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).

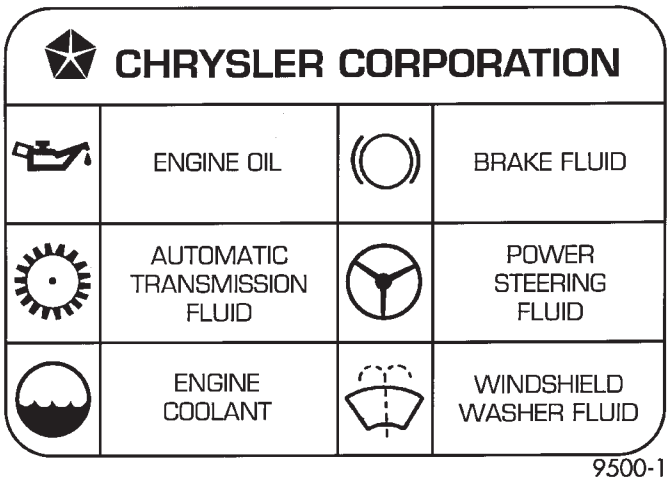


Fig. 1 International Symbols

SERVICE PROCEDURES (Continued)

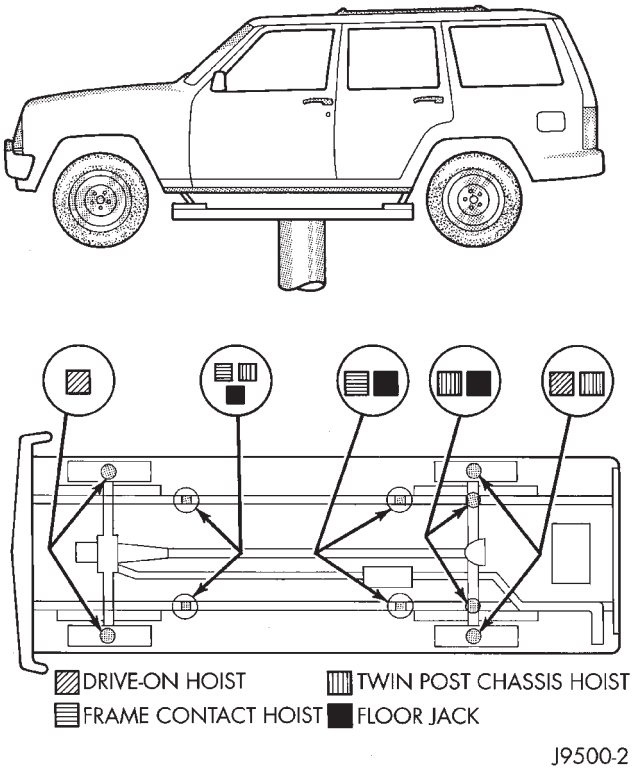


Fig. 3 Vehicle Lifting Locations

- The engine or transmission oil pan.
- The fuel tank.
- A front suspension arm.

NOTE: Use the correct sub-frame rail or frame rail lifting locations only.

HOIST

A vehicle can be lifted with:

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

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

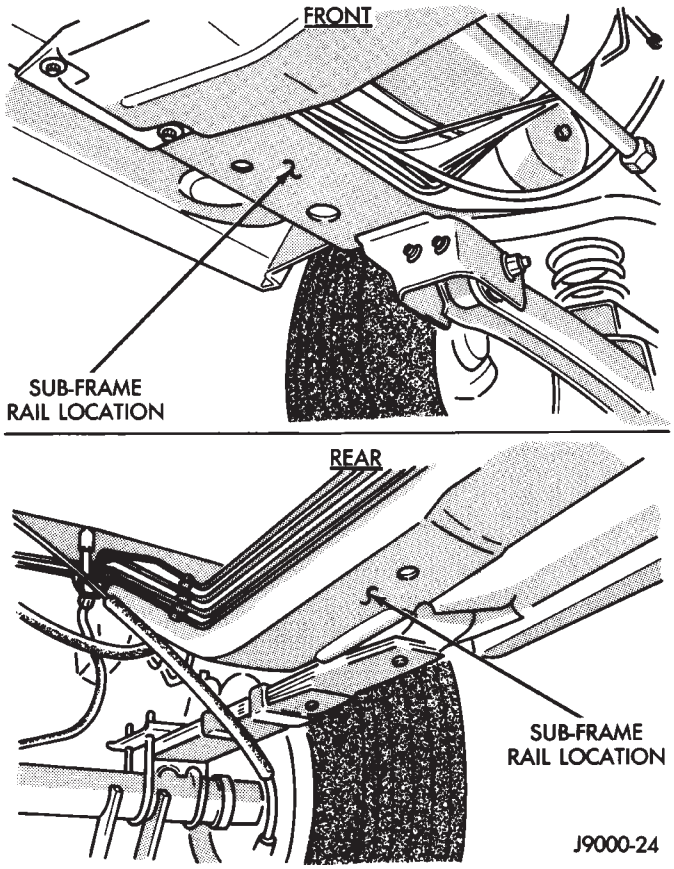


Fig. 4 Correct Vehicle Lifting Locations

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.

DESCRIPTION AND OPERATION (Continued)

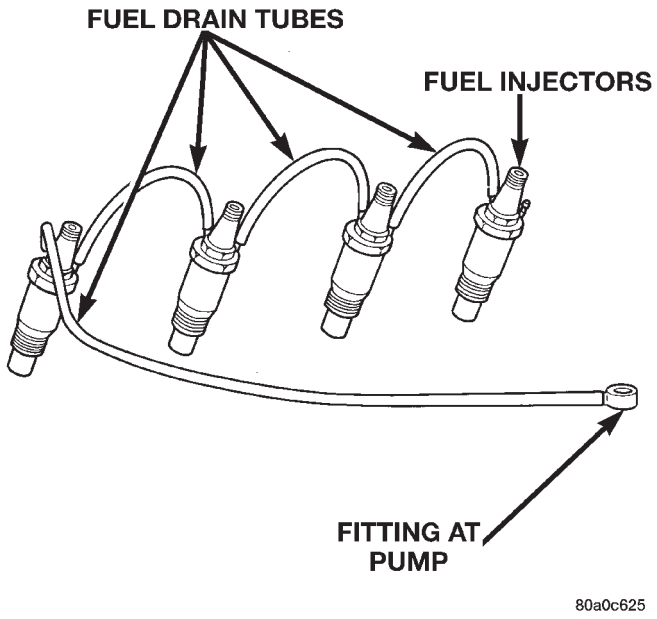


Fig. 4 Fuel Injectors and Drain Tubes

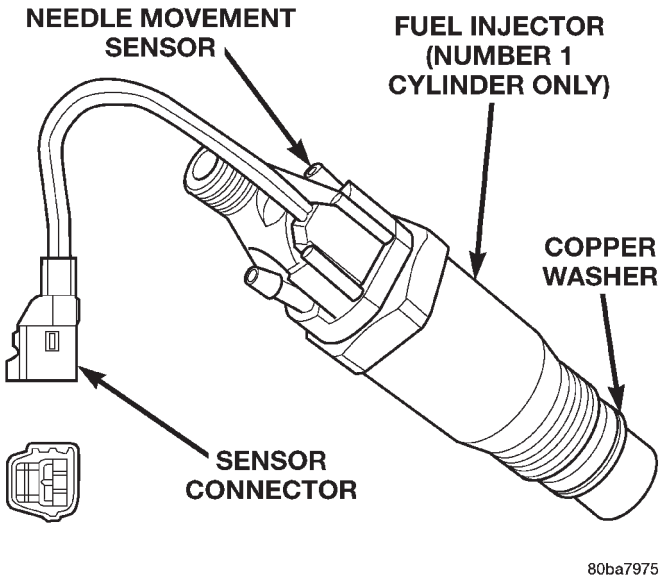


Fig. 5 Fuel Injector Sensor

kPa (2175–2291 psi), the needle valve spring tension is overcome. The needle valve rises and fuel flows through the spray holes in the nozzle tip into the combustion chamber. The pressure required to lift the needle valve is the injector opening pressure setting. This is referred to as the “pop-off” pressure setting.

