INSTRUMENT PANEL AND SYSTEMS

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GENERAL INFORMATION

INTRODUCTION

The instrumentation gauges on GS vehicles are contained in a subdial assemblies within the instrument cluster. The individual gauges are not serviced separately. If one of the cluster gauges becomes faulty the entire subdial would require replacement and all gauges will have to be calibrated. Refer to the proper Body Diagnostic Procedure Manual for calibration procedures.

DESCRIPTION AND OPERATION

HEADLAMP AND POWER MIRROR SWITCH LAMP(S)

The Headlamp Switch and Power Mirror Switch lamps are shown in (Fig. 1). For replacement of the lamp(s) refer to Headlamp Switch Lamp(s) Removal and Installation procedures below. Refer to Group 8T, Power Mirrors for mirror test procedures.

DESCRIPTION AND OPERATION (Continued)

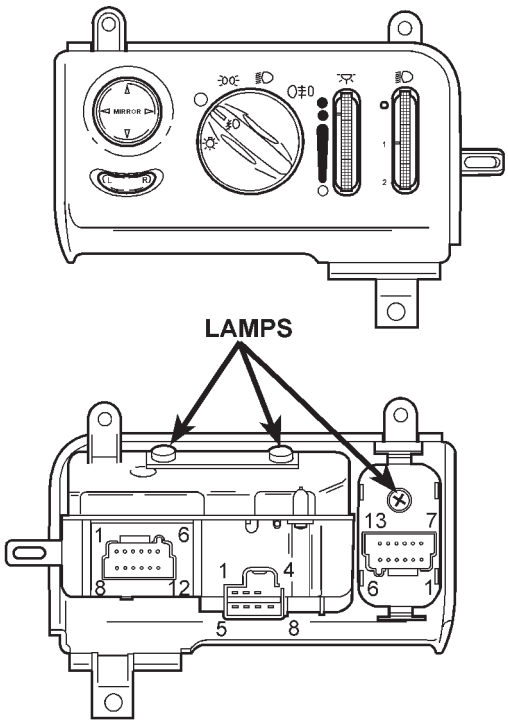

Fig. 1 Headlamp and Mirror Switch Lamps

INSTRUMENT CLUSTER

The mechanical instrument cluster with a tachometer is equipped with a electronic vacuum fluorescent odometer, and trip odometer display.

The instrument cluster is equipped with the following warning lamps (Fig. 2).

- Battery Voltage
- Lift Gate Ajar
- Low Coolant
- Low Windshield Washer Fluid Level
- Door Ajar
- Glow Plug Indicator
- Low Fuel Level

DIAGNOSIS AND TESTING

DIAGNOSTIC PROCEDURES

GS vehicle instrument clusters are equipped with a self diagnostic test feature to help identify electronic problems. Prior to any test, perform Self Diagnostic Test. The self diagnostic system monitors the CCD bus messages. If an electronic problem occurs, a Diagnostic Trouble Code (DTC) will be displayed in the odometer window of the cluster.

The following CCD bus messages are continuously monitored by the diagnostic system:

- Body Control Module
- Powertrain Control Module

HEADLAMP SWITCH

Using a Digital Multimeter, equipped with a diode test to perform the Headlamp Switch Test below (Fig. 3).

Switch position possibilities are open (no continuity), continuity, resistance value in ohms, or diode test. Use the values in the third column to determine meter setting. If Headlamp Switch is not within specifications replace as necessary.

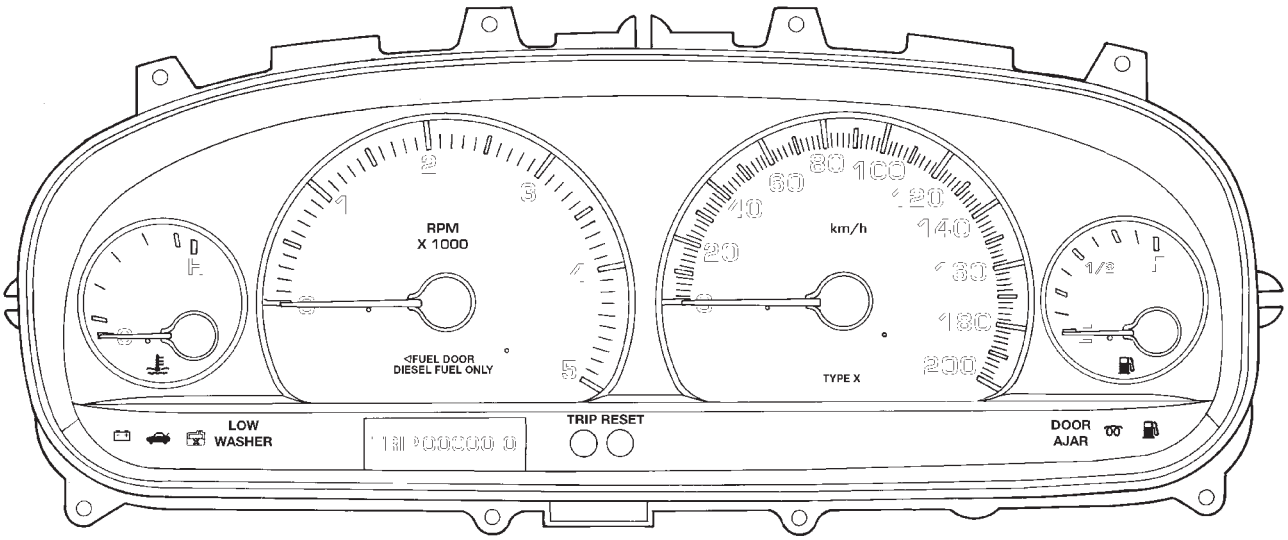

Fig. 2 Instrument Cluster

DIAGNOSIS AND TESTING (Continued)

HEADLAMP SWITCH POSITION	8-WAY CONNECTOR TERMINALS	RESISTANCE VALUE
OFF	2 to 1 2 to 5 2 to 6 2 to 7 2 to 8	5.2 OHMS (avg.) OPEN OPEN OPEN OPEN
PARKING LAMPS ON	2 to 3 2 to 5 2 to 6 2 to 7 2 to 8	OPEN OPEN OPEN OPEN CONTINUITY
HEADLAMPS ON	2 to 3 2 to 5 2 to 6 2 to 7 2 to 8	CONTINUITY OPEN OPEN OPEN CONTINUITY
FRONT FOG LAMPS ON (WITH PARKING LAMPS OR HEADLAMPS)	2 to 3 2 to 6 2 to 8 5 to 2 7 to 2	CONTINUITY CONTINUITY CONTINUITY DIODE CONTINUITY DIODE CONTINUITY

THUMBWHEEL	12-WAY CONNECTOR TERMINALS	RESISTANCE VALUE
DOME LAMPS ON	6 to 4 6 to 5 6 to 12 3 to 9 10 to 11	CONTINUITY OPEN 8k to 12k OHMS CONTINUITY OPEN
DAYTIME RUNNING MODE	6 to 4 6 to 5 6 to 12 3 to 9 10 to 11	OPEN CONTINUITY 8k to 12k OHMS CONTINUITY CONTINUITY
I/P LAMPS IN BRIGHT POSITION	6 to 4 6 to 5 6 to 12 3 to 9 10 to 11	OPEN OPEN 8k to 12k OHMS CONTINUITY CONTINUITY
I/P LAMPS IN DIM POSITION	6 to 4 6 to 5 6 to 12 3 to 9 10 to 11	OPEN OPEN 0 to 500 OHMS CONTINUITY CONTINUITY
COURTESY LAMPS DEFEAT	6 to 4 6 to 5 6 to 12 3 to 9 10 to 11	OPEN OPEN 0 to 500 OHMS OPEN CONTINUITY

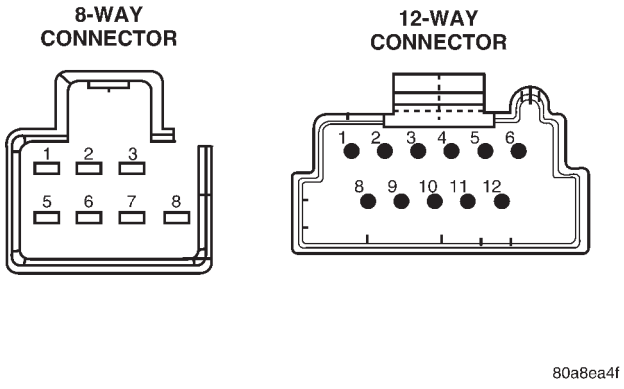

Fig. 3 Headlamp Switch Test

SELF DIAGNOSTIC TEST

With the ignition switch in the OFF position, depress the TRIP and RESET buttons. While holding the TRIP and RESET button turn the ignition switch ON. Continue to hold the TRIP and RESET buttons until the word CODE appears in the odometer windows (about five seconds). If a problem exists, the system will display diagnostic trouble codes. If no problem exists the code 999 (End Test) will momentarily appear.

INSTRUMENT CLUSTER DTC CHART

DTC	DESCRIPTION
110	Memory Fault in cluster
111	Calibration fault in cluster
921	Odometer fault from BCM
940	No tachometer messages from BCM

DIM TEST

When CHEC-0 is displayed in the odometer window, the cluster's vacuum fluorescent (VF) displays will dim down. If the VF display brightness does not change, a problem exists in the cluster.

CLUSTER CALIBRATION TABLE

Speedometer	**Calibration Point**
1	0 Km/h (0 mph)
2	40 Km/h (20 mph)
3	80 Km/h (55 mph)
4	120 Km/h (75 mph)

Tachometer	**Calibration Point**
1	0 rpm
2	1000 rpm
3	3000 rpm
4	4000 rpm

Fuel Gauge	**Calibration Point**
1	Empty (E)
2	1/8 Filled
3	1/4 Filled
4	Full (F)

Temp Gauge	**Calibration Point**
1	Cold (C)
2	Low Normal
3	High Normal
4	Hot (H)

DIAGNOSIS AND TESTING (Continued)

CALIBRATION TEST

When CHEC-1 is displayed in the odometer window, each of the cluster's gauge pointers will move sequentially through each calibration point. The Calibration Table contains the proper calibration points for each gauge. If the gauge pointers are not calibrated, a problem exists in the cluster. If any gauge is out of calibration it will have to be calibrated using a scan tool (DRB III). Refer to the proper Body Diagnostic Procedure Manual for calibration procedures.

ODOMETER SEGMENT TEST

When CHEC-2 is displayed in the odometer window, each digit of the odometer will illuminate sequentially. If a segment in the odometer does not illuminate normally, a problem exists in the display.

CONDITIONS

Refer to the following charts for possible/problems/causes and corrections.

- Instrument Cluster
- Speedometer
- Tachometer
- Fuel Gauge
- Temperature Gauge
- Odometer

INSTRUMENT CLUSTER DIAGNOSIS

CONDITION	POSSIBLE CAUSES	CORRECTION
INSTRUMENT CLUSTER INOPERATIVE - NO RESPONSE	No CCD bus messages from the body controller module (BCM).	1. Use a scan tool to check the BCM. If OK, look for another possible cause for cluster failure. If not OK, refer to the proper body diagnostic procedure manual.
	Spread terminal(s) on wiring harness cluster connector.	1. Remove cluster from instrument panel and check wiring harness connector for spread terminal. If OK, look for another possible cause for the cluster failure. If not OK, repair connector.
	Internal cluster failure.	1. Replace main cluster pc board and use a scan tool to calibrate cluster.

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DIAGNOSIS AND TESTING (Continued)

SPEEDOMETER

CONDITION	POSSIBLE CAUSES	CORRECTION
NO POINTER MOVEMENT	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. •If speedometer pointer moves to calibration points during test and fault codes 110 or 111 don't appear in the odometer display then failure is not in the cluster. Look for another possible cause of failure. •If the pointer doesn't move during test, go to step (2). •If fault code 110 is displayed in the odometer, go to step (2). •If fault code 111 is displayed in the odometer then go to step (6). •If fault code 920 is displayed in the odometer display, refer to the fault code chart to identify which module is causing the fault and repair module. 2. Replace main cluster pc board. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, complete installation. If not OK, go to step (5). 5. Replace subdial assembly and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the speedometer failure. 6. Use a scan tool to calibrate speedometer and perform self diagnostic test. If OK, stop. If not OK, go to step (2).
	No Speed CCD bus message or zero mph CCD speed bus message.	1. Check the Body Control Module (BCM) using a scan tool. If OK, go to step (2). If not OK, refer to the proper body diagnostic procedure manual. 2. Check the speedometer pinion. If OK, check vehicle speed sensor wire harness connector. If not OK, refer to the proper powertrain diagnostic procedure manual.

