
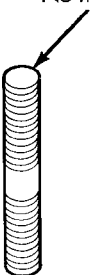


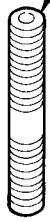


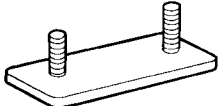
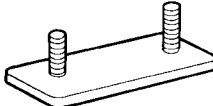



GROUP TAB LOCATOR

	Introduction	
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5	Brakes	
6	Clutch	
7	Cooling	
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FASTENER IDENTIFICATION (Continued)

HOW TO DETERMINE BOLT STRENGTH

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

95IN-4

WHEEL ALIGNMENT (Continued)

SPECIFICATIONS

WHEEL ALIGNMENT

NOTE: All wheel alignments are to be set with the vehicle at **DESIGN HEIGHT**. (Refer to 2 - **SUSPENSION/WHEEL ALIGNMENT - STANDARD PROCEDURE**).

NOTE: All specifications are given in degrees.

ADJUSTMENT	FRONT SUSPENSION	REAR SUSPENSION
CAMBER	$-0.25^{\circ} \pm 0.20^{\circ}$	$-0.65^{\circ} \pm 0.20^{\circ}$
Cross Camber (Maximum side-to-side differential)	0.20°	0.20°
CASTER	$+6.00^{\circ} \pm 0.50^{\circ}$	$+0.70^{\circ} \pm 0.50^{\circ}$
Cross Caster (Maximum side-to-side differential)	0.30°	0.30°
TOE* (PER WHEEL)	$+0.07^{\circ} \pm 0.05^{\circ}$	$+0.17^{\circ} \pm 0.05^{\circ}$
Note: * Positive (+) is TOE-IN ; Negative (-) is TOE-OUT.		

CURB HEIGHT AND DESIGN HEIGHT

fuel and properly weighted. (Refer to 2 - **SUSPENSION/WHEEL ALIGNMENT - STANDARD PROCEDURE**)

NOTE: All height specifications are taken using Special Tools 6914 and 8997 with the vehicle full of

HEIGHT ADJUSTMENTS	FRONT SUSPENSION	REAR SUSPENSION
CURB HEIGHT	50 mm \pm 6.5 mm 1.97 in. \pm 0.25 in.	64 mm \pm 6.5 mm 2.52 in. \pm 0.25 in.
DESIGN HEIGHT	43 mm \pm 6.5 mm 1.69 in. \pm 0.25 in.	56 mm \pm 6.5 mm 2.20 in. \pm 0.25 in.

DYNAMIC TOE PATTERN

NOTE: All specifications are listed Per Wheel.

NOTE: Positive (+) toe is toe-in; negative (-) toe is toe-out.

REAR	
50 mm (2 in.) Jounce	$+0.19^{\circ} \pm 0.10^{\circ}$
25 mm (1 in.) Jounce	$+0.18^{\circ} \pm 0.10^{\circ}$
At Design Height	$+0.17^{\circ} \pm 0.05^{\circ}$
25 mm (1 in.) Rebound	$+0.17^{\circ} \pm 0.10^{\circ}$
50 mm (2 in.) Rebound	$+0.17^{\circ} \pm 0.10^{\circ}$

FRONT	
50 mm (2 in.) Jounce	$+0.03^{\circ} \pm 0.10^{\circ}$
25 mm (1 in.) Jounce	$+0.05^{\circ} \pm 0.10^{\circ}$
At Design Height	$+0.07^{\circ} \pm 0.05^{\circ}$
25 mm (1 in.) Rebound	$+0.09^{\circ} \pm 0.10^{\circ}$
50 mm (2 in.) Rebound	$+0.11^{\circ} \pm 0.10^{\circ}$

LEVER - PARKING BRAKE

REMOVAL

NOTE: Before proceeding, review Warnings and Cautions (Refer to 5 - BRAKES - WARNING).

- (1) Block tire and wheel assemblies so vehicle does not move once vehicle parking brake lever released.
- (2) Fully apply parking brake lever.
- (3) Remove center console. (Refer to 23 - BODY/INTERIOR/CENTER CONSOLE - REMOVAL)
- (4) Lower parking brake lever handle to released position.

WARNING: THE AUTOMATIC ADJUSTING FEATURE OF THIS PARKING BRAKE LEVER CONTAINS A CLOCKSPrING LOADED TO APPROXIMATELY 19 POUNDS. DO NOT RELEASE THE AUTOMATIC ADJUSTER LOCKOUT DEVICE UNLESS THE PARKING BRAKE CABLES AND EQUALIZER ARE CONNECTED TO THE LEVER OUTPUT CABLE. KEEP HANDS OUT OF AUTOMATIC ADJUSTER SECTOR AND PAWL AREA. FAILURE TO OBSERVE CAUTION IN HANDLING THIS MECHANISM COULD LEAD TO SERIOUS INJURY.

(5) Grasp parking brake lever output cable by hand and pull upward. Continue pulling on cable until a screwdriver (pin punch or appropriate pin) can be inserted through hole in left side of lever mechanism, behind sector gear and out hole in right side of lever (Fig. 68). This will lock parking brake automatic adjustment mechanism in place and take tension off parking brake cables.

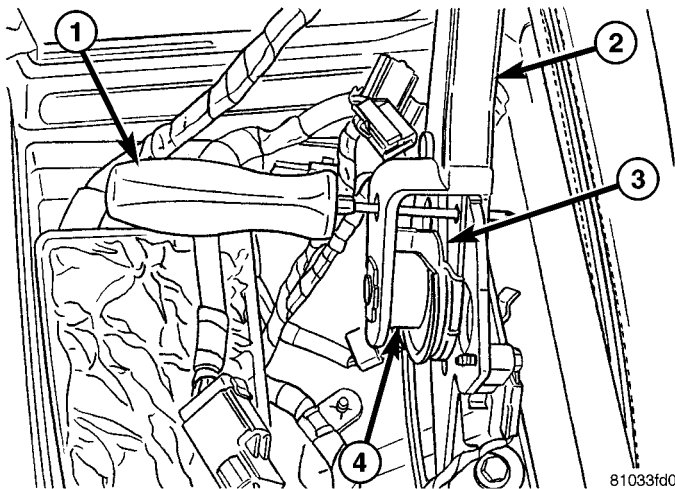
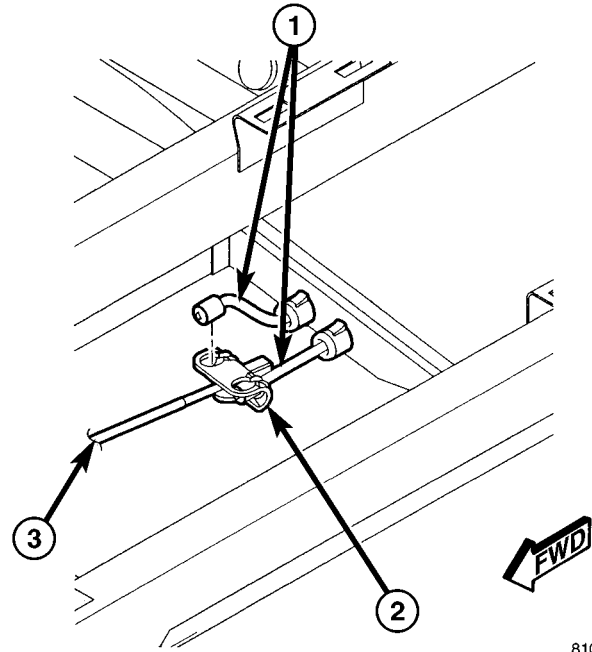


