



INSTRUMENT PANEL AND GAUGES

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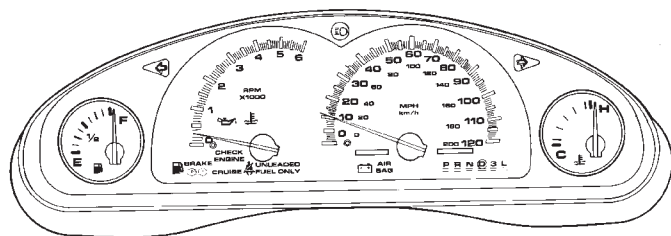
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ELECTRO/MECHANICAL INSTRUMENT CLUSTER

The mechanical instrument cluster is an electro-mechanical module which receives most of its information from the Body Controller Module or Timing Control Module via the CCD bus.

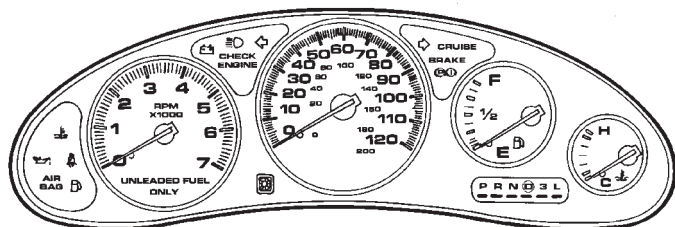
There are three types of clusters (Fig. 1, 2 and 3) and each cluster includes:

- 240 km/h (120 MPH) speedometer
- Tachometer
- Odometer/trip odometer
- Fuel gauge
- Temperature gauge
- Electronic transmission range

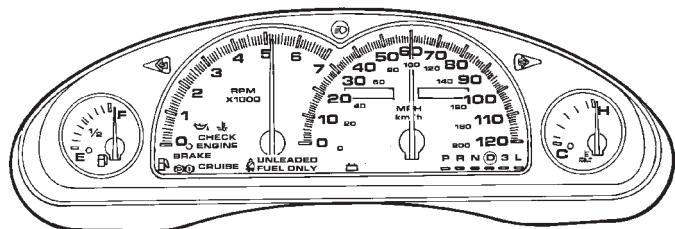


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Fig. 1 Type—A



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Fig. 2 Type—B

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Fig. 3 Type—C

The warning and information indicators include the following:

- Check engine
- Air bag
- Charging system
- Low oil pressure
- High temperature
- Low fuel
- Seat belt
- Cruise
- Brake/park brake
- High beam
- Turn signals

The gauges are the magnetic air-core type. When the ignition switch is OFF, the gauge pointers should rest at or below the low graduation.

DIAGNOSTIC PROCEDURE

In order to diagnose the instrument cluster function, a DRB II and the 1993 LH Body Systems Diagnostic Procedures Manual are required.

As a quick diagnosis, the cluster will perform a function check immediately after the ignition is switched to the RUN/START position. All transmission range LEDs and warning lamps, except cruise, will illuminate for a brief period. If the cluster is not receiving CCD bus messages, the cluster will appear non-functional except for the continuously illuminated air bag indicator.

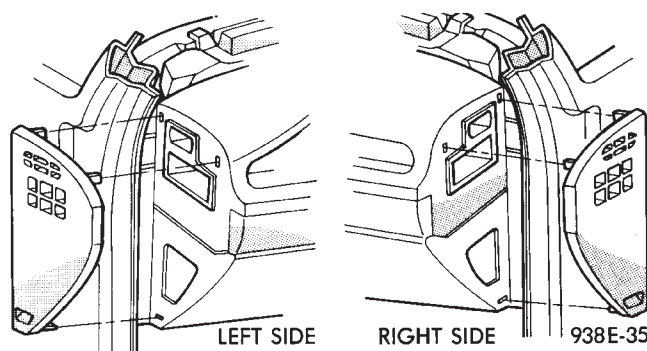
If the cluster is not receiving CCD bus messages, refer to the pre-diagnostic test described in 1993 LH Body Systems Diagnostic Procedures Manual.

If the diagnostic procedure determines that a replacement of an instrument cluster component is required, refer to the Instrument Cluster Service Procedure.

INSTRUMENT CLUSTER AND BEZEL REMOVAL

To service any instrument cluster component, the instrument cluster must be removed from the instrument panel. Use the following procedure:

- (1) Remove instrument panel left end cap (Fig. 4).



LEFT SIDE

RIGHT SIDE

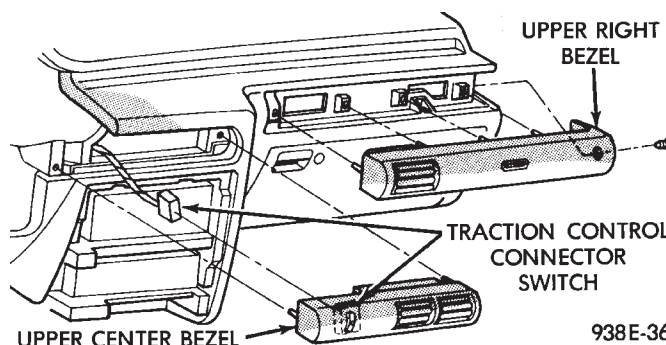
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Fig. 4 End Caps

- (2) Remove instrument panel headlamp bezel.

- (3) Remove two headlamp switch screws and move switch to allow clearance for the instrument panel cluster bezel and instrument cluster removal.

- (4) Remove instrument panel upper center bezel (Fig. 5).



UPPER RIGHT BEZEL

TRACTION CONTROL CONNECTOR SWITCH

UPPER CENTER BEZEL

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Fig. 5 Center Bezel

- (5) Remove hazard switch and steering column shroud and then tilt steering column down (Fig. 6).

- (6) Remove instrument panel cluster bezel. Chrysler 207 only, disconnect the message center wire connector. The message center lamps may be serviced at this time (Fig. 7 and 8).

- (7) Remove instrument cluster screws and disengage upper latch.

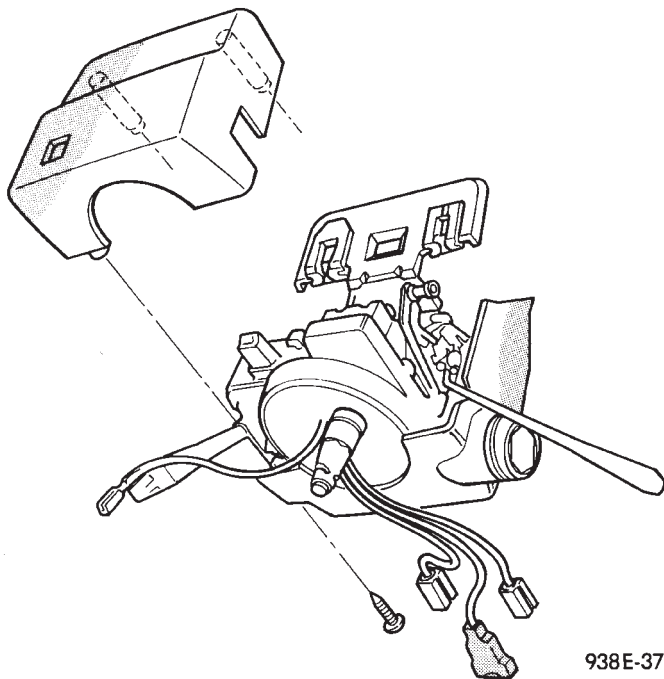


Fig. 6 Column Shroud

(8) Remove instrument cluster from panel. The instrument panel wiring harness connectors are mounted directly to the rear panel. A force of approximately 9 kilograms (20 lbs.) will be required to disengage the cluster from the connectors. 0

(9) For installation, reverse above procedures.