DIAGNOSIS AND TESTING (Continued)

SPEEDOMETER Continued

CONDITION	POSSIBLE CAUSES	CORRECTION
ERRATIC POINTER MOVEMENT-(Binds or sticks)	Binding speedometer pinion	1. Check the BCM using a scan tool. If OK, go to step (2). If not OK, refer to the proper Body Diagnostic Procedure manual. 2. Check the speedometer pinion. If OK, check vehicle speed sensor wiring harness connector. If not OK, replace speedometer pinion.
	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. •If the pointer moves during test but still appears erratic and fault codes 110 or 111 don't appear in the odometer display, then go to step (2). •If fault code 110 is displayed in the odometer, go to step (5). •If fault code 111 appears in the odometer display, go to step (4) 2. Replace cluster subdial assembly. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, continue installation. If not OK, go to step (5). 5. Replace main cluster pc board and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the speedometer failure.
SPEEDOMETER INACCURATE	Speedometer out of calibration	1. Perform cluster self diagnostic test. •If speedometer is accurate to the calibration points, then look for another possible cause of inaccuracy. •If speedometer is not accurate to the calibration points, go to step (2). 2. Use a scan tool to calibrate speedometer.
	Wrong speedometer pinion and tire combination	1. Check if correct speedometer pinion is being used with tires on vehicle. Refer to the Transmission Powertrain Diagnostic Procedure manual. •If the incorrect pinion is in transmission, then replace with correct pinion. •If the correct pinion is in the transmission, calibrate speedometer using a scan tool to correct for the inaccuracy.

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DIAGNOSIS AND TESTING (Continued)

TACHOMETER

CONDITION	POSSIBLE CAUSES	CORRECTION
NO POINTER MOVEMENT	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. •If tachometer pointer moves to calibration points during test and fault codes 110 or 111 don't appear in the odometer display then failure is not in the cluster. Look for another possible cause of failure. •If the pointer doesn't move during test, go to step (2). •If fault code 110 is displayed in the odometer, go to step (2). •If fault code 111 is displayed in the odometer then go to step (6). •If fault code 920 is displayed in the odometer display, refer to the fault code chart to identify which module is causing the fault and repair module. 2. Replace main cluster pc board. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, continue installation. If not OK, go to step (5). 5. Replace subdial assembly and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the tachometer failure. 6. Use a scan tool to calibrate tachometer and perform self diagnostic test. If OK, stop. If not OK, go to step (2).
	No rpm CCD bus message or zero rpm CCD bus message from BCM.	1. Check the Body Control Module (BCM) using a scan tool. Refer to the proper powertrain diagnostic procedure manual.

DIAGNOSIS AND TESTING (Continued)

TACHOMETER Continued

CONDITION	POSSIBLE CAUSES	CORRECTION
ERRATIC POINTER MOVEMENT- (Binds or sticks)	Bad CCD bus message from BCM.	1. Check the BCM using a scan tool. Refer to the proper powertrain diagnostic procedure manual.
	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. •If the pointer moves during test but still appears erratic and fault codes 110 or 111 don't appear in the odometer display, then go to step (2). •If fault code 110 is displayed in the odometer, go to step (5). •If fault code 111 appears in the odometer display, go to step (4). •If the fault code 920 is displayed in the odometer display, refer to the fault code chart to identify which module is causing the fault and repair module. 2. Replace cluster subdial assembly. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, continue installation. If not OK, go to step (5). 5. Replace main cluster pc board and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the tachometer failure.
TACHOMETER INACCURATE	Tachometer out of calibration	1. Calibrate tachometer using a scan tool.

DIAGNOSIS AND TESTING (Continued)

FUEL GAUGE

CONDITION	POSSIBLE CAUSES	CORRECTION
NO POINTER MOVEMENT	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. • If fuel gauge pointer moves to calibration points during test and fault codes 110 or 111 don't appear in the odometer display then failure is not in the cluster. Look for another possible cause of failure. • If the pointer doesn't move during test, go to step (2). • If fault code 110 is displayed in the odometer, go to step (2). • If fault code 111 is displayed in the odometer then go to step (6). 2. Replace main cluster pc board. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, continue installation. If not OK, go to step (5). 5. Replace subdial assembly and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the fuel gauge failure. 6. Use a scan tool to calibrate fuel gauge and perform self diagnostic test. If OK, stop. If not OK, go to step (2).
	No CCD fuel message or empty CCD bus message from BCM.	1. Check the BCM using a scan tool. If OK, go to step (2). If not OK, refer to the proper body diagnostic procedure manual. 2. Refer to the Fuel section of the service manual for the fuel level sending unit test procedure. Test unit and repair as instructed.

DIAGNOSIS AND TESTING (Continued)

FUEL GAUGE Continued

CONDITION	POSSIBLE CAUSES	CORRECTION
ERRATIC POINTER MOVEMENT	Bad CCD fuel message from the BCM.	1. Use a scan tool to check the BCM. If OK, go to step (2). If not OK, refer to the proper body diagnostic procedure manual. 2. Refer to Group 14, Fuel System for proper fuel level sending unit test procedure. Test unit. If OK, look for another possible cause for fuel gauge failure. If not OK, repair sending unit.
	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. • If the pointer moves during test but still appears erratic and fault codes 110 or 111 don't appear in the odometer display, go to step (2). • If fault code 110 is displayed in the odometer, go to step (5). • If fault code 111 appears in the odometer display go to step (4). 2. Replace cluster subdial assembly. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, continue installation. If not OK, go to step (5). 5. Replace main cluster pc board and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the fuel gauge failure.
FUEL GAUGE INACCURATE	Fuel gauge out of calibration.	1. Perform cluster self diagnostic test. If pointer is accurate to the calibration points look for another possible cause of failure. If pointer is inaccurate to the calibration points, go to step (2). 2. Use a scan tool to calibrate fuel gauge.
	Fuel level sending unit is out of calibration.	1. Refer to Group 14, Fuel System for test and repair procedure.

DIAGNOSIS AND TESTING (Continued)

TEMPERATURE GAUGE

CONDITION	POSSIBLE CAUSES	CORRECTION
NO POINTER MOVEMENT	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. •If temperature gauge pointer moves to calibration points during test and fault codes 110 or 111 don't appear in the odometer display then failure is not in the cluster. Look for another possible cause of failure. •If the pointer doesn't move during test, go to step (2). •If fault code 110 is displayed in the odometer, go to step (2). •If fault code 111 is displayed in the odometer then go to step (6). •If fault code 920 is displayed in the odometer display, refer to the fault code chart to identify which module is causing the fault and repair module. 2. Replace main cluster pc board. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, complete installation. If not OK, go to step (5). 5. Replace subdial assembly and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the temperature failure. 6. Use a scan tool to calibrate speedomter and perform self diagnostic test. If OK, stop. If not OK, go to step (2).
	No CCD temperature message or cold CCD bus message from the BCM.	1. Check the body controller fault codes by using a scan tool. If there are no faults, go to step (2). If there are faults, refer to the Body Diagnostic Procedure manual. 2. Refer to the Group 14, Fuel Injection, General Diagnosis for the coolant sensor test procedure. Repair sensor as needed.

DIAGNOSIS AND TESTING (Continued)

TEMPERATURE GAUGE Continued

CONDITION	POSSIBLE CAUSES	CORRECTION
ERRATIC POINTER MOVEMENT- (Binds or sticks)	Bad CCD bus message from BCM.	1. Check BCM fault codes using a scan tool. If there are no faults, got to step (2). If there are faults, refer to the proper body diagnostic procedure manual. 2. Refer to the Group 14, Fuel Injection, General Diagnosis for the coolant sensor test procedure. Repair sensor as needed.
	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. •If the pointer moves during test but still appears erratic and fault codes 110 or 111 don't appear in the odometer display, then go to step (2). •If fault code 110 is displayed in the odometer, go to step (5). •If fault code 111 appears in the odometer display, go to step (4). •If the fault code 920 is displayed in the odometer display, refer to the fault code chart to identify which module is causing the fault and repair module. 2. Replace cluster subdial assembly. Go to step (3). 3. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. Put in the top two mounting screws to hold the cluster in place. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS CALIBRATED AND TESTED. Go to step (4). 4. Use a scan tool to calibrate cluster and perform self diagnostic test. If OK, continue installation. If not OK, go to step (5). 5. Replace main cluster pc board and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the temperature gauge failure.

DIAGNOSIS AND TESTING (Continued)

ODOMETER

CONDITION	POSSIBLE CAUSES	CORRECTION
NO DISPLAY	No CCD odometer bus message from BCM.	1. Use a scan tool to check the BCM. Refer to the proper body diagnostic procedure manual.
	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. • If odometer passes the dim test and segment check and fault codes 110 or 111 don't appear in the odometer display then failure is not in the cluster. Look for another possible cause of failure. • If odometer doesn't work go to step (2). • If fault code 110 is displayed in the odometer, go to step (2). • If fault code 921 is displayed use a scan tool to check body controller. 2. Replace cluster from instrument panel and verify that odometer assembly is properly connected to main pc board. If OK, go to step (3). If not OK, reconnect odometer assembly to main pc board. 3. Replace odometer assembly. Go to step (4). 4. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS TESTED. Go to step (5). 5. Perform self diagnostic test. If OK, continue installation. If not OK, go to step (6). 6. Replace main cluster pc board and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the odometer failure.
ERRATIC DISPLAY	Internal cluster failure.	1. Perform cluster self diagnostic test and check for fault codes. • If odometer passes the dim test and segment check and fault codes 110 or 111 don't appear in the odometer display then failure is not in the cluster. Look for another possible cause of failure. • If odometer doesn't work go to step (2). • If fault code 110 is displayed in the odometer, go to step (b). • If fault code 921 is displayed use a scan tool to check body controller.

DIAGNOSIS AND TESTING (Continued)

ODOMETER Continued

CONDITION	POSSIBLE CAUSES	CORRECTION
ERRATIC DISPLAY Cont.	Internal cluster failure, cont.	2. Remove cluster from instrument panel and verify that odometer assembly is properly connected to main pc board. If OK, go to step (3). If not OK, reconnect odometer assembly to main pc board. 3. Replace odometer assembly. Go to step (4). 4. Connect cluster into instrument panel wiring harness. Place it back into the proper position in the instrument panel. DO NOT COMPLETELY INSTALL CLUSTER TO INSTRUMENT PANEL UNTIL UNIT IS TESTED. Go to step (5). 5. Perform self diagnostic test. If OK, continue installation. If not OK, go to step (6). 6. Replace main cluster pc board and use a scan tool to calibrate cluster. If not OK, look at another possible cause for the odometer failure.
	Bad CCD bus message from BCM.	1. Use a scan tool to check the BCM. Refer to the proper body diagnostic procedure manual.
ODOMETER WON'T GO INTO TRIP MODE	Trip switch doesn't work.	1. Use a scan tool to perform trip switch activation test. If OK, look for another possible cause of failure. If not OK, replace odometer assembly.
TRIP ODOMETER WON'T RESET	Reset switch doesn't work.	1. Use a scan tool to perform reset switch activation test. If OK, look for another possible cause of failure. If not OK, replace odometer assembly.

REMOVAL AND INSTALLATION

CONVENIENCE BIN - CUP HOLDER

REMOVAL

(1) Pull the convenience bin open (Fig. 4).

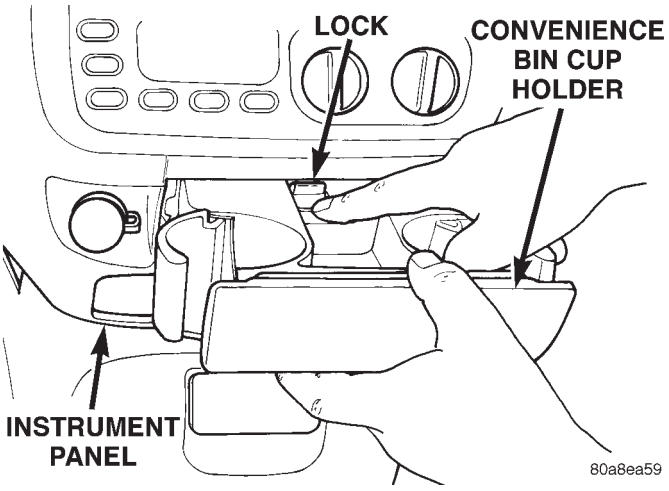

Fig. 4 Convenience Bin – Cup Holder

(2) Push lock tab at rear center downward.

(3) Pull the convenience bin - cup holder from track in instrument panel.

(4) Remove convenience bin - cup holder.

INSTALLATION

For installation, reverse the above procedures.

ASH RECEIVER – CONVENIENCE BIN LAMP MODULE

REMOVAL

(1) Pull out ash receiver/cup holder.

(2) Insert trim stick between access cover above cup holder and center console.

(3) Carefully pry access cover from center console (Fig. 5).

(4) Separate access cover from vehicle.

(5) Remove screw from ash receiver lamp module.

(6) Carefully pull lamp module and wiring rearward from instrument panel (Fig. 6).

(7) Disconnect lamp module from the wiring connector.

