

FASTENER USAGE

DESCRIPTION

DESCRIPTION - FASTENER USAGE

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

Fasteners and torque specifications references in this Service Manual are identified in metric and SAE format.

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

DESCRIPTION - THREADED HOLE REPAIR

Most stripped threaded holes can be repaired using a Helicoil®. Follow the vehicle or Helicoil® recommendations for application and repair procedures.

INTERNATIONAL SYMBOLS

DESCRIPTION

The graphic symbols illustrated in the following International Control and Display Symbols Chart (Fig. 4) are used to identify various instrument controls. The symbols correspond to the controls and displays that are located on the instrument panel.

























 1	 2	 3	 4	 5	 6
 7	 8	 9	 10	 11	 12
 13	 14	 15	 16	 17	 18
 19	 20	 21	 22	 23	 24

Fig. 4 INTERNATIONAL CONTROL AND DISPLAY SYMBOLS

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- | | | | |
|----|--------------------------------------|----|----------------------------|
| 1 | High Beam | 13 | Rear Window Washer |
| 2 | Fog Lamps | 14 | Fuel |
| 3 | Headlamp, Parking Lamps, Panel Lamps | 15 | Engine Coolant Temperature |
| 4 | Turn Warning | 16 | Battery Charging Condition |
| 5 | Hazard Warning | 17 | Engine Oil |
| 6 | Windshield Washer | 18 | Seat Belt |
| 7 | Windshield Wiper | 19 | Brake Failure |
| 8 | Windshield Wiper and Washer | 20 | Parking Brake |
| 9 | Windscreen Demisting and Defrosting | 21 | Front Hood |
| 10 | Ventilating Fan | 22 | Rear hood (Decklid) |
| 11 | Rear Window Defogger | 23 | Horn |
| 12 | Rear Window Wiper | 24 | Lighter |

CV BOOT - INNER (Continued)

(13) Clamp CV joint sealing boot to CV joint, using required procedure for type of boot clamp application.

CRIMP TYPE BOOT CLAMP

If seal boot uses crimp type boot clamp, use the following procedure to install the retaining clamp.

(1) Place crimping tool C-4975-A over bridge of clamp (Fig. 22).

(2) Tighten nut on crimping tool C-4975-A until jaws on tool are closed completely together, face to face (Fig. 23).

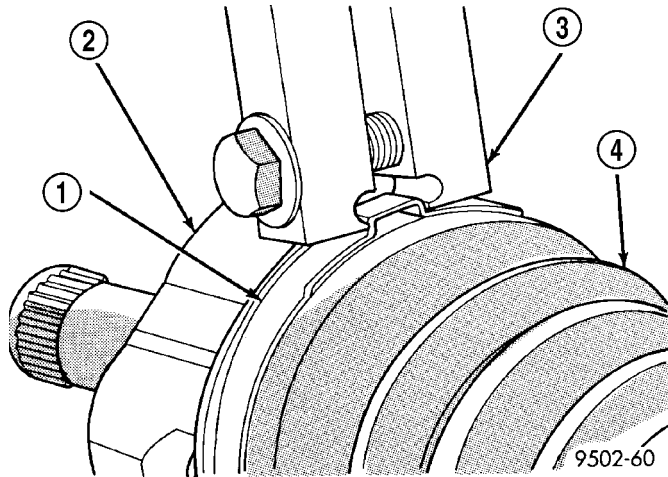


Fig. 22 Crimping Tool Installed on Sealing Boot Clamp

- 1 - CLAMP
- 2 - TRIPOD JOINT HOUSING
- 3 - SPECIAL TOOL C-4975-A
- 4 - SEALING BOOT

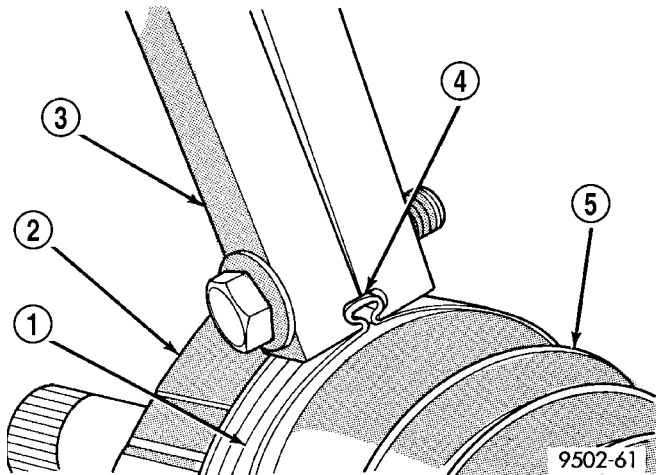


Fig. 23 Sealing Boot Retaining Clamp Installed

- 1 - CLAMP
- 2 - TRIPOD HOUSING
- 3 - SPECIAL TOOL C-4975-A
- 4 - JAWS OF SPECIAL TOOL C-4975-A MUST BE CLOSED COMPLETELY TOGETHER HERE
- 5 - SEALING BOOT

LATCHING TYPE BOOT CLAMP

If seal boot uses low profile latching type boot clamp, use the following procedure to install the retaining clamp.

(1) Place prongs of clamp locking tool in the holes of the clamp (Fig. 24).

(2) Squeeze tool together until top band of clamp is latched behind the two tabs on lower band of clamp (Fig. 25).

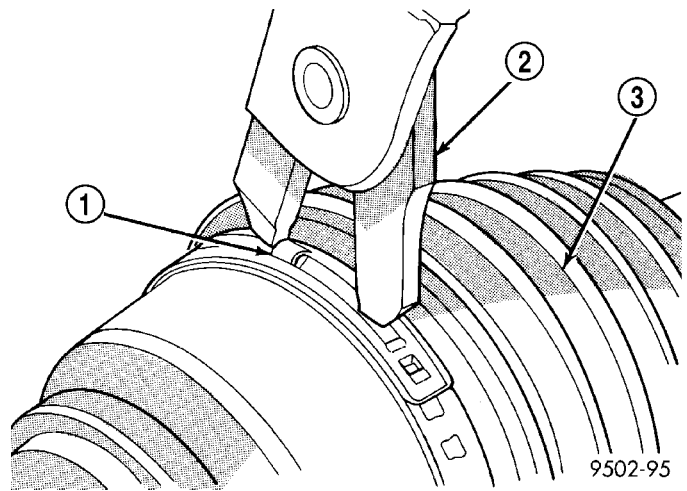


Fig. 24 Clamping Tool Installed on Sealing Boot Clamp

- 1 - CLAMP
- 2 - TOOL YA3050, OR EQUIVALENT
- 3 - SEALING BOOT

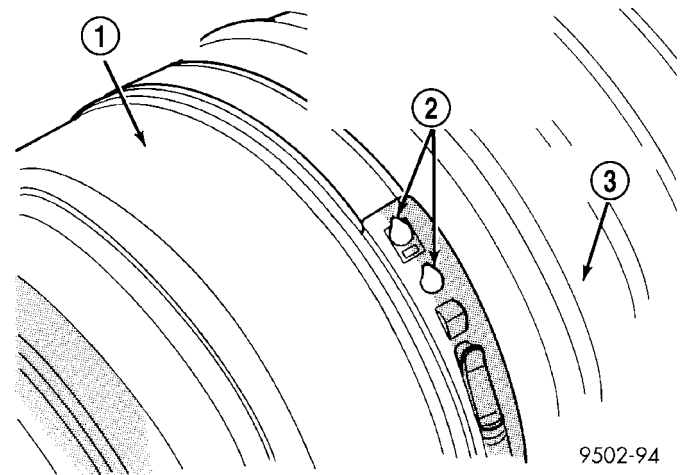


Fig. 25 Sealing Boot Clamp Correctly Installed

- 1 - INNER TRIPOD JOINT HOUSING
- 2 - TOP BAND OF CLAMP MUST BE RETAINED BY TABS AS SHOWN HERE TO CORRECTLY LATCH BOOT CLAMP
- 3 - SEALING BOOT

