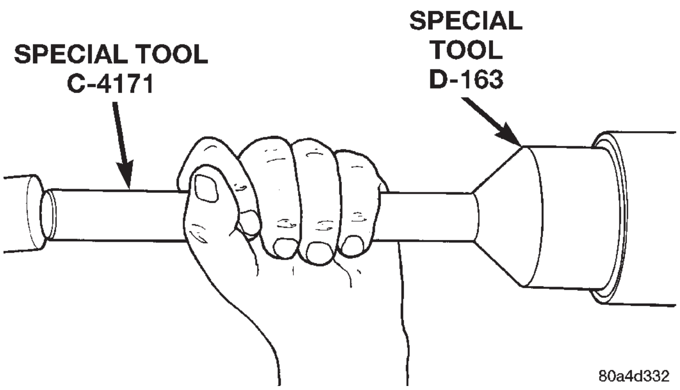

Fig. 44 Pinion Seal Installation

(5) Install the rear bearing (and slinger if used) on the pinion gear with Installer 6448 (Fig. 45).

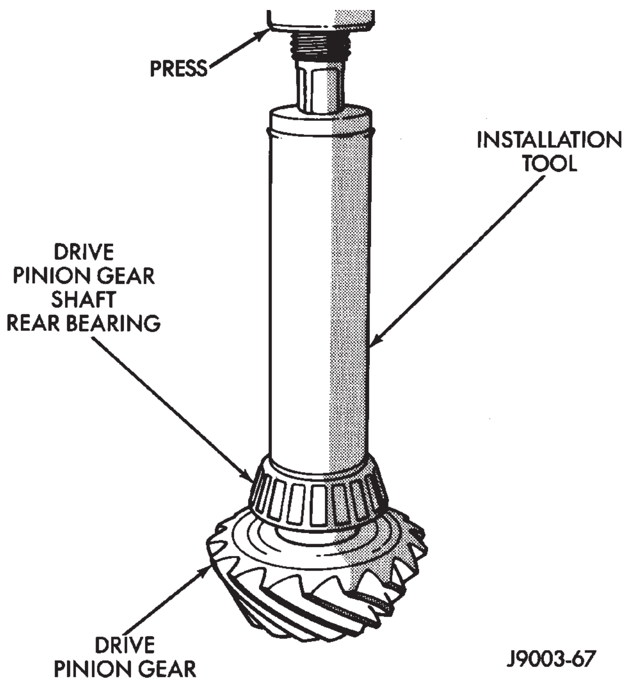

Fig. 45 Shaft Rear Bearing Installation

(6) Install a new collapsible preload spacer on pinion shaft (Fig. 46).

(7) Install pinion gear in housing.

(8) Install yoke with Installer C–3718 and holder 6958 (Fig. 47).

(9) Install the yoke washer and a new nut on the pinion gear. Tighten the nut to 298 N·m (220 ft. lbs.) minimum. **Do not over–tighten.** Maximum torque is 380 N·m (280 ft. lbs.).

CAUTION: Never loosen pinion gear nut to decrease pinion gear bearing preload torque and never exceed specified preload torque. If preload torque is exceeded a new collapsible spacer must be installed. The torque sequence will have to be repeated.

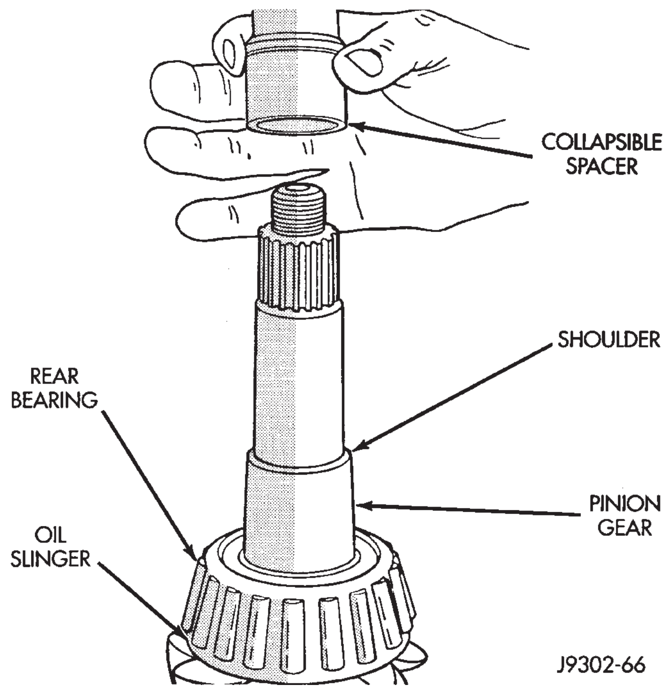

Fig. 46 Collapsible Preload Spacer

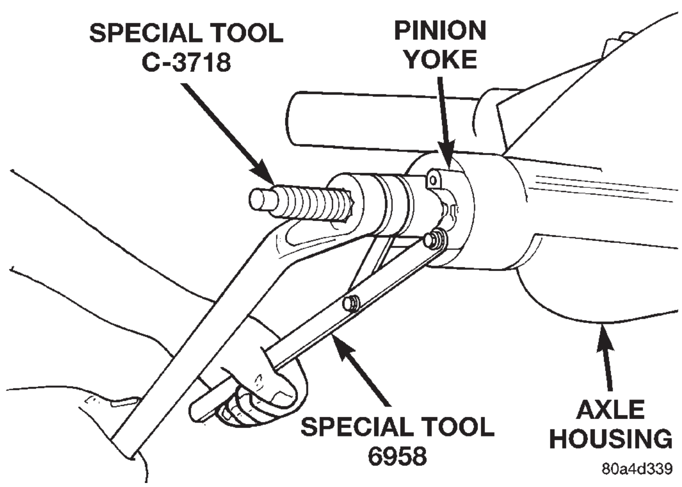

Fig. 47 Pinion Yoke Installation

NOTE: A new collapsible spacer will start to crush at around 265 ft. lbs. torque. If the spacer requires more than 280 ft. lbs. torque to crush, the collapsible spacer is defective.

(10) Using yoke holder 6958, a short length of 1 in. pipe, and a torque wrench set at 380 N·m (280 ft. lbs.), crush collapsible spacer until bearing end play is taken up (Fig. 48).

(11) Slowly tighten the nut in 6.8 N·m (5 ft. lbs.) increments until the rotating torque is achieved. Measure the rotating torque frequently to avoid over crushing the collapsible spacer (Fig. 49).

(12) Check bearing rotating torque with an inch pound torque wrench (Fig. 49). The torque necessary to rotate the pinion gear should be:

REMOVAL AND INSTALLATION (Continued)

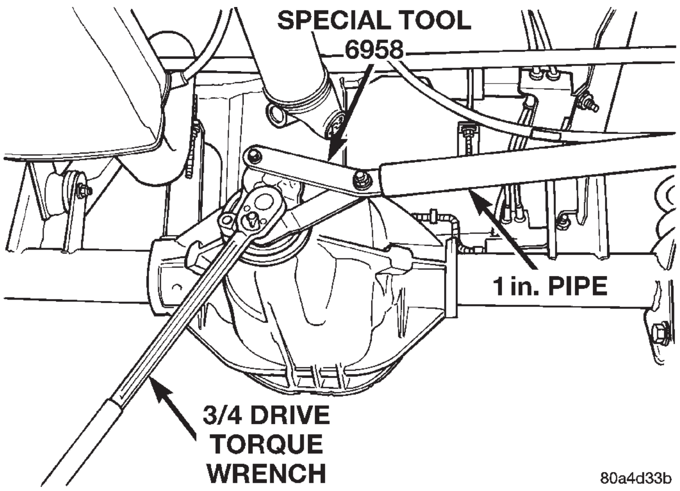

Fig. 48 Tightening Pinion Nut

- Original Bearings — 1 to 3 N·m (10 to 20 in. lbs.).
- New Bearings — 2 to 5 N·m (15 to 35 in. lbs.).

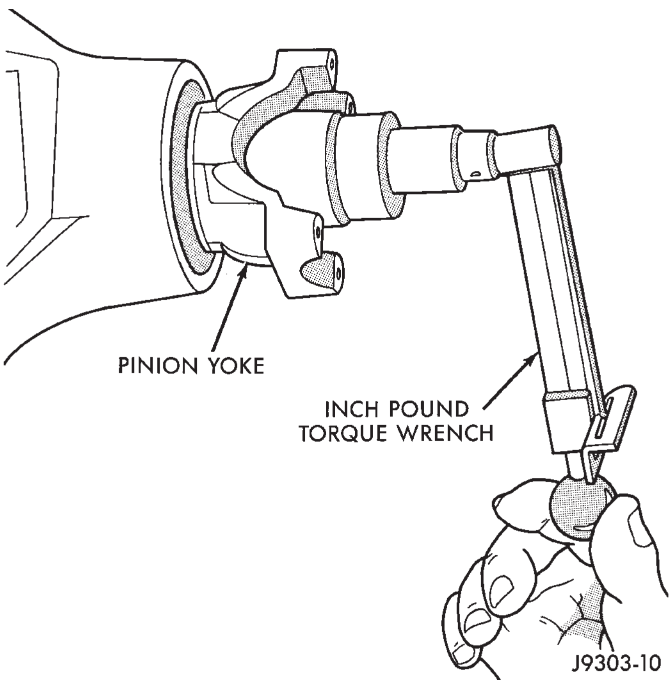

Fig. 49 Check Pinion Gear Rotation Torque

(13) Align previously made marks on yoke and propeller shaft and install propeller shaft.

(14) Install differential housing into the axle housing.

FINAL ASSEMBLY

(1) Scrape the residual sealant from the housing and cover mating surfaces. Clean the mating surfaces with mineral spirits. Apply a bead of Mopar® Silicone Rubber Sealant, or equivalent, on the housing cover (Fig. 50).

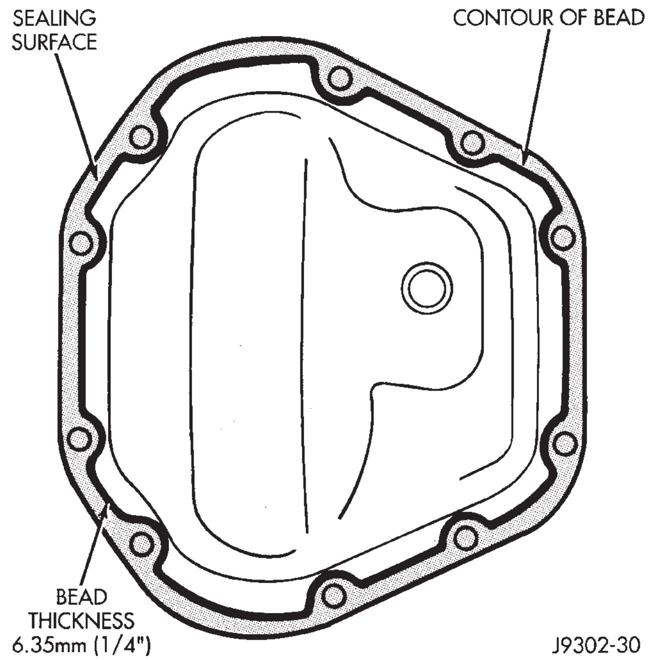

Fig. 50 Typical Housing Cover With Sealant

Install the housing cover within 5 minutes after applying the sealant.

(2) Install the cover on the differential with the attaching bolts. Install the identification tag. Tighten the cover bolts to 41 N·m (30 ft. lbs.) torque.

CAUTION: Overfilling the differential can result in lubricant foaming and overheating.

(3) Refill the differential housing with gear lubricant. Refer to the Lubricant Specifications for the gear lubricant requirements.

(4) Install the fill hole plug.

DISASSEMBLY AND ASSEMBLY

STANDARD DIFFERENTIAL

DISASSEMBLE

(1) Remove pinion gear mate shaft lock screw (Fig. 51).

(2) Remove pinion gear mate shaft.

(3) Rotate the differential side gears and remove the pinion mate gears and thrust washers (Fig. 52).

(4) Remove the differential side gears and thrust washers.

DIFFERENTIAL ASSEMBLE

(1) Install the differential side gears and thrust washers.

(2) Install the pinion mate gears and thrust washers.

(3) Install the pinion gear mate shaft.

DISASSEMBLY AND ASSEMBLY (Continued)

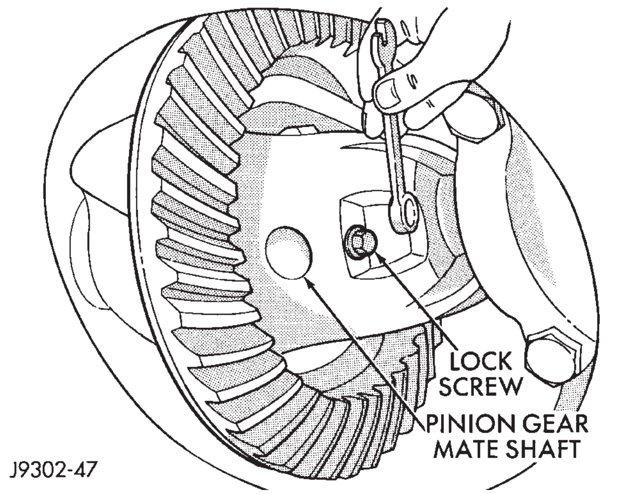

Fig. 51 Pinion Gear Mate Shaft Lock Screw

(4) Align the hole in the pinion gear mate shaft with the hole in the differential case and install the pinion gear mate shaft lock screw.

(5) Lubricate all differential components with hypoid gear lubricant.

TRAC-LOK DIFFERENTIAL

The Trac–Lok differential components are illustrated in (Fig. 53). Refer to this illustration during repair service.

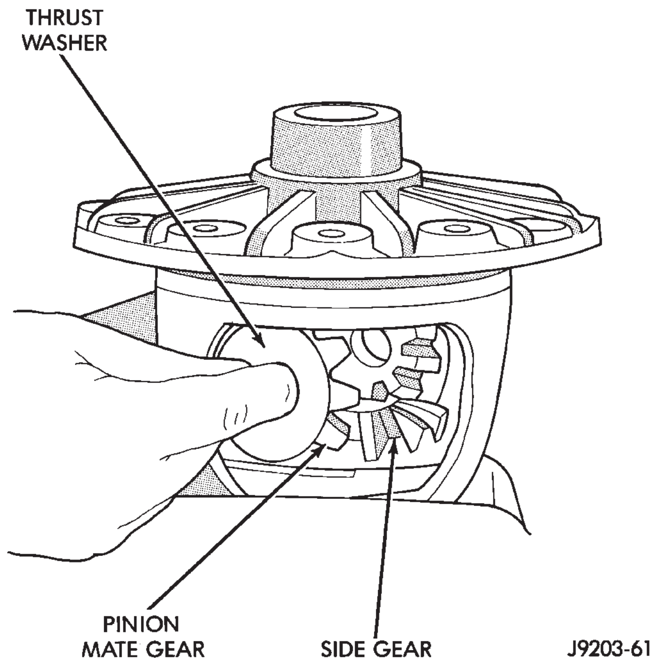

Fig. 52 Pinion Mate Gear Removal

DISASSEMBLY

(1) Clamp Side Gear Holding Tool 6963–A in a vise.

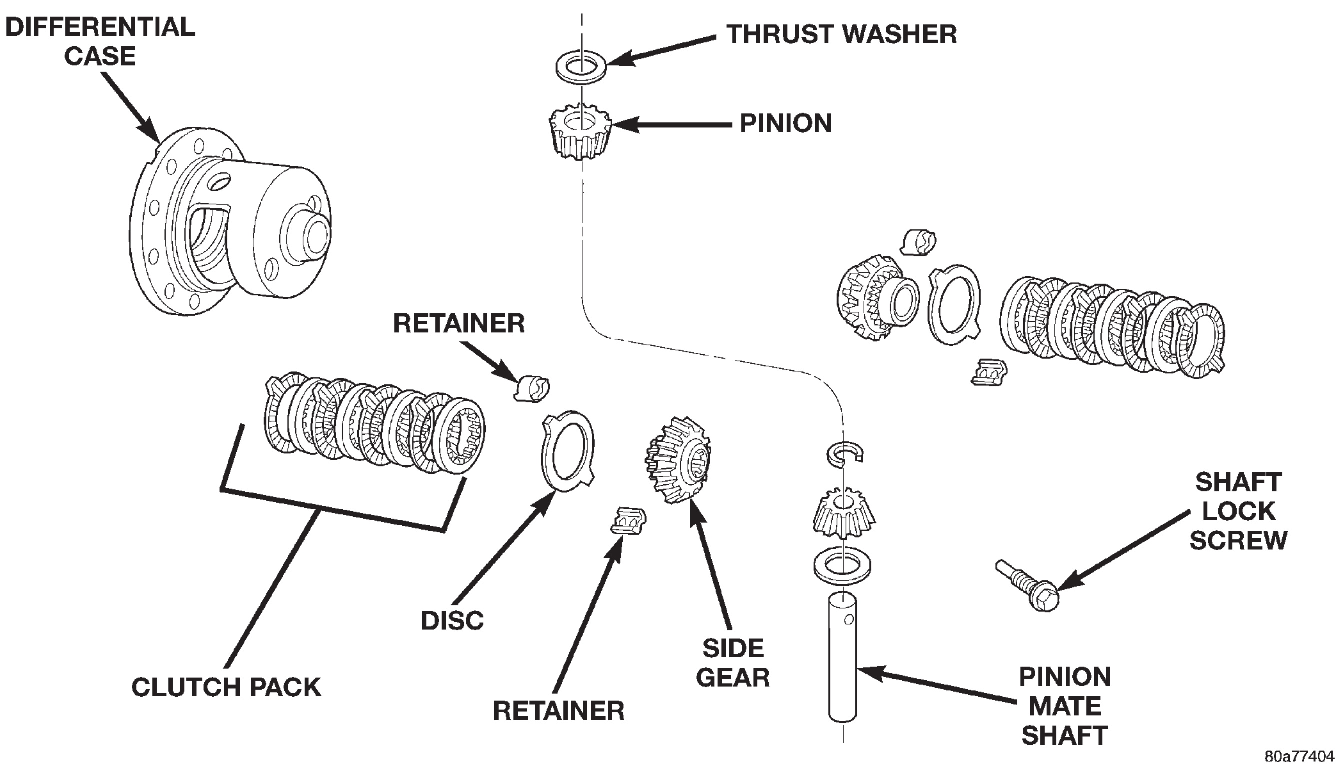

Fig. 53 Trac–Lok Differential Components

DISASSEMBLY AND ASSEMBLY (Continued)

(2) Position the differential case on Side Gear Holding Tool 6963-A (Fig. 54).

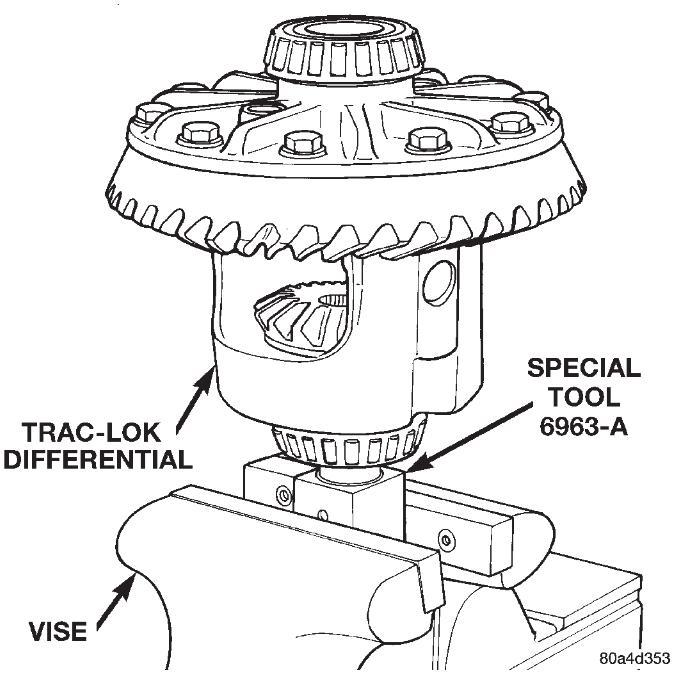

Fig. 54 Differential Case Holding Tool

(3) Remove ring gear, if necessary. Ring gear removal is necessary only if the ring gear is to be replaced. The Trac-Lok differential can be serviced with the ring gear installed.

(4) Remove the pinion gear mate shaft lock screw (Fig. 55).

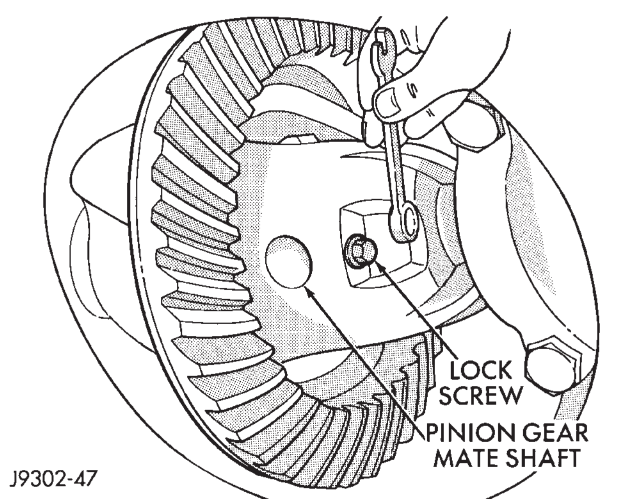

Fig. 55 Mate Shaft Lock Screw

(5) Remove the pinion gear mate shaft. If necessary, use a drift and hammer (Fig. 56).

(6) Install and lubricate Step Plate C–4487–1 (Fig. 57).

(7) Assemble Threaded Adapter C–4487–3 into top side gear. Thread Forcing Screw C–4487–2 into adapter until it becomes centered in adapter plate.

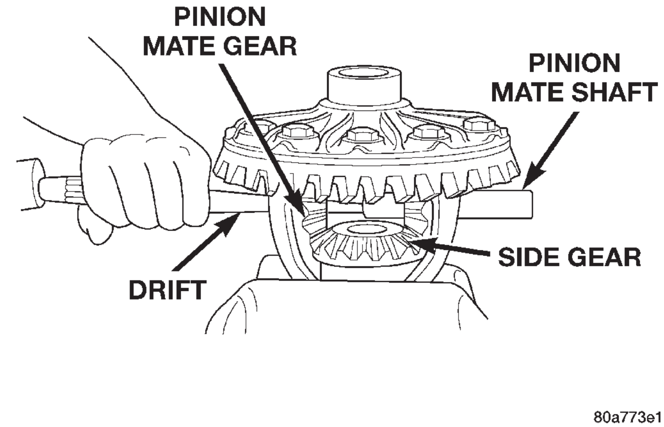

Fig. 56 Mate Shaft Removal

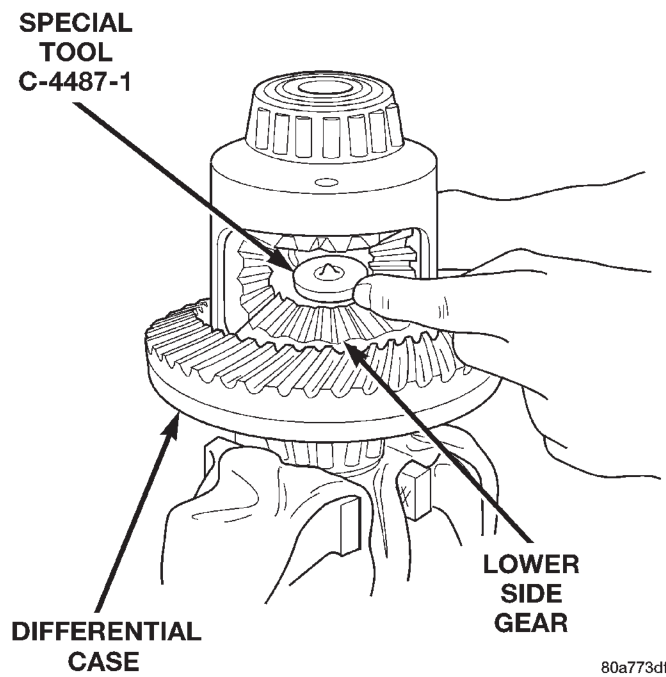

Fig. 57 Step Plate Tool Installation

(8) Position a small screw driver in slot of Threaded Adapter C–4487–3 (Fig. 58) to prevent adapter from turning.

(9) Tighten forcing screw tool 122 N·m (90 ft. lbs.) (maximum) to compress Belleville springs in clutch packs (Fig. 59).

(10) Using an appropriate size feeler gauge, remove thrust washers from behind the pinion gears (Fig. 60).

(11) Insert Turning Bar C–4487–4 in case (Fig. 61).

(12) Loosen the Forcing Screw C-4487-2 in small increments until the clutch pack tension is relieved and the differential case can be turned using Turning Bar C-4487-4.

(13) Rotate differential case until the pinion gears can be removed.

DISASSEMBLY AND ASSEMBLY (Continued)

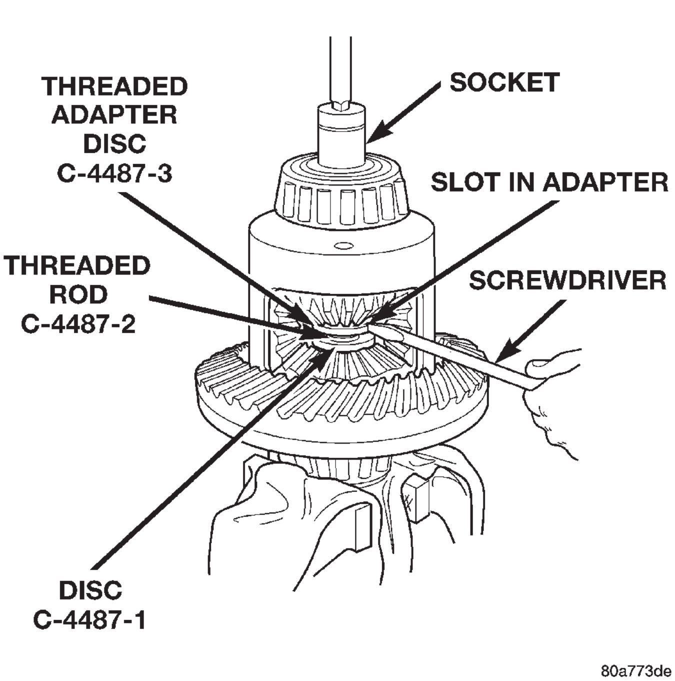

Fig. 58 Threaded Adapter Installation

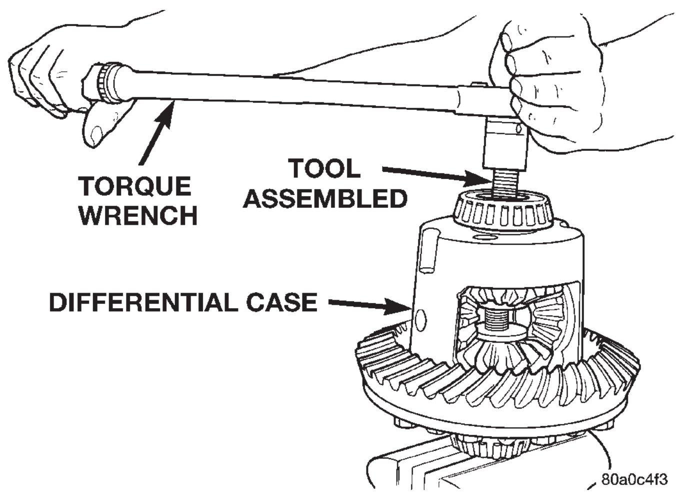

Fig. 59 Tighten Belleville Spring Compressor Tool

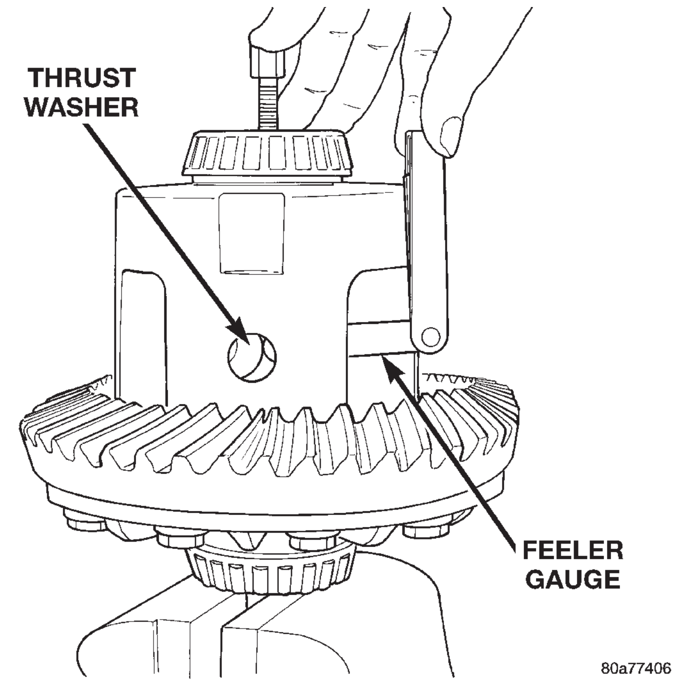

Fig. 60 Remove Pinion Gear Thrust Washer

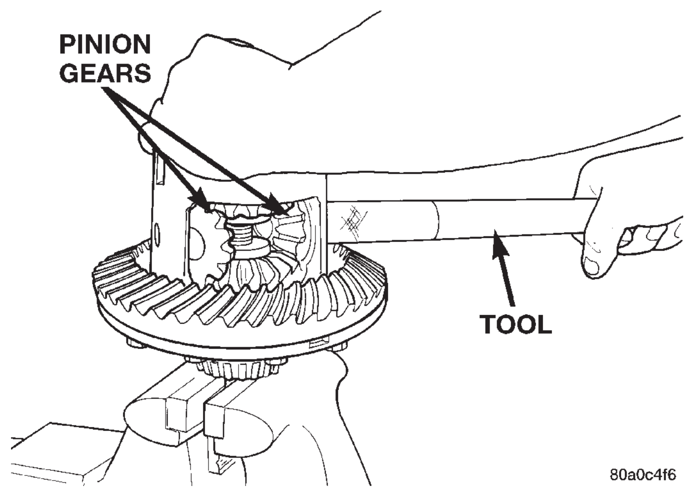

Fig. 61 Pinion Gear Removal

(14) Remove pinion gears from differential case.