INSTALLATION

For installation, reverse the above procedures.

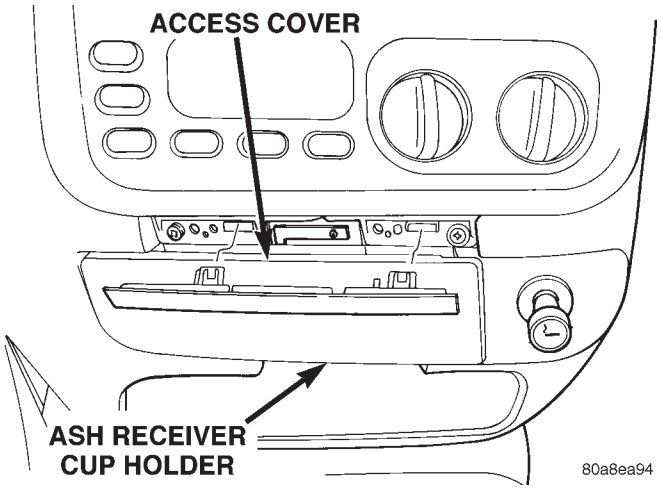

Fig. 5 Ash Receiver Access Cover

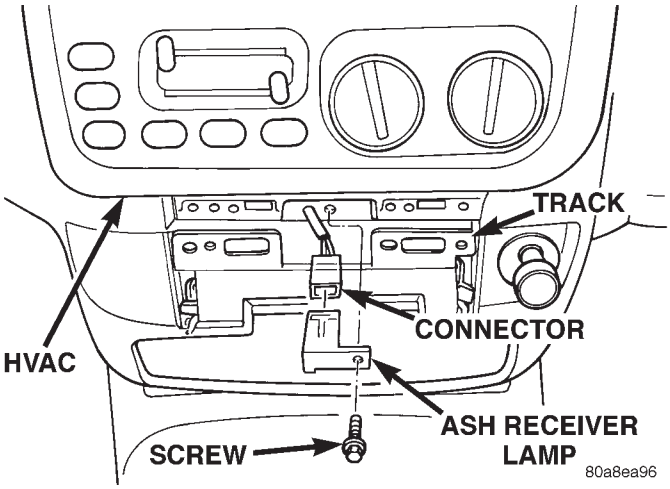

Fig. 6 Ash Reveiver Lamp Module

CONVENIENCE BIN

REMOVAL

(1) Remove the ash receiver/cup holder from the instrument panel.

(2) Remove the screw access cover from the bottom of the radio bezel (Fig. 5).

(3) Remove the center bezel.

(4) Remove the ash receiver/cup holder attaching screws and pull the ash receiver/cup holder track rearward to disengage the rear guide studs from instrument panel (Fig. 7).

(5) Remove the ash receiver/cup holder.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

For installation, reverse the above procedures.

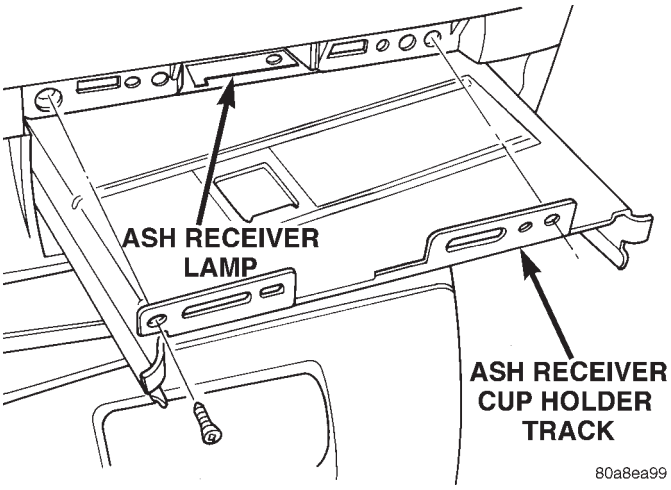

Fig. 7 Ash Receiver/Cup Holder Track RHD

BODY CONTROL MODULE (BCM)

REMOVAL

(1) Disconnect battery negative cable.

(2) Remove lower steering column cover and knee blocker reinforcement.

(3) Disconnect two wire connectors from bottom of Body Control Module (BCM)

(4) Remove bolts holding Junction Block to dash panel mounting bracket (Fig. 8).

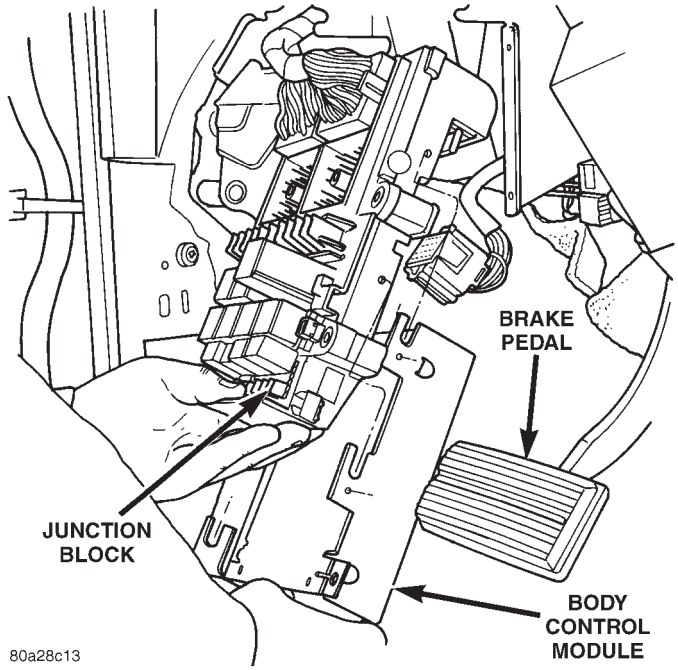

Fig. 8 Body Control Module Location

(5) Remove Junction Block from mounting bracket.

(6) Remove screws holding Body Control Module to Junction Block.

(7) Slide Body Control Module downward to disengage guide studs on Junction Block from channels on BCM mounting bracket.

(8) Remove Body Control Module from Junction Block.

INSTALLATION

For installation, reverse the above procedures.

CIGAR LIGHTER BASE

REMOVAL

(1) Look inside and note position of the retaining bosses (Fig. 9).

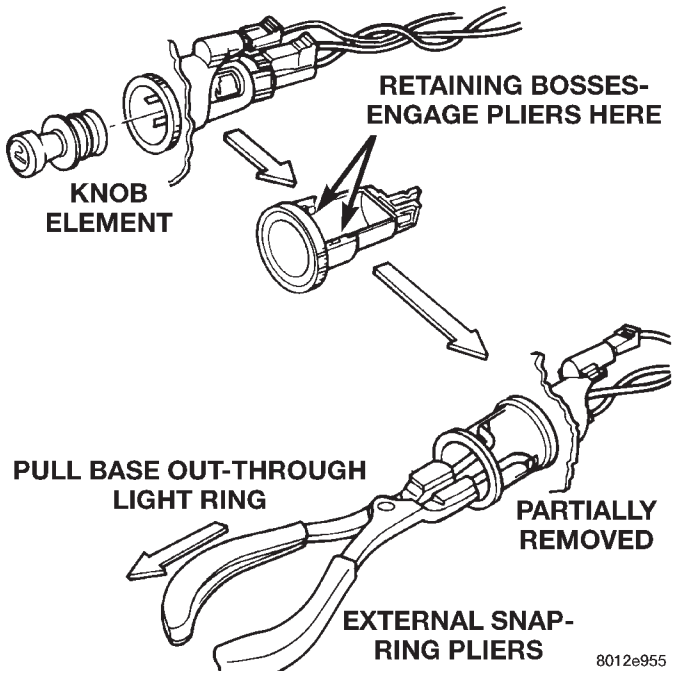

Fig. 9 Cigar Lighter Base Removal

(2) Using external snap ring pliers with 90 degree tips. Insert pliers with tips against bosses and squeeze forcing bosses out of base.

(3) Pull out base, through mounting ring, gently rocking pliers.

(4) Disconnect the base wires.

(5) Set base aside. Remove light ring and disconnect wire.

INSTALLATION

(1) Connect wire to light ring and install ring.

(2) Connect wires to base.

(3) Push base into the bezel till it locks.

(4) Install lighter element and check operation of element.

REMOVAL AND INSTALLATION (Continued)

GLOVE BOX

REMOVAL (FIG. 4)

(1) Open glove box (Fig. 10).

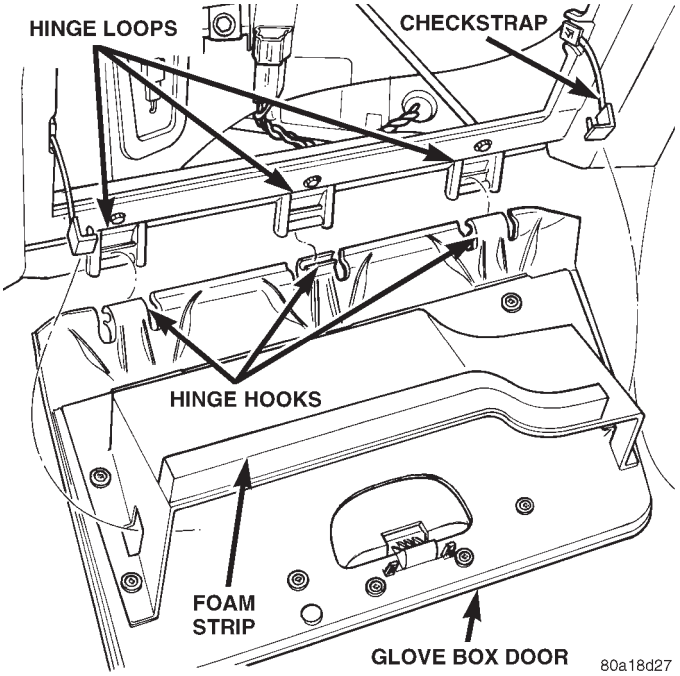

Fig. 10 Glove Box

(2) Disengage clip holding checkstraps to glove box door.

(3) Pivot glove box downward and disengage hinge hooks from instrument panel.

(4) Remove glove box.

INSTALLATION

(1) Place glove box in position.

(2) Engage hinge hooks into instrument panel and pivot glove box upward.

(3) Engage clip to hold checkstraps to glove box door.

(4) Close glove box door.

GLOVE BOX LAMP AND SWITCH

REMOVAL

(1) Open glove box door (Fig. 11).

(2) Using a trim stick, lightly pry glove box lamp/switch from instrument panel.

(3) Disengage wire connector from glove box lamp and switch.

(4) Remove glove box lamp and switch.

(5) Remove lamp (Fig. 12).

INSTALLATION

For installation, reverse the above procedures.

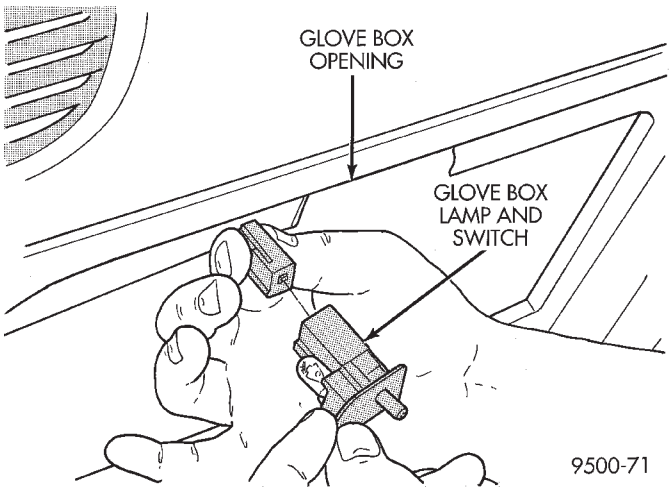

Fig. 11 Glove Box Lamp and Switch

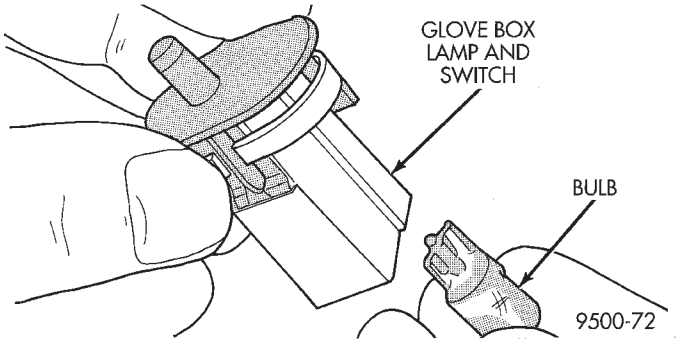

Fig. 12 Glove Box Lamp

GLOVE BOX LOCK STRIKER

REMOVAL

(1) Open glove box door (Fig. 13).

