

BODY

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GENERAL INFORMATION

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GENERAL INFORMATION

VEHICLE IDENTIFICATION

Throughout this group, references to the Chrysler Corporation vehicle family identification code are used when describing a procedure that is unique to that vehicle. Refer to Introduction Group of this manual for detailed information on vehicle identification. If a procedure is common to all vehicles covered in this manual, no reference will be made to a vehicle family code.

SAFETY PRECAUTIONS AND WARNINGS

WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING GLASS COMPONENTS. PERSONAL INJURY CAN RESULT.

USE A OSHA APPROVED 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

GENERAL INFORMATION (Continued)

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

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GENERAL INFORMATION

PAINT CODE

A paint code is provided on the body code plate located in the engine compartment. Refer to the Introduction section at the front of this manual for body code plate description. The paint and trim codes are also included on the Vehicle Safety Label located on the driver's door end frame.

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 (1500 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.

GENERAL INFORMATION (Continued)

AFTERMARKET PAINT REPAIR PRODUCTS

1996 EXTERIOR COLORS

EXTERIOR COLOR	CHRY CODE	PPG	BASF	DUPONT	S-W ACME M-S	AKZO/NOBEL SIKKENS
Candy Apple Red Met. Tint C/C	RH2	4974	26098	B9616	51063	CHA95:RH2
		5025			51064	
Dk. Rosewood Pearl-Coat	REG	27558	25041	B9519	50266	CHA95:REG
Orchid Pearl-Coat	RMK	74085	25038	B9522	50272	CHA95:RMK
Lt. Gold Pearl-Coat	SYL	83539	26097	B9618	51076	CHA96:SYL
Forest Green Pearl-Coat	SG8	47439	26078	B9609	5106	CHA95:SG8
Med. Fern Green Pearl-Coat	RJP	47320	25040	B9524	50270	CHA95:RJP
Lt. Silverfern Pearl-Coat	RJM	47383	25043	B9525	50269	CHA95:RJM
Lt. Iris Pearl-Coat	PC5	4788	24078	B9455	48782	CHA94:PC5
Black Clear-Coat	DX8	9700	15214	99	34858	CHA85:DX8
					90-5950	
Stone White Clear-Coat	SW1	83542	26089	B9622	51539	CHA96:SW1

1996 MOLDING COLORS

MOLDING COLOR	CHRY CODE	PPG	BASF	DUPONT	S-W ACME M-S	AKZO/NOBEL SIKKENS
Candy Apple Red	RH2	4974	26098	B9616	51063	CHA95:RH2
		5025			51064	
Lt. Gold	SYL	83539	26097	B9618	51076	CHA96:SYL
Dark Rosewood	REG	4966	25041	B9519	50266	CHAREGM
Orchid	RMK	74085	25038	B9522	50272	CHA95:RMK
Medium Fern	RJP	47320	25040	B9524	50270	CHA95:RJP
Lt. Silver Fern	RJM	47383	25043	B9525	50269	CHA95:RJN
Forest Green	SG8	47439	26078	B9609	5106	CHA95:SG8
Lt. Iris	PC5	4788	24078	B9455	48782	CHAPC5M
Black	DX8	9700	15214	F0204	34858	CHADX8M
					90-5950	
Stone White	SW1	83542	26089	B9622	51539	CHASW1M

1996 INTERIOR COLORS

INTERIOR COLOR	CHRY CODE	PPG	BASF	DUPONT	S-W ACME M-S
Mist Gray	C3	35799	25065	C9507	50508
		2-1576			
Silver Fern	JK	35798	25066	C9509	50510
		2-1577			
Camel	K5	27731	26120	C9603	51541
		2-1584			

STATIONARY GLASS

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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

The urethane adhesive holding the windshield to the opening pinch weld (fence) can be cut using a sharp cold knife from the exterior of the vehicle. Using the cold knife method is effective if the windshield is already broken. If the glass must be salvaged, cutting the urethane adhesive from the interior of the vehicle using a reciprocating or oscillating power knife is recommended.

RECOMMENDED TOOLS AND ADHESIVE

POWER KNIFE

- Fein® Power Cut-out Knife
- Equalizer® Magnum, Interior Auto Glass Cut Out Knife

ADHESIVE, PRIMER AND CLEANER

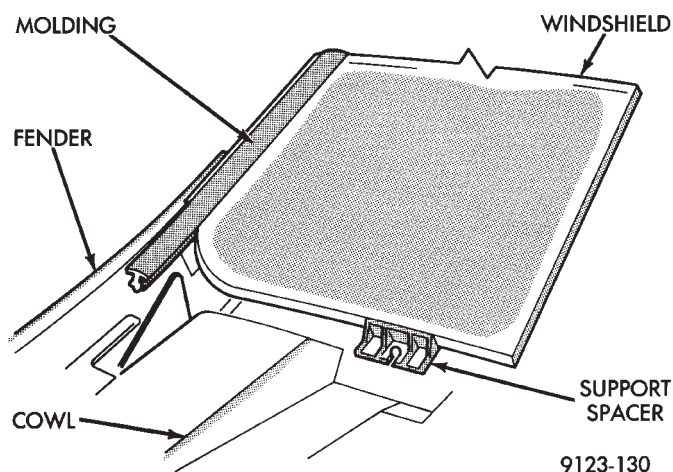
Mopar® Windshield Glass Polyurethane package or equivalent must be used in order to ensure that the vehicle will conform to the FMVSS 212 windshield retention standard and the FMVSS 216 roof crush standard.

REMOVAL

- (1) Remove inside rear view mirror.
- (2) Remove cowl cover. Refer to Cowl Cover Removal paragraph in this group.
- (3) Remove drip rail weatherstrips as necessary to gain access to screws holding windshield side moldings to A-pillars.
- (4) Remove screws holding windshield side moldings to A-pillars
- (5) Remove windshield moldings. (Fig. 1) Pull outward on molding at the bottom of A-pillars using pliers.
- (6) Cut urethane bonding from around windshield using a suitable sharp cold knife. A pneumatic cutting device can be used if available. (Fig. 2)

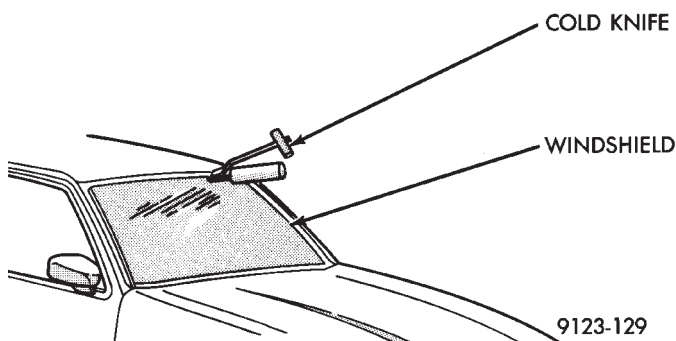
REMOVAL AND INSTALLATION (Continued)

- (7) Separate windshield from vehicle.



9123-130

Fig. 1 Windshield Moldings



9123-129

Fig. 2 Cut Urethane Around Windshield

WINDSHIELD INSTALLATION

CAUTION: Open the left front door glass before installing windshield to avoid pressurizing the passenger compartment. If a door is slammed before urethane bonding is cured, water leaks can result.

Allow the urethane at least 24 hours to cure before returning the vehicle to use.

To avoid stressing the replacement windshield, the urethane bonding material on the windshield fence should be smooth and consistent to the shape of the replacement windshield. The support spacers should be cleaned and properly installed on weld studs or repair screws at bottom of windshield opening.

- (1) Place replacement windshield into position and center in the opening against the support spacers.

- (2) Verify the glass lays evenly against the pinch weld fence at the sides, top and bottom of the replacement windshield. If not, the pinch weld fence must be formed to the shape of the new glass.

- (3) Mark the glass at the support spacers with a grease pencil or pieces of masking tape and ink pen to use as a reference for installation (Fig. 3).

- (4) Remove replacement windshield from windshield opening.

- (5) 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).

WARNING: DO NOT USE SOLVENT BASED GLASS CLEANER TO CLEAN WINDSHIELD BEFORE APPLYING GLASS PREP AND PRIMER. POOR ADHESION CAN RESULT.

- (6) Clean inside of windshield with ammonia based glass cleaner and lint-free cloth.

- (7) Apply molding to perimeter of windshield.

- (8) Apply Glass Prep adhesion promoter 25 mm (1 in.) wide around perimeter of windshield and wipe with clean/dry lint-free cloth until no streaks are visible.

- (9) Apply Glass Primer 25 mm (1 in.) wide around perimeter of windshield. Allow at least three minutes drying time.

- (10) Using a razor knife, remove as much original urethane as possible. Do not damage paint on windshield fence.

- (11) Apply pinch weld primer 15 mm (.75 in.) wide around the windshield fence. Allow at least three minutes drying time.

- (12) If a low viscosity urethane adhesive is used, install compression spacers on the fence around the windshield opening (Fig. 5).

- (13) Apply a 10 mm (0.4 in.) bead of urethane on centerline of windshield fence.

- (14) With the aid of a helper, position the windshield over the windshield opening. Align the reference marks at the bottom of the windshield to the support spacers.

- (15) Slowly lower windshield glass to windshield opening fence. Guide the molding into proper position as necessary. Push windshield inward molding is flush to roof line and A-pillars (Fig. 6).

- (16) Clean access urethane from exterior with Mopar® Super Kleen or equivalent.

- (17) Apply 150 mm (6 in.) lengths of 50 mm (2 in.) masking tape spaced 250 mm (10 in.) apart to hold molding in place until urethane cures.

- (18) Install windshield side moldings and drip rail weatherstrips.

- (19) Install cowl cover and wipers.

- (20) Install inside rear view mirror.

REMOVAL AND INSTALLATION (Continued)

(21) After urethane has cured, remove tape strips and water test windshield to verify repair.

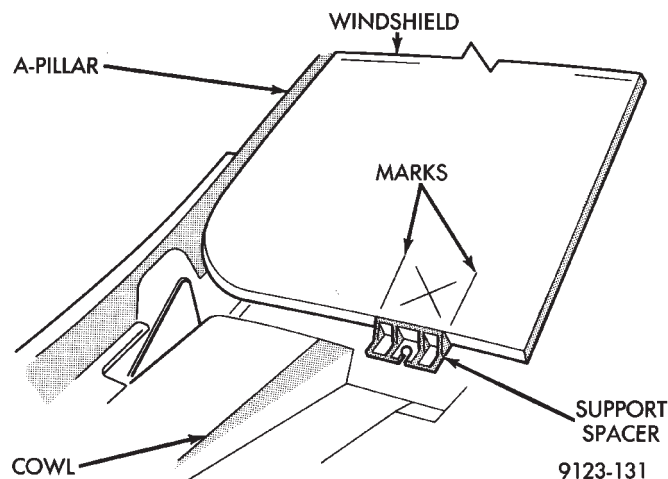


Fig. 3 Center Windshield and Mark at Support Spacers

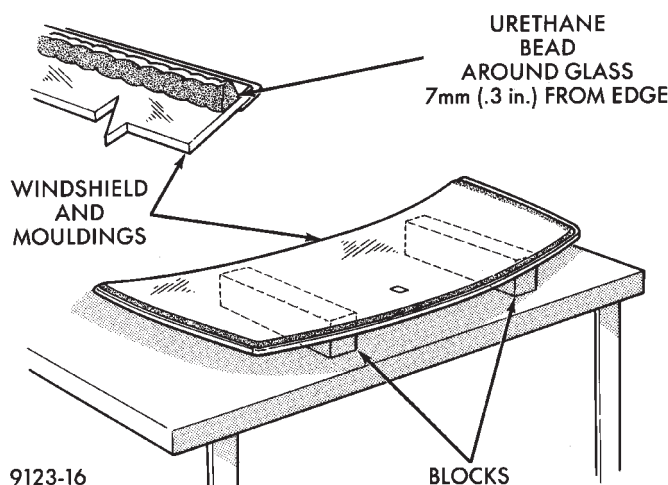


Fig. 4 Work Surface Set up and Molding Installation

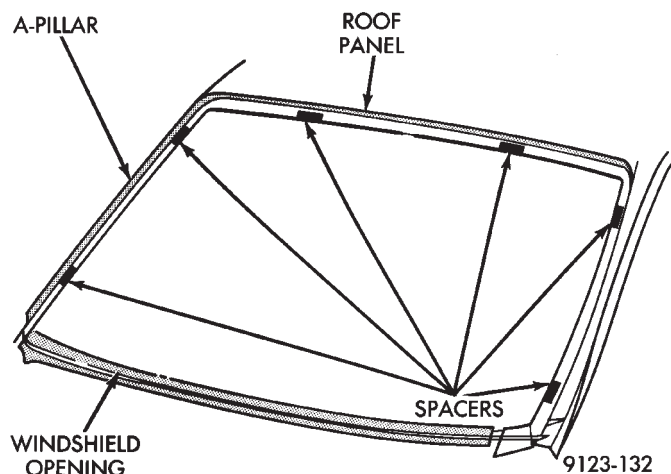


Fig. 5 Position Urethane Compression Spacers

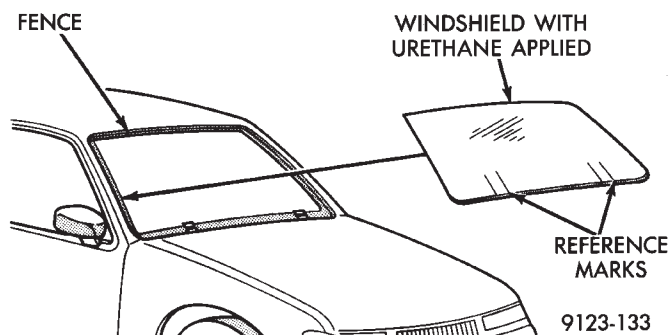


Fig. 6 Lower Windshield Into Position

REAR WINDOW GLASS

Refer to the windshield paragraph of this section for a description of tools and adhesive systems that are recommended for use in this procedure.

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. BE SURE TO REFER TO THE URETHANE MANUFACTURER'S DIRECTIONS FOR CURING TIME SPECIFICATIONS, AND DO NOT USE ADHESIVE AFTER ITS EXPIRATION DATE.

CAUTION: Open the left front door glass before installing the rear window to avoid pressurizing the passenger compartment if a door is slammed before the urethane bonding is fully cured. Water leaks can result

REAR WINDOW REMOVAL

- (1) Remove rear window moldings.
- (2) Remove upper quarter trim panel.
- (3) Disengage wire connectors from rear window defogger, and rear window mounted radio antenna, if so equipped.
- (4) Remove C-pillar applique, if so equipped.

WARNING: WEAR EYE AND HAND PROTECTION WHEN HANDLING SAFETY GLASS. PERSONAL INJURY CAN RESULT.

CAUTION: Do not damage body or trim finish when cutting out glass or applying fence primer.

- (5) Cut the urethane around the perimeter of the rear window glass. Refer to Windshield section of this group for proper procedures.

- (6) Separate the rear window from the vehicle.

REMOVAL AND INSTALLATION (Continued)

REAR WINDOW INSTALLATION

REAR WINDOW INSTALLATION

(1) Prepare the work area, window fence, and glass the same way as described in the Windshield section of this group.

(2) Place fence spacers at the locations shown (Fig. 7).

(3) Install the rear window molding on glass.

(4) Apply a 10 mm (0.4 in.) bead of urethane along centerline of window fence.

(5) Install the glass in the same manner described in the Windshield section of this group (Fig. 7).

(6) Connect rear window defogger wiring, and rear window mounted radio antenna, if so equipped.

(7) Install C-pillar applique, and interior trim.

(8) After urethane has cured, water test rear window to verify repair. Verify rear window defogger operation, see Group 8N, Rear Window Defogger.

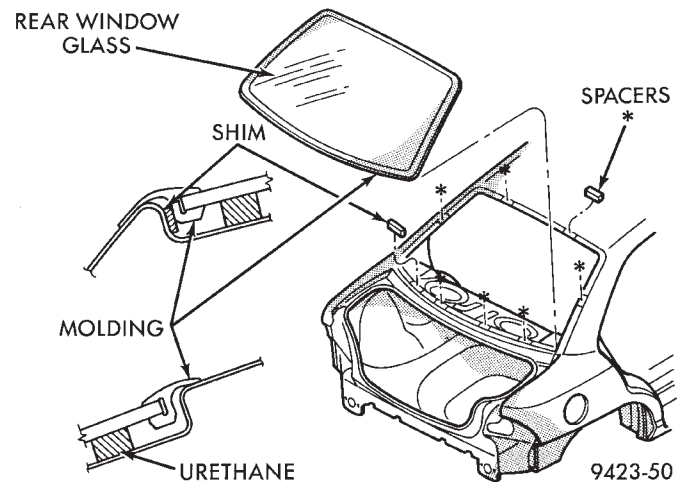


Fig. 7 Rear Window Glass—Typical

SUNROOF

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GENERAL INFORMATION

GENERAL INFORMATION

SUNROOF OPERATION

WARNING: Keep fingers and other body parts out of sunroof opening at all times.

The sunroof control switch is located on the windshield header, rearward of the map light. OPEN and CLOSE are a single rocker switch and VENT is a push button. Both switches are of the momentary contact type.

The sunroof features one-touch control for express-open and express-vent. This is accomplished by momentarily pressing and releasing the appropriate switch for not more than one-half second. If the switch is pressed and held for more than one-half second it automatically becomes **manually** operated. With manual operation the sunroof can be set at any position. To do this, depress the switch (for more than one-half second), then, release it when the sunroof is at the desired position, or after it stops.

NOTE: The sunroof will operate only when the ignition switch is in the ON or ACC position. The sunroof will not operate if the vehicle battery voltage is below 10 volts. The sunroof cannot be manually operated (cranked or otherwise) if the sunroof becomes inoperable without a significant portion of the headlining being removed.

The manually operated sunshade can be positioned anywhere along its travel, rearward of glass panel front edge.

The controller detects hard-stop positions (open and close) by measuring the amperage draw of the motor. However, upon detecting a motor stall, regardless of glass panel position or direction of motion, the motor is turned off (examples: iced or frozen mechanism, dirty tracks or obstructed glass panel). Since winter conditions may cause icing, creating excessive loads on the motor, the controller could detect a stall condition before reaching the desired position. For this reason, the operator may attempt to move the sunroof glass panel after a stall condition by releasing the control switch before pressing it again.

NOTE: When battery voltage to the sunroof controller is interrupted in any way, the controller will not be able to find the vent position for the first cycle after battery voltage is restored. After the first cycle to the full open and then to the full closed position, the controller has relearned the vent position and will function normally.

USE OF THREAD LOCKING COMPOUND

Certain fasteners used in the sunroof have a thread locking compound applied. Upon removal and reinstallation of a screw, or when installing a non-service part screw, use a suitable compound to restore thread locking ability. New screws purchased as a service part come with compound pre-applied.

DIAGNOSIS AND TESTING

DIAGNOSTIC PROCEDURES

Before beginning sunroof diagnostics verify that all other power accessories are in proper operating condition. If not, a common electrical problem may exist. Refer to Group 8W, Wiring Diagrams, of this publication for circuit, splice and component descriptions. Check the condition of the circuit protection (20 amp circuit breaker in cavity 19 of the junction block). Inspect all wiring connector pins for proper engagement and continuity. Check for battery voltage at the power sunroof controller, refer to Group 8W, Wiring Diagrams, for circuit information. If battery voltage of more than 10 volts is detected at the controller, proceed with the following tests (the controller will not operate at less than 10 volts).

Before beginning diagnosis for wind noise or water leaks, verify that the problem was not caused by releasing the control switch before the sunroof was fully closed. The sunroof module has a water-management system. During washing high-pressure water may be forced between the glass panel seal and the roof opening. Normally this water will drain. However, when a blower-type drying system is used, like those found in automatic car washes, the water may not have a chance to drain before the blower forces air between the seal and the roof opening. This causes the water to blow over the edge of the module and onto the headlining.

DIAGNOSIS AND TESTING (Continued)

SUNROOF DIAGNOSIS

SYMPTOM	POSSIBLE CAUSE
Sunroof motor inoperative.	- Faulty control switch. - Faulty circuit ground between controller, switch, and body harness. - Faulty power circuit between controller, switch, and body harness. - Faulty sunroof drive motor. - Faulty sunroof controller. - Faulty sunroof motor connector.
Audible whine when switch is depressed, sunroof does not operate.	- Faulty sunroof position sensor. - Binding linkage.
Audible clicking or ratcheting when switch is pressed, sunroof does not operate.	- Broken or worn drive cable. - Worn drive motor gear. - Mechanisms not synchronized.
Sunroof vents and opens, but does not close.	- Binding linkage. - Faulty circuit. - Faulty switch. - Faulty sunroof controller.
Sunroof vents, but does not open.	- Binding linkage. - Faulty circuit. - Faulty switch. - Faulty sunroof controller.
Sunroof does not vent	- Binding linkage. - Faulty circuit. - Faulty switch. - Faulty sunroof controller.
Sunroof water leak.	- Drain tubes clogged or kinked. - Glass panel improperly adjusted. - Faulty glass panel seal.
Wind noise from sunroof.	- Front of glass panel too high or rear too low. - Glass panel not centered in opening. - Faulty glass panel seal.
Rattles from open sunroof while driving	- Loose or broken attaching hardware. - Worn or broken mechanism.
Rattles from closed sunroof while driving	- Loose or broken attaching hardware. - Worn or broken mechanism

REMOVAL AND INSTALLATION

SUNROOF PROCEDURE INFORMATION

The numbered call-outs in the following service procedures refer the numbered parts found in the figure at the end of this section.

