TIRES AND WHEELS

CONTENTS

TIRES

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DESCRIPTION AND OPERATION

TIRE INFORMATION

Tires are designed and engineered for each specific vehicle. They provide the best overall performance for normal operation. The ride and handling characteristics match the vehicle's requirements. With proper care they will give excellent reliability, traction, skid resistance, and tread life.

Driving habits have more effect on tire life than any other factor. Careful drivers will obtain, in most cases, much greater mileage than severe use or careless drivers. A few of the driving habits which will shorten the life of any tire are:

- Rapid acceleration
- Severe application of brakes
- High-speed driving
- Taking turns at excessive speeds
- Striking curbs and other obstacles

Radial ply tires are more prone to irregular tread wear. It is important to follow the tire rotation interval shown in the section on Tire Rotation. This will help to achieve a greater tread-life potential.

TIRE IDENTIFICATION

Tire type, size, aspect ratio and speed rating are encoded in the letters and numbers imprinted on the side wall of the tire. Refer to the chart to decipher the tire identification code (Fig. 1).

Performance tires will have a speed rating letter after the aspect ratio number. The speed rating is not always printed on the tire sidewall. The letter **S** indicates that the tire is speed rated up to 112 mph.

- **Q** up to 100 mph
- **T** up to 118 mph
- **U** up to 124 mph
- **H** up to 130 mph
- **V** up to 149 mph
- **Z** more than 149 mph (consult the tire manufacturer for the specific speed rating)

An All Season type tire will have either **M + S, M & S or M—S** (indicating mud and snow traction) imprinted on the side wall.

TIRE CHAINS

Tire snow chains may be used on **certain** models. Refer to Owner's Manual for more information.

DESCRIPTION AND OPERATION (Continued)

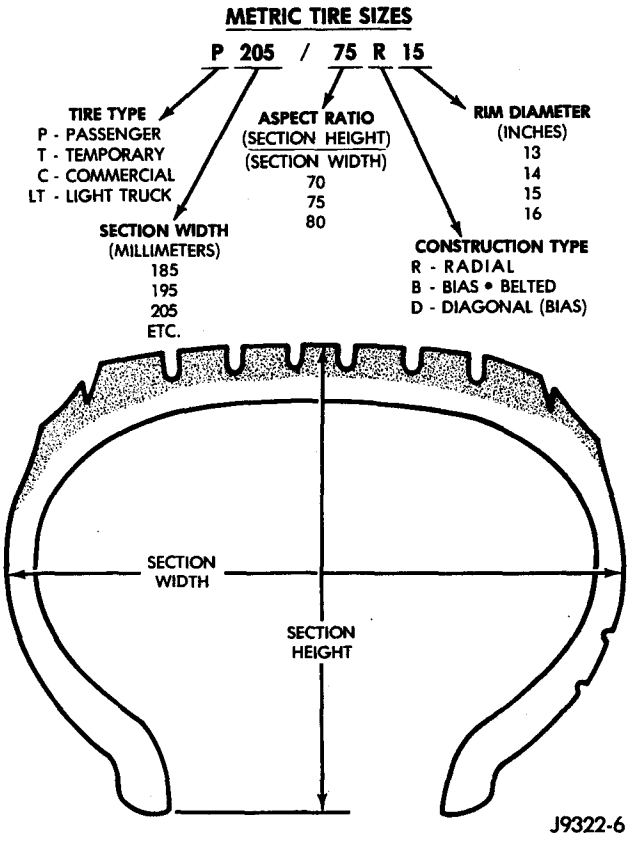

Fig. 1 Tire Identification

RADIAL-PLY TIRES

Radial-ply tires improve handling, tread life, ride quality and decrease rolling resistance.

Radial-ply tires must always be used in sets of four and under no circumstances should they be used on the front only. They may be mixed with temporary spare tires when necessary. A maximum speed of 50 MPH is recommended while a temporary spare is in use.

Radial-ply tires have the same load-carrying capacity as other types of tires of the same size. They also use the same recommended inflation pressures.

The use of oversized tires, either in the front or rear of the vehicle, can cause vehicle drive train failure. This could also cause inaccurate wheel speed signals when the vehicle is equipped with Anti-Lock Brakes.

It is recommended that tires from different manufactures NOT be mixed. The proper tire pressure should be maintained on all four tires. For proper tire pressure refer to the Tire Inflation Pressure Chart provided with the vehicle.

SPARE TIRE (TEMPORARY)

The temporary spare tire is designed for emergency use only. The original tire should be repaired and reinstalled at the first opportunity, or a new tire purchased. Do not exceed speeds of 50 MPH. Refer to Owner's Manual for complete details.

TIRE INFLATION PRESSURES

Under inflation causes rapid shoulder wear, tire flexing, and can result in tire failure (Fig. 2).

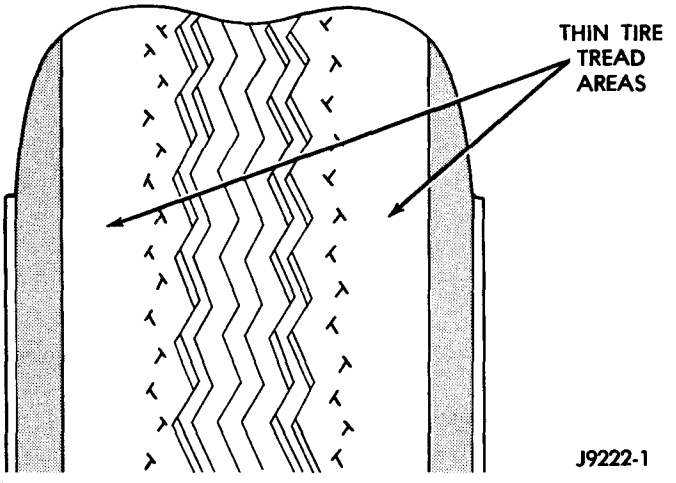

Fig. 2 Under Inflation Wear

Over inflation causes rapid center wear and loss of the tire's ability to cushion shocks (Fig. 3).

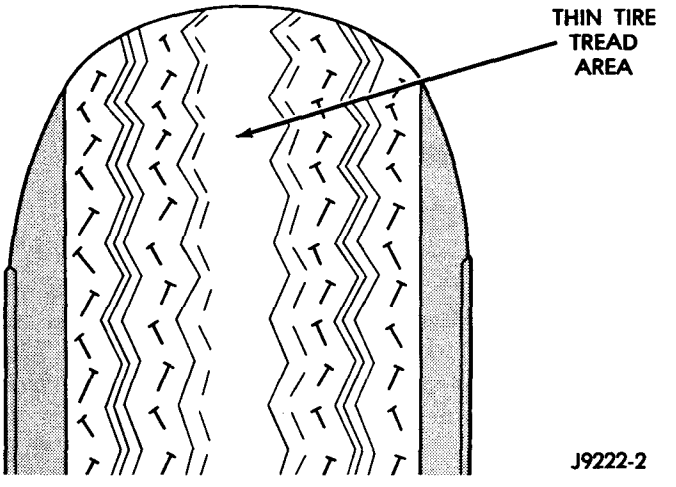

Fig. 3 Over Inflation Wear

Improper inflation can cause:

- Uneven wear patterns
- Reduced tread life
- Reduced fuel economy
- Unsatisfactory ride
- The vehicle to drift.

For proper tire pressure specification refer to the Tire Inflation Pressure Chart provided with the vehicle.

Tire pressures have been chosen to provide safe operation, vehicle stability, and a smooth ride. Tire pressure should be checked cold once per month. Check tire pressure more frequently when the

DESCRIPTION AND OPERATION (Continued)

weather temperature varies widely. Tire pressure will decreases when the outdoor temperature drops.

Inflation pressures specified on the placards are always cold inflation pressure. Cold inflation pressure is obtained after the vehicle has not been operated for at least 3 hours. Or the vehicle is driven less than one mile after being inoperative for 3 hours. Tire inflation pressures may increase from 2 to 6 pounds per square inch (psi) during operation. Do not reduce this normal pressure build-up.

WARNING: OVER OR UNDER INFLATED TIRES CAN AFFECT VEHICLE HANDLING. THE TIRE CAN FAIL SUDDENLY, RESULTING IN LOSS OF VEHICLE CONTROL.

TIRE PRESSURE FOR HIGH—SPEED OPERATION

WARNING: OVER OR UNDER INFLATED TIRES CAN AFFECT VEHICLE HANDLING. THE TIRE CAN FAIL SUDDENLY, RESULTING IN LOSS OF VEHICLE CONTROL.

Chrysler Corporation advocates driving at safe speeds within posted speed limits. Where speed limits allow the vehicle to be driven at high speeds, correct tire inflation pressure is very important. For speeds up to and including 75 mph (120 km/h), tires must be inflated to the pressures shown on the tire placard. For continuous speeds in excess of 75 mph (120 km/h), tires must be inflated to the maximum pressure specified on the tire sidewall.

Vehicles loaded to the maximum capacity should not be driven at continuous speeds above 75 mph (120 km/h).

For emergency vehicles that are driven at speeds over 90 mph (144 km/h), special high-speed tires must be used. Consult tire manufacturer for correct inflation pressure recommendations.

REPLACEMENT TIRES

The original equipment tires provide a proper balance of many characteristics such as:

- Ride
- Noise
- Handling
- Durability
- Tread life
- Traction
- Rolling resistance
- Speed capability

It is recommend that tires equivalent to the original equipment tires be used when replacement is needed.

Failure to use equivalent replacement tires may adversely affect the safety and handling of the vehicle.

The use of oversize tires not listed in the specification charts may cause interference with vehicle components. Under extremes of suspension and steering travel, interference with vehicle components may cause tire damage.

WARNING: FAILURE TO EQUIP THE VEHICLE WITH TIRES HAVING ADEQUATE SPEED CAPABILITY CAN RESULT IN SUDDEN TIRE FAILURE.

DIAGNOSIS AND TESTING

PRESSURE GAUGES

A high-quality air-pressure gauge is recommended to check tire pressure. After checking with the gauge, replace valve caps and finger tighten.

TREAD WEAR INDICATORS

Tread wear indicators are molded into the bottom of the tread grooves. When tread depth is 1.6 mm (1/16 in.), the tread wear indicators will appear as a 13 mm (1/2 in.) band.

Tire replacement is necessary when indicators appear in two or more grooves or if localized balding occurs (Fig. 4).

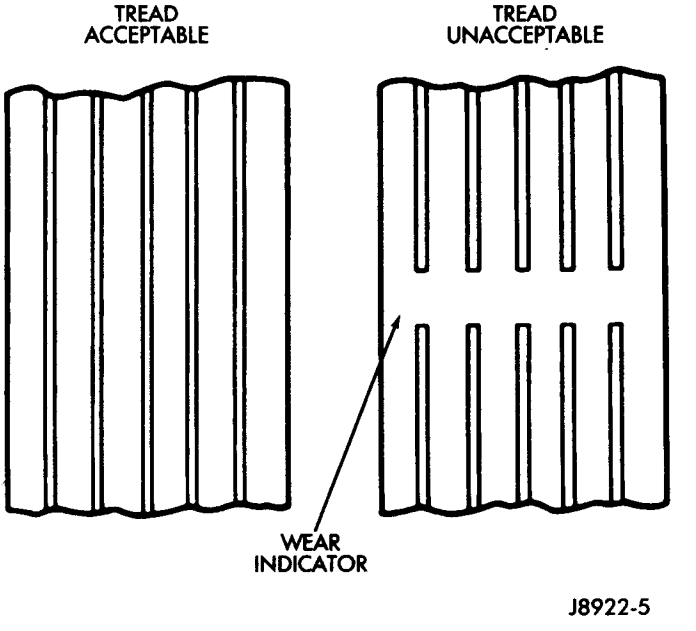

Fig. 4 Tread Wear Indicators

TIRE WEAR PATTERNS

Under inflation results in faster wear on shoulders of tire. Over inflation causes faster wear at center of tread.

DIAGNOSIS AND TESTING (Continued)

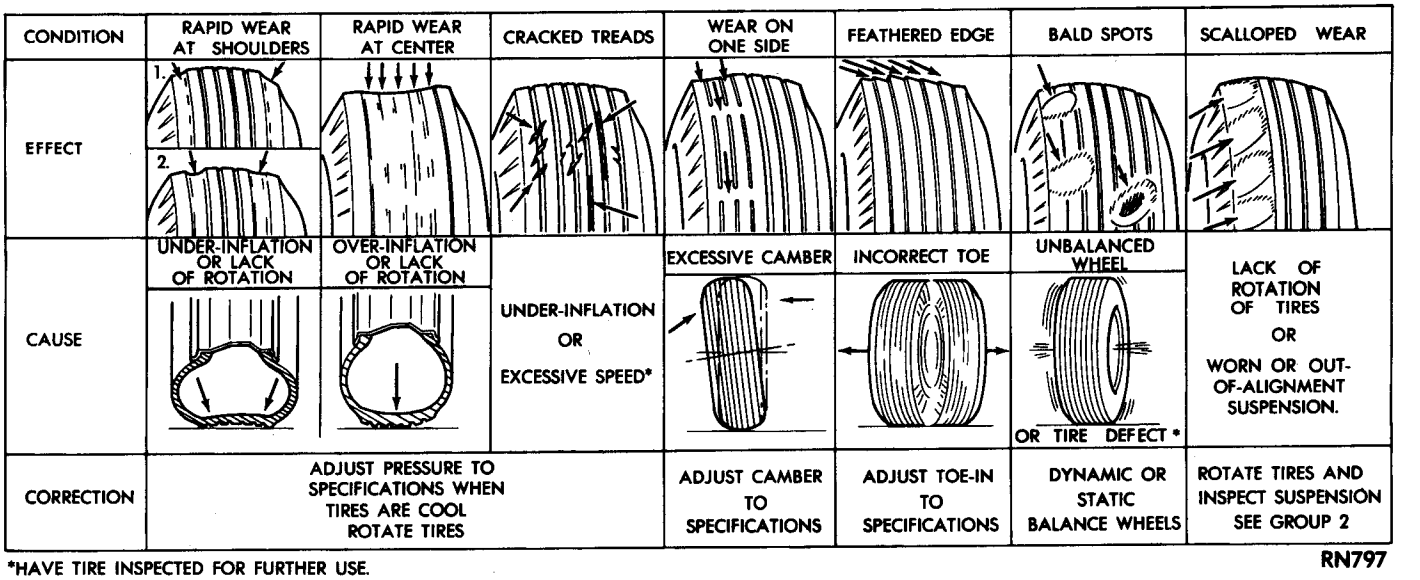

Fig. 5 Tire Wear Patterns

Excessive camber causes the tire to run at an angle to the road. One side of tread is worn more than the other.

Excessive toe-in or toe-out causes wear on the tread edges of the tire, from dragging of tire. There is a feathered effect across the tread (Fig. 5).

TIRE NOISE OR VIBRATION

Radial-ply tires are sensitive to force impulses caused by improper mounting, vibration, wheel defects, or possibly tire imbalance.

To find out if tires are causing the noise or vibration, drive the vehicle over a smooth road at varying speeds. Note the effect of acceleration and deceleration on noise level. Differential and exhaust noises will change in intensity as speed varies, while tire noise will usually remain constant.

SERVICE PROCEDURES

ROTATION

Tires on the front and rear axles operate at different loads and perform different steering, driving, and braking functions. For these reasons;

- They wear at unequal rates
- Tend to develop irregular wear patterns

These effects can be reduced by timely rotation of tires. The benefits of rotation are especially worthwhile. Rotation will:

- Increase tread life
- Help to maintain mud, snow, and wet traction levels
- Contribute to a smooth, quiet ride

The suggested method of tire rotation is (Fig. 6). Other rotation methods can be used, but they will not provide all the tire longevity benefits.

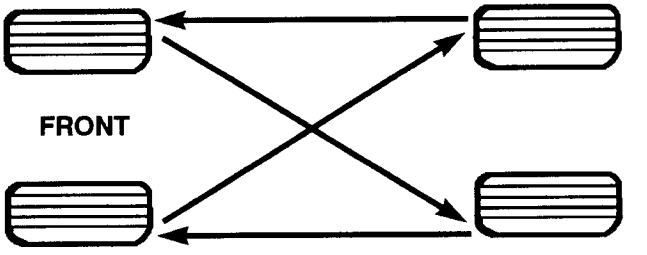

Fig. 6 Tire Rotation Pattern

MATCH MOUNTING

NOTE: Tires and wheels are currently match mounted at the factory.

Match mounting is a technique used to reduce runout in the wheel/tire assembly. This means that the high spot of the tire is aligned with the low spot on the wheel rim. The high spot on the tire is marked with a paint mark or a bright colored adhesive label on the outboard sidewall. The low spot on the rim is identified with a label on the outside of the rim and a dot on the inside of the rim. If the outside label has been removed the tire will have to be removed to locate the dot on the inside of the rim.

SERVICE PROCEDURES (Continued)

Before dismounting a tire from its wheel, a reference mark should be placed on the tire at the valve stem location. This reference will ensure that it is remounted in the original position on the wheel.

(1) Measure the total indicator runout on the center of the tire tread rib. Record the indicator reading. Mark the tire to indicate the high spot. Place a mark on the tire at the valve stem location (Fig. 7).

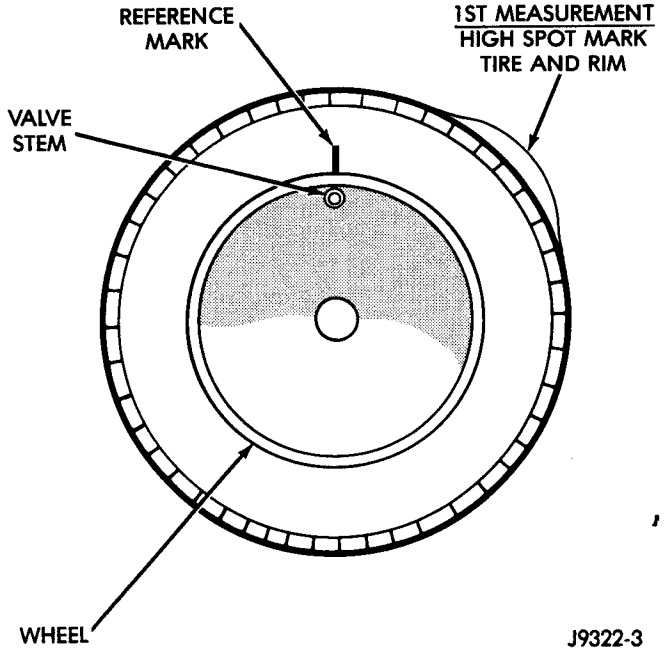

Fig. 7 First Measurement On Tire

(2) Break down the tire and remount it 180 degrees on the rim (Fig. 8).

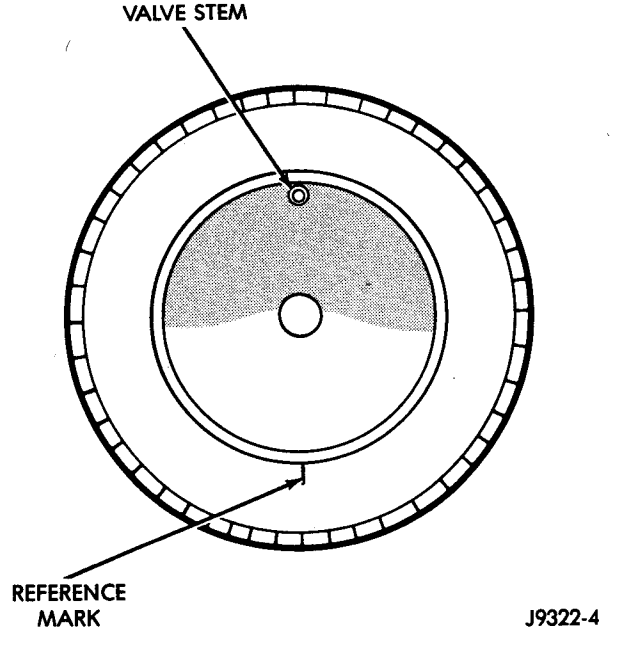

Fig. 8 Remount Tire 180 Degrees

(3) Measure the total indicator runout again. Mark the tire to indicate the high spot.

(4) If runout is still excessive, the following procedures must be done.

- If the high spot is within 101.6 mm (4.0 in.) of the first spot and is still excessive, replace the tire.
- If the high spot is within 101.6 mm (4.0 in.) of the first spot on the wheel, the wheel may be out of specifications. Refer to Wheel and Tire Runout.
- If the high spot is NOT within 101.6 mm (4.0 in.) of either high spot, draw an arrow on the tread from second high spot to first. Break down the tire and remount it 90 degrees on rim in that direction (Fig. 9). This procedure will normally reduce the runout to an acceptable amount.

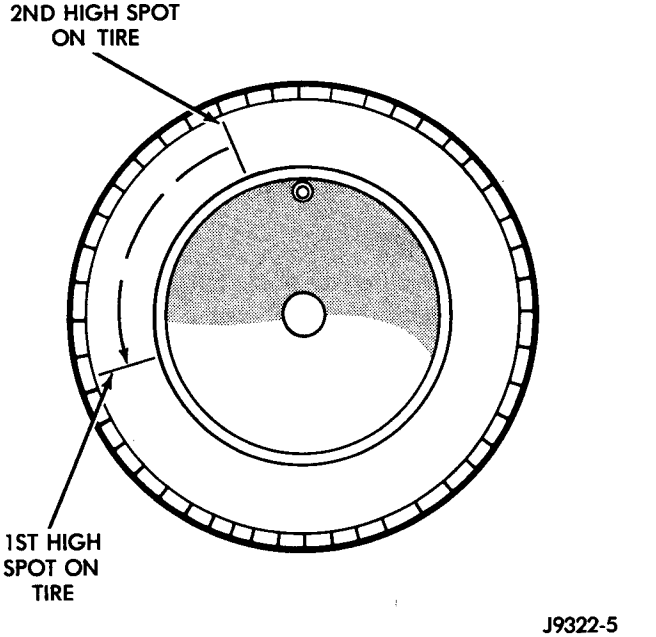

Fig. 9 Remount Tire 90 Degrees In Direction of Arrow

REPAIRING LEAKS

For proper repairing, a radial tire must be removed from the wheel. Repairs should only be made if the defect, or puncture, is in the tread area (Fig. 10). The tire should be replaced if the puncture is located in the sidewall.

Deflate tire completely before dismounting tire from the wheel. Use lubrication such as a mild soap solution when dismounting or mounting tire. Use tools free of burrs or sharp edges which could damage the tire or wheel rim.

Before mounting tire on wheel, make sure all rust is removed from the rim bead and repaint if necessary.

Install wheel on vehicle, and tighten to proper torque specification.

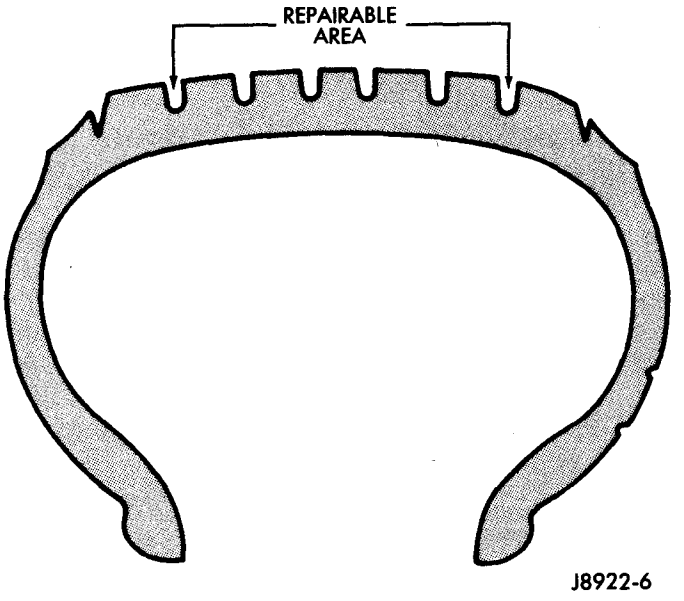

Fig. 10 Tire Repair Area

CLEANING AND INSPECTION

CLEANING OF TIRES

Remove protective coating on tires before delivery of vehicle. The coating could cause deterioration of tires.

Remove protective coating by:

- Applying warm water
- Letting it soak one minute
- Scrubbing the coating away with a soft bristle brush.
- Steam cleaning may also be used for cleaning.
- DO NOT use gasoline or wire brush for cleaning.
- DO NOT use mineral oil or an oil-based solvent.

WHEELS

INDEX

DESCRIPTION AND OPERATION

WHEEL

Available rim sizes are on the safety certification label located on the drivers door shut face.

Rim size is determined by the drivetrain package.

Original equipment wheels are designed for operation up to the specified maximum vehicle capacity.

All models use steel or cast aluminum wheels. Every wheel has raised sections between the rim flanges and rim drop well called safety humps (Fig. 1).

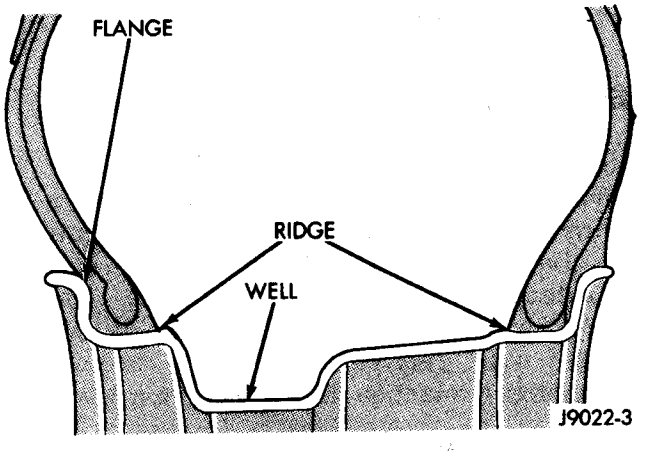

Fig. 1 Safety Rim

Initial inflation of the tire forces the bead over these raised sections. In case of rapid loss of air pressure, the raised sections help hold the tire on the wheel.

Cast aluminum wheels require coated balance weights and special alignment equipment.

The wheel studs and nuts are designed for specific applications and must be replaced with equivalent parts. Do not use replacement parts of lesser quality or a substitute design. All aluminum and some steel wheels have wheel stud nuts with an enlarged nose. This enlarged nose is necessary to ensure proper retention of the wheels.

Before installing the wheel, remove any build up of corrosion on the wheel mounting surfaces.

WARNING: INSTALLING WHEELS WITHOUT GOOD METAL-TO-METAL CONTACT COULD CAUSE LOOSENING OF WHEEL NUTS. THIS COULD ADVERSELY AFFECT THE SAFETY AND HANDLING OF YOUR VEHICLE.

DIAGNOSIS AND TESTING

WHEEL INSPECTION

Wheels must be replaced if they:

- Have excessive run out
- Are bent or dented
- Leak air
- Have damaged bolt holes

Wheel repairs employing hammering, heating, welding or repairing leaks are not allowed.

Original equipment replacement wheels should be used. When obtaining replacement wheels, they should be equivalent in load carrying capacity. The physical dimensions (diameter, width, offset, and bolt circle) of the wheel should be the same as the original wheel.

WARNING: FAILURE TO USE EQUIVALENT REPLACEMENT WHEELS MAY ADVERSELY AFFECT THE SAFETY AND HANDLING OF THE VEHICLE. REPLACEMENT WITH USED WHEELS IS NOT RECOMMENDED. THE SERVICE HISTORY OF THE RIM MAY HAVE INCLUDED SEVERE TREATMENT OR VERY HIGH MILEAGE. THE RIM COULD FAIL WITHOUT WARNING.

TIRE AND WHEEL RUNOUT

Radial runout is the difference between the high and low points on the tire or wheel (Fig. 2).

Lateral runout is the **wobble** of the tire or wheel.

DIAGNOSIS AND TESTING (Continued)

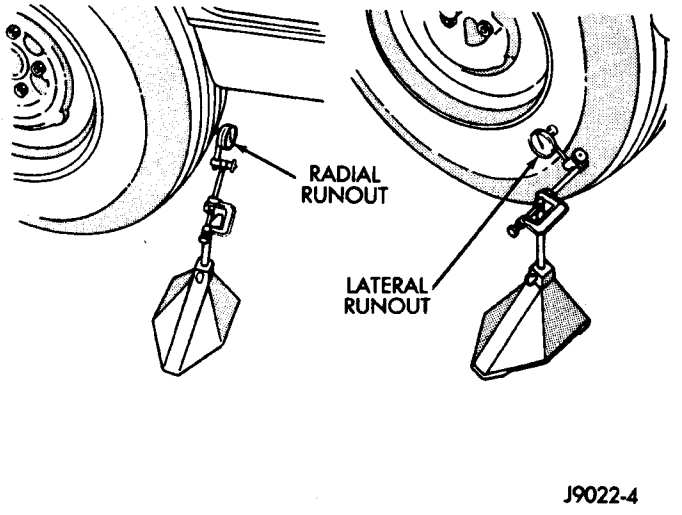

Fig. 2 Checking Tire Runout

Radial runout of more than 1.5 mm (.060 inch) measured at the center line of the tread may cause the vehicle to shake.

Lateral runout of more than 2.0 mm (.080 inch) measured near the shoulder of the tire may cause the vehicle to shake.

Sometimes radial runout can be reduced. Relocate the wheel and tire assembly on the mounting studs (See Method 1). If this does not reduce runout to an acceptable level, the tire can be rotated on the wheel. (See Method 2).

METHOD 1 (RELOCATE WHEEL ON HUB)

Check accuracy of the wheel mounting surface; adjust wheel bearings.

Drive vehicle a short distance to eliminate tire flat spotting from a parked position.

Make sure all wheel nuts are properly torqued.

Relocate wheel on the mounting, two studs over from the original position.

Re-tighten wheel nuts until all are properly torqued, to eliminate brake distortion.

Check radial runout. If still excessive, mark tire sidewall, wheel, and stud at point of maximum runout and proceed to Method 2.

METHOD 2 (RELOCATE TIRE ON WHEEL)

Rotating tire on wheel is particularly effective when there is runout in both tire and wheel.

Remove tire from wheel and re-mount wheel on hub in former position.

Check wheel radial runout (Fig. 3).

NOTE: If the vehicle is equipped with aluminum or full faced wheels the tire must be removed to check radial runout.

- STEEL WHEELS: Radial runout 0.040 in., Lateral runout 0.045 in.
- ALUMINUM WHEELS: Radial runout 0.030 in., Lateral runout 0.035 in.