(15) Remove Forcing Screw C–4487-2, Step Plate C-4487-1, and Threaded Adapter C-4487-3.

(16) Remove top side gear, clutch pack retainer, and clutch pack. Keep plates in correct order during removal (Fig. 62).

(17) Remove differential case from Side Gear Holding Tool 6963-A. Remove side gear, clutch pack retainer, and clutch pack. Keep plates in correct order during removal.

ASSEMBLY

NOTE: The clutch discs are replaceable as complete sets only. If one clutch disc pack is damaged, both packs must be replaced.

Lubricate each component with gear lubricant before assembly.

(1) Assemble the clutch discs into packs and secure disc packs with retaining clips (Fig. 63).

(2) Position assembled clutch disc packs on the side gear hubs.

(3) Install clutch pack and side gear in the ring gear side of the differential case (Fig. 64). **Be sure clutch pack retaining clips remain in position and are seated in the case pockets.**

(4) Position the differential case on Side Gear Holding Tool 6963-A.

(5) Install lubricated Step Plate C–4487–1 on side gear (Fig. 65).

(6) Install the upper side gear and clutch disc pack (Fig. 65).

DISASSEMBLY AND ASSEMBLY (Continued)

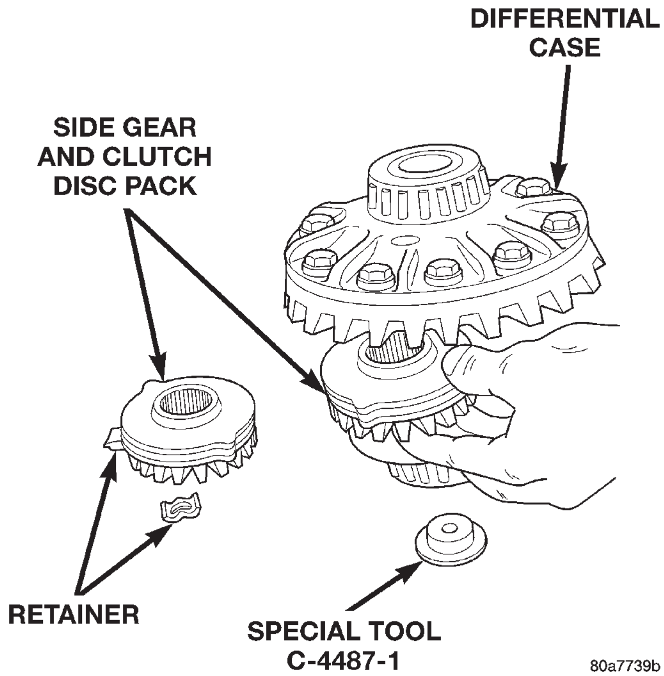

Fig. 62 Side Gear & Clutch Disc Removal

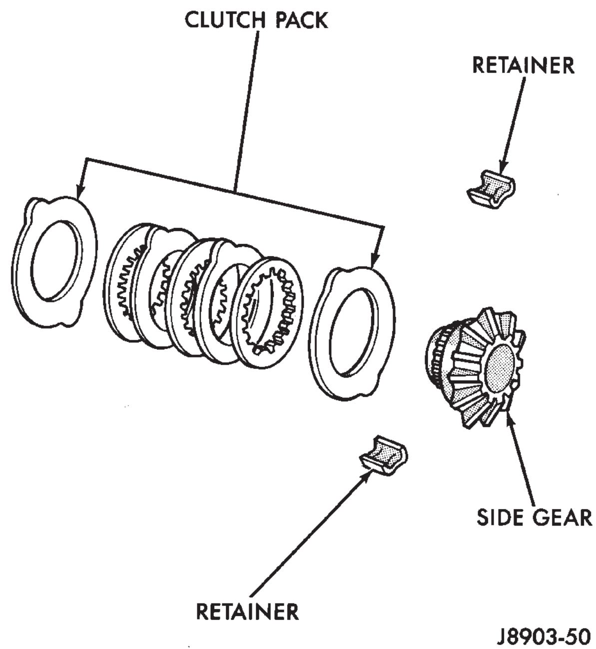

Fig. 63 Clutch Disc Pack

(7) Hold assembly in position. Insert Threaded Adapter C–4487–3 into top side gear.

(8) Insert Forcing Screw C–4487–2.

(9) Tighten forcing screw tool to slightly compress clutch discs.

(10) Place pinion gears in position in side gears and verify that the pinion mate shaft hole is aligned.

(11) Rotate case with Turning Bar C–4487–4 until the pinion mate shaft holes in pinion gears align with holes in case. It may be necessary to slightly tighten the forcing screw in order to install the pinion gears.

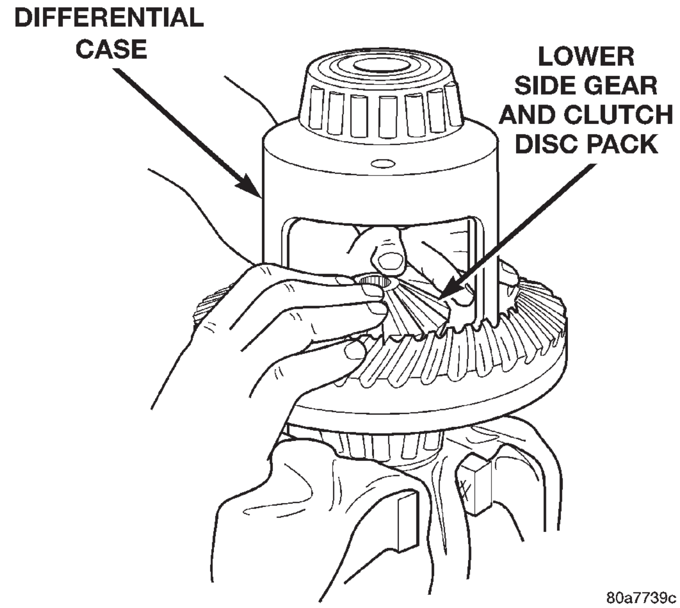

Fig. 64 Clutch Discs & Lower Side Gear Installation

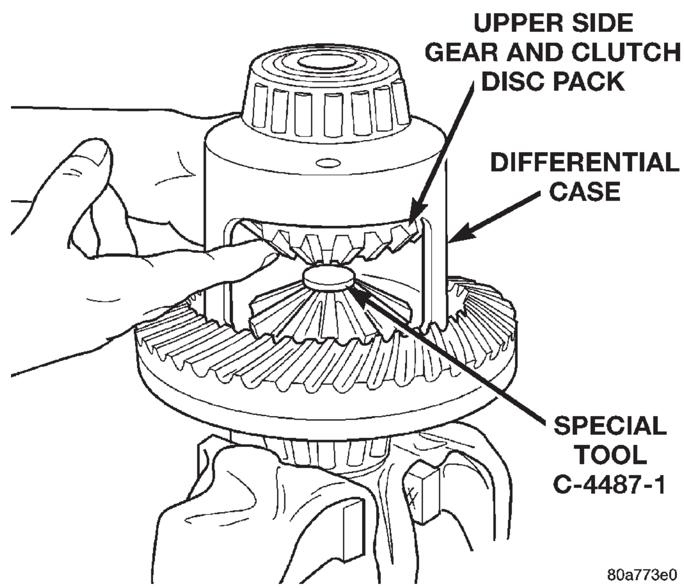

Fig. 65 Upper Side Gear & Clutch Disc Pack Installation

(12) Tighten forcing screw to 122 N·m (90 ft. lbs.) to compress the Belleville springs.

(13) Lubricate and install thrust washers behind pinion gears and align washers with a small screw driver. Insert mate shaft into each pinion gear to verify alignment.

(14) Remove forcing screw, threaded adapter, and step plate.

(15) Install pinion gear mate shaft and align holes in shaft and case.

DISASSEMBLY AND ASSEMBLY (Continued)

(16) Install the pinion mate shaft lock screw finger tight to hold shaft during differential installation.

If replacement gears and thrust washers were installed, it is not necessary to measure the gear backlash. Correct fit is due to close machining tolerances during manufacture.

(17) Lubricate all differential components with hypoid gear lubricant.

CLEANING AND INSPECTION

AXLE COMPONENTS

Wash differential components with cleaning solvent and dry with compressed air. **Do not steam clean the differential components.**

Wash bearings with solvent and towel dry, or dry with compressed air. DO NOT spin bearings with compressed air. **Cup and bearing must be replaced as matched sets only.**

Clean axle shaft tubes and oil channels in housing. Inspect for;

- Smooth appearance with no broken/dented surfaces on the bearing rollers or the roller contact surfaces
- Bearing cups must not be distorted or cracked
- Machined surfaces should be smooth and without any raised edges
- Raised metal on shoulders of cup bores should be removed with a hand stone
- Wear and damage to pinion gear mate shaft, pinion gears, side gears and thrust washers. Replace as a matched set only.
- Ring and pinion gear for worn and chipped teeth
- Ring gear for damaged bolt threads. Replaced as a matched set only.
- Pinion yoke for cracks, worn splines, pitted areas, and a rough/corroded seal contact surface. Repair or replace as necessary.
- Preload shims for damage and distortion. Install new shims if necessary.

TRAC-LOK

Clean all components in cleaning solvent. Dry components with compressed air. Inspect clutch pack plates for wear, scoring or damage. Replace both clutch packs if any one component in either pack is damaged. Inspect side and pinion gears. Replace any gear that is worn, cracked, chipped or damaged. Inspect differential case and pinion shaft. Replace if worn or damaged.

PRESOAK PLATES AND DISC

Plates and discs with fiber coating (no grooves or lines) must be presoaked in Friction Modifier before assembly. Soak plates and discs for a minimum of 20 minutes.

ADJUSTMENTS

PINION GEAR DEPTH

GENERAL INFORMATION

Ring and pinion gears are supplied as matched sets only. The identifying numbers for the ring and pinion gear are etched into the face of each gear (Fig. 66). A plus (+) number, minus (–) number or zero (0) is etched into the face of the pinion gear. This number is the amount (in thousandths of an inch) the depth varies from the standard depth setting of a pinion etched with a (0). The standard setting from the center line of the ring gear to the back face of the pinion is 109.52 mm (4.312 in.). The standard depth provides the best teeth contact pattern. Refer to Backlash and Contact Pattern Analysis Paragraph in this section for additional information.

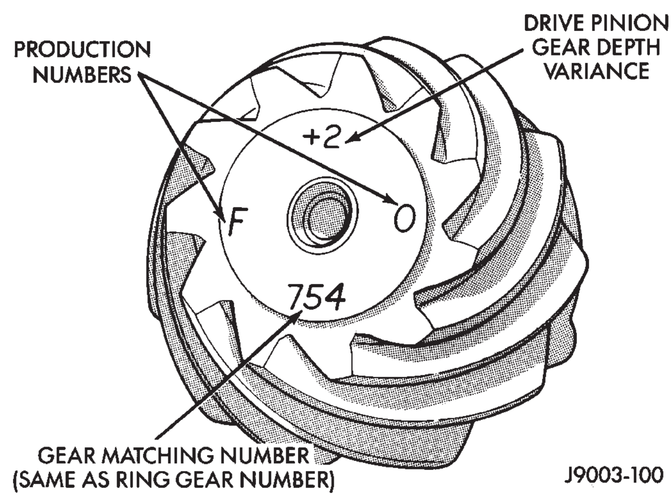

Fig. 66 Pinion Gear ID Numbers

Compensation for pinion depth variance is achieved with select shims. The shims are placed under the inner pinion bearing cone (Fig. 67).

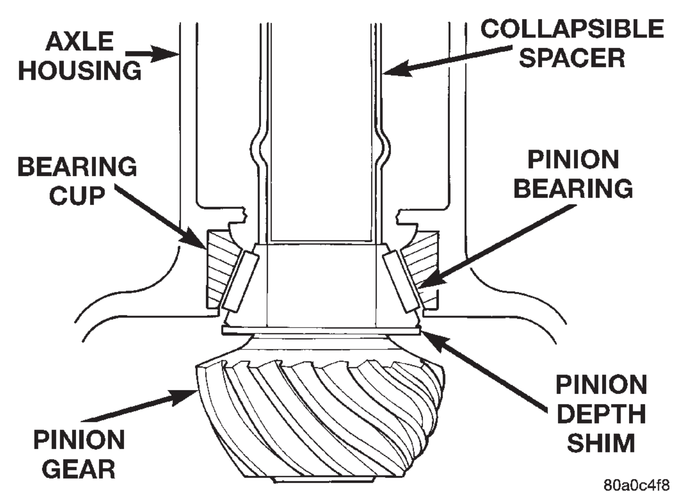

Fig. 67 Shim Locations

ADJUSTMENTS (Continued)

If a new gear set is being installed, note the depth variance etched into both the original and replacement pinion gear. Add or subtract the thickness of the original depth shims to compensate for the difference in the depth variances. Refer to the Depth Variance charts.

Note where Old and New Pinion Marking columns intersect. Intersecting figure represents plus or minus amount needed.

Note the etched number on the face of the drive pinion gear (–1, –2, 0, +1, +2, etc.). The numbers represent thousands of an inch deviation from the standard. If the number is negative, add that value to the required thickness of the depth shim(s). If the number is positive, subtract that value from the thickness of the depth shim(s). If the number is 0 no change is necessary. Refer to the Pinion Gear Depth Variance Chart.

PINION DEPTH MEASUREMENT AND ADJUSTMENT

Measurements are taken with pinion cups and pinion bearings installed in housing. Take measurements with Pinion Gauge Set 6955, Dummy Bearing/Arbor Disc Set 6956, and Dial Indicator C-3339 (Fig. 68).

(1) Assemble Pinion Height Block 6739, Pinion Block 6734, and rear pinion bearing onto Screw 6741 (Fig. 68).

(2) Insert assembled height gauge components, rear bearing and screw into axle housing through pinion bearing cups (Fig. 69).

(3) Install front pinion bearing and Cone 6740 hand tight (Fig. 68).

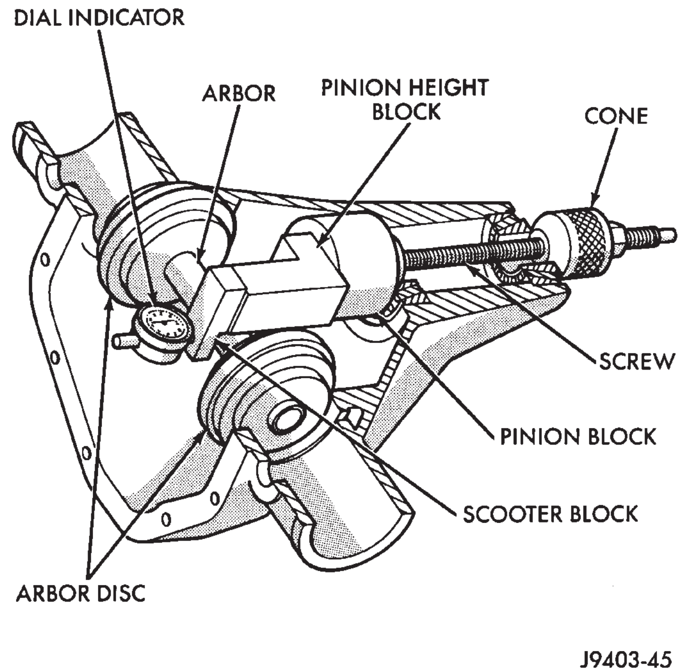

Fig. 68 Pinion Gear Depth Gauge Tools—Typical

(4) Place Arbor Disc 6927 on Arbor D-115-3 in position in axle housing side bearing cradles (Fig. 70). Install differential bearing caps on Arbor Discs and tighten cap bolts. Refer to the Torque Specifications in this section.

NOTE: Arbor Discs 6927 have different step diameters to fit other axle sizes. Pick correct size step for axle being serviced.

PINION GEAR DEPTH VARIANCE

Original Pinion Gear Depth Variance	Replacement Pinion Gear Depth Variance								
	−4	−3	−2	−1	0	+1	+2	+3	+4
+4	+0.008	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0
+3	+0.007	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001
+2	+0.006	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002
+1	+0.005	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003
0	+0.004	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004
−1	+0.003	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005
−2	+0.002	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006
−3	+0.001	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007
−4	0	−0.001	−0.002	−0.003	−0.004	−0.005	−0.006	−0.007	−0.008

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ADJUSTMENTS (Continued)

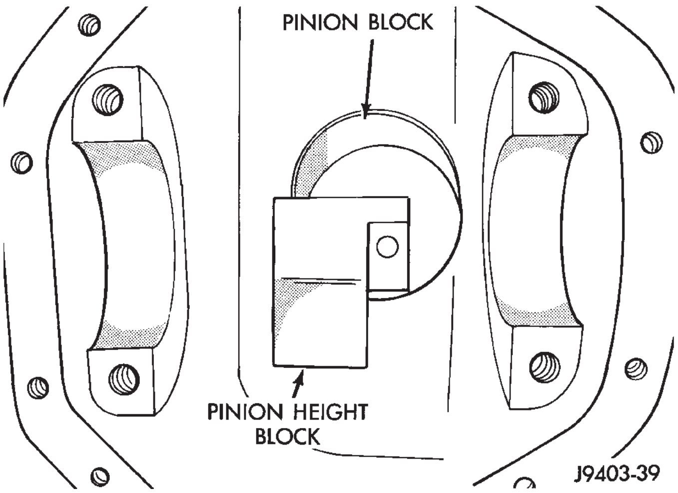


Fig. 69 Pinion Height Block—Typical

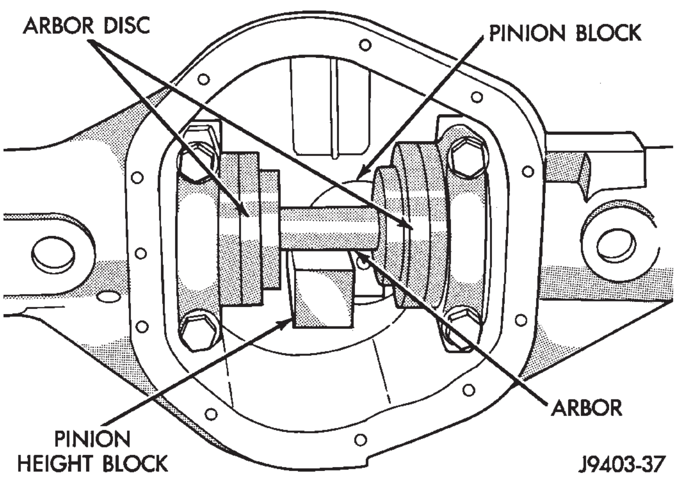


Fig. 70 Gauge Tools In Housing—Typical

(5) Assemble Dial Indicator C-3339 into Scooter Block D-115-2 and secure set screw.

(6) Place Scooter Block/Dial Indicator in position in axle housing so dial probe and scooter block are flush against the surface of the pinion height block. Hold scooter block in place and zero the dial indicator face to the pointer. Tighten dial indicator face lock screw.

(7) With scooter block still in position against the pinion height block, slowly slide the dial indicator probe over the edge of the pinion height block. Observe how many revolutions counterclockwise the dial pointer travels (approximately 0.125 in.) to the out-stop of the dial indicator.

(8) Slide the dial indicator probe across the gap between the pinion height block and the arbor bar with the scooter block against the pinion height block (Fig. 71). When the dial probe contacts the arbor bar, the dial pointer will turn clockwise. Bring dial pointer back to zero against the arbor bar, do not turn dial face. Continue moving the dial probe to the crest of the arbor bar and record the highest reading. If the dial indicator can not achieve the zero reading, the rear bearing cup or the pinion depth gauge set is not installed correctly.

(9) Select a shim equal to the dial indicator reading plus the drive pinion gear depth variance number etched in the face of the pinion gear (Fig. 66) using the opposite sign on the variance number. For example, if the depth variance is –2, add +0.002 in. to the dial indicator reading.

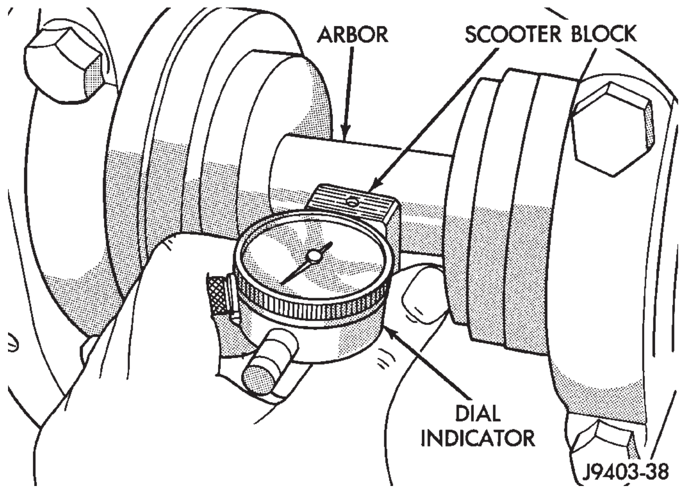


Fig. 71 Pinion Gear Depth Measurement—Typical

(10) Remove the pinion depth gauge components from the axle housing

DIFFERENTIAL BEARING PRELOAD AND GEAR BACKLASH

Differential side bearing preload and gear backlash is achieved by selective shims inserted between the bearing cup and the axle housing. The proper shim thickness can be determined using slip-fit dummy bearings 6929-A in place of the differential side bearings and a dial indicator C-3339. Before proceeding with the differential bearing preload and gear backlash measurements, measure the pinion gear depth and prepare the pinion gear for installation. Establishing proper pinion gear depth is essential to establishing gear backlash and tooth contact patterns. After the overall shim thickness to take up differential side play is measured, the pinion gear is installed, and the gear backlash shim thickness is measured. The overall shim thickness is the total of the dial indicator reading, starting point shim thickness, and the preload specification added together. The gear backlash measurement determines the thickness of the shim used on the ring gear side of the differential case. Subtract the gear backlash shim thickness from the total overall shim thickness and select that amount for the pinion gear side of the differential (Fig. 72).

ADJUSTMENTS (Continued)

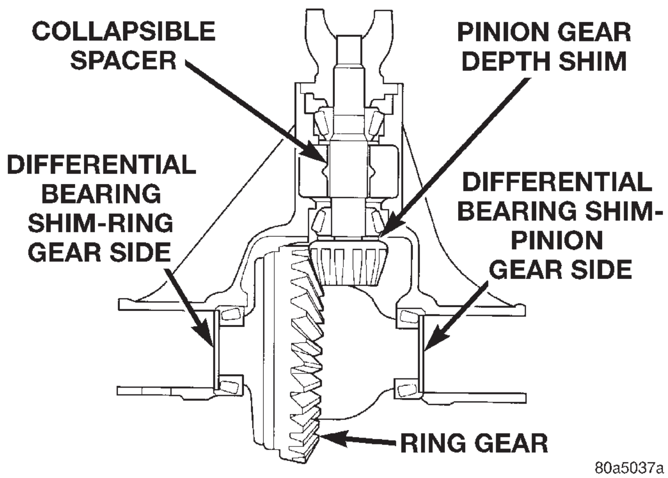


Fig. 72 Axle Adjustment Shim Locations

DIFFERENTIAL PRELOAD AND GEAR BACKLASH SHIM SELECTION

NOTE: It is difficult to salvage the differential side bearings during the removal procedure. Install replacement bearings if necessary.

(1) Remove side bearings from differential case.

(2) Install ring gear on differential case and tighten bolts to specification.

(3) Install dummy side bearings 6929-A on differential case.

(4) Install differential case in axle housing.

(5) Insert 0.126 in. (3.2 mm) starting point shims between the dummy bearing and the axle housing on side of differential (Fig. 73).

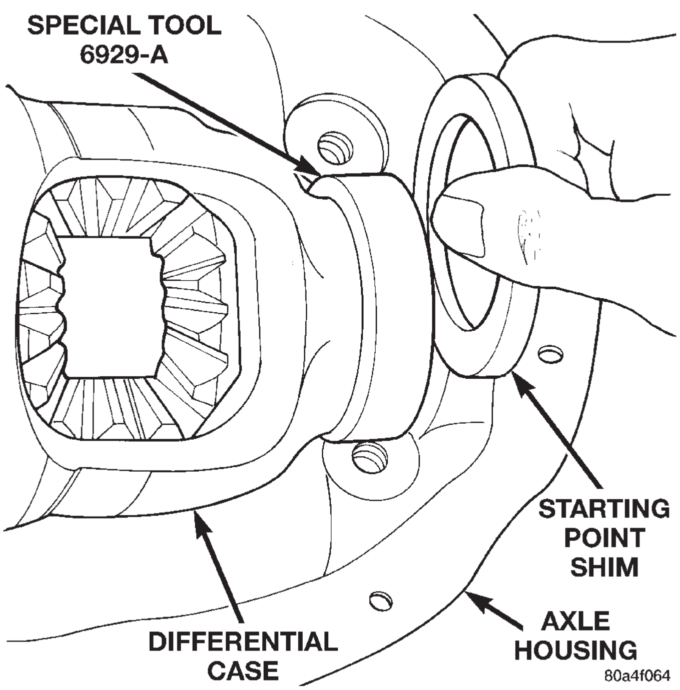


Fig. 73 Preload Measurement Starting Point Shim

(6) Install the marked bearing caps in their correct positions. Install and snug the bolts.

(7) Thread guide stud C-3288 into rear cover bolt hole below ring gear (Fig. 74).

(8) Attach dial indicator C-3339 to guide stud. Position the dial indicator plunger on a flat surface between the ring gear bolt heads (Fig. 74).

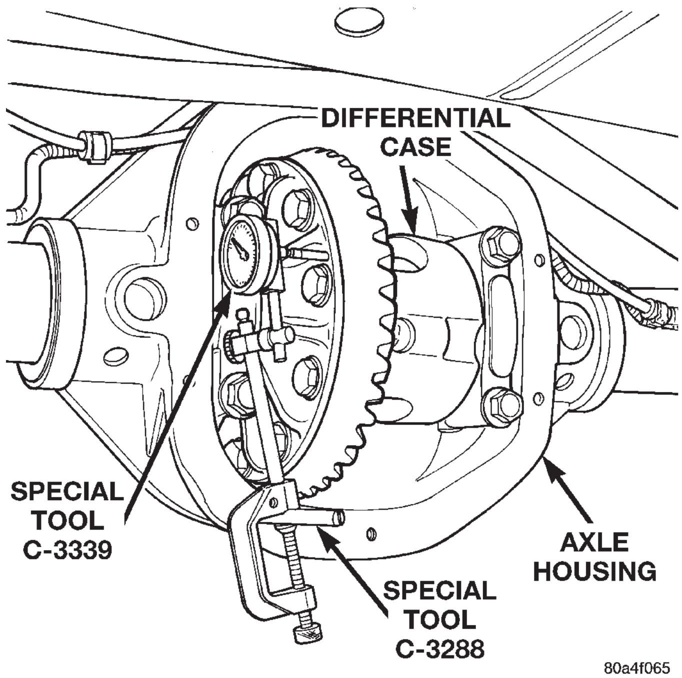


Fig. 74 Differential Side play Measurement

(9) Push and hold differential case to pinion gear side of axle housing.

(10) Zero dial indicator face to pointer.

(11) Push and hold differential case to ring gear side of the axle housing.

(12) Record dial indicator reading.

(13) Add the dial indicator reading to the starting point shim thickness to determine total shim thickness to achieve zero differential end play.

(14) Add 0.012 in. (0.3 mm) to the zero end play total. This new total represents the thickness of shims to compress, or preload the new bearings when the differential is installed.

(15) Rotate dial indicator out of the way on guide stud.

(16) Remove differential case, dummy bearings, and starting point shims from axle housing.

(17) Install pinion gear in axle housing. Install the yoke and establish the correct pinion rotating torque.

(18) Install differential case and dummy bearings in axle housing (without shims) and tighten retaining cap bolts snug.

(19) Position the dial indicator plunger on a flat surface between the ring gear bolt heads (Fig. 74).

(20) Push and hold differential case toward pinion gear.

ADJUSTMENTS (Continued)

(21) Zero dial indicator face to pointer.

(22) Push and hold differential case to ring gear side of the axle housing.

(23) Record dial indicator reading.

(24) Subtract 0.002 in. (0.05 mm) from the dial indicator reading to compensate for backlash between ring and pinion gears. This total is the thickness of shim required to achieve proper backlash.

(25) Subtract the backlash shim thickness from the total preload shim thickness. The remainder is the shim thickness required on the pinion side of the axle housing.

(26) Rotate dial indicator out of the way on guide stud.

(27) Remove differential case and dummy bearings from axle housing.

(28) Install new side bearing cones and cups on differential case.

(29) Install spreader W-129-B on axle housing and spread axle opening enough to receive differential case and side bearing shims.

(30) Place side bearing shims in axle housing against axle tube ends.

(31) Install differential case in axle housing.

(32) Remove spreader from axle housing.

(33) Rotate the differential case several times to seat the side bearings.

(34) Position the indicator plunger against a ring gear tooth (Fig. 75).

(35) Push and hold ring gear upward while not allowing the pinion gear to rotate.

(36) Zero dial indicator face to pointer.