MASK/LENS REPLACEMENT—TYPE A AND C

(1) Remove four mask/lens retaining screws then remove mask/lens (Fig. 9).

(2) For installation, reverse above procedures.

SPEEDOMETER/TACHOMETER AND TRANSMISSION RANGE INDICATOR REPLACEMENT—TYPE A AND C

(1) Remove six cluster back cover retaining screws then remove cover (Fig. 9).

(2) Disconnect transmission range indicator and odometer connectors from the printed circuit board.

(2) Remove four mask/lens retaining screws then remove mask/lens.

(3) Remove trip odometer reset knob by gently pulling rearward.

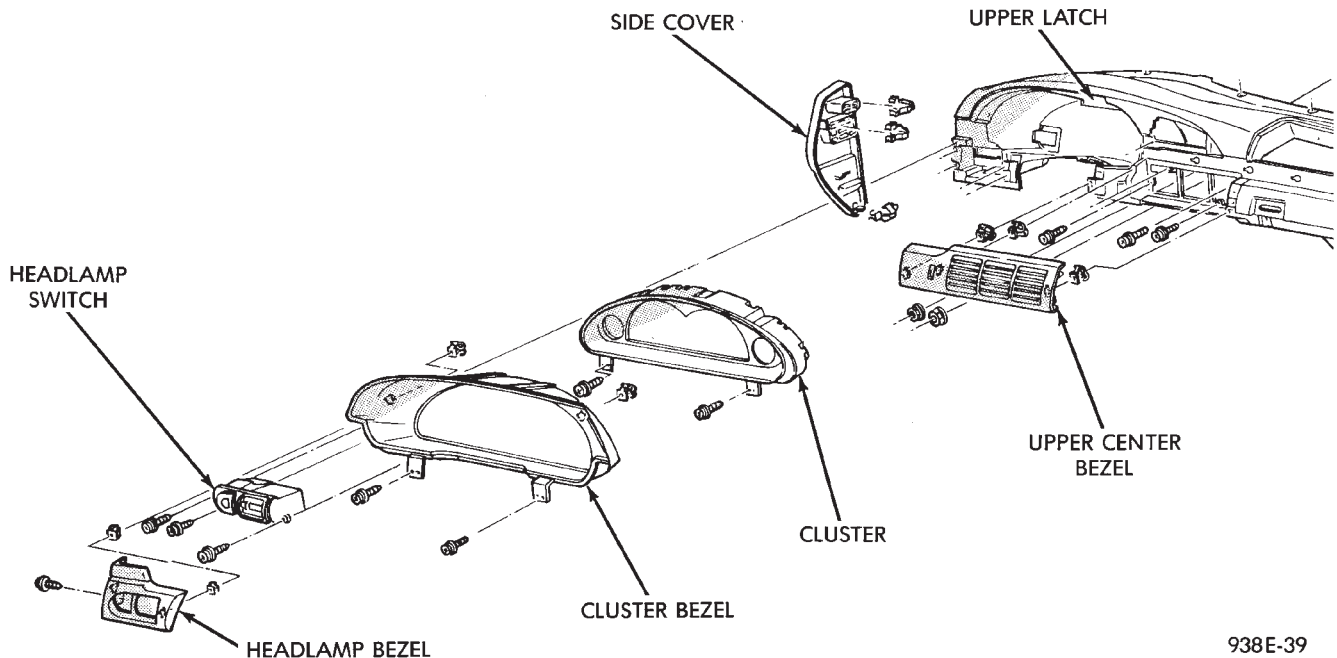
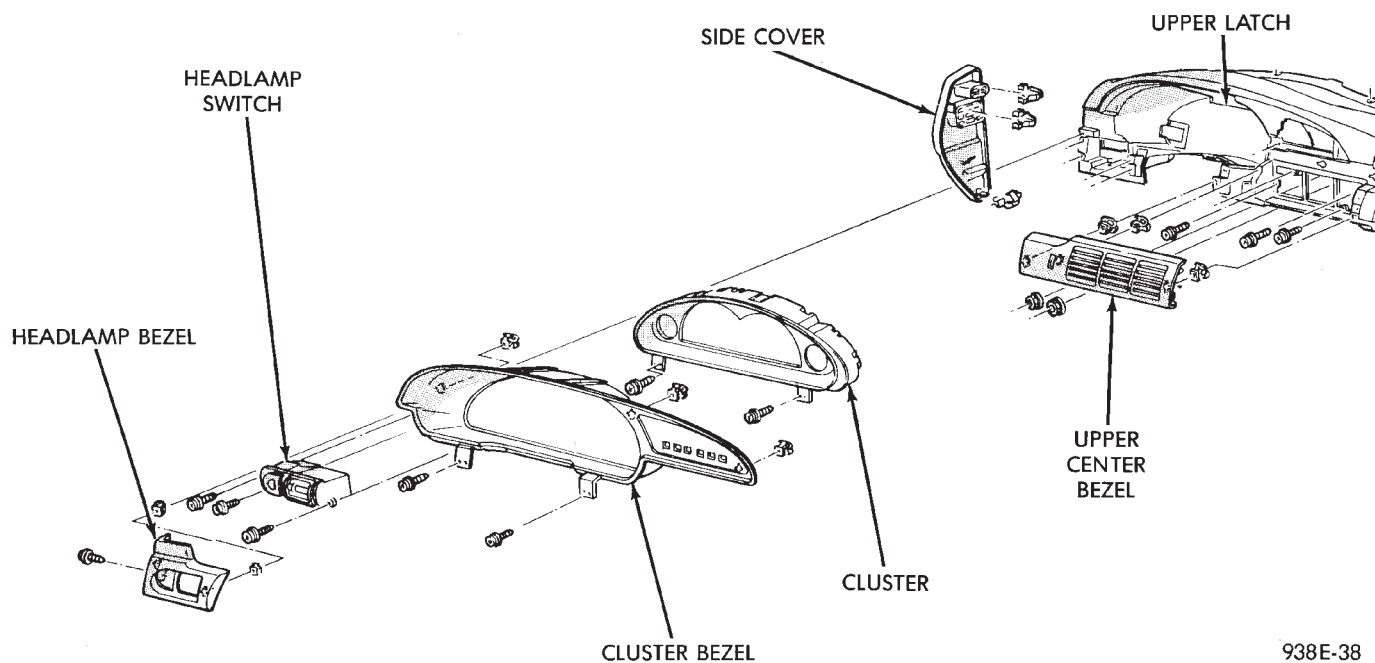
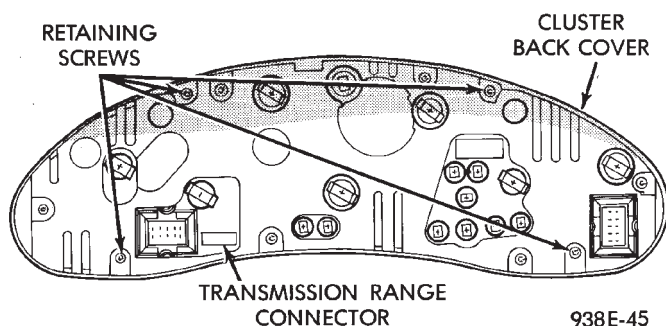