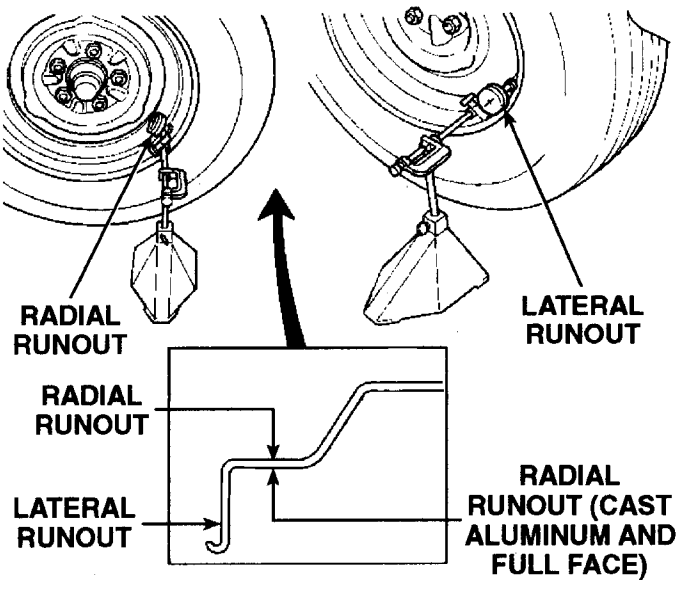

Fig. 3 Checking Wheel Runout

If point of greatest runout is near original chalk mark, remount tire 180 degrees. Recheck runout.

SERVICE PROCEDURES

WHEEL INSTALLATION

The wheel studs and nuts are designed for specific applications. They must be replaced with equivalent parts. Do not use replacement parts of lesser quality or a substitute design. All aluminum and some steel wheels have wheel stud nuts which feature an enlarged nose. This enlarged nose is necessary to ensure proper retention of the aluminum wheels.

NOTE: Do not use chrome plated lug nuts with chrome plated wheels.

Before installing the wheel, be sure to remove any build up of corrosion on the wheel mounting surfaces. Ensure wheels are installed with good metal-to-metal contact. Improper installation could cause loosening of wheel nuts. This could affect the safety and handling of your vehicle.

To install the wheel, first position it properly on the mounting surface. All wheel nuts should then be tightened just snug. Gradually tighten them in sequence to the proper torque specification (Fig. 4). **Never use oil or grease on studs or nuts.**

SERVICE PROCEDURES (Continued)

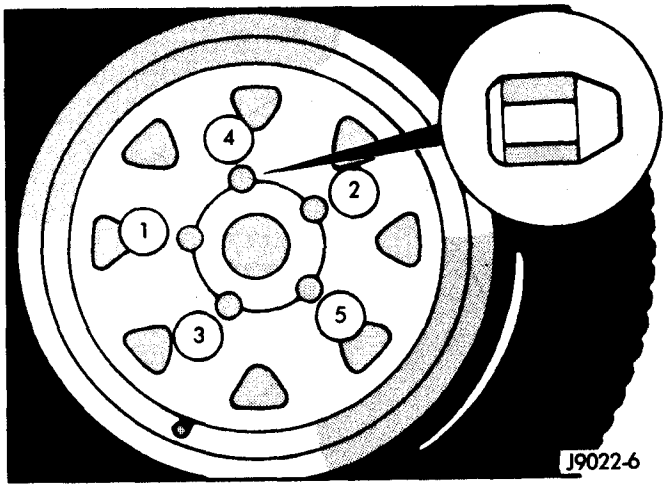

Fig. 4 Lug Nut Tightening Pattern

WHEEL REPLACEMENT

Wheels must be replaced if they have:

- Excessive runout
- Bent or dented
- Leak air through welds
- Have damaged bolt holes

Wheel repairs employing hammering, heating, or welding are not allowed.

Original equipment wheels are available through your dealer. Replacement wheels from any other source should be equivalent in:

- Load carrying capacity
- Diameter
- Width
- Offset
- Mounting configuration

Failure to use equivalent replacement wheels may affect the safety and handling of your vehicle. Replacement with **used** wheels is not recommended. Their service history may have included severe treatment.

TIRE AND WHEEL BALANCE

It is recommended that a two plane dynamic balancer be used when a wheel and tire assembly require balancing. Static should be used only when a two plane balancer is not available.

For static imbalance, find location of heavy spot causing imbalance. Counter balance wheel directly opposite the heavy spot. Determine weight required to counterbalance the area of imbalance. Place half of this weight on the **inner** rim flange and the other half on the **outer** rim flange (Fig. 5) and (Fig. 6). Off-vehicle balancing is necessary.

Wheel balancing can be accomplished with either on or off vehicle equipment. When using on-vehicle balancing equipment, remove the opposite wheel/tire.

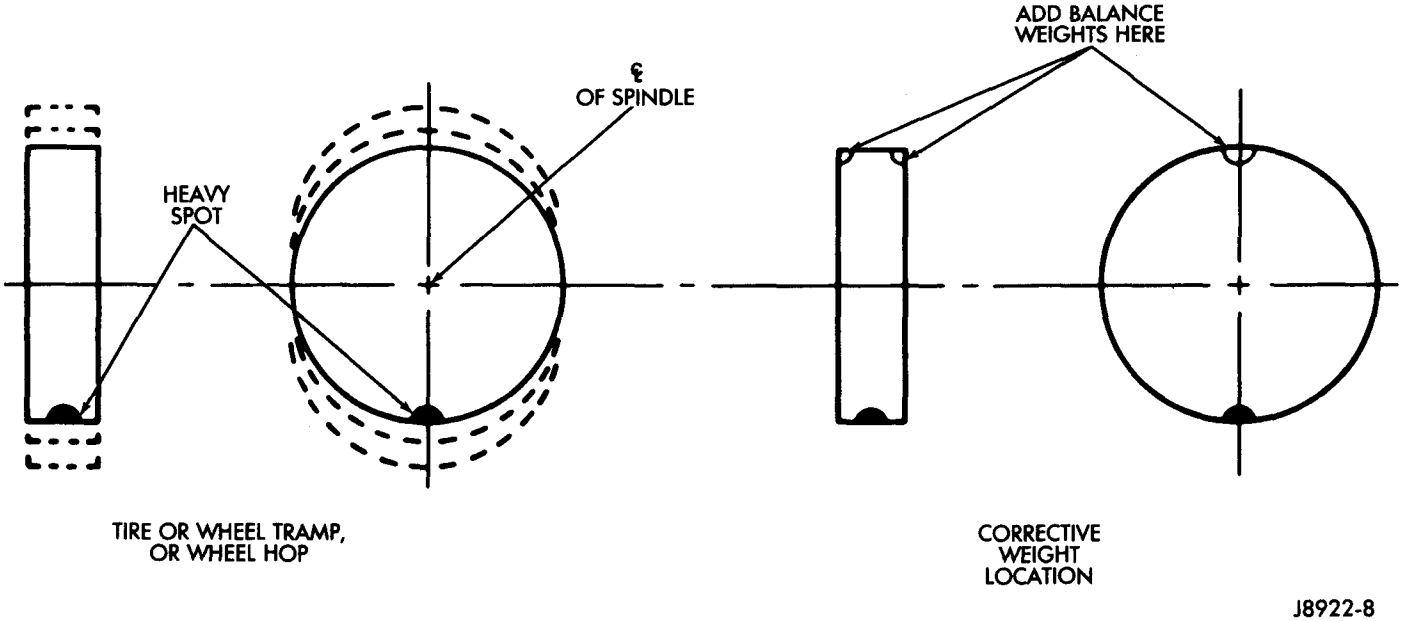

Fig. 5 Static Unbalance & Balance

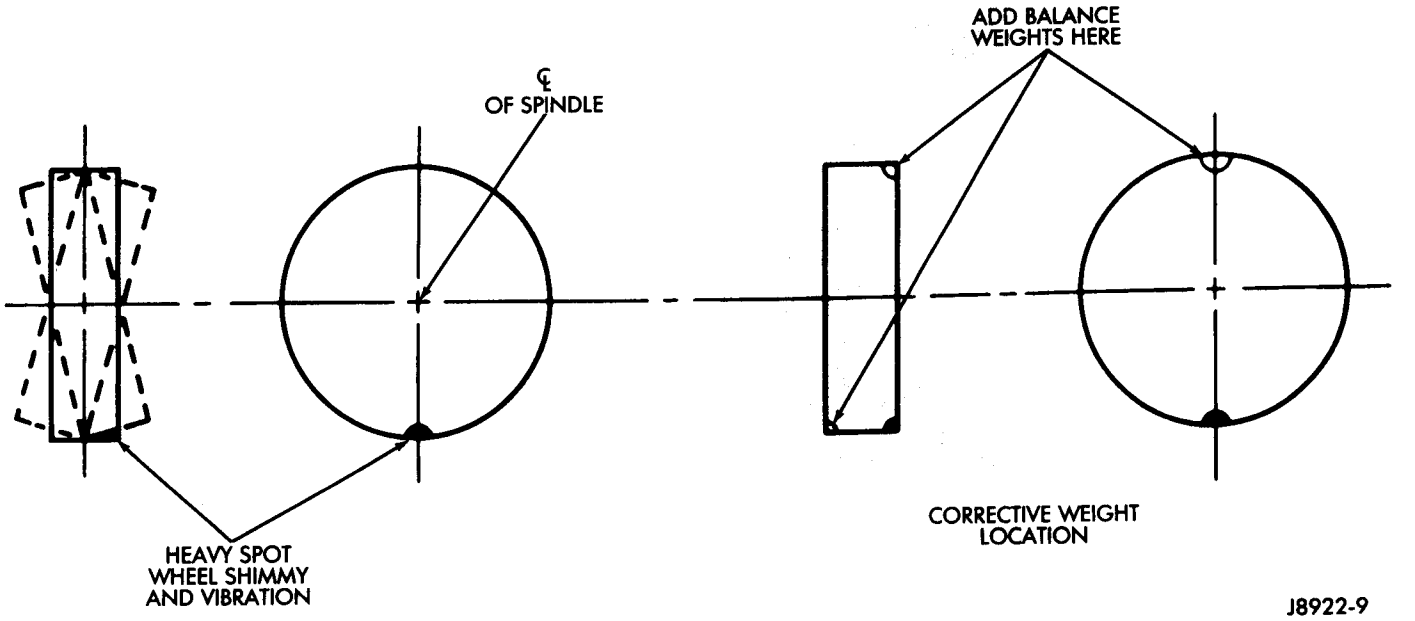

Fig. 6 Dynamic Unbalance & Balance

SPECIFICATIONS

TORQUE CHART

DESCRIPTION	TORQUE
Lug Nut	
1/2 X 20 with 60° Cone	.109 to 150 N·m (80 to 110 ft. lbs.)

BODY

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GENERAL SERVICE INFORMATION

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GENERAL INFORMATION

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 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

INDEX

GENERAL INFORMATION

PAINT CODE

Exterior vehicle body colors are identified on the Body Code plate. The plate is located on the floor pan under the driver's seat. Refer to the Introduction section at the front of this manual for, body code plate description. The paint code is also identified on the Vehicle Safety Certification Label, which is located on the driver's door shut face The color names, provided in the Paint and Trim Code Description chart, are the color names used on most repair product containers.

BASE COAT/CLEAR COAT FINISH

On most vehicles a two-stage paint application (base coat/clear coat) is used. Color 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.

FINESSE SANDING, BUFFING, AND POLISHING

Minor acid etching, orange peel, or surface scratches in clear coat or single-stage finishes can be reduced with light finesse sanding, 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 more than .5 mils, if equipped (Use a paint thickness gauge to verify paint thickness). 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 (600 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

1997 EXTERIOR COLOR

EXTERIOR COLOR	CHRY CODE *	PPG	BASF	DuPONT	S-W ACME M-S	AKZO/NOBEL SIKKENS
Flame Red Clear Coat	PR4	4679	23043	B9326	46916	CHA93:PR4
Magenta Clear Coat	SH1	74171	26079	B9615	51522	CHA96:SH1
Citron Pearl Coat	SJV	47694	26081	B9672	51524	CHA96:SJV
Light Pearlstone Pearl Coat	HV1	4189	22125	B8952	41824	CHA89:HV1
Moss Green Pearl Coat	RJN	47383	25036	B9533	50277	CHA95:RJN
Emerald Green Pearl Coat	PGF	4785	24075	B9460	48539	CHA94:PGF
Bright Jade Satin Glow	SQP	47586	26088	B9636	51533	CHA96:SQP
Lapis Blue Clear Coat	RC4	4935	24098	B9531	50218	CHA95:RC4
Dark Blue Pearl Coat	PCJ	4783	24072	B9453	48543	CHA94:PCJ
Black Clear Coat	DX8	9700	15214	99	34858 90-5950	CHA85:DX8
Stone White Clear Coat	SW1	83542	26089	B9622	51539	CHA96:SW1

NOTE: * Herberts Standox and Spies Hecker use the Chrysler paint code as listed on the Body Code Plate.

1996 INTERIOR COLOR

INTERIOR COLOR	CHRY CODE	PPG	BASF	DuPONT	S-W ACME M-S
Mist Gray	C3	35799 / 2-1576	25065	C9507	50508
Saddle	T6	27917 / 2-1594	26121	C9604	51542
Saddle / Moss Green	TJ	N/A	26121 25069	C9604 C9513	51542 50512

SERVICE PROCEDURES

HARD TOP REPAIR

The hard top fiberglass material can be repaired. The required repair materials include:

- Fiberglass mat or cloth.
- Fiberglass resin and hardener.
- structural adhesive (3M brand or an equivalent product).
- Glazing putty.
- Plastic spreader.

HARD TOP HOLE REPAIR

(1) Use a grinder to remove the paint and outline the damaged area. Use a grade 24 grit disc for paint removal.

(2) Grind the outlined surface area again with a 50 grit disc to prevent coarse scratches from appearing in the final finish.

(3) If cracks extend from the hole, it will be necessary to stop-drill the crack(s) with a 3-mm (1/8-in) diameter drill bit.

(4) Position a fiberglass mat or cloth on the repair surface area. Cut the mat to allow a 2.5-cm (1-in) overlap of the repair surface area.

(5) Clean the repair surface area.

(6) Place the fiberglass cloth on aluminum foil.

(7) Pour the fiberglass resin into a clean container.

(8) Mix the appropriate amount of hardener and resin. Follow the manufacturers instructions.

(9) Apply the hardener/resin mixture to both sides of the fiberglass cloth.

(10) Place the fiberglass cloth over the repair surface area. Next, place the aluminum foil over the cloth. Use a plastic spreader to smooth-out the cloth and resin. Use firm pressure to remove air bubbles and to smooth-out the cloth.

(11) Allow the resin to cure.

SERVICE PROCEDURES (Continued)

(12) Smooth-out the surface area to the contour of the hard top with a 50-grit disc.
(13) Apply plastic filler to complete the repair. Finish smoothing the surface area with 80-grit paper.
(14) Repeat the previous step on the inside surface area of the hard top.
(15) Featheredge the repaired surface area.
(16) Prime the repaired surface area with PPG Epoxy Primer, or an equivalent product.
(17) Apply surface primer to the surface area.
(18) Prime the surface area for the color coat.
(19) Apply color coat to the repaired surface area.

FRACTURE REPAIR

(1) Use a grinder to remove the paint (from both, the inner and outer surface areas of the hard top) and to outline the damaged area.
(2) Stop-drill the crack(s) with a 3-mm (1/8-in) diameter drill bit.
(3) Bevel the edges of the crack(s) on both sides with a rotary file.

NOTE: The edges should be beveled on the inside and outside of the top to ensure sufficient surface area for good bonding.

(4) Complete the repairs with fiberglass cloth and resin as described above in the hard top hole repair procedure.

STATIONARY GLASS

INDEX

GENERAL INFORMATION

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 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 windshield is positioned in the reveal molding and is bonded to the windshield frame with urethane adhesive. The windshield interior trim molding is positioned onto the inner windshield frame pinchweld.

REMOVAL

(1) Cover body surface areas with protective covering to avoid paint damage and extra clean-up time.

(2) Remove the windshield wiper arms and the rearview mirror.

(3) Using a razor knife, slide the blade between the windshield glass and the inboard edge of the reveal molding.

(4) Cut around the interior perimeter of the reveal molding and sever the cap of the reveal molding.

(5) Using a cold knife, cut the urethane around the perimeter of the windshield (Fig. 1).

(6) Remove the windshield glass from the frame (Fig. 2).

INSTALLATION

(1) Trim the urethane from the pinchweld flanges. Leave a 3 mm (0.1 in.) level base of urethane on the pinchweld flanges.

(2) Place replacement windshield into windshield opening and position glass in the center of the opening against pinchweld flange.

(3) Verify the glass lays evenly against the pinch weld fence at the sides, top and bottom of the replacement windshield. If not, the pinchweld flange must be formed to the shape of the new glass. Next, make alignment marks on glass and body with a grease pencil.

(4) Remove replacement windshield from windshield opening.

REMOVAL AND INSTALLATION (Continued)

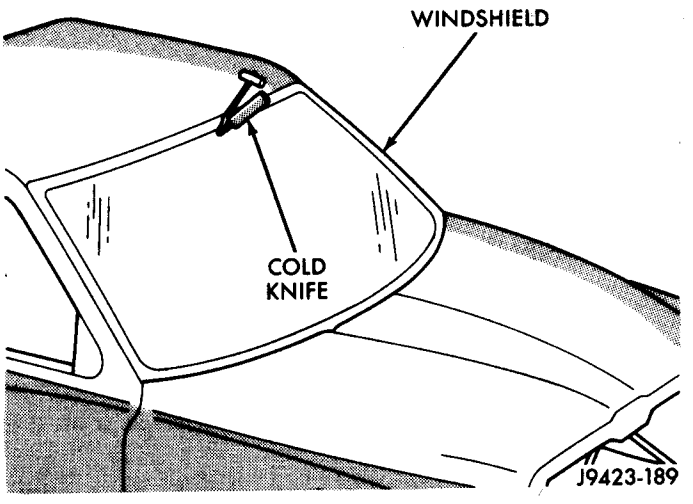


Fig. 1 Cutting Urethane Around Windshield—Typical

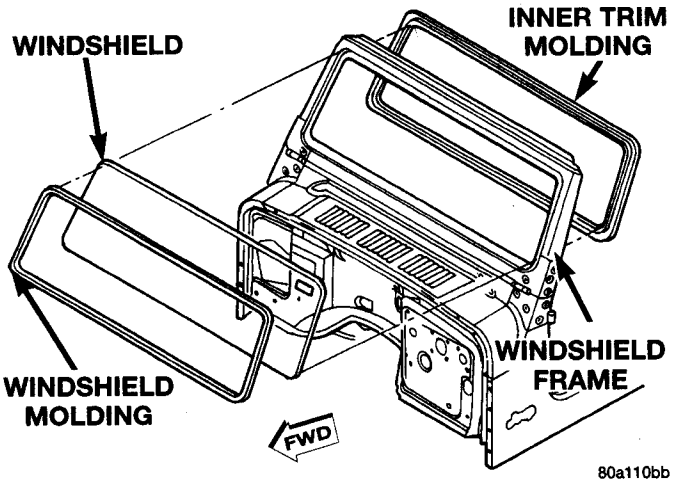


Fig. 2 Windshield

(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. 3).

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. The butt weld of the molding should be centered at the bottom edge of the 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) Apply Pinchweld primer 15 mm (.75 in.) wide around the windshield fence. Allow at least three minutes drying time.

(11) Apply a 10 mm (0.4 in.) diameter bead of urethane on the pinchweld flange surface area 6 mm (.25 in.) from the outboard edge.

CAUTION: Be prepared to install the windshield glass immediately after applying the adhesive. The adhesive begins to cure within 10-15 minutes.

(12) Align the windshield with the grease pencil marks and position windshield on pinchweld flanges.

(13) Push the windshield glass inward until the reveal molding is seated on the windshield frame. Use care to avoid excessive squeeze-out of adhesive.

(14) Open windows and liftgate to prevent pressure build-up while the urethane is curing.

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

(16) Install the rearview mirror on the mirror button.

(17) Install the wiper arms.

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

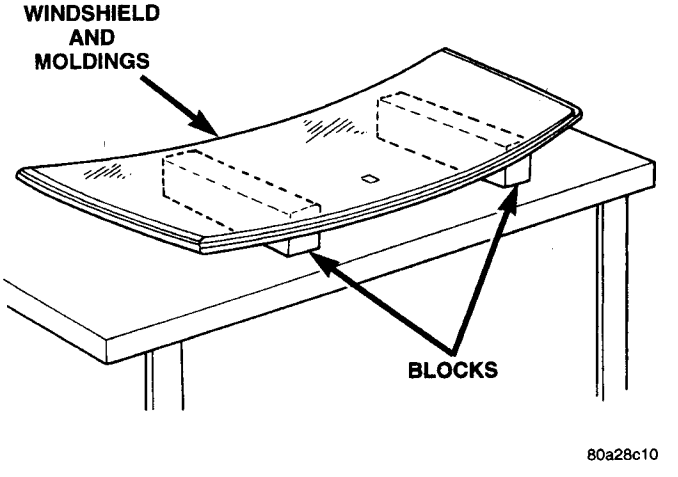


Fig. 3 Work Surface Set up and Molding Installation

QUARTER GLASS

REMOVAL

(1) Cover surface areas with protective covering to avoid paint damage and extra clean-up time.

(2) Using a razor knife, slide the blade between the quarter glass and the inboard edge of the reveal molding.

(3) Cut around the interior perimeter of the reveal molding and sever the cap of the reveal molding.

REMOVAL AND INSTALLATION (Continued)

(4) Using a cold knife, cut the urethane around the perimeter of the quarter glass.

(5) Remove the quarter glass from the opening (Fig. 4).

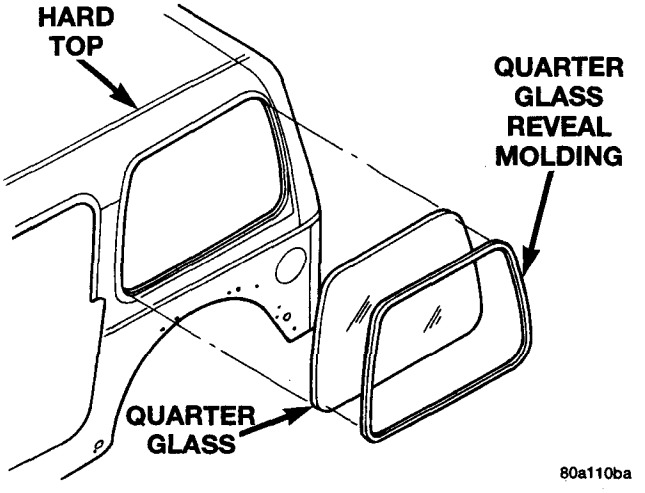


Fig. 4 Hard Top Quarter Glass

INSTALLATION

(1) Trim the urethane from the quarter glass opening fence. Leave a 3 mm (0.1 in.) level base of urethane on the quarter glass opening fence.

(2) Place replacement quarter glass into quarter glass opening and position glass in the center of the opening against fence.

(3) Verify the glass lays evenly against the fence at the sides, top and bottom of the replacement quarter glass. Next, make alignment marks on glass and top with a grease pencil.

(4) Remove replacement quarter glass from opening.

(5) Position the quarter glass inside up on a suitable work surface.

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

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

(7) Clean the outer edge of the window glass with naphtha or a similar product.

(8) Apply molding to perimeter of quarter glass. The butt weld of the molding should be centered at the bottom edge of the quarter glass.

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

(10) Apply Glass Primer 25 mm (1 in.) wide around perimeter of quarter glass. Allow at least three minutes drying time.

(11) Apply Pinchweld primer 15 mm (.75 in.) wide around the quarter glass fence. Allow at least three minutes drying time.

(12) Apply a 10 mm (0.4 in.) diameter bead of urethane to the center of the quarter glass fence surface area.

CAUTION: Be prepared to install the quarter glass immediately after applying the adhesive. The adhesive begins to cure within 10-15 minutes.

(13) Align the quarter glass with the grease pencil marks and position quarter glass on fence.

(14) Push the quarter glass inward until the reveal molding is seated on the hardtop. Use care to avoid excessive squeeze-out of adhesive.

(15) Open windows and liftgate to prevent pressure build-up while the urethane is curing.

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

(17) After urethane has cured, remove tape strips and water test quarter glass to verify repair.

SEATS

INDEX

REMOVAL AND INSTALLATION

BUCKET SEATBACK

REMOVAL

(1) Remove seat.
(2) Remove the inboard seatback pivot bolt.
(3) Disengage the retainers attaching the cushion cover to the outboard seat cushion frame (Fig. 1).
(4) Disengage the seat cushion corner cover zipper.
(5) Remove the bolts attaching the recliner to the seat cushion frame (Fig. 2).
(6) Passenger seat only:
(a) From the underside of the seat cushion, disengage the seat track release cable (Fig. 3).
(b) Disengage recliner release cable (Fig. 4) from the seat back pivot bracket.
(7) Route the recliner handle through the seat cushion cover and separate the seatback from the seat cushion.

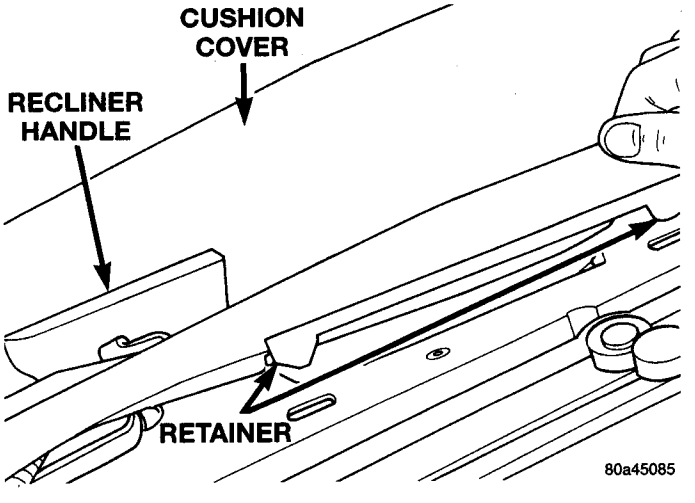


Fig. 1 Cushion Cover Retainers

INSTALLATION

(1) Position the seatback on the seat cushion while routing the recliner handle through the cushion cover opening.

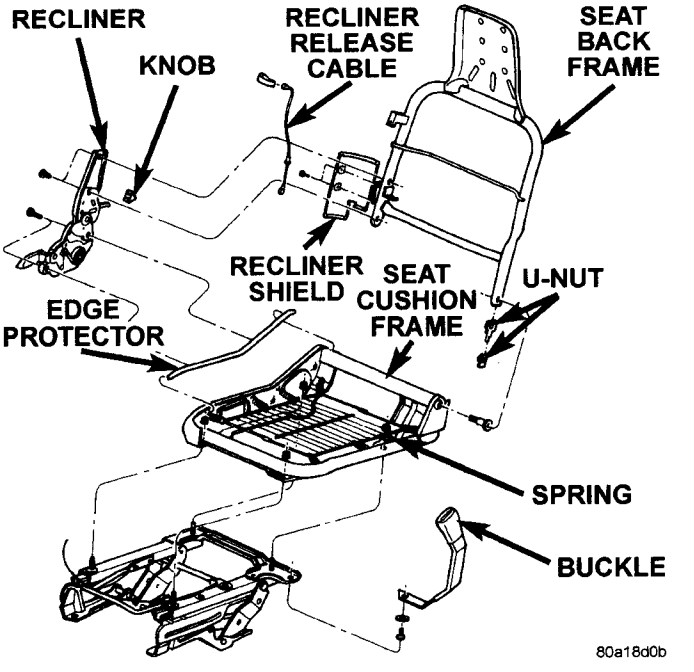


Fig. 2 Passenger Seat

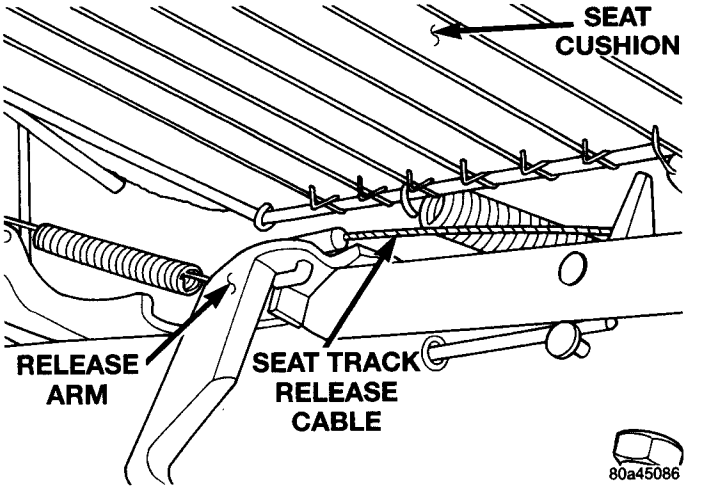


Fig. 3 Seat Track Release Cable

(2) Passenger seat only:
(a) Engage recliner release cable to the seat back pivot bracket.

REMOVAL AND INSTALLATION (Continued)

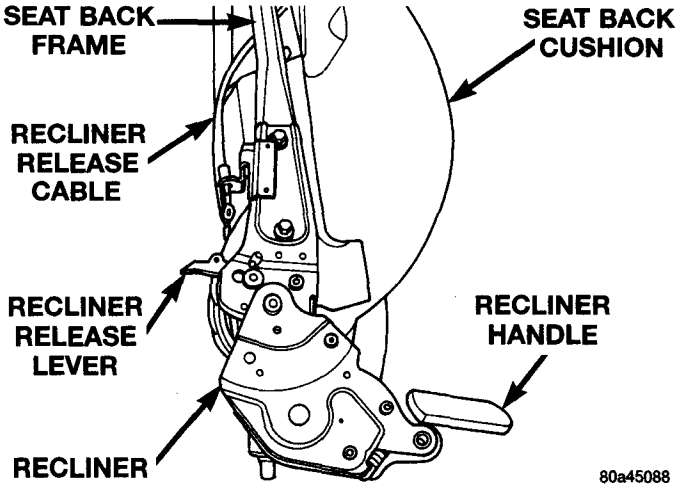


Fig. 4 Recliner Release Cable

(b) From the underside of the seat cushion, engage the seat track release cable.

(3) Install the bolts attaching the recliner to the seat cushion frame.

(4) Engage the seat cushion corner cover zipper.

(5) Engage the retainers attaching the cushion cover to the outboard seat cushion frame.

(6) Install the inboard seatback pivot bolt.

(7) Install seat.

BUCKET SEATBACK COVER

REMOVAL

(1) Remove seat.

(2) Remove seatback.

(3) Disengage zipper at seatback base.

(4) Using a trim stick, carefully pry off tilt release knob.

(5) Roll cover upward and over tilt release lever.

(6) Continue to roll cover upward and disengage hook and loop fastener (Fig. 5).

(7) Passenger seat only:

(a) Route recliner release cable/strap through cover.

(8) Separate cover from seatback.

INSTALLATION

(1) Position cover on seatback.

(2) Passenger seat only:

(a) Route recliner release cable/strap through cover.

(3) Roll cover downward and engage hook and loop fastener.

(4) Roll cover over tilt release lever.

(5) Install tilt release knob.

(6) Engage zipper at seatback base.

(7) Install seatback.

(8) Install seat.