(14) Install the half shaft back into the vehicle. (Refer to 3 - DIFFERENTIAL & DRIVELINE/HALF SHAFT - INSTALLATION)

COOLANT

DESCRIPTION - ENGINE COOLANT

WARNING: ANTIFREEZE IS AN ETHYLENE GLYCOL BASE COOLANT AND IS HARMFUL IF SWALLOWED OR INHALED. IF SWALLOWED, DRINK TWO GLASSES OF WATER AND INDUCE VOMITING. IF INHALED, MOVE TO FRESH AIR AREA. SEEK MEDICAL ATTENTION IMMEDIATELY. DO NOT STORE IN OPEN OR UNMARKED CONTAINERS. WASH SKIN AND CLOTHING THOROUGHLY AFTER COMING IN CONTACT WITH ETHYLENE GLYCOL. KEEP OUT OF REACH OF CHILDREN. DISPOSE OF GLYCOL BASE COOLANT PROPERLY, CONTACT YOUR DEALER OR GOVERNMENT AGENCY FOR LOCATION OF COLLECTION CENTER IN YOUR AREA. DO NOT OPEN A COOLING SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE OR HOT UNDER PRESSURE, PERSONAL INJURY CAN RESULT. AVOID RADIATOR COOLING FAN WHEN ENGINE COMPARTMENT RELATED SERVICE IS PERFORMED, PERSONAL INJURY CAN RESULT.

CAUTION: Use of Propylene Glycol based coolants is not recommended, as they provide less freeze protection and less boiling protection.

The cooling system is designed around the coolant. The coolant must accept heat from engine metal, in the cylinder head area near the exhaust valves and engine block. Then coolant carries the heat to the radiator where the tube/fin radiator can transfer the heat to the air.

The use of aluminum cylinder blocks, cylinder heads, and water pumps requires special corrosion protection. Mopar® Antifreeze/Coolant, 5 Year/100,000 Mile Formula (MS-9769), or the equivalent ethylene glycol base coolant with hybrid organic corrosion inhibitors (called HOAT, for Hybrid Organic Additive Technology) is recommended. This coolant offers the best engine cooling without corrosion when mixed with 50% Ethylene Glycol and 50% distilled water to obtain a freeze point of -37°C (-35°F). If it loses color or becomes contaminated, drain, flush, and replace with fresh properly mixed coolant solution.

The green coolant **MUST NOT BE MIXED** with the orange or magenta coolants. When replacing coolant the complete system flush must be performed before using the replacement coolant.

CAUTION: Mopar® Antifreeze/Coolant, 5 Year/100,000 Mile Formula (MS-9769) may not be mixed with any other type of antifreeze. Doing so will reduce the corrosion protection and may result in premature water pump seal failure. If non-HOAT coolant is introduced into the cooling system in an emergency, it should be replaced with the specified coolant as soon as possible.

DIAGNOSIS AND TESTING - COOLANT CONCENTRATION TESTING

Coolant concentration should be checked when any additional coolant was added to system or after a coolant drain, flush and refill. The coolant mixture offers optimum engine cooling and protection against corrosion when mixed to a freeze point of -37°C (-34°F) to -46°C (-50°F). The use of a hydrometer or a refractometer can be used to test coolant concentration.

A hydrometer will test the amount of glycol in a mixture by measuring the specific gravity of the mixture. The higher the concentration of ethylene glycol, the larger the number of balls that will float, and higher the freeze protection (up to a maximum of 60% by volume glycol).

A refractometer (Special Tool 8286)(Refer to 7 - COOLING - SPECIAL TOOLS) will test the amount of glycol in a coolant mixture by measuring the amount a beam of light bends as it passes through the fluid.

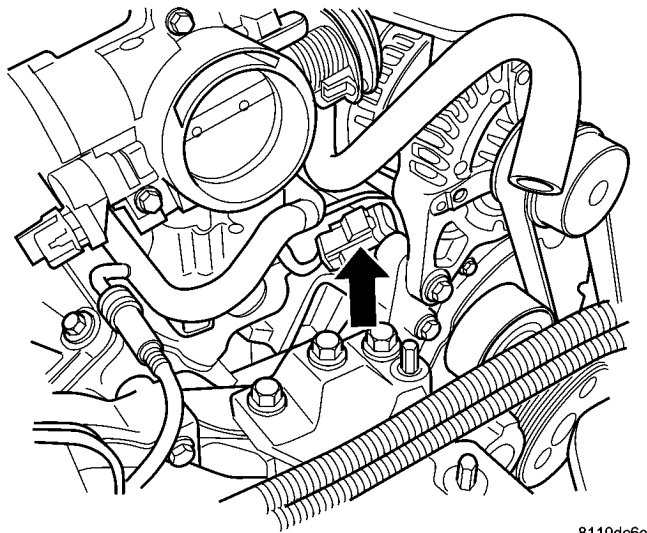
Some coolant manufactures use other types of glycols into their coolant formulations. Propylene glycol is the most common new coolant. However, propylene glycol based coolants do not provide the same freezing protection and corrosion protection and is not recommended.

CAUTION: Do not mix types of coolant—corrosion protection will be severely reduced.

STANDARD PROCEDURE - COOLANT SERVICE

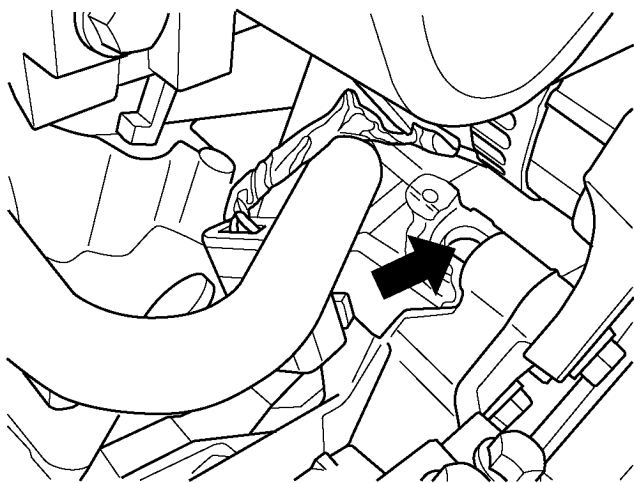
For engine coolant recommended service schedule, (Refer to LUBRICATION & MAINTENANCE/MAINTENANCE SCHEDULES - DESCRIPTION).

CAMSHAFT POSITION SENSOR (Continued)



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Fig. 2 CAM SENSOR LOCATION



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Fig. 3 CAM SENSOR REMOVED

INSTALLATION

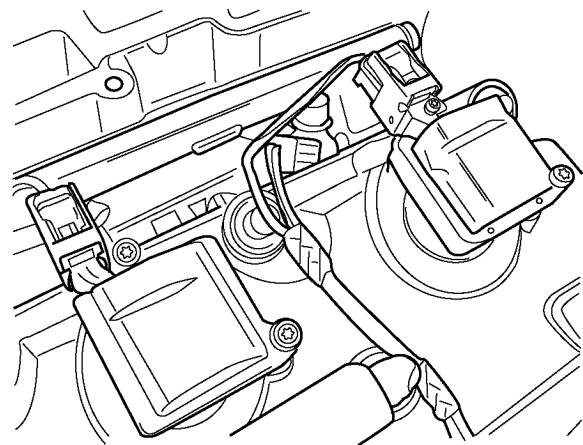
- (1) Install camshaft sensor (Fig. 3).
- (2) Install the mounting bolts and tighten, refer to the torque chart for value.
- (3) Install and lock the camshaft sensor electrical connector (Fig. 2).
- (4) Install air cleaner box.
- (5) Connect the negative battery cable.

IGNITION COIL

REMOVAL

REMOVAL - FRONT - 3.5L

- (1) Disconnect the negative battery cable.
- (2) Remove the upper intake manifold, (Refer to 9 - ENGINE/MANIFOLDS/INTAKE MANIFOLD - REMOVAL)
- (3) Remove the electrical connector from the ignition coil (Fig. 4).



