

# AUDIO SYSTEMS

## CONTENTS

	page		page
<b>GENERAL INFORMATION</b>		<b>AUDIO SYSTEM</b> .....	2
INTRODUCTION .....	1	<b>RADIO FREQUENCY INTERFERENCE</b> .....	6
<b>DESCRIPTION AND OPERATION</b>		<b>RADIO</b> .....	4
ANTENNA .....	1	<b>SPEAKER</b> .....	4
IGNITION-OFF DRAW FUSE .....	1	<b>REMOVAL AND INSTALLATION</b>	
RADIO NOISE SUPPRESSION .....	2	ANTENNA .....	8
RADIO .....	1	RADIO .....	6
SPEAKER .....	1	SOUND BAR .....	8
<b>DIAGNOSIS AND TESTING</b>		SPEAKER .....	7
ANTENNA .....	5		

## GENERAL INFORMATION

### INTRODUCTION

Following are general descriptions of the major components used in both the standard and optional factory-installed audio systems. Refer to 8W-47 Audio System in Group 8W - Wiring Diagrams for complete circuit descriptions and diagrams.

## DESCRIPTION AND OPERATION

### RADIO

Available factory-installed radio receivers for this model include an AM/FM (RAL sales code), an AM/FM/cassette (RAS sales code), and an AM/FM/CD/cassette/3-band graphic equalizer (RAZ sales code). All factory-installed radio receivers are stereo Electronically Tuned Radios (ETR), and include an electronic digital clock function.

For more information on radio features, setting procedures, and control functions refer to the owner's manual in the vehicle glove box.

### IGNITION-OFF DRAW FUSE

All vehicles are equipped with an Ignition-Off Draw (IOD) fuse that is removed when the vehicle is shipped from the factory. This fuse feeds various accessories that require battery current when the ignition switch is in the Off position, including the clock and radio station preset memory functions. The fuse is removed to prevent battery discharge during vehicle storage.

When removing or installing the IOD fuse, it is important that the ignition switch be in the Off position. Failure to place the ignition switch in the Off

position can cause the radio display to become scrambled when the IOD fuse is removed and replaced. Removing and replacing the IOD fuse again, with the ignition switch in the Off position, will correct the scrambled display condition.

The IOD fuse should be checked if the radio station preset memory or clock functions are erratic or inoperative. The IOD fuse is located in the Power Distribution Center (PDC). Refer to the PDC label for IOD fuse identification and location.

### SPEAKER

The standard equipment speaker system includes two full-range speakers. Each speaker is mounted behind a removable bezel located on the outboard ends of the lower instrument panel.

The sound bar option adds two full-range speakers to the standard speaker system, for a total of four speakers. Each of the additional speakers is mounted behind a grille located on the outboard ends of the sound bar, which is attached from side-to-side to the sport bar above the rear seating area of the vehicle.

### ANTENNA

All models use a fixed-length stainless steel rod-type antenna mast, installed on the right front cowl side panel of the vehicle. The antenna mast is connected to the center wire of the coaxial antenna cable, and is not grounded to any part of the vehicle.

To eliminate static, the antenna base must have a good ground. The antenna coaxial cable shield (the outer wire mesh of the cable) is grounded to the antenna base and the radio chassis.

The antenna coaxial cable has an additional disconnect, located behind the right end of the instrument panel between the radio and the right cowl side

## DESCRIPTION AND OPERATION (Continued)

panel. This additional disconnect allows the instrument panel assembly to be removed and installed without removing the radio.

The factory-installed Electronically Tuned Radios (ETRs) automatically compensate for radio antenna trim. Therefore, no antenna trimmer adjustment is required or possible when replacing the receiver or the antenna.

**RADIO NOISE SUPPRESSION**

Radio Frequency Interference (RFI) and Electro-Magnetic Interference (EMI) noise suppression is accomplished primarily through circuitry internal to the radio receivers. These internal suppression devices are only serviced as part of the radio receiver.

