

BODY

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BODY

WARNING

SAFETY PRECAUTIONS AND WARNINGS

WARNING: USE AN 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.

DIAGNOSIS AND TESTING

DIAGNOSIS AND TESTING - WATER LEAKS

Water leaks can be caused by poor sealing, improper body component alignment, body seam porosity, missing plugs, or blocked drain holes. Centrifugal and gravitational force can cause water to drip from a location away from the actual leak point, making leak detection difficult. All body sealing points should be water tight in normal wet-driving conditions. Water flowing downward from the front of the vehicle should not enter the passenger or luggage compartment. Moving sealing surfaces will not always seal water tight under all conditions. At times, side glass or door seals will allow water to enter the passenger compartment during high pressure washing or hard driving rain (severe) conditions. Overcompensating on door or glass adjustments to stop a water leak that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After completing a repair, water test vehicle to verify leak has stopped before returning vehicle to use.

BODY (Continued)

VISUAL INSPECTION BEFORE WATER LEAK TESTS

Verify that floor and body plugs are in place, body drains are clear, and body components are properly aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

WATER LEAK TESTS

WARNING: DO NOT USE ELECTRIC SHOP LIGHTS OR TOOLS IN WATER TEST AREA. PERSONAL INJURY CAN RESULT.

When the conditions causing a water leak have been determined, simulate the conditions as closely as possible.

- If a leak occurs with the vehicle parked in a steady light rain, flood the leak area with an open-ended garden hose.
- If a leak occurs while driving at highway speeds in a steady rain, test the leak area with a reasonable velocity stream or fan spray of water. Direct the spray in a direction comparable to actual conditions.
- If a leak occurs when the vehicle is parked on an incline, hoist the end or side of the vehicle to simulate this condition. This method can be used when the leak occurs when the vehicle accelerates, stops or turns. If the leak occurs on acceleration, hoist the front of the vehicle. If the leak occurs when braking, hoist the back of the vehicle. If the leak occurs on left turns, hoist the left side of the vehicle. If the leak occurs on right turns, hoist the right side of the vehicle. For hoisting recommendations (Refer to LUBRICATION & MAINTENANCE/HOISTING - STANDARD PROCEDURE).

WATER LEAK DETECTION

To detect a water leak point-of-entry, do a water test and watch for water tracks or droplets forming on the inside of the vehicle. If necessary, remove interior trim covers or panels to gain visual access to the leak area. If the hose cannot be positioned without being held, have someone help do the water test.

Some water leaks must be tested for a considerable length of time to become apparent. When a leak appears, find the highest point of the water track or drop. The highest point usually will show the point of entry. After leak point has been found, repair the leak and water test to verify that the leak has stopped.

Locating the entry point of water that is leaking into a cavity between panels can be difficult. The trapped water may splash or run from the cavity, often at a distance from the entry point. Most water leaks of this type become apparent after accelerating, stopping, turning, or when on an incline.

MIRROR INSPECTION METHOD

When a leak point area is visually obstructed, use a suitable mirror to gain visual access. A mirror can also be used to deflect light to a limited-access area to assist in locating a leak point.

BRIGHT LIGHT LEAK TEST METHOD

Some water leaks in the luggage compartment can be detected without water testing. Position the vehicle in a brightly lit area. From inside the darkened luggage compartment inspect around seals and body seams. If necessary, have a helper direct a drop light over the suspected leak areas around the luggage compartment. If light is visible through a normally sealed location, water could enter through the opening.

PRESSURIZED LEAK TEST METHOD

When a water leak into the passenger compartment cannot be detected by water testing, pressurize the passenger compartment and soap test exterior of the vehicle. To pressurize the passenger compartment, close all doors and windows, start engine, and set heater control to high blower in HEAT position. If engine can not be started, connect a charger to the battery to ensure adequate voltage to the blower. With interior pressurized, apply dish detergent solution to suspected leak area on the exterior of the vehicle. Apply detergent solution with spray device or soft bristle brush. If soap bubbles occur at a body seam, joint, seal or gasket, the leak entry point could be at that location.

DIAGNOSIS AND TESTING - WIND NOISE

Wind noise is the result of most air leaks. Air leaks can be caused by poor sealing, improper body component alignment, body seam porosity, or missing plugs in the engine compartment or door hinge pillar areas. All body sealing points should be airtight in normal driving conditions. Moving sealing surfaces will not always seal airtight under all conditions. At times, side glass or door seals will allow wind noise to be noticed in the passenger compartment during high cross winds. Over compensating on door or glass adjustments to stop wind noise that occurs under severe conditions can cause premature seal wear and excessive closing or latching effort. After a repair procedure has been performed, test vehicle to verify noise has stopped before returning vehicle to use.

VISUAL INSPECTION BEFORE TESTS

Verify that floor and body plugs are in place and body components are aligned and sealed. If component alignment or sealing is necessary, refer to the appropriate section of this group for proper procedures.

BODY (Continued)**ROAD TESTING WIND NOISE**

(1) Drive the vehicle to verify the general location of the wind noise.

(2) Apply 50 mm (2 in.) masking tape in 150 mm (6 in.) lengths along weatherstrips, weld seams or moldings. After each length is applied, drive the vehicle. If noise goes away after a piece of tape is applied, remove tape, locate, and repair defect.

POSSIBLE CAUSE OF WIND NOISE

- Moldings standing away from body surface can catch wind and whistle.
- Gaps in sealed areas behind overhanging body flanges can cause wind-rushing sounds.
- Misaligned movable components.
- Missing or improperly installed plugs in pillars.
- Weld burn through holes.

STANDARD PROCEDURE**STANDARD PROCEDURE - 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.

STANDARD PROCEDURE - HEAT STAKING

(1) Remove trim panel.

(2) Bend or move the trim panel components at the heat staked joints. Observe the heat staked locations and/or component seams for looseness.

(3) Heat stake the components.

(a) If the heat staked or component seam location is loose, hold the two components tightly together and using a soldering gun with a flat tip, melt the material securing the components together. Do not over heat the affected area, damage to the exterior of the trim panel may occur.

(b) If the heat staked material is broken or missing, use a hot glue gun to apply new material to the area to be repaired. The panels that are being heat staked must be held together while the applying the glue. Once the new material is in place, it may be necessary to use a soldering gun to melt the newly applied material. Do not over heat the affected area, damage to the exterior of the trim panel may occur.

(4) Allow the repaired area to cool and verify the repair.

(5) Install trim panel.

STANDARD PROCEDURE - PLASTIC BODY PANEL REPAIR

There are many different types of plastics used in today's automotive environment. We group plastics in three different categories: Rigid, Semi-Rigid, and Flexible. Any of these plastics may require the use of an adhesion promoter for repair. These types of plastic are used extensively on DaimlerChrysler Motors vehicles. Always follow repair material manufacturer's plastic identification and repair procedures.

Rigid Plastics:

Examples of rigid plastic use: Fascias, Hoods, Doors, and other Body Panels, which include SMC, ABS, and Polycarbonates.

Semi-Rigid Plastics:

Examples of semi-rigid plastic use: Interior Panels, Under Hood Panels, and other Body Trim Panels.

Flexible Plastics:

Examples of flexible plastic use: Fascias, Body Moldings, and upper and lower Fascia Covers.

Repair Procedure:

The repair procedure for all three categories of plastics is basically the same. The one difference is the material used for the repair. The materials must be specific for each substrate, rigid repair material for rigid plastic repair, semi-rigid repair material for semi-rigid plastic repair and flexible repair material for flexible plastic repair.

BODY (Continued)

Adhesion Promoter/Surface Modifier:

Adhesion Promoters/Surface Modifiers are required for certain plastics. All three categories may have plastics that require the use of adhesion promoter/surface modifiers. Always follow repair material manufacturer's plastic identification and repair procedures.

SAFETY PRECAUTION AND WARNINGS**WARNING:**

- **EYE PROTECTION SHOULD BE USED WHEN SERVICING COMPONENTS. PERSONAL INJURY CAN RESULT.**
- **USE AN OSHA APPROVED BREATHING MASK WHEN MIXING EPOXY, GRINDING, AND SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.**

- **AVOID PROLONGED SKIN CONTACT WITH RESIN, PETROLEUM, OR ALCOHOL BASED SOLVENTS. PERSONAL INJURY CAN RESULT.**

- **DO NOT VENTURE UNDER A HOISTED VEHICLE THAT IS NOT PROPERLY SUPPORTED ON SAFETY STANDS. PERSONAL INJURY CAN RESULT.**

NOTE:

- When holes must be drilled or cut in body panels, verify locations of internal body components and electrical wiring. Damage to vehicle can result.
- Do not use abrasive chemicals or compounds on undamaged painted surfaces around repair areas. Damage to finish can result.

RIGID, SEMI-RIGID, AND FLEXIBLE PLASTIC PARTS TYPES

CODE	FAMILY NAME	COMMON TRADE NAME	TYPICAL APPLICATION
ASA	ACRYLONITRILE STYRENE ACRYLITE	LURAN S	CONSOLES, GRILLES
ABS	ACRYLONITRILE BUTADIENE STYRENE	TERLURAN	"A" PILLARS, CONSOLES, GRILLES
ABS/PC	ABS/PC ALLOY	PULSE, PROLOY, BAYBLEND	DOORS, INSTRUMENT PANELS
ABS/PVC	ABS/PV ALLOY	PROLOY, PULSE, LUSTRAN, CYCLOVIN	DOOR PANELS, GRILLES, TRIM
BMC	BULK MOLDING COMPOUND	BMC	FENDER EXTENSIONS
EMA	EHTYLENE METHYL ACRYLATE/IONOMER	SURLYN, EMA, IONOMER	BUMPER GUARDS, PADS
METTON	METTON	METTON	GRILLES, KICK PANELS, RUNNING BOARDS
MPPO	MODIFIED POLYPHENYLENE OXIDE	MPPO	SPOILER ASSEMBLY
PA	POLYAMID	ZYTEL, VYDYNE, PA, MINLON	FENDERS, QUARTER PANELS
PET	THERMOPLASTIC POLYESTER	RYNITE	TRIM
PBT/PPO	PBT/PPO ALLOY	GERMAX	CLADDINGS
PBTP	POLYBUTYLENE THEREPHTHALATE	PBT, PBTP, POCAN, VALOX	WHEEL COVERS, FENDERS, GRILLES
PBTP/EEBC	POLYBUTYLENE THEREPHTHALATE/EEBC ALLOY	BEXLOY, "M", PBTP/EEBC	FASCIAS, ROCKER PANEL, MOLDINGS
PC	POLYCARBONATE	LEXAN, MERLON, CALIBRE, MAKROLOX PC	TAIL LIGHT LENSES, IP TRIM, VALANCE PANELS

BODY (Continued)

CODE	FAMILY NAME	COMMON TRADE NAME	TYPICAL APPLICATION
PC/ABS	PC/ABS ALLOY	GERMAX, BAY BLENDS, PULSE	DOORS, INSTRUMENT PANELS
PPO	POLYPHENYLENE OXIDE	AZDEL, HOSTALEN, MARLEX, PRFAX, NORYL, GTX, PPO	INTERIOR TRIM, DOOR PANELS, SPLASH SHIELDS, STEERING COLUMN SHROUD
PPO/PA	POLYPHENYLENE/ POLYAMID	PPO/PA, GTX 910	FENDERS, QUARTER PANELS
PR/FV	FIBERGLASS REINFORCED PLASTIC	FIBERGLASS, FV, PR/FV	BODY PANELS
PS	POLYSTYRENE	LUSTREX, STYRON, PS	DOOR PANELS, DASH PANELS
RTM	RESIN TRANSFER MOLDING COMPOUND	RTM	BODY PANELS
SMC	SHEET MOLDED COMPOUND	SMC	BODY PANELS
TMC	TRANSFER MOLDING COMPOUND	TMC	GRILLES
UP	UNSATURATED POLYESTER (THERMOSETTING)	SMC, BMC, TMC, ZMC, IMC, XSMC, UP	GRILLE OPENING PANEL, LIFTGATES, FLARESIDE FENDERS, FENDER EXTENSIONS
EEBC	ETHER/ESTER BLOCKED CO-POLYMER	EEBC	BUMPERS
EEBC/PBTP	EEBC/POLYBUTYLENE TEREPHTHALATE	EEBC, PBTP, BEXLOY	BUMPER, ROCKER PANELS
EMPP	ETHYLENE MODIFIED POLYPROPYLENE	EMPP	BUMPER COVERS
EPDM	ETHYLENE/ PROPPOYLENE DIENE MONOMER	EPDM, NORDEL, VISTALON	BUMPERS
EPM	ETHYLENE/ PROPPOYLENE CO-POLYMER	EPM	FENDERS
MPU	FOAM POLYURETHANE	MPU	SPOILERS
PE	POLYETHYLENE	ALATHON, DYLAN, LUPOLEN, MARLEX	-
PP	POLYPROPYLENE (BLENDS)	NORYL, AZDEL, MARLOX, DYLAN, PRAVEX	INNER FENDER, SPOILERS, KICK PANELS
PP/EPDM	PP/EPDM ALLOY	PP/EPDM	SPOILERS, GRILLES
PUR	POLYURETHANE	COLONELS, PUR, PU	FASCIAS, BUMPERS
PUR/PC	PUR/PC ALLOY	TEXIN	BUMPERS
PVC	POLYVINYL CHLORIDE	APEX, GEON, VINYLITE	BODY MOLDINGS, WIRE INSULATION, STEERING WHEELS
RIM	REACTION INJECTED MOLDED POLYURETHANE	RIM, BAYFLEX	FRONT FASCIAS, MODULAR WINDOWS
RRIM	REINFORCED REACTION INJECTED MOLDED	PUR, RRIM	FASCIAS, BODY PANELS, BODY TRIMS

BODY (Continued)

CODE	FAMILY NAME	COMMON TRADE NAME	TYPICAL APPLICATION
TPE	THERMO POLYETHYLENE	TPE, HYTREL, BEXLOY-V	FASCIAS, BUMPERS, CLADDINGS
TPO	THERMOPOLYOLEFIN	POLYTROPE, RENFLEX, SANTOPRENE, VISAFLEX, ETA, APEX, TPO, SHIELDS, CLADDINGS	BUMPERS, END CAPS, TELCAR, RUBBER, STRIPS, SIGHT, INTERIOR B POST
TPP	THERMO-POLYPROPYLENE	TPP	BUMPERS
TPU	THERMOPOLYURETHANE, POLYESTER	TPU, HYTREL, TEXIN, ESTANE	BUMPERS, BODY SIDE, MOLDINGS, FENDERS, FASCIAS

PANEL SECTIONING

If it is required to section a large panel for a plastic repair, it will be necessary to reinforce the panel (Fig. 1). To bond two plastic panels together, a reinforcement must overlap both panels. The panels must be "V'd" at a 20 degree angle. The area to be reinforced should be washed, then sanded. Be sure to wipe off any excess soap and water when finished. Lightly sand or abrade the plastic with an abrasive pad or sandpaper. Blow off any dust with compressed air or wipe with a clean dry rag.

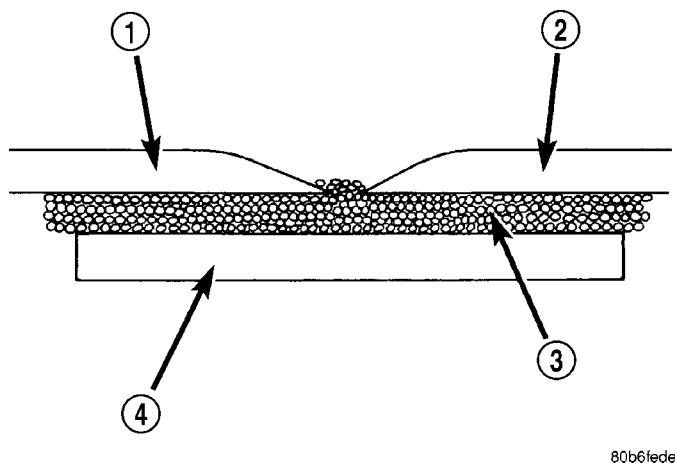


Fig. 1 PANEL SECTIONING

- 1 - EXISTING PANEL
- 2 - NEW PANEL
- 3 - PANEL ADHESIVE
- 4 - BONDING STRIP

When bonding plastic panels, Follow repair material manufacturers recommendations. Be sure that enough adhesive has been applied to allow squeeze out and to fill the full bond line. Once the pieces have been brought together, do not move them until the adhesive is cured. The assembly can be held together with clamps, rivets, etc. A faster cure can be obtained by heating with a heat lamp or heat gun. After the parts have been bonded and have had time

to cure, rough sand the seam and apply the final adhesive filler to the area being repaired. Smooth the filler with a spreader, wooden tongue depressor, or squeegee. For fine texturing, a small amount of water can be applied to the filler surface while smoothing. The cured filler can be sanded as necessary and, as a final step, cleanup can be done with soapy water. Wipe the surface clean with a dry cloth allowing time for the panel to dry before moving on with the repair.

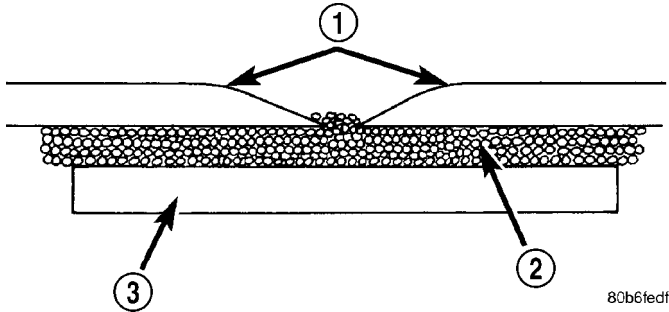
PANEL REINFORCEMENT

Structural repair procedures for rigid panels with large cracks and holes will require a reinforcement backing. Reinforcements can be made with several applications of glass cloth saturated with structural adhesive. Semi-rigid or flexible repair materials should be used for semi-rigid or flexible backing reinforcement (Fig. 2) and (Fig. 3). Open meshed fiberglass dry wall tape can be used to form a reinforcement. The dry wall tape allows the resin to penetrate through and make a good bond between the panel and the adhesive. Structurally, the more dry wall tape used, the stronger the repair.

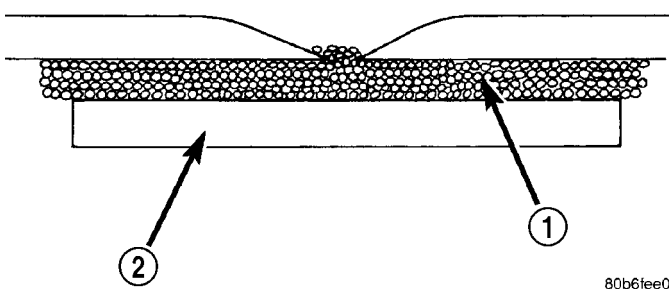
Another kind of repair that can be done to repair large cracks and holes is to use a scrap piece of similar plastic and bond with structural adhesive. The reinforcement should cover the entire break and should have a generous amount of overlap on either side of the cracked or broken area.

When repairing plastic, the damaged area is first "V'd" out, or beveled. Large bonding areas are desirable when repairing plastic because small repairs are less likely to hold permanently. Beveling the area around a crack at a 20 degree angle will increase the bonding surface for a repair (Fig. 4). It is recommended that sharp edges be avoided because the joint may show through after the panel is refinished.

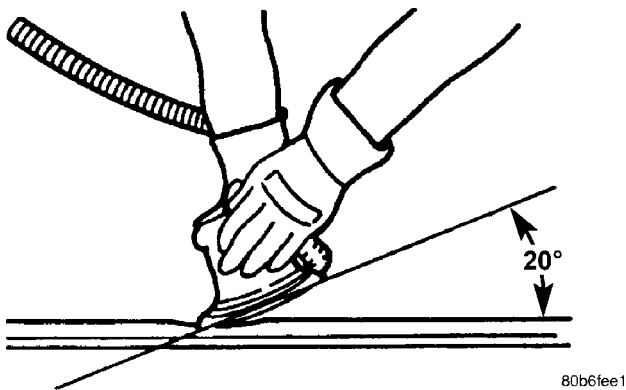
BODY (Continued)

**Fig. 2 SOFTENED EDGES**

- 1 - SOFTENED EDGES
2 - PANEL ADHESIVE
3 - BONDING STRIP

**Fig. 3 PANEL REINFORCEMENT**

- 1 - PANEL ADHESIVE
2 - REINFORCEMENT

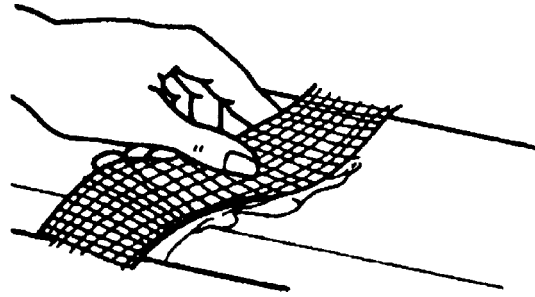
**Fig. 4 BEVELING ANGLE - 20 DEGREE**

- Panel repair for both flexible and rigid panels are basically the same. The primary difference between flexible panel repair and rigid panel repair is in the adhesive materials used (Fig. 5).

- The technician should first decide what needs to be done when working on any type of body panel. One should determine if it is possible to return the damage part to its original strength and appearance without exceeding the value of the replacement part.

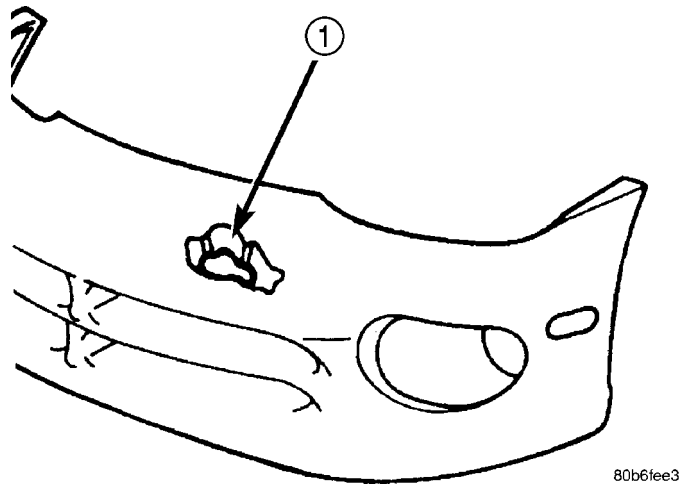
- When plastic repairs are required, it is recommended that the part be left on the vehicle when every possible. That will save time, and the panel will remain stationary during the repair. Misalign-

ment can cause stress in the repair areas and can result in future failure.

**Fig. 5 FIBERGLASS TAPE****VISUAL INSPECTION**

Composite materials can mask the severity of an accident. Adhesive bond lines, interior structure of the doors, and steel structures need to be inspected carefully to get a true damage assessment. Close inspection may require partial removal of interior trim or inner panels.

Identify the type of repair: Puncture or Crack - Damage that has penetrated completely through the panel. Damage is confined to one general area; a panel section is not required. However, a backer panel, open fiberglass tape, or matted material must be bonded from behind (Fig. 7) (Fig. 6).

**Fig. 6 DAMAGE COMPONENT**

- 1 - PUNCTURE

PANEL SURFACE PREPARATION

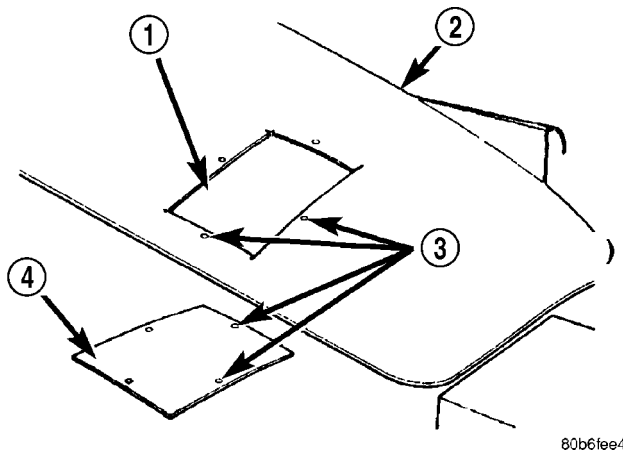
If a body panel has been punctured, cracked, or crushed, the damaged area must be removed from the panel to achieve a successful repair. All spider web cracks leading away from a damaged area must be stopped or removed. To stop a running crack in a panel, drill a 6 mm (0.250 in.) hole at the end of the crack farthest away from the damage. If spider web cracks can not be stopped, the panel would require replacement. The surfaces around the damaged area

BODY (Continued)

should be stripped of paint and freed from wax and oil. Scuff surfaces around repair area with 360 grit wet/dry sandpaper, or equivalent, to assure adhesion of repair materials.

PATCHING PANELS

An panel that has extensive puncture type damage can be repaired by cutting out the damaged material (Fig. 7). Use a suitable reciprocating saw or cut off wheel to remove the section of the panel that is damaged. The piece cut out can be used as a template to shape the new patch. It is not necessary to have access to the back of the panel to install a patch. Bevel edges of cutout at 20 degrees to expose a larger bonding area on the outer side. This will allow for an increased reinforcement areas.



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Fig. 7 DAMAGED PANEL CUTOUT AND PATCH

- 1 - CUTOUT
- 2 - DAMAGED BODY PANEL
- 3 - 4 MM (0.160 IN.) HOLES
- 4 - PATCH CUT TO SIZE

PANEL PATCH FABRICATIONS

A patch can be fabricated from any rigid fiberglass panel that has comparable contour with the repair area. Lift gates and fenders can be used to supply patch material. If existing material is not available or compatible, a patch can be constructed with adhesive and reinforcement mesh (dry wall tape). Perform the following operation if required:

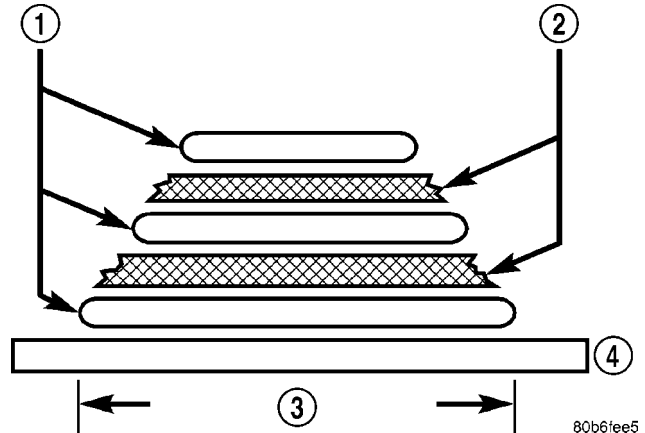
(1) Cover waxed paper or plastic with adhesive backed nylon mesh (dry wall tape) larger than the patch required (Fig. 8).

(2) Tape waxed paper or plastic sheet with mesh to a surface that has a compatible contour to the repair area.

(3) Apply a liberal coat of adhesive over the reinforcement mesh (Fig. 8). If necessary apply a second or third coat of adhesive and mesh after first coat has cured. The thickness of the patch should be the same as the repair area.

(4) After patch has cured, peel waxed paper or plastic from the back of the patch.

(5) If desired, a thin film coat of adhesive can be applied to the back of the patch to cover mesh for added strength.



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Fig. 8 FABRICATED PANEL

- 1 - STRUCTURAL ADHESIVE
- 2 - FIBERGLASS CLOTH OR FIBERGLASS MESH TAPE
- 3 - WIDTH OF V-GROOVE
- 4 - WAXED PAPER

PANEL PATCH INSTALLATION

(1) Make a paper or cardboard pattern the size and shape of the cutout hole in the panel.

(2) Trim 3 mm (0.125 in.) from edges of pattern so patch will have a gap between connecting surfaces.

(3) Using the pattern as a guide, cut the patch to size.

(4) Cut scrap pieces of patch material into 50 mm (2 in.) squares to use as patch supports to sustain the patch in the cutout.

(5) Drill 4 mm (0.160 in.) holes 13 mm (0.5 in.) from edge of cutout hole (Fig. 7).

(6) Drill 4 mm (0.160 in.) holes 13 mm (0.5 in.) away from edge of patch across from holes drilled around cutout.

(7) Drill 3 mm (0.125 in.) holes in the support squares 13 mm (0.5 in.) from the edge in the center of one side.

(8) Scuff the backside of the body panel around the cutout hole with a scuff pad or sandpaper.

(9) Mix enough adhesive to cover one side of all support squares.

(10) Apply adhesive to cover one side of all support squares.

(11) Using number 8 sheet metal screws, secure support squares to back side of body panel with adhesive sandwiched between the panel and squares (Fig. 9).

(12) Position patch in cutout against support squares and adjust patch until the gap is equal along all sides (Fig. 10).

BODY (Continued)

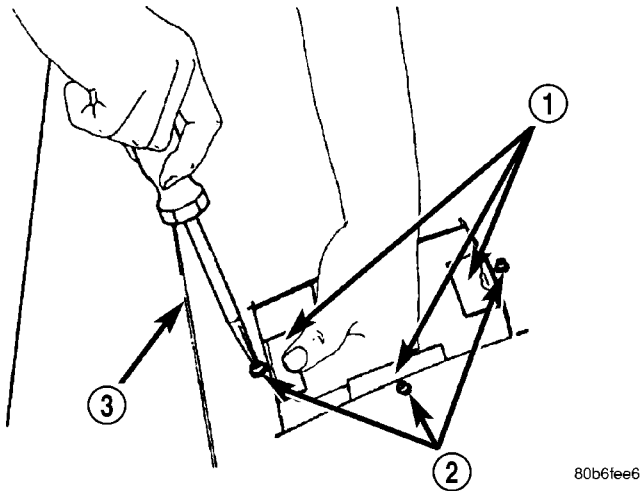


Fig. 9 SECURE SUPPORT SQUARES TO BODY PANEL

- 1 - SUPPORT SQUARES
- 2 - SCREWS
- 3 - DAMAGED BODY PANEL

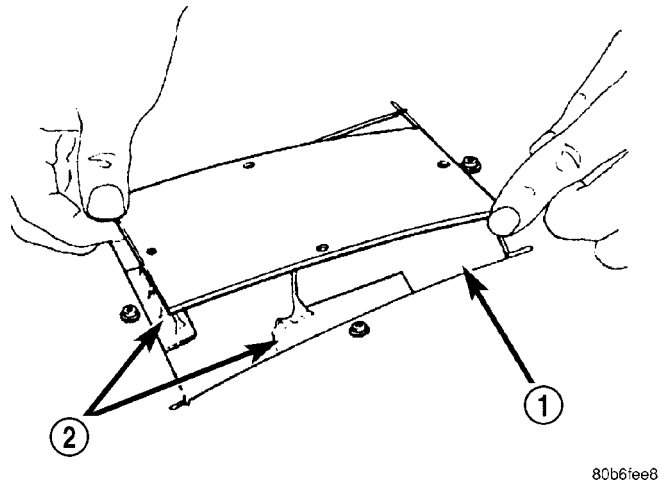


Fig. 10 POSITION PATCH IN CUTOUT AND ALIGN

- 1 - CUTOUT
- 2 - SUPPORT SQUARES

(13) Drill 3 mm (0.125 in.) holes in the support squares through the pre-drilled holes in the patch.

(14) Apply a coat of adhesive to the exposed ends of the support squares (Fig. 11).

(15) Install screws to hold the patch to support squares (Fig. 12). Tighten screws until patch surface is flush with panel surface.

(16) Allow adhesive to cure, and remove all screws.

(17) Using a 125 mm (5 in.) 24 grit disc grinder, grind a 50 mm (2 in.) to 75 mm (3 in.) wide and 2 mm (0.080 in.) deep path across the gaps around the patch (Fig. 13). With compressed air, blow dust from around patch.

(18) Apply adhesive backed nylon mesh (dry wall tape) over gaps around patch (Fig. 14).

(19) Mix enough adhesive to cover the entire patch area.

(20) Apply adhesive over the mesh around patch, and smooth epoxy with a wide spreader to reduce finish grinding. Use two to three layers of mesh and adhesive to create a stronger repair (Fig. 15).

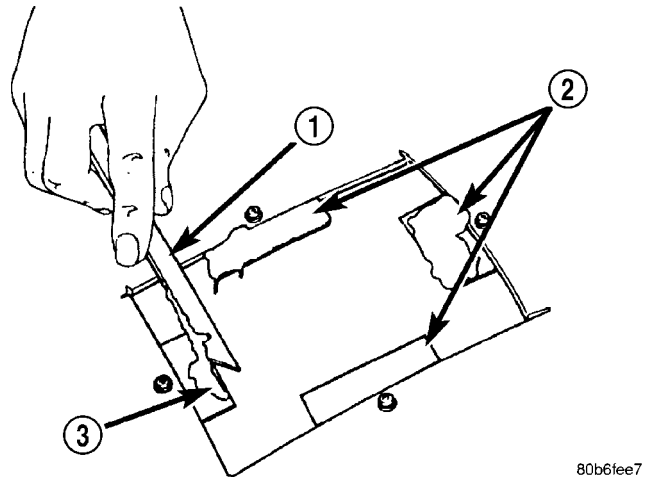
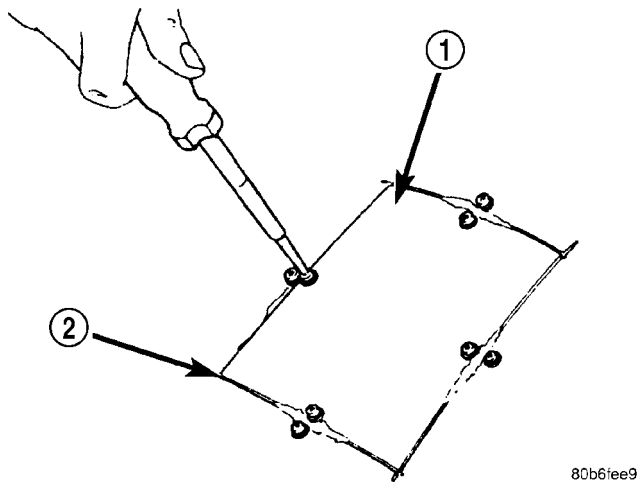


Fig. 11 APPLY ADHESIVE TO SUPPORT SQUARES

- 1 - APPLICATOR
- 2 - SUPPORT SQUARES
- 3 - ADHESIVE

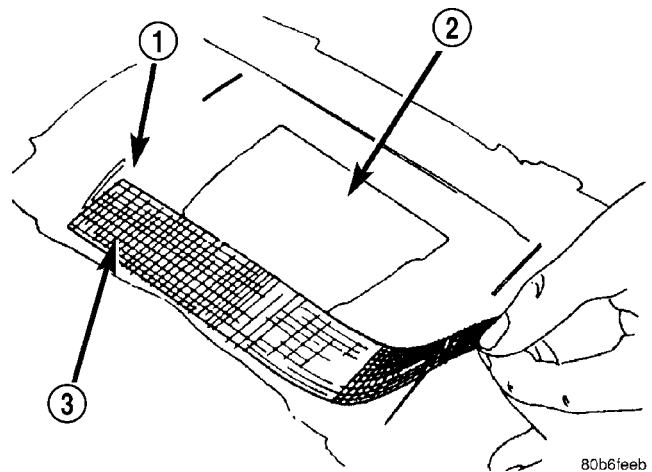
BODY (Continued)



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Fig. 12 INSTALL SCREWS

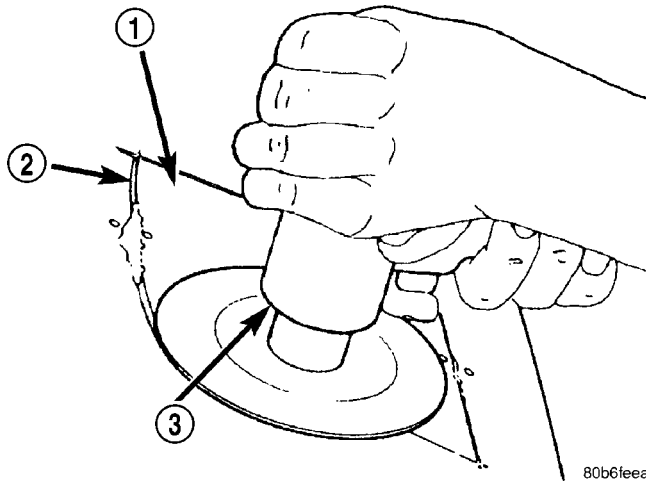
- 1 - PATCH
- 2 - GAP



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Fig. 14 COVER GAPS WITH MESH

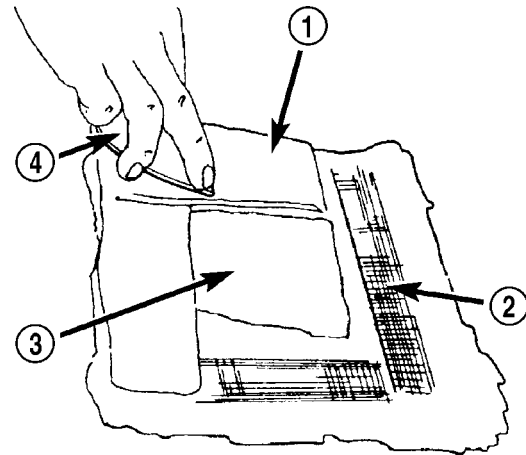
- 1 - GROUND DOWN AREA
- 2 - PATCH
- 3 - MESH



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Fig. 13 GRIND SURFACE

- 1 - PATCH
- 2 - GAP
- 3 - DISC GRINDER



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Fig. 15 COVER MESH WITH ADHESIVE

- 1 - ADHESIVE
- 2 - MESH
- 3 - PATCH
- 4 - SPREADER

PATCHED PANEL SURFACING

After patch panel is installed, the patch area can be finished using the same methods as finishing other types of body panels. If mesh material is exposed in the patched area, grind surface down, and apply a coat of high quality rigid plastic body filler. Prime, block sand, and paint as required.

BODY (Continued)

STANDARD PROCEDURE - BUZZ, SQUEAK & RATTLE

Buzz, Squeak & Rattles (BSR) may be caused by any one or more of the following and may be corrected as indicated:

- Loose fasteners should be tightened to specifications.
- Damaged or missing clips should be replaced.
- Damaged trim panels should be replaced.

- Incorrectly installed trim panels should be reinstalled properly.

Many BSR complaints such as loose trim, can be serviced using the Mopar® Parts BSR Noise Reduction Kit. This kit contains various tapes including foam, flock and anti-squeak used to eliminate noises caused by metal, plastic and vinyl components. Long life lubricants and greases can also be used on a variety of components. Refer to the Buzz, Squeak & Rattle Kit table for material contents and usage.

BUZZ, SQUEAK & RATTLE KIT

ITEM	FEATURES	APPLICATIONS	SERVICE TEMP
Itch And Squeak Tape	An abrasion resistant material thin enough to conform to most irregular surfaces. Stops most itches and squeaks.	Between metal and metal, metal and plastic, metal and vinyl, vinyl and plastic. Interior. Examples: Trim panels and bezels.	-40° to 225° Fahrenheit (-40° to 107° Celsius)
Black Nylon Flock	Nylon Flock with an aggressive acrylic adhesive. Provides for cushioning and compression fit, also isolates components. Water-resistant.	Between metal and metal, metal and plastic, vinyl and plastic. Examples: Pull cups, bezels, clips, ducts, top cover to glass, cowl panel.	-40° to 180° Fahrenheit (-40° to 82° Celsius)
High Density Urethane Foam	Tear resistant, highly resilient and durable.	Between metal and metal, metal and plastic. Water-resistant. Examples: I/P, heavy metal rattles, isolating brackets.	-40° to 180° Fahrenheit (-40° to 82° Celsius)
Open Cell Foam Tape	Soft foam conforms to irregular surfaces.	Wire harness and connector wrap. Examples: Seals, gasket, wiring, heat ducts.	-40° to 180° Fahrenheit (-40° to 82° Celsius)
Closed Cell Low Density Foam Tape	Soft, conformable. Water-resistant.	Wherever bulk is needed. Prevents closing flutters and rattles when applied to door watershield. Examples: Door, I/P.	-40° to 180° Fahrenheit (-40° to 82° Celsius)
NYE® Grease 880	Long life.	Suspensions. Examples: Strut busings, sway bars.	-40° to 390° Fahrenheit (-40° to 200° Celsius)
Krytox® Oil	Long life. Will not dry out or harm plastics or rubber.	When access is not possible, oil will migrate to condition. Vinyl, rubber, plastic, metal. Examples: Convertible top bushings, pull cups trim panel inserts.	-30° to 400° Fahrenheit (-34° to 205° Celsius)
Krytox® Grease	Long life. Will not dry out or harm plastics or rubber.	Vinyl, rubber, plastic, metal, glass. Examples: Weather-strips, backlite and windshield moldings.	-30° to 400° Fahrenheit (-34° to 205° Celsius)

BODY (Continued)

SPECIFICATIONS - TORQUE*TORQUE SPECIFICATIONS*

Description	N·m	Ft. Lbs.	In. Lbs.
A-pillar trim/grab handle bolts	6	—	55
Body Isolator/cab bolts	81	60	—
Cargo box bolts	108	80	—
Cargo box tie down/cleat bolts	34	25	—
Center seat assembly nuts*	25	18	—
Center seat cushion/hinge bolts*	20	15	—
Center seat back hinge to storage bin bolts*	25	18	—
Center seat back free pivot hinge bolt*	25	18	—
Center seat back inertia hinge pivot bolt*	10	—	89
Center seat inertia hinge to seat back bolts*	25	18	—
Fender bolts - front lower	9	—	80
Fender bolts - lower inside	17	13	—
Fender to hinge support bolts	11	8	—
Fender to upper fender rail bolts	9	—	80
Footmans loop bolts	12	9	—
Front center seat nuts*	25	18	—
Front door glass lift plate nuts	10	—	89
Front door hinge to a-pillar nuts	28	21	—
Front door hinge to door nuts/bolts	28	21	—
Front door inside handle bolt	9	—	80
Front door latch adjustment screw	3	—	30
Front door latch assembly bolts	10	—	89
Front door latch striker bolts	28	21	—
Front door latch striker bolts	28	21	—
Front door regulator bolts	10	—	89
Front door regulator stabilizer nuts	10	—	89
Front door remote handle actuator nuts	10	—	89
Front door run channel screws	10	—	89
Front seat assembly front bolts*	28	30	—
Front seat assembly rear bolts*	40	30	—
Front seat track nuts*	25	18	—
Fuel fill door bolts	9	—	80
Hood hinge to fender rail bolts	20	15	—
Hood latch bolts	11	8	—
Hood latch striker/safety catch bolts	11	8	—
Hood hinge to hood nuts	23	17	—
Instrument panel center bracket bolts	12	9	—
Instrument panel column support bolts	14	10	—
Instrument panel side mounting bolts	12	9	—

BODY (Continued)

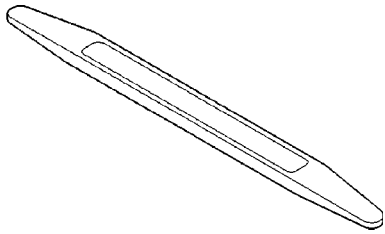
Description	N·m	Ft. Lbs.	In. Lbs.
Instrument panel top bolts	12	9	—
Load floor nuts	25	18	—
Load floor/rear seat bolts	40	30	—
Overhead/b-pillar grab handle bolts	6	—	55
Radiator and condenser to radiator crossmember bolts	8	—	75
Radiator upper crossmember bolts	28	21	—
Rear door glass lift plate nuts	10	—	89
Rear door glass run channels	10	—	89
Rear door hinge to b-pillar bolts	28	21	—
Rear door hinge to door bolts/nuts	28	21	—
Rear door inside handle bolt	9	—	80
Rear door latch adjustment screw	3	—	30
Rear door latch bolts	10	—	89
Rear door latch striker bolts	28	21	—
Rear door regulator bolts	10	—	89
Rear door regulator stabilizer nuts	10	—	89
Rear door remote handle actuator nuts	10	—	89
Rear fender bottom screws	7	—	60
Rear fender nuts	7	—	60
Rear fender support bracket bolts	11	8	—
Rear seat assembly bolts*	40	30	—
Rear seat back hinge bolts*	25	18	—
Rear seat cushion hinge bolts*	32	24	—
Rear shoulder belt anchor bolts	40	30	—
Rear view mirror set screw	1	—	15
Shifter knob nut	27	20	—
Side view mirror nuts	7	—	60
Tailgate check cable bolt	23	17	—
Tailgate hinge/pivot screws	34	25	—
Tailgate latch bolts	23	17	—
Tailgate latch striker	34	25	—
Tailgate release handle nuts	7	—	60

NOTE: *Seat fasteners should be discarded and replaced with new fasteners during assembly.

BODY (Continued)

SPECIAL TOOLS

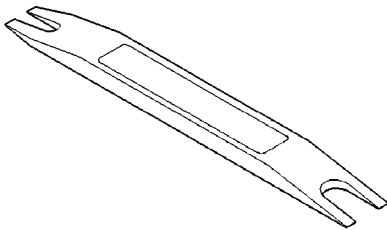
BODY



Trim Stick C-4755



Torx Bit Set C-4794-B



Molding Remover C-4829

TAILGATE

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CHECK CABLE

REMOVAL

- (1) Open tailgate.
- (2) Pry lock tab outward to clear stud head on cargo box (Fig. 1).
- (3) Push cable end forward until stud head is in clearance hole portion of cable end.
- (4) Separate cable end from stud.
- (5) Remove screw attaching cable to tailgate. (Fig. 2)
- (6) Separate check cable from tailgate.

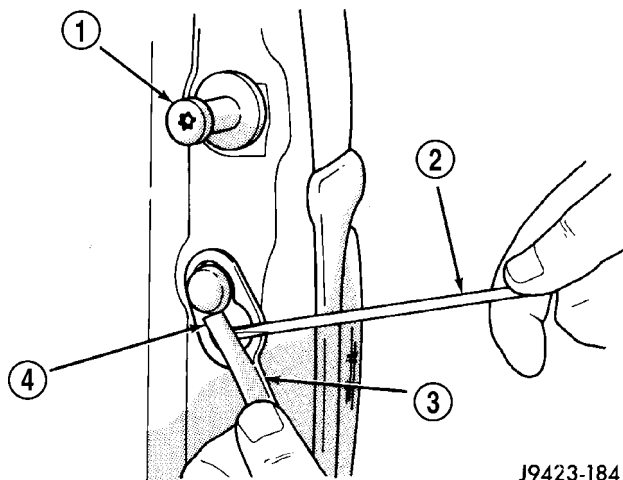
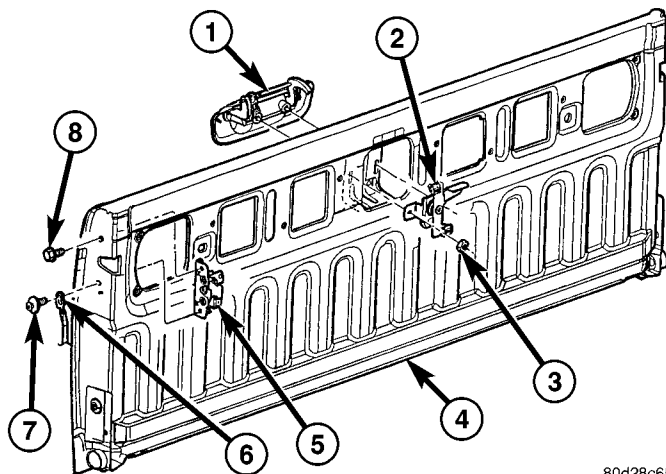


Fig. 1 Tailgate Check

- 1 - TAILGATE STRIKER
- 2 - SCREW DRIVER
- 3 - TAILGATE CHECK CABLE
- 4 - LOCK TAB



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Fig. 2 LATCH HANDLE - LATCH

- 1 - EXTERIOR HANDLE
- 2 - CONTROL ASSEMBLY
- 3 - NUTS (2)
- 4 - TAILGATE
- 5 - LATCH
- 6 - CHECK CABLE
- 7 - CHECK/LATCH BOLT
- 8 - LATCH BOLT

INSTALLATION

- (1) Position check cable on tailgate.
- (2) Install bolt attaching small end of cable to tailgate.
- (3) Tighten tailgate check cable bolt to 23 N·m (17 ft. lbs.).
- (4) Position large end of cable onto stud head and slide downward to secure lock tab.

COVER

REMOVAL

- (1) Open the tailgate.
- (2) Remove the eight screws and remove tailgate liner, if equipped.
- (3) Remove the bolts and remove the cover. (Fig. 3)

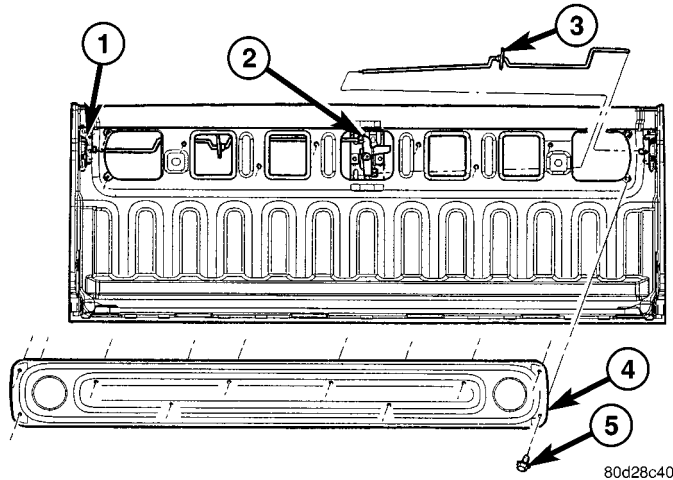


Fig. 3 TAILGATE ASSEMBLY

- 1 - LATCH ASSEMBLY
- 2 - CONTROL ASSEMBLY
- 3 - ACTUATOR ROD (2)
- 4 - COVER
- 5 - BOLTS (10)

INSTALLATION

- (1) Install the cover and install the bolts and tighten by hand.
- (2) Install the liner and install the screws, if equipped.

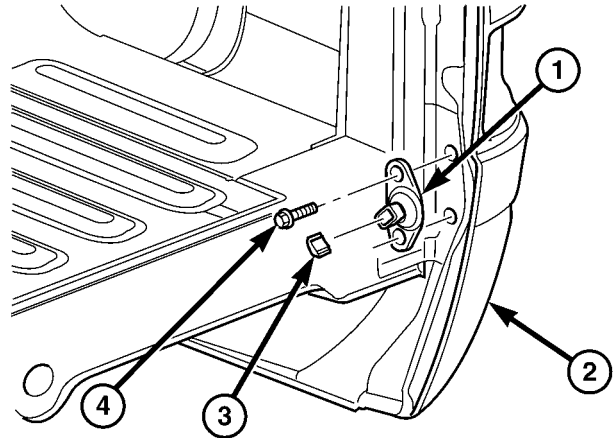
HINGE

REMOVAL

- (1) Remove the tailgate. (Refer to 23 - BODY/TAILGATE/TAILGATE - REMOVAL)
- (2) Remove the two screws and remove the hinge/pivot. (Fig. 4)

INSTALLATION

- (1) Install the hinge/pivot and install the screws.
- (2) Tighten the screws to 34 N·m (25 ft. lbs.).
- (3) Install the tailgate. (Refer to 23 - BODY/TAILGATE/TAILGATE - INSTALLATION)



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Fig. 4 TAILGATE HINGE

- 1 - HINGE/PIVOT
- 2 - TAILGATE PILLAR
- 3 - CLIP/BUSHING
- 4 - BOLTS (2)

LATCH

REMOVAL

- (1) Remove the cover. (Refer to 23 - BODY/TAILGATE/COVER - REMOVAL)
- (2) Using a grease pencil or equivalent, mark the actuator rod for installation.
- (3) Disconnect the actuator rod at the control assembly. (Fig. 3)
- (4) Remove the latch bolt and the check cable bolt. (Fig. 5)
- (5) Remove the latch and actuator rod assembly.

INSTALLATION

- (1) Install the latch and actuator rod assembly.
- (2) Install the latch and the check cable bolts and tighten to 23 N·m (17 ft. lbs.).
- (3) Connect the actuator rod to the control assembly line up the marks made during removal.
- (4) Install the cover. (Refer to 23 - BODY/TAILGATE/COVER - INSTALLATION)

LATCH STRIKER

REMOVAL

- (1) Open tailgate.
- (2) Using a grease pencil or equivalent, mark outline of striker on cargo box jamb to aid installation.
- (3) Using a Torx drive wrench, remove striker and washer from cargo box.