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Fig. 4 IGNITION COILS

- (4) Prior to removing the ignition coils, spray compressed air around the coil area and spark plug. On 3.5L engines, it is necessary to loosen the screws by alternating back and forth. Do not lose the spacers under the coil when loosening the screws.
- (5) Remove the ignition coil (Fig. 5).

REMOVAL - REAR - 3.5L

- (1) Disconnect the negative battery cable.
- (2) Remove the electrical connector from the ignition coil (Fig. 6).
- (3) Prior to removing the ignition coils, spray compressed air around the coil area and spark plug. On 3.5L engines, it is necessary to loosen the screws by alternating back and forth. Do not lose the spacers under the coil when loosening the screws.
- (4) Remove the ignition coil (Fig. 7).

WIRING DIAGRAM INFORMATION (Continued)

- 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 vehicles are Solid State. When checking resistance in these circuits use a meter with a 10 - megohm or greater impedance rating. In addition, make sure the power is disconnected from the circuit. Circuits that are powered up by the vehicle's electrical system can cause damage to the equipment and provide false readings.

- Probing Tools - These tools are used for probing terminals in connectors (Fig. 5). 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.

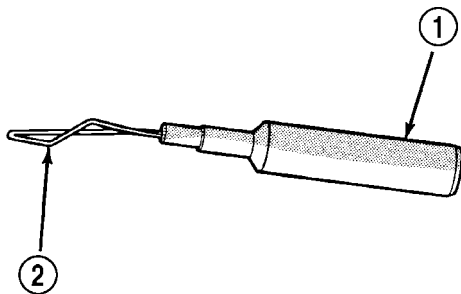


Fig. 5 PROBING TOOL

948W-233

- 1 - SPECIAL TOOL 6801
2 - PROBING END

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 into 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 or moisture
 - Wire insulation that has rubbed through causing a short to ground
 - Some or all of the wiring strands broken inside of the insulation
 - Wiring broken inside of the insulation

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.
- (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 area.
- (6) Verify the proper operation. For this step, check for proper operation of all items on the repaired circuit. Refer to the wiring diagrams.

STANDARD PROCEDURE

STANDARD PROCEDURE - 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.

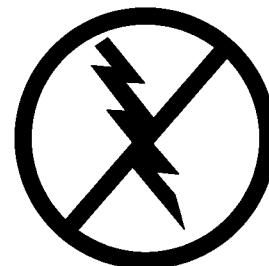


Fig. 6 ELECTROSTATIC DISCHARGE SYMBOL

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WIRE

STANDARD PROCEDURE - WIRE SPLICING

When splicing a wire, it is important that the correct gage be used as shown in the wiring diagrams.

(1) Remove one-half (1/2) inch of insulation from each wire that needs to be spliced.

(2) Place a piece of adhesive lined heat shrink tubing on one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(3) Place the strands of wire overlapping each other inside of the splice clip (Fig. 14).

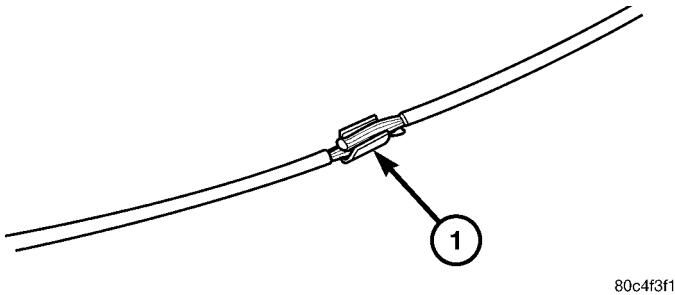


Fig. 14 SPLICE BAND

1 - SPLICE BAND

(4) Using crimping tool, Mopar p/n 05019912AA, crimp the splice clip and wires together (Fig. 15).

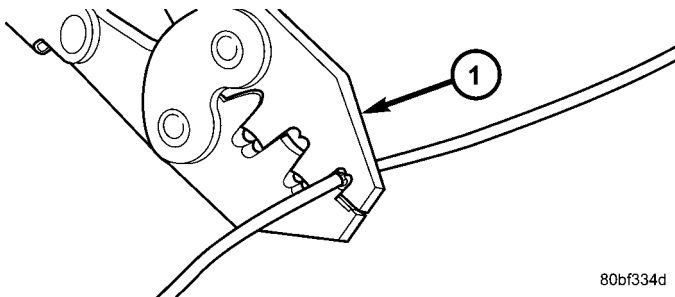


Fig. 15 CRIMPING TOOL

1 - CRIMPING TOOL

(5) Solder the connection together using rosin core type solder only (Fig. 16).

CAUTION: DO NOT USE ACID CORE SOLDER.

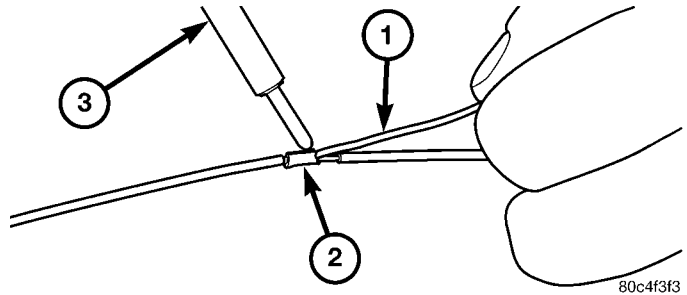


Fig. 16 SOLDER SPLICE

1 - SOLDER
2 - SPLICE BAND
3 - SOLDERING IRON

(6) 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 (Fig. 17).