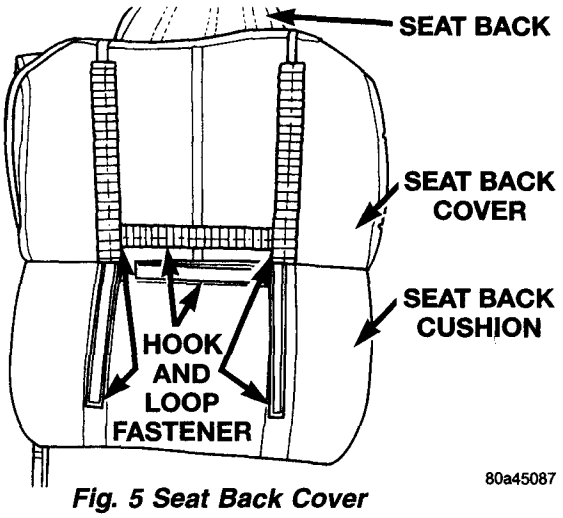


Fig. 5 Seat Back Cover

BUCKET SEAT CUSHION COVER

REMOVAL

(1) Remove seat.

(2) Remove seatback.

(3) Disengage inboard J-strap.

(4) Disengage front J-strap.

(5) Roll cover up to access hog rings.

(6) Disengage inboard, outboard and front hog rings.

(7) From the underside of the cushion, disengage the rear hog rings (Fig. 6).

(8) Separate cover from cushion.

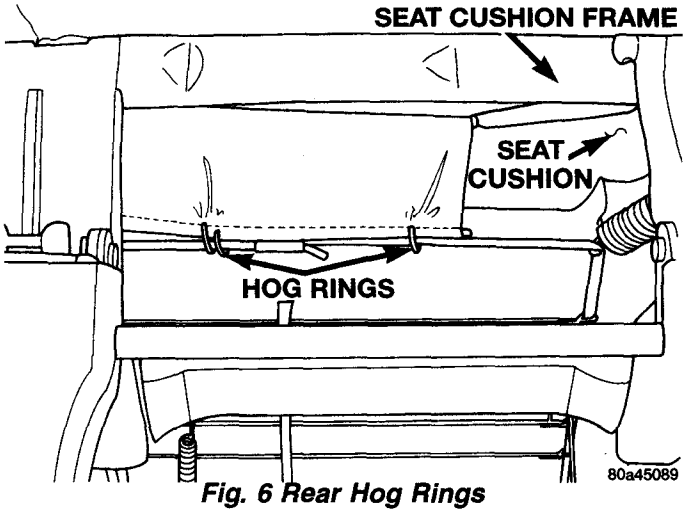


Fig. 6 Rear Hog Rings

INSTALLATION

(1) Position cover on cushion and align seams.

(2) From the underside of the cushion, engage the rear hog rings.

(3) Engage inboard, outboard and front hog rings.

(4) Roll cover over cushion edges and engage front J-strap.

(5) Engage inboard J-strap.

(6) Engage front J-strap.

(7) Install seatback.

(8) Install seat.

REMOVAL AND INSTALLATION (Continued)

REAR SEATBACK

REMOVAL

(1) Remove rear seat from vehicle.
(2) Remove torx bolts attaching seatback to seat cushion (Fig. 7).
(3) Separate the seat back from the seat cushion.

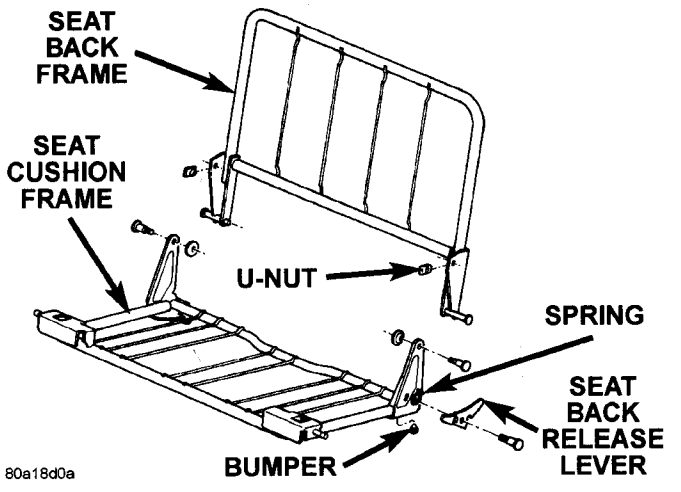


Fig. 7 Rear Seat Components

INSTALLATION

(1) Position the seat back on the seat cushion.
(2) Install the torx bolts attaching seatback to seat cushion.
(3) Install rear seat.

REAR SEATBACK COVER

REMOVAL

(1) Remove rear seat.
(2) Remove the seatback.
(3) Disengage the hook and loop fasteners at the seatback lower corners (Fig. 8).
(4) Disengage the seatback cover zipper.
(5) Carefully, remove the seatback frame from the cushion/cover.
(6) Roll the seatback cover upward and disengage the hook and loop fasteners.

INSTALLATION

(1) Position the cover on the seatback cushion.
(2) Roll the seatback cover downward over the cushion.
(3) Install the seatback frame into the cushion/cover.
(4) Engage the seatback cover zipper.
(5) Engage the hook and loop fasteners at the seatback lower corners.
(6) Install the seatback.
(7) Install rear seat.

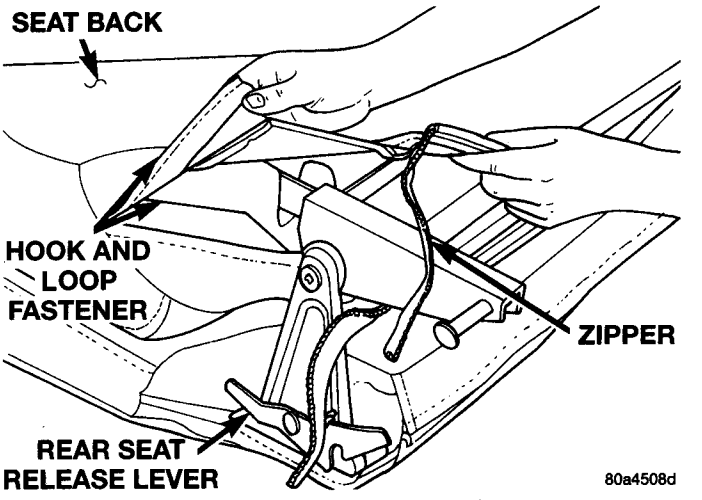


Fig. 8 Seat Back Cover

REAR SEAT CUSHION COVER

REMOVAL

(1) Remove rear seat.
(2) Remove the seatback.
(3) Disengage the J-straps at the rear cushion corners.
(4) Disengage the seat cushion cover zipper.
(5) Carefully, remove the seat cushion frame from the cushion/cover.
(6) Roll the cover from seat cushion and disengage the hook and loop fasteners (Fig. 9).

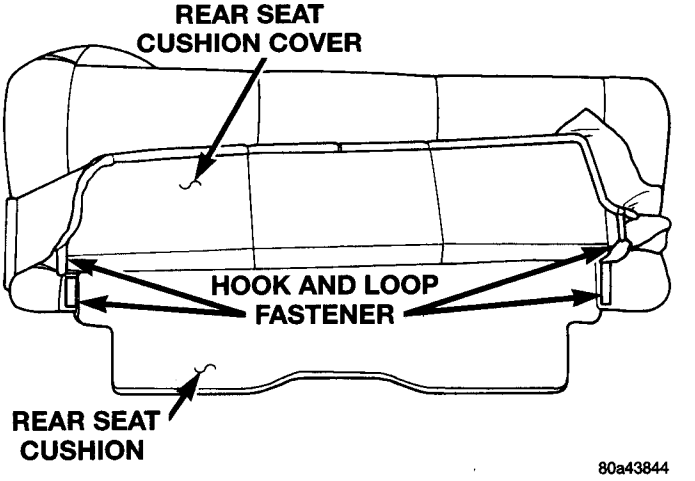


Fig. 9 Hook And Loop Fasteners

INSTALLATION

(1) Position the cover on the cushion and roll cover downward over the corners.
(2) Install the seat cushion frame into the cushion/cover.
(3) Engage the seat cushion cover zipper.
(4) Engage the J-straps at the rear cushion corners.
(5) Install the seatback.
(6) Install rear seat.

BODY COMPONENT SERVICE

INDEX

SERVICE PROCEDURES

BODY LUBRICATION

All mechanisms and linkages should be lubricated when necessary. This will maintain ease of operation and provide protection against rust and excessive wear. The weatherstrip seals should be lubricated to prolong their life as well as to improve door sealing.

All applicable exterior and interior vehicle operating mechanisms should be inspected and cleaned. Pivot/sliding contact areas on the mechanisms should then be lubricated.

(1) When necessary, lubricate the operating mechanisms with the specified lubricants.

(2) Apply silicone lubricant to a cloth and wipe it on door seals to avoid over-spray that can soil passenger's clothing.

(3) Before applying lubricant, the component should be wiped clean. After lubrication, any excess lubricant should be removed.

(4) The hood latch, latch release mechanism, latch striker, and safety latch should be lubricated periodically.

(5) The door lock cylinders should be lubricated twice each year (preferably autumn and spring):

- Spray a small amount of lock cylinder lubricant directly into the lock cylinder.
- Apply a small amount to the key and insert it into the lock cylinder.
- Rotate it to the locked position and then back to the unlocked position several times.
- Remove the key. Wipe the lubricant from it with a clean cloth to avoid soiling of clothing.

REMOVAL AND INSTALLATION

RADIATOR GRILLE PANEL

REMOVAL

(1) Remove the front crossmember cover.

(2) Remove the crossmember valence cover.

(3) Remove the radiator overflow bottle.

(4) Remove the bolts that attach the radiator and shroud from the grille panel.

(5) If A/C equipped:

(a) Evacuate the system.

(b) Disconnect the high and low pressure lines at the quick disconnect couplings.

(c) Cover (cap) the lines to prevent contamination.

(6) Remove the bolts attaching the radiator support rods to the grille panel.

(7) Disconnect the head lamp, turn signal, marker lamp and horn wire harness connectors.

(8) Remove the bolts attaching the fenders to the grille panel.

(9) Remove the bolt attaching the grille to the frame mount.

(10) Separate the grille from the vehicle.

INSTALLATION

Transfer all related components.

(1) Position the grille panel on the vehicle. Ensure the rubber support bumpers are aligned (Fig. 1).

(2) Install the bolt attaching the grille to the frame mount.

(3) Install the bolts attaching the fenders to the grille panel.

(4) Connect the head lamp, turn signal, marker lamp and horn wire harness connectors.

(5) Install the bolts attaching the radiator support rods to the grille panel.

(6) If A/C equipped:

(a) Connect the high and low pressure lines at the quick disconnect couplings.

(b) Evacuate and charge the system.

(7) Install the radiator and shroud to the grille panel.

(8) Install the radiator overflow bottle.

(9) Install the crossmember valence cover.

(10) Install the front crossmember cover.

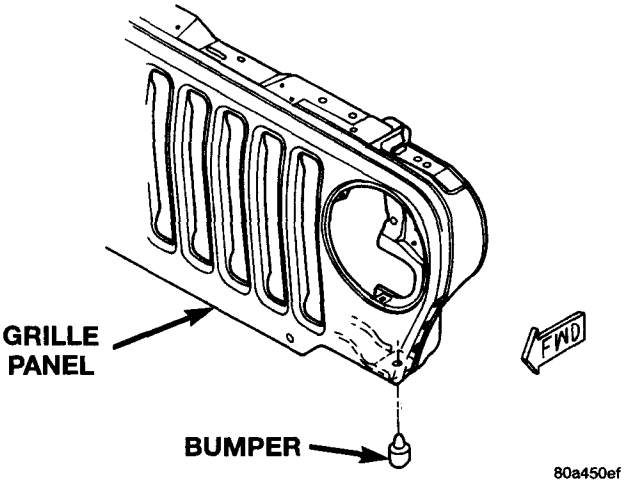


Fig. 1 Grille Bumpers

REMOVAL AND INSTALLATION (Continued)

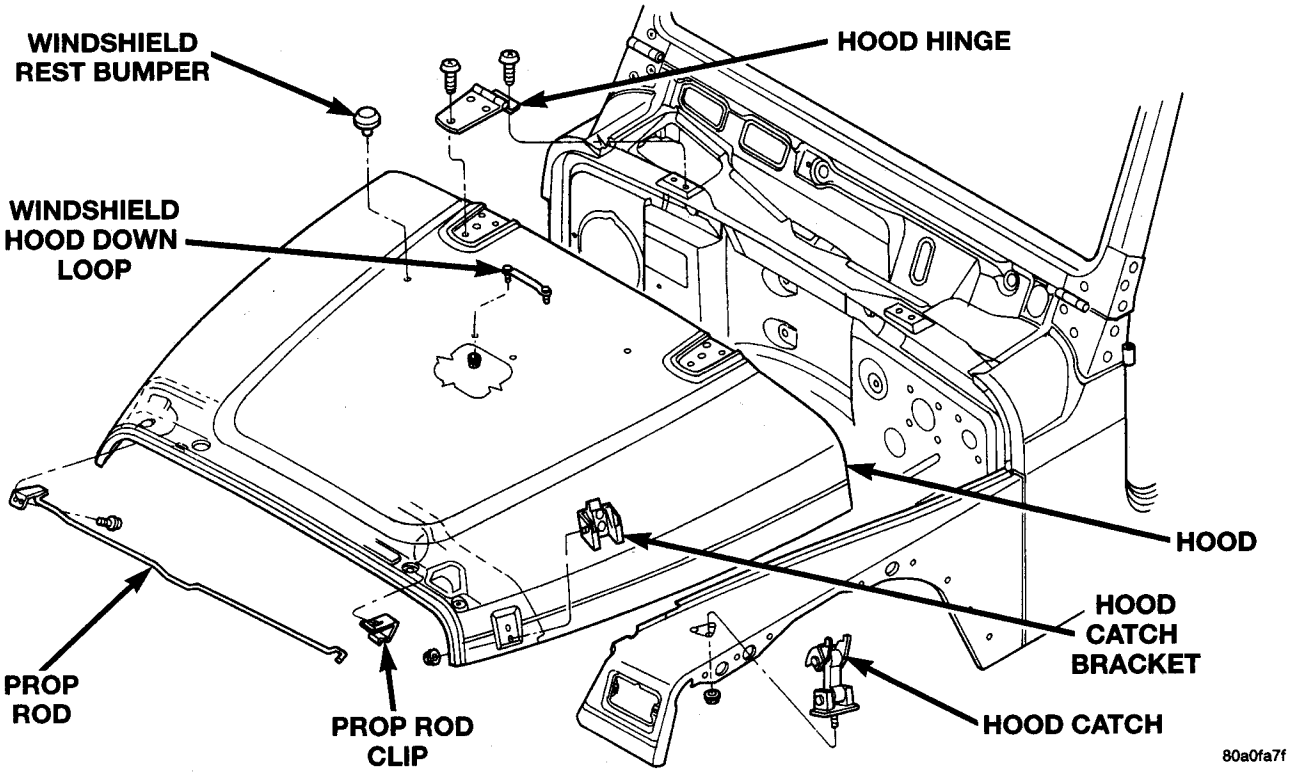


Fig. 2 Hood Components

HOOD

REMOVAL

(1) Raise and support the hood.
(2) Disconnect the underhood lamp wire harness connector.
(3) Disconnect the windshield washer nozzles.
(4) Disconnect the ground strap.
(5) Mark the position of the hinges on the hood for installation alignment reference.
(6) Remove the screws attaching the hood to the hinge and remove the hood (Fig. 2).
(7) If the hood must be replaced, remove and transfer the insulator panel, hinges, latches, bumpers, brackets, footman loop, hood lamp, support rod, and safety latch to the replacement hood (Fig. 2).

INSTALLATION

(1) Position the hood on the vehicle and install the screws attaching the hinge to the hood.
(2) Align the hinges with the installation reference marks on the hood and tighten the hinge screws securely.
(3) Connect the underhood lamp wire harness connector.
(4) Connect the windshield washer nozzles.
(5) Connect the ground strap.
(6) Close the hood.

HOOD INSULATION PANEL

REMOVAL

(1) Raise and support the hood.
(2) Remove the insulation panel fasteners (Fig. 3).
(3) Remove the insulation panel from the hood.

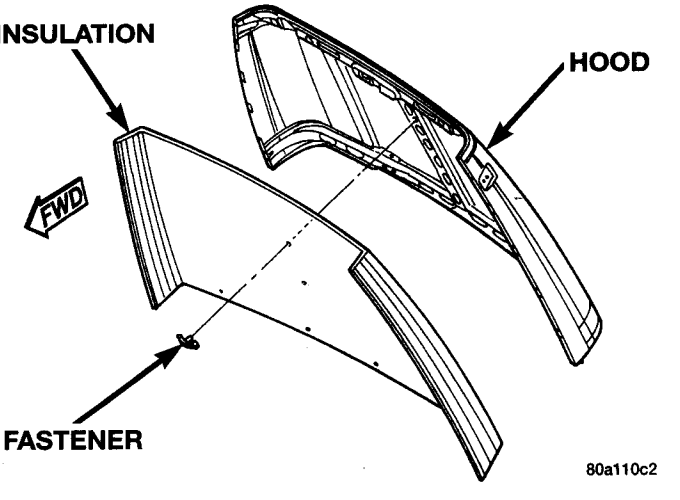


Fig. 3 Hood Insulation Panel

INSTALLATION

(1) Position the insulation panel on the hood.
(2) Install the insulation panel fasteners.
(3) Remove the support rod and close the hood.

REMOVAL AND INSTALLATION (Continued)

HOOD HINGE

REMOVAL

(1) Remove the wiper arms.
(2) Remove the cowl panel and screen.
(3) Remove the bolts attaching the hinge to the cowl.
(4) Using a wax pencil, mark the position of the hinge on the hood for installation alignment reference.
(5) Remove the screws attaching the hinge to the hood (Fig. 2).
(6) Separate the hinge from the hood.

INSTALLATION

(1) Prepare and paint the replacement hinge to match the body paint color.
(2) Align the hinge with the installation reference marks on the hood
(3) Install the screws attaching the hinge to the hood and cowl. Tighten the screws to 17 N·m (155 in. lbs.) torque.
(4) Install the bolts attaching the hinge to the cowl.
(5) Install the cowl panel and screen.
(6) Install the wiper arms.

HOOD SAFETY LATCH

REMOVAL

(1) Raise and support the hood.
(2) Remove the screws attaching the safety latch to the grille panel (Fig. 4).
(3) Remove the latch from the grille panel.

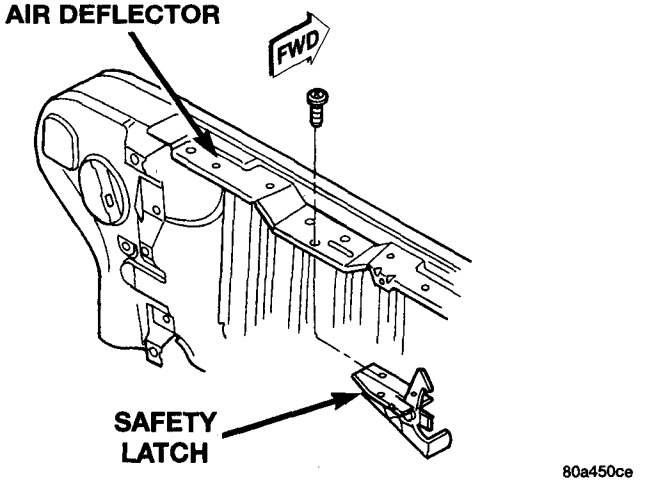


Fig. 4 Hood Safety Latch

INSTALLATION

(1) Position the latch on the grille panel.
(2) Install the screws attaching the safety latch to the grille panel.
(3) Remove the support rod and close the hood.

COWL WEATHERSTRIP

REMOVAL

(1) Carefully separate the weatherstrip from the cowl flange (Fig. 5).

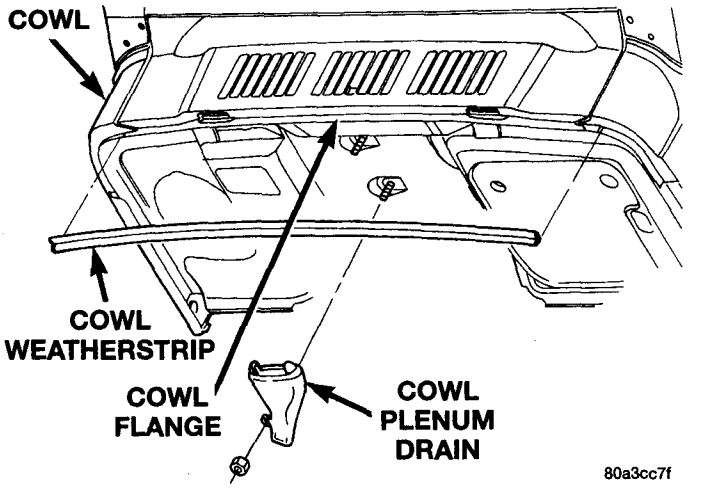


Fig. 5 Cowl Weatherstrip

INSTALLATION

(1) Position the weatherstrip on the cowl flange and press it into place.

COWL GRILLE AND SCREEN

REMOVAL

(1) Open the hood and remove the screws that attach the cowl grille and screen to the cowl (Fig. 6).
(2) Remove the grille and screen from the cowl.

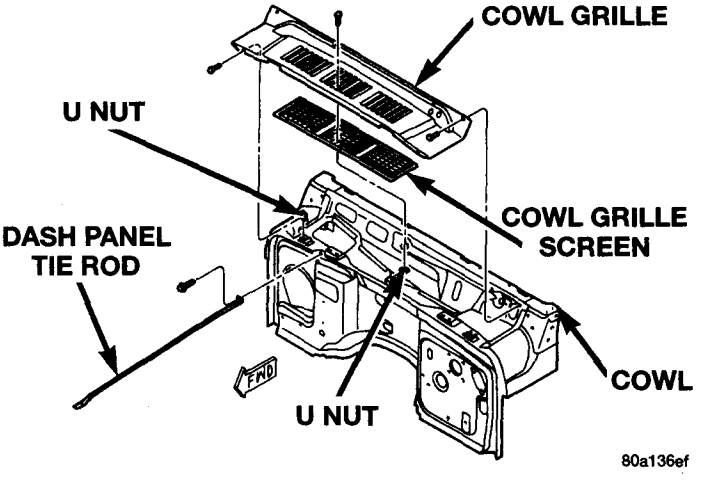


Fig. 6 Cowl Grille And Screen

INSTALLATION

(1) Position the cowl screen and grille on the cowl.
(2) Install the screws that attach the grille and screen to the cowl.

REMOVAL AND INSTALLATION (Continued)

WINDSHIELD FRAME

REMOVAL

(1) Unlatch top.
(2) Remove the bolts attaching the sport bar to the windshield frame.
(3) Remove the windshield wiper arms.
(4) Remove the torx screw closest to the hinge pivot point and tilt the windshield forward.
(5) Remove the torx screws attaching the windshield hinge to the windshield frame (Fig. 7).
(6) Separate the windshield frame from the vehicle.

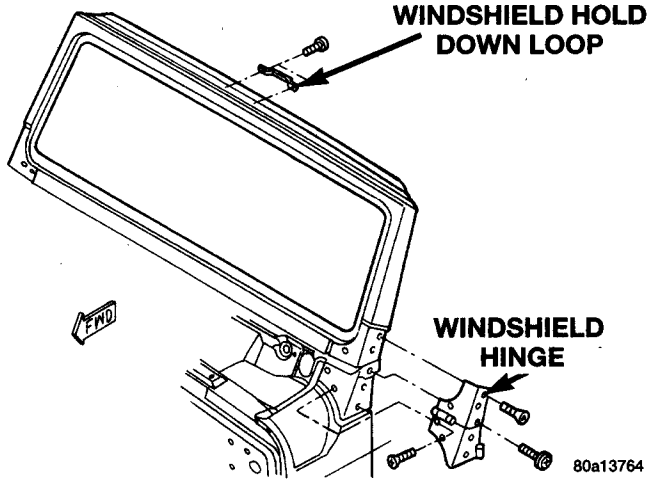


Fig. 7 Windshield Frame

INSTALLATION

(1) Position the windshield frame on the vehicle.
(2) Install the torx screws attaching the windshield hinge to the windshield frame.
(3) Tilt the windshield rearward.
(4) Install the torx screw closest to the hinge pivot point and lock the windshield in the upright position.
(5) Install the windshield wiper arms.
(6) Install the bolts attaching the sport bar to the windshield frame.
(7) Latch top.

WINDSHIELD FRAME WEATHERSTRIP

UPPER FRAME WEATHERSTRIP REMOVAL

(1) Disconnect the top from the windshield frame.
(2) Peel the weatherstrip from the frame.

UPPER FRAME WEATHERSTRIP INSTALLATION

(1) Clean the seal contact surface on the windshield frame with isopropyl alcohol or equivalent.
(2) Remove adhesive backing from the weatherstrip.
(3) Position the weatherstrip on the windshield frame and press it into place (Fig. 8).
(4) Connect the top to the windshield frame.

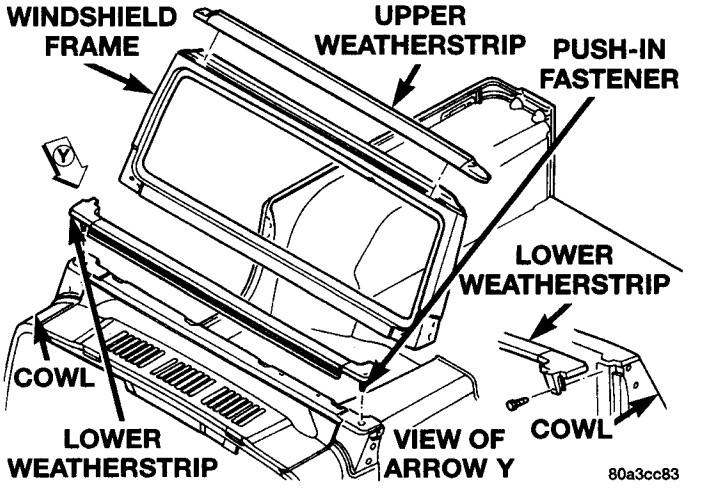


Fig. 8 Windshield Frame Weatherstrip

LOWER FRAME WEATHERSTRIP REMOVAL

The lower windshield frame weatherstrip can be removed with the frame tilted forward to the full horizontal position.
(1) Mark the position of the wiper arms and remove the arms.
(2) Disconnect the top from the windshield frame.
(3) Remove the cowl grille.
(4) Remove the torx screws on each side of the windshield frame allowing the windshield frame to tilt to the full horizontal position.
(5) Disengage the outboard push-in fasteners at the top of cowl and unscrew the fasteners that hold the weatherstrip on each hinge pillar (Fig. 8).
(6) Remove the weatherstrip from the cowl.

LOWER FRAME WEATHERSTRIP INSTALLATION

(1) Clean the seal contact surface on the cowl with isopropyl alcohol or equivalent.
(2) Position the weatherstrip on the cowl, align the push-in fasteners and press it into place.
(3) Install the screws attaching the lower weatherstrip to the hinge pillars.
(4) Tilt the windshield frame rearward to the full vertical position.
(5) Connect the top to the windshield frame.
(6) Install cowl grille and wiper arms.

WINDSHIELD HINGE

REMOVAL

If both hinges are to be replaced, the windshield must be tilted to the full forward position. Refer to the Windshield Frame Removal/Installation procedure in this group for windshield frame lowering information.
(1) Remove door.

REMOVAL AND INSTALLATION (Continued)

(2) Remove the bolts attaching the hinge to the cowl (Fig. 9).

(3) Remove the bolts attaching the hinge to the windshield frame.

(4) Separate the hinge from the vehicle.

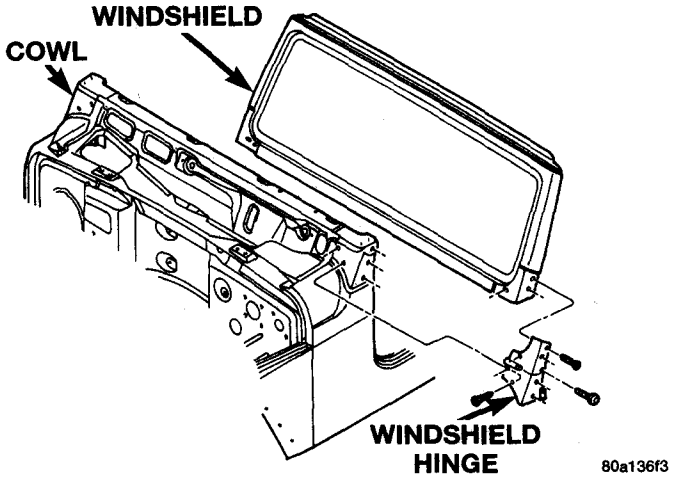


Fig. 9 Windshield Hinge

INSTALLATION

(1) Paint as required.

(2) Clean the contact surface of the hinge and cowl with isopropyl alcohol or equivalent.

(3) Apply a 4 mm bead of Mopar Vinyl Acrylic Sealant or equivalent around the perimeter of the hinge contact surface. The bead should be 10 mm inboard of the edge.

(4) Position the hinge on the vehicle.

(5) Install the bolts attaching the hinge to the windshield frame.

(6) Install the bolts attaching the hinge to the cowl.

(7) Ensure that the sealant provides complete coverage. Wipe away excess sealant.

(8) Install door.

BODY DECALS

TJ decals (Fig. 10) are durable tape decals with a adhesive backing.

To eliminate blisters and air bubbles in a decal, pierce them with a needle or pin. Force the trapped air out of the hole.

A heat gun can also be used to remove small wrinkles and irregularities in a decal.

REMOVAL

NOTE: The key to successful decal removal is to apply heat to area and slowly peel the decal from panel.

(1) Clean the surface as necessary.

(2) Place a piece of masking tape above or below the decal as a reference mark.

(3) Start at one end of the decal and apply heat with a heat gun. Slowly peel the decal from the panel by pulling it back. **Do not pull the decal outward from the panel.**

INSTALLATION

(1) The area that will be covered by the decal must be cleaned with an cleaning solution to remove any residue paint. Freshly painted surfaces must be thoroughly dry.

(2) Clean painted surface with a commercial wax and silicone removal solution. Wipe surface with a clean cloth and allow to dry.