(37) Push and hold ring gear downward while not allowing the pinion gear to rotate. Dial indicator reading should be between 0.12 mm (0.005 in.) and 0.20 mm (0.008 in.). If backlash is not within specifications transfer the necessary amount of shim thickness from one side of the axle housing to the other (Fig. 76).

(38) Verify differential case and ring gear runout by measuring ring to pinion gear backlash at several locations around the ring gear. Readings should not vary more than 0.05 mm (0.002 in.). If readings vary more than specified, the ring gear or the differential case is defective.

After the proper backlash is achieved, perform the Gear Contact Pattern Analysis procedure.

GEAR CONTACT PATTERN ANALYSIS

The ring and pinion gear teeth contact patterns will show if the pinion gear depth is correct in the axle housing. It will also show if the ring gear backlash has been adjusted correctly. The backlash can be adjusted within specifications to achieve desired tooth contact patterns.

(1) Apply a thin coat of hydrated ferric oxide, or equivalent, to the drive and coast side of the ring gear teeth.

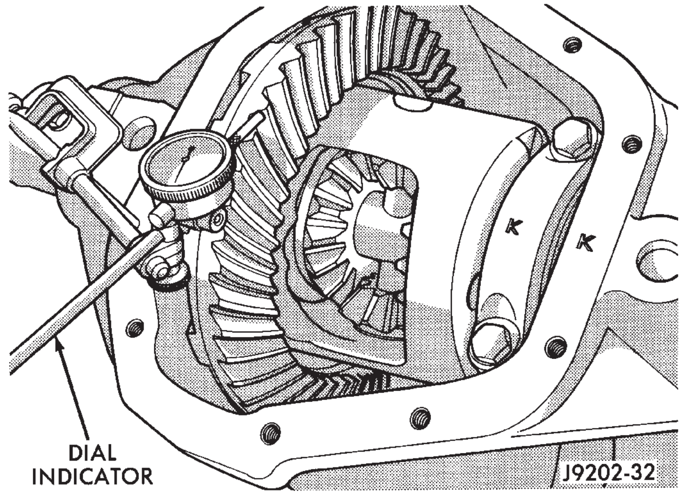


Fig. 75 Ring Gear Backlash Measurement

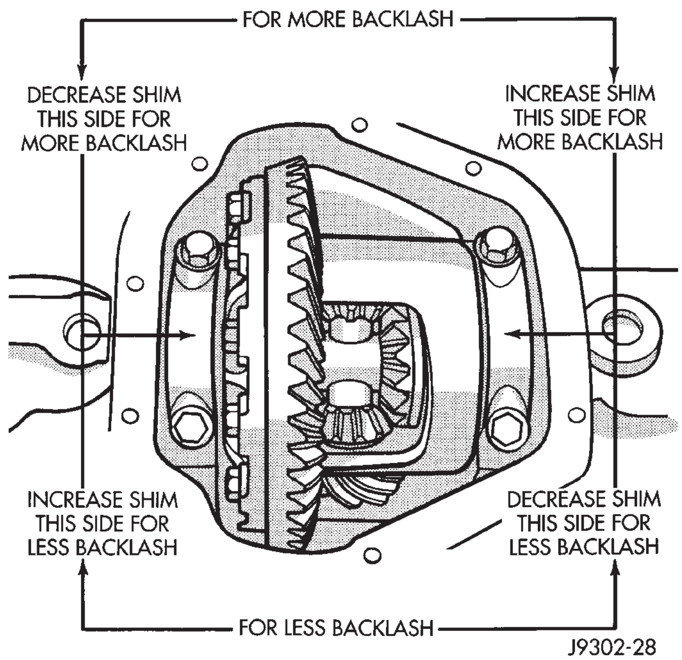


Fig. 76 Backlash Shim Adjustment

(2) Wrap, twist, and hold a shop towel around the pinion yoke to increase the turning resistance of the pinion gear. This will provide a more distinct contact pattern.

(3) Using a boxed end wrench on a ring gear bolt, Rotate the differential case one complete revolution in both directions while a load is being applied from shop towel.

The areas on the ring gear teeth with the greatest degree of contact against the pinion gear teeth will squeegee the compound to the areas with the least amount of contact. Note and compare patterns on the ring gear teeth to Gear Tooth Contact Patterns chart (Fig. 77) and adjust pinion depth and gear backlash as necessary.

ADJUSTMENTS (Continued)

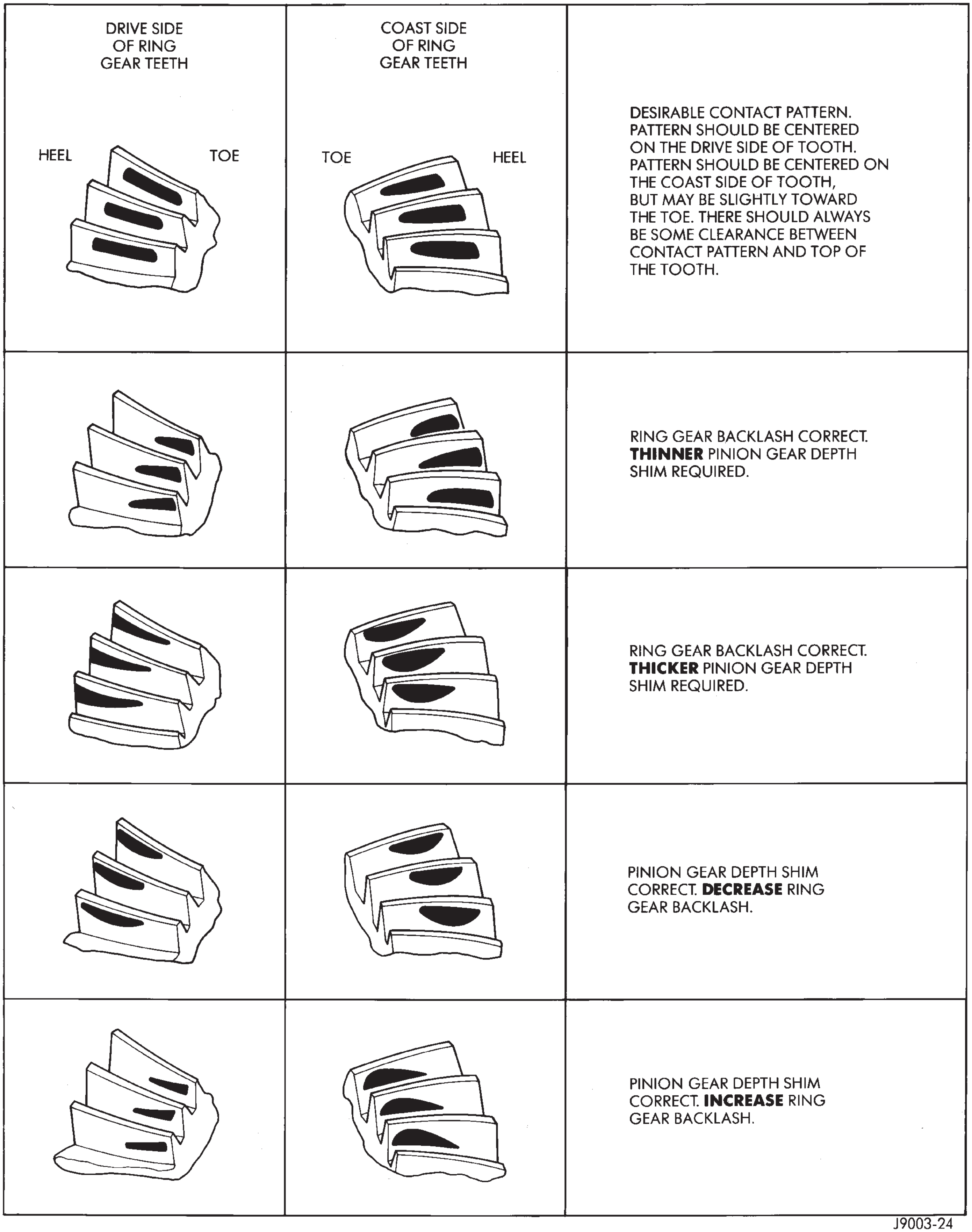


Fig. 77 Gear Tooth Contact Patterns

SPECIFICATIONS

MODEL 44 AXLE

DESCRIPTION	SPEC.
Type	Semi-floating Hypoid
Axle Ratios	3.55/3.73
Ring Gear Diameter	216 mm (8.5 in.)
Gear Backlash	0.13–0.20 mm (0.005–0.008 in.)
Pinion Depth	109.52 mm (4.312 in.)
Brg. Preload, Pinion (New)	2.26–4.52 N·m (20–40 in. lbs.)
Brg. Preload, Pinion (Used)	1–3 N·m (10–20 in. lbs.)
Maximum Carrier Spread	0.51 mm (0.020 in.

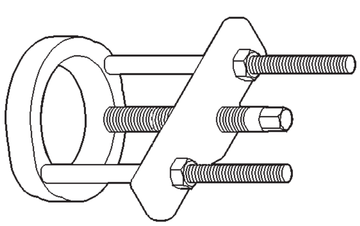
TORQUE

DESCRIPTION	TORQUE
Bolts, Diff. Cover	41 N·m (30 ft. lbs.)
Bolts, Diff. Bearing Cap	85 N·m (63 ft. lbs.)
Bolts, Ring Gear	108 N·m (80 ft. lbs.)
Screw, ABS Sensor	8 N·m (70 in. lbs.)
Screw, Pinion Gear Mate Shaft Lock	17.6 N·m (13 ft. lbs.)
Nuts, Brake Backing Plate	61 N·m (45 ft. lbs.)
Nut, Pinion Gear—Minimum *	298 N·m (220 ft. lbs.)
Nut, Pinion Gear—Maximum *	380 N·m (280 ft. lbs.)

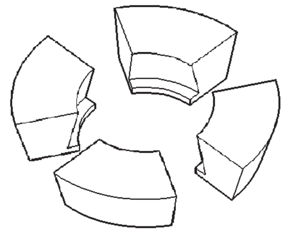
NOTE: *—Refer to Pinion Gear Removal and Installation procedures for proper pinion nut tightening instructions. Do not exceed 380 N·m (280 ft. lbs.) during collapsible spacer crushing procedure.

SPECIAL TOOLS

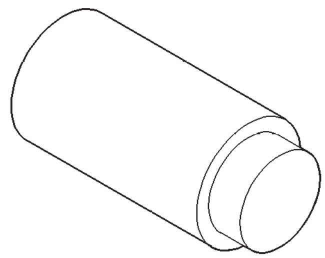
MODEL 44 AXLE



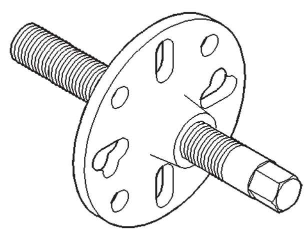
Puller Set—C-293-PA



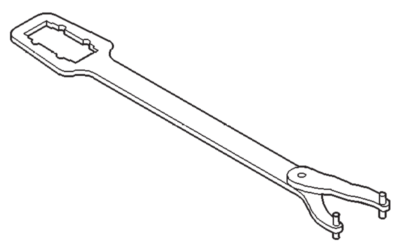
Adapter—C-293-42



Extension—C-293-3

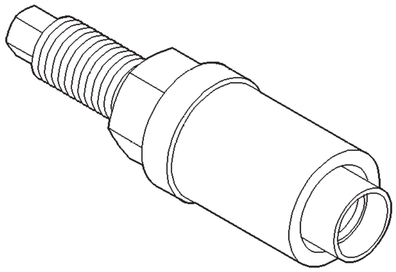


Remover—C-452

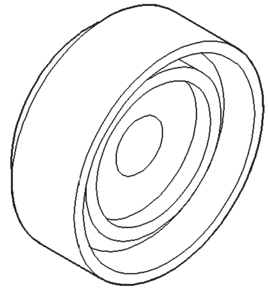


Holder—C-3281

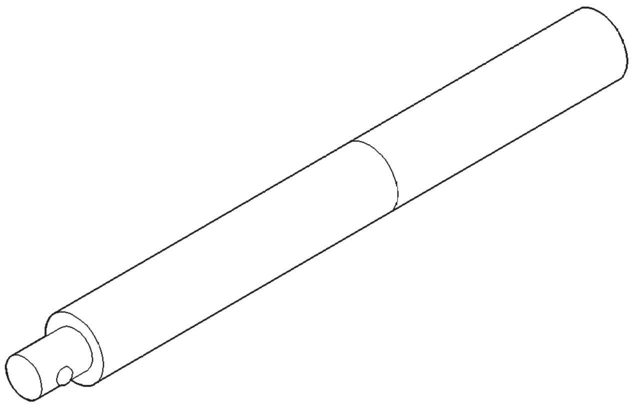
SPECIAL TOOLS (Continued)



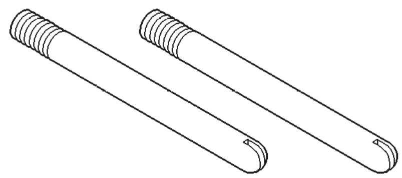
Installer—C-3718



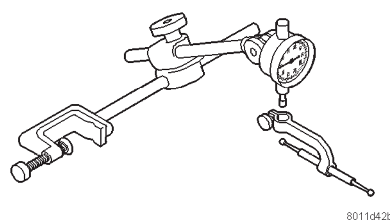
Installer—C-4340



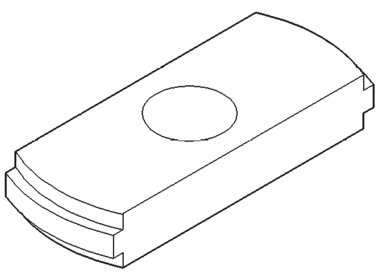
Handle—C-4171



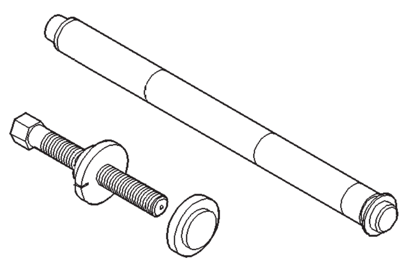
Pilot—C-3288



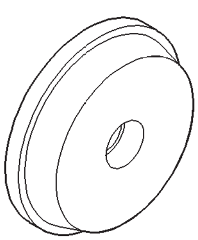
Dial Indicator—C-3339



Remover—C-4307

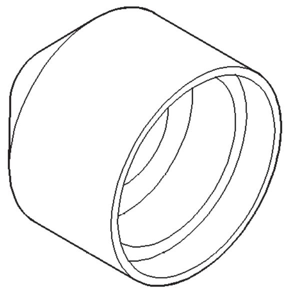


Trac-lok Tool Set—C-4487

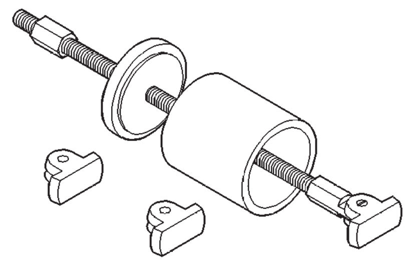


Installer—C-4308

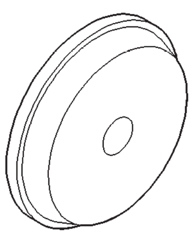
SPECIAL TOOLS (Continued)



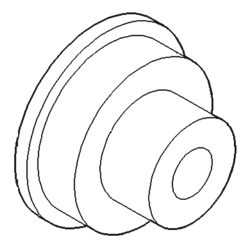
Installer—D-163



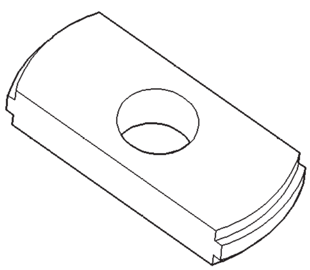
Remover—6310



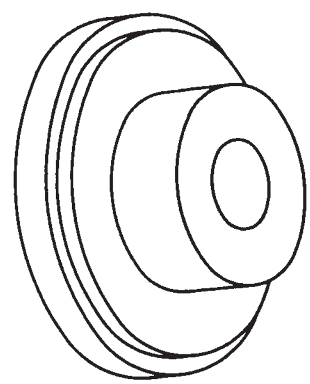
Installer—D-129



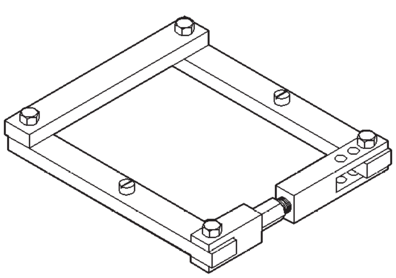
Installer—6436



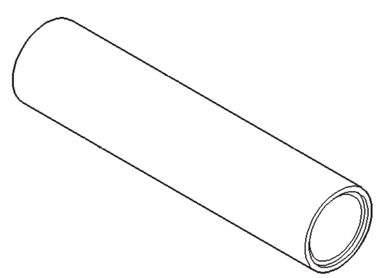
Remover—D-103



Installer—6437

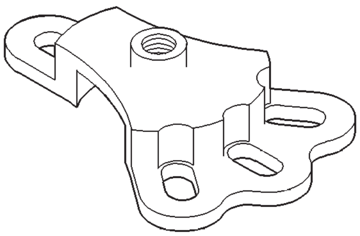


Spreader—W-129-B

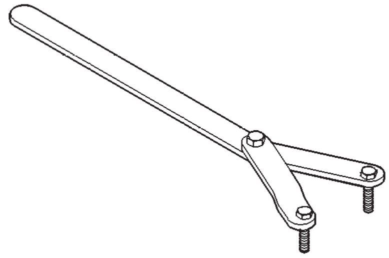


Installer—6448

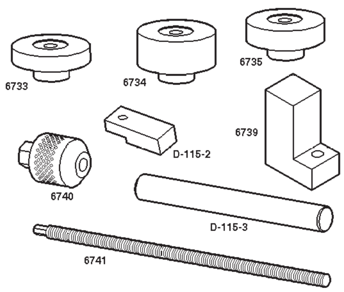
SPECIAL TOOLS (Continued)



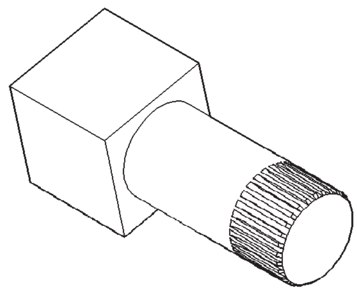
Adapter—6790



Holder—6958



Pinion Depth Set—6955



Holder—6963-A

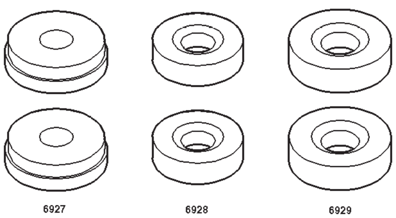
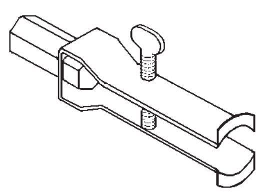


Fig. 78 Adapter Set—6956



Remover—7794-A

TRANSMISSION AND TRANSFER CASE

NV242 TRANSFER CASE

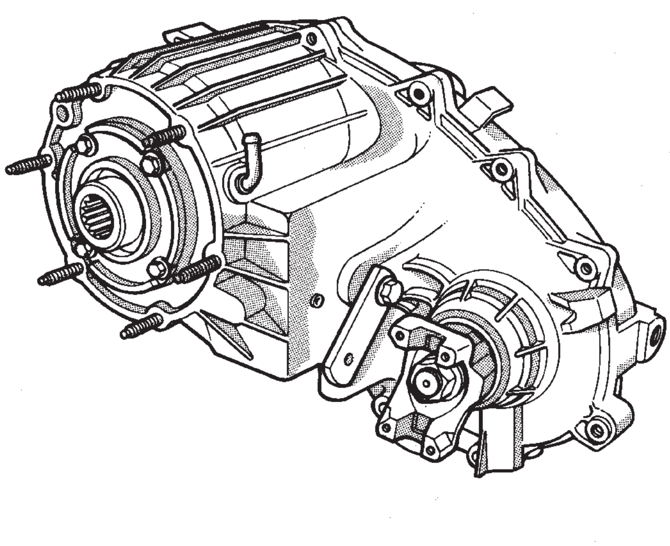
CONTENTS

GENERAL INFORMATION

NV 242 TRANSFER CASE

The NV242 is a full and part-time transfer case (Fig. 1). It provides full time 2-wheel, or 4-wheel drive operation.

A differential in the transfer case is used to control torque transfer to the front and rear axles. A low range gear provides increased low speed torque capability for off road operation. The low range provides a 2.72:1 reduction ratio.



J8921-243

Fig. 1 NV242 Transfer Case

The input gear is splined to the transmission output shaft. It drives the mainshaft through the planetary gear and range hub. The front output shaft is operated by a drive chain that connects the shaft to a drive sprocket on the mainshaft. The drive sprocket is engaged/disengaged by the mode fork, which operates the mode sleeve and hub. The sleeve and hub are not equipped with a synchro mechanism for shifting.

The geartrain is mounted in two aluminum case halves attached with bolts. The mainshaft front and rear bearings are mounted in aluminum retainer housings bolted to the case halves.

OPERATING RANGES

NV242 operating ranges are 2WD (2-wheel drive), 4x4 part-time, 4x4 full time, and 4 Lo.

The 2WD and 4x4 full time ranges can be used at any time and on any road surface.

The 4x4 part-time and 4 Lo ranges are for off road use only. The only time these ranges can be used on hard surface roads, is when the surface is covered with snow and ice.

SHIFT MECHANISM

Operating ranges are selected with a floor mounted shift lever. The shift lever is connected to the transfer case range lever by an adjustable linkage rod. A straight line shift pattern is used. Range positions are marked on the shifter bezel cover plate, or on the shift knob.

GENERAL INFORMATION (Continued)

TRANSFER CASE IDENTIFICATION

A circular ID tag is attached to the rear case of each transfer case (Fig. 2). The ID tag provides the transfer case model number, assembly number, serial number, and low range ratio.

The transfer case serial number also represents the date of build.

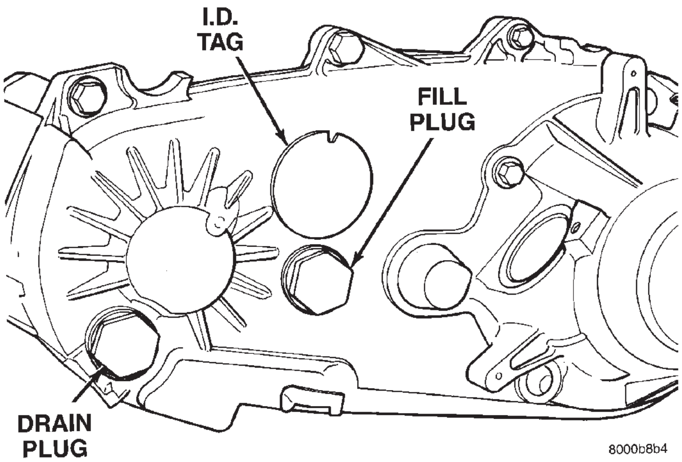


Fig. 2 Fill/Drain Plug And I.D. Tag Locations

RECOMMENDED LUBRICANT AND FILL LEVEL

Recommended lubricant for the NV 242 transfer case is Mopar® Dexron II, or ATF Plus. Approximate lubricant fill capacity is 1.35 liters (2.85 pints).

The fill and drain plugs are both in the rear case (Fig. 2). Correct fill level is to the bottom edge of the fill plug hole. Be sure the vehicle is level to ensure an accurate fluid level check.

DIAGNOSIS AND TESTING

NV242 DIAGNOSIS

Condition	Possible Cause	Correction
TRANSFER CASE DIFFICULT TO SHIFT OR WILL NOT SHIFT INTO DESIRED RANGE	(1) Transfer case external shift linkage binding. (2) Insufficient or incorrect lubricant. (3) Internal components binding, worn or damaged.	(1) Lubricate, repair or replace linkage, or tighten loose components as necessary. (2) Drain and refill to edge of fill hole with DEXRON II® or MOPAR-MERCON® Automatic Transmission Fluid. (3) Disassemble unit and replace worn or damaged components as necessary.
TRANSFER CASE NOISY IN ALL DRIVE POSITIONS	(1) Insufficient or incorrect lubricant.	(1) Drain and refill to edge of fill hole with DEXRON II® or MOPAR-MERCON® Automatic Transmission Fluid. Check for leaks and repair if necessary **Note: If unit is still noisy after drain and refill, disassembly and inspection may be required to locate source of noise.**
LUBRICANT LEAKING FROM OUTPUT SHAFT SEALS OR FROM VENT	(1) Transfer case overfilled. (2) Vent closed or restricted. (3) Output shaft seals damaged or installed incorrectly.	(1) Drain to correct level. (2) Clear or replace vent if necessary. (3) Replace seals. Be sure seal lip faces interior of case when installed. Also be sure yoke seal surfaces are not scored or nicked. Remove scores and nicks with fine sandpaper or replace yoke(s) if necessary.
TRANSFER CASE WILL NOT SHIFT THROUGH 4 X 4 PART-TIME RANGE (Light Remains On).	(1) Incomplete shift due to drivetrain torque load. (2) Incorrect tire pressure(s). (3) Excessive tire wear. (4) Excessive vehicle loading.	(1) Driver must momentarily release the accelerator pedal to complete the shift. (2) Inflate all tires equally to correct pressure. (3) Switch tires — Install the two tires with the most wear (one on the front axle and one on the rear axle). (4) Check vehicle loading — **Do not exceed the vehicle's GVW.**

J9121-435

REMOVAL AND INSTALLATION

SHIFT LEVER

REMOVAL

(1) Shift transfer case into 4L.

(2) Raise vehicle.

(3) Loosen adjusting trunnion locknut and slide shift rod out of trunnion (Fig. 3). If rod lacks enough travel to come out of trunnion, push trunnion out of torque shaft.

(4) Lower vehicle.

(5) Remove console. Refer to park brake section in Group 5 for procedures.

(6) Remove screws attaching lever assembly to floorpan and remove assembly and shift rod (if left attached).

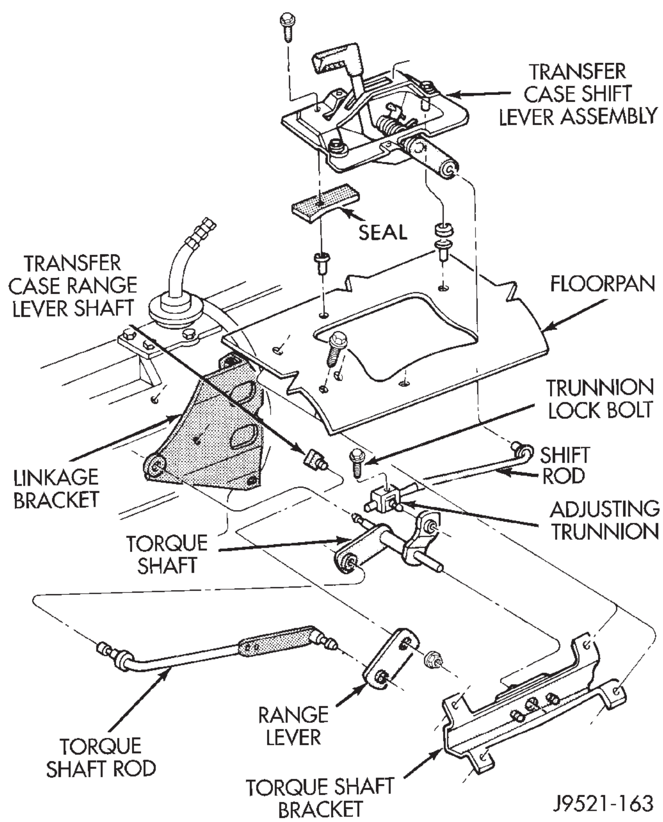


Fig. 3 Shift Linkage

INSTALLATION

(1) If shift rod was not removed from lever assembly, work rod down through floorpan opening. Then position lever assembly on floorpan and install assembly attaching screws.

(2) Install console.

(3) Raise vehicle.

(4) Connect trunnion to torque shaft arm. Or, slide shift rod into trunnion on range lever. Be sure shift rod slides freely in trunnion.

(5) Verify that range lever is in 4L position. Then tighten trunnion lock bolt.

(6) Lower vehicle and check transfer case shift operation.

TRANSFER CASE

REMOVAL

(1) Shift transfer case into Neutral.

(2) Raise vehicle.

(3) Drain transfer case lubricant.

(4) Mark front and rear propeller shaft yokes for alignment reference.

(5) Support transmission with jack stand.

(6) Remove rear crossmember, or skid plate.

(7) Disconnect front/rear propeller shafts at transfer case.

(8) Disconnect vehicle speed sensor wires.

(9) Disconnect transfer case linkage rod from range lever.

(10) Disconnect transfer case vent hose and indicator switch harness.

(11) Support transfer case with transmission jack.

(12) Remove nuts attaching transfer case to transmission.

(13) Secure transfer case to jack with chains.

(14) Pull transfer case and jack rearward to disengage transfer case.

(15) Remove transfer case from under vehicle.

INSTALLATION

(1) Mount transfer case on a transmission jack. Secure transfer case to jack with chains.

(2) Position transfer case under vehicle.

(3) Align transfer case and transmission shafts and install transfer case on transmission.

(4) Install and tighten transfer case attaching nuts to 35 N·m (26 ft. lbs.) torque (Fig. 4).

(5) Connect vehicle speed sensor wires, and vent hose.

(6) Connect indicator switch harness to transfer case switch. Secure wire harness to clips on transfer case.

(7) Align and connect propeller shafts. Tighten shaft attaching bolts to 19 N·m (170 in. lbs.) torque.

(8) Fill transfer case with Mopar Dextron II fluid.

(9) Install rear crossmember, or skid plate. Tighten crossmember bolts to 41 N·m (30 ft. lbs.) torque.