Fig. 7 Cluster Bezel



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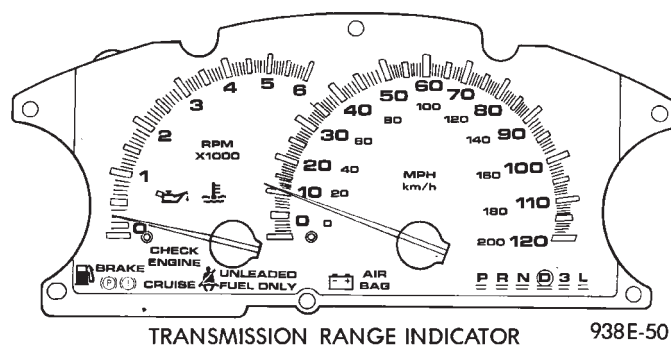
Fig. 8 Cluster Bezel 207

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Fig. 9 Retaining Screws

(4) Remove speedometer/tachometer assembly from cluster. The speedometer/tachometer assembly and the transmission range indicator is service as one component (Fig. 10).

(5) For installation, reverse above procedures.



TRANSMISSION RANGE INDICATOR

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Fig. 10 Speedometer/Tachometer

ODOMETER REPLACEMENT—TYPE A AND C

(1) Remove six cluster back cover retaining screws the remove cover (Fig. 9).

(2) Disconnect transmission range indicator and odometer connectors from the printed circuit board.

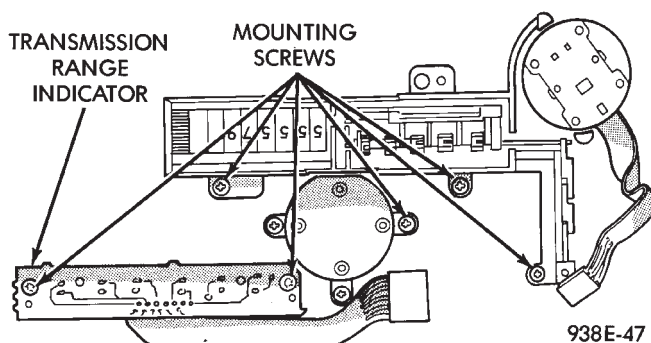
(3) Remove four mask/lens retaining screws then remove mask/lens.

(4) Remove trip odometer reset knob by gently pulling rearward.

(5) Remove the speedometer/tachometer assembly.

(6) Remove four odometer retaining screws from the speedometer and then remove odometer (Fig. 11).

(7) For installation, reverse above procedures. Install the odometer before starting installation.



938E-47

Fig. 11 Odometer



FUEL GAUGE AND TEMPERATURE GAUGE REPLACEMENT—TYPE A AND C

- (1) Remove six cluster back cover retaining screws and then remove cover (Fig. 9).
- (2) Disconnect transmission range indicator and odometer connectors from the printed circuit board.
- (3) Remove four mask/lens retaining screws and then remove mask/lens.
- (4) Remove trip odometer reset knob by gently pulling rearward.
- (5) Remove the speedometer/tachometer assembly (Fig. 10).
- (6) Remove the gauge from the cluster.
- (7) For installation, reverse above procedures.

MASK/LENS WITH TRANSMISSION RANGE INDICATOR—TYPE B

- (1) Remove trip odometer reset knob by gently pulling rearward.
- (2) Remove five back cover retaining screws then remove cover (Fig. 12).

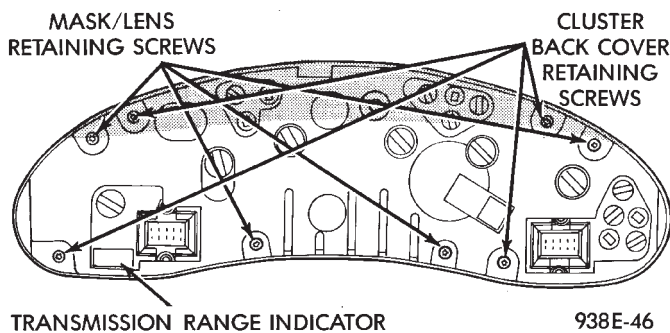


Fig. 12 Retaining Screws

- (3) Disconnect transmission range connector from the printed circuit board.
- (4) Remove four mask/lens retaining screws then remove mask/lens.
- (5) For installation, reverse above procedures. Be sure gauge pins are aligned and engage with the printed circuit board clips as the gauge assembly is installed into the cluster.

SPEEDOMETER REPLACEMENT—TYPE B

- (1) Remove trip odometer reset knob by gently pulling rearward.
- (2) Remove five cluster back cover retaining screws then remove cover (Fig. 12).
- (3) Disconnect transmission range indicator and odometer connectors from the printed circuit board.
- (4) Remove four mask/lens retaining screws then remove mask/lens.
- (5) Remove tachometer and fuel/temperature gauge from the cluster.
- (6) Remove speedometer from the cluster (Fig. 13).
- (7) For installation, reverse above procedures.

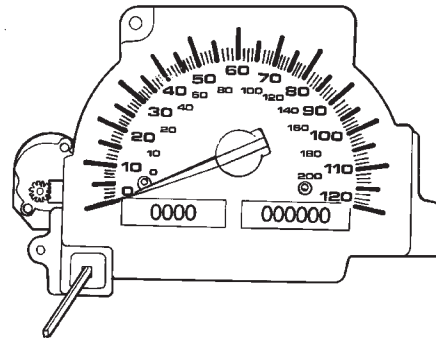


Fig. 13 Speedometer

ODOMETER REPLACEMENT—TYPE B

- (1) Remove trip odometer reset knob by gently pulling rearward.
- (2) Remove five cluster back cover retaining screws then remove cover (Fig. 12).
- (3) Disconnect transmission range indicator and odometer connectors from the printed circuit board.
- (4) Remove four mask/lens retaining screws then remove mask/lens.
- (5) Remove tachometer and fuel/temperature gauge from the cluster.
- (6) Remove speedometer from the cluster.
- (7) Remove odometer from the speedometer (Fig. 14).

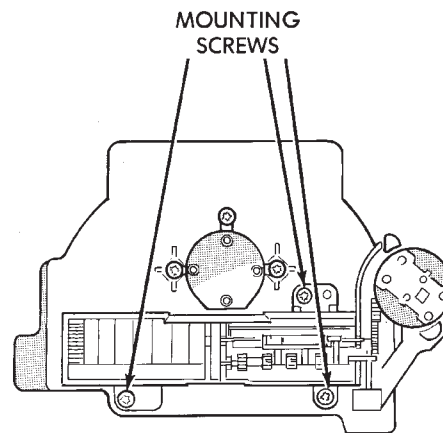


Fig. 14 Odometer

- (8) For installation, reverse above procedures. Install the odometer before starting installation.

