

LUBRICATION AND MAINTENANCE

CONTENTS

	page		page
CHASSIS AND BODY	17	ENGINE	7
DRIVETRAIN	14	GENERAL INFORMATION	1

GENERAL INFORMATION

INDEX

	page		page
Classification of Lubricants	1	Parts and Lubricant Recommendations	1
Fuel Usage	1	Parts Requiring No Lubrication	2
Hoisting Recommendations	4	Severe Service	1
Introduction	1	Towing Recommendations	4
Jump Starting Procedure	2		

INTRODUCTION

Chrysler Corporation has compiled recommended lubrication and maintenance schedules and procedures to help reduce premature wear or failure over a broad range of operating conditions. When selecting the proper maintenance schedule, the climate and operating conditions must be considered. A vehicle subjected to severe usage requires service more frequently than a vehicle used for general transportation.

PARTS AND LUBRICANT RECOMMENDATIONS

When service is required, Chrysler Corporation recommends that only Mopar® brand parts, lubricants and chemicals be used. Mopar® provides the best engineered products for servicing Chrysler Corporation vehicles.

SEVERE SERVICE

If a vehicle is operated under any of the following conditions, it is considered severe service.

- Extremely dusty areas.
- 50% or more of vehicle operation in 32°C (90°F) or higher temperatures.
- Prolonged idling (such as, vehicle operation in stop and go traffic).
- Frequent short running periods. Not allowing engine to warm to operating temperatures.
- Police or taxi usage.

FUEL USAGE

All Chrysler Corporation engines require the use of unleaded fuel to reduce exhaust emissions. Use fuel

with a minimum octane rating of $87, (R + M)/2$. See Engine section of this group for Fuel Recommendations.

CLASSIFICATION OF LUBRICANTS

Only lubricants that are endorsed by the following organizations standards should be used to service a Chrysler Corporation vehicle.

- Society of Automotive Engineers (SAE)
- American Petroleum Institute (API)
- National Lubricating Grease Institute (NLGI)

ENGINE OIL

SAE GRADE RATING INDICATES ENGINE OIL VISCOSITY

- SAE 30 = single grade engine oil.
- SAE 5W-30 = multiple grade engine oil.

API QUALITY CLASSIFICATION.

- SG service engine oil is a high quality crankcase lubricant designed for use in all naturally aspirated engines.
- SG/CD service engine oil is a high quality crankcase lubricant designed for use in most naturally aspirated and turbocharged gasoline or diesel engines.

GEAR LUBRICANTS

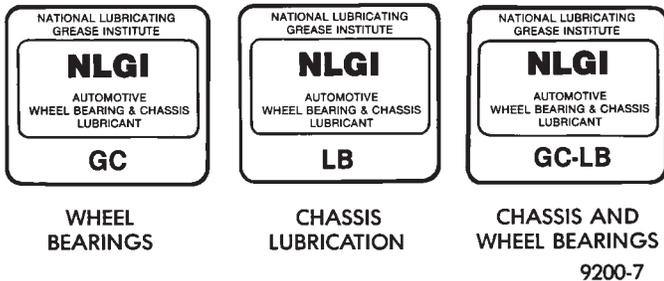
SAE ratings also apply to multiple grade gear lubricants. In addition, API classification defines the lubricants usage.

LUBRICANTS AND GREASES

Lubricating grease is rated for quality and usage by the NLGI. All approved products have the NLGI symbol on the label.

At the bottom NLGI symbol is the usage and quality identification letters. Wheel bearing lubricant is identified by the letter "G". Chassis lubricant is identified by the letter "L". The letter following the usage letter indicates the quality of the lubricant. The following symbols indicate the highest quality.

NLGI SYMBOL



PARTS REQUIRING NO LUBRICATION

Many components on a Chrysler Corporation vehicle require no periodic maintenance. Some components are sealed and permanently lubricated. Rubber bushings can deteriorate or limit damping ability if lubricated. The following list of components require no lubrication:

- Air Pump
- Alternator Bushings
- Drive Belts
- Drive Belt Idler/Tensioner Pulley
- Front Wheel Bearings
- Rubber Bushings
- Starter Bearings/Bushings
- Suspension Strut Bearings
- Throttle Control Cable
- Throttle Linkage
- Water Pump Bearings

JUMP STARTING PROCEDURE

WARNING: REVIEW ALL SAFETY PRECAUTIONS AND WARNINGS IN GROUP 8A, BATTERY/STARTING/CHARGING SYSTEMS DIAGNOSTICS.

DO NOT JUMP START A FROZEN BATTERY, PERSONAL INJURY CAN RESULT.

DO NOT JUMP START WHEN BATTERY INDICATOR DOT IS YELLOW OR BRIGHT COLOR.

DO NOT ALLOW JUMPER CABLE CLAMPS TO TOUCH EACH OTHER WHEN CONNECTED TO A BOOSTER SOURCE.

DO NOT USE OPEN FLAME NEAR BATTERY.

REMOVE METALLIC JEWELRY WORN ON HANDS OR WRISTS TO AVOID INJURY BY ACCIDENTAL ARCHING OF BATTERY CURRENT.

WHEN USING A HIGH OUTPUT BOOSTING DEVICE, DO NOT ALLOW BATTERY VOLTAGE TO EXCEED 16 VOLTS. REFER TO INSTRUCTIONS PROVIDED WITH DEVICE BEING USED.

CAUTION: When using another vehicle as a booster, do not allow vehicles to touch. Electrical systems can be damaged on either vehicle.

TO JUMP START A DISABLED VEHICLE:

(1) Raise hood on disabled vehicle and visually inspect engine compartment for:

- Battery cable clamp condition, clean if necessary.
- Frozen battery.
- Yellow or bright color test indicator, if equipped.
- Low battery fluid level.
- Alternator drive belt condition and tension.
- Fuel fumes or leakage, correct if necessary.

CAUTION: If the cause of starting problem on disabled vehicle is severe, damage to booster vehicle charging system can result.

(2) When using another vehicle as a booster source, turn off all accessories, place gear selector in park or neutral, set park brake and operate engine at 1200 rpm.

(3) On disabled vehicle, place gear selector in park or neutral and set park brake. Turn off all accessories.

(4) Connect jumper cables to booster battery. RED clamp to positive terminal (+). BLACK clamp to negative terminal (-). DO NOT allow clamps at opposite end of cables to touch, electrical arc will result (Fig. 1). Review all warnings in this procedure.

(5) On disabled vehicle, connect RED jumper cable clamp to positive (+) terminal. Connect BLACK jumper cable clamp to engine ground as close to the ground cable attaching point as possible (Fig. 1).

CAUTION: Do not crank starter motor on disabled vehicle for more than 15 seconds, starter will overheat and could fail.

(6) Allow battery in disabled vehicle to charge to at least 12.4 volts (75% charge) before attempting to start engine. If engine does not start within 15 seconds, stop cranking engine and allow starter to cool (15 min.), before cranking again.

DISCONNECT CABLE CLAMPS AS FOLLOWS:

- Disconnect BLACK cable clamp from engine ground on disabled vehicle.
- When using a Booster vehicle, disconnect BLACK cable clamp from battery negative terminal. Disconnect RED cable clamp from battery positive terminal.
- Disconnect RED cable clamp from battery positive terminal on disabled vehicle.

LUBRICATION AND MAINTENANCE SCHEDULES

SCHEDULED MAINTENANCE FOR EMISSION CONTROL AND VEHICLE PERFORMANCE. Inspection and service should be performed when malfunction is suspected.																	
SERVICE – km x 100	12	24	36	48	60	72											
– Miles x 1000	7.5	15	22.5	30	37.5	45											
CHANGE ENGINE OIL Every 6 Months*	X	X	X	X	X	X											
REPLACE ENGINE OIL FILTER**	X		X		X												
INSPECT ENGINE AIR FILTER		X		X		X											
REPLACE SPARK PLUGS, Mileage Only				X													
INSPECT DRIVE BELTS, Service As Required		X		X		X											
DRIVER SUPPLEMENTAL AIRBAG SYSTEM	INSPECT EVERY 3 YEARS OR 48,000 km (30,000 MILES). CORRECT AS NECESSARY: - SYSTEM COMPONENTS FOR DAMAGE OR DETERIORATION - DIAGNOSTIC UNIT FOR STORED MALFUNCTION MESSAGES - READINESS INDICATOR (AIRBAG LAMP) FUNCTION						X										
* 4,800 km (3,000 miles) or 3 months if SG service engine oil is used in a turbocharged engine. **If mileage is less than 12,000 km (7,500 miles), change filter at every oil change.																	
GENERAL MAINTENANCE																	
INSPECT BRAKE LININGS of All Wheels; Service as Required			X				X										
GREASE TIE ROD ENDS at 3 Years or					X												
GREASE BALL JOINTS at 3 Years or					X												
INSPECT DRIVE SHAFT BOOTS for Leaks	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
INSPECT BRAKE HOSES at Every Oil Change and Whenever Brakes are Serviced																	
INSPECT COOLING SYSTEM Every 12 Months																	
FLUSH AND WINTERIZE COOLING SYSTEM Every 36 Months or 83,000 km (52,000 miles)																	
INSPECT AND LUBRICATE REAR WHEEL BEARINGS			X												X		
TIRE ROTATION at	X	24,000 km (15,000 miles) Thereafter															
SEVERE SERVICE MAINTENANCE: Driving in Stop/Go Conditions, Long Idling Periods, Frequent Short Trips, Operating at Sustained High Speeds in Temperatures Above 32°C (90°F).																	
km x 1000	4.8	9.6	14	19	24	29	34	38	43	48	53	58	62	67	72	77	
Miles x 1000	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	
CHANGE OIL***-6 Months	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
REPLACE OIL FILTER	X		X		X		X		X		X		X		X		
REPLACE AIR FILTER; Inspect and Replace if Required					X					X					X		
INSPECT BALL JOINTS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
INSPECT CV JOINTS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
CHANGE TRANSMISSION FLUID; Adjust Bands at Time of Fluid and Filter Change					X					X					X		
LUBRICATE TIE ROD ENDS Every 18 Months or Mileage Specified					X					X					X		
INSPECT BRAKE LININGS of All Wheels; Replace as Required		X				X			X			X			X		
***3 months if SG service engine oil is used.																	

FLUID CAPACITIES

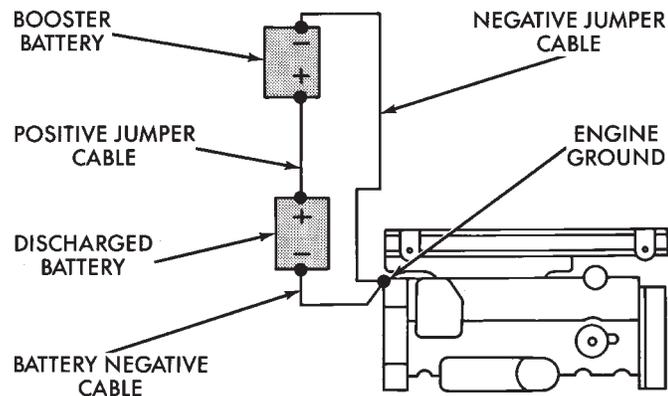
	Liters	U.S. Qts.
Engine Cooling System		
2.2L or 2.5L.....	8.5	9.0
3.0L, 3.3L, or 3.8L.....	9.0	9.5
These Capacities include 0.47 Liter (1 pint) for Recovery Tank		
Engine Crankcase		
All.....	3.8	4.0
With Filter Change Add 0.475 Liter (0.5 quart)		
Manual Transaxle		
All.....	2.3	2.4
Fill to Bottom of Fill Hole		
Automatic Transaxle		
Service Fill Estimated Capacity All.....	3.8	4.0
Overhaul Fill Capacity With Converter Empty		
3-Speed Fleet.....	8.7	9.2
3-Speed Except Fleet.....	8.0	8.5
4-Speed Electronic.....	8.6	9.1
Power Steering		
All.....	0.71	1.5
Fuel Tank		
AG, AJ, or AP Body.....	53.0	14.0
AA, AC, or AY Body.....	60.6	16.0

9200-8

HOISTING RECOMMENDATIONS

Refer to Owner's Manual provided with vehicle for proper emergency jacking procedures.

WARNING: THE HOISTING AND JACK LIFTING POINTS PROVIDED ARE FOR A COMPLETE VEHICLE. WHEN THE ENGINE OR REAR SUSPENSION IS REMOVED FROM A VEHICLE, THE CENTER OF GRAVITY IS ALTERED MAKING SOME HOISTING CONDITIONS UNSTABLE. PROPERLY SUPPORT OR SECURE VEHICLE TO HOISTING DEVICE WHEN THESE CONDITIONS EXIST.