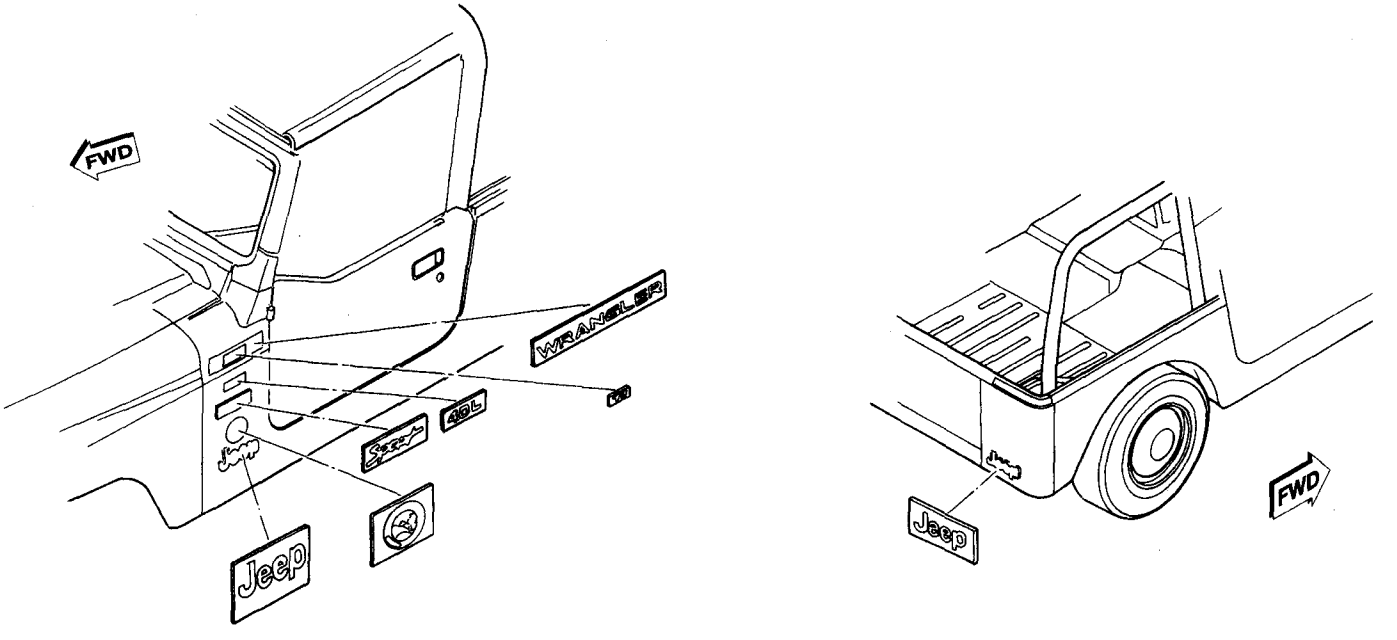


Fig. 10 TJ—Decals

REMOVAL AND INSTALLATION (Continued)

(3) Position decal and carrier on panel and hold it in-place with pieces masking tape.
(4) Lift the bottom edge of the decal and carrier, use the tape sections as hinges, and reverse the position of the decal and carrier.

CAUTION: Always remove the carrier from the tape stripe/decal, never remove the tape stripe/decal from the carrier.

(5) Bend a corner of the carrier outward, separate the corner of the carrier from the decal.
(6) Using the masking tape on the body panel, align the decal.
(7) Separate the carrier from one end of the decal.
(8) Hold tape decal firmly against the panel surface while separating the carrier from the decal.
(9) Inspect tape decal with reflected light to check for defects that could have developed during the installation process. Remove all air and/or moisture bubbles.

SIDE VIEW MIRROR

REMOVAL

(1) Remove the screws attaching the mirror to the door hinge (Fig. 11).
(2) Remove the mirror from the door hinge.

INSTALLATION

(1) Clean the door hinge-mirror base contact surface.
(2) Position the mirror base at the door hinge.

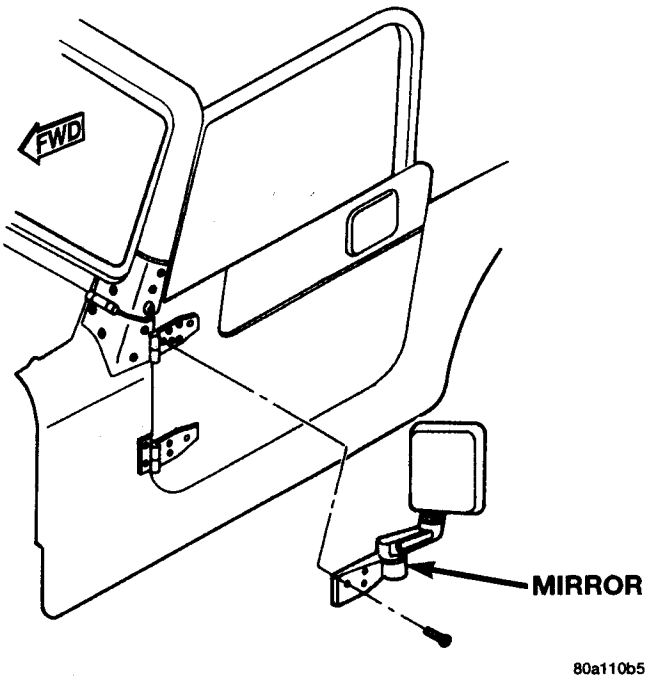


Fig. 11 Side View Mirror

(3) Install the screws attaching the mirror base to the door hinge.

FENDER FLARE

REMOVAL

(1) Remove the side marker lamp.
(2) Remove the screws that attach the flare to the front fender or rear wheelhouse (Fig. 12).
(3) Separate the flare from the body.

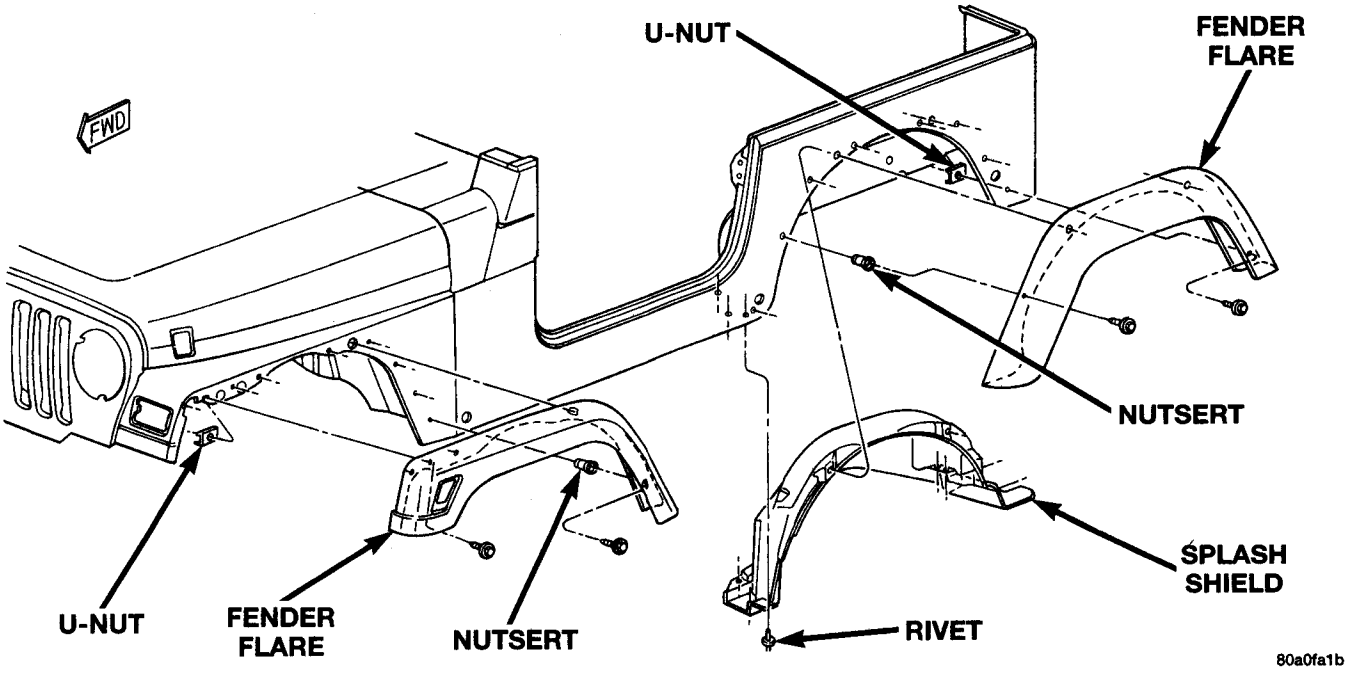


Fig. 12 Fender Flares

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Clean the contact surface on the body.
(2) Clean the contact surface on the flare and position it on the front fender or wheelhouse.
(3) Install the screws attaching the flares to the front fender or wheelhouse.
(4) If removed, install the side marker lamp.

FRONT FENDER

RIGHT FENDER REMOVAL

(1) Disconnect and remove the battery.
(2) Remove the air cleaner housing.
(3) Remove the bolts attaching the Power Distribution Center (PDC) to the fender.
(4) Disengage the PDC wire harness retainers on the battery tray and fender.
(5) Move and secure the PDC.
(6) Disengage the high pressure air conditioning line retainer on the fender.
(7) Disengage the front end lighting wire harness retainers on the fender.
(8) Remove the battery tray.
(9) Disengage the battery temperature sensor connector.
(10) Disengage the vacuum line at the reservoir under the battery tray reinforcement bracket.
(11) Disengage the headlamp wire connector.
(12) Route the fog lamp (if equipped), park lamp and side marker wire harness through the access hole in the fender well.
(13) If equipped, remove the fender flare extension and body side molding (Fig. 13).
(14) Remove the bolts attaching the fender to the cowl (Fig. 14).
(15) Remove the bolts attaching the fender to the battery tray reinforcement bracket.
(16) Remove the bolts attaching the fender to the grille.
(17) Separate the fender from the vehicle.

RIGHT FENDER INSTALLATION

Transfer all related components. Replace harness retainers if damaged.
(1) Position the fender on the vehicle.
(2) Install the bolts attaching the fender to the grille.
(3) Install the bolts attaching the fender to the battery tray reinforcement bracket.
(4) Install the bolts attaching the fender to the cowl.
(5) If equipped, install the fender flare extension and body side molding.
(6) Route the fog lamp (if equipped), park lamp and side marker wire harness through the access hole in the fender well. Seat the grommet
(7) Engage the headlamp wire connector.

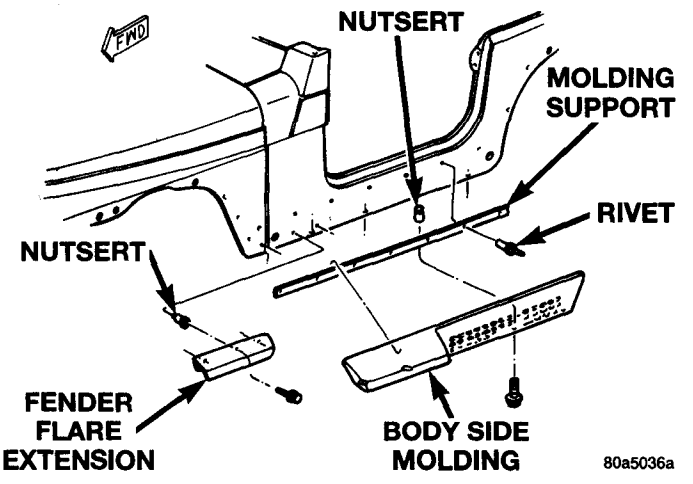


Fig. 13 Body Side Molding

(8) Engage the battery temperature sensor connector.
(9) Engage the vacuum line at the reservoir under the battery tray reinforcement bracket.
(10) Install the battery tray.
(11) Position the front end lighting wire harness into the retainers on the fender. Engage the retainers to secure.
(12) Position the high pressure air conditioning line into the retainer on the fender. Engage the retainer to secure.
(13) Position the PDC on the fender and install the bolts.
(14) Position the PDC wire harness into the retainers on the fender and battery tray. Engage the retainers to secure.
(15) Install the air cleaner housing.
(16) Install and connect the battery.

LEFT FENDER REMOVAL

(1) Disconnect the negative terminal on the battery.
(2) Remove the windshield washer reservoir.
(3) Disengage horn wire connectors.
(4) Remove horns.
(5) Remove EVAP canister.
(6) Remove the bolts attaching the ABS Hydraulic Control Unit (HCU) to the support tray.
(7) Secure the HCU.
(8) Remove the HCU tray.
(9) Disengage the front end lighting wire harness retainers on the fender.
(10) Disengage the headlamp wire connector.
(11) Route the fog lamp (if equipped), park lamp and side marker wire harness through the access hole in the fender well.
(12) If equipped, remove the body side molding (Fig. 13).

REMOVAL AND INSTALLATION (Continued)

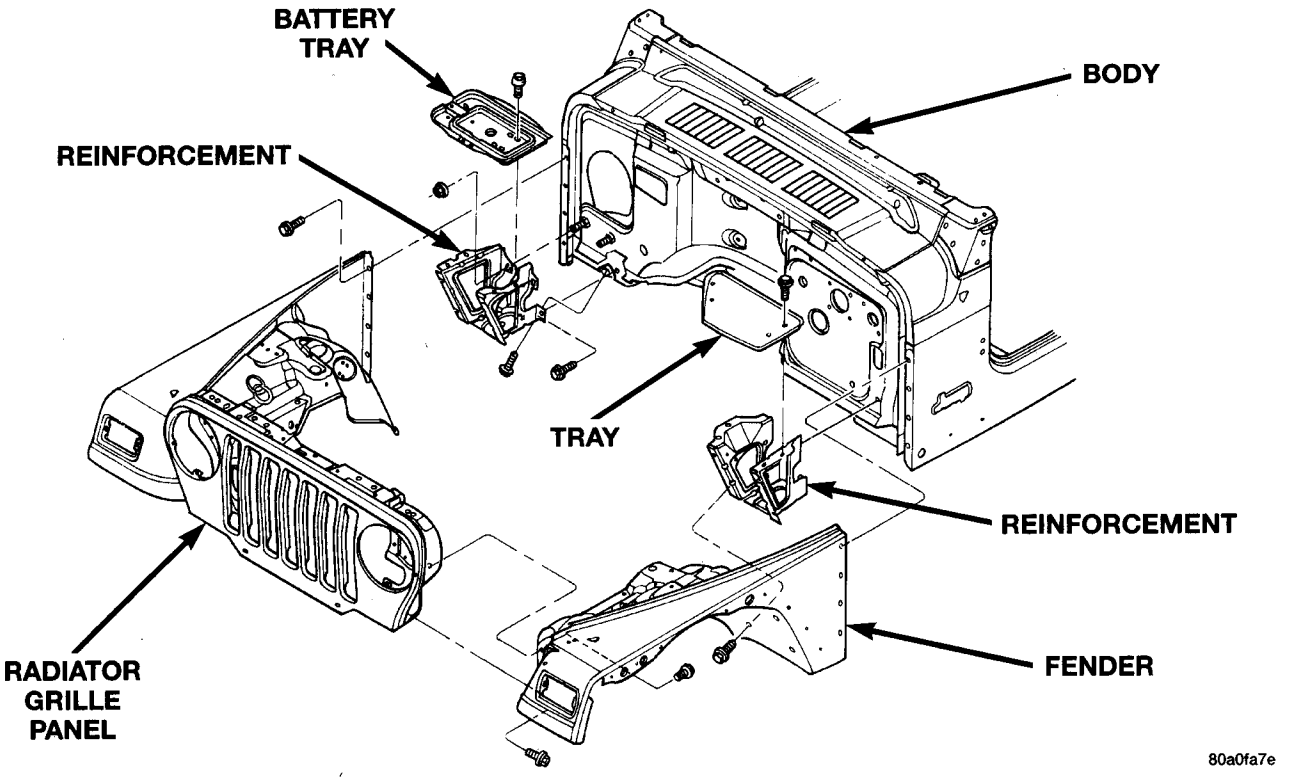


Fig. 14 Front Fender

(13) Remove the bolts attaching the fender to the cowl (Fig. 14).

(14) Remove the bolts attaching the fender to the HCU tray reinforcement bracket.

(15) Remove the bolts attaching the fender to the grille.

(16) Separate the fender from the vehicle.

LEFT FENDER INSTALLATION

Transfer all related components. Replace harness retainers if damaged.

(1) Position the fender on the vehicle.

(2) Install the bolts attaching the fender to the grille.

(3) Position the front end lighting wire harness into the retainers on the fender. Engage the retainers to secure.

(4) Install the bolts attaching the fender to the HCU tray reinforcement bracket.

(5) Install the bolts attaching the fender to the cowl.

(6) If equipped, install the body side molding.

(7) Route the fog lamp (if equipped), park lamp and side marker wire harness through the access hole in the fender well. Seat the grommet

(8) Engage the headlamp wire connector.

(9) Install the HCU tray.

(10) Position the HCU on the support tray and install the bolts.

(11) Install EVAP canister.

(12) Install horns.

(13) Engage horn wire connectors.

(14) Install the windshield washer reservoir.

(15) Connect the negative terminal on the battery.

BODY SIDE MOLDING

REMOVAL

(1) Remove the bolts from underside of the body side molding (Fig. 15).

(2) Lift the molding upward to release it from the molding support.

(3) Remove the molding support by drilling out the rivets.

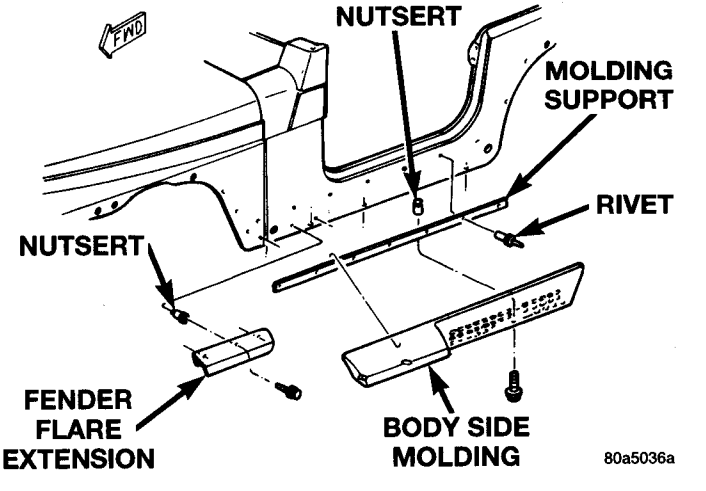


Fig. 15 Body Side Molding

INSTALLATION

(1) If removed, position the molding support on the body and install the rivets.

REMOVAL AND INSTALLATION (Continued)

(2) Place the upper edge of the molding over the top of the molding support and slide it downward.

(3) Install the bolts into the underside of the body side molding.

SIDE STEP

REMOVAL

(1) Remove the bolts that attach the side step to the frame (Fig. 16).

(2) Separate the side step from the frame.

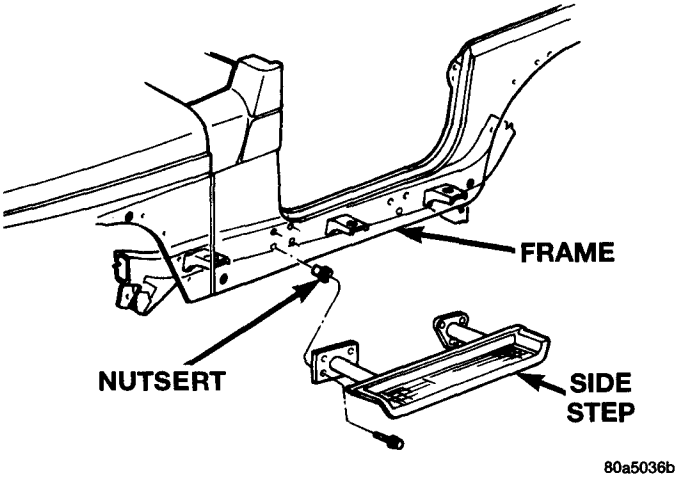


Fig. 16 Side Step

INSTALLATION

(1) Postion the side step on the frame.

(2) Install the bolts that attach the side step to the frame.

FULL DOOR TRIM PANEL

REMOVAL

(1) Lower the window.

(2) Remove the clip attaching the window glass regulator handle to the regulator. Remove the handle.

(3) Remove the screws attaching trim panel to door.

(4) Remove push-in fasteners attaching trim panel to door with special tool C-4829.

(5) Lift the trim panel upward and separate the trim panel from the door.

INSTALLATION

(1) Position the trim panel on the door.

(2) Press the push-in fasteners attaching trim panel to door into place.

(3) Install the screws attaching trim panel to door.

(4) Position the clip on regulator handle and install the handle on the regulator.

FULL DOOR

REMOVAL

(1) Open the door.

(2) Disconnect the door restraint strap from the pin (Fig. 17).

(3) Remove the nuts at the door hinge pivots and lift the door from the body.

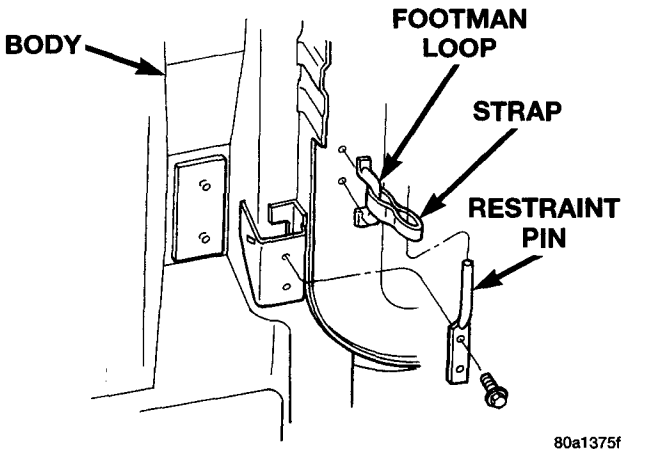


Fig. 17 Restraint Strap

INSTALLATION

(1) Position the door in the hinge and install the nuts.

(2) Connect the door restraint strap at the pin.

FULL DOOR HINGE

REMOVAL

(1) Remove the door.

(2) Mark the outline of the existing hinge on the body and the door with a wax pencil for installation alignment reference.

(3) Remove the nut from the upper hinge pin (Fig. 18).

NOTE: When removing the door or hinge DO NOT discard the plastic shims or the hinge pin.

(4) Remove the hinge-to-body screws and the hinge-to-door screws. Remove the hinge from the door and body. Support the door as necessary.

The upper hinge is integrated with the windshield hinge. When removing it, support the windshield frame with an appropriate device prior to removal.

INSTALLATION

(1) Clean the replacement hinge with an appropriate solvent and dry it with compressed air.

(2) Paint the hinge to match the vehicle body.

(3) Lubricate the hinge with spray lubricant.

REMOVAL AND INSTALLATION (Continued)

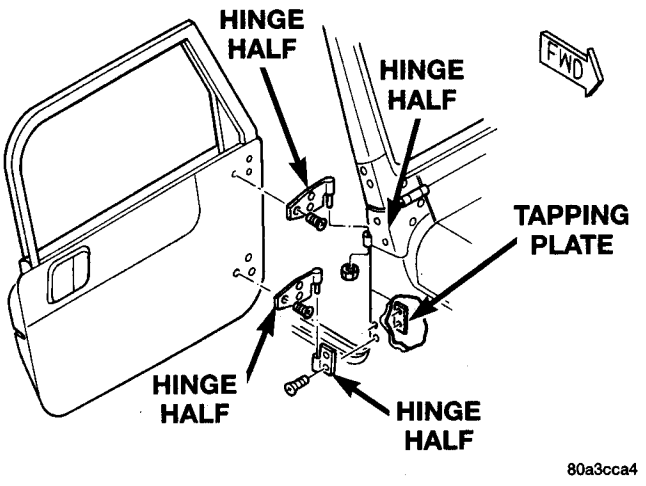


Fig. 18 Full Door Hinge

(4) Position the hinge on the door, align carefully with the wax pencil installation alignment reference marks, and install the screws.

(5) Position the hinge on the vehicle body. Align the wax pencil marks installation alignment reference marks. Install the screws.

(6) Install the door,

(7) Inspect the windshield alignment after hinge installation.

(8) Inspect the door alignment. Adjust, if necessary.

FULL DOOR OUTSIDE RELEASE HANDLE

REMOVAL

(1) Remove the door trim panel.

(2) Position the window in the full upward position.

(3) Remove the grab handle support bracket (Fig. 19).

(4) Peel back the waterdam from the door inner panel to access the door latch.

(5) Disconnect from the latch, the inside lock knob to latch rod and, the outside release handle to latch rod (Fig. 20).

(6) Using a long flat blade, tap the handle keepers upward and remove from the door handle (Fig. 21).

(7) Remove the latch release rod from the door handle.

(8) Separate the handle and gasket from the door.

INSTALLATION

(1) Engage the latch release rod to the door handle.

(2) Position the gasket and handle in the door.

(3) Slide the keepers into the door handle from the top.

(4) Lower the window.

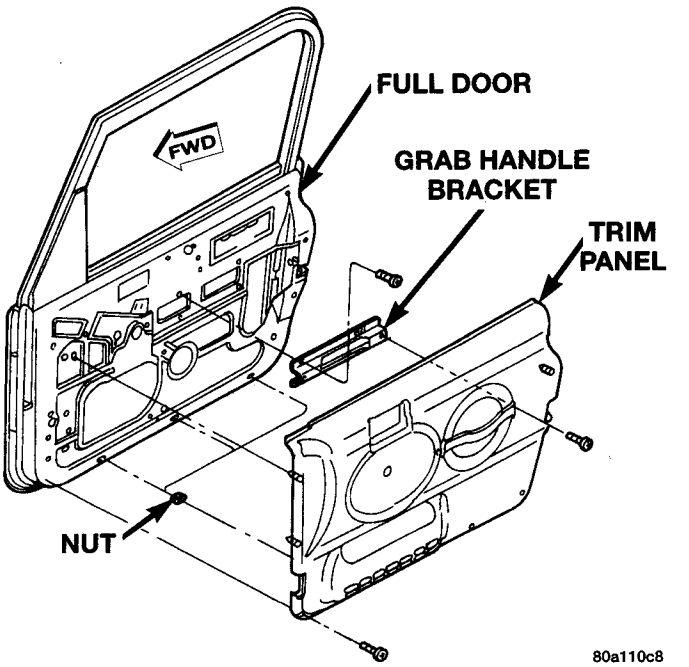


Fig. 19 Grab Handle Support Bracket

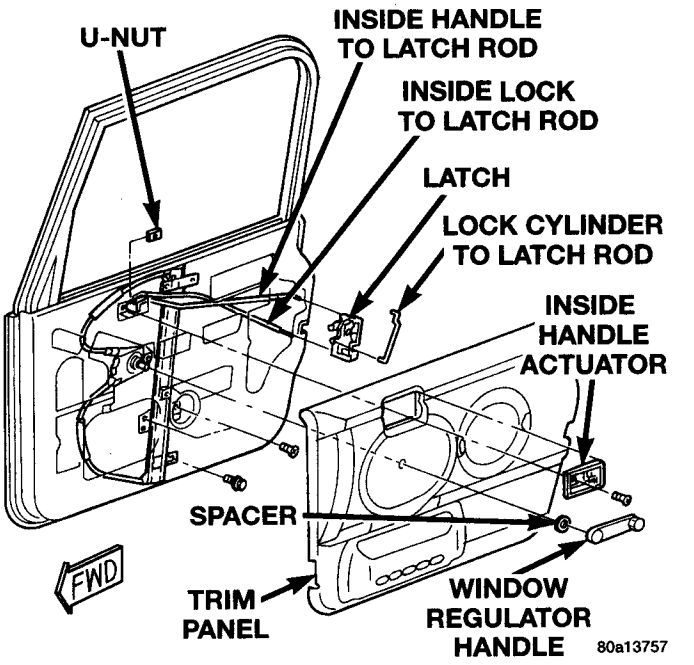


Fig. 20 Latch Rods

(5) Using a long flat blade, lightly tap the handle keepers downward to secure the handle.

(6) Raise the window.

(7) Connect to the latch, the inside lock knob to latch rod and, the outside release handle to latch rod.

(8) Install the waterdam

(9) Install the grab handle support bracket.

(10) Install the door trim panel.

REMOVAL AND INSTALLATION (Continued)

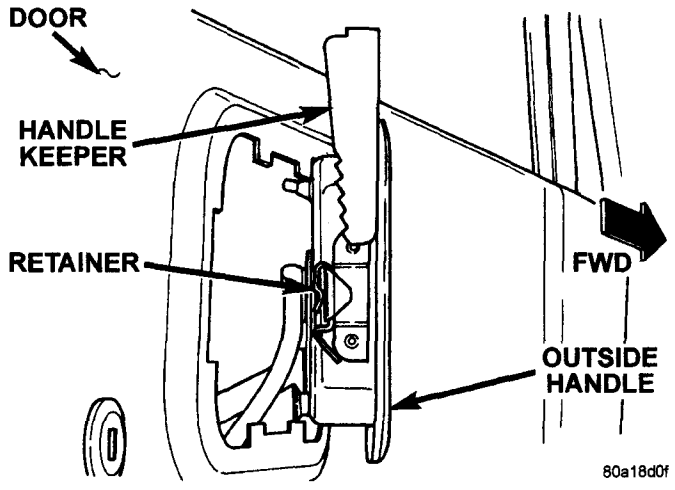


Fig. 21 Outside Door Handle Removal

FULL DOOR LOCK CYLINDER

REMOVAL

(1) Remove trim panel.
(2) Peel back waterdam.
(3) Disconnect lock cylinder to latch rod.
(4) Remove lock cylinder retaining clip.
(5) Remove the lock cylinder from the door.

INSTALLATION

(1) Install the lock cylinder in the door.
Install lock cylinder retaining clip.
(2) Connect lock cylinder to latch rod.
(3) Install the lock cylinder in the door.
Install lock cylinder retaining clip.
(4) Connect lock cylinder to latch rod.
(5) Secure the waterdam to the door.
(6) Install trim panel.

FULL DOOR LATCH

REMOVAL

(1) Remove trim panel.
(2) Roll window to full upward position.
(3) Disconnect the lock cylinder to latch rod (Fig. 22).
(4) Disconnect the lock knob to latch rod.
(5) Disconnect the outside handle to latch rod.
(6) Remove the screws attaching the latch to the door (Fig. 23).
(7) Lower the latch in the door and disconnect the inside handle to latch rod.
(8) Remove the latch from the door.

INSTALLATION

(1) Position the latch in the door.
(2) Connect the inside handle to latch rod.
(3) Install the screws attaching the latch to the door.