External suppression devices that are serviced, and should be checked in the case of RFI or EMI noise complaints, include the following:

- Radio antenna base ground
- Radio chassis ground wire, strap, or bracket
- Engine-to-body ground strap (if the vehicle is so equipped)
- Cab-to-bed ground strap (if the vehicle is so equipped)
- Heater core ground strap (if the vehicle is so equipped)
- Resistor-type spark plugs
- Radio suppression-type secondary ignition wiring.

In addition, if the source of RFI or EMI noise is identified as a component on the vehicle (i.e., generator, blower motor, etc.), the ground path for that component should be checked. If excessive resistance is found in that circuit, repair that circuit as required before considering any component replacement.

If the source of the noise is identified as two-way mobile radio or telephone equipment, check the equipment installation for the following:

- Power connections should be made directly to the battery, and fused as closely to the battery as possible.
- The antenna should be mounted on the roof or toward the rear of the vehicle. Remember that magnetic antenna mounts on the roof panel can adversely affect the operation of an overhead console compass, if the vehicle is so equipped.
- The antenna cable should be fully shielded coaxial cable, should be as short as is practical, and should be routed away from the factory-installed vehicle wire harnesses whenever possible.
- The antenna and cable must be carefully matched to ensure a low Standing Wave Ratio (SWR).

Fleet vehicles are available with an extra-cost RFI-suppressed Powertrain Control Module (PCM). This

unit reduces interference generated by the PCM on some radio frequencies used in two-way radio communications. However, this unit will not resolve complaints of RFI in the commercial AM or FM radio frequency ranges.

**DIAGNOSIS AND TESTING****AUDIO SYSTEM**

**WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

## DIAGNOSIS AND TESTING (Continued)

Audio System Diagnosis		
CONDITION	POSSIBLE CAUSE	CORRECTION
NO AUDIO.	<ol style="list-style-type: none"> <li>1. Fuse faulty.</li> <li>2. Radio connector faulty.</li> <li>3. Wiring faulty.</li> <li>4. Ground faulty.</li> <li>5. Radio faulty.</li> <li>6. Speakers faulty.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check radio fuses in Power Distribution Center. Replace fuses, if required.</li> <li>2. Check for loose or corroded radio connector. Repair, if required.</li> <li>3. Check for battery voltage at radio connector. Repair wiring, if required.</li> <li>4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.</li> <li>5. Exchange or replace radio, if required.</li> <li>6. See speaker diagnosis, in this group.</li> </ol>
NO DISPLAY.	<ol style="list-style-type: none"> <li>1. Fuse faulty.</li> <li>2. Radio connector faulty.</li> <li>3. Wiring faulty.</li> <li>4. Ground faulty.</li> <li>5. Radio faulty.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check radio fuses in Power Distribution Center. Replace fuses, if required.</li> <li>2. Check for loose or corroded radio connector. Repair, if required.</li> <li>3. Check for battery voltage at radio connector. Repair wiring, if required.</li> <li>4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.</li> <li>5. Exchange or replace radio, if required.</li> </ol>
CLOCK WILL NOT KEEP SET TIME.	<ol style="list-style-type: none"> <li>1. Fuse faulty.</li> <li>2. Radio connector faulty.</li> <li>3. Wiring faulty.</li> <li>4. Ground faulty.</li> <li>5. Radio faulty.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check ignition-off draw fuse. Replace fuse, if required.</li> <li>2. Check for loose or corroded radio connector. Repair, if required.</li> <li>3. Check for battery voltage at radio connector. Repair wiring, if required.</li> <li>4. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required.</li> <li>5. Exchange or replace radio, if required.</li> </ol>
POOR RADIO RECEPTION.	<ol style="list-style-type: none"> <li>1. Antenna faulty.</li> <li>2. Ground faulty.</li> <li>3. Radio faulty.</li> </ol>	<ol style="list-style-type: none"> <li>1. See antenna diagnosis, in this group. Repair or replace antenna, if required.</li> <li>2. Check for continuity between radio chassis and a known good ground. There should be continuity. Repair ground, if required..</li> <li>3. Exchange or replace radio, if required.</li> </ol>
NO/POOR TAPE OPERATION.	<ol style="list-style-type: none"> <li>1. Faulty tape.</li> <li>2. Foreign objects behind tape door.</li> <li>3. Dirty cassette tape head.</li> <li>4. Faulty tape deck.</li> </ol>	<ol style="list-style-type: none"> <li>1. Insert known good tape and test operation.</li> <li>2. Remove foreign objects and test operation.</li> <li>3. Clean head with Mopar Cassette Head Cleaner.</li> <li>4. Exchange or replace radio, if required.</li> </ol>
NO COMPACT DISC OPERATION	<ol style="list-style-type: none"> <li>1. Faulty CD.</li> <li>2. Foreign material on CD.</li> <li>3. Condensation on CD or optics.</li> <li>4. Faulty CD player.</li> </ol>	<ol style="list-style-type: none"> <li>1. Insert known good CD and test operation.</li> <li>2. Clean CD and test operation.</li> <li>3. Allow temperature of vehicle interior to stabilize and test operation.</li> <li>4. Exchange or replace radio, if required.</li> </ol>