SUNROOF MODULE

REMOVAL

- Operate glass panel to close position.

NOTE: If the front edge of the glass panel is not contacting the sunroof weatherstrip, the glass panel must be removed in order to remove the sunroof module.

- Disconnect battery negative cable.

- Recline both front seats.
- Remove headlining.
- Disengage hose clamps (24) and separate drain tubes (25) from sunroof module.
- Remove bolts holding sunroof module mounting brackets (14) and (13) to side rails. Do not loosen or remove brackets from module.
- With the aid of a helper, remove bolts holding sunroof module to roof panel.
- Tilt front of sunroof module (10) down and forward and separate sunroof module from roof panel.
- Extract sunroof module through front passenger door opening.

INSTALLATION

- Glass panel in closed position.

REMOVAL AND INSTALLATION (Continued)

- (2) Insert sunroof module through front passenger door opening.
- (3) Raise rear end of module and guide into position.
- (4) With the aid of a helper, hand start the bolts to hold the sunroof module to roof panel.
- (5) Place two pieces of 1 mm. thick non-metallic material between rear edge of glass panel and roof. Place one piece just inboard of each rear corner.
- (6) Tighten the bolts holding the sunroof module to roof panel
- (7) Remove the material placed between the glass panel and roof.
- (8) Verify glass panel alignment to the roof opening. Adjust as necessary.
- (9) Install and tighten bolts to hold sunroof module mounting brackets to side rails.
- (10) Push drain tubes (25) onto sunroof module and engage hose clamps (24).
- (11) Install headlining.
- (12) Connect battery negative cable.
- (13) Test sunroof operation, adjust if necessary.

SUNROOF HOUSING

Replacement of the sunroof housing will require the removal of the sunroof module (10), and the removal and transferring of all components. It will be necessary to remove rivets (51) and transfer the drive assembly (49) and drive tube brackets (50). Refer to the appropriate section for additional component procedures.

SUNROOF POSITION SENSOR**REMOVAL**

- (1) Remove headlining as necessary to gain access to sensor on driver side of vehicle.
- (2) Remove wire ties (19).
- (3) Disengage sensor wire connector (18) from sunroof controller (16).
- (4) Using a small screwdriver, pry downward on the inner lip of the sensor retainer bracket (22).
- (5) Slide sensor (18) out of bracket.

INSTALLATION

- (1) Slide sensor (18) into bracket.
- (2) Crimp inner lip of retainer bracket (22) around sensor.
- (3) Engage sensor wire connector (18) into sunroof controller (16).
- (4) Bundle sensor wire (18) and install wire ties (19).
- (5) Install headlining.

SUNROOF CONTROLLER**REMOVAL**

- (1) Remove headlining as necessary to gain access to sunroof controller (16).
- (2) Disengage position sensor wire connector (18) from controller.
- (3) Disengage drive motor wire connector (21) from sunroof controller.
- (4) Remove fasteners (15) holding controller to sunroof module (10).

NOTE: Do not pry on sunroof module front cross-member.

- (5) Separate controller from vehicle.

INSTALLATION

- (1) Place controller in position on sunroof module.
- (2) Install fasteners (15) to hold controller to sunroof module.
- (3) Engage drive motor wire connector (21) into controller.
- (4) Engage position sensor wire connector (18) into controller.
- (5) Install headlining.

SUNROOF DRIVE MOTOR**REMOVAL**

- (1) Remove headlining as necessary to gain access to drive motor (21).

NOTE: Make sure that the sunroof glass panel is in the full closed position. If necessary, the sunroof glass panel can be closed using an allen wrench inserted into the bottom of the drive motor.

- (2) Disengage drive motor wire connector from sunroof controller (16).
- (3) Remove bolts (20) holding drive motor (21) to sunroof module (10).
- (4) Separate drive motor from sunroof module.

INSTALLATION

- (1) Place drive motor (21) in position on sunroof module.
- (2) Install bolts (20) to hold drive motor to sunroof module.
- (3) Engage drive motor wire connector into sunroof controller (16).
- (4) Install headlining.

SUNROOF GLASS PANEL**REMOVAL**

- (1) Sunroof in vent position.
- (2) Slide sunshade (6) rearward.

REMOVAL AND INSTALLATION (Continued)

(3) Remove both mechanism (26) reveal covers by pushing downward and inward.

(4) Note location and amount of shims (48) between glass panel support (3).

(5) Remove nuts (2) holding glass panel (1) to glass panel support (3) and remove shims.

(6) Lift off glass panel and separate from vehicle.

INSTALLATION

(1) Position glass panel (1) to glass panel supports (3).

(2) Hand start nuts to hold glass panel (1) to glass panel supports (3).

(3) Install shims (48) into their original locations.

(4) Tighten nuts holding glass panel (1) to glass panel supports (3).

(5) Verify sunroof operation and alignment. Adjust as necessary.

(6) Install mechanism reveal covers (26).

SUNROOF GLASS PANEL SUPPORTS AND TRACKS

REMOVAL

(1) Remove sunroof glass panel.

(2) Remove screws (40) holding glass panel support (3) to glass panel track assembly (27).

(3) Repeat for other side.

(4) Remove screws (42) holding glass panel support (3) to front guide attaching bracket (32).

(5) Repeat for other side.

NOTE: Make note of the relationship of the glass panel supports (3) to the front guide attaching brackets (32) and glass panel track assemblies (27) (glass panel supports (3) sit inboard of (32) and (27)).

(6) Remove glass panel support (3).

(7) Repeat for other side.

INSTALLATION

(1) Position glass panel track (27) to glass lift arm assembly (35).

(2) Repeat for other side.

(3) Position glass panel supports (3) to glass panel tracks (27). Make sure that the glass panel supports sit inboard of glass panel tracks and front guide brackets.

(4) Install screws (42) to hold glass panel support (3) to front guide attaching bracket.

(5) Repeat for other side.

(6) Install screws to hold glass panel supports (3) to glass panel track assembly (27).

(7) Repeat for other side.

(8) Install glass panel.

(9) Verify sunroof operation and alignment.

(10) Install mechanism reveal covers.

SUNROOF SUNSHADE

REMOVAL

(1) Remove headlining.

(2) Pull sunshade (6) rearward.

(3) Pull sunshade (6) down at front.

(4) Slide sunshade (6) forward through cut-out in sunroof module tracks (10).

CAUTION: Do not crease the sunshade when removing or installing.

(5) Separate sunshade (6) from vehicle.

INSTALLATION

(1) Position rear of sunshade (6) into cut-out in sunroof module tracks (10) and align in tracks.

(2) Slide sunshade rearward.

(3) Slide sunshade forward, allowing sunshade (6) to move upward into sunroof module tracks (10).

(4) Test sunshade operation by sliding it back and forth a few times. Operation should be smooth and consistent.

(5) Install headlining.

SUNROOF MECHANISMS

Individual mechanism parts are available. The following procedure pertains to complete mechanism and/or cable replacement. Some steps may not apply to the particular component that is being replaced. Read through the entire procedure before proceeding, to determine which steps do apply.

When replacing parts, it is not necessary to disassemble the existing mechanism component assemblies. Use these assembled components for reference when installing new parts.

REMOVAL

(1) Operate sunroof glass panel (1) to the vent position.

(2) Remove sunroof module (10), separate from vehicle and place on a clean work bench.

(3) Remove sunshade (6).

(4) Remove glass panel (1).

(5) Remove screws (42) and washers (41) from glass panel supports (3) on both sides.

(6) Remove glass panel supports (3) and glass panel tracks (27) from both sides.

(7) Remove drive motor (21).

(8) Remove screws (38) holding sliding roof panel cam block (37) to housing track (10).

(9) Disengage glass lift arm (35) from actuating link (34). Separate sliding roof panel cam block (37) from sunroof module track.

(10) Drill rivets and remove water trough (45).

(11) Remove panel down stops (47).

REMOVAL AND INSTALLATION (Continued)

(12) Slide actuating link (34) to track opening and remove actuating link (34).

(13) Note position of cable in panel front guide (28) and pull the panel front guide (28) out of the rear end of the housing track. This will also disengage the drive cable. (Parts (30), (31), (32), and (43) are attached to (28).)

(14) Separate panel front guide (28) from sunroof module (10).

(15) Remove drive cable (8 or 9) and inspect for wear. Clean and lubricate with Mopar® Lubriplate white grease or equivalent. If one cable requires replacement, always replace both cables (8 and 9) as a set.

(16) Repeat above Steps for other side.

INSTALLATION

NOTE: Drive cable return tubes (plastic) MUST be routed over the top of the drain tubes on module.

NOTE: The RH drive cable is longer than the LH drive cable. DO NOT interchange cables from side to side.

(1) Insert drive cable (8) [RH] or (9) [LH] into rear end of track. Allow at least 50 mm (2 in.) to remain out of the track.

(2) Engage front end of panel front guide (28) in sunroof module track and slide forward approximately 102 mm (4 in.) or until the cable end detail contacts the spring-loaded stop arm in the panel front guide. (At this time parts (30), (31), (32), and (43) should be attached to (28).)

(3) Guide the lock arm into the cable end slot.

(4) Squeeze the drive cable and the panel front guide (28) together and push forward into track.

(5) Slide panel front guide (28) forward so that the front edge is even with the front edge of the rear housing crossmember.

(6) Engage actuating link (34) into sunroof module track opening ahead of panel front guide (28).

(7) Hold actuating link (34) with one hand, and with the other, slide the panel front guide (28) forward until they contact (engage).

(8) Slide the panel front guide forward until it stops. The panel front guide (28) **MUST** be to the front of the tracks on both sides to synchronize cables.

(9) Engage front pivot of glass lift arm (35) in hole in actuating link (34). (At this time parts (27), (36), (35) should be attached to (37) as an assembly.)

(10) Engage sliding roof panel cam block (37) to sunroof module track and install two screws (38) to hold it.

(11) Repeat above steps for other side.

(12) Install both panel down stops (47) onto tracks just behind front panel guides (28).

(13) Position water trough (45) to sunroof module (10) and install 4 rivets.

(14) Install sunroof drive motor (21). This will synchronize drive cables.

(15) Install glass supports (3) and glass track assemblies (27) to glass lift arm assemblies.

(16) Install glass panel (1).

(17) Install sunshade (6).

(18) Operate sunroof glass to closed position.

(19) Install sunroof module (10) to vehicle. **DO NOT** tighten sunroof module retaining bolts at this time.

(20) Tighten sunroof module retaining bolts (11).

(21) Check and adjust glass height as necessary.

(22) Install both mechanism reveal covers (26).

(23) Install headlining.

GLASS PANEL SEAL

REPLACEMENT

The glass panel seal is not serviced. Refer to Sunroof Glass Panel procedure.

TROUGH WATER SEAL

REPLACE

(1) Open sunroof to the vent position.

(2) From outside the vehicle, pull rear water trough seal (46) from water trough (45).

INSTALLATION

(1) Position new rear seal (46) to water trough (45).

(2) Press rear trough seal (46) onto the lip of the rear water trough (45), making sure rear trough water seal (46) is centered and secure.

WATER TROUGH

REMOVAL

(1) Remove sunroof module (10).

(2) Drill out rivets (33) retaining water trough (45) to sunroof module (10).

(3) Separate water trough (45) from sunroof module (10).

INSTALLATION

(1) Position new water trough (45) to sunroof module (10).

(2) Install rivets (33) to retain water trough (45) to sunroof module (10).

(3) Install sunroof module (10).

ADJUSTMENTS

SUNROOF CABLE SYNCHRONIZATION

After cables, or mechanisms have been replaced both cables must be synchronized. If the cables are not synchronized the sunroof linkage will bind and could break the mechanism.

(1) With the sunroof drive motor (21) and glass panel (1) removed, slowly push both panel front guides (28) forward until they stop.

NOTE: The panel front guides (28) MUST be to the front of the tracks on both sides to synchronize cables.

(2) Install drive motor (21) and connect wire connector. Be careful not to disturb cables.

(3) Install glass panel. Verify proper alignment.

(4) Verify sunroof operation and alignment.

(5) Install mechanism reveal covers.

(6) Install headlining.

GLASS PANEL ALIGNMENT

The sunroof glass panel should be aligned parallel to all sides of the roof opening with a slight and consistent weatherstrip compression. A 0.13 mm (0.003 in.) thick paper card can be used as a gauge to measure the fit around the roof opening to the glass panel. The front corners of the glass should be 1 mm (0.040 in.) lower than the forward portion of the roof panel. The rear corners of the glass panel should be 1 mm (0.040 in.) higher than the rearward portion of the roof panel.

ADJUSTING GLASS PANEL SIDE CLEARANCE

There is no side to side and/or fore/aft adjustment for the glass panel. The sunroof module must be shifted during installation side to side and fore/aft with the glass panel closed in order for the glass panel to center itself into the roof opening.

FRONT OF GLASS PANEL HEIGHT ADJUSTMENT

NOTE: The front corners of the sunroof glass panel (1) should be flush to 1 mm (0.04 in.) below the edge of roof panel.

CAUTION: Do not use more than a maximum of 4 mm (0.16 in.) group of shims in any one location.

(1) Operate sunroof to closed position.

(2) Remove both mechanism reveal covers (26).

(3) Loosen nut (2) on front side to be adjusted.

(4) Install or remove shims as necessary to attain proper height.

(5) Tighten nuts (2).

(6) Check glass panel height. Re-adjust as necessary.

(7) Verify glass panel fit and operation.

(8) Install mechanism reveal covers.

REAR OF GLASS PANEL HEIGHT ADJUSTMENT

NOTE: The rear corners of the sunroof glass panel (1) should be flush to 1 mm (0.04 in.) higher than the edge of roof panel.

CAUTION: Do not use more than a maximum of 4 mm (0.16 in.) group of shims in any one location.

(1) Operate sunroof to closed position and check glass panel (1) height.

(2) Remove both mechanism reveal covers (26).

(3) Operate sunroof to vent position.

(4) Loosen nut (2) on rear side to be adjusted.

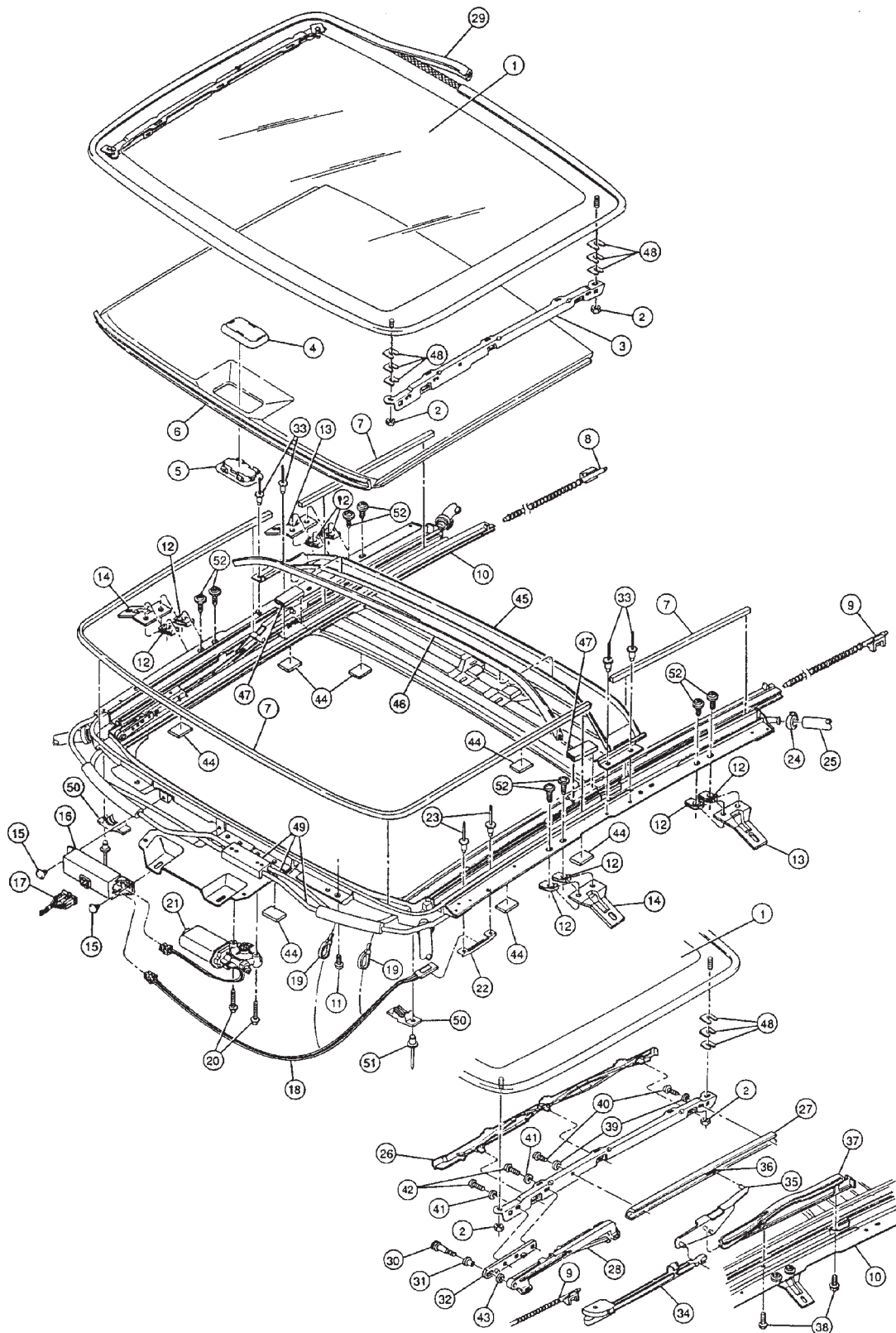
(5) Install or remove shims as necessary to attain proper height.

(6) Tighten nuts (2).

(7) Check glass panel height. Re-adjust as necessary.

(8) Verify glass panel fit and operation.

(9) Install mechanism reveal covers.

SPECIFICATIONS
SUNROOF COMPONENTS

SPECIFICATIONS (Continued)

SUNROOF COMPONENT LEGEND AND TORQUE

NO.	DESCRIPTION	TORQUE	NO.	DESCRIPTION	TORQUE
		N·M(in. lb.)			N·M(in. lb.)
1	Panel Assembly-Glass Complete		27	Track Assembly-Glass Panel	
2	Nut-M5x0.8	4.5(40)	28	Guide Assembly-Panel	
3	Support-Glass Panel		29	Seal-Glass Panel	
4	Bezel-Sunscreen		30	Screw-M5x0.8x16.0	1.7(15)
5	Fingerwell-Sunscreen		31	Bushing-Pivot	
6	Sunshade Assembly		32	Bracket-Front Guide Attach	
7	Tape-Closed Cell		33	Rivet-5/32x.125	
8	Cable Assembly-Drive(RH)		34	Link Assembly-Actuating	
9	Cable Assembly-Drive(LH)		35	Arm Assembly-Glass Lift	
10	Sunroof Module		36	Guide-Glass	
11	Screw-M6x1.0x16 (6 Req'd)	5.5(50)	37	Block-Cam Roof Sliding Panel	
12	Nut-M6x1.00 U-Type		38	Screw-8-18x.375	1.7(15)
13	Bracket-Rear Support		39	Washer-M4.3x7x.5	
14	Bracket-Front Support		40	Screw-M4x.7x6	1.7(15)
15	Retainer-M6x15, Controller		41	Washer-M5.3x9x.6	
16	Controller-Sunroof Open/Vent		42	Screw-M5x.8x8	3.4(30)
17	Body Harness to Sunroof		43	Washer-Plastic	
18	Sunroof Position Sensor		44	Dual Lock Fastener	
19	Tie Strap		45	Water Trough	
20	Screw-M5x.8x44	1.7(15)	46	Seal-Water Trough	
21	Drive Motor Assembly		47	Panel Down Stops	
22	Retainer-Sunroof Position Sensor		48	Shims	
23	Rivet-1/8x.125		49	Drive Assembly	
24	Clamp		50	Drive Tube Bracket	
25	Drain Hose		51	Rivet-5/32x.125	
26	Cover-Mechanism Reveal		52	Screw-M6x1x12	5.5(50)

BODY COMPONENTS

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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.

cle. 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 Step 6. If not OK, go to Step 2.

(2) Check if visor/vanity lamp lights. If lamp lights, replace visor. If lamp does not light go to Step 3.

(3) Check fuse. If OK, go to Step 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 Step 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.

REMOVAL AND INSTALLATION**GRILLE—CP-MODEL****REMOVAL**

(1) Remove front bumper fascia, refer to Group 13, Bumpers and Frame for proper procedures.

(2) Using a suitable drill, remove rivets holding grille to front fascia.

(3) Separate grille from fascia (Fig. 1).