Fig. 68 Lever Spring Tension Locked Out

- 1 - SCREWDRIVER
- 2 - LEVER
- 3 - SECTOR GEAR
- 4 - SPRING

(6) Remove both rear parking brake cables from parking brake cable equalizer (Fig. 69).

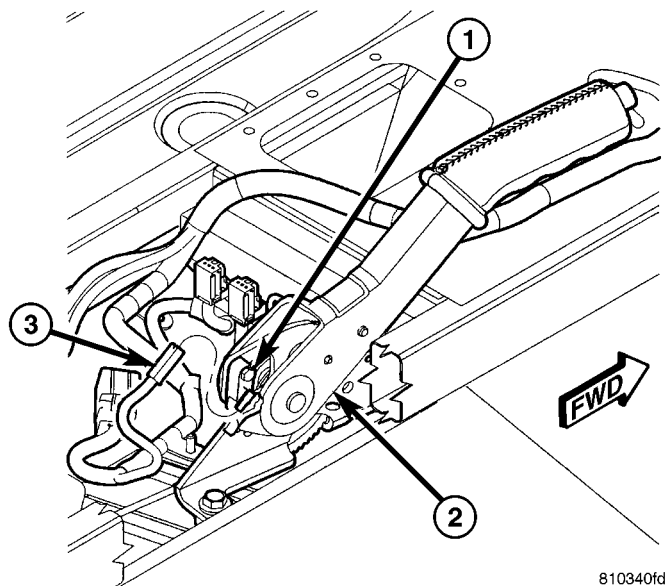


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Fig. 69 Cable Removal/Installation At Equalizer

- 1 - PARKING BRAKE CABLES
- 2 - EQUALIZER
- 3 - CABLE FROM PARKING BRAKE LEVER

(7) Disconnect wiring connector at parking brake indicator switch (Fig. 70).



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Fig. 70 Parking Brake Indicator Switch

- 1 - SWITCH MOUNTING SCREW
- 2 - LEVER
- 3 - SWITCH WIRING CONNECTOR

ACCESSORY DRIVE BELT AND TENSIONER (Continued)

REMOVAL

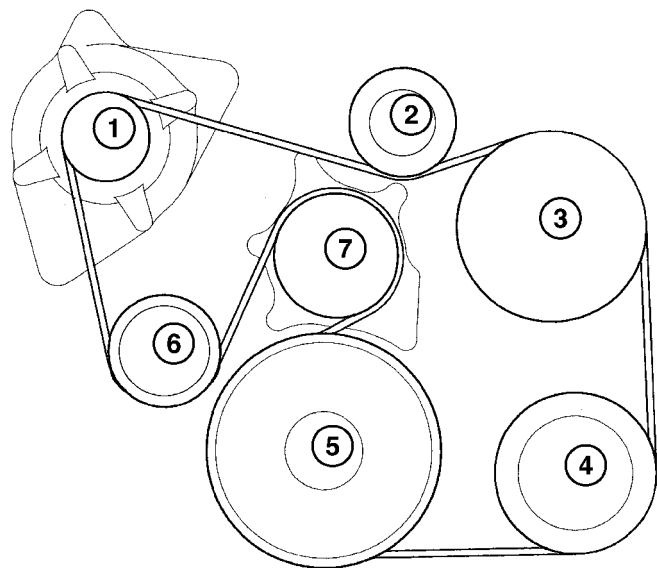
(1) Remove the air cleaner housing (Refer to 9 - ENGINE/AIR INTAKE SYSTEM/AIR CLEANER HOUSING - REMOVAL).

(2) Release the belt tension by rotating the tensioner **counterclockwise** with a 15 mm wrench on the tensioner pulley bolt. Rotate belt tensioner until belt can be removed from pulleys (Fig. 1).

(3) Remove belt.

(4) Gently release tensioner.

(5) If belt tensioner removal is necessary, remove tensioner mounting nut (Fig. 2).



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Fig. 1 Accessory Drive Belt Routing

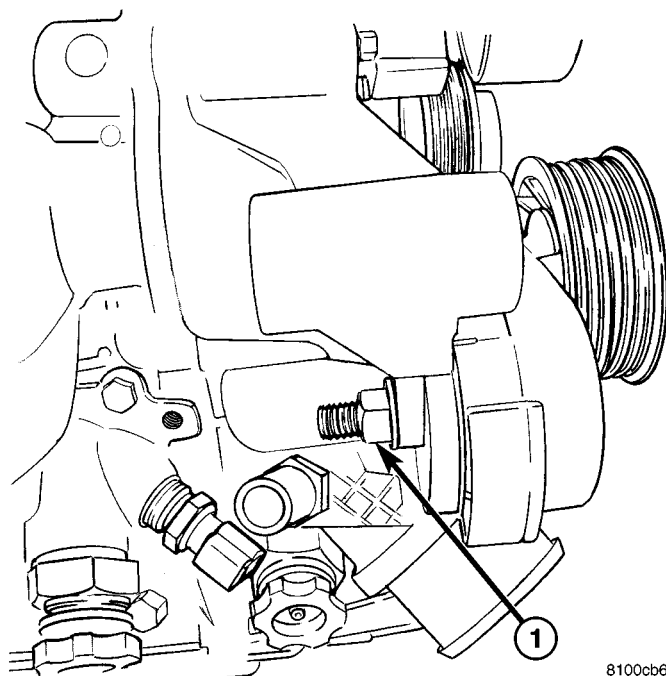
- 1 - GENERATOR
- 2 - IDLER PULLEY
- 3 - POWER STEERING PUMP
- 4 - A/C COMPRESSOR
- 5 - CRANKSHAFT
- 6 - BELT TENSIONER
- 7 - WATER PUMP

INSPECTION

Satisfactory performance of the belt driven accessories depends on belt condition and proper belt tension.