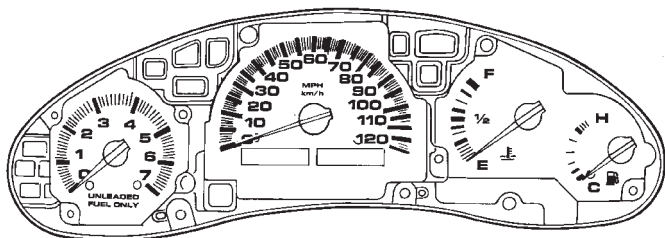
TACHOMETER AND FUEL/TEMPERATURE GAUGE ASSEMBLY REPLACEMENT—TYPE B

- (1) Remove trip odometer reset knob by gently pulling rearward.
- (2) Remove five cluster back cover retaining screws then remove cover (Fig. 12).
- (3) Disconnect transmission range indicator and odometer connectors from the printed circuit board.



(4) Remove four mask/lens retaining screws then remove mask/lens.

(5) Remove tachometer and/or fuel/temperature gauge from the cluster (Fig. 15).



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Fig. 15 Gauge Removal

(6) For installation, reverse above procedures.

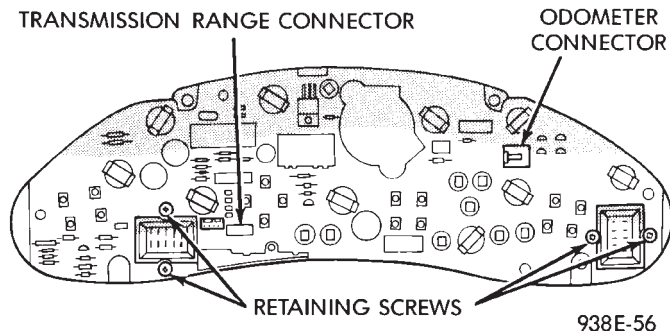
CLUSTER PRINTED CIRCUIT BOARD REPLACEMENT

(1) Remove trip odometer reset knob by gently pulling rearward.

(2) Remove cluster back cover retaining screws then remove cover (Fig. 9 or 12).

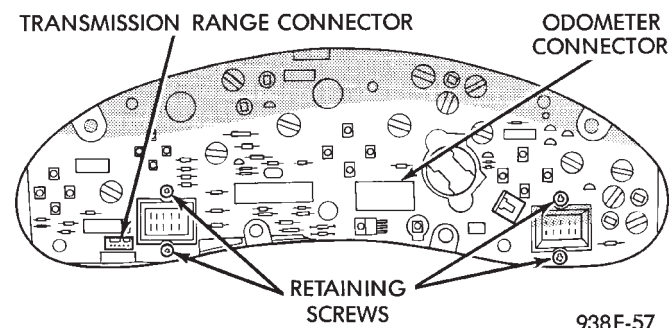
(3) Disconnect transmission range indicator and odometer connectors from the printed circuit board.

(4) Remove four printed circuit board retaining screws. There are two screws located at the base of each connector (Fig. 16 and 17).



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Fig. 16 Print Circuit Board—Type A and C



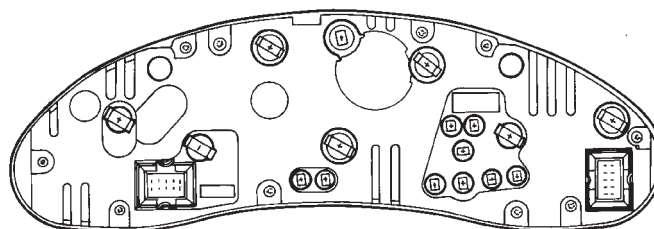
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Fig. 17 Print Circuit Board—Type B

(5) For installation, reverse above procedures.

CLUSTER BULB REPLACEMENT

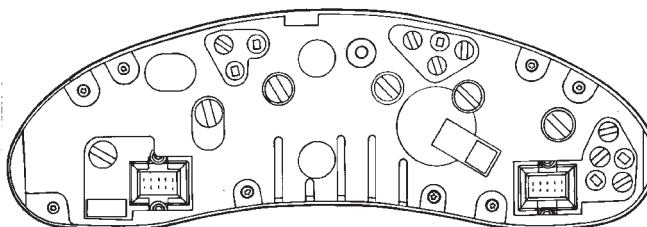
Refer to Fig. 18 and 19 for appropriate lamp locations.



1	SEAT BELT	8	BRAKE/PARK BRAKE
2	CHECK ENGINE	9	HIGH BEAM
3	CHARGE SYSTEM	10	LEFT TURN
4	OIL PRESSURE	11	RIGHT TURN
5	CRUISE ACTIVE	12	ENGINE TEMP
6	LOW FUEL	13	ILLUMINATION
7	AIR BAG		
TRANSMISSION RANGE INDICATOR — NO LAMPS			

938E-51

Fig. 18 Lamp location—Type A and C



1	SEAT BELT	8	BRAKE/PARK BRAKE
2	CHECK ENGINE	9	HIGH BEAM
3	CHARGE SYSTEM	10	LEFT TURN
4	OIL PRESSURE	11	RIGHT TURN
5	CRUISE ACTIVE	12	ENGINE TEMP
6	LOW FUEL	13	ILLUMINATION
7	AIR BAG		
TRANSMISSION RANGE INDICATOR — NO LAMPS			

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Fig. 19 Lamp location—Type B

MESSAGE CENTER REMOVAL

(1) Using a trim stick, remove message module from instrument panel (Fig. 20).



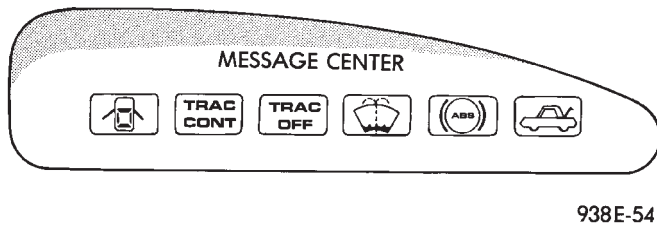
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Fig. 20 Message Center Module

- (2) Disconnect connector.
- (3) Replace lamps as needed.
- (4) For installation, reverse above procedures.

**MESSAGE CENTER REMOVAL—CHRYSLER 207**

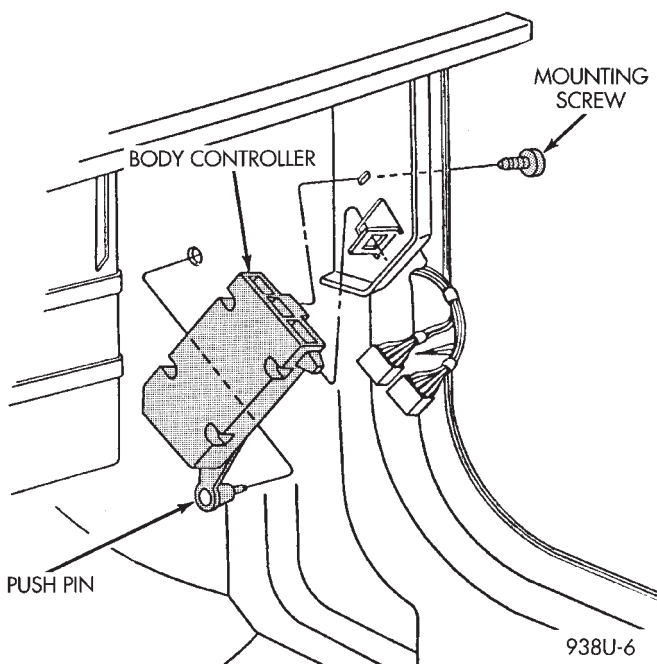
- (1) Open front door and remove left end cover.
- (2) Remove headlamp switch bezel and center upper outlet bezel (Fig. 21).