DO NOT ALLOW VEHICLES TO TOUCH

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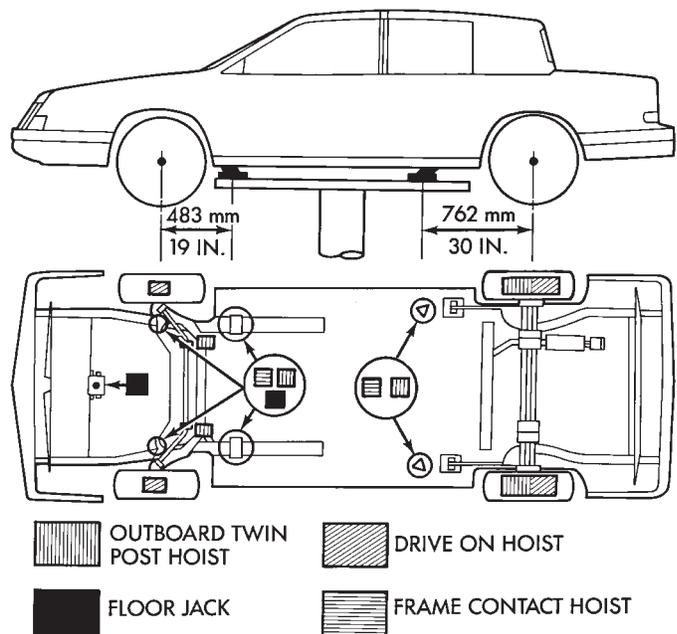
Fig. 1 Jumper Cable Clamp Connections

TO HOIST OR JACK VEHICLE SEE FIGS. 2 THROUGH 7:

TOWING RECOMMENDATIONS

RECOMMENDED TOWING EQUIPMENT

To avoid damage to bumper fascia and air dams use of a wheel lift or flat bed towing device (Fig. 8) is recommended. When using a wheel lift towing de-



9000-1

Fig. 2 Hoisting and Jacking Points—AY Body

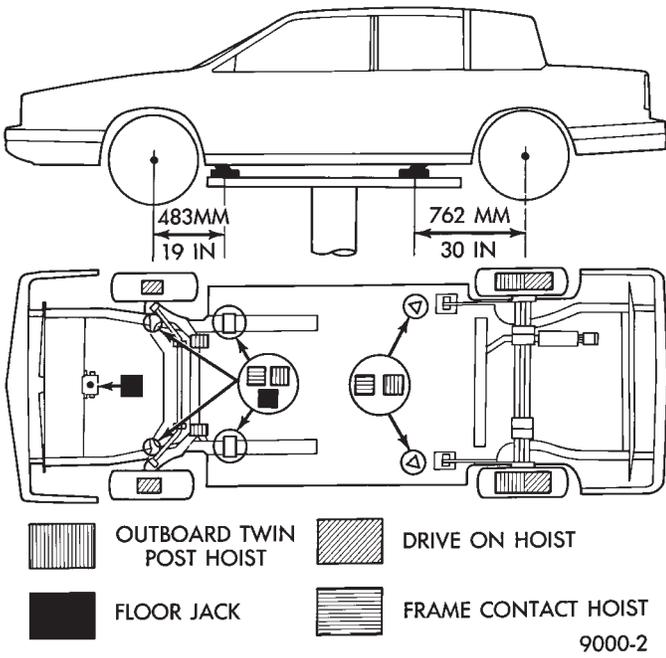


Fig. 3 Hoisting and Jacking Points—AC Body

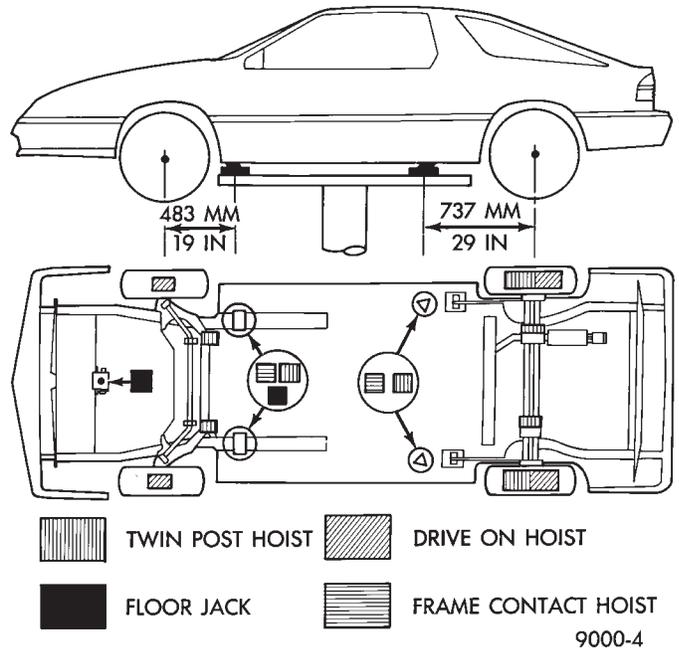


Fig. 5 Hoisting and Jacking Points—AG Body

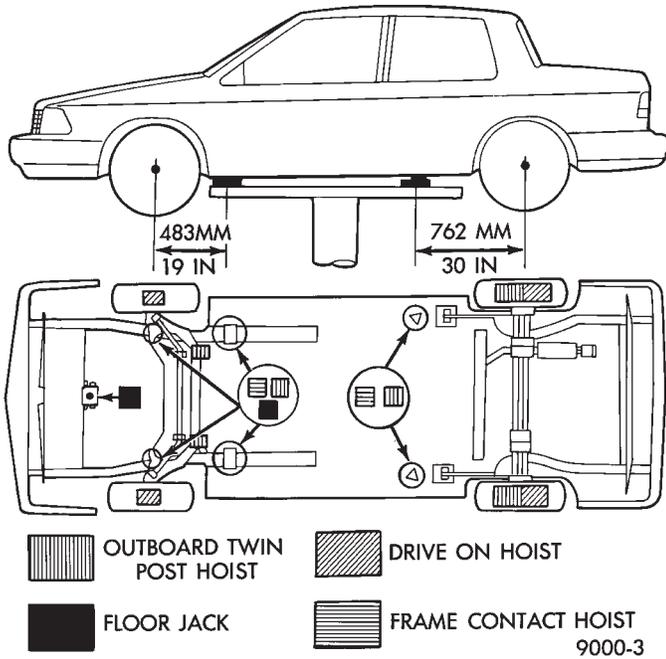


Fig. 4 Hoisting and Jacking Points—AA Body

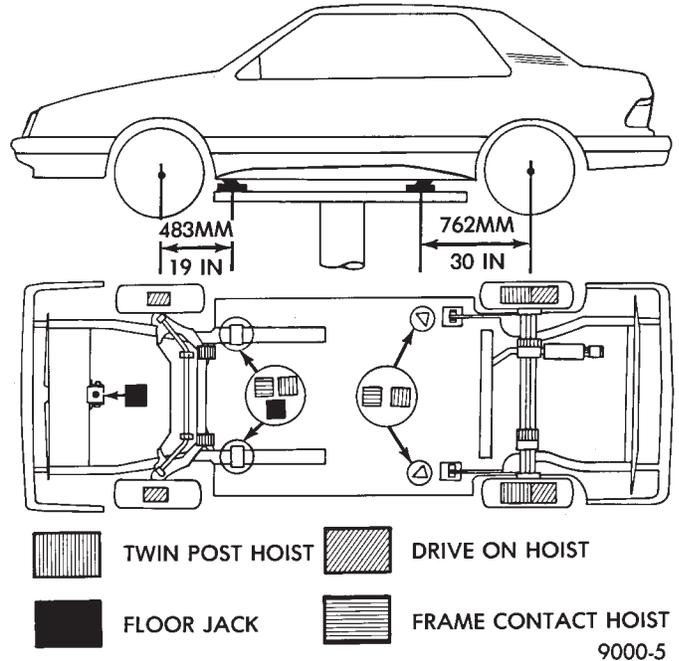


Fig. 6 Hoisting and Jacking Points—AJ Body

vice, be sure the unlifted end of disabled vehicle has at least 100 mm (4 in.) ground clearance. If minimum ground clearance cannot be reached, use a towing dolly. If a flat bed device is used, the approach angle should not exceed 15 degrees.

GROUND CLEARANCE

CAUTION: If vehicle is towed with wheels removed, install lug nuts to retain brake drums or rotors.

A towed vehicle should be raised until lifted wheels are a minimum 100 mm (4 in) from the ground. Be sure there is adequate ground clearance at the opposite end of the vehicle, especially when towing over rough terrain or steep rises in the road. If necessary, remove the wheels from the lifted end of the vehicle and lower the vehicle closer to the ground, to increase the ground clearance at the opposite end of the vehicle. Install lug nuts on wheel attaching studs to retain brake drums or rotors.

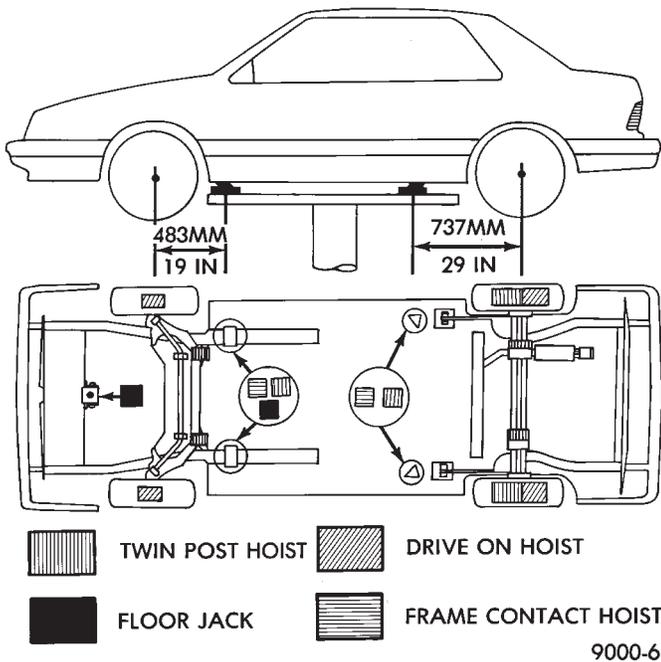


Fig. 7 Hoisting and Jacking Points—AP Body

LOCKED VEHICLE TOWING

When a locked vehicle must be towed with the front wheels on the ground, use a towing dolly or flat bed hauler.

FLAT TOWING WITH TOW BAR

- 4-speed automatic transaxle vehicles can be flat towed at speeds not to exceed 72 km/h (44 mph) for not more than 160 km (100 miles). The steering column must be unlocked and gear selector in neutral.
- 3-speed automatic transaxle vehicles can be flat towed at speeds not to exceed 40 km/h (25 mph) for not more than 25 km (15 miles). The steering column must be unlocked and gear selector in neutral.
- Manual transaxle vehicles can be flat towed at any legal highway speed with no distance restrictions. The steering column must be unlocked and gear selector in neutral.

WARNING: DO NOT ALLOW TOWING ATTACHMENT DEVICES TO CONTACT THE FUEL TANK OR LINES, FUEL LEAK CAN RESULT.

DO NOT LIFT OR TOW VEHICLE BY FRONT OR REAR BUMPER, OR BUMPER ENERGY ABSORBER UNITS.

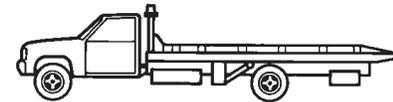
DO NOT VENTURE UNDER A LIFTED VEHICLE IF NOT SUPPORTED PROPERLY ON SAFETY STANDS.

DO NOT ALLOW PASSENGERS TO RIDE IN A TOWED VEHICLE.

USE A SAFETY CHAIN THAT IS INDEPENDENT FROM THE TOWING ATTACHMENT DEVICE.



WHEEL LIFT



FLAT BED

9100-17

Fig. 8 Recommended Towing Devices

CAUTION: Do not damage brake lines, exhaust system, shock absorbers, sway bars, or any other under vehicle components when attaching towing device to vehicle.

Remove or secure loose or protruding objects from a damaged vehicle before towing.

Refer to state and local rules and regulations before towing a vehicle.

Do not allow weight of towed vehicle to bear on lower fascia, air dams, or spoilers.