Belt replacement under any or all of the following conditions is required:

- Excessive wear.
- Frayed cords.
- Severe glazing.

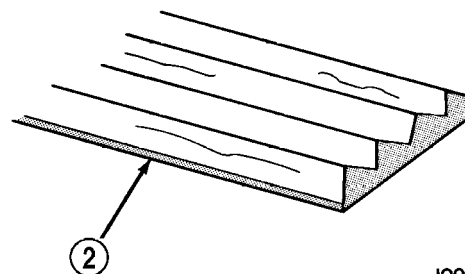
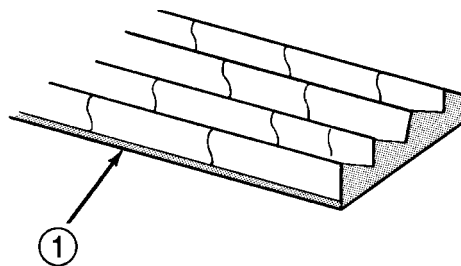


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Fig. 2 Accessory Drive Belt Tensioner Mounting Nut

1 - MOUNTING NUT

The Poly-V belt with a back driven pulley may develop minor cracks across the ribbed side (due to reverse bending). These minor cracks are considered normal and acceptable. Parallel cracks are not (Fig. 3).



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Fig. 3 Drive Belt Inspection

- 1 - NORMAL CRACKS BELT OK
- 2 - NOT NORMAL CRACKS REPLACE BELT

STARTING (Continued)

RELAY TEST

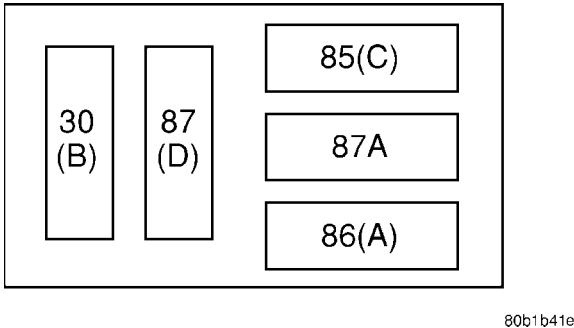
The starter relay is located in the Power Distribution Center (PDC) in the engine compartment. Refer to the PDC label for relay identification and location.

Remove the starter relay from the PDC as described in this group to perform the following tests:

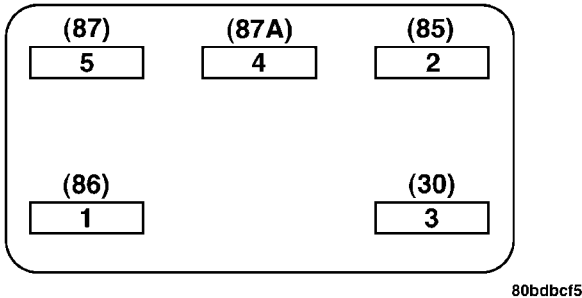
(1) A relay in the de-energized position should have continuity between terminals 87A and 30, and no continuity between terminals 87 and 30. If OK, go to Step 2. If not OK, replace the faulty relay.

(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 B+ lead to terminals 86 and a ground lead to terminal 85 to energize the relay. The relay should click. Also test for continuity between terminals 30 and 87, and no continuity between terminals 87A and 30. If OK, refer to Relay Circuit Test procedure. If not OK, replace the faulty relay.



Starter Relay Pinout



Starter Relay Pinout

CAV	FUNCTION
30	B (+)
85	P/N POSITION SW.SENSE (AUTO)
86	IGNITION SWITCH OUTPUT
87	STARTER RELAY OUTPUT

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 ON position after depressing the clutch pedal. Check for battery voltage at the cavity for relay terminal 86 with the ignition switch in the ON position and push the start button after depressing the clutch pedal. 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 procedure in this group.

(5) The coil ground terminal (85) is connected to the electromagnet in the relay. It is grounded through the PCM. Check for continuity between the PCM and cavity for relay terminal 85.

SAFETY SWITCHES

If diagnostics of the Clutch Interlock/Upstop Switch, refer to Diagnosis and Testing in the Clutch section.

IGNITION SWITCH

After testing starter solenoid and relay, test ignition switch and wiring. Refer to the Ignition Section or Wiring Diagrams for more information. Check all wiring for opens or shorts, and all connectors for being loose or corroded.

STARTER BUTTON

Check starter button and wiring. Refer to the Ignition Section or Wiring Diagrams for more information. Check all wiring for opens or shorts, and all connectors for being loose or corroded.

BATTERY

For battery diagnosis and testing, refer to the Battery section for procedures.

ALL RELATED WIRING AND CONNECTORS

Refer to Wiring Diagrams for more information.

INTERIOR DOOR HANDLE SWITCH (Continued)

- (3) Use an ohmmeter to test switch resistance between pins.
- (4) Pull handle.
- (5) Test resistance between pins. Ohmmeter should show 3.5K Ohm \pm 5%.
- (6) Test resistance between pins while handle is in the unactuated mode. Ohmmeter should show an open condition.
- (7) If resistance values are not within the parameters, replace the interior door handle.

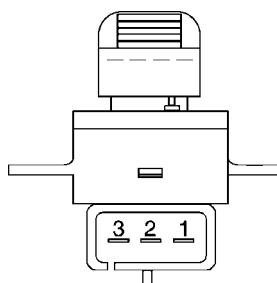
POWER LOCK SWITCH

DIAGNOSIS AND TESTING - POWER LOCK SWITCH

Any diagnosis of the Power Locks system should begin with the use of a scan tool and the appropriate Diagnostic Service Manual.

Refer to the appropriate wiring information.