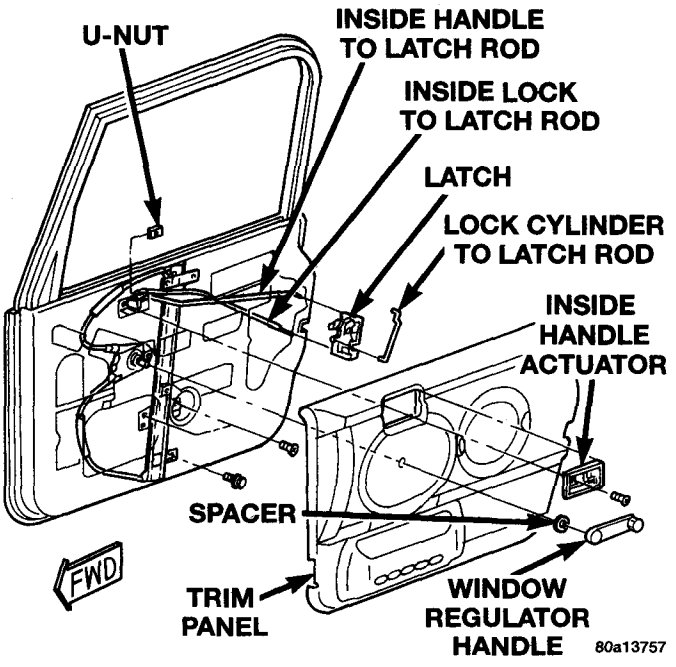


Fig. 22 Latch Rods

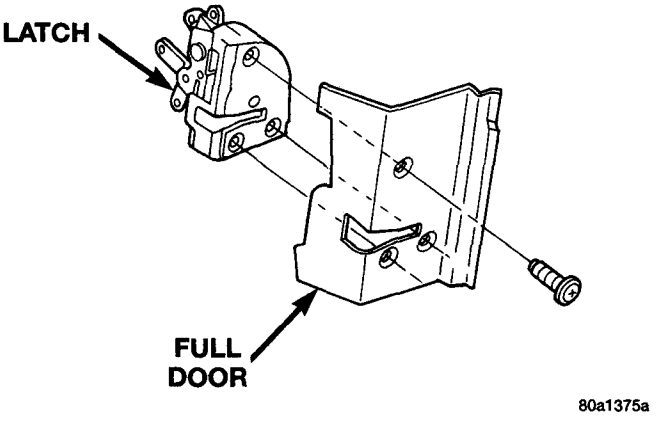


Fig. 23 Full Door Latch

(4) Position the door weatherstrip in place, apply adhesive as necessary.
(5) Connect the outside handle to latch rod.
(6) Connect the lock knob to latch rod.
(7) Connect the lock cylinder to latch rod.
(8) Install trim panel.

FULL DOOR LATCH STRIKER

REMOVAL

(1) Remove the screws attaching the striker to the body.
(2) Separate the striker and the spacer from the body (Fig. 24).

REMOVAL AND INSTALLATION (Continued)

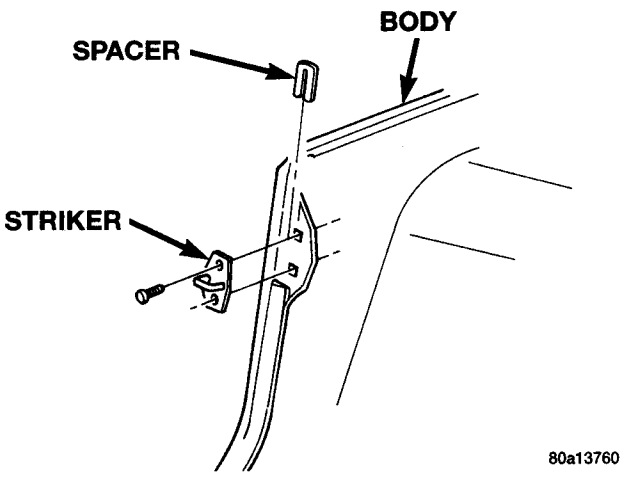


Fig. 24 Latch Striker

INSTALLATION

(1) Position the striker and the spacer on the body.
(2) Install the screws attaching the striker and spacer to the body.

FULL DOOR INSIDE HANDLE ACTUATOR

REMOVAL

(1) Remove the torx screw attaching the inside handle to the door.
(2) Carefully pull the handle from the door.
(3) Disconnect the latch rods from the handle (Fig. 25).

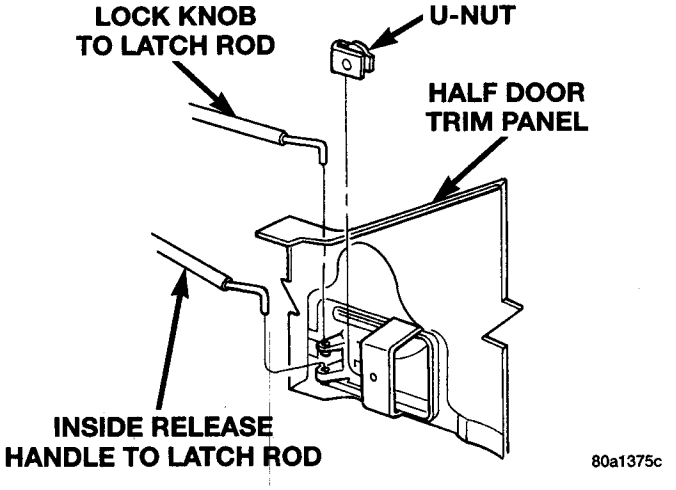


Fig. 25 Inside Handle Actuator

INSTALLATION

INSTALLATION

(1) Connect the latch rods to the handle.
(2) Position handle and seal in door.
(3) Install the torx screw attaching the inside handle the to door.

FULL DOOR GLASS

REMOVAL

(1) Remove the door trim panel and the waterdam.
(2) Pull the door glass run channel from the door sail.
(3) Roll glass fully downward.
(4) Remove the door sail panel (Fig. 26) and (Fig. 27).
(5) Roll glass 1/4 upward to access regulator arm guide.
(6) Remove the screws that attach the regulator arm guide to the glass.
(7) Lift the glass upward while tilting inward and remove from the door.

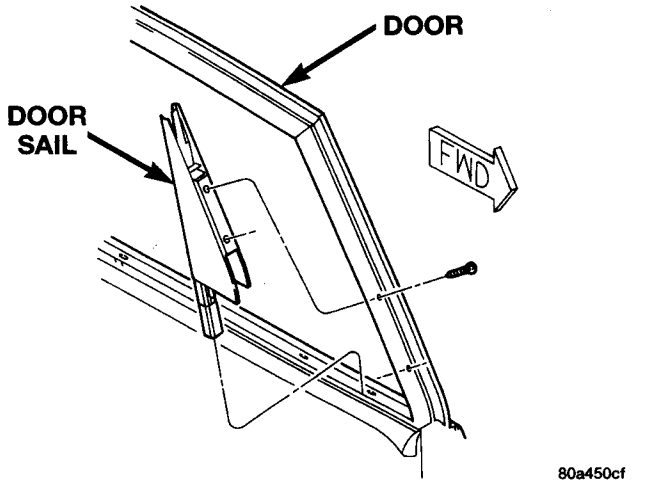


Fig. 26 Door Sail Screws

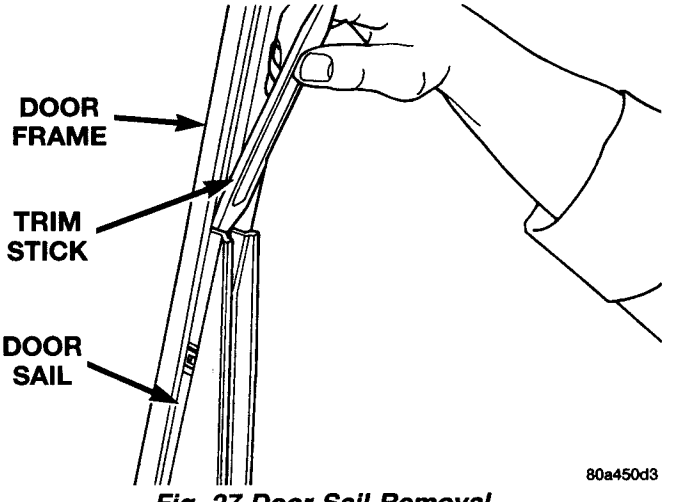


Fig. 27 Door Sail Removal

INSTALLATION

(1) Position the glass in the door ensuring the glass is aligned in the glass run channel.
(2) Install the screws that attach the regulator arm guide to the glass.
(3) Install the door sail panel.
(4) Install the run channel in the door sail.
(5) Install the waterdam and the door trim panel.

REMOVAL AND INSTALLATION (Continued)

FULL DOOR INNER BELT WEATHERSTRIP

REMOVAL

The inner belt weatherstrip is attached to the door trim panel.

(1) Remove the door trim panel.

(2) Remove the staples attaching the inner belt weatherstrip to the trim panel.

INSTALLATION

(1) Align the inner belt weatherstrip to the door trim panel.

(2) Install staples to hold weatherstrip to trim panel at original locations using a heavy duty stapler.

(3) Install the door trim panel.

FULL DOOR OUTER BELT SEAL

REMOVAL

(1) Remove the door sail panel.

(2) Disengage the clips attaching the outer belt seal to the door (Fig. 28).

(3) Separate the seal from the door.

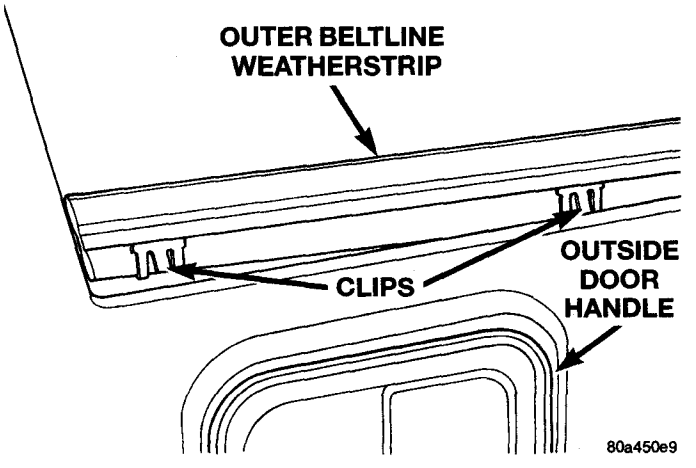


Fig. 28 Full Door Outer Belt Seal

INSTALLATION

(1) Position the seal on the door.

(2) Engage the clips attaching the outer belt seal to the door.

(3) Install the door sail panel.

FULL DOOR GLASS RUN CHANNEL WEATHERSTRIP

REMOVAL

(1) Lower the window.

(2) Using a trim stick, carefully pry the glass run channel weatherstrip from the window opening frame.

(3) Remove the door glass.

(4) Grasp the glass run channel weatherstrip in the door (Fig. 29) and pull from the channel.

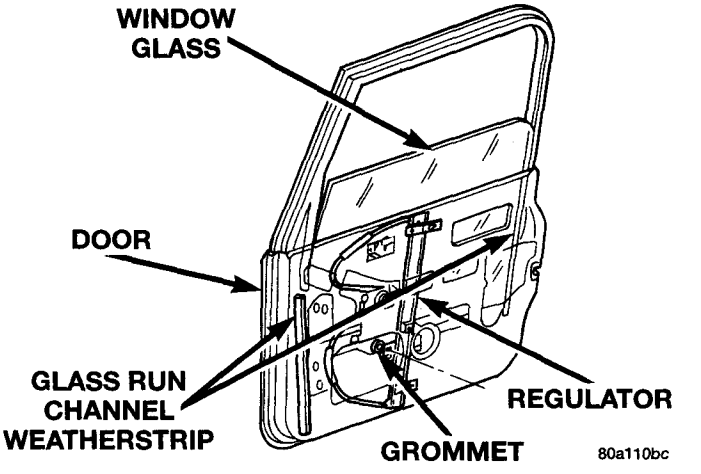


Fig. 29 Full Door Glass Run Channel Weatherstrip

INSTALLATION

Applying a small amount of lubricant to the weatherstrip may ease the installation.

(1) Position the weatherstrip in the door channels and press into place.

(2) Install the door glass.

(3) Position the weatherstrip in the window opening frame and press into place.

FULL DOOR WEATHERSTRIP

The upper portion of the weatherstrip is seated into a channel around the window opening frame. The channel that seats the lower portion of the weatherstrip is attached to the door with push-in fasteners and double sided tape.

REMOVAL

(1) Peel the weatherstrip from the channel.

(2) Separate the weatherstrip from the door.

(3) If necessary, remove the push-in fasteners attaching the weatherstrip channel to the door and peel the channel from the door (Fig. 30).

INSTALLATION

(1) If the weatherstrip channel has been removed, clean the contact surfaces with isopropyl alcohol or equivalent.

(2) Remove paper backing from the weatherstrip channel, position the channel on the door and install the push-in fasteners.

(3) Install the weatherstrip in the upper and lower weatherstrip channels ensuring that the weatherstrip is completely engaged to the weatherstrip channels.

REMOVAL AND INSTALLATION (Continued)

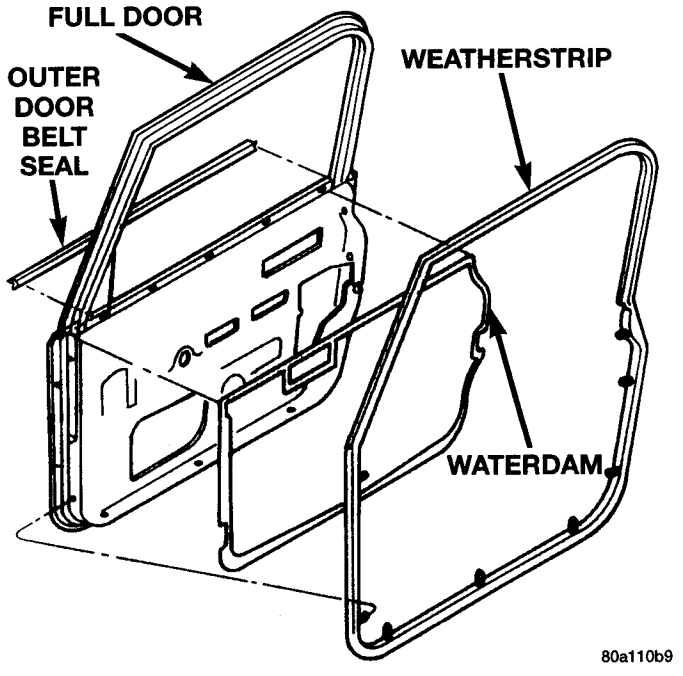


Fig. 30 Full Door Weatherstrip

FULL DOOR WINDOW REGULATOR

REMOVAL

(1) Remove door trim panel.
(2) Remove door glass.
(3) Loosen the bolts in the slotted holes (Fig. 31).
(4) Remove the bolts attaching the regulator to the door inner panel.
(5) Lift the regulator upward to free it from the slotted holes in the door inner panel.
(6) Lower the regulator and remove it through the access hole in the door inner panel (Fig. 32).

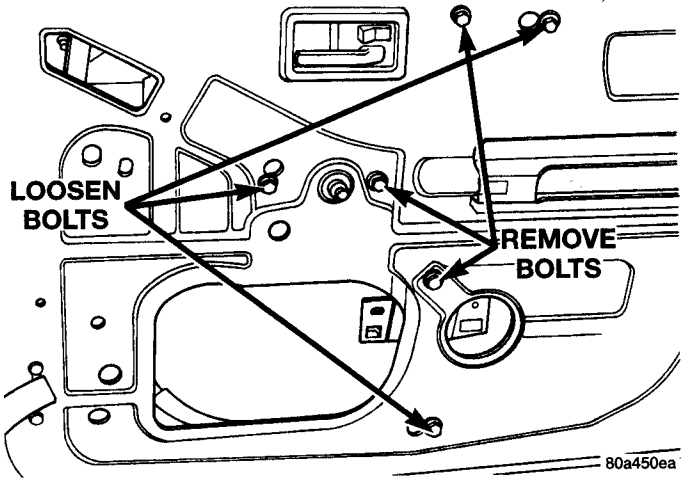


Fig. 31 Window Regulator Bolts

INSTALLATION

(1) Position the regulator in the door.
(2) Align regulator bolts into slotted holes.

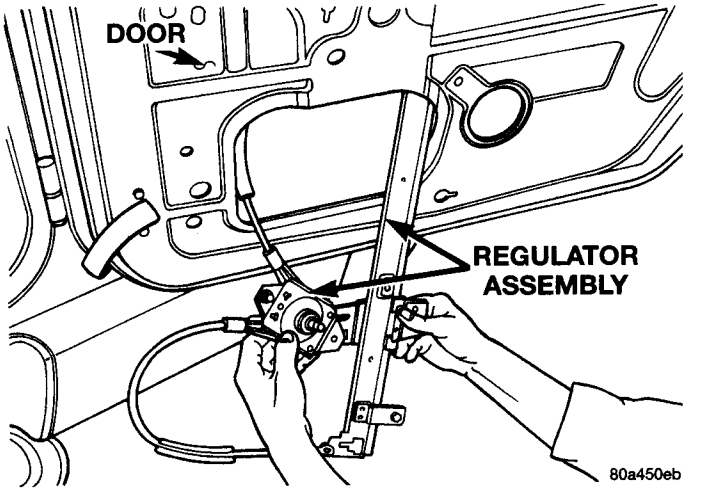


Fig. 32 Regulator Removal

(3) Install bolts attaching regulator to the inner door panel.
(4) Tighten the bolts in the slotted holes.
(5) Install door glass.
(6) Install door trim panel.

HALF DOOR TRIM PANEL

REMOVAL

(1) Remove half door window.
(2) Rotate window retainer sleeves 90°. Using a trim stick, pry sleeve retainers from door.
(3) Remove the screws attaching trim panel to door.
(4) Remove push-in fasteners attaching trim panel to door with special tool C-4829.
(5) Separate the trim panel from the door.

INSTALLATION

(1) Position the trim panel on the door.
(2) Press the push-in fasteners attaching trim panel to door into place.
(3) Install the screws attaching trim panel to door.
(4) Position retainer sleeves into door. Rotate retainer sleeves 90° to secure into place.
(5) Install half door window.

HALF DOOR

REMOVAL

(1) Open the door.
(2) Disconnect the door restraint strap from the pin (Fig. 33).
(3) Remove the nuts at the door hinge pivots and lift the door from the body.

INSTALLATION

(1) Position the door in the hinge and install the nuts.
(2) Connect the door restraint strap at the pin.

REMOVAL AND INSTALLATION (Continued)

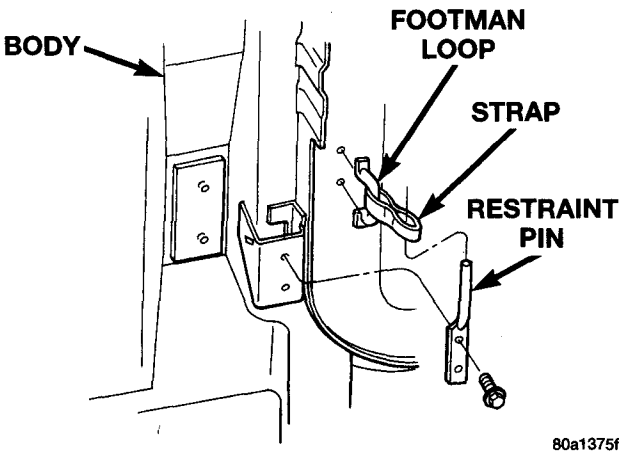


Fig. 33 Restraint Strap

HALF DOOR HINGE

The service procedures for the half door hinge are the same as the full door hinge. Refer to, Full Door Hinge Removal/Installation procedures in this group.

HALF DOOR OUTSIDE HANDLE

REMOVAL

(1) Remove trim panel.
(2) Disconnect the outside handle to latch rod (Fig. 34).
(3) Remove screws attaching the outside handle to the door.
(4) Separate the outside handle and seal from the door.

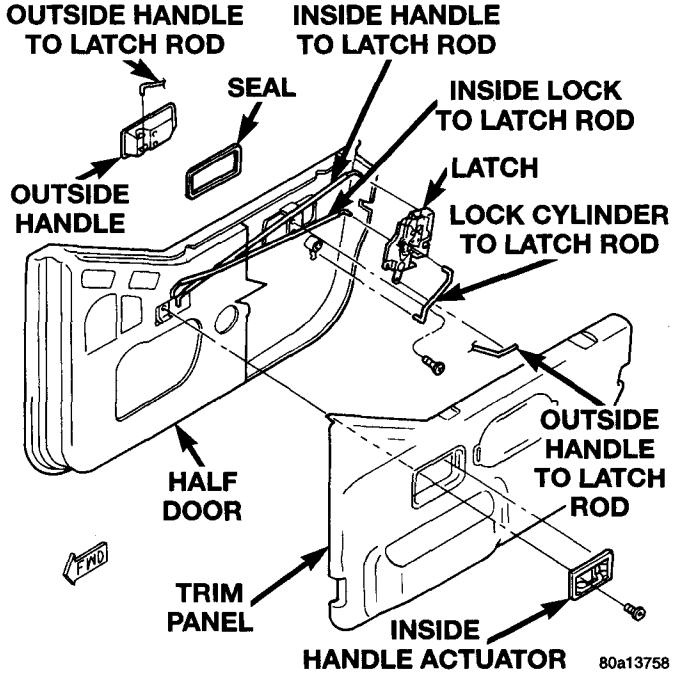


Fig. 34 Outside Handle

INSTALLATION

(1) Position the outside handle and seal in the door.
(2) Install screws attaching the outside handle to the door.
(3) Connect the outside handle to latch rod.
(4) Install trim panel.

HALF DOOR LOCK CYLINDER

REMOVAL

(1) Remove trim panel.
(2) Peel back the waterdam.
(3) Disconnect lock cylinder to latch rod (Fig. 35).
(4) Remove lock cylinder retaining clip.
(5) Remove the lock cylinder from the door.

INSTALLATION

(1) Install the lock cylinder in the door.
Install lock cylinder retaining clip.
(2) Connect lock cylinder to latch rod.
(3) Secure the waterdam.
(4) Install trim panel.

HALF DOOR LATCH

REMOVAL

(1) Remove trim panel.
(2) Disconnect the lock cylinder to latch rod (Fig. 35).
(3) Disconnect the lock knob to latch rod.
(4) Disconnect the outside handle to latch rod.
(5) Using a trim stick or equivalent, pry back the door weatherstip at the latch to access the screw attaching the latch to the door.
(6) Remove the screws attaching the latch to the door (Fig. 36).
(7) Lower the latch in the door and disconnect the inside handle to latch rod.
(8) Remove the latch from the door.

INSTALLATION

(1) Position the latch in the door.
(2) Connect the inside handle to latch rod.
(3) Install the screws attaching the latch to the door.
(4) Position the door weatherstrip in place, apply adhesive as necessary.
(5) Connect the outside handle to latch rod.
(6) Connect the lock knob to latch rod.
(7) Connect the lock cylinder to latch rod (Fig. 35).
(8) Install trim panel.

REMOVAL AND INSTALLATION (Continued)

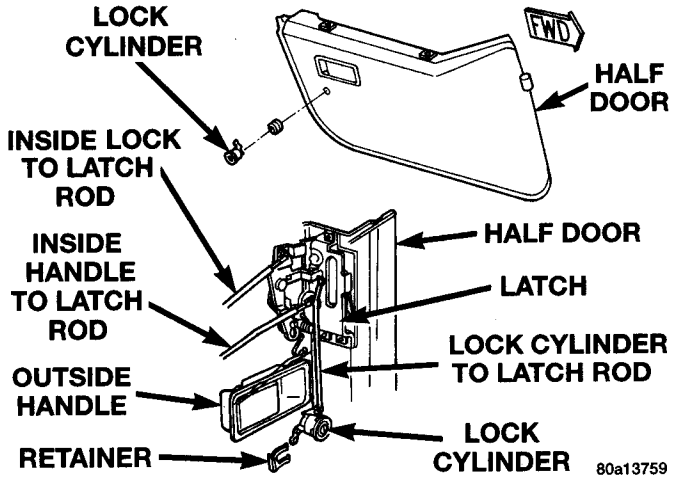


Fig. 35 Half Door Latch Rods

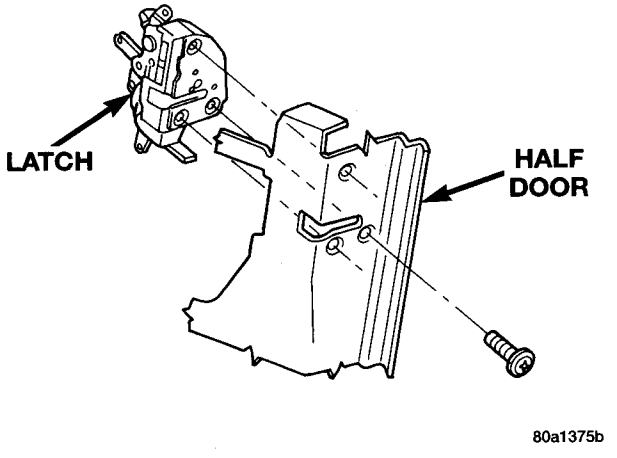


Fig. 36 Door Latch

HALF DOOR LATCH STRIKER

REMOVAL

(1) Remove the screws attaching the striker to the body.

(2) Separate the striker and the spacer from the body (Fig. 37).

INSTALLATION

(1) Position the striker and the spacer on the body.

(2) Install the screws attaching the striker and spacer to the body.

HALF DOOR INSIDE HANDLE ACTUATOR

REMOVAL

(1) Remove the torx screw attaching the inside handle to the door.

(2) Carefully pull handle from door.

(3) Disconnect the latch rods from the handle (Fig. 38).

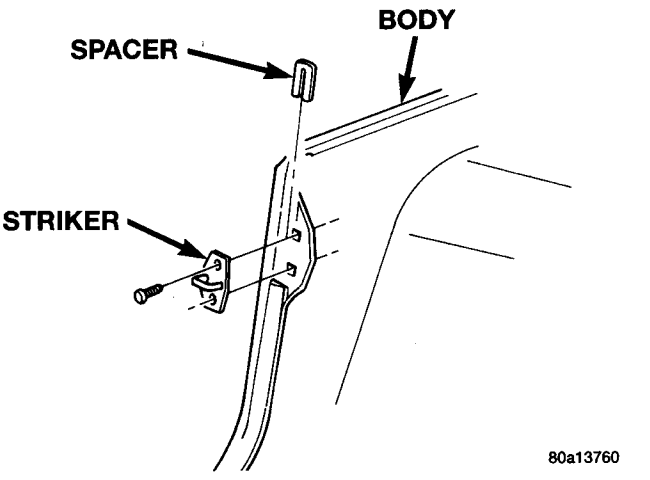


Fig. 37 Latch Striker

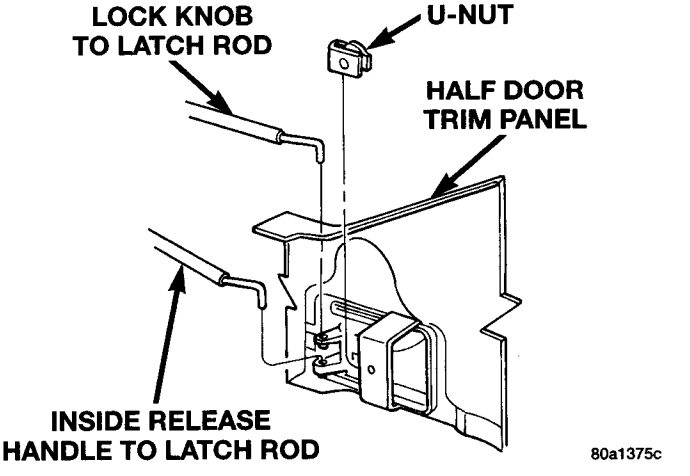


Fig. 38 Inside Handle Actuator

INSTALLATION

(1) Connect the latch rods to the handle.

(2) Position handle and seal in door.

(3) Install the torx screw attaching the inside handle the to door.

HALF DOOR WEATHERSTRIP

The weatherstrip is seated into a channel around the door. The channel that seats the weatherstrip is attached to the door with push-in fasteners and double sided tape.

REMOVAL

(1) Remove trim panel.

(2) Remove window retaining sleeve.

(3) Remove the push-in fasteners attaching the weatherstrip to the top of the door.

(4) Peel the weatherstrip from the channel.

REMOVAL AND INSTALLATION (Continued)

(5) If necessary, remove the push-in fasteners attaching the weatherstrip channel to the door and peel the channel from the door (Fig. 39).

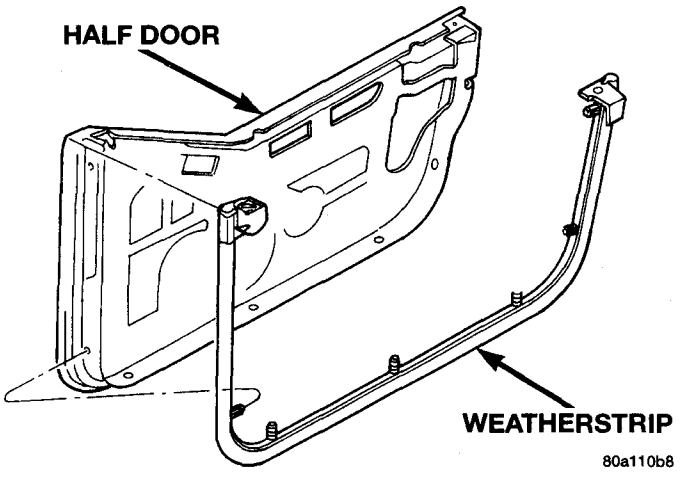


Fig. 39 Half Door Weatherstrip

INSTALLATION

(1) If the weatherstrip channel has been removed, clean the contact surfaces with isopropyl alcohol or equivalent.

(2) Remove the paper backing from the weatherstrip channel, position the channel on the door and install the push-in fasteners.

(3) Position the seal on the door and press it into place.

(4) Install the weatherstrip in the weatherstrip channel ensuring that the weatherstrip is fully engaged in the weatherstrip channel.

(5) Install window retaining sleeve.

(6) Install trim panel.

HALF DOOR WINDOW

REMOVAL

(1) Open the door.

(2) Grasp the window at both front and rear edges and firmly lift upward (Fig. 40).

INSTALLATION

(1) Position the window alignment pins into the restraint sleeves and push downward until seated.

HARD TOP

REMOVAL

(1) Disengage latches at windshield frame (Fig. 41).

(2) Remove the bolts that attach the hard top to the body (Fig. 42).

(3) Using a flat blade or equivalent, disconnect the rear wiper wire harness connector (Fig. 43).

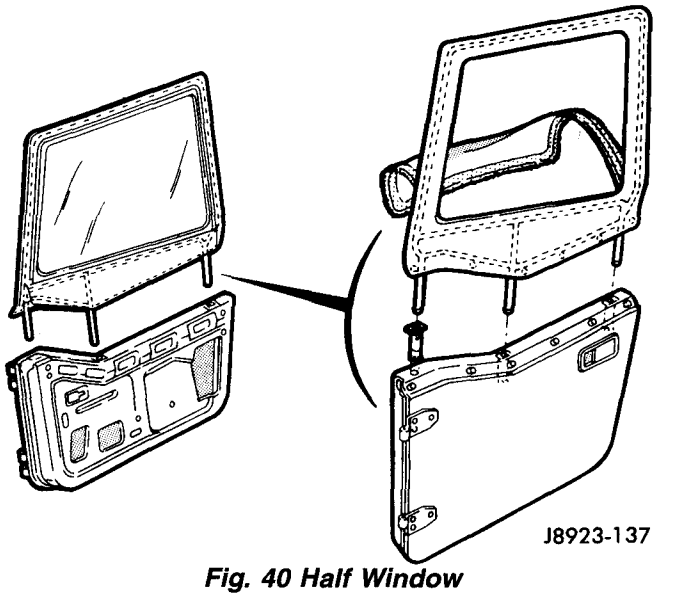


Fig. 40 Half Window

(4) Disconnect the rear washer fluid hose. Cap the hose to prevent washer fluid leakage (Fig. 44).