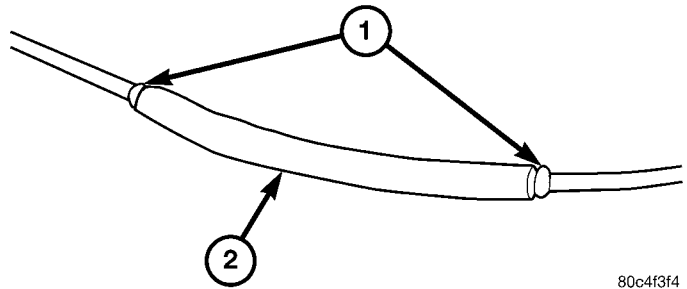
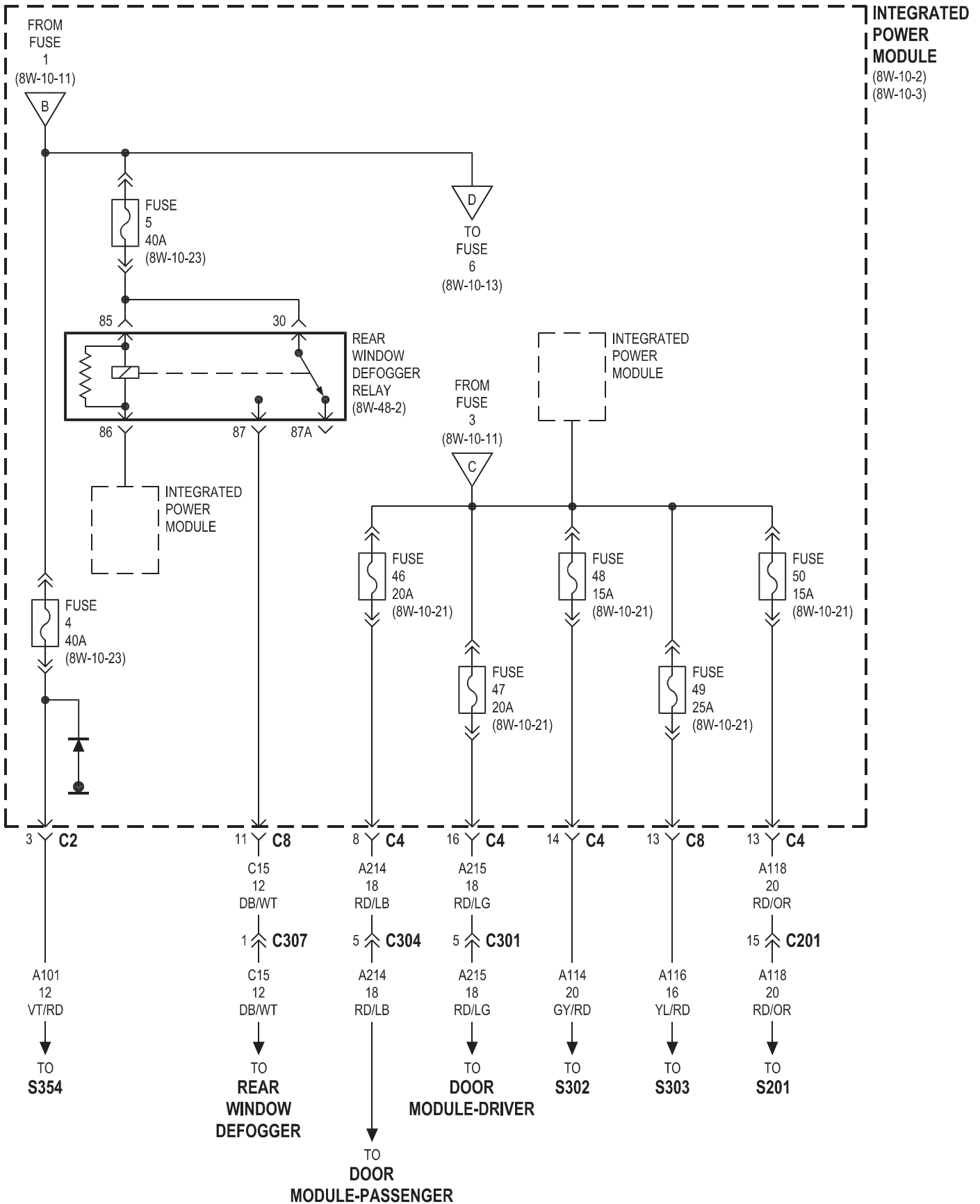
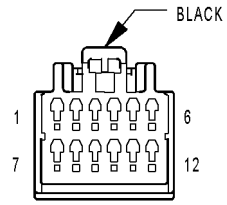


Fig. 17 HEAT SHRINK TUBE

1 - SEALANT
2 - HEAT SHRINK TUBE

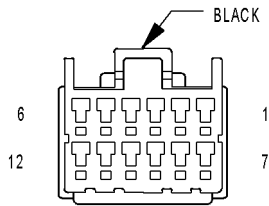




INSTRUMENT CLUSTER C2 (NAVIGATION)

INSTRUMENT CLUSTER C2 (NAVIGATION) - BLACK 12 WAY

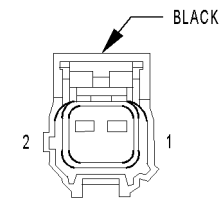
CAV	CIRCUIT	FUNCTION
1	G107 22VT/YL	NAV MUX SIGNAL
2	-	-
3	G430 20VT/GY	SCREEN SYNCHRONIZE
4	G410 20VT/LG	BLUE SIGNAL
5	G420 20VT/BR	GREEN SIGNAL
6	G400 20VT/LB	RED SIGNAL
7	-	-
8	G591 22	SHIELD
9	-	-
10	-	-
11	-	-
12	-	-



INSTRUMENT PANEL SWITCH POD

INSTRUMENT PANEL SWITCH POD - BLACK 12 WAY

CAV	CIRCUIT	FUNCTION
1	A118 20RD/OR	FUSED B(+)
2	G106 20VT/OR	EVIC MUX SIGNAL
3	G107 22VT/YL (NAVIGATION)	NAV MUX SIGNAL
4	G69 22VT/WT	VTSS INDICATOR DRIVER
5	-	-
6	L91 20WT/DB	HAZARD SWITCH SENSE
7	E12 20OR/GY	PANEL LAMPS DRIVER
8	-	-
9	-	-
10	-	-
11	G907 20VT	EVIC/NAV MUX RETURN
12	Z108 20BK/LG	GROUND