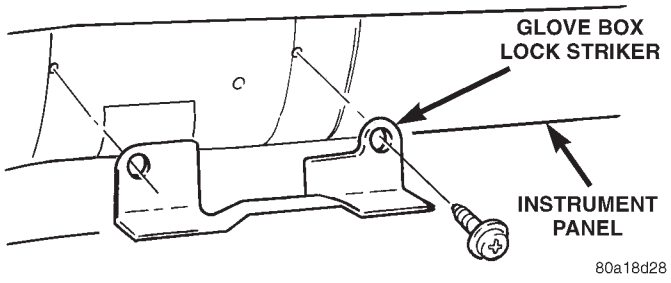

Fig. 13 Glove Box Lock Striker

(2) Disengage clip holding checkstraps to glove box door.

(3) Remove screws holding lock striker to instrument panel.

(4) Remove glove box lock striker.

INSTALLATION

For installation, reverse the above procedures.

REMOVAL AND INSTALLATION (Continued)

HEADLAMP SWITCH

REMOVAL

(1) Remove instrument cluster bezel (Fig. 14).

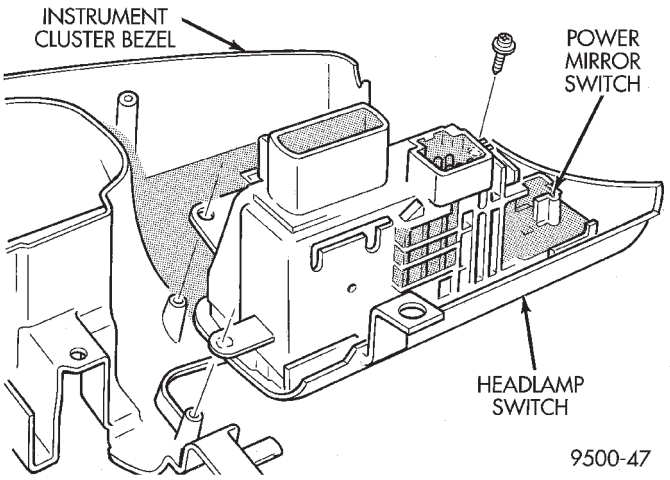

Fig. 14 Headlamp Switch

(2) Remove screws holding the headlamp switch bezel to cluster bezel.

(3) Disconnect the wire connectors from the headlamp switch and wire connector from the power mirror switch.

(4) Remove headlamp switch bezel from cluster bezel.

INSTALLATION

For installation, reverse the above procedures.

HEADLAMP SWITCH LAMP(S)

REMOVAL

(1) Remove instrument cluster bezel.

(2) Disconnect wire connectors.

(3) Remove headlamp switch bezel from instrument cluster bezel.

(4) Rotate bulb socket counterclockwise one quarter turn (Fig. 15).

(5) Pull bulb socket from headlamp switch.

INSTALLATION

For installation, reverse the above procedures.

HVAC CONTROL LAMP

REMOVAL

(1) Remove radio bezel and HVAC Control (Fig. 16).

(2) Remove rear cover from HVAC control.

(3) Rotate bulb socket counterclockwise one quarter turn.

(4) Pull bulb socket from HVAC.

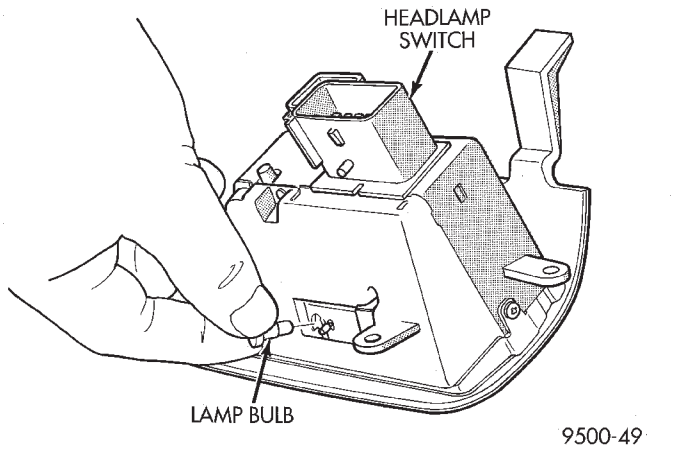

Fig. 15 Headlamp Switch Lamp

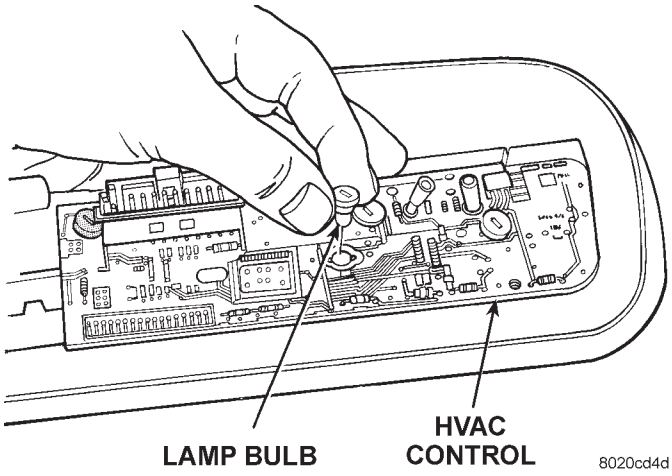

Fig. 16 HVAC Control Lamps

INSTALLATION

For installation, reverse the above procedures.

INSTRUMENT CLUSTER BACK PANEL

REMOVAL

(1) Remove instrument cluster.

(2) Remove screws holding back panel to instrument cluster (Fig. 17).

(3) Remove back panel.

INSTALLATION

For installation, reverse the above procedures.

INSTRUMENT CLUSTER BEZEL

REMOVAL

(1) Remove steering column cover.

(2) Remove over steering column bezel (Fig. 18).

(3) Remove left end cover.

(4) Remove screw at left end of cluster bezel and headlamp switch.

REMOVAL AND INSTALLATION (Continued)

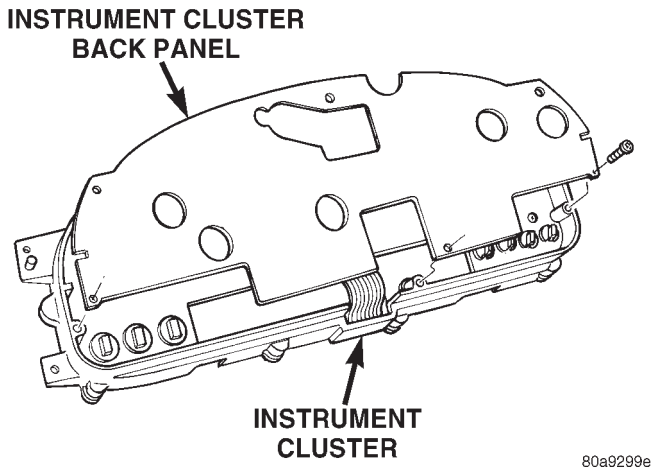

Fig. 17 Instrument Cluster Back Panel

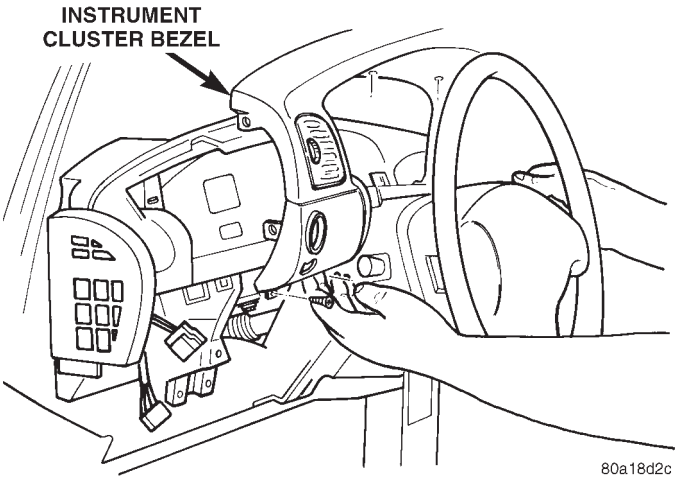

Fig. 18 Instrument Cluster Bezel

(5) Remove screws holding cluster bezel to instrument panel from each side of steering column.
(6) Disconnect clip holding cluster bezel to instrument panel from above right vent louver.
(7) Separate cluster bezel from instrument panel.
(8) Disconnect wire connectors from back of the bezel.

INSTALLATION

(1) Connect wire connectors into back of the bezel.
(2) Place cluster bezel in position on instrument panel. Use care not to place hands on louvers.
(3) Connect clips to hold cluster bezel to instrument panel. Use care not to add pressure on the A/C louvers to seat the cluster bezel clips.
(4) Install screws to hold cluster bezel to instrument panel on each side of steering column.
(5) Install screw at left end of cluster bezel and headlamp switch.
(6) Install left end cover.
(7) Install over steering column bezel.
(8) Install lower steering column cover.

INSTRUMENT CLUSTER LENS

REMOVAL

(1) Remove instrument cluster.
(2) Remove screws holding lens to instrument cluster (Fig. 19).

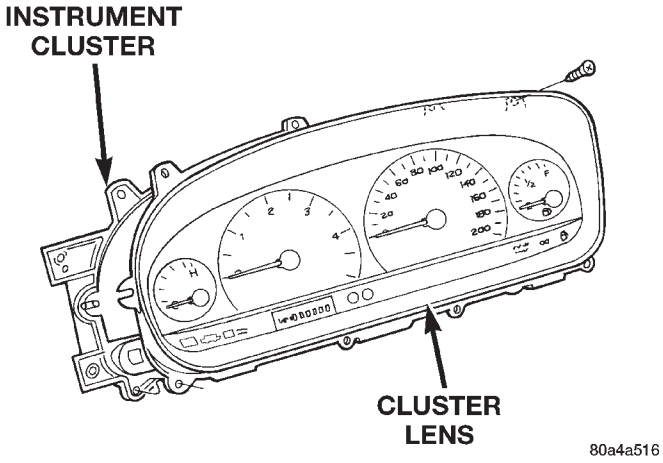

Fig. 19 Instrument Cluster Lens

(3) Remove lens from cluster.

INSTALLATION

For installation, reverse the above procedures.

INSTRUMENT CLUSTER PRINTED CIRCUIT BOARD

REMOVAL

(1) Remove the instrument cluster.
(2) Remove the instrument cluster back panel.
(3) Disconnect the electronic cluster wire connector from the printed circuit board (Fig. 20).

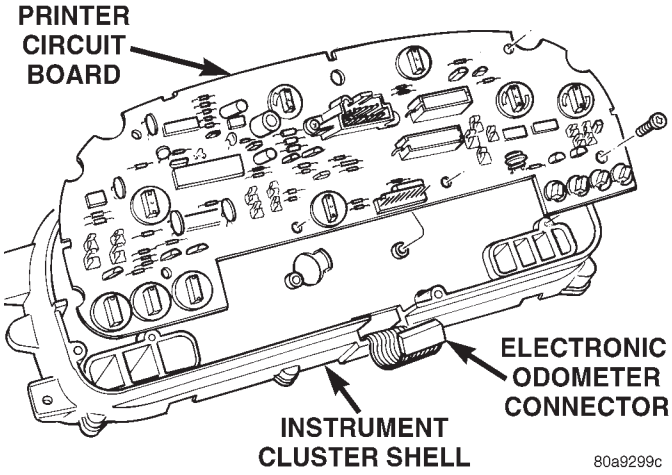

Fig. 20 Instrument Cluster Printed Circuit Board

(4) Remove the screws holding wire connector insulator to the instrument cluster shell and the printed circuit board.

REMOVAL AND INSTALLATION (Continued)

(5) Remove the screws holding printed circuit board to the cluster shell.

(6) Remove the printed circuit board from the cluster.

INSTALLATION

For installation, reverse the above procedures. After installing the print circuit board it will have to be calibrated using a scan tool (DRB III). Refer to the proper Body Diagnostic Procedure Manual for calibration procedures.

NOTE: Speedometer and/or Tachometer will not operate properly until all gauges have been calibrated

INSTRUMENT CLUSTER SUBDIAL

REMOVAL

(1) Remove instrument cluster.

(2) Remove cluster lens.

(3) Disconnect temperature/fuel gauge and tachometer terminals from connectors in cluster by pulling subdial straight away from cluster (Fig. 21).

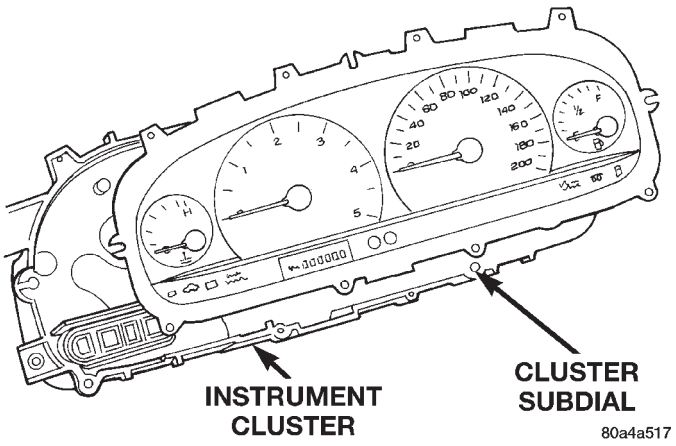

Fig. 21 Instrument Cluster Subdial

(4) Remove subdial from cluster.