(5) Remove the hard top from the vehicle.

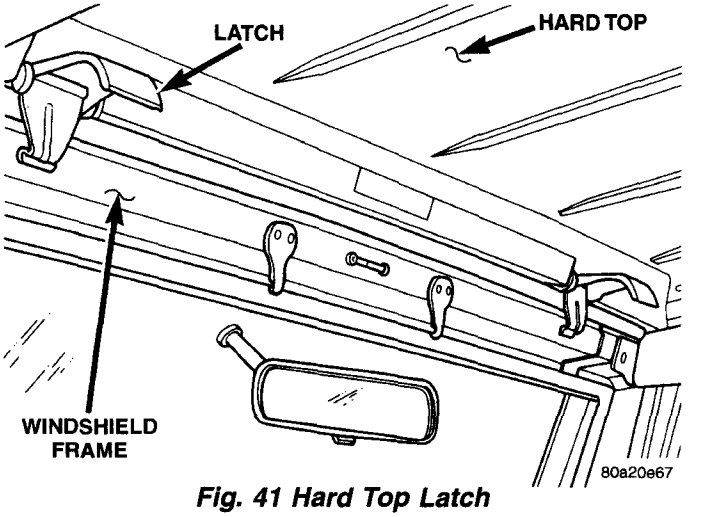


Fig. 41 Hard Top Latch

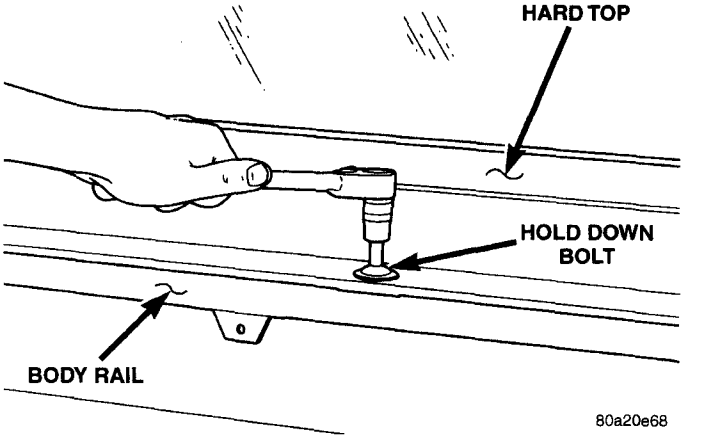


Fig. 42 Hard Top Removal

REMOVAL AND INSTALLATION (Continued)

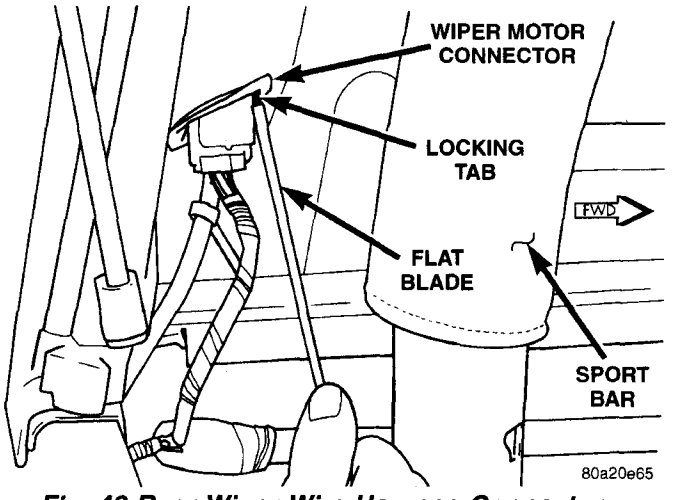


Fig. 43 Rear Wiper Wire Harness Connector

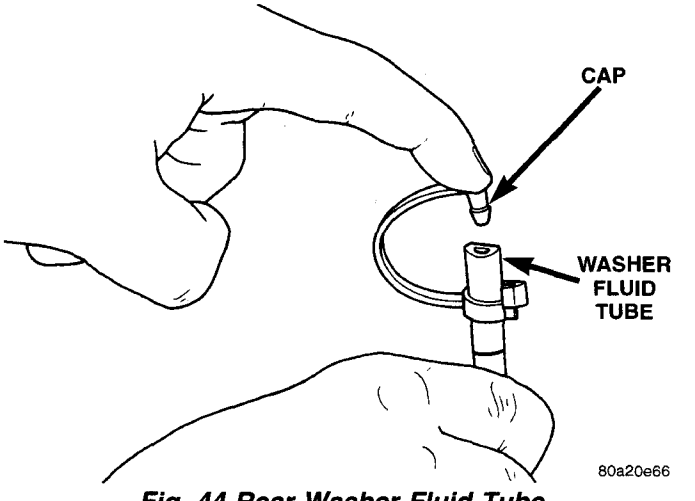


Fig. 44 Rear Washer Fluid Tube

INSTALLATION

(1) Inspect the hard top seals for damage and replace, if necessary.
(2) Carefully position the hard top on the vehicle. Ensure that the latches are not pinched between the top and windshield frame.
(3) Loosely install the bolts. Ensure that the top is centered on the vehicle. Tighten the bolts securely.
(4) Connect the wire harness connector.
(5) Connect the rear washer fluid hose.
(6) Engage the latches at windshield frame.

HARD TOP AIR EXHAUSTER

The hard top air exhauster fits very tightly into the hard top and generally cannot be removed wihout being damaged. It is recommended that availibility of a replacement air exhauster is determined prior to attempting to remove it.

REMOVAL

(1) Using a trim stick, C-4755, between air exhaster and hard top, disengage one edge of exhauster from hard top.
(2) Separate the air exhauster from the hard top.

INSTALLATION

(1) Position the air exhauster on the hard top.
(2) Press air exhauster into opening in hard top until fully seated.

SOFT TOP

REMOVAL

(1) Unlatch top at windshield frame.
(2) Disengage J-straps at upper door opening frame.
(3) Remove quarter windows.
(4) Disengage J-straps at soft top rear corners (Fig. 45).
(5) Disengage the retainers attaching the rear window to the body.
(6) Remove rear window.
(7) Lower the top to the rearward position.
(8) Remove the screws attaching the roof bows to the pivot bracket (Fig. 46).
(9) Remove the top (Fig. 47).

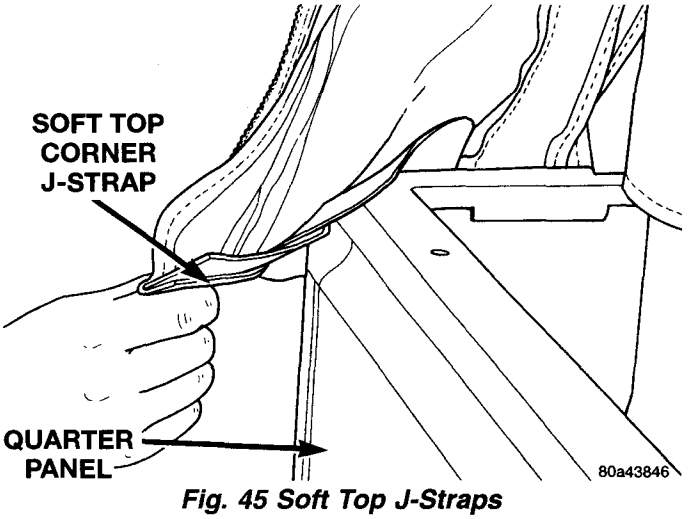


Fig. 45 Soft Top J-Straps

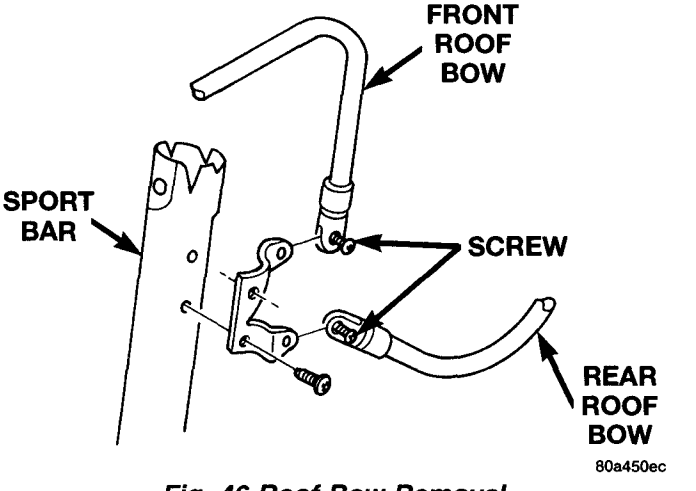


Fig. 46 Roof Bow Removal

REMOVAL AND INSTALLATION (Continued)

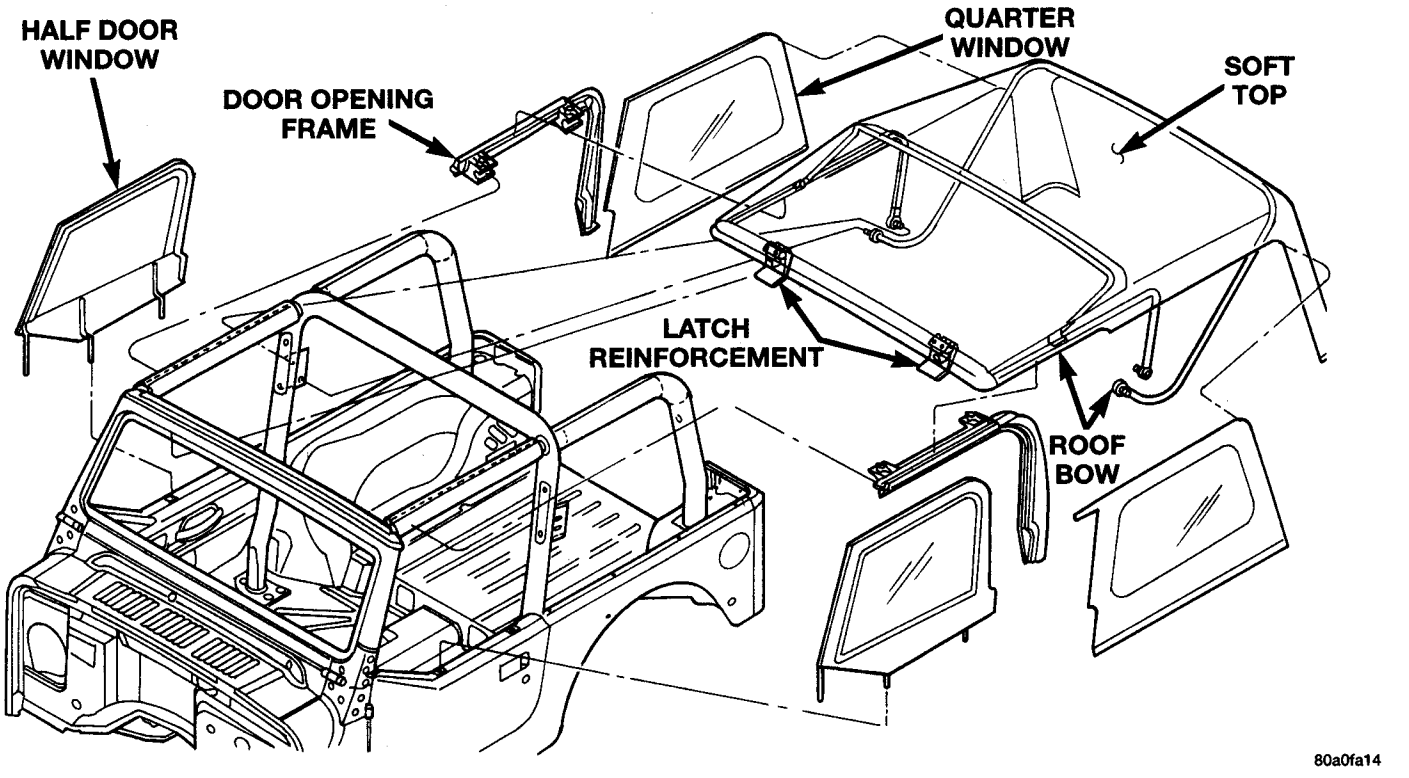


Fig. 47 Soft Top

INSTALLATION

(1) Position the top on the vehicle.
(2) Install the screws attaching the roof bows to the pivot bracket.
(3) Raise the top.
(4) Install rear window.
(5) Latch top at windshield frame.
(6) Engage J-straps at door opening frame.
(7) Install the quarter windows.
(8) Engage J-straps at soft top rear corners.
(9) Engage the retainers attaching the rear window to the body.

SOFT TOP FABRIC

REMOVAL

(1) Unlatch top at windshield frame.
(2) Disengage J-straps at door opening frame.
(3) Disengage the J-straps attaching the quarter windows to the body.
(4) Disengage the retainers attaching the rear window to the body.
(5) Remove the screws attaching the soft top fabric to the front roof bow.
(6) Disengage the hook and loop fastener attaching soft top fabric to the center roof bow.
(7) Disengage the snaps attaching the soft top fabric to the rear roof bow.
(8) Separate the soft top fabric from the frame.

INSTALLATION

(1) Position the soft top fabric on the frame.
(2) Install the screws attaching the soft top fabric to the front roof bow.
(3) Engage the hook and loop fastener attaching soft top fabric to the center roof bow.
(4) Engage the snaps attaching the soft top fabric to the rear roof bow.
(5) Latch the top at windshield frame.
(6) Engage J-straps at door opening frame.
(7) Engage the J-straps attaching the quarter windows to the body.
(8) Engage the retainers attaching the rear window to the body.

REMOVAL AND INSTALLATION (Continued)

HARD/SOFT TOP LATCH

REMOVAL

(1) Unlatch the top (Fig. 48).
(2) Using a wax pencil, mark the position of the latch on the top.
(3) Remove the screws attaching the latch to the top.

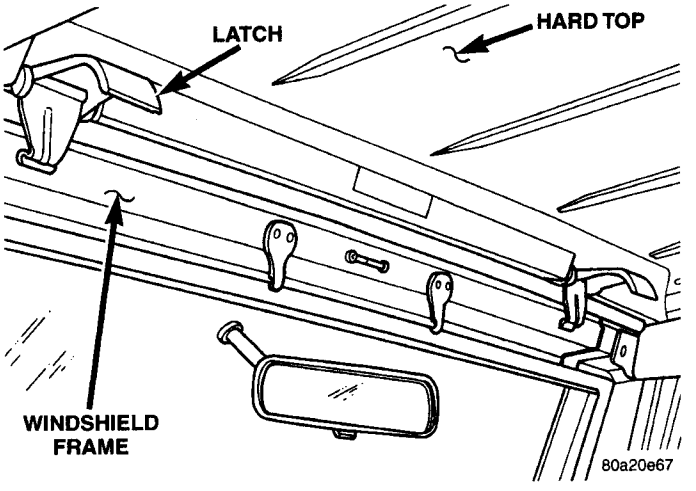


Fig. 48 Hard/Soft Top Latch

INSTALLATION

(1) Position the latch on the top and install the screws.

DOOR OPENING FRAME

Vehicles equipped with a soft top require a door opening frame to complete the seal for the soft top door assembly.

REMOVAL

(1) Open door.
(2) Unlatch top at windshield frame.
(3) Disengage J-straps at upper door opening frame.
(4) Remove quarter windows.
(5) Disengage J-straps at soft top rear corners (Fig. 45).
(6) Disengage the retainers attaching the rear window to the body.
(7) Remove rear window.
(8) Lower the top to the rearward position.
(9) Turn the knobs located on top of the door opening frame counter clockwise and remove completely (Fig. 49).
(10) Pull door opening frame outward and up. Separate from vehicle.

INSTALLATION

(1) Install the alignment pin at the base of the door opening frame into the hole at the top of the quarter panel.

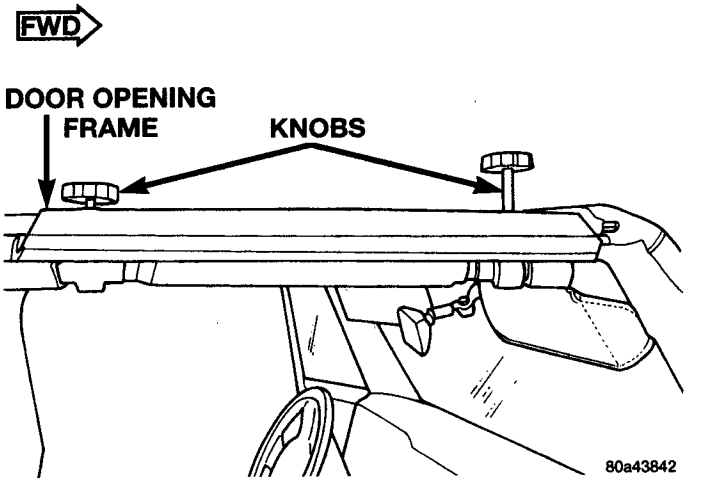


Fig. 49 Door Opening Frame

(2) Position the door opening frame on the side support bar and install the knobs.
(3) Raise the top.
(4) Install rear window.
(5) Latch top at windshield frame.
(6) Engage J-straps at door opening frame.
(7) Install the quarter windows.
(8) Engage J-straps at soft top rear corners.
(9) Engage the retainers attaching the rear window to the body.

FRONT SHOULDER/LAP BELT AND BUCKLE

FRONT SHOULDER/LAP BELT AND RETRACTOR REMOVAL

(1) Move front seat to the full forward position.
(2) Remove the bolt attaching the retractor to the sport bar (Fig. 50).
(3) Using a small flat blade, pry the cover from the turning loop.
(4) Remove the bolt attaching the turning loop to the height adjuster (Fig. 51).

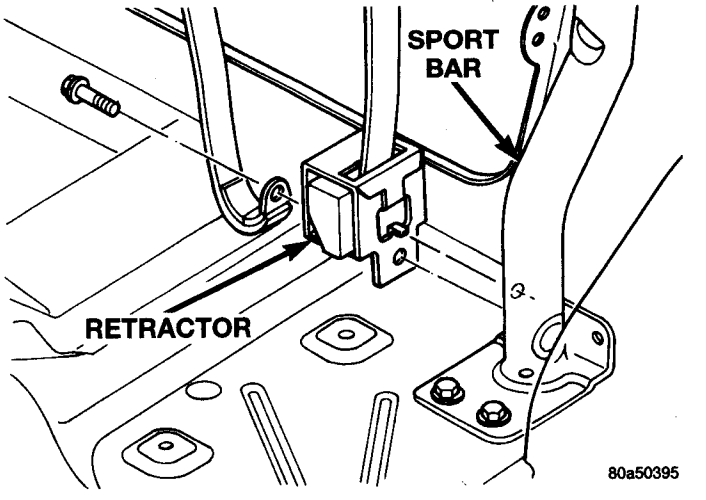


Fig. 50 Front Retractor

REMOVAL AND INSTALLATION (Continued)

(5) Separate the belt assembly from the vehicle.

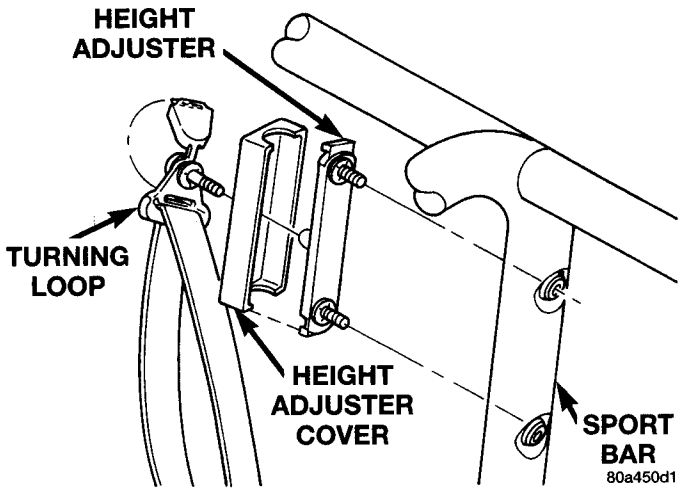


Fig. 51 Front Turning Loop

FRONT SHOULDER/LAP BELT AND RETRACTOR INSTALLATION

(1) Position the turning loop on the height adjuster and install the bolt. Tighten the bolt to 47 N·m (35 ft. lbs.) torque.

(2) Close the cover on the turning loop.

(3) Install the bolt attaching the retractor to the sport bar. Tighten the bolt to 47 N·m (35 ft. lbs.) torque.

FRONT SEAT BELT BUCKLE REMOVAL

(1) Remove the bolt attaching the seat belt buckle to the seat track/seat riser (Fig. 52).

(2) Disengage seat belt harness connector (driver's seat only).

(3) Remove buckle from vehicle.

FRONT SEAT BELT BUCKLE INSTALLATION

(1) Position the buckle on the seat track/seat riser and install the bolt.

(2) Engage seat belt harness connector (driver's seat only).

REAR SHOULDER/LAP BELT AND BUCKLE

SEAT/LAP BELT AND RETRACTOR REMOVAL

(1) Move the rear seat to the forward tumble position.

(2) Remove the anchor bolt attaching the belt to the wheelhouse (Fig. 55).

(3) Using a flat blade, pry the cover off the turning loop (Fig. 53).

(4) Remove the bolt attaching the turning loop to the sport bar (Fig. 54).

(5) Remove the bolt attaching the retractor to the sport bar.

(6) Separate the belt assembly from the vehicle.

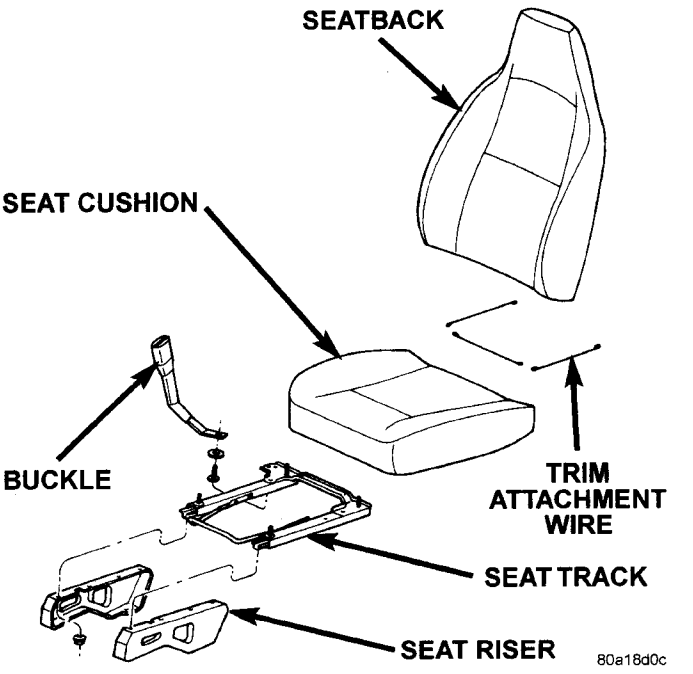


Fig. 52 Seat Belt Buckle

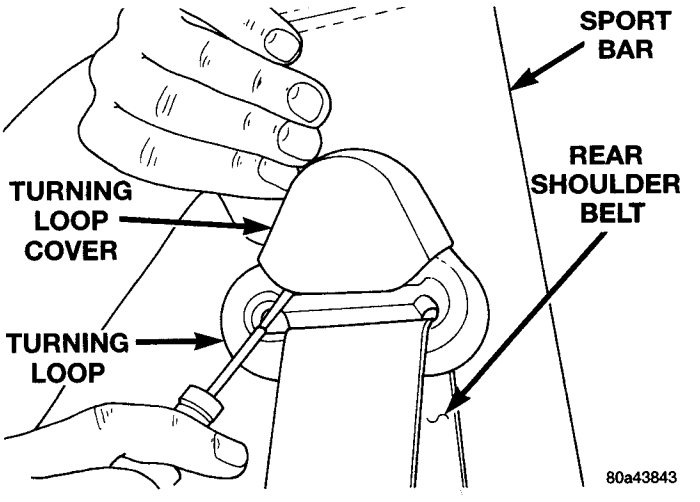


Fig. 53 Turning Loop Cover

SEAT/LAP BELT AND RETRACTOR INSTALLATION

(1) Position the retractor on the sport bar and install the bolt. Tighten the bolt to 47 N·m (35 ft. lbs.) torque.

(2) Position the turning loop on the sport bar and install the bolt. Tighten the bolt to 47 N·m (35 ft. lbs.) torque.

(3) Close cover on turning loop.

(4) Position the belt anchor on the wheelhouse and install the bolt. Tighten the bolt to 47 N·m (35 ft. lbs.) torque.

(5) Move the rear seat back to the latch position.

REMOVAL AND INSTALLATION (Continued)

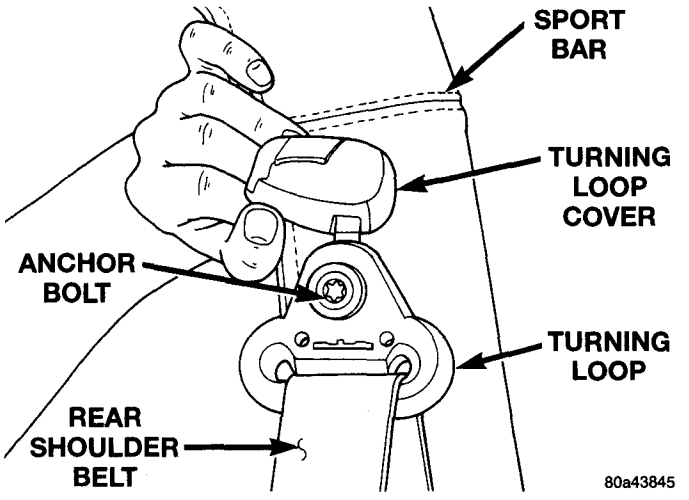


Fig. 54 Turning Loop

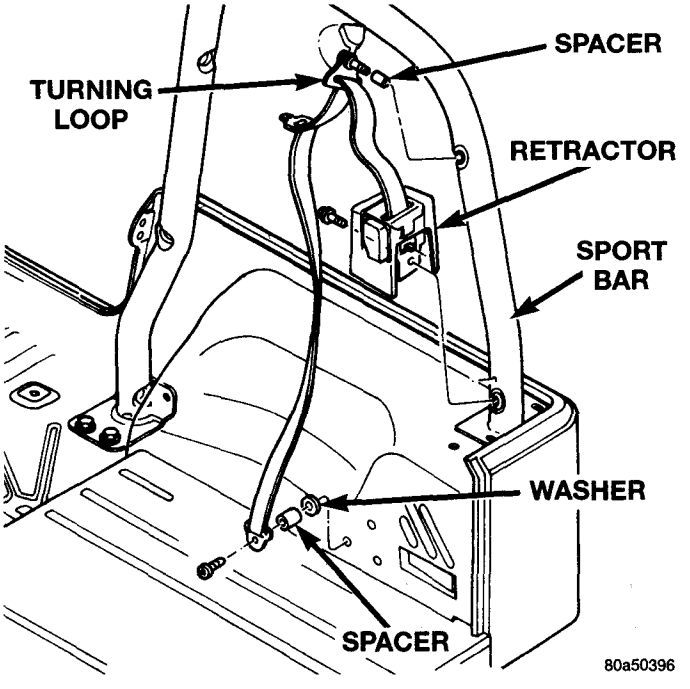


Fig. 55 Rear Belt Assembly

REAR BUCKLE REMOVAL

(1) Move the rear seat to the forward tumble position.

(2) Grasp the carpet between the buckles and lift to access the anchor bolt.

(3) Remove the anchor bolt and separate the buckle from the vehicle (Fig. 56).

REAR BUCKLE INSTALLATION

(1) Route the buckle through the carpet and align the holes.

(2) Install the anchor bolt. Tighten the bolt to 43 N·m (32 ft. lbs.) torque.

(3) Move the rear seat back to the latch position.

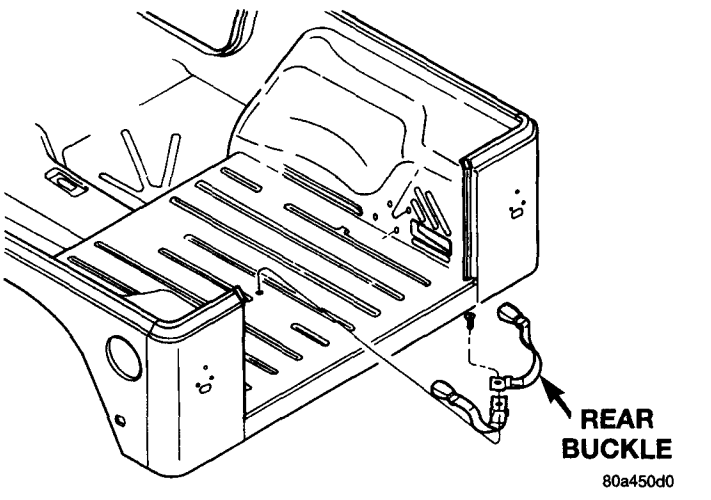


Fig. 56 Rear Buckle

BUCKET SEAT

REMOVAL

(1) Disengage seat belt electrical connector (Fig. 57).

(2) Remove the bolts attaching the rear of the seat frame to the floor panel.

(3) Remove the nuts attaching the front of the seat frame to floor panel (Fig. 58).

(4) Remove the seat from the vehicle.

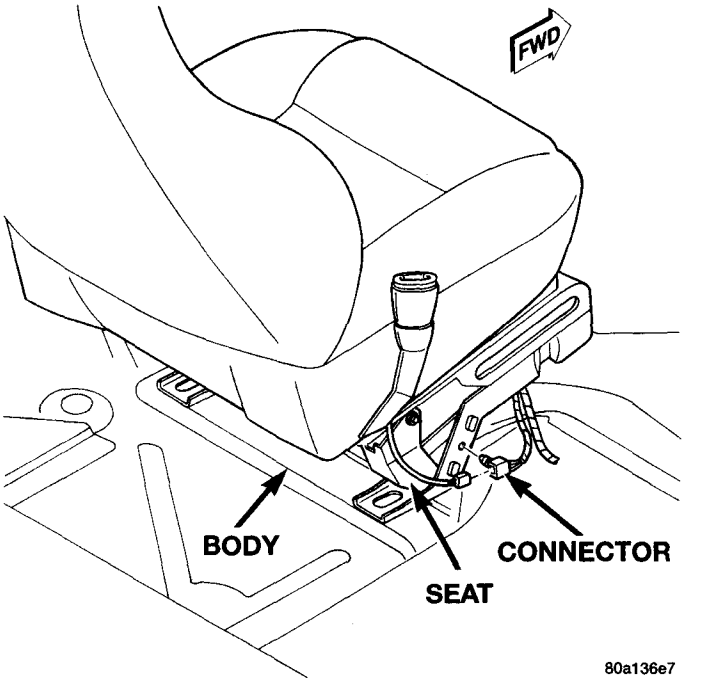


Fig. 57 Bucket Seat

INSTALLATION

(1) Position the seat in the vehicle.