Fuel pressure in the injector circuit decreases after injection. The injector needle valve is immediately closed by the needle valve spring and fuel flow into the combustion chamber is stopped. Exhaust gases are prevented from entering the injector nozzle by the needle valve.

A copper washer (gasket) is used at the base of each injector (Fig. 5) to prevent combustion gases from escaping.

Fuel injector firing sequence is 1–3–4–2.

FUEL TUBES/LINES/HOSES AND CLAMPS—LOW-PRESSURE TYPE

Also refer to the proceeding section on Quick–Connect Fittings.

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 or a quick–connect fitting. Replace complete line/tube as necessary.

Avoid contact of any fuel tubes/hoses with other vehicle components that could cause abrasions or scuffing. Be sure that the fuel lines/tubes are properly routed to prevent pinching and to avoid heat sources.

The lines/tubes/hoses are of a special construction. If it is necessary to replace these lines/tubes/hoses, use only original equipment type.

The hose clamps used to secure the rubber hoses 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 fuel leaks.

Where a rubber hose is joined to a metal tube (staked), do not attempt to repair. Replace entire line/tube assembly.

Use new original equipment type hose clamps. Tighten hose clamps to 2 N·m (20 in. lbs.) torque.

QUICK-CONNECT FITTINGS—LOW PRESSURE TYPE

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 (Fig. 6). Refer to Quick-Connect Fittings in 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.

DISASSEMBLY AND ASSEMBLY (Continued)

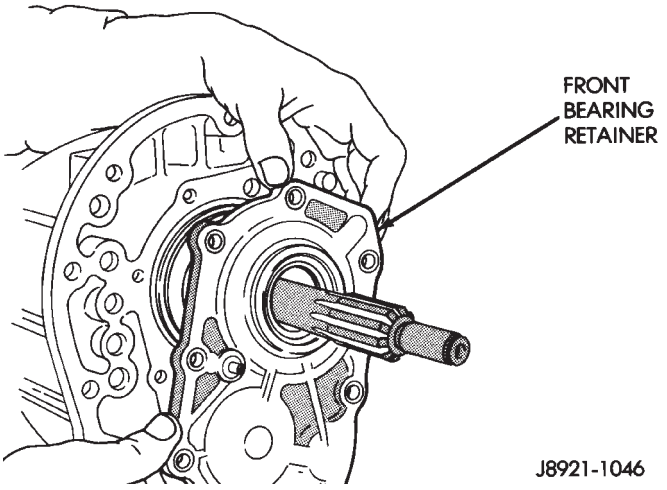


Fig. 39 Install Front Bearing Retainer

(8) Apply a 1/8 to 3/16 inch wide bead of Threebond® Liquid Gasket TB1281, P/N 83504038, to sealing surface of adapter/extension housing, making sure to keep sealer bead to inside of bolt holes.

(9) Install adapter or extension housing on intermediate plate (Fig. 41). Tighten housing bolts to 37 N·m (27 ft. lbs.) torque.

(10) Position shift arm in shifter tower opening of adapter[e]xtension housing (Fig. 42). Be sure that the shifter arm is engaged into the shift rails.

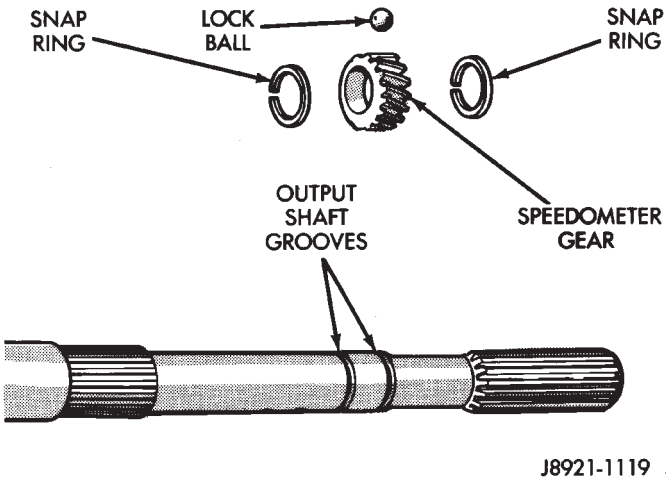


Fig. 40 Speedometer Drive Gear Assembly

(11) Start shifter arm shaft in hole in back of adapter[e]xtension housing. Align shift arm and shifter arm shaft and insert shifter arm shaft through the shifter arm and into the forward portion of the adapter[e]xtension housing (Fig. 43).

(12) Rotate the shifter arm shaft until the hole in the shift arm is aligned with the hole in the shaft.

(13) Install the shift arm retainer bolt and tighten to 38 N·m (28 ft. lbs.) (Fig. 44).

(14) Install and tighten shifter arm shaft plug to 18 N·m (13 ft. lbs.) torque (Fig. 45).

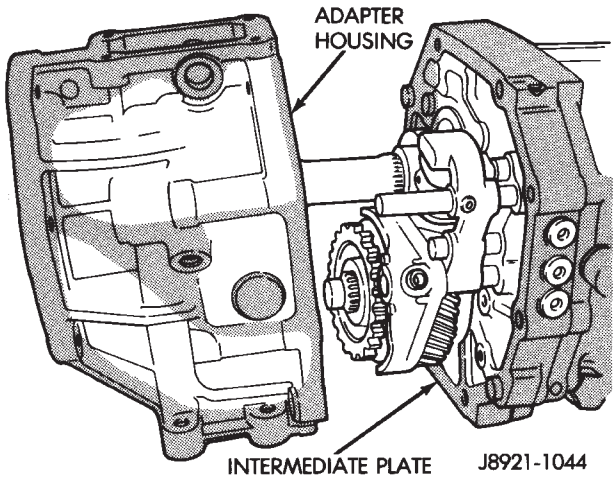


Fig. 41 Install Adapter/Extension Housing

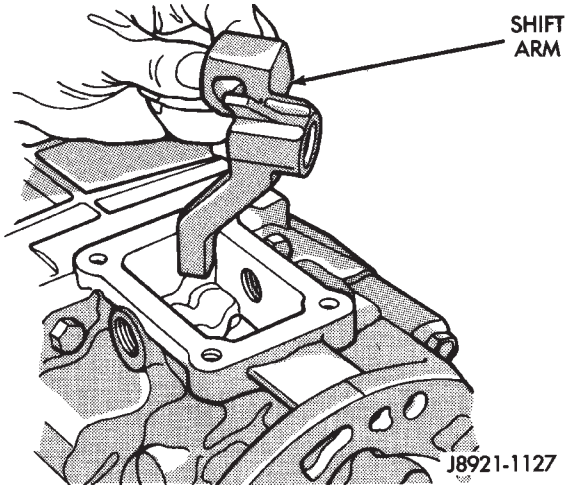


Fig. 42 Position Shift Arm in Transmission Case

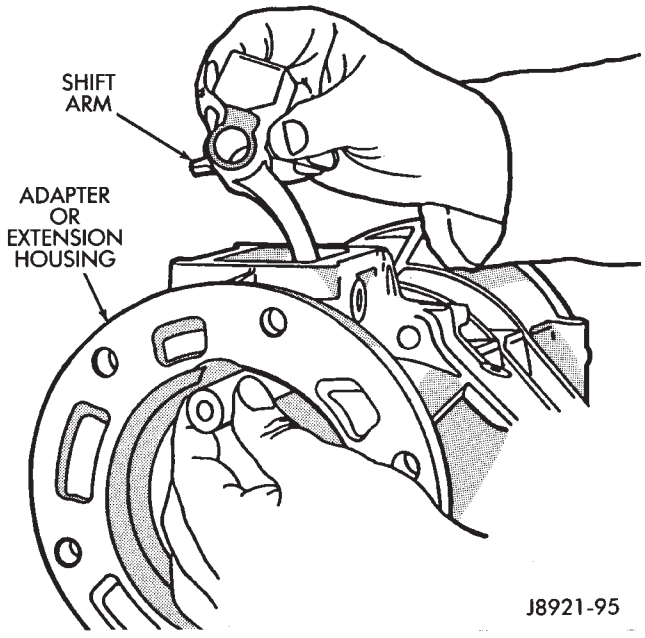


Fig. 43 Install Shifter Arm Shaft

DISASSEMBLY AND ASSEMBLY (Continued)