INSTALLATION

- (1) Position striker and washer on jamb using alignment outline as reference and install with Torx drive wrench.
- (2) Tighten the striker to 34 N·m (25 ft. lbs.).

RELEASE HANDLE/LATCH REMOTE

REMOVAL

- (1) Remove the tailgate cover. (Refer to 23 - BODY/TAILGATE/COVER - REMOVAL)
- (2) Using a grease pencil or equivalent, mark the latch actuator rods for ease of installation.
- (3) Disconnect the latch actuator rods. (Fig. 3)
- (4) Remove the control assembly nuts and remove the control assembly and the exterior handle. (Fig. 5)

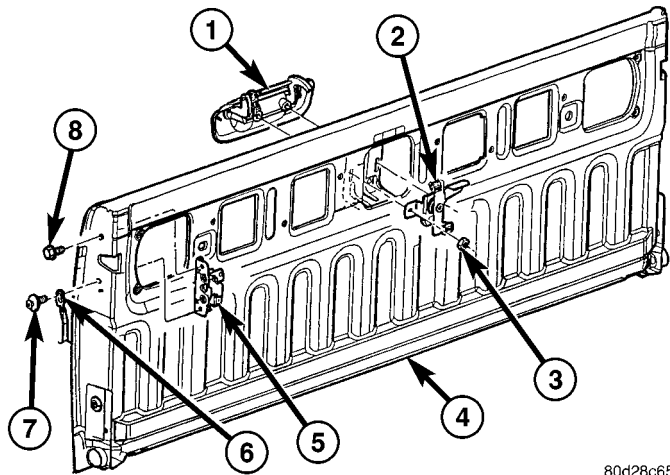


Fig. 5 LATCH HANDLE - LATCH

- 1 - EXTERIOR HANDLE
- 2 - CONTROL ASSEMBLY
- 3 - NUTS (2)
- 4 - TAILGATE
- 5 - LATCH
- 6 - CHECK CABLE
- 7 - CHECK/LATCH BOLT
- 8 - LATCH BOLT

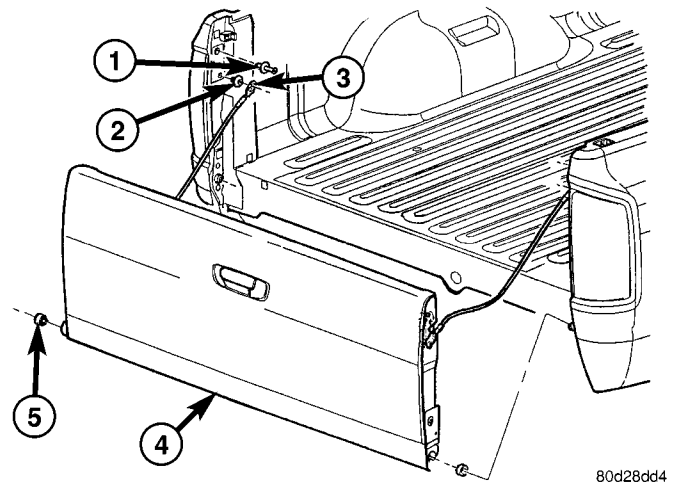
INSTALLATION

- (1) Install the handle and the control assembly.
- (2) Install the nuts and tighten to 7 N·m (60 in. lbs.).
- (3) Connect the actuator rods using the marks made during removal.
- (4) Install the cover. (Refer to 23 - BODY/TAILGATE/COVER - INSTALLATION)

TAILGATE

REMOVAL

- (1) Open the tailgate.
- (2) Disconnect the tailgate check cables (Fig. 6). (Refer to 23 - BODY/TAILGATE/CHECK CABLE - REMOVAL)
- (3) Close tailgate until the notch in the right hand collar aligns with the pivot pin.
- (4) Slip tailgate hinge collar from pivot pins.
- (5) Slide tailgate to the right and separate left hand collar from the pivot pin.
- (6) Separate tailgate from vehicle.



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Fig. 6 TAILGATE ASSEMBLY

- 1 - LATCH STRIKER
- 2 - CHECK CABLE BOLT
- 3 - CHECK CABLE
- 4 - TAILGATE
- 5 - HINGE BUSHING

INSTALLATION

- (1) Position tailgate collar on left hand pivot pin and slide tailgate to the left.
- (2) Raise tailgate until the notch in the right hand collar aligns with the pivot pin.
- (3) Connect the tailgate check cables. (Refer to 23 - BODY/TAILGATE/CHECK CABLE - INSTALLATION)

DOOR - FRONT

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DOOR

REMOVAL

- (1) Disconnect the door wire harness electrical connector at the A-pillar. (Fig. 1)
- (2) Using a grease pencil or equivalent, mark the outline of the door hinges on the door to aid in installation.
- (3) Support the door with a suitable lifting device.

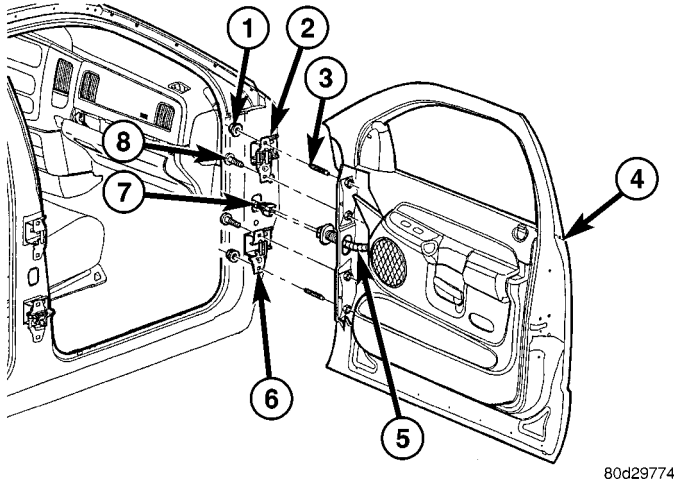
NOTE: The epoxy bonded washers should not be separated from the hinge. If the washers are removed the door may have to be re-adjusted.

- (4) Remove the nuts and bolts attaching the door hinges to the door.

INSTALLATION

- (1) Support the door with a suitable lifting device and install the door onto the hinges.
- (2) Install the washers, if there were removed previously, nuts and tighten to 28 N·m (21 ft. lbs.).
- (3) Connect the electrical connectors.
- (4) Adjust the door as necessary. (Refer to 23 - BODY/DOOR - FRONT/DOOR - ADJUSTMENTS)

DOOR (Continued)



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Fig. 1 FRONT DOOR

- 1 - NUTS (2)
- 2 - UPPER HINGE
- 3 - STUDS
- 4 - FRONT DOOR
- 5 - WIRE HARNESS
- 6 - LOWER HINGE
- 7 - ELECTRICAL CONNECTORS (2)
- 8 - BOLTS (2)

ADJUSTMENTS

ADJUSTMENT

NOTE: For vehicles with four doors, it is recommended that you adjust the rear door before adjusting the front door. (Refer to 23 - BODY/DOORS - REAR/DOOR - ADJUSTMENTS)

- Door adjustment measurements should be taken from stationary or welded body panels like the roof, rocker or quarter panels.

- During adjustment procedures, it is recommended that all the hinge fasteners be loosened except for the upper most fasteners. Adjustments can be made using the upper bolts to hold the door with final torque of the fasteners occurring after correct door positioning is achieved.

- A suitable body sealant should be used when removing or moving the hinges.

FORE/AFT

NOTE: Fore/aft (lateral) door adjustment is done by loosening the hinge to the hinge pillar fasteners one hinge at a time and moving the door to the correct position.

- (1) Support the door with a suitable lifting device.
- (2) Loosen the hinge to hinge pillar fasteners. (Refer to 23 - BODY/DOOR - FRONT/HINGE - REMOVAL)

(3) Adjust the door to the correct position. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

(4) Tighten the hinge pillar fasteners to 28 N·m (21 ft. lbs.).

UP/DOWN

NOTE: Up/down door adjustment is done by loosening either the hinge to the hinge pillar fasteners or the hinge to door fasteners and moving the door to the correct position.

NOTE: When adjustment of the door requires the loosening of the door to hinge fasteners, it will be necessary to separate the epoxy bonded washers with a chisel or other suitable tool.

NOTE: When the up/down adjustments are done correctly, the top of the door is positioned over flush to the roof. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

- (1) Support the door with a suitable lifting device.
- (2) Loosen the latch striker bolts. (Refer to 23 - BODY/DOOR - FRONT/LATCH STRIKER - REMOVAL)

(3) Loosen the hinge to door fasteners (Refer to 23 - BODY/DOOR - FRONT/DOOR - REMOVAL) or loosen the hinge to hinge pillar fasteners (Refer to 23 - BODY/DOOR - FRONT/HINGE - REMOVAL).

(4) Adjust the door to the correct position. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

(5) Tighten the hinge pillar fasteners or the door to hinges fasteners to 28 N·m (21 ft. lbs.).

(6) Tighten the latch striker bolts. (Refer to 23 - BODY/DOOR - FRONT/LATCH STRIKER - INSTALLATION)

IN/OUT

NOTE: In/out door adjustment is done by loosening the hinge to door fasteners one hinge at a time and moving the door to the correct position.

NOTE: When adjustment of the door requires the loosening of the door to hinge fasteners, it will be necessary to separate the epoxy bonded washers with a chisel or other suitable tool.

- (1) Support the door with a suitable lifting device.
- (2) Loosen the latch striker bolts. (Refer to 23 - BODY/DOOR - FRONT/LATCH STRIKER - REMOVAL)

DOOR (Continued)

(3) Loosen the hinge to door fasteners. (Refer to 23 - BODY/DOOR - FRONT/DOOR - REMOVAL)

(4) Adjust the door to the correct position. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

(5) Tighten the door to hinges fasteners to 28 N·m (21 ft. lbs.).

(6) Tighten the latch striker bolts. (Refer to 23 - BODY/DOOR - FRONT/LATCH STRIKER - INSTALLATION)

DOOR GLASS

REMOVAL

(1) Remove the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - REMOVAL)

(2) Reinstall the window handle, if equipped.

(3) Remove the window switch from the door trim panel and reconnect it to the door wire harness, if equipped.

(4) Raise the window to the position shown and remove the two nuts attaching the glass to the window regulator. (Fig. 2)

(5) Remove the two front run channel screws. (Refer to 23 - BODY/DOOR - FRONT/GLASS RUN CHANNEL - REMOVAL)

(6) Remove the inner belt molding. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/FRONT DOOR INNER BELT WEATHERSTRIP - REMOVAL)

(7) Disengage the glass from the regulator and lower into the door.

(8) Twist the glass forward in the door window opening and remove.

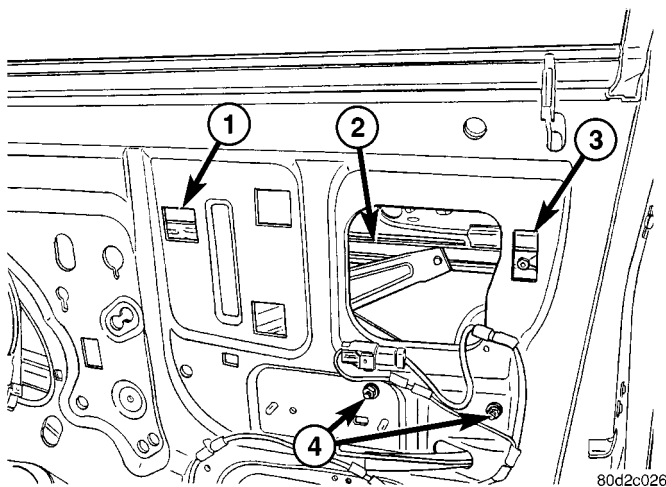


Fig. 2 DOOR GLASS POSITIONING

- 1 - SIGHT WINDOW
- 2 - WINDOW REGULATOR
- 3 - SIGHT WINDOW
- 4 - REGULATOR STABILIZER

INSTALLATION

(1) Position the glass into the window opening.

(2) Engage the glass into the glass run weather-strip.

(3) Raise the glass within the door opening and connect the window regulator to the lift plate.

(4) Install the nuts and tighten to 10 N·m (89 in. lbs.).

(5) Install the inner belt molding. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/FRONT DOOR INNER BELT WEATHERSTRIP - INSTALLATION)

(6) Position the front run channel and install the screws. (Refer to 23 - BODY/DOOR - FRONT/GLASS RUN CHANNEL - INSTALLATION)

(7) Remove the window switch from the wire harness, if equipped.

(8) Remove the window handle, if equipped.

(9) Install the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - INSTALLATION)

EXTERIOR HANDLE

REMOVAL

(1) Remove the door glass. (Refer to 23 - BODY/DOOR - FRONT/DOOR GLASS - REMOVAL)

(2) Disconnect the lock switch electrical connector, if equipped. (Fig. 3)

(3) Disconnect the actuator rods at the handle.

(4) Remove the nuts and remove the handle.

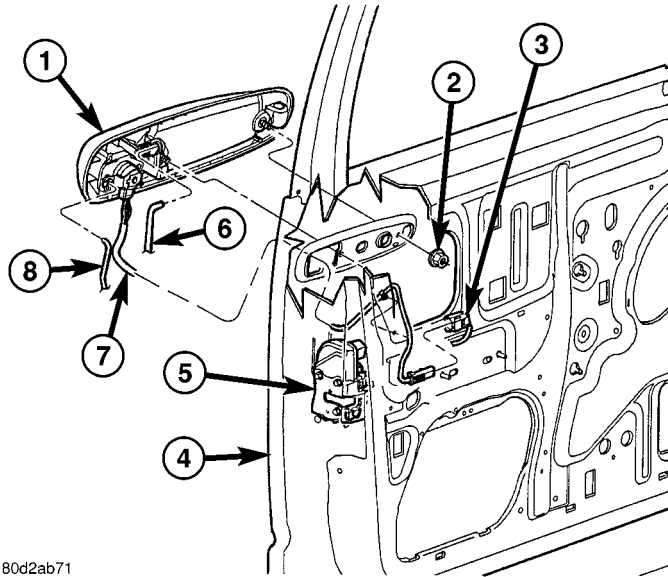
INSTALLATION

(1) Install the exterior handle and install the nuts.

(2) Connect the actuator rods at the handle

(3) Connect the lock switch electrical connector, if equipped.

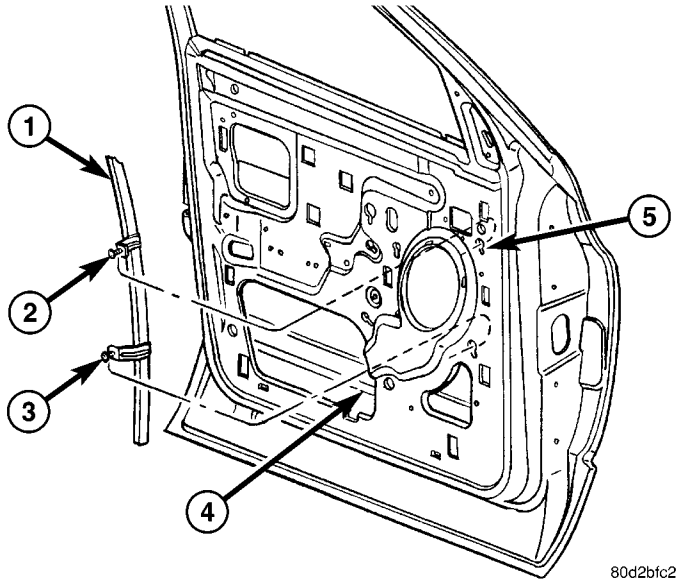
(4) Install the door glass. (Refer to 23 - BODY/DOOR - FRONT/DOOR GLASS - INSTALLATION)

EXTERIOR HANDLE (Continued)

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Fig. 3 EXTERIOR HANDLE

- 1 - EXTERIOR HANDLE
- 2 - NUTS (2)
- 3 - ELECTRICAL CONNECTOR
- 4 - FRONT DOOR
- 5 - DOOR LATCH ASSEMBLY
- 6 - LATCH ACTUATOR ROD
- 7 - LOCK SWITCH WIRE HARNESS
- 8 - KEY CYLINDER ACTUATOR ROD



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Fig. 4 FRONT RUN CHANNEL

- 1 - FRONT GLASS RUN CHANNEL
- 2 - UPPER SCREW
- 3 - LOWER SCREW
- 4 - DOOR PANEL OPENING
- 5 - RUN CHANNEL MOUNTING SLOTS (2)

GLASS RUN CHANNEL**REMOVAL**

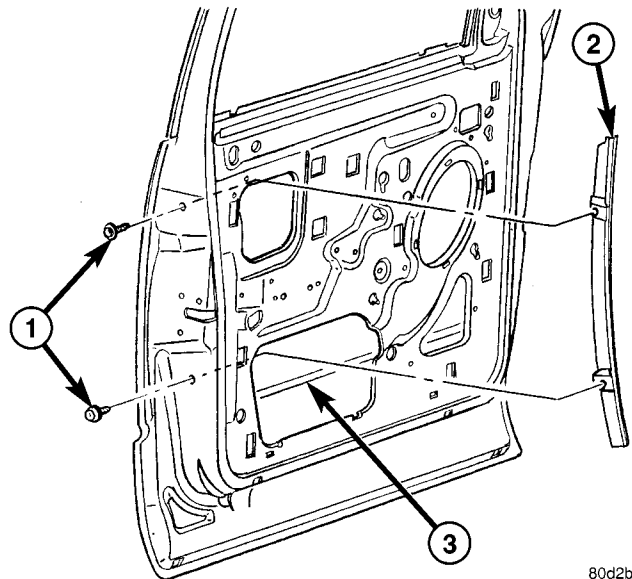
- (1) Raise glass into the full up position.
- (2) Remove the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - REMOVAL)

FRONT RUN CHANNEL

- (1) Remove the window regulator. (Refer to 23 - BODY/DOOR - FRONT/WINDOW REGULATOR - REMOVAL)
- (2) Loosen the front run channel screws, slide up and disengage from the door. (Fig. 4)
- (3) Separate the glass run weatherstrip from the channel and remove the front channel.

REAR RUN CHANNEL

- (1) On standard cab models, remove the screws from the side of the door. (Fig. 5)
- (2) On quad cab models, remove the lower screw from the side of the door, loosen the upper screw and disengage from the door. (Fig. 6)
- (3) Separate the glass run weatherstrip from the rear channel and remove the channel.



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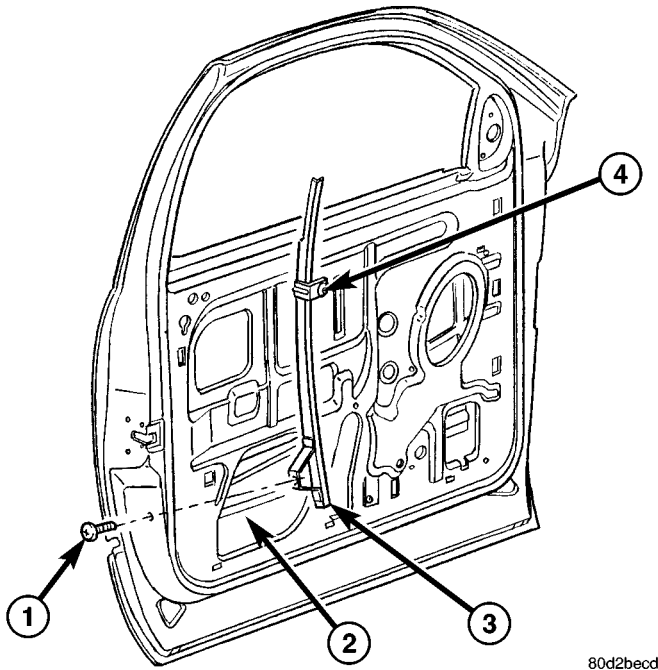
Fig. 5 REAR RUN CHANNEL - QUAD CAB

- 1 - SCREWS
- 2 - REAR GLASS RUN CHANNEL
- 3 - DOOR PANEL OPENING

INSTALLATION**FRONT RUN CHANNEL**

- (1) Install the channel, position the screws in the door panel slots and slide into place.
- (2) Tighten the screws to 10 N·m (89 in. lbs.).

GLASS RUN CHANNEL (Continued)

**Fig. 6 REAR RUN CHANNEL - STANDARD CAB**

- 1 - LOWER SCREW
- 2 - DOOR PANEL OPENING
- 3 - REAR GLASS RUN CHANNEL
- 4 - UPPER SCREW

(3) Install the window regulator. (Refer to 23 - BODY/DOOR - FRONT/WINDOW REGULATOR - INSTALLATION)

REAR RUN CHANNEL

- (1) On quad cab models, install the channel and slide the upper screw into the slot.
- (2) Install the lower screw and tighten both upper and lower screws to 10 N·m (89 in. lbs.).
- (3) On standard cab models, install the channel and install the screws.
- (4) Tighten the screws to 10 N·m (89 in. lbs.).

BOTH CHANNELS

- (1) Stuff the glass run weatherstrip into the channels.
- (2) Verify correct window operation.
- (3) Install the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - INSTALLATION)

HINGE**REMOVAL**

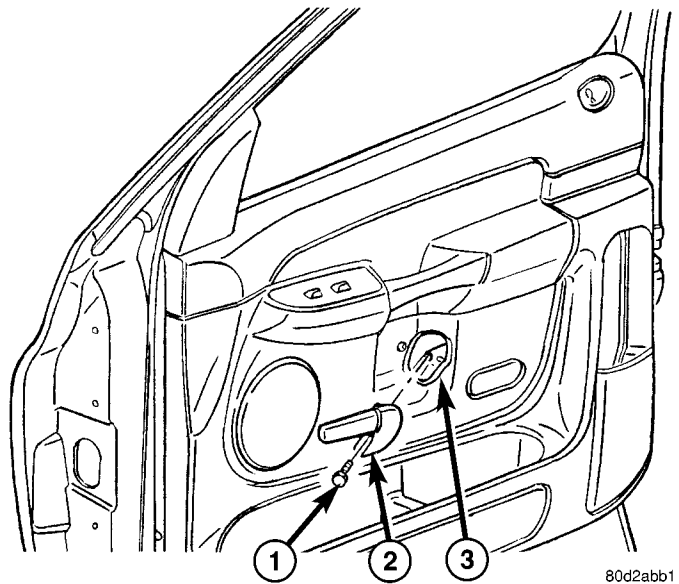
- (1) Remove the door. (Refer to 23 - BODY/DOOR - FRONT/DOOR - REMOVAL)
- (2) Using a grease pencil or equivalent, mark the hinge location and remove the bolts.

INSTALLATION

- (1) Install the hinges and bolts.
- (2) Tighten bolts to 28 N·m (21 ft. lbs.).
- (3) Install the door. (Refer to 23 - BODY/DOOR - FRONT/DOOR - INSTALLATION)

INSIDE HANDLE ACTUATOR**REMOVAL**

- (1) Remove the screw and remove the inside handle. (Fig. 7)
- (2) Remove the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - REMOVAL)
- (3) Disconnect the latch actuator rod. (Fig. 8)
- (4) Remove the nuts and remove the remote handle actuator.

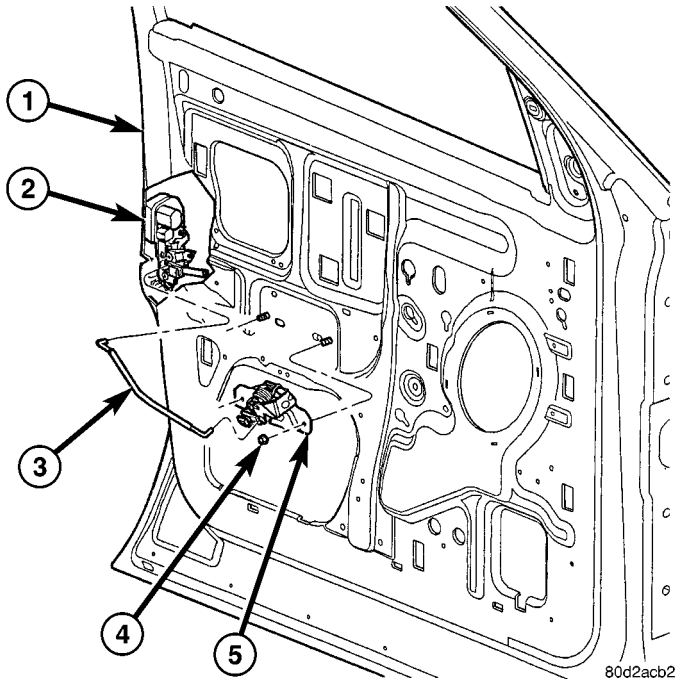
**Fig. 7 INSIDE HANDLE ACTUATOR**

- 1 - BOLT
- 2 - HANDLE
- 3 - TRIM PANEL OPENING

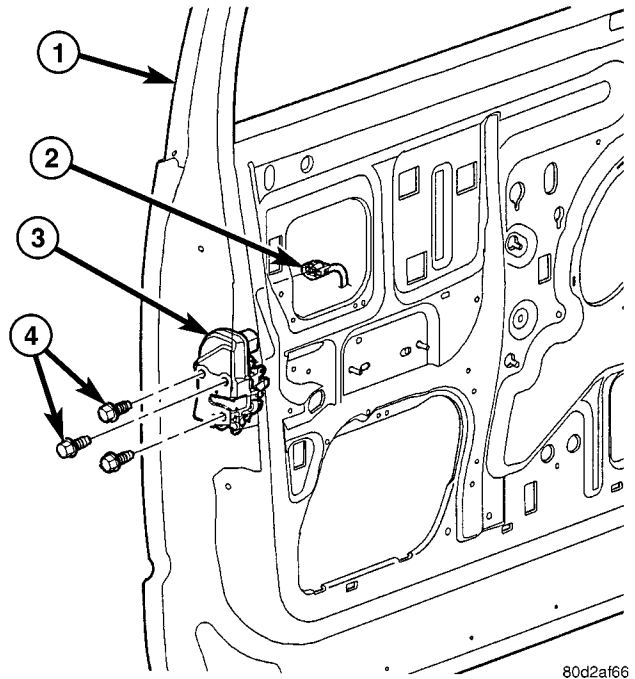
INSTALLATION

- (1) Install the remote handle actuator and install the nuts.
- (2) Tighten the nuts to 10 N·m (89 in. lbs.).
- (3) Connect the latch actuator rod.
- (4) Install the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - INSTALLATION)
- (5) Install the inside handle and install the bolt.
- (6) Tighten the bolt to 9 N·m (80 in. lbs.).

INSIDE HANDLE ACTUATOR (Continued)

**Fig. 8 REMOTE HANDLE ACTUATOR**

- 1 - DOOR
- 2 - LATCH ASSEMBLY
- 3 - LATCH ACTUATOR ROD
- 4 - NUTS (2)
- 5 - HANDLE REMOTE

**Fig. 9 LATCH ASSEMBLY**

- 1 - DOOR
- 2 - ELECTRICAL CONNECTOR
- 3 - LATCH ASSEMBLY
- 4 - BOLTS

LATCH**REMOVAL**

- (1) Raise the window to the full up position.
- (2) Remove the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - REMOVAL)
- (3) Disconnect the actuator rods.
- (4) Remove the bolts. (Fig. 9)
- (5) Disconnect the electrical connector and remove the latch.

INSTALLATION

- (1) Connect the electrical connector and install the latch assembly.
- (2) Install the bolts and tighten to 10 N·m (89 in. lbs.).
- (3) Connect the actuator rods.
- (4) Adjust the latch as needed. (Refer to 23 - BODY/DOOR - FRONT/LATCH - ADJUSTMENTS)
- (5) Install the waterdam. (Refer to 23 - BODY/DOOR - FRONT/LATCH - INSTALLATION)

ADJUSTMENTS**ADJUSTMENT**

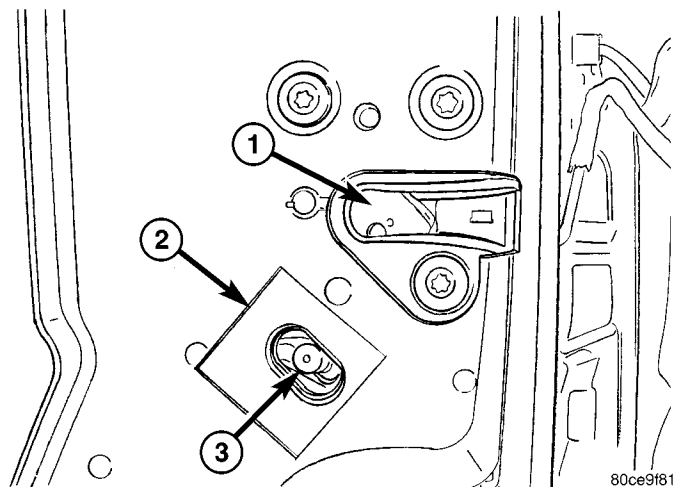
- (1) Locate access hole and remove the mylar tape covering it. (Fig. 10)

(2) Insert a 5/32-inch hex-wrench through hole and into adjustment screw. Loosen screw.

(3) Operate outside handle several times to release any restriction because of mis-alignment.

(4) Tighten adjustment screw to 3 N·m (30 in. lbs.).

(5) Test handle for proper operation.

**Fig. 10 LATCH ADJUSTMENT SCREW - TYPICAL**

- 1 - DOOR LATCH
- 2 - MYLAR TAPE
- 3 - ADJUSTMENT SCREW

LATCH STRIKER

REMOVAL

- (1) Using a grease pencil or equivalent, mark the position of the striker.
- (2) Remove the bolts and remove the striker.

INSTALLATION

- (1) Install the striker and install the bolts.
- (2) Tighten the bolts to 28 N·m (21 ft. lbs.).
- (3) Adjust the striker if needed. (Refer to 23 - BODY/DOOR - FRONT/LATCH STRIKER - ADJUSTMENTS)

ADJUSTMENTS

ADJUSTMENT

- (1) Using a grease pencil or equivalent, mark the position of the striker to aid in adjustment.
- (2) Loosen the striker bolts.
- (3) Change the striker position to adjust the rear gap and flush measurement. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)
- (4) Tighten the bolts to 28 N·m (21 ft. lbs.).

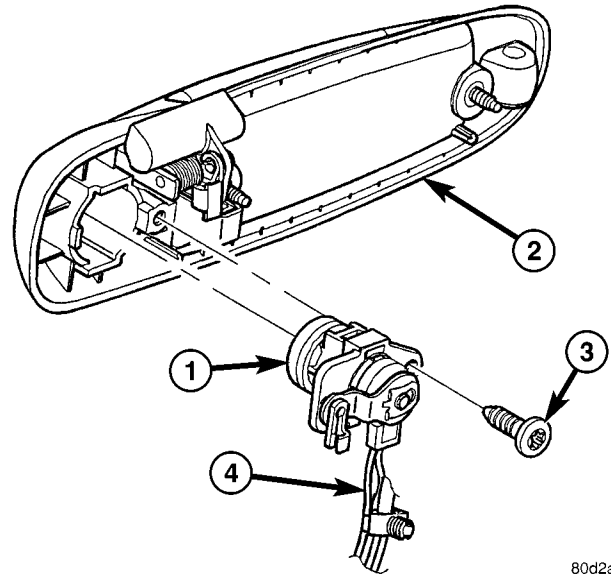
LOCK CYLINDER

REMOVAL

- (1) Remove the exterior handle. (Refer to 23 - BODY/DOOR - FRONT/EXTERIOR HANDLE - REMOVAL)
- (2) Remove the clip and remove the lock cylinder lever and switch, if equipped.
- (3) Remove the screw and remove the lock cylinder. (Fig. 11)

INSTALLATION

- (1) Install the lock cylinder and install the screw.
- (2) Install the lock cylinder switch, if equipped, lever and retaining clip.
- (3) Install the exterior handle. (Refer to 23 - BODY/DOOR - FRONT/EXTERIOR HANDLE - INSTALLATION)



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Fig. 11 LOCK CYLINDER

- 1 - LOCK CYLINDER
- 2 - EXTERIOR HANDLE
- 3 - SCREW
- 4 - LOCK SWITCH WIRE HARNESS

TRIM PANEL

REMOVAL

- (1) Remove the window crank, if equipped. (Fig. 13)
- (2) Remove the interior handle. (Refer to 23 - BODY/DOOR - FRONT/INSIDE HANDLE ACTUATOR - REMOVAL)
- (3) Remove the screws at the mirror flag and near the inside handle. (Fig. 12)

CAUTION: Trim panel is attached to the door using hooks molded into the panel. Do not pull the trim panel straight off or damage to the panel and/or power switch assembly may occur.

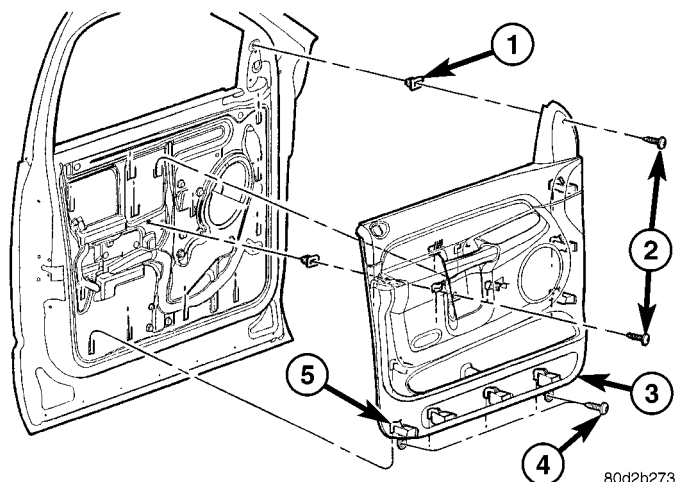
- (4) Lift the trim panel up off the belt seal and attachment hooks and separate the panel from the door slightly.

- (5) Disconnect the power window switch electrical connector, if equipped, and remove the trim panel.

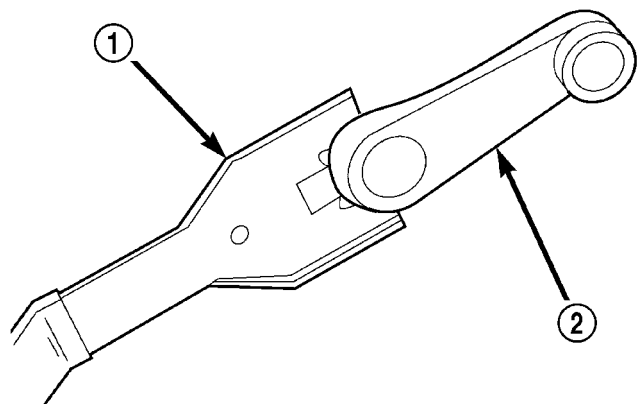
INSTALLATION

- (1) Install the window switch into the trim panel, if equipped.
- (2) Position the trim panel onto the lower hooks and connect the power window switch electrical connector, if equipped.
- (3) Position the remaining trim panel attachment hooks into the door panel and seat the trim panel into the belt seal fully.

TRIM PANEL (Continued)

**Fig. 12 TRIM PANEL ASSEMBLY**

- 1 - SCREW INSERT (2)
- 2 - SCREWS (2)
- 3 - DOOR TRIM PANEL
- 4 - LOWER SCREWS (3)
- 5 - ATTACHMENT HOOKS

**Fig. 13 WINDOW CRANK REMOVAL TOOL**

- 1 - WINDOW CRANK REMOVAL TOOL
- 2 - WINDOW CRANK

(4) Install the screws near the inside handle and at the mirror flag.

(5) Install the interior handle. (Refer to 23 - BODY/DOOR - FRONT/INSIDE HANDLE ACTUATOR - INSTALLATION)

(6) Install the window crank, if equipped.

WATERDAM**REMOVAL**

CAUTION: Do not allow the waterdam or adhesive to become contaminated with dirt or other foreign substances.

Do not damage the waterdam during removal and installation.

If the waterdam becomes contaminated or damaged, replace the waterdam.

(1) Remove the inside handle actuator. (Refer to 23 - BODY/DOOR - FRONT/INSIDE HANDLE ACTUATOR - REMOVAL)

(2) Remove the speaker. (Refer to 8 - ELECTRICAL/AUDIO/SPEAKER - REMOVAL)

(3) Separate the waterdam from the inner door panel and off of the latch linkages.

INSTALLATION

CAUTION: Do not allow the waterdam or adhesive to become contaminated with dirt or other foreign substances.

Do not damage the waterdam during removal and installation.

If the waterdam becomes contaminated or damaged, replace the waterdam.

(1) Position the wire harness and actuator rods through the holes in the waterdam.

(2) Secure the waterdam to the inner door panel.

(3) Install the speaker. (Refer to 8 - ELECTRICAL/AUDIO/SPEAKER - INSTALLATION)

(4) Install the inside handle actuator. (Refer to 23 - BODY/DOOR - FRONT/INSIDE HANDLE ACTUATOR - INSTALLATION)

WINDOW REGULATOR - POWER**REMOVAL**

(1) Remove the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - REMOVAL)

(2) Remove the window switch from the door trim panel and reconnect it to the door harness.

(3) Raise the window to the position shown and remove the nuts. (Fig. 14)

(4) Disengage the door glass from the regulator lift plate and position into the full up position.

(5) Secure the glass in the up position using a wood wedge or equivalent.

(6) Lower the regulator.

(7) Remove the stabilizer nuts.

(8) Remove the forward regulator bolt and loosen the other two. (Fig. 15)

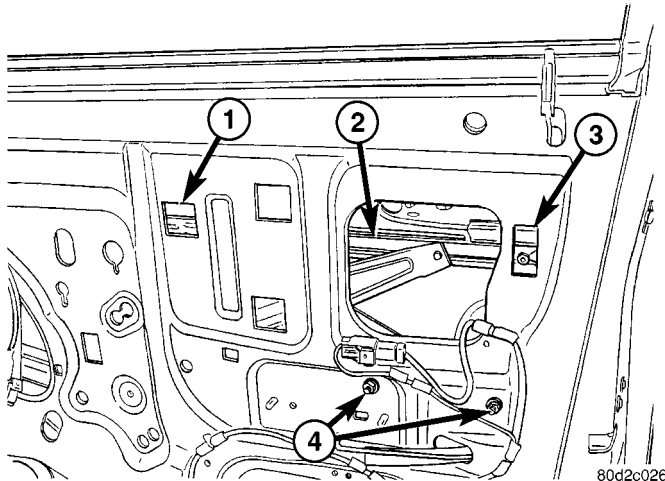
(9) Slide the regulator up and out of the keyhole slots in the door panel.

(10) Disconnect the electrical connector and remove the regulator.

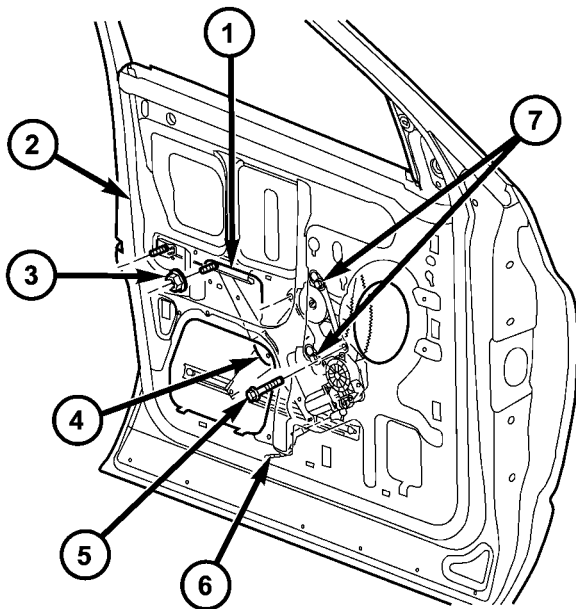
INSTALLATION

(1) Install the regulator through the door panel opening and connect the electrical connector.

WINDOW REGULATOR - POWER (Continued)

**Fig. 14 DOOR GLASS POSITIONING**

- 1 - SIGHT WINDOW
- 2 - WINDOW REGULATOR
- 3 - SIGHT WINDOW
- 4 - REGULATOR STABILIZER

**Fig. 15 WINDOW REGULATOR - POWER**

- 1 - REGULATOR STABILIZER
- 2 - INNER DOOR PANEL
- 3 - STABILIZER NUTS (2)
- 4 - REGULATOR
- 5 - FORWARD BOLT
- 6 - WIRE HARNESS
- 7 - BOLTS (2)

(2) Position the regulator bolts into the keyhole slots and slide into place.

(3) Install the forward bolt and tighten all three to 10 N·m (89 in. lbs.).

(4) Position the stabilizer, install the nuts and tighten to 10 N·m (89 in. lbs.).

(5) Raise the regulator to the position shown in (Fig. 14).

(6) Remove the glass support and connect to the regulator lift plate.

(7) Install the glass nuts and tighten to 10 N·m (89 in. lbs.).

(8) Disconnect the window switch and install into the door trim panel.

(9) Install the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - INSTALLATION)

WINDOW REGULATOR - MANUAL

REMOVAL

(1) Remove the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - REMOVAL)

(2) Reinstall the window handle and raise the window to the position shown and remove the nuts. (Fig. 14)

(3) Disengage the door glass from the regulator lift plate and position into the full up position.

(4) Secure the glass in the up position using a wood wedge or equivalent.

(5) Lower the regulator.

(6) Remove the stabilizer nuts.

(7) Remove the two lower and loosen the two upper bolts. (Fig. 16)

(8) Slide the regulator up and out of the keyhole slot.

(9) Remove the regulator from the door panel opening.

INSTALLATION

(1) Install the regulator through the hole in the inner door panel.

(2) Position the regulator and slide the upper bolts into the keyhole slots.

(3) Install the lower two bolts.

(4) Tighten the regulator bolts to 10 N·m (89 in. lbs.).

(5) Position the stabilizer, install the nuts and tighten to 10 N·m (89 in. lbs.).

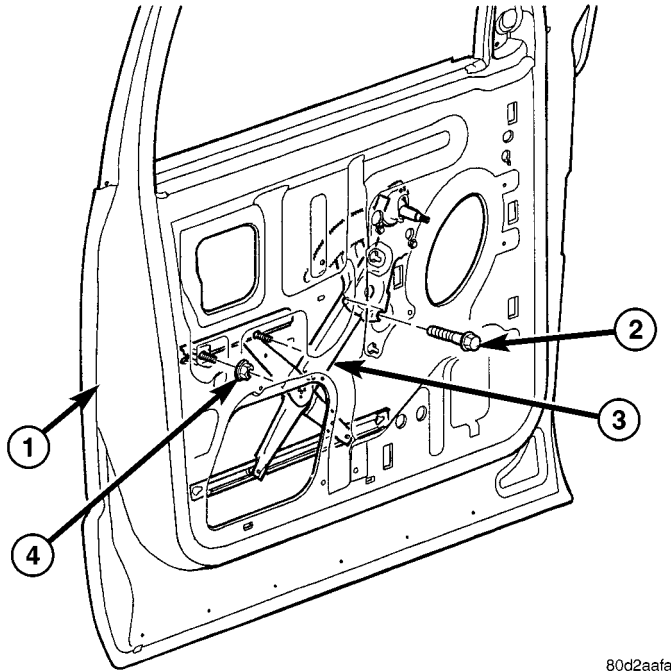
(6) Using the window handle raise the regulator to the position shown in (Fig. 14).

(7) Remove the glass support and connect to the regulator lift plate.

(8) Install the glass nuts and tighten to 10 N·m (89 in. lbs.).

(9) Remove the window handle and install the waterdam.

WINDOW REGULATOR - MANUAL (Continued)

**Fig. 16 WINDOW REGULATOR - MANUAL**

- 1 - DOOR
- 2 - REGULATOR BOLTS (4)
- 3 - REGULATOR
- 4 - STABILIZER NUTS (2)

SIDE VIEW MIRROR FLAG**REMOVAL**

(1) Remove the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - REMOVAL)

CAUTION: Do not use a drill to remove the heat stakes.

(2) Remove the heat stakes using a razor knife or equivalent.

(3) Release the tabs and remove the mirror flag.

INSTALLATION

NOTE: Clean the excess heat staking off of the studs to aid installation.

(1) Install the new mirror flag over the tabs and install the screws into the heat stake studs.

(2) Install the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - INSTALLATION)

DOORS - REAR

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DOOR

REMOVAL

(1) Disconnect the door wire harness electrical connector at the b-pillar. (Fig. 1)

(2) Using a grease pencil or equivalent, mark the outline of the door hinges on the door to aid in installation.

(3) Support the door with a suitable lifting device.

NOTE: The epoxy bonded washers should not be separated from the hinge. If the washers are removed the door may have to be re-adjusted.

(4) Remove the nuts and bolts attaching the door hinges to the door.

INSTALLATION

(1) Support the door with a suitable lifting device and install the door onto the hinges.

(2) Install the bolts, nuts and washers, if there were removed previously, and tighten to 28 N·m (21 ft. lbs.).

(3) Connect the electrical connector.

(4) Adjust the door as necessary. (Refer to 23 - BODY/DOORS - REAR/DOOR - ADJUSTMENTS)

ADJUSTMENTS

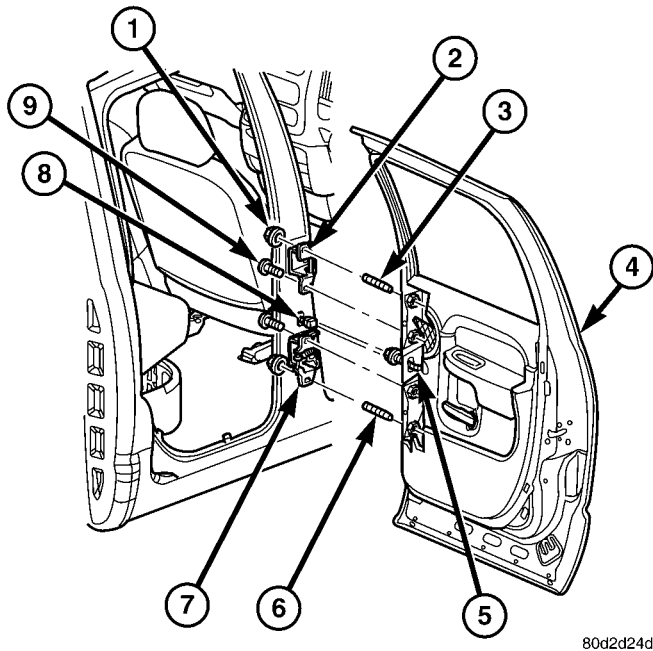
ADJUSTMENT

NOTE: For vehicles equipped with four doors, it is recommended that you adjust the rear door before adjusting the front door.

- Door adjustment measurements should be taken from stationary or welded body panels like the roof, rocker or quarter panels.

- During adjustment procedures, it is recommended that all the hinge fasteners be loosened except for the upper most fasteners. Adjustments can be made using the upper fasteners to hold the door with final torque of the fasteners occurring after correct door positioning is achieved.

DOOR (Continued)



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Fig. 1 DOOR ASSEMBLY

- 1 - NUTS (2)
- 2 - UPPER HINGE
- 3 - UPPER STUD
- 4 - REAR DOOR
- 5 - WIRE HARNESS
- 6 - LOWER STUD
- 7 - LOWER HINGE
- 8 - ELECTRICAL CONNECTOR
- 9 - BOLTS (2)

FORE/AFT

NOTE: Fore/aft (lateral) door adjustment is done by loosening the hinge to the hinge pillar fasteners one hinge at a time and moving the door to the correct position.

- (1) Support the door with a suitable lifting device.
- (2) Loosen the hinge to hinge pillar fasteners. (Refer to 23 - BODY/DOORS - REAR/HINGE - REMOVAL)
- (3) Adjust the door to the correct position. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)
- (4) Tighten to hinge pillar fasteners to 28 N·m (21 ft. lbs.). (Refer to 23 - BODY/DOORS - REAR/HINGE - INSTALLATION)

NOTE: Use a suitable body sealer on the hinge to body mating surfaces.

UP/DOWN

NOTE: Up/down door adjustment is done by loosening either the hinge to the hinge pillar fasteners or

the hinge to door fasteners and moving the door to the correct position.

NOTE: When adjustment of the door requires the loosening of the door to hinge fasteners, it will be necessary to separate the epoxy bonded washers with a chisel or other suitable tool.

NOTE: When the up/down adjustments are done correctly, the top of the door is positioned over flush to the roof. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

- (1) Support the door with a suitable lifting device.
- (2) Remove the latch striker. (Refer to 23 - BODY/DOORS - REAR/LATCH STRIKER - REMOVAL)
- (3) Loosen the hinge to hinge pillar fasteners (Refer to 23 - BODY/DOORS - REAR/HINGE - REMOVAL) or loosen the hinge to door fasteners (Refer to 23 - BODY/DOORS - REAR/DOOR - REMOVAL).
- (4) Adjust the door to the correct position. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)
- (5) Tighten to hinge pillar fasteners or the door to hinges fasteners and fasteners to 28 N·m (21 ft. lbs.). (Refer to 23 - BODY/DOORS - REAR/HINGE - INSTALLATION)
- (6) Install the latch striker. (Refer to 23 - BODY/DOORS - REAR/LATCH STRIKER - INSTALLATION)

IN/OUT

NOTE: In/out door adjustment is done by loosening the hinge to door fasteners one hinge at a time and moving the door to the correct position.

NOTE: When adjustment of the door requires the loosening of the door to hinge fasteners, it will be necessary to separate the epoxy bonded washers with a chisel or other suitable tool.

- (1) Support the door with a suitable lifting device.
- (2) Remove the latch striker. (Refer to 23 - BODY/DOORS - REAR/LATCH STRIKER - REMOVAL)
- (3) Loosen the hinge to door fasteners. (Refer to 23 - BODY/DOORS - REAR/DOOR - REMOVAL)
- (4) Adjust the front of the door to the correct position. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)
- (5) Tighten the door to hinges fasteners to 28 N·m (21 ft. lbs.).
- (6) Install the latch striker. (Refer to 23 - BODY/DOORS - REAR/LATCH STRIKER - INSTALLATION)

DOOR GLASS

REMOVAL

- (1) Remove the glass run channels. (Refer to 23 - BODY/DOORS - REAR/GLASS RUN CHANNEL - REMOVAL)
- (2) Remove the glass support and place the glass into the bottom of the door.
- (3) Separate the glass run weatherstrip from the rear of the window opening.
- (4) Remove the inner belt molding. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/FRONT DOOR INNER BELT WEATHERSTRIP - REMOVAL)
- (5) Remove the glass from the window opening.

INSTALLATION

- (1) Install the glass through the window opening and pace the glass into the bottom of the door.
- (2) Install the inner belt molding. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/FRONT DOOR INNER BELT WEATHERSTRIP - INSTALLATION)
- (3) Stuff the glass run weatherstrip into the window frame.
- (4) Secure the glass in the up position using a wood wedge or equivalent.
- (5) Install the glass run channels. (Refer to 23 - BODY/DOORS - REAR/GLASS RUN CHANNEL - INSTALLATION)

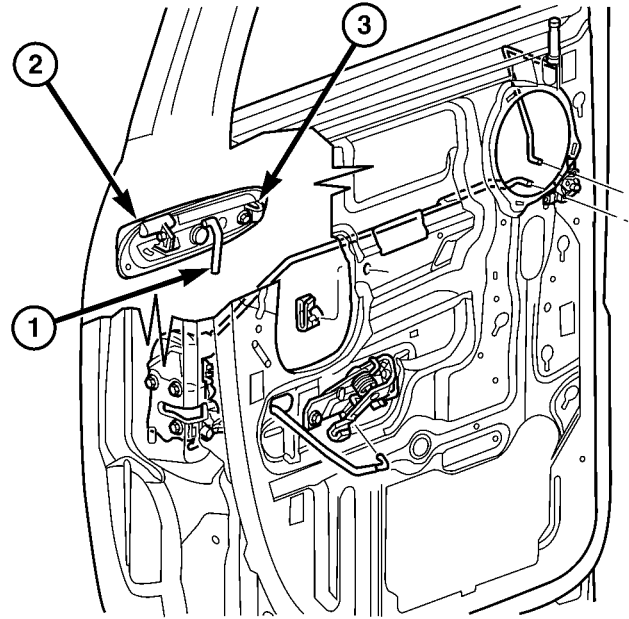


Fig. 2 EXTERIOR HANDLE

- 1 - LATCH ACTUATOR ROD
- 2 - LATCH
- 3 - NUTS (2)

- (3) Slide the channels up to disengage from the keyhole slots.
- (4) Separate the glass run weatherstrip from the channel and remove the channels.