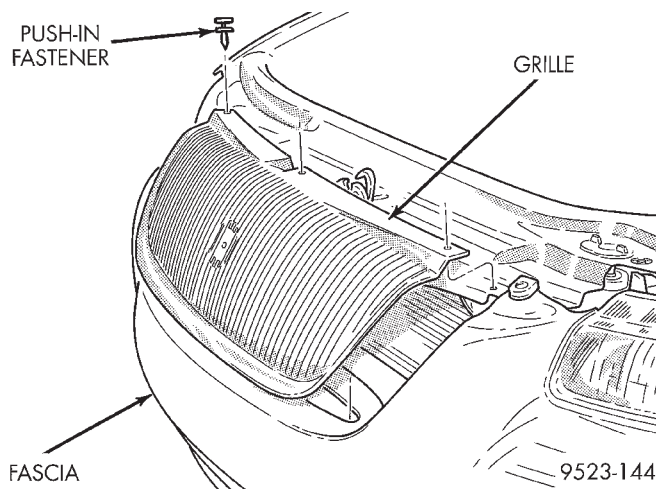


Fig. 1 Grille

INSTALLATION

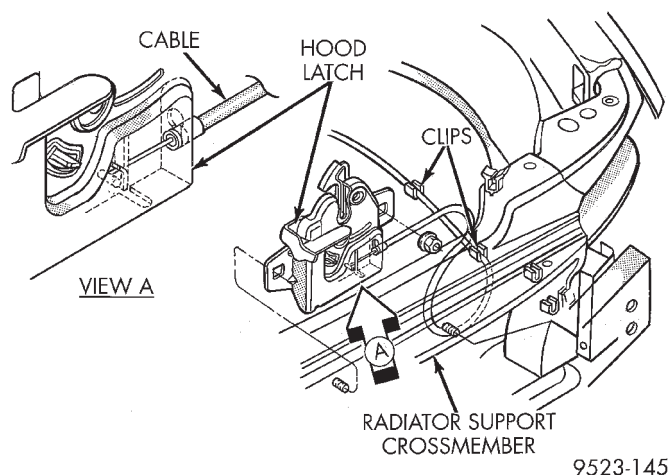
Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

HOOD LATCH

REMOVAL

- (1) Release hood latch and open hood.
- (2) Mark outline of hood latch on radiator support crossmember to aid installation.
- (3) Remove nuts holding hood latch to radiator support crossmember (Fig. 2).
- (4) Separate hood latch from crossmember.
- (5) Disengage hood release cable casing from groove in latch housing.
- (6) Disengage cable end from hood latch release lever.
- (7) Separate hood latch from vehicle.

**Fig. 2 Hood Latch**

INSTALLATION

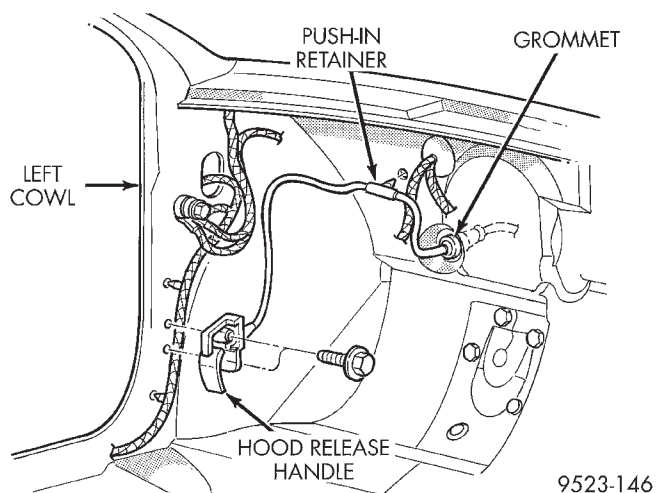
- (1) Position hood latch on vehicle.
- (2) Engage release cable end from hood latch release lever.
- (3) Engage hood release cable casing to groove in latch housing.
- (4) Install nuts holding hood latch to radiator support crossmember.
- (5) Verify operation. Adjust as necessary.

HOOD RELEASE CABLE

REMOVAL

- (1) Remove hood latch.
- (2) Disconnect release cable from hood latch.
- (3) Disengage cable from clips holding cable to radiator closure panel.
- (4) Route cable rearward through engine compartment toward dash panel.
- (5) Remove left front cowl trim panel.
- (6) Remove screws holding hood release handle to cowl panel (Fig. 3).
- (7) Disengage rubber grommet from dash panel behind instrument panel.

- (8) Disengage push-in retainer holding cable to dash panel behind clutch/brake pedal.
- (9) Pull release cable through hole in dash panel.
- (10) Separate cable and handle from vehicle.

**Fig. 3 Hood Release Cable**

INSTALLATION

Reverse the preceding operation.

HOOD

REMOVAL

- (1) Open hood.
- (2) Disengage under hood lamp wire connector from engine compartment wire harness.
- (3) Mark outline of hinges on inside of hood to aid installation.
- (4) Remove the top bolts holding hood to hinge and loosen the bottom bolts until they can be removed by hand.
- (5) With assistance from a helper at the opposite side of the vehicle to support the hood, remove bottom bolts holding hood to hinge.
- (6) Separate the hood from the vehicle.

INSTALLATION

- (1) With assistance from a helper, place hood in position on vehicle.
- (2) Install bottom bolts to hold hood to hinge finger tight.
- (3) Install top bolts to hold hood to hinge finger tight.
- (4) Position bolts at outline marks and tighten bolts. The hood should be aligned to 4 mm (0.160 in.) gap to the front fenders and flush across the top surfaces along fenders.
- (5) Engage under hood lamp wire connector to engine compartment wire harness.
- (6) Verify hood latch operation and alignment. Adjust as necessary.

REMOVAL AND INSTALLATION (Continued)

HOOD HINGE

REMOVAL

- (1) Support hood on the side that requires hinge replacement.
- (2) Mark all bolt and hinge attachment locations with a grease pencil or other suitable device to aid installation.
- (3) Remove cowl cover.
- (4) Remove bolts holding hood to hinge.
- (5) Remove bolts holding hood hinge to front fender flange and separate hinge from vehicle. If necessary, paint new hinge before installation.

INSTALLATION

- (1) If necessary, paint new hinge before installation.
- (2) Place hinge in position on vehicle.
- (3) Install bolts to hold hood hinge to front fender flange.
- (4) Install bolts to hold hood to hinge.
- (5) Align all marks and secure bolts. The hood should be aligned to 4 mm (0.160 in.) gap to the front fenders and flush across the top surfaces along fenders. Shims can be added or removed under hood hinge to achieve proper hood height.
- (6) Install cowl cover.
- (7) Verify hood latch operation. Adjust as necessary.

HOOD ADJUSTER BUMPER

REMOVAL

- (1) Release hood latch and open hood.
- (2) Rotate hood slam bumper counterclockwise.
- (3) Separate hood slam bumper from radiator closure panel (Fig. 4).

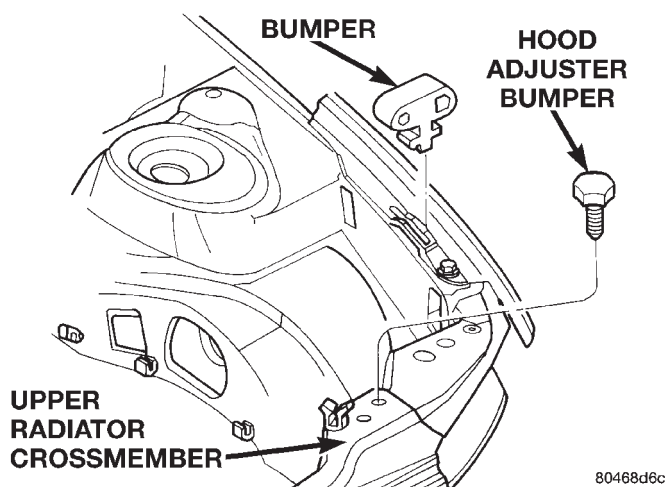


Fig. 4 Hood Adjuster Bumper

INSTALLATION

Reverse the preceding operation. Adjust hood slam bumper to achieve a hood height that is flush across the gaps to the fenders.

HOOD PROP-ROD

REMOVAL

- (1) Release hood latch and open hood.

CAUTION: Do not place prop-rod or substitute against outer hood panel, damage to exterior finish will result.

- (2) Using a length of wooden dowel rod, prop hood open.
- (3) Disengage prop-rod from retainer holding prop-rod to radiator closure panel (Fig. 5).
- (4) Separate prop-rod from vehicle.

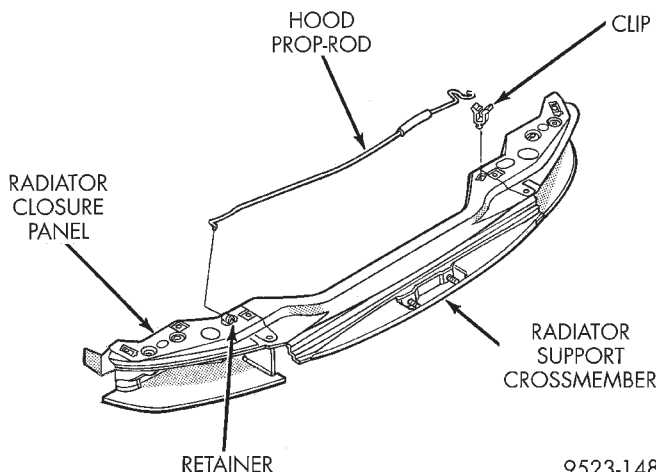


Fig. 5 Hood Prop Rod

INSTALLATION

- (1) Position prop-rod to vehicle.
- (2) Engage prop-rod to retainer holding prop-rod to radiator closure panel.

RADIATOR SUPPORT CROSSMEMBER

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove push-in fasteners holding fascia/grille to radiator support crossmember.
- (3) Remove bolts holding support braces to bottom of radiator support crossmember.
- (4) Remove bolts holding crossmember to radiator closure panel.
- (5) Remove nuts holding hood latch to radiator support crossmember.
- (6) Separate radiator support crossmember from vehicle.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

Reverse the preceding operation.

COWL COVER

REMOVAL

- (1) Release hood latch and open hood.
- (2) Remove windshield wiper arms, refer to Group 8K, Windshield Wipers and Washers.
- (3) Remove screws holding cowl cover to cowl (Fig. 6).
- (4) Separate cowl cover from vehicle.

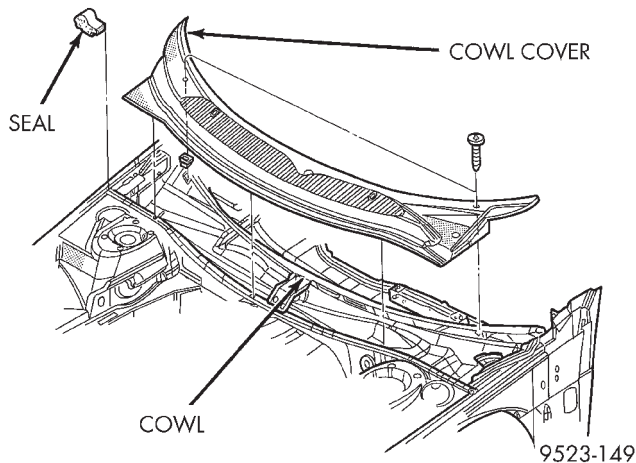


Fig. 6 Cowl Cover

INSTALLATION

Reverse the preceding operation.

BATTERY SPLASH SHIELD

REMOVAL

- (1) Remove screws holding battery splash shield to front bumper fascia (Fig. 7).
- (2) Rotate half turn retainers holding battery splash shield to wheelhouse splash shield counterclockwise.
- (3) Separate battery splash shield from wheelhouse splash shield.
- (4) Rotate half turn retainer holding battery splash shield to frame rail counterclockwise.
- (5) Separate battery splash shield from vehicle.

INSTALLATION

Reverse the preceding operation.

LEFT FRONT WHEELHOUSE SPLASH SHIELD

REMOVAL

- (1) Hoist and support vehicle on safety stands.
- (2) Remove left front wheel, refer to Group 22, Wheels and Tires for proper lug nut tightening procedures.

- (3) Remove battery splash shield.
- (4) Remove screws holding wheelhouse splash shield to front fender lip (Fig. 7).
- (5) Remove push-in fastener holding wheelhouse splash shield to fender at the rocker panel.
- (6) Remove push-in fasteners holding wheelhouse splash shield to fender support.
- (7) Separate wheelhouse splash shield from vehicle.

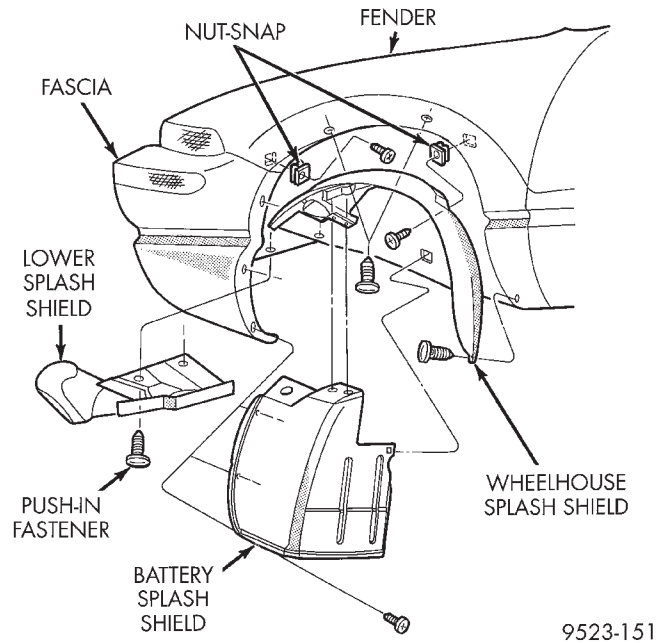


Fig. 7 Left Front Wheelhouse Splash Shield

INSTALLATION

Reverse the preceding operation.

ACCESSORY DRIVE BELT SPLASH SHIELD

REMOVAL

- (1) Remove screw holding accessory drive belt splash shield to front fender (Fig. 8).
- (2) Remove push-in fasteners holding accessory drive belt splash shield to frame rail.
- (3) Separate accessory drive belt splash shield from vehicle.

INSTALLATION

Reverse the preceding operation.

RIGHT FRONT WHEELHOUSE SPLASH SHIELD

REMOVAL

- (1) Hoist and support vehicle on safety stands.
- (2) Remove right front wheel.
- (3) Remove screws holding wheelhouse splash shield to front fender lip (Fig. 8).

REMOVAL AND INSTALLATION (Continued)

(4) Remove screws holding wheelhouse splash shield to front bumper fascia.

(5) Remove push-in fastener holding wheelhouse splash shield to fender at rocker panel.

(6) Remove push-in fasteners holding wheelhouse splash shield to fender support.

(7) Separate wheelhouse splash shield from vehicle.

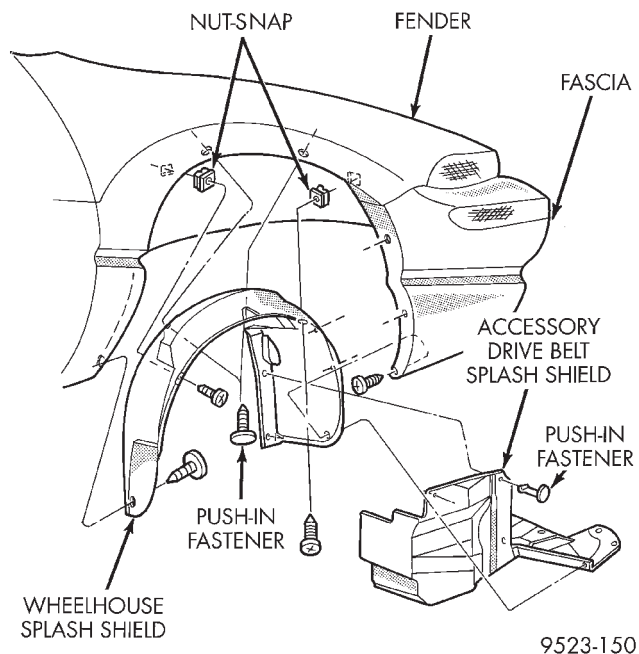


Fig. 8 Right Front Wheelhouse Splash Shield

INSTALLATION

Reverse the preceding operation.

FRONT DOOR TRIM PANEL

REMOVAL

- (1) Roll door glass down.
- (2) If equipped, remove window crank (Fig. 9).
- (3) Disengage clips holding speaker grille to trim panel (Fig. 10).
- (4) Remove screws holding door trim panel to door from around speaker opening.
- (5) Remove screw cap from bottom of arm rest pull cup.
- (6) Remove screw holding arm rest pull cup to support bracket behind trim panel.
- (7) Remove screw cap from behind inside door latch handle.
- (8) Remove screw holding door latch handle to door panel.
- (9) Disengage clips holding trim panel to perimeter of door.
- (10) Lift trim panel upward to disengage upper retainer channel.
- (11) Tilt top of trim panel away from door.

(12) Disengage clip holding latch linkage to back of release handle (Fig. 11).

(13) Separate door trim panel from vehicle.

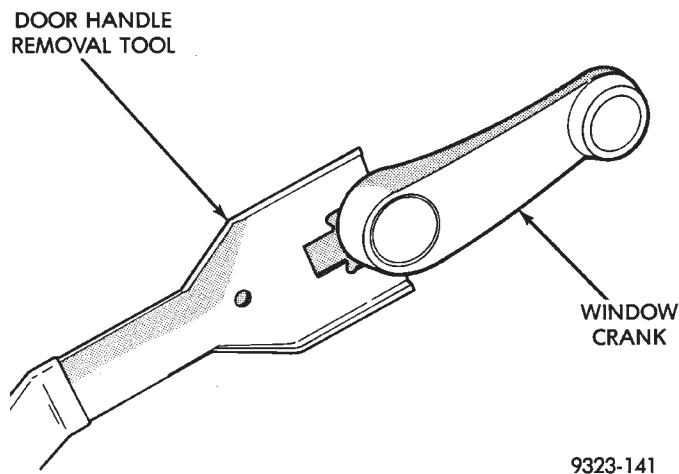


Fig. 9 Window Crank

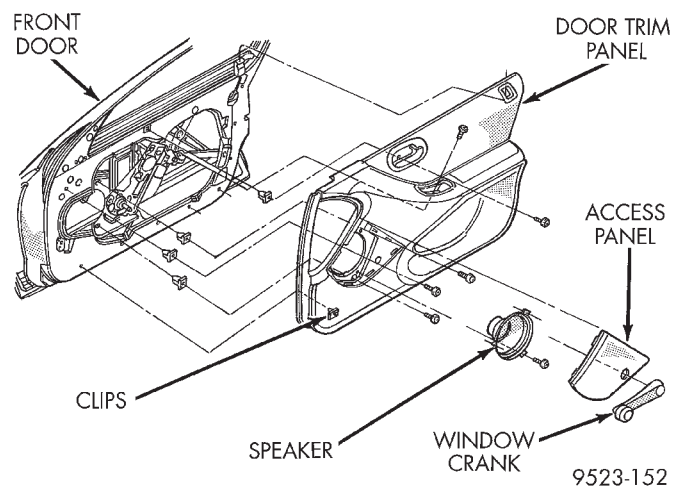


Fig. 10 Front Door Trim Panel

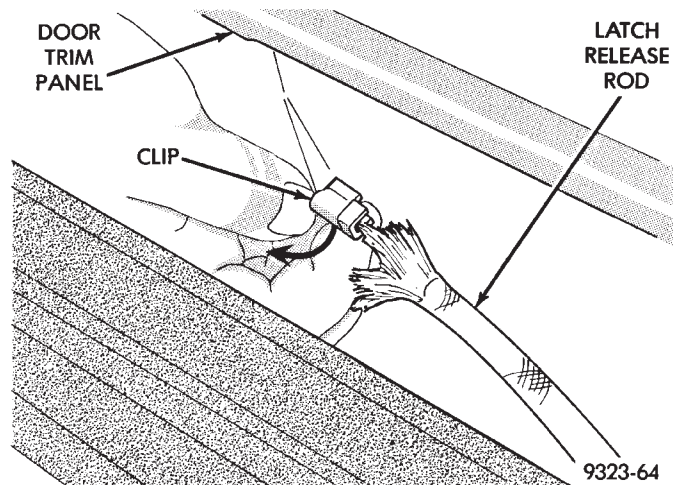


Fig. 11 Linkage Clip

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

- (1) Position door trim panel next to door.
- (2) Engage clip holding latch linkage to back of release handle.
- (3) Position door trim panel on vehicle.
- (4) Engage trim panel to upper retainer channel.
- (5) Engage clips holding trim panel to perimeter of door.
- (6) Install screw holding door latch handle to door panel.
- (7) Install screw cap from behind inside door handle.
- (8) Install screw holding arm rest pull cup to support bracket behind trim panel.
- (9) Install screw cap from bottom of arm rest pull cup.
- (10) Install screws holding door trim panel to door from around speaker opening.
- (11) Engage clips holding speaker grille to trim panel.
- (12) Install window crank handle, if so equipped.

FRONT DOOR INNER BELT WEATHERSTRIP

REMOVAL

- (1) Remove front door trim panel.
- (2) Pull upward at rear end of inner belt weatherstrip.
- (3) Separate inner belt weatherstrip from vehicle (Fig. 12).

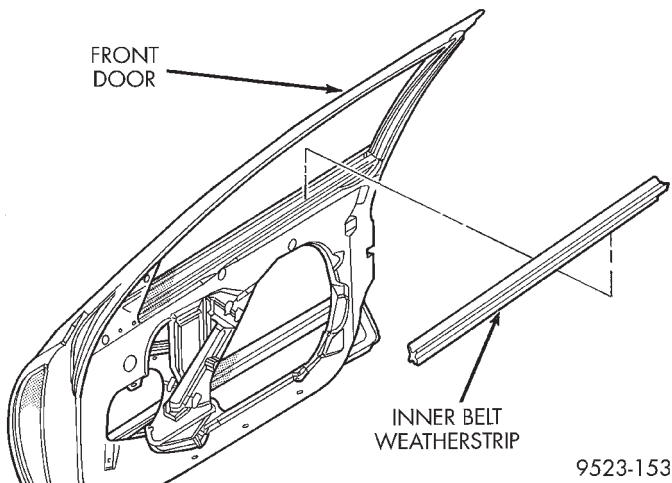


Fig. 12 Front Door Inner Belt Weatherstrip

INSTALLATION

Reverse the preceding operation.