INSTALLATION

For installation, reverse the above procedures.

INSTRUMENT CLUSTER

REMOVAL

(1) Remove instrument cluster bezel (Fig. 22).

(2) Remove screws holding instrument cluster to instrument panel.

(3) Rotate top of cluster outward.

(4) Remove instrument cluster from instrument panel.

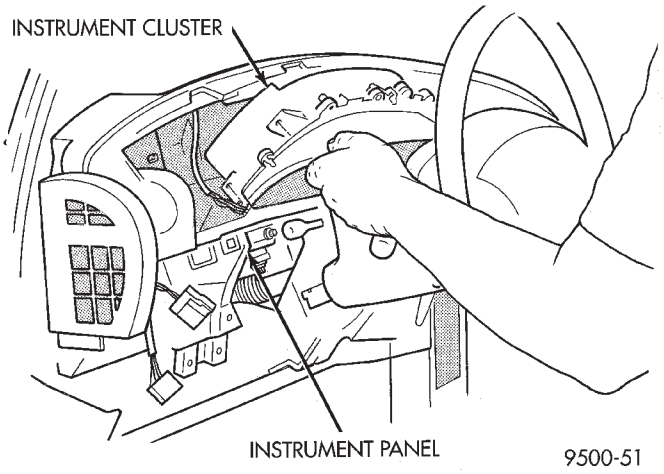

Fig. 22 Instrument Panel

(5) Disconnect wire connector from back of instrument cluster.

(6) Remove instrument cluster.

INSTALLATION

For installation, reverse the above procedures.

INSTRUMENT PANEL

The instrument panel is removed as a unit. The steering column and wiring harnesses are assembled into the panel before installation. Service procedures for interior trim not related to the instrument panel can be found in Group 23, Body.

REMOVAL

(1) Disconnect the battery, negative cable first.

(2) Remove the lower console.

(3) Remove the screw holding the lower heat duct to the instrument panel support (Fig. 23).

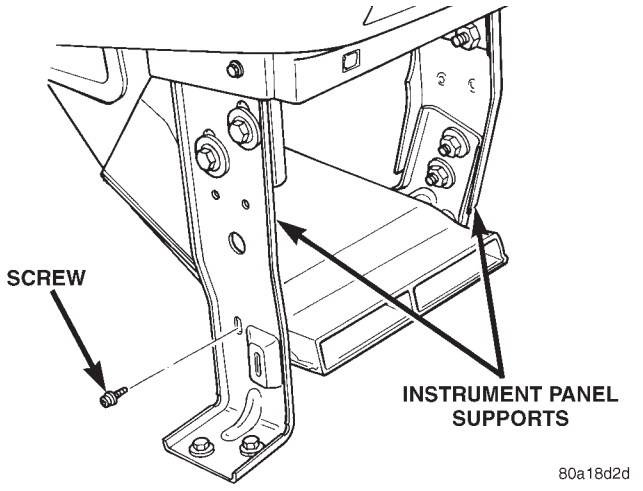

Fig. 23 Heat Duct

(4) Disconnect the heat duct from the vehicle.

(5) Remove the bolts holding the lower supports to the instrument panel frame (Fig. 24).

REMOVAL AND INSTALLATION (Continued)

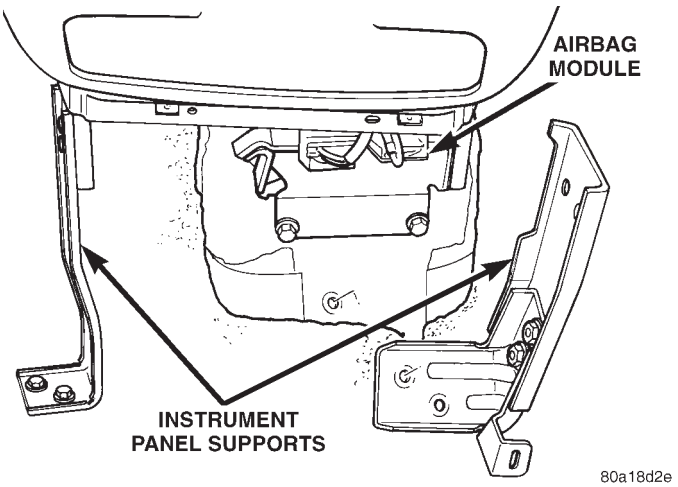

Fig. 24 Lower Supports

(6) Remove the bolts holding the lower supports to the floor pan.

(7) Remove the right and left end covers.

(8) Disconnect the wire connectors from the Passenger Airbag Module.

(9) Remove the front door sill trim covers.

(10) Remove the A-pillar trim covers.

(11) Remove the glove box.

(12) Disconnect the antenna lead connector from behind the glove box.

(13) Remove the lower steering column cover.

(14) Remove the knee blocker panel.

(15) Disconnect the lower two, forty pin wire harness connectors, from the main Junction Block near left cowl side panel (Fig. 25).

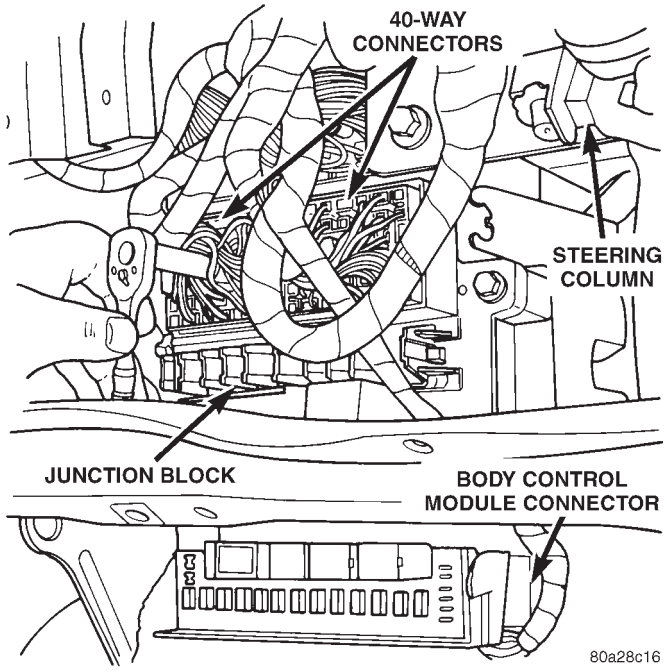

Fig. 25 Junction Block and Body Control Module Connectors

(16) Disconnect the instrument panel wire harness connector from the bottom of Body Control Module.

(17) Disconnect the two forty pin connectors from the right of the steering column (Fig. 26).

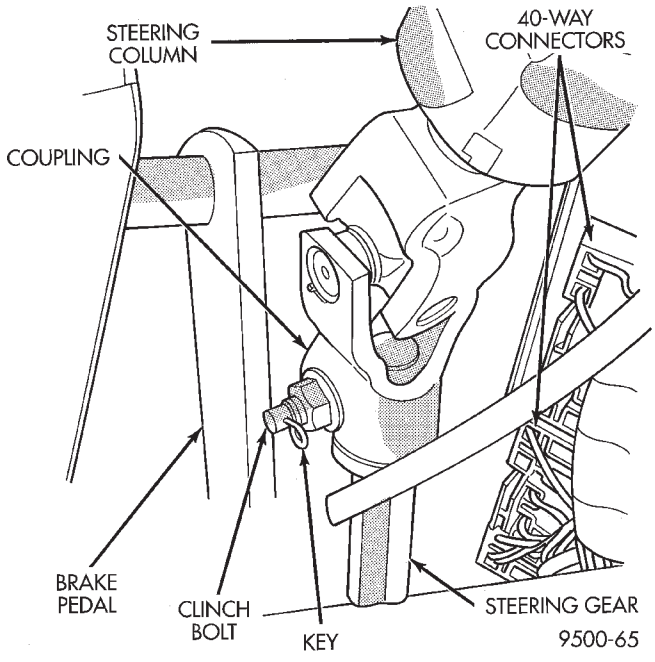

Fig. 26 40 Way Connectors Location

(18) Remove the clinch bolt holding upper the steering shaft to the lower steering shaft (Fig. 26).

(19) Separate the upper steering shaft from the lower steering shaft.

(20) Remove the nuts holding the instrument panel frame to the die-cast brake pedal support on each side of the steering column.

(21) With mechanical transmission range indicator:

(a) Remove the indicator cable loop.

(b) Remove the clip holding gear shift cable end to the gear selector adapter.

(c) Pull the cable end from gear selector.

(d) Disconnect the clip for the indicator cable and guide tube from the shift cable bracket and move out of the way.

(22) Remove the nut holding gear shift cable bracket to the instrument panel frame.

(23) Remove the bracket from the instrument panel.

(24) Remove the screw holding hood release handle to the instrument panel.

(25) Remove the bolt holding the hood release handle to the instrument panel.

(26) Position the hood release handle out of the way.

(27) Remove the instrument panel top cover.

(28) Disconnect the wire connector from the HVAC wire harness behind the glove box area.

REMOVAL AND INSTALLATION (Continued)

(29) Remove the bolts holding the instrument panel frame to the brackets on cowl side panels (Fig. 27) and (Fig. 28).

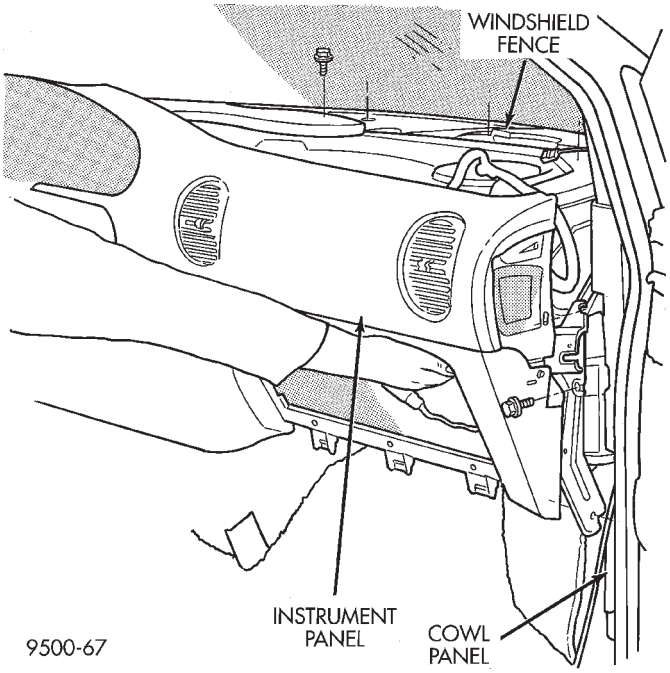

Fig. 27 Passenger Side Instrument Panel

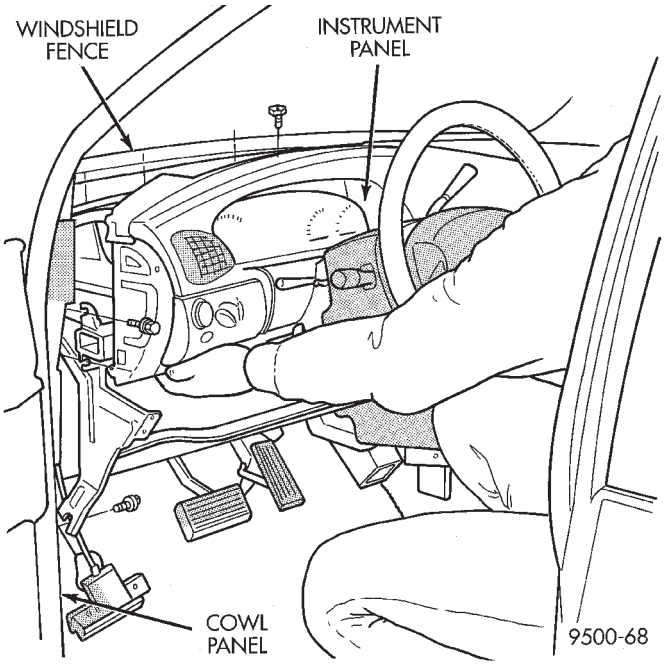

Fig. 28 Driver's Side instrument Panel

(30) Loosen, but do not remove, the pivot bolts holding the instrument panel to the cowl panels.

(31) Remove the bolts holding the instrument panel frame to the dash panel below windshield opening.

(32) Remove the instrument panel from vehicle.

INSTALLATION

For installation, reverse the above procedures.

INSTRUMENT PANEL LEFT END COVER

REMOVAL

(1) Open driver side front door (Fig. 29).