EXTERIOR HANDLE

REMOVAL

- (1) Remove the front glass run channel. (Refer to 23 - BODY/DOORS - REAR/GLASS RUN CHANNEL - REMOVAL)
- (2) Disconnect the latch actuator rod. (Fig. 2)
- (3) Remove the nuts and remove the handle.

INSTALLATION

- (1) Install the latch and install the nuts.
- (2) Connect the latch actuator rod.
- (3) Install the front glass run channel. (Refer to 23 - BODY/DOORS - REAR/GLASS RUN CHANNEL - INSTALLATION)

GLASS RUN CHANNEL

REMOVAL

- (1) Remove the window regulator. (Refer to 23 - BODY/DOORS - REAR/WINDOW REGULATOR - REMOVAL)
- (2) Remove the bottom screws and loosen the top screws from bolt channels. (Fig. 3) and (Fig. 4)

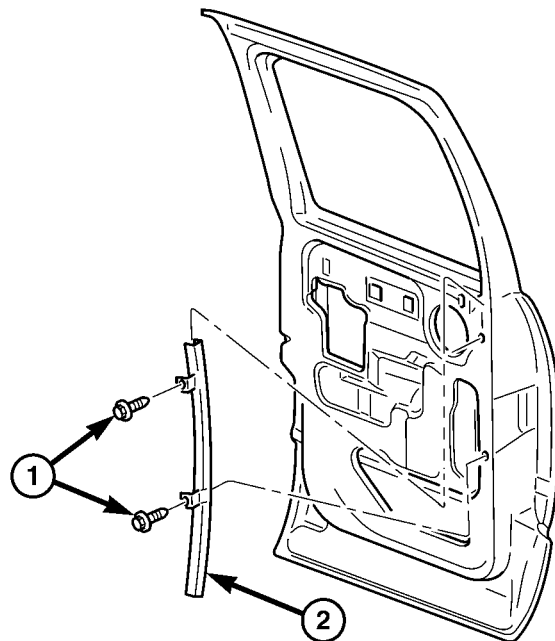
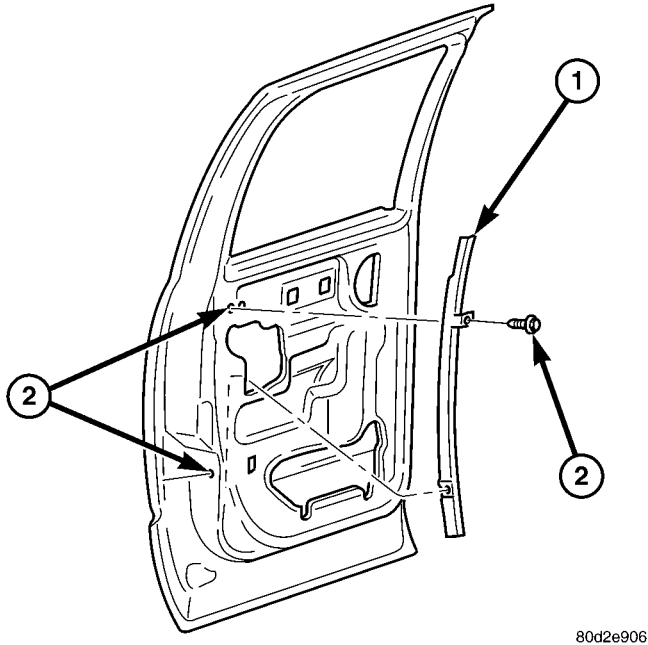


Fig. 3 FRONT RUN CHANNEL

- 1 - BOLTS
- 2 - FRONT RUN CHANNEL

GLASS RUN CHANNEL (Continued)



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Fig. 4 REAR RUN CHANNEL

- 1 - REAR RUN CHANNEL
2 - SCREW LOCATIONS

INSTALLATION

- (1) Position the run channels into the door and engage the upper screws into the keyhole slots.
- (2) Install the lower screws and tighten to 10 N·m (89 in. lbs.).
- (3) Tighten the upper screws to 10 N·m (89 in. lbs.).
- (4) Stuff the glass run weatherstrip into the channels.
- (5) Verify correct window operation.
- (6) Install the window regulator. (Refer to 23 - BODY/DOORS - REAR/WINDOW REGULATOR - INSTALLATION)

HINGE**REMOVAL**

NOTE: It is not necessary to remove the door to replace the hinges if they are replaced one at a time.

NOTE: The epoxy coated washers should not be removed from the hinge. If the washers are removed the door may have to be re-adjusted.

- (1) Open the front door

UPPER HINGE

- (1) Using a grease pencil or equivalent, mark the position of the hinge on the door and b-pillar.
- (2) Remove the nut and bolt attaching the hinge to the door.
- (3) Remove the three bolts attaching the hinge to the b-pillar and remove the hinge.

LOWER HINGE

- (1) Using a grease pencil or equivalent, mark the position of the hinge on the door and b-pillar.
- (2) Remove the lower b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - REMOVAL)
- (3) Remove the nut and bolt attaching the hinge to the door.
- (4) Remove the two bolts attaching the hinge to the b-pillar.
- (5) From the inside of the vehicle remove the remaining bolt attaching the hinge to the b-pillar and remove the hinge.

INSTALLATION**UPPER HINGE**

- (1) Install the hinge to door washers, if there were removed previously, nut and bolt and tighten to 28 N·m (21 ft. lbs.).
- (2) Install the three hinge to b-pillar bolts and tighten to 28 N·m (21 ft. lbs.).
- (3) Adjust the door if needed. (Refer to 23 - BODY/DOORS - REAR/DOOR - ADJUSTMENTS)

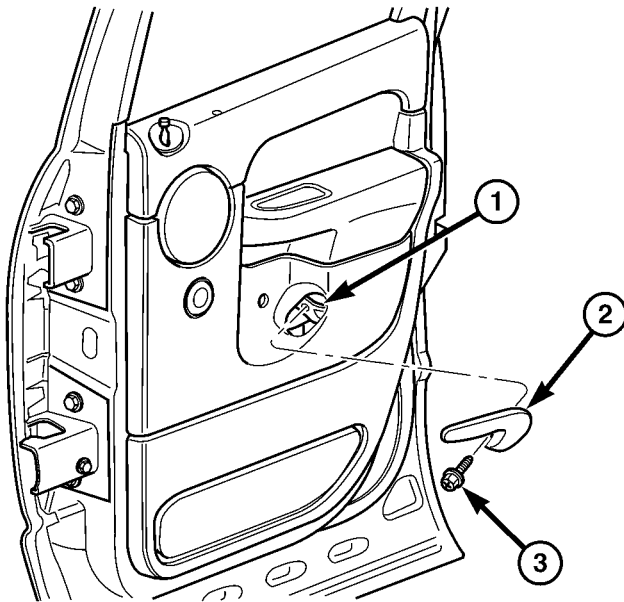
LOWER HINGE

- (1) Install the hinge and install the b-pillar bolts.
- (2) Tighten the bolts to 28 N·m (21 ft. lbs.).
- (3) Install the hinge to door washers, if there were removed previously, nut and bolt and tighten to 28 N·m (21 ft. lbs.).
- (4) Adjust the door if needed. (Refer to 23 - BODY/DOORS - REAR/DOOR - ADJUSTMENTS)
- (5) Install the lower b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - INSTALLATION)

INSIDE HANDLE ACTUATOR**REMOVAL**

- (1) Remove the screw and remove the inside handle. (Fig. 5)
- (2) Remove the door trim panel. (Refer to 23 - BODY/DOORS - REAR/TRIM PANEL - REMOVAL)
- (3) Disconnect the latch actuator rod. (Fig. 6)
- (4) Remove the nuts and remove the remote handle actuator.

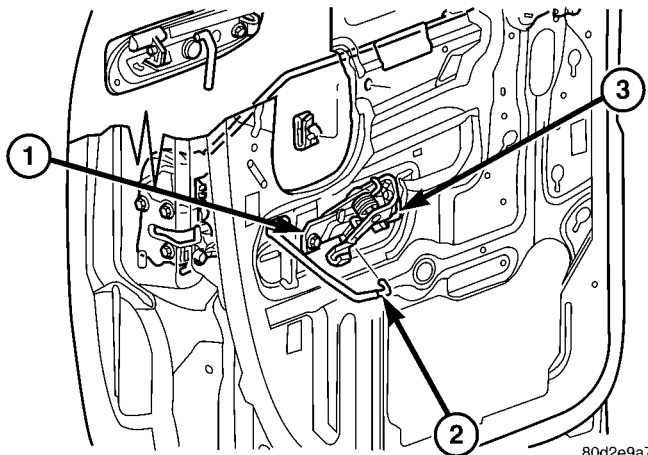
INSIDE HANDLE ACTUATOR (Continued)



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Fig. 5 INSIDE HANDLE ACTUATOR

- 1 - TRIM PANEL OPENING
- 2 - INSIDE LATCH HANDLE
- 3 - BOLT



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Fig. 6 REMOTE HANDLE ACTUATOR

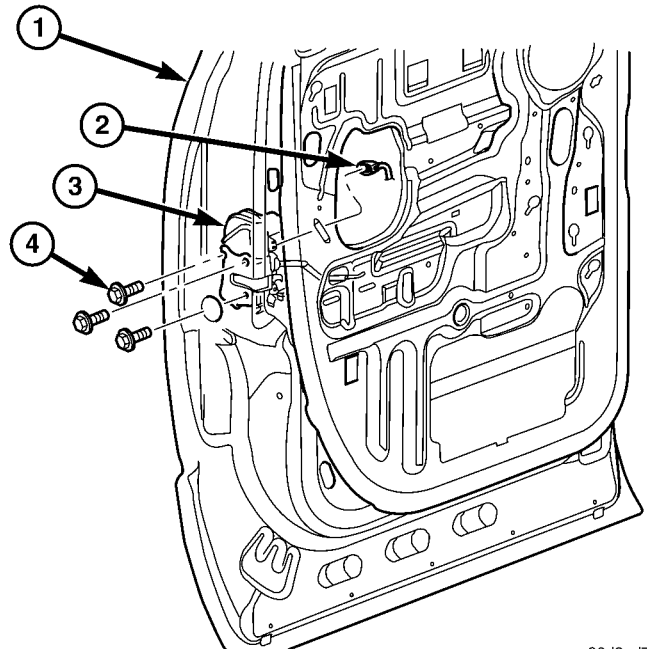
- 1 - NUTS (2)
- 2 - LATCH ACTUATOR ROD
- 3 - HANDLE REMOTE

INSTALLATION

- (1) Install the remote handle actuator and install the nuts.
- (2) Tighten the nuts to 10 N·m (89 in. lbs.).
- (3) Connect the latch actuator rod.
- (4) Install the door trim panel. (Refer to 23 - BODY/DOORS - REAR/TRIM PANEL - INSTALLATION)
- (5) Install the inside handle and install the bolt.
- (6) Tighten the bolt to 9 N·m (80 in. lbs.).

LATCH**REMOVAL**

- (1) Raise the window to the full up position.
- (2) Remove the waterdam. (Refer to 23 - BODY/DOOR - FRONT/WATERDAM - REMOVAL)
- (3) Disconnect the actuator rods.
- (4) Remove the bolts. (Fig. 7)
- (5) Disconnect the electrical connector and remove the latch.



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Fig. 7 LATCH ASSEMBLY

- 1 - DOOR
- 2 - ELECTRICAL CONNECTOR
- 3 - LATCH ASSEMBLY
- 4 - BOLTS

INSTALLATION

- (1) Connect the electrical connector and install the latch assembly.
- (2) Install the bolts and tighten to 10 N·m (89 in. lbs.).
- (3) Connect the actuator rods.
- (4) Adjust the latch as needed. (Refer to 23 - BODY/DOORS - REAR/LATCH - ADJUSTMENTS)
- (5) Install the waterdam. (Refer to 23 - BODY/DOORS - REAR/WATERDAM - INSTALLATION)

ADJUSTMENTS**ADJUSTMENT**

- (1) Locate access hole and remove the mylar tape covering it. (Fig. 8)

LATCH (Continued)

(2) Insert a 5/32-inch hex-wrench through hole and into adjustment screw. Loosen screw.

(3) Operate outside handle several times to release any restriction because of mis-alignment.

(4) Tighten adjustment screw to 3 N·m (30 in. lbs.).

(5) Test handle for proper operation.

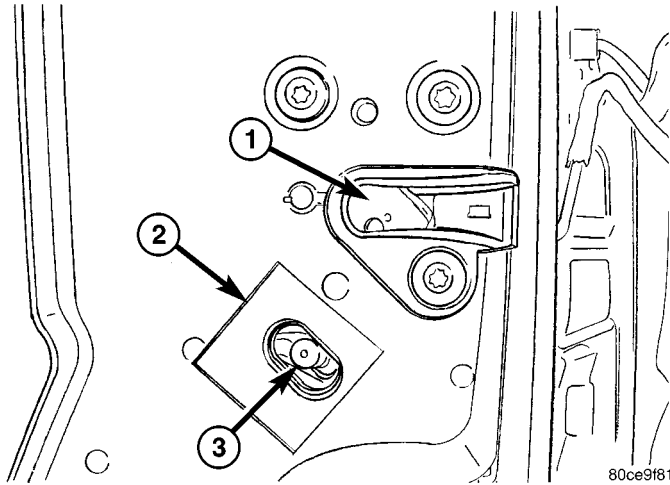


Fig. 8 LATCH ADJUSTMENT SCREW - TYPICAL

- 1 - DOOR LATCH
- 2 - MYLAR TAPE
- 3 - ADJUSTMENT SCREW

LATCH STRIKER

REMOVAL

(1) Using a grease pencil or equivalent, mark the position of the striker.

(2) Remove the bolts and remove the striker.

INSTALLATION

(1) Install the striker and install the bolts.

(2) Tighten the bolts to 28 N·m (21 ft. lbs.).

(3) Adjust the striker if needed. (Refer to 23 - BODY/DOOR - FRONT/LATCH STRIKER - ADJUSTMENTS)

ADJUSTMENTS

ADJUSTMENT

(1) Using a grease pencil or equivalent, mark the position of the striker to aid in adjustment.

(2) Loosen the striker bolts.

(3) Change the striker position to adjust the rear gap and flush measurement. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

(4) Tighten the bolts to 28 N·m (21 ft. lbs.).

TRIM PANEL

REMOVAL

(1) Remove the window crank, if equipped. (Fig. 10)

(2) Remove the interior handle. (Refer to 23 - BODY/DOORS - REAR/INSIDE HANDLE ACTUATOR - REMOVAL)

(3) Remove the screw near the inside handle. (Fig. 9)

CAUTION: Trim panel is attached to the door using hooks molded into the panel. Do not pull the trim panel straight off or damage to the panel and/or power switch assembly may occur.

(4) Lift the trim panel up off the belt seal and attachment hooks and separate the panel from the door slightly.

(5) Disconnect the power window switch electrical connector, if equipped, and remove the trim panel.

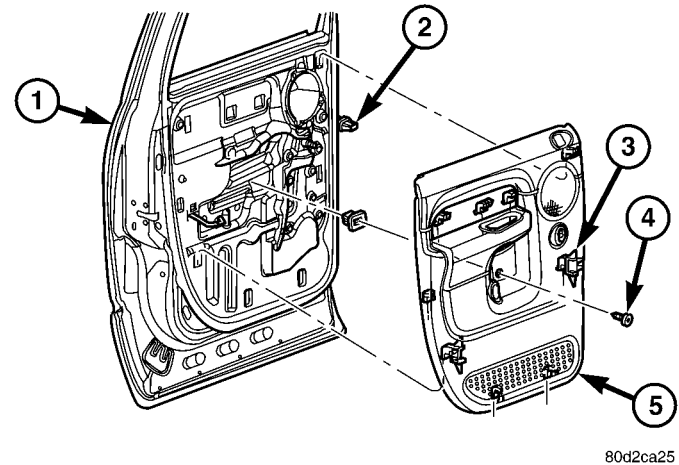


Fig. 9 TRIM PANEL

- 1 - DOOR
- 2 - ELECTRICAL CONNECTOR
- 3 - ATTACHMENT HOOKS
- 4 - SCREW
- 5 - TRIM PANEL

INSTALLATION

(1) Position the trim panel onto the lower hooks and connect the power window switch electrical connector, if equipped.

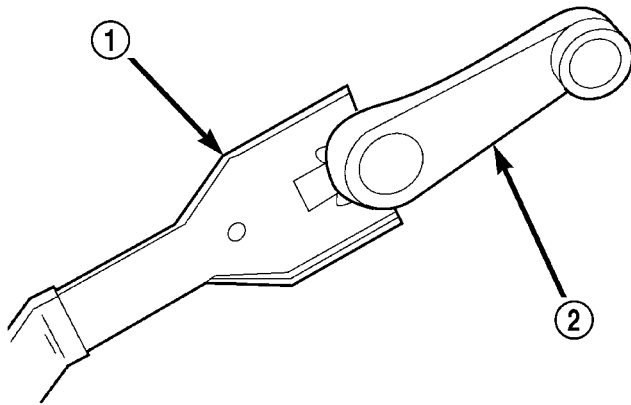
(2) Position the remaining trim panel attachment hooks into the door panel and seat the trim panel into the belt seal fully.

(3) Install the screw near the inside handle.

(4) Install the interior handle. (Refer to 23 - BODY/DOORS - REAR/INSIDE HANDLE ACTUATOR - INSTALLATION)

(5) Install the window crank, if equipped.

TRIM PANEL (Continued)



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Fig. 10 WINDOW CRANK REMOVAL TOOL

- 1 - WINDOW CRANK REMOVAL TOOL
2 - WINDOW CRANK

WATERDAM

REMOVAL

- (1) Remove the inside handle actuator. (Refer to 23 - BODY/DOORS - REAR/INSIDE HANDLE ACTUATOR - REMOVAL)
- (2) Remove the speaker. (Refer to 8 - ELECTRICAL/AUDIO/SPEAKER - REMOVAL)
- (3) Separate the waterdam from the inner door panel and off of the latch linkages.

INSTALLATION

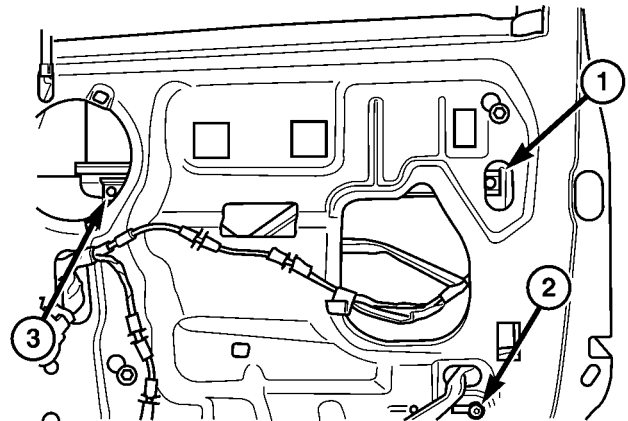
- (1) Position the wire harness and actuator rods through the holes in the waterdam.
- (2) Secure the waterdam to the inner door panel.
- (3) Install the speaker. (Refer to 8 - ELECTRICAL/AUDIO/SPEAKER - INSTALLATION)
- (4) Install the inside handle actuator. (Refer to 23 - BODY/DOORS - REAR/INSIDE HANDLE ACTUATOR - INSTALLATION)

WINDOW REGULATOR - POWER

REMOVAL

- (1) Remove the waterdam. (Refer to 23 - BODY/DOORS - REAR/WATERDAM - REMOVAL)
- (2) Remove the window switch from the door trim panel and reconnect it to the door wire harness.
- (3) Raise the window to the position shown and remove the two nuts attaching the glass to the window regulator. (Fig. 11)
- (4) Remove the stabilizer nut.

- (5) Disengage the door glass from the regulator lift plate and position into the full up position.
- (6) Secure the glass in the up position using a wood wedge or equivalent.
- (7) Lower the regulator.
- (8) Disconnect the electrical connector. (Fig. 12)
- (9) Remove the lower regulator bolt and loosen the upper two. (Fig. 12)
- (10) Slide the regulator up and out of the keyhole slots in the door panel.
- (11) Remove the regulator through the hole in the inner door panel.



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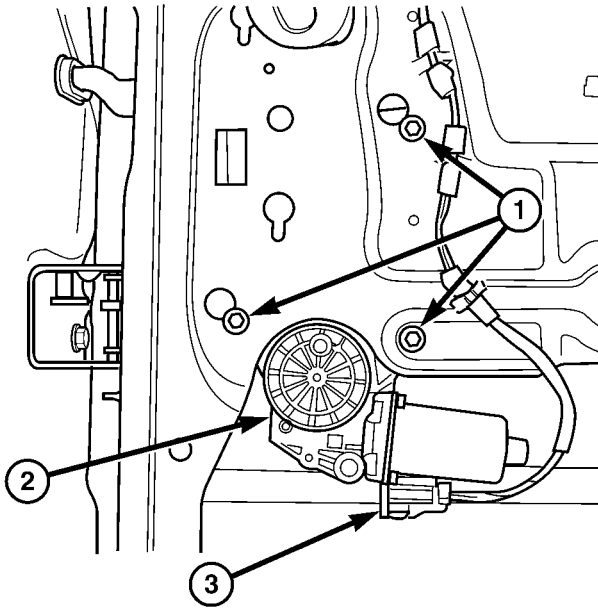
Fig. 11 GLASS POSITIONING

- 1 - SIGHT WINDOW
2 - STABILIZER NUT
3 - GLASS LIFT PLATE

INSTALLATION

- (1) Install the regulator through the hole in the inner door panel.
- (2) Position the regulator bolts into the keyhole slots and slide into place.
- (3) Install the lower regulator bolt and tighten all three to 10 N·m (89 in. lbs.).
- (4) Connect the electrical connector.
- (5) Position the stabilizer, install the nut and tighten to 10 N·m (89 in. lbs.).
- (6) Raise the regulator to the position shown in (Fig. 11).
- (7) Remove the glass support and connect to the regulator lift plate.
- (8) Install the glass nuts and tighten to 10 N·m (89 in. lbs.).
- (9) Disconnect the window switch and install into the door trim panel.
- (10) Install the waterdam. (Refer to 23 - BODY/DOORS - REAR/WATERDAM - INSTALLATION)

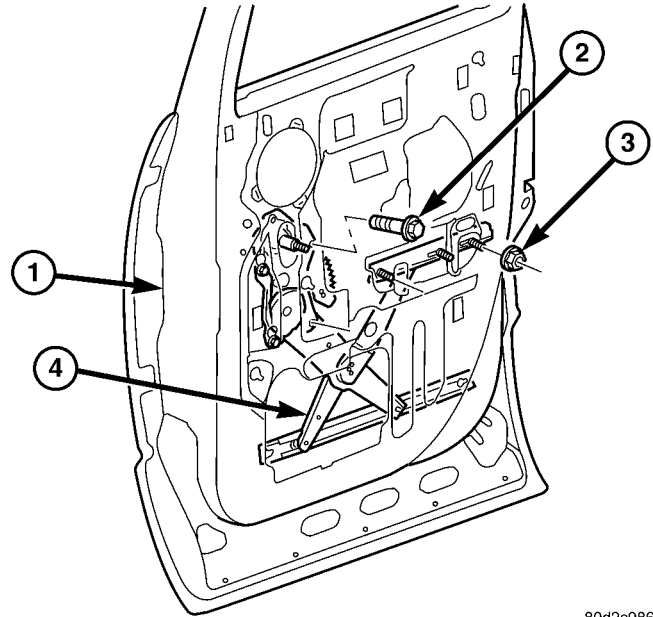
WINDOW REGULATOR - POWER (Continued)



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Fig. 12 WINDOW REGULATOR MOTOR

- 1 - REGULATOR BOLTS
- 2 - REGULATOR MOTOR
- 3 - ELECTRICAL CONNECTOR.



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Fig. 13 WINDOW REGULATOR - MANUAL

- 1 - DOOR
- 2 - REGULATOR BOLTS (4)
- 3 - STABILIZER NUTS (2)
- 4 - REGULATOR

WINDOW REGULATOR -
MANUAL**REMOVAL**

- (1) Remove the waterdam. (Refer to 23 - BODY/DOORS - REAR/WATERDAM - REMOVAL)
- (2) Reinstall the window handle and raise the window to the position shown and remove the nuts. (Fig. 11)
- (3) Remove the stabilizer nuts. (Fig. 13)
- (4) Disengage the door glass from the regulator lift plate and position into the full up position.
- (5) Secure the glass in the up position using a wood wedge or equivalent.
- (6) Lower the regulator.
- (7) Remove the two back regulator bolts and loosen the front two.
- (8) Slide the regulator up and out of the keyhole slots in the door panel.
- (9) Remove the regulator through the hole in the inner door panel.

INSTALLATION

- (1) Install the regulator through the hole in the inner door panel.
- (2) Position the regulator bolts into the keyhole slots and slide into place.
- (3) Install the back regulator bolts and tighten all four to 10 N·m (89 in. lbs.).
- (4) Position the stabilizer, install the nuts and tighten to 10 N·m (89 in. lbs.).
- (5) Using the window handle raise the regulator to the position shown in (Fig. 11).
- (6) Remove the glass support and connect to the regulator lift plate.
- (7) Install the glass nuts and tighten to 10 N·m (89 in. lbs.).
- (8) Disconnect the window switch and install into the door trim panel.
- (9) Using the window handle raise the regulator to the position shown in (Refer to 23 - BODY/DOORS - REAR/WATERDAM - INSTALLATION)

EXTERIOR

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BODY SIDE MOLDINGS

REMOVAL

NOTE: Body side moldings are attached to the body panels with adhesive tape.

(1) Apply a length of masking tape on the body panel, parallel to the top edge of the molding and to one end to use as a guide for installation, if necessary.

(2) If temperature is below 21°C (70°F) warm molding with a heat lamp or gun. Do not exceed 52°C (120°F) when heating molding.

(3) Using a trim stick C-4755 or equivalent, remove and discard the molding from the outside of the body panel.

INSTALLATION

(1) Thoroughly clean all residue from the body side molding attachment area of the body panel.

(2) Wipe area with a clean lint free cloth moistened with a 50% solution of water and alcohol and wipe dry immediately with a dry lint free cloth.

(3) Apply new body side molding using the guide tape on the body panel and apply consistent and uniform pressure of approximately 40 p.s.i. over the entire surface of the molding.

BODY ISOLATORS

REMOVAL

(1) Loosen all cab to frame mounting bolts (six standard cab, eight quad cab). (Fig. 1)

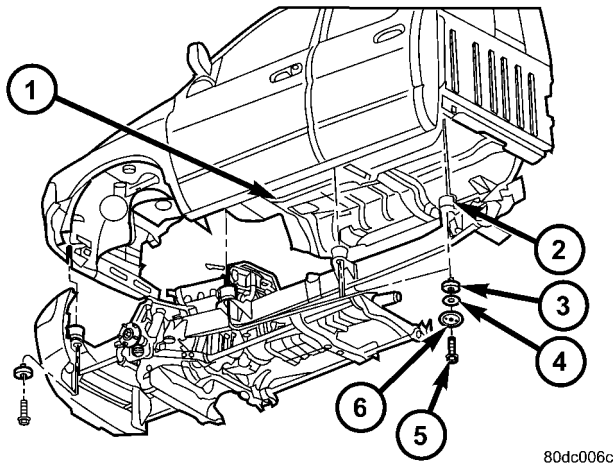
(2) Remove the mounting bolts and rebound cushions

(3) Using a floor jack and block of wood under the cab sill, lift the body to gain access to the isolators.

(4) Remove the isolators.

(5) Install new isolators and repeat steps one through 4, for the opposite side.

BODY ISOLATORS (Continued)



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Fig. 1 BODY ISOLATORS - TYPICAL

- 1 - CAB SILL
- 2 - ISOLATORS
- 3 - REBOUND CUSHION
- 4 - WASHER (REAR ISOLATOR ONLY)
- 5 - BOLTS
- 6 - REINFORCEMENT PLATE (REAR ISOLATOR ONLY)

INSTALLATION

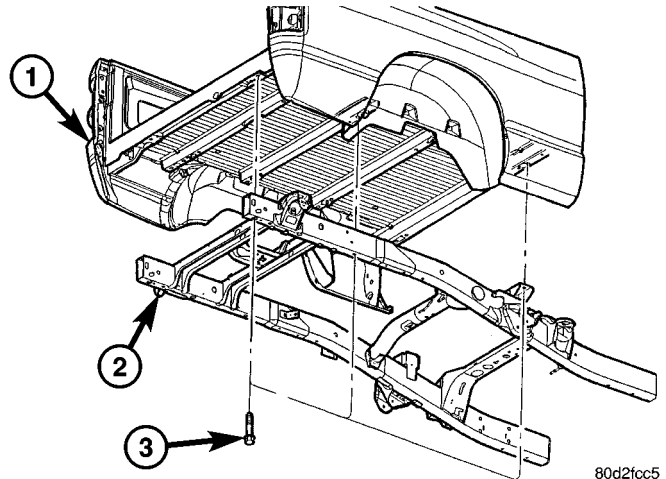
- (1) For the rear isolators install the rebound cushions, washers, reinforcement plates and bolts. (Fig. 1)
- (2) Install the remaining rebound cushions and bolts.
- (3) Tighten the bolts to 81 N·m (60 ft. lbs.).

CARGO BOX**REMOVAL**

- (1) Disconnect the fuel fill hose and vent hose. (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY/FUEL TANK - REMOVAL)
- (2) Disconnect the tail lamp wire harness.
- (3) Remove the cargo box bolts. (Fig. 2) or (Fig. 3)
- (4) Remove the cargo box.

INSTALLATION

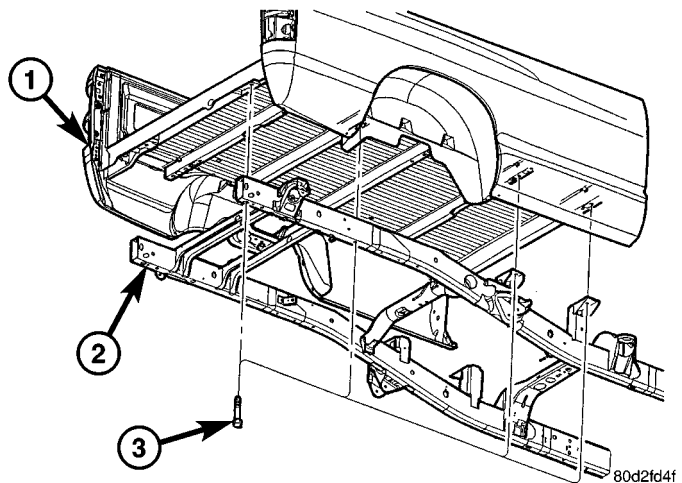
- (1) Install the cargo box and install the bolts.
- (2) Tighten the bolts to 108 N·m (80 ft. lbs.).
- (3) Connect the fuel fill and vent hoses. (Refer to 14 - FUEL SYSTEM/FUEL DELIVERY/FUEL TANK - INSTALLATION)
- (4) Connect the tail lamp wire harness.



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Fig. 2 SHORT CARGO BOX

- 1 - CARGO BOX
- 2 - FRAME
- 3 - BOLTS (3 PER SIDE)



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Fig. 3 LONG CARGO BOX

- 1 - CARGO BOX
- 2 - FRAME
- 3 - BOLTS (4 PER SIDE)

CARGO BOX - TIE DOWN**REMOVAL**

- (1) Remove the bolts and remove the tie down cleat. (Fig. 4)

INSTALLATION

- (1) Install the tie down cleat and install the bolts.
- (2) Tighten the bolts to 34 N·m (25 ft. lbs.).

CARGO BOX - TIE DOWN (Continued)

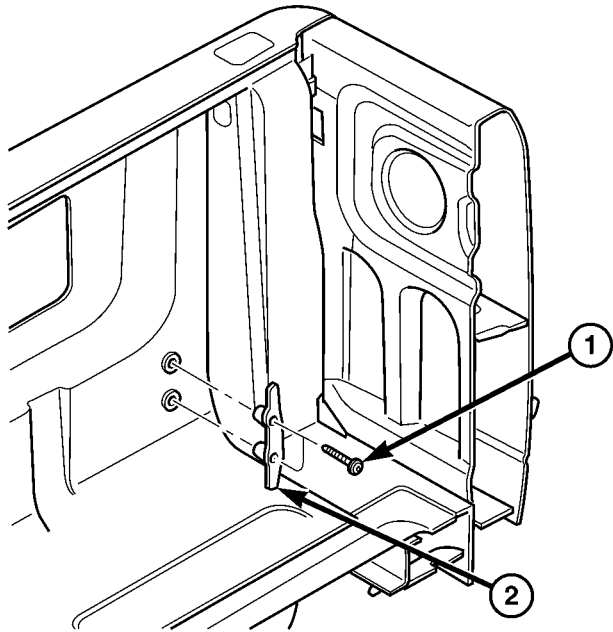


Fig. 4 TIE DOWN CLEAT

- 1 - BOLTS (2)
2 - CLEAT

COWL GRILLE

REMOVAL

- (1) Remove the wiper arms. (Refer to 8 - ELECTRICAL/WIPERS/WASHERS/WIPER ARMS - REMOVAL)
- (2) Disconnect the washer hose.
- (3) Remove the hood seal.
- (4) Remove the six push pin fasteners from the front of the grille. (Fig. 5)
- (5) Remove the two rear corner screws and remove the grilles.

INSTALLATION

- (1) Install the grill and install the two rear corner screws.
- (2) Install the six push pin fasteners along the front of the grille.
- (3) Install the hood seal.
- (4) Connect the washer hose.
- (5) Install the wiper arms. (Refer to 8 - ELECTRICAL/WIPERS/WASHERS/WIPER ARMS - INSTALLATION)

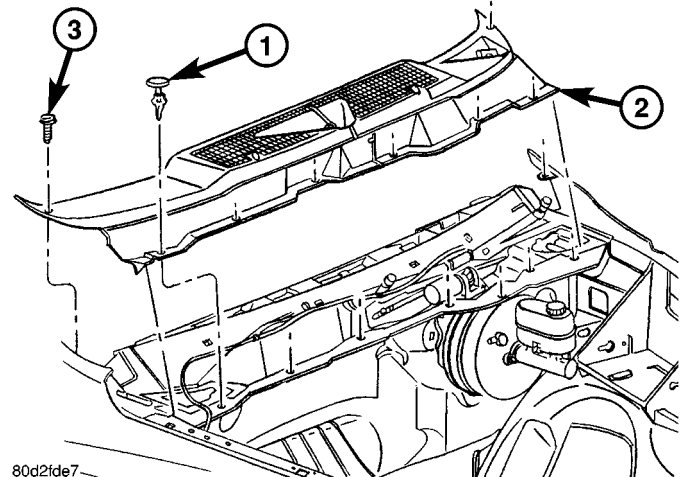


Fig. 5 COWL GRILLE

- 1 - PUSH PIN FASTENERS (6)
2 - COWL GRILLE
3 - SCREWS (2)

EXTERIOR NAME PLATES

REMOVAL

NOTE: Exterior name plates are attached to body panels with adhesive tape.

- (1) Apply a length of masking tape on the body, parallel to the top edge and one end of the name plate to use as a guide for installation, if necessary.
- (2) If temperature is below 21°C (70°F) warm emblem with a heat lamp or gun. Do not exceed 52°C (120°F) when heating name plate.
- (3) Using a trim stick C-4755 or equivalent, remove and discard the name plate.

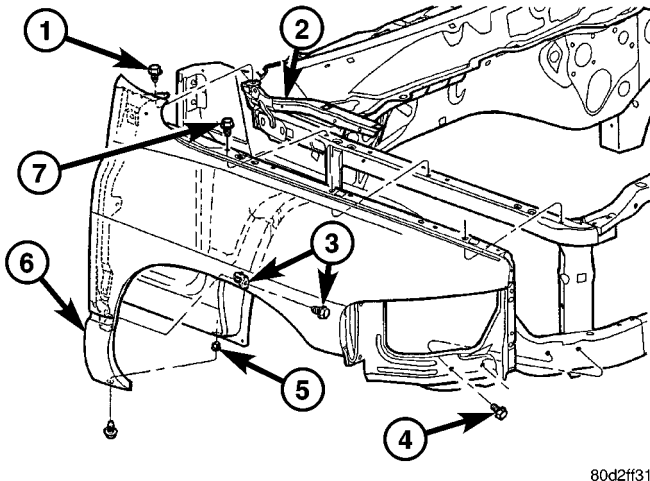
INSTALLATION

- (1) Thoroughly clean all residue from the name plate attachment area of the body panel.
- (2) Wipe area with a clean lint free cloth moistened with a 50% solution of water and alcohol and wipe dry immediately with a dry lint free cloth.
- (3) Remove protective cover from adhesive tape on back of name plate.
- (4) Position name plate properly on the body panel.
- (5) Apply consistent and uniform pressure over the entire surface of the name plate, with palm of hand.
- (6) If temperature is below 21°C (70°F) warm emblem with a heat lamp or gun to assure adhesion. Do not exceed 52°C (120°F) when heating name plate.

FRONT FENDER

REMOVAL

- (1) Remove the antenna, if equipped. (Refer to 8 - ELECTRICAL/AUDIO/ANTENNA BODY & CABLE - REMOVAL)
- (2) Remove the battery tray, if required. (Refer to 8 - ELECTRICAL/BATTERY SYSTEM/TRAY - REMOVAL)
- (3) Remove the cowl grille. (Refer to 23 - BODY/EXTERIOR/COWL GRILLE - REMOVAL)
- (4) Remove the headlamp unit. (Refer to 8 - ELECTRICAL/LAMPS/LIGHTING - EXTERIOR/HEADLAMP UNIT - REMOVAL)
- (5) Remove the wheelhouse splash shield. (Refer to 23 - BODY/EXTERIOR/FRONT WHEELHOUSE SPLASH SHIELD - REMOVAL)
- (6) Remove the inside and lower bolts. (Fig. 6)
- (7) Remove the two bolts below the headlamp.
- (8) Remove the hinge support bolt at the cowl.
- (9) Remove the three bolts along the fender rail.



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Fig. 6 FRONT FENDER

- 1 - HOOD HINGE SUPPORT BOLT (1)
- 2 - HOOD HINGE
- 3 - INNER BOLT (1)
- 4 - FRONT BOLTS (2)
- 5 - LOWER BOLT INSERT
- 6 - FENDER
- 7 - UPPER BOLTS (3)

INSTALLATION

- (1) Install the three bolts along the upper fender rail and tighten to 9 N·m (80 in. lbs.).
- (2) Install the upper hinge support bolt at the cowl and tighten to 17 N·m (13 ft. lbs.).
- (3) Install the two bolts below the headlamp and tighten to 9 N·m (80 in. lbs.).
- (4) Install the inside and lower bolts and tighten to 17 N·m (13 ft. lbs.).
- (5) Check the fender positioning and adjust as required by adding shims. (Refer to 23 - BODY/

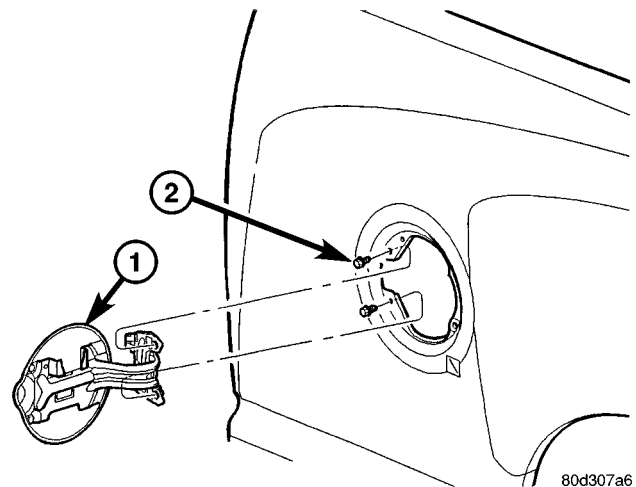
BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

- (6) Install the wheelhouse splash shield. (Refer to 23 - BODY/EXTERIOR/FRONT WHEELHOUSE SPLASH SHIELD - INSTALLATION)
- (7) Install the headlamp unit. (Refer to 8 - ELECTRICAL/LAMPS/LIGHTING - EXTERIOR/HEADLAMP UNIT - INSTALLATION)
- (8) Install the cowl grille. (Refer to 23 - BODY/EXTERIOR/COWL GRILLE - INSTALLATION)
- (9) Install the battery tray, if required. (Refer to 8 - ELECTRICAL/BATTERY SYSTEM/TRAY - INSTALLATION)
- (10) Install the antenna, if required. (Refer to 8 - ELECTRICAL/AUDIO/ANTENNA BODY & CABLE - INSTALLATION)

FUEL FILL DOOR

REMOVAL

- (1) Open fill door and remove the bolts. (Fig. 7)
- (2) Remove the door.



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Fig. 7 FUEL FILL DOOR

- 1 - FUEL FILL DOOR
- 2 - BOLTS (2)

INSTALLATION

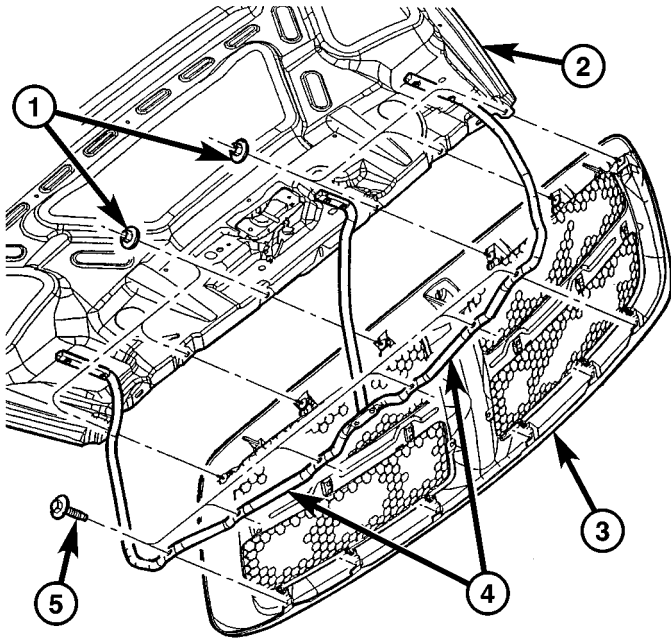
- (1) Install the fuel fill door.
- (2) Install the bolts and tighten to 9 N·m (80 in. lbs.).

GRILLE

REMOVAL

- (1) Open the hood.
- (2) Remove the six lower screws. (Fig. 8)
- (3) Remove the six upper nuts and separate the grille from the grille frame.

GRILLE (Continued)



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Fig. 8 GRILLE

- 1 - NUTS (6)
- 2 - HOOD
- 3 - GRILLE
- 4 - GRILLE FRAME
- 5 - SCREWS (6)

INSTALLATION

- (1) Position the grille onto the grille frame.
- (2) Install the six upper nuts.
- (3) Install the six lower screws.

GRILLE FRAME**REMOVAL**

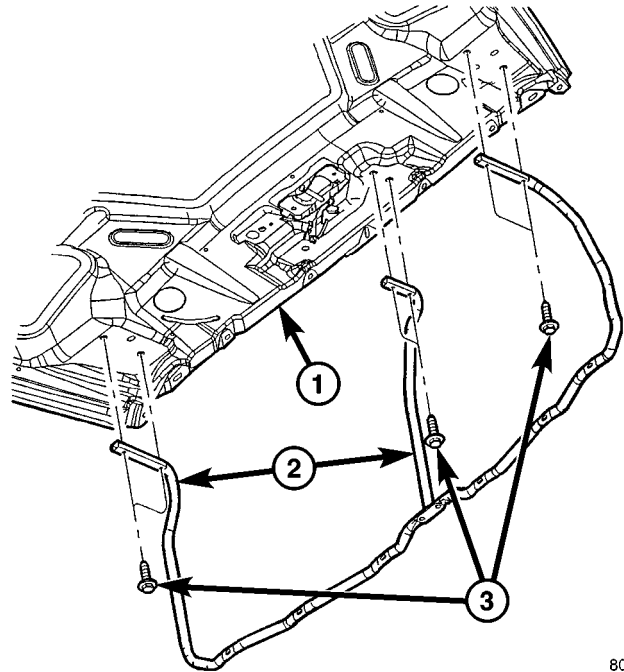
- (1) Remove the grille. (Refer to 23 - BODY/EXTERIOR/GRILLE - REMOVAL)
- (2) Remove the screws and remove the grille frame. (Fig. 9)

INSTALLATION

- (1) Install the grille frame and install the six screws.
- (2) Install the grille. (Refer to 23 - BODY/EXTERIOR/GRILLE - INSTALLATION)

**FRONT WHEELHOUSE
SPLASH SHIELD****REMOVAL**

- (1) Remove the three screws at the fender. (Fig. 10)



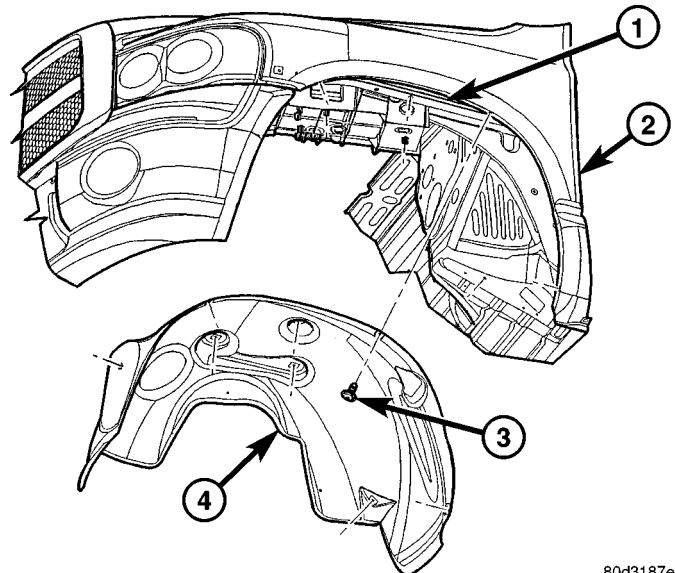
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Fig. 9 GRILLE FRAME

- 1 - HOOD
- 2 - GRILLE FRAME
- 3 - SCREWS (6)

(2) Remove the electrical connector push pin fastener.

(3) Remove the five inside screws and remove the splash shield.



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Fig. 10 FRONT SPLASH SHIELD

- 1 - FENDER RAIL
- 2 - FENDER
- 3 - SCREWS (8)
- 4 - WHEELHOUSE SPLASH SHIELD

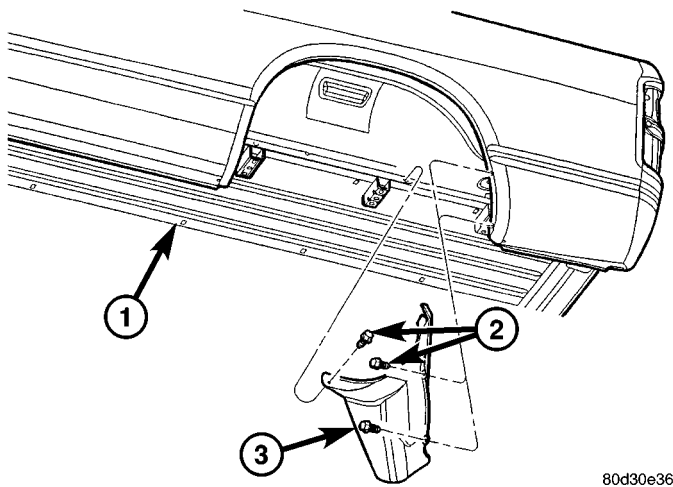
FRONT WHEELHOUSE SPLASH SHIELD (Continued)

INSTALLATION

- (1) Install the splash shield and position the front edge into the support bracket on the bumper.
- (2) Install the five inner screws.
- (3) Install the three screws at the fender.
- (4) Install the electrical connector push pin fastener.

REAR WHEELHOUSE SPLASH SHIELD**REMOVAL**

- (1) Remove the screws and remove the shield. (Fig. 11)

**Fig. 11 REAR SPLASH SHIELD**

- 1 - CARGO BOX
- 2 - SCREWS (3)
- 3 - SPLASH SHIELD

INSTALLATION

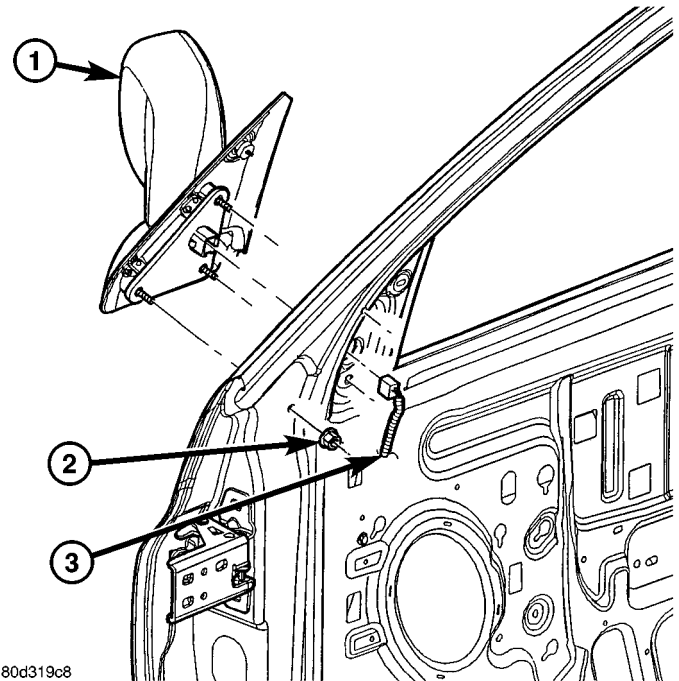
- (1) Install the splash shield and install the screws.

SIDE VIEW MIRROR**REMOVAL**

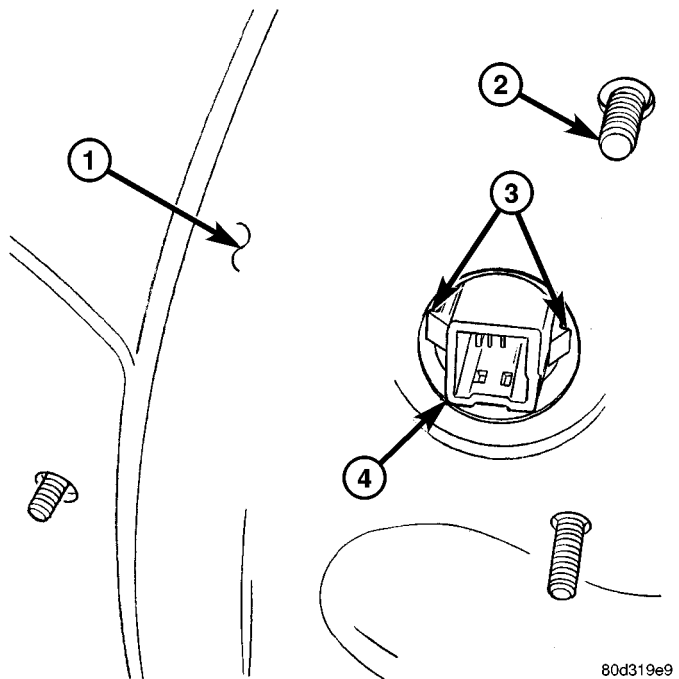
- (1) Remove the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - REMOVAL)
- (2) Disconnect the electrical connector and remove the nuts. (Fig. 12)
- (3) Squeeze the electrical connector tabs and remove the mirror. (Fig. 13)

INSTALLATION

- (1) Install the mirror onto the door and engage the electrical connector tabs. (Fig. 13)
- (2) Install the nuts and tighten to 7 N·m (60 in. lbs.).