(2) Install the bolts attaching the rear of seat frame to the floor panel. Tighten outboard bolts to 33

REMOVAL AND INSTALLATION (Continued)

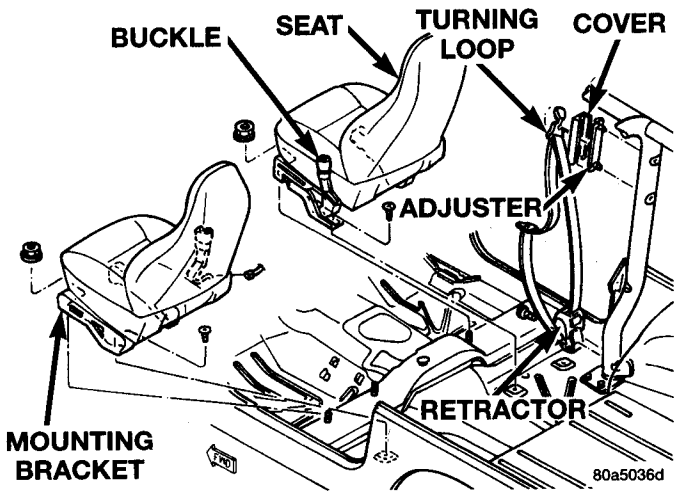


Fig. 58 Bucket Seat Removal

N·m (25 ft. lbs.) torque. Tighten inboard bolts to 47 N·m (35 ft. lbs.) torque.

(3) Install the nuts attaching the front of seat frame to the floor panel. Tighten nuts to 33 N·m (25 ft. lbs.) torque.

(4) Engage seat belt electrical connector.

MINI FLOOR CONSOLE

REMOVAL

(1) Move the seats to the full rearward position.

(2) Grasp shift handle (auto trans only) and firmly pull upward to remove.

(3) Using a small flat blade, pry up shift indicator bezel, disengage bezel lamp connector and remove bezel (auto trans only).

(4) Using a trim stick, pry up shift boot and remove (manual trans only).

(5) Remove the trim disc from the bottom of the cup holder.

(6) Remove the bolts attaching the console to the floor pan (Fig. 59).

(7) Shift transfer case to four low position.

(8) Lift the console upward and shift transmission to L (2nd gear for man. trans.).

(9) Remove console through the passenger door.

INSTALLATION

(1) Position and align the console in the vehicle.

(2) Install the bolts attaching the console to the floor pan.

(3) Install the trim disc

(4) Install shift boot/indicator bezel.

(5) Return seats to normal position.

(6) Install the shift handle.

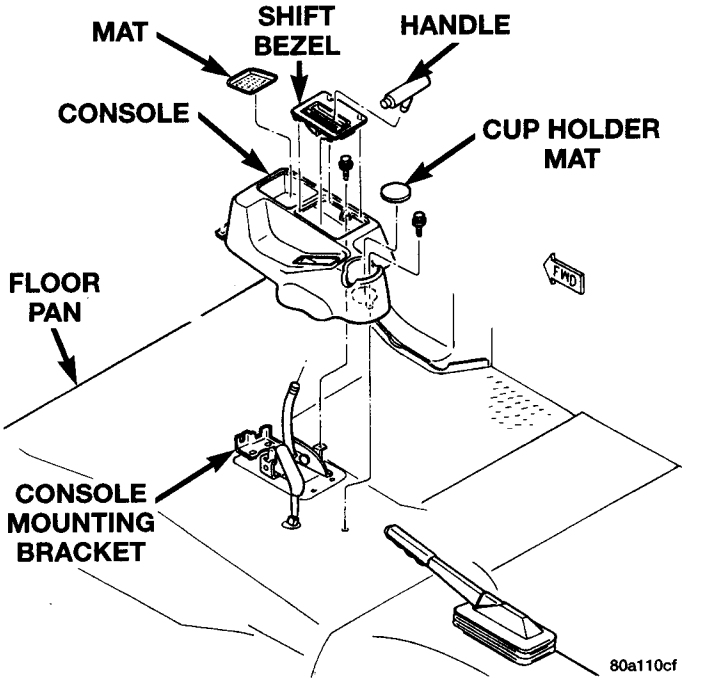


Fig. 59 Mini Floor Console

FULL FLOOR CONSOLE

REMOVAL

(1) Move the seats to the full rearward position.

(2) Move the passenger seat in the full recline position.

(3) Grasp shift handle (auto trans only) and firmly pull upward to remove.

(4) Using a small flat blade, pry up shift indicator bezel, disengage bezel lamp connector and remove bezel (auto trans only).

(5) Using a trim stick, pry up shift boot and remove (manual trans only).

(6) Remove the bolts attaching the console to the floor pan (Fig. 60).

(7) Shift transfer case to four low position.

(8) Engage parking brake.

(9) Lift the console upward and rotate to remove through the passenger door.

INSTALLATION

(1) Position and align the console in the vehicle.

(2) Install the bolts attaching the console to the floor pan.

(3) Install shift boot/indicator bezel.

(4) Return seats to normal position.

(5) Install the shift handle.

CONSOLE LOCK CYLINDER

REMOVAL

(1) Open the console cover.

REMOVAL AND INSTALLATION (Continued)

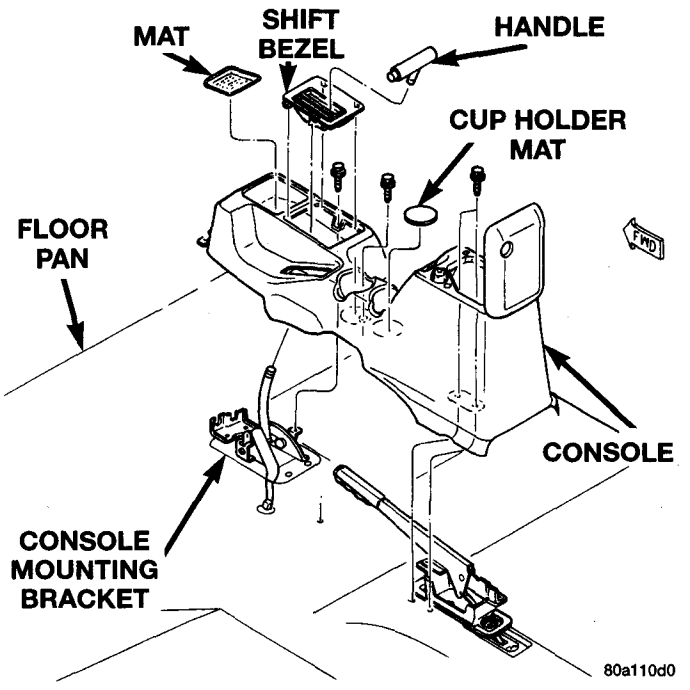


Fig. 60 Full Floor Console

(2) Remove the screw that attaches the retainer to the lock and then remove the retainer from the lock (Fig. 61).

(3) Remove the lock cylinder from the console cover.

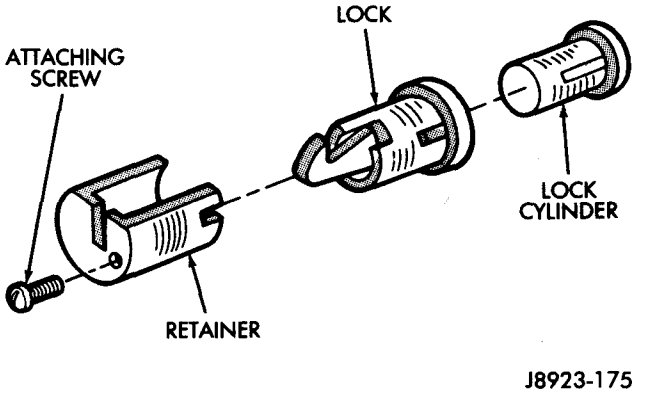


Fig. 61 Console Lock Cylinder

INSTALLATION

(1) Insert the assembled lock in the console cover hole and position the retainer on the lock and install the screw.

SHIFT BOOT

REMOVAL

(1) Using a trim stick, pry the shift boot from the bezel.

(2) Using a small flat blade, pry the shift pattern insert from the shift knob.

(3) Remove the nut attaching the shift knob to the shift lever (Fig. 62).

(4) Remove the knob and slide the shift boot from the shift lever.

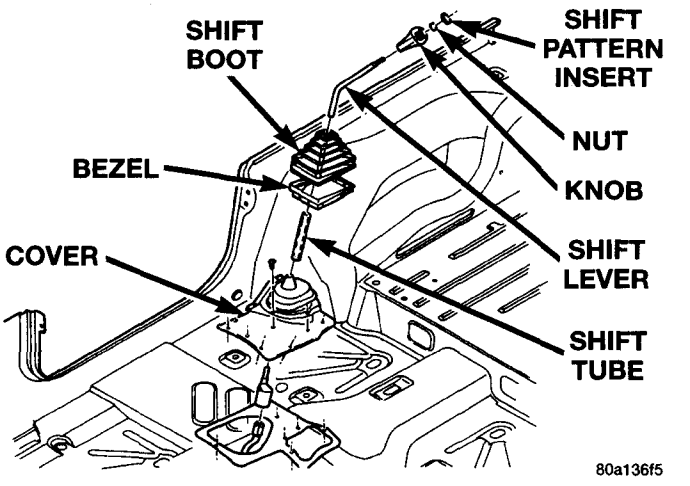


Fig. 62 Shift Boot

INSTALLATION

(1) Slide the shift boot over the shift lever.

(2) Position the shift knob on the lever and install the nut.

(3) Position the shift pattern insert on the knob and press into place.

REAR SEAT

REMOVAL

(1) Move the front seats to the full forward position.

(2) Pull on the rear seat latch to disengage the rear seat from the striker.

(3) Lift the rear seat to the forward tumble position.

(4) Remove the hitch pins from the seat frame pivot pins.

(5) Slide the seat to the left to disengage the pivot pin from the pivot bracket.

(6) Slide the seat to the right to disengage the opposite pivot pin from the pivot bracket (Fig. 63).

(7) Remove the seat through the passenger door opening.

INSTALLATION

(1) Position the seat on the rear floor panel and engage the seat frame pivot pins with the pivot brackets.

(2) Install the hitch pins on the seat frame pivot pins.

(3) Move the seat back to the latch position and engage the strikers with the latch brackets.

REMOVAL AND INSTALLATION (Continued)

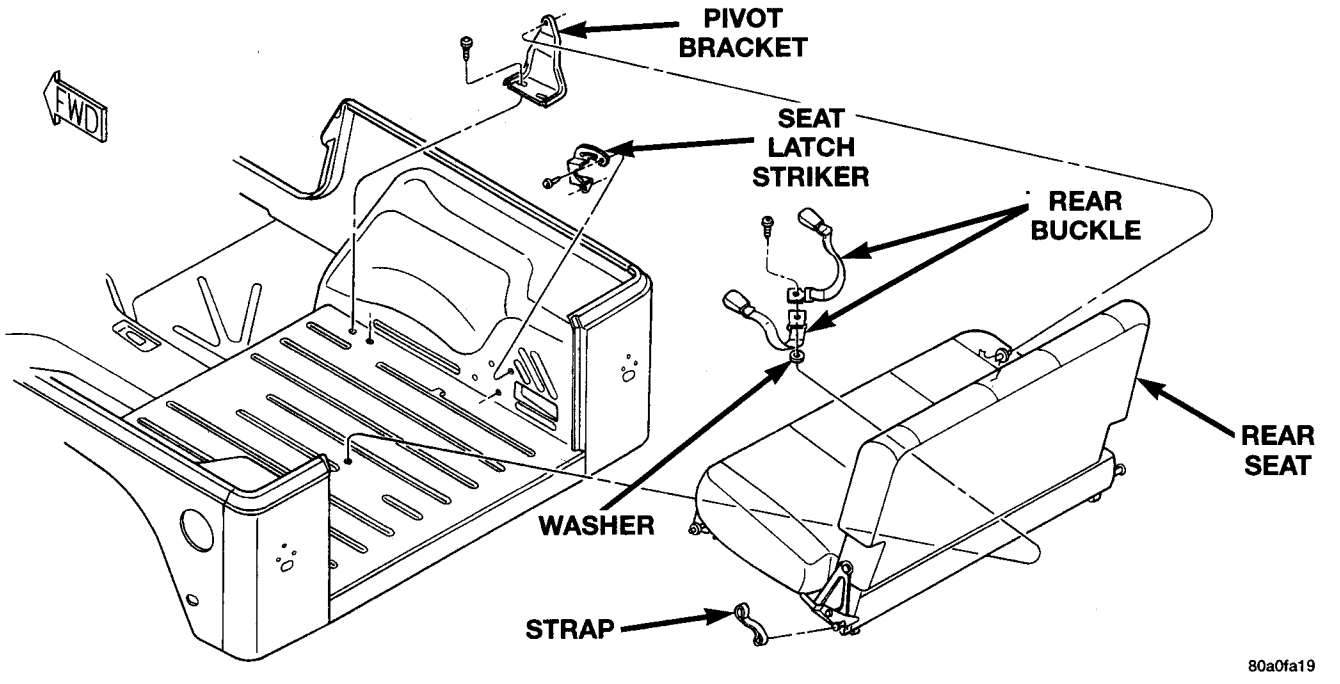


Fig. 63 Rear Seat

ADD-A-TRUNK

REMOVAL

(1) Release latches under trunk panel and lift panel up.

(2) Remove bolts attaching trunk to inner body panel (Fig. 64).

(3) Separate trunk from vehicle.

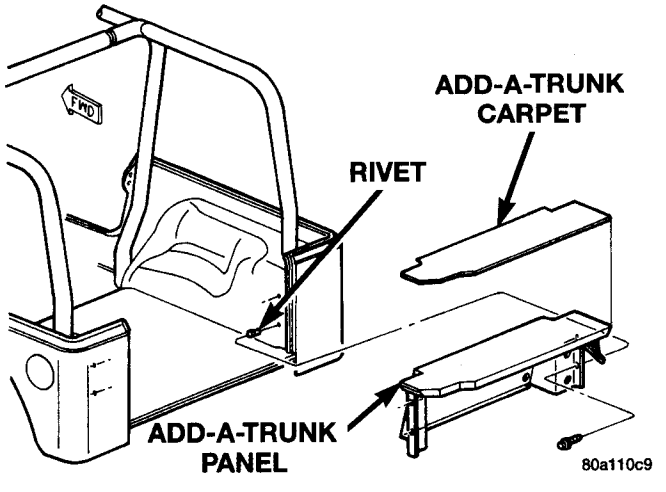


Fig. 64 Add-A-Trunk

INSTALLATION

(1) Position the trunk in the cargo space.

(2) Install the bolts.

FRONT CARPET/MAT

REMOVAL

(1) Remove the screws attaching the console to the floor pan.

(2) If equipped, remove the retainers attaching the carpet/mat to the dash panel (Fig. 65).

(3) Disengage the snaps around the perimeter of the seats.

(4) Remove carpet/mat from the vehicle

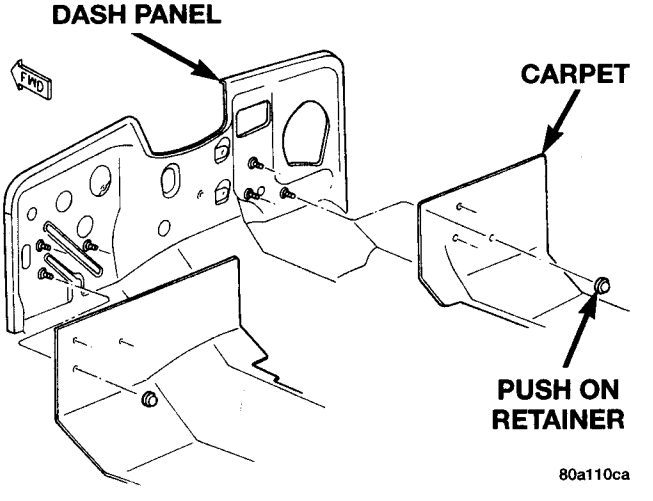


Fig. 65 Front Carpet/Mat

INSTALLATION

(1) Position the carpet/mat in the vehicle

(2) Engage the snaps around the perimeter of the seats.

REMOVAL AND INSTALLATION (Continued)

(3) If equipped, Install the retainers attaching the carpet/mat to the dash panel.

(4) Install the screws attaching the console to the floor pan.

CENTER CARPET

REMOVAL

(1) Disengage the snaps around the perimeter of the bucket seats.

(2) Remove the carpet.

INSTALLATION

(1) Position the carpet in the vehicle.

(2) Engage the snaps around the perimeter of the bucket seats.

CARGO AREA CARPET/MAT

REMOVAL

(1) Position the rear seat in the full forward position.

(2) Pull the from under the rear seat.

(3) If equipped, remove the Add-A-Trunk.

(4) Route the rear seat belt buckles through the cargo area carpet/mat

(5) Separate the carpet/mat from the vehicle (Fig. 66).

INSTALLATION

(1) Position the carpet/mat in the vehicle.

(2) If necessary, cut access slits into carpet for cargo holddown loops and rear seat belt buckle anchors.

(3) Route the rear seat belt buckles through the cargo area carpet/mat

(4) If equipped, install the Add-A-Trunk.

(5) Position the rear seat in the full rearward position.

WHEELHOUSE CARPET

REMOVAL

(1) Position the rear seat in the full forward position.

(2) If equipped, remove the Add-A-trunk.

(3) Grasp wheelhouse carpet and remove from vehicle (Fig. 66).

INSTALLATION

(1) Position wheelhouse carpet in vehicle and adjust as necessary.

(2) If equipped, install the Add-A-trunk.

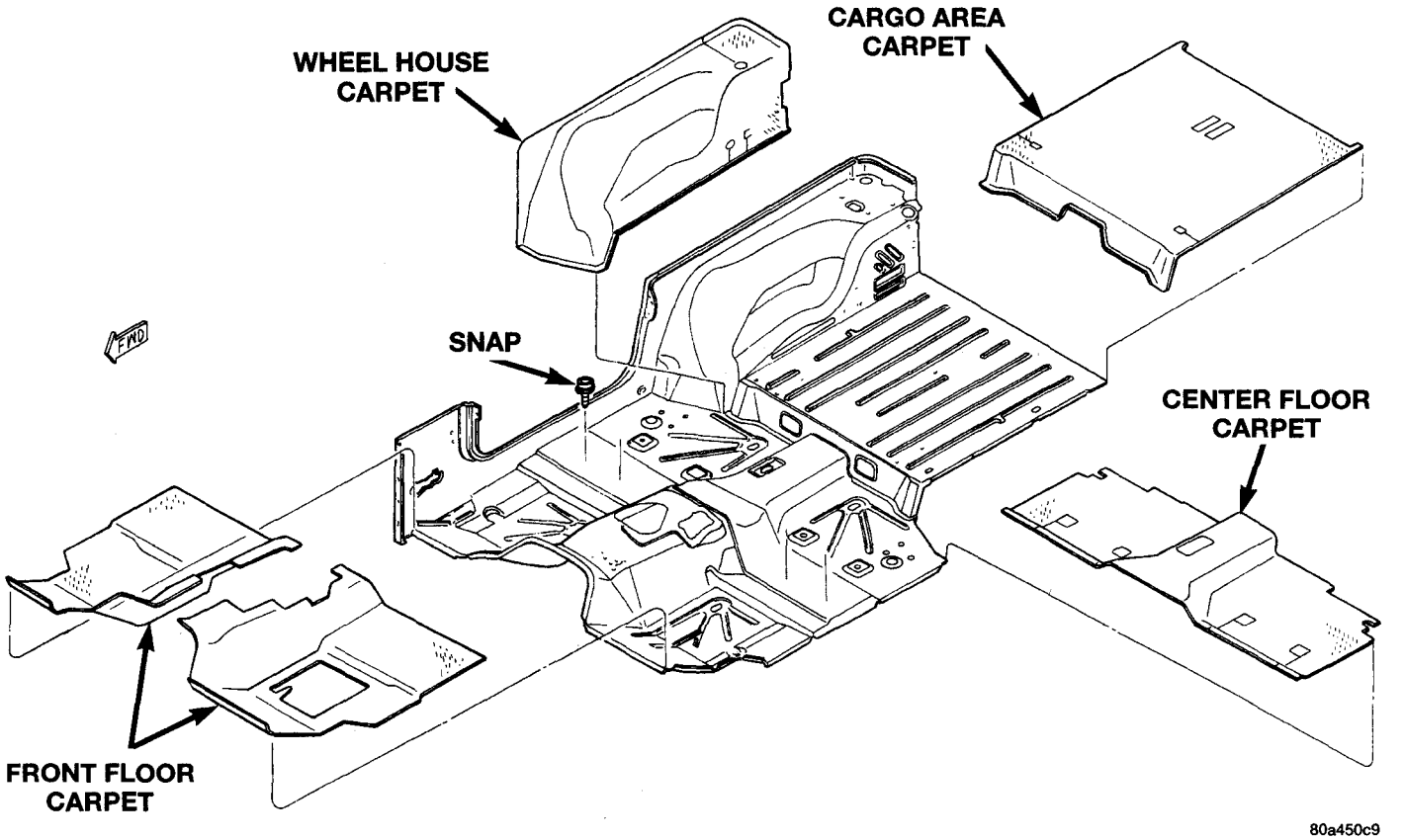


Fig. 66 Vehicle Carpet

REMOVAL AND INSTALLATION (Continued)

(3) Position the rear seat in the full rearward position.

SPORT BAR

REMOVAL

(1) Remove hard top and/or soft top.
(2) Remove the door opening frames.
(3) Remove the sunvisors.
(4) Remove the A-pillar weatherstrips strips (Fig. 67).
(5) Disengage center support bar cover zipper.
(6) Remove the bolts attaching the side support bars to the center support bar (Fig. 68).
(7) Remove the bolts attaching the side support bars to the windshield frame.
(8) Separate the side support bars from the vehicle.
(9) Pull back the center section of the car/mat and remove the bolts attaching the sport bar to the cargo floor panel.
(10) Lower the rear seat and lift rear seat to the full forward position.
(11) Pull back wheelhouse carpet and remove bolts attaching the directional cross bars to the wheelhouse.
(12) Remove the bolts attaching the seatbelt anchors to the wheelhouse.
(13) Disconnect sound bar. Refer to Group 8F, Audio Systems for removal and installation procedures.
(14) Carefully lift the sport bar upward and remove it from the vehicle.
(15) If necessary, remove the pads and covers from the sport bar.

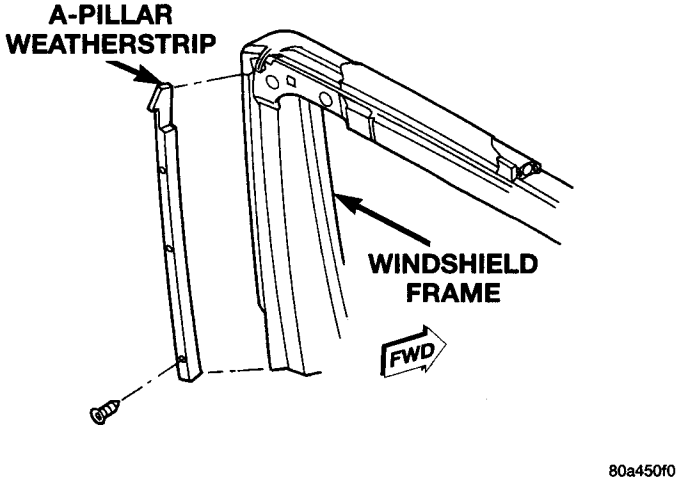


Fig. 67 A-Pillar Weatherstrip

INSTALLATION

(1) If necessary, transfer all attached components.
(2) Clean the base plate contact surface areas on the floor and wheelhouse panels.
(3) Apply epoxy chromate primer to the attaching hole edges for protection against corrosion.
(4) Position the sport bar base plates on the floor and wheelhouse panels with the holes aligned.

NOTE: To prevent water seepage, apply 3M Drip-Chek Sealant (or an equivalent product) to the underside of the sport bar base flanges and all the bolt heads before installation.

(5) Connect sound bar. Refer to Group 8F, Audio Systems for removal and installation procedures.
(6) Install the bolts attaching the seatbelt anchors to the wheelhouse.
(7) Install the bolts attaching the directional cross bars to the wheelhouse and install the wheelhouse carpet. Tighten the bolts to 40 N·m (30 ft. lbs.) torque.
(8) Return seat back to upright position.
(9) Install the bolts attaching the sport bar to the cargo floor panel and install the center carpet. Tighten the bolts to 40 N·m (30 ft. lbs.) torque.
(10) Position side supports at the windshield and install the bolts attaching the side support bars to the windshield frame. Tighten the bolts to 32 N·m (24 ft. lbs.) torque.
(11) Install the bolts attaching the side support bars to the center support bar. Tighten the bolts to 71 N·m (53 ft. lbs.) torque.
(12) Engage center support bar cover zipper.
(13) Install the A-pillar windshield strips.
(14) Install the door opening frames.
(15) Install hard top and/or soft top.

REAR VIEW MIRROR

REMOVAL

(1) Loosen the mirror set screw.
(2) Slide the mirror up and off the support button (bracket) (Fig. 69).

INSTALLATION

(1) Slide the mirror onto the support button (bracket).

CAUTION: Do not over-tighten the setscrew because glass chipping and/or breakage could result.

(2) Tighten the mirror setscrew to 1 N·m (9 in. lbs.) torque.

REARVIEW MIRROR SUPPORT BRACKET

INSTALLATION

(1) Mark the position for the mirror bracket on the outside of the windshield glass with a wax pencil.

REMOVAL AND INSTALLATION (Continued)

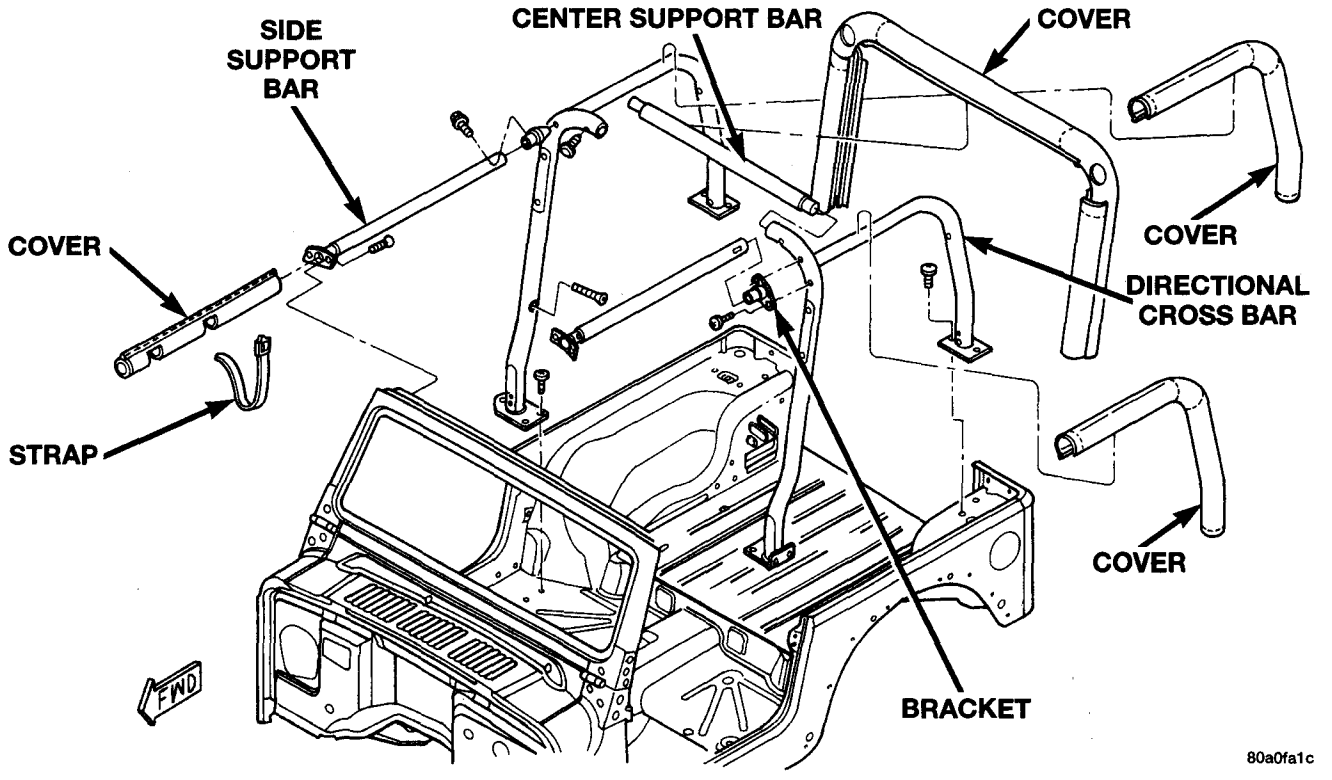


Fig. 68 Sport Bar

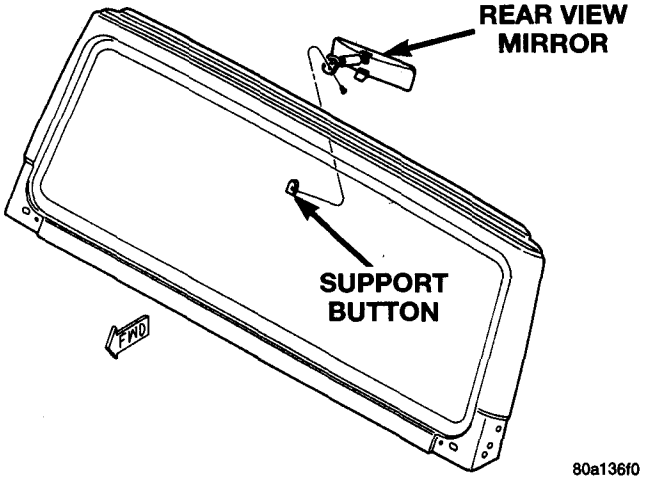


Fig. 69 Rear View Mirror

(2) Clean the bracket contact area on the glass. Use a mild powdered cleanser on a cloth saturated with isopropyl (rubbing) alcohol. Finally, clean the glass with a paper towel dampened with alcohol.

(3) Sand the surface on the support bracket with fine grit-sandpaper. Wipe the bracket surface clean with a paper towel.

(4) Apply accelerator to the surface on the bracket according to the following instructions:

- Crush the vial to saturate the felt applicator.
- Remove the paper sleeve.
- Apply accelerator to the contact surface on the bracket.
- Allow the accelerator to dry for five minutes.
- Do not touch the bracket contact surface after the accelerator has been applied.

(5) Apply adhesive accelerator to the bracket contact surface on the windshield glass. Allow the accelerator to dry for one minute. Do not touch the glass contact surface after the accelerator has been applied.