TOWING—FRONT WHEEL LIFT

Chrysler Corporation recommends that a vehicle be towed with the front end lifted, whenever possible.

TOWING—REAR WHEEL LIFT

If a front wheel drive vehicle cannot be towed with the front wheels lifted, the rear wheels can be lifted provided the following guide lines are observed.

CAUTION: Do not use steering column lock to secure steering wheel during towing operation.

- Unlock steering column and secure steering wheel in straight ahead position with a clamp device designed for towing.
- Verify that front drive line and steering components are in good condition.
- 4-speed automatic transaxle vehicles can be towed at speeds not to exceed 72 km/h (44 mph) for not more than 160 km (100 miles). The gear selector must be in neutral position.
- 3-speed automatic transaxle vehicles can be towed at speeds not to exceed 40 km/h (25 mph) for not more than 25 km (15 miles). The gear selector must be in neutral position.
- 3-speed automatic transaxle vehicles can be towed at speeds not to exceed 40 km/h (25 mph) for not more than 25 km (15 miles). The gear selector must be in neutral position.

ENGINE

INDEX

	page		page
Engine Oil Filter	8	Engine Oil	7
Battery	14	Frequency of Engine Oil and Filter Changes	7
Crankcase Ventilation System	12	Fuel Filter	13
Drive Belts	14	Fuel Recommendations	13
Emission Control System	14	Ignition Cables, Distributor Cap, and Rotor	14
Engine Air Cleaner	10	Rubber and Plastic Component Inspection	14
Engine Cooling System	9	Spark Plugs	14

FREQUENCY OF ENGINE OIL AND FILTER CHANGES

ENGINE OIL

Road conditions as well as your kind of driving affect the interval at which your oil should be changed. Check the following to determine if any apply to you:

- Frequent short trip driving less than 8 kilometers (5 miles)
- Frequent driving in dusty conditions
- Frequent trailer towing
- Extensive idling (such as vehicle operation in stop and go traffic)
- More than 50% of your driving is at sustained high speeds during hot weather, above 32°C (90°F)

If **any** of these apply to you then change your engine oil every 4 800 kilometers (3,000 miles) or 3 months, whichever comes first.

If none of these apply to you then change your oil every 12 000 kilometers (7,500 miles) or 6 months, whichever comes first.

If none of these apply and the vehicle is in commercial type service such as, Police, Taxi or Limousine and principally used for highway driving of 40 kilometers (25 miles) or more between stations, the engine oil should be changed every 8 000 kilometers (5,000 miles) or 6 months, whichever comes first.

OIL FILTER

The engine oil filter should be replaced with a new filter at every second oil change.

ENGINE OIL

WARNING: NEW OR USED ENGINE OIL CAN BE IRRITATING TO THE SKIN. AVOID PROLONGED OR REPEATED SKIN CONTACT WITH ENGINE OIL. CONTAMINANTS IN USED ENGINE OIL, CAUSED BY INTERNAL COMBUSTION, CAN BE HAZARDOUS TO YOUR HEALTH. THOROUGHLY WASH EXPOSED SKIN WITH SOAP AND WATER.

DO NOT WASH SKIN WITH GASOLINE, DIESEL FUEL, THINNER, OR SOLVENTS, HEALTH PROBLEMS CAN RESULT.

DO NOT POLLUTE, DISPOSE OF USED ENGINE OIL PROPERLY. CONTACT YOUR DEALER OR GOVERNMENT AGENCY FOR LOCATION OF COLLECTION CENTER IN YOUR AREA..

BREAK-IN PERIOD

CAUTION: Wide open throttle operation in low gears, before engine break-in period is complete, can damage engine.

On a Chrysler Corporation vehicle an extended break-in period is not required. Driving speeds of not over 80-90 km/h (50-55 mph) for the first 100 km (60 miles) is recommended. Hard acceleration and high engine rpm in lower gears should be avoided.

SELECTING ENGINE OIL

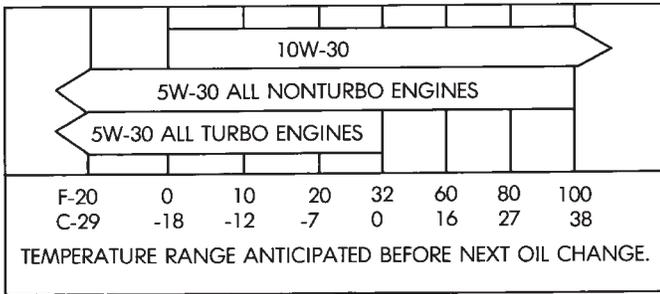
CAUTION: Do not use non-detergent or straight mineral oil when adding or changing crankcase lubricant. Engine or Turbocharger failure can result.

The factory fill engine oil is a high quality, energy conserving, crankcase lubricant. The Recommended SAE Viscosity Grades chart defines the viscosity grades that must be used based on temperature in the region where vehicle is operated (Fig. 1) and optional equipment.

Chrysler Corporation recommends that Mopar® motor oil, or equivalent, be used when adding or changing crankcase lubricant. The API symbol (Fig. 2) on the container indicates the viscosity grade, quality and fuel economy ratings of the lubricant it contains. Use ENERGY CONSERVING II motor oil with API SERVICE SG or SG/CD classification.

- SG service engine oil is a high quality crankcase lubricant designed for use in all naturally aspirated engines. **If SG service engine oil is used in turbocharged engine, change engine oil at every 4 800 km (3,000 miles) or three months.**
- SG/CD service engine oil is a high quality crankcase lubricant designed for use in most naturally aspirated and turbocharged gasoline or diesel engines.

RECOMMENDED VISCOSITY GRADES

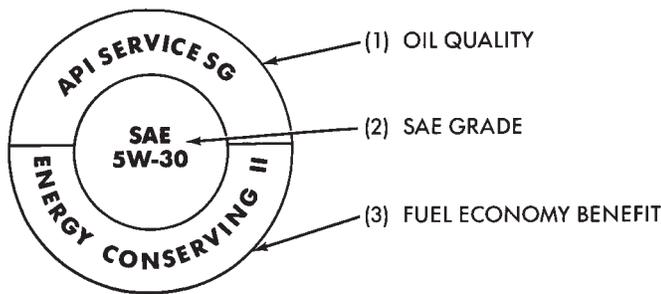


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Fig. 1 Shaded Areas Cover Regions Where Minimum Temperatures Can Be Consistently Below -12°C (10°F) During Winter Seasons.



9100-5

Fig. 2 API Symbol

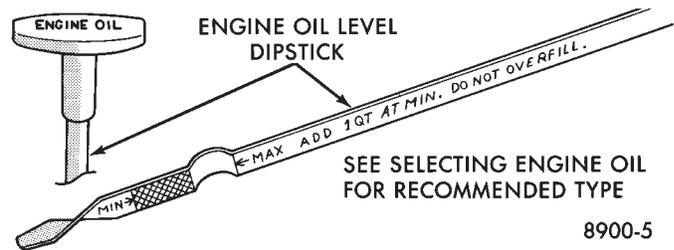
ENGINE OIL ADDITIVES

Chrysler Corporation recommends that Mopar® Engine Oil Supplement or equivalent be used when friction and corrosion reducing materials added to the crankcase lubricant is desired.

CRANKCASE OIL LEVEL INSPECTION

CAUTION: Do not overfill crankcase with engine oil, oil foaming and oil pressure loss can result.

Inspect engine oil level approximately every 800 kilometers (500 miles). Position vehicle on level surface. With engine OFF, allow enough time for oil to settle to bottom of crankcase, remove engine oil level indicator (dipstick) and wipe clean. Install dipstick and verify it is seated in the tube. Remove dipstick, with handle above tip, take oil level reading (Fig. 3). Add oil only if level is below MIN or ADD mark on dipstick.



8900-5

Fig. 3 Oil Level Indicator Dipstick—Typical

ENGINE OIL CHANGE

Change engine oil at mileage and time intervals described in Lubrication and Maintenance Schedules. Position the vehicle on a level surface. Hoist and support vehicle on safety stands. Refer to Hoisting and Jacking Recommendations in this group. Place a suitable 3.8 liter (4 qt.) drain pan under crankcase drain. Remove drain plug from crankcase. Inspect drain plug threads for stretching or other damage. Replace drain plug and gasket if damaged. Install drain plug in crankcase. Lower vehicle and fill crankcase with specified type and amount of engine oil described in this section. Start engine and inspect for leaks. Stop engine and inspect oil level.

ENGINE OIL FILTER

SELECTING OIL FILTER

Chrysler Corporation recommends a Mopar® or equivalent oil filter be used when replacement is required. A replacement filter must be designed to withstand 1756 kPa (256 psi) of internal pressure.

OIL FILTER REPLACEMENT

Position a drain pan under the oil filter. Using a suitable oil filter wrench (Fig. 4) loosen filter. When filter separates from adapter nipple, tip gasket end upward to minimize oil spill. Remove filter from vehicle. With a wiping cloth, clean the gasket sealing surface (Fig. 5) of oil and grime. Wipe off oil residue from below oil filter adapter.

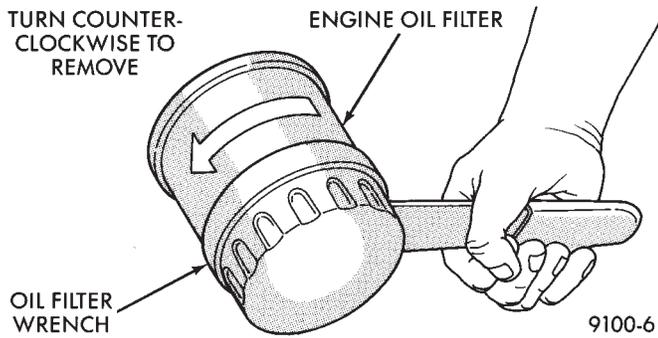


Fig. 4 Remove Oil Filter

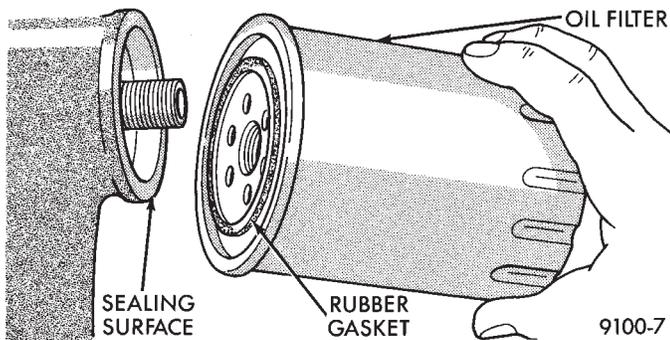


Fig. 5 Install Oil Filter

TO INSTALL NEW OIL FILTER:

Lightly lubricate oil filter gasket with engine oil or chassis grease. Thread filter onto adapter nipple. When gasket makes contact with sealing surface, tighten filter one full turn. If necessary use a filter wrench, do not over tighten. Add oil, verify crankcase oil level and start engine. Inspect for oil leaks.

ENGINE COOLING SYSTEM

WARNINGS AND PRECAUTIONS

WARNING: ANTIFREEZE IS AN ETHYLENE GLYCOL BASE COOLANT AND IS HARMFUL IF SWALLOWED OR INHALED. IF SWALLOWED, DRINK TWO GLASSES OF WATER AND INDUCE VOMITING. IF INHALED, MOVE TO FRESH AIR AREA. SEEK MEDICAL ATTENTION IMMEDIATELY. DO NOT STORE IN OPEN OR UNMARKED CONTAINERS. WASH SKIN AND CLOTHING THOROUGHLY AFTER COMING IN CONTACT WITH ETHYLENE GLYCOL. KEEP OUT OF REACH OF CHILDREN.

DISPOSE OF GLYCOL BASE COOLANT PROPERLY, CONTACT YOUR DEALER OR GOVERNMENT AGENCY FOR LOCATION OF COLLECTION CENTER IN YOUR AREA.

DO NOT OPEN A COOLING SYSTEM WHEN THE ENGINE IS AT RUNNING TEMPERATURE, PERSONAL INJURY CAN RESULT.

AVOID RADIATOR COOLING FAN WHEN ENGINE COMPARTMENT RELATED SERVICE IS PERFORMED, PERSONAL INJURY CAN RESULT.

CAUTION: Do not use straight antifreeze as engine coolant, inadequate engine running temperatures can result.

Do not operate vehicle without proper concentration of recommended ethylene glycol coolant, high running temperatures and cooling system corrosion can result.