**Fig. 12 SIDE VIEW MIRROR**

- 1 - MIRROR
- 2 - NUTS (3)
- 3 - ELECTRICAL CONNECTOR

**Fig. 13 MIRROR ELECTRICAL CONNECTOR**

- 1 - DOOR
- 2 - MIRROR STUDS
- 3 - CONNECTOR TABS
- 4 - ELECTRICAL CONNECTOR

- (3) Install the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - INSTALLATION)

UPPER RADIATOR CROSSMEMBER

REMOVAL

- (1) Remove the hood latch. (Refer to 23 - BODY/HOOD/LATCH - REMOVAL)
- (2) Remove the radiator and condenser bolts. (Fig. 14)
- (3) Remove the bolts and remove the crossmember. (Fig. 15)

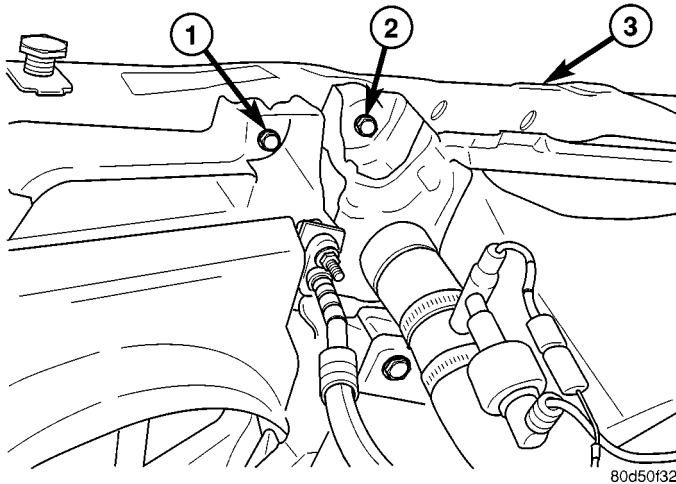


Fig. 14 CONDENSER/RADIATOR FASTENERS

- 1 - CONDENSER BOLT
- 2 - RADIATOR BOLT
- 3 - RADIATOR CROSSMEMBER

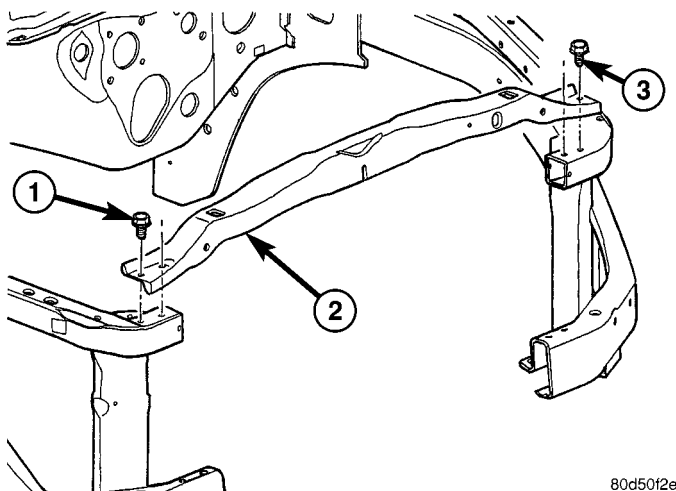


Fig. 15 RADIATOR CROSSMEMBER

- 1 - BOLTS (2)
- 2 - CROSSMEMBER
- 3 - BOLTS (2)

INSTALLATION

- (1) Install the crossmember and install the bolts.
- (2) Tighten the bolts to 28 N·m (21 ft. lbs.).
- (3) Install the radiator and condenser bolts and tighten to 8 N·m (75 in. lbs.).
- (4) Install the hood latch. (Refer to 23 - BODY/HOOD/LATCH - INSTALLATION)

SIDE VIEW MIRROR GLASS

REMOVAL

WARNING: ALWAYS WEAR EYE AND HAND PROTECTION WHEN SERVICING THE MIRROR ASSEMBLY. FAILURE TO OBSERVE THESE WARNINGS MAY RESULT IN PERSONAL INJURY FROM BROKEN GLASS.

Standard Mirror

- (1) Position the mirror glass so that it's facing in toward the vehicle as far as possible. (Fig. 16)
- (2) Disengage the rear housing cover retaining tabs and remove the cover. (Fig. 17)
- (3) Disengage the lower glass retaining tab to motor. (Fig. 18)
- (4) Slide glass up and remove from motor.
- (5) Disconnect the two heated mirror electrical connectors, if equipped.

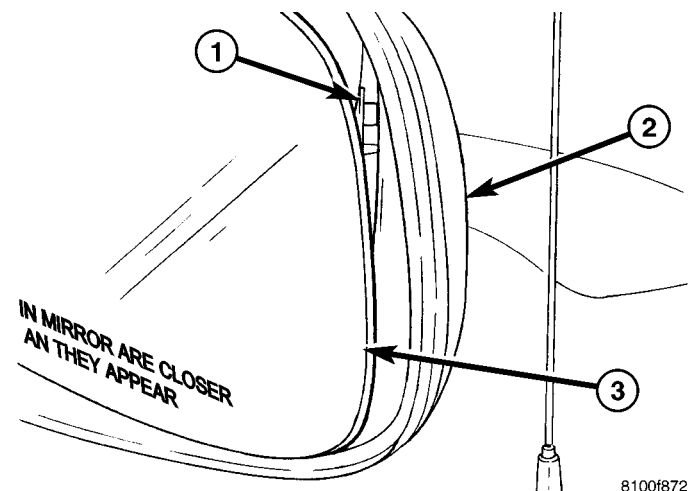
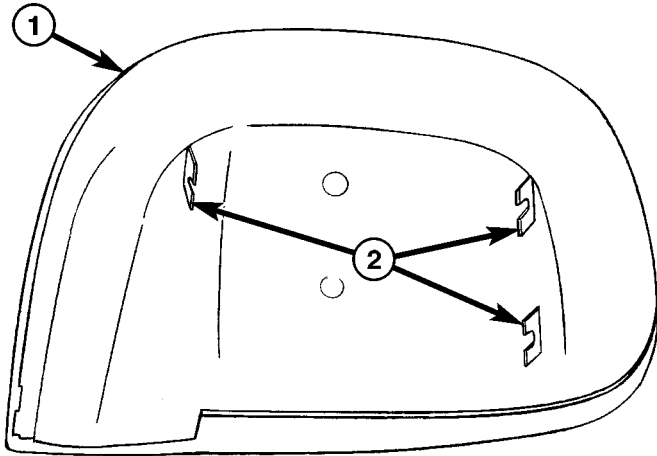


Fig. 16 STANDARD MIRROR POSITION

- 1 - RETAINING TABS (2)
- 2 - MIRROR HOUSING
- 3 - MIRROR GLASS

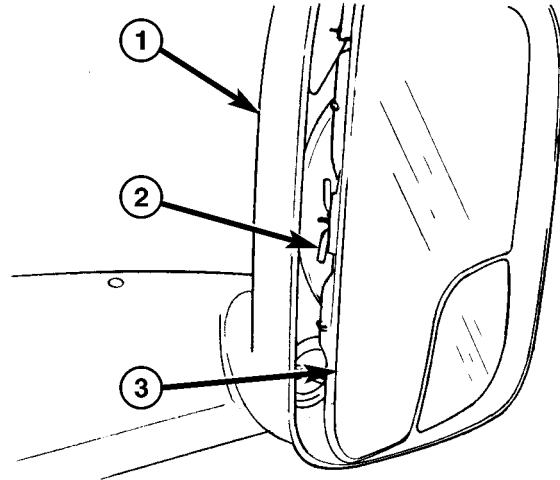
SIDE VIEW MIRROR GLASS (Continued)



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Fig. 17 STANDARD MIRROR HOUSING COVER

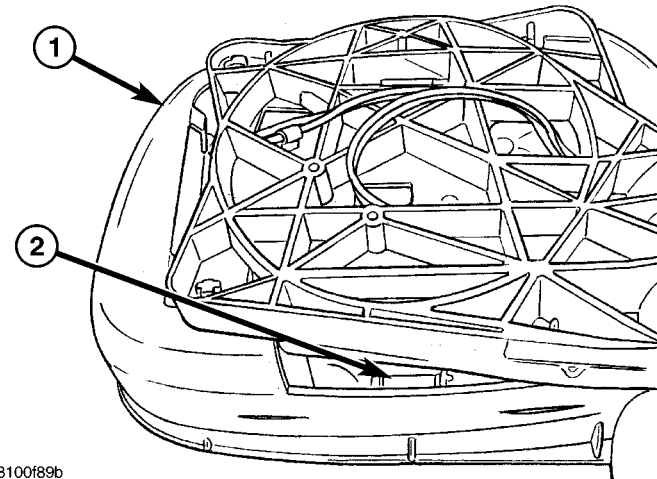
- 1 - MIRROR HOUSING COVER
2 - RETAINING TABS (3)



8100f953

Fig. 19 TOW PACKAGE MIRROR POSITION

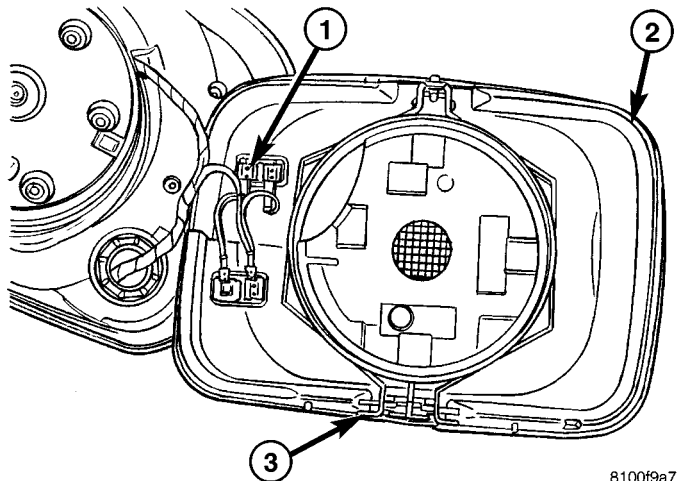
- 1 - MIRROR HOUSING ASSEMBLY
2 - MIRROR GLASS RETAINING CLIP
3 - MIRROR GLASS



8100f89b

Fig. 18 STANDARD MIRROR RETAINING TAB

- 1 - MIRROR ASSEMBLY
2 - MIRROR GLASS LOWER RETAINING TAB



8100f9a7

Fig. 20 TOW PACKAGE MIRROR GLASS

- 1 - HEATED GLASS ELECTRICAL CONNECTORS (IF EQUIPPED)
2 - MIRROR GLASS
3 - RETAINING CLIP

Tow Package Mirror

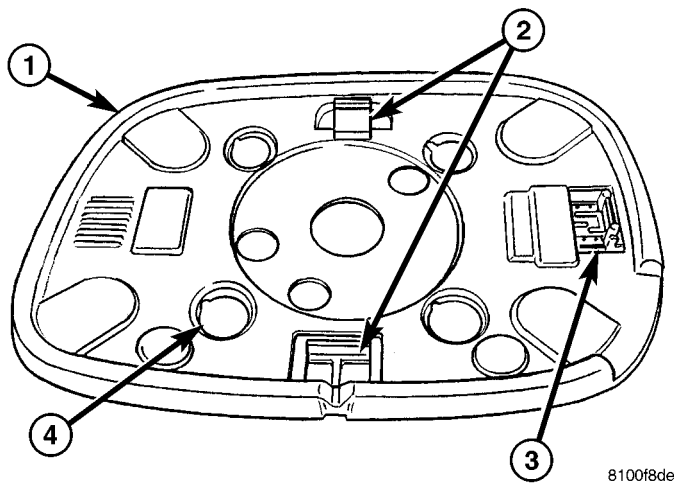
- (1) Position the mirror in the out position. (Fig. 19)
- (2) Release the retaining clip and separate the glass.
- (3) Disconnect the four heated glass electrical connectors, if equipped. (Fig. 20)

SIDE VIEW MIRROR GLASS (Continued)

INSTALLATION

Standard Mirror

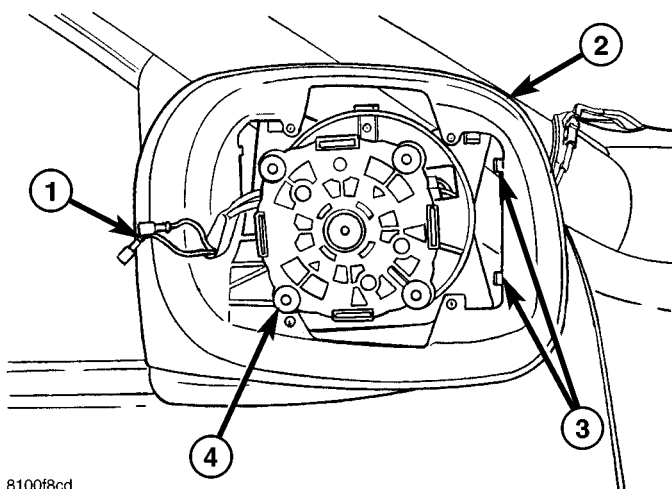
- (1) Connect the two heated mirror electrical connectors, if equipped. (Fig. 21)
- (2) Position the mirror glass mounting holes over the four feet of the mirror motor and slide down. (Fig. 22)
- (3) Engage the lower glass retaining tab to the motor. (Fig. 18)
- (4) Position the rear housing cover and seat the retaining tabs fully. (Fig. 17)



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Fig. 21 STANDARD MIRROR INSTALLATION

- 1 - MIRROR GLASS
- 2 - UPPER AND LOWER RETAINING CLIPS
- 3 - HEATED MIRROR ELECTRICAL CONNECTORS (IF EQUIPPED)
- 4 - MIRROR GLASS MOUNTING HOLES (4)



8100f8cd

Fig. 22 STANDARD MIRROR ASSEMBLY

- 1 - HEATED MIRROR ELECTRICAL CONNECTORS (IF EQUIPPED)
- 2 - MIRROR HOUSING
- 3 - HOUSING COVER LOCKING TABS
- 4 - MIRROR GLASS MOUNTING FEET (4)

Tow Package Mirror

- (1) Make sure the retaining clip is seated in the closed position on the mirror glass.
- (2) Connect the heated mirror electrical connectors, if equipped.

NOTE: Pressure must be applied equally over the center portion of the mirror to engage the mirror glass retaining clip fully.

- (3) Position the glass over the motor mounting and seat fully. Make sure the retaining clip seats fully.

REAR FENDER

REMOVAL

- (1) Remove the wheel house splash shield. (Refer to 23 - BODY/EXTERIOR/REAR WHEELHOUSE SPLASH SHIELD - REMOVAL)
- (2) Disconnect the marker lamps electrical connectors.
- (3) Remove the tail lamp units. (Refer to 8 - ELECTRICAL/LAMPS/LIGHTING - EXTERIOR/ TAIL LAMP UNIT - REMOVAL)
- (4) Remove the two fender nuts. (Fig. 23)
- (5) Remove the rear inner nuts below the tail lamp. (Fig. 24)
- (6) Remove the two bolts at the rear bottom edge.
- (7) Remove the two bolts at the front bottom edge.
- (8) Remove the four inner nuts front edge. (Fig. 25)
- (9) Loosen bolts and loosen the two fender support brackets. (Fig. 26)

CAUTION: Mask off the surrounding box area to avoid damage to the painted surfaces.

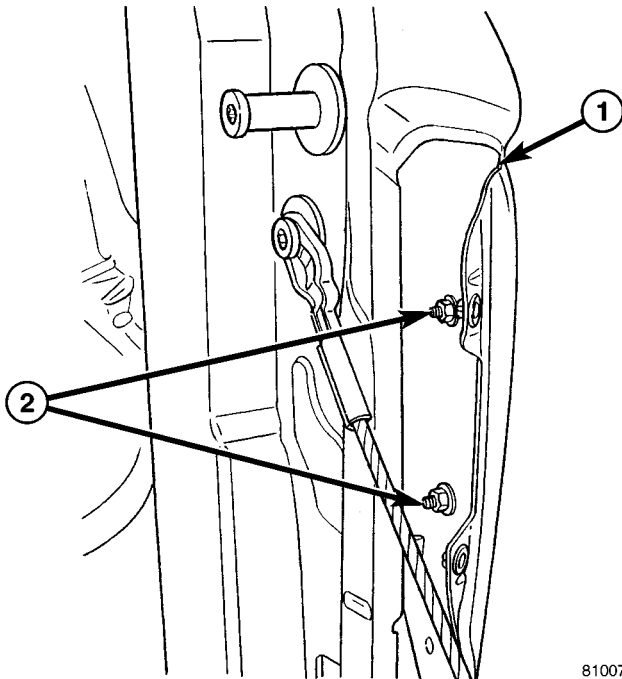
- (10) Lift the fender up off the support brackets and remove the fender.

INSTALLATION

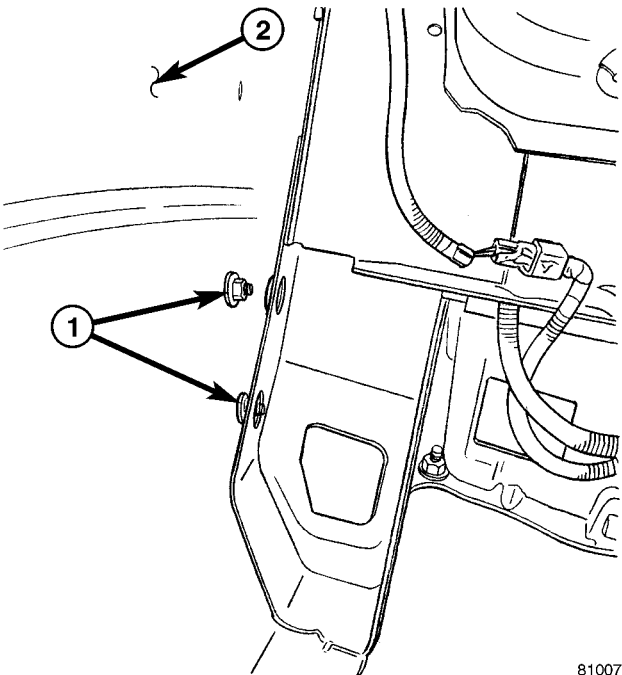
CAUTION: Mask off the surrounding box area to avoid damage to the painted surfaces during installation.

- (1) Carefully position the fender over the support brackets.
- (2) Install the four inner nuts along the front edge of the fender and tighten to 7 N·m (60 in. lbs.).
- (3) Install the two inner nuts along the rear edge of the fender below the tail lamp unit and tighten to 7 N·m (60 in. lbs.).
- (4) Tighten the six support bracket bolts and tighten to 11 N·m (8 ft. lbs.).

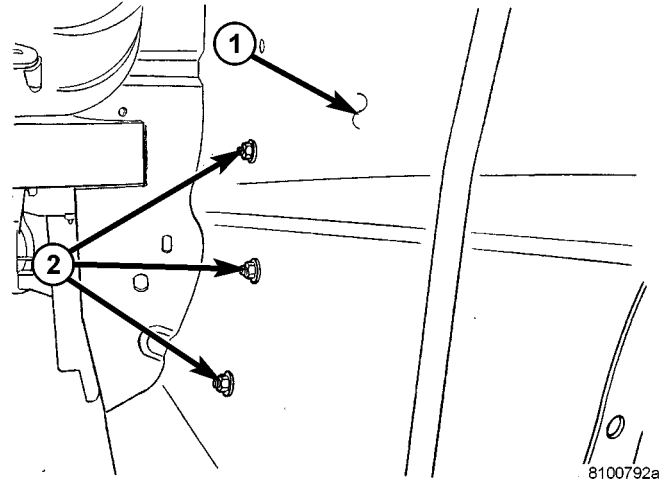
REAR FENDER (Continued)

**Fig. 23 TAIL LAMP OPENING**

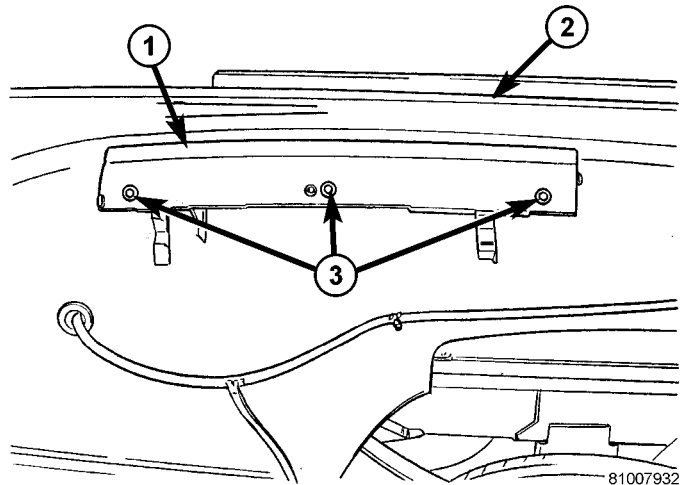
- 1 - TAIL LAMP OPENING
2 - FENDER NUTS (2)

**Fig. 24 LOWER REAR FASTENERS**

- 1 - REAR FENDER NUTS (2)
2 - PICK-UP BOX INNER PANEL

**Fig. 25 LOWER FRONT FASTENERS**

- 1 - PICK-UP BOX INNER PANEL
2 - FRONT FENDER NUTS (4)

**Fig. 26 SUPPORT BRACKET**

- 1 - FENDER SUPPORT BRACKET (2)
2 - PICK-UP BOX
3 - BOLTS (3 PER BRACKET)

(5) Install the bolts along lower edge of the fender and tighten to 7 N·m (60 in. lbs.).

(6) Connect the marker lamps electrical connectors.

(7) Install the wheelhouse splash shield. (Refer to 23 - BODY/EXTERIOR/REAR WHEELHOUSE SPLASH SHIELD - INSTALLATION)

(8) Install the two nuts from within the tail lamp opening and tighten to 7 N·m (60 in. lbs.).

(9) Install the tail lamp unit. (Refer to 8 - ELECTRICAL/LAMPS/LIGHTING - EXTERIOR/TAIL LAMP UNIT - INSTALLATION)

HOOD

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HINGE

REMOVAL

NOTE: It is not necessary to remove the hood to replace one or both hinges. The hinges can be replaced one at a time.

- (1) Remove the cowl grille. (Refer to 23 - BODY/ EXTERIOR/COWL GRILLE - REMOVAL)
- (2) Using a grease pencil or equivalent, mark the position of the hinge on the hood.
- (3) Remove the fender support bolt. (Fig. 1)
- (4) Remove the support cylinder. (Refer to 23 - BODY/HOOD/SUPPORT CYLINDER - REMOVAL)
- (5) Remove the hood nuts.
- (6) Remove the wheelhouse splash shield. (Refer to 23 - BODY/EXTERIOR/FRONT WHEELHOUSE SPLASH SHIELD - REMOVAL)
- (7) From inside the fender, remove the two hinge bolts. (Fig. 2)
- (8) Slide the hinge forward and remove from the fender rail.

INSTALLATION

- (1) Install the hinge and slide back into position on the fender rail.
- (2) From inside the fender, install the two hinge bolts and tighten to 20 N·m (15 ft. lbs.).
- (3) Install the hood nuts and line up the marks made previously.
- (4) Tighten the nuts to 23 N·m (17 ft. lbs.).
- (5) Install the support cylinder. (Refer to 23 - BODY/HOOD/SUPPORT CYLINDER - INSTALLATION)

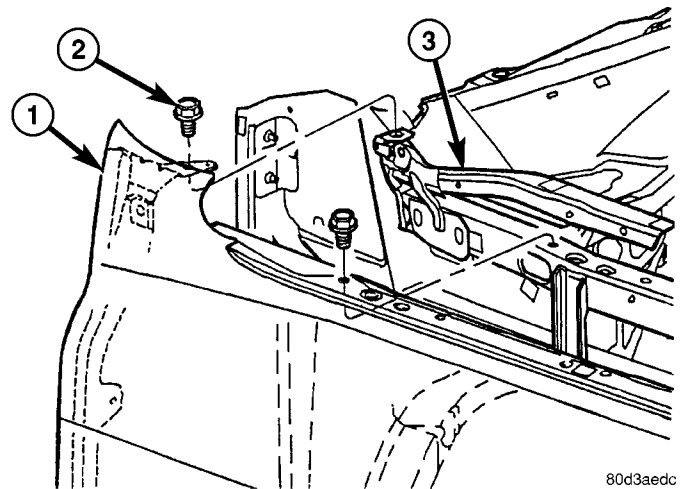
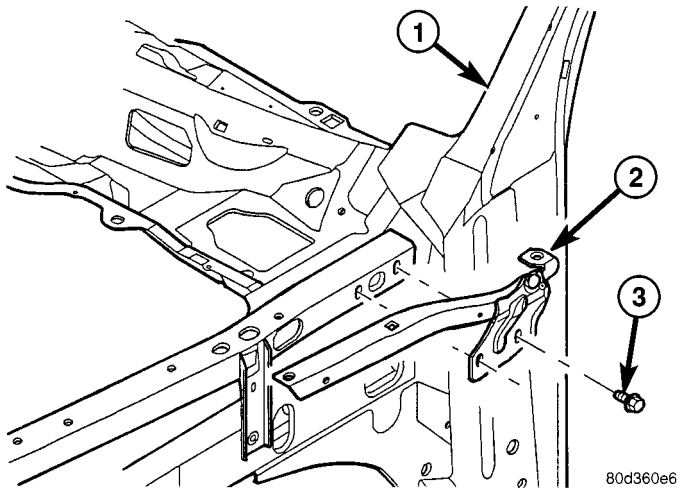


Fig. 1 HINGE/FENDER BOLT

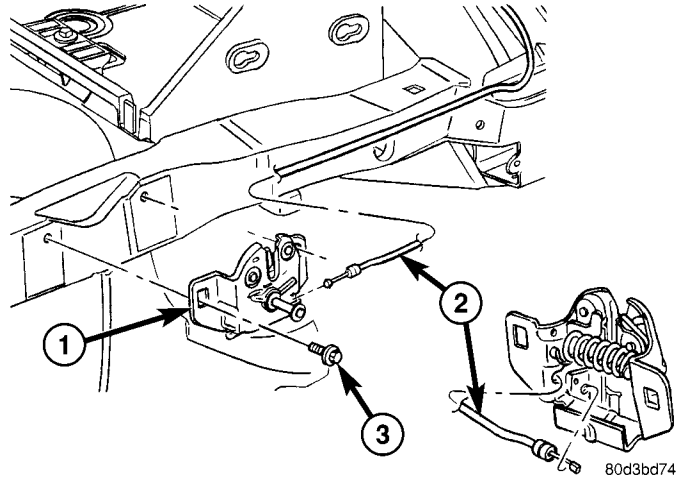
- 1 - FENDER
- 2 - FENDER SUPPORT BOLT
- 3 - HINGE

- (6) Install the fender support bolt and tighten to 11 N·m (8 ft. lbs.).
- (7) Check hood fit and adjust if required. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)
- (8) Install the cowl grille. (Refer to 23 - BODY/ EXTERIOR/COWL GRILLE - INSTALLATION)
- (9) Install the wheelhouse splash shield. (Refer to 23 - BODY/EXTERIOR/FRONT WHEELHOUSE SPLASH SHIELD - INSTALLATION)

HINGE (Continued)

**Fig. 2 HINGE**

- 1 - A-PILLAR
2 - HINGE
3 - BOLTS (2)

**Fig. 3 LATCH**

- 1 - HOOD LATCH
2 - HOOD LATCH CABLE
3 - BOLTS (2)

HOOD

REMOVAL

- (1) Open the hood.
- (2) Using a grease pencil or equivalent, mark the position of the hinges on the hood.
- (3) Remove the hood hinge nuts and remove the hood.
- (4) Remove the grille. (Refer to 23 - BODY/EXTERIOR/GRILLE - REMOVAL)
- (5) Remove the hood lamp and ambient temperature sensor.

INSTALLATION

- (1) Install the hood lamp and ambient temperature sensor.
- (2) Install the grille. (Refer to 23 - BODY/EXTERIOR/GRILLE - INSTALLATION)
- (3) Install the hood and install the nuts.
- (4) Line up the marks made previously and tighten the nuts to 23 N·m (17 ft. lbs.).
- (5) Check the hood fit and adjust if required. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

LATCH

REMOVAL

- (1) Open the hood.
- (2) Using a grease pencil or equivalent, mark the position of the latch on the radiator crossmember.
- (3) Remove the bolts. (Fig. 3)
- (4) Disconnect the hood latch cable and remove the latch.

INSTALLATION

- (1) Connect the hood latch cable.
- (2) Install the latch lining up the marks made previously and install the bolts.
- (3) Tighten the bolts to 11 N·m (8 ft. lbs.).
- (4) Check hood fit and adjust if required. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

LATCH RELEASE CABLE/
HANDLE ASSEMBLY

REMOVAL

- (1) Remove the hood latch. (Refer to 23 - BODY/HOOD/LATCH - REMOVAL)
- (2) Remove the battery tray. (Refer to 8 - ELECTRICAL/BATTERY SYSTEM/TRAY - REMOVAL)
- (3) Disconnect the three cable push pin fasteners.
- (4) From inside the cab loosen the two handle screws and disconnect the handle from the instrument panel bracket.
- (5) Separate the grommet at the cowl panel and remove cable through the cab.

INSTALLATION

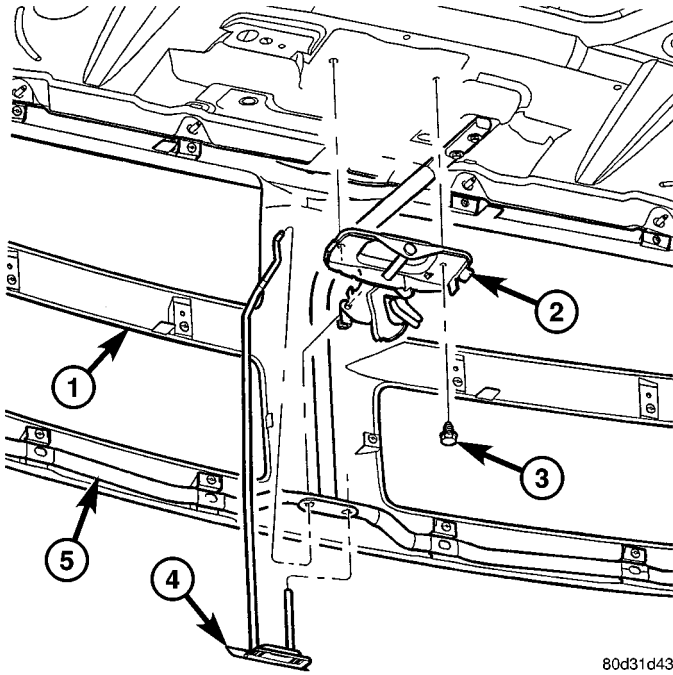
- (1) Route the cable/handle assembly through the cowl panel and install the grommet.
- (2) Position the handle onto the instrument panel bracket and tighten the screws.
- (3) Route the cable along the fender rails and install the three push pin fasteners.
- (4) Install the latch. (Refer to 23 - BODY/HOOD/LATCH - INSTALLATION)
- (5) Install the battery tray. (Refer to 8 - ELECTRICAL/BATTERY SYSTEM/TRAY - INSTALLATION)

LATCH STRIKER / SECONDARY CATCH

REMOVAL

(1) Disconnect and remove the secondary release handle. (Fig. 4)

(2) Remove the two bolts and remove the striker/catch assembly.



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Fig. 4 HOOD LATCH STRIKER/SECONDARY CATCH

- 1 - GRILLE
- 2 - LATCH STRIKER/SECONDARY CATCH
- 3 - BOLTS (2)
- 4 - SECONDARY CATCH RELEASE HANDLE
- 5 - GRILLE FRAME

INSTALLATION

(1) Install the latch striker/secondary catch and install the bolts.

(2) Tighten the bolts to 11 N·m (8 ft. lbs.).

(3) Install the release handle and connect to the secondary catch.

(4) Check the hood fit and adjust if required. (Refer to 23 - BODY/BODY STRUCTURE/GAP AND FLUSH - SPECIFICATIONS)

SUPPORT CYLINDER

REMOVAL

NOTE: The support cylinders can be replaced one at a time.

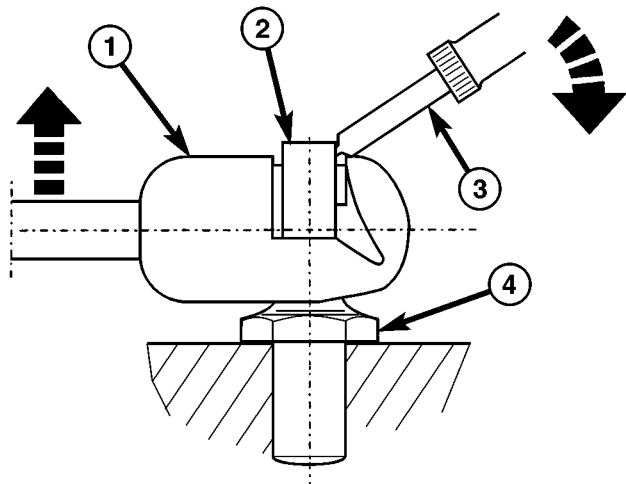
(1) Open the hood and support.

NOTE: Lift the clips only enough to release the ball studs. (Fig. 6)

(2) Using a small flat bladed tool, or equivalent, release the upper retaining clips while pulling the ball socket away from the ball stud. (Fig. 5)

CAUTION: Do not pull the supports from the middle while removing.

(3) Pulling at the ends only, remove the support cylinder.



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**Fig. 5 UPPER SUPPORT CYLINDER REMOVAL -
TYPICAL**

- 1 - BALL SOCKET
- 2 - RETAINING CLIP
- 3 - FLAT BLADED TOOL
- 4 - BALL STUD

SUPPORT CYLINDER (Continued)

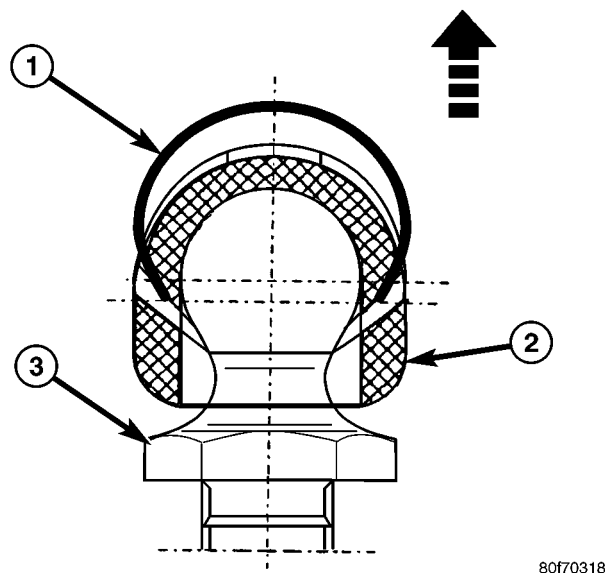


Fig. 6 UPPER SUPPORT CYLINDER RETAINING CLIP

- 1 - RETAINING CLIP
- 2 - BALL SOCKET
- 3 - BALL STUD

INSTALLATION

(1) Make sure the retaining clips are seated into the ball socket fully.

CAUTION: Do not install the support cylinders by pressing at the center of the cylinder. Press the ends only.

(2) Install the support cylinder over the ball studs with the thin end connected to the body side of the hinge and the retaining clips snapping into place.

INSTRUMENT PANEL

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CLUSTER BEZEL

REMOVAL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Remove the headlamp switch bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL SWITCH BEZEL - REMOVAL)

(2) Remove the center bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - REMOVAL)

(3) Remove the two top screws. (Fig. 1)

(4) Using a trim stick C-4755 or equivalent, separate the two lower clips.

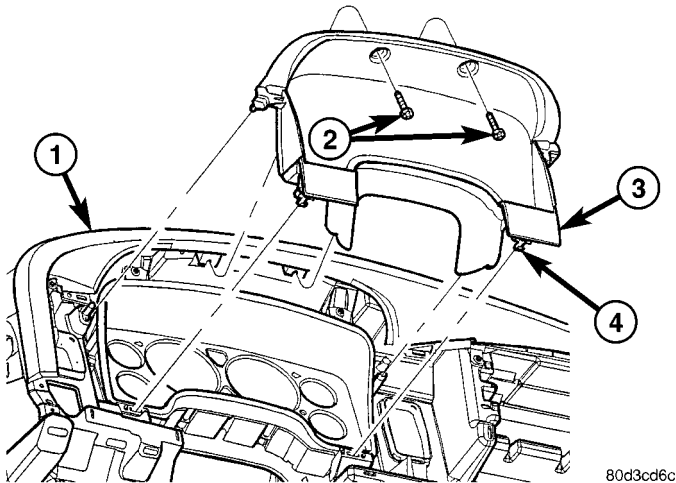
(5) Disengage the two top attachment bosses and remove the bezel.

INSTALLATION

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Position the cluster bezel over the cluster and seat the outer bosses over the posts on the left and right sides.

CLUSTER BEZEL (Continued)

**Fig. 1 CLUSTER BEZEL**

- 1 - DASH PANEL
- 2 - SCREWS (2)
- 3 - CLUSTER BEZEL
- 4 - CLIP FASTENERS (2)

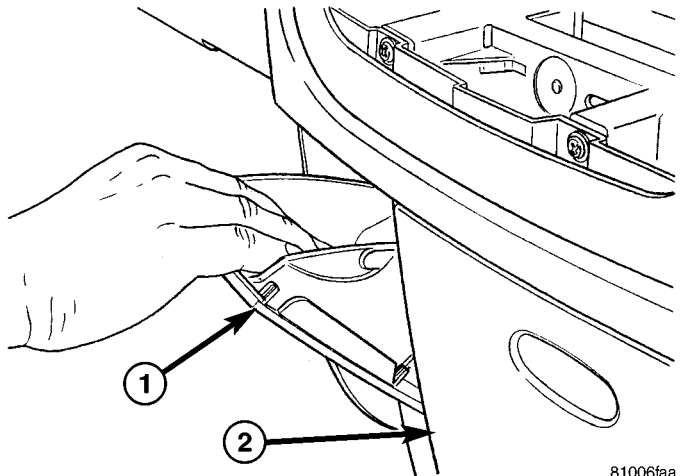
- (2) Snap the top edge of the bezel into place fully.
- (3) Seat the two bottom clips fully.
- (4) Install the two top screws.
- (5) Install the center bezel (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - INSTALLATION)
- (6) Install the headlamp switch bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL SWITCH BEZEL - INSTALLATION)

ASH RECEIVER

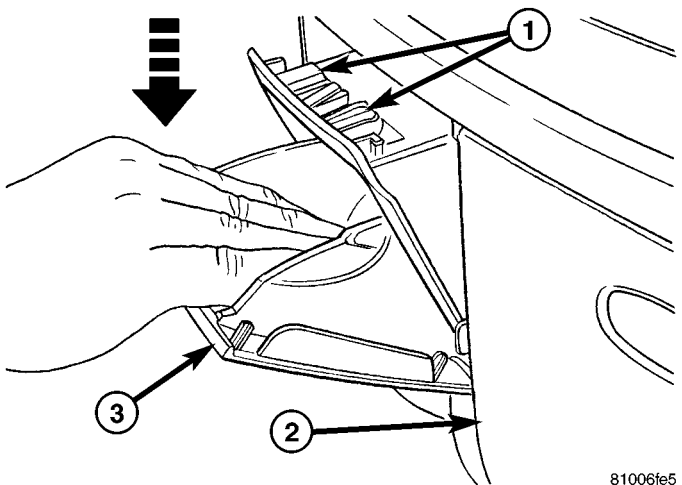
REMOVAL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Open ash receiver and place hand inside. (Fig. 2)
- (2) Apply force with an **abrupt** downward motion and roll rearward. (Fig. 3)
- (3) Dislodge and roll ash receiver out of panel to remove.

**Fig. 2 ASH RECEIVER**

- 1 - ASH RECEIVER
- 2 - CUP HOLDER

**Fig. 3 ASH RECEIVER REMOVAL**

- 1 - LOCKING TABS
- 2 - ASH RECEIVER
- 3 - CUP HOLDER

ASH RECEIVER (Continued)

INSTALLATION

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Seat the bottom of the receiver into position.
- (2) Pivot the receiver forward and seat the retaining clips fully.

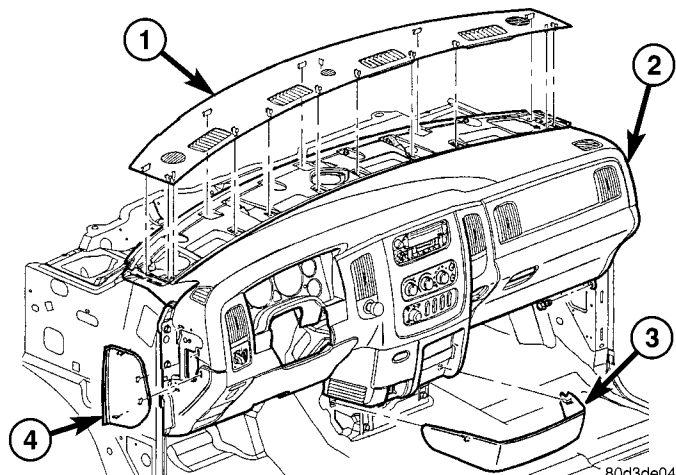


Fig. 4 INSTRUMENT PANEL COVERS

- 1 - TOP COVER
- 2 - INSTRUMENT PANEL
- 3 - AIR BAG MODULE COVER
- 4 - SIDE COVER

CUP HOLDER

REMOVAL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Remove the center bezel.(Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - REMOVAL)
- (2) Remove the airbag control module trim cover. (Fig. 4)
- (3) Open the cupholder and fold down the inner panel.
- (4) Remove the two inner screws. (Fig. 5)
- (5) Remove the remaining four screws and remove the cup holder. (Fig. 6)

INSTALLATION

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING

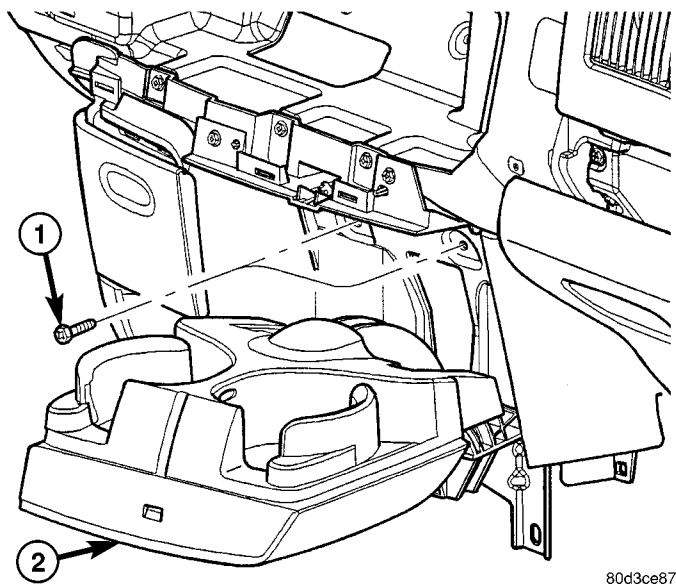
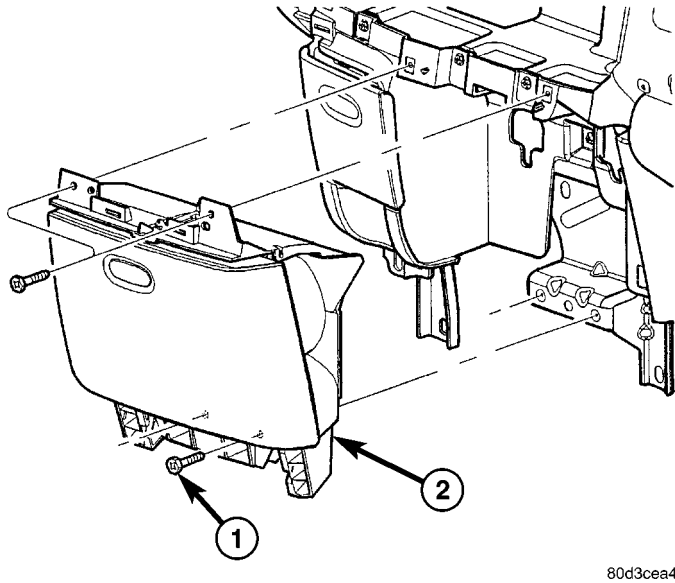


Fig. 5 CUPHOLDER - INNER FASTENERS

- 1 - CUPHOLDER
- 2 - INNER SCREWS (2)

COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

CUP HOLDER (Continued)

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Fig. 6 CUPHOLDER - OUTER FASTENERS

- 1 - SCREWS (4)
2 - CUPHOLDER

- (1) Install the cupholder and install the two upper screws.
- (2) Install the lower two screws
- (3) Fold down the inner cover and install the two inner screws.
- (4) Install the center bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - INSTALLATION)
- (5) Install the airbag control module trim cover.

GLOVE BOX**REMOVAL**

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Partially open the glove box.
- (2) From the inside of the box press down on the rearward edge of the bin and lower the glove box fully past the stops.

- (3) Lift the box assembly off of the hinges and remove.

INSTALLATION

- (1) Engage the glove box hinges and partially close.
- (2) From the inside of the box press down on the rearward edge of the bin and raise the glove box fully past the stops.
- (3) Check for proper glove box operation.

GLOVE BOX LATCH**REMOVAL**

- (1) Remove the glove box. (Refer to 23 - BODY/INSTRUMENT PANEL/GLOVE BOX - REMOVAL)
- (2) Remove the 11 screws and separate the box and inner panel from the outer door.
- (3) Remove the two latch screws and remove the latch.

INSTALLATION

- (1) Install the latch and install the two screws.
- (2) Install the door inner cover and box and install the 11 screws.
- (3) Install the glove box. (Refer to 23 - BODY/INSTRUMENT PANEL/GLOVE BOX - INSTALLATION)

INSTRUMENT PANEL ASSEMBLY**REMOVAL**

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- (1) Remove the left a-pillar trim. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM/GRAB HANDLE - REMOVAL)

INSTRUMENT PANEL ASSEMBLY (Continued)

(2) Remove the top cover. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL TOP COVER - REMOVAL)

(3) Disconnect the headliner harness electrical connector at the a-pillar.

(4) Using a trim stick C-4755 or equivalent, from the notch on the bottom, remove the left side cover. (Fig. 20)

(5) Remove the steering column. (Refer to 19 - STEERING/COLUMN - REMOVAL)

(6) Remove the two bolts at the column support bracket. (Fig. 7)

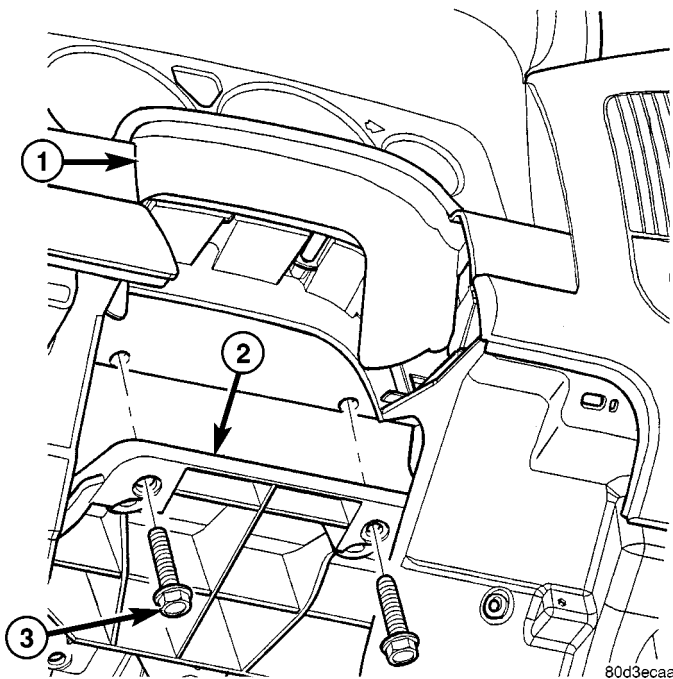


Fig. 7 COLUMN SUPPORT

- 1 - INSTRUMENT PANEL CLUSTER BEZEL
- 2 - STEERING COLUMN SUPPORT BRACKET
- 3 - BOLTS

(7) Remove the left cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - REMOVAL)

(8) Remove the instrument panel drivers side bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL DRIVERS SIDE BEZEL - REMOVAL)

(9) Remove the left side mounting bolts. (Fig. 8)

(10) Disconnect the wire harness electrical connectors above the brake pedal. (Fig. 9)

(11) Loosen the screws and remove the hood release handle from the bracket.

(12) Disconnect the park brake release handle actuator rod.

(13) Remove the air bag control module trim cover, if equipped. (Fig. 20)

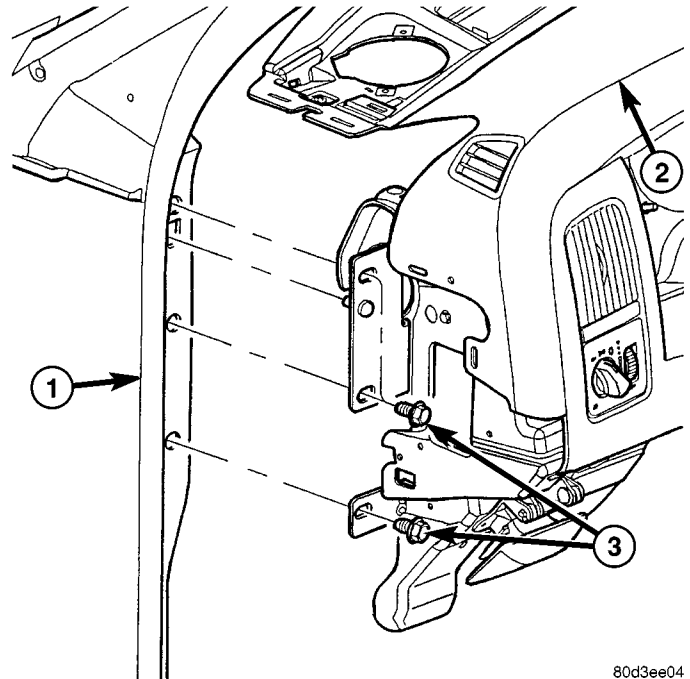


Fig. 8 LEFT SIDE MOUNTING

- 1 - A-PILLAR
- 2 - DASH PANEL
- 3 - MOUNTING BOLTS (3)

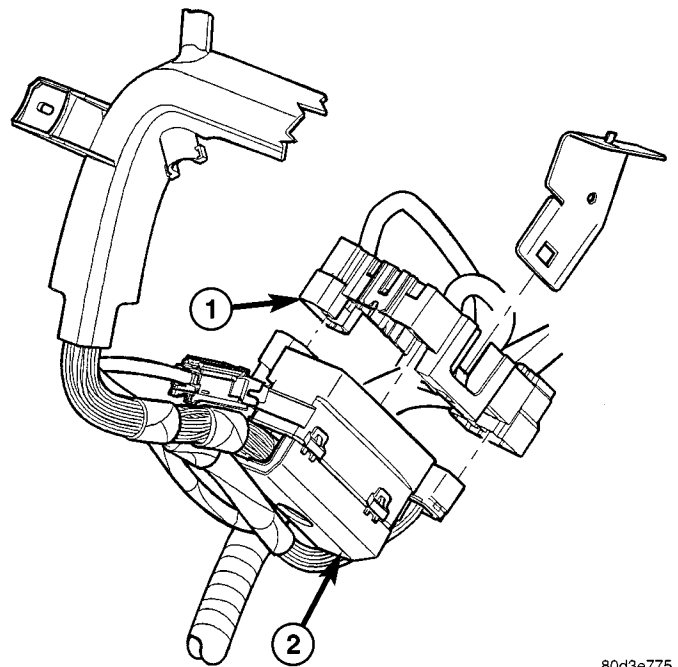


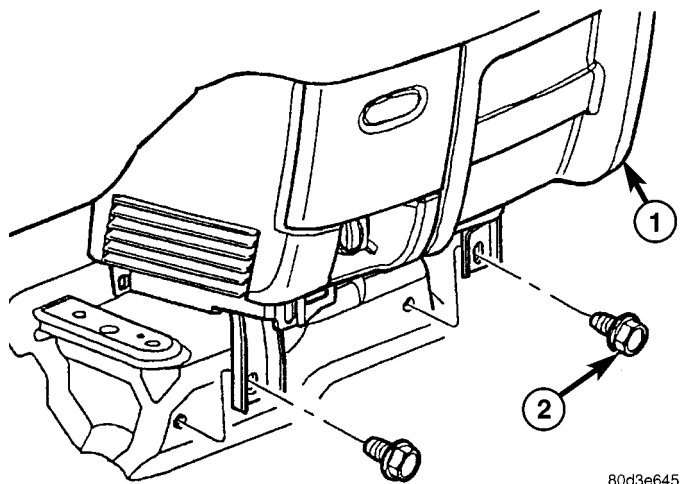
Fig. 9 WIRE HARNESS CONNECTORS

- 1 - BULKHEAD CONNECTORS
- 2 - INSTRUMENT PANEL HARNESS CONNECTORS

(14) Remove the floor console, if equipped. (Refer to 23 - BODY/INTERIOR/FLOOR CONSOLE - REMOVAL)

(15) Remove the center bracket bolts. (Fig. 10)

INSTRUMENT PANEL ASSEMBLY (Continued)



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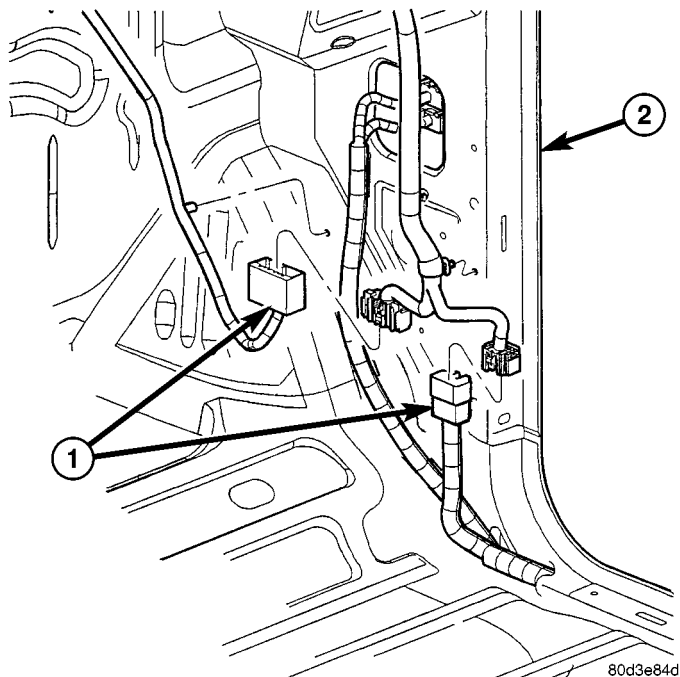
Fig. 10 CENTER MOUNTING BOLTS

- 1 - INSTRUMENT PANEL
2 - BOLTS

(16) Disconnect the air bag control module electrical connector.