## DIAGNOSIS AND TESTING (Continued)

**RADIO**

For circuit descriptions and diagrams, refer to 8W-47 - Audio System in Group 8W - Wiring Diagrams.

**WARNING: ON VEHICLES EQUIPPED WITH AIR-BAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIR-BAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

**CAUTION: The speaker output of the radio is a "floating ground" system. Do not allow any speaker lead to short to ground, as damage to the radio may result.**

(1) Check the fuse(s) in the Power Distribution Center (PDC). If OK, go to Step 2. If not OK, repair the shorted circuit or component as required and replace the faulty fuse(s).

(2) Check for battery voltage at the fuse(s) in the PDC. If OK, go to Step 3. If not OK, repair the open circuit to the battery and/or the ignition switch as required.

(3) Disconnect and isolate the battery negative cable. Remove the radio, but do not unplug the radio wire harness connectors. Check for continuity between the radio chassis and a good ground. There should be continuity. If OK, go to Step 4. If not OK, repair the open radio chassis ground circuit as required.

(4) Connect the battery negative cable. Turn the ignition switch to the On position. Check for battery voltage at the fused ignition switch output (accessory/run) circuit cavity of the left (gray) radio wire harness connector. If OK, go to Step 5. If not OK, repair the open circuit as required.

(5) Turn the ignition switch to the Off position. Check for battery voltage at the fused B(+) circuit cavity of the left (gray) radio wire harness connector. If OK, replace the faulty radio. If not OK, repair the open circuit to the Ignition-Off Draw (IOD) fuse as required.

**SPEAKER**

For circuit descriptions and diagrams, refer to 8W-47 - Audio System in Group 8W - Wiring Diagrams.

**WARNING: ON VEHICLES EQUIPPED WITH AIR-BAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY**

**STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIR-BAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

**CAUTION: The speaker output of the radio is a "floating ground" system. Do not allow any speaker lead to short to ground, as damage to the radio may result.**

(1) Turn the ignition switch to the On position. Turn the radio on. Adjust the balance and fader controls to check the performance of each individual speaker. Note the speaker locations that are not performing correctly. Go to Step 2.

(2) Turn the radio off. Disconnect and isolate the battery negative cable. Remove the radio. Unplug the wire harness connectors at the radio. Check both the speaker feed (+) circuit and return (-) circuit cavities for the inoperative speaker location(s) at the radio wire harness connectors for continuity to ground. In each case, there should be no continuity. If OK, go to Step 4. If not OK, go to Step 3.

(3) Leave the radio wire harness connectors unplugged. Unplug the wire harness connector at the inoperative speaker. Check both the speaker feed (+) circuit and return (-) circuit cavities of the speaker wire harness connector for continuity to ground. In each case, there should be no continuity. If OK, replace the shorted speaker. If not OK, repair the shorted circuit as required.

(4) Plug in the speaker wire harness connector. Check the resistance between the speaker feed (+) circuit and return (-) circuit cavities of the radio wire harness connectors for the inoperative speaker location(s). The meter should read between 3 and 8 ohms (speaker resistance). If OK, go to Step 5. If not OK, go to Step 6.