(6) Install the bracket according to the following instructions:

- Apply one drop of adhesive at the center of the bracket contact-surface on the windshield glass.
- Apply an even coat of adhesive to the contact surface on the bracket.
- Align the bracket with the marked position on the windshield glass.
- Press and hold the bracket in place for at least one minute.

NOTE: Verify that the mirror support bracket is correctly aligned, because the adhesive will cure rapidly.

(7) Allow the adhesive to cure for 8-10 minutes. Remove any excess adhesive with an alcohol-dampened cloth.

(8) Allow the adhesive to cure for an additional 8-10 minutes before installing the mirror.

REMOVAL AND INSTALLATION (Continued)

SUNVISOR

REMOVAL

(1) Remove the screws that attach the sunvisor arm support brackets to the windshield frame (Fig. 70).

(2) Remove the sunvisor from the windshield frame

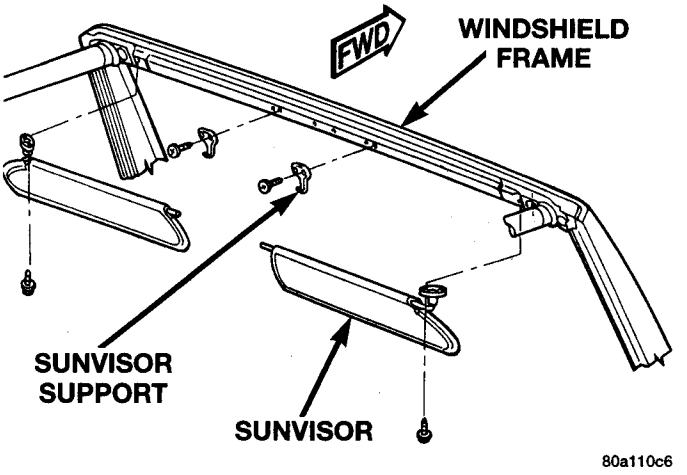


Fig. 70 Sunvisor

INSTALLATION

(1) Position the sunvisor on the windshield frame and align the arm support bracket holes with the frame.

(2) Install the screws that attach the sunvisor arm support brackets to the frame. Tighten the screws securely.

WHEELHOUSE SPLASH SHIELD

REMOVAL

(1) Remove the plastic rivets that attach the splash shield to the wheelhouse (Fig. 71).

(2) Remove the push-in fasteners attaching the splash shield to the wheelhouse. (The push-in fasteners are molded into the splash shield.)

(3) Remove the splash shield from the wheelhouse.

INSTALLATION

(1) Position the splash shield in the wheelhouse.

(2) Press the splash shield push-in fasteners into place.

(3) Attach the splash shield to the wheelhouse with rivets.

LIFTGATE GLASS SUPPORT CYLINDER

REMOVAL

WARNING: DO NOT REMOVE THE LIFTGATE SUPPORT RODS WITH THE LIFTGATE CLOSED. THE

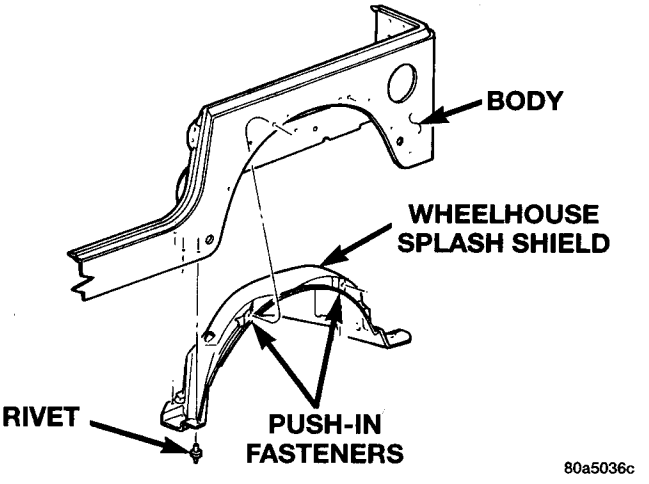


Fig. 71 Wheelhouse Splash Shield

SUPPORT ROD PISTONS ARE OPERATED BY HIGH PRESSURE GAS AND COULD CAUSE PERSONAL INJURY AND/OR VEHICLE DAMAGE IF THEY ARE REMOVED WITH THE PISTONS COMPRESSED (LIFTGATE CLOSED). ONCE REMOVED, DO NOT ATTEMPT TO DISASSEMBLE OR REPAIR THE SUPPORT RODS.

(1) Open and support the liftgate glass.

(2) Remove the support rod cylinder retaining clips at both ends of each support rod cylinder (Fig. 72).

(3) Pull the support rods off the ball studs (Fig. 73).

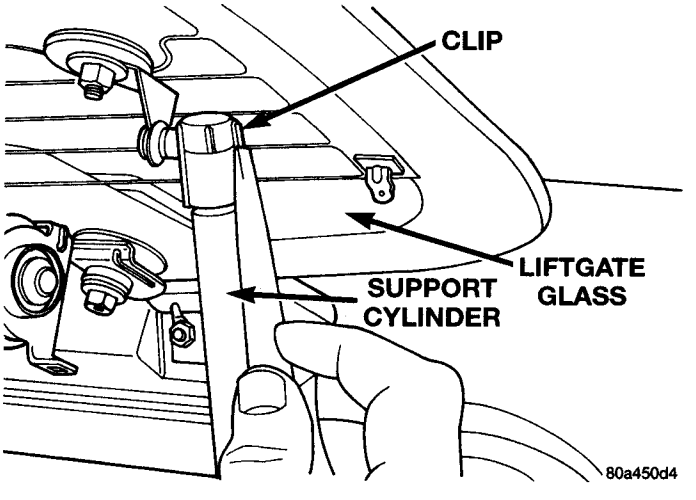


Fig. 72 Support Rod Cylinder

INSTALLATION

(1) Position the support rod cylinders on the ball studs.

(2) Install the support rod cylinder retainer clips.

REMOVAL AND INSTALLATION (Continued)

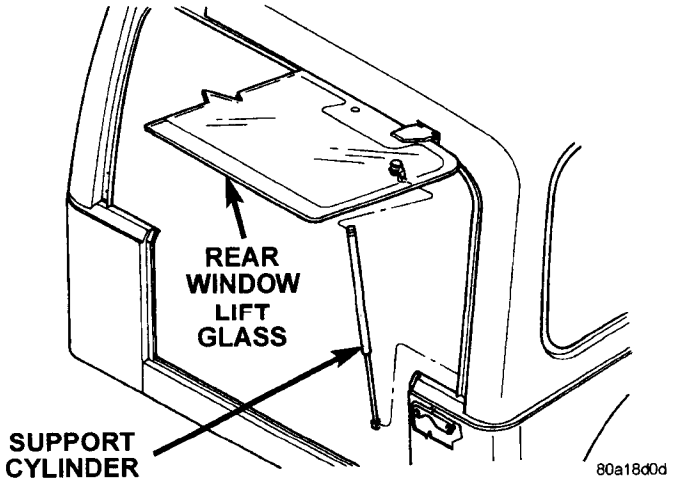


Fig. 73 Support Rod Cylinder Removal

LIFTGATE GLASS

REMOVAL

(1) If equipped, disconnect the rear defroster harness connectors (Fig. 74).

(2) If equipped, disconnect the wiper motor harness connectors.

WARNING: DO NOT REMOVE THE LIFTGATE SUPPORT RODS WITH THE LIFTGATE CLOSED. THE SUPPORT ROD PISTONS ARE OPERATED BY HIGH PRESSURE GAS AND COULD CAUSE PERSONAL INJURY AND/OR VEHICLE DAMAGE IF THEY ARE REMOVED WITH THE PISTONS COMPRESSED (LIFTGATE CLOSED). ONCE REMOVED, DO NOT ATTEMPT TO DISASSEMBLE OR REPAIR THE SUPPORT RODS.

(3) Open the tailgate and liftgate.

(4) Remove support rod cylinders.

(5) Remove the bolts attaching the liftgate hinge to the hardtop (Fig. 75).

(6) Separate the liftgate glass from the hard top.

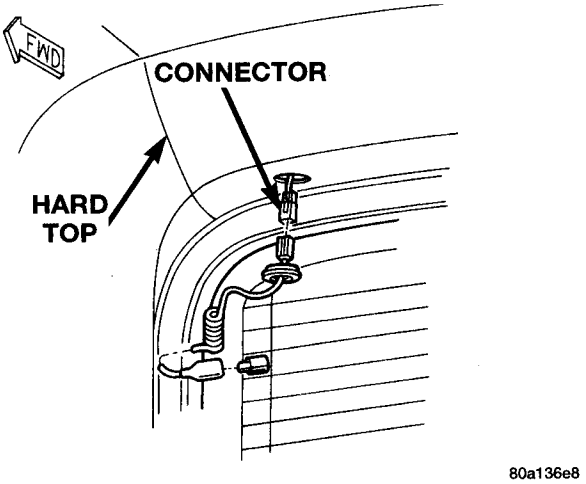


Fig. 74 Rear Defroster Connectors

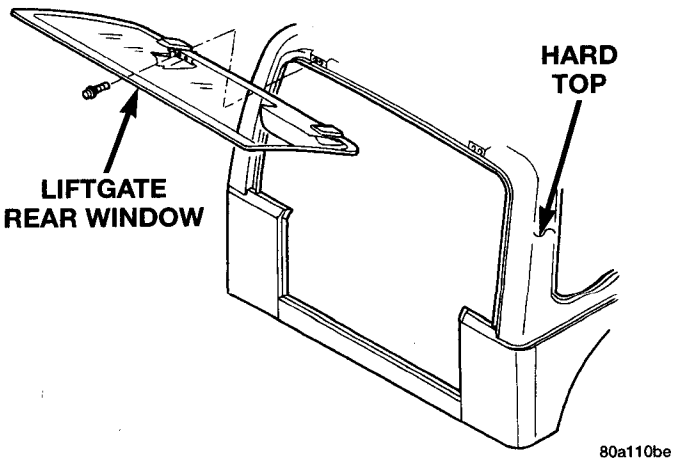


Fig. 75 Liftgate Glass

INSTALLATION

Transfer all related components

(1) If removed, install support rod ball studs. Tighten the nut to 12 N·m (112 in. lbs.) torque.

(2) Position the liftgate glass at the hard top.

(3) Install the bolts attaching the liftgate hinge to the hardtop. Tighten the bolts to 10 N·m (95 in. lbs.) torque.

(4) Position the support rod cylinders on the ball studs and install the clips.

LIFTGATE GLASS HINGE

REMOVAL

(1) Open tailgate.

(2) Open and support liftgate glass.

(3) Remove wiper motor cover (right hinge only).

(4) Remove the nut attaching the liftgate hinge to the liftgate glass.

(5) Mark the position of the hinge in the top and remove the bolts attaching the hinge to the top (Fig. 76).

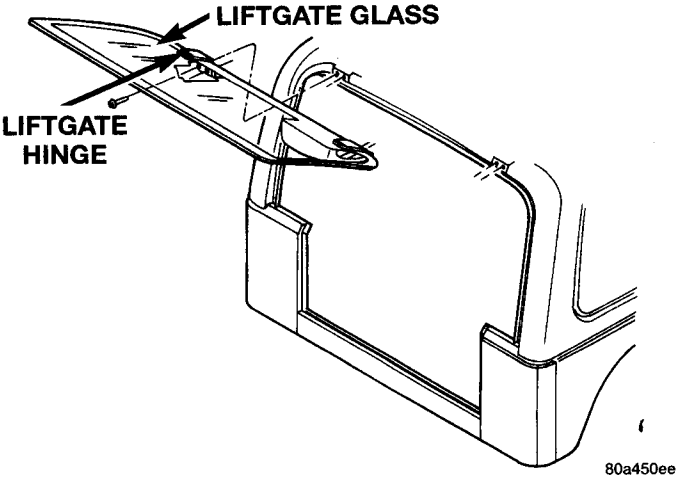


Fig. 76 Liftgate Hinge

REMOVAL AND INSTALLATION (Continued)

INSTALLATION

(1) Align and position the hinge on the top and install the bolts.

(2) Install the nut attaching the liftgate hinge to the liftgate glass. Tighten the nut to 6 N·m (53 in. lbs.) torque.

(3) If removed, install wiper motor cover.

LIFTGATE GLASS WEATHERSTRIP

REMOVAL

(1) Open the liftgate.

(2) Peel back corner of weatherstrip and slide weatherstrip out of liftgate glass channel.

INSTALLATION

(1) Position the weatherstrip in the liftgate glass weatherstrip channel.

(2) Slide weatherstrip through channel until seated.

SPARE TIRE CARRIER

REMOVAL

(1) Remove the spare tire from the wheel bracket (Fig. 77).

(2) Remove the bolts that attach the tire bracket to the tailgate (Fig. 78).

(3) Disconnect CHMSL.

(4) Remove the bracket and the gaskets from the tailgate.

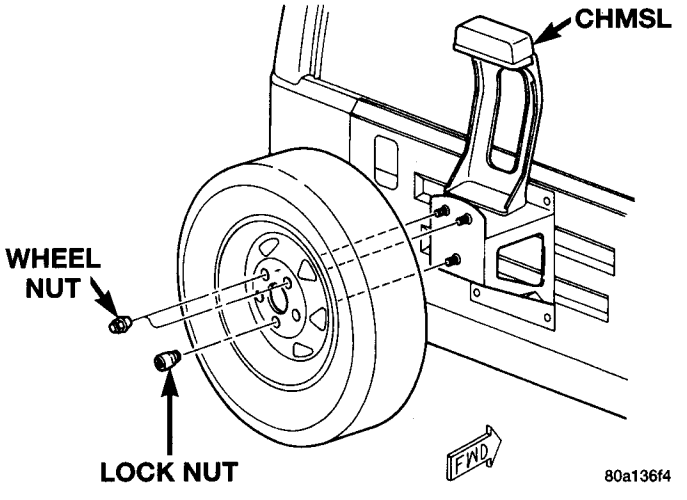


Fig. 77 Spare Tire

INSTALLATION

(1) Position the gaskets and the tire bracket on the tailgate and install the bolts. Tighten the bolts to 24 N·m (17 ft. lbs.) torque.

(2) Connect CHMSL connector.

(3) Install the spare tire on the tire bracket.

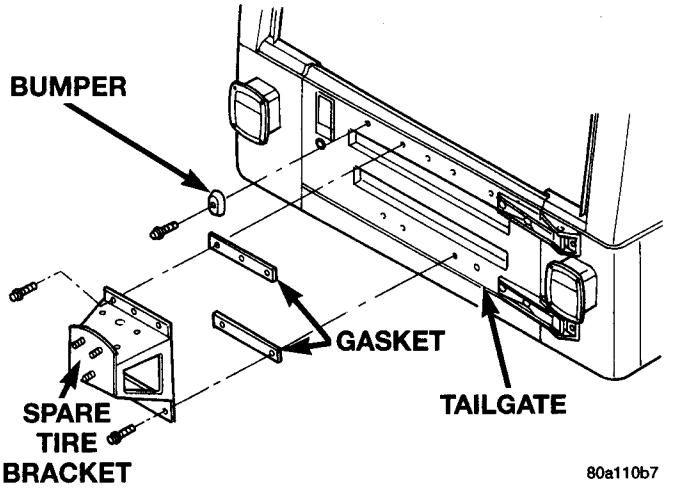


Fig. 78 Spare Tire Bracket

LICENSE PLATE BEZEL

REMOVAL

(1) If installed, remove the license plate.

(2) Remove the screws attaching the license plate bezel to the body (Fig. 79).

(3) Separate the bezel from the body.

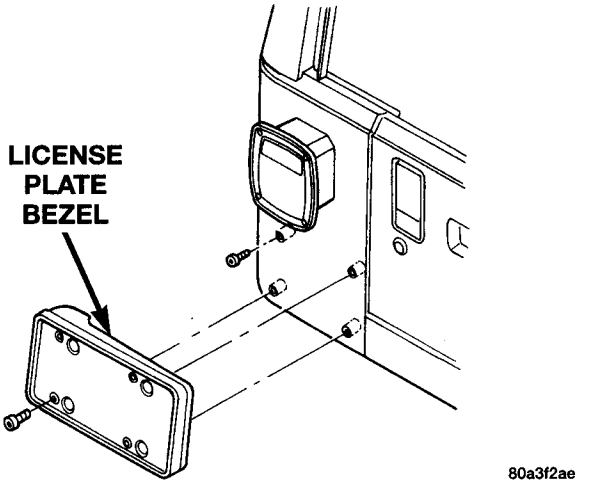


Fig. 79 License Plate Bezel

INSTALLATION

(1) Position the bezel on the body.

(2) Install the screws attaching the license plate bezel to the body.

(3) If removed, install the license plate.

TAILGATE

REMOVAL

(1) Remove the spare tire.

(2) Open the tailgate and remove the CHMSL contact cover (Fig. 80).

(3) Disengage the CHMSL electrical connectors.

REMOVAL AND INSTALLATION (Continued)

(4) Remove the screws that attach the tailgate hinge to the tailgate.
(5) Separate the tailgate from the vehicle.

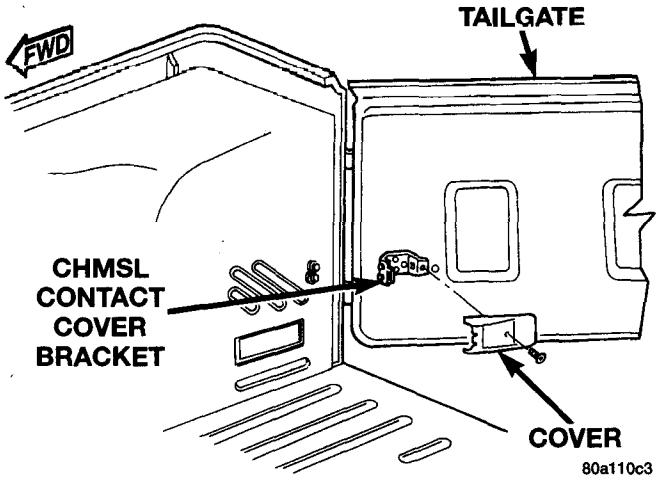


Fig. 80 CHMSL Contact Cover

INSTALLATION

If necessary, transfer tailgate related components.
(1) Install the screws that attach the tailgate hinge to the tailgate.
(2) Engage the CHMSL electrical connectors.
(3) Install the CHMSL contact cover.
(4) Close the tailgate and install the spare tire.

TAILGATE HINGE

Hinges may be serviced individually. If both are to be serviced, remove/install hinges one at a time.

REMOVAL

(1) Using a wax pencil, mark the position of the hinge on the body.
(2) Remove the screws attaching the hinge to the body and tailgate (Fig. 81).
(3) Separate the hinge from the tailgate.

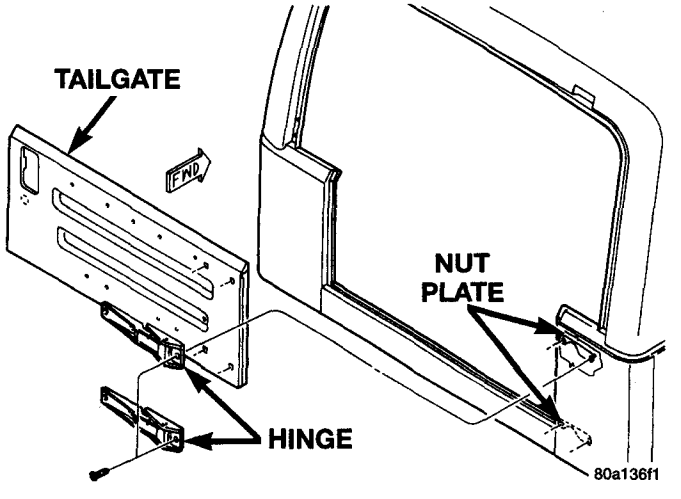


Fig. 81 Tailgate Hinge

INSTALLATION

(1) Prepare and paint the replacement hinge to match the body paint color.
(2) Lubricate the hinge with spray lubricant.
(3) Align and position the hinge on the body and tailgate.
(4) Install the screws. Tighten the screws to 23 N·m (200 in. lbs.) torque

TAILGATE OUTSIDE HANDLE

REMOVAL

(1) Remove the latch from the tailgate.
(2) Remove the screws attaching the outside handle to the tailgate (Fig. 82).
(3) Separate the outside handle and seal from the tailgate.

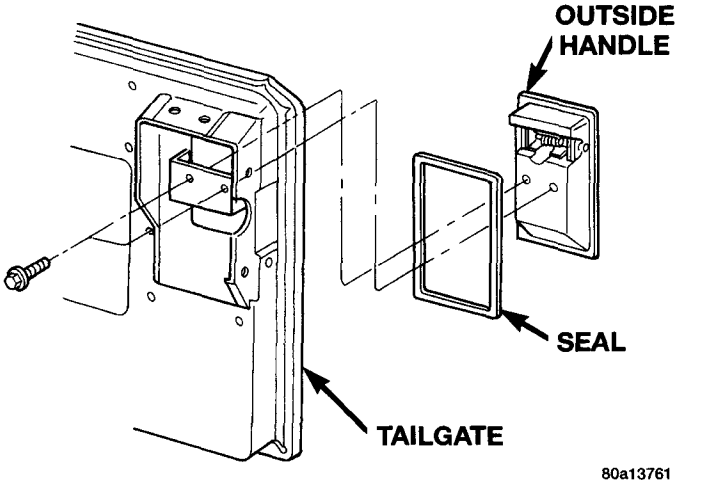


Fig. 82 Tailgate Outside Handle

INSTALLATION

(1) Position the seal and outside release handle on the tailgate. and install screws.
(2) Install the screws attaching the outside handle to the tailgate.
(3) Install the latch.

TAILGATE LOCK CYLINDER

REMOVAL

(1) Open the tailgate.
(2) Remove the latch cover.
(3) Remove the lock cylinder retainer clip.
Remove the lock cylinder from the tailgate opening.

INSTALLATION

(1) Position the lock cylinder in the tailgate opening.
(2) Connect the lock cylinder to latch rod.
(3) Install the lock cylinder retainer clip.
(4) Install the latch cover.

REMOVAL AND INSTALLATION (Continued)

TAILGATE LATCH

REMOVAL

(1) Open the tailgate and remove the latch trim cover (Fig. 83).
(2) Disconnect the outside handle to latch rod.
(3) Disconnect the lock cylinder to latch rod.
(4) Remove the screw attaching latch to tailgate.
(5) Separate the latch from the tailgate.

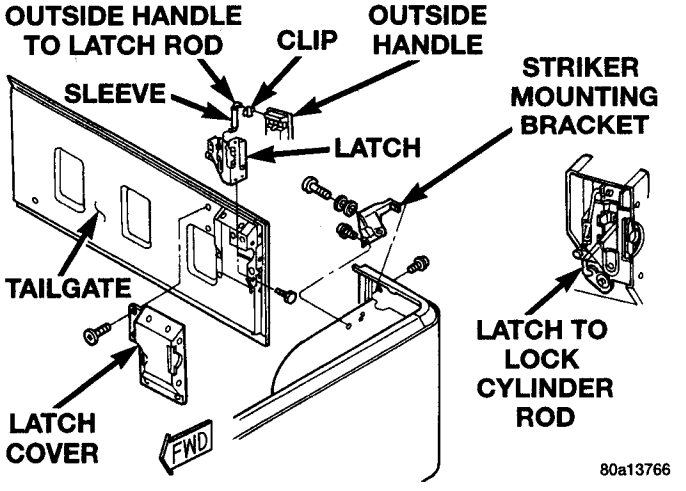


Fig. 83 Tailgate Latch Cover

INSTALLATION

(1) Position the latch in the tailgate.
(2) Install the screw attaching latch to tailgate. Do not tighten screw.
(3) Connect the lock cylinder to latch rod.
(4) Connect the outside handle to latch rod.
(5) Install the latch trim cover. Tighten all screws.

TAILGATE LATCH STRIKER

REMOVAL

(1) Remove the striker from the bracket with a Torx bit.
(2) Remove the shim washers from the bracket.
(3) Remove the screws attaching the striker bracket to the body.

INSTALLATION

(1) Position the striker bracket on the body and install the screws.
(2) Position the striker and shim washers on the striker bracket.
(3) Install the striker in the bracket with a Torx bit. Tighten the striker to 71 N·m (52 ft. lbs.) torque.

TAILGATE WEATHERSTRIP AND CHANNEL

REMOVAL

(1) Open the tailgate.
(2) Remove the push-in fasteners attaching the weatherstrip to the top corners of the tailgate (Fig. 84).
(3) Peel the weatherstrip from the upper tailgate corners.
(4) Slide the weatherstrip out of the tailgate.
(5) If the weatherstrip channel requires replacement, peel the weatherstrip channel from the tailgate.

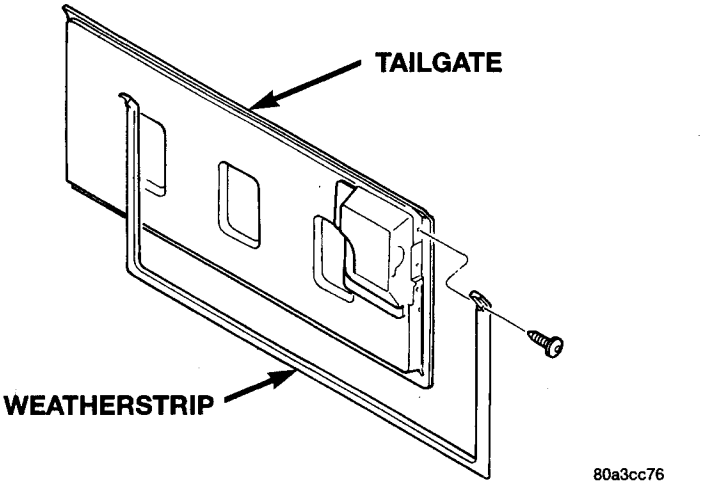


Fig. 84 Tailgate Weatherstrip

INSTALLATION

(1) If the weatherstrip channel is being replaced;
(a) Clean the channel contact surface on the tailgate with isopropyl alcohol, or equivalent.
(b) Peel the paper backing from the weatherstrip channel.
(c) Position weatherstrip channel to the tailgate and press into place.
(d) Use hand pressure or a roller to wet out the tape adhesive holding the weatherstrip channel to the tailgate.
(2) Slide the weatherstrip into the weatherstrip channel.
(3) Clean the weatherstrip contact surface on the tailgate with isopropyl alcohol, or equivalent.
(4) Remove paper backing from upper ends of weatherstrip.
(5) Position the weatherstrip to the tailgate and press it into place.
(6) Install the push-in fasteners attaching the weatherstrip to the tailgate.
(7) Use hand pressure or a roller to wet out the tape adhesive holding the weatherstrip to the tailgate.

ADJUSTMENTS

HOOD ADJUSTMENT

The hood hinge screw holes are oversized to facilitate hood adjustment movement.

(1) Loosen the screws.

(2) Move the hood in the direction(s) required for correct alignment.

(3) Tighten the screws.

DOOR ADJUSTMENT

The doors are adjusted at the hinge attaching locations on either the body or the door. Enlarged holes are located in the body (lower hinge only) for fore, aft and tilt adjustments. Enlarged holes are also located in the door (upper and lower hinges) for up, down, fore, aft and tilt adjustments.

Prior to door adjustment or alignment, the door latch must be removed to allow the door to close freely and be properly aligned.

The door latch striker should be adjusted in or out to allow the door latch to be fully engaged. The door should be flush with the adjacent body panels.

TAILGATE ADJUSTMENT

(1) Loosen the tailgate hinge-to-body screws.

(2) Align the tailgate in the body opening and tighten the hinge screws.

SPECIFICATIONS

BODY LUBRICANTS

COMPONENT	SERVICE INTERVAL	LUBRICANT
Door Latches	As Required	Multi-Purpose Grease NLGI GC-LB (Water Resistant) (1)
Hood Latch, Release Mechanism & Safety Latch	As Required (When Performing Other Underhood Service)	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Hood Hinges	As Required	Engine Oil
Seat Track & Release Mechanism	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Tailgate Hinge	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Liftgate Support Arms	As Required	Engine Oil
Tailgate Latches	As Required	White Spray Lubricant (3)
Tailgate Release Handle	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (2)
Window System Components	As Required	White Spray Lubricant (3)
Lock Cylinders	Twice A Year	Lock Cylinder Lubricant (4)
Parking Brake Mechanism	As Required	Multi-Purpose Grease NLGI GC-LB 2 EP (1)
1 = Mopar Wheel Bering Grease (High Temp) 2 = Mopar Multi-Mileage Lubricant 3 = Mopar Spray White Lube 4 = Mopar Lock Cylinder Lubricant		

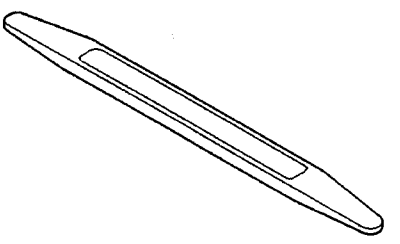
SPECIFICATIONS (Continued)

TORQUE SPECIFICATIONS

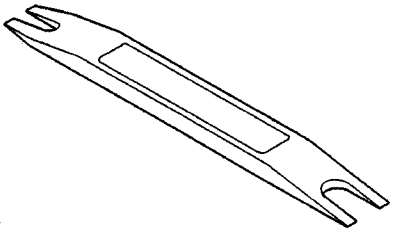
DESCRIPTION	TORQUE
Hood hinge screws	17 N·m (155 in. lbs.)
Bucket seat front anchor nut	47 N·m (35 ft. lbs.)
Bucket seat rear inboard anchor bolt	47 N·m (35 ft. lbs.)
Bucket seat rear outboard anchor bolt	33 N·m (25 ft. lbs.)
Liftgate glass ball stud nut	12 N·m (112 in. lbs.)
Liftgate glass hinge nut	6 N·m (53 in. lbs.)
Liftgate hinge to hardtop bolt	10 N·m (95 in. lbs.)
Front turning loop bolt	47 N·m (35 ft. lbs.)
Front retractor bolt	47 N·m (35 ft. lbs.)
Rear retractor bolt	47 N·m (35 ft. lbs.)
Rear turning loop bolt	47 N·m (35 ft. lbs.)
Rear belt anchor bolt	47 N·m (35 ft. lbs.)
Rearview mirror setscrew	1 N·m (9 in. lbs.)
Rear buckle anchor bolt	43 N·m (32 ft. lbs.)
Side support bar to sport bar bolts	71 N·m (53 ft. lbs.)
Sport bar to wheelhouse bolts	40 N·m (30 ft. lbs.)
Sport bar to cargo floor bolts	40 N·m (30 ft. lbs.)
Sport bar to windshield frame bolts	32 N·m (24 ft. lbs.)
Tailgate hinge screws	23 N·m (200 in. lbs.)
Tailgate striker	71 N·m (52 ft. lbs.)

SPECIAL TOOLS

BODY



Trim Stick C-4755



Remover, Moldings C-4829