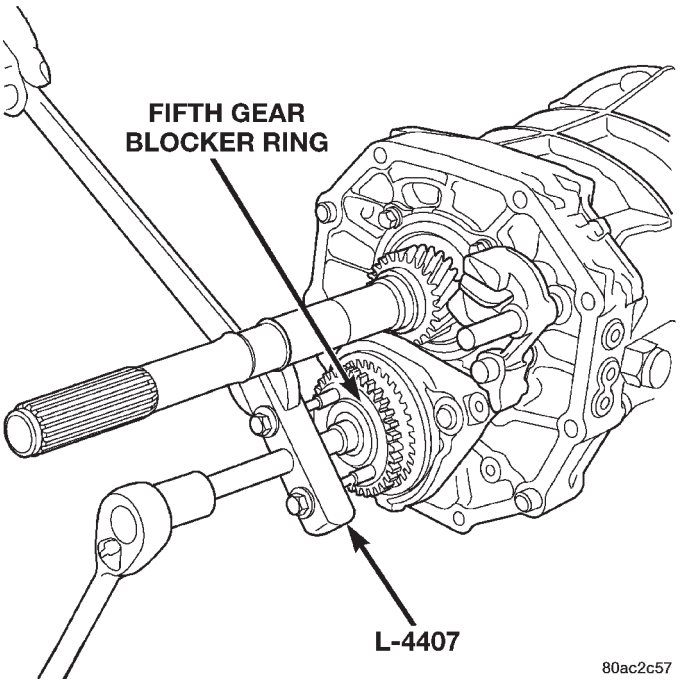


Fig. 56 Remove Fifth Gear Blocker Ring

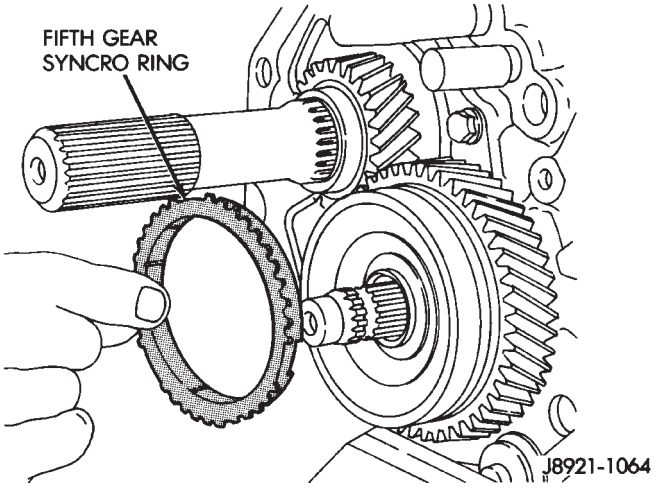


Fig. 57 Remove Fifth Gear Synchro Ring

(11) Remove fifth gear thrust ring from countershaft (Fig. 59).

(12) Remove fifth gear thrust ring lock ball from countershaft (Fig. 60).

NOTE: There are many lock balls, check balls, interlock balls, and interlock pins used in various places in the transmission. Whenever a pin or ball is removed, it should be identified in such a way that it can be reinstalled in the same location from which it was removed.

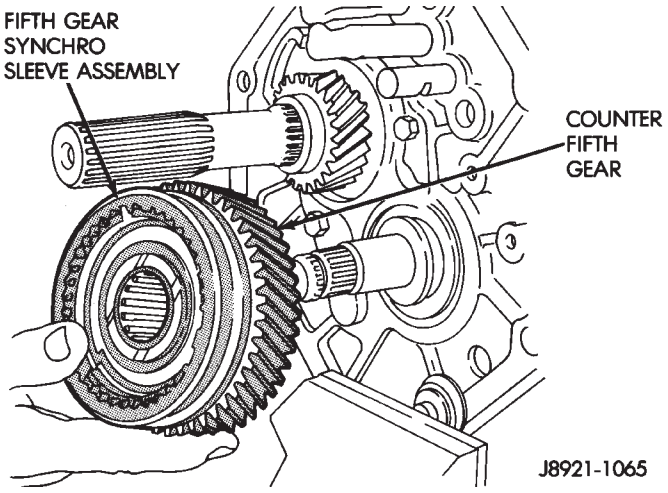


Fig. 58 Remove Fifth Gear And Synchro Assembly

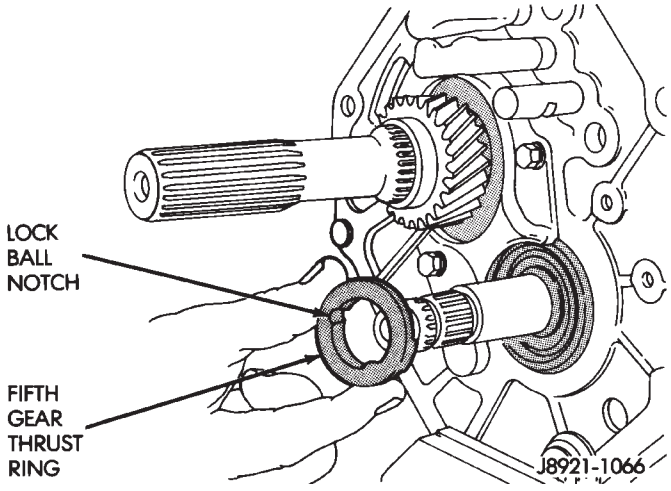


Fig. 59 Remove Fifth Gear Thrust Ring

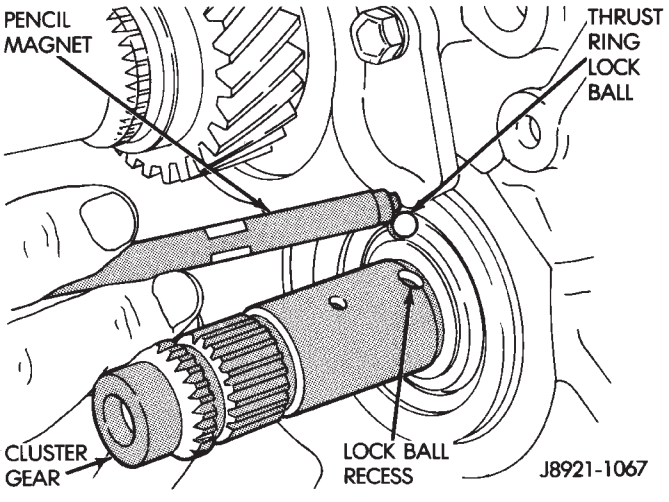
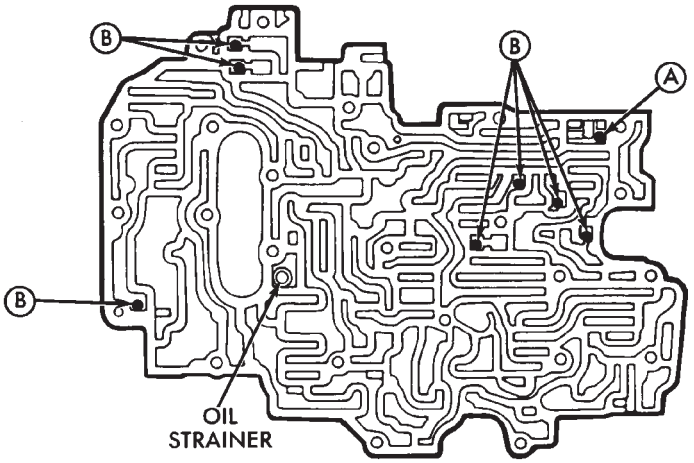


Fig. 60 Remove Fifth Gear Thrust Ring Lock Ball

SPECIFICATIONS (Continued)

AW-4 VALVE BODY BALL DIMENSIONS

Check Ball	Diameter
(A) Rubber Ball	6.35 mm (0.250 in.)
(B) Rubber Ball	5.535 mm (.218 in.)