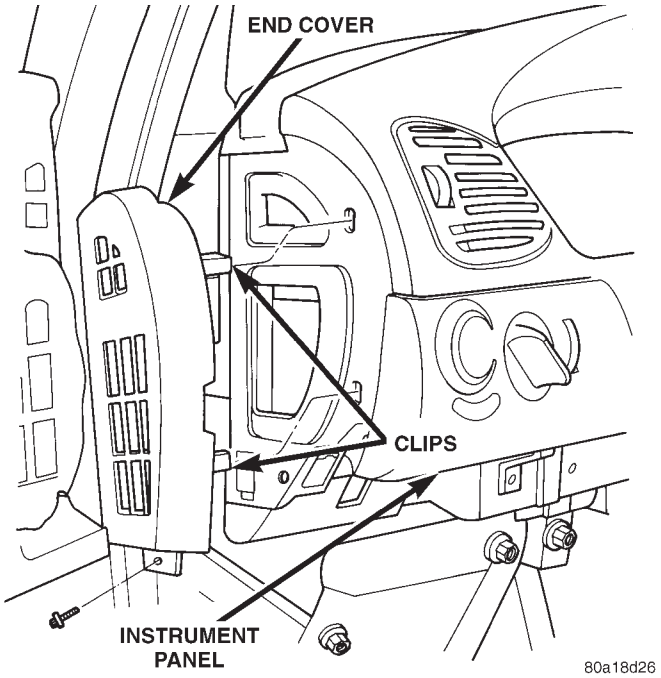

Fig. 29 Instrument Panel Left End Cover

(2) Remove lower steering column cover as necessary to gain clearance for end cover removal.

(3) Remove attaching screw

(4) Disengage clips holding end cover to instrument panel.

(5) Remove instrument panel end cover and foam pad covering the A/C inlet projection of the end cover if equipped.

INSTALLATION

For installation, reverse the above procedures.

INSTRUMENT PANEL LOUVERS

CENTER LOUVER HOUSING

REMOVAL

(1) Remove the instrument cluster bezel. Refer to Instrument Cluster Bezel removal and installation procedures.

(2) Place cluster bezel on a clean surface face down with the head lamp switch to the right side (Fig. 30).

(3) Using a flat bladed tool, release the louver housing locks tabs (Fig. 31).

(4) Release the upper left lock tab first, then the two lower louver tabs.

REMOVAL AND INSTALLATION (Continued)

(5) Applying pressure on the housing, release the upper right lock tab and the lower right.

(6) Push out the louver housing from the cluster bezel.

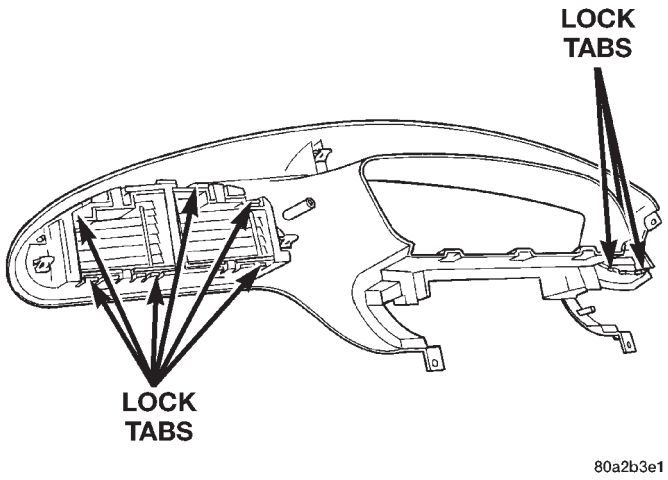

Fig. 30 Instrument Cluster Bezel

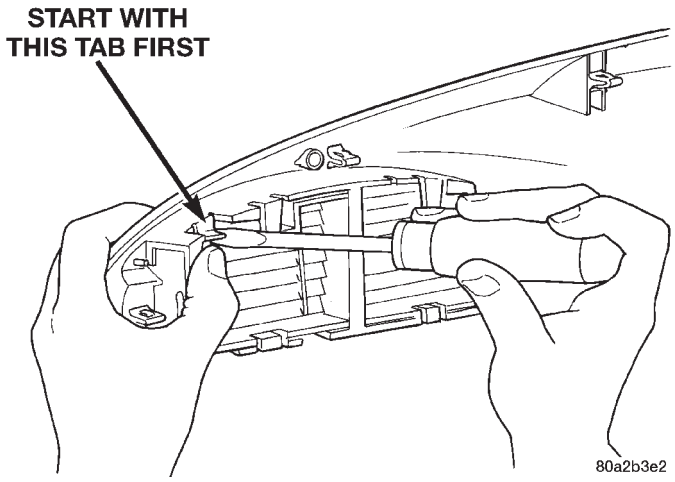

Fig. 31 Center Louver

INSTALLATION

(1) Verify the function of the vanes.

(2) Set louver housing into the cluster bezel.

(3) Using care do not push on the vanes, apply pressure on outer edge of the housing and push louver housing into place.

(4) After in place check function of the vanes.

LEFT LOUVER HOUSING

REMOVAL

(1) Remove the instrument cluster bezel. Refer to Instrument Cluster Bezel Removal and Installation procedures.

(2) Place cluster bezel on a clean surface face down with the head lamp switch to the right side (Fig. 30).

(3) Using a flat bladed tool, release the louver housing locks tabs.

(4) Release the upper left lock tab first, then the other upper lock tab.

(5) Applying pressure on the housing, release the lower lock tabs.

(6) Push out the louver housing from the cluster bezel.

INSTALLATION

(1) Verify the function of the vanes.

(2) Set louver housing into the cluster bezel and align the slot of the housing with the T location pins.

(3) Using care do not push on the vanes, apply pressure on outer edge of the housing and push louver housing into place.

(4) After in place check function of the vanes.

PASSENGER SIDE LOUVERS

The inner, outer louver and inner, outer housing are serviceable.

REMOVAL

(1) Using medium flat blade tool, position it in between the right side of louver and the housing (Fig. 32).

(2) Twist the tool to release the pivot pin from the louver and pull outward till released from pin.

(3) Place tool on the other side of louver and release the other pivot pin and pull housing free from the instrument panel. Use the same procedure for either inner or outer louver.

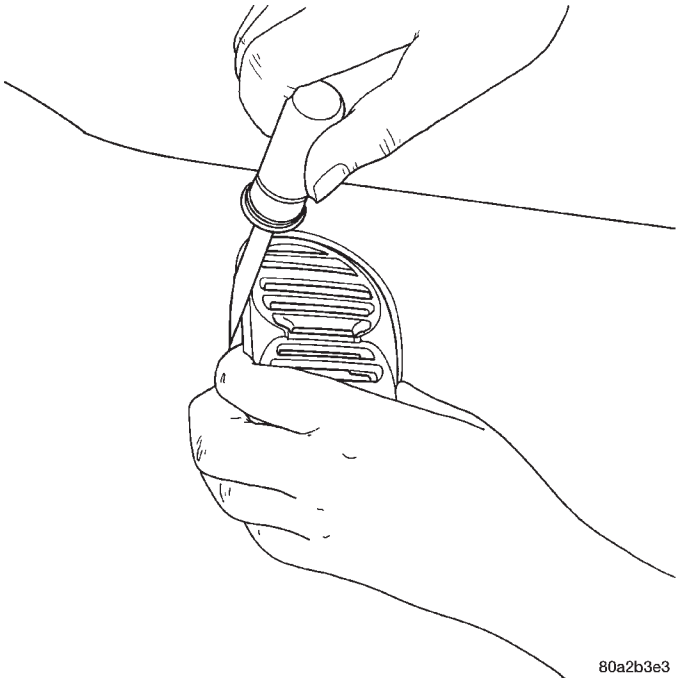

Fig. 32 Removing Passenger Louver

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

The inner and outer louvers have different size pivot pins on the housing. The outer housing has a larger pin on the right side then the inner housing (Fig. 33). The louver have a surface cut out on the right side of the housings to note the proper side.

(1) The right pivot pin is slotted on both housings. So when aligning louver tab with the pin ensure that they are lined up.

(2) Using care, apply pressure on outer edge of the louver and push into place.

(3) Rotate louver to ensure proper engagement.

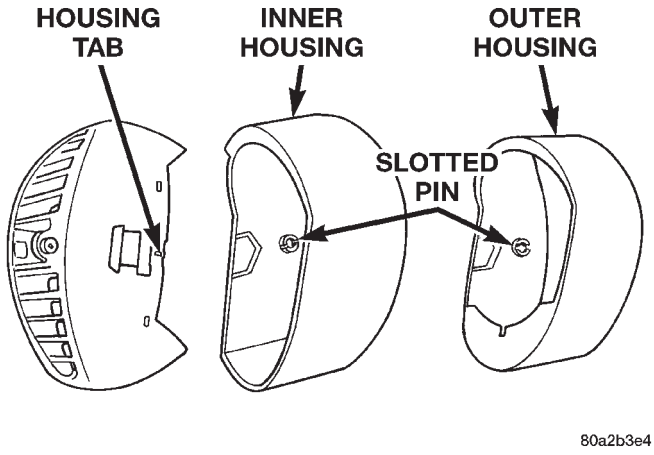

Fig. 33 Passenger Side Louver and Housings

PASSENGER SIDE LOUVER OUTER HOUSINGS

REMOVAL

(1) Using a trim stick, insert trim stick between the outer edge of the housing and the pad/panel vinyl covering (Fig. 34).

(2) Lightly pry housing inward and by hand pull the housing free from panel (Fig. 35).

INSTALLATION

(1) Place the slotted pin on the right side of the opening.

(2) Set housing in to position and push into place. The housing may need to be rocked to get the best fit within the opening.

INSTRUMENT PANEL TOP COVER

REMOVAL

(1) Remove A-pillar trim.

(2) Using a trim stick, disengage clips holding rear edge of top cover to instrument panel (Fig. 36).

(3) Disconnect wire harness from message center.

(4) Pull top cover rearward to disengage hooks holding front of top cover to instrument panel.

(5) Remove top cover.

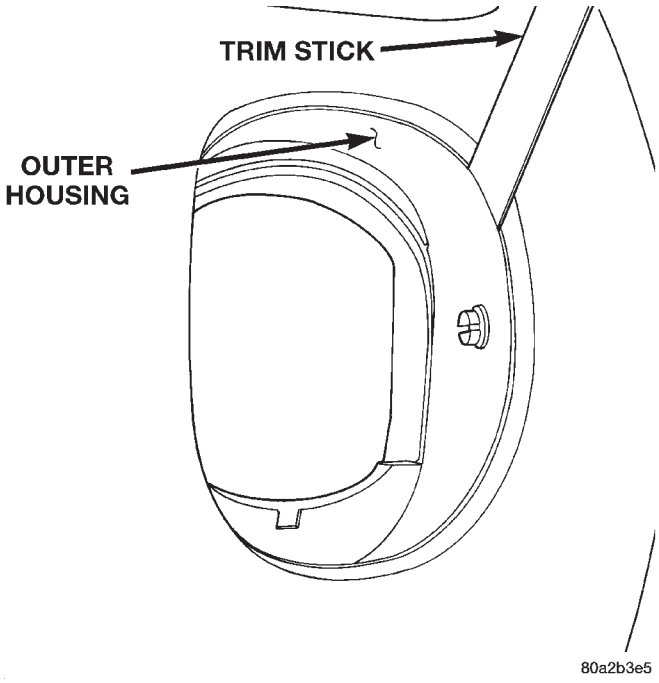

Fig. 34 Remove Housing

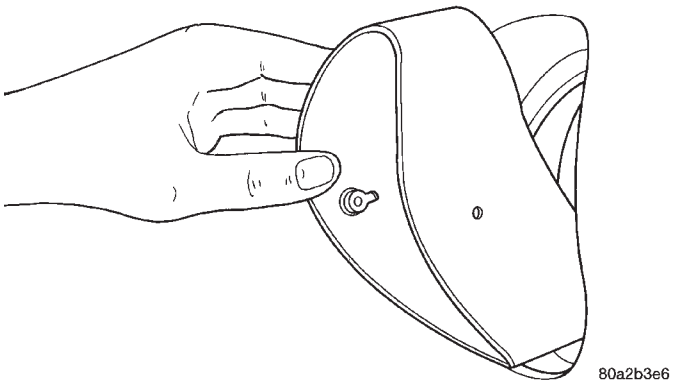

Fig. 35 Housing Being Removed

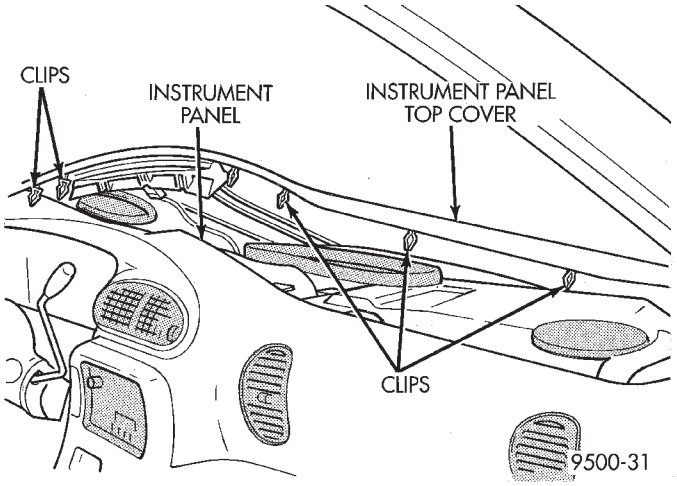

Fig. 36 Instrument Panel Top Cover

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Place instrument panel top cover in position on vehicle.