(5) Install a known good radio. Connect the battery negative cable. Turn the ignition switch to the On position. Turn on the radio and test the speaker operation. If OK, replace the faulty radio. If not OK, replace the faulty speaker.

(6) Turn the radio off. Turn the ignition switch to the Off position. Disconnect and isolate the battery negative cable. Remove the test radio. Unplug the speaker wire harness connector at the inoperative speaker. Check the resistance between the speaker feed (+) circuit cavities of the radio wire harness connector and the speaker wire harness connector. Repeat the check between the speaker return (-) circuit cavities of the radio wire harness connector and the speaker wire harness connector. In each case, there should be no measurable resistance. If OK,

## DIAGNOSIS AND TESTING (Continued)

replace the faulty speaker. If not OK, repair the speaker wire harness circuit(s) as required.

## ANTENNA

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The following four tests are used to diagnose the antenna with an ohmmeter:

- **Test 1** - Mast to ground test
- **Test 2** - Tip-of-mast to tip-of-conductor test
- **Test 3** - Body ground to battery ground test
- **Test 4** - Body ground to coaxial shield test.

The ohmmeter test lead connections for each test are shown in Antenna Tests (Fig. 1).

**NOTE:** This model has a two-piece antenna coaxial cable. Tests 2 and 4 must be conducted in two steps to isolate a coaxial cable problem; from the coaxial cable connection under the right end of the instrument panel near the right cowl side panel to the antenna base, and then from the coaxial cable connection to the radio chassis connection.

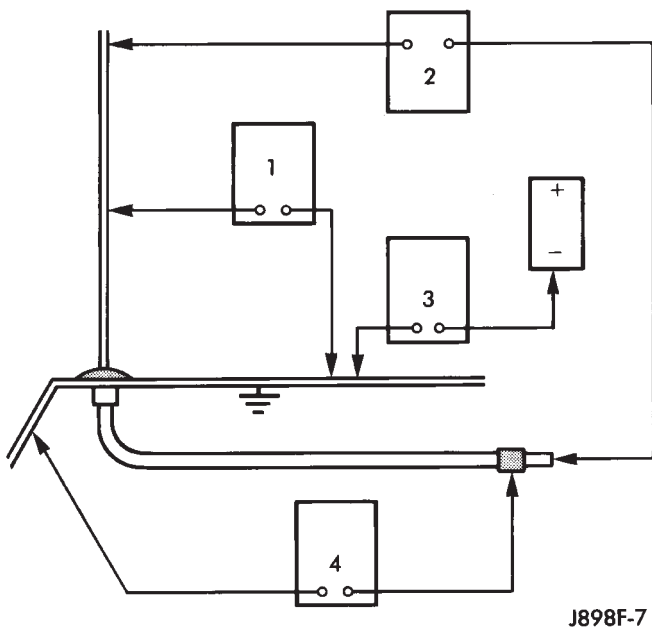


Fig. 1 Antenna Tests

## TEST 1

Test 1 determines if the antenna mast is insulated from the base. Proceed as follows:

- (1) Unplug the antenna coaxial cable connector from the radio chassis and isolate.
- (2) Connect one ohmmeter test lead to the tip of the antenna mast. Connect the other test lead to the antenna base. Check for continuity.
- (3) There should be no continuity. If continuity is found, replace the faulty or damaged antenna base and cable assembly.

## TEST 2

Test 2 checks the antenna for an open circuit as follows:

- (1) Unplug the antenna coaxial cable connector from the radio chassis.
- (2) Connect one ohmmeter test lead to the tip of the antenna mast. Connect the other test lead to the center pin of the antenna coaxial cable connector.
- (3) Continuity should exist (the ohmmeter should only register a fraction of an ohm). High or infinite resistance indicates damage to the base and cable assembly. Replace the faulty base and cable, if required.

## TEST 3

Test 3 checks the condition of the vehicle body ground connection. This test should be performed with the battery positive cable removed from the battery. Disconnect both battery cables, the negative cable first. Reconnect the battery negative cable and perform the test as follows:

- (1) Connect one ohmmeter test lead to the vehicle fender. Connect the other test lead to the battery negative post.
- (2) The resistance should be less than one ohm.
- (3) If the resistance is more than one ohm, check the braided ground strap connected to the engine and the vehicle body for being loose, corroded, or damaged. Repair the ground strap connection, if required.