(17) Remove the right cowl trim cover. (Refer to 23 - BODY/INTERIOR/COWL TRIM - REMOVAL)

(18) Disconnect the two electrical connectors. (Fig. 11)



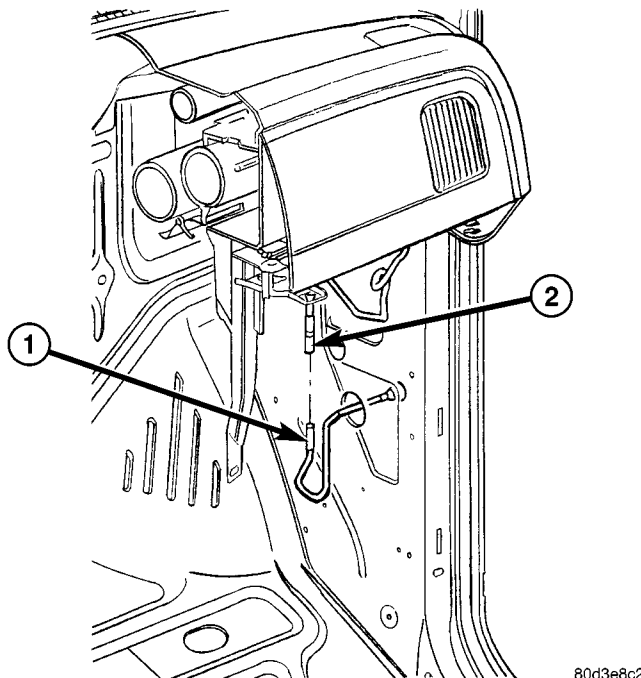
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Fig. 11 RIGHT WIRE HARNESS CONNECTIONS

- 1 - COWL SIDE PANEL
2 - ELECTRICAL CONNECTORS

(19) Disconnect the radio antenna. (Fig. 12)

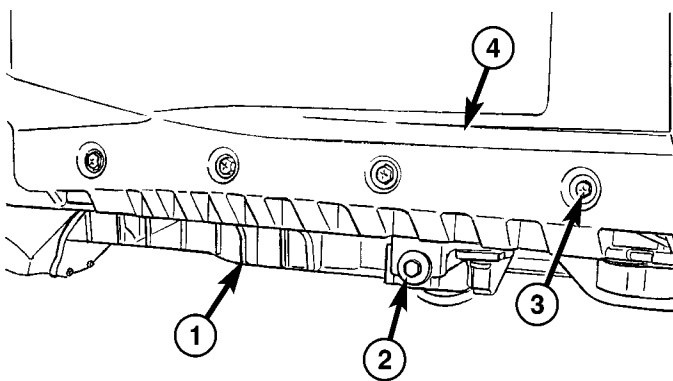
(20) Remove the one HVAC screw. (Fig. 13)



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Fig. 12 ANTENNA CONNECTION

- 1 - ANTENNA CABLE
2 - RADIO CABLE



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Fig. 13 HVAC/INSTRUMENT PANEL MOUNTING

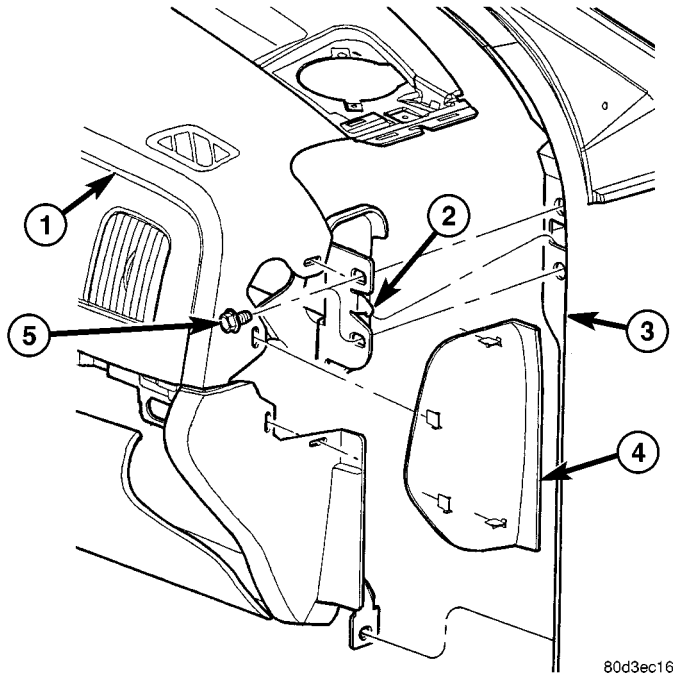
- 1 - HVAC
2 - MOUNTING SCREW
3 - LOWER SURROUND SCREWS
4 - GLOVE BOX OPENING

(21) Using a trim stick C-4755 or equivalent, from the notch on the bottom, remove the right end cap. (Fig. 14)

(22) Remove the right a-pillar trim. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM/GRAB HANDLE - REMOVAL)

(23) Remove the two right side mounting bolts on the a-pillar and one right mounting bolt on the cowl side panel. (Fig. 14)

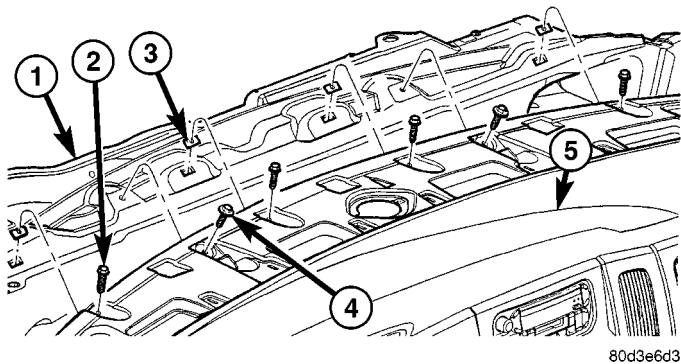
INSTRUMENT PANEL ASSEMBLY (Continued)

**Fig. 14 PASSENGER SIDE MOUNTING**

- 1 - DASH PANEL
- 2 - RIGHT SIDE MOUNTING HOOK
- 3 - A-PILLAR
- 4 - END CAP
- 5 - MOUNTING BOLTS (3)

(24) Remove the four top instrument panel screws. (Fig. 15)

(25) Remove the two top instrument panel bolts and remove the instrument panel.

**Fig. 15 UPPER COWL PANEL BOLTS**

- 1 - COWL PANEL
- 2 - FORWARD MOST SCREWS (4)
- 3 - BOLT INSERTS (6)
- 4 - REARWARD BOLTS (2)
- 5 - DASH PANEL

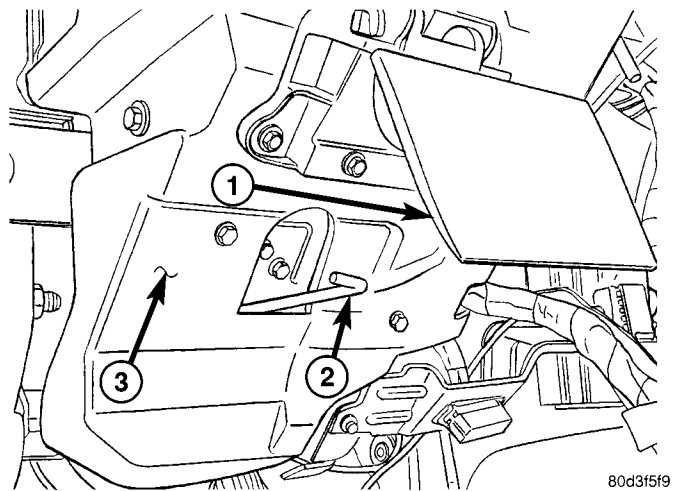
INSTALLATION

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING

COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Position the instrument panel assembly in vehicle.

(2) Route the park brake release rod through the instrument panel. (Fig. 16)

**Fig. 16 BRAKE RELEASE ROD**

- 1 - PARK BRAKE RELEASE HANDLE
- 2 - PARK BRAKE RELEASE ROD
- 3 - INSTRUMENT PANEL

(3) Install the instrument panel onto the left side guide pin and the right side guide hook.

(4) Install the left side mounting bolts and tighten to 12 N·m (9 ft. lbs.).

(5) Install the instrument panel drivers side bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL DRIVERS SIDE BEZEL - INSTALLATION)

(6) Install the left cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - INSTALLATION)

(7) Connect the headliner harness electrical connector at the a-pillar.

(8) Install the left a-pillar trim. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM - INSTALLATION)

(9) Position the left end cap and seat the attachment clips fully.

(10) Install the right side mounting bolts on the a-pillar and one right mounting bolt on the cowl side panel and tighten to 12 N·m (9 ft. lbs.).

INSTRUMENT PANEL ASSEMBLY (Continued)

(11) Install the right a-pillar trim panel. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM - INSTALLATION)

(12) Position the right end cap and seat the attachment clips fully.

(13) Install the one HVAC mounting screw.

(14) Connect the radio antenna.

(15) Connect the two electrical connectors at the right cowl panel.

(16) Install the right cowl trim cover. (Refer to 23 - BODY/INTERIOR/COWL TRIM - INSTALLATION)

(17) Connect the air bag control module electrical connector.

(18) Install the center bracket bolts and tighten to 12 N·m (9 ft. lbs.).

(19) Install the floor console, if equipped. (Refer to 23 - BODY/INTERIOR/FLOOR CONSOLE - INSTALLATION)

(20) Install the air bag control module cover, if equipped.

(21) Connect the park brake release handle actuator rod.

(22) Install the hood release handle and tighten the screws.

(23) Install the two bolts at the column support bracket and tighten to 14 N·m (10 ft. lbs.).

(24) Install the steering column. (Refer to 19 - STEERING/COLUMN - INSTALLATION)

(25) Connect the wire harness electrical connectors above the brake pedal.

(26) Install the two top instrument panel bolts and tighten to 12 N·m (9 ft. lbs.).

(27) Install the four top instrument panel screws.

(28) Install the instrument panel top cover. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL TOP COVER - INSTALLATION)

INSTRUMENT PANEL HEADLAMP SWITCH BEZEL

REMOVAL

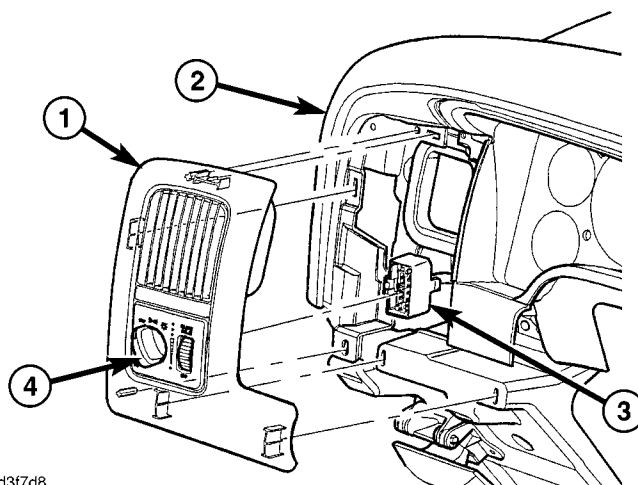
WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD

RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

(1) Using a trim stick C-4755 or equivalent, release the top clips on the steering column opening cover and the lower drivers side bezel.

(2) Using a trim stick C-4755 or equivalent, release the switch bezel. (Fig. 17)

(3) Disconnect the electrical connector and remove the bezel.



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Fig. 17 HEADLIGHT SWITCH BEZEL

- 1 - SWITCH BEZEL
- 2 - INSTRUMENT PANEL
- 3 - ELECTRICAL CONNECTOR
- 4 - HEADLIGHT SWITCH

INSTALLATION

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- (1) Connect the electrical connector.
- (2) Position the switch bezel and seat the attachment clips fully.
- (3) Seat the clips on the steering column opening cover and the lower drivers side bezel fully.

INSTRUMENT PANEL CENTER BEZEL

REMOVAL

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CAUTION: When removing and installing the center bezel, use tape or other suitable material to protect the cupholder and ash receiver from damage.

- (1) Disconnect and isolate the negative battery cable.
- (2) Open the ashtray and cup holder.
- (3) Remove the one center bezel retaining screw (Fig. 18).

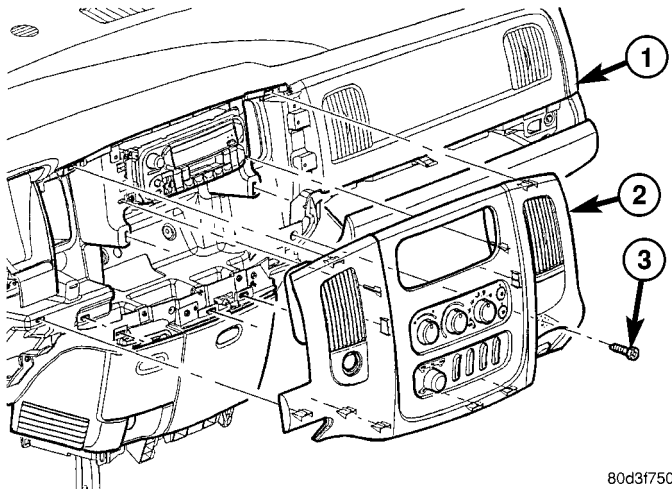


Fig. 18 CENTER BEZEL

- 1 - INSTRUMENT PANEL
- 2 - CENTER BEZEL
- 3 - SCREW

CAUTION: Extreme care must be taken not to scratch the ashtray door while removing the instrument panel center bezel. Apply masking tape to the ashtray door if the center bezel is not being completely removed from the instrument panel.

(4) Using a trim stick C-4755 or equivalent, gently pry the center bezel free from the instrument panel.

(5) Working behind the center bezel, disconnect all electrical connectors and remove the bezel.

INSTALLATION

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CAUTION: When removing and installing the center bezel, use tape or other suitable material to protect the cupholder and ash receiver from damage.

- (1) Working behind the center bezel, connect all electrical connectors.
- (2) Gently install the center bezel on the instrument panel by pushing straight in and seat the attachment clips fully.
- (3) Install the one center bezel screw.
- (4) Connect the negative battery cable.

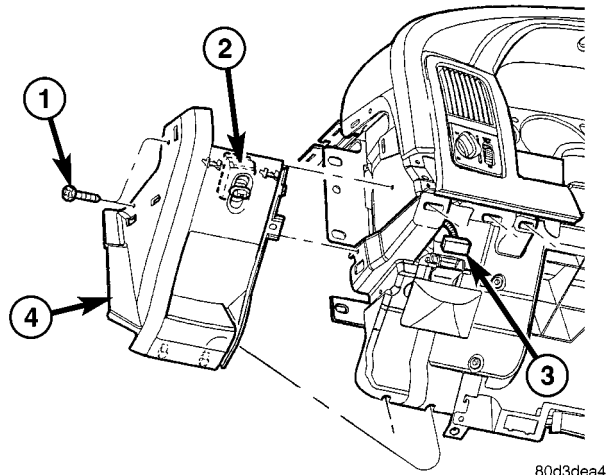
INSTRUMENT PANEL DRIVER SIDE BEZEL

REMOVAL

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INSTRUMENT PANEL DRIVER SIDE BEZEL (Continued)

- (1) Using a trim stick C-4755 or equivalent, at notch in the bottom, remove the drivers side endcap.
- (2) Remove the drivers side cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - REMOVAL)
- (3) Remove the two screws. (Fig. 19)
- (4) Using a trim stick C-4755 or equivalent, release the top clips and tilt the bezel down.
- (5) Disconnect the adjustable pedal switch electrical connector, if equipped.
- (6) Lower the bezel down fully and remove from the lower hooks.

**Fig. 19 LOWER DRIVERS SIDE BEZEL**

- 1 - SCREWS (2)
 2 - ADJUSTABLE PEDAL SWITCH
 3 - PEDAL SWITCH ELECTRICAL CONNECTOR
 4 - BEZEL

INSTALLATION

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

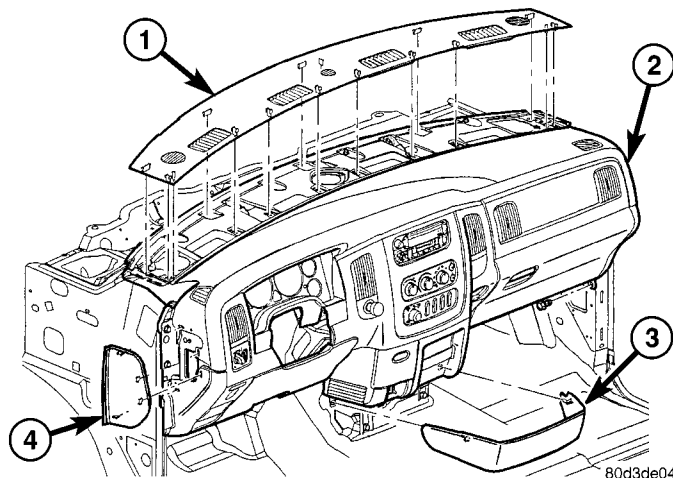
- (1) Position the bezel onto the lower hooks and lift up.
- (2) Connect the adjustable pedal switch electrical connector, if equipped.
- (3) Seat the upper attachment clips fully.
- (4) Install the two screws.
- (5) Position the endcap and seat fully.

- (6) Install the drivers side cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - INSTALLATION)

INSTRUMENT PANEL TOP COVER**REMOVAL**

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- (1) Using a trim stick C-4755 or equivalent, pry up on the rear of the top cover and release the attachment clips.
- (2) Pull the top cover backwards to release the remaining clips and remove the cover.

**Fig. 20 INSTRUMENT PANEL COVERS**

- 1 - TOP COVER
 2 - INSTRUMENT PANEL
 3 - AIR BAG MODULE COVER
 4 - SIDE COVER

INSTRUMENT PANEL TOP COVER (Continued)**INSTALLATION**

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Position the top cover and fully seat the front clips by pushing the cover forward and down.
- (2) Fully seat the rear clips.

INSTRUMENT PANEL LOWER SURROUND**REMOVAL**

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- (1) Using a trim stick C-4755 or equivalent, at notch in the bottom, remove the passenger side end-cap.
- (2) Remove the passenger side cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - REMOVAL)
- (3) Remove the glove box. (Refer to 23 - BODY/INSTRUMENT PANEL/GLOVE BOX - REMOVAL)
- (4) Remove the cup holder, if equipped. (Refer to 23 - BODY/INSTRUMENT PANEL/CUP HOLDER - REMOVAL)
- (5) Remove the storage bin, if equipped. (Refer to 23 - BODY/INSTRUMENT PANEL/STORAGE BIN - REMOVAL)

- (6) Remove the ash receiver. (Refer to 23 - BODY/INSTRUMENT PANEL/ASH RECEIVER - REMOVAL)

- (7) Remove the steering column opening cover. (Refer to 23 - BODY/INSTRUMENT PANEL/STEERING COLUMN OPENING COVER - REMOVAL)

- (8) Remove the 14 screws around the glove box opening.

- (9) Remove the nine remaining screws around the cup holder/storage bin and ash receiver area and remove the surround.

- (10) Disconnect the 12v power outlet electrical connector.

INSTALLATION

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- (1) Install the surround and install all 23 screws.
- (2) Install the steering column opening cover. (Refer to 23 - BODY/INSTRUMENT PANEL/STEERING COLUMN OPENING COVER - INSTALLATION)
- (3) Install the storage bin, if equipped. (Refer to 23 - BODY/INSTRUMENT PANEL/STORAGE BIN - INSTALLATION)
- (4) Install the cup holder, if equipped. (Refer to 23 - BODY/INSTRUMENT PANEL/CUP HOLDER - INSTALLATION)
- (5) Install the glove box. (Refer to 23 - BODY/INSTRUMENT PANEL/GLOVE BOX - INSTALLATION)
- (6) Install the ash receiver. (Refer to 23 - BODY/INSTRUMENT PANEL/ASH RECEIVER - INSTALLATION)
- (7) Install the passenger side cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - INSTALLATION)
- (8) Position the passenger side end cap and seat fully.

STEERING COLUMN OPENING COVER

REMOVAL

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Remove the two lower screws. (Fig. 21)
- (2) Using a trim stick C-4755 or equivalent, release the upper clips and remove the cover.

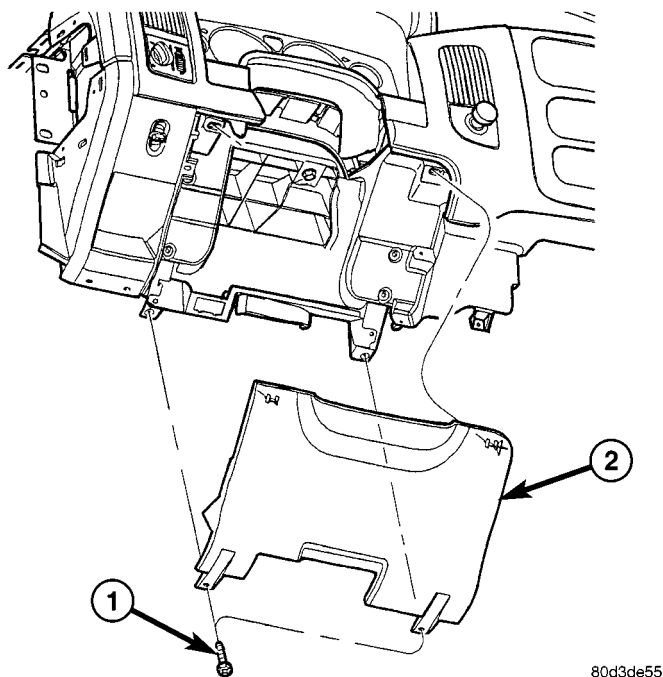


Fig. 21 STEERING COLUMN OPENING COVER

- 1 - SCREWS (2)
2 - COVER

INSTALLATION

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT

PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Position the cover and seat the upper clips fully.
- (2) Install the two lower screws.

STEERING COLUMN OPENING SUPPORT BRACKET

REMOVAL

- (1) Remove the steering column opening cover. (Refer to 23 - BODY/INSTRUMENT PANEL/STEERING COLUMN OPENING COVER - REMOVAL)
- (2) Remove the two screws and remove the diagnostic connector.
- (3) Loosen the screws and remove the hood release handle from the bracket.
- (4) Remove the two bracket screws and slide upward off the locating tabs to remove. (Fig. 22)

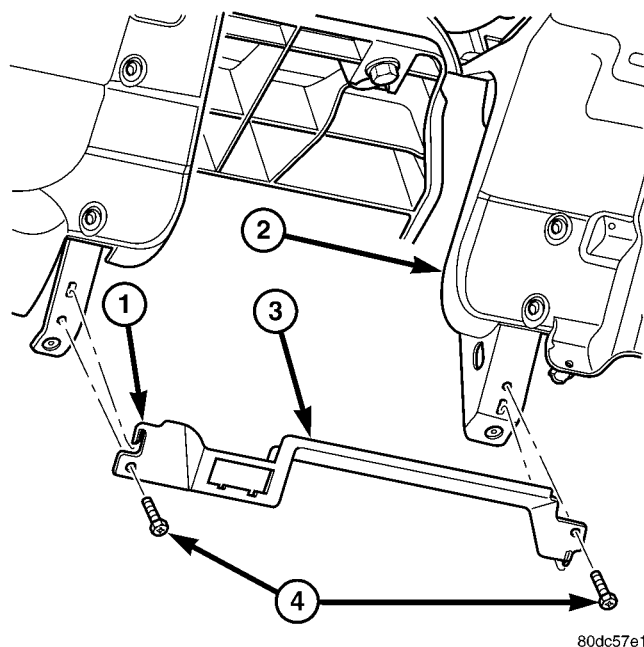


Fig. 22 COLUMN OPENING BRACKET

- 1 - LOCATING TABS
2 - INSTRUMENT PANEL
3 - REINFORCEMENT BRACKET
4 - SCREWS (2)

STEERING COLUMN OPENING SUPPORT BRACKET (Continued)

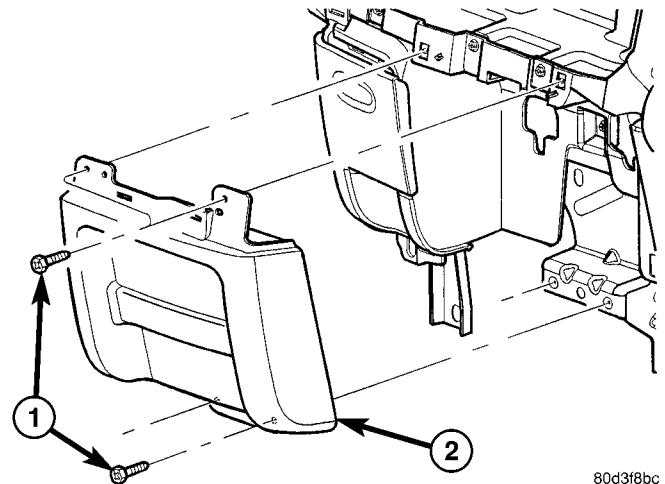
INSTALLATION

- (1) Position the bracket onto the locating tabs and slide down.
- (2) Install the two screws.
- (3) Install the diagnostic connector and install the two screws.
- (4) Install the hood release handle and tighten the screws.
- (5) Install the steering column opening cover. (Refer to 23 - BODY/INSTRUMENT PANEL/STEERING COLUMN OPENING COVER - INSTALLATION)

STORAGE BIN**REMOVAL**

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Remove the center bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - REMOVAL)
- (2) Remove the floor console. (Refer to 23 - BODY/INTERIOR/FLOOR CONSOLE - REMOVAL)
- (3) Remove the four screws and remove the bin. (Fig. 23)



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Fig. 23 STORAGE BIN

- 1 - SCREWS (4)
- 2 - STORAGE BIN

INSTALLATION

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, SEAT BELT TENSIONER, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

- (1) Install the storage bin and install the four screws.
- (2) Install the floor console. (Refer to 23 - BODY/INTERIOR/FLOOR CONSOLE - INSTALLATION)
- (3) Install the center bezel. (Refer to 23 - BODY/INSTRUMENT PANEL/INSTRUMENT PANEL CENTER BEZEL - INSTALLATION)

INTERIOR

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INTERIOR

CAUTION

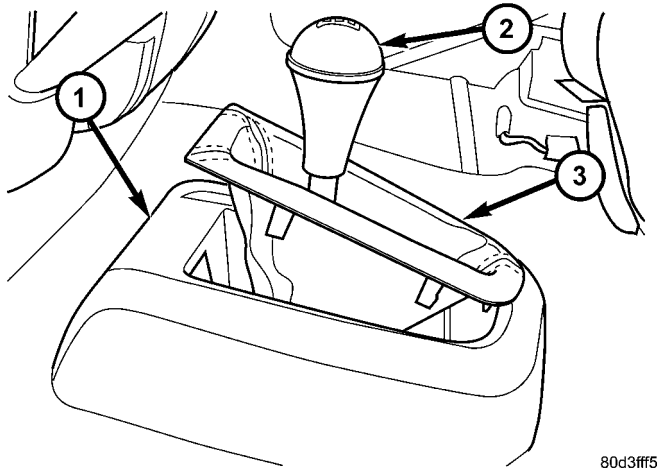
CAUTION:: Do not attempt to remove interior trim panels/moldings without first removing the necessary adjacent panels. To avoid damaging the panels, ensure that all the screws and clips are removed before attempting to remove an interior trim panel/molding. Trim panels are somewhat flexible but can be damaged if handled improperly.

4WD FLOOR SHIFT BOOT

REMOVAL

- (1) Using a small pry bar or equivalent, remove the insert, the nut and remove the shifter knob. (Fig. 2)
- (2) Using a trim stick C-4755 or equivalent, pry up the boot from the console. (Fig. 1)

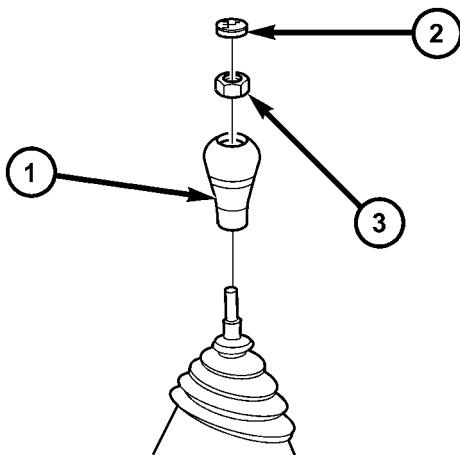
4WD FLOOR SHIFT BOOT (Continued)



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Fig. 1 SHIFTER BOOT

- 1 - CONSOLE
- 2 - SHIFTER KNOB
- 3 - SHIFTER BOOT



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Fig. 2 SHIFTER KNOB

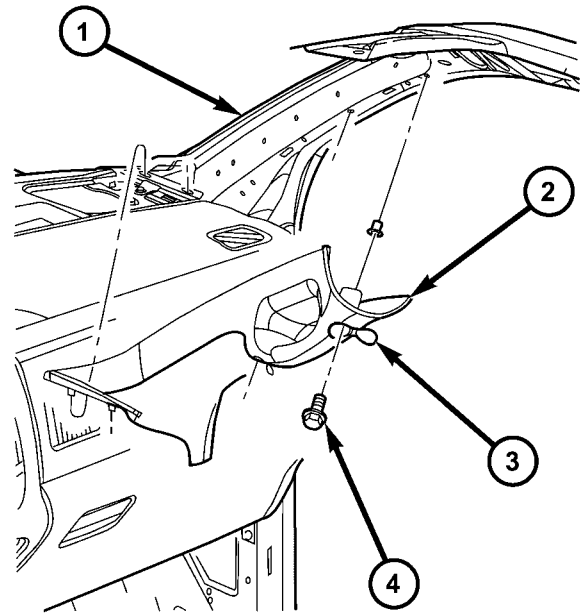
- 1 - SHIFTER KNOB
- 2 - INSERT
- 3 - NUT

INSTALLATION

- (1) Position the shift boot over the shifter lever fully seat onto the console.
- (2) Install the shifter knob and nut and tighten to 27 N·m (20 ft. lbs.).
- (3) Position the insert and seat into the knob fully.

A-PILLAR TRIM/GRAB HANDLE**REMOVAL**

- (1) Open the trim plugs and remove the bolts. (Fig. 3)
- (2) Remove the a-pillar trim/grab handle from the a-pillar.



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Fig. 3 A-PILLAR TRIM/GRAB HANDLE

- 1 - A-PILLAR
- 2 - A-PILLAR TRIM
- 3 - TRIM PLUG
- 4 - BOLTS (2)

INSTALLATION

- (1) Position the bottom a-pillar locating tabs and install the a-pillar trim.
- (2) Install the bolts and tighten to 6 N·m (55 in. lbs.).
- (3) Close the trim plugs.

B-PILLAR LOWER TRIM**REMOVAL**

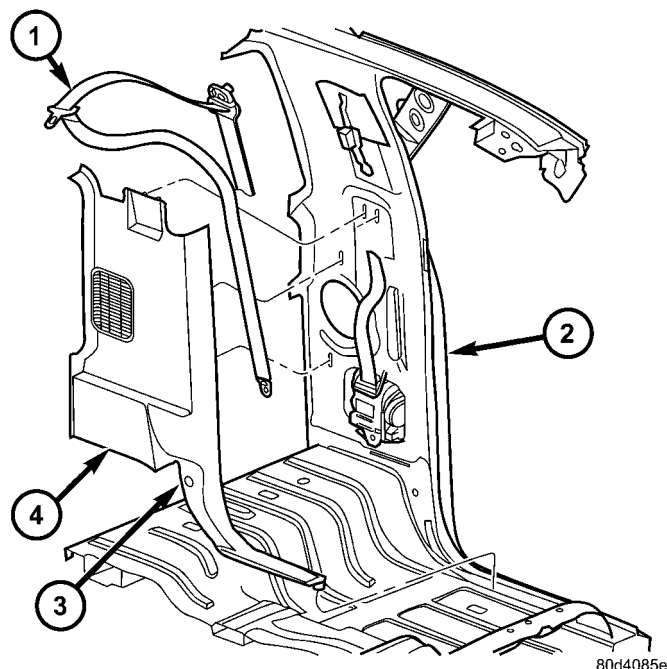
- (1) Remove the upper b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR UPPER TRIM - REMOVAL)
- (2) Remove the cowl trim. (Refer to 23 - BODY/INTERIOR/COWL TRIM - REMOVAL)

STANDARD CAB

- (1) Remove the shoulder belt anchor bolt.
- (2) Using a trim stick C-4755 or equivalent, remove the lower b-pillar trim. (Fig. 4)

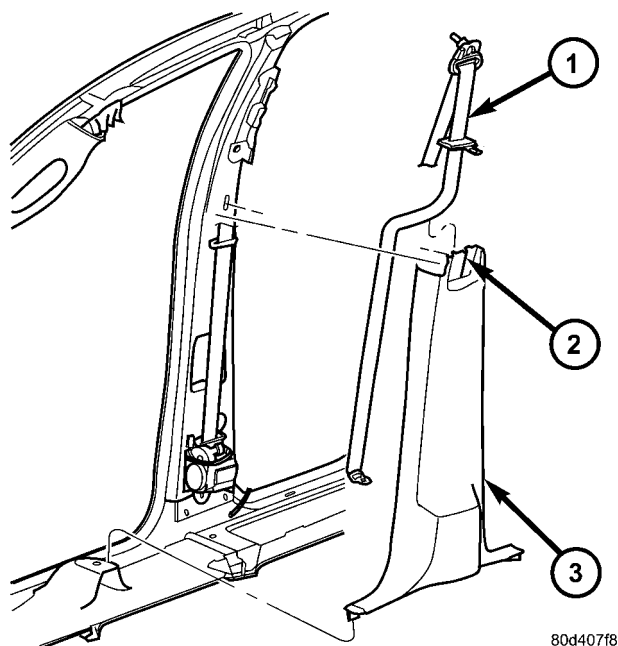
QUAD CAB

- (1) Remove the rear door sill trim. (Refer to 23 - BODY/INTERIOR/REAR DOOR SILL TRIM COVER - REMOVAL)
- (2) Using a trim stick C-4755 or equivalent, remove the lower b-pillar trim.

B-PILLAR LOWER TRIM (Continued)**Fig. 4 LOWER B-PILLAR TRIM - STANDARD CAB**

- 1 - SEAT BELT
- 2 - B-PILLAR
- 3 - SEAT BELT ANCHOR HOLE
- 4 - LOWER B-PILLAR TRIM

(3) Pull seat belt out of the trim panel through the slot provided. (Fig. 5)

**Fig. 5 LOWER B-PILLAR TRIM - QUAD CAB**

- 1 - SEAT BELT
- 2 - SEAT BELT SLOT
- 3 - LOWER B-PILLAR TRIM

INSTALLATION**QUAD CAB**

- (1) Route the shoulder belt through the slot in the trim.
- (2) Position the trim and seat the attachment clips fully.
- (3) Install the rear door sill trim. (Refer to 23 - BODY/INTERIOR/DOOR SILL TRIM COVER - INSTALLATION)

STANDARD CAB

- (1) Position the trim and seat the attachment clips fully.
- (2) Install the seat belt anchor and bolt and tighten to 40 N·m (30 ft. lbs.).

BOTH BODY STYLES

- (1) Install the cowl trim. (Refer to 23 - BODY/INTERIOR/COWL TRIM - INSTALLATION)
- (2) Install the upper b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR UPPER TRIM - INSTALLATION)

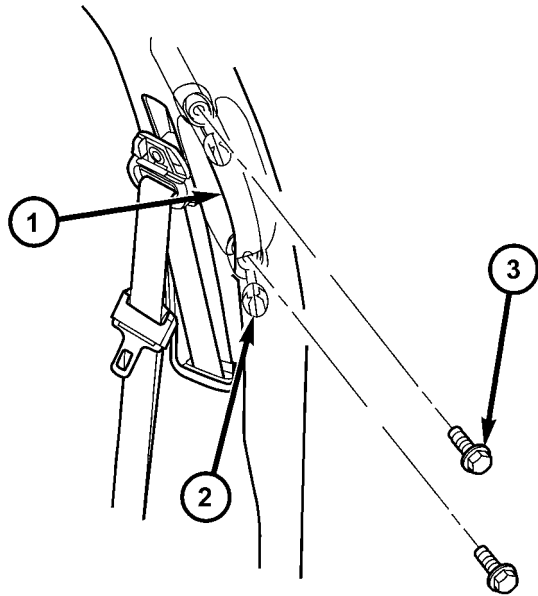
B-PILLAR UPPER TRIM**REMOVAL**

- (1) Remove the seat belt turning loop. (Refer to 8 - ELECTRICAL/RESTRAINTS/SEAT BELT TURNING LOOP ADJUSTER - REMOVAL)
- (2) Open the trim plugs and remove the grab handle bolts, if equipped. (Fig. 6)
- (3) Using a trim stick C-4755 or equivalent, remove the upper b-pillar trim. (Fig. 7) or (Fig. 8)

INSTALLATION

- (1) Position the upper b-pillar trim and seat the attachment clips fully.
- (2) Install the grab handle bolts and tighten to 6 N·m (55 in. lbs.).
- (3) Close the grab handle trim plugs.
- (4) Install the seat belt turning loop. (Refer to 8 - ELECTRICAL/RESTRAINTS/SEAT BELT TURNING LOOP ADJUSTER - INSTALLATION)

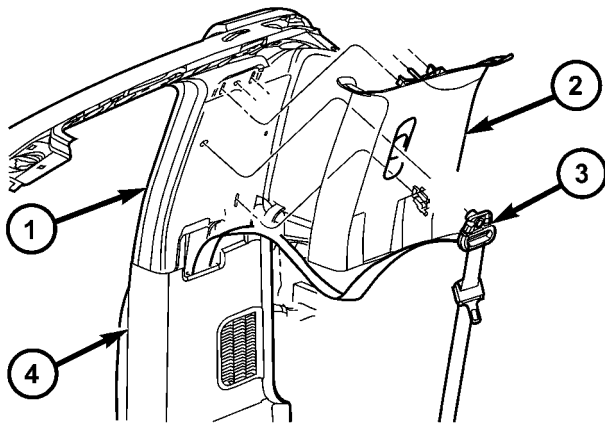
B-PILLAR UPPER TRIM (Continued)



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Fig. 6 GRAB HANDLE

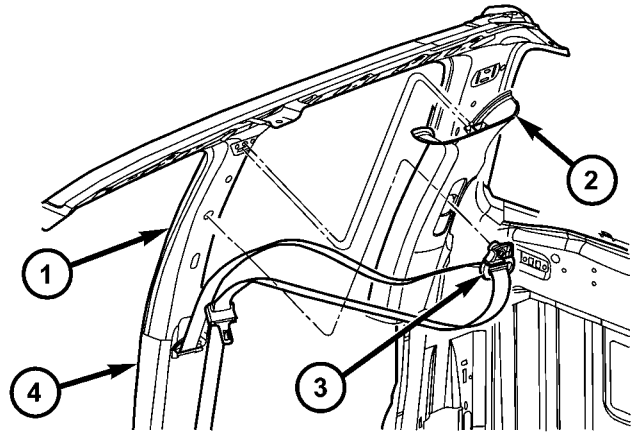
- 1 - GRAB HANDLE
- 2 - TRIM PLUGS
- 3 - BOLTS



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Fig. 7 UPPER B-PILLAR TRIM - STANDARD CAB

- 1 - B-PILLAR
- 2 - UPPER B-PILLAR TRIM
- 3 - SEAT BELT TURNING LOOP
- 4 - LOWER B-PILLAR TRIM



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Fig. 8 UPPER B-PILLAR TRIM - QUAD CAB

- 1 - B-PILLAR
- 2 - UPPER B-PILLAR TRIM
- 3 - TURNING LOOP
- 4 - LOWER B-PILLAR TRIM

CARPETS AND FLOOR MATS

REMOVAL

- (1) Remove the front seats. (Refer to 23 - BODY/SEATS/SEAT - FRONT - REMOVAL)
- (2) Remove the rear seats, if equipped. (Refer to 23 - BODY/SEATS/SEAT - REAR - REMOVAL)
- (3) Remove the floor console, if equipped. (Refer to 23 - BODY/INTERIOR/FLOOR CONSOLE - REMOVAL)
- (4) Remove the lower b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - REMOVAL)
- (5) Using a trim stick C-4755 or equivalent, remove the rear cup holder, if equipped.
- (6) Remove the jack assembly.
- (7) Remove the carpet.

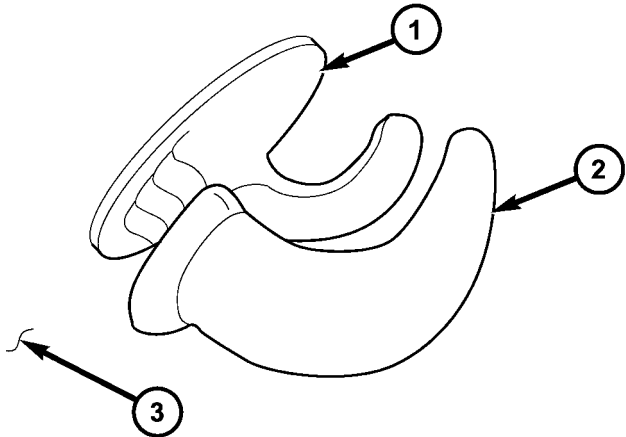
INSTALLATION

- (1) Install the carpet.
- (2) Install the jack assembly.
- (3) Install the rear cup holder, if equipped.
- (4) Install the lower b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - INSTALLATION)
- (5) Install the floor console, if equipped. (Refer to 23 - BODY/INTERIOR/FLOOR CONSOLE - INSTALLATION)
- (6) Install the rear seats, if equipped. (Refer to 23 - BODY/SEATS/SEAT - REAR - INSTALLATION)
- (7) Install the front seats. (Refer to 23 - BODY/SEATS/SEAT - FRONT - INSTALLATION)

COAT HOOK

REMOVAL

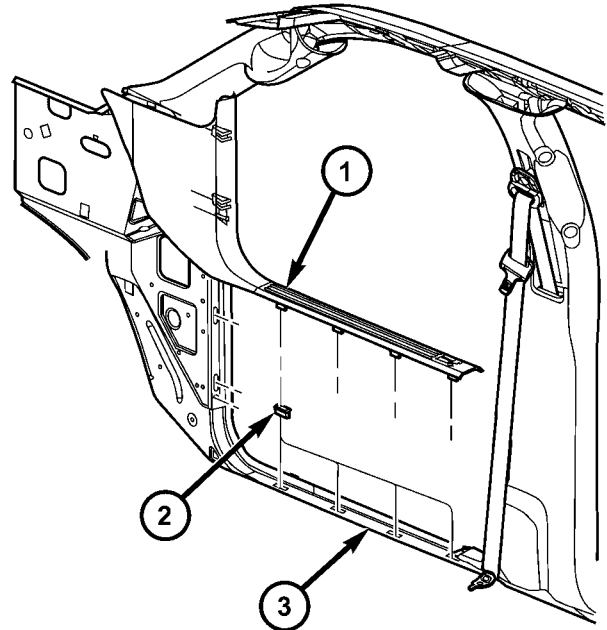
(1) Using a trim stick C-4755 or equivalent, pry down the release clip and remove the hook. (Fig. 9)



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Fig. 9 COAT HOOK

- 1 - COAT HOOK
- 2 - RELEASE CLIP
- 3 - HEADLINER



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Fig. 10 COWL/SILL TRIM PANEL

- 1 - COWL TRIM PANEL
- 2 - CLIP INSERTS
- 3 - DOOR SILL

INSTALLATION

(1) Snap the coat hook into the sheet metal and seat the base of the coat hook fully.

(2) Push the upper portion in until it snaps or seats to the base.

COWL TRIM

REMOVAL

(1) Using a trim stick C-4755 or equivalent, remove the cowl trim panel. (Fig. 10)

INSTALLATION

(1) Position the cowl trim and seat the attachment clips fully.

C-PILLAR LOWER TRIM

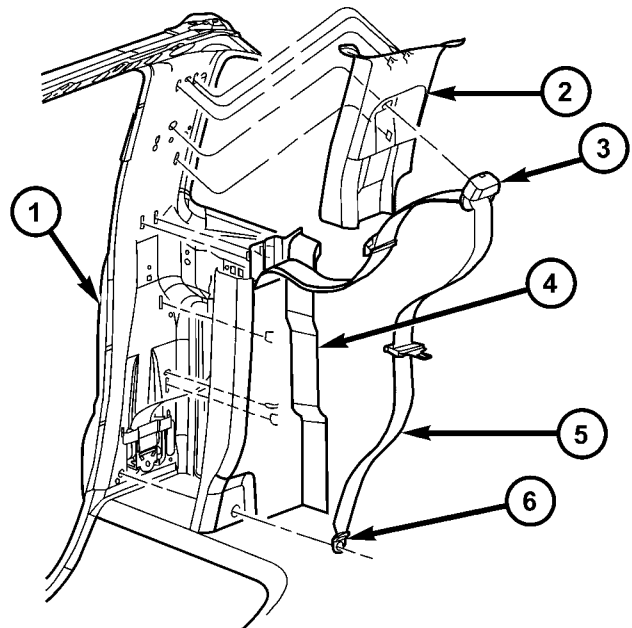
REMOVAL

(1) Remove the upper c-pillar trim. (Refer to 23 - BODY/INTERIOR/C-PILLAR TRIM - REMOVAL)

(2) Remove the seat belt anchor bolt. (Fig. 11)

(3) Using a trim stick C-4755 or equivalent, remove the lower c-pillar trim.

(4) Pull seat belt out of the trim panel through the slot provided.



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Fig. 11 C-PILLAR TRIM

- 1 - C-PILLAR
- 2 - UPPER C-PILLAR TRIM
- 3 - SEAT BELT TURNING LOOP
- 4 - LOWER C-PILLAR TRIM
- 5 - SEAT BELT
- 6 - SEAT BELT ANCHOR

C-PILLAR LOWER TRIM (Continued)

INSTALLATION

- (1) Route the shoulder belt through the slot in the trim.
- (2) Position the trim and seat the attachment clips fully.
- (3) Install the seat belt anchor bolt and tighten to 40 N·m (30 ft. lbs.).
- (4) Install the upper c-pillar trim. (Refer to 23 - BODY/INTERIOR/C-PILLAR UPPER TRIM - INSTALLATION)

C-PILLAR UPPER TRIM

REMOVAL

- (1) Remove the seat belt turning loop. (Refer to 8 - ELECTRICAL/RESTRAINTS/SEAT BELT TURNING LOOP ADJUSTER - REMOVAL)
- (2) Using a trim stick C-4755 or equivalent, remove the upper c-pillar trim. (Fig. 11)

INSTALLATION

- (1) Position the upper c-pillar trim and seat the attachment clips fully.
- (2) Install the seat belt turning loop. (Refer to 8 - ELECTRICAL/RESTRAINTS/SEAT BELT TURNING LOOP ADJUSTER - INSTALLATION)

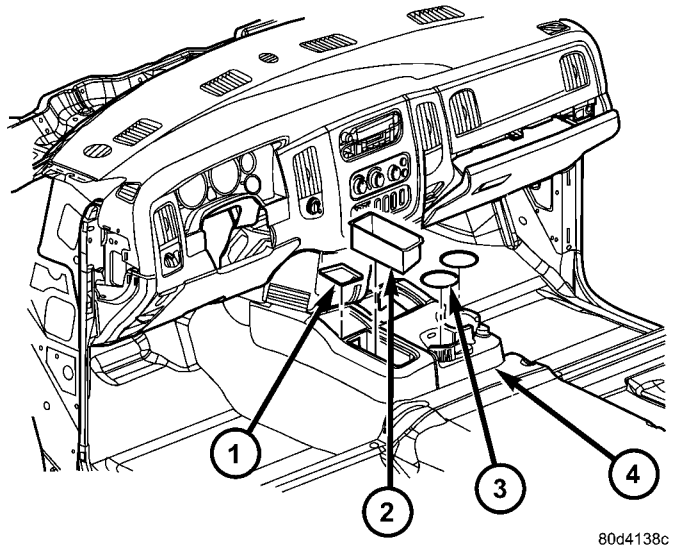
FLOOR CONSOLE

REMOVAL

- (1) Remove the 4WD shifter boot. (Refer to 23 - BODY/INTERIOR/4WD FLOOR SHIFT BOOT - REMOVAL)
- (2) Using a trim stick C-4755 or equivalent, pry up the transmission shifter boot from the console.
- (3) Remove the transmission shifter extension.
- (4) Remove the console inserts. (Fig. 12)
- (5) Remove and discard the three bolts. (Fig. 13)
- (6) Lift up on the back and remove the console.

INSTALLATION

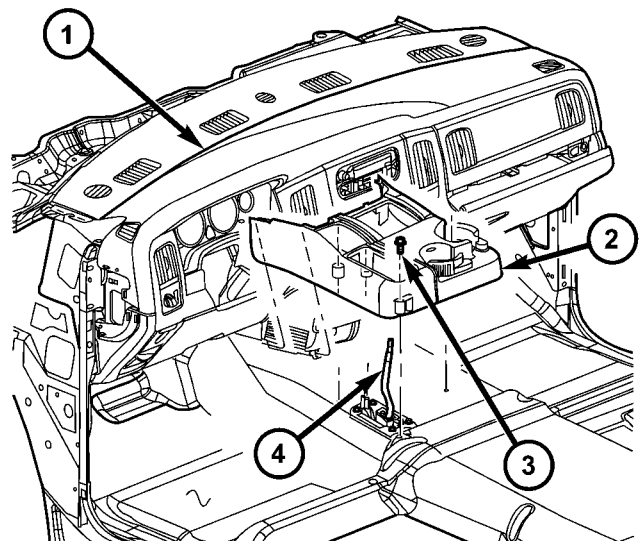
- (1) Position the front of the console up under the instrument panel.
- (2) Lower the back of the console and install three new screws.
- (3) Install the inserts.
- (4) Install the transmission shifter extension.
- (5) Position the transmission shifter boot in place and seat the attachment clips fully.
- (6) Install the 4WD shifter boot. (Refer to 23 - BODY/INTERIOR/4WD FLOOR SHIFT BOOT - INSTALLATION)



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Fig. 12 FLOOR CONSOLE INSERTS

- 1 - BIN PAD INSERT
- 2 - STORAGE BIN/SHIFT BOOT
- 3 - CUP HOLDER INSERT
- 4 - FLOOR CONSOLE



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Fig. 13 FLOOR CONSOLE

- 1 - INSTRUMENT PANEL
- 2 - FLOOR CONSOLE
- 3 - BOLTS (3)
- 4 - SHIFTER LEVER

HEADLINER

REMOVAL

- (1) Remove the a-pillar trim. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM - REMOVAL)
- (2) Remove the upper b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR UPPER TRIM - REMOVAL)
- (3) Remove the upper c-pillar trim, if equipped. (Refer to 23 - BODY/INTERIOR/C-PILLAR TRIM - REMOVAL)
- (4) Remove the coat hooks. (Refer to 23 - BODY/INTERIOR/COAT HOOK - REMOVAL)
- (5) Disconnect the headliner harness electrical connector at the left a-pillar.
- (6) Remove the dome lamp. (Refer to 8 - ELECTRICAL/LAMPS/LIGHTING - INTERIOR/DOME LAMP - REMOVAL)
- (7) Remove the overhead console. (Refer to 8 - ELECTRICAL/OVERHEAD CONSOLE - REMOVAL)
- (8) Remove the sun visors. (Refer to 23 - BODY/INTERIOR/SUN VISOR - REMOVAL)
- (9) Remove the sun visor supports. (Refer to 23 - BODY/INTERIOR/SUN VISOR SUPPORT - REMOVAL)
- (10) Lower the headliner and disconnect the center high mounted stop light.
- (11) Lower the front of the headliner down to the floor just in front of the instrument panel and remove through the passenger door.