(10) Remove transmission jack and support stand.

(11) Connect shift rod to transfer case range lever.

(12) Adjust transfer case shift linkage.

REMOVAL AND INSTALLATION (Continued)

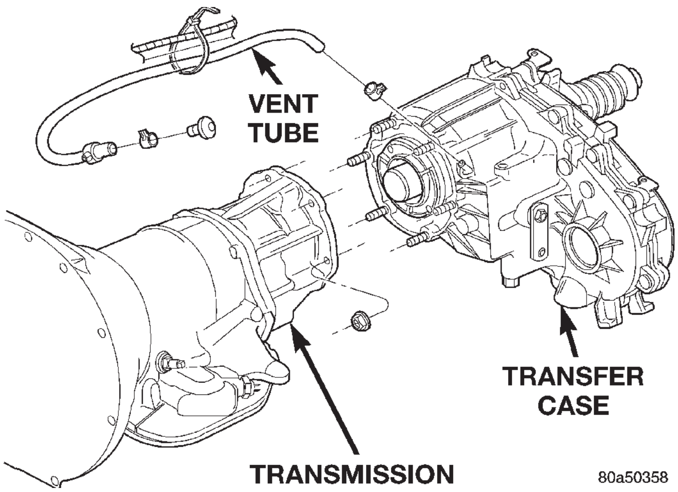


Fig. 4 Transfer Case Mounting

(13) Lower vehicle and verify transfer case shift operation.

DISASSEMBLY AND ASSEMBLY

NV242 TRANSFER CASE

DISASSEMBLE

REAR RETAINER REMOVAL AND DISASSEMBLY

(1) Remove output shaft boot. Spread band clamp that secures boot on slinger with a suitable awl. Then slide boot off shaft (Fig. 5).

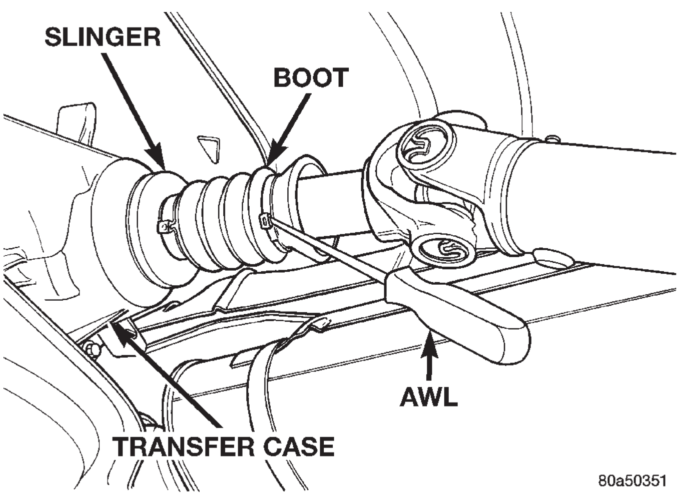


Fig. 5 Output Boot—Typical

(2) Using puller MD-998056-A, remove rear slinger (Fig. 6).

(3) Remove slinger stop spacer and snap-ring from output shaft (Fig. 7).

(4) Remove rear seal from retainer (Fig. 8). Use pry tool, or collapse seal with punch to remove it.

(5) Remove rear output bearing I.D. retaining ring (Fig. 9).

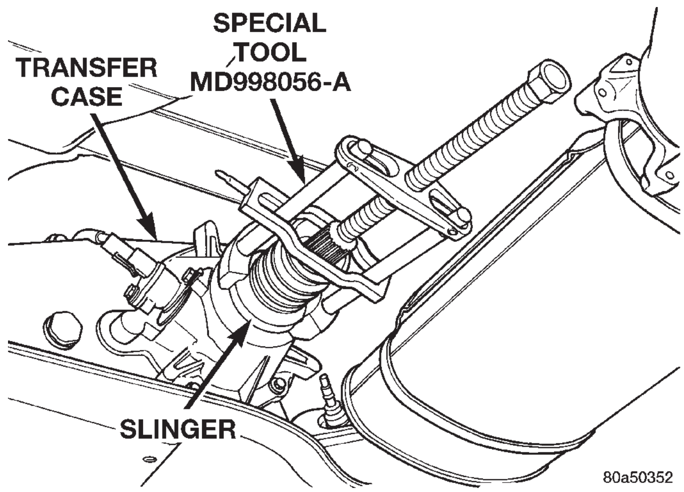


Fig. 6 Rear Slinger Removal

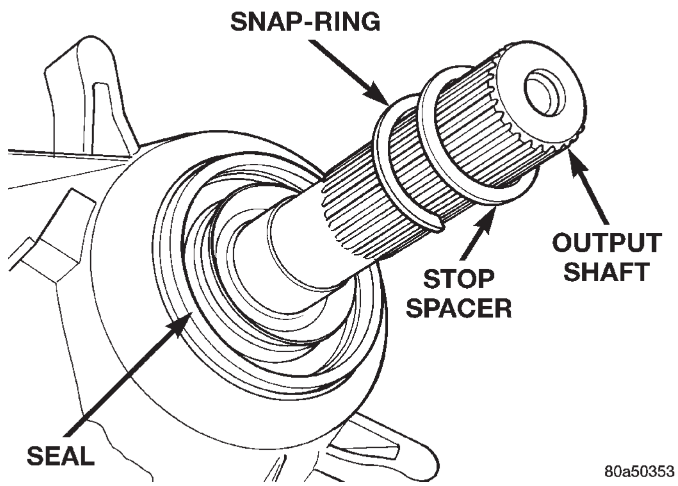


Fig. 7 Slinger Stop Spacer and Snap-ring

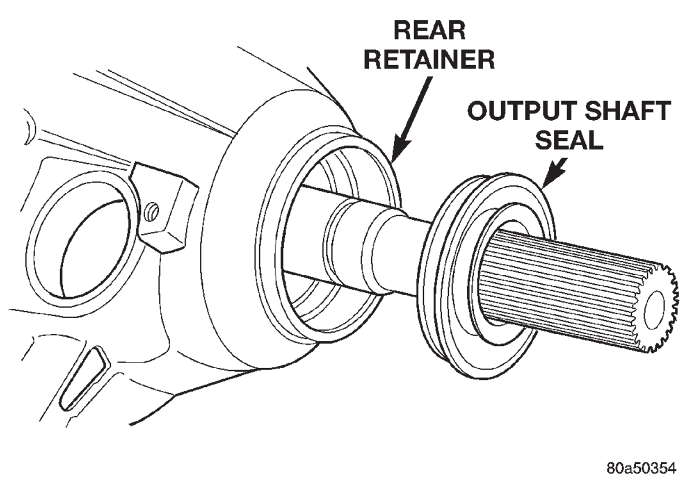


Fig. 8 Rear Seal Removal

(6) Remove rear retainer bolts.

DISASSEMBLY AND ASSEMBLY (Continued)

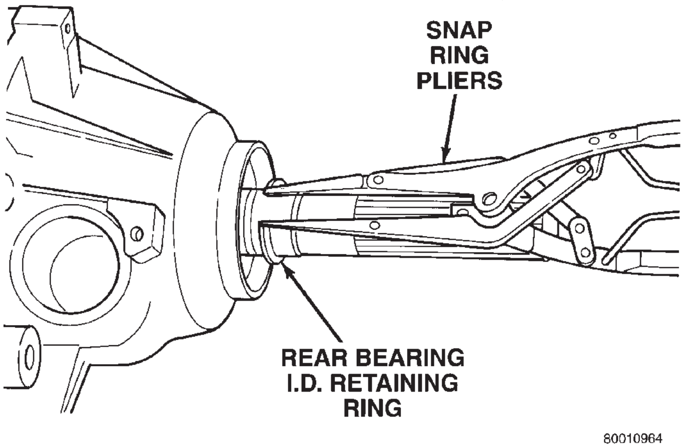


Fig. 9 Rear Bearing I.D. Retaining Ring Removal

(7) Remove rear retainer. Tap retainer with mallet and pry upward to break sealer bead. Then slide retainer off case and output shaft (Fig. 10).

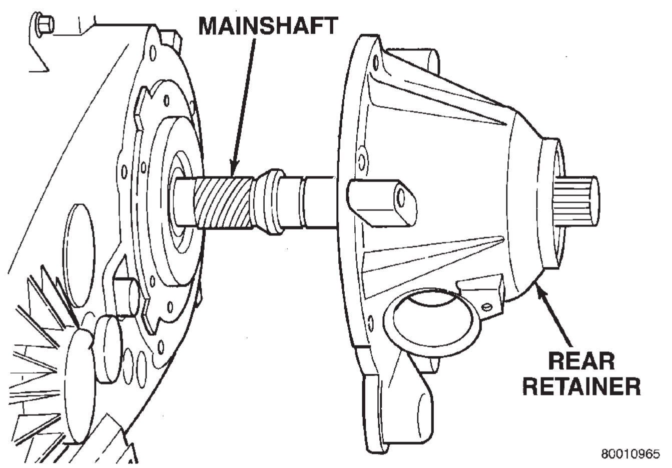


Fig. 10 Rear Retainer Removal

(8) Remove rear bearing O.D. retaining ring with snap ring pliers. Then tilt pump and slide it off output shaft (Fig. 11)

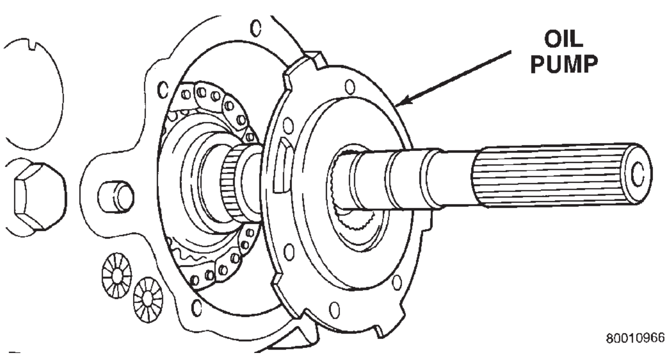


Fig. 11 Oil Pump Removal

(9) Remove pickup tube O-ring from pump (Fig. 12) but do not disassemble pump; it is not a repairable part.

(10) Remove seal from oil pump with pry tool.

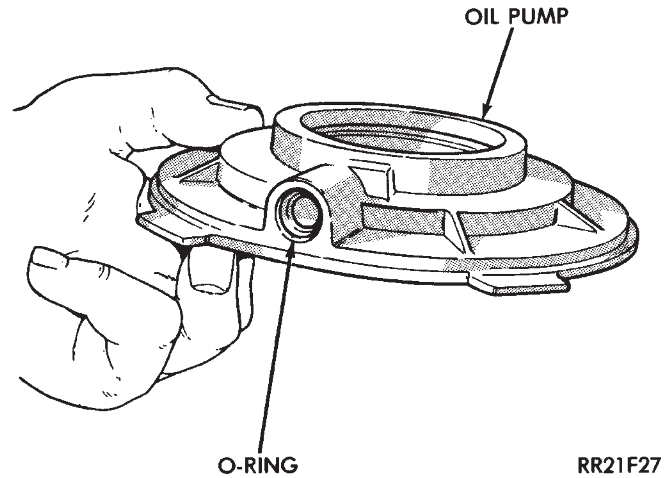


Fig. 12 Pickup Tube O-Ring Location

(11) Remove bolts attaching rear case to front case. A 10 mm, 12 point socket is needed for the spline head bolt (Fig. 13). Note position of the two black finish bolts at each end of the case. These bolts go through the case dowels and require a washer under the bolt head.

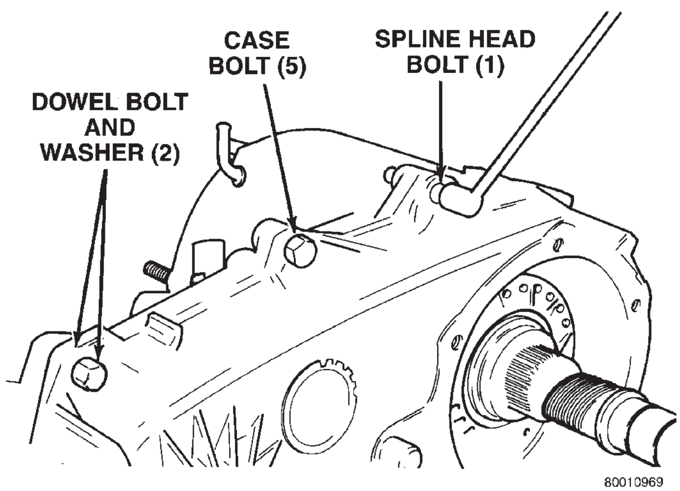


Fig. 13 Spline And Dowel Bolt Locations

(12) Remove rear case from front case (Fig. 14). Insert screwdrivers into slots cast into each end of case. Then pry upward to break sealer bead and remove rear case.

CAUTION: Do not pry on the sealing surface of either case half as the surfaces will become damaged.

(13) Remove oil pickup tube and screen from rear case (Fig. 15).

DISASSEMBLY AND ASSEMBLY (Continued)

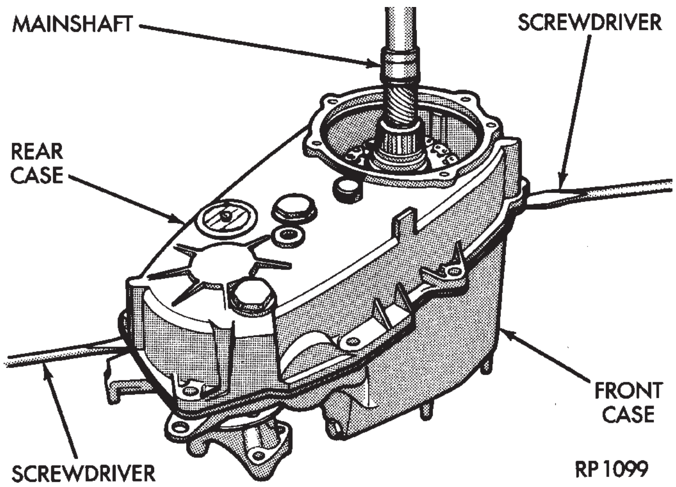


Fig. 14 Loosening/Removing Rear case

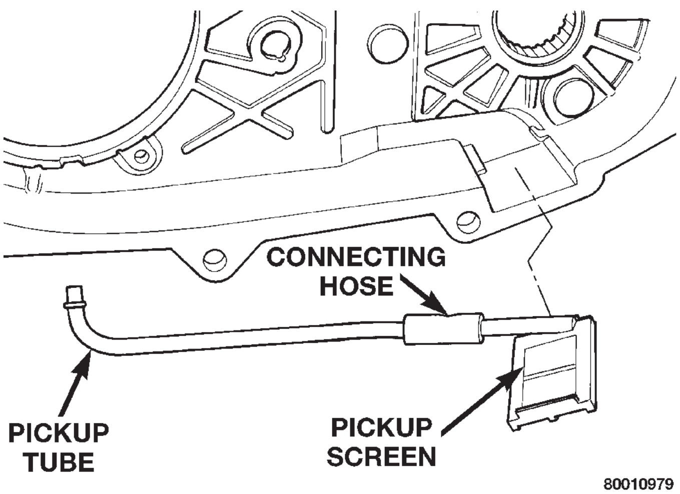


Fig. 15 Oil Pickup Screen, Hose And Tube Removal

SPEEDOMETER/YOKE/RANGE LEVER REMOVAL

(1) Remove speedometer adapter.

(2) Remove front yoke nut:

(a) Move range lever to 4L position.

(b) Remove nut with socket and impact wrench (Fig. 16).

(3) Remove yoke. If yoke is difficult to remove by hand, remove it with bearing splitter, or with standard two jaw puller (Fig. 17). Be sure puller tool is positioned on yoke and not on slinger as slinger will be damaged.

(4) Remove seal washer from front output shaft. Discard washer as it should not be reused.

(5) Remove nut and washer that attach range lever to sector shaft. Then move sector to neutral position and remove range lever from shaft (Fig. 18).

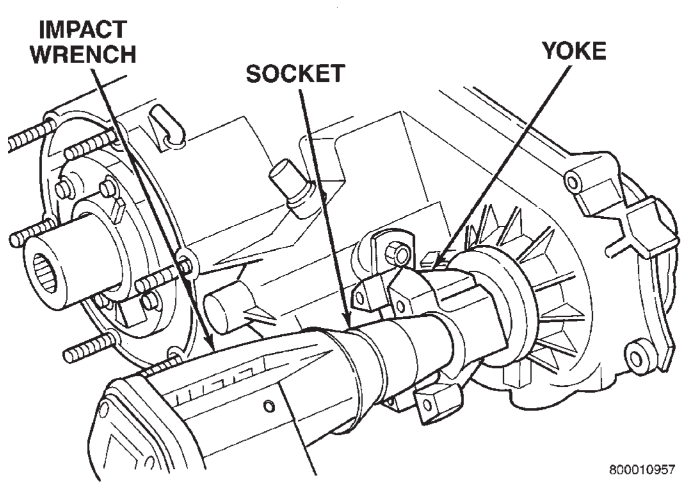


Fig. 16 Yoke Nut Removal

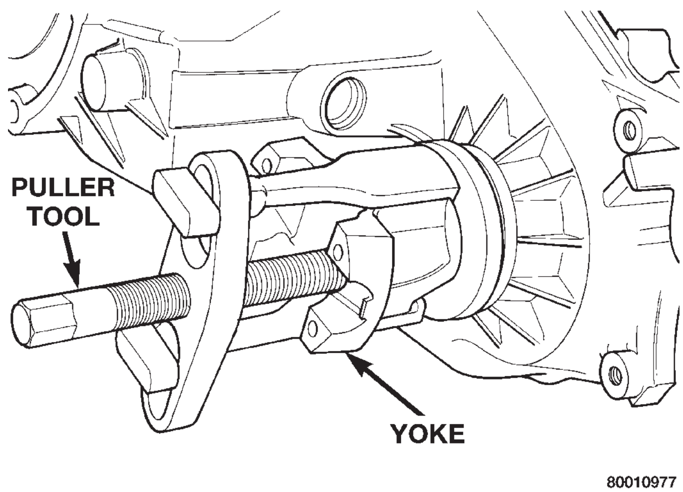


Fig. 17 Yoke Removal

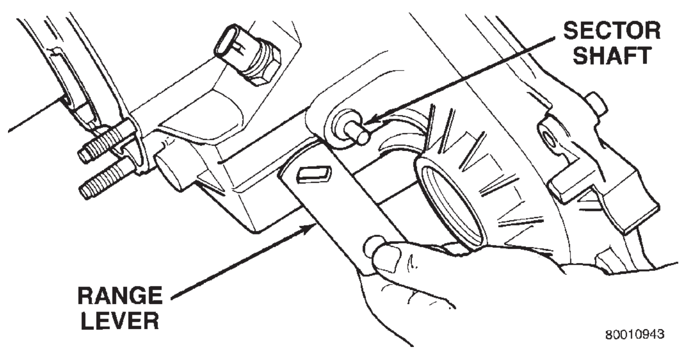


Fig. 18 Range Lever Removal

DISASSEMBLY AND ASSEMBLY (Continued)

FRONT OUTPUT SHAFT AND DRIVE CHAIN REMOVAL

(1) Remove drive sprocket snap ring (Fig. 19).

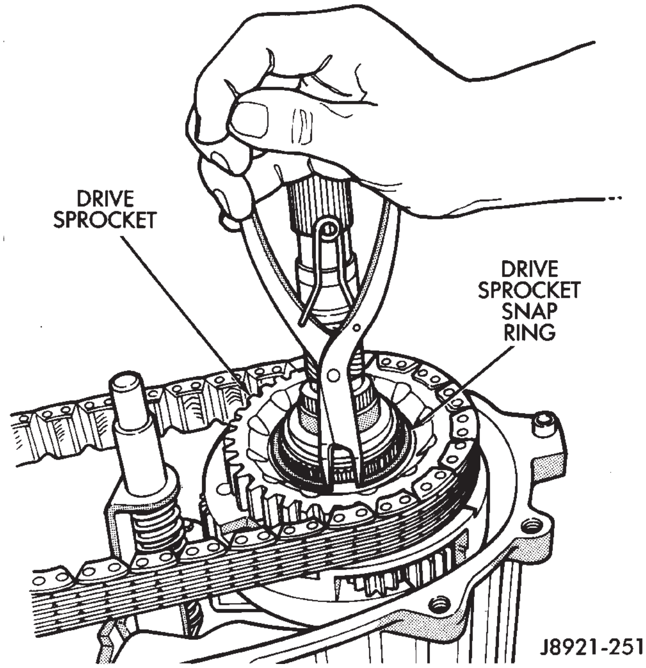


Fig. 19 Drive Sprocket Snap Ring Removal

(2) Remove drive sprocket and chain (Fig. 20).
(3) Remove front output shaft (Fig. 21).

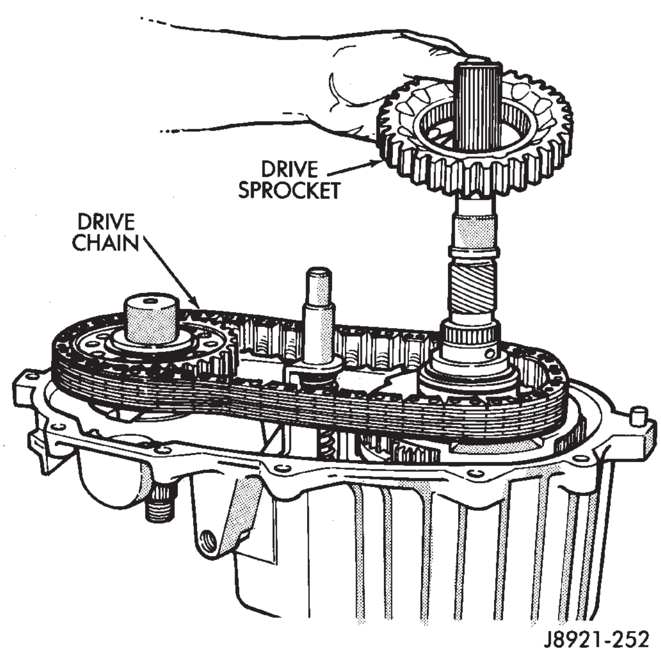


Fig. 20 Drive Sprocket And Chain Removal

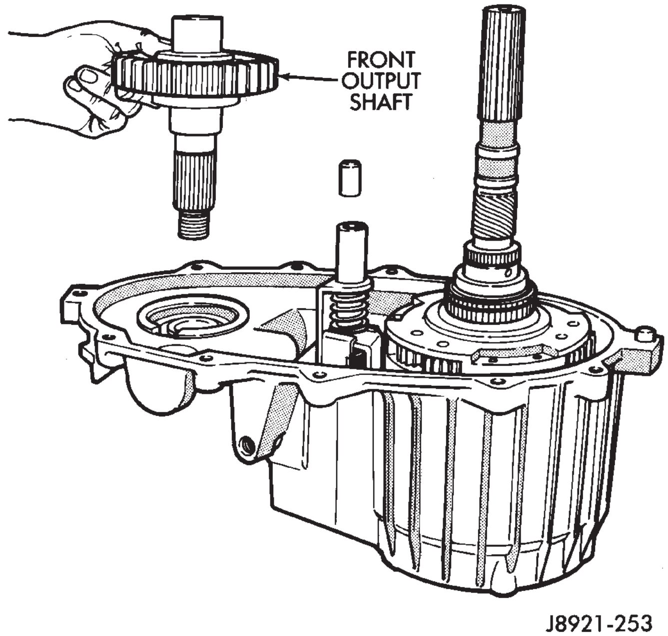


Fig. 21 Removing Front Output Shaft

SHIFT FORKS AND MAINSHAFT REMOVAL AND DISASSEMBLY

(1) Remove shift detent plug, spring and pin (Fig. 22).

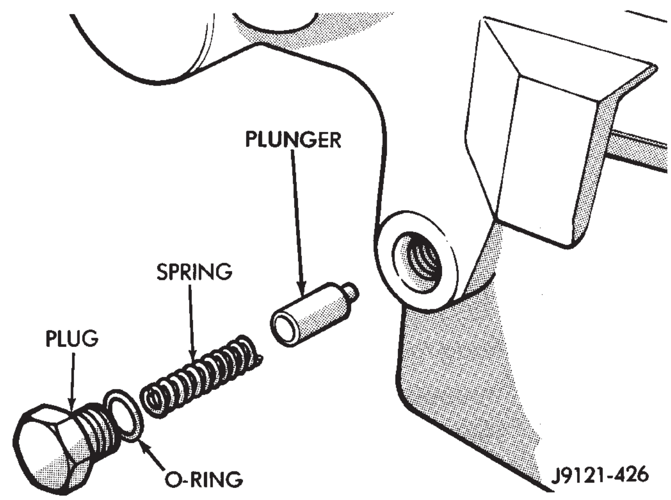


Fig. 22 Detent Component Removal

(2) Remove seal plug from low range fork lockpin access hole. Then move shift sector to align low range fork lockpin with access hole (Fig. 23).

(3) Remove range fork lockpin with size number one easy-out tool. Grip easy-out tool with locking pliers and remove pin with counterclockwise, twist and pull motion (Fig. 23).

DISASSEMBLY AND ASSEMBLY (Continued)

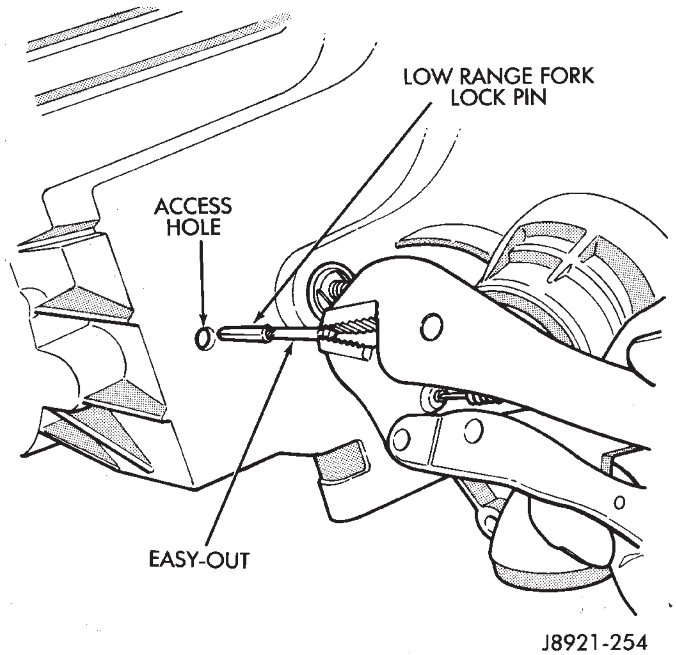


Fig. 23 Low Range Fork Lockpin Removal

(4) Remove shift rail by pulling it straight up and out of fork (Fig. 24).

(5) Remove mode fork and mainshaft as assembly (Fig. 25).

(6) Remove mode shift sleeve and mode fork assembly from mainshaft (Fig. 26). Note position of mode sleeve in fork and remove sleeve.

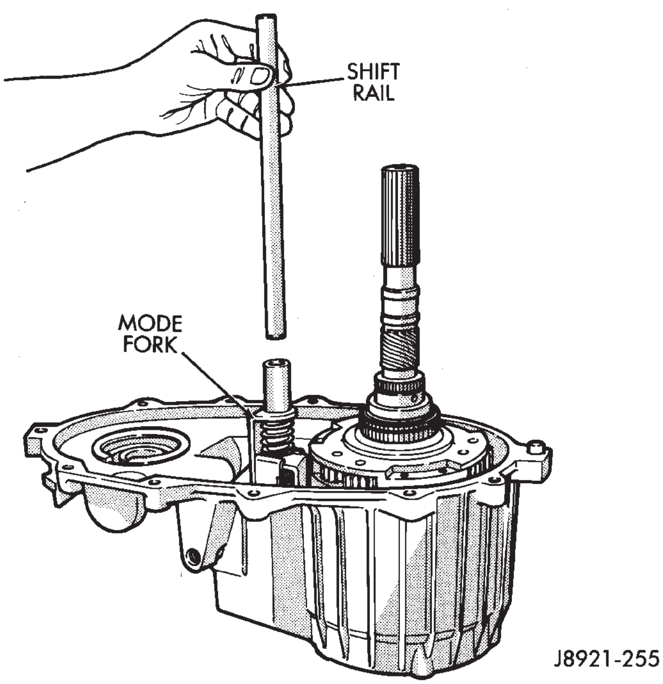


Fig. 24 Shift Rail Removal

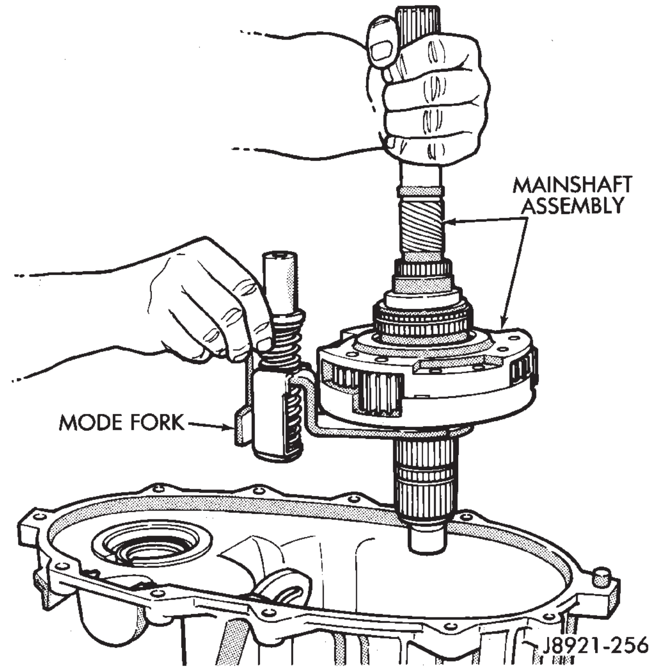


Fig. 25 Mode Fork And Mainshaft Removal

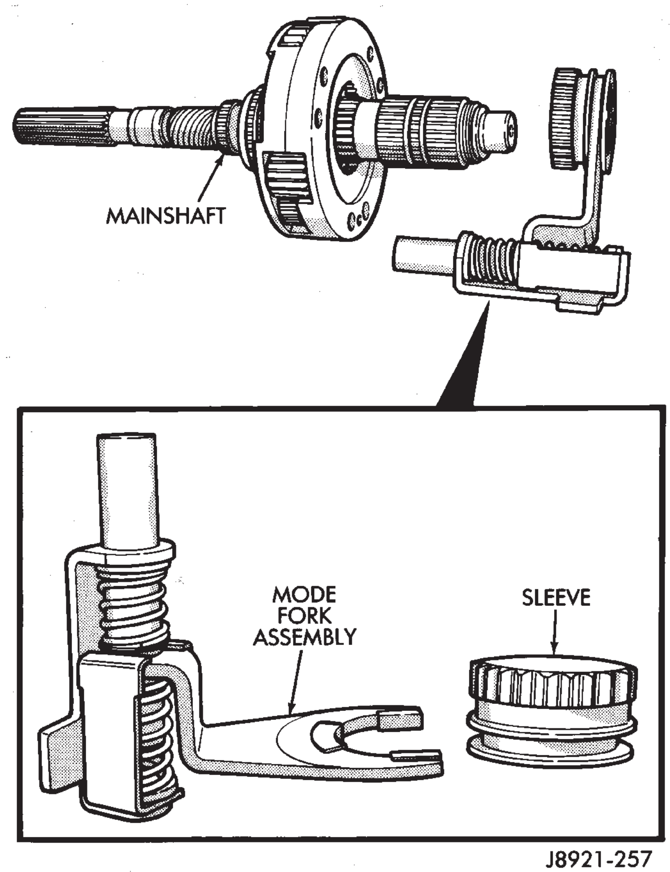


Fig. 26 Mode Fork And Sleeve Removal

DISASSEMBLY AND ASSEMBLY (Continued)

(7) Remove intermediate clutch shaft snap ring (Fig. 27).