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AW-4 CLUTCH AND BRAKE PACK REQUIREMENTS

Component	Discs Required	Plates Required	Retainers Required
6-Cylinder Overdrive Brake	4	3	2
6-Cylinder Second Brake	5	5	1
6-Cylinder Overdrive Direct Clutch	2	2	1
6-Cylinder Direct Clutch	4	4	1
6-Cylinder Forward Clutch	6	6	1
6-Cylinder First-Reverse Brake	7	7	1

J9121-406

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.

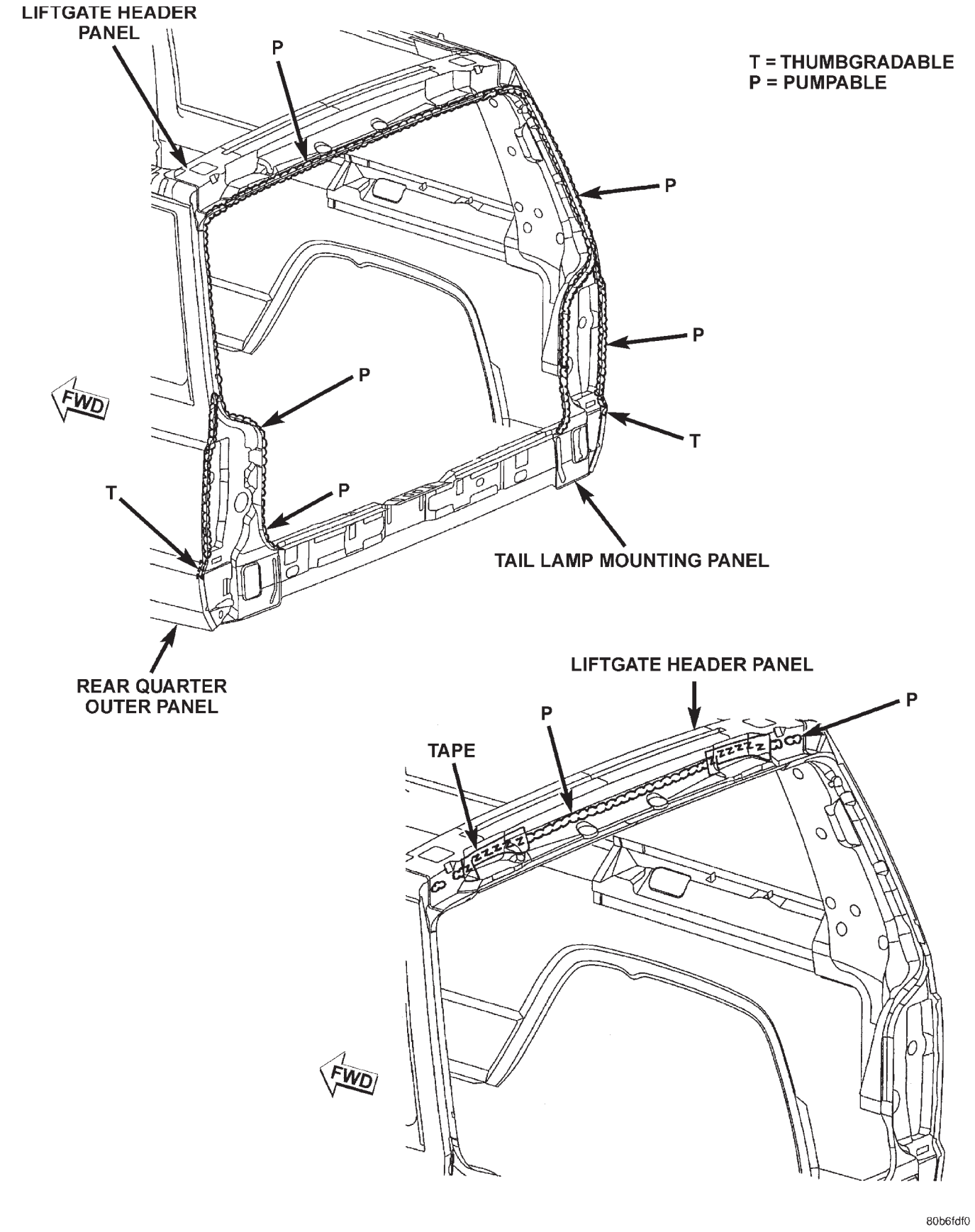
Locating the entry point of water that is leaking into a cavity between panels can be difficult. The trapped water may splash or run from the cavity, often at a distance from the entry point. Most water leaks of this type become apparent after accelerating, stopping, turning, or when on an incline.

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.

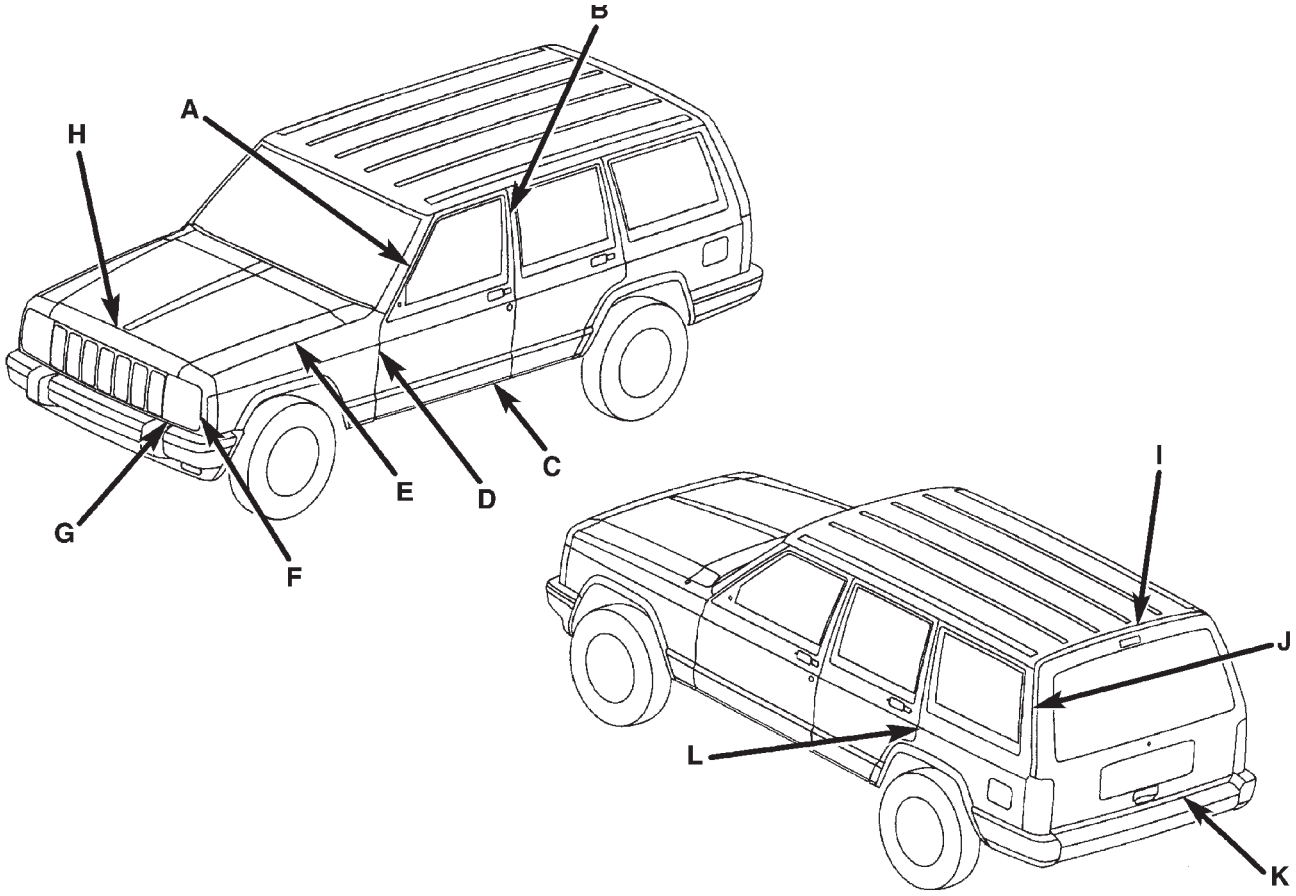
SPECIFICATIONS (Continued)