SECONDARY SILL WEATHERSTRIP

REMOVAL

- (1) Open front door.

(2) Using fork tool C-4828, disengage push-in fasteners holding secondary sill weatherstrip to bottom of door.

(3) Separate secondary sill weatherstrip from vehicle (Fig. 13).

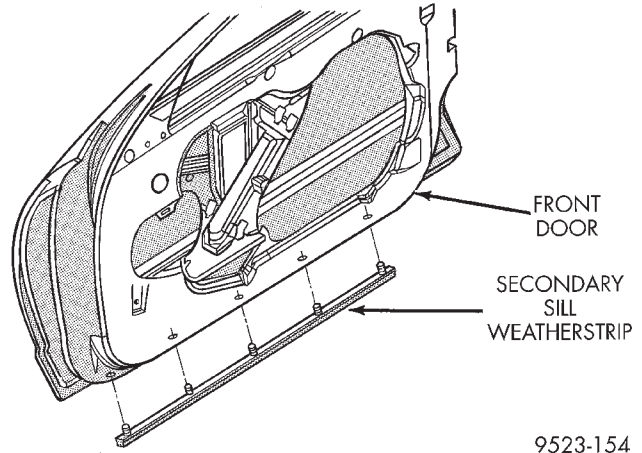


Fig. 13 Secondary Sill Weatherstrip

INSTALLATION

Reverse the preceding operation.

FRONT DOOR GLASS

REMOVAL

- (1) Remove door trim panel and inner belt weatherstrip.
- (2) Connect power window switch or install crank and lower window to 50 mm (2 in.) from bottom of travel.
- (3) Loosen screws holding regulator roller channel to glass.
- (4) Slide roller channel rearward to allow screw heads to pass through key hole slots in channel.
- (5) Separate glass from roller channel.
- (6) Raise glass upward and out of the opening at top of door (Fig. 14).

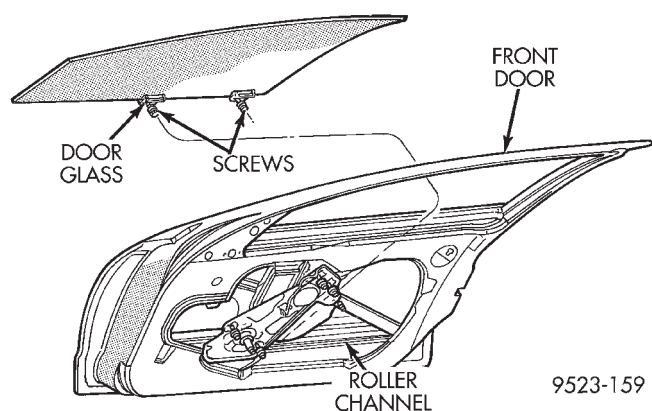
INSTALLATION

- (1) Lower glass down and in the opening at top of door.
- (2) Position glass on roller channel.
- (3) Slide roller channel forward to allow screw heads to engage key hole slots in channel.
- (4) Tighten screws holding regulator roller channel to glass.
- (5) Install door trim panel and inner belt weatherstrip.

FRONT DOOR WINDOW REGULATOR

Power and manual door glass regulators are serviced using the same procedures. For power window

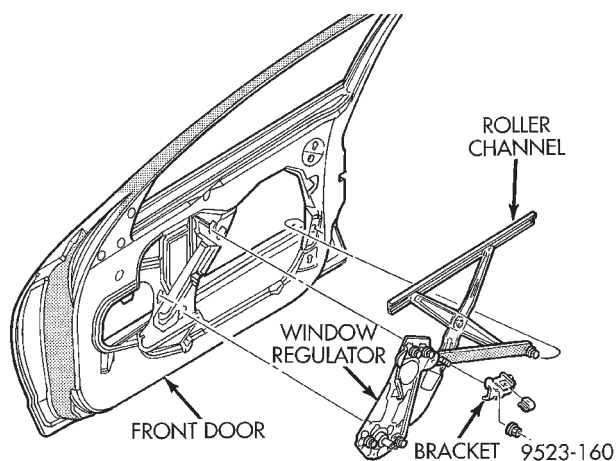
REMOVAL AND INSTALLATION (Continued)

**Fig. 14 Front Door Glass**

motor service procedures refer to Group 8S, Power Windows.

REMOVAL

- (1) Remove door trim panel.
- (2) Separate glass from regulator roller channel.
- (3) Disengage power window motor wire connector, if equipped.
- (4) Loosen screw holding regulator scissor channel to door panel.
- (5) Separate screw and bolt heads from keyhole slots in door panel.
- (6) Loosen bolts holding regulator to door panel.
- (7) Separate regulator from door panel (Fig. 15).
- (8) Slide regulator rearward and rotate forward end of roller channel through access hole in door panel.

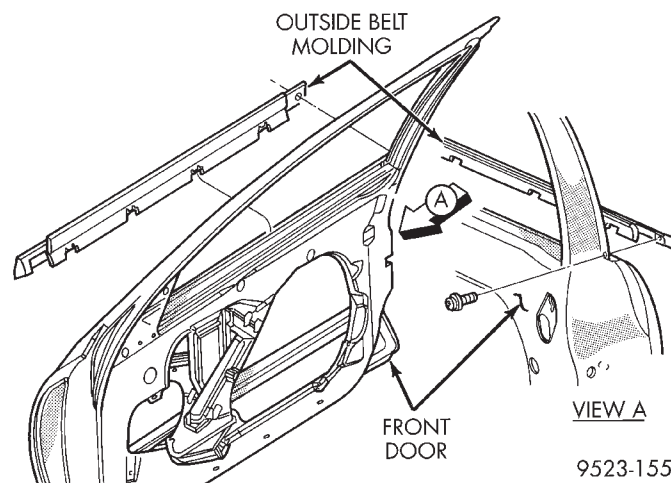
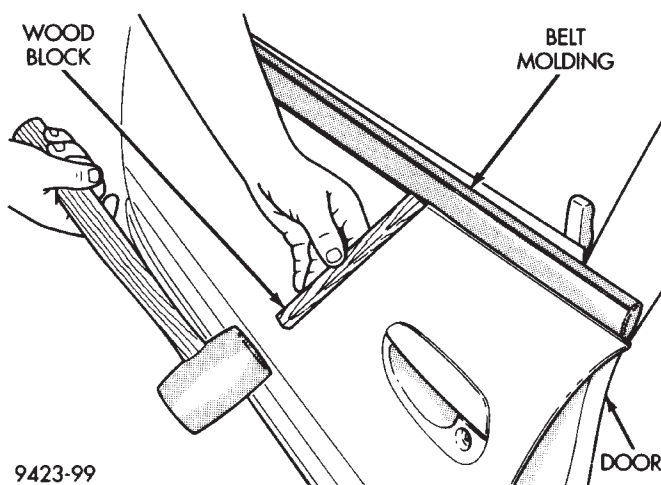
**Fig. 15 Front Door Glass Regulator****INSTALLATION**

- (1) Position regulator in door through access hole in door panel.
- (2) Position regulator on door panel.
- (3) Tighten bolts holding regulator to door panel.

- (4) Position screw and bolt heads in keyhole slots in door panel.
- (5) Tighten screw holding regulator scissor channel to door panel.
- (6) Engage power window motor wire connector, if equipped.
- (7) Position glass in regulator roller channel.
- (8) Tighten fasteners holding door glass to roller channel.
- (9) Install door trim panel.

OUTER BELT MOLDING**REMOVAL**

- (1) Remove screw holding rearward end of molding to front door (Fig. 16).
- (2) Using a rubber mallet and block of wood, tap upward at each clip holding belt molding to door (Fig. 17).
- (3) Separate belt molding from door.

**Fig. 16 Outer Belt Molding****Fig. 17 Outer Belt Molding Removal**

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

Reverse the preceding operation.

DOOR GLASS RUN WEATHERSTRIP

REMOVAL

- (1) Remove door trim panel.
- (2) Remove door glass.
- (3) Remove bolt holding bottom of front lower run channel to inner door panel.
- (4) Pull glass run weatherstrip from door glass opening frame.
- (5) Remove lower run channel through opening at top of door (Fig. 18).

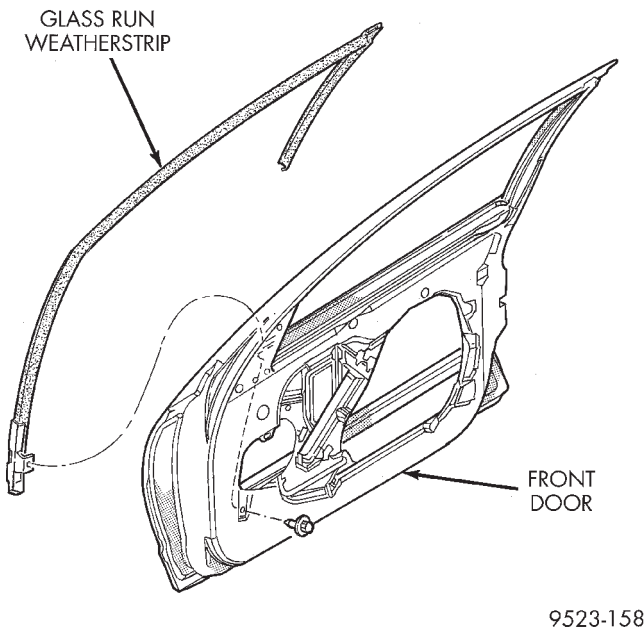


Fig. 18 Door Glass Run Weatherstrip

INSTALLATION

Reverse the preceding operation.

SIDE VIEW MIRROR BEZEL

REMOVAL

- (1) Remove door trim panel.
- (2) Remove screws holding side view mirror bezel to door frame.
- (3) Separate side view mirror bezel from vehicle (Fig. 19).
- (4) If equipped, loosen set screw holding cable adjuster to side view mirror bezel.
- (5) Separate cable adjuster from side view mirror bezel.

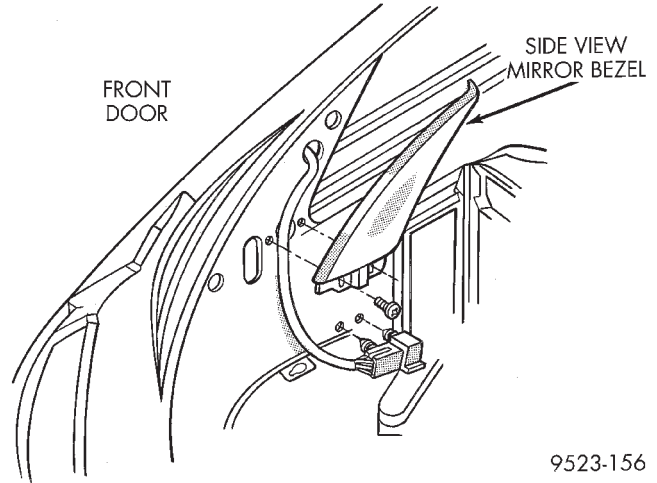


Fig. 19 Side View Mirror Bezel

INSTALLATION

Reverse the preceding operation.

SIDE VIEW MIRROR

REMOVAL

- (1) Remove side view mirror bezel.
- (2) Disengage power mirror wire connector from door harness, if so equipped.
- (3) Disengage push-in fastener holding power mirror wire lead to inner door panel.
- (4) Remove nuts holding side view mirror to door frame (Fig. 20).
- (5) Separate side view mirror from door.

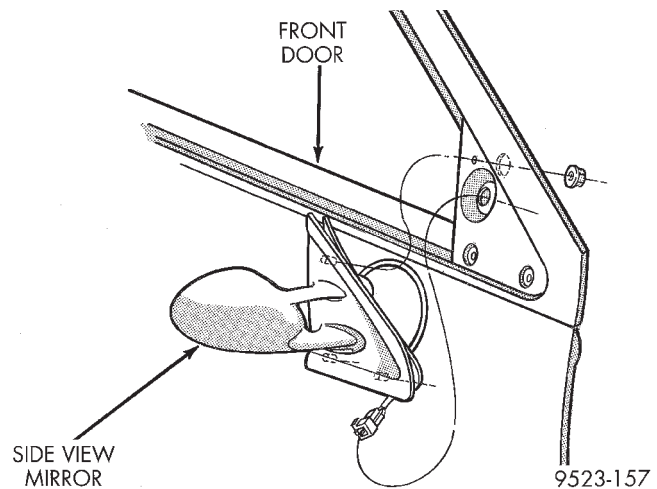


Fig. 20 Side View Mirror

INSTALLATION

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

FRONT DOOR LATCH

REMOVAL

- (1) Remove door trim panel.
- (2) Close door up.
- (3) Disconnect lock cylinder, lock button and latch release rods from door latch.
- (4) Disengage wire connector from power door lock motor, if equipped.
- (5) Remove screws holding latch to door end frame.
- (6) Separate door latch from vehicle.

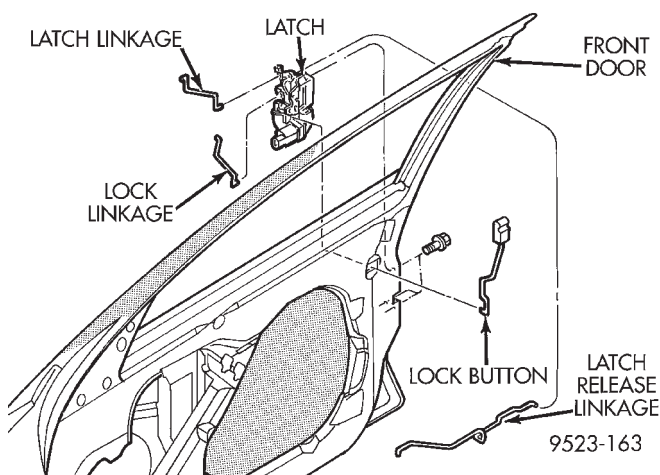


Fig. 21 Front Door Latch

INSTALLATION

CAUTION: Do not close door before adjusting the door latch, door may fail to open.

Reverse the preceding operation.

FRONT DOOR OUTSIDE HANDLE

REMOVAL

- (1) Remove door trim panel.
- (2) Close door glass.
- (3) Disconnect latch linkage from door latch.
- (4) Remove nuts holding door handle to outer door panel (Fig. 22).
- (5) Separate door handle from vehicle.

INSTALLATION

Reverse the preceding operation.

FRONT DOOR LOCK CYLINDER

REMOVAL

- (1) Remove front door outside handle.
- (2) Disengage clip holding lock linkage to back of lock cylinder.
- (3) Separate linkage from lock cylinder.

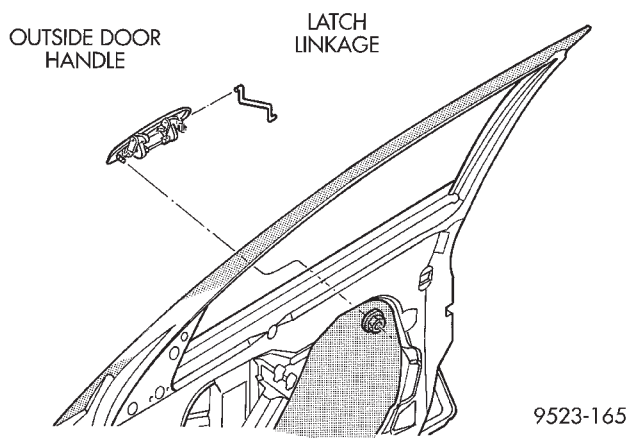


Fig. 22 Front Door Outside Handle

- (4) Remove retainer holding lock cylinder to outer door panel (Fig. 23).
- (5) Separate lock cylinder from vehicle.

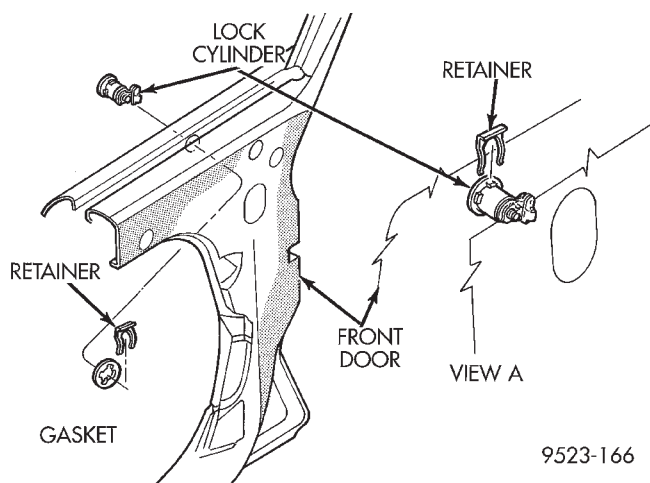


Fig. 23 Front Door Lock Cylinder

INSTALLATION

Reverse the preceding operation.

FRONT DOOR CHECK STRAP

REMOVAL

- (1) Remove front door trim panel.
- (2) Remove bolt holding check strap to hinge pillar.
- (3) Remove bolts holding check strap to inner door panel (Fig. 24).
- (4) Remove bolt holding check strap to door end frame.
- (5) Separate check strap from vehicle.

INSTALLATION

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

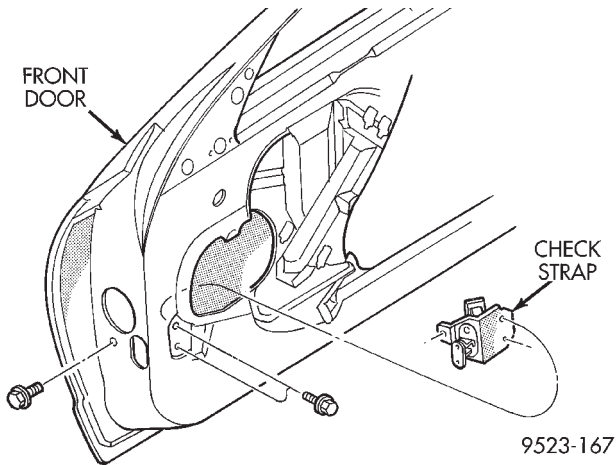


Fig. 24 Front Door Check Strap

FRONT DOOR

REMOVAL

- (1) Open and support door on a suitable lifting device.
- (2) Disengage wire connector at hinge pillar.
- (3) Remove bolts holding door check strap to hinge pillar.
- (4) Remove clip holding hinge pin in lower door hinge (Fig. 25).
- (5) Remove pin from lower hinge.
- (6) Remove clip holding hinge pin in upper hinge.
- (7) Remove pin from upper hinge.
- (8) Separate door from vehicle.

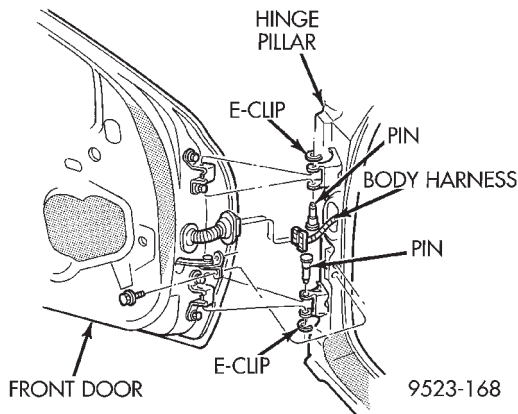


Fig. 25 Front Door

INSTALLATION

- (1) Position door on vehicle.
- (2) Install pin in upper hinge.
- (3) Install clip holding hinge pin in upper hinge.
- (4) Install pin in lower hinge.
- (5) Install clip holding hinge pin in lower door hinge.

- (6) Install bolts holding door check strap to hinge pillar.
- (7) Engage wire connector at hinge pillar.
- (8) Verify door fit and operation. Adjust as necessary.

FRONT DOOR LATCH STRIKER

REMOVAL

- (1) Mark outline of door latch striker on B-pillar to aid installation.
- (2) Remove screws holding door latch striker to B-pillar (Fig. 26).
- (3) Separate door latch striker from vehicle.

NOTE: Be sure to check for any shims between door latch striker and B-pillar. If any shims are found, they must be re-installed with the new door latch striker to maintain proper door operation.

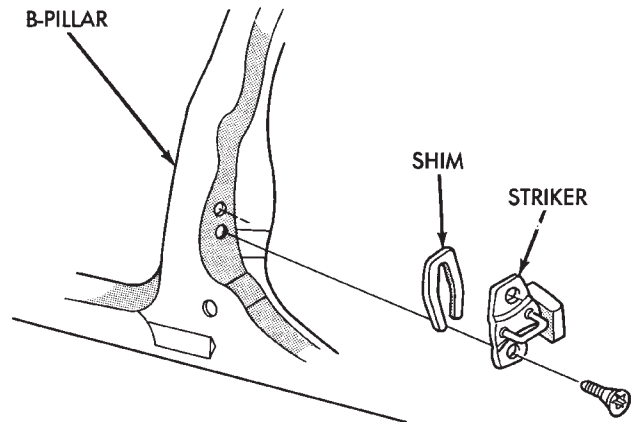


Fig. 26 Front Door Latch Striker

INSTALLATION

Reverse the preceding operation.

DOOR OPENING WEATHERSTRIPS

REMOVAL

- (1) Open door.
- (2) Remove door sill scuff plate.
- (3) Pull weatherstrip from pinch flange around door opening (Fig. 27).