(8) Remove clutch shaft thrust ring (Fig. 28).

(9) Remove intermediate clutch shaft (Fig. 29).

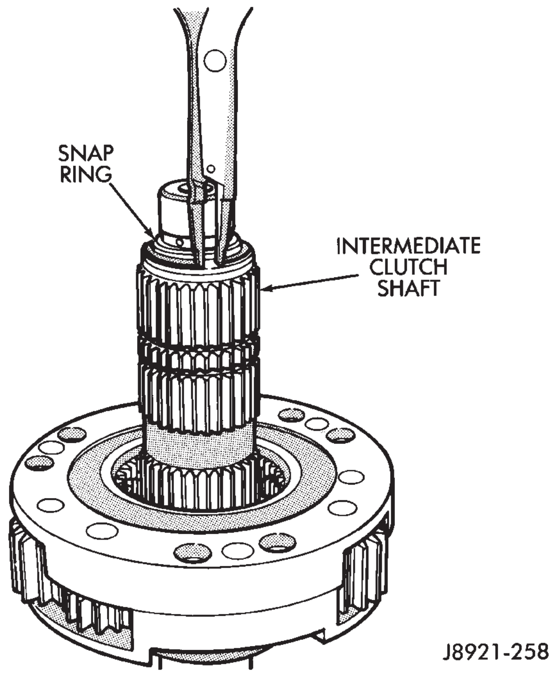


Fig. 27 Intermediate Clutch Shaft Snap Ring Removal

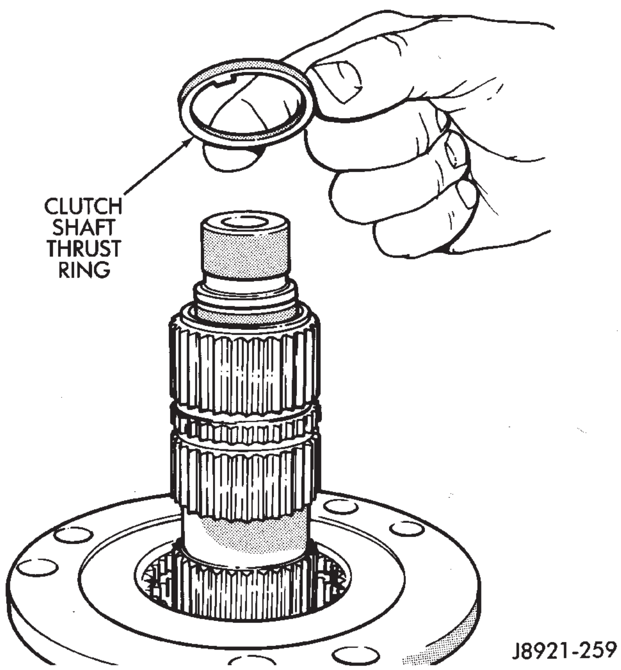


Fig. 28 Clutch Shaft Thrust Ring Removal

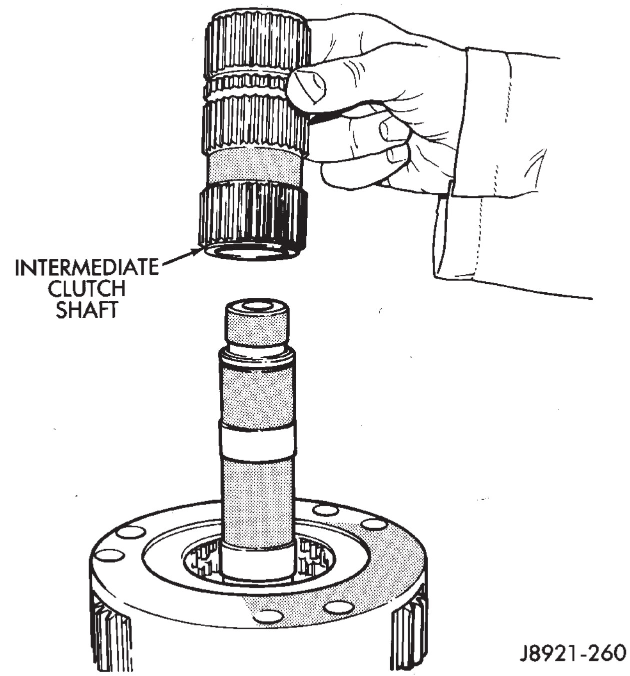


Fig. 29 Intermediate Clutch Shaft Removal

(10) Remove differential snap ring (Fig. 30).

(11) Remove differential (Fig. 31).

(12) Remove differential needle bearings and both needle bearing thrust washers from mainshaft.

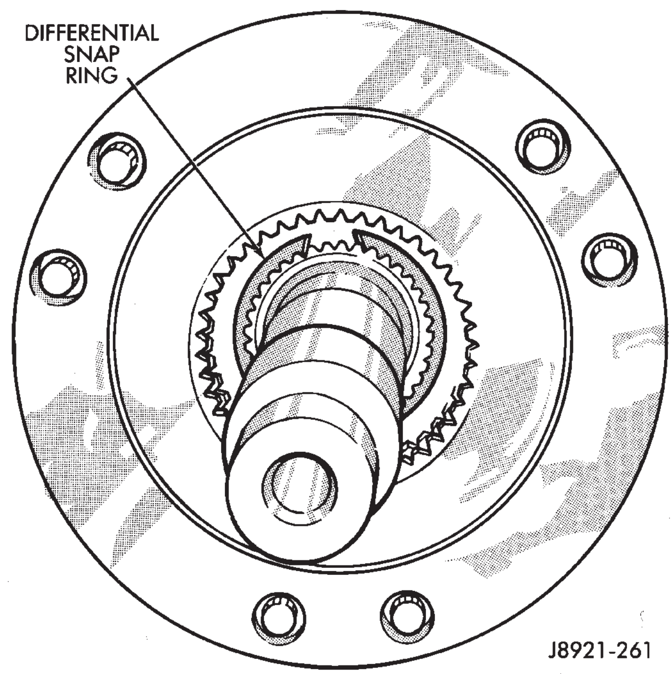


Fig. 30 Differential Snap Ring Removal

DISASSEMBLY AND ASSEMBLY (Continued)

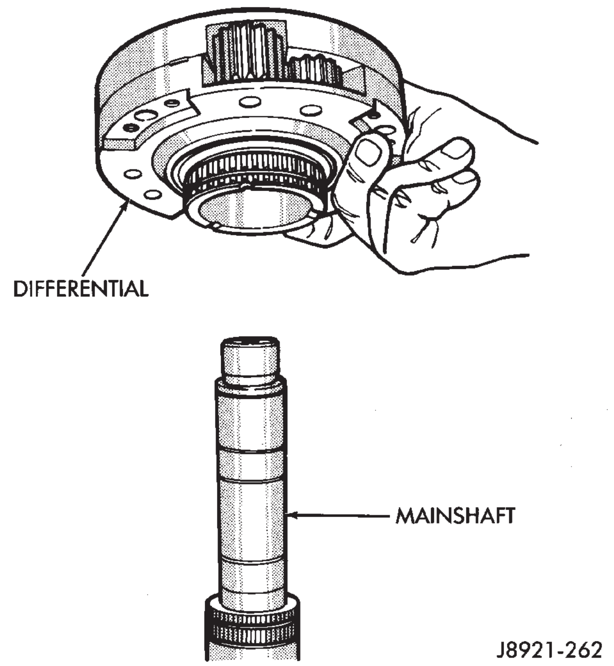


Fig. 31 Differential Removal

(13) Slide low range fork pin out of shift sector slot (Fig. 32).

(14) Remove low range fork and hub (Fig. 33).

(15) Remove shift sector (Fig. 34).

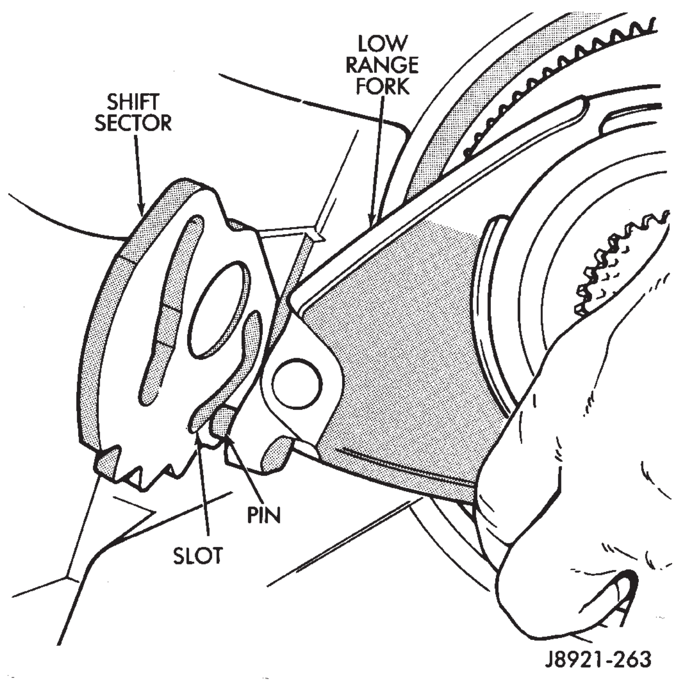


Fig. 32 Disengaging Low Range Fork

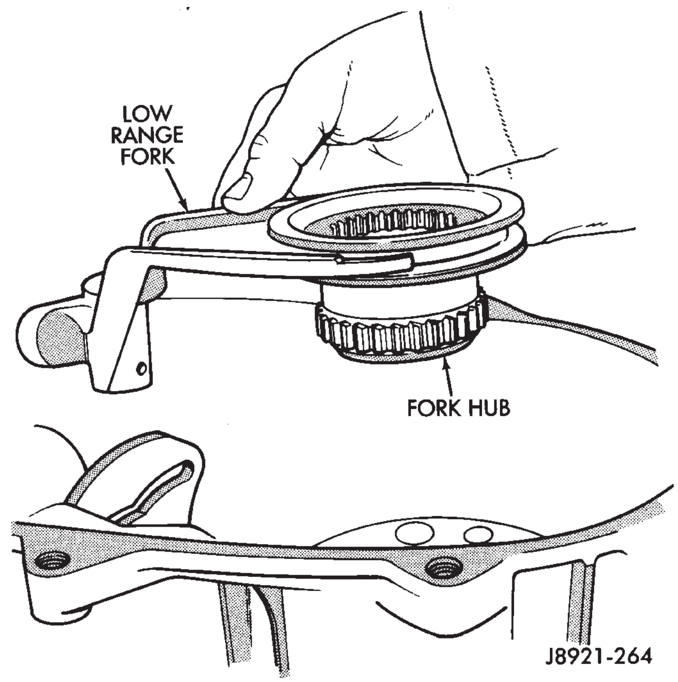


Fig. 33 Low Range Fork And Hub Removal

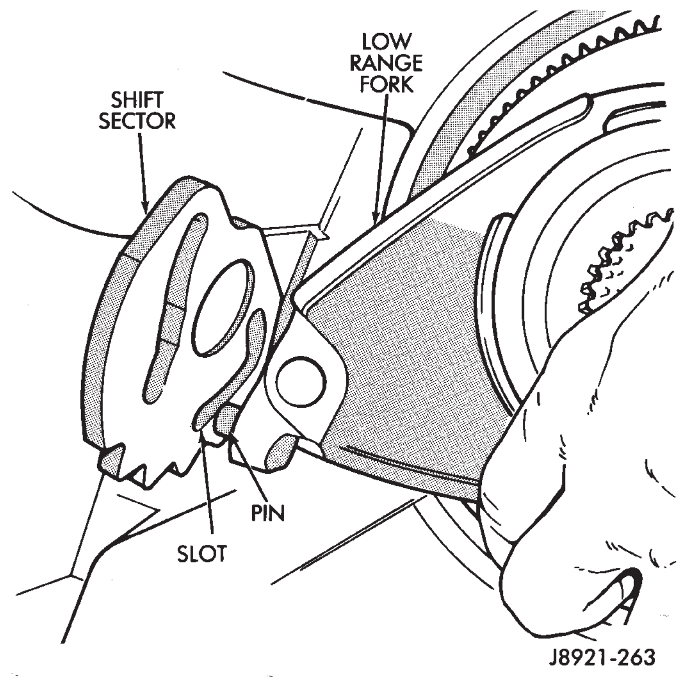


Fig. 34 Shift Sector Position

DISASSEMBLY AND ASSEMBLY (Continued)

(16) Remove shift sector bushing and O-ring (Fig. 35).

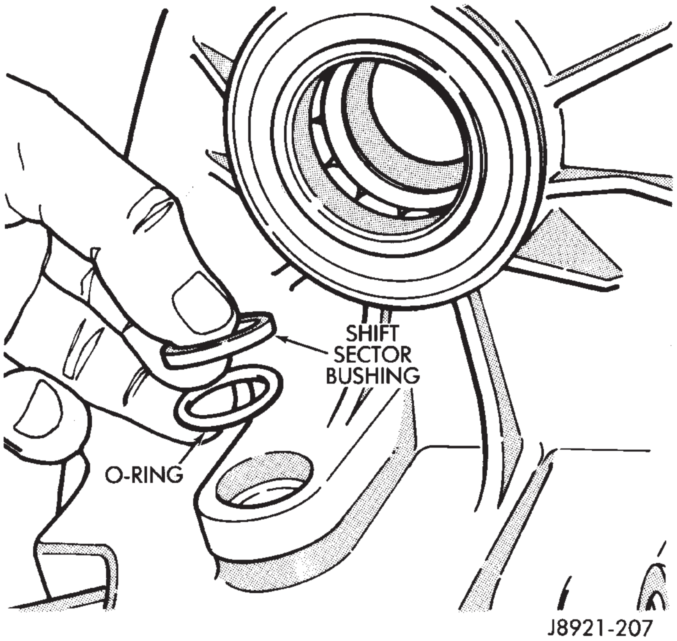


Fig. 35 Sector Bushing And O-Ring Removal

INPUT GEAR/LOW RANGE ASSEMBLY REMOVAL AND DISASSEMBLY

(1) Remove front bearing retainer bolts.

(2) Remove front bearing retainer. Carefully pry retainer loose with screwdriver (Fig. 36). Position screwdriver in slots cast into retainer.

(3) Remove input gear snap ring (Fig. 37).

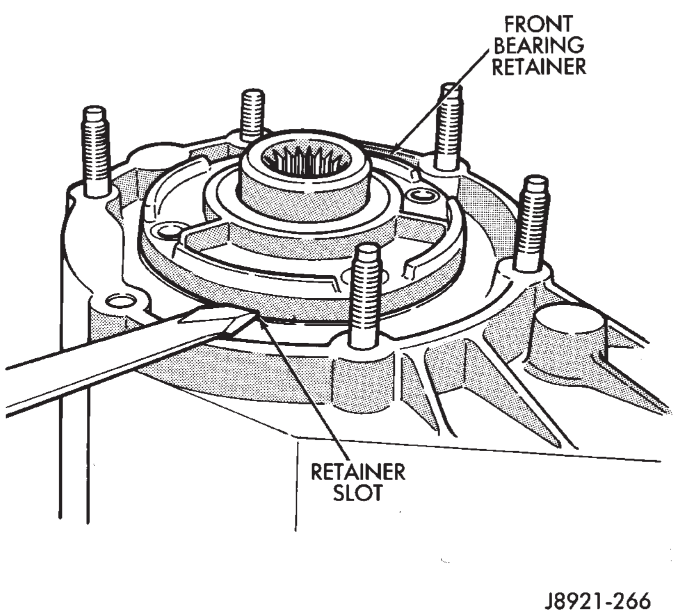


Fig. 36 Front Bearing Retainer Removal

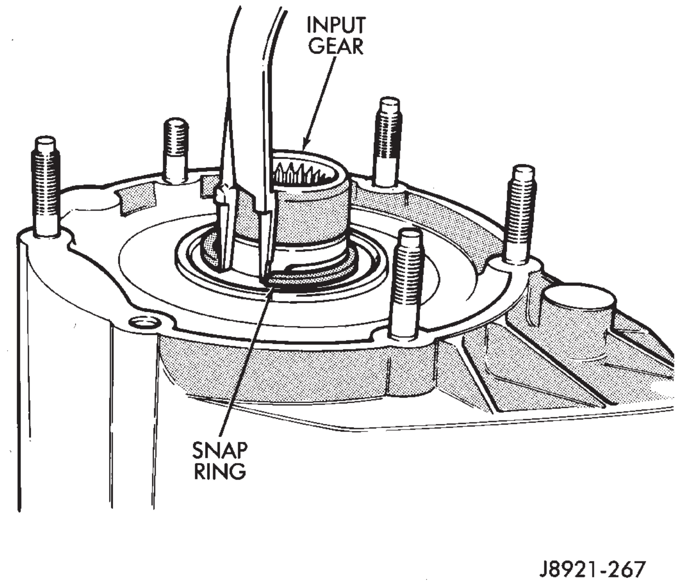


Fig. 37 Input Gear Snap Ring Removal

(4) Remove input/low range gear assembly from bearing with Tool Handle C-4171 and Tool 7829A (Fig. 38).

(5) Remove low range gear snap ring (Fig. 39).

(6) Remove input gear retainer, thrust washers and input gear from low range gear (Fig. 40).

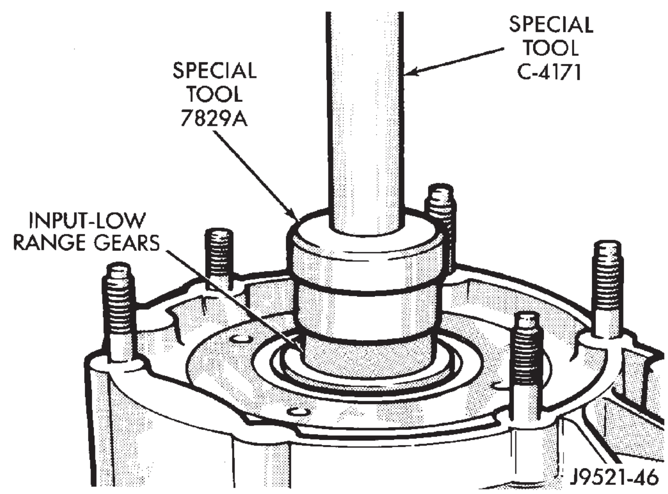


Fig. 38 Input And Low Range Gear Assembly Removal

(7) Inspect low range annulus gear (Fig. 41). **Gear is not a serviceable component. If damaged, replace gear and front case as assembly.**

(8) Remove oil seals from following components:

- rear retainer
- oil pump
- case halves

DISASSEMBLY AND ASSEMBLY (Continued)

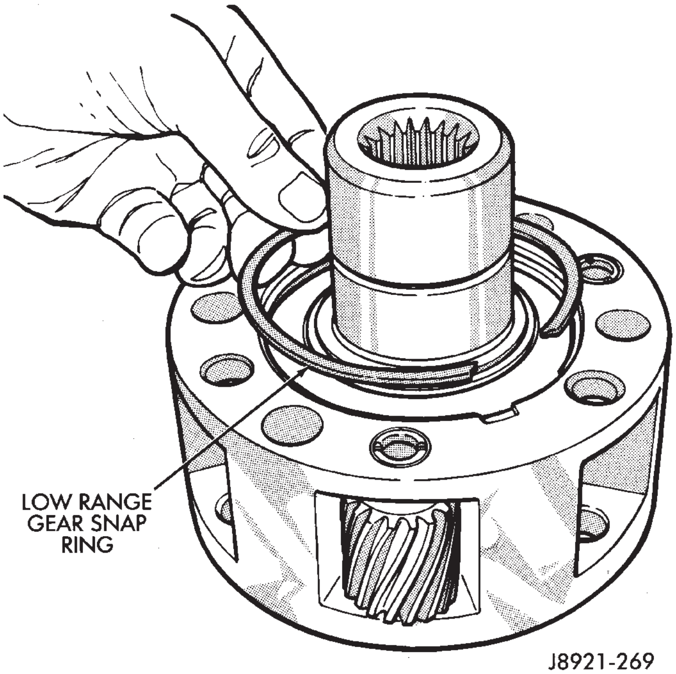


Fig. 39 Low Range Gear Snap Ring Removal/ Installation

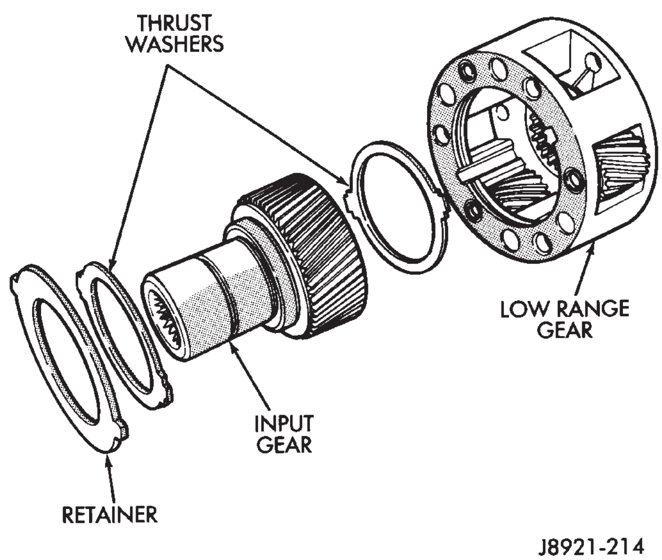


Fig. 40 Low Range Gear Disassembly

DIFFERENTIAL DISASSEMBLY

(1) Mark differential case halves for reference.

(2) Remove differential case bolts.

(3) Invert differential on workbench.

(4) Separate top case from bottom case. Use slots in case halves to pry them apart (Fig. 42).

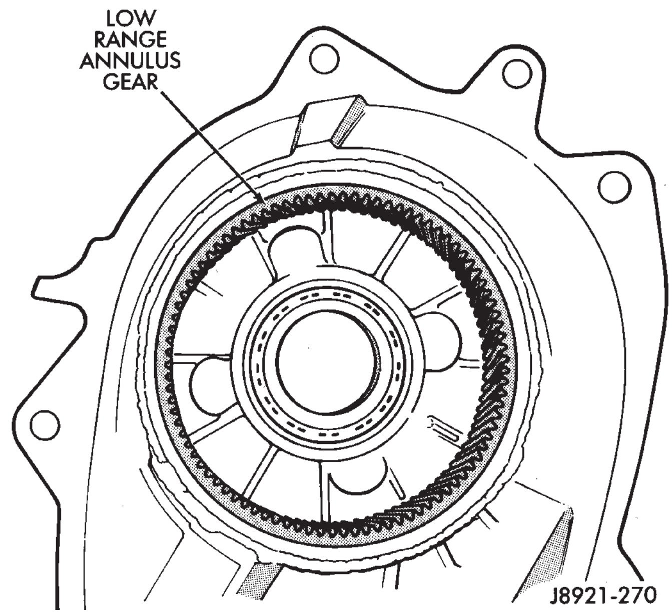


Fig. 41 Inspecting Low Range Annulus Gear

(5) Remove thrust washers and planet gears from case pins (Fig. 43).

(6) Remove mainshaft and sprocket gears from bottom case (Fig. 44). Note gear position for reference before separating them.

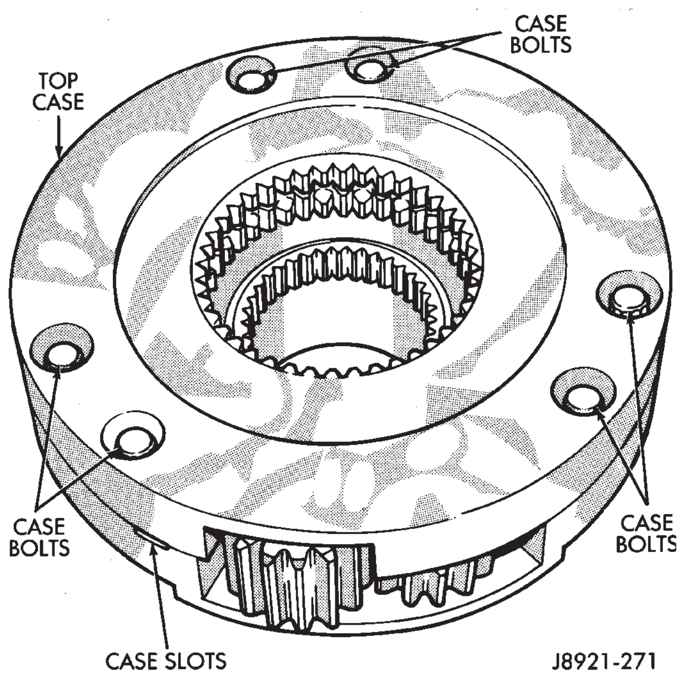


Fig. 42 Separating Differential Case Halves

DISASSEMBLY AND ASSEMBLY (Continued)

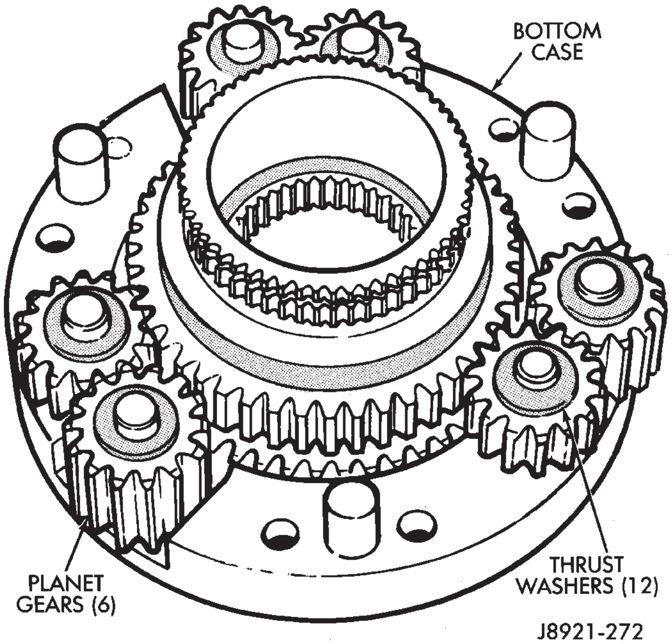


Fig. 43 Planet Gears And Thrust Washer Removal

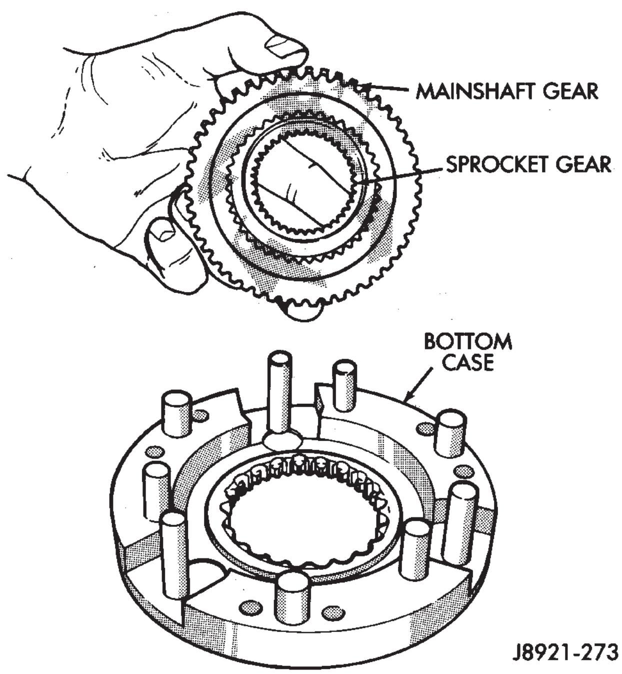


Fig. 44 Mainshaft And Sprocket Gear Removal

ASSEMBLE

(1) Lubricate transfer case components with automatic transmission fluid or petroleum jelly (where indicated) during assembly.