INTAKE AIR TEMPERATURE SENSOR

INTAKE AIR TEMPERATURE SENSOR - BLACK 2 WAY

CAV	CIRCUIT	FUNCTION
1	K900 20DB/DG	SENSOR GROUND
2	K21 20BR/WT	IAT SIGNAL

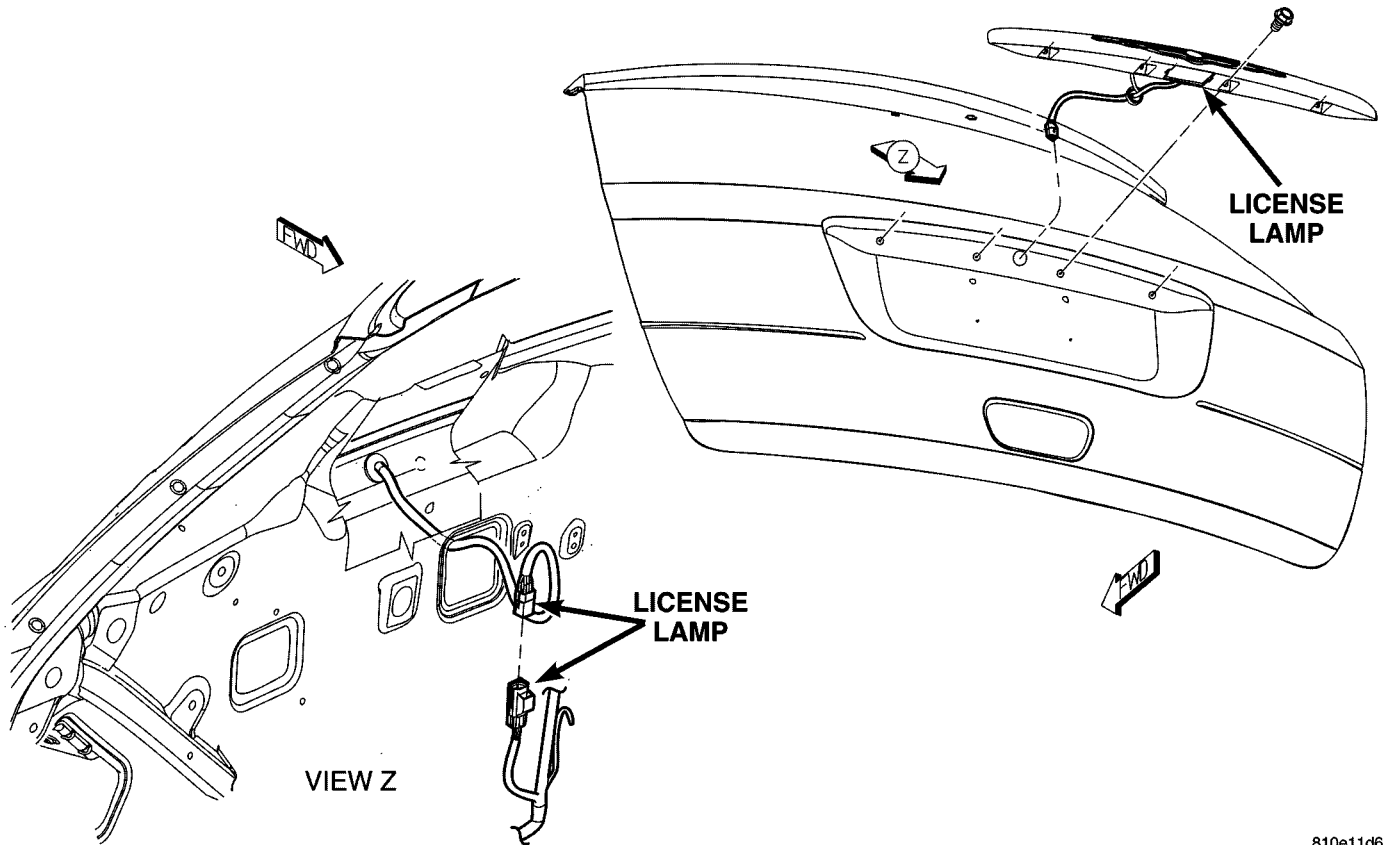


Fig. 46 LICENSE LAMP

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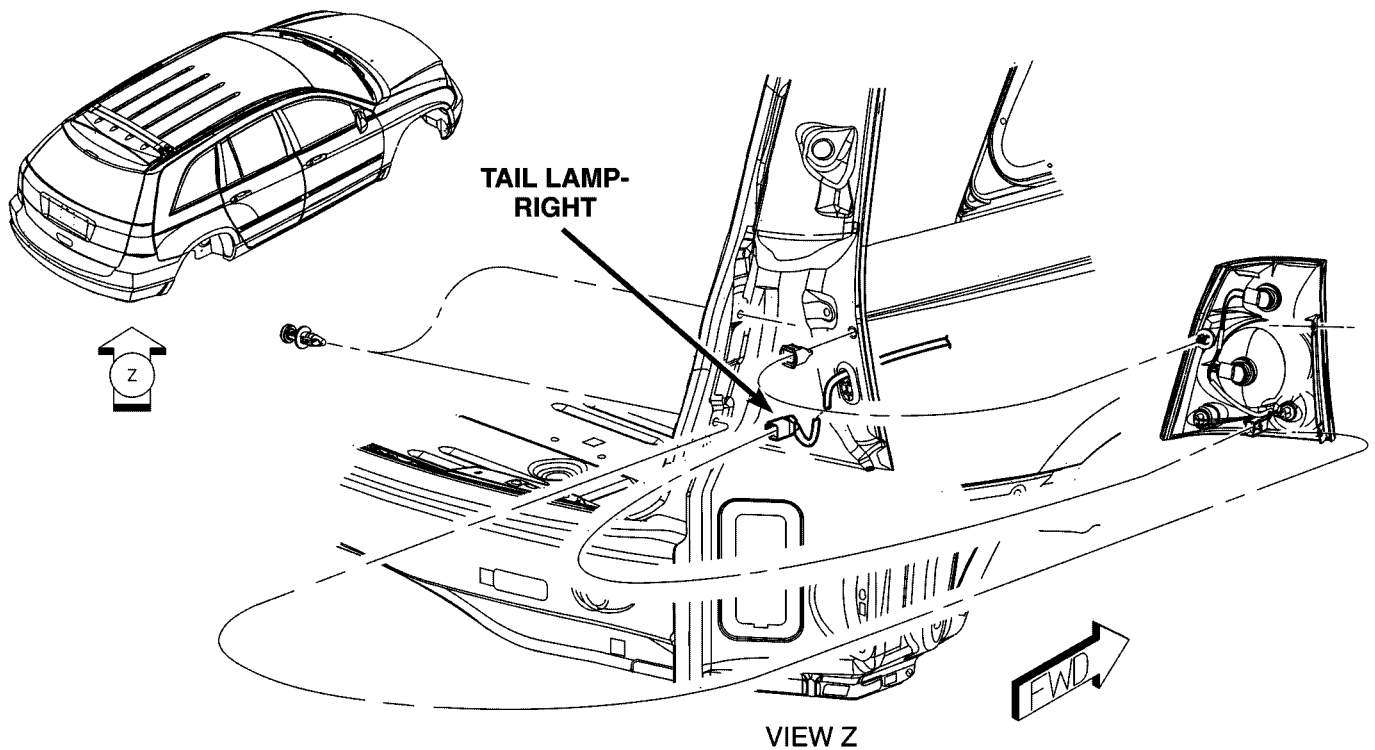
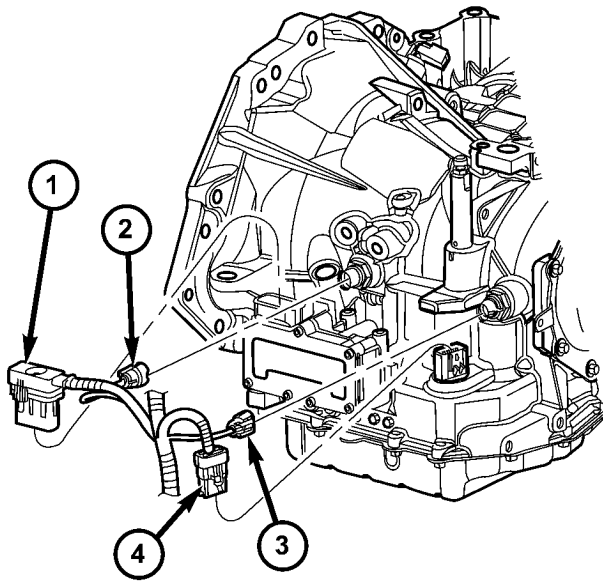


Fig. 47 TAIL LAMP - RIGHT

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ENGINE CRADLE CROSSMEMBER (Continued)



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Fig. 41 Transmission Connectors

- 1 - SOLENOID PACK CONNECTOR
- 2 - INPUT SPEED SENSOR CONNECTOR
- 3 - OUTPUT SPEED SENSOR CONNECTOR
- 4 - TRANSMISSION RANGE SENSOR CONNECTOR

(20) Align front end. Refer to (Refer to 2 - SUSPENSION/WHEEL ALIGNMENT - STANDARD PROCEDURE).

REAR CROSSMEMBER

REMOVAL

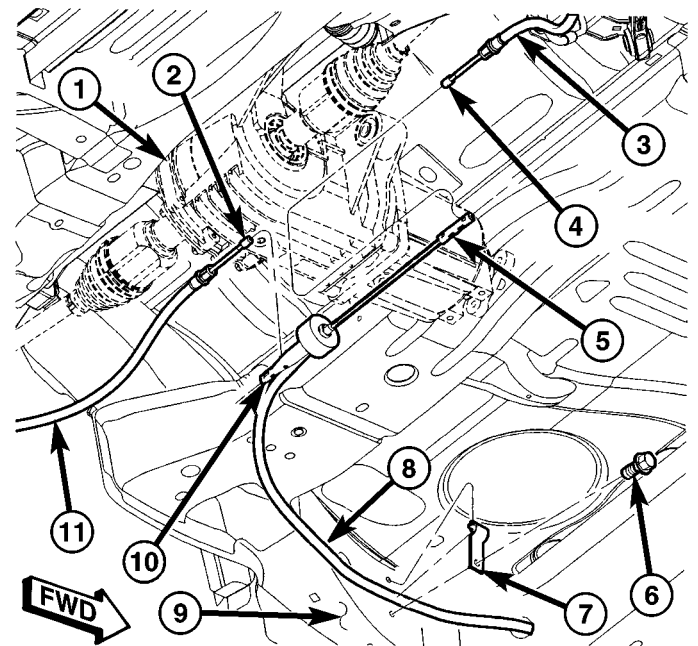
- (1) Disconnect and isolate battery negative cable from battery post.
- (2) Remove spare tire.
- (3) Lock out automatic adjuster in parking brake lever. (Refer to 5 - BRAKES/PARKING BRAKE - STANDARD PROCEDURE)
- (4) Raise and support vehicle. (Refer to LUBRICATION & MAINTENANCE/HOISTING - STANDARD PROCEDURE)
- (5) Position an extra pair of jack stands under and support forward end of engine cradle to help stabilize vehicle during rear suspension removal/installation.
- (6) Remove both rear wheel and tire assemblies. (Refer to 22 - TIRES/WHEELS - REMOVAL)

(7) Access and remove both rear hub and bearing assemblies. (Refer to 2 - SUSPENSION/REAR/HUB / BEARING - REMOVAL)

(8) Remove rear half of exhaust system. (Refer to 11 - EXHAUST SYSTEM - REMOVAL)

NOTE: It may be necessary to back off parking brake shoe adjustment to allow sufficient slack to disengage cable buttons from connectors in following two steps.