(2) Push top cover forward to engage hooks to hold front of top cover to instrument panel.

(3) Connect wire harness to message center.

(4) Engage clips to hold rear edge of top cover to instrument panel.

(5) Pull top cover rearward.

(6) Install A-pillar trim.

INSTRUMENT PANEL RIGHT END COVER

REMOVAL

(1) Open passenger side front door (Fig. 37).

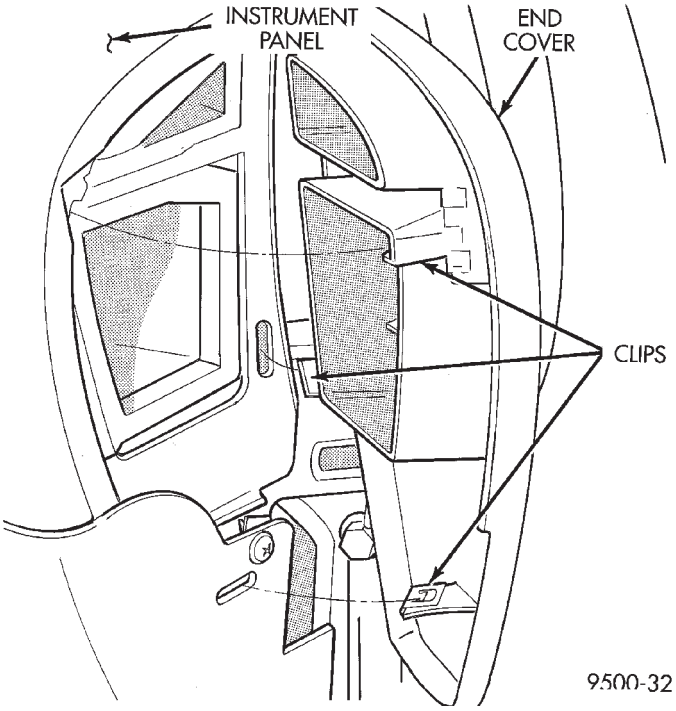

Fig. 37 Instrument Panel Right End Cover

(2) Disengage clips holding right end cover to instrument panel.

(3) Remove instrument panel end cover and foam pad covering the A/C inlet projection of the end cover if equipped.

INSTALLATION

For installation, reverse the above procedures.

JUNCTION BLOCK

REMOVAL

(1) Disconnect battery negative cable.

(2) Remove lower steering column cover and knee blocker reinforcement.

(3) Disconnect four, forty-way connectors from Junction Block (Fig. 38).

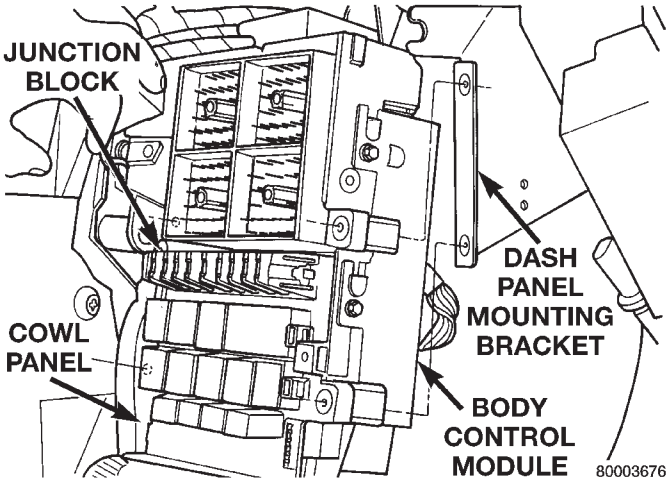

Fig. 38 Junction Block

(4) Disconnect two wire connectors from bottom of Body Control Module.

(5) Remove bolts holding Junction Block to dash panel mounting.

(6) Remove Junction Block from mounting bracket.

(7) Remove screws holding Body Control Module to Junction Block.

(8) Slide Body Control Module downward to disconnect guide studs on Junction Block from BCM ting bracket.

(9) Separate Junction Block from Body Control Module.

INSTALLATION

For installation, reverse the above procedures.

KNEE BLOCKER REINFORCEMENT

REMOVAL

(1) Remove lower steering column cover (Fig. 39).

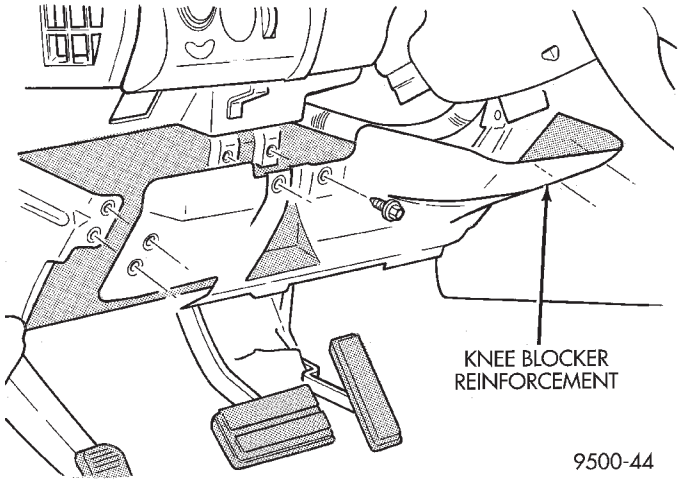

Fig. 39 Knee Blocker Reinforcement

(2) Remove screws holding knee blocker reinforcement to instrument panel.

REMOVAL AND INSTALLATION (Continued)

(3) Remove reinforcement.

INSTALLATION

(1) Place reinforcement in position.
(2) Install screws to hold knee blocker reinforcement to instrument panel.
(3) Install lower steering column cover.

LOWER CONSOLE

REMOVAL

(1) Remove screws holding lower console to floor bracket and instrument panel (Fig. 40).

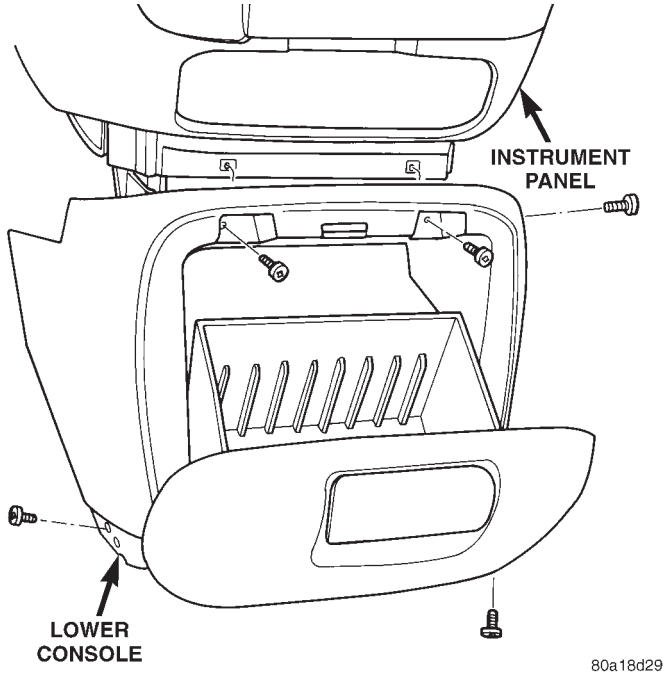

Fig. 40 Lower Console

(2) Slide console rearward from around instrument panel supports.
(3) Remove lower console.

INSTALLATION

(1) Place lower console in position.
(2) Slide console forward around instrument panel supports.
(3) Install screws to hold lower console to floor bracket and instrument panel.

LOWER INSTRUMENT PANEL

REMOVAL

(1) Remove right end cover.
(2) Remove steering column bezel.
(3) Remove radio bezel and HVAC control.
(4) Remove lower console.
(5) Remove ash receiver cup holder and track.
(6) Remove glove box.
(7) Remove glove box latch striker.
(8) Remove glove box lamp.
(9) Disconnect wire connector from glove box lamp.
(10) Remove screws holding lower instrument panel to reinforcement frame around glove box opening (Fig. 41).

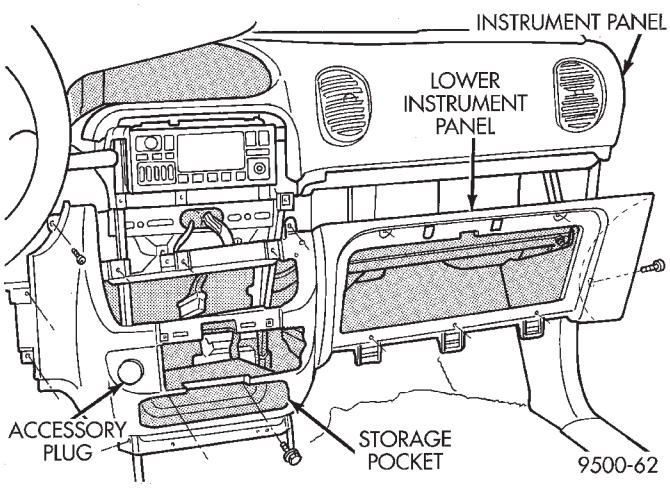

Fig. 41 Lower Instrument Panel

REMOVAL AND INSTALLATION (Continued)

(11) Remove screw holding lower instrument panel to right side of instrument panel.
(12) Remove screw holding lower instrument panel to upper instrument panel at left side panel above accelerator pedal.
(13) Remove instrument cluster bezel as necessary to gain access to lower instrument panel screws.
(14) Remove screw lower holding instrument panel to upper panel below instrument cluster.
(15) Remove screws holding rear of storage pocket to panel support frame.
(16) Remove screws holding lower instrument panel to upper instrument panel from below radio.
(17) Remove screws holding lower instrument panel to support frame in floor console area.
(18) Separate lower instrument from upper instrument panel.
(19) Disengage wire connectors from back of accessory plug.
(20) Separate lower instrument from vehicle.

INSTALLATION

For installation, reverse the above procedures.

LOWER STEERING COLUMN COVER

REMOVAL

(1) Remove screws holding parking brake release handle to instrument panel (Fig. 42).

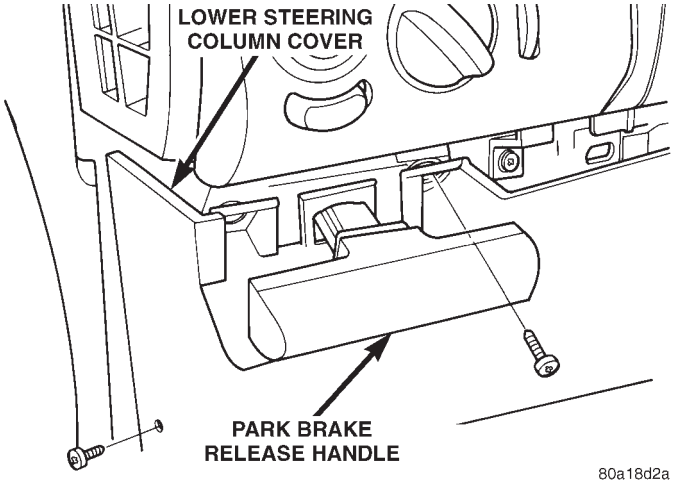

Fig. 42 Park Brake Release Handle

(2) Remove screws holding bottom of lower steering column cover to instrument panel (Fig. 43).
(3) Remove screw holding right side of lower steering column cover to instrument panel.
(4) Disengage park brake release cable case from groove on end of release handle (Fig. 44).
(5) Disengage cable end pivot from slot on release handle (Fig. 44).