CAUTION: The bearing bores in various transfer case components contain oil feed holes. Make sure replacement bearings do not block the holes.

BEARING AND SEAL INSTALLATION

(1) Remove snap ring that retains front output shaft front bearing in case (Fig. 45). Then remove bearing. Use hammer handle, or hammer and brass punch to tap bearing out of case.

(2) Install new front output shaft bearing with Tool Handle C-4171 and Installer 8033A with the tapered cone upward (Fig. 46).

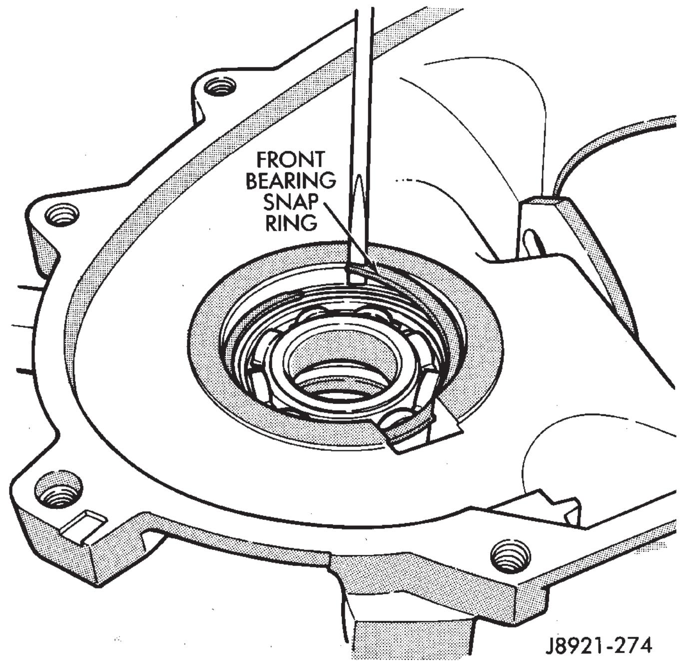


Fig. 45 Front Output Shaft Front Bearing Snap Ring Removal

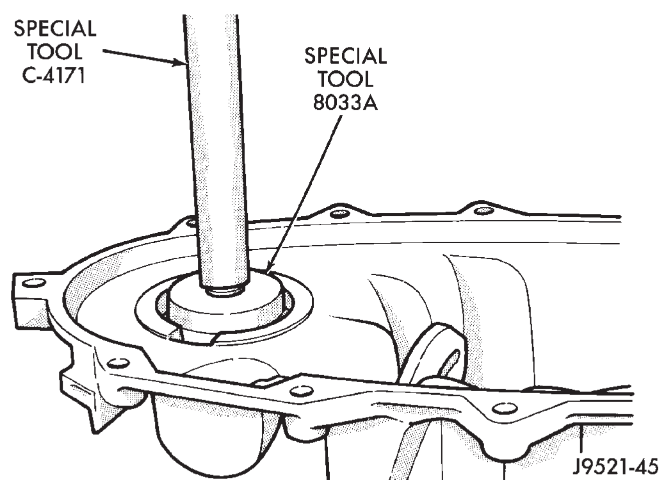


Fig. 46 Front Output Shaft Front Bearing Installation

(3) Install front bearing snap ring (Fig. 45).

(4) Install new front output shaft oil seal as follows:

(a) Tap seal into bore until flush with upper edge of case bore. Use Installer 6888 to start seal into place (Fig. 47).

DISASSEMBLY AND ASSEMBLY (Continued)

(b) Seat seal 2.03 to 2.5 mm (0.080 to 0.100 in.) **below** top edge of seal bore in front case (Fig. 48). This is correct final seal position. Use Installer 6888 to final seat seal. Check seal depth with a dial caliper or depth micrometer.

CAUTION: Be sure the front output seal is seated below the top edge of the case bore as shown (Fig. 48). The seal could work loose if not seated to the recommended depth.

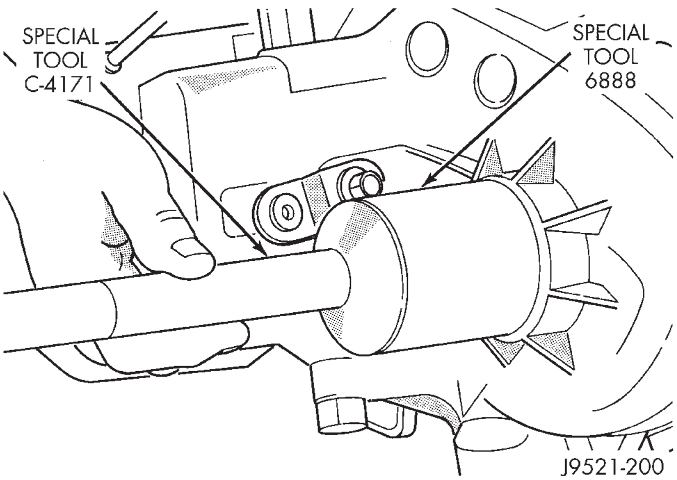


Fig. 47 Starting Front Output Shaft Seal Into Case Bore

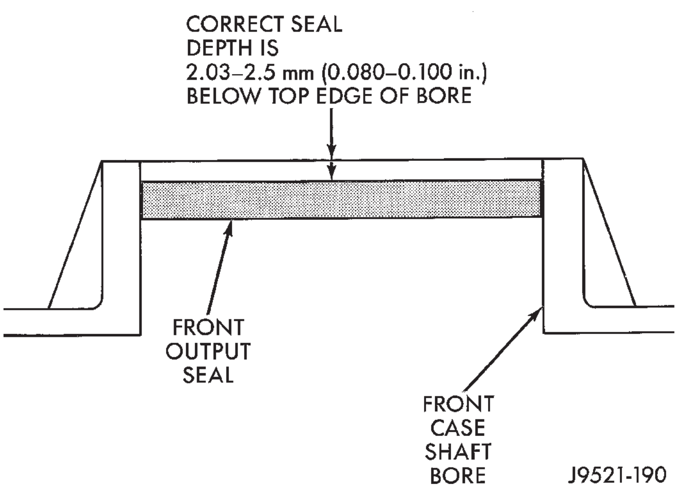


Fig. 48 Front Output Seal Installation Depth

(5) Remove input gear bearing with Tool Handle C-4171 and Remover C-4210 (Fig. 49).

(6) Install snap ring on new input gear bearing.

(7) Install new input gear bearing with Tool Handle C-4171 and Remover C-4210. Install bearing far enough to seat snap ring against case (Fig. 50).

(8) Remove input gear pilot bearing with slide hammer and internal puller (Fig. 51).

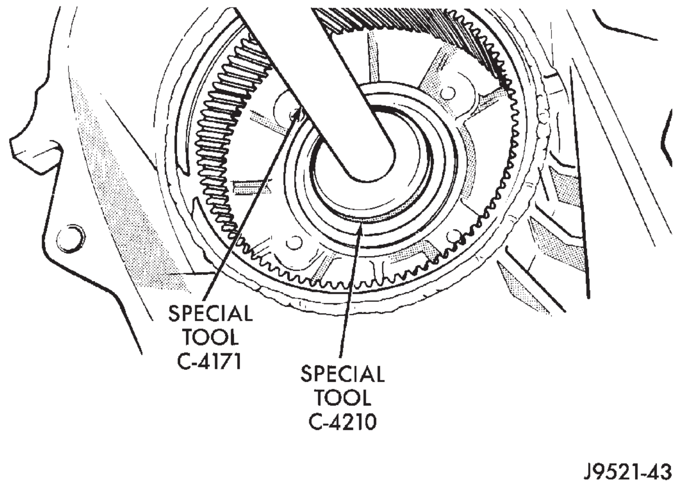


Fig. 49 Input Gear Bearing Removal

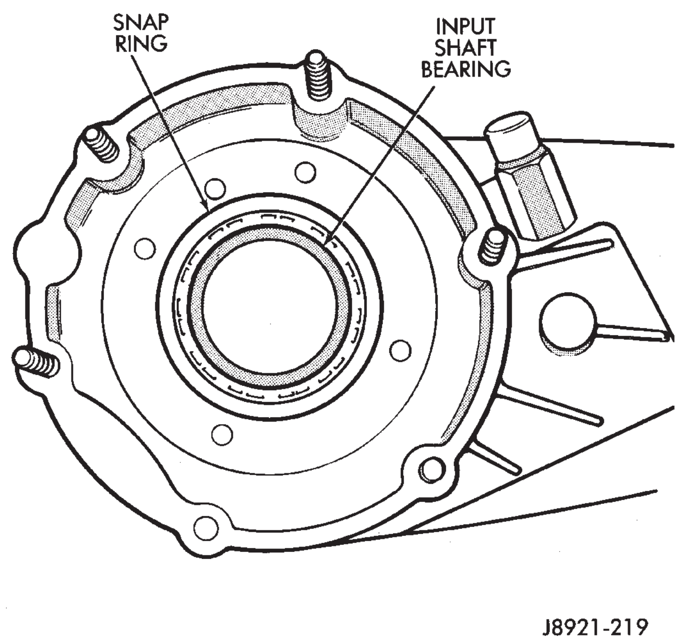


Fig. 50 Seating Input Gear Bearing

(9) Install new pilot bearing with suitably sized driver tool.

DISASSEMBLY AND ASSEMBLY (Continued)

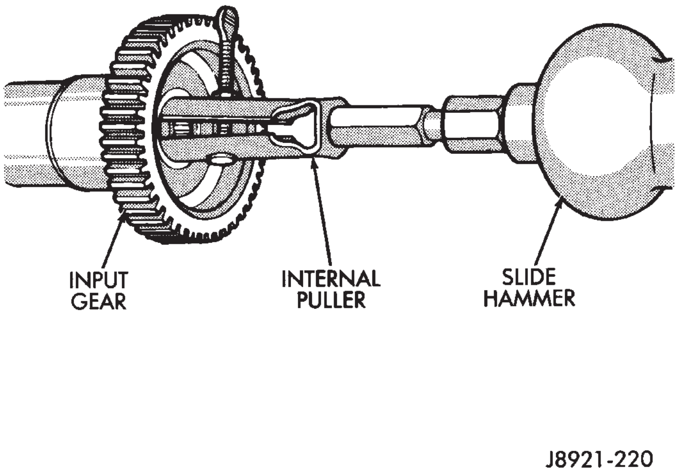


Fig. 51 Input Gear Pilot Bearing Removal

(10) Install new seal in front bearing retainer with Tool Handle C-4171 and Installer 7884 (Fig. 52).

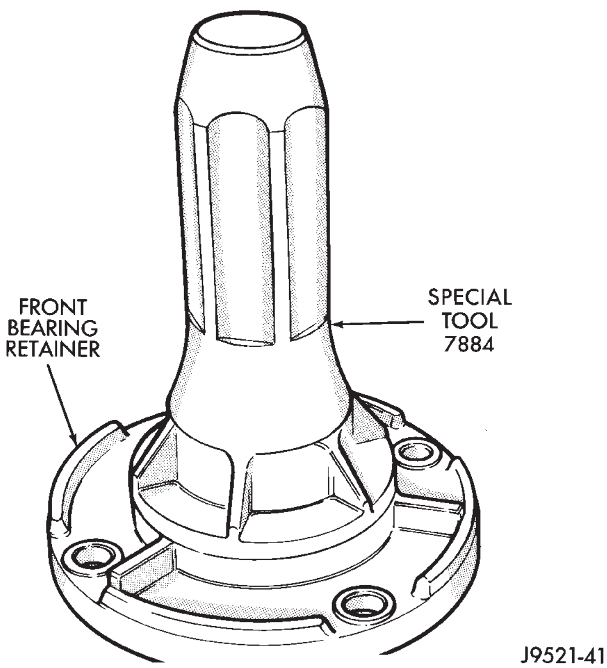


Fig. 52 Front Bearing Retainer Seal Installation

Replace output shaft rear bearing (Fig. 53). Remove bearing with internal puller and slide hammer.

(12) Install new bearing with Tool Handle C-4171 and Installer 5066. Lubricate bearing after installation.

(13) Install new seal in oil pump feed housing with Special Tool 7888 (Fig. 54).

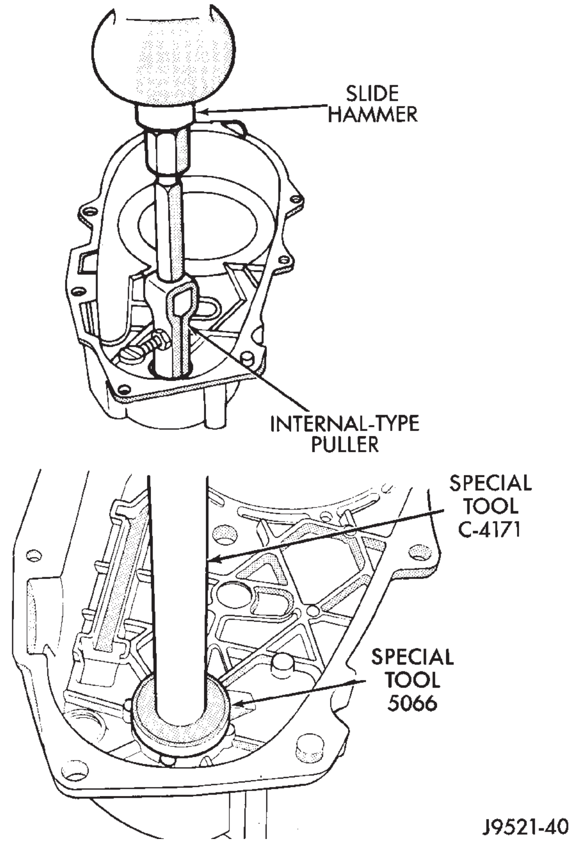


Fig. 53 Front Output Shaft Rear Bearing Installation

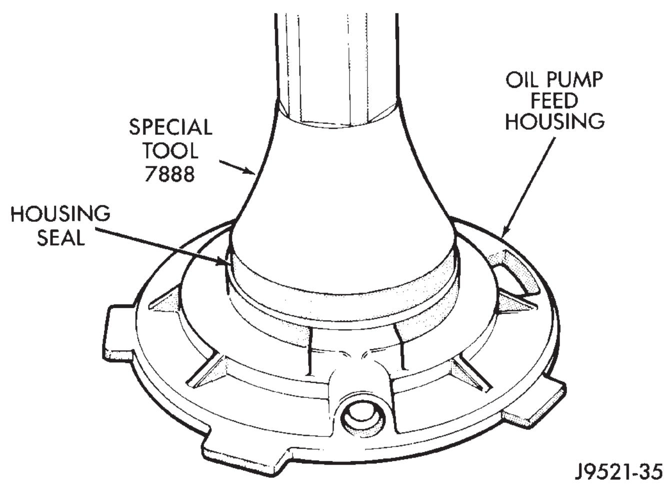


Fig. 54 Oil Pump Seal Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(14) Install new pickup tube O-ring in oil pump (Fig. 55).

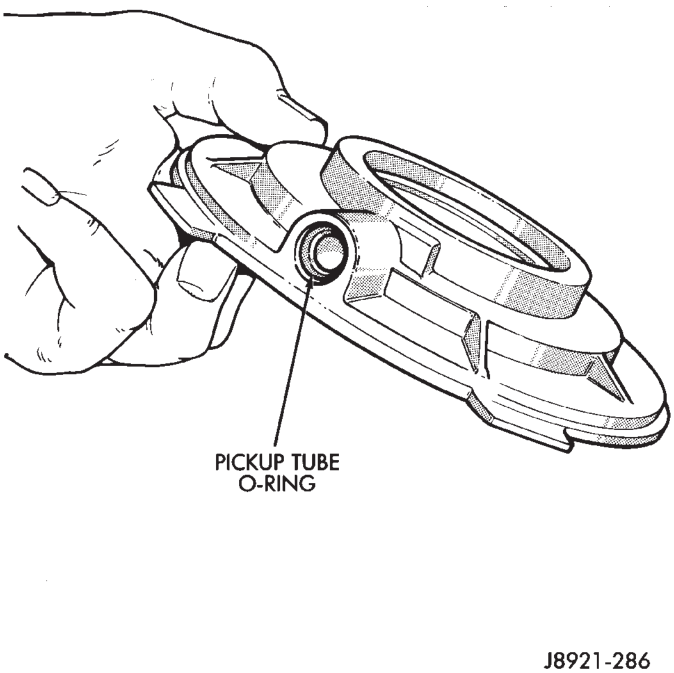


Fig. 55 Pickup Tube O-Ring Installation

DIFFERENTIAL ASSEMBLY

(1) Lubricate differential components with automatic transmission fluid.

(2) Install sprocket gear in differential bottom case (Fig. 56).

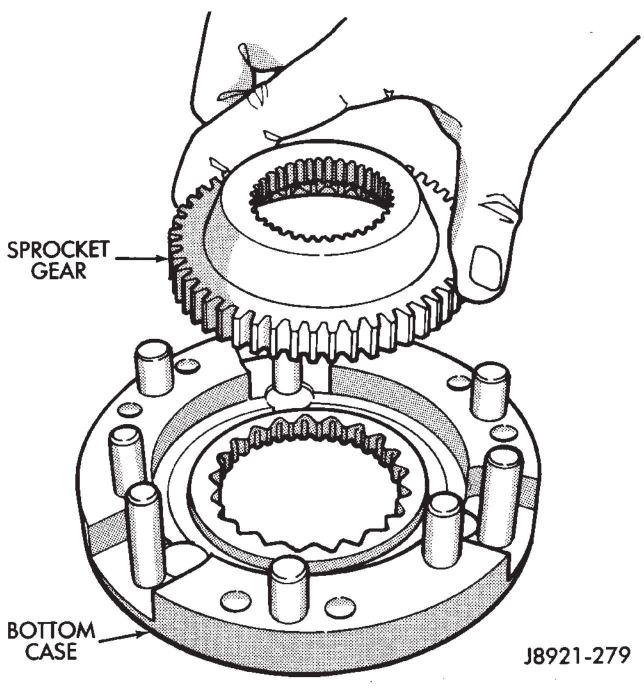


Fig. 56 Installing Differential Sprocket Gear

(3) Install differential planet gears and new thrust washers (Fig. 57). **Be sure thrust washers are installed at top and bottom of each planet gear.**

(4) Install differential mainshaft gear (Fig. 57).

(5) Align and position differential top case on bottom case (Fig. 58). Align using scribe marks made at disassembly.

(6) While holding differential case halves together, invert the differential and start the differential case bolts.

(7) Tighten differential case bolts to specified torque.

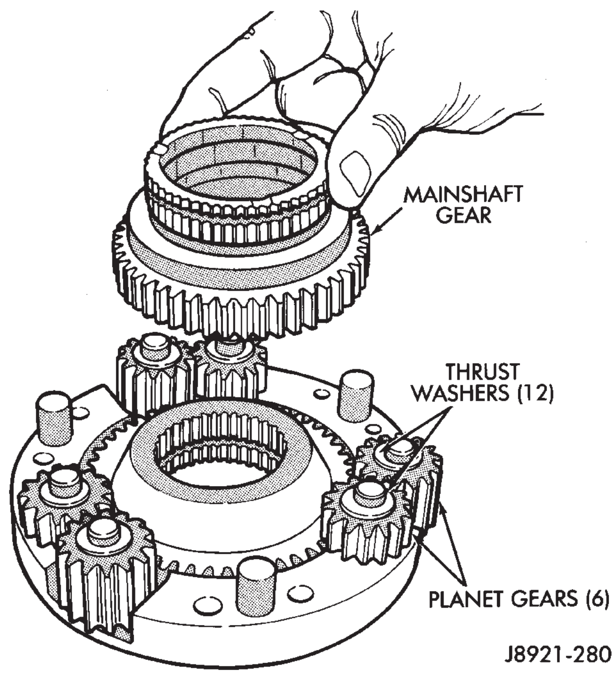


Fig. 57 Installing Mainshaft And Planet Gears

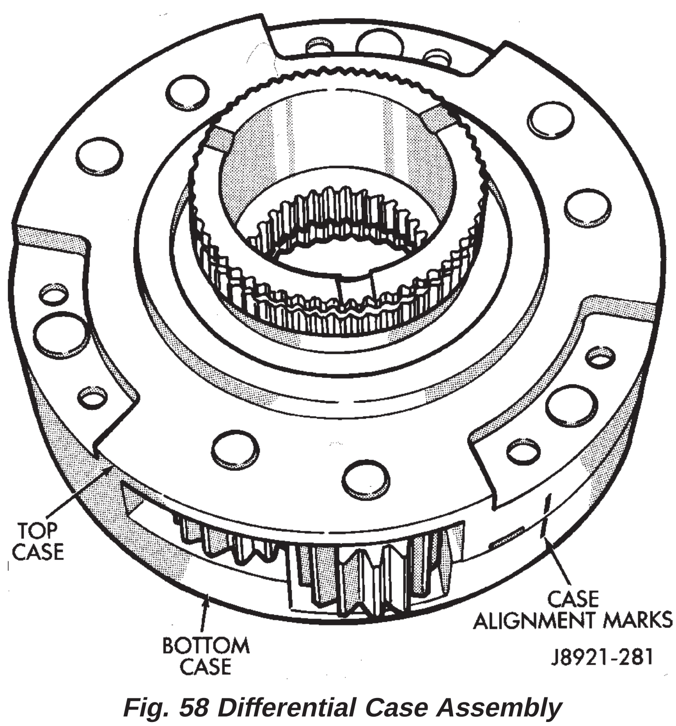


Fig. 58 Differential Case Assembly

DISASSEMBLY AND ASSEMBLY (Continued)

INPUT GEAR/LOW RANGE ASSEMBLY

(1) Assemble low range gear, input gear thrust washers, input gear and input gear retainer (Fig. 59).

(2) Install low range gear snap ring (Fig. 60).

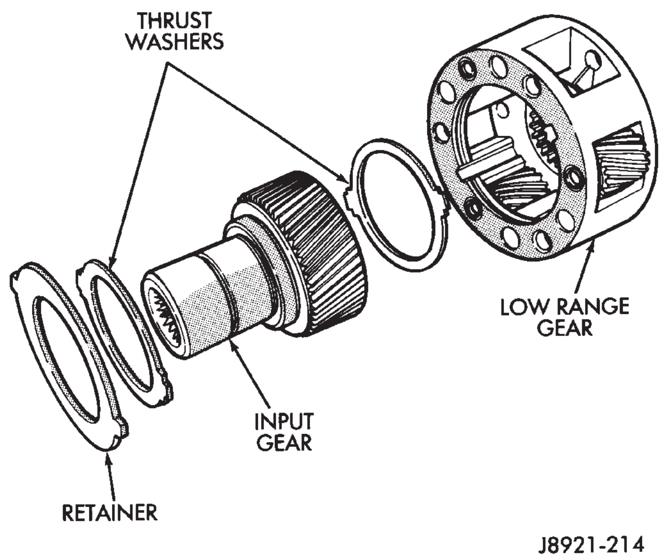


Fig. 59 Low Range And Input Gear Assembly

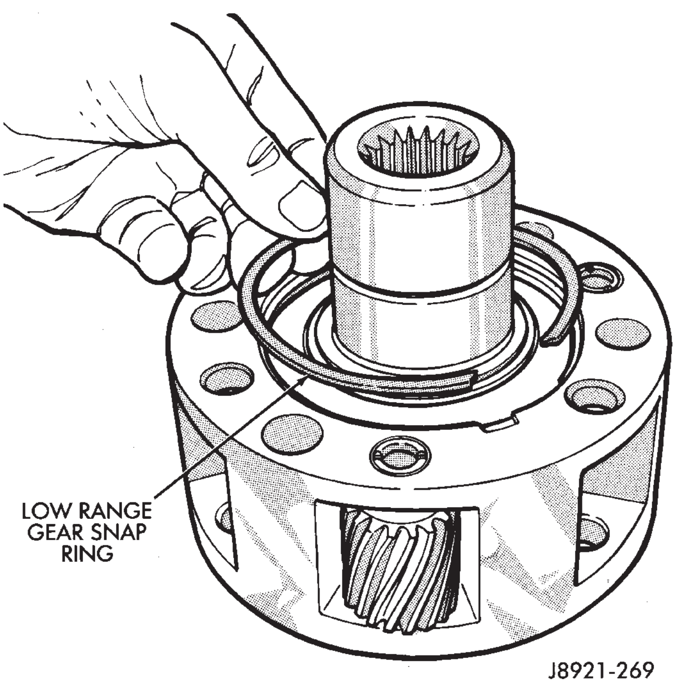


Fig. 60 Install Low Range Gear Snap Ring

(3) Lubricate input gear and low range gears with automatic transmission fluid.

(4) Start input gear shaft into front case bearing.

(5) Press input gear shaft into front bearing.

(6) Install new input gear snap ring (Fig. 61).

(7) Apply 3 mm (1/8 in.) wide bead of Mopar® gasket maker, silicone adhesive sealer, or Loctite™ 518 to seal surface of front bearing retainer.

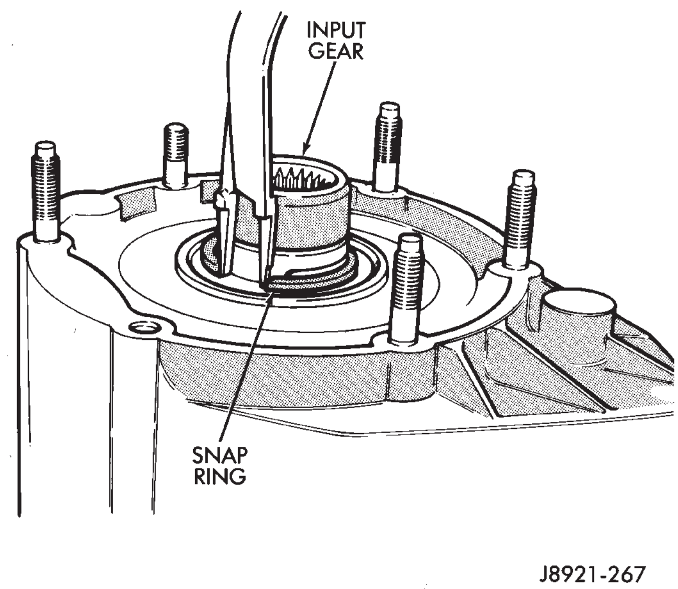


Fig. 61 Input Gear Snap Ring Installation

(8) Install front bearing retainer (Fig. 62). Tighten retainer bolts to 16 ft. lbs. (21 N·m) torque.

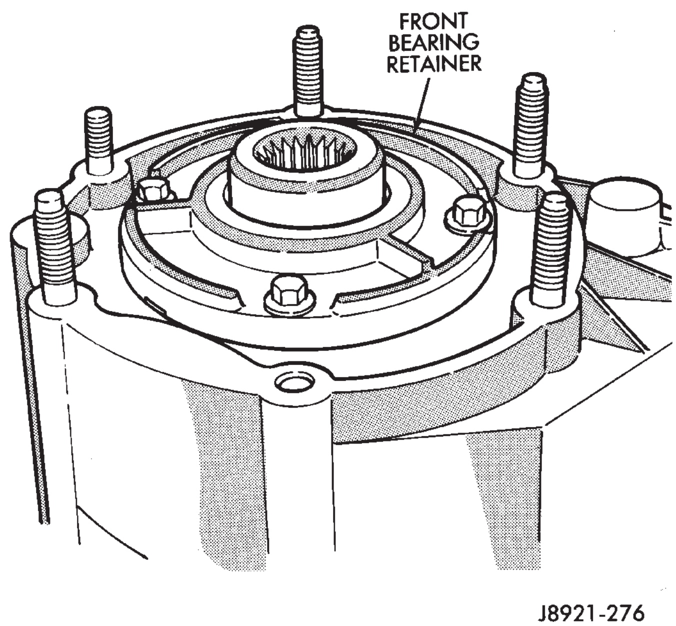


Fig. 62 Installing Front Bearing Retainer

SHIFT FORKS AND MAINSHAFT ASSEMBLY AND INSTALLATION

(1) Install new sector shaft O-ring and bushing (Fig. 63).

(2) Install shift sector.

(3) Install new pads on low range fork, if necessary, (Fig. 64).

(4) Assemble low range fork and hub (Fig. 64).

(5) Position low range fork and hub in case. Be sure low range fork pin is engaged in shift sector slot (Fig. 65).