INSTALLATION

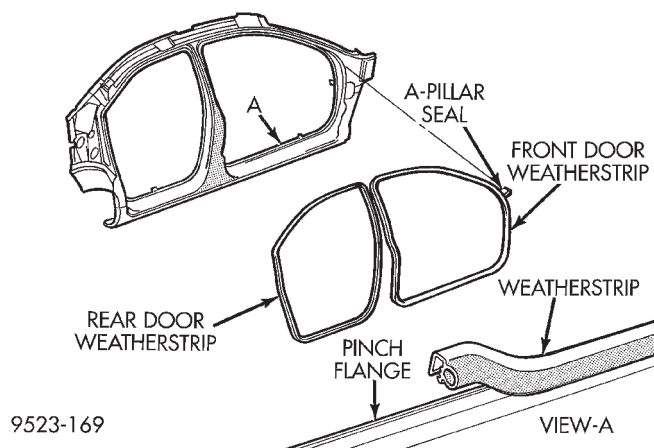
Position the splice in the door opening weatherstrip in the center of the bottom of the opening and reverse the preceding operation.

A-PILLAR SEAL

REMOVAL

- (1) Open front door.

REMOVAL AND INSTALLATION (Continued)

**Fig. 27 Door Opening Weatherstrips**

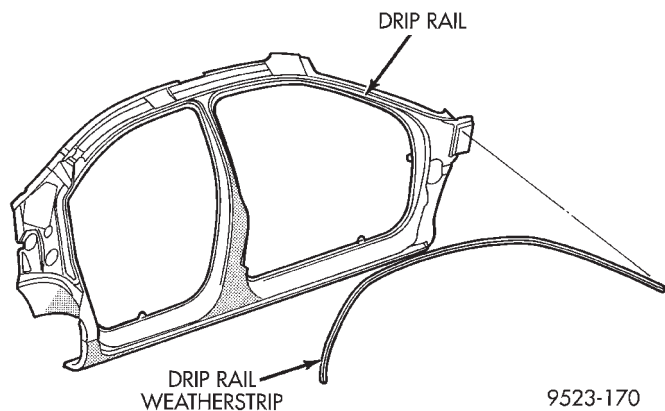
- (2) Using a fork-type tool (C-4828), disengage push-in fasteners holding A-pillar seal to A-pillar.
- (3) Separate A-pillar seal from vehicle.

INSTALLATION

Reverse the preceding operation.

DRIP RAIL WEATHERSTRIP**REMOVAL**

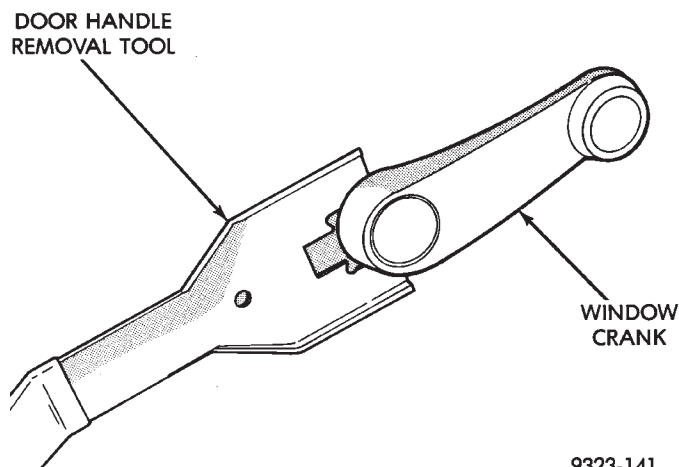
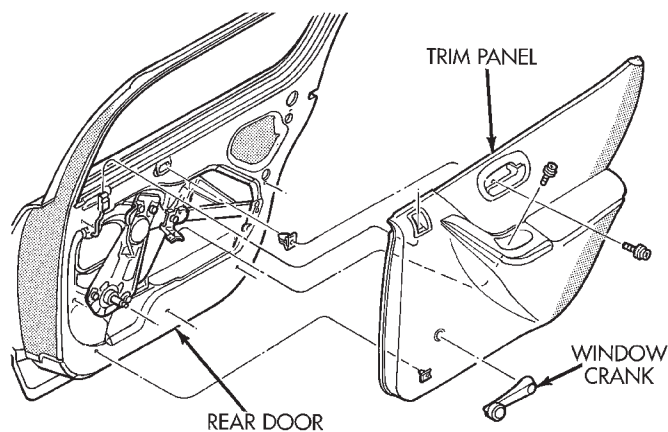
- (1) Open front and rear doors.
- (2) Starting at the bottom of the A-pillar, pull the drip rail weatherstrip from the windshield side molding.
- (3) Pull the drip rail weatherstrip from the roof rail pinch flange above door openings.
- (4) Separate drip rail weatherstrip from vehicle (Fig. 28).

**Fig. 28 Drip Rail Weatherstrip****INSTALLATION**

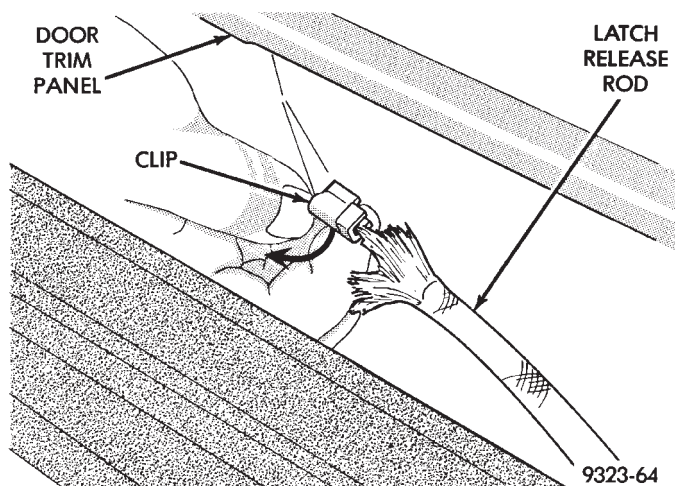
Reverse the preceding operation.

REAR DOOR TRIM PANEL**REMOVAL**

- (1) Open rear door and open glass.
- (2) Remove window crank (Fig. 29).
- (3) Remove screw cap from bottom of arm rest pull cup.
- (4) Remove screw from bottom of arm rest pull cup (Fig. 30).
- (5) Remove screw cap from behind door latch handle.
- (6) Remove screw holding door latch handle to door.
- (7) Disengage clips holding perimeter of trim panel to rear door.
- (8) Disengage trim panel from inner belt weatherstrip at top of door.
- (9) Separate top of trim panel from door.
- (10) Disengage clip holding linkage to latch handle (Fig. 31).
- (11) Separate linkage from latch handle.
- (12) Lift trim up and off lock button.
- (13) Separate rear door trim panel from vehicle.

**Fig. 29 Window Crank****Fig. 30 Rear Door Trim Panel**

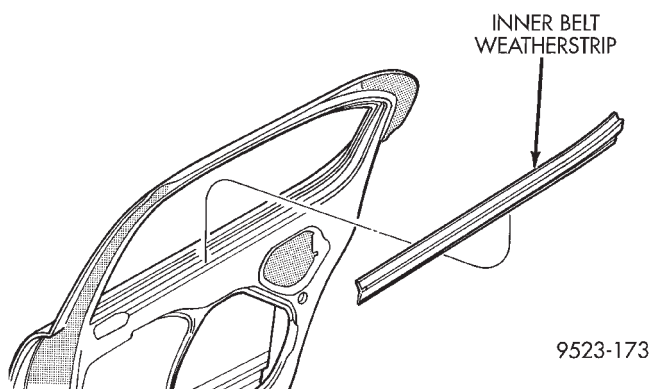
REMOVAL AND INSTALLATION (Continued)

**Fig. 31 Linkage Clip****INSTALLATION**

- (1) Position rear door trim panel on vehicle.
- (2) Connect linkage to latch handle.
- (3) Engage clip holding linkage to latch handle.
- (4) Engage trim panel from inner belt weatherstrip at top of door.
- (5) Engage clips holding perimeter of trim panel to rear door.
- (6) Install screw holding door latch handle to door.
- (7) Install screw cap from behind door latch handle.
- (8) Install screw from bottom of arm rest pull cup.
- (9) Install screw cap from bottom of arm rest pull cup.
- (10) Install window crank.

REAR DOOR INNER BELT WEATHERSTRIP**REMOVAL**

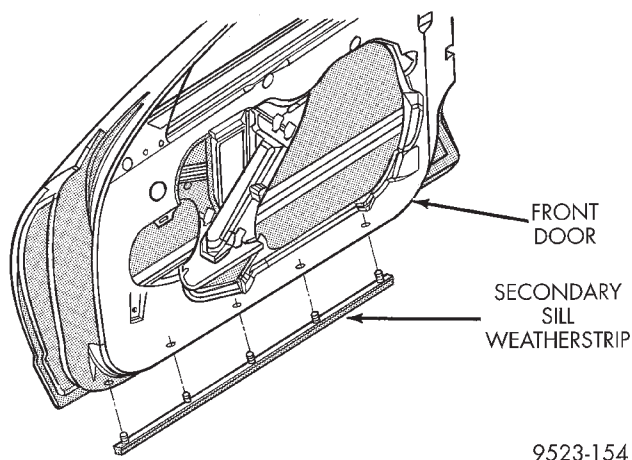
- (1) Remove rear door trim panel.
- (2) Pull upward at front end of inner belt weatherstrip.
- (3) Separate inner belt weatherstrip from vehicle (Fig. 32).

**Fig. 32 Rear Door Inner Belt Weatherstrip****INSTALLATION**

Reverse the preceding operation.

SECONDARY REAR SILL WEATHERSTRIP**REMOVAL**

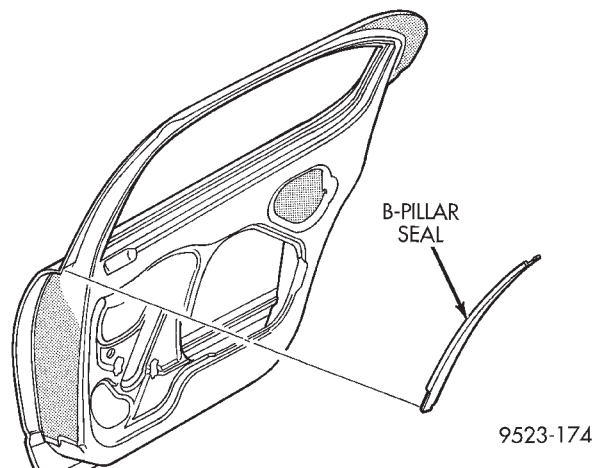
- (1) Open rear door.
- (2) Using fork tool (C-4828), disengage push-in fasteners holding secondary sill weatherstrip to bottom of door.
- (3) Separate secondary rear sill weatherstrip from vehicle (Fig. 33).

**Fig. 33 Secondary Rear Sill Weatherstrip****INSTALLATION**

Reverse the preceding operation.

REAR DOOR B-PILLAR SEAL**REMOVAL**

- (1) Using a suitable heat gun, warm seal to approximately 100°F to ease adhesive separation.
- (2) Peel B-pillar seal from upper door frame, top to bottom (Fig. 34).
- (3) Clean adhesive residue from door frame.

**Fig. 34 Rear Door B-Pillar Seal**

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

- (1) If original seal is reused, clean adhesive residue from back of seal.
- (2) Apply body side molding tape to back of seal.
- (3) Peel protective paper from back of tape.
- (4) Place cutout in seal around screw head at bottom of seal location.
- (5) Align seal to edge of door frame.
- (6) Press adhesive onto door frame.

REAR DOOR GLASS

REMOVAL

- (1) Remove door trim panel and inner belt weatherstrip.
- (2) Connect power window switch or install crank and lower window to 50 mm (2 in.) from bottom of travel.
- (3) Loosen bolts holding rear lower run channel to inner door panel (Fig. 35).
- (4) Separate rear run channel from door.
- (5) Loosen screws holding regulator roller channel to glass.
- (6) Slide roller channel rearward to allow screw heads to pass through key hole slots in channel.
- (7) Separate glass from roller channel.
- (8) Lift glass upward and out of the opening at top of door.

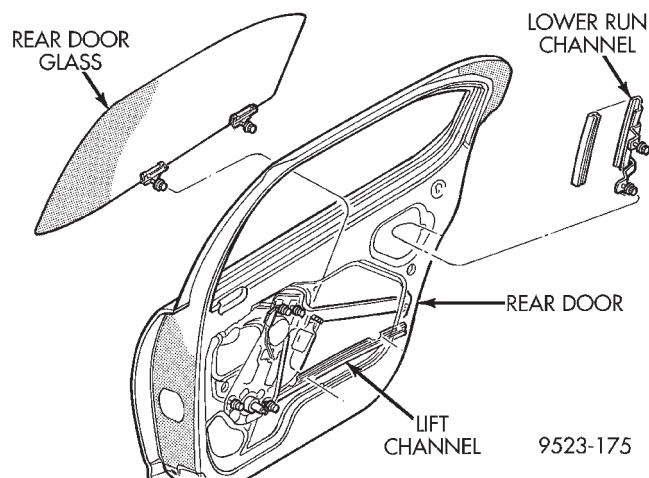


Fig. 35 Rear Door Glass

INSTALLATION

- (1) Lower door glass through opening at top of door.
- (2) Position door glass onto roller channel.
- (3) Slide roller channel forward to allow screw heads to engage key hole slots in channel.
- (4) Tighten screws holding regulator roller channel to glass.
- (5) Position rear run channel on door.
- (6) Tighten bolts holding rear lower run channel to inner door panel.

- (7) Install door trim panel and inner belt weatherstrip.

REAR DOOR WINDOW REGULATOR

Power and manual door glass regulators are serviced using the same procedures. For power window motor service procedures refer to Group 8S, Power Windows.

REMOVAL

- (1) Remove door trim panel.
- (2) Separate glass from regulator roller channel.
- (3) Disengage power window motor wire connector, if equipped.
- (4) Loosen screw holding regulator scissor channel to door panel (Fig. 36).
- (5) Separate screw and bolt heads from keyhole slots in door panel.
- (6) Loosen bolts holding regulator to door panel.
- (7) Separate regulator from door panel.
- (8) Slide regulator rearward and rotate forward end of roller channel through access hole in door panel.

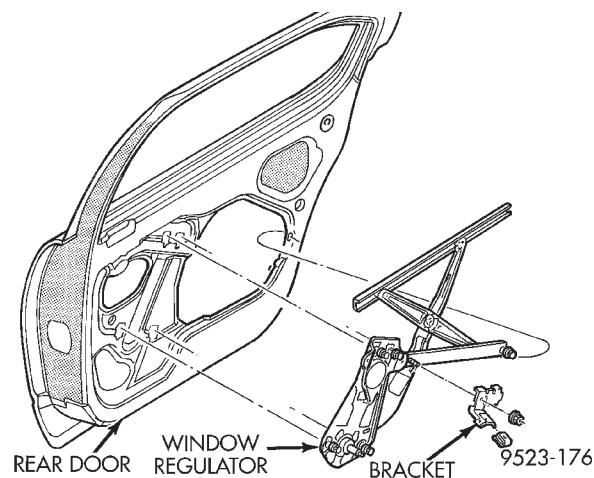


Fig. 36 Rear Window Door GlassRegulator

INSTALLATION

- (1) Position regulator on door panel through access hole in door panel.
- (2) Tighten bolts holding regulator to door panel.
- (3) Engage screw and bolt heads on scissor channel to keyhole slots in door panel.
- (4) Tighten screw holding regulator scissor channel to door panel.
- (5) Connect power window motor wire connector, if equipped.
- (6) Position glass to regulator roller channel.
- (7) Tighten fasteners holding door glass to roller channel.
- (8) Install door trim panel.

REMOVAL AND INSTALLATION (Continued)

REAR DOOR OUTER BELT MOLDING

REMOVAL

- (1) Remove screw holding forward end of molding to rear door (Fig. 37).
- (2) Disengage clips holding rearward end of belt molding to rear door.
- (3) Using a rubber mallet and block of wood, tap upward at each clip holding belt molding to door (Fig. 38).
- (4) Separate belt molding from door.

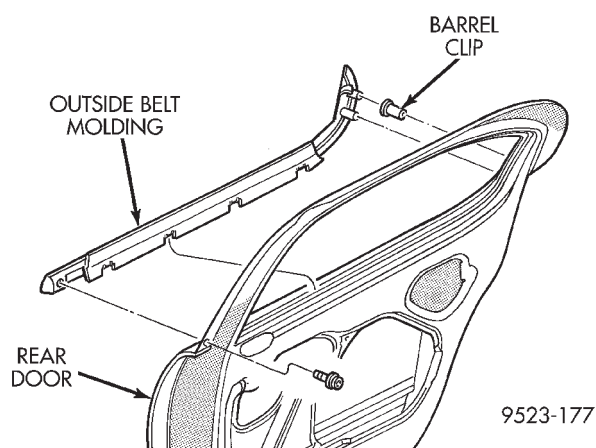


Fig. 37 Rear Door Outer Belt Molding

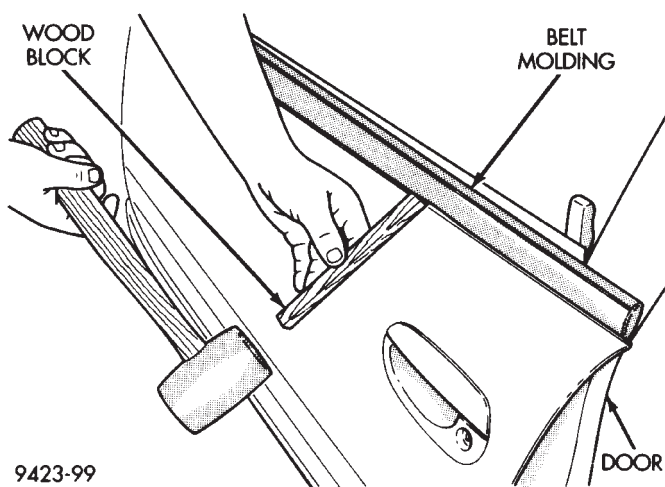


Fig. 38 Outer Belt Molding Removal

INSTALLATION

Reverse the preceding operation.

DOOR GLASS RUN WEATHERSTRIP

REMOVAL

- (1) Remove door trim panel.
- (2) Remove door glass.
- (3) Pull glass run weatherstrip from door glass opening frame (Fig. 39).

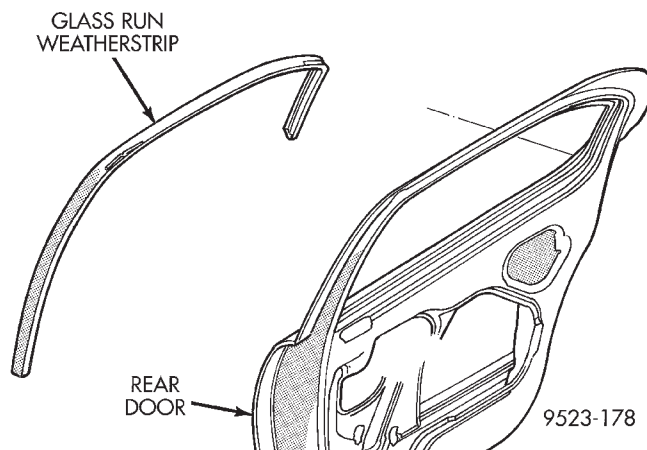


Fig. 39 Door Glass Run Weatherstrip

INSTALLATION

Reverse the preceding operation.

REAR DOOR LATCH

REMOVAL

- (1) Remove rear door trim panel.
- (2) Close door glass.
- (3) Remove lower rear run channel.
- (4) Disengage clips holding linkage rods to door latch.
- (5) Separate linkage rods from latch (Fig. 40).
- (6) Remove screws holding latch to door end frame.
- (7) Separate latch from door.

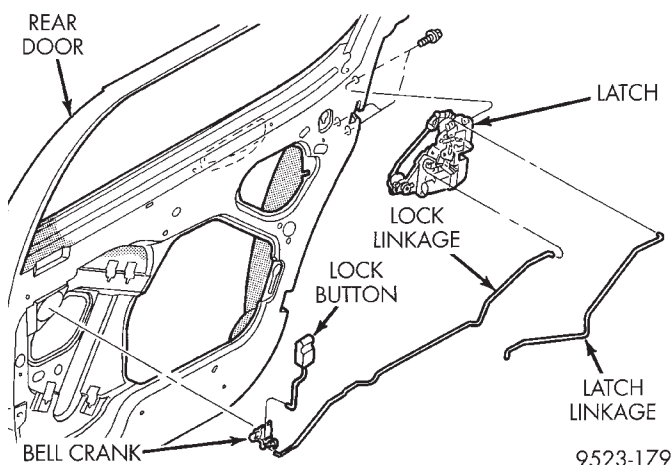


Fig. 40 Rear Door Latch

INSTALLATION

CAUTION: Do not close door before adjusting the door latch, door may fail to open.

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

REAR DOOR OUTSIDE HANDLE

REMOVAL

- (1) Remove rear door trim panel.
- (2) Close door glass.
- (3) Disengage clip holding linkage to outside handle.
- (4) Separate linkage from outside handle (Fig. 41).
- (5) Remove nuts holding outside handle to outer door panel.
- (6) Separate outside door handle from vehicle.