The engine cooling system will develop internal pressure of 97 to 123 kPa (14 to 18 psi) at normal operating temperature. Allow the vehicle approximately one half hour to cool off before opening the cooling system. As an indicator of pressure, squeeze the

upper radiator hose between index finger and thumb. If it collapses with little effort the system would have low internal pressure and should be safe to open to the first safety notch of the radiator cap. Refer to Group 7, Cooling System.

COOLING SYSTEM INSPECTION

Coolant level (Fig. 6) should be inspected when other engine compartment service is performed or when coolant leak is suspected. Coolant recovery tank level should read between the MIN and MAX marks, located on the side of recovery tank, when the engine is at normal operating temperature. Normal coolant level maintenance does not require the removal of radiator cap. Cooling system freeze protection should be tested at the onset of the winter season or every 12 months. Service is required if coolant is low, contaminated, rusty or freeze protection is inadequate. To properly test cooling system, see Group 7, Cooling System.

The cooling system factory fill is a mixture of 50% Glycol based antifreeze and 50% water. Using a suitable hydrometer, measure antifreeze concentration in the radiator when the engine is cool. If the cooling system has recently been serviced, allow coolant to circulate for at least 20 minutes before taking hydrometer reading. Properly mixed coolant will pro-

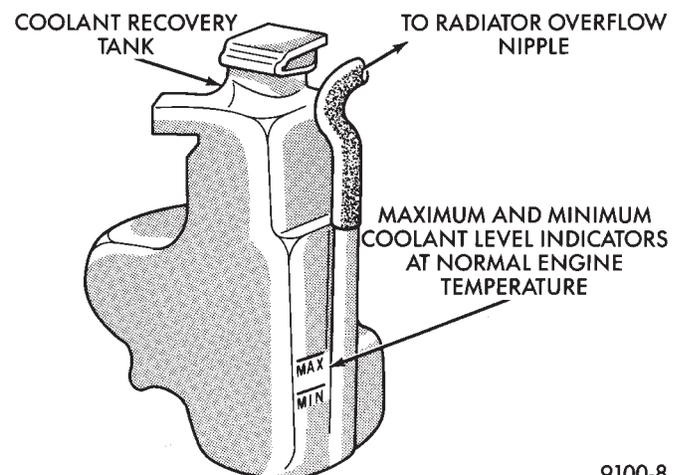


Fig. 6 Coolant Recovery Tank

protect the cooling system to -37°C (-35°F). If the freeze protection is above -28°C (-20°F), drain enough coolant from the cooling system to allow room to add antifreeze to achieve adequate protection. A mix table on the coolant container indicates the amount of antifreeze required to winterize the cooling system based on the capacity, see Capacity Chart in General Information section of this group.

SELECTING ANTIFREEZE

Chrysler Corporation recommends Mopar® Antifreeze/Summer Coolant, or equivalent be used to winterize and protect cooling system.

RADIATOR CAP

The radiator cap must be secure to provide proper pressure release and coolant recovery. Inspect and test radiator cap when cooling system service is performed or when problem is suspected.

COOLING SYSTEM SERVICE

The cooling system should be drained, flushed and filled with the proper coolant mixture at the intervals described in the Lubrication and Maintenance Schedules. Refer to General Information section of this group. For proper service instructions see Group 7, Cooling System.

ENGINE AIR CLEANER

The engine air cleaner should be serviced at the intervals described in the Lubrication and Maintenance Schedules. Refer to General Information section of this group. Additional information can be found in Group 14, Fuel System and Group 25, Emission System. Inspect all air cleaner hoses or tubes for damage or leaks when other engine compartment service is performed. Replace faulty components.

AIR CLEANER SERVICE

CAUTION: The air cleaner cover must be installed properly for the emissions system and engine controller to function correctly.

Do not immerse paper air filter element or temperature sensor in cleaning solvents, damage can result.

TO SERVICE AIR CLEANER ASSEMBLY:

- (1) Raise hood of vehicle and inspect all air cleaner components for damage or improper attachment.
- (2) Remove air cleaner cover (Figs. 7, 8, 9, 10 or 11).
- (3) Remove paper air filter element from air cleaner body. Hold a shop light on throttle body side of element. Inspect air intake side of element. If light is visible through element, blow dust from element (Fig. 12) and reuse. If element is saturated with oil or light is not visible, replace filter. If element is saturated with oil, perform crankcase ventilation system tests.

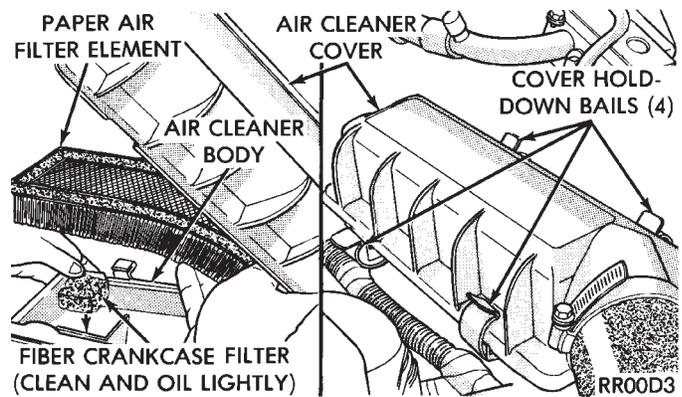


Fig. 7 Air Cleaner Assembly—3.0L Engine

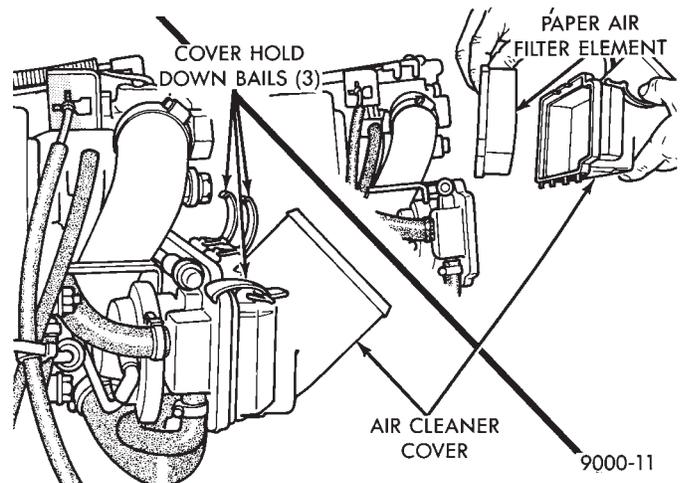


Fig. 8 Air Cleaner Assembly—2.5L Turbo Engine

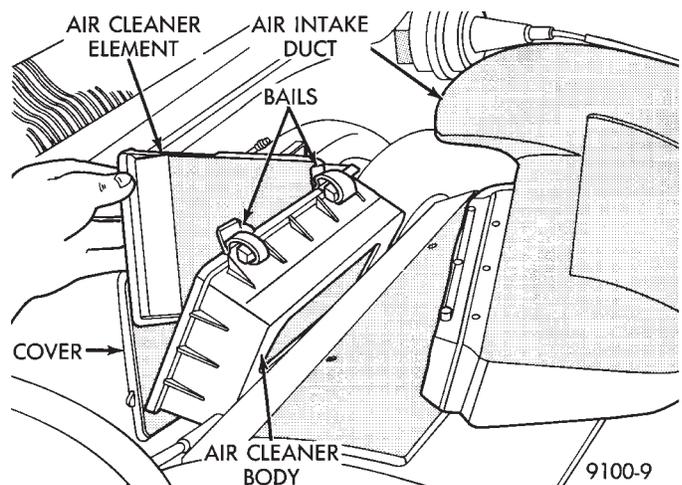


Fig. 9 Air Cleaner Assembly—16 Valve Engine

- (4) Remove fiber crankcase filter (Figs. 7, 8, 9, 10 or 11) and clean with solvent, squeeze filter dry and apply small amount of engine oil. If a metallic mesh is used to retain fiber filter, clean mesh with solvent and reuse.

- (5) Clean inside of air cleaner cover and body with vacuum or compressed air. If oily, wash with solvent. To Install, reverse the preceding operation.