(9) Slide left rear parking brake cable button inboard and remove from equalizer (Fig. 42).



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Fig. 42 Cable Routing And Connections

- 1 - REAR DRIVELINE MODULE (AWD MODELS ONLY)
- 2 - LEFT REAR CABLE END BUTTON
- 3 - RIGHT REAR CABLE
- 4 - RIGHT REAR CABLE END BUTTON
- 5 - CONNECTOR ON END OF FRONT CABLE
- 6 - SCREW
- 7 - FRONT CABLE ROUTING CLAMP
- 8 - FRONT CABLE
- 9 - LEFT FRAME RAIL
- 10 - EQUALIZER
- 11 - LEFT REAR CABLE

(10) While holding parking brake cable connector on end of front cable secure with a pair of pliers at the front cable button, slide right rear parking brake cable button inboard and remove from cable connector (Fig. 42).

GEAR

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GEAR

WARNING

WARNINGS AND CAUTIONS

WARNING: POWER STEERING FLUID, ENGINE PARTS AND EXHAUST SYSTEM MAY BE EXTREMELY HOT IF ENGINE HAS BEEN RUNNING. DO NOT START ENGINE WITH ANY LOOSE OR DISCONNECTED HOSES. DO NOT ALLOW HOSES TO TOUCH HOT EXHAUST MANIFOLD OR CATALYST.

WARNING: FLUID LEVEL SHOULD BE CHECKED WITH THE ENGINE OFF TO PREVENT PERSONAL INJURY FROM MOVING PARTS.

CAUTION: When the system is open, cap all open ends of the hoses, power steering pump fittings or power steering gear ports to prevent entry of foreign material into the components.

CAUTION: When servicing power steering components, do not pinch off power steering hoses in any way to stop fluid flow. Damage to hoses may result.

REMOVAL

- (1) Place front wheels of vehicle in STRAIGHT-AHEAD position.
- (2) Install steering wheel holder locking steering wheel in STRAIGHT-AHEAD position (Fig. 1).
- (3) Remove negative (-) battery cable from battery and isolate cable.
- (4) Remove cap from power steering fluid reservoir.
- (5) Using a siphon pump, remove as much power steering fluid as possible from power steering fluid reservoir.

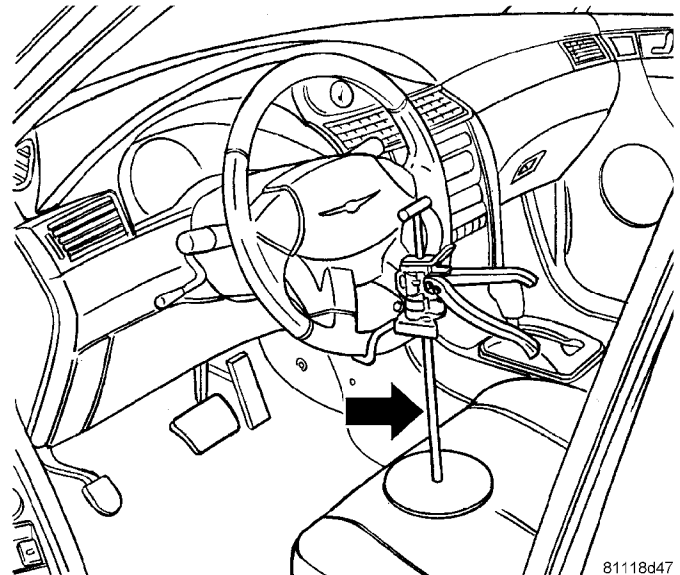


Fig. 1 Steering Wheel Holder

- (6) Raise and support vehicle. (Refer to LUBRICATION & MAINTENANCE/HOISTING - STANDARD PROCEDURE)
- (7) Remove both front tire and wheel assemblies.
- (8) If outer tie rods need to be transferred to new gear, loosen tie rod jam nuts on both sides of vehicle.
- (9) On both sides of vehicle, remove nut attaching outer tie rod to steering knuckle by holding rod end stud stationary while loosening and removing nut with a wrench.
- (10) Remove each outer tie rod end from steering knuckle using Remover, Special Tool C-3894-A (Fig. 2).
- (11) Remove roll pin fastening intermediate shaft extension to power steering gear shaft as follows (Fig. 3):
 - (a) Insert Remover, Special Tool 6831A, through roll pin fastening intermediate shaft extension to power steering gear.
 - (b) Thread knurled nut all way onto end of Remover.
 - (c) While holding Remover head stationary, turn hex nut pulling roll pin from shafts.
 - (d) Remove roll pin from tool.

SENSOR - TPM (Continued)

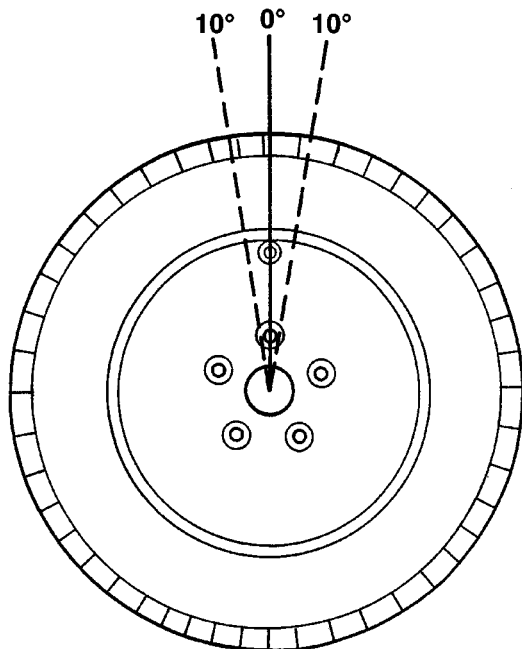
CAUTION: The cap used on this valve stem contains an O-ring seal to prevent contamination and moisture from entering the valve stem. Retain this valve stem cap for reuse. Do not substitute a regular valve stem cap in its place.

CAUTION: The valve stem used on this vehicle is made of aluminum and the core is nickel plated brass. The original valve stem core must be reinstalled and not substituted with a valve stem core made of a different material. This is required to prevent corrosion in the valve stem caused by the different metals.

(2) Dismount tire from wheel following tire changer manufacturers instructions while paying special attention to the following to avoid damaging the pressure sensor:

(a) When breaking the tire bead loose from the wheel rim, avoid using the Bead Breaker in the area of the sensor. That includes both front and rear beads of the tire.

(b) When preparing to dismount the tire from the wheel, carefully insert the mounting/dismounting tool at the valve stem $\pm 10^\circ$ (Fig. 13), then proceed to dismount the tire from the wheel. Use this process on both the upper and lower tire beads.

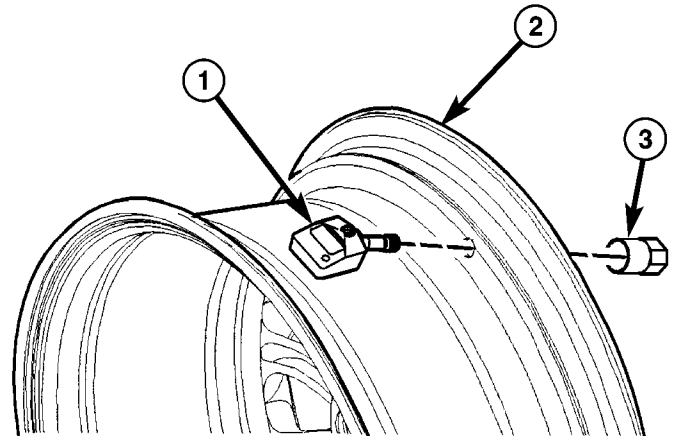


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Fig. 13 Start Mount/Dismount Tool Within 10 Degrees Of Valve Stem

(3) Using a thin wall socket, remove special nut retaining sensor to wheel (Fig. 14).