## TEST 4

Test 4 checks the condition of the ground between the antenna base and the vehicle body as follows:

- (1) Connect one ohmmeter test lead to the vehicle fender. Connect the other test lead to the outer crimp on the antenna coaxial cable connector.
- (2) The resistance should be less than one ohm.
- (3) If the resistance is more than one ohm, clean and/or tighten the antenna base to fender mounting hardware.



## DIAGNOSIS AND TESTING (Continued)

## RADIO FREQUENCY INTERFERENCE

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Inspect the ground connections at the following:

- Blower motor
- Electric fuel pump
- Generator
- Ignition module
- Wiper motor
- Antenna coaxial ground
- Radio ground
- Body-to-engine braided ground strap (if the vehicle is so equipped).

Clean, tighten, or repair the connections as required.

Also inspect the following secondary ignition system components, as described in Group 8D - Ignition Systems:

- Spark plug wire routing and condition
- Distributor cap and rotor
- Ignition coil
- Spark plugs.

Reroute the spark plug wires or replace the faulty components as required.

## REMOVAL AND INSTALLATION

## RADIO

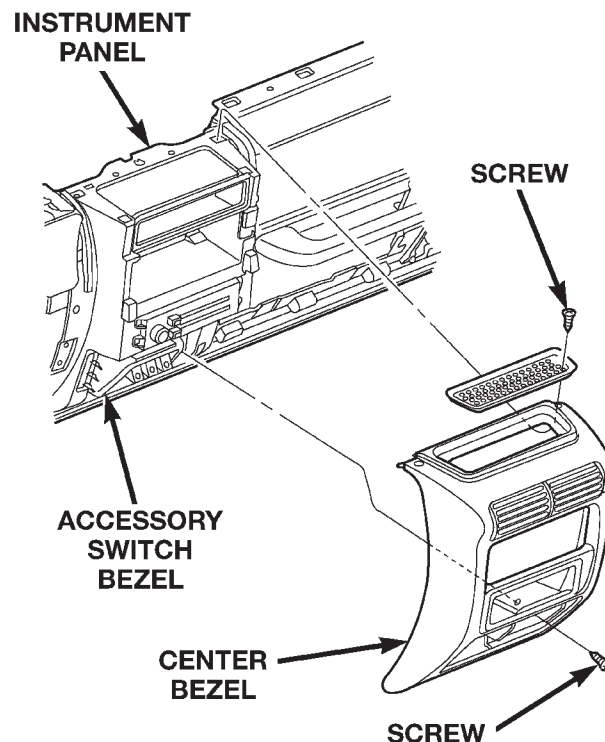
**WARNING: ON VEHICLES EQUIPPED WITH AIR-BAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIR-BAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

(1) Disconnect and isolate the battery negative cable.

(2) Remove the instrument panel top cover from the instrument panel. Refer to Instrument Panel Top Cover in Group 8E - Instrument Panel Systems for the procedures.

(3) Remove the ash receiver from the ash receiver housing in the lower instrument panel center bezel.

(4) Remove the one screw located in the back of the ash receiver housing that secures the center bezel to the lower instrument panel (Fig. 2).



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**Fig. 2 Center Bezel Remove/Install**

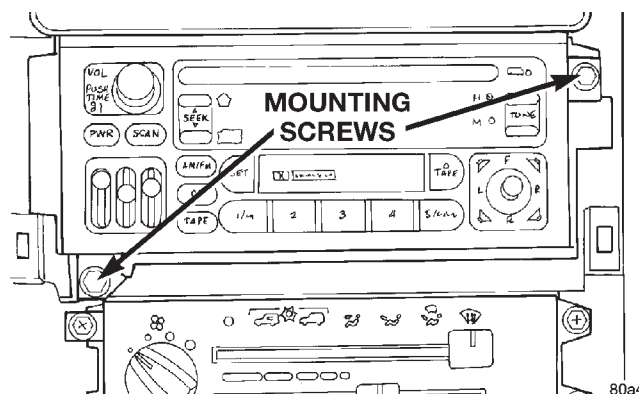
(5) Remove the two screws that secure the center bezel to the top of the instrument panel.