LIFTGATE OPENING



SPECIFICATIONS (Continued)

BODY GAP AND FLUSH MEASUREMENTS



	LOCATION	GAP	FLUSH
A	Front Door to Windshield Pillar	6.4 +/- 2.0	1.6 +/- 2.0
B	Front Door to Rear Door	6.4 +/- 1.5	0.0 +/- 1.5
C	Front Door to Aperture at Sill	8.1 +/- 1.5	0.0 +/- 1.5
D	Front Door to Fender	6.4 +/- 1.5	0.0 +/- 1.5
E	Hood to Fender	5.6 +/- 1.5	0.5 +/- 1.5
F	Headlamp to Fender	5.6 +/- 1.5	0.5 +/- 1.5
G	Headlamp to Grille	N/A	0.74 +/- 1.0
H	Grille to Hood	6.0 +/- 1.5	0.24 +/- 1.5
I	Liftgate to Roof	7.5 +/- 1.5	0.5 +/- 1.5
J	Liftgate to Aperture	6.5 +/- 1.5	0.0 +/- 1.5
K	Liftgate to Fascia	X.X +/- 2.0	N/A
L	Rear Door to Quarter Panel	6.4 +/- 1.5	0.0 +/- 1.5

NOTE: ALL MEASUREMENTS ARE IN MM.

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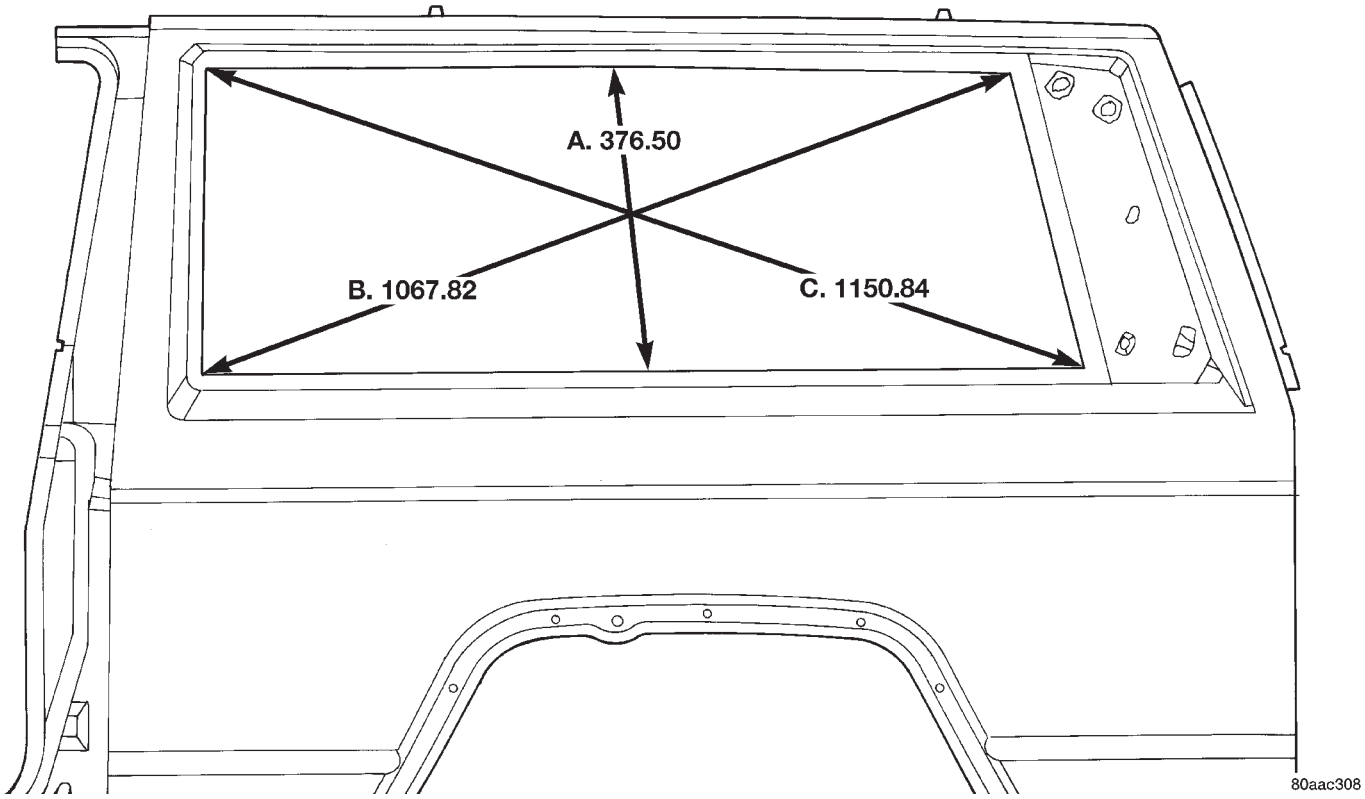
SPECIFICATIONS (Continued)

QUARTER WINDOW OPENING 2–DOOR



- 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

DIAGNOSIS AND TESTING (Continued)

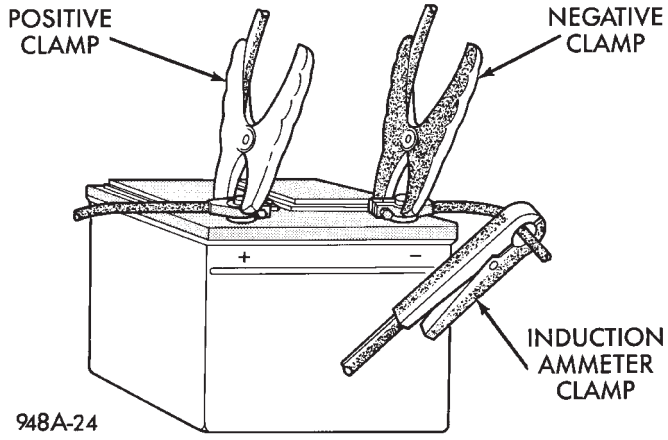


Fig. 1 Volts-Amps Tester Connections - Typical

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.

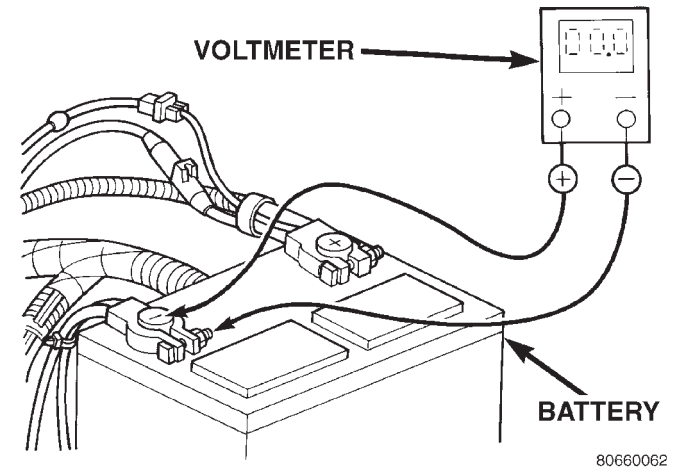


Fig. 2 Test Battery Negative Connection Resistance - Typical

(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 is detected, correct the poor contact between the cable clamp and the terminal post.

(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.