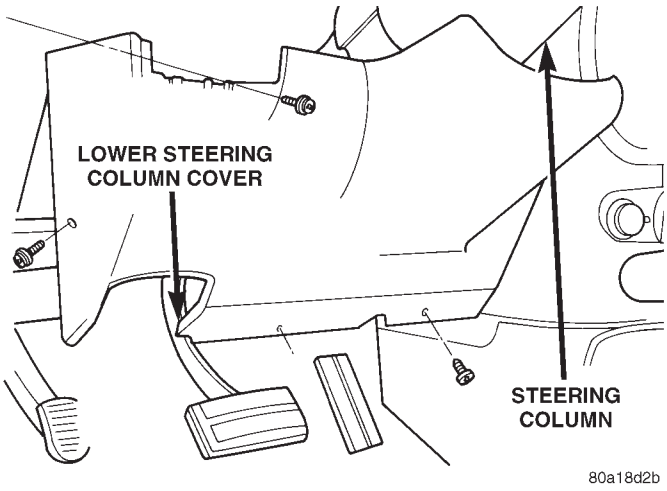

Fig. 43 Lower Steering Column Cover

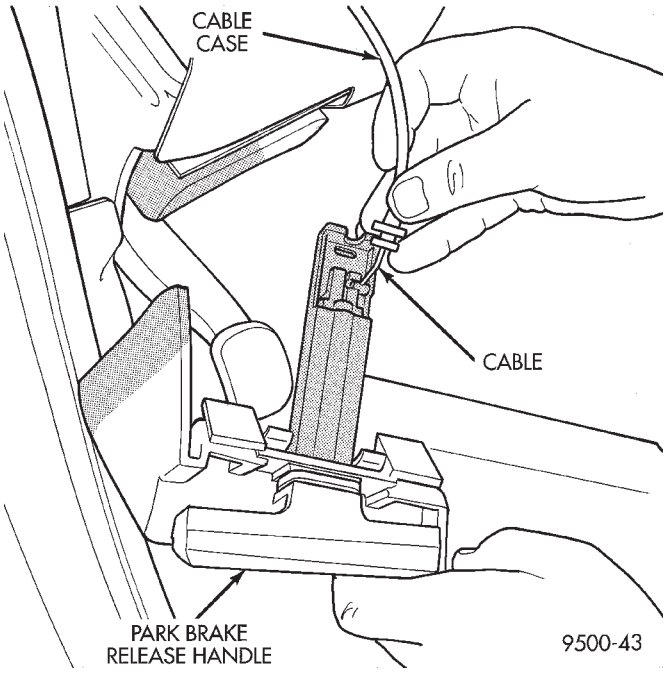

Fig. 44 Park Brake Release Handle

INSTALLATION

For installation, reverse the above procedures,

MESSAGE CENTER

REMOVAL

(1) Remove A-pillar trim.
(2) Remove instrument panel top cover. Refer to instrument panel top cover removal procedures.
(3) Disconnect the wire connector from back of message center.
(4) Remove screws holding message center to instrument panel top cover.
(5) Remove message center from instrument panel top cover.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Place message center in position on top cover.

(2) Install screws to hold message center to instrument panel top cover.

(3) Connect wire connector into back of message center.

(4) Install instrument panel top cover.

(5) Install A-pillar trim.

OVER STEERING COLUMN BEZEL

REMOVAL

(1) Remove the lower steering column cover.

(2) Remove the screws holding over steering column bezel to the cluster bezel (Fig. 45).

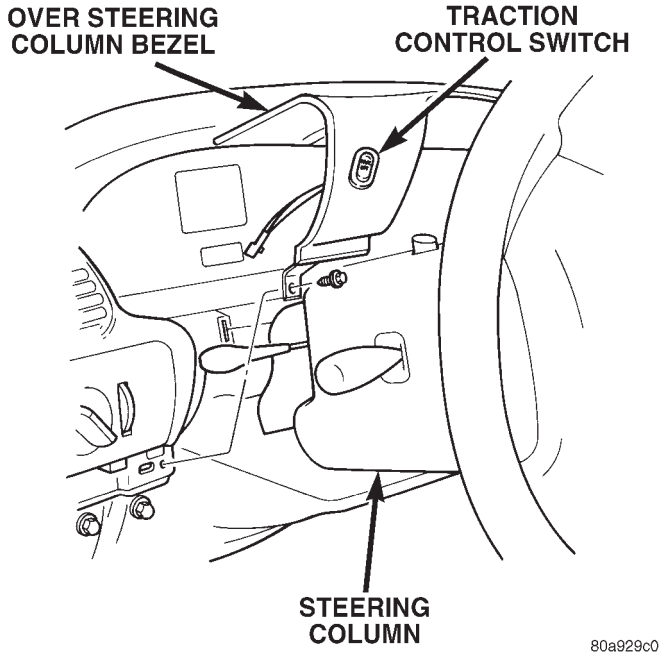

Fig. 45 Over Steering Column Bezel

(3) Remove over steering column bezel from vehicle.

(4) Disconnect the clips holding over column bezel to the cluster bezel.

(5) If equipped with traction control switch, disconnect the wire pigtail connector from the traction control switch.

(6) Remove the over steering column bezel.

INSTALLATION

(1) Place the over steering column bezel in position and engage clips to the cluster bezel. If equipped with traction control switch connect the wire pigtail before engaging clips.

(2) Install the screws to hold the over steering column bezel to the cluster bezel.

(3) Install the lower column cover.

POWER MIRROR SWITCH

REMOVAL

(1) Remove instrument cluster bezel (Fig. 46).

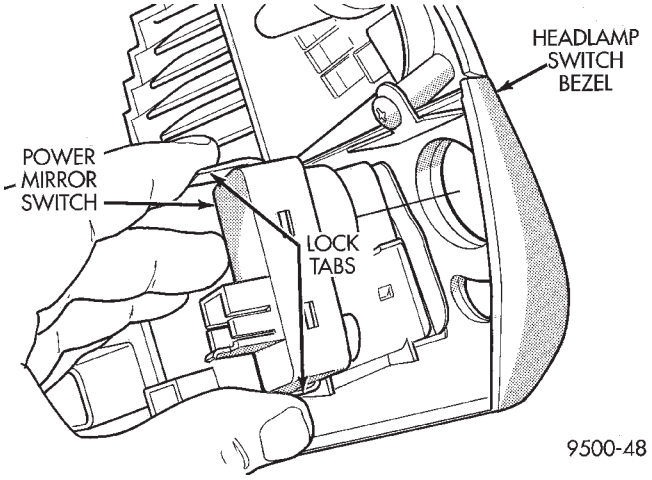

Fig. 46 Power Mirror Switch

(2) Disconnect wire connector from back of power mirror switch.

(3) Disengage lock tabs above and below the mirror switch.

(4) Pull power mirror switch from headlamp switch bezel.

(5) Remove power mirror switch.

INSTALLATION

For installation, reverse the above procedures.

POWER MIRROR SWITCH LAMP

REMOVAL

(1) Remove instrument cluster bezel (Fig. 47).

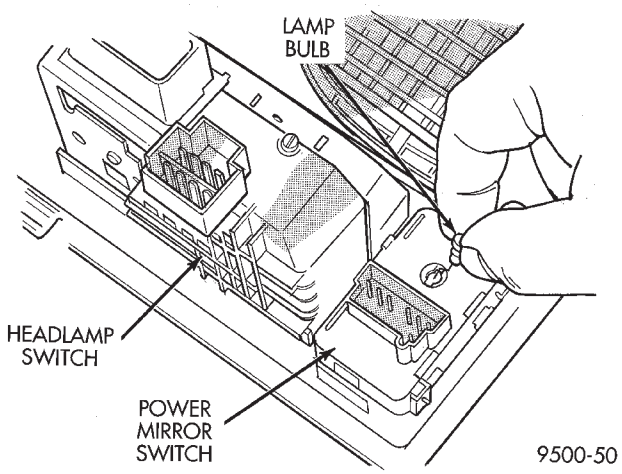

Fig. 47 Power Mirror Switch Lamp

(2) Rotate bulb socket counterclockwise one quarter turn.

(3) Pull bulb socket from back of power mirror switch.

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

For installation, reverse the above procedures.

RADIO BEZEL AND HVAC CONTROL

REMOVAL

(1) Remove screw access cover (Fig. 48).

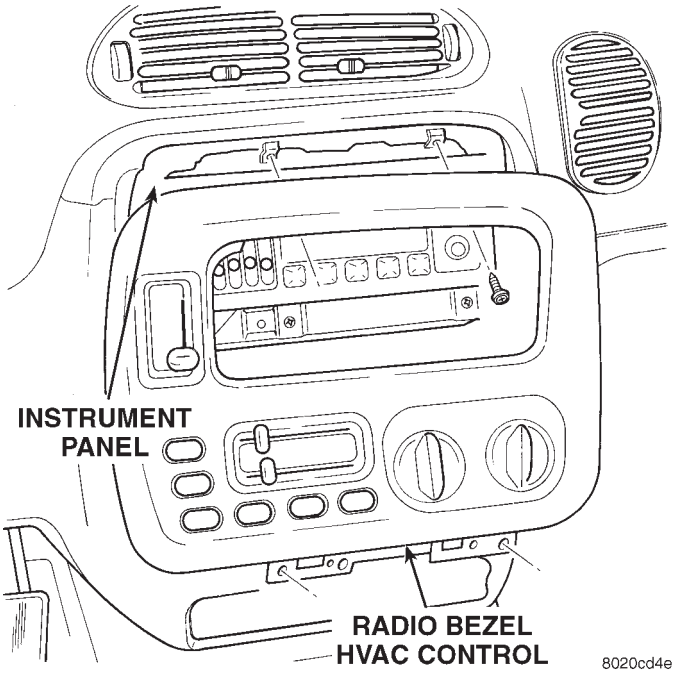

Fig. 48 Radio Bezel and HVAC Control

(2) Remove the attaching screws holding bottom of the bezel to instrument panel.

(3) Remove the attaching screws holding top of the bezel to the instrument panel.

(4) Remove the bezel from the instrument panel.

(5) Disconnect the wire connector from back of the rear blower switch, if equipped.

(6) Disconnect the wire connector from the back of the HVAC Control.

(7) Remove the bezel.

INSTALLATION

(1) Hold the radio bezel up and connect the wire connector into the back of the HVAC control.

(2) Connect the wire connector into back of the rear blower switch, if equipped.

(3) Place the radio bezel in position on the instrument panel.

(4) Install screws to hold the top of radio bezel to instrument panel.

(5) Install screws to the hold bottom of the radio bezel to the instrument panel.

(6) Install the access cover.

REAR HEATER-A/C SWITCH

REMOVAL

(1) Remove radio bezel and HVAC Control (Fig. 49).

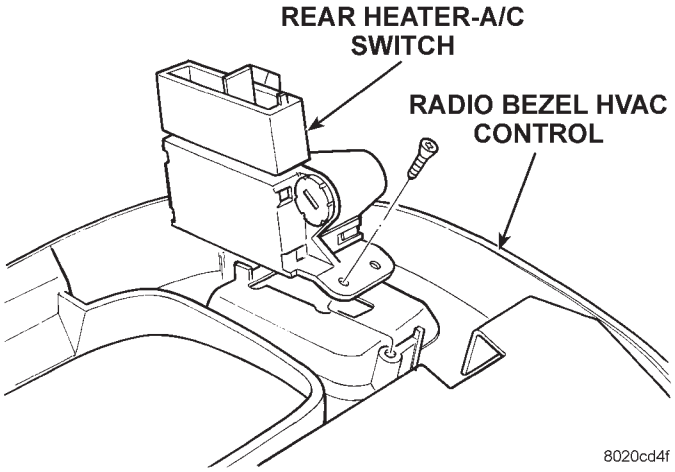

Fig. 49 Rear Heater – A/C Switch

(2) Remove screw holding rear heater-A/C switch to radio bezel HVAC Control.

(3) Disengage hook holding bottom of switch to radio bezel HVAC Control.

(4) Remove switch from radio bezel HVAC Control.

INSTALLATION

For instrument, reverse the above procedures.

REAR HEATER-A/C SWITCH LAMP

REMOVAL

(1) Remove radio bezel HVAC Control.

(2) Rotate bulb socket counterclockwise one quarter (Fig. 50).

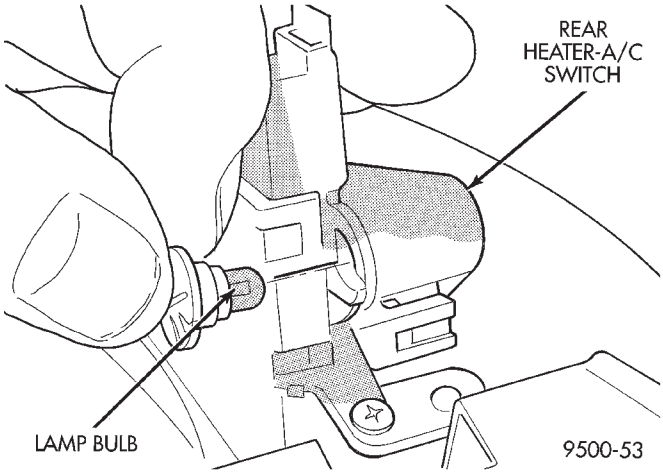

Fig. 50 Rear Heater-A/C Switch Lamp Bulb

(3) Pull bulb socket from switch.

INSTALLATION

For installation, reverse the above procedures.