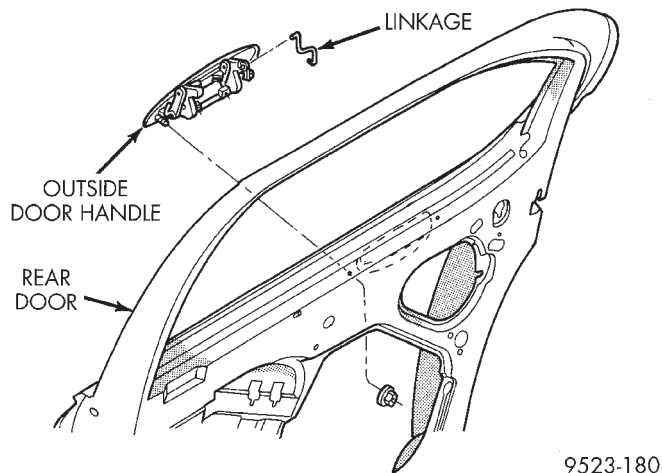


Fig. 41 Rear Door Outside Handle

INSTALLATION

Reverse the preceding operation.

REAR DOOR CHECK STRAP

REMOVAL

- (1) Remove rear door trim panel.
- (2) Remove bolt holding check strap to hinge pillar.
- (3) Remove bolt holding check strap to inner door panel (Fig. 42).
- (4) Remove bolts holding check strap to door end frame.
- (5) Separate check strap from vehicle.

INSTALLATION

Reverse the preceding operation.

REAR DOOR

REMOVAL

- (1) Open and support door on a suitable lifting device.
- (2) Disengage wire connector at hinge pillar.
- (3) Remove bolts holding door check strap to B-pillar.
- (4) Remove clip holding hinge pin in lower door hinge (Fig. 43).
- (5) Remove pin from lower hinge.

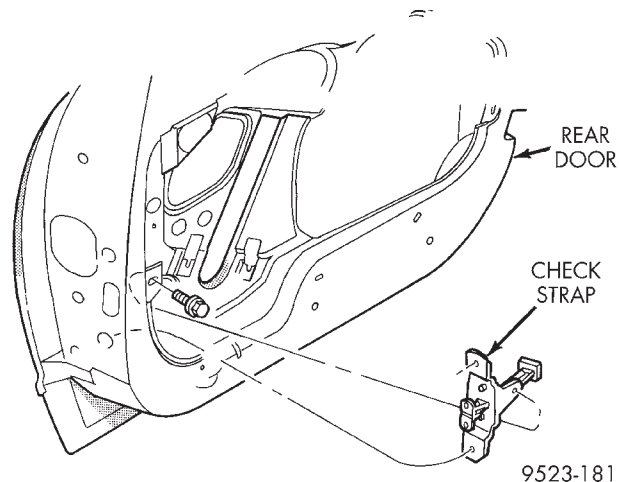


Fig. 42 Rear Door Check Strap

- (6) Remove clip holding hinge pin in upper hinge.
- (7) Remove pin from upper hinge.
- (8) Separate door from vehicle.

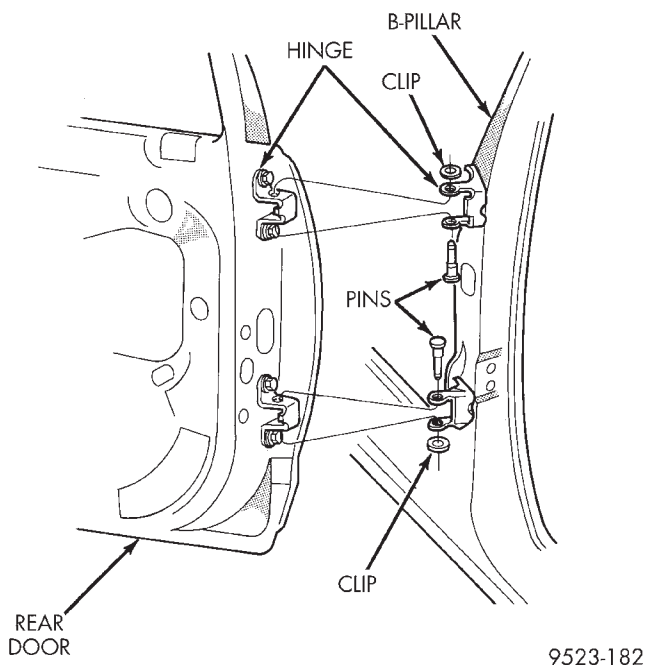


Fig. 43 Rear Door

INSTALLATION

Reverse the preceding operation.

REAR DOOR LATCH STRIKER

REMOVAL

- (1) Mark outline of door latch striker on C-pillar to aid installation.
- (2) Remove screws holding door latch striker to C-pillar.
- (3) Separate door latch striker from vehicle.

REMOVAL AND INSTALLATION (Continued)

NOTE: Be sure to check for any shims between door latch striker and C-pillar. If any shims are found, they must be re-installed with the new door latch striker to maintain proper door operation.

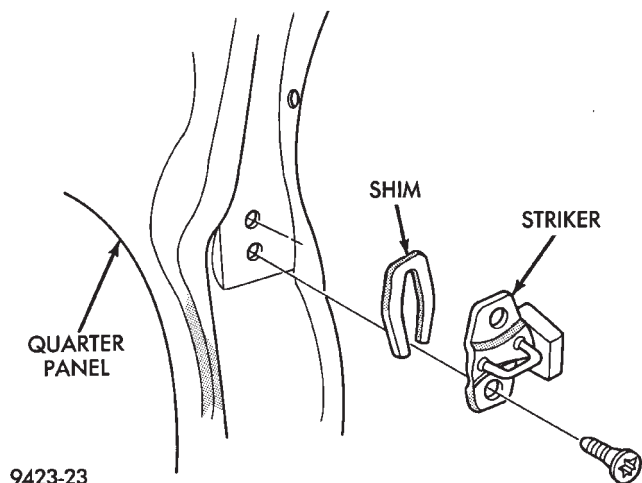


Fig. 44 Rear Door Latch Striker

INSTALLATION

- (1) Position door latch striker and any shims on vehicle.
- (2) Loosely install screws holding latch striker to C-pillar.
- (3) Align latch striker to marks on C-pillar made previously.
- (4) Tighten all fasteners.
- (5) Verify door fit and operation. Adjust door latch striker as necessary.

REAR DOOR INTERLOCK LATCH STRIKER**REMOVAL**

- (1) Release door latch and open rear door.
- (2) Mark outline of interlock striker on C-pillar to aid installation.
- (3) Remove interlock striker from vehicle (Fig. 45).

INSTALLATION

Reverse the preceding operation.

FLOOR CONSOLE**REMOVAL**

- (1) Remove gear shift knob, refer to Group 21, Transaxle for proper procedure.
- (2) Disengage clips holding PRNDL/boot to floor console (Fig. 46).
- (3) Separate PRNDL/boot from console.
- (4) Remove screws holding rearward end of console to floor bracket.
- (5) Remove screws holding forward end of console to front IP console.
- (6) Separate floor console from vehicle.

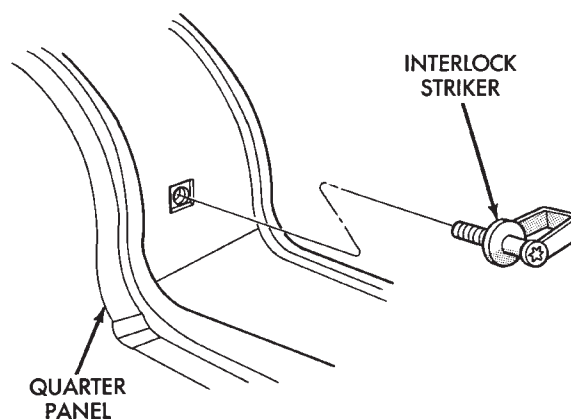


Fig. 45 Rear Door Interlock Striker

INSTALLATION

Reverse the preceding operation.

FORWARD IP CONSOLE**REMOVAL**

- (1) Remove floor console.
- (2) Remove instrument cluster bezel, refer to Group 8E, Instrument Panel and Gauges for proper procedure.
- (3) Remove screws holding storage bin forward IP console (Fig. 46).
- (4) Separate storage bin from console.
- (5) Remove screws holding forward IP console to gear selector mount bracket.
- (6) Remove screws holding IP console to instrument panel at each side of HEVAC control.
- (7) Remove screws holding IP console to instrument panel at each side of storage bin area.
- (8) Remove screws holding IP console to instrument panel support braces.
- (9) Separate forward IP console from vehicle.

INSTALLATION

Reverse the preceding operation.

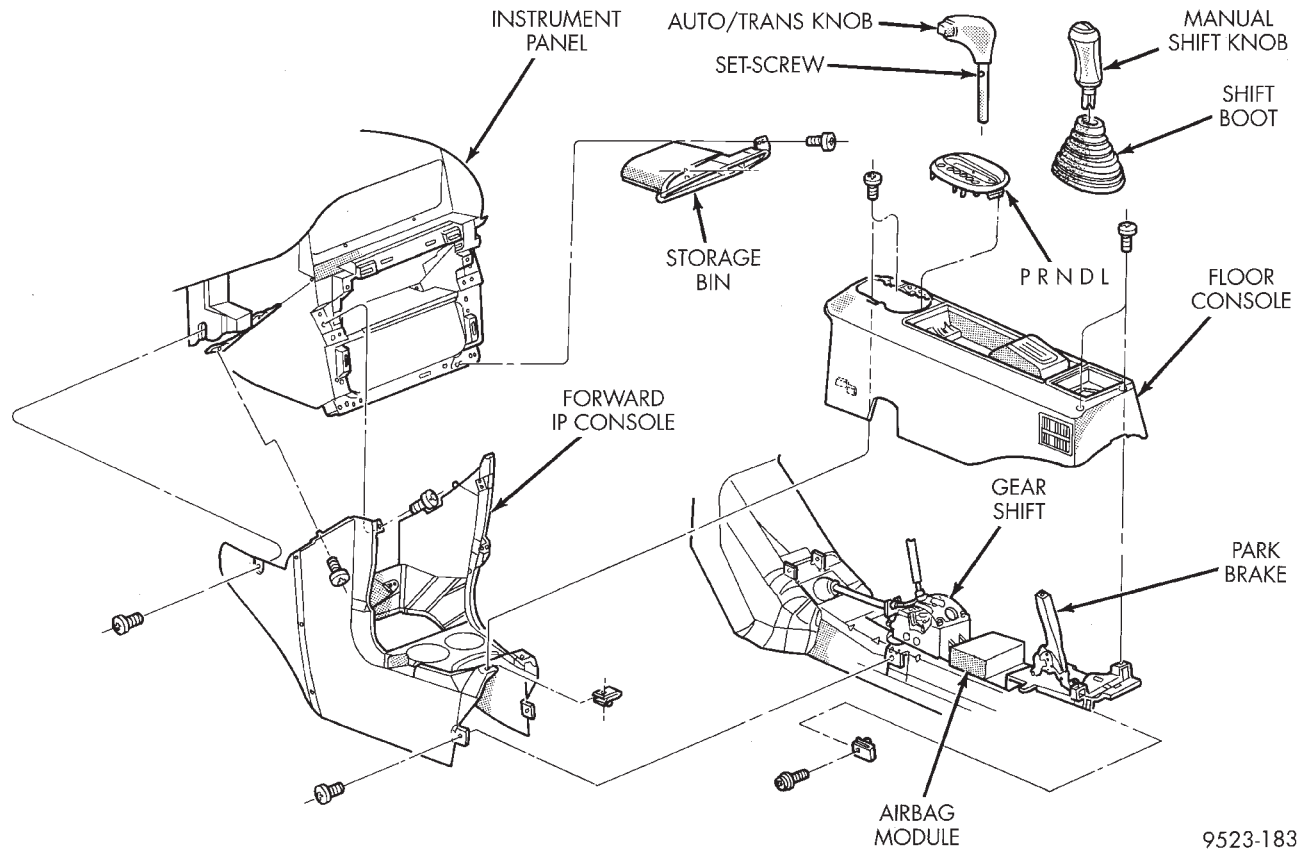
FRONT SEAT**REMOVAL**

- (1) Place seat at the forward position.
- (2) Disengage seat wire connector from body wire harness.
- (3) Remove bolts holding rear of seat track to floor (Fig. 47).
- (4) Remove bolts holding front of seat track to floor.
- (5) Separate front seat from vehicle.

INSTALLATION

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)



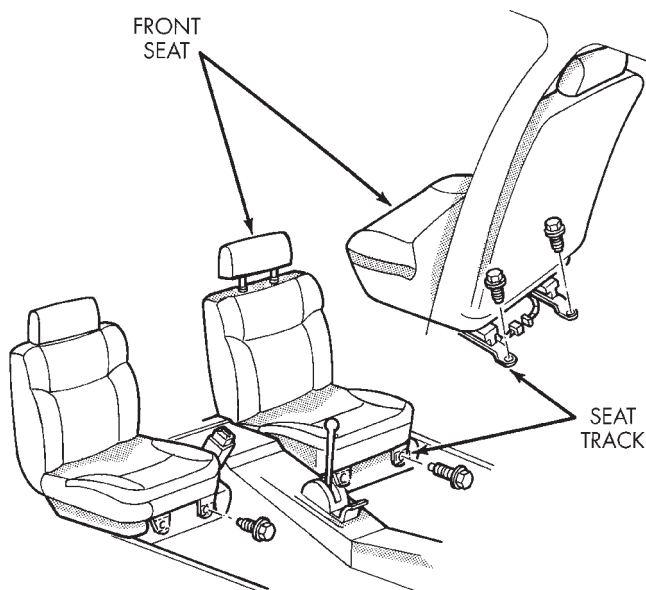
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Fig. 46 Floor Console**CHILD RESTRAINT REAR SEAT BACK****REMOVAL**

- (1) Remove rear seat cushion.
- (2) Remove bolts holding seat back and seat belts to floor pan (Fig. 48).
- (3) Open child restraint seat and peel down top of liner to expose bolt access holes.
- (4) Remove bolts holding seat back to parcel shelf mount bracket.
- (5) Lift seat back upward to disengage hooks holding seat back to trunk closure panel.
- (6) Separate seat back from vehicle.

INSTALLATION

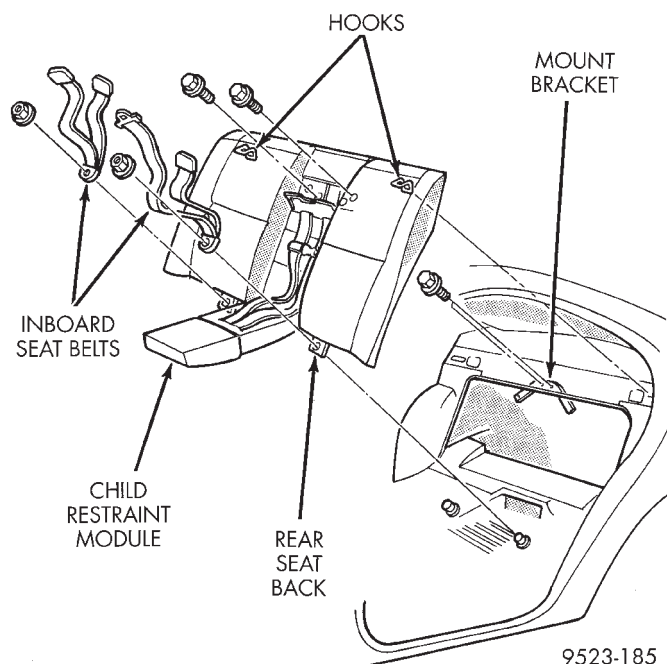
- (1) Position seat back in vehicle.
- (2) Push seat back downward to engage hooks holding seat back to trunk closure panel.
- (3) Install bolts holding seat back to parcel shelf mount bracket.
- (4) Install bolts holding seat back and seat belts to floor pan.
- (5) Install rear seat cushion.



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Fig. 47 Front Seat

REMOVAL AND INSTALLATION (Continued)

**Fig. 48 Child Restraint Rear Seat****REAR SEAT CUSHION****REMOVAL**

- (1) Pull upward at front edge of seat cushion to disengage cushion from retainer cups in rear floor pan (Fig. 49).
- (2) Separate seat cushion from vehicle.

INSTALLATION

- (1) Position seat cushion in vehicle.
- (2) Push firmly downward over the retaining loops on the bottom of seat cushion.

FOLDING REAR SEAT BACK SIDE BOLSTERS**REMOVAL**

- (1) Remove rear seat cushion.
- (2) Remove bolts holding side bolster to floor pan at the rear wheelhouse kick-up (Fig. 49).
- (3) Lift side bolster upward to disengage hook retaining top of bolster.
- (4) Separate side bolster from vehicle.

INSTALLATION

- (1) Position side bolster in vehicle.
- (2) Lower side bolster to engage hook retaining top of bolster.
- (3) Install bolts holding side bolster to floor pan at the rear wheelhouse kick-up.
- (4) Install rear seat cushion.

FOLDING REAR SEAT BACK**REMOVAL**

- (1) Remove rear seat cushion.
- (2) Remove side bolsters.
- (3) Remove pivot-bolts holding folding rear seat back to lower pivot brackets (Fig. 49).
- (4) Release folding rear seat back latch.
- (5) Separate seat back from vehicle.

INSTALLATION

- (1) Position seat back in vehicle.
- (2) Engage folding rear seat back latch.
- (3) Install pivot-bolts holding folding rear seat back to lower pivot brackets.
- (4) Install side bolsters.
- (5) Install rear seat cushion.

FOLDING REAR SEAT BACK LATCH HANDLE**REMOVAL**

- (1) From inside luggage compartment, disengage push-in retainer holding latch release handle to bottom of parcel shelf.
- (2) Disengage handle from folding rear seat back latch (Fig. 49).

INSTALLATION

Reverse the preceding operation.

FOLDING REAR SEAT BACK LATCH/LOCK**REMOVAL**

- (1) Remove parcel trim cover.
- (2) Remove bolts holding folding rear seat back latch/lock to parcel shelf (Fig. 49).
- (3) Separate folding rear seat back latch/lock from vehicle.

INSTALLATION

Reverse the preceding operation.

DOOR OPENING SILL PLATES**REMOVAL—FRONT OR REAR**

- (1) Pry upward at ends of sill plate to disengage retainers holding sill plate to door opening flange (Fig. 50).
- (2) Separate sill plate from vehicle.

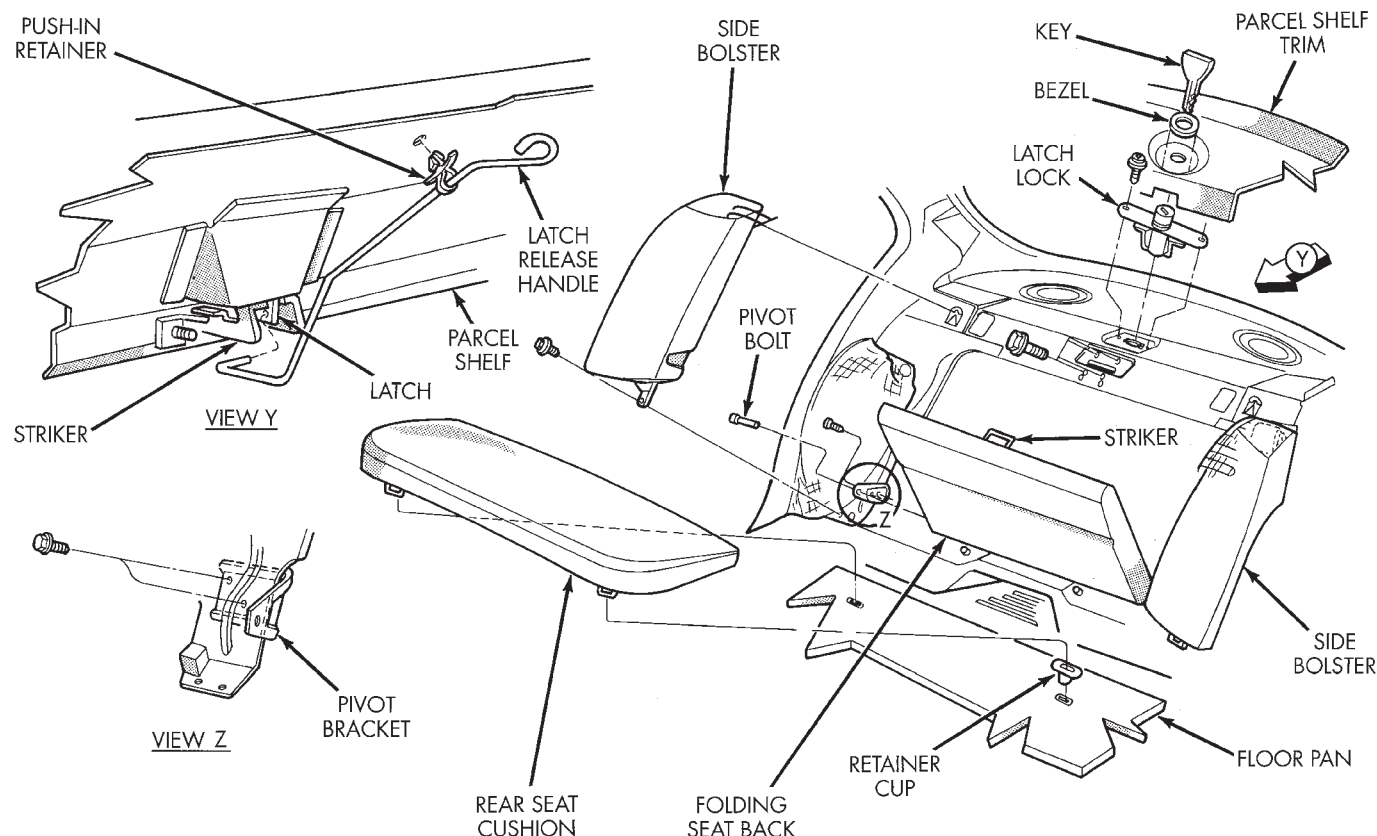
INSTALLATION

Reverse the preceding operation.