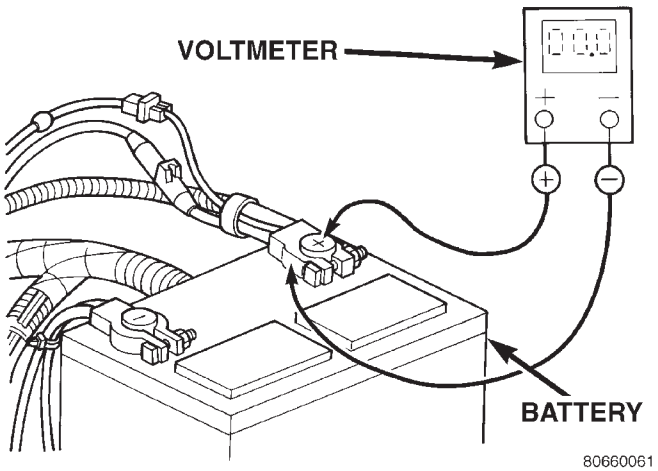


Fig. 3 Test Battery Positive Connection Resistance - Typical

Repeat the test. If the reading is still above 0.2 volt, replace the faulty battery positive cable.

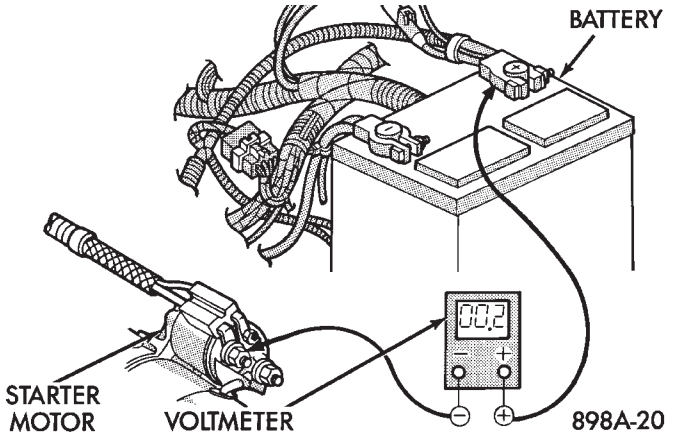


Fig. 4 Test Battery Positive Cable Resistance - Typical

(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.

(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.

If the resistance tests detect no feed circuit problems, remove the starter and see the Solenoid Test procedure in this group.

LAMP SYSTEMS

INDEX

REMOVAL AND INSTALLATION

SENTINEL HEADLAMP DELAY MODULE

REMOVAL

(1) Remove the knee blocker.
(2) Remove the screw that attaches the module to the inside of the instrument panel (Fig. 1).
(3) Disconnect the wire harness connector and remove the module from the instrument panel.

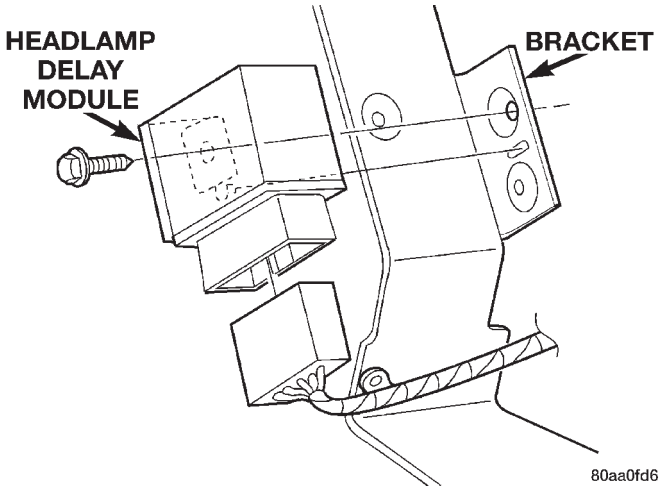


Fig. 1 Headlamp Delay Module

INSTALLATION

(1) Position the module inside the I/P and connect the wire harness connector to the module.
(2) Install the screw that attaches the module to the inside of the instrument panel.
(3) Install the knee blocker.

DAYTIME RUNNING LAMP MODULE

REMOVAL

The Daytime Running Lights (DRL) module is located on the right fender inner panel adjacent to the dash panel (Fig. 2).

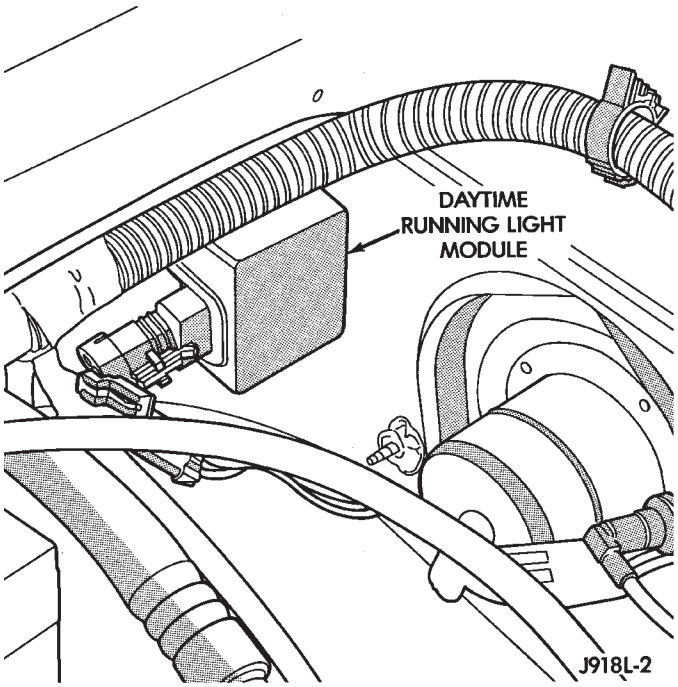


Fig. 2 Daytime Running Lamp Module

(1) Disconnect the wire harness connector from the module.
(2) Remove the screws that attach the module to the fender inner panel.
(3) Remove the module from the fender inner panel.

INSTALLATION

(1) Position the module on the right fender inner panel.
(2) Install the attaching screws. Tighten the screws securely.
(3) Connect the wire harness connector to the module.

DESCRIPTION AND OPERATION (Continued)

switch, and circuitry to support the one-touch down feature of the driver side front door power window. The PDM also houses the control circuitry and the power lock and unlock relays for the power lock system.

The DDM and the PDM are mounted to their respective front door trim panels. The DDM and PDM are serviced individually and cannot be repaired. If the DDM or PDM, or any of the switches and circuitry they contain are faulty or damaged, the complete module must be replaced.

DIAGNOSIS AND TESTING

POWER MIRROR SYSTEM

For circuit descriptions and diagrams, refer to 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, repair the shorted circuit or component as required and replace the faulty fuse.

(2) If the problem being diagnosed is inoperative power mirror switch directional button illumination for the Driver Door Module (DDM)-type switch, proceed as follows. If not, go to Step 4. Check the power window circuit breaker in the junction block. If OK, go to Step 3. If not OK, replace the faulty circuit breaker.

(3) Check for battery voltage at the fused ignition switch output circuit cavity of the 12-way DDM wire harness connector with the ignition switch in the On position. If OK, replace the faulty DDM. If not OK, repair the open circuit to the power window circuit breaker in the junction block as required.

(4) If the problem being diagnosed is an inoperative power mirror electric heating grid, proceed as follows. If not, go to Step 7. Disconnect and isolate the battery negative cable. Unplug the wire harness connector at the inoperative mirror as described in this group. Check for continuity between the ground circuit cavity in the body half of the power mirror wire harness connector and a good ground. If OK, go to Step 5. If not OK, repair the open circuit to ground as required.

(5) Connect the battery negative cable. Turn the ignition switch to the On position. Turn on the rear window defogger system. Check for battery voltage at the rear window defogger relay output circuit cavity in the body half of the power mirror wire harness connector. If OK, go to Step 6. If not OK, repair the open circuit to the rear window defogger relay as required.