(6) Using a trim stick or another suitable wide flat-bladed tool, gently pry the lower edge of the center bezel away from the instrument panel.

(7) Lift the lower edge of the center bezel upwards to release the four snap clip retainers that secure it to the instrument panel.

(8) Remove the center bezel from the vehicle.

(9) Remove the two screws that secure the radio face plate to the instrument panel (Fig. 3).

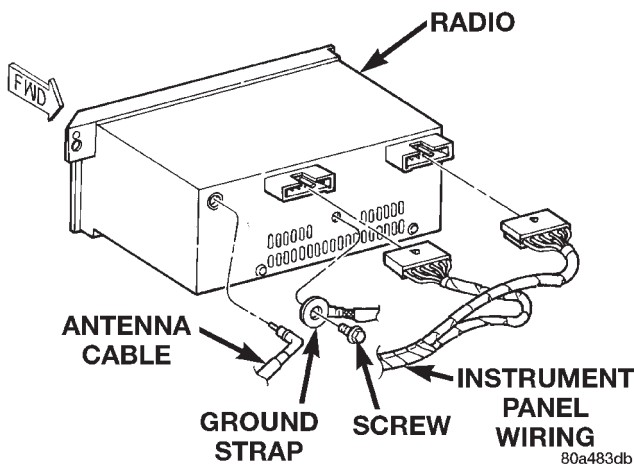


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**Fig. 3 Radio Remove/Install**

## REMOVAL AND INSTALLATION (Continued)

(10) Pull the radio out from the instrument panel far enough to access the wire harness connectors and the antenna coaxial cable connector (Fig. 4).



**Fig. 4 Radio Connections - Typical**

(11) Unplug the wire harness connectors and the antenna coaxial cable connector from the rear of the radio.

(12) Remove the screw that secures the ground strap to the radio chassis.

(13) Remove the radio from the instrument panel.

(14) Reverse the removal procedures to install. Tighten the radio mounting screws to 5 N·m (45 in. lbs.). Tighten the instrument panel center bezel mounting screws to 2.2 N·m (20 in. lbs.).

## SPEAKER

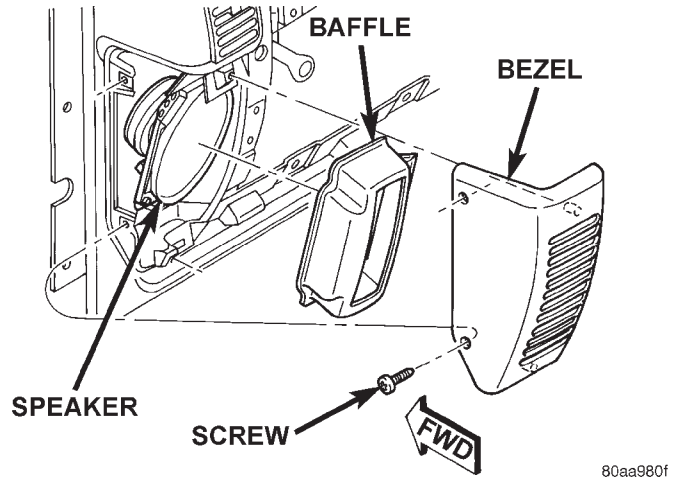
### INSTRUMENT PANEL

**WARNING: ON VEHICLES EQUIPPED WITH AIR-BAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIR-BAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

(1) Disconnect and isolate the battery negative cable.

(2) Remove the two screws that secure the out-board end of the speaker bezel to the instrument panel (Fig. 5).

(3) Using a trim stick or another suitable wide flat-bladed tool, gently pry at the top and bottom edges of the speaker bezel to release the two snap clip retainers that secure the bezel to the instrument panel.