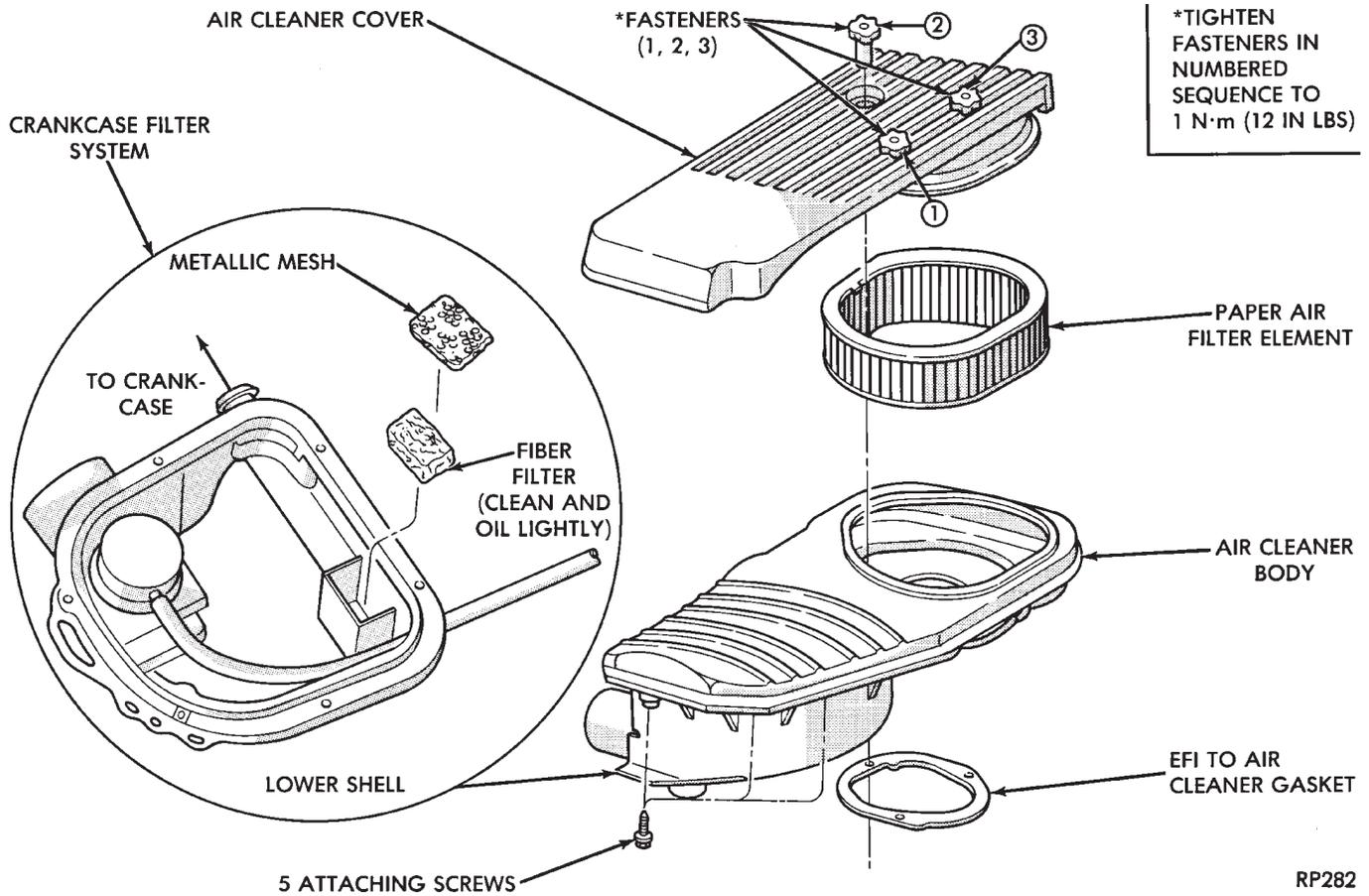


Fig. 10 Air Cleaner Assembly—2.2L or 2.5L EFI Engine

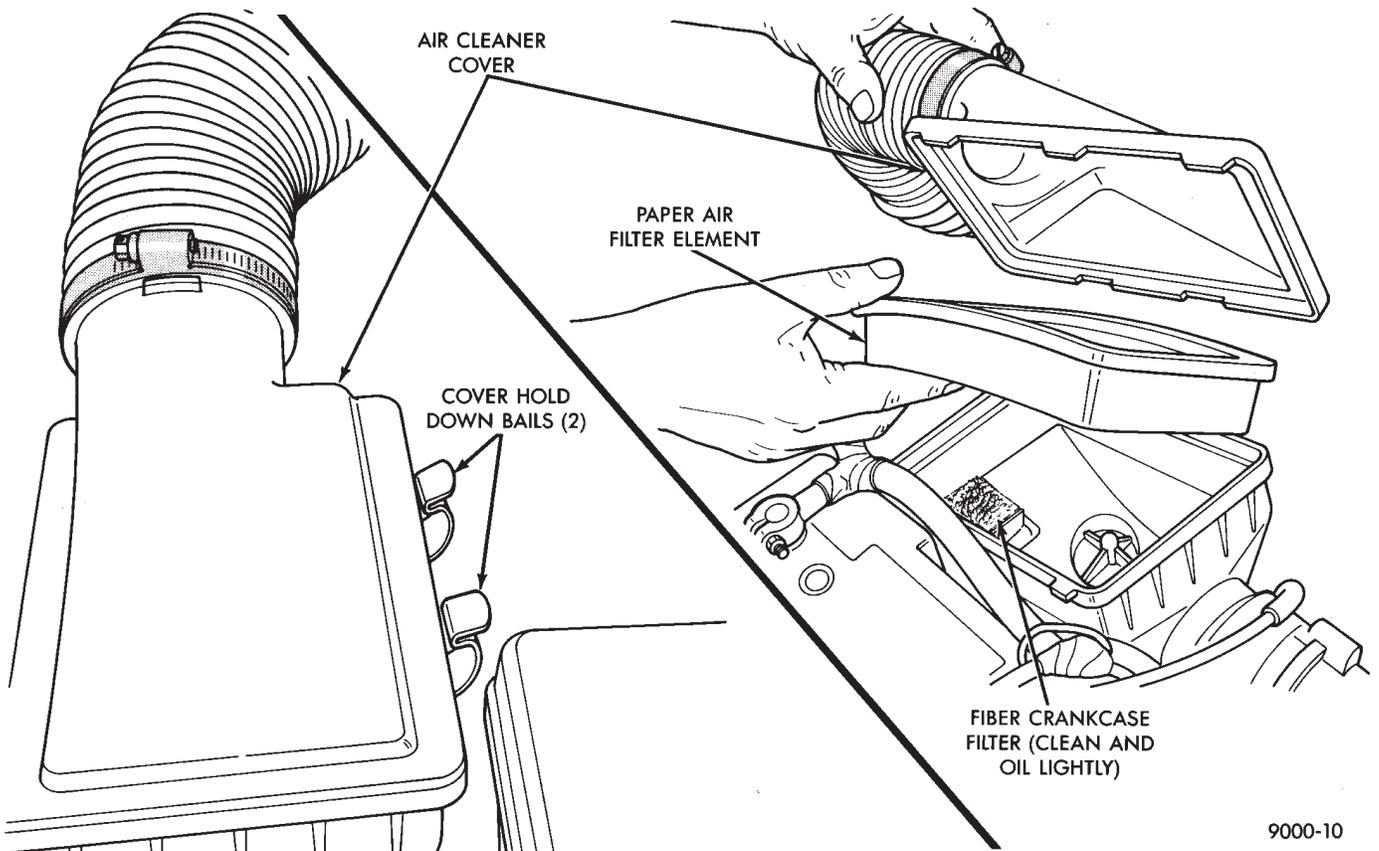


Fig. 11 Air Cleaner Assembly—3.3L or 3.8L Engine

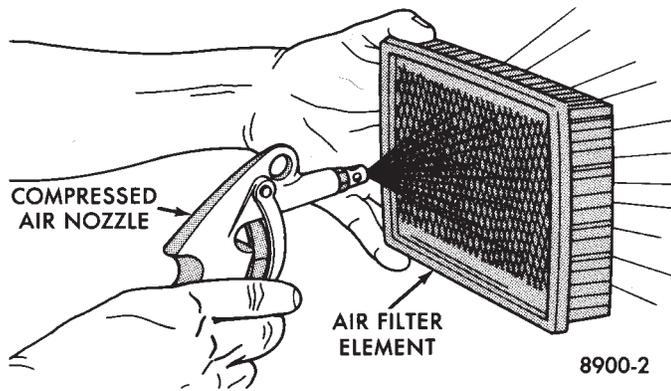


Fig. 12 Cleaning Air Filter Element

CRANKCASE VENTILATION SYSTEM

Engine crankcase pressure and emissions are vented into combustion chambers through the positive crankcase ventilation (PCV) system. The PCV system consists of a crankcase filter (Figs. 7, 8, 9, 10 or 11), PCV valve (Figs. 13, 14, 15 or 16) and hoses to complete a vacuum circuit. The PCV system should have enough volume to overcome crankcase pressure created by piston backwash. If a PCV system becomes plugged, the crankcase pressure will increase and force engine oil past the piston rings creating oil consumption. Blockage of PCV system can occur at the vacuum source coupling, PCV valve, crankcase filter or a collapsed hose.

Chrysler Corporation recommends that a PCV valve not be cleaned. A new Mopar® or equivalent PCV valve should be installed when servicing is required. Over a period of time, depending on the environment where vehicle is used, deposits build up in the PCV vacuum circuit. PCV system should be inspected at every oil change. Service PCV system if engine oil is discharged into air cleaner.

PCV SYSTEM TEST

- (1) Verify that fiber crankcase filter is clean and properly installed in the air cleaner assembly.
- (2) With the engine running at idle, remove crankcase inlet hose from the inlet filter nipple. Position a 50 mm (2 in.) square paper card over end of inlet hose. The card should be drawn to the end of the inlet hose within 15 seconds. If not, a leak or restriction exists in the PCV vacuum circuit.
- (3) If card does not hold to end of inlet hose, disconnect PCV valve from cylinder head cover or adapter. Vacuum hissing sound should be heard and engine should run steady. Place a finger over end of PCV valve (Fig. 17). The check valve in the PCV valve should click and rattle when PCV valve is shaken.
- (4) Remove PCV valve from vacuum source hose. The engine should run very erratically or stall. If not, a vacuum restriction or blockage exists at the vacuum source.

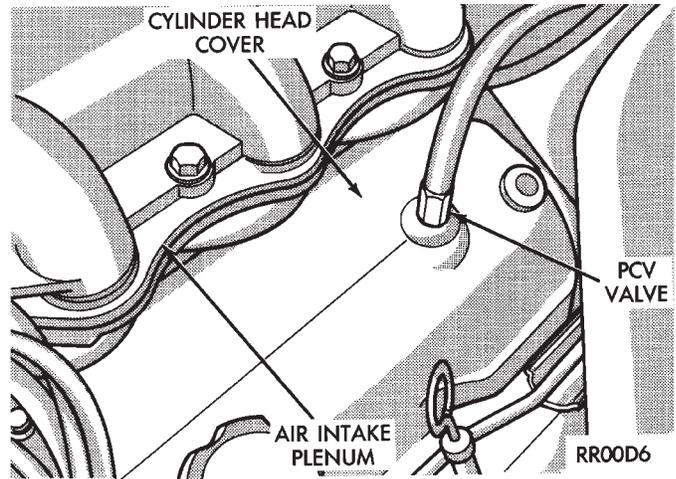


Fig. 13 PCV System—3.0L Engine

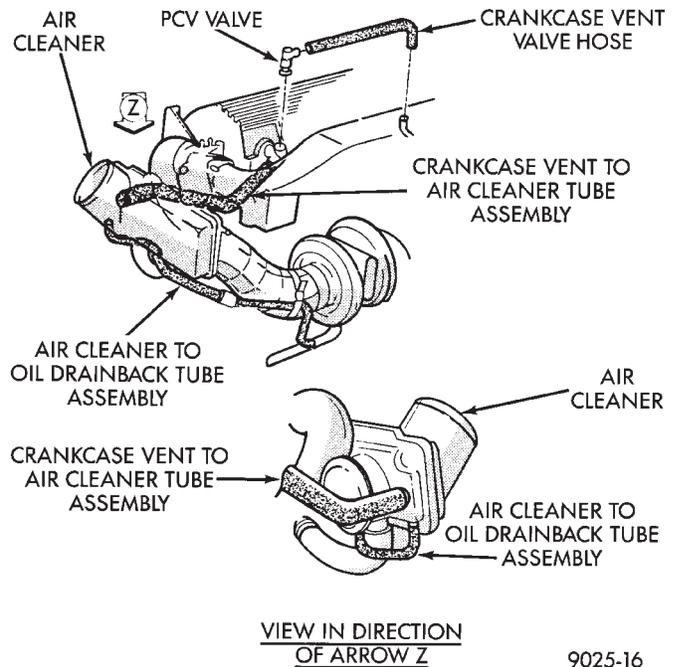


Fig. 14 PCV System—Turbo Engines

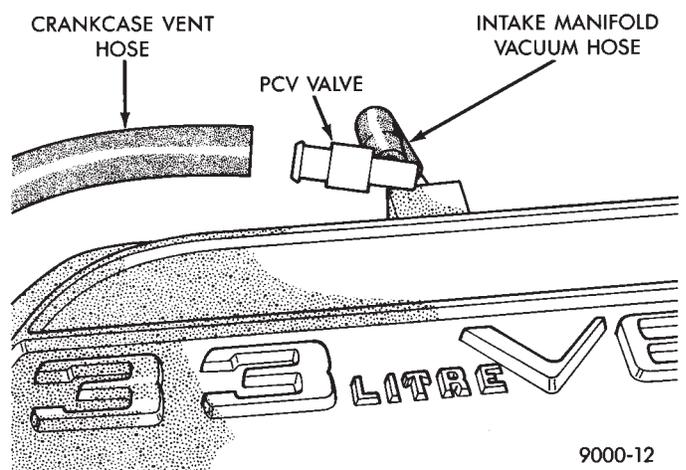


Fig. 15 PCV System—3.3L or 3.8L Engine

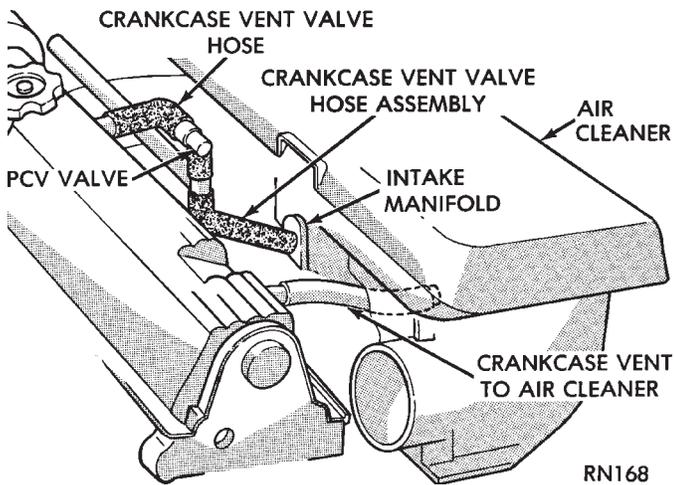


Fig. 16 PCV System—2.2L or 2.5L EFI Engine

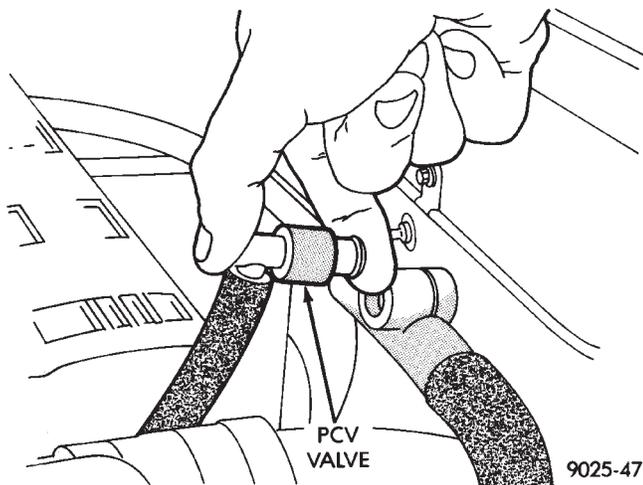


Fig. 17 PCV Valve Test

FUEL RECOMMENDATIONS

Chrysler Corporation recommends that only fuel purchased from a reputable retailer be used. Use high quality, unleaded gasoline to provide satisfactory driveability and highest fuel economy. Gasoline containing detergent and corrosion control additives are desirable. If the engine develops spark knock (audible ping), poor performance, hard starting or stalling, purchase fuel from another source. Engine performance can vary when using different brands of gasoline with the same octane rating. Occasional light engine spark knock under heavy acceleration, at low speed or when vehicle is heavily loaded is not harmful. Extended periods of spark knock under moderate acceleration or at cruising speed can damage the engine. The cause of excessive spark knock condition must be diagnosed and corrected. For diagnostic procedures refer to Group 14, Fuel System and Powertrain Diagnostic Procedures manual.