- (1) Remove the power lock switch (Refer to 8 - ELECTRICAL/POWER LOCKS/POWER LOCK SWITCH - REMOVAL).
- (2) Depress switch to LOCK position.
- (3) Using an ohmmeter and the door lock switch continuity chart, test switch resistance between Pins 2 and 3 (Fig. 1).
- (4) Depress switch to UNLOCK position.
- (5) Test resistance between Pins 2 and 3.
- (6) Test resistance between pins 2 and 3 while switch is in the unactuated mode. Ohmmeter should show an open condition.
- (7) If resistance values are not within the parameters shown, replace the door lock switch.



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Fig. 1 DOOR LOCK SWITCH

DOOR LOCK SWITCH CONTINUITY

SWITCH POSITION	CONTINUITY BETWEEN	RESISTANCE VALUE
LOCK	2 and 3	1.5K Ohm \pm 5%
UNLOCK	2 and 3	249 Ohm \pm 5%
UNACTUATED	2 and 3	Open Circuit

REMOVAL

- (1) Disconnect and isolate the battery negative cable.
- (2) Remove the door trim panel (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - REMOVAL).
- (3) Remove mounting fasteners and switch.

INSTALLATION

- (1) Install switch and mounting fasteners to door trim panel.
- (2) Install door trim panel (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - INSTALLATION).
- (3) Connect battery negative cable.

REMOTE KEYLESS ENTRY MODULE

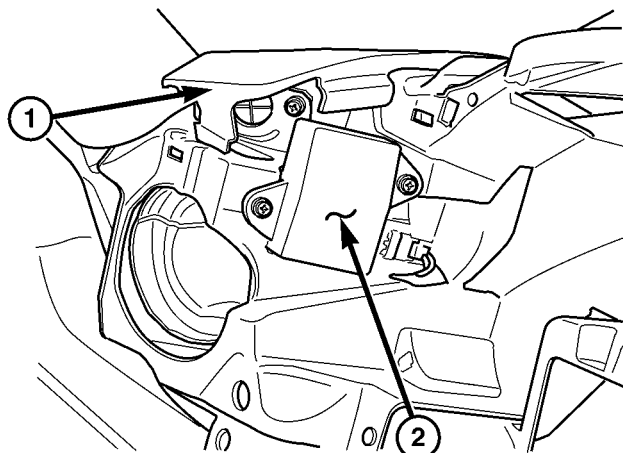
DIAGNOSIS AND TESTING - REMOTE KEYLESS ENTRY MODULE

Any diagnosis of the Power Locks system should begin with the use of a scan tool and the appropriate Diagnostic Service Manual.

Refer to the appropriate wiring information.

REMOVAL

- (1) Disconnect and isolate the battery negative cable.
- (2) Remove the instrument cluster (Refer to 8 - ELECTRICAL/INSTRUMENT CLUSTER - REMOVAL).
- (3) Remove the mounting fasteners (Fig. 2)