**Fig. 21 Message Center Module 207**

- (3) Remove two lower and the two upper screws from bezel.
- (4) Remove right end cover, then remove wood grain trim bezel and remove two lower mounting screws from bezel.
- (5) Pull bezel straight rearward to disengage bezel attaching clips.
- (6) Disconnect wire connector from message center. The Message Center lamps may be service at this time.
- (7) For installation, reverse above procedures.

BODY CONTROLLER REMOVAL

- (1) Remove right end cover and knee bolster panel.
- (2) Remove right cowl side trim panel and pull carpeting back, exposing dash liner.
- (3) Cut dash liner along perforated lines and pull back dash liner.
- (4) Remove screw through oblong access hole at right end of instrument panel (Fig. 22).

**Fig. 22 Body Controller**

- (5) Remove push-in fastener at lower leg of controller from underneath instrument panel and maneuver controller down and out, disconnect the three electrical connectors to remove controller.

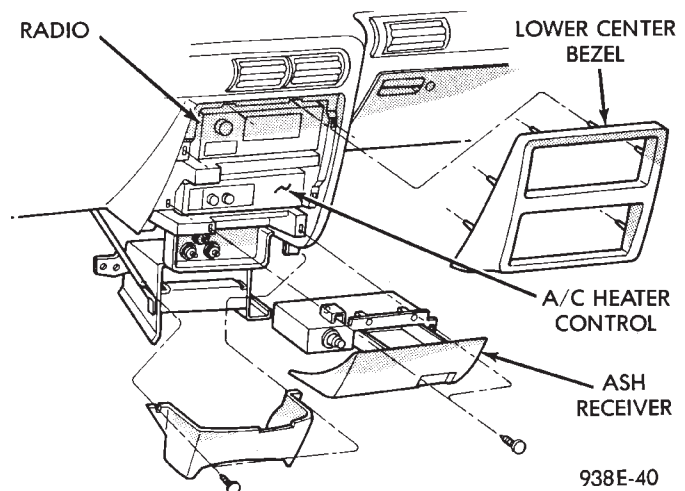
- (6) For installation, reverse above procedures.

DIAGNOSTIC READ-OUT BOX—DRB II CONNECTOR ACCESS

Reach down to lower edge of knee bolster to right of steering column. Inside the opening this DRB II connector can be swung down for access at lower edge of knee bolster.

HEATER—A/C—ATC CONTROLS

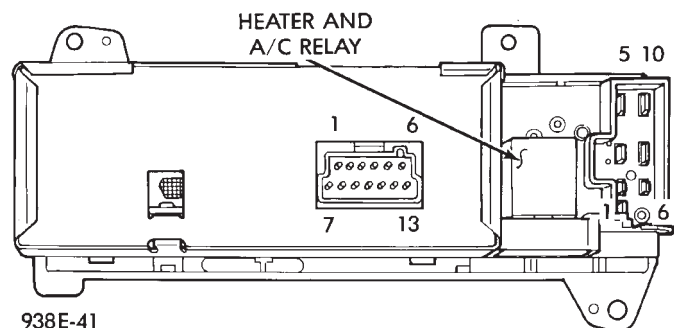
- (1) Remove lower center bezel and remove two mounting screws from sides of control (Fig. 23).

**Fig. 23 Lower Center Bezel**

- (2) Remove control out and disconnect two electrical connectors.
- (3) For installation, reverse above procedures.

HEATER AND A/C FAN RELAY REMOVAL

- (1) Remove lower center bezel and remove two mounting screws from sides of control (Fig. 23).
- (2) Remove control out and disconnect two electrical connectors.
- (3) Disconnect relay from the rear of control (Fig. 24).
- (4) For installation, reverse above procedures.

**Fig. 24 Heater A/C Fan Relay**



TRACTION CONTROL SWITCH REMOVAL

- (1) Remove upper center outlet bezel (Fig. 25 and 26).
- (2) Press tabs at top and bottom of switch in bezel and remove switch.
- (3) For installation, reverse above procedures.

HEADLAMP SWITCH BEZEL REMOVAL

- (1) Open front door and remove left end cover (Fig. 5, 25 and 26).
- (2) Remove screw from left end of instrument panel and pull bezel rearward to disengage clip(s).
- (3) For installation, reverse above procedures.

HEADLAMP SWITCH REMOVAL

- (1) Remove end cover and headlamp switch bezel (Fig. 25 and 26).
- (2) Remove three screws on headlamp switch and pull out to disconnect two wiring connectors and remove.
- (3) For installation, reverse above procedures. Twist out lamp sockets are serviceable at this time.

HEADLAMP SWITCH TEST

- (1) Remove instrument panel headlamp bezel (Fig. 25 and 26).
- (2) Remove screw mounting headlamp switch module and remove switch.
- (3) Using an ohmmeter, test for continuity between the terminals of the switch as shown in the Headlamp Switch Test (Fig. 27).

INSTRUMENT PANEL TOP COVER REMOVAL

- (1) Pry-up each end of top cover disengaging clip (Fig. 25 and 26).
- (2) Lift rear edge of top cover using straight edge along rear edge.
- (3) Lift rear edge and slide top cover rearward disengaging clips to remove cover.
- (4) For installation, reverse above procedures.

INSTRUMENT PANEL END COVERS REMOVAL—RIGHT AND LEFT

- (1) Open the left door and pull on the outlet to remove end cover. Fuse Puller, Spare Fuses And Fuse Diagram Are Located On Left End Cover. Fuse Access Is Under Left End Cover (Fig. 25 and 26).
- (2) Open right door and remove right end cover by pulling from outlet bezel.
- (3) For installation, reverse above procedures.

INSTRUMENT PANEL LOWER CENTER COVER REMOVAL

Remove screw, on each side of center cover, and remove center cover. For installation, reverse above procedures (Fig. 25 and 26).

RIGHT UPPER TRIM BEZEL REMOVAL

- (1) Open front door and remove right end cover (Fig. 25 and 26).
- (2) Remove screw at end of instrument panel.
- (3) Pull rearward to disengage four retaining clips. May require a trim stick to pry-out inboard end of bezel.
- (4) For installation, reverse above procedures.

CENTER UPPER OUTLET BEZEL REMOVAL

- (1) Pull center bezel rearward and disengage the two retaining clips and disconnect electrical connector (Fig. 25 and 26).
- (2) May require a tool to pry-out right end of bezel.
- (3) For installation, reverse above procedures.

LOWER CENTER BEZEL REMOVAL

- (1) Pull bezel straight rearward along the sides of the radio and A/C control openings to disengage clips (Fig. 23).
- (2) For installation, reverse above procedures.

LEFT UNDER INSTRUMENT PANEL SILENCER/ DUCT REMOVAL

- (1) Remove push-in fastener under left end of instrument panel (Fig. 25 and 26).
- (2) Maneuver part off of brake bracket stud and center floor distribution duct to remove.
- (3) For installation, reverse above procedures.