SELECTING GASOLINE

CAUTION: Do not use fuel containing METHANOL (methyl or wood alcohol), damage to fuel system will result.

Do not use leaded gasoline, damage to catalytic converter will result and vehicle will not conform to emission control standards.

ETHANOL, MTBE OR ETBE BLENDS

All Chrysler Corporation vehicles are designed to use unleaded gasoline ONLY. Gasohol blends, containing 10% Ethanol (ethyl or grain alcohol) 90% unleaded gasoline can be used provided it has adequate octane rating.

Fuel blends containing up to 15% MTBE (Methyl Tertiary Butyl Ether) and 85% unleaded gasoline can be used. Fuel blends containing up to 17% ETBE (Ethyl Tertiary Butyl Ether) and 83% unleaded gasoline can also be used.

Fuel blended with ethanol, MTBE or ETBE are also referred to as reformulated or clean air gasoline. These fuels contribute less emissions to the atmosphere. Chrysler Corporation recommends that blended fuels be used when available

METHANOL BLENDS

Using gasoline blended with methanol can result in starting and driveability problems. Deterioration of fuel system components will result. Methanol induced problems are not the responsibility of Chrysler Corporation and may not be covered by the vehicle warranty.

NON-TURBOCHARGED ENGINES

Use regular unleaded gasoline having a minimum octane rating of 87 (R+M)/2. Higher octane premium unleaded gasoline can be used if desired.

2.2L AND 2.5L TURBOCHARGED ENGINES

Use any high quality unleaded gasoline having a minimum octane rating of 87 (R+M)/2. Gasoline with octane rating greater than 87 (R+M)/2 will improve engine performance.

2.2L 16 VALVE TURBOCHARGED ENGINE

Use premium unleaded gasoline having a minimum octane rating of 91 (R+M)/2. Gasoline with octane rating less than 91 (R+M)/2 can be used if recommended gasoline is not available. Low octane gasoline will reduce engine performance.

FUEL FILTER

The fuel filter requires service only when a fuel contamination problem is suspected. For proper diagnostic and service procedures refer to Group 14, Fuel System.



IGNITION CABLES, DISTRIBUTOR CAP, AND ROTOR

Inspect and test ignition cables, distributor cap and rotor when the spark plugs are replaced. Oil and grime should be cleaned from the ignition cables and distributor cap to avoid possible spark plug fouling. Mopar®, Foamy Engine Degreaser, or equivalent is recommended for cleaning the engine compartment. For proper service and diagnostic procedures refer to Group 8D, Ignition System.

SPARK PLUGS

Ignition spark plugs should be replaced at the mileage interval described in the Lubrication and Maintenance Schedules. Refer to the General Information section of this group. For proper service procedures refer to Group 8D, Ignition Systems.

DRIVE BELTS

Inspect and adjust drive belts at the interval described in the Lubrication and Maintenance Schedules. Refer to General Information section of this group. For proper inspection and adjustment procedures, see Group 7, Cooling System.

EMISSION CONTROL SYSTEM

Inspect all emission control components and hoses when other under hood service is performed. Refer to emission system Vacuum Hose Label located on the inside of the hood in the engine compartment and Group 25, Emission Control Systems for proper service procedures.

BATTERY

Inspect battery tray, hold down and terminal connections when other under hood service is performed.

For proper diagnostic procedures refer to Group 8A, Battery/Starting/Charging System Diagnostics. For service and cleaning procedures refer to Group 8B, Battery/Starter Service.

RUBBER AND PLASTIC COMPONENT INSPECTION

CAUTION: Plastic hoses or wire harness covers will melt or deform when exposed to heat from exhaust system or engine manifolds.

Position plastic or rubber components away from moving parts in engine compartment or under vehicle, or damage will result.

Do not allow rubber engine mounts or other components to become oil contaminated, repair cause of oil contamination and clean area.

All rubber and plastic components should be inspected when engine compartment or under vehicle service is performed. When evidence of deterioration exists, replacement is required. To reduce deterioration of rubber components, Chrysler Corporation recommends Mopar® Foamy Engine Degreaser or equivalent be used to clean engine compartment of oil and road grime.

EXHAUST SYSTEM ISOLATOR AND HANGER

The exhaust system should be inspected when under vehicle service is performed. The exhaust system should not make contact with under body, brake cables, brake/fuel lines, fuel tank or suspension components. Slight cracking in rubber isolator or hanger is acceptable. Severely cracked or broken rubber components must be replaced. For proper service procedures see Group 11, Exhaust System and Intake Manifold.

DRIVETRAIN

INDEX

	page		page
Automatic Transaxle	15	Front Wheel Bearings	16
Automatic Transaxle Floor Shift	15	Manual Transaxle	14
Clutch and Gearshift Linkage	14	Tires	16
Drive Shaft Cv and Tripod Joint Boots	16		

CLUTCH AND GEARSHIFT LINKAGE

If the clutch or gearshift begins to operate with difficulty, squeak or grunt, the cables and linkage should be lubricated before service replacement is performed. For proper lubrication and service procedures refer to Group 6, Clutch, or Group 21, Manual Transaxle.

MANUAL TRANSAXLE

The manual transaxle should be inspected for oil leaks and proper oil level when other under vehicle service is performed. To inspect the transaxle oil level, position the vehicle on a level surface. Remove fill plug (Fig. 1) from the transaxle side cover. The

oil level should not be below 4 mm (3/16 in) from the bottom of the oil fill opening.

The manual transaxle does not require periodic maintenance. The oil should be changed only when water contamination is suspected. If oil has a foamy or milky appearance it probably is contaminated. A circular magnet located behind the differential cover collects metallic particles circulating in the oil. For proper diagnostic and service procedures, refer to Group 21, Manual Transaxle.

SELECTING MANUAL TRANSAXLE OIL

Chrysler Corporation recommends Mopar® Engine Oil, SG or SG/CD SAE 5W-30, or equivalent, be used to fill a 5-speed transaxle.

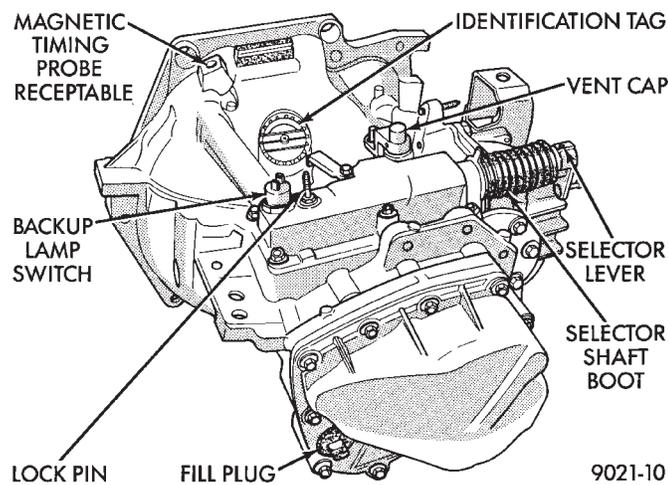


Fig. 1 Manual Transaxle Fill Plug

AUTOMATIC TRANSAXLE FLOOR SHIFT

If the automatic transaxle floor shift mechanism becomes difficult to operate or starts to make objectionable noise, the mechanism should be lubricated before service repair is performed. To lubricate the shift mechanism, remove console as necessary. Refer to Group 23, Body. Apply a film of Mopar® Multipurpose Grease or equivalent, to slide surfaces and pawl spring. For additional information, refer to Group 21, Transaxle.

AUTOMATIC TRANSAXLE

The automatic transaxle should be inspected for fluid leaks and proper fluid level when other under hood service is performed.

CAUTION: To minimize fluid contamination, verify that dipstick is seated in the fill hole or tube after fluid level reading is taken.

TO INSPECT THE TRANSAXLE FLUID LEVEL:

- (1) Position the vehicle on a level surface.

- (2) Start engine and allow to idle in PARK for at least 60 seconds. The warmer the transaxle fluid, the more accurate the reading.

- (3) While sitting in driver seat, apply brakes and place gear selector in each position. Return gear selector to park.

- (4) Raise hood and remove transaxle fluid level indicator (dipstick) and wipe clean with a suitable cloth.

- (5) Install dipstick and verify it is seated in fill hole or tube (Fig. 2 or 3).

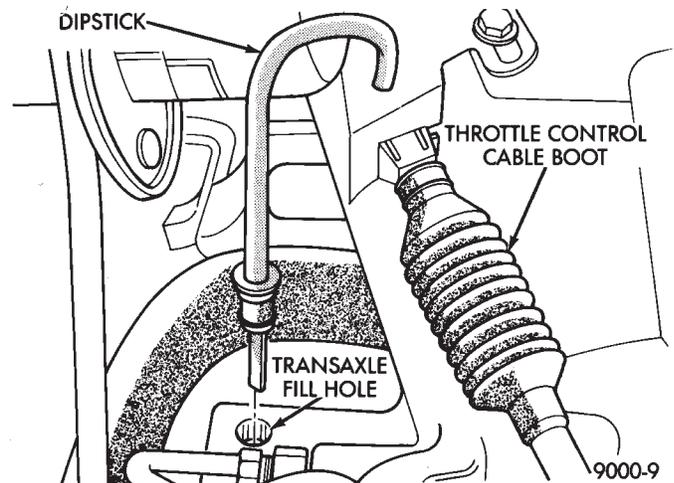


Fig. 2 3-speed Automatic Transaxle Fill hole

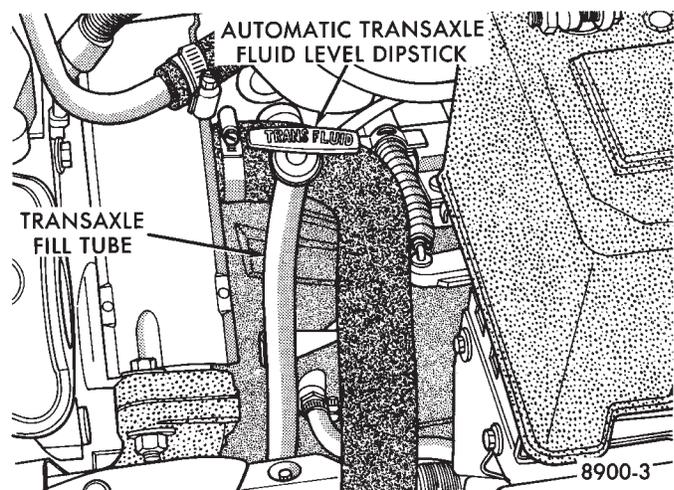


Fig. 3 4-speed Automatic Transaxle Fill tube

CAUTION: Do not overfill automatic transaxle, leakage or damage can result.

- (6) Remove dipstick, with handle above tip, take fluid level reading (Fig. 4). If the vehicle has been driven for at least 15 minutes before inspecting fluid level, transaxle can be considered hot and reading should be above the WARM mark. If vehicle has run for less than 15 minutes and more than 60 seconds transaxle can be considered warm and reading

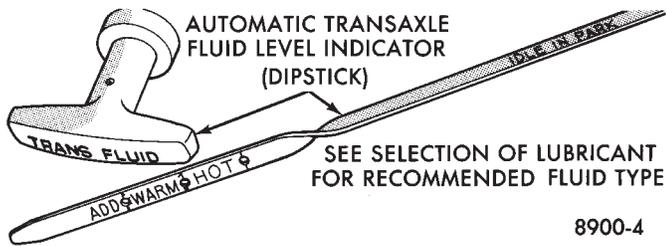


Fig. 4 Automatic Transaxle Dipstick—Typical

should be above ADD mark. Add fluid only if level is below ADD mark on dipstick when transaxle is warm.

The automatic transaxle does not require periodic maintenance when used for general transportation. If the vehicle is subjected to severe service conditions, the automatic transaxle will require fluid/filter change and band adjustments every 24 000 km (15,000 miles). For additional information, refer to Severe Service paragraph and Lubrication and Maintenance Schedules in General Information section of this group. The fluid and filter should be changed when water contamination is suspected. If fluid has foamy or milky appearance, it is probably contaminated. If the fluid appears brown or dark and a foul odor is apparent, the fluid is burned, transaxle requires maintenance or service. A circular magnet located in the transaxle pan, collects metallic particles circulating in the oil. For proper diagnostic and service procedures, refer to Group 21, Automatic Transaxle.