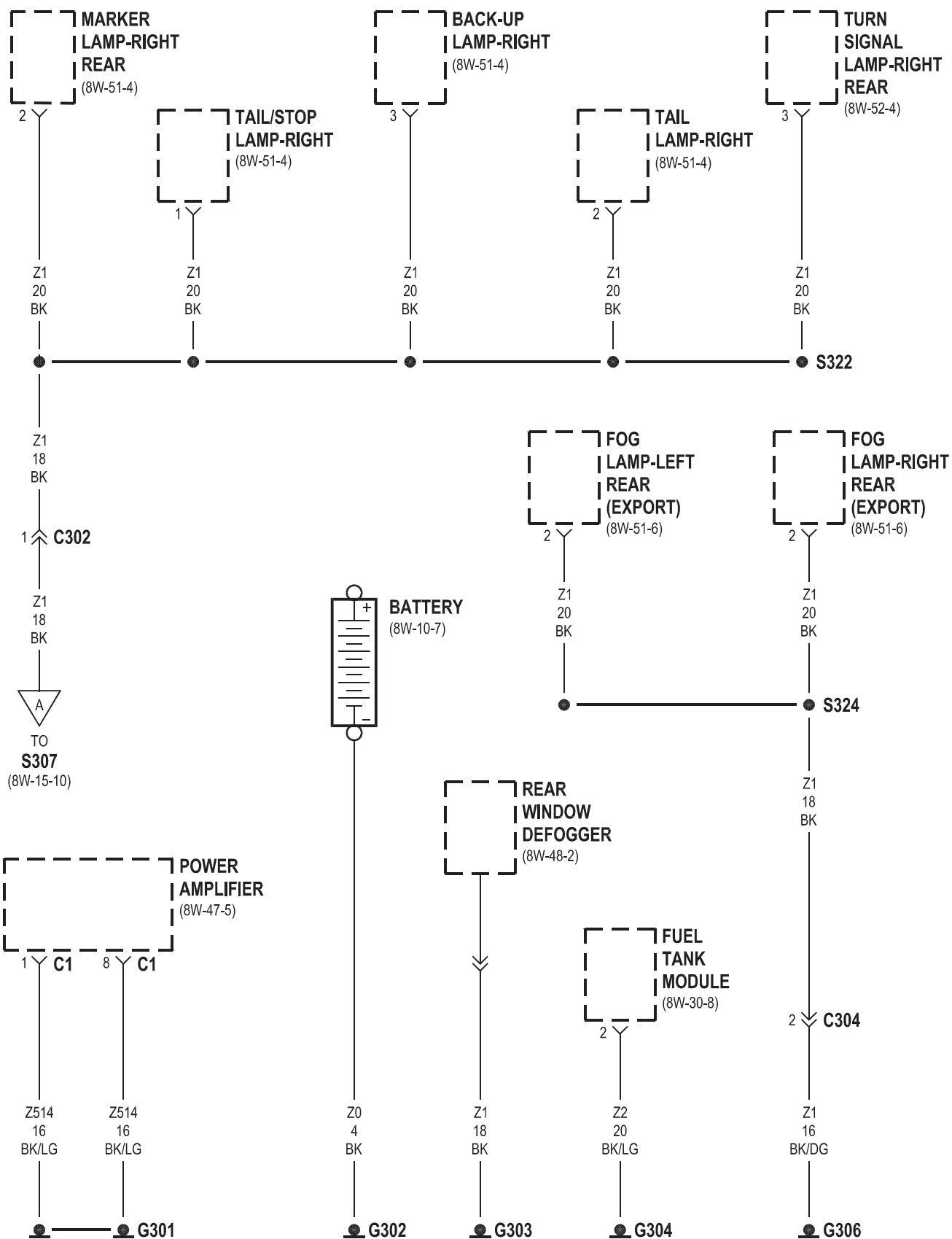


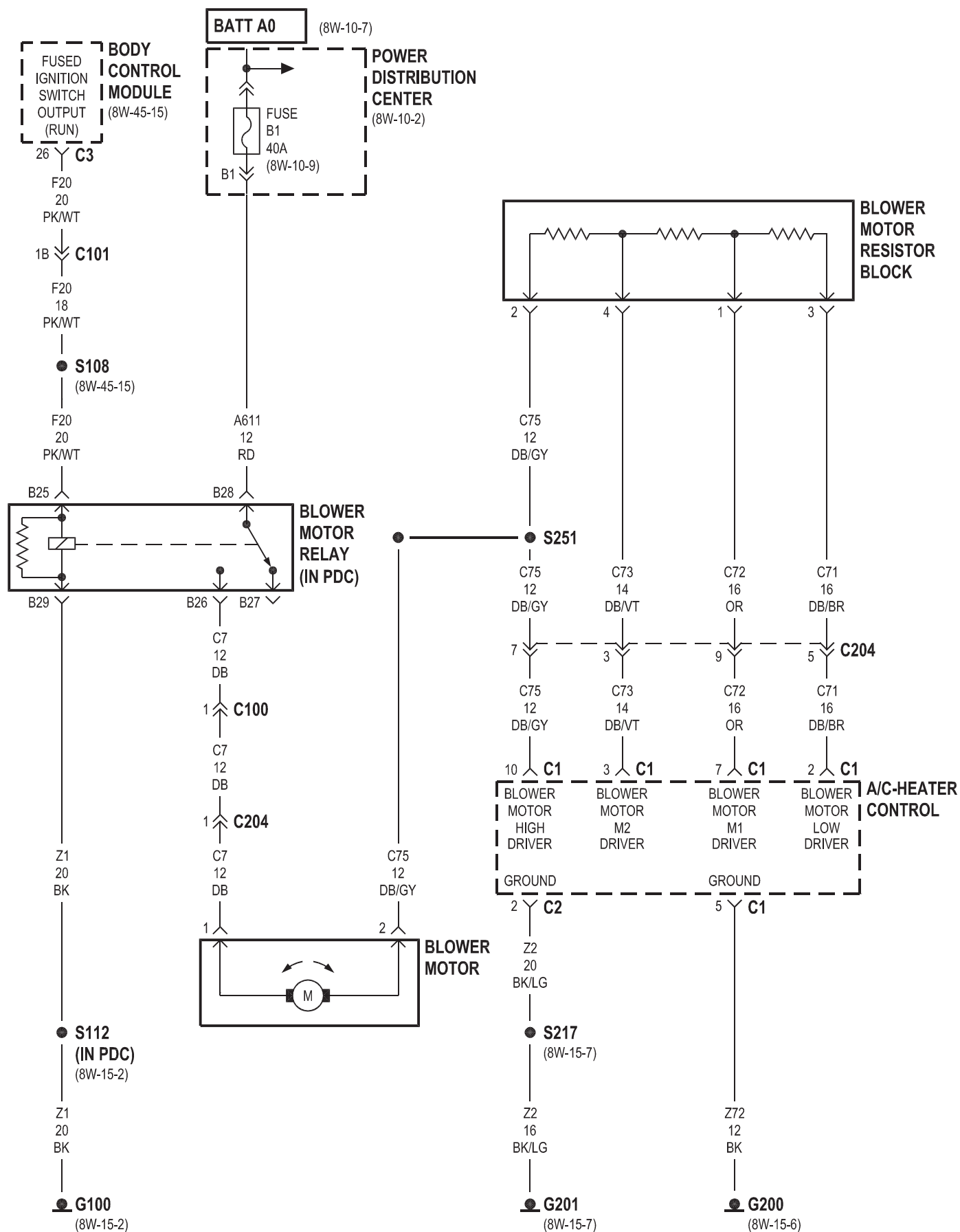
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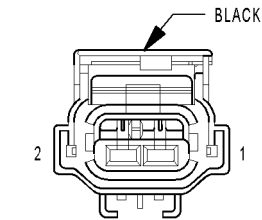
Fig. 2 REMOTE KEYLESS ENTRY MODULE

- 1 - LEFT INSTRUMENT PANEL SPEAKER
- 2 - RKE MODULE

- (4) Disconnect wire harness connector and remove module.

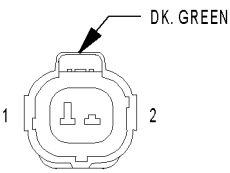






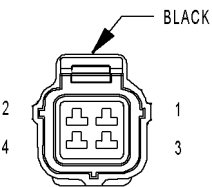
A/C COMPRESSOR CLUTCH

A/C COMPRESSOR CLUTCH - BLACK 2 WAY		
CAV	CIRCUIT	FUNCTION
1	C3 18DB/YL	A/C CLUTCH RELAY OUTPUT
2	Z1 18BK	GROUND



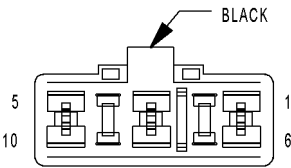
A/C LOW PRESSURE SWITCH

A/C LOW PRESSURE SWITCH - DK. GREEN 2 WAY		
CAV	CIRCUIT	FUNCTION
1	C20 18DB/OR	A/C SWITCH SENSE
2	Z1 20BK	GROUND



A/C PRESSURE TRANSDUCER

A/C PRESSURE TRANSDUCER - BLACK 4 WAY		
CAV	CIRCUIT	FUNCTION
1	K900 20DB/DG	SENSOR GROUND
2	F888 18BR/PK	5V SUPPLY
3	C18 20LB/BR	A/C PRESSURE SIGNAL
4	-	-



A/C-HEATER CONTROL C1

A/C-HEATER CONTROL C1 - BLACK 10 WAY		
CAV	CIRCUIT	FUNCTION
1	-	-
2	C71 16DB/BR	BLOWER MOTOR LOW DRIVER
3	C73 14DB/VT	BLOWER MOTOR M2 DRIVER
4	-	-
5	Z72 12BK	GROUND
6	-	-
7	C72 16OR	BLOWER MOTOR M1 DRIVER
8	-	-
9	-	-
10	C75 12DB/GY	BLOWER MOTOR HIGH DRIVER