DISASSEMBLY AND ASSEMBLY (Continued)

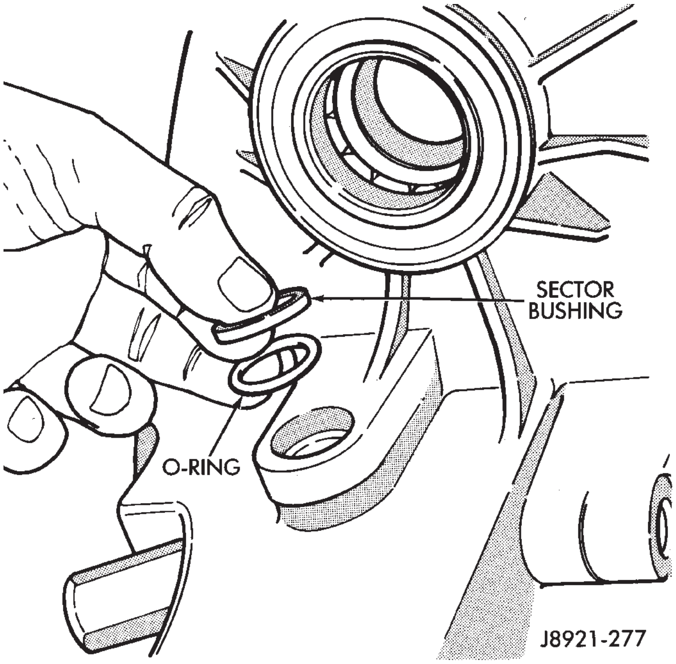


Fig. 63 Sector O-Ring And Bushing Installation

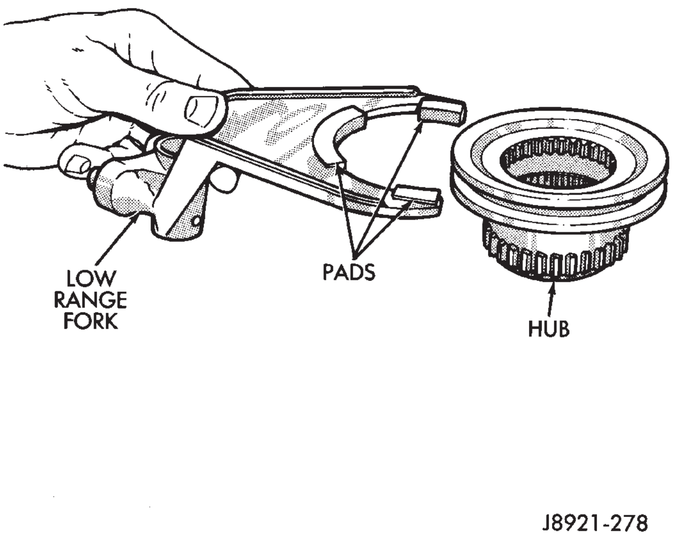


Fig. 64 Assembling Low Range Fork And Hub

(6) Install first mainshaft bearing spacer on mainshaft (Fig. 66).

(7) Install bearing rollers on mainshaft (Fig. 66). **Coat bearing rollers with generous quantity of petroleum jelly to hold them in place.**

(8) Install remaining bearing spacer on mainshaft (Fig. 66). Do not displace any bearings while installing spacer.

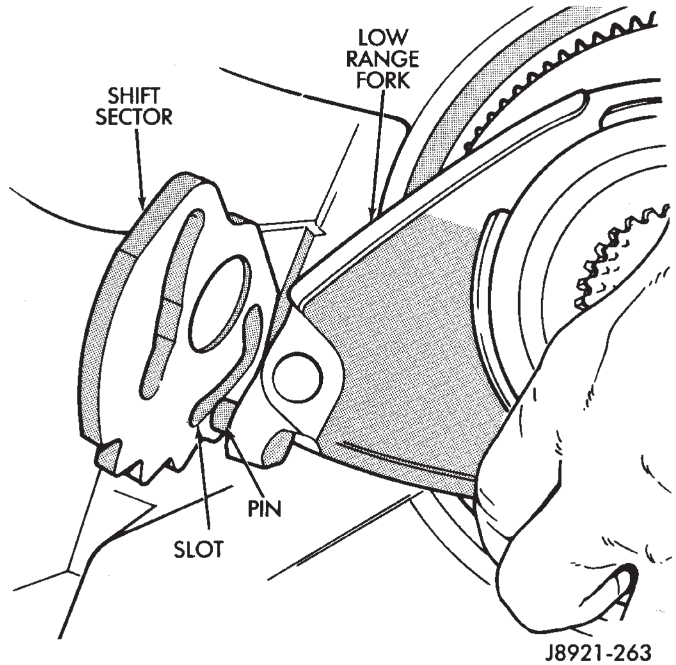


Fig. 65 Positioning Low Range Fork

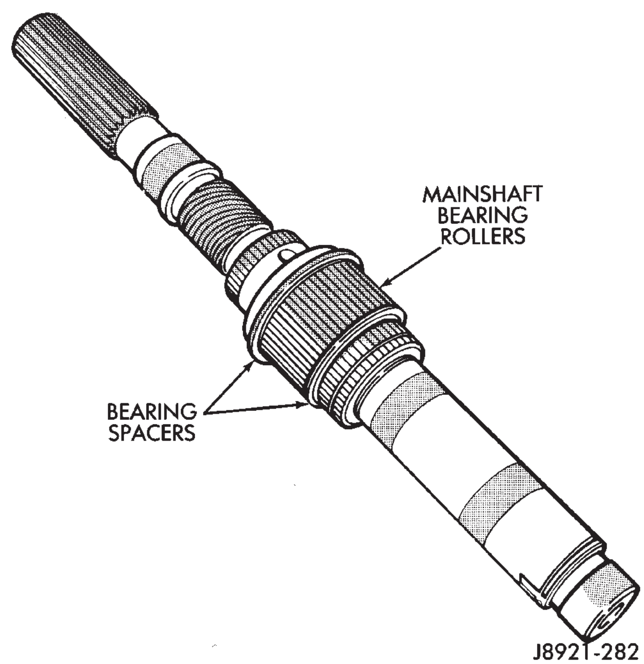


Fig. 66 Installing Mainshaft Bearing Rollers and Spacers

DISASSEMBLY AND ASSEMBLY (Continued)

(9) Install differential (Fig. 67). **Do not displace mainshaft bearings when installing differential.**

(10) Install differential snap ring (Fig. 68).

(11) Install intermediate clutch shaft (Fig. 69).

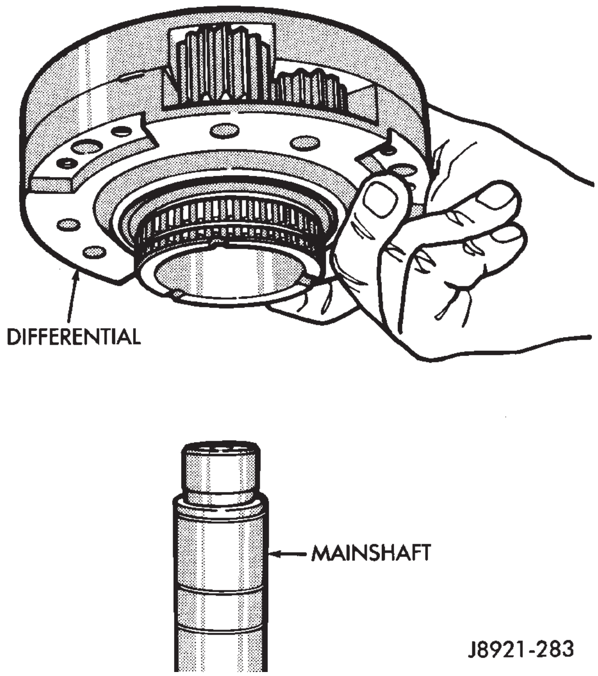


Fig. 67 Differential Installation

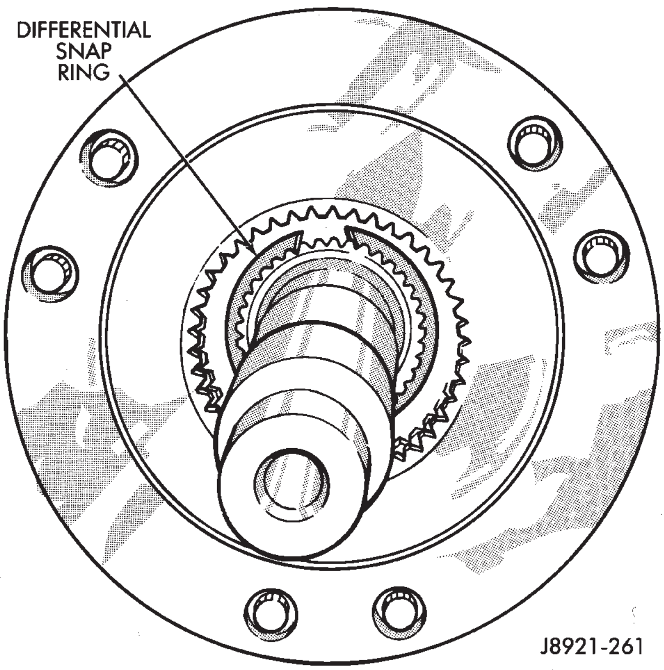


Fig. 68 Installing Differential Snap Ring

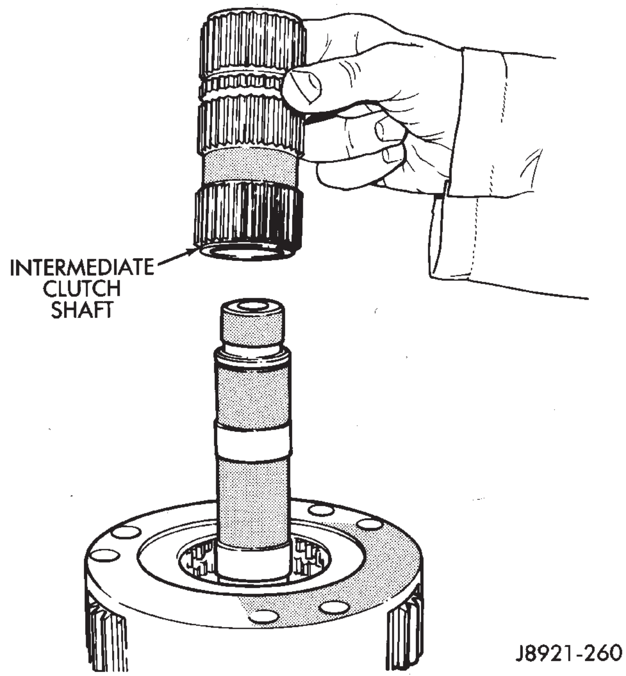


Fig. 69 Installing Intermediate Clutch Shaft

(12) Install clutch shaft thrust washer (Fig. 70).

(13) Install clutch shaft snap ring (Fig. 71).

(14) Inspect mode fork assembly (Fig. 72). Replace pads and bushing if necessary. Replace fork tube if bushings inside tube are worn or damaged. Also check springs and slider bracket (Fig. 72). Replace worn, damaged components.

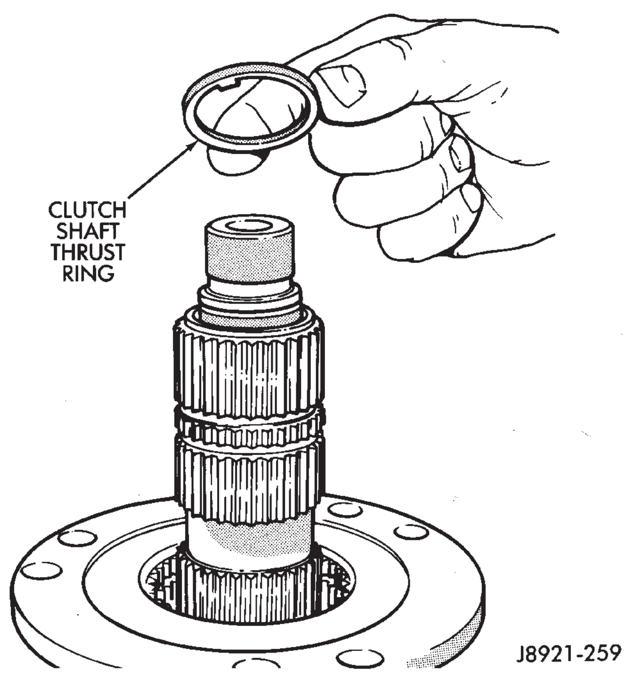


Fig. 70 Installing Clutch Shaft Thrust Washer

DISASSEMBLY AND ASSEMBLY (Continued)

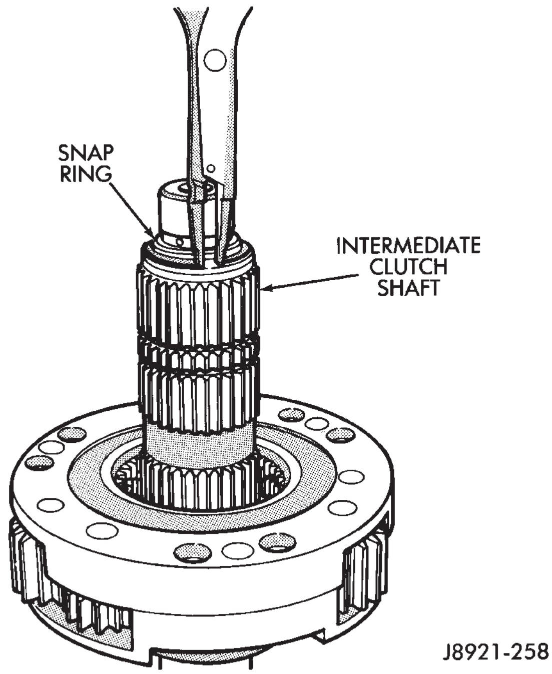


Fig. 71 Installing Clutch Shaft Snap Ring

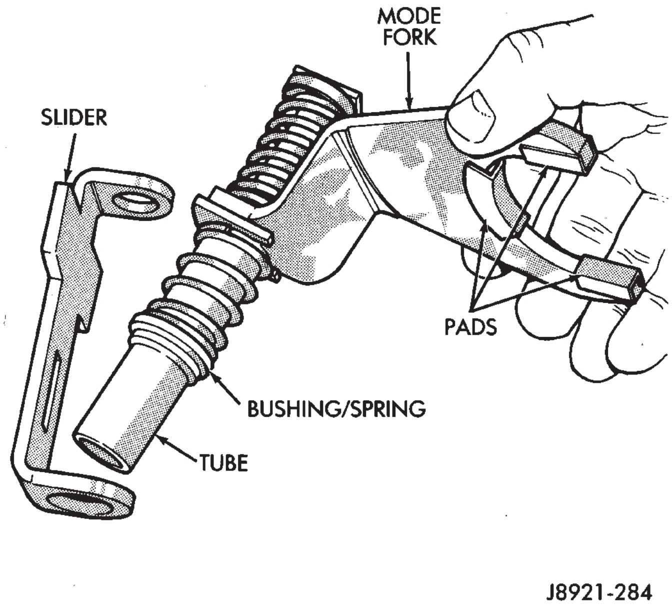


Fig. 72 Mode Fork Assembly Inspection

(15) Install mode sleeve in mode fork (Fig. 73). Then install assembled sleeve and fork on mainshaft. Be sure mode sleeve splines are engaged in differential splines.

(16) Install mode fork and mainshaft assembly in case (Fig. 74). Rotate mainshaft slightly to engage shaft with low range gears.

(17) Rotate mode fork pin into shift sector slot.

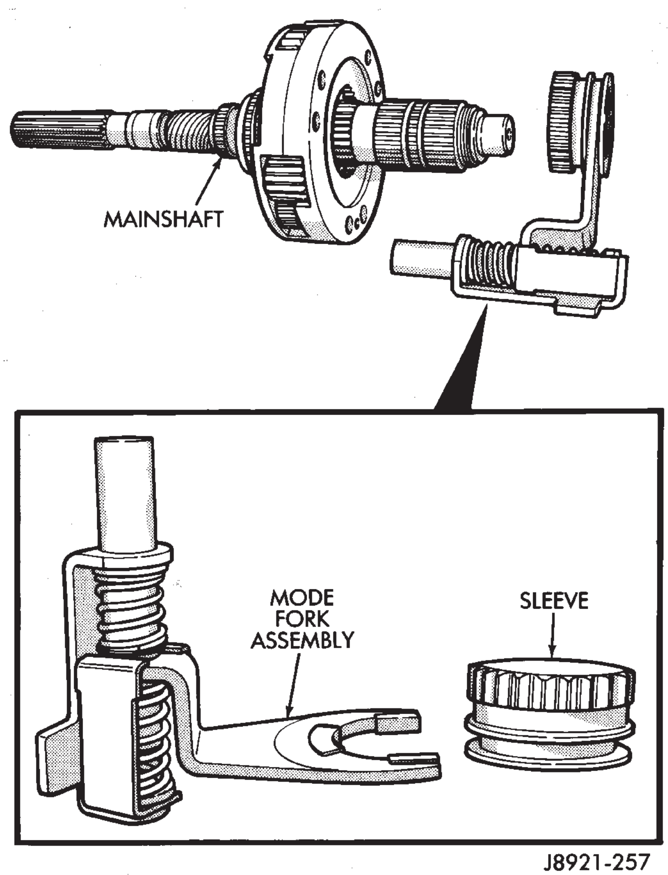


Fig. 73 Installing Mode Fork And Sleeve

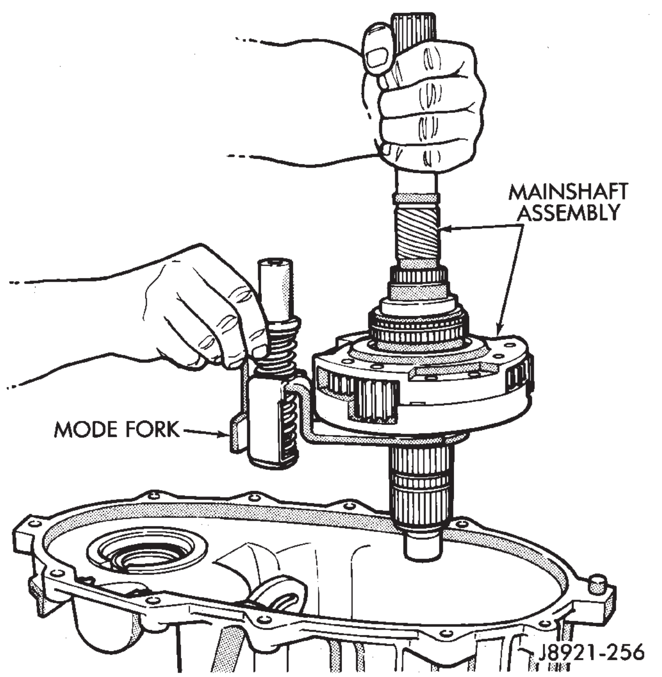


Fig. 74 Assembled Mainshaft And Mode Fork Installation

DISASSEMBLY AND ASSEMBLY (Continued)

(18) Install shift rail (Fig. 75). **Be sure rail is seated in both shift forks.**

(19) Rotate shift sector to align lockpin hole in low range fork with access hole in case.

(20) Insert an easy-out in range fork lockpin to hold it securely for installation (Fig. 76). **Lockpin is slightly tapered on one end. Insert tapered end into fork and rail.**

(21) Insert lockpin through access hole and into shift fork (Fig. 76). Then remove easy-out and seat the pin with pin punch.

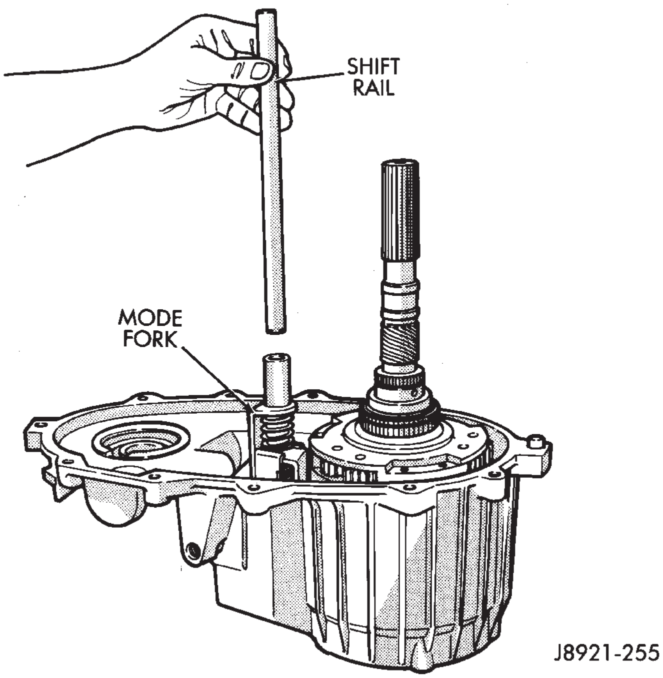


Fig. 75 Shift Rail Installation

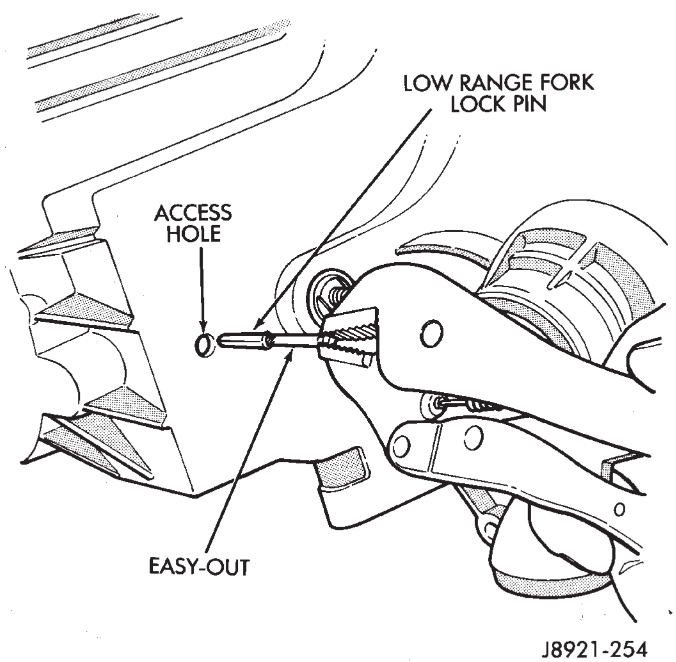


Fig. 76 Installing Low Range Fork Lockpin

(22) Install plug in lockpin access hole.

(23) Install detent plunger, detent spring and detent plug in case (Fig. 77).

FRONT OUTPUT SHAFT AND DRIVE CHAIN INSTALLATION

(1) Install front output shaft (Fig. 78).

(2) Install drive chain (Fig. 78). Engage chain with front output shaft sprocket teeth.

(3) Install drive sprocket (Fig. 78). Engage drive sprocket teeth with chain. Then engage sprocket splines with mainshaft splines.

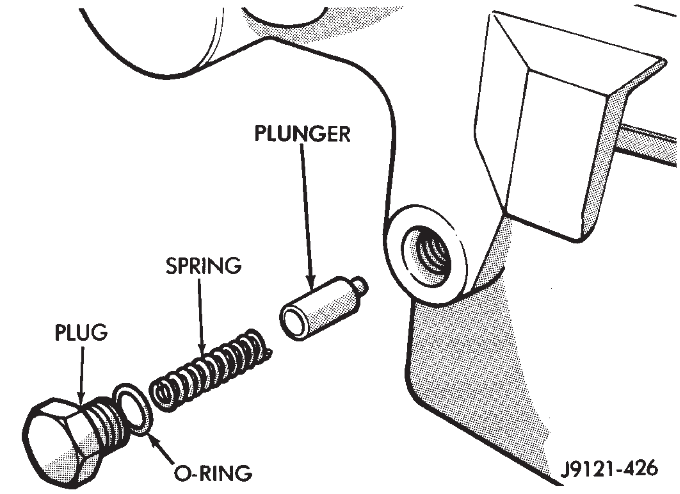


Fig. 77 Detent Pin, Spring And Plug Installation

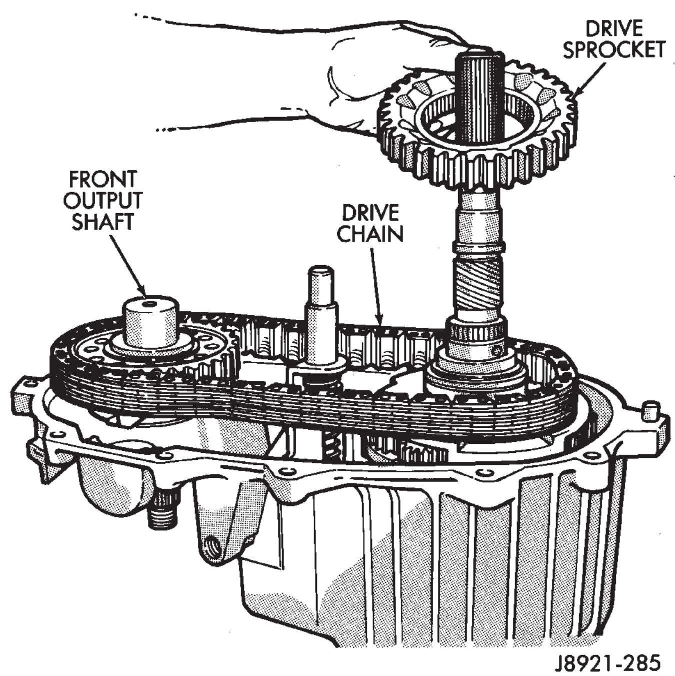


Fig. 78 Drive Chain And Sprocket Installation

(4) Install drive sprocket snap ring (Fig. 79).

DISASSEMBLY AND ASSEMBLY (Continued)

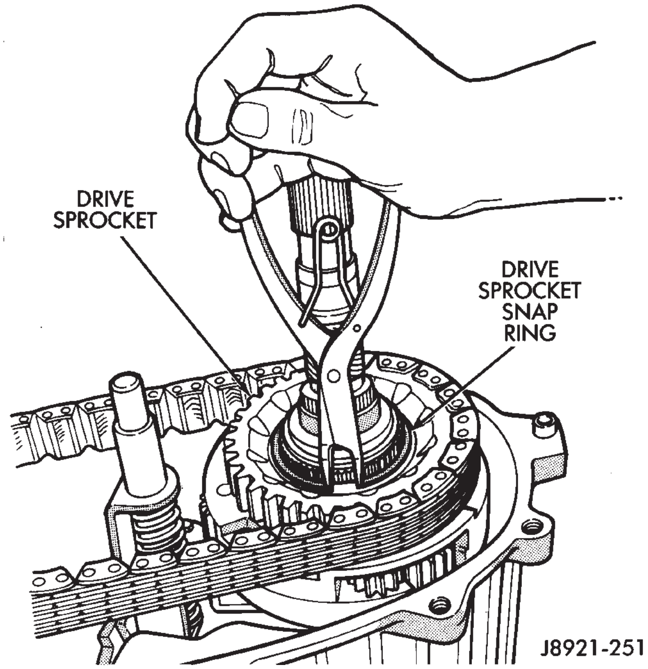


Fig. 79 Drive Sprocket Snap Ring Installation

OIL PUMP AND REAR CASE ASSEMBLY/INSTALLATION

(1) Insert oil pickup tube in oil pump and attach oil screen and connector hose to pickup tube. Then install assembled pump, tube and screen in rear case (Fig. 80). Be sure screen is seated in case slot as shown.

(2) Install magnet in front case pocket (Fig. 81).

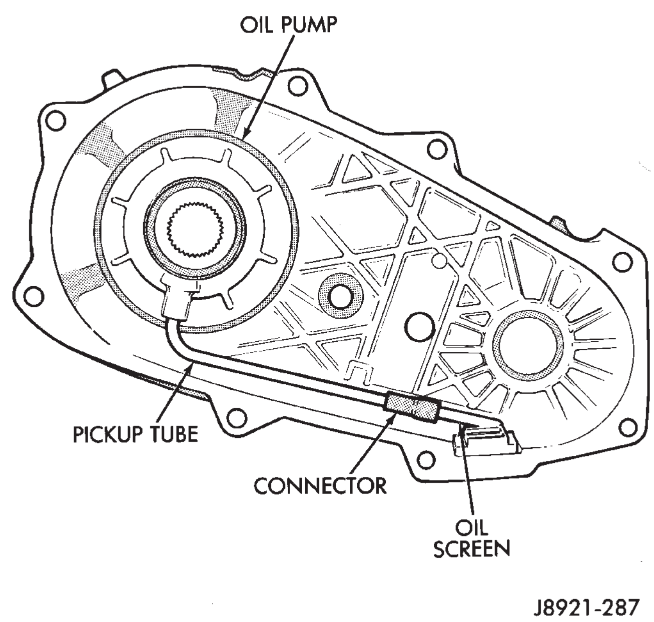


Fig. 80 Oil Screen And Pickup Tube Installation

(3) Apply 3 mm (1/8 in.) wide bead of Mopar gasket maker, silicone adhesive sealer, or Loctite 518 to seal surface of front case.

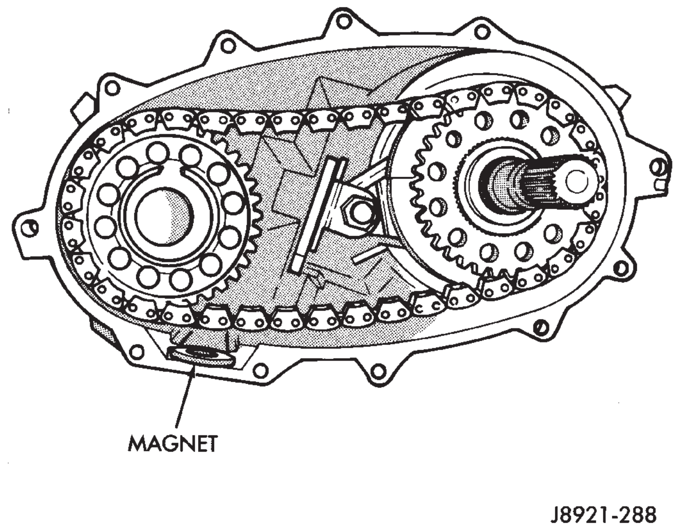


Fig. 81 Installing Case Magnet

(4) Align and install rear case on front case. Be sure case locating dowels are in place and that mainshaft splines are engaged in oil pump inner gear.

(5) Install and tighten front case-to-rear case bolts to 41 N·m (30 ft. lbs.) torque. **Be sure to install a washer under each bolt used at case dowel locations.**

REAR RETAINER ASSEMBLY AND INSTALLATION

(1) Remove rear bearing in retainer using a hammer handle or a hammer and a brass drift to tap bearing from the retainer.

(2) Install rear bearing in retainer with Tools C-4171 and 5064 (Fig. 82).