SELECTING AUTOMATIC TRANSAXLE FLUID

Chrysler Corporation recommends Mopar® ATF Plus (automatic transmission fluid type 7176) be used to add to or replace automatic transaxle fluid. If ATF Plus is not available use Mopar® Dexron II® Automatic Transmission Fluid or equivalent.

DRIVE SHAFT CV AND TRIPOD JOINT BOOTS

The front drive shaft constant velocity and tripod joint boots (Fig. 5) should be inspected when other under vehicle service is performed. Inspect boots for cracking, tears, leaks or other defects. If service repair is required, refer to Group 2, Suspension.

FRONT WHEEL BEARINGS

The front wheel bearings are permanently sealed, requiring no lubrication. For proper diagnostic and service procedures refer to Group 2, Suspension.

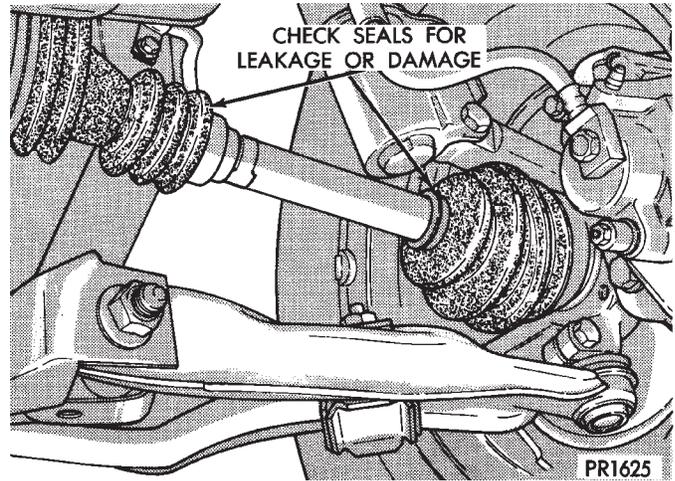


Fig. 5 Drive Shaft Boots

TIRES

The tires should be inspected at every engine oil change for proper inflation and condition. The tires should be rotated at the distance intervals described in the Lubrication and Maintenance Schedules of the General Information section in this group. For tire inflation specifications refer to the Owner's Manual. A Tire Inflation sticker is located in the driver door opening. For proper diagnostic procedures, see Group 22, Wheels and Tires.

TIRE ROTATION

The Forward Cross rotation method is recommended for use on Chrysler Corporation vehicles (Fig. 6). Other rotation methods can be used, but may not have the benefits of the recommended method. Only the four tire rotation method can be used if the vehicle is equipped with a space saver spare tire.

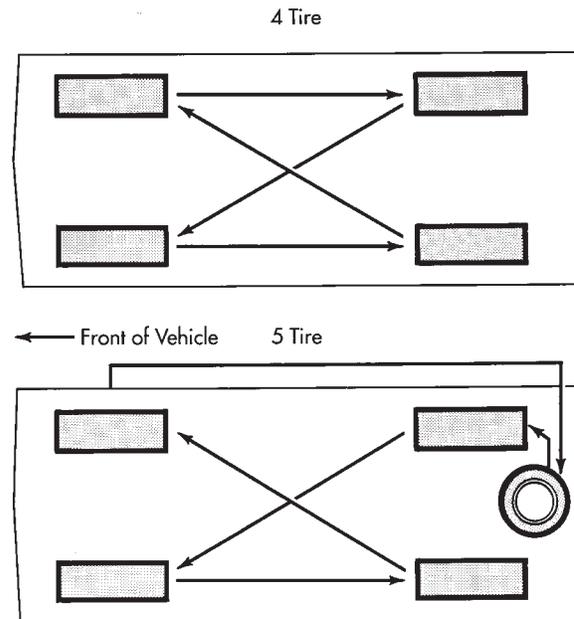


Fig. 6 Tire Rotation

CHASSIS AND BODY

INDEX

	page		page
Body Lubrication	20	Power Steering	17
Brakes	19	Rear Wheel Bearings	19
Headlamps	20	Steering Linkage	17
Lower Ball Joints	17		

STEERING LINKAGE

INSPECTION

The steering linkage and steering gear should be inspected for wear, leaks or damage when other under vehicle service is performed. The rack and pinion steering gear end boots should not have excess oil or grease residue on the outside surfaces or surrounding areas (Fig.1). If boot is leaking, it should be repaired. For proper service procedures, see Group 19, Steering.

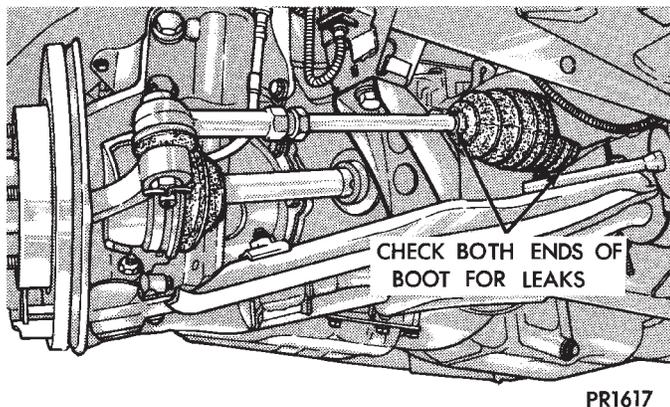


Fig. 1 Inspect Steering Linkage

The tie rod end seal should fit securely between the steering knuckle and tie rod end (Fig.2). The steering linkage should be lubricated at the time and distance intervals described in the Lubrication and Maintenance Schedules. Refer to General Information section of this group.

TIE ROD END LUBRICATION

Lubricate the steering linkage with Mopar® Multi-mileage Lube or equivalent. Using a wiping cloth, clean grease and dirt from around grease fitting and joint seal. Using a grease gun, fill tie rod end until lubricant leaks from around the tie rod end side of the seal (Fig.2). When lube operation is complete, wipe off excess grease.

LOWER BALL JOINTS

INSPECTION

The front suspension lower ball joints should be inspected for wear, leaks or damage when other under

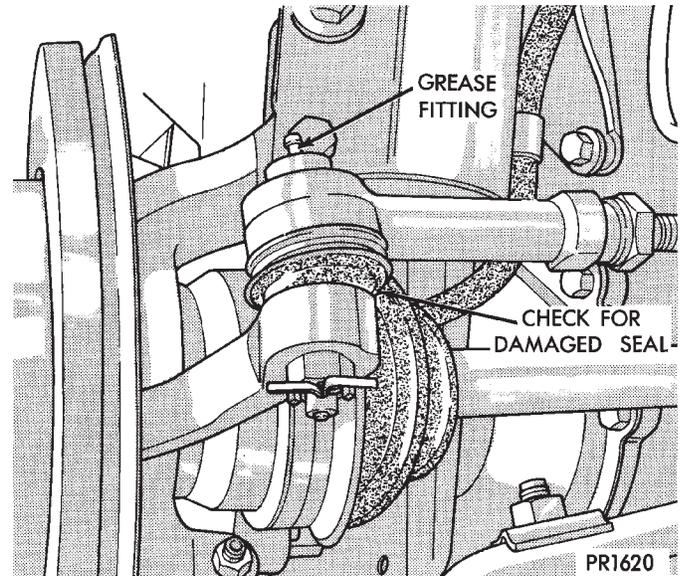


Fig. 2 Tie Rod End Lubrication

vehicle service is performed. The ball joint seal should fit securely between the steering knuckle and lower control arm (Fig. 3). The ball joints should be lubricated at the time and distance intervals described in the Lubrication and Maintenance Schedules. Refer to the General Information section of this group.

BALL JOINT LUBRICATION

CAUTION: Do not over fill ball joint with grease, damage to seal can result.

Lubricate the ball joints with Mopar® Multi-mileage Lube or equivalent. Using a wiping cloth, clean grease and dirt from around grease fitting and joint seal. Using a grease gun, fill ball joint until seal starts to swell (Fig. 3). When lube operation is complete, wipe off excess grease.

POWER STEERING

The power steering fluid level should be inspected when other under hood service is performed. If the fluid level is low and system is not leaking, use Mopar®, Power Steering Fluid or equivalent. The power steering system should be inspected for leaks when

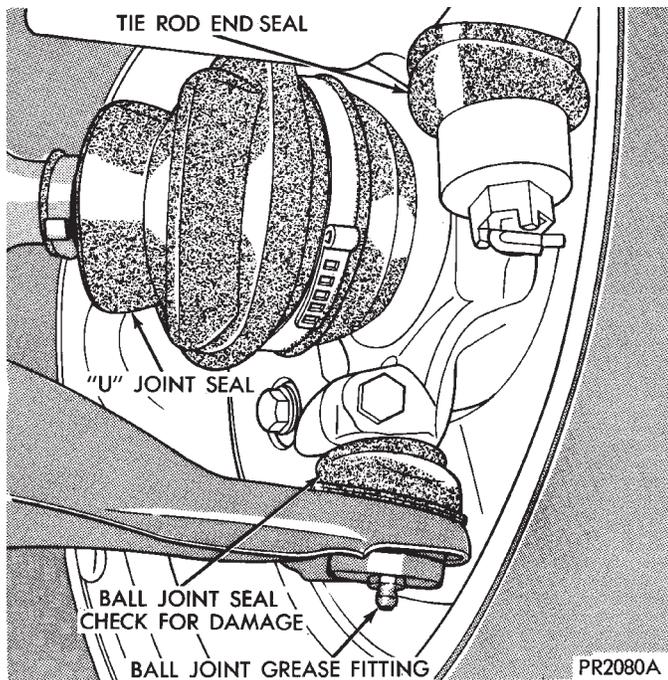


Fig. 3 Ball Joint Lubrication

other under vehicle service is performed. For proper service procedures, refer to Group 19, Steering.

The power steering pump drive belt should be inspected at the time and distance interval described in the Lubrication and Maintenance Schedules. Refer to the General Information section of this group.

POWER STEERING FLUID INSPECTION

WARNING: ENGINE MUST NOT BE RUNNING WHEN INSPECTING POWER STEERING FLUID LEVEL, PERSONAL INJURY CAN RESULT.

CAUTION: Do not over fill power steering reservoir when adding fluid, seal damage and leakage can result.

TO INSPECT FLUID LEVEL:

- (1) Position vehicle on a level surface with engine at normal running temperature.
- (2) Turn OFF engine and remove ignition key.
- (3) Using a wiping cloth, clean oil and dirt residue from around power steering reservoir cap.
- (4) Remove reservoir cap or dipstick and wipe off fluid.
- (5) Install cap or dipstick.
- (6) Remove cap or dipstick. Holding handle or cap above tip of dipstick, read fluid level (Fig. 4, 5, or 6). Add fluid if reading is below cold level mark on dipstick.