ENGINE - 8.3L (Continued)

CONDITION	POSSIBLE CAUSES	CORRECTION
OIL LEAKS	<ol style="list-style-type: none"> 1. Misaligned or deteriorated gas-kets. 2. Loose fastener, broken or porous component. 	<ol style="list-style-type: none"> 1. Replace gaskets. 2. Tighten, repair or replace component.
EXCESSIVE OIL CON-SUMPTION OR SPARK PLUGS OIL FOULED	<ol style="list-style-type: none"> 1. PCV system malfunction. 2. Defective valve stem seal(s). 3. Worn or broken piston rings. 4. Scuffed pistons/cylinder walls. 5. Carbon in oil control ring groove. 6. Worn valve guides. 7. Piston rings fitted too tightly in grooves. 	<ol style="list-style-type: none"> 1. Check and repair PCV system as nec-essary. 2. Repair or replace seal(s). 3. Hone cylinder bores. Install new rings. 4. Hone cylinder bores and replace pistons as necessary. 5. Remove rings and de-carbon piston. 6. Ream and install new valves with over-size stems. 7. Remove piston rings. Check ring end gap and side clearance. Replace as nec-essary.

CYLINDER COMPRESSION PRESSURE TEST

The results of a cylinder compression pressure test can be utilized to diagnose several engine malfunc-tions.

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) Check engine oil level and add oil if necessary.
- (2) Drive the vehicle until engine reaches normal operating temperature. Select a route free from traf-fic and other forms of congestion, observe all traffic laws, and accelerate through the gears several times briskly.
- (3) Remove the Auto Shut Down (ASD) relay from the Power Distribution Center (PDC).
- (4) Disconnect ignition cables from spark plugs.
- (5) Remove all spark plugs from engine. As spark plugs are being removed, check electrodes for abnor-mal firing indicators fouled, hot, oily, etc. Record cyl-inder number of spark plug for future reference.
- (6) Be sure throttle blade is fully open during the compression check.
- (7) Insert compression gauge adaptor Special Tool 8116 or the equivalent, into the No. 1 spark plug hole in cylinder head. Connect the 0-500 psi (Blue) pres-sure transducer (Special Tool CH7059) with cable adaptors to the scan tool. For Special Tool identifica-tion, (Refer to 9 - ENGINE - SPECIAL TOOLS).
- (8) Crank engine until maximum pressure is reached on gauge. Record this pressure as No. 1 cyl-inder pressure.

(9) Repeat the previous step for all remaining cyl-inders.

(10) Compression should not be less than 689 kPa (100 psi) and not vary more than 25 percent from cyl-inder to cylinder.

(11) If one or more cylinders have abnormally low compression pressures, repeat the compression test.

(12) If the same cylinder or cylinders repeat an abnormally low reading on the second compression test, it could indicate the existence of a problem in the cylinder in question. **The recommended com-pression 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 malfunc-tion is present.**

CYLINDER COMBUSTION PRESSURE LEAKAGE TEST

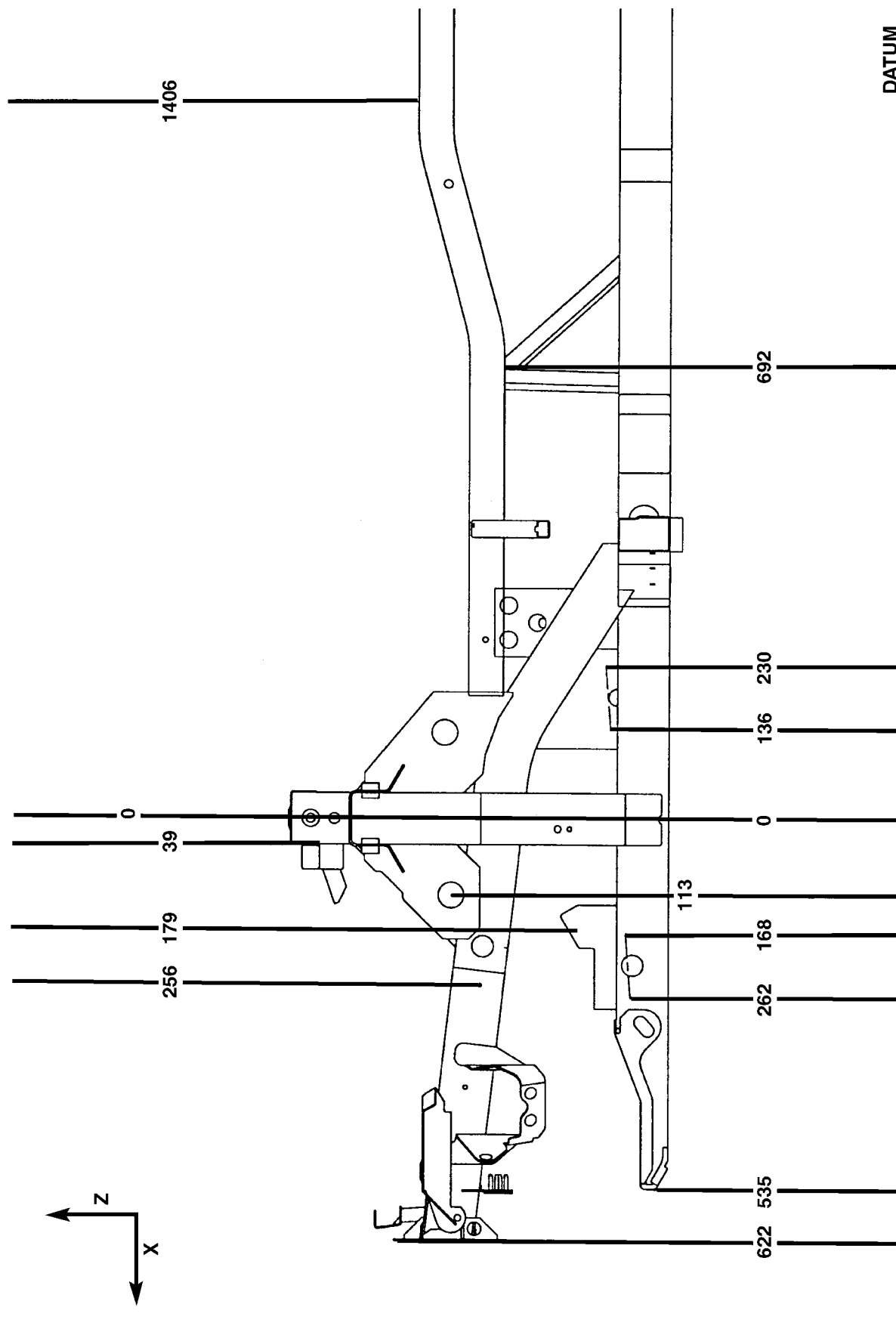
The combustion pressure leakage test provides an accurate means for determining engine condition.