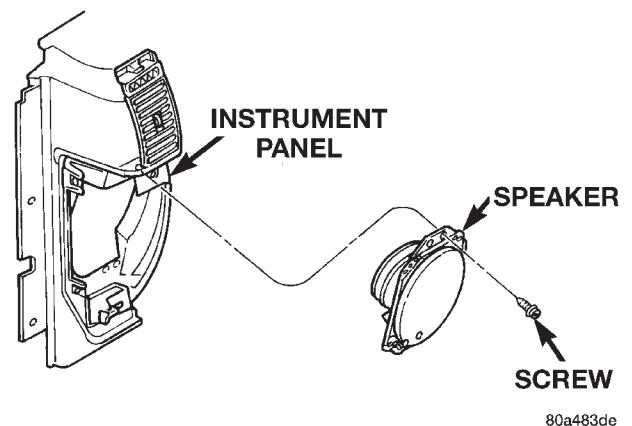


**Fig. 5 Instrument Panel Speaker Bezel Remove/Install**

(4) Remove the speaker bezel from the instrument panel.

(5) Remove the foam rubber speaker baffle from the speaker.

(6) Remove the four screws that secure the speaker to the instrument panel armature (Fig. 6).



**Fig. 6 Instrument Panel Speaker Remove/Install**

(7) Pull the speaker away from the instrument panel far enough to access the speaker wire harness connector.

(8) Unplug the wire harness connector from the speaker.

(9) Remove the speaker from the instrument panel.

(10) Reverse the removal procedures to install. Tighten the speaker mounting screws to 1.1 N·m (10 in. lbs.). Tighten the speaker bezel mounting screws to 2.2 N·m (20 in. lbs.).

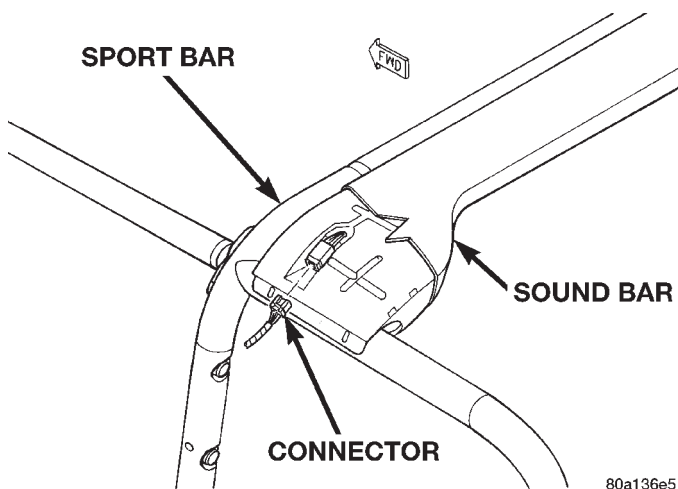
## REMOVAL AND INSTALLATION (Continued)

## SOUND BAR

- (1) Disconnect and isolate the battery negative cable.
- (2) Remove the four screws that secure the speaker grille and speaker to the sound bar.
- (3) Lower the speaker and grille from the sound bar far enough to access the speaker wire harness connector.
- (4) Unplug the wire harness connector from the speaker.
- (5) Remove the speaker and grille from the sound bar.
- (6) Remove the speaker grille from the speaker.
- (7) Reverse the removal procedures to install. Tighten the mounting screws to 1.1 N-m (10 in. lbs.).

## SOUND BAR

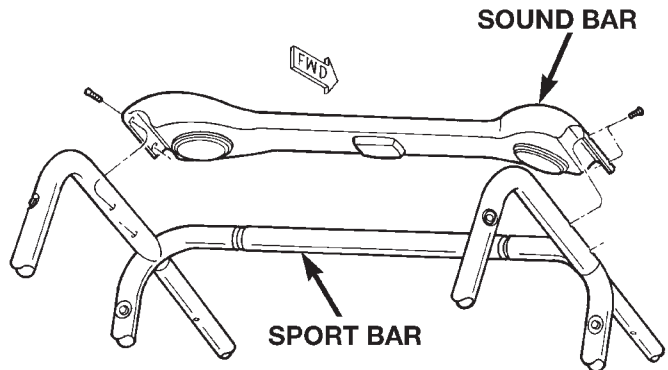
- (1) Disconnect and isolate the battery negative cable.
- (2) If the vehicle is equipped with the optional hard top, remove the hard top from the vehicle. Refer to Hard Top in Group 23 - Body for the procedures.
- (3) If the vehicle is equipped with the standard soft top, lower the soft top. Refer to Folding Down the Fabric Top in the Owner's Manual for the procedures.
- (4) Release the hook and loop closure on each outboard end flap of the sound bar trim cover.
- (5) Lift the left outboard end flap of the sound bar trim cover over the top of the sport bar far enough to access the wire harness connector (Fig. 7).