RIGHT UNDER INSTRUMENT PANEL SILENCER/ DUCT REMOVAL

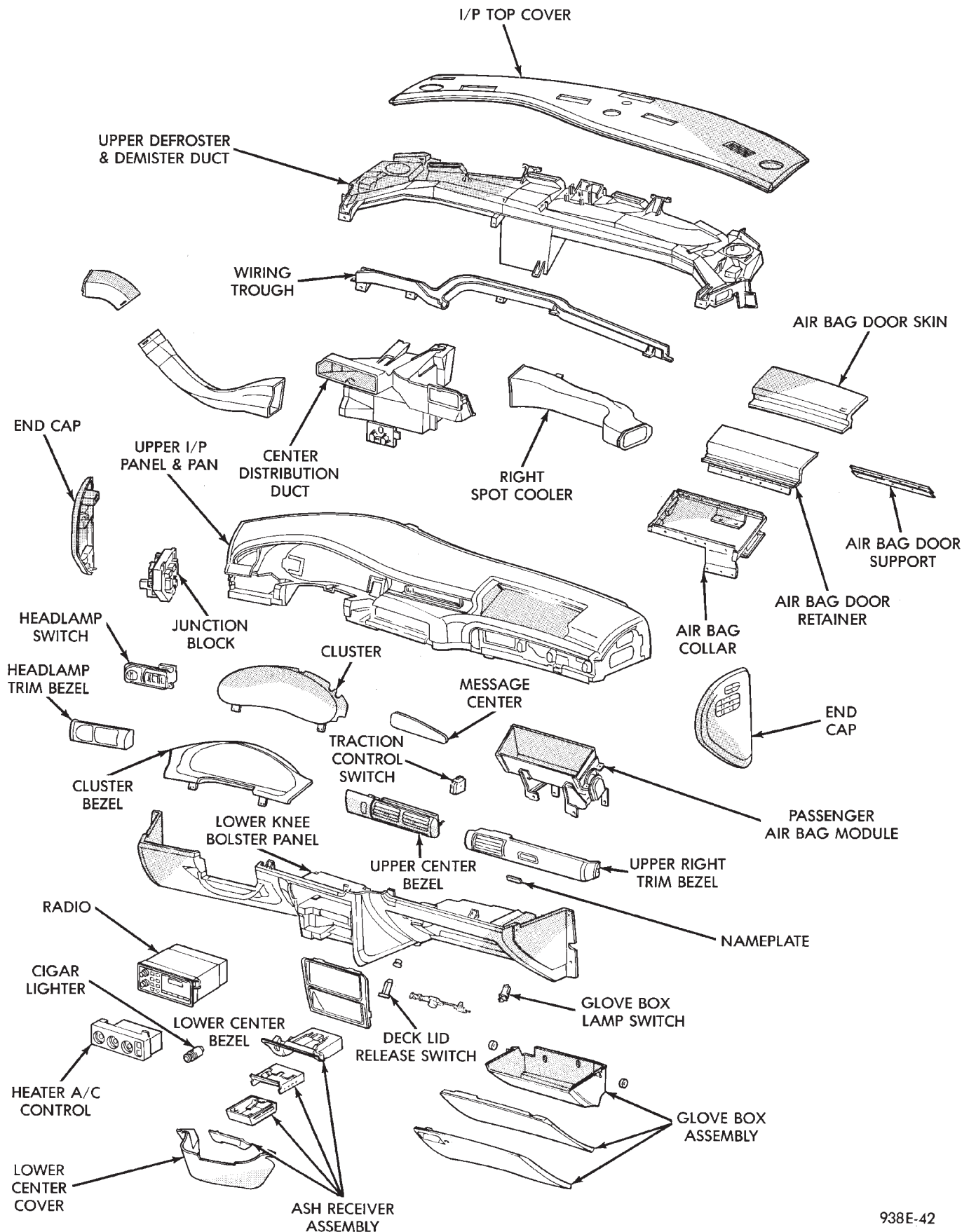
- (1) Remove two push-in fasteners at center and left end of silencer/duct (Fig. 25 and 26).
- (2) Maneuver part off of center floor distribution duct to remove.
- (3) For installation, reverse above procedures.

WOOD GRAIN TRIM BEZEL REMOVAL—CHRYSLER 207

- (1) Open right front door and remove right end cover and center upper outlet bezel (Fig. 25 and 26).
- (2) Remove screw at right end of instrument panel and screw at center outlet opening.
- (3) Remove wood grain bezel by pulling straight rearward, disengaging the three clips.
- (4) For installation, reverse above procedures.

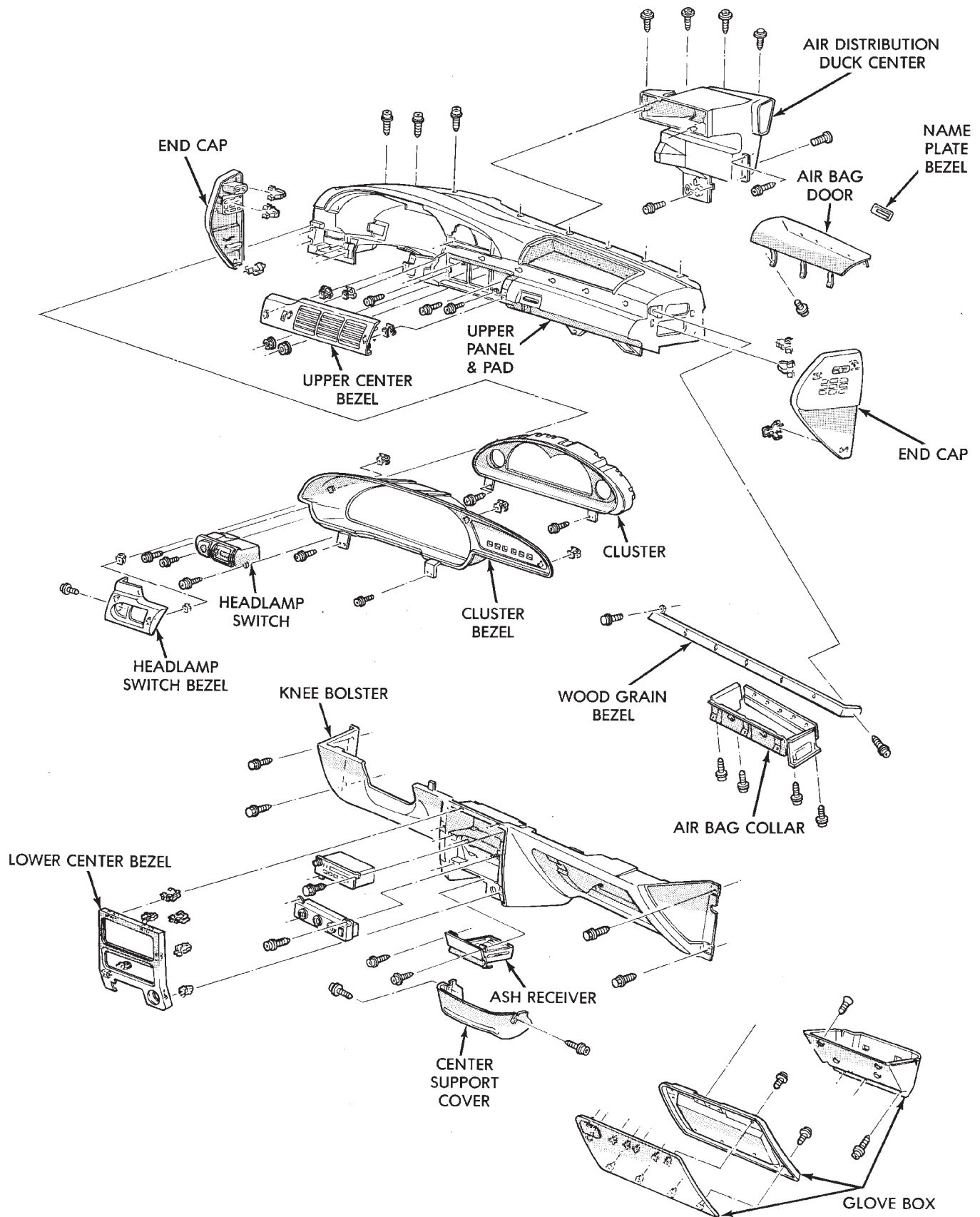
RADIO REMOVAL

- (1) Remove lower center bezel and remove two radio retaining screws and then remove radio (Fig. 23).
- (2) Pull radio straight out and disconnect both electrical connectors, antenna cable and remove screw on radio ground strap, then remove radio.
- (3) For installation, reverse above procedures.