(4) Remove sensor from wheel (Fig. 14).



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Fig. 14 Sensor Mounting To Wheel

- 1 - TIRE PRESSURE SENSOR
2 - WHEEL
3 - NUT

INSTALLATION

NOTE: Before reinstalling a tire pressure sensor, replace sealing grommet at base of valve stem.

(1) Wipe area clean where sensor sealing grommet contacts wheel. Make sure surface of wheel is not damaged.

(2) Install sensor in wheel as shown (Fig. 14). Do not attempt to mount sensor otherwise, damage may occur.

(3) Using a thin wall socket, install special sensor nut (Fig. 14). Tighten nut to 4 N-m (35 in. lbs.) torque.

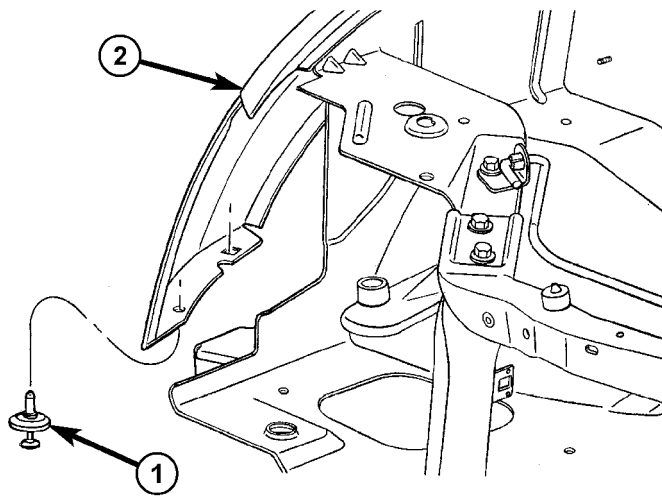
CAUTION: Over-torquing the sensor nut by as little as 12 N-m (106 in. lbs.) may result in sensor separation from the valve stem. Under this condition, the sensor may still function, however, the condition should be corrected immediately.

(4) Mount tire on wheel following tire changer manufacturers instructions, paying special attention to the following to avoid damaging tire pressure sensor:

(a) Rotating Wheel Tire Changers - Once the wheel is mounted to the changer, position the sensor valve stem approximately 210° from the head of the changer in a clockwise direction before rotating the wheel (also in a clockwise direction) to mount the tire (Fig. 15). Use this procedure on both the upper and lower tire beads.

(b) Rotating Tool Tire Changers - Position the wheel on the changer so that the sensor valve stem is approximately 210° from the head of the changer in a clockwise direction from the mounting end of

FUEL FILL DOOR (Continued)



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Fig. 17 FASCIA ATTACHING FASTENER

- 1 - FASCIA ATTACHING FASTENER
- 2 - FRONT FENDER

FUEL FILL DOOR

REMOVAL

- (1) Open fuel filter door.
- (2) Remove screws attaching fuel filler tube to filler housing to the rear left side aperture (Fig. 18).
- (3) Remove housing from aperture by release locking tabs and pulling outward.
- (4) Remove housing from vehicle.

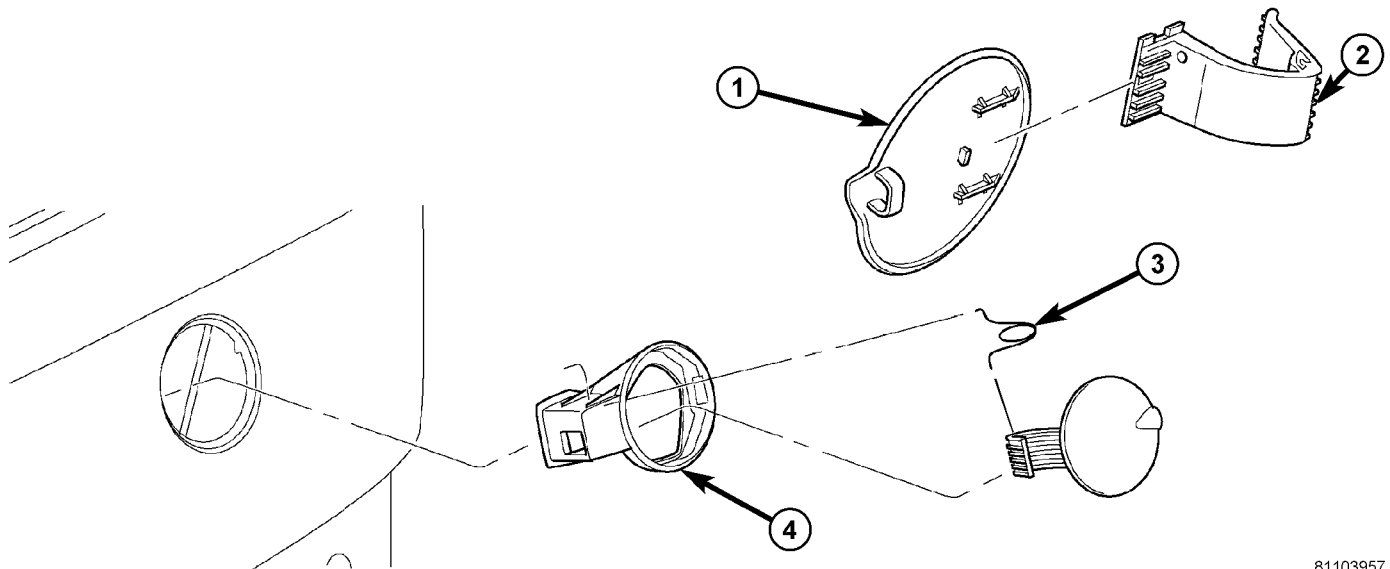
INSTALLATION

- (1) Place fuel filter housing into position (Fig. 18).
- (2) Pressing on housing to seat the locking tabs.
- (3) Install screws attaching fuel filler tube to filler housing.
- (4) Close fuel filter door.

GRILLE

REMOVAL

- (1) Remove radiator closure (Refer to 23 - BODY/ EXTERIOR/CLOSURE PANEL - REMOVAL).
- (2) Remove front fascia (Fig. 19) (Refer to 13 - FRAME & BUMPERS/BUMPERS/FRONT FASCIA - REMOVAL).
- (3) Remove grille from front fascia (Fig. 20). Using care and depress push pin(s) fasteners to release the grille.
- (4) Remove bright chrome molding from Grille (Fig. 21).
- (5) Depress molding locking tabs and pull outward to release molding.



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Fig. 18 FUEL FILL DOOR/HINGE AND HOUSING

- 1 - FUEL DOOR
- 2 - HINGE ARM

- 3 - POSITION SPRING
- 4 - FUEL FILLER HOUSING

HEADREST (Continued)

(4) Using trim tool, remove headrest sleeve(s) (Fig. 19).

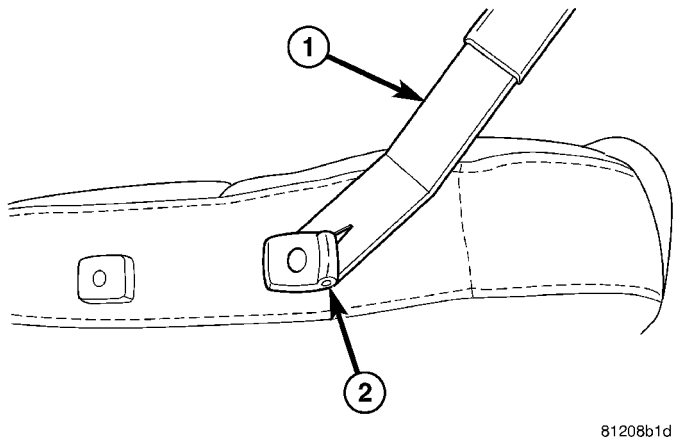


Fig. 19 REMOVING HEADREST SLEEVE

- 1 - TRIM TOOL
- 2 - HEADREST SLEEVE

INSTALLATION

- (1) Place headrest sleeve(s) into position.
- (2) Press down on headrest sleeve to lock into position.
- (3) Place head restraint in position (Fig. 18).
- (4) Depress lock button on side of sleeve at top of seat back.
- (5) Push head restraint down into position.