Combustion pressure leakage testing will detect:

- Exhaust and intake valve leaks (improper seat-ing).
- Leaks between adjacent cylinders or into water jacket.
- Any causes for combustion/compression pressure loss.

WARNING: DO NOT REMOVE THE COOLING SYS-TEM PRESSURE CAP WITH THE SYSTEM HOT AND UNDER PRESSURE BECAUSE SERIOUS BURNS FROM COOLANT CAN OCCUR.

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ALL DIMENSIONS ARE IN MILLIMETERS

Fig. 18 FRAME SIDE VIEW - FRONT SECTION - X DIMENSIONS

FLUID (Continued)

CAUTION: Do not use automatic transmission fluid in this power steering system.

The fluid level should be within the "COLD RANGE" listed on the dipstick when the fluid is at normal ambient temperature, approximately 21°C to 27°C (70°F to 80°F).

Before removing the power steering filler cap/dipstick, wipe the reservoir filler cap/dipstick free of dirt and debris. Do not overfill the power steering system. **Use only Mopar® Power Steering Fluid (MS-5931), or equivalent in this power steering system.**

STANDARD PROCEDURE - FLUSHING POWER STEERING SYSTEM

WARNING: SAFETY GOGGLES SHOULD BE WORN AT ALL TIMES DURING THE FOLLOWING PROCEDURE TO AVOID PERSONAL INJURY.

Flushing is required when the power steering system fluid has become contaminated. Contaminated fluid in the steering system can cause seal deterioration and affect steering gear spool valve operation.

(1) Raise the front end of the vehicle off the ground enough to allow the front wheels to freely turn.

(2) Remove the return hose from the pump.

(3) Plug the return hose port on the pump.

(4) Place the open end of the return hose into a large container to catch the draining fluid.

WARNING: ENGINE WILL BE RUNNING AS FLUID IS ADDED TO PUMP FLUID RESERVOIR. TO AVOID PERSONAL INJURY, BEWARE OF MOVING ENGINE PARTS.

CAUTION: Do not reuse any drained power steering fluid. Use only fresh Mopar® power steering fluid or equivalent.

(5) While an assistant is carefully filling the pump reservoir with **fresh** power steering fluid, start the engine.

(6) With the engine running at idle, turn the wheel back and forth.

CAUTION: Do not contact or hold the wheel against the steering stops.

(7) Run approximately a quart of fluid through the system, then stop the engine and install the return hose back on the pump.

(8) Fill the system with fresh fluid and perform the Power Steering Pump Initial Operation procedure listed in this section of the service manual

(Refer to 19 - STEERING/PUMP - STANDARD PROCEDURE).

(9) Start the engine and allow it to run for fifteen minutes, then stop the engine.

(10) Remove the return hose from the pump and plug the return hose port on the pump.

(11) Pour fresh power steering fluid into the reservoir and check the fluid draining from the return hose for contamination. If the fluid is still contaminated, disassemble and clean the power steering components as necessary, then repeat the system flush again as outlined above.

(12) Install the return hose back on the pump, then perform the Power Steering Pump Initial Operation procedure (Refer to 19 - STEERING/PUMP - STANDARD PROCEDURE).

FLUID COOLER

REMOVAL

NOTE: Review all Warnings and Cautions. (Refer to 19 - STEERING - WARNING).

CAUTION: Cap all open ends of power steering hoses, power steering pump fittings and steering gear ports when disconnected. This will prevent the entry of foreign material into the components during servicing.

(1) Disconnect negative (-) cable from battery and isolate cable.

(2) Siphon power steering fluid from fluid reservoir.

(3) Raise vehicle. (Refer to LUBRICATION & MAINTENANCE/HOISTING - STANDARD PROCEDURE)

(4) Place several absorbent shop cloths behind grille opening below cooler tube nuts to catch any fluid loss during hose removal.

(5) Working through grille opening using Remover, Special Tool 8875, disconnect hose tubes at cooler (Fig. 5). Quick-connect tube nuts stay in cooler.

(6) Cap open ends of hose tubes to keep debris out.

(7) Remove screws fastening cooler in place (Fig. 6). Lift cooler off locating pins and remove cooler through grille opening.

(8) If replacing cooler, unthread and remove tube nuts from fluid ports as necessary.

INSTALLATION

(1) If necessary, thread tube nuts into fluid ports of cooler. Tighten tube nuts to 15 N·m (130 in. lbs.) torque.

BODY (Continued)

(3) Insert key into lock cylinder and cycle the mechanism from the locked to the unlocked position.

NOTE: Do not add more lubricant.

(4) Cycle the lock cylinder mechanism several times to allow the lubricant to flow throughout the cylinder.

(5) Wipe all lubricant from exterior of lock cylinder and key.

ALL OTHER BODY MECHANISMS

(1) Clean component as described above.

(2) Apply specified lubricant to all pivoting and sliding contact areas of component.

LUBRICANT USAGE - BODY

Component	Fluid, Lubricant, or Genuine Part
Hinges: Door, Trunk & Hood Springs and Links	Mopar® Spray White Lube
Latches: Door, Hood & Trunk	Mopar® Multi-Purpose Lube NLGI Grade 2
Door Hinge Check Spring	Lubriplate MO-Lith No.2 Grease or Petrocan Multi-flex Moly EP-2 Grease or equivalent
Seat Regulator & Track	Mopar® Multi-Purpose Lube NLGI Grade 2
Window System Components	Mopar® Spray White Lube
Lock Cylinders	Mopar® Spray White Lube
Parking Brake Mechanism	Mopar® Spray White Lube

SPECIFICATIONS - TORQUE

TORQUE SPECIFICATIONS

Description	N-m	Ft. Lbs.	In. Lbs.
Convertible top center/3 bow bolts	5	—	45
Convertible top center/4 bow bolts	6	—	55
Convertible top cloth support panel screws	5	—	45
Convertible top header assembly balance link shoulder bolts	20	15	—
Convertible top header assembly rear rail bolts	18	13	—
Convertible top latch screws	9	—	80
Convertible top lower side arm linkage bolts	28	21	—
Convertible top lower side arm linkage support bracket bolts	12	9	—
Convertible top seal compression panel screws	5	—	45
Convertible top tack strip nuts	12	9	—
Decklid hinge bolts	28	21	—
Decklid latch bolts	12	9	—
Decklid latch striker bolts	12	9	—
Decklid lock cylinder nut	12	9	—
Door glass screws	4	—	35
Door hinge bolts	37	27	—
Door latch screws	12	9	—
Door outside handle bolts	5	—	45

SEAT CUSHION ASSEMBLY (Continued)

(7) Separate seat cushion from seat back.