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Fig. 25 Instrument Panel Breakdown

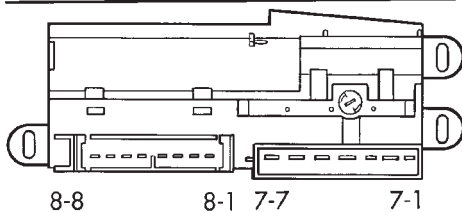


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Fig. 26 Instrument Panel Breakdown 207



POSITION	TERMINALS	RESISTANCE VALUE
ALL SWITCHES OFF	7-4 to 8-2	10K to 12K
	7-4 to 8-6	10K to 12K
	8-2 to 8-6	6 to 7
	7-4 to 8-5	Variable
	8-2 to 8-5	Variable
	8-6 to 8-5	Variable
HEADLAMPS ON	7-7 to 7-6	Continuity
	7-4 to 7-5	Continuity
	7-4 to 8-2	10K to 12K
	7-4 to 8-6	10K to 12K
	7-4 to 8-5	Variable
PARKING LAMPS ON	7-4 to 7-5	Continuity
	7-4 to 8-2	10K to 12K
	7-4 to 8-6	10K to 12K
	7-4 to 8-5	Variable
THUMBWHEEL-DIM POSITION	7-5 to 8-5	Continuity
	8-2 to 8-5	10K to 12K
	8-6 to 8-5	10K to 12K
THUMBWHEEL-BRIGHT POSITION	7-5 to 8-5	10K to 12K
	8-2 to 8-5	900 to 1.1K
	8-6 to 8-5	900 to 1.1K
THUMBWHEEL-DOME LAMPS POSITION	7-5 to 8-5	10K to 12K
	8-2 to 8-5	900 to 1.1K
	8-6 to 8-5	900 to 1.1K
	8-2 to 8-5	Continuity
	8-2 to 8-3	Continuity
FRONT FOG LAMPS ON	7-7 to 7-6	Continuity
	7-4 to 7-5	Continuity
	7-4 to 8-2	10K to 12K
	7-4 to 8-6	10K to 12K
	7-4 to 8-5	Variable
	7-1 to 7-2	Continuity
	8-2 to 7-1	Continuity
	8-6 to 7-1	6 to 7
	8-5 to 7-1	Variable



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Fig. 27 Headlamp Switch Test**ASH RECEIVER/LAMP REMOVAL**

- (1) Remove lower slide out ash tray (Fig. 23).
- (2) Remove two outboard screws from housing assembly.
- (3) Remove housing and pull rearward to disengage from the forward locator.

(4) Ash receiver light is accessible by removing socket from metal light housing and remove lamp from socket.

- (5) For installation, reverse above procedures.

CIGAR LIGHTER REMOVAL

- (1) Remove lower slide out ash tray (Fig. 23).
- (2) Remove two outboard screws from housing assembly.

(3) Remove housing and pull rearward to disengage from the forward locator.

(4) Ash receiver light is accessible by removing socket from metal light housing and remove lamp from socket.

(5) Disconnect the two cigar lighter wiring connectors from cigar lighter. Unscrew shell and clamp assembly to replace cigar lighter assembly.

- (6) For installation, reverse above procedures.

ASH RECEIVER/LAMP REMOVAL—CHRYSLER

(1) Remove ash tray and lower center bezel (Fig. 23).

- (2) Remove two housing mounting screws.

(3) Remove the housing and lamp.

- (4) For installation, reverse above procedures.

CIGAR LIGHTER REMOVAL—CHRYSLER

(1) Remove ash tray and lower bezel (Fig. 23).

(2) Remove two housing mounting screws. Remove the housing and lamp.

(3) Remove two A/C-Heater control mounting screws. Move to the A/C-Heater control.

(4) Reach through the A/C-Heater control opening to disconnect the two wire from the cigar lighter wiring connectors. The cigar lighter shell can be unscrew from the clamp so that the cigar lighter can be removed.

- (5) For installation, reverse above procedures.

GLOVEBOX DOOR/HANDLE REMOVAL

(1) Remove three screws at bottom of glovebox door, open glovebox door and press sidewalls inboard to remove door from panel (Fig. 25 and 26).

(2) Position the glovebox on cloth to protect paint. Remove nine screws from backside of the door, Chrysler 207 has eight screws. Then separate the inner and outer door. Handle and latch can be removed at this time.

GLOVEBOX LIGHT/SWITCH REMOVAL

(1) Open glovebox door and pull out glovebox light switch from upper right corner of glovebox opening on instrument panel (Fig. 25 and 26).

(2) Replace lamp or remove electrical connector to replace switch.

- (3) For installation, reverse above procedures.



TRUNK RELEASE SWITCH REMOVAL

- (1) Open glovebox door and pry switch out of opening (Fig. 25 and 26).
- (2) Remove electrical connector and remove switch.
- (3) For installation, reverse above procedures.

HAZARD FLASHER RELAY REMOVAL

- (1) Located on the left side, between the junction block and the brake pedal (Fig. 28).

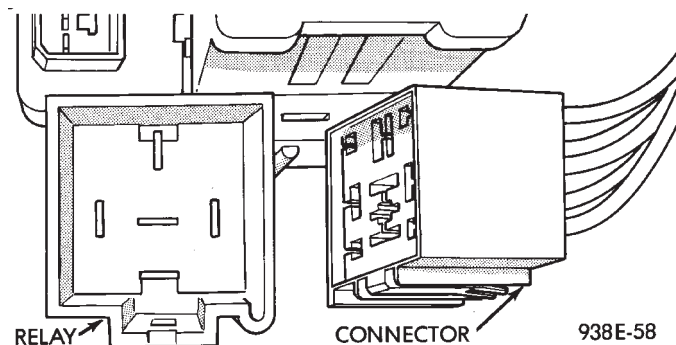


Fig. 28 Hazard Flasher Relay

- (2) Slide hazard-flasher relay rearward to remove from in-line electrical bracket.
- (3) For installation, reverse above procedures.

BRAKE AND SPEED CONTROL SWITCH REMOVAL

- (1) Remove left under instrument panel silencer/duct.
- (2) Pull switch assembly rearward off brake bracket, then remove electrical connector from brake bracket to disconnect and remove (Fig. 29).