RECLINER HANDLE

REMOVAL

- (1) Remove screw holding recliner handle to recliner spline shaft (Fig. 20).
- (2) Remove recliner handle from spline shaft.

INSTALLATION

- (1) Place recliner handle in position on spline shaft.
- (2) Install screw to hold recliner handle to recliner spline shaft (Fig. 20).

SEAT ARMREST

REMOVAL

- (1) Using a small flat blade, pry cap from side of armrest (Fig. 21).
- (2) Remove bolt attaching armrest to seat back.
- (3) Remove armrest from seat back.

INSTALLATION

- (1) Place armrest in position on seat back.

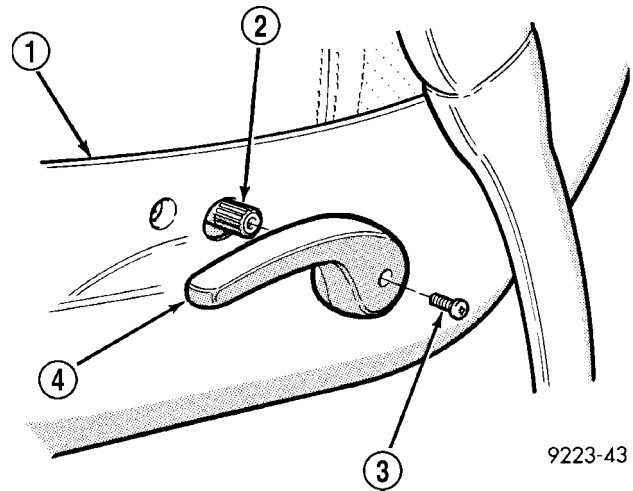


Fig. 20 RECLINER HANDLE - MANUAL

- 1 - CUSHION SIDE COVER
- 2 - RECLINER SPLINE
- 3 - SCREW
- 4 - RECLINER HANDLE

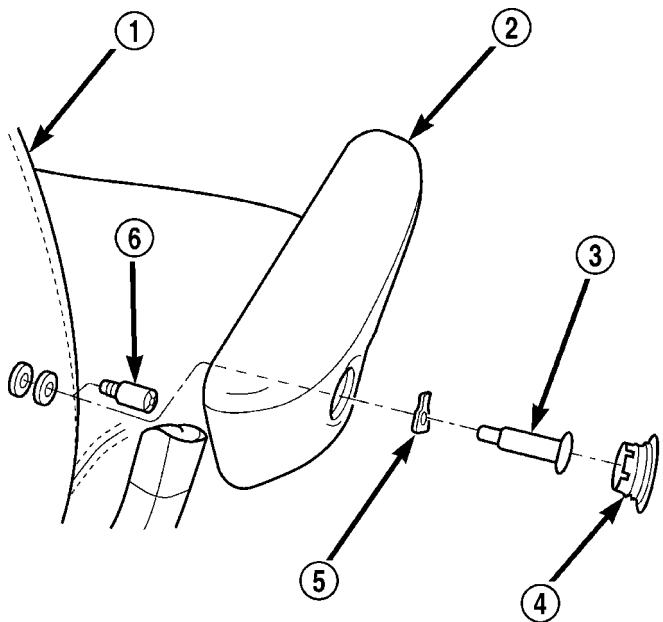


Fig. 21 ARMREST

- 1 - SEAT BACK
- 2 - ARMREST
- 3 - SHOULDER BOLT
- 4 - CAP
- 5 - WASHER
- 6 - STOP SCREW

- (2) Install bolt attaching armrest to seat back. Tighten bolt to 29 N·m (21 ft. lbs.) torque.
- (3) Install side cap into the side of the armrest.

WELD LOCATIONS (Continued)

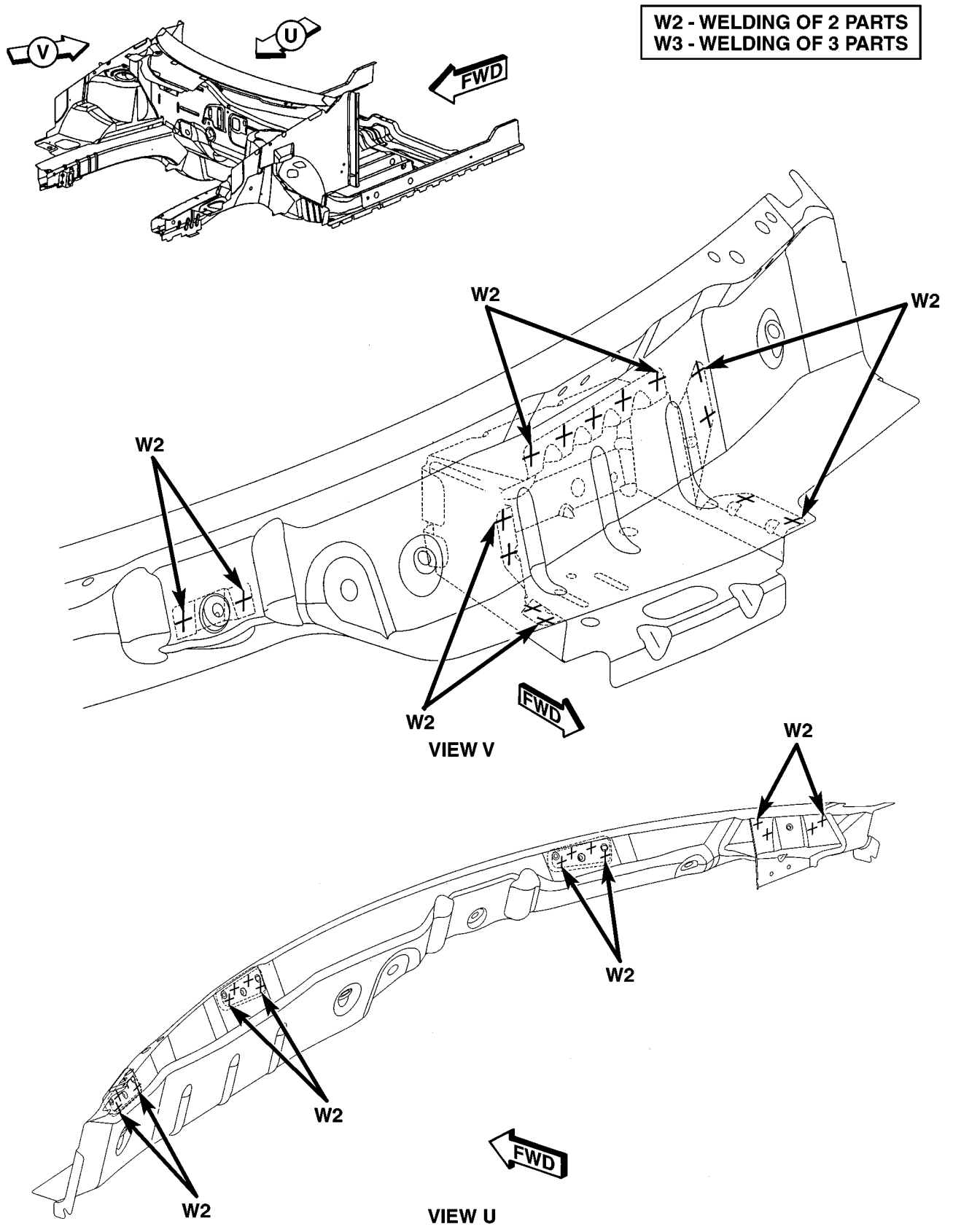


Fig. 69 ENGINE BOX (2 OF 15)