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**Fig. 7 Sound Bar Wire Harness Connector Remove/Install**

- (6) Unplug the sound bar wire harness connector.
- (7) Lift each outboard end flap of the sound bar cover over the top of the sport bar far enough to access the mounting screws (Fig. 8).
- (8) Remove the two screws that secure each end of the sound bar to the sport bar.



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**Fig. 8 Sound Bar Remove/Install**

- (9) Lift the sound bar up off of the sport bar to remove it from the vehicle.
- (10) Reverse the removal procedures to install. Tighten the sound bar mounting screws to 11 N-m (100 in. lbs.).

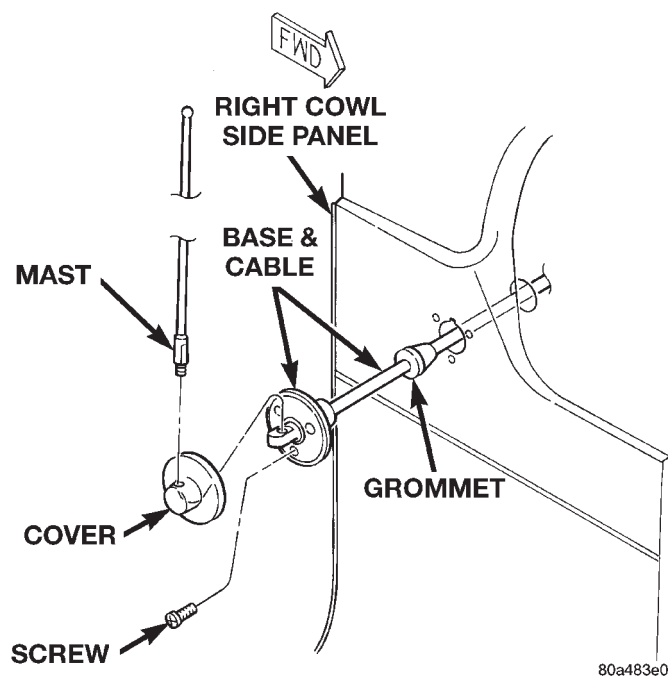
## ANTENNA

**WARNING: ON VEHICLES EQUIPPED WITH AIR-BAGS, REFER TO GROUP 8M - PASSIVE RESTRAINT SYSTEMS BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIR-BAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.**

- (1) Disconnect and isolate the battery negative cable.
- (2) Remove the glove box from the instrument panel. Refer to Glove Box in Group 8E - Instrument Panel Systems for the procedures.
- (3) Reach through the instrument panel glove box opening to unplug the antenna coaxial cable connector. Unplug the connector by pulling it apart while twisting the metal connector halves. Do not pull on the cable.
- (4) From inside the passenger compartment, push the coaxial cable grommet on the antenna body half of the coaxial cable out through the hole in the right inner cowl side panel (Fig. 9).
- (5) Unscrew the antenna mast from the antenna body base on the right outer cowl side panel.
- (6) Using a trim stick or another suitable wide flat-bladed tool, gently pry the edge of the antenna base trim cover to unsnap it from the antenna body base.



## REMOVAL AND INSTALLATION (Continued)

**Fig. 9 Antenna Remove/Install**

(7) Remove the three screws that secure the antenna body base to the right outer cowl side panel.

(8) From the outside of the vehicle, pull the antenna body base and cable assembly out through the hole in the right outer cowl side panel.

(9) Reverse the removal procedures to install. Tighten the antenna body base mounting screws to 2 N·m (17 in. lbs.). Tighten the antenna mast to 3.3 N·m (30 in. lbs.).