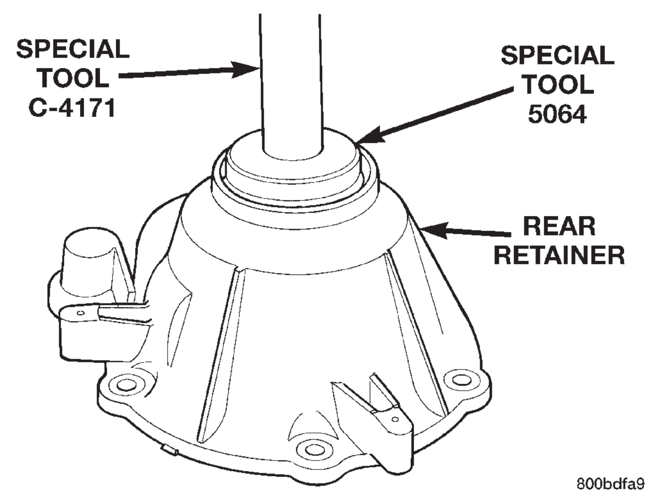


Fig. 82 Installing Rear Bearing In Retainer

(3) Install rear bearing O.D. retaining ring with snap ring pliers (Fig. 83). Be sure retaining ring is fully seated in retainer groove.

(4) Apply bead of Mopar® Sealer P/N 82300234, or Loctite™ Ultra Gray, to mating surface of rear

DISASSEMBLY AND ASSEMBLY (Continued)

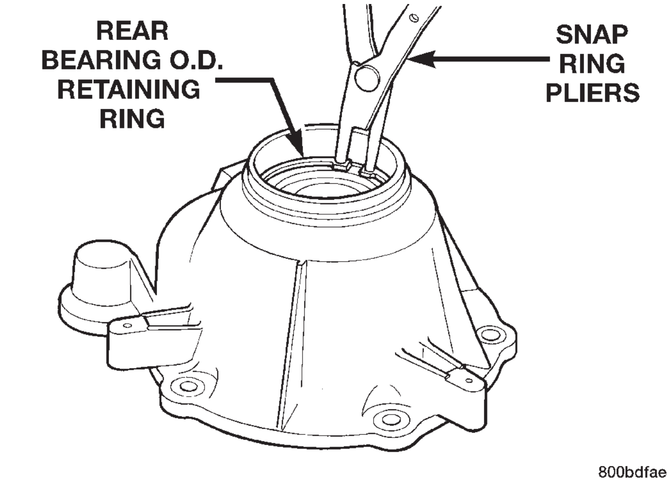


Fig. 83 Rear Bearing Retaining Ring Installation

retainer. Sealer bead should be a maximum of 3/16 in.

(5) Install rear retainer on rear case. Tighten retainer bolts to 20–27 N·m (15–20 ft. lbs.) torque.

(6) Install rear bearing I.D. retaining ring and spacer on output shaft.

(7) Apply liberal quantity of petroleum jelly to new rear seal and to output shaft. Petroleum jelly is needed to protect seal lips during installation.

(8) Slide seal onto Seal Protector 6992 (Fig. 84). Slide seal protector and seal onto output shaft.

(9) Slide Installer C-4076-A onto seal protector with the recessed side of the tool toward the seal. Drive seal into rear bearing retainer with installer C-4076-A and handle MD-998323 (Fig. 85).

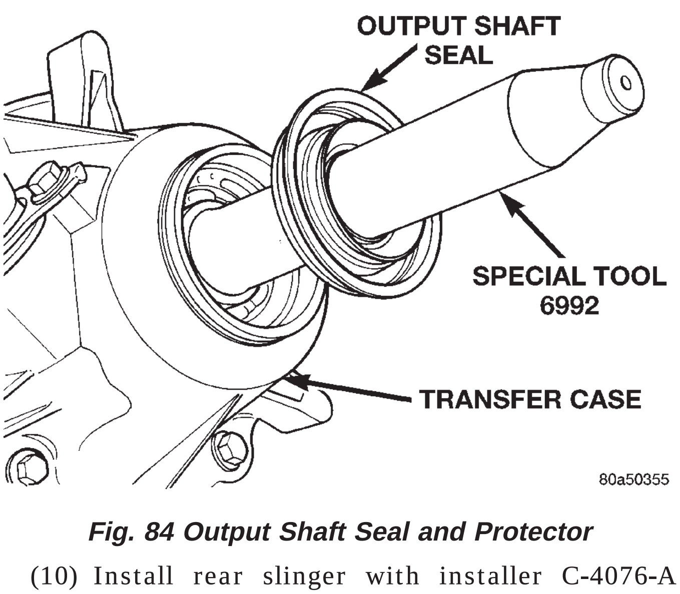


Fig. 84 Output Shaft Seal and Protector

(10) Install rear slinger with installer C-4076-A and handle MD-998323 (Fig. 85).

(11) Install boot on output shaft slinger and crimp retaining clamp with tool C-4975-A (Fig. 86).

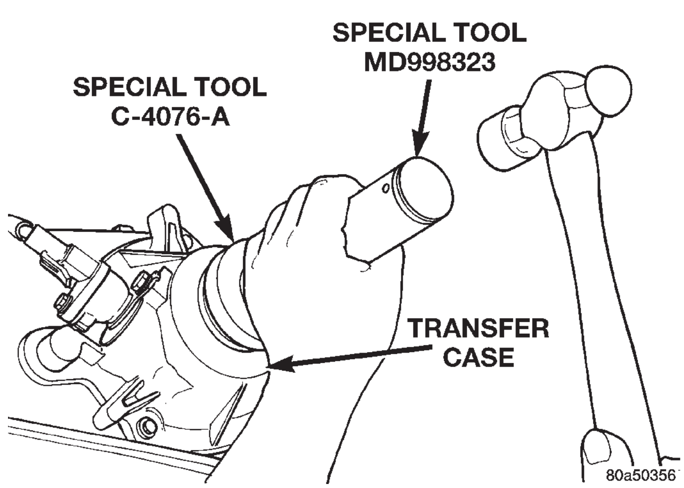


Fig. 85 Rear Seal Installation

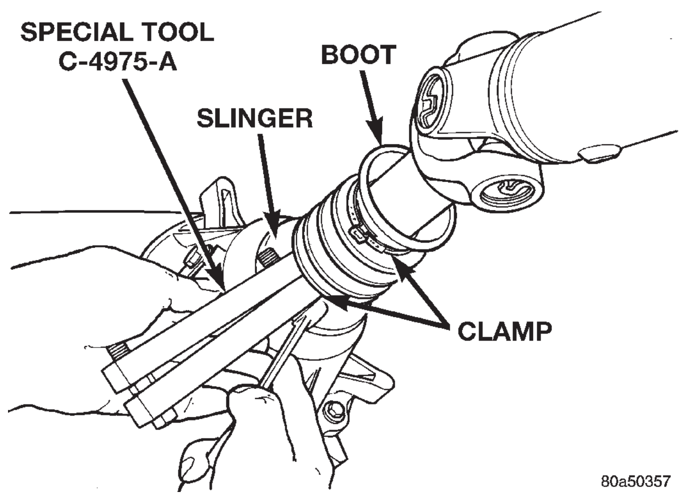


Fig. 86 Slinger Boot Installation

FRONT YOKE AND SWITCH INSTALLATION

(1) Install indicator switch in front case. Tighten switch to 20–34 N·m (15–25 ft. lbs.) torque.

(2) Lubricate yoke hub with transmission fluid and install yoke on front shaft.

(3) Install new seal washer on front shaft.

(4) Install yoke on front shaft. Secure yoke with new nut.

CLEANING AND INSPECTION

NV242 TRANSFER CASE

Clean the transfer case parts with a standard parts cleaning solvent. Remove all traces of sealer from the cases and retainers with a scraper and all purpose cleaner. Use compressed air to remove solvent residue from oil feed passages in the case halves, retainers, gears, and shafts.

The oil pickup screen can be cleaned with solvent. Shake excess solvent from the screen after cleaning and allow it to air dry. Do not use compressed air.

CLEANING AND INSPECTION (Continued)

MAINSHAFT/SPROCKET/HUB INSPECTION

Inspect the splines on the hub and shaft and the teeth on the sprocket. Minor nicks and scratches can be smoothed with an oilstone, however, replace any part is damaged.

Check the contact surfaces in the sprocket bore and on the mainshaft. Minor nicks and scratches can be smoothed with 320–400 grit emery cloth but do not try to salvage the shaft if nicks or wear is severe.

INPUT GEAR AND PLANETARY CARRIER

Check the teeth on the gear (Fig. 87). Minor nicks can be dressed off with an oilstone but replace the gear if any teeth are broken, cracked, or chipped. The bearing surface on the gear can be smoothed with 300–400 grit emery cloth if necessary.

Examine the carrier body and pinion gears for wear or damage. The carrier will have to be replaced as an assembly if the body, pinion pins, or pinion gears are damaged.

Check the lock ring and both thrust washers for wear or cracks. Replace them if necessary. Also replace the lock retaining ring if bent, distorted, or broken.

SHIFT FORKS/HUBS/SLEEVES

Check condition of the shift forks and mode fork shift rail (Fig. 88). Minor nicks on the shift rail can be smoothed with 320–400 grit emery cloth.

Inspect the shift fork wear pads. The mode fork pads are serviceable and can be replaced if necessary. The range fork pads are also serviceable.

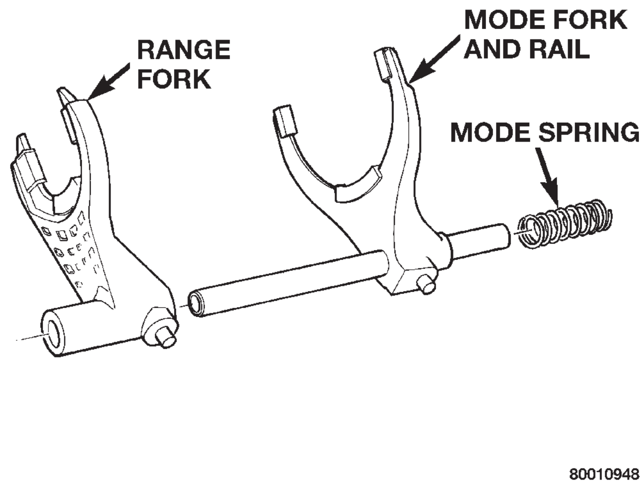


Fig. 88 Shift forks

Check both of the sleeves for wear or damage, especially on the interior teeth. Replace the sleeves if wear or damage is evident.

REAR RETAINER/BEARING/ SEAL/SLINGER/ BOOT

Inspect the retainer components (Fig. 89). Replace the bearing if rough or noisy. Check the retainer for cracks or wear in the bearing bore. Clean the retainer sealing surfaces with a scraper and all purpose cleaner. This will ensure proper adhesion of the sealer during reassembly.

Replace the slinger and seal outright; do not reuse either part.

Inspect the retaining rings and washers. Replace any part if distorted, bent, or broken. Reuse is not

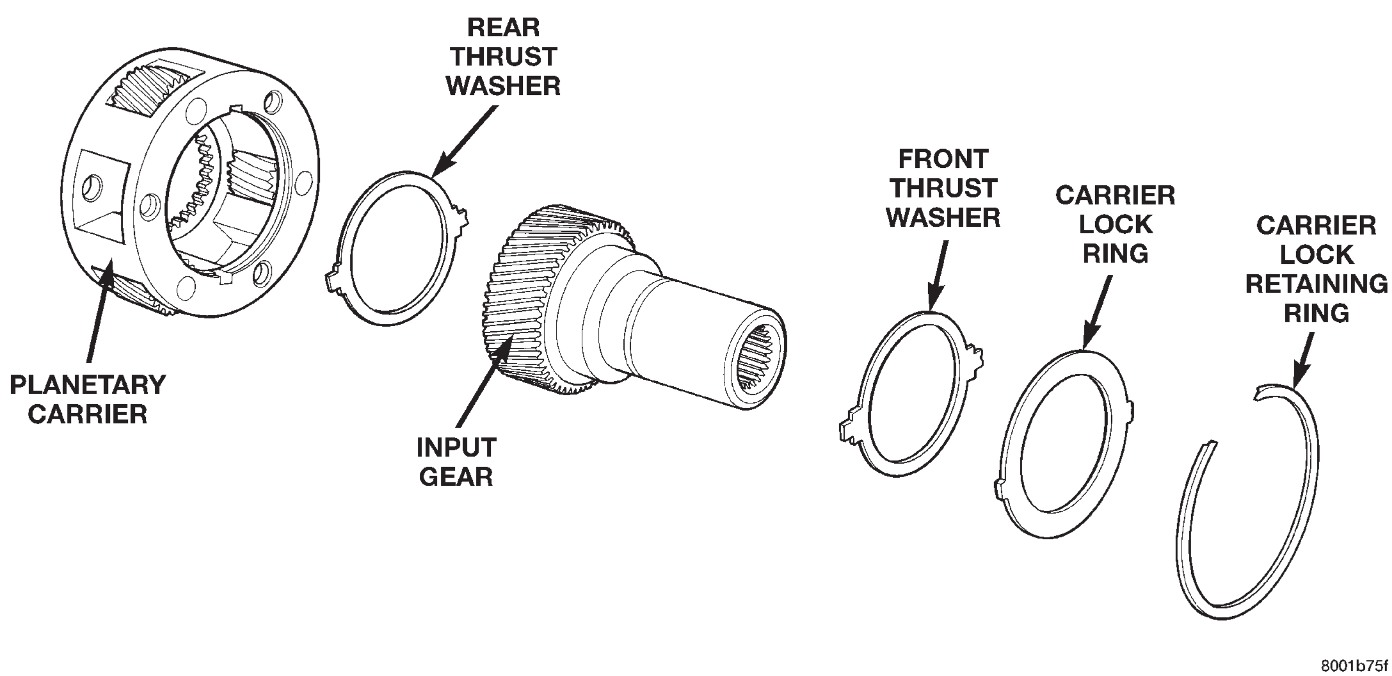


Fig. 87 Input Gear And Carrier Components

CLEANING AND INSPECTION (Continued)

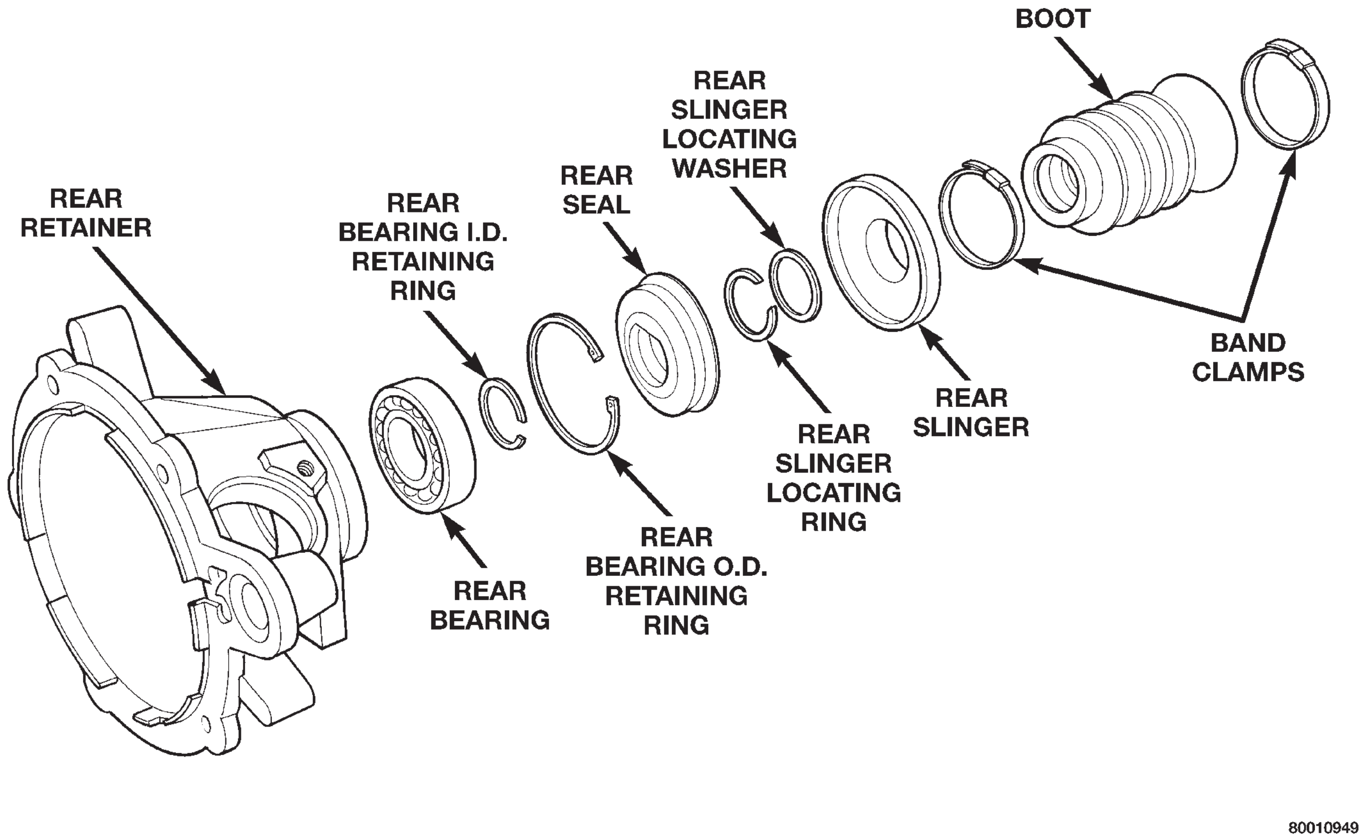


Fig. 89 Rear Retainer Components

recommended. Also replace the boot if cut or torn. Replace the boot band clamps, do not reuse them.

REAR OUTPUT SHAFT/YOKE/DRIVE CHAIN

Check condition of the seal contact surfaces of the yoke slinger (Fig. 90). This surface must be clean and smooth to ensure proper seal life. Replace the yoke nut and seal washer as neither part should be reused.

Inspect the shaft threads, sprocket teeth, and bearing surfaces. Minor nicks on the teeth can be smoothed with an oilstone. Use 320–400 grit emery to smooth minor scratches on the shaft bearing surfaces. Rough threads on the shaft can be chased if necessary. Replace the shaft if the threads are damaged, bearing surfaces are scored, or if any sprocket teeth are cracked or broken.

Examine the drive chain and shaft bearings. replace the chain if stretched, distorted, or if any of the links bind. Replace the bearings if rough, or noisy.

LOW RANGE ANNULUS GEAR

Inspect annulus gear condition carefully. The gear is only serviced as part of the front case. If the gear is damaged, it will be necessary to replace the gear and front case as an assembly. Do not attempt to remove the gear (Fig. 91)

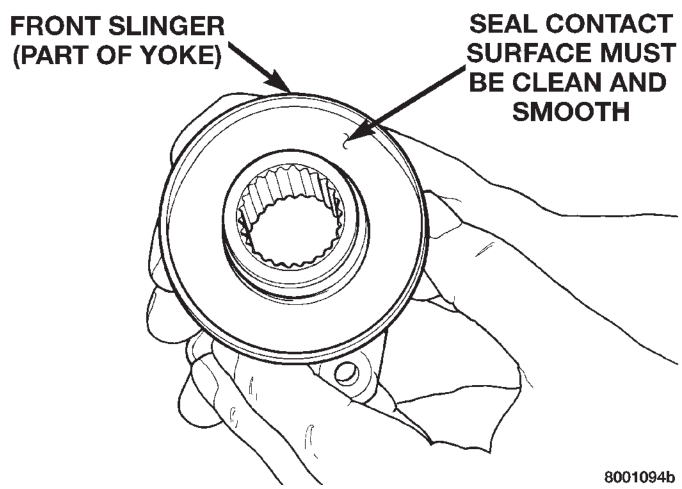


Fig. 90 Seal Contact Surface Of Yoke Slinger

FRONT-REAR CASES AND FRONT RETAINER

Inspect the cases and retainer for wear and damage. Clean the sealing surfaces with a scraper and all purpose cleaner. This will ensure proper sealer adhesion at assembly. Replace the input retainer seal; do not reuse it.

CLEANING AND INSPECTION (Continued)

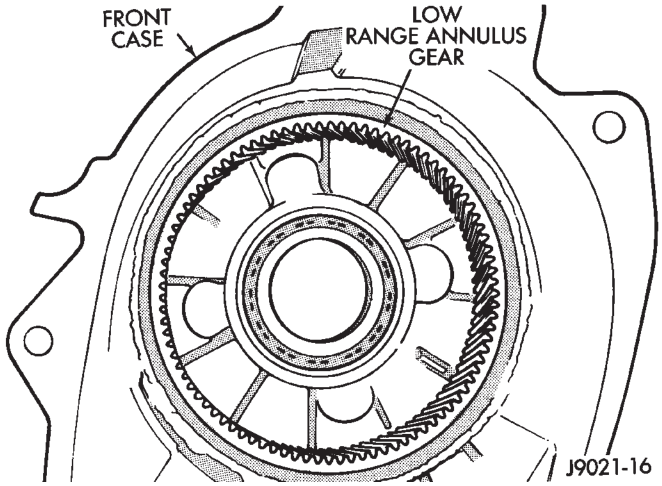


Fig. 91 Low Range Annulus Gear

Check case condition. If leaks were a problem, look for gouges and severe scoring of case sealing surfaces. Also make sure the front case mounting studs are in good condition.

Check the front case mounting studs and vent tube. The tube can be secured with Loctite™ 271 or 680 if loose. The stud threads can be cleaned up with a die if necessary. Also check condition of the fill/drain plug threads in the rear case. The threads can be repaired with a thread chaser or tap if necessary. Or the threads can be repaired with Helicoil stainless steel inserts if required.

OIL PUMP/OIL PICKUP

Examine the oil pump pickup parts. Replace the pump if any part appears to be worn or damaged. Do not disassemble the pump as individual parts are not available. The pump is only available as a complete assembly. The pickup screen, hose, and tube are the only serviceable parts and are available separately.

ADJUSTMENTS

SHIFT LINKAGE ADJUSTMENT

(1) Shift transfer case into 4L position.

(2) Raise vehicle.

(3) Loosen lock bolt on adjusting trunnion (Fig. 92).

(4) Be sure linkage rod slides freely in trunnion. Clean rod and apply spray lube if necessary.

(5) Verify that transfer case range lever is fully engaged in 4L position.

(6) Tighten adjusting trunnion lock bolt.

(7) Lower vehicle.

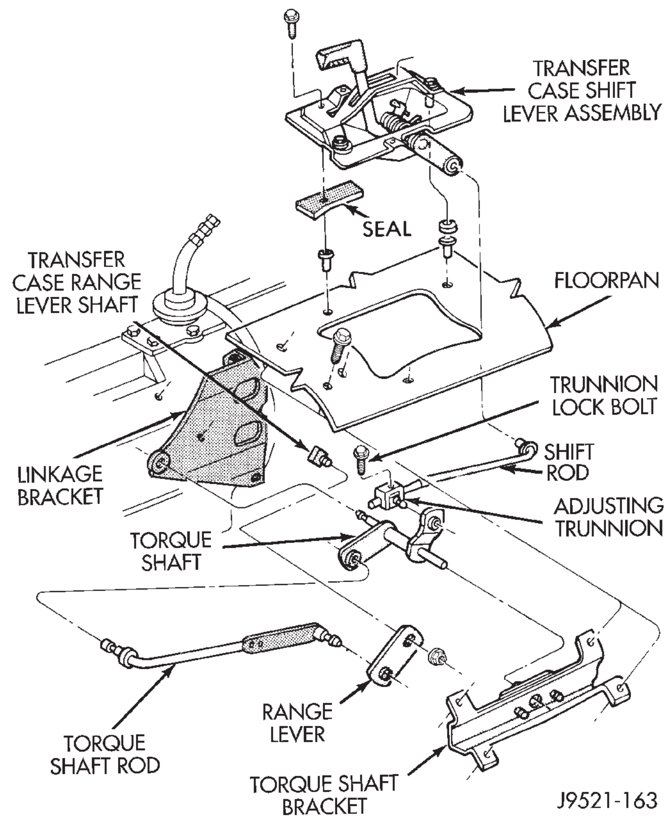


Fig. 92 Shift Linkage

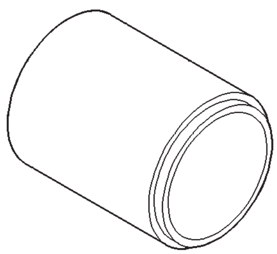
SPECIFICATIONS

TORQUE

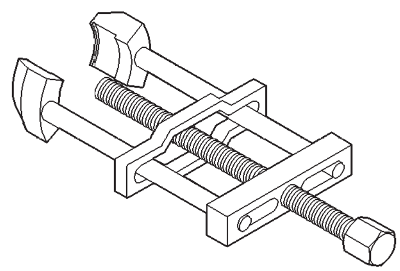
DESCRIPTION	TORQUE
Plug, Detent	16–24 N·m (12–18 ft. lbs.)
Bolt, Diff. Case	17–27 N·m (15–24 ft. lbs.)
Plug, Drain/Fill	40–45 N·m (30–40 ft. lbs.)
Bolt, Front Brg. Retainer	16–27 N·m (12–20 ft. lbs.)
Bolt, Case Half	35–46 N·m (26–34 ft. lbs.)
Nut, Front Yoke	122–176 N·m (90–130 ft. lbs.)
Screw, Oil Pump	1.2–1.8 N·m (12–15 in. lbs.)
Nut, Range Lever	27–34 N·m (20–25 ft. lbs.)
Bolt, Rear Retainer	35–46 N·m (26–34 ft. lbs.)
Nuts, Mounting	35–47 N·m (26–35 ft. lbs.)
Bolts, U-Joint	19 N·m (17 ft. lbs.)

SPECIAL TOOLS

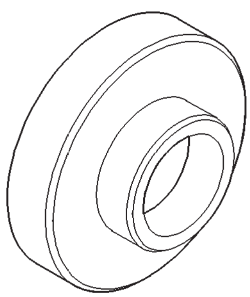
NV242



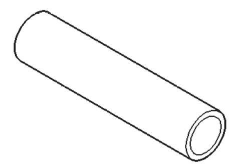
Installer—6888



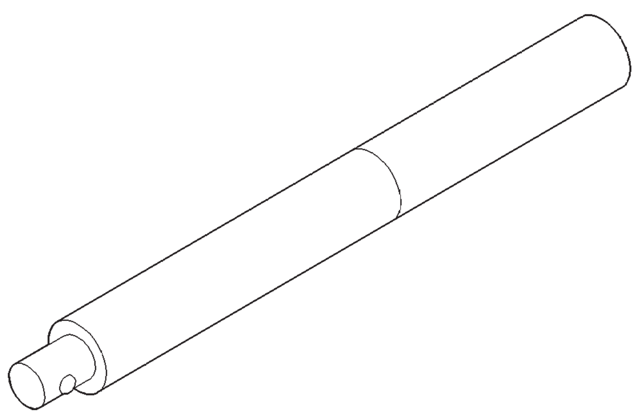
Puller, Slinger—MD-998056–A



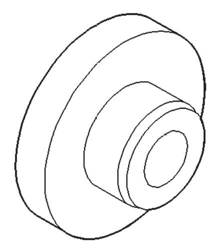
Installer—C-4076-A



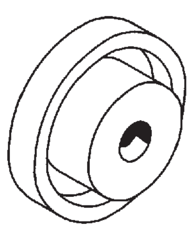
Installer—MD-998323



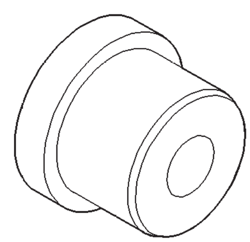
Handle, Universal—C-4171



Installer, Bearing—5064

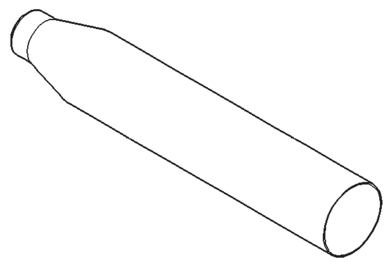


Installer, Seal—C-4210

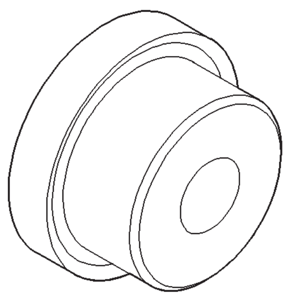


Installer, Bushing—5066

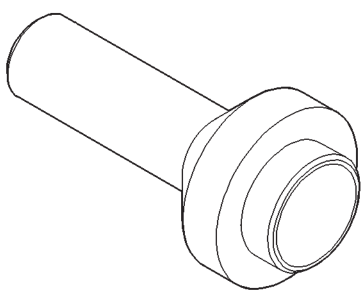
SPECIAL TOOLS (Continued)



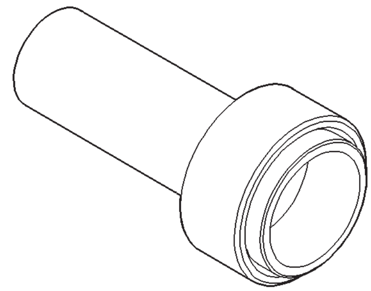
Seal Protector—6992



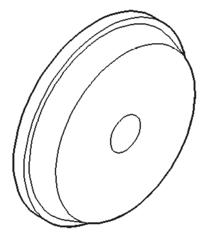
Installer, Input Gear Bearing—7829-A



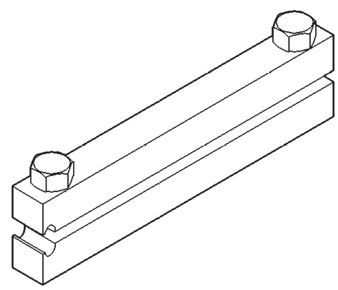
Installer, Seal—7884



Installer, Pump Housing Seal—7888



Installer, Bearing—8033-A



Installer, Boot Clamp—C-4975–A