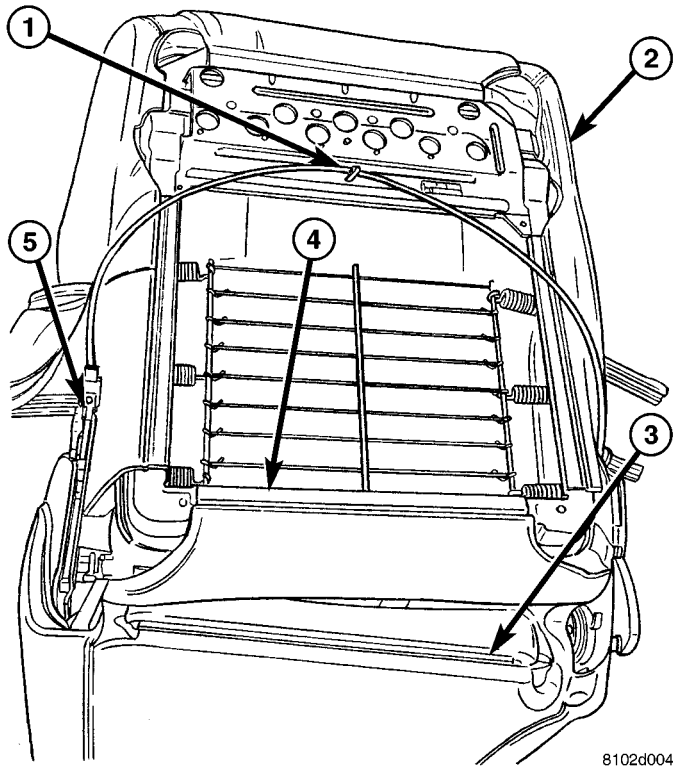


Fig. 14 SEAT CUSHION

- 1 - RECLINER CABLE/CLIP
- 2 - SEAT CUSHION
- 3 - SEAT BACK
- 4 - J-STRAPS (6)
- 5 - RECLINER

INSTALLATION

- (1) Position the seat cushion assembly and seat back assembly into place.
- (2) Connect recliner cable to the recliner and clip cable seat frame.
- (3) Install the seat back and recliners onto the seat cushion and install the bolts.
- (4) Tighten the bolts to 28 N·m (21 ft. lbs.).
- (5) Install the child restraint anchorage bars and install the bolts, if equipped.
- (6) Tighten the bolts to 28 N·m (21 ft. lbs.).
- (7) Install the seat belt buckle and install the bolt.
- (8) Tighten the bolt to 40 N·m (30 ft. lbs.).
- (9) Position the seat cushion cover flaps back and install the recliner handle and screw.
- (10) Install the seat. (Refer to 23 - BODY/SEATS/SEAT - INSTALLATION)

SEAT CUSHION COVER

REMOVAL

- (1) Remove the seat adjuster. (Refer to 23 - BODY/SEATS/SEAT ADJUSTERS - REMOVAL)
- (2) Unclip the recliner cable and remove the seat back assembly. (Fig. 15)
- (3) Disconnect the cushion cover j-straps.
- (4) Remove the cover/cushion from the frame.
- (5) Remove the hog rings and remove the cover.

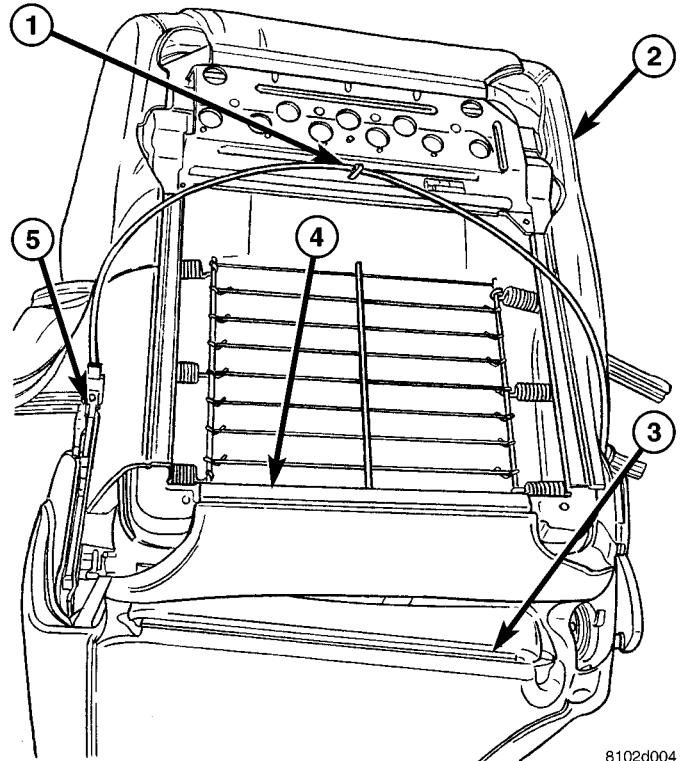


Fig. 15 SEAT CUSHION

- 1 - RECLINER CABLE/CLIP
- 2 - SEAT CUSHION
- 3 - SEAT BACK
- 4 - J-STRAPS (6)
- 5 - RECLINER

INSTALLATION

- (1) Install the cover onto the seat cushion foam and install new hog rings.
- (2) Place the cushion/cover onto the cushion frame and connect the j-straps.
- (3) Position the seat back assembly into place and clip the recliner cable to the frame.
- (4) Install the seat adjuster. (Refer to 23 - BODY/SEATS/SEAT ADJUSTERS - INSTALLATION)