COWL TRIM**REMOVAL**

- (1) Remove front door sill plate.

REMOVAL AND INSTALLATION (Continued)



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Fig. 49 Folding Rear Seat

(2) Remove screws holding cowl trim to lower cowl panel (Fig. 50).

(3) Separate cowl trim from vehicle.

INSTALLATION

Reverse the preceding operation.

A-PILLAR TRIM**REMOVAL**

(1) Disengage clips holding A-pillar trim to A-pillar (Fig. 51).

(2) Separate A-pillar trim from vehicle.

INSTALLATION

Reverse the preceding operation.

UPPER B-PILLAR TRIM**REMOVAL**

(1) Pry shoulder belt knob straight off height adjuster using a trim stick (C-4755).

(2) Remove seat belt turning loop cover.

(3) Remove bolt holding turning loop to height adjuster.

(4) Remove bolt holding seat belt lower anchor to floor.

(5) Disengage clips holding upper B-pillar trim to B-pillar.

(6) Separate upper B-pillar trim from vehicle (Fig. 51).

INSTALLATION

Reverse the preceding operation.

LOWER B-PILLAR TRIM**REMOVAL**

(1) Remove upper B-pillar trim.

(2) Disengage clips holding seat belt access panel to lower B-pillar trim (Fig. 51).

(3) Remove sill plates.

(4) Disengage clips holding lower B-pillar trim to B-pillar.

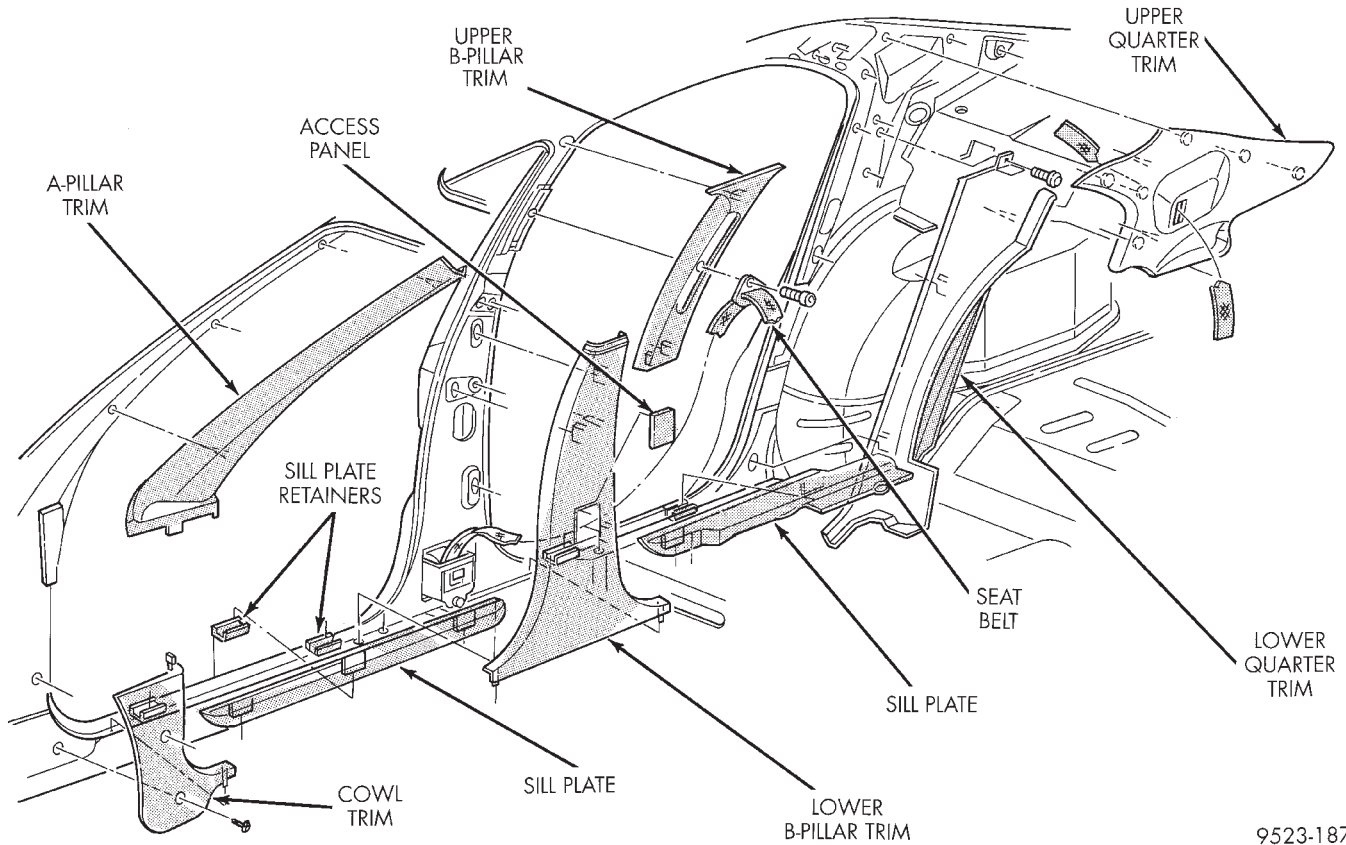
(5) Route seat belt webbing through access hole in lower B-pillar trim.

(6) Separate lower B-pillar trim from vehicle.

INSTALLATION

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)



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Fig. 50 Interior trim

UPPER QUARTER TRIM

REMOVAL

- (1) Remove bolt holding rear seat belt anchor to floor.
- (2) Disengage clips holding upper quarter trim to inner quarter panel (Fig. 51).
- (3) Route seat belt webbing through access hole in upper quarter trim.
- (4) Separate upper quarter trim panel from vehicle.

INSTALLATION

Reverse the preceding operation.

LOWER QUARTER TRIM

REMOVAL

- (1) Remove upper quarter trim panels and position them out of the way.
- (2) Remove rear seat side bolster or seat back.
- (3) Remove rear door sill plate.
- (4) Remove screw holding lower quarter trim to inner quarter panel.
- (5) Separate lower quarter trim from vehicle (Fig. 51).

INSTALLATION

Reverse the preceding operation.

QUARTER TRIM EXTENSIONS

REMOVAL

- (1) Remove rear seat back side bolsters.
- (2) Disengage clips holding quarter trim extensions to trunk closure panel (Fig. 52).
- (3) Separate quarter trim extensions from vehicle.

INSTALLATION

Reverse the preceding operation.

PARCEL SHELF TRIM

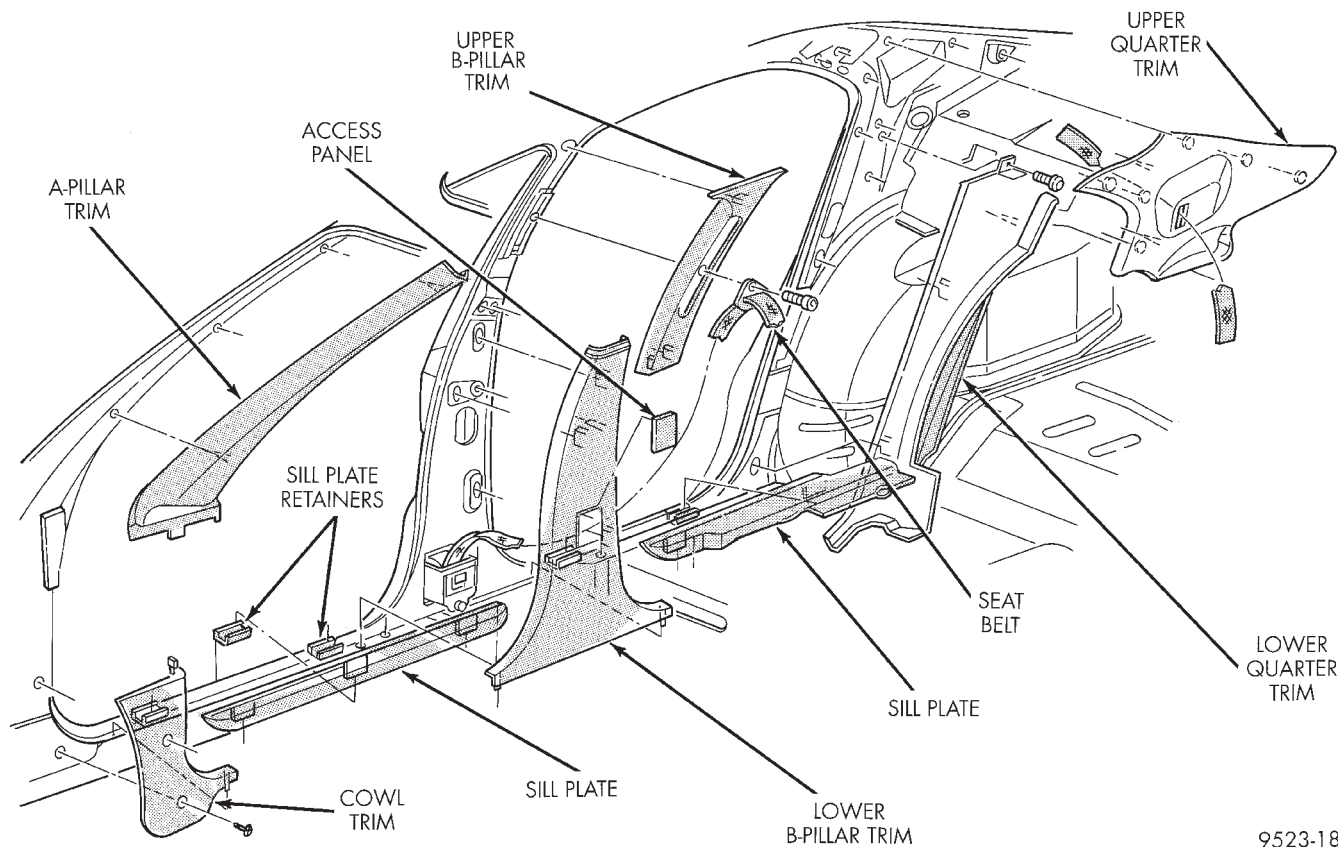
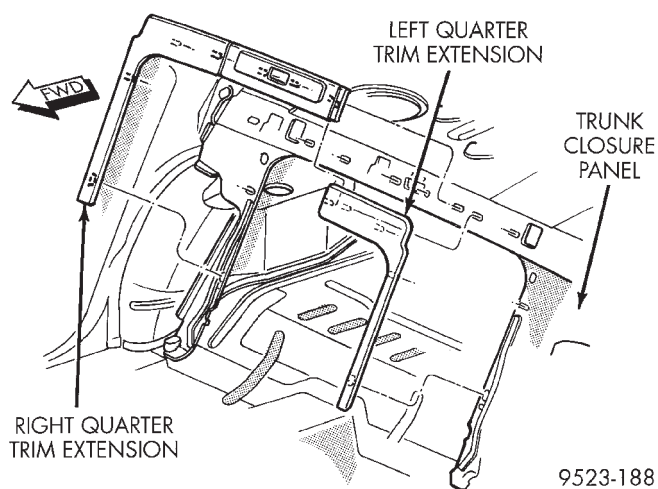
REMOVAL

- (1) Remove upper quarter trim panels.
- (2) Remove rear seat cushion and back or quarter extension panels.
- (3) Remove push-in fastener holding parcel shelf trim to shelf panel (Fig. 53).
- (4) Pull trim forward to disengage clip holding trim to shelf panel.
- (5) Separate parcel shelf trim from vehicle.

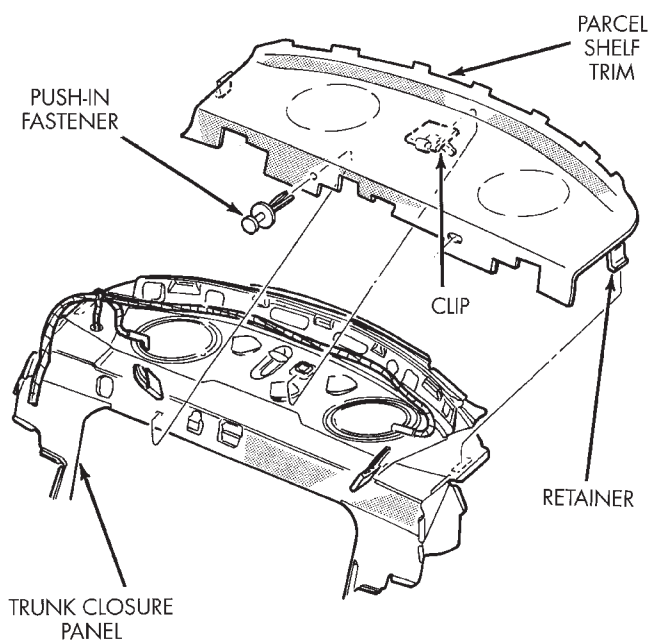
INSTALLATION

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

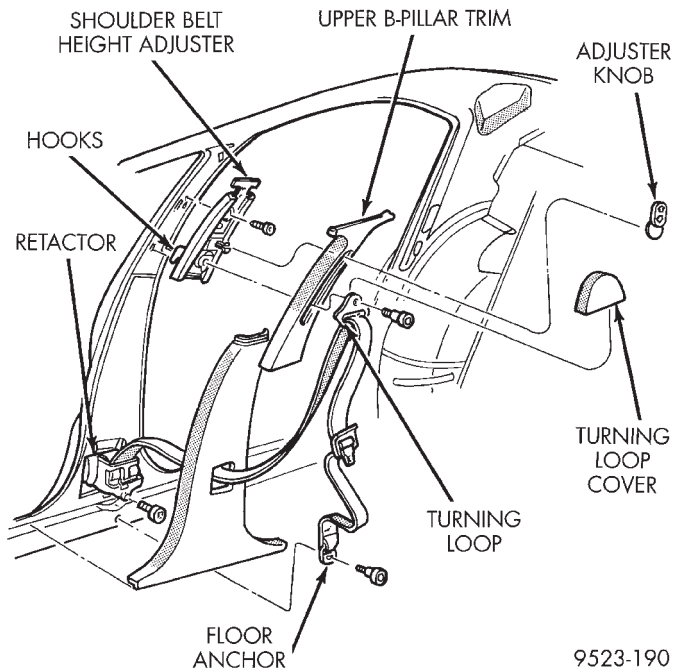
**Fig. 51 Interior Trim Panels****Fig. 52 Quarter Trim Extensions****SEAT BELT—FRONT OUTBOARD****REMOVAL**

- (1) Remove upper B-pillar trim panel.
- (2) Remove lower B-pillar trim panel.
- (3) Remove bolt holding seat belt retractor to B-pillar (Fig. 54).
- (4) Separate retractor and belt from vehicle.

**Fig. 53 Parcel Shelf Trim Panel****INSTALLATION**

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

**Fig. 54 Seat Belt—Front Outboard****SEAT BELT HEIGHT ADJUSTER****REMOVAL**

- (1) Remove upper B-pillar trim panel.
- (2) Remove bolt holding seat belt height adjuster to B-pillar.
- (3) Separate seat belt height adjuster from vehicle.

INSTALLATION

Reverse the preceding operation.

SEAT BELT—REAR INBOARD**REMOVAL**

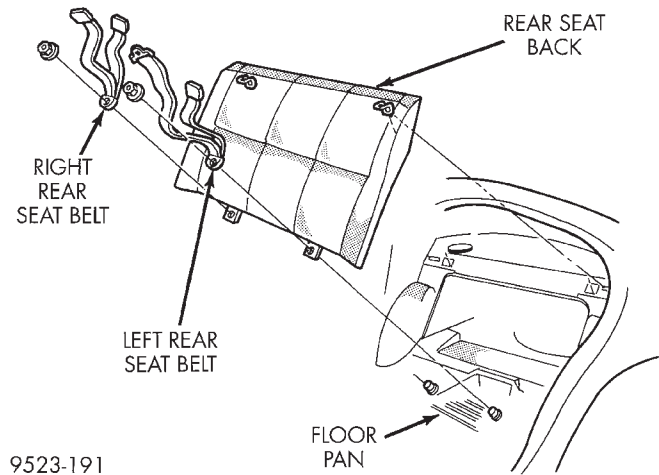
- (1) Remove rear seat cushion.
- (2) Remove nut holding seat belt to floor (Fig. 55).
- (3) Separate seat belt from vehicle.

INSTALLATION

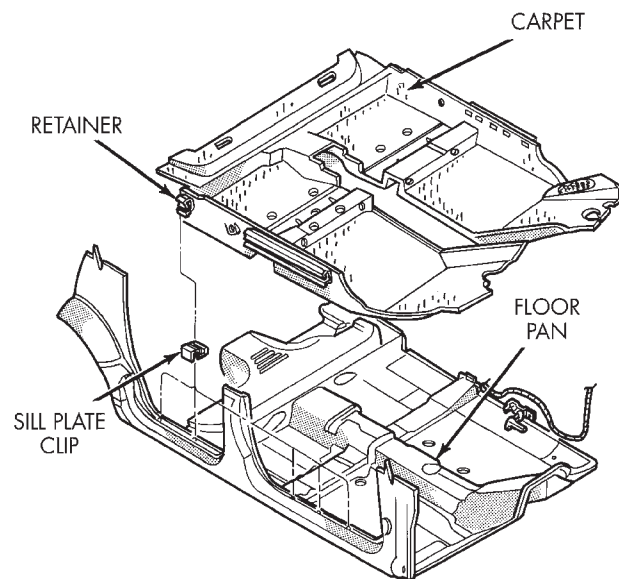
Reverse the preceding operation.

FLOOR CARPET**REMOVAL**

- (1) Remove door opening sill plates.
- (2) Remove rear seat cushion.
- (3) Remove front seats.
- (4) Remove bolts holding front seat belts to floor.
- (5) Remove lower B-pillar trim panels as necessary to clear carpet.

**Fig. 55 Seat Belt—Rear Inboard**

- (6) Remove cowl trim panels.
- (7) Remove floor console.
- (8) Remove forward IP console.
- (9) Disengage retainer channels holding carpet to door sills (Fig. 56).
- (10) Pull carpet from behind brake pedal, accelerator pedal, and HEVAC.
- (11) Fold carpet to center of vehicle.
- (12) Remove carpet from vehicle through passenger door opening.

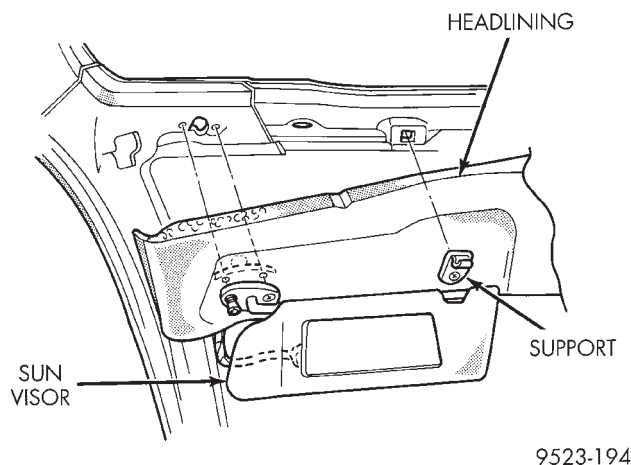
**Fig. 56 Floor Carpet****INSTALLATION**

Reverse the preceding operation.

REMOVAL AND INSTALLATION (Continued)

SUN VISOR**REMOVAL**

- (1) Disengage sun visor from center support (Fig. 57).
- (2) Remove screws holding sun visor to roof header.
- (3) Separate sun visor from header.
- (4) If equipped, disengage wire connector from body harness.
- (5) Separate sun visor from vehicle.

**Fig. 57 Sun Visor****INSTALLATION**

Reverse the preceding operation.

SUN VISOR SUPPORT**REMOVAL**

- (1) Disengage sun visor from center support.
- (2) Remove screw holding support to roof header.
- (3) Separate support from vehicle.

INSTALLATION

Reverse the preceding operation.

HEADLINING**REMOVAL**

CAUTION: It is not possible to remove the rear locating clip attached to the headlining just forward of the rear window without damaging the headlining substrate or locating clip. Verify availability of replacement headlining prior to beginning procedure.

- (1) Remove sun visors.
- (2) Remove sun visor supports.
- (3) Remove assist handles.
- (4) Remove coat hooks.

(5) Pull dome lamp straight down to disengage retaining clips.

(6) Disengage wire connector from dome lamp.

(7) Pull map lamp, if so equipped, straight down to disengage retaining clips.

(8) Disengage wire connector from map lamp, if so equipped.

(9) Pull sunroof switch, if so equipped, straight down to disengage switch from retainer.

(10) Disengage wire connector from sunroof switch, if so equipped.

(11) Remove left A-pillar trim panel.

(12) Disengage push-in fasteners holding headliner wiring harness to A-pillar and instrument panel brackets.

(13) Disengage headliner wire connector from fuse panel (Fig. 58).

(14) Disengage upper fasteners on right A-pillar trim panel and allow trim panel to lay toward center of vehicle.

(15) Remove upper B-pillar trim panels.

(16) Remove upper quarter trim panels as necessary to clear headlining removal path.