(6) Check for continuity between the ground circuit and the rear window defogger relay output circuit cavities in the mirror half of the power mirror wire harness connector. There should be continuity. If not OK, replace the faulty power mirror. If OK, check the resistance through the electric heating grid circuit. Correct resistance through the electric heating grid should be from 10 to 16 ohms when measured at an ambient temperature of 21°C (70°F). If not OK, replace the faulty power mirror.

(7) Disconnect and isolate the battery negative cable. Remove the stand-alone power mirror switch or the DDM as described in this group. Unplug the wire harness connector from the stand-alone switch or the 8-way wire harness connector from the DDM. 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 stand-alone switch wire harness connector or the 8-way DDM wire harness connector. If OK, go to Step 8. If not OK, repair the open circuit to the junction block as required.

(8) Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Check for continuity between the ground circuit cavity of the stand-alone switch wire harness connector or the 8-way DDM wire harness connector and a good ground. There should be continuity. If OK, go to Step 9. If not OK, repair the circuit to ground as required.

(9) Check the stand-alone power mirror switch or DDM-mounted power mirror switch continuity as shown in (Fig. 1) or (Fig. 2). If OK, go to Step 10. If not OK, replace the faulty stand-alone power mirror switch or the faulty DDM.

(10) Connect the battery negative cable. Use two jumper wires, one connected to a 12-volt battery feed, and the other connected to a good body ground. See the Power Mirror Test chart for the correct jumper wire connections at the mirror half of the power mirror wire harness connector (Fig. 3). If the mirror reactions are OK, repair the wire harness between the mirror and the stand-alone power mirror switch or the DDM as required. If the mirror reactions are not OK, replace the faulty power outside mirror assembly.