INSTALLATION

- (1) Install the headliner into the vehicle through the passenger door.
- (2) Raise the headliner and insert the right side above right side pillar trim pieces.
- (3) Connect the center high mounted stop light electrical connector.
- (4) Install the sun visor supports. (Refer to 23 - BODY/INTERIOR/SUN VISOR SUPPORT - INSTALLATION)
- (5) Install the coat hooks. (Refer to 23 - BODY/INTERIOR/COAT HOOK - INSTALLATION)
- (6) Install the sun visors. (Refer to 23 - BODY/INTERIOR/SUN VISOR - INSTALLATION)
- (7) Install the overhead console. (Refer to 8 - ELECTRICAL/OVERHEAD CONSOLE - INSTALLATION)
- (8) Install the dome lamp. (Refer to 8 - ELECTRICAL/LAMPS/LIGHTING - INTERIOR/DOME LAMP - INSTALLATION)

(9) Connect the headliner harness electrical connector at the left a-pillar.

(10) Install the upper c-pillar trim, if equipped. (Refer to 23 - BODY/INTERIOR/C-PILLAR TRIM - INSTALLATION)

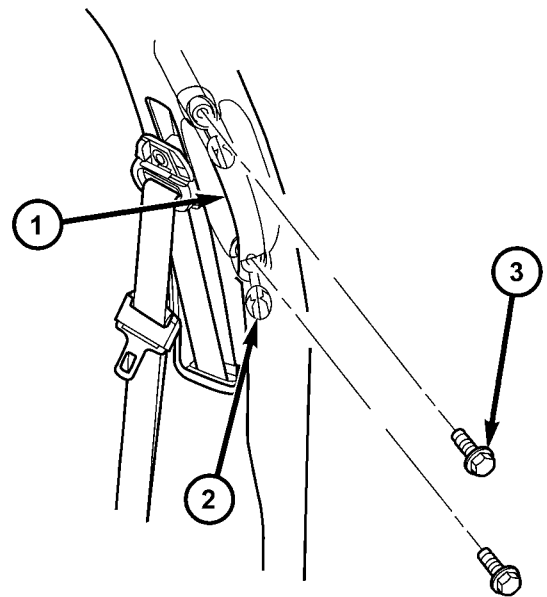
(11) Install the upper b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR UPPER TRIM - INSTALLATION)

(12) Install the upper a-pillar trim. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM - INSTALLATION)

B-PILLAR GRAB HANDLE

REMOVAL

- (1) Open the trim plugs and remove the bolts. (Fig. 14)
- (2) Remove the grab handle.



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Fig. 14 GRAB HANDLE

- 1 - GRAB HANDLE
- 2 - TRIM PLUGS
- 3 - BOLTS

INSTALLATION

- (1) Install the grab handle and install the bolts.
- (2) Tighten the bolts to 6 N·m (55 in. lbs.) and install the trim plugs.

REAR CAB BACK PANEL TRIM

REMOVAL

(1) Remove the child seat tethers, if equipped. (Refer to 8 - ELECTRICAL/RESTRAINTS/CHILD TETHER - REMOVAL)

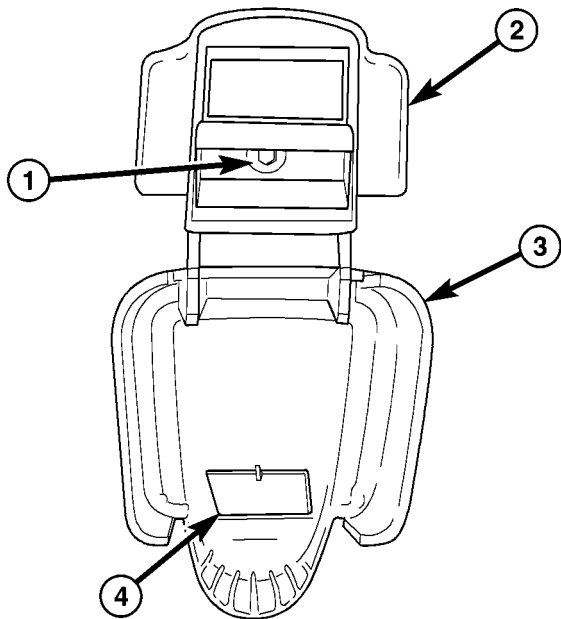
(2) Remove the screws and remove the utility hooks/bin latch, if equipped. (Fig. 15)

(3) Using a trim stick C-4755 or equivalent, remove the center seat belt trim bezel, if equipped.

(4) On quad cab models, remove the left lower c-pillar trim panel. (Refer to 23 - BODY/INTERIOR/C-PILLAR TRIM - REMOVAL)

(5) On standard cab models, remove the left lower b-pillar trim panel. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - REMOVAL)

(6) Remove the push pin fasteners, if equipped, and remove the back panel trim. (Fig. 16) or (Fig. 17)



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Fig. 15 UTILITY HOOK/STORAGE BIN LATCH

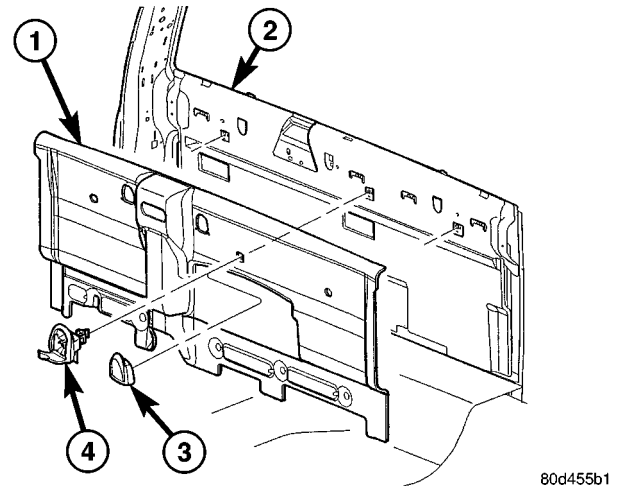
- 1 - SCREW
- 2 - UTILITY HOOK
- 3 - UTILITY HOOK COVER
- 4 - COVER LOCK TAB

INSTALLATION

(1) Position the back panel trim behind the right pillar trim.

(2) Route the center belt and trim bezel through the back panel, if equipped.

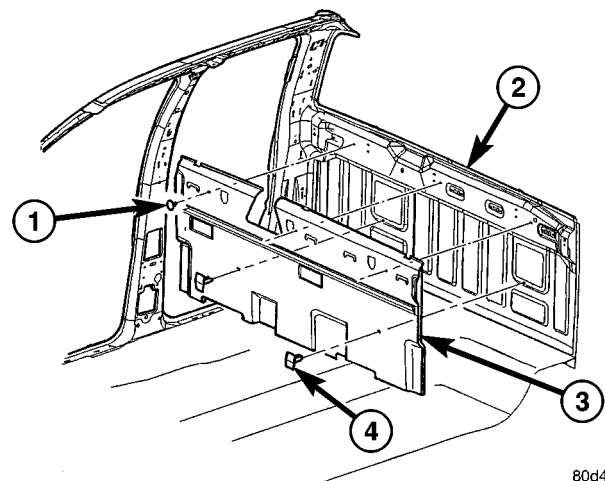
(3) On standard cab models, install the left lower b-pillar trim panel. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - INSTALLATION)



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Fig. 16 CAB BACK PANEL - STANDARD CAB

- 1 - CAB BACK PANEL
- 2 - CAB BACK
- 3 - UTILITY HOOK
- 4 - STORAGE BIN LATCH



80d45653

Fig. 17 CAB BACK PANEL - QUAD CAB

- 1 - PUSH PIN FASTENER
- 2 - CAB BACK
- 3 - CAB BACK PANEL
- 4 - PUSH PIN FASTENER

(4) On quad cab models, install the left lower c-pillar trim panel. (Refer to 23 - BODY/INTERIOR/C-PILLAR TRIM - INSTALLATION)

(5) Position the center belt trim bezel, if equipped, and seat the attachment clips fully.

(6) Install the utility hooks/bin latch and screws, if equipped.

(7) Install the child seat tethers, if equipped. (Refer to 8 - ELECTRICAL/RESTRAINTS/CHILD TETHER - INSTALLATION)

REAR VIEW MIRROR

REMOVAL

- (1) If equipped, disconnect mirror harness connector.
- (2) Loosen the mirror base setscrew (Fig. 18).
- (3) Slide the mirror base upward and off the bracket.

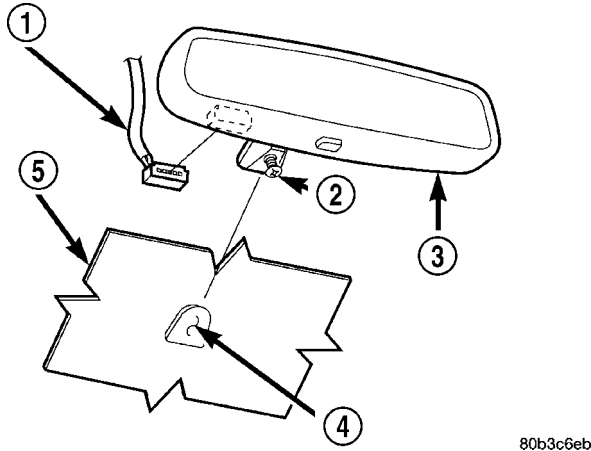


Fig. 18 REAR VIEW MIRROR

- 1 - CONNECTOR
- 2 - SCREW
- 3 - REAR VIEW MIRROR
- 4 - SUPPORT BUTTON
- 5 - WINDSHIELD

INSTALLATION

INSTALLATION

- (1) Position the mirror base at the bracket and slide it downward onto the support bracket (Fig. 18).
- (2) Tighten the setscrew 1 N·m (15 in. lbs.) torque.
- (3) If equipped, connect mirror harness connector.

INSTALLATION - REARVIEW MIRROR SUPPORT BRACKET

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

- (a) Crush the vial to saturate the felt applicator.
- (b) Remove the paper sleeve.
- (c) Apply accelerator to the contact surface on the bracket.
- (d) Allow the accelerator to dry for five minutes.
- (e) 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:

- (a) Apply one drop of adhesive at the center of the bracket contact-surface on the windshield glass.
- (b) Apply an even coat of adhesive to the contact surface on the bracket.
- (c) Align the bracket with the marked position on the windshield glass.
- (d) 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.

SUN VISOR

REMOVAL

- (1) Remove the screws at the visor pivot and remove the visor.

INSTALLATION

- (1) Install the visor and install the screws at the visor pivots.

SUN VISOR SUPPORT

REMOVAL

(1) Using a trim stick C-4755 or equivalent, pry down the release clip and remove the hook. (Fig. 19)

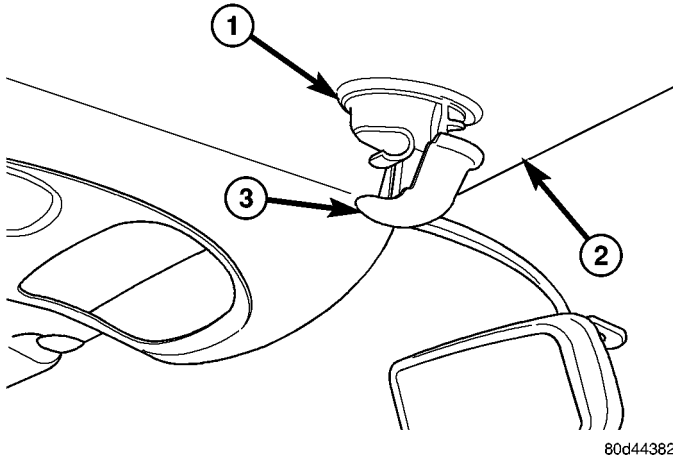


Fig. 19 VISOR SUPPORT

- 1 - VISOR SUPPORT
- 2 - HEADLINER
- 3 - RELEASE CLIP

INSTALLATION

(1) Snap the visor support into the sheet metal and seat the release clip fully.

BODY VENT

REMOVAL

(1) Remove the cab back panel trim. (Refer to 23 - BODY/INTERIOR/REAR CAB BACK PANEL TRIM - REMOVAL)

(2) While holding the vent, press the tabs to release the vent into the cab back panel. (Fig. 20)

(3) Twist the vent and remove through the vent hole.

INSTALLATION

(1) Position the vent into the vent hole in the cab back panel.

(2) Twist the vent and pull it into the hole frame and seat the tabs fully.

(3) Install the cab back panel trim. (Refer to 23 - BODY/INTERIOR/REAR CAB BACK PANEL TRIM - INSTALLATION)

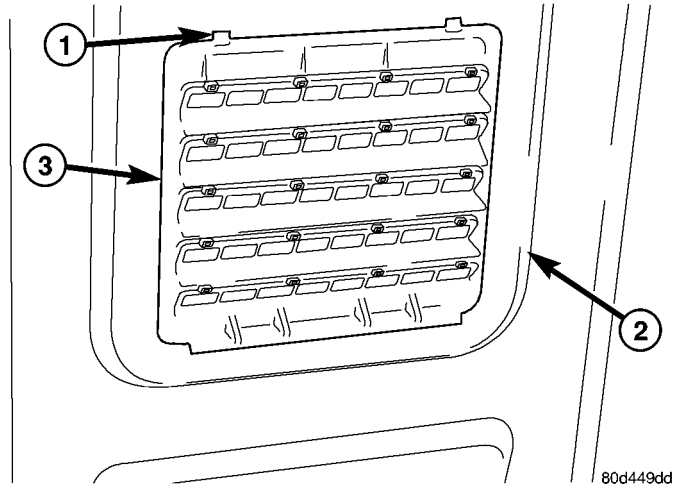


Fig. 20 BODY VENT

- 1 - RETAINER TABS
- 2 - BODY VENT
- 3 - CAB BACK PANEL

REAR DOOR SILL TRIM COVER

REMOVAL

(1) Using a trim stick C-4755 or equivalent, pry up the sill trim and remove. (Fig. 21)

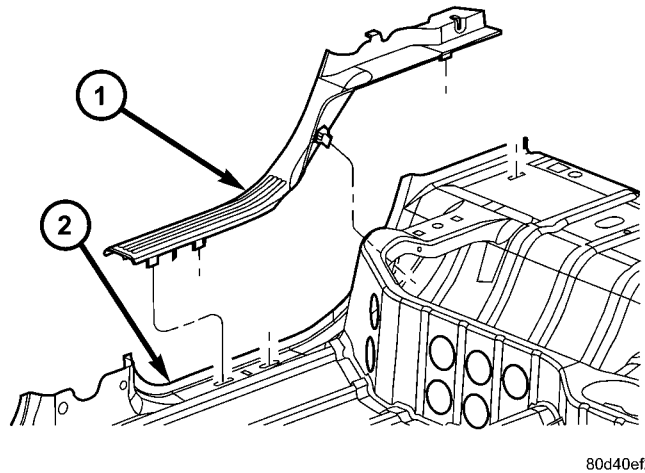


Fig. 21 REAR DOOR SILL TRIM

- 1 - SILL TRIM
- 2 - REAR DOOR SILL

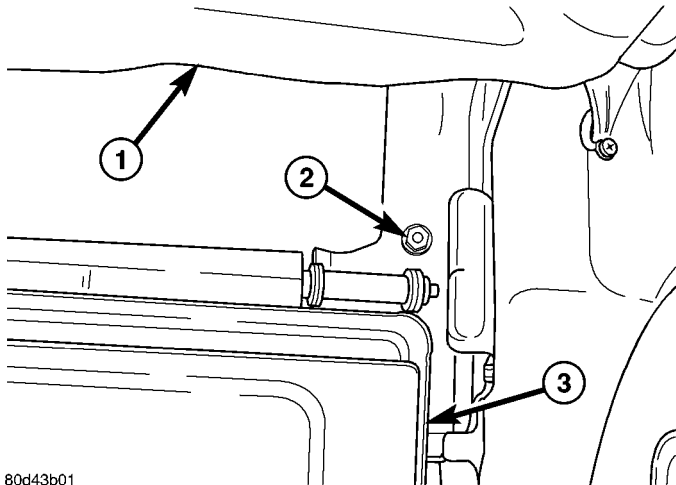
INSTALLATION

(1) Position the sill trim and seat the attachment clips fully.

LOAD FLOOR

REMOVAL

- (1) Fold the rear seat cushion up.
- (2) Remove the rear nuts in each corner. (Fig. 22)
- (3) Fold the load floor up, remove the front bolts and remove the tray. (Fig. 23)



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Fig. 22 REAR LOAD FLOOR - REAR FASTENERS

- 1 - REAR SEAT CUSHION
- 2 - NUTS (2)
- 3 - STOWAGE TRAY

INSTALLATION

- (1) Install the load floor and install the bolts.
- (2) Tighten the bolts to 40 N·m (30 ft. lbs.).
- (3) Fold the load floor down and install the nuts.
- (4) Tighten the nuts to 25 N·m (18 ft. lbs.).

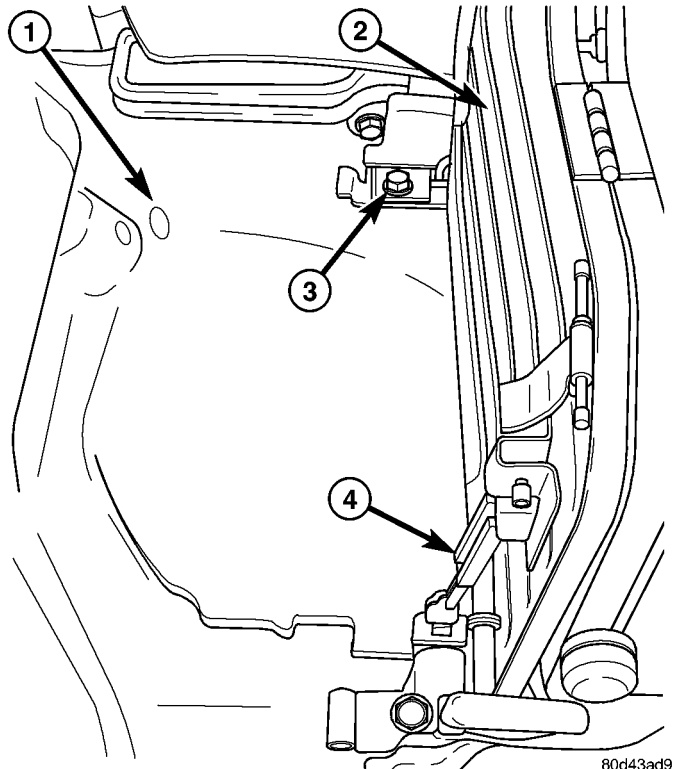
LOAD FLOOR SUPPORT CYLINDER

REMOVAL

- (1) Open the load floor.
- (2) Remove the snap clips and retaining pins. (Fig. 24)
- (3) Remove the support cylinder.

INSTALLATION

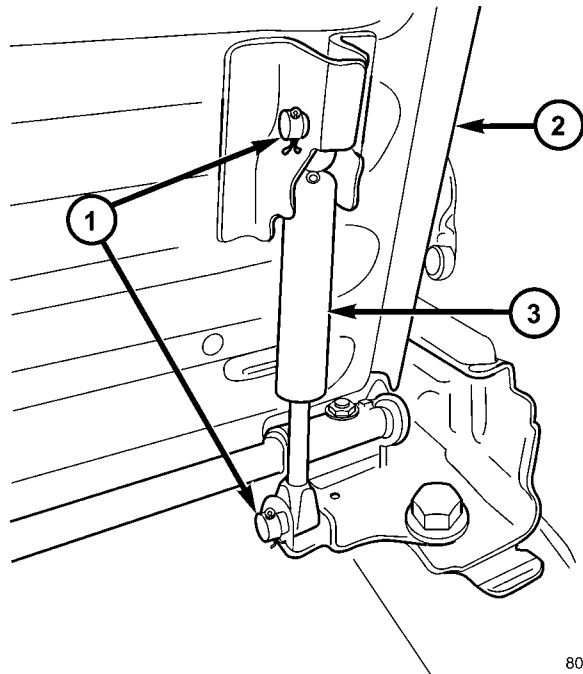
- (1) Install the support cylinder with the thin end down.
- (2) Install the retaining pins and clips.



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Fig. 23 REAR LOAD FLOOR - TYPICAL

- 1 - REAR STORAGE BIN
- 2 - LOAD FLOOR
- 3 - BOLTS (2)
- 4 - SUPPORT CYLINDER



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Fig. 24 LOAD FLOOR SUPPORT CYLINDER

- 1 - RETAINING PINS/CLIPS (2)
- 2 - LOAD FLOOR
- 3 - SUPPORT CYLINDER

PAINT

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PAINT

SPECIFICATIONS - PAINT CODES

NOTE: Because of late model changes to the available paint colors (Refer to VEHICLE DATA/VEHICLE INFORMATION/VEHICLE SAFETY CERT LABEL - DESCRIPTION) or (Refer to VEHICLE DATA/VEHICLE INFORMATION/BODY CODE PLATE - DESCRIPTION) for the correct paint codes for each vehicle. (Refer to 23 - BODY/PAINT/PAINT CODE - DESCRIPTION)

EXTERIOR COLORS

EXTERIOR COLOR	DAIMLERCHRYSLER CODE
Dark Garnet Red Pearl Coat	XR V
Flame Red Clear Coat	PR4
Light Almond Pearl Metallic Clear Coat	ZKJ
Atlantic Blue Pearl Coat	ZBJ
Patriot Blue Pearl Coat	WBT/WB7
Graphite Metallic Clear Coat	ZDR
Bright Silver Metallic Clear Coat	WSB/WS2
Black Clear Coat	DX8
Bright White Clear Coat	GW7
Timberline Green	AGW

INTERIOR COLORS

INTERIOR COLOR	DAIMLERCHRYSLER CODE
Taupe	L5
Dark Slate Gray	DV

PAINT CODE

DESCRIPTION

Exterior vehicle body colors are identified on the Vehicle Safety Certification Label (Refer to VEHICLE DATA/VEHICLE INFORMATION/VEHICLE SAFETY CERTIFICATION LABEL - DESCRIPTION) or the Body Code Plate (Refer to VEHICLE DATA/VEHICLE INFORMATION/BODY CODE PLATE - DESCRIPTION). The first digit of the paint code listed on the vehicle indicates the sequence of application, i.e.: P = primary coat, Q = secondary coat. The color names provided in the Paint and Trim Code Description chart are the color names used on most repair product containers. (Refer to 23 - BODY/PAINT - SPECIFICATIONS)

BASECOAT/CLEARCOAT FINISH

DESCRIPTION

The original equipment finish is a multi step process that involves cleaning, applying electro deposition (E-coat), anti-chip primer, basecoat, and clearcoat steps.

On most vehicles a two-part paint application (basecoat/clearcoat) is used. Color paint that is applied to primer is called basecoat. The clearcoat protects the basecoat from ultraviolet light and provides a durable high-gloss finish.

BASECOAT/CLEARCOAT FINISH (Continued)

CAUTION: 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 surfaces. Damage to finish or color can result.

PAINT TOUCH-UP

DESCRIPTION

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 VEHICLE DATA/VEHICLE INFORMATION/BODY CODE PLATE - DESCRIPTION) for Body Code Plate information.

WARNING: USE AN OSHA APPROVED RESPIRATOR AND SAFETY GLASSES WHEN SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

STANDARD PROCEDURE - PAINT TOUCH-UP

- (1) Scrape loose paint and corrosion from inside scratch or chip.
- (2) Clean affected area with MOPAR® Tar/Road Oil Remover or equivalent, 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 scratch or chip 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 touch-up 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 touch-up paint to dry hard.

(5) On vehicles without clearcoat, the touch-up color can be lightly finesse sanded (1500 grit) and polished with rubbing compound.

(6) On vehicles with clearcoat, apply clear top coat to touch-up 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.

WARNING: AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL – BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT. AVOID PROLONGED SKIN CONTACT WITH PETROLEUM OR ALCOHOL – BASED CLEANING SOLVENTS. PERSONAL INJURY CAN RESULT.

FINESSE SANDING/BUFFING & POLISHING

DESCRIPTION

CAUTION: Do not remove more than .5 mils of clearcoat finish, if equipped. Basecoat paint must retain clearcoat for durability.
Use a Paint Thickness Gauge #PR-ETG-2X or equivalent to determine film thickness before and after the repair.

Minor acid etching, orange peel, or smudging in clearcoat or single-stage finishes can be reduced with light finesse sanding, hand buffing, and polishing. **If the finish has been finesse sanded in the past, it cannot be repeated. Finesse sanding operation should be performed by a trained automotive paint technician.**

SEATS

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CENTER SEAT

REMOVAL

NOTE: Do not reuse the seat fasteners, always replace with new ones.

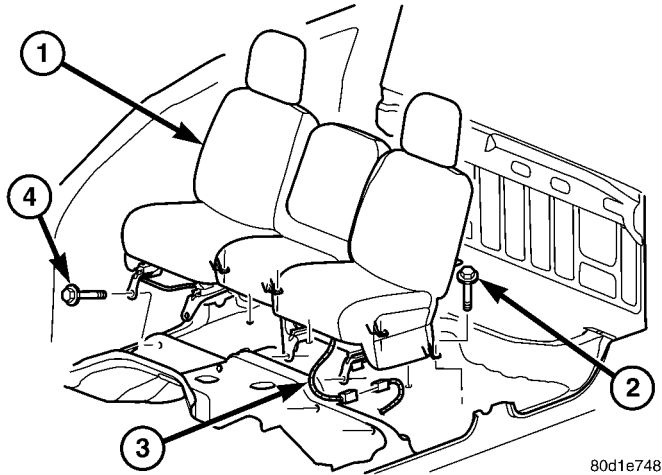
- (1) Remove and discard the front bolts. (Fig. 1)
- (2) Position the seats forward, remove the rear bolts and discard.
- (3) Disconnect the 12v power supply electrical connector, if equipped. (Fig. 2)

(4) Fold the seat backs forward and roll the seat assembly back in the vehicle.

(5) Remove the nuts attaching the center seat to the drivers seat and the passenger seat and discard. (Fig. 3)

(6) Roll the seat assembly forward and remove the center seat portion.

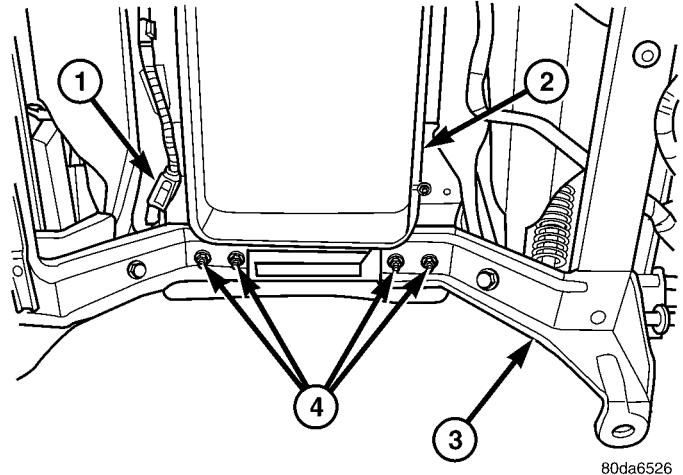
CENTER SEAT (Continued)



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Fig. 1 FRONT SEAT ASSEMBLY

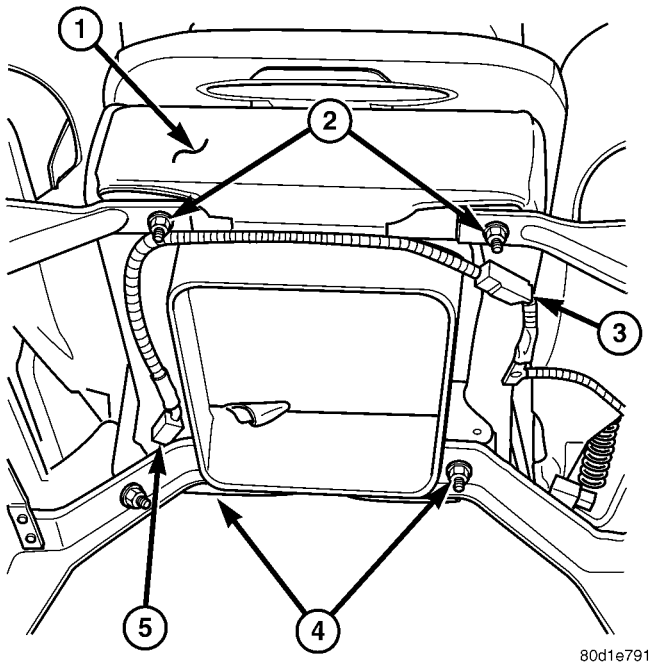
- 1 - FRONT SEAT ASSEMBLY
- 2 - REAR BOLTS (4)
- 3 - ELECTRICAL CONNECTOR
- 4 - FRONT BOLTS (4)



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Fig. 3 REAR ATTACHMENTS

- 1 - 12V POWER SUPPLY HARNESS
- 2 - CENTER SEAT STORAGE BIN
- 3 - FRONT SEAT TRACKS
- 4 - REAR NUTS (4)



80d1e791

Fig. 2 CENTER SEAT ATTACHMENTS

- 1 - CENTER SEAT ASSEMBLY
- 2 - FRONT NUTS (2)
- 3 - POWER SUPPLY ELECTRICAL CONNECTOR
- 4 - REAR NUTS (4)
- 5 - 12V POWER SUPPLY HARNESS

INSTALLATION

NOTE: Do not reuse the seat fasteners, always replace with new ones.

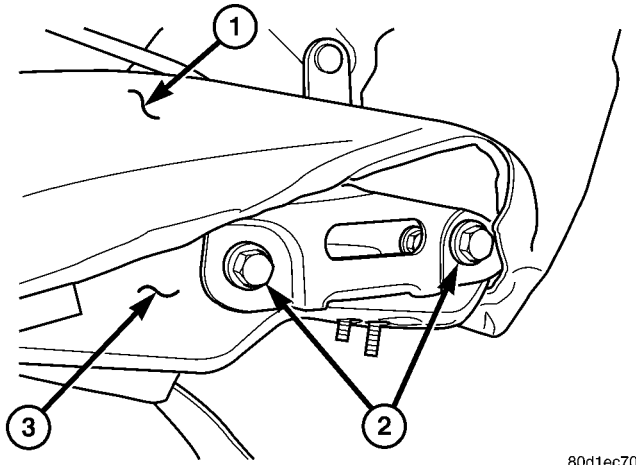
- (1) Install the center seat and roll the seat assembly back in the vehicle.
- (2) Install new nuts attaching the center seat to the drivers and passenger seat.
- (3) Tighten the nuts to 25 N·m (18 ft. lbs.).
- (4) Roll the seat assembly forward and install new rear bolts.
- (5) Connect the 12v power supply electrical connector, if equipped.
- (6) Tighten the rear bolts to 40 N·m (30 ft. lbs.).
- (7) Fold the seat backs up and slide the seats to the rear.
- (8) Install new front bolts and tighten to 28 N·m (21 ft. lbs.).

CENTER ARMREST / SEAT BACK**REMOVAL**

NOTE: Do not reuse the seat fasteners, always replace with new ones.

- (1) Remove the center seat. (Refer to 23 - BODY/ SEATS/SEAT - CENTER - REMOVAL)
- (2) Disconnect the storage bin cover j-straps and position aside.
- (3) Remove and discard the hinge bolts and separate the seat back from the storage bin. (Fig. 4)

CENTER ARMREST / SEAT BACK (Continued)



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Fig. 4 CENTER SEAT BACK HINGES

- 1 - STORAGE BIN COVERING
- 2 - SEAT BACK HINGE BOLTS (4)
- 3 - STORAGE BIN FRAME

INSTALLATION

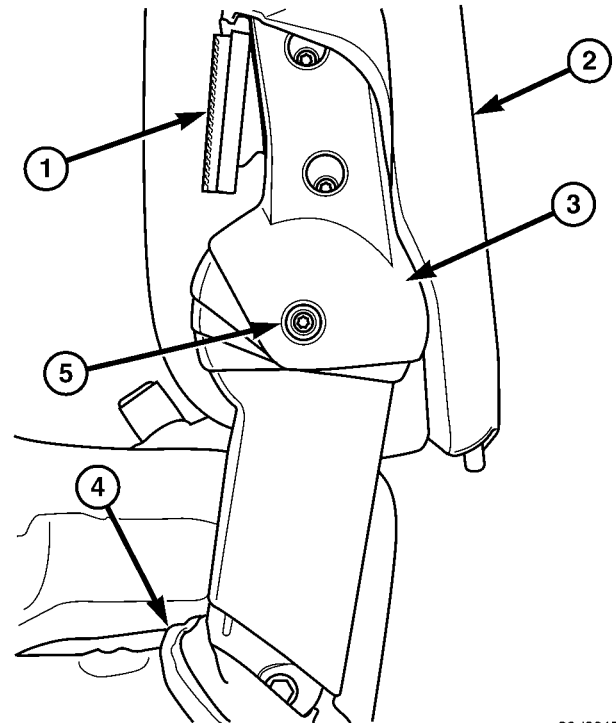
NOTE: Do not reuse the seat fasteners, always replace with new ones.

- (1) Install the seat back onto the storage bin and install new hinge bolts.
- (2) Tighten the hinge to storage bin bolts to 25 N·m (18 ft. lbs.).
- (3) Connect the storage bin cover j-straps.
- (4) Install the center seat. (Refer to 23 - BODY/SEATS/SEAT - CENTER - INSTALLATION)

CENTER SEAT BACK INERTIA HINGE COVER**REMOVAL**

NOTE: Free pivot hinge cover is removed with the free pivot hinge. (Refer to 23 - BODY/SEATS/CENTER SEAT BACK HINGE - REMOVAL)

- (1) For the inertia hinge cover disconnect the zip strip. (Fig. 5)
- (2) Position aside the storage bin cover.
- (3) Remove the pivot bolt.
- (4) Open the hinge cover at the bottom and remove the hinge cover. (Fig. 6)



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Fig. 5 HINGE COVER

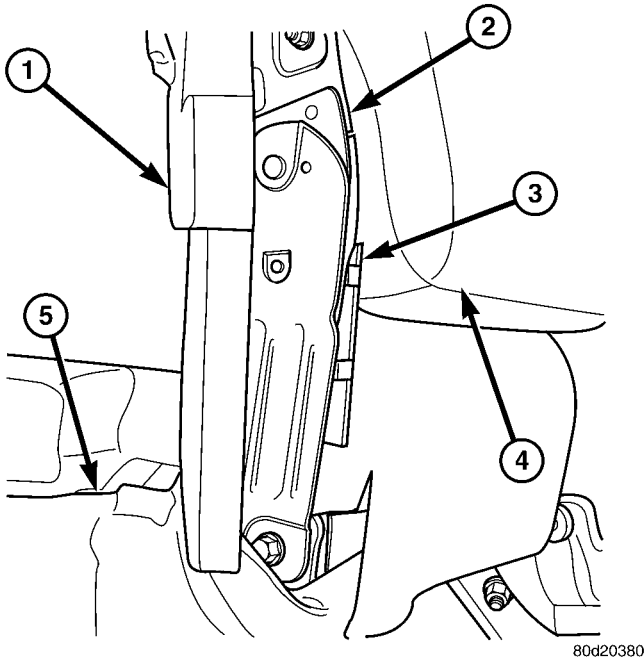
- 1 - SEAT BACK COVER ZIP STRIP
- 2 - CENTER SEAT BACK
- 3 - HINGE COVER
- 4 - STORAGE BIN COVER
- 5 - PIVOT BOLT

INSTALLATION

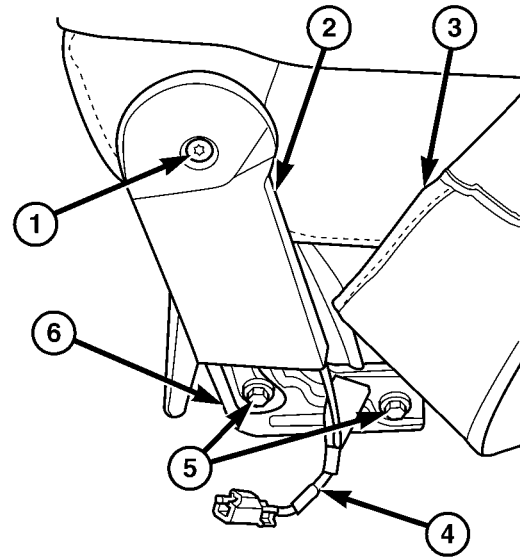
NOTE: Free pivot hinge cover is installed with the free pivot hinge. (Refer to 23 - BODY/SEATS/CENTER SEAT BACK HINGE - INSTALLATION)

- (1) Position the hinge cover over the hinge and close over the lock tabs.
- (2) Install the pivot bolt and tighten to 10 N·m (89 in. lbs.).
- (3) Reposition the storage bin cover.
- (4) Connect the zip strip.

CENTER SEAT BACK INERTIA HINGE COVER (Continued)

**Fig. 6 HINGE COVER REMOVAL**

- 1 - HINGE COVER
- 2 - HINGE
- 3 - HINGE COVER TABS
- 4 - CENTER SEAT BACK
- 5 - STORAGE BIN

**Fig. 7 PIVOT HINGE/COVER**

- 1 - PIVOT BOLT
- 2 - HINGE COVER
- 3 - STORAGE BIN COVER
- 4 - 12V POWER SUPPLY HARNESS
- 5 - HINGE BOLTS (2)
- 6 - HINGE

CENTER SEAT BACK HINGE

REMOVAL

NOTE: Do not reuse the seat fasteners, always replace with new ones.

(1) Remove the seat back. (Refer to 23 - BODY/SEATS/CENTER ARMREST / SEAT BACK - REMOVAL)

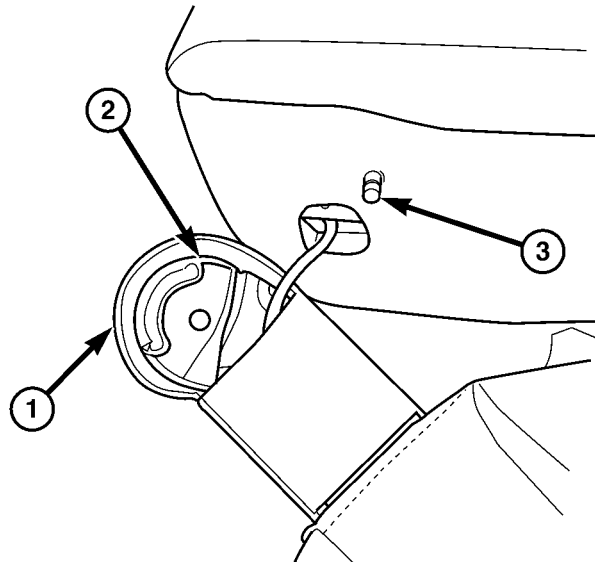
Free Pivot Hinge/Cover

- (1) Disconnect the storage bin cover j-strap and position aside.
- (2) Remove and discard the pivot bolt. (Fig. 7)
- (3) Remove the hinge spacer. (Fig. 8)
- (4) Open the hinge cover flap and remove the wire harness. (Fig. 9)
- (5) Remove the cover from the hinge.

Inertia Hinge

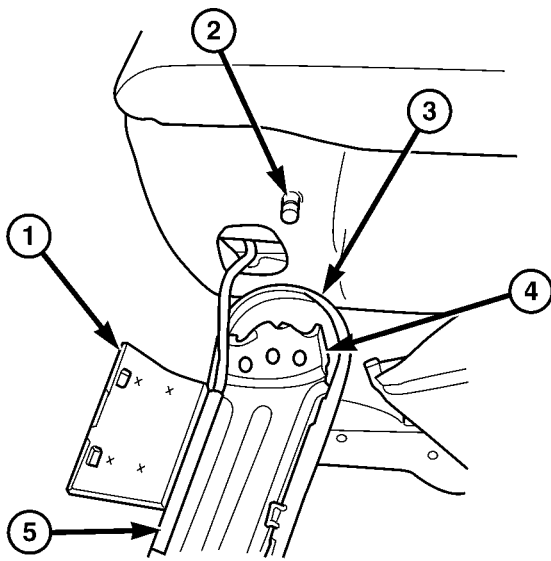
(1) Remove the seat back inertia hinge cover. (Refer to 23 - BODY/SEATS/CENTER SEAT BACK INERTIA HINGE COVER - REMOVAL)

(2) Remove and discard the inertia hinge bolts and remove the hinge. (Fig. 10)

**Fig. 8 PIVOT HINGE SPACER**

- 1 - HINGE COVER
- 2 - SPACER
- 3 - STOP PIN

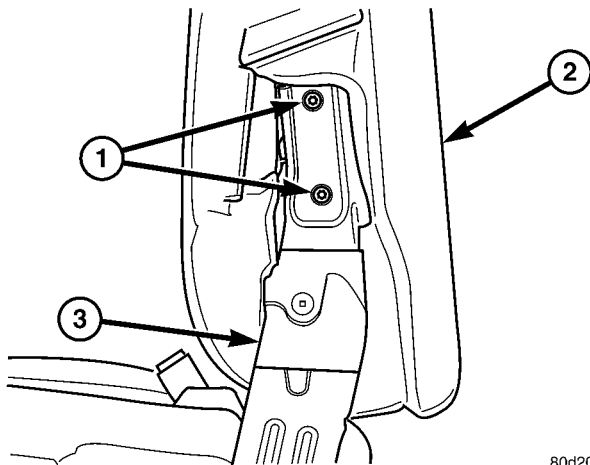
CENTER SEAT BACK HINGE (Continued)



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Fig. 9 PIVOT HINGE COVER

- 1 - HINGE COVER FLAP
- 2 - STOP PIN
- 3 - HINGE COVER
- 4 - HINGE
- 5 - 12V POWER SUPPLY HARNESS



80d2045c

Fig. 10 INERTIA HINGE BOLTS

- 1 - SEAT BACK BOLTS
- 2 - CENTER SEAT BACK
- 3 - INERTIA HINGE

INSTALLATION

NOTE: Do not reuse the seat fasteners, always replace with new ones.

Free Pivot Hinge/Cover

(1) Position the pivot hinge cover over the pivot hinge and install the 12v power supply harness into the channel.

(2) Close the hinge cover flat and position the spacer into place.

(3) Align the stop pin with the spacer and hinge and install the assembly onto the seat back.

(4) Install a new pivot bolt and tighten to 25 N·m (18 ft. lbs.)

Inertia Hinge

(1) Install the inertia hinge onto the center seat back and install new bolts.

(2) Tighten the bolts to 25 N·m (18 ft. lbs.).

(3) Install the seat back inertia hinge covers. (Refer to 23 - BODY/SEATS/CENTER SEAT BACK INERTIA HINGE COVER - INSTALLATION)

(1) Install the center seat back. (Refer to 23 - BODY/SEATS/CENTER ARMREST / SEAT BACK - INSTALLATION)

CENTER SEAT BACK LID**REMOVAL**

(1) Open the center armrest/seat back.

(2) Remove the four screws attaching the hinge to the storage bin and remove the lid.

INSTALLATION

(1) Position the center seat back lid onto the storage bin and install the screws.

CENTER SEAT CUSHION**REMOVAL**

NOTE: Do not reuse the seat fasteners, always replace with new ones.

(1) Open the center seat cushion storage bin.

(2) Position the seat cushion cover aside, remove the hinge bolts and discard. (Fig. 11)

(3) Remove the seat cushion.

INSTALLATION

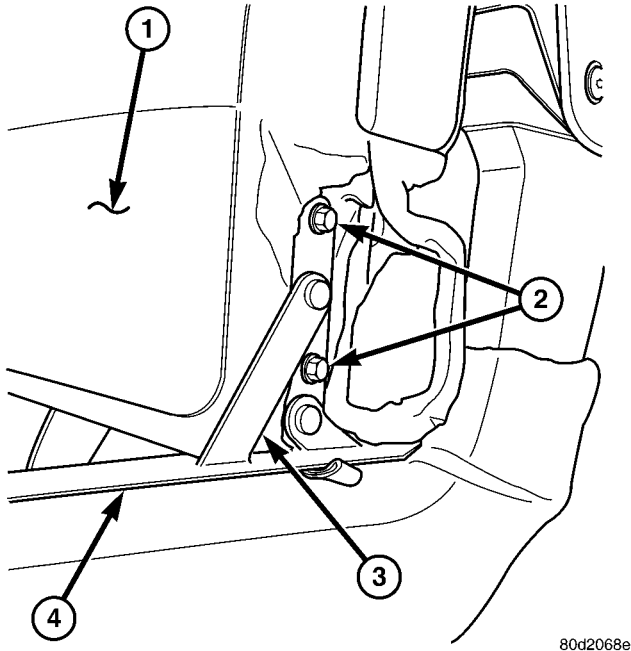
NOTE: Do not reuse the seat fasteners, always replace with new ones.

(1) Position the center seat cushion the hinges and install new bolts.

(2) Tighten the bolts to 20 N·m (15 ft. lbs.).

(3) Position the cushion cover back over the hinges.

CENTER SEAT CUSHION (Continued)

**Fig. 11 CENTER SEAT CUSHION HINGE**

- 1 - CENTER SEAT CUSHION
- 2 - HINGE BOLTS
- 3 - SEAT CUSHION HINGE
- 4 - STORAGE BIN

CENTER SEAT CUSHION COVER

REMOVAL

- (1) Remove the center seat cushion. (Refer to 23 - BODY/SEATS/CENTER SEAT CUSHION - REMOVAL)
- (2) Disconnect the zip strips and remove the cover from the cushion.

INSTALLATION

- (1) Install the cover over the center seat cushion and connect the zip strips.
- (2) Install the center seat. (Refer to 23 - BODY/SEATS/CENTER SEAT - INSTALLATION)

UNDER SEAT STORAGE BIN

REMOVAL

- (1) Remove the center seat cushion. (Refer to 23 - BODY/SEATS/CENTER SEAT CUSHION - REMOVAL)
- (2) Remove the six screws and remove the bin.

INSTALLATION

- (1) Install the bin over the seat cushion hinges and install the six screws.
- (2) Install the center seat cushion. (Refer to 23 - BODY/SEATS/CENTER SEAT CUSHION - INSTALLATION)

UNDER SEAT STORAGE BIN COVERING

REMOVAL

- (1) Remove the under seat storage bin. (Refer to 23 - BODY/SEATS/UNDER SEAT STORAGE BIN - REMOVAL)
- (2) Disconnect the j-straps and remove the cover.

INSTALLATION

- (1) Install the storage bin cover and connect the j-straps.
- (2) Install the under seat storage bin. (Refer to 23 - BODY/SEATS/UNDER SEAT STORAGE BIN - INSTALLATION)

UNDER SEAT STORAGE BIN LATCH

REMOVAL

- (1) Open the under seat storage bin.
- (2) Remove the two screws and remove the latch assembly.

INSTALLATION

- (1) Install the latch assembly and install the screws.

HEADREST

REMOVAL

- (1) Raise the headrest.
- (2) Press the headrest release button and remove the headrest.

INSTALLATION

- (1) Position the headrest.
- (2) Press the release button and install the headrest.

HEADREST SLEEVE

REMOVAL

- (1) Remove the headrest. (Refer to 23 - BODY/SEATS/HEADREST - REMOVAL)
- (2) Grasp the sleeves and pull up and out of the seat back to remove.

INSTALLATION

- (1) Position each headrest sleeve into correct seat back hole and press into place fully.
- (2) Install the headrest. (Refer to 23 - BODY/SEATS/HEADREST - INSTALLATION)

SEAT - FRONT

REMOVAL

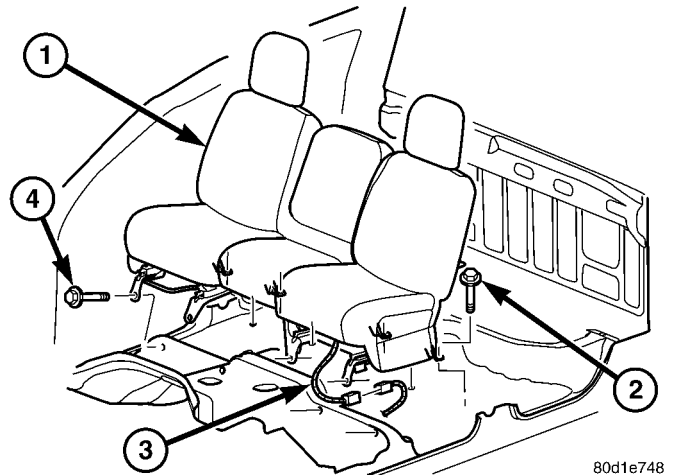
NOTE: Do not reuse the seat fasteners, always replace with new ones.

- (1) Remove and discard the front bolts. (Fig. 12)
- (2) Position the seats forward, remove the rear bolts and discard.
- (3) Disconnect the 12v power supply electrical connector, if equipped. (Fig. 13)
- (4) Fold the seat backs forward and roll the seat assembly back in the vehicle.
- (5) Separate the seat assembly by removing and discarding the three nuts on either the drivers or passengers seat. (Fig. 14)
- (6) Remove each section of the seat assembly from the vehicle.

INSTALLATION

NOTE: Do not reuse the seat fasteners, always replace with new ones.

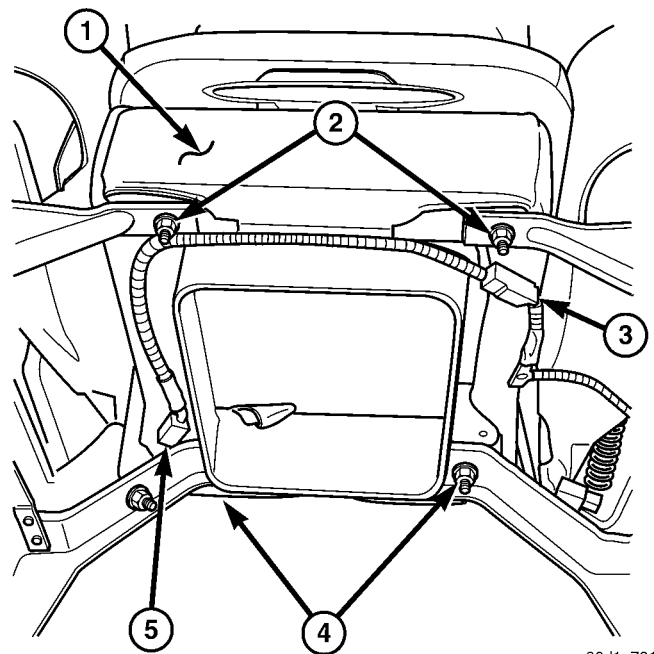
- (1) Position each seat section into the vehicle and tip back.



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Fig. 12 FRONT SEAT ASSEMBLY

- 1 - FRONT SEAT ASSEMBLY
- 2 - REAR BOLTS (4)
- 3 - ELECTRICAL CONNECTOR
- 4 - FRONT BOLTS (4)



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Fig. 13 CENTER SEAT ATTACHMENTS

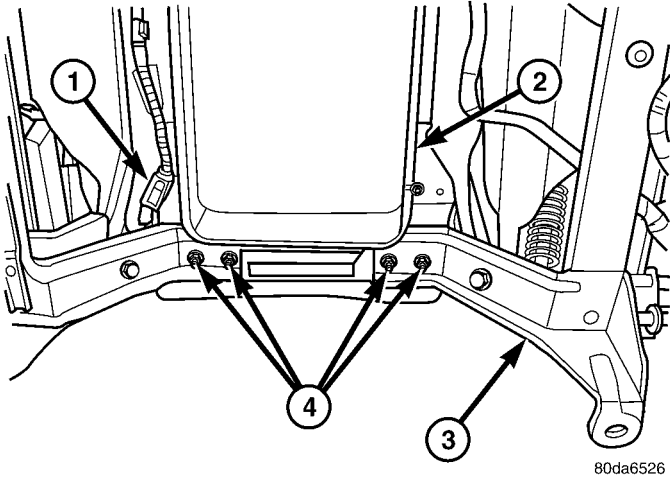
- 1 - CENTER SEAT ASSEMBLY
- 2 - FRONT NUTS (2)
- 3 - POWER SUPPLY ELECTRICAL CONNECTOR
- 4 - REAR NUTS (4)
- 5 - 12V POWER SUPPLY HARNESS

- (2) Install the three nuts attaching the center seat section to the other seat, and tighten to 25 N·m (18 ft. lbs.).