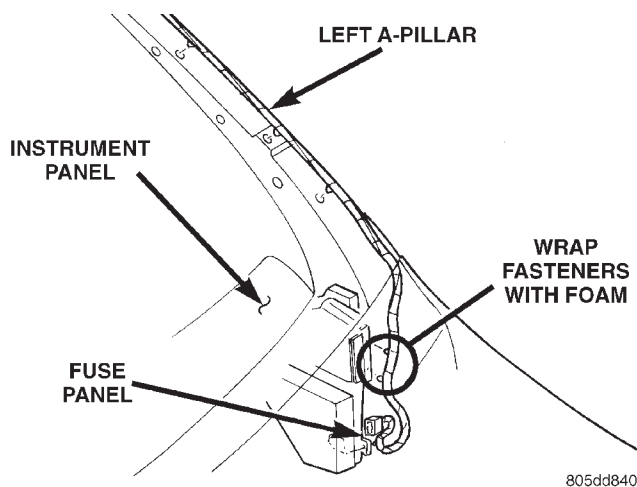
(17) Recline passenger side front seat.

(18) On sun roof equipped vehicles, disengage hook and loop fasteners holding headlining to sunroof module.

(19) Disengage clip holding headlining to roof above rear window (Fig. 59).

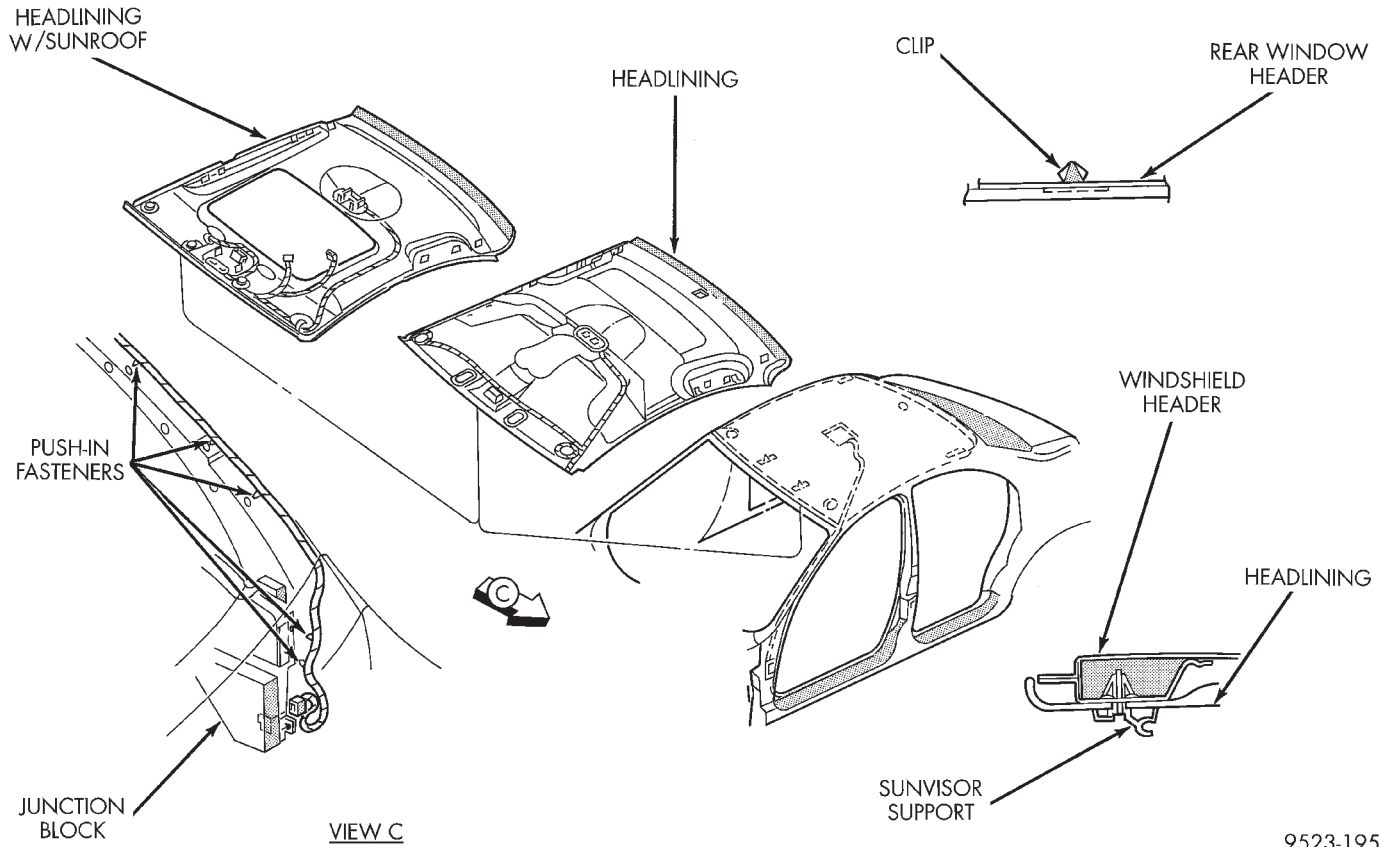
(20) Separate headlining from roof.

(21) Remove headlining through passenger side from door opening.

**Fig. 58 Headlining Wiring****INSTALLATION**

- (1) Fully recline both front seats.
- (2) Tilt steering wheel fully up.
- (3) Move shifter fully rearward.
- (4) Move headliner into vehicle through front passenger door.

REMOVAL AND INSTALLATION (Continued)



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Fig. 59 Headlining

(5) Lay headlining wiring harness out along A-pillar to prevent capturing between headlining and roof.

(6) Install left inboard sun visor support.

(7) Align rear locator with mating hole in roof bow and press upward on headlining until rear locator engages.

(8) Install coat hooks.

(9) Install assist handles.

(10) Install sun visors.

(11) Engage wire connector to sunroof switch, if so equipped.

(12) Push upward on sunroof switch, if so equipped, to engage into switch retainer.

(13) Push upward on headlining around sunroof opening to engage hook and loop fasteners, if equipped with a sunroof.

(14) Engage map lamp, if so equipped, wire connector to map lamp.

(15) Push upward on map lamp, if so equipped, to engage lamp to headlining.

(16) Engage dome lamp wire connector to dome lamp.

(17) Push upward on dome lamp to engage dome lamp to headlining and roof.

(18) Install headlining wiring harness to A-pillar and fuse panel.

NOTE: It is not possible to re-install the push-in fasteners holding the wiring harness to the instrument panel bracket and to the fuse panel area. Wrap these two fasteners with foam tape to prevent buzz, squeak, and rattle complaints (Fig. 58).

(19) Install A-pillar trim panels.

(20) Install B-pillar trim panels.

(21) Install upper quarter trim panels.

(22) Verify that the door opening weatherstrip lip overlaps the edge of the headlining and trim panels.

(23) Perform sunroof relearn procedure, if so equipped. Refer to Group 23, Body, for procedure.

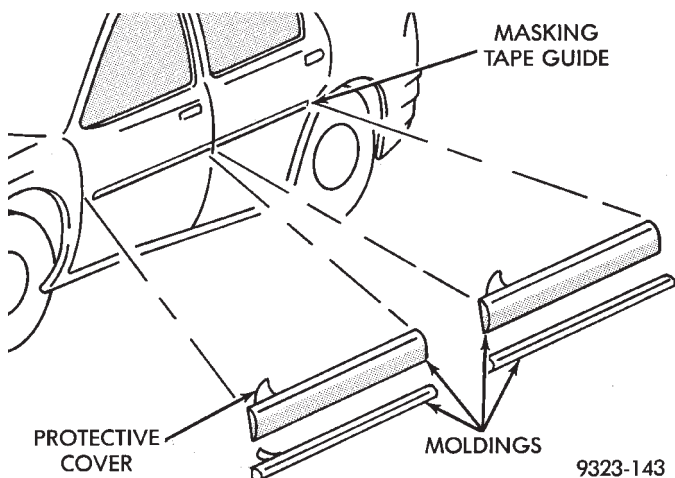
BODY SIDE MOLDING**STICK-ON BODY SIDE MOLDING****REMOVAL**

(1) Warm the effected stick-on molding and body metal to approximately 38°C (100°F) using a suitable heat lamp or heat gun.

(2) Pull stick-on molding from painted surface (Fig. 60).

(3) Remove adhesive tape residue from painted surface of vehicle.

REMOVAL AND INSTALLATION (Continued)

**Fig. 60 Body Side Molding****INSTALLATION**

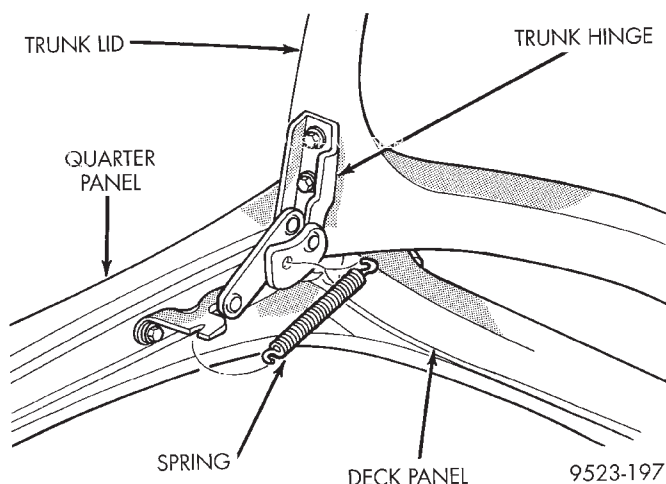
- (1) If molding is to be reused, remove tape residue from molding. Clean back of molding with Mopar® Super Kleen solvent or equivalent. Wipe molding dry with lint free cloth. Apply new body side molding (two sided adhesive) tape to back of molding.
- (2) Clean body surface with Mopar® Super Kleen solvent or equivalent. Wipe surface dry with lint free cloth.
- (3) Apply a length of masking tape on the body, parallel to the top edge of the molding to use as a guide, if necessary.
- (4) Remove protective cover from tape on back of molding. Apply molding to body below the masking tape guide.
- (5) Remove masking tape guide and heat body and molding, see Step 1 of Removal. Firmly press molding to body surface to assure adhesion.

TRUNK HINGE**REMOVAL**

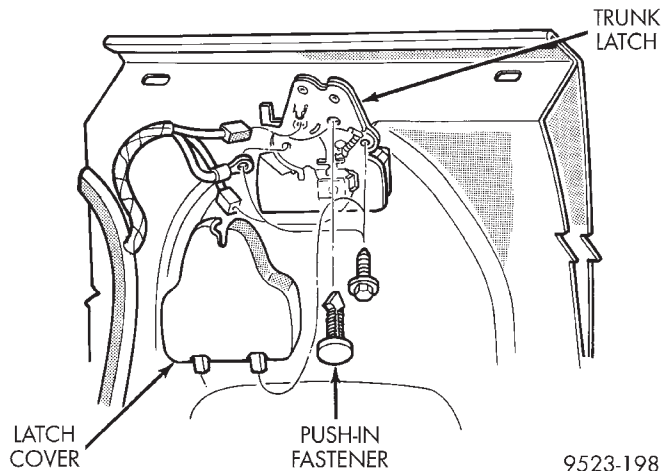
- (1) Open trunk lid.
- (2) Mark outline of hinge on quarter panel trough and inside of trunk lid to aid installation (Fig. 61).
- (3) Place a padded block between the deck panel and the trunk lid.
- (4) Remove bolts holding hinge to trunk lid.
- (5) Place trunk lid against padded block and hold it steady.
- (6) Remove bolts holding hinge to quarter panel trough.
- (7) Separate hinge from vehicle.

INSTALLATION

Reverse the preceding operation.

**Fig. 61 Trunk Hinge****TRUNK LATCH****REMOVAL**

- (1) Open trunk lid.
- (2) Disengage clips holding latch cover to trunk lid (Fig. 62).
- (3) Disengage wire connectors from trunk latch.
- (4) Remove bolts holding trunk latch to trunk lid.
- (5) Separate trunk latch from trunk lid.

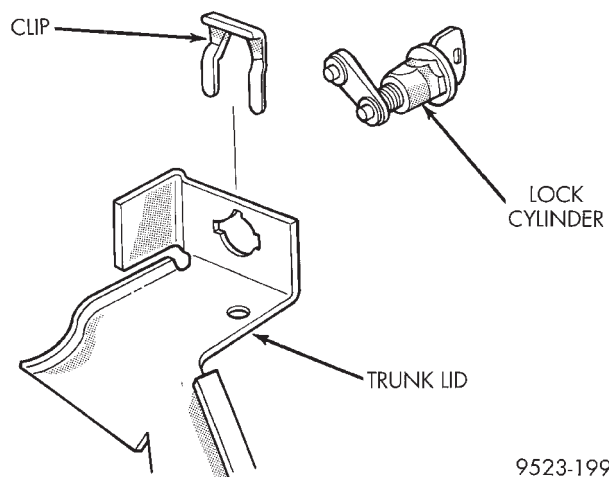
**Fig. 62 Trunk Latch****INSTALLATION**

Reverse the preceding operation.

TRUNK LOCK**REMOVAL**

- (1) Remove trunk latch.
- (2) Remove clip holding trunk lock cylinder to trunk latch (Fig. 63).
- (3) Separate lock cylinder from trunk latch.

REMOVAL AND INSTALLATION (Continued)

**Fig. 63 Trunk Lock****INSTALLATION**

Reverse the preceding operation.

TRUNK LATCH RELEASE CABLE AND LATCH STRIKER**REMOVAL**

- (1) Remove left front sill plate.
- (2) Remove left rear sill plate.
- (3) Remove left lower B-pillar trim as necessary to gain access to release cable.
- (4) Disengage retainers holding carpet to door opening sills.
- (5) Remove screws holding trunk release handle to floor pan (Fig. 64).
- (6) Route handle and cable into rear seat area.
- (7) Remove rear seat cushion and back.
- (8) Remove lower quarter trim panel.
- (9) Route handle and cable into trunk.
- (10) Separate trunk lining away from left quarter panel.
- (11) Remove trunk opening sill plate.
- (12) Remove bolts holding trunk latch striker to rear closure panel.
- (13) Separate trunk latch release cable from vehicle.

INSTALLATION

Reverse the preceding operation.

ADJUSTMENTS**DOOR LATCH ADJUSTMENT**

- (1) Insert a hex-wrench through the elongated hole in the door end frame near the latch striker opening (Fig. 65).
- (2) Loosen socket head screw on the side of the latch linkage.

- (3) Lift upward on outside door handle and release it.
- (4) Tighten socket head screw on latch.
- (5) Verify latch operation.

SPECIFICATIONS**BODY LUBRICATION SPECIFICATIONS****LUBRICATION REQUIREMENTS**

Body mechanisms and linkages should be inspected, cleaned, and lubricated, as required, to maintain ease of operation and to provide protection against rust and wear. When performing other underhood services, the hood latch release mechanism and safety catch should be inspected, cleaned, and lubricated. During the winter season, external door lock cylinders should be lubricated to assure proper operation when exposed to water and ice.

Prior to the application of any lubricant, the parts concerned should be wiped clean to remove dust and grit. If necessary, a suitable solvent can be used to clean the item to be lubricated. After lubricating a component, any excess oil or grease should be removed.

LUBRICANT APPLICATION**DOOR LOCK CYLINDERS**

- (1) Apply a small amount of lubricant directly into the lock cylinder.
- (2) Apply a small amount of lubricant to the key.
- (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.

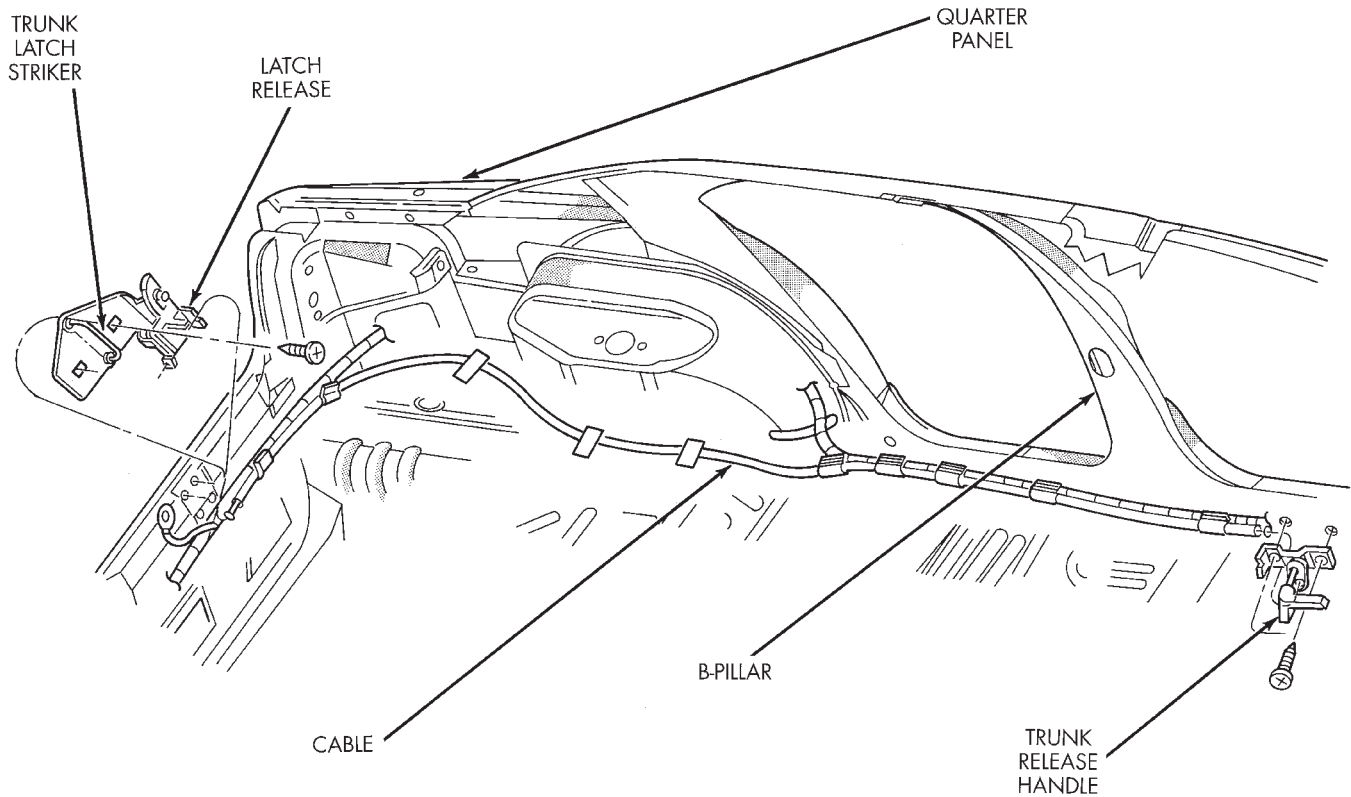
ALL OTHER BODY MECHANISMS

- (1) Clean component as described above.
- (2) Apply specified lubricant to all pivoting and sliding contact areas of component.

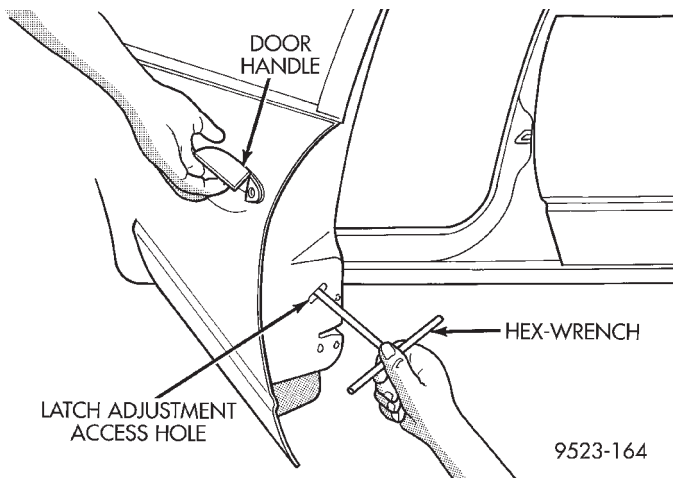
LUBRICANT USAGE**ENGINE OIL**

- Door Hinges—Hinge Pin and Pivot Contact Areas
- Hood Hinges—Pivot Points
- Liftgate Hinges
- Trunk Lid Hinges

SPECIFICATIONS (Continued)



9523-200

Fig. 64 Trunk Release Cable and Latch Striker

9523-164

Fig. 65 Door Latch Adjustment**MOPAR® SPRAY WHITE LUBE OR EQUIVALENT**

- Door Check Straps
- Liftgate Latches
- Liftgate Prop Pivots
- Ash Receiver
- Fuel Filler Door Remote Control Latch Mechanism
- Parking Brake Mechanism
- Sliding Seat Tracks
- Trunk Latch

MOPAR® MULTI-PURPOSE GREASE OR EQUIVALENT

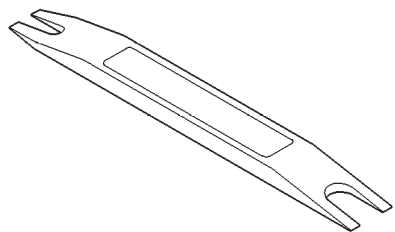
- All Other Hood Mechanisms

MOPAR® LOCK CYLINDER LUBRICANT OR EQUIVALENT

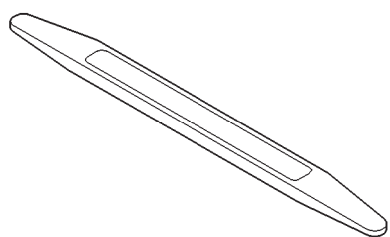
- Door Lock Cylinders
- Trunk Lock Cylinder

SPECIAL TOOLS

BODY



REMOVER, MOLDINGS C 4829



STICK, TRIM C4755