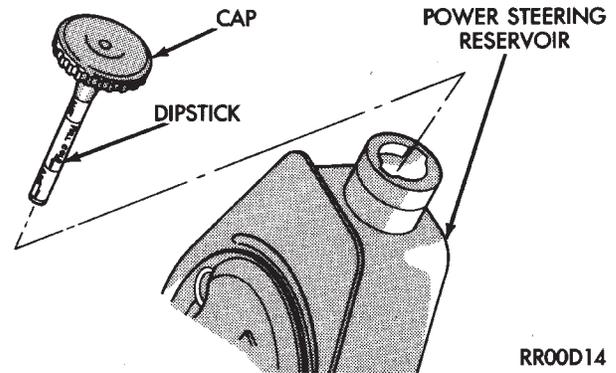


Fig. 4 Power Steering Reservoir Dipstick—2.2L or 2.5L Engine

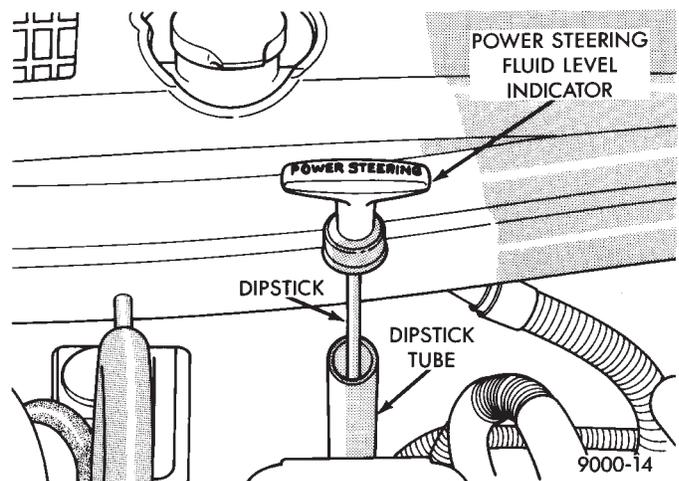


Fig. 5 Power Steering Reservoir Dipstick—3.0L Engine

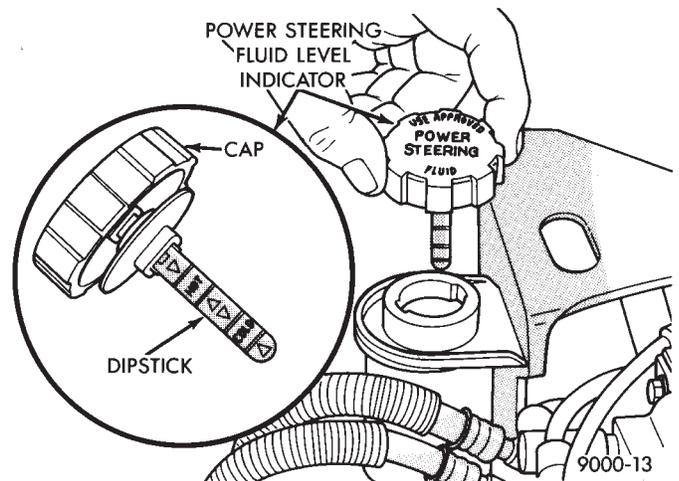


Fig. 6 Power Steering Reservoir Dipstick—3.3L or 3.8L Engine

REAR WHEEL BEARINGS

INSPECTION

The rear wheel bearings should be packed with new lubricant at the distance interval described in the Lubrication and Maintenance Schedules. Refer to the General Information section of this group. The bearings should be inspected for contamination and wear before they are cleaned. Slight discoloration of bearing rollers and race cup is normal. If metal flakes are visible in the used lubricant or the bearing rollers and race cup is discolored, the bearing and race cup should be replaced. For proper service procedures, see Group 5, Brakes. Replace the inner seal whenever the wheel bearings are serviced.

REAR WHEEL BEARING LUBRICATION

CAUTION: Combining two types of lubricant can cause bearing failure. Wash used or new bearings with a suitable solvent and blot dry with a lint free cloth before packing with new lubricant.

WARNING: DO NOT ALLOW BEARING TO SPIN AT HIGH RPM WHEN USING COMPRESSED AIR TO BLOW CLEANING SOLVENT FROM BEARING. BEARING CAGE CAN EXPLODE, CAUSING PERSONAL INJURY.

TO LUBRICATE REAR WHEEL BEARINGS:

- (1) Hoist rear wheels off the ground and support vehicle on safety stands. Refer to Hoisting Recommendations in the General Information section of this group.
- (2) Remove rear wheels.
- (3) Remove brake caliper on vehicles with rear disc brakes. For proper procedure, see Group 5, Brakes.
- (4) Remove rear wheel hub (drum) assembly and remove inner grease seal (Fig. 7). For proper service procedure, see Group 5, Brakes.
- (5) Inspect bearings, refer to Inspection paragraph of this procedure. Wash used lubricant from bearings with solvent and blot or blow dry.
- (6) Using a bearing packing device, lubricate the bearings with Mopar®, Wheel Bearing Grease or equivalent.
- (7) With a wiping cloth, clean used lubricant from wheel hub assembly and axle spindle.
- (8) Install inner wheel bearing in the hub assembly, small end of bearing toward hub. With a finger, smooth out grease around the outside of bearing.
- (9) Using a seal driver, install new inner hub seal.
- (10) Install wheel hub (drum) assembly on axle spindle.

(11) Install outer wheel bearing over the spindle end, small end of bearing toward hub. With a finger, smooth out grease around the outside of bearing.

(12) Install washer and spindle nut. While rotating hub, tighten spindle nut to 27 to 34 N•m (240 to 300 in. lbs.) torque. Loosen spindle nut one quarter turn. Hand tighten spindle nut.

(13) Install spindle nut lock cover, cotter pin and grease cap.

(14) Install disc brake caliper on vehicles with disc brakes.

CAUTION: Pump brake pedal several times before driving vehicle to verify brake operation.

(15) Install wheel and lower vehicle.

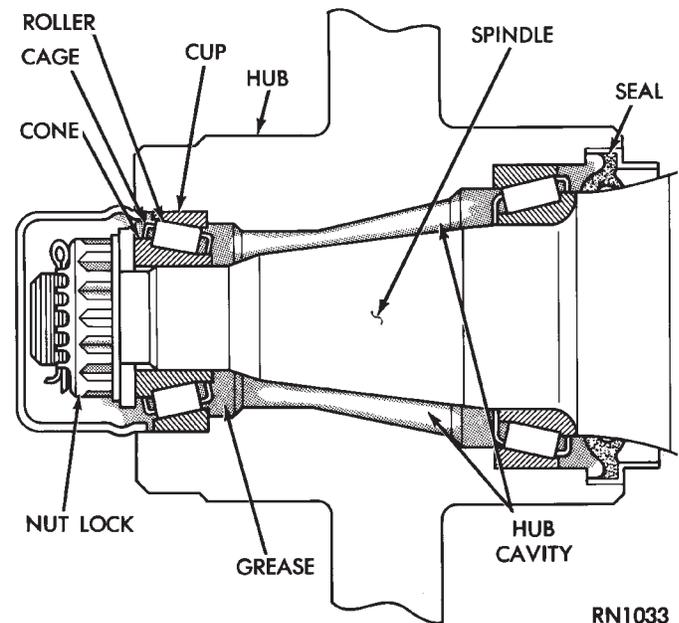


Fig. 7 Rear Wheel Bearings

BRAKES

BRAKE PAD AND LINING INSPECTION

The brake pads and linings should be inspected at distance intervals described in the Lubrication and Maintenance Schedules. Refer to the General Information section of this group. If brake pads or linings appear excessively worn, the brakes would require service. For proper service procedures, refer to Group 5, Brakes.

BRAKE HOSE INSPECTION

WARNING: IF FRONT WHEEL, REAR AXLE, OR ANTI-LOCK UNIT BRAKE HOSE OUTER COVER IS CRACKED, CHAFED, OR BULGED, REPLACE HOSE IMMEDIATELY. BRAKE FAILURE CAN RESULT.

The front wheel, rear axle and anti-lock unit (if equipped) brake hoses should be inspected at time and distance intervals described in the Lubrication and Maintenance Schedules. Refer to the General Information section of this group. A hose must be replaced if it has signs of cracking, chafing, fatigue or bulging. For proper service procedures, refer to Group 5, Brakes.

BRAKE LINE INSPECTION

The metal brake lines should be inspected when other under vehicle service is preformed. If a line is pinched, kinked, or corroded, it should be repaired. For proper service procedures, refer to Group 5, Brakes.

BRAKE RESERVOIR LEVEL INSPECTION

WARNING: DO NOT ALLOW PETROLEUM OR WATER BASE LIQUIDS TO CONTAMINATE BRAKE FLUID, SEAL DAMAGE AND BRAKE FAILURE CAN RESULT.

RELIEVE PRESSURE IN ANTI-LOCK BRAKE SYSTEM BEFORE ADDING BRAKE FLUID TO RESERVOIR. IF NOT, BRAKE FLUID COULD BE DISCHARGED FROM THE RESERVOIR POSSIBLY CAUSING PERSONAL INJURY.

The brake reservoir level should be inspected when other under hood service is performed. It is normal for the reservoir level to drop as disc brake pads wear. When fluid must be added, use Mopar®, Brake Fluid or equivalent. Use only brake fluid conforming to DOT 3, Federal, Department of Transportation specification. To avoid brake fluid contamination, use fluid from a properly sealed container.

On vehicles with anti-lock brakes, depressurize the system before inspecting fluid level. Turn OFF the ignition and remove the key. Pump the brake pedal at least 50 times to relieve the pressure in the system.

On all vehicles, if fluid should become low after several thousand kilometers (miles), fill the reservoir to level marks on the side of the reservoir (Fig. 8 or 9).

HEADLAMPS

The headlamps should be inspected for intensity and aim whenever a problem is suspected. When luggage compartment is heavily loaded, the headlamp aim should be adjusted to compensate for vehicle height change. For proper service procedures, refer to Group 8L, Lamps.

DRIVER SUPPLEMENTAL AIRBAG SYSTEM

If the AIRBAG indicator lamp does not light at all, stays lit or lights momentarily or continuously while driving, a malfunction may have occurred. Prompt

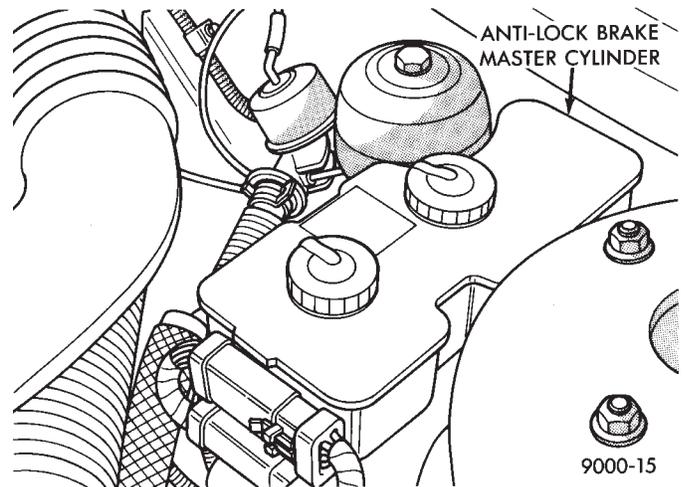


Fig. 8 Anti-lock Brake Reservoir

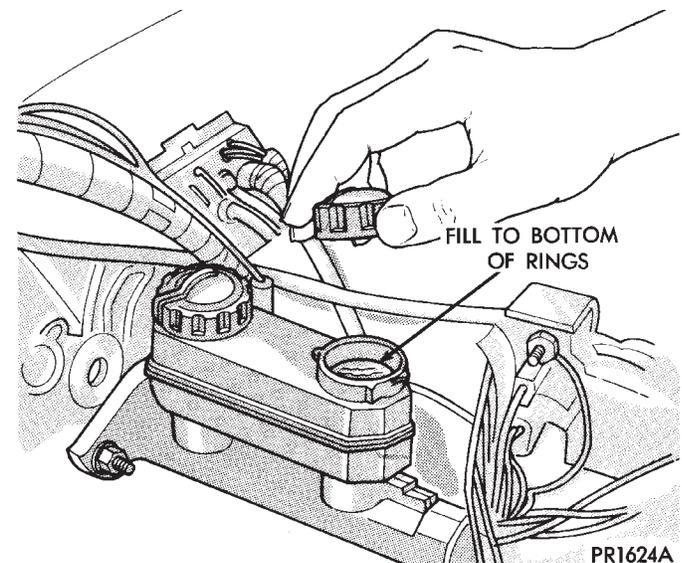


Fig. 9 Master Cylinder Brake Reservoir—Except Anti-lock

service is required. Refer to Group 8M, Restraint Systems for proper diagnostic procedures.

BODY LUBRICATION

Body mechanisms and linkages should be inspected, cleaned and lubricated as required to maintain ease of operation and to prevent corrosion and wear.

Before a component is lubricated, oil, grease and dirt should be wiped off. If necessary, use solvent to clean component to be lubricated. After lubrication is complete, wipe off excess grease or oil.

During winter season, external lock cylinders should be lubricated with Mopar®, Lock Lubricant or equivalent to ensure proper operation when exposed to water and ice.

To assure proper hood latching component operation, use engine oil to lubricate the lock, safety catch and hood hinges when other under hood service is

performed. Mopar®, Multi-purpose Grease or equivalent should be applied sparingly to all pivot and slide contact areas.

USE ENGINE OIL ON:

- Door hinges—Hinge pin and pivot points.
- Hood hinges—Pivot points.
- Luggage compartment lid hinges—Pivot points.

USE MOPAR® LUBRIPLATE OR EQUIVALENT ON:

- Door check straps.
- Hood counterbalance springs.
- Luggage compartment lid latches.
- Luggage compartment lid prop rod pivots.
- Ash tray slides.
- Fuel Fill Door latch mechanism.
- Park brake mechanism.
- Front seat tracks.