- (3) Roll the seat assembly forward and install new rear bolts.

- (4) Connect the 12v power supply electrical connector.

SEAT - FRONT (Continued)

**Fig. 14 REAR ATTACHMENTS**

- 1 - 12V POWER SUPPLY HARNESS
- 2 - CENTER SEAT STORAGE BIN
- 3 - FRONT SEAT TRACKS
- 4 - REAR NUTS (4)

- (5) Tighten the rear bolts to 40 N·m (30 ft. lbs.).
- (6) Fold the seat backs up and slide the seats to the rear.
- (7) Install new front bolts and tighten to 28 N·m (21 ft. lbs.).

SEAT BACK CUSHION / COVER - FRONT**REMOVAL**

- (1) Remove the front seat. (Refer to 23 - BODY/SEATS/SEAT - FRONT - REMOVAL)
- (2) Remove the headrest sleeves. (Refer to 23 - BODY/SEATS/HEADREST SLEEVE - REMOVAL)
- (3) Unzip the zip strip at the lower end of the seat back and remove the seat back cover and cushion.

INSTALLATION

- (1) Install the seat back cushion and cover onto the seat frame assembly.
- (2) Connect the zip strip at the bottom of the seat back.
- (3) Install the headrest sleeves. (Refer to 23 - BODY/SEATS/HEADREST SLEEVE - INSTALLATION)
- (4) Install the seat. (Refer to 23 - BODY/SEATS/SEAT - FRONT - INSTALLATION)

SEAT CUSHION / COVER - FRONT**REMOVAL**

- (1) Remove the front seat. (Refer to 23 - BODY/SEATS/SEAT - FRONT - REMOVAL)
- (2) Remove the screw and remove the recliner handle.
- (3) Remove the two screws and remove the power seat controls, if equipped, and disconnect the electrical connector.
- (4) Remove the seat track. (Refer to 23 - BODY/SEATS/SEAT TRACK - REMOVAL)
- (5) Disconnect the j-straps and remove the seat cushion and cover.

INSTALLATION

- (1) Position the seat cushion and cover onto the frame assembly and connect the j-straps.
- (2) Install the seat track. (Refer to 23 - BODY/SEATS/SEAT TRACK - INSTALLATION)
- (3) Connect the power seat control switch electrical connector, if equipped.
- (4) Install the power seat control switch and install the two screws, if equipped.
- (5) Install the recliner handle and install the screw.
- (6) Install the front seat. (Refer to 23 - BODY/SEATS/SEAT - FRONT - INSTALLATION)

SEAT TRACK**REMOVAL**

- (1) Remove the front seat. (Refer to 23 - BODY/SEATS/SEAT - FRONT - REMOVAL)
- (2) Disconnect the power lumbar and/or the heated seat electrical connectors, if equipped.
- (3) Remove the four nuts attaching the seat track to the seat and remove the track.

INSTALLATION

- (1) Position the seat track onto the seat and install the four nuts.
- (2) Tighten the four nuts to 25 N·m (18 ft. lbs.).
- (3) Connect the power lumbar and/or heated seat electrical connectors, if equipped.
- (4) Install the seat. (Refer to 23 - BODY/SEATS/SEAT - FRONT - INSTALLATION)

SEAT - REAR

REMOVAL

(1) Remove the load floor. (Refer to 23 - BODY/INTERIOR/LOAD FLOOR - REMOVAL)

(2) Fold the rear seat cushions up and remove the rear bolts. (Fig. 15)

(3) Lift each seat assembly up and disengage the seat back frame hooks from the footmans loops bolted to the rear cab back. (Fig. 16)

(4) Remove the seats from the vehicle.

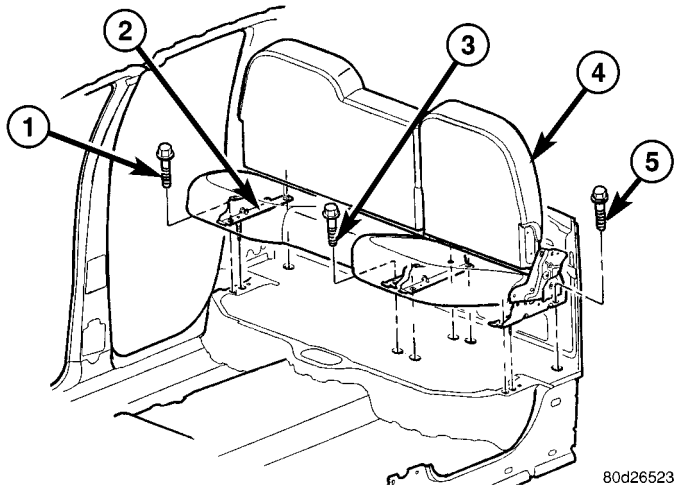


Fig. 15 SEAT ATTACHMENT

- 1 - OUTER BOLTS (2)
- 2 - REAR SEAT ASSEMBLY
- 3 - INNER BOLTS (4)
- 4 - REAR SEAT BACK
- 5 - OUTER BOLTS (2)

INSTALLATION

(1) Install the seats into the vehicle and engage the seat back frame hooks with the footmans loops in the cab back panel.

(2) Install the rear seat bolts and tighten to 40 N·m (30 ft. lbs.).

(3) Install the load floor. (Refer to 23 - BODY/INTERIOR/LOAD FLOOR - INSTALLATION)

SEAT BACK - REAR

REMOVAL

(1) Remove the rear seat. (Refer to 23 - BODY/SEATS/SEAT - REAR - REMOVAL)

(2) Remove the seat back bolts and remove the seat back. (Fig. 17)

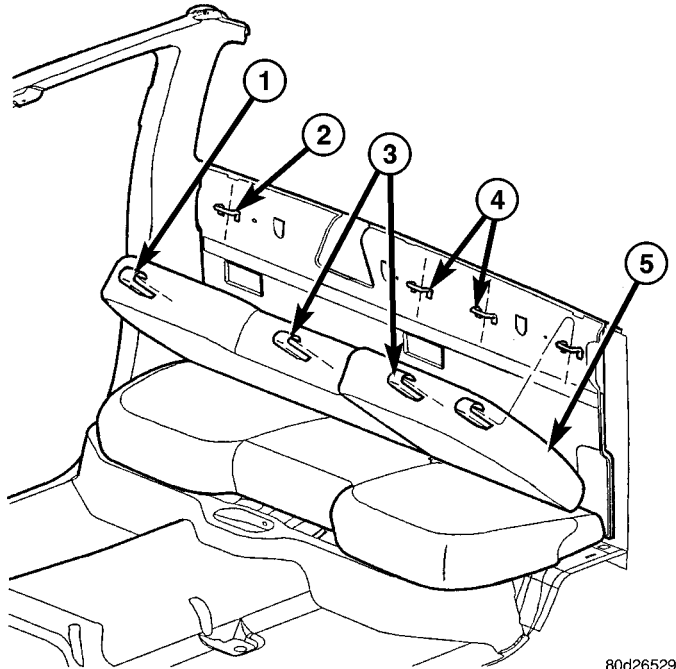


Fig. 16 SEAT BACK ATTACHMENT

- 1 - OUTER SEAT BACK FRAME HOOKS (2)
- 2 - OUTER FOOTMANS LOOP (2)
- 3 - INNER SEAT BACK FRAME HOOKS (2)
- 4 - INNER FOOTMANS LOOP (2)
- 5 - SEAT BACK

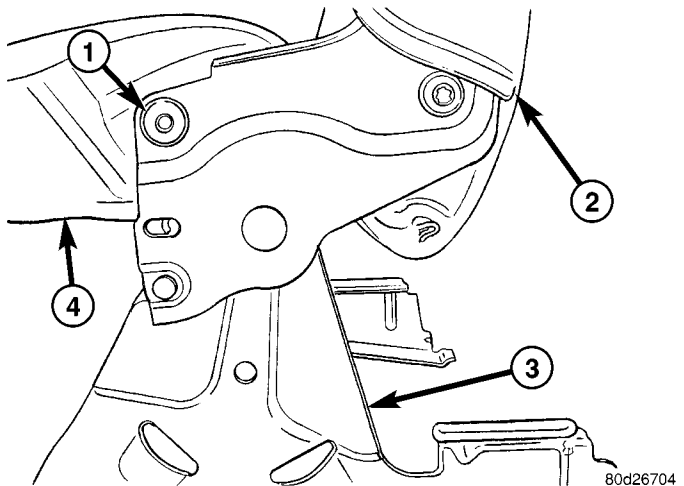


Fig. 17 REAR SEAT HINGE

- 1 - SEAT BACK BOLT (2)
- 2 - SEAT CUSHION
- 3 - SEAT BACK/CUSHION HINGE
- 4 - SEAT BACK

INSTALLATION

(1) Install the seat back and install the bolts.

(2) Tighten the bolts to 25 N·m (18 ft. lbs.).

(3) Install the rear seat. (Refer to 23 - BODY/SEATS/SEAT - REAR - INSTALLATION)

SEAT BACK CUSHION / COVER - REAR

REMOVAL

- (1) Remove the rear seat back. (Refer to 23 - BODY/SEATS/SEAT BACK - REAR - REMOVAL)
- (2) Unzip the zip strip at the bottom of the seat back and remove the cover and cushion.

INSTALLATION

- (1) Install the seat back cushion and cover and connect the zip strip.
- (2) Install the seat back. (Refer to 23 - BODY/SEATS/SEAT BACK - REAR - INSTALLATION)

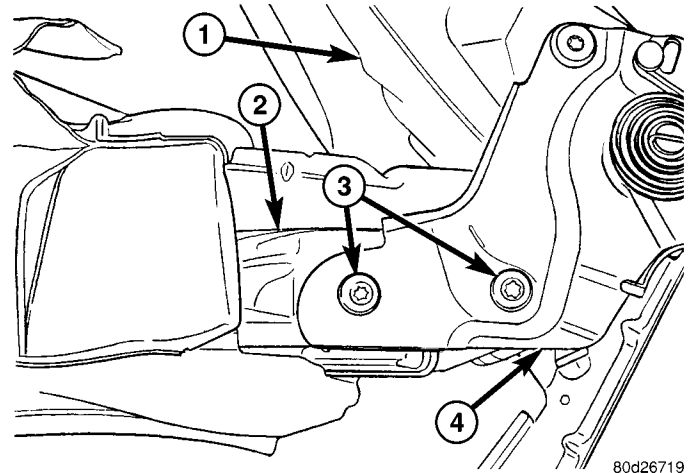


Fig. 18 SEAT CUSHION FRAME ATTACHMENT

- 1 - REAR SEAT BACK
- 2 - REAR SEAT CUSHION FRAME
- 3 - SEAT CUSHION FRAME BOLTS (4)
- 4 - SEAT CUSHION HINGE

SEAT CUSHION / COVER - REAR

REMOVAL

- (1) Remove the rear seat. (Refer to 23 - BODY/SEATS/SEAT - REAR - REMOVAL)
- (2) Remove the screws and remove the grocery bag hooks, if equipped.
- (3) Separate the zip strip at the rear of the seat cushion and remove the cushion and cover.

INSTALLATION

- (1) Install the seat cushion and cover over the cushion frame assembly and connect the zip strip.
- (2) Install the grocery bag hooks and screws, if equipped.
- (3) Install the seat. (Refer to 23 - BODY/SEATS/SEAT - REAR - INSTALLATION)

SEAT CUSHION FRAME - REAR

REMOVAL

- (1) Remove the seat cushion/cover. (Refer to 23 - BODY/SEATS/SEAT CUSHION / COVER - REAR - REMOVAL)
- (2) Remove the bolts and remove the seat cushion frame. (Fig. 18)

INSTALLATION

- (1) Install the seat cushion frame onto the rear seat hinges.
- (2) Install the bolts and tighten to 32 N·m (24 ft. lbs.).
- (3) Install the seat cushion/cover. (Refer to 23 - BODY/SEATS/SEAT CUSHION / COVER - REAR - INSTALLATION)

SEAT BACK REAR - FOOTMANS LOOP BRACKETS

REMOVAL

- (1) Remove the rear seat. (Refer to 23 - BODY/SEATS/SEAT - REAR - REMOVAL)
- (2) Remove bolts and remove the loop. (Fig. 19)

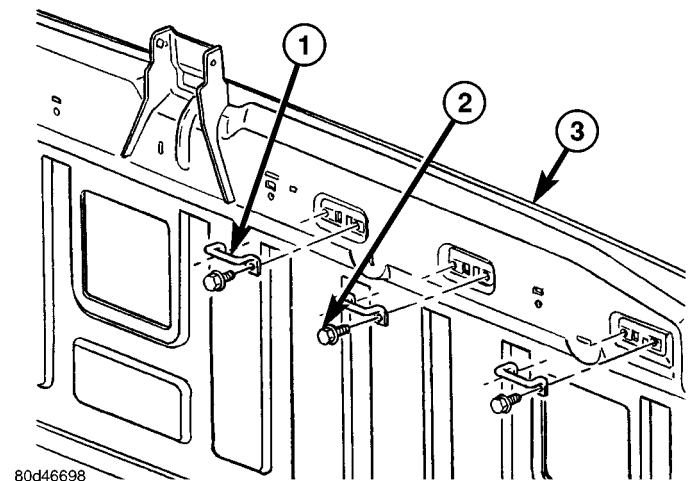


Fig. 19 FOOTMANS LOOP BRACKET

- 1 - FOOTMANS LOOP (4)
- 2 - BOLTS (2 PER LOOP)
- 3 - CAB BACK PANEL

INSTALLATION

- (1) Install the loop and install the bolts.
- (2) Tighten the bolts to 12 N·m (9 ft. lbs.).
- (3) Install the seat. (Refer to 23 - BODY/SEATS/SEAT - REAR - INSTALLATION)

STATIONARY GLASS

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BACKLITE

REMOVAL

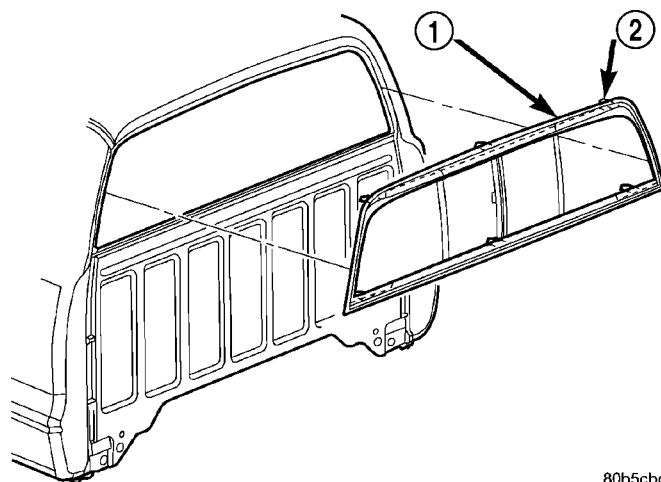
It is difficult to salvage the backlite during the removal operation. The backlite is part of the structural support for the roof. The urethane bonding used to secure the glass to the fence is difficult to cut or clean from any surface. Since the molding is set in urethane, it is unlikely it would be salvaged. Before removing the backlite, check the availability from the parts supplier.

The backlite is attached to the window frame with urethane adhesive. The urethane adhesive is applied cold and seals the surface area between the window opening and the glass. The primer adheres the urethane adhesive to the backlite.

- (1) Roll down door glass.
- (2) Remove headliner. (Refer to 23 - BODY/INTERIOR/HEADLINER - REMOVAL).
- (3) On standard cab models remove the upper b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR UPPER TRIM - REMOVAL)
- (4) On quad cab models remove the upper c-pillar trim. (Refer to 23 - BODY/INTERIOR/C-PILLAR UPPER TRIM - REMOVAL)
- (5) Bend backlite retaining tabs (Fig. 1) inward against glass.
- (6) Disconnect the rear window defogger electrical connector, if equipped.
- (7) Using a suitable pneumatic knife from inside the vehicle, cut urethane holding backlite frame to opening fence.
- (8) Separate glass from vehicle.

INSTALLATION

- (1) Clean urethane adhesive from around backlite opening fence.
- (2) If necessary, apply black-out primer to outer edge of replacement backlite frame.



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Fig. 1 Backlite Tabs

- 1 - BACKLITE
- 2 - TAB

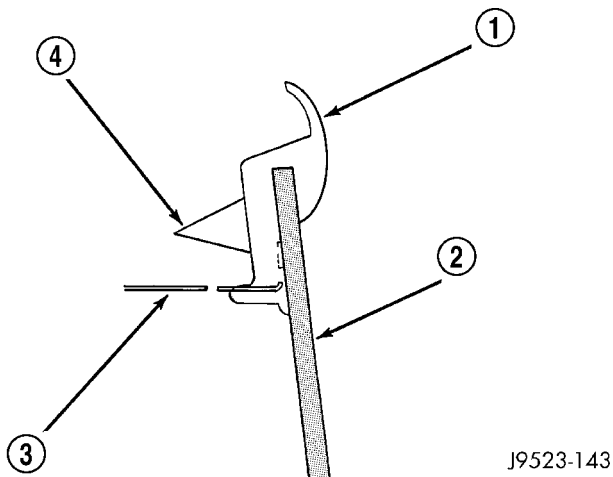
- (3) If black-out primer was pre-applied on backlite, clean bonding surface with Isopropyl alcohol and clean lint free cloth. Allow 3 minutes for drying time.
- (4) Apply black-out primer to backlite opening fence.
- (5) Apply a 13 mm (0.5 in.) bead of urethane around the perimeter of the window frame bonding surface (Fig. 2).
- (6) Set glass on lower fence and move glass forward into opening (Fig. 3).
- (7) Firmly push glass against rear window glass opening fence.
- (8) Bend tabs around edges of backlite opening fence to retain glass.
- (9) Clean excess urethane from exterior with MOPAR®, Super Clean or equivalent.
- (10) Allow urethane to cure at least 24 hours (full cure is 72 hours).
- (11) Water test to verify repair before returning vehicle to service.
- (12) Connect the rear window defogger electrical connector, if equipped.

BACKLITE (Continued)

(13) On standard cab models, install the upper b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR UPPER TRIM - INSTALLATION)

(14) On quad cab models, install the upper c-pillar trim. (Refer to 23 - BODY/INTERIOR/C-PILLAR UPPER TRIM - INSTALLATION)

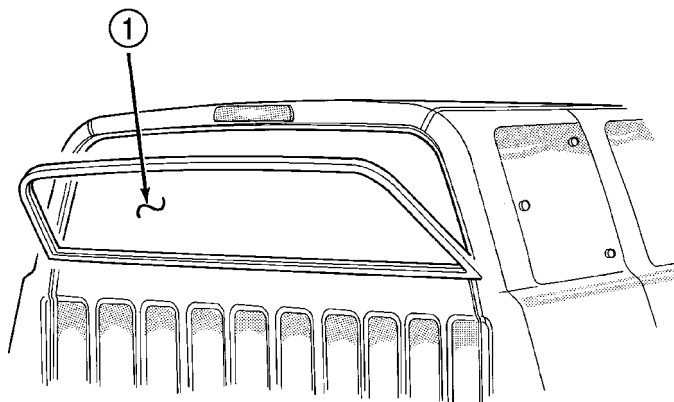
(15) Install the headliner. (Refer to 23 - BODY/INTERIOR/HEADLINER - INSTALLATION).



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Fig. 2 Urethane Adhesive Application

- 1 - WINDOW FRAME
- 2 - GLASS
- 3 - RETAINER TAB
- 4 - URETHANE ADHESIVE



J9523-133

Fig. 3 Backlite Installation

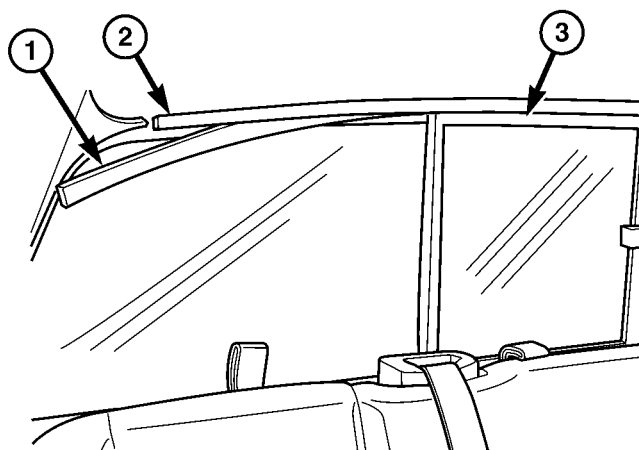
- 1 - BACKLITE

BACKLITE VENT GLASS**REMOVAL**

(1) Slide the upper run channel out of the window frame. (Fig. 4)

(2) Slide the vent glass upward to remove from the lower window frame.

(3) Lower the glass out of the upper window frame and remove.



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Fig. 4 UPPER GLASS RUN CHANNEL

- 1 - GLASS RUN CHANNEL
- 2 - VENT GLASS FRAME
- 3 - VENT GLASS

INSTALLATION

(1) Slide the vent glass upper edge into window frame and insert the lower edge into the lower molding.

(2) Position the upper run channel into the window frame and slide it into place.

(3) Verify vent glass operation.

WINDSHIELD

WARNING

WINDSHIELD 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 PINCH WELD (FENCE) PRIMER PROVIDED BY THE ADHESIVE MANUFACTURER. IF NOT, STRUCTURAL INTEGRITY COULD BE COMPROMISED.

- DAIMLERCHRYSLER DOES NOT RECOMMEND GLASS ADHESIVE BY BRAND. TECHNICIANS SHOULD REVIEW PRODUCT LABELS AND TECHNICAL DATA SHEETS, AND USE ONLY ADHESIVES THAT THEIR MANUFACTURES WARRANT WILL RESTORE A VEHICLE TO THE REQUIREMENTS OF FMVSS 212. TECHNICIANS SHOULD ALSO INSURE THAT PRIMERS AND CLEANERS ARE COMPATIBLE WITH THE PARTICULAR ADHESIVE USED.

- 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.

REMOVAL

(1) Remove inside rear view mirror. (Refer to 23 - BODY/INTERIOR/REAR VIEW MIRROR - REMOVAL).

(2) Remove cowl grill. (Refer to 23 - BODY/EXTERIOR/COWL GRILLE - REMOVAL).

(3) Remove the a-pillar weatherstrip retainer. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/A-PILLAR WEATHERSTRIP RETAINER - REMOVAL)

(4) Remove the a-pillar trim panels. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM - REMOVAL)

(5) Remove the headliner and from the inside of the vehicle, cut the upper urethane bonding from around windshield upper edge using a suitable sharp cold knife (C-4849). A pneumatic cutting device can be used but is not recommended. (Refer to 23 - BODY/INTERIOR/HEADLINER - REMOVAL)

(6) From the outside of the vehicle, cut urethane bonding from the remaining sides of the windshield using a suitable sharp cold knife (C-4849). A pneumatic cutting device can be used but is not recommended.

(7) Separate windshield from vehicle.

INSTALLATION

WARNING: Allow the urethane at least 24 hours to cure before returning the vehicle to use.

CAUTION: Roll down the left and right front door glass and open the rear glass slider (if available) before installing windshield to avoid pressurizing the passenger compartment if a door is slammed before urethane is cured. Water leaks can result.

The windshield fence should be cleaned of most of its old urethane bonding material. A small amount of old urethane, approximately 1-2 mm in height, should remain on the fence. Do not grind off or completely remove all old urethane from the fence, the paint finish and bonding strength will be adversely affected.

(1) Place replacement windshield into windshield opening and position glass in the center of the opening against the support spacers. Mark the outside surface of the glass at the support spacers with a grease pencil or pieces of masking tape and ink pen to use as a reference for installation. Remove replacement windshield from windshield opening (Fig. 5).

(2) 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. 6).

(3) Clean inside of windshield with MOPAR Glass Cleaner and lint-free cloth.

WINDSHIELD (Continued)

(4) Apply clear glass primer 25 mm (1 in.) wide around perimeter of windshield and wipe with a new clean and dry lint-free cloth.

(5) Apply black-out primer onto the glass using the windshield molding as a guide. The primer should be 15 mm (5/8 in.) wide on the top and sides of the glass and 25 mm (1 in.) on the bottom of windshield. Allow at least three minutes drying time.

(6) Locate **new** support spacers on support brackets and adjust to lowest height. (Fig. 5)

(7) Position seven new foam spacers on the inside surface of the windshield, flush with the lower and side edges. (Fig. 7)

(8) Position three new foam spacers on the inside surface of the windshield, at a minimum distance of 3 mm (0.12 in.) from the top edge of the windshield. (Fig. 7)

(9) Apply a 13 mm (1/2 in.) high and 10 mm (3/8 in.) wide bead of urethane around the perimeter of windshield. At the top, apply the bead 7 mm (1/4 in.) inboard from the glass edge. On the other three sides apply the bead 14 mm (0.55 in.) inboard from the glass edge. The urethane bead should be shaped in a triangular cross-section, this can be achieved by notching the tip of the applicator (Fig. 8).

(10) Install the a-pillar trim. (Refer to 23 - BODY/INTERIOR/A-PILLAR TRIM - INSTALLATION)

(11) With the aid of a helper, position the windshield over the windshield opening. Align the reference marks at the bottom of the windshield to the support spacers.

(12) Slowly lower windshield glass to the fence opening guiding the lower corners into proper position. Beginning at the bottom and continuing to the top, push glass onto fence along the A-Pillars. Push windshield inward to the fence at the bottom corners (Fig. 9).

(13) Push windshield upward, setting the windshield to roof gap to 1.5 mm (0.06 in.) to 3 mm (0.12 in.) and ratchet up the adjustable support brackets.

(14) Using clean water, lightly mist the support spacers.

(15) Clean excess urethane from exterior with MOPAR® Super Clean or equivalent.

(16) Install cowl grill. (Refer to 23 - BODY/EXTERIOR/COWL GRILLE - INSTALLATION).

(17) Install rear view mirror support bracket. (Refer to 23 - BODY/INTERIOR/REAR VIEW MIRROR - INSTALLATION).

(18) Install rear view mirror. (Refer to 23 - BODY/INTERIOR/REAR VIEW MIRROR - INSTALLATION).

(19) Install the a-pillar weatherstrip retainer. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/A-PILLAR WEATHERSTRIP RETAINER - INSTALLATION)

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

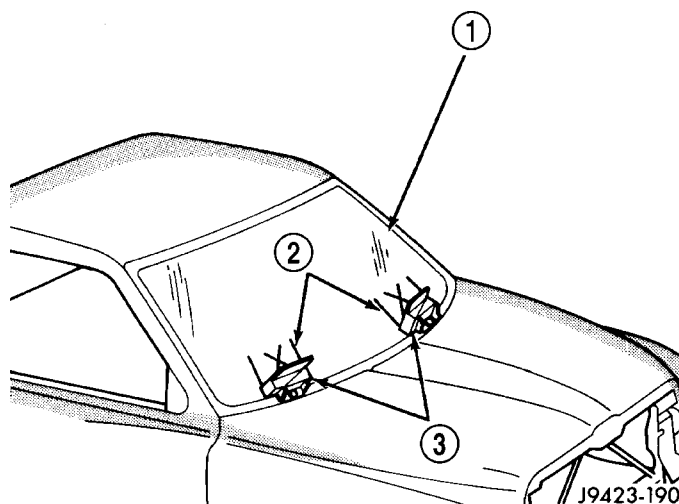


Fig. 5 CENTER WINDSHIELD AND MARK AT SUPPORT

- 1 - WINDSHIELD
- 2 - INDEX MARKS
- 3 - SUPPORT SPACERS

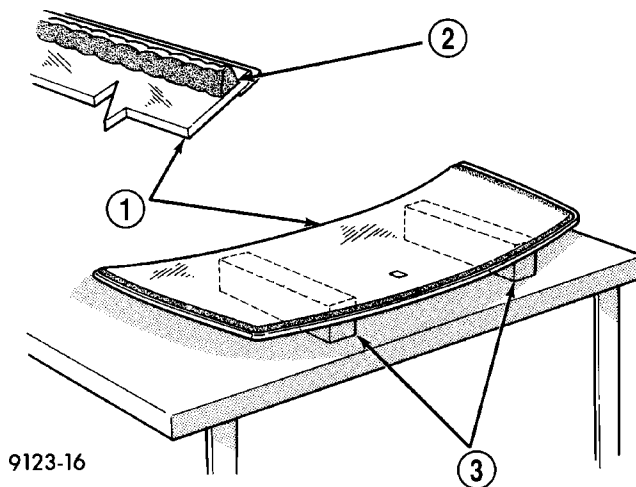
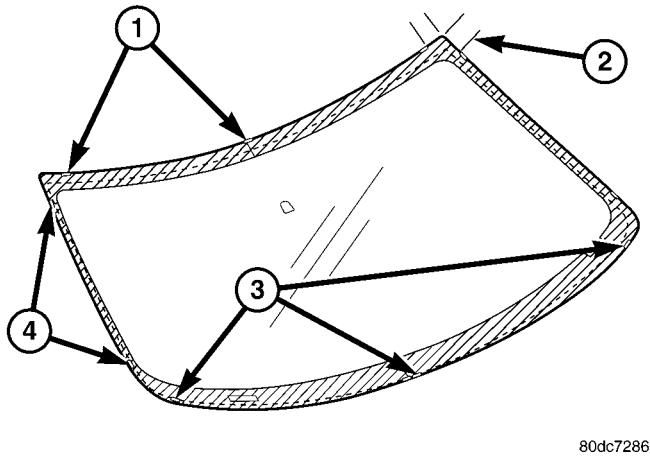


Fig. 6 WORK SURFACE SET UP

- 1 - WINDSHIELD AND MOLDINGS
- 2 - URETHANE BEAD AROUND GLASS 7mm (0.3 in.) FROM EDGE
- 3 - BLOCKS

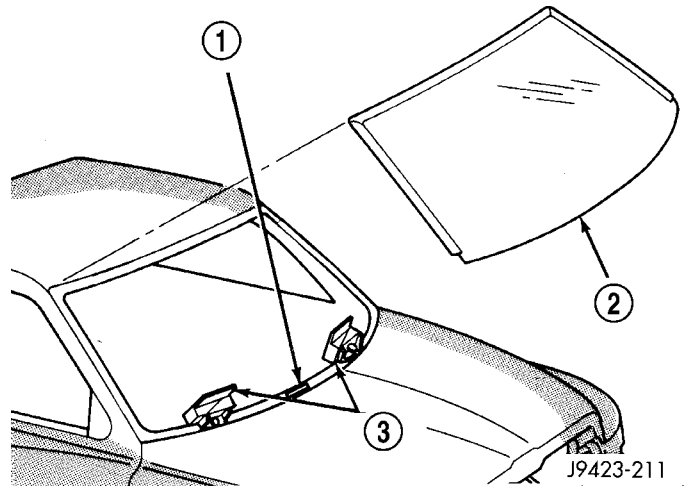
WINDSHIELD (Continued)



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Fig. 7 WINDSHIELD FOAM SUPPORT SPACERS

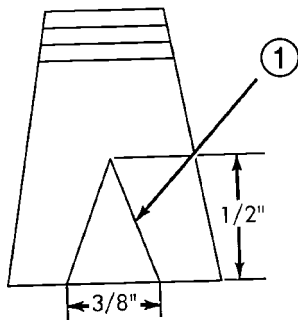
- 1 - UPPER FOAM SPACERS (3)
- 2 - SPACER LOCATION 75 MM (2.95 IN)
- 3 - LOWER FOAM SPACERS (3)
- 4 - SIDE FOAM SPACERS (4)



J9423-211

Fig. 9 LOWER WINDSHIELD INTO POSITION

- 1 - COMPRESSION SPACER
- 2 - WINDSHIELD
- 3 - ADJUSTABLE SUPPORT SPACERS



J9423-212

Fig. 8 APPLICATOR TIP

- 1 - APPLICATOR TIP

WEATHERSTRIP/SEALS

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A-PILLAR WEATHERSTRIP RETAINER

REMOVAL

(1) Remove the drip rail weatherstrip retainer. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/DRIP RAIL WEATHERSTRIP - REMOVAL)

(2) Remove the five screws and remove the weatherstrip retainer. (Fig. 1)

INSTALLATION

(1) Install the weatherstrip retainer and install the screws.

(2) Install the drip rail weatherstrip retainer. (Refer to 23 - BODY/WEATHERSTRIP/SEALS/DRIP RAIL WEATHERSTRIP - INSTALLATION)

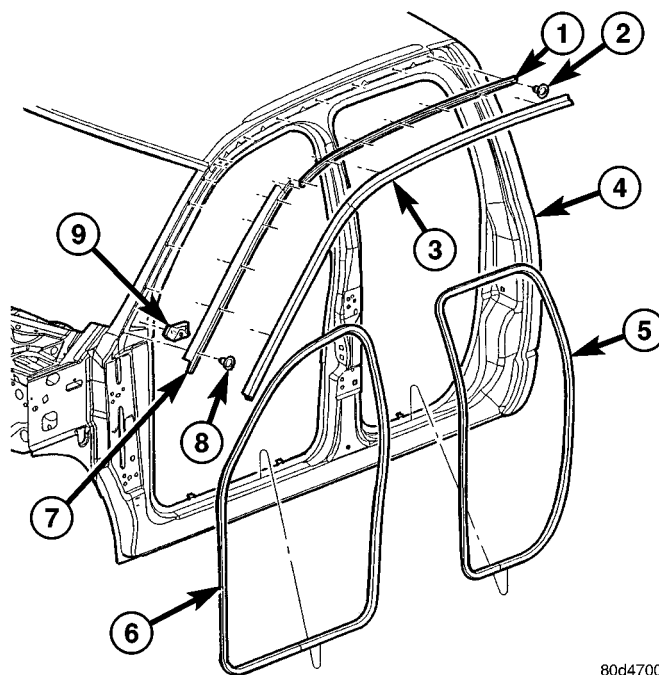
DRIP RAIL WEATHERSTRIP

REMOVAL

(1) Open the doors and separate the weatherstrip from the drip rail and a-pillar retainers. (Fig. 1)

INSTALLATION

(1) Position the weatherstrip onto the drip rail and a-pillar retainers and seat fully.



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Fig. 1 DOOR OPENING WEATHERSTRIPS/SEALS

- 1 - DRIP RAIL WEATHERSTRIP RETAINER
- 2 - SCREWS (7)
- 3 - DRIP RAIL WEATHERSTRIP
- 4 - CAB
- 5 - REAR DOOR OPENING SEAL
- 6 - FRONT DOOR OPENING SEAL
- 7 - A-PILLAR WEATHERSTRIP RETAINER
- 8 - SCREWS (5)
- 9 - CORNER SEAL

DOOR OPENING SEAL

REMOVAL

FRONT DOOR SEAL

(1) Remove the cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - REMOVAL)

(2) Remove the lower b-pillar trim panel. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - REMOVAL)

(3) Separate the door opening seal from the door opening flange. (Fig. 1)

REAR DOOR SEAL

(1) Remove the lower b-pillar trim panel. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - REMOVAL)

(2) Remove the lower c-pillar trim. (Refer to 23 - BODY/INTERIOR/C-PILLAR TRIM - REMOVAL)

(3) Separate the door opening seal from the door opening flange. (Fig. 1)

INSTALLATION

FRONT DOOR SEAL

(1) Position the seal to the bottom of the door opening, with bulb facing outboard, starting the installation at the center of the lower flange. Press the seal onto the sill flange and work around the perimeter of the door opening until fully seated. Work in one direction, smoothing the seal to avoid puckers or wrinkles.

(2) Install the lower b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - INSTALLATION)

(3) Install the cowl trim panel. (Refer to 23 - BODY/INTERIOR/COWL TRIM - INSTALLATION)

(4) When installing a new weatherstrip on the front door opening, remove the tear strip starting at the splice and moving around the front of the door to the back of the opening.

REAR DOOR SEAL

(1) Position the seal to the bottom of the door opening, with bulb facing outboard, starting the installation at the center of the lower flange. Press the seal onto the sill flange and work around the perimeter of the door opening until fully seated. Work in one direction, smoothing the seal to avoid puckers or wrinkles.

(2) Install the lower c-pillar trim. (Refer to 23 - BODY/INTERIOR/C-PILLAR TRIM - INSTALLATION)

(3) Install the lower b-pillar trim. (Refer to 23 - BODY/INTERIOR/B-PILLAR LOWER TRIM - INSTALLATION)

(4) When installing a new weatherstrip on the rear door opening, remove the tear strip starting at the splice and moving around the back of the door to the front of the opening.

DRIP RAIL WEATHERSTRIP RETAINER

REMOVAL

(1) Separate the drip rail weatherstrip from the weatherstrip retainer. (Fig. 1)

(2) Remove the seven screws and remove the retainer.

INSTALLATION

(1) Install the weatherstrip retainer and install the seven screws.

(2) Position the weatherstrip over the retainer flange and seat fully.

FRONT DOOR GLASS RUN WEATHERSTRIP

REMOVAL

(1) Remove the door glass. (Refer to 23 - BODY/DOOR - FRONT/DOOR GLASS - REMOVAL)

(2) Separate the weatherstrip out of the door frame and remove through the window opening. (Fig. 2)

INSTALLATION

NOTE: A mixture of soap and water may be used to aid installation of the weatherstrip into the corners.

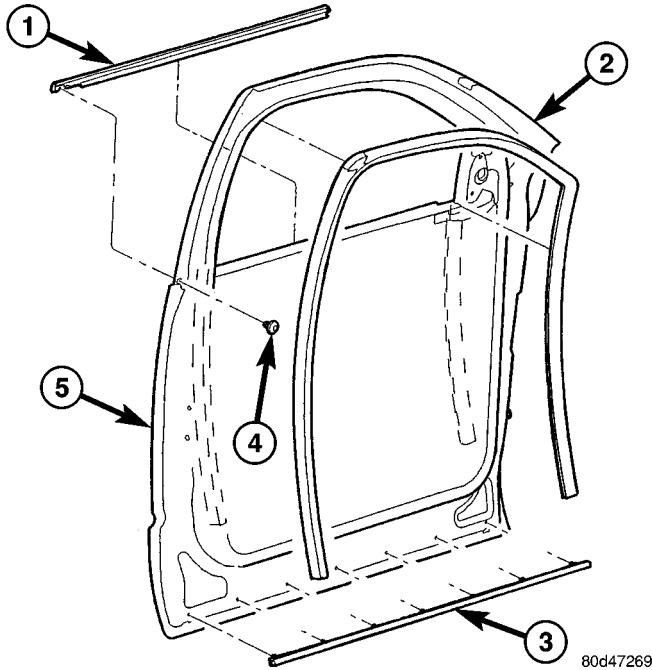
(1) Position the glass run weatherstrip into the door through the window opening.

(2) Position the weatherstrip into the upper corners and seat firmly.

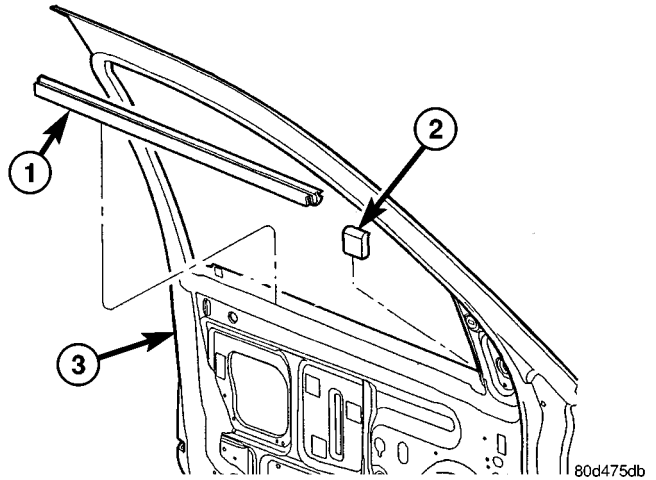
(3) From back to front, seat the weatherstrip between the corners and then down the sides firmly

(4) Install the door glass. (Refer to 23 - BODY/DOOR - FRONT/DOOR GLASS - INSTALLATION)

FRONT DOOR GLASS RUN WEATHERSTRIP (Continued)

**Fig. 2 FRONT DOOR GLASS SEALS**

- 1 - OUTER BELT MOLDING
- 2 - FRONT DOOR GLASS RUN WEATHERSTRIP
- 3 - LOWER DOOR SEAL
- 4 - SCREW
- 5 - FRONT DOOR

**Fig. 3 INNER BELT MOLDING**

- 1 - BELT MOLDING
- 2 - CORNER SEAL
- 3 - FRONT DOOR

INSTALLATION

(1) Position the belt molding and seat onto the mounting flange fully.

(2) Install the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - INSTALLATION)

FRONT DOOR OUTER BELT MOLDING**REMOVAL**

(1) Remove the screw and separate the belt molding from the door flange from the back to the front. (Fig. 2)

INSTALLATION

(1) Position the belt molding onto the door flange and seat fully.

(2) Install the screw.

FRONT DOOR INNER BELT MOLDING**REMOVAL**

(1) Remove the door trim panel. (Refer to 23 - BODY/DOOR - FRONT/TRIM PANEL - REMOVAL)

(2) Separate the belt molding from the mounting flange from the back to the front. (Fig. 3)

REAR DOOR GLASS RUN WEATHERSTRIP**REMOVAL**

(1) Lower the glass.

(2) Separate the weatherstrip out of the door frame and remove through the window opening. (Fig. 4)

INSTALLATION

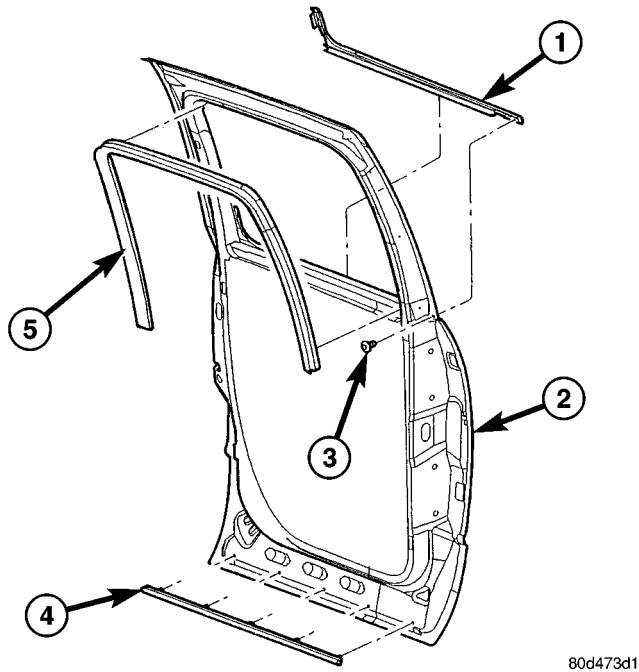
NOTE: A mixture of soap and water may be used to aid installation of the weatherstrip into the corners.

(1) Position the glass run weatherstrip into the door through the window opening.

(2) Position the weatherstrip into the upper corners and seat firmly.

(3) From back to front, seat the weatherstrip between the corners and then down the sides firmly.

REAR DOOR GLASS RUN WEATHERSTRIP (Continued)

**Fig. 4 REAR DOOR GLASS SEALS**

- 1 - OUTER BELT MOLDING
- 2 - REAR DOOR
- 3 - SCREW
- 4 - LOWER DOOR SEAL
- 5 - GLASS RUN WEATHERSTRIP

REAR DOOR OUTER BELT MOLDING

REMOVAL

(1) Remove the screw and separate the belt molding from the door flange from the back to the front. (Fig. 4)

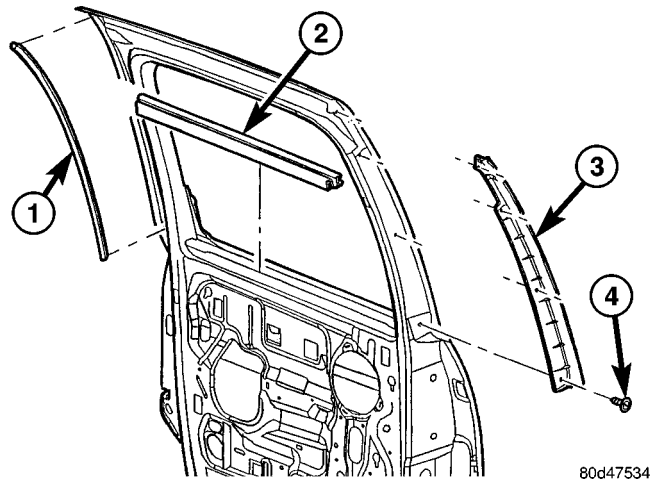
INSTALLATION

- (1) Position the belt molding onto the door flange and seat fully.
- (2) Install the screw.

REAR DOOR INNER BELT MOLDING

REMOVAL

- (1) Remove the door trim panel. (Refer to 23 - BODY/DOORS - REAR/TRIM PANEL - REMOVAL)
- (2) Separate the belt molding from the mounting flange from the back to the front. (Fig. 5)

**Fig. 5 REAR DOOR INNER SEALS**

- 1 - REAR SECONDARY SEAL
- 2 - INNER BELT MOLDING
- 3 - FRONT SECONDARY SEAL
- 4 - SCREWS

INSTALLATION

- (1) Position the belt molding and seat onto the mounting flange fully.
- (2) Install the door trim panel. (Refer to 23 - BODY/DOORS - REAR/TRIM PANEL - INSTALLATION)

BODY STRUCTURE

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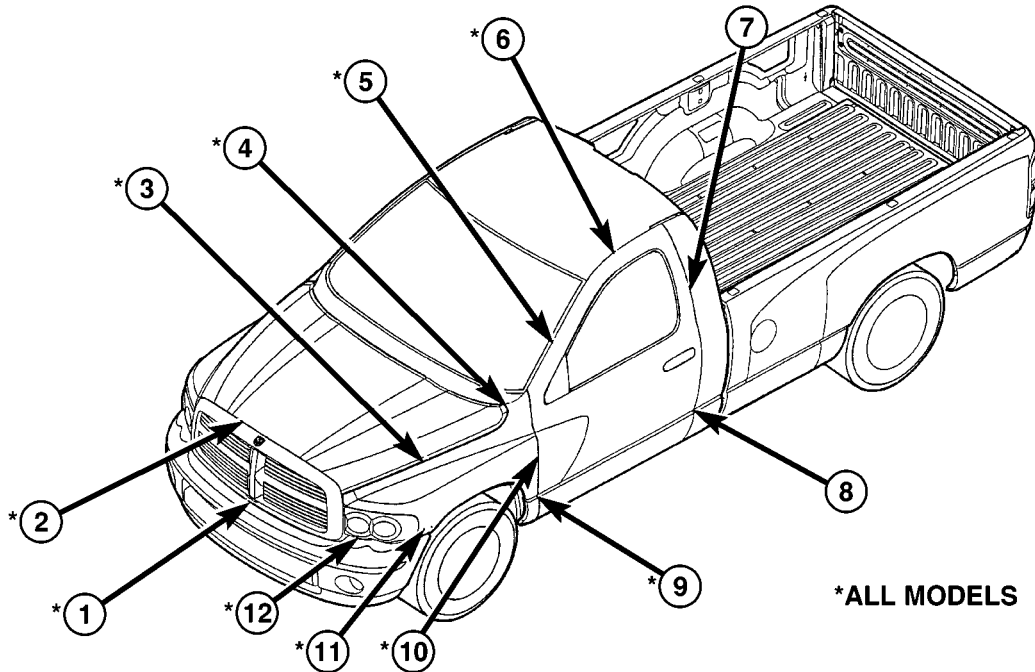
GAP AND FLUSH

SPECIFICATIONS

GAP & FLUSH DIMENSIONS INDEX

DESCRIPTION	FIGURE
STANDARD CAB	1
QUAD CAB	2
PICKUP BOX	3

GAP AND FLUSH (Continued)



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Fig. 1 GAP & FLUSH - STANDARD CAB

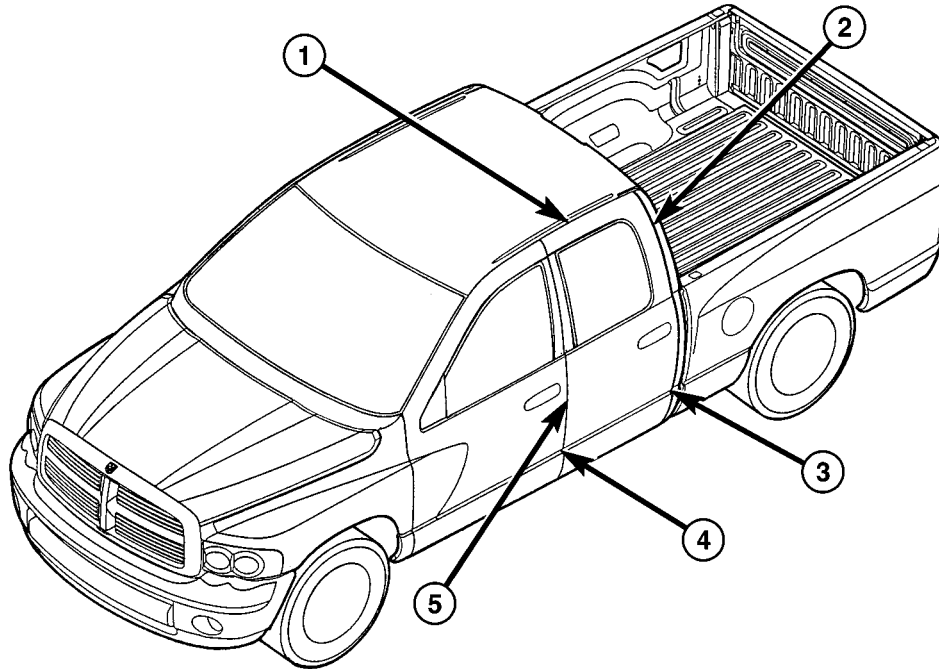
O/F = Over Flush
U/F = Under Flush

NOTE:
All measurements are in mm.

DIMENSION	DESCRIPTION	GAP	FLUSH
*1	Bumper to grille	19.0 ± 3.0	—
*2	Hood to grille	1.5 ± 1.0 Parallel within 2.0	U/F 0.75 ± 1.75
*3	Fender to hood	6.0 ± 2.0 Parallel within 1.0	U/F 3.2 ± 1.5 (Underflush from front of hood to start of hockey stick area only)
*4	Fender to hood (Up/Down surface only)	6.0 ± 1.5 Parallel within 1.0	0.0 ± 1.5
*5	Front door to windshield	—	O/F 20.5 ± 1.5 (Base of windshield) O/F 9.0 ± 1.5 (Top of windshield)
*6	Roof to front door	—	U/F 6.0 ± 1.5 Parallel within 1.5
7	Quarter to front door	5.0 ± 1.5 Parallel within 1.0	0.0 ± 1.5
8	Front door to quarter character line alignment	—	Up/Down 0.0 ± 1.5
*9	Front door to fender character line alignment	—	Up/Down 0.0 ± 1.5
*10	Front door to fender	5.0 ± 1.5 Parallel within 1.0	0.0 ± 1.5
*11	Bumper to fender	19.0 ± 3.0 Parallel within 3.0	O/F 5.0 ± 5.0 (SLT) O/F 14.0 ± 5.0 (SPORT)
*12	Bumper to headlamp	19.0 ± 4.0	—

* ALL MODELS

GAP AND FLUSH (Continued)



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Fig. 2 GAP & FLUSH - QUAD CAB

NOTE:

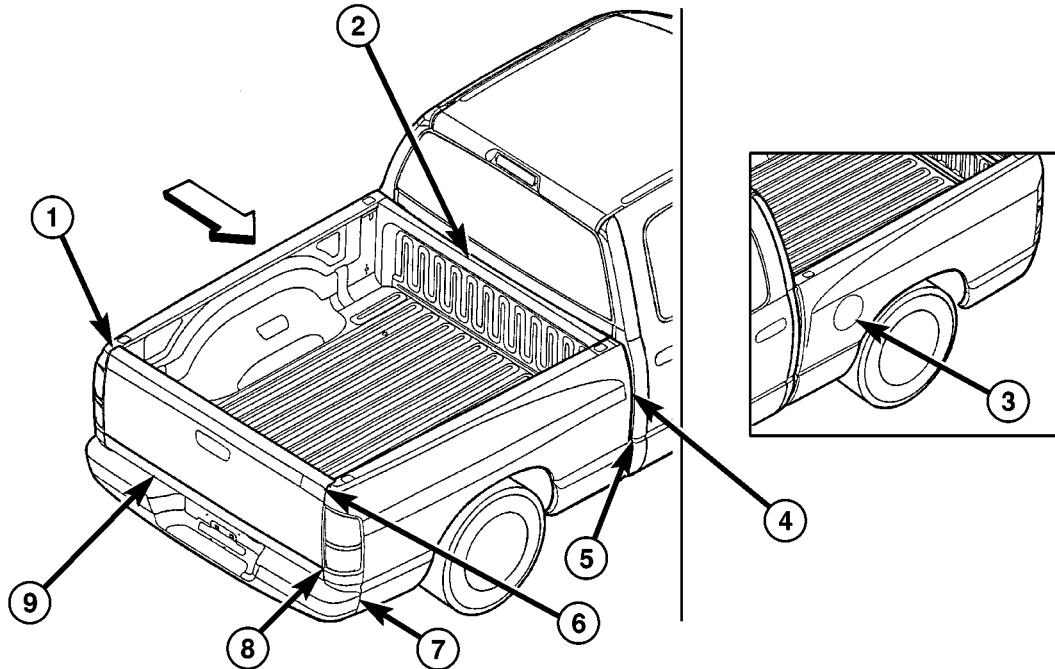
All measurements are in mm.