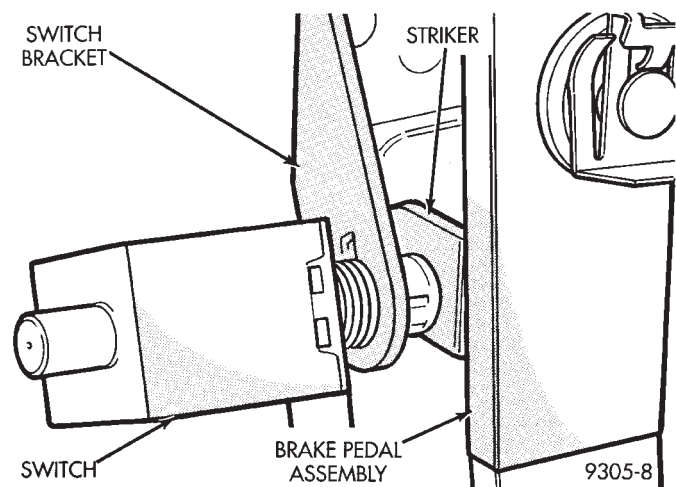


Fig. 29 Brake and Speed Control Switch

- (3) For installation, reverse above procedures.

LOWER INSTRUMENT PANEL REMOVAL

- (1) Open doors and remove right and left end covers (Fig. 25 and 26).
- (2) Remove floor console and cowl side trim panels if equipped. If not, remove instrument panel lower center cover and ash receiver assembly.

- (3) Remove screw at radio ground strap at side of center support bracket. Proper Routing Of Radio Ground Strap Is Essential For Radio Service.

- (4) Open glovebox door, flex sides of glovebox in-board to swing glovebox door down to floor. Remove four screws at top of the glovebox opening. The Chrysler 207 has six screws.

- (5) Remove two nuts from center support bracket at ash receiver area.

- (6) Remove two screws from center outlet bezel opening and two screws from right bezel opening. The Chrysler 207 has only one screw from outlet bezel opening.

- (7) Remove screw from each end cover area of instrument panel. The Chrysler 207 has no screws.

- (8) Remove two screws at each end of instrument panel at cowl sides, then detach lower instrument panel from upper instrument panel, with column in tilt-up position.

- (9) Disconnect the following electrical connectors:

- Trunk Release Switch
- Glovebox Light Switch
- Radio/Antenna Connectors
- Heater-A/C Connectors
- Cigar Lighter Connectors
- Ash Receiver Light

JUNCTION BLOCK REMOVAL

- (1) Remove lower instrument panel assembly.
- (2) Remove three mounting screws and remove junction block (Fig. 30).

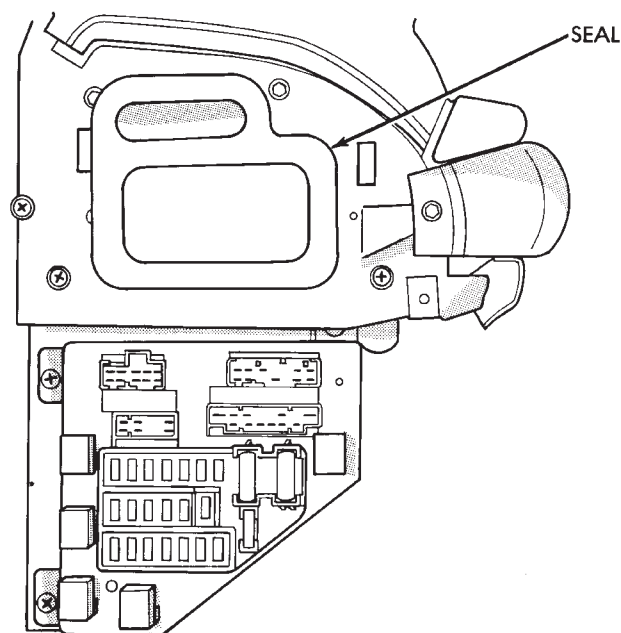


Fig. 30 Junction Block

- (3) Remove six electrical connectors on inboard side and four electrical connectors on outboard side of junction block.

**FRONT SPEAKER****REMOVAL—RIGHT—LEFT—CENTER**

- (1) Remove instrument panel top cover (Fig. 24 and 25).
- (2) Remove two screws on each speaker and lift up, disconnect wiring connector and remove speaker.
- (3) For installation, reverse above procedures.

ATC-SUN SENSOR

- (1) Remove instrument panel top cover (Fig. 25).
- (2) Remove two screws on sun sensor, lift up and disconnect electrical connector and remove sensor.
- (3) For installation, reverse above procedures.

ATC-SUN SENSOR—CHRYSLER 207

- (1) Remove lower instrument panel (Fig. 26).
- (2) Remove two screws attaching ATC in-car sensor from underneath the upper instrument panel behind the nameplate.
- (3) Remove sensor and disconnect the wire connector.
- (4) For installation, reverse above procedures.

REMOTE KEYLESS ENTRY MODULE REMOVAL

- (1) Remove instrument panel top cover (Fig. 25 and 26).
- (2) Remove two screws at each end of module, disconnect two electrical connectors and remove module (Fig. 31).
- (3) For installation, reverse above procedures.

UPPER INSTRUMENT PANEL REMOVAL

- (1) Disconnect and isolate the battery negative cable.
- (2) Remove lower instrument panel assembly and two airbag fuses.
- (3) Remove left silencer/duct under instrument panel.
- (4) Remove instrument panel top cover, right and left A-pillar trim panels (Fig. 25 and 26).

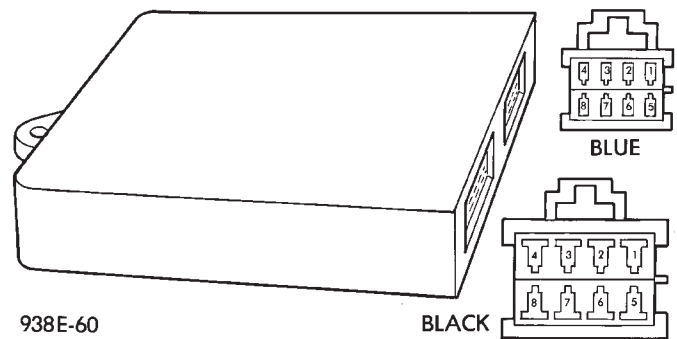


Fig. 31 Remote Keyless Entry Module

- (5) Remove body controller module at right end of instrument panel.
- (6) Remove two impact brackets from steering support and left outlet duct.
- (7) Remove steering column shrouds and disconnect six electrical connectors. Slide wiring trough retainer off of trough and stow wiring away from steering column.
- (8) Loosen the two lower screws and remove two upper nuts on steering column assembly and lay column on floor.
- (9) Disconnect the following electrical connectors:
 - Power antenna and cable at right cowl side
 - Body wiring at right end of A/C unit
 - Three ATC unit connectors at center of unit
 - Ground wire at left of center support
 - DRB II connector at left brace
 - Two airbag diagnostic module connectors
 - Three in-line bracket connector including 40-way jack screw and remove hazard relay.
 - Four outboard connectors to junction block.
 - Headliner connector at top of panel.
- (10) Remove the two panel attaching bolts at each cowl side. Remove the five panel attaching bolts along top of panel.
- (11) Then remove the upper instrument panel rearward off of lower attaching studs.