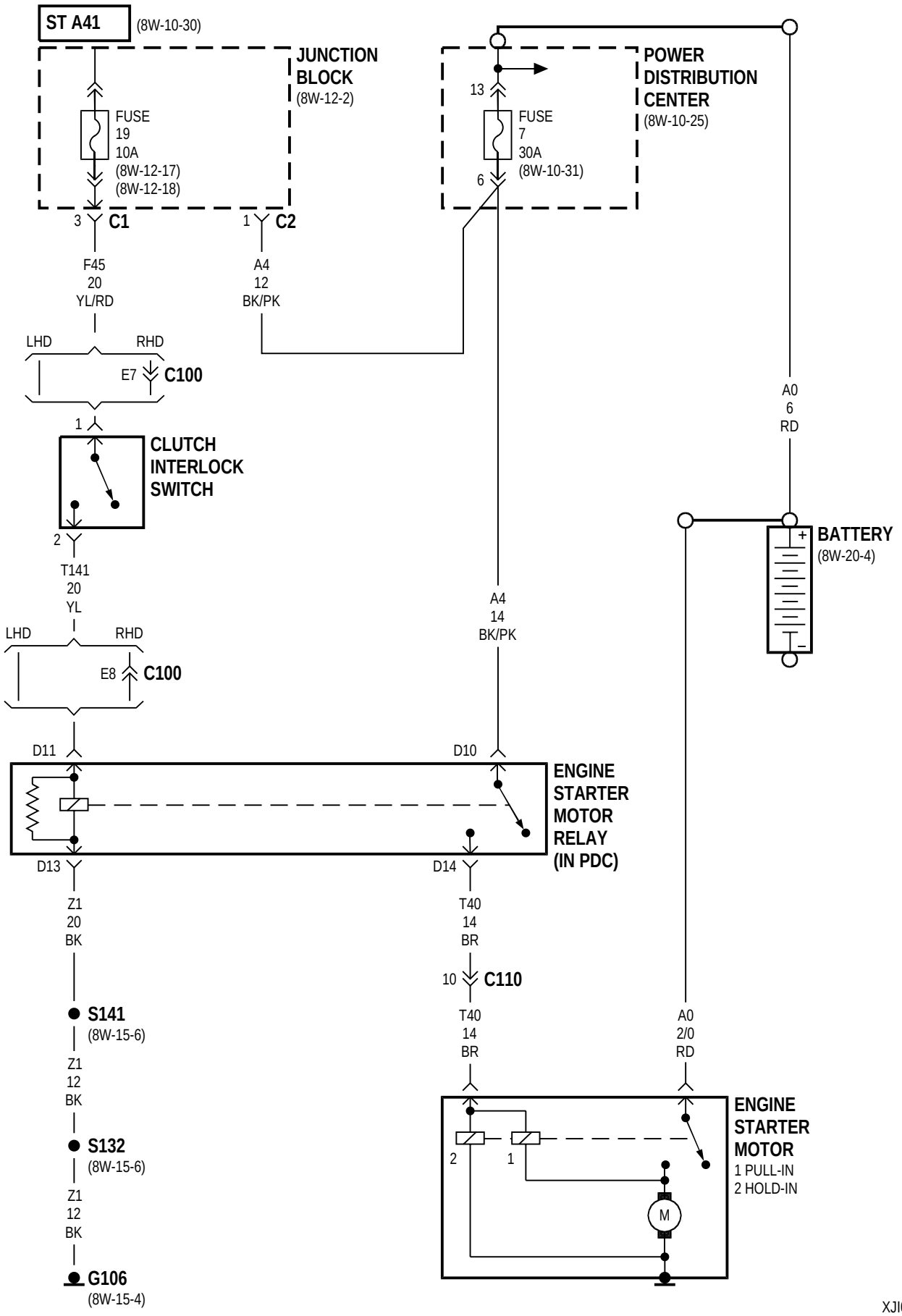
REMOVAL AND INSTALLATION

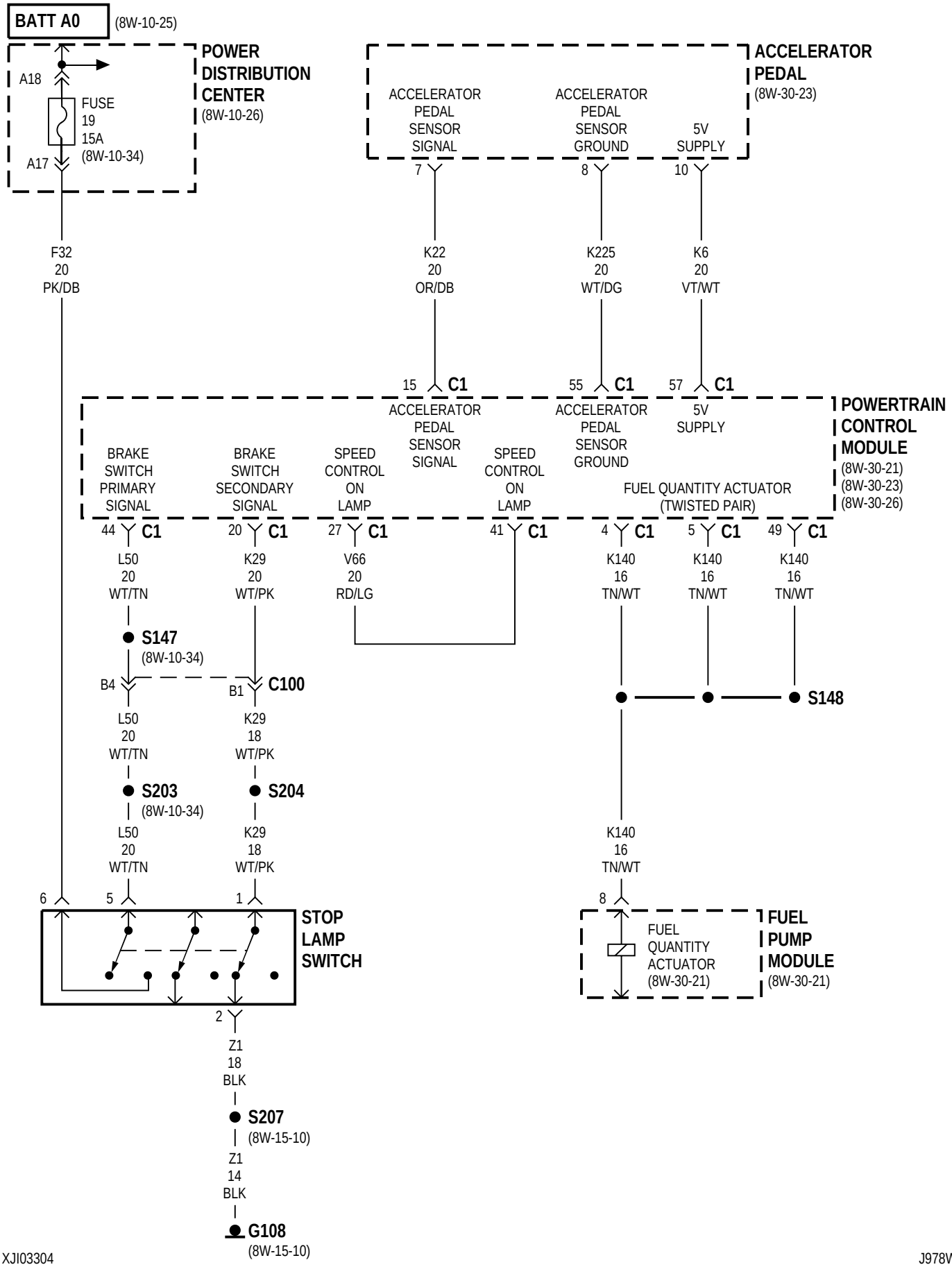
POWER MIRROR SWITCH

This procedure covers removal of only the stand-alone power mirror switch. Vehicles with power windows and power locks have the a power mirror switch integral to the Driver Door Module (DDM). See Door Module in this group for the service procedures.

(1) Disconnect and isolate the battery negative cable.

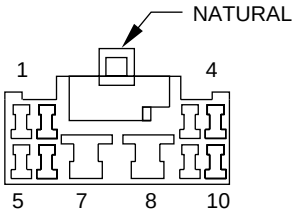
(2) Using a trim stick or another suitable wide flat-bladed tool, gently pry the edge of the switch out


ST A41
(8W-10-30)
JUNCTION BLOCK
(8W-12-2)
FUSE 19 10A
(8W-12-17)
(8W-12-18)
3 C1
1 C2
POWER DISTRIBUTION CENTER
(8W-10-25)
13
FUSE 7 30A
(8W-10-31)
6
F45 20 YL/RD
A4 12 BK/PK
LHD RHD
E7 C100
1
CLUTCH INTERLOCK SWITCH
2
T141 20 YL
LHD RHD
E8 C100
A0 6 RD
BATTERY
(8W-20-4)
A4 14 BK/PK
D11
D10
ENGINE STARTER MOTOR RELAY (IN PDC)
D13
D14
Z1 20 BK
T40 14 BR
10 C110
S141
(8W-15-6)
Z1 12 BK
S132
(8W-15-6)
Z1 12 BK
G106
(8W-15-4)
T40 14 BR
A0 2/0 RD
2
1
M
ENGINE STARTER MOTOR
1 PULL-IN
2 HOLD-IN


BATT A0
(8W-10-25)
POWER DISTRIBUTION CENTER
(8W-10-26)
A18
FUSE 19 15A
(8W-10-34)
A17
ACCELERATOR PEDAL
(8W-30-23)
ACCELERATOR PEDAL SENSOR SIGNAL
ACCELERATOR PEDAL SENSOR GROUND
5V SUPPLY
7
8
10
F32 20 PK/DB
K22 20 OR/DB
K225 20 WT/DG
K6 20 VT/WT
15 C1
55 C1
57 C1
POWERTRAIN CONTROL MODULE
(8W-30-21)
(8W-30-23)
(8W-30-26)
BRAKE SWITCH PRIMARY SIGNAL
BRAKE SWITCH SECONDARY SIGNAL
SPEED CONTROL ON LAMP
ACCELERATOR PEDAL SENSOR SIGNAL
SPEED CONTROL ON LAMP
ACCELERATOR PEDAL SENSOR GROUND
5V SUPPLY
FUEL QUANTITY ACTUATOR (TWISTED PAIR)
44 C1
20 C1
27 C1
41 C1
4 C1
5 C1
49 C1
L50 20 WT/TN
K29 20 WT/PK
V66 20 RD/LG
K140 16 TN/WT
K140 16 TN/WT
K140 16 TN/WT
S147
(8W-10-34)
B4
B1
C100
S148
L50 20 WT/TN
K29 18 WT/PK
S203
(8W-10-34)
S204
L50 20 WT/TN
K29 18 WT/PK
K140 16 TN/WT
6
5
1
8
STOP LAMP SWITCH
FUEL QUANTITY ACTUATOR (8W-30-21)
FUEL PUMP MODULE
(8W-30-21)
2
Z1 18 BLK
S207
(8W-15-10)
Z1 14 BLK
G108
(8W-15-10)

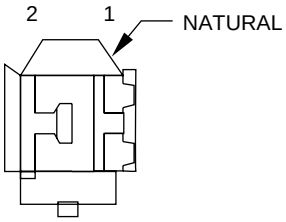
(CONTINUED)

CAV	CIRCUIT	FUNCTION
S7	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
S8	F15 20DB/WT	FUSED IGNITION (RUN)
S9	X12 16RD/WT	FUSED IGNITION (RUN/ACC)
S10	–	–
S11	V23 18BR/PK	FUSED IGNITION (RUN)
S12	–	–
S13	F87 20WT/BK	FUSED IGNITION (START/RUN)
S14	–	–
S15	–	–
S16	–	–
S17	–	–
S18	M1 20PK	FUSED B(+)
S19	C16 20LB/YL*	REAR WINDOW DEFOGGER RELAY OUTPUT
	C16 20BK/WT**	REAR WINDOW DEFOGGER RELAY OUTPUT
S20	L5 20BK	FUSED IGNITION (RUN)
S21	F14 18LG/YL	FUSED IGNITION (RUN)
S22	X3 20BK/RD	HORN RELAY CONTROL
S23	F23 18DB/YL	FUSED IGNITION (START/RUN)
S24	–	–
S25	M2 20YL	COURTESY LAMP SWITCH OUTPUT
S26	C81 20LB/WT	REAR WINDOW DEFOGGER RELAY CONTROL



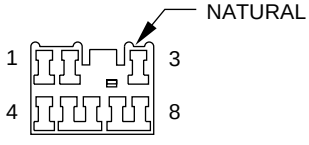
JUNCTION BLOCK – C5

CAV	CIRCUIT	FUNCTION
1	X3 20BK/RD	HORN RELAY CONTROL
2	P76 20OR/YL	POWER MIRROR CONTROL
3	–	–
4	–	–
5	C16 20LB/YL	REAR WINDOW DEFOGGER RELAY OUTPUT
6	F35 16RD	FUSED B(+)
7	–	–
8	F81 12TN	FUSED IGNITION (RUN/ACC)
9	P74 20DB	RIGHT POWER MIRROR HORIZONTAL MOTOR
10	P72 20YL/BK	RIGHT POWER MIRROR VERTICAL MOTOR



JUNCTION BLOCK – C6

CAV	CIRCUIT	FUNCTION
1	C15 12BK/WT	REAR WINDOW DEFOGGER RELAY OUTPUT
2	F37 14RD/LB	FUSED B(+)



JUNCTION BLOCK – C7

CAV	CIRCUIT	FUNCTION
1	P33 16OR/BK	DOOR LOCK RELAY OUTPUT
2	L77 18BR	LEFT PARK LAMP
3	Q1 14YL	MASTER SWITCH LOCKOUT
4	M1 20PK	POWER MIRROR LOCK SWITCH POWER
5	P34 16PK/BK	DOOR UNLOCK RELAY OUTPUT
6	L78 18DG/YL	RIGHT PARK LAMP
7	M2 20YL	DOOR AND LIFT GROUND SWITCHES
8	A6 20RD/OR	FUSED B(+)

* LHD, BASE MODEL
** ALL OTHERS