O/F = Over Flush

U/F = Under Flush

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Roof to rear door	—	U/F 6.0 ± 1.5 Parallel within 1.5
2	Quarter to rear door	5.0 ± 1.5 Parallel within 2.0	0.0 ± 1.5
3	Rear door to quarter character line alignment	—	Up/Down 0.0 ± 1.5
4	Rear door to front door character line alignment	—	Up/Down 0.0 ± 1.5
5	Rear door to front door	5.0 ± 1.5 Parallel within 2.0	0.0 ± 1.5

GAP AND FLUSH (Continued)



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Fig. 3 GAP & FLUSH - PICKUP BOX

NOTE:

All measurements are in mm.

O/F = Over Flush

U/F = Under Flush

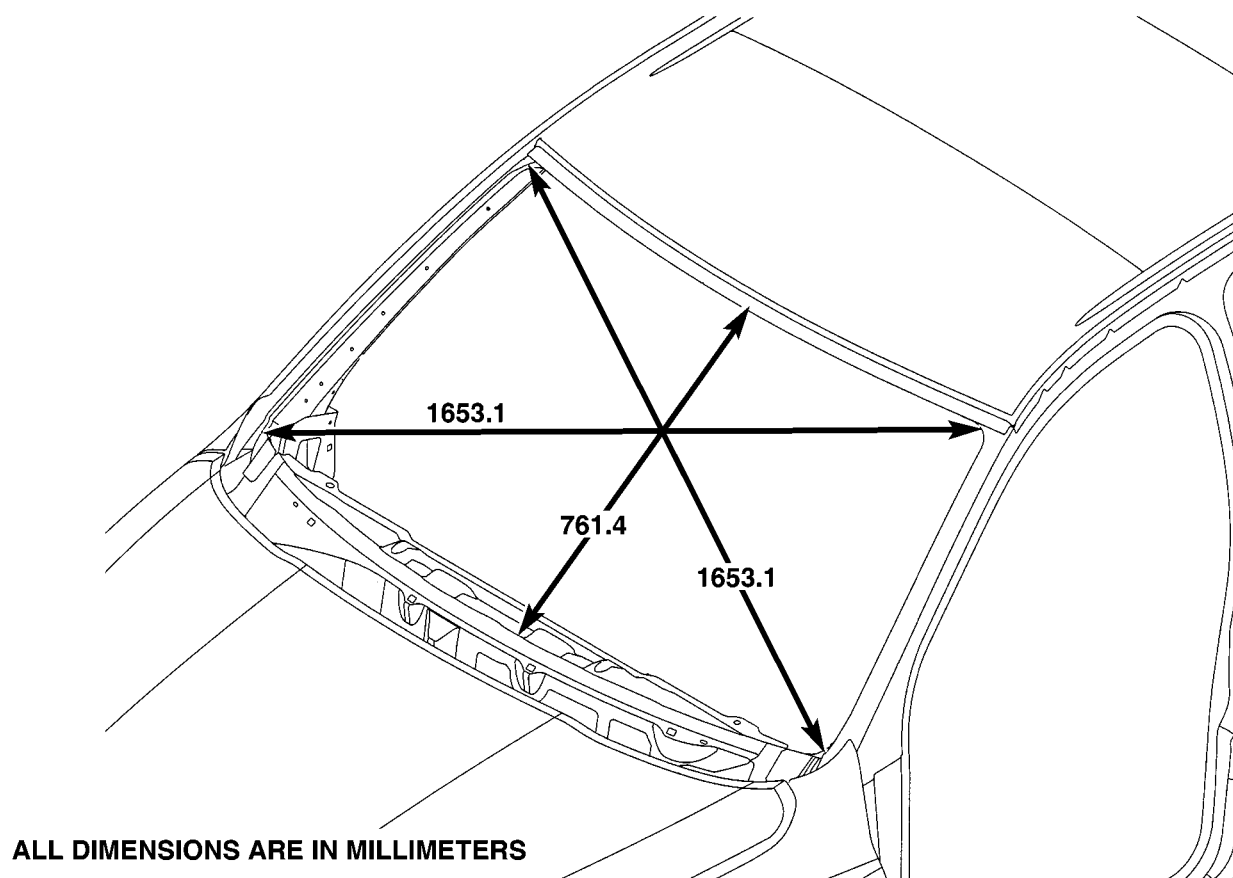
DIMENSION	DESCRIPTION	GAP	FLUSH
1	Tailgate to outer box (Up/Down surface only)	—	0.0 ± 1.5 Parallel within 1.0
2	Cab Back to box front	31.0 ± 5.0 Parallel within 3.0	—
3	Fuel door to outer box	5.0 ± 1.5 Parallel within 1.0	0.0 ± 1.5
4	Cab to box side	31.0 ± 5.0 Parallel within 3.0	4.0 ± 2.5 (Standard Cab) O/F 5.0 ± 2.5 (Quad Cab)
5	Cab to box character line alignment	—	Up/Down 0.0 ± 3.0
6	Tailgate to outer box	5.0 ± 2.0 Parallel within 1.0	U/F 1.5 ± 1.5
7	Bumper to outer box	24.75 ± 5.0 (F/A) 23.75 ± 5.0 (C/C) Parallel within 5.0	—
8	Tailgate to outer box character line adjustment	—	Up/Down 0.0 ± 1.5
9	Bumper to tailgate	30.25 ± 3.0 Parallel within 4.0	—

OPENING DIMENSIONS

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DIMENSIONS

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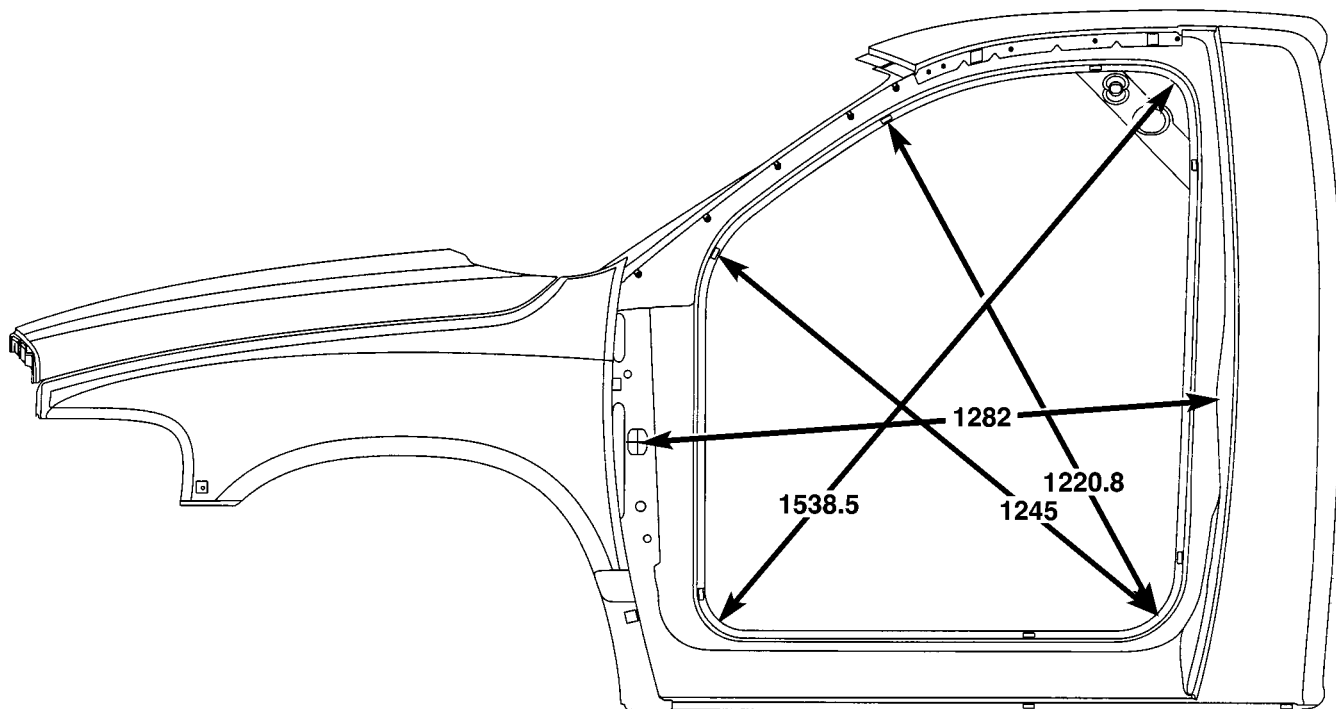
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DOOR OPENINGS - QUAD CAB	6
REAR WINDOW OPENING	7
ENGINE COMPARTMENT/FRONT STRUCTURE	8



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Fig. 4 WINDSHIELD OPENING

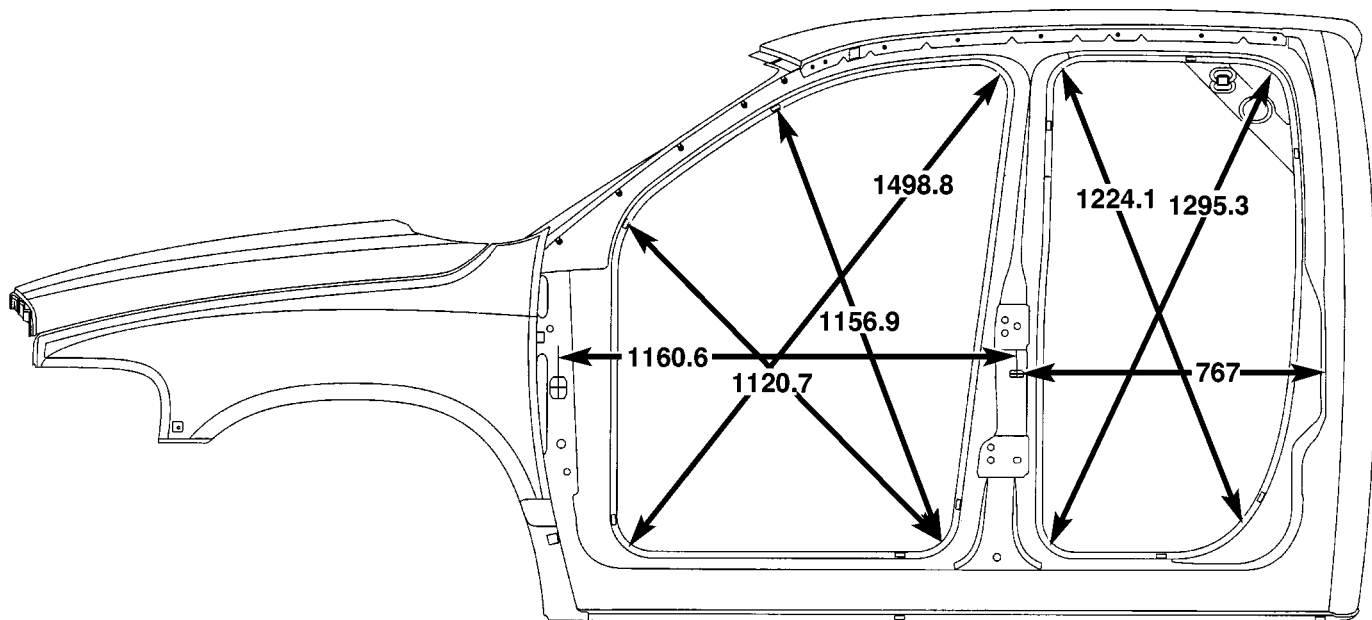
OPENING DIMENSIONS (Continued)



ALL DIMENSIONS ARE IN MILLIMETERS

Fig. 5 DOOR OPENING - STANDARD CAB

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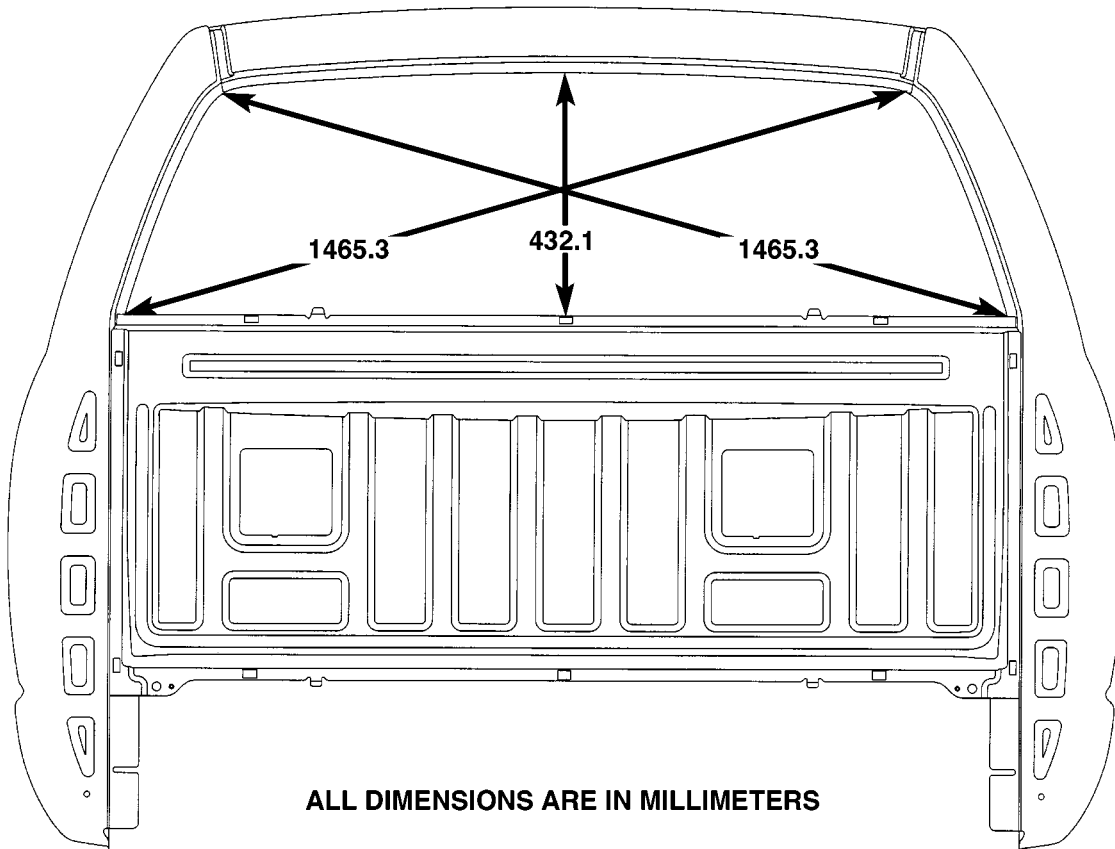


ALL DIMENSIONS ARE IN MILLIMETERS

Fig. 6 DOOR OPENINGS - QUAD CAB

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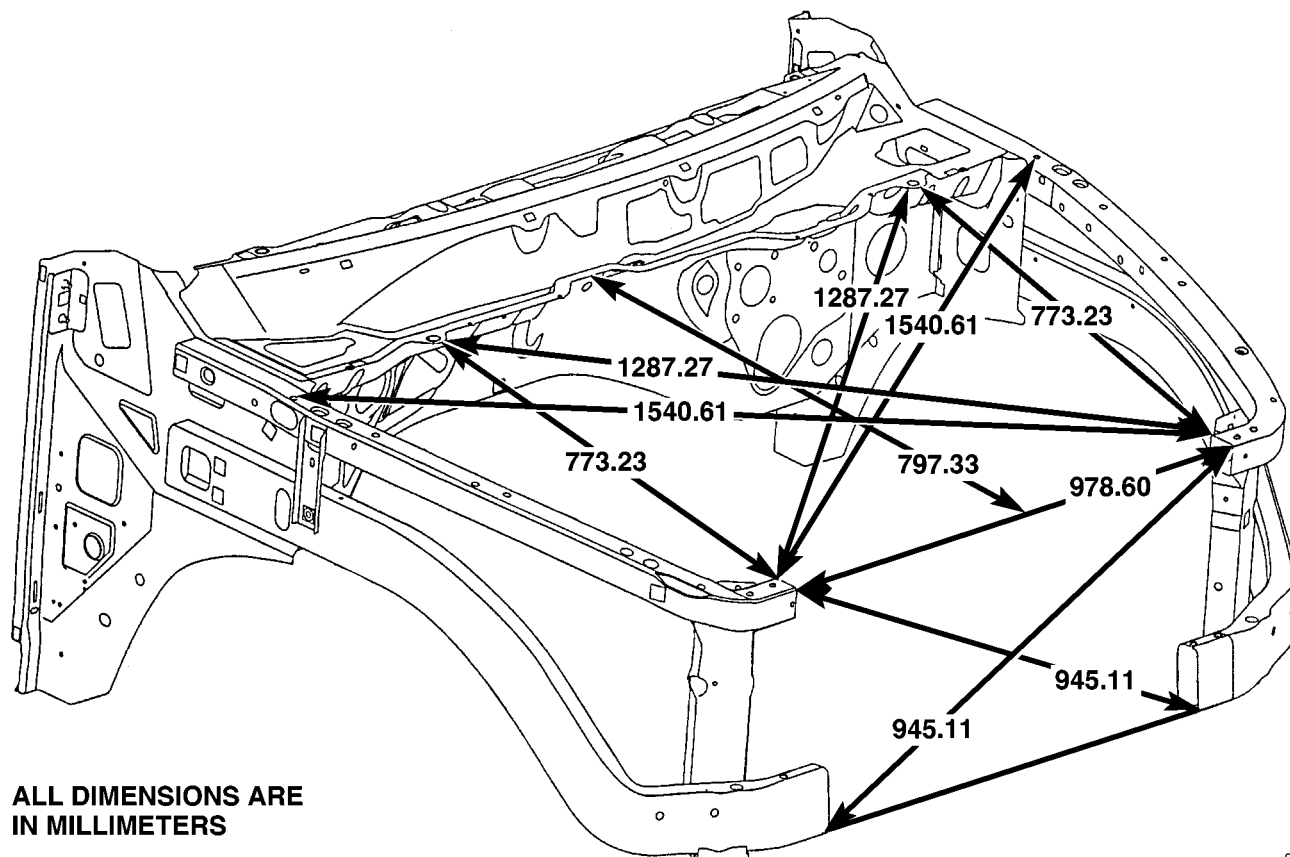
OPENING DIMENSIONS (Continued)



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Fig. 7 REAR WINDOW OPENING

OPENING DIMENSIONS (Continued)

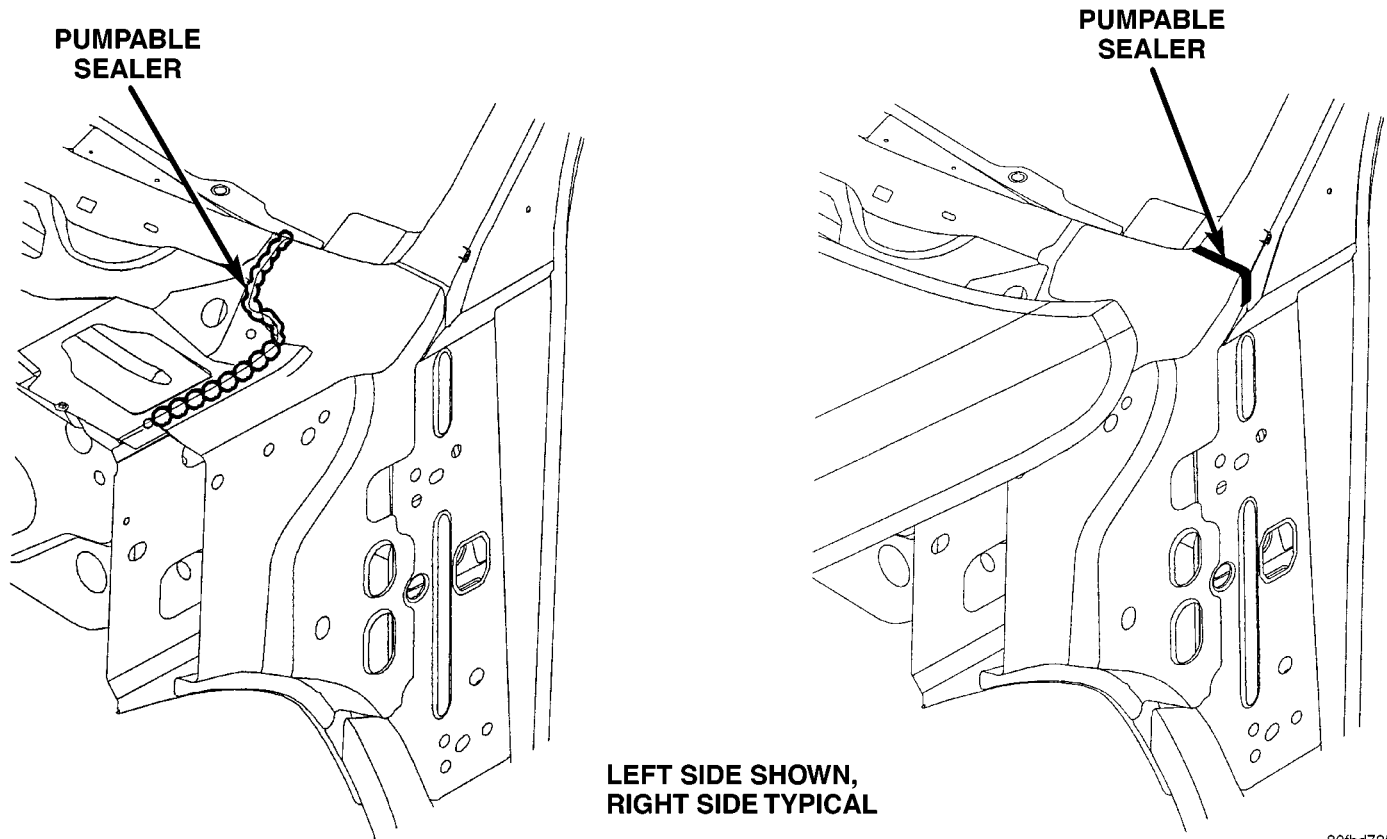


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Fig. 8 ENGINE COMPARTMENT/FRONT STRUCTURE

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PICKUP BOX	18



80fbd725

Fig. 9 LOWER WINDSHIELD PILLAR

SEALER LOCATIONS (Continued)

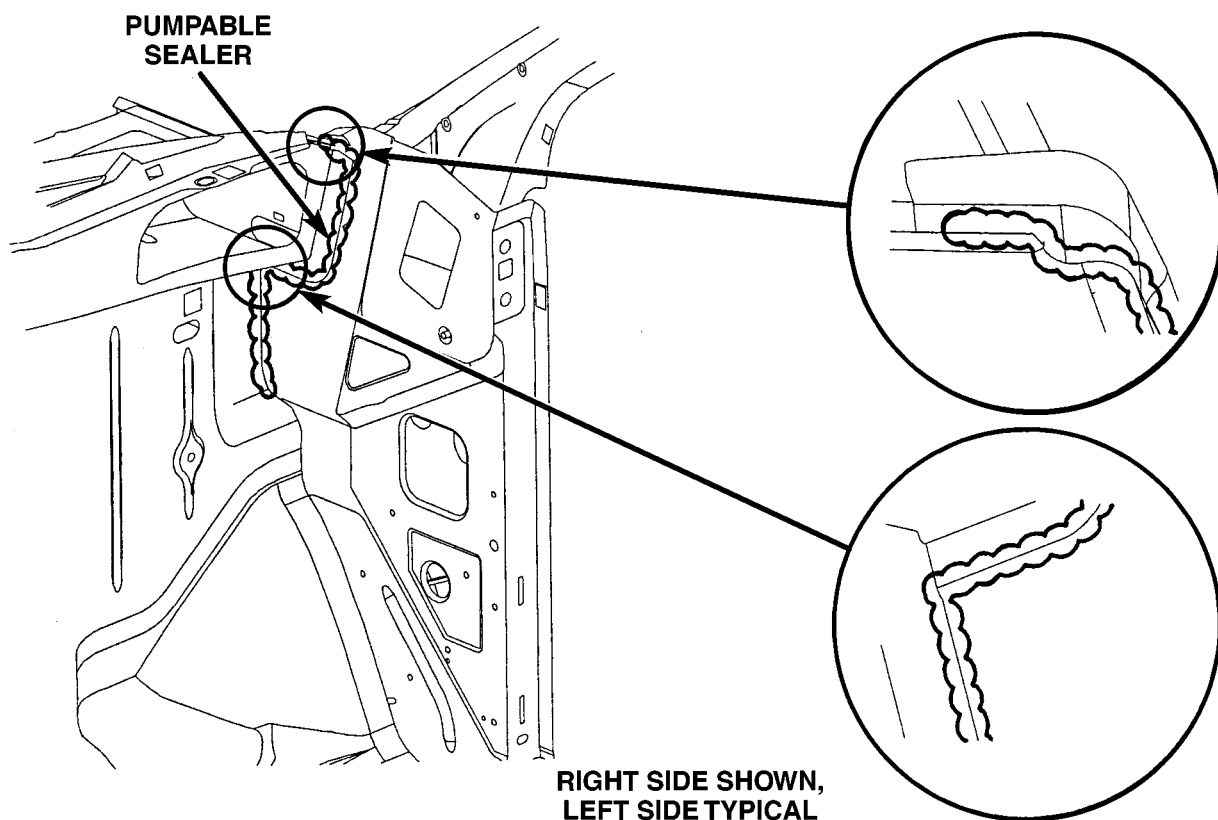
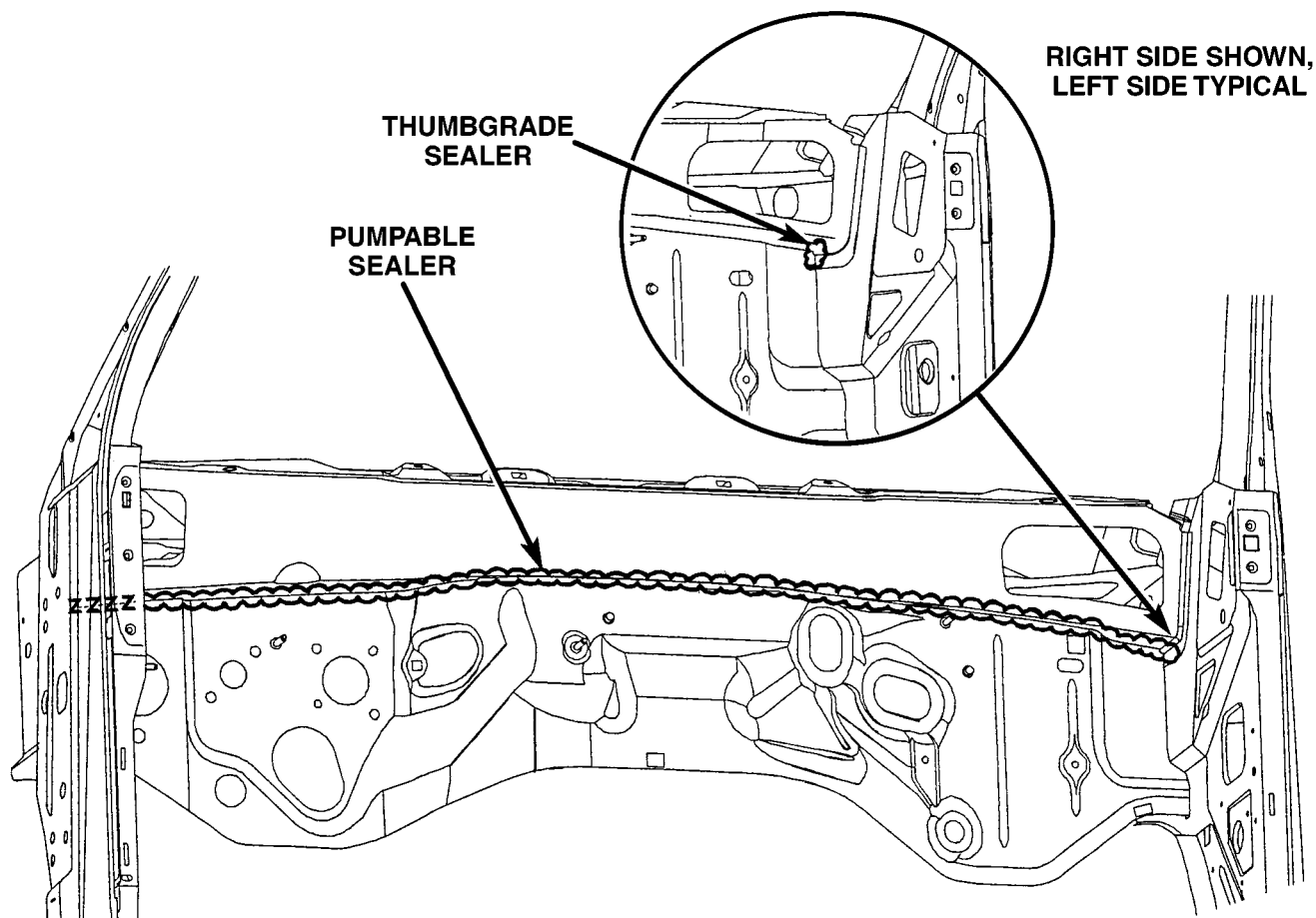
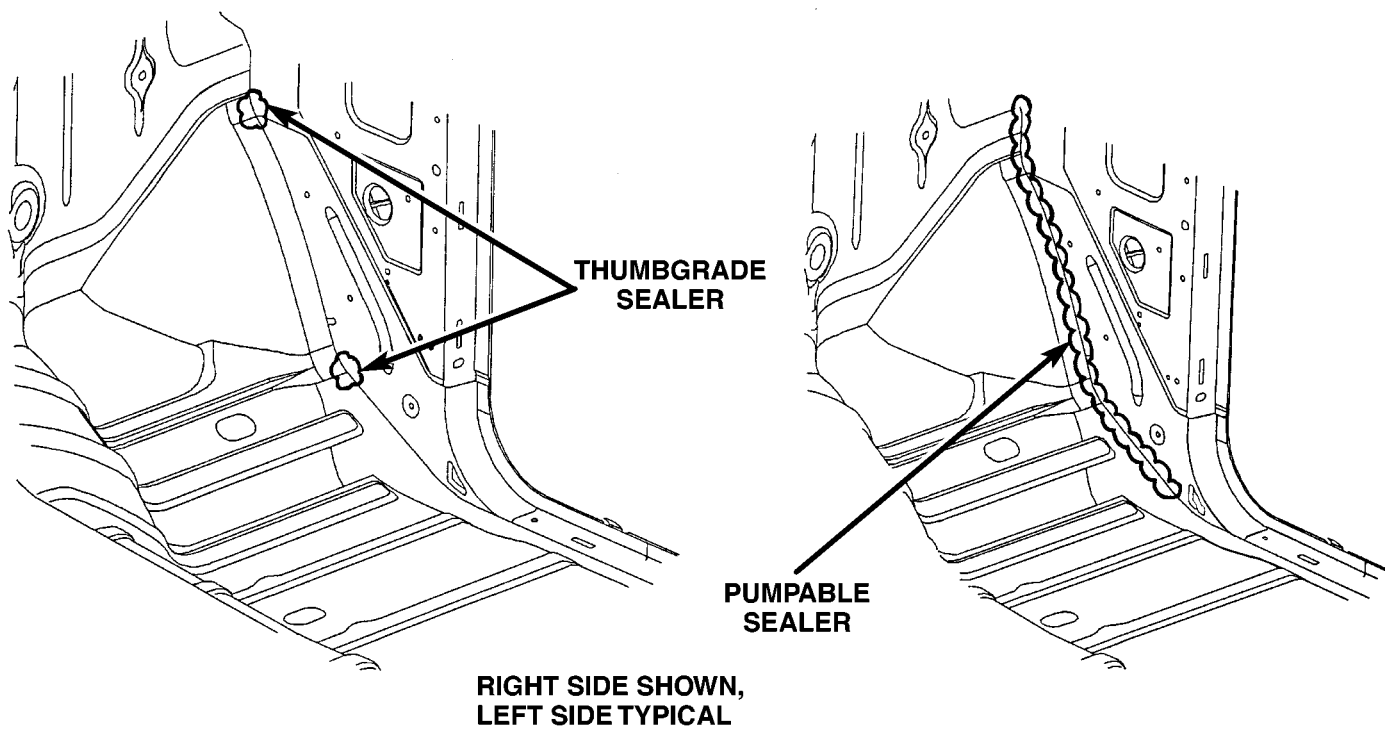


Fig. 10 DASH PANEL

SEALER LOCATIONS (Continued)



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Fig. 11 LOWER DASH PANEL

SEALER LOCATIONS (Continued)

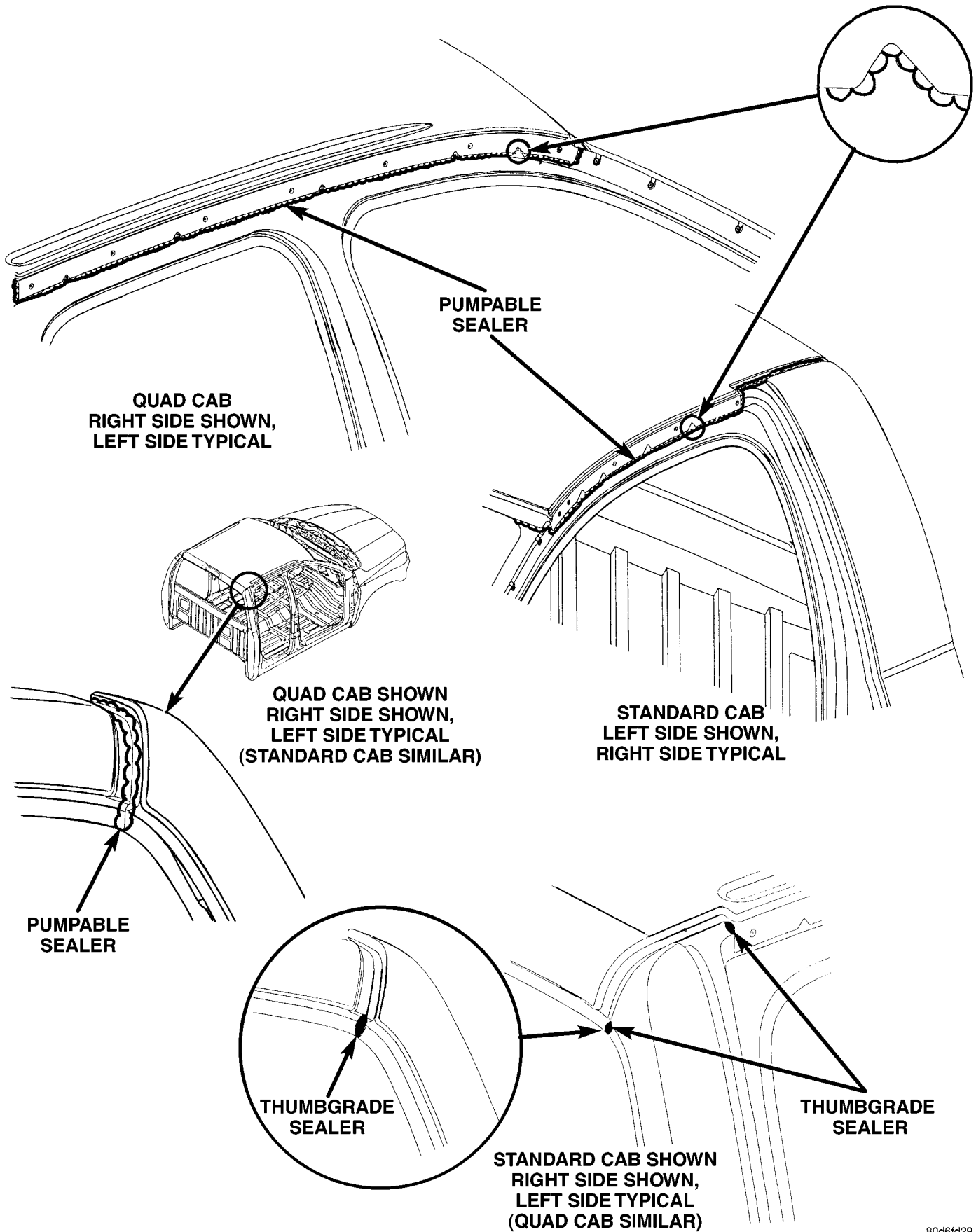


Fig. 12 ROOF PANEL

SEALER LOCATIONS (Continued)

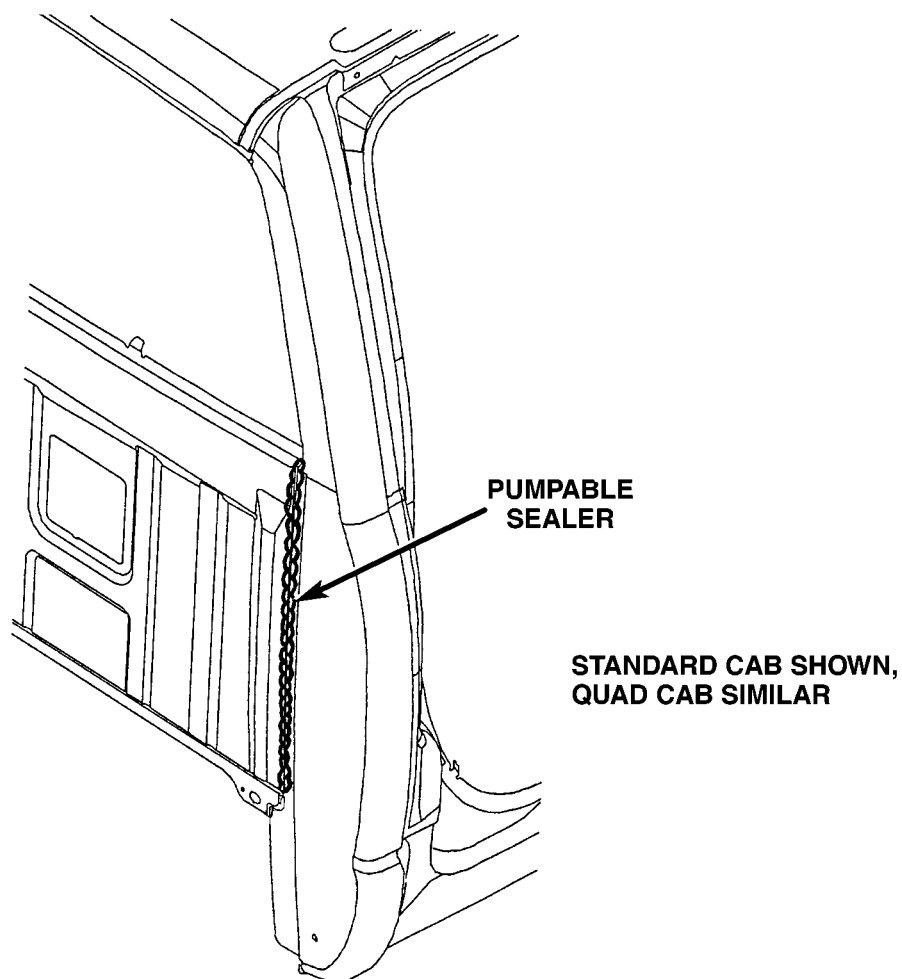
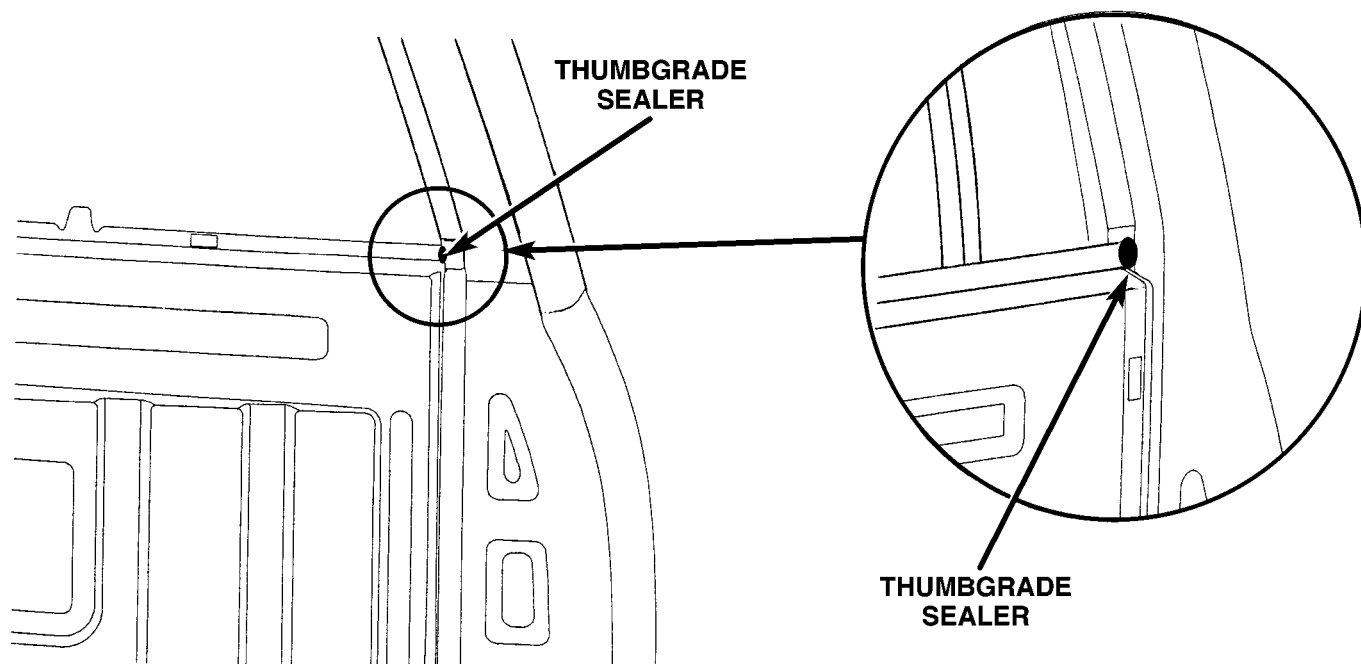
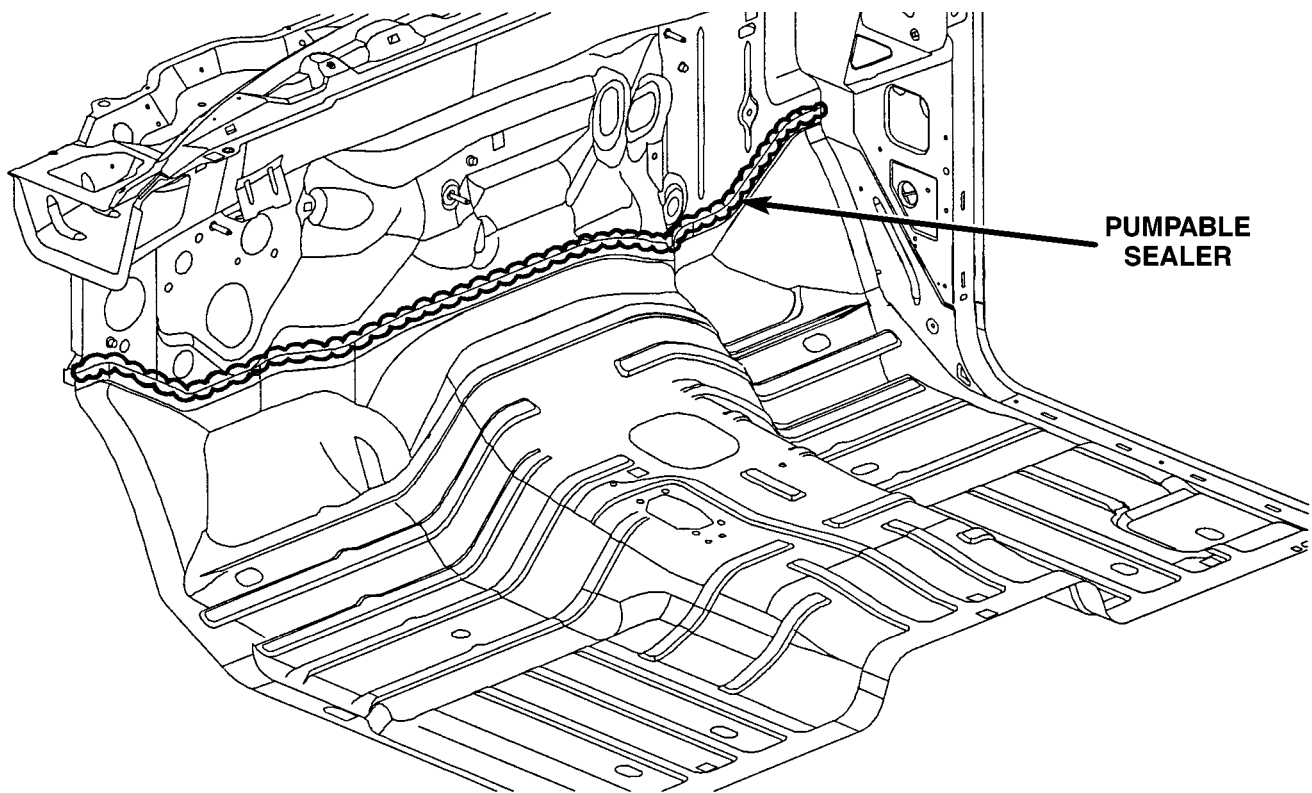


Fig. 13 CAB BACK PANEL

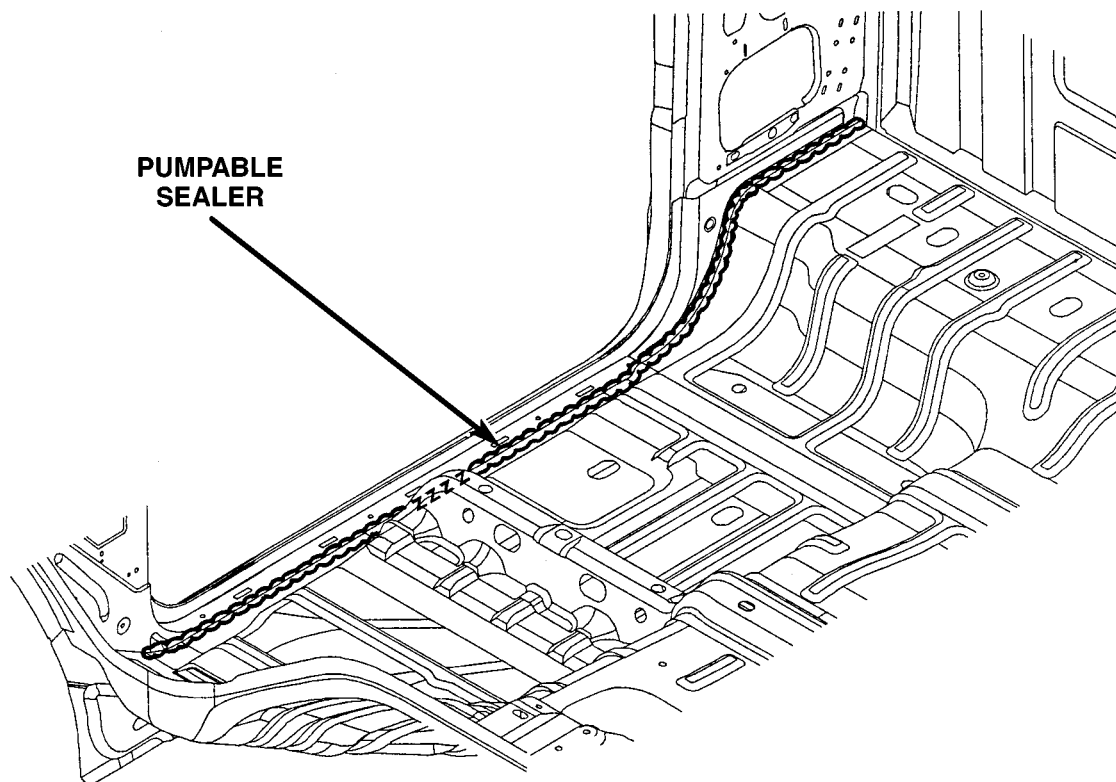
SEALER LOCATIONS (Continued)



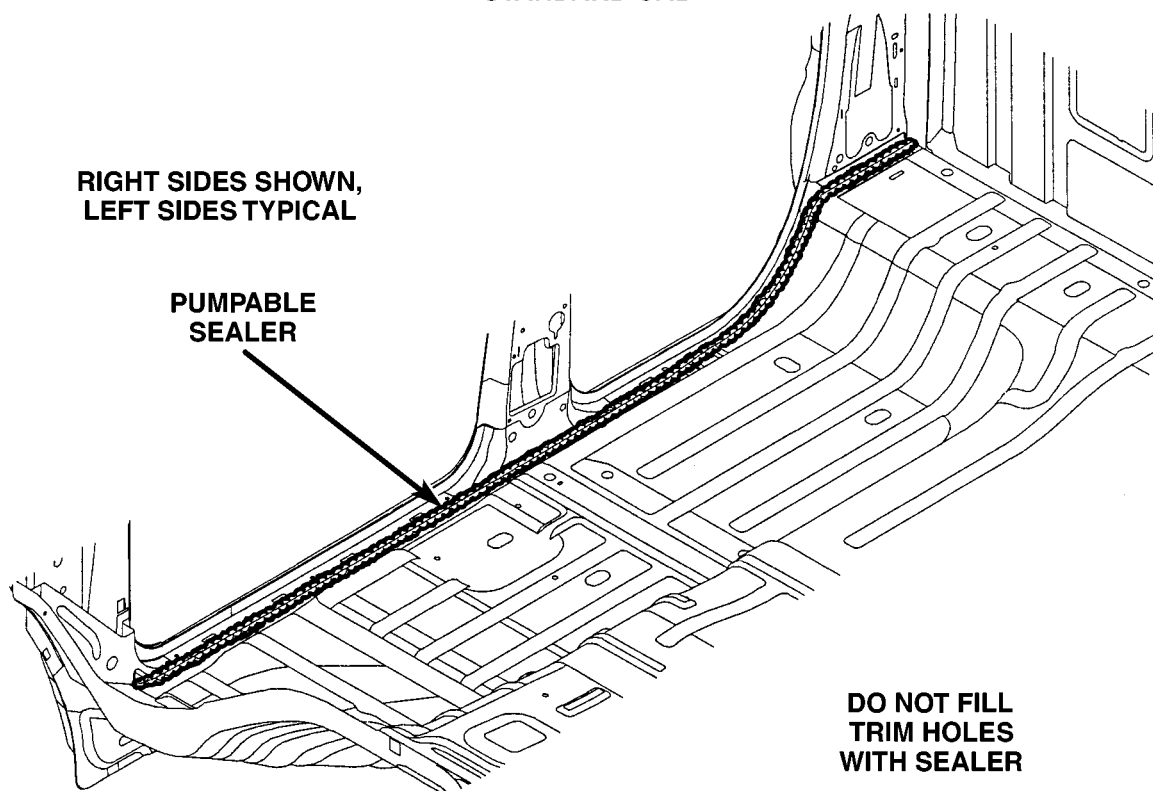
80d6fd42

Fig. 14 LOWER DASH PANEL

SEALER LOCATIONS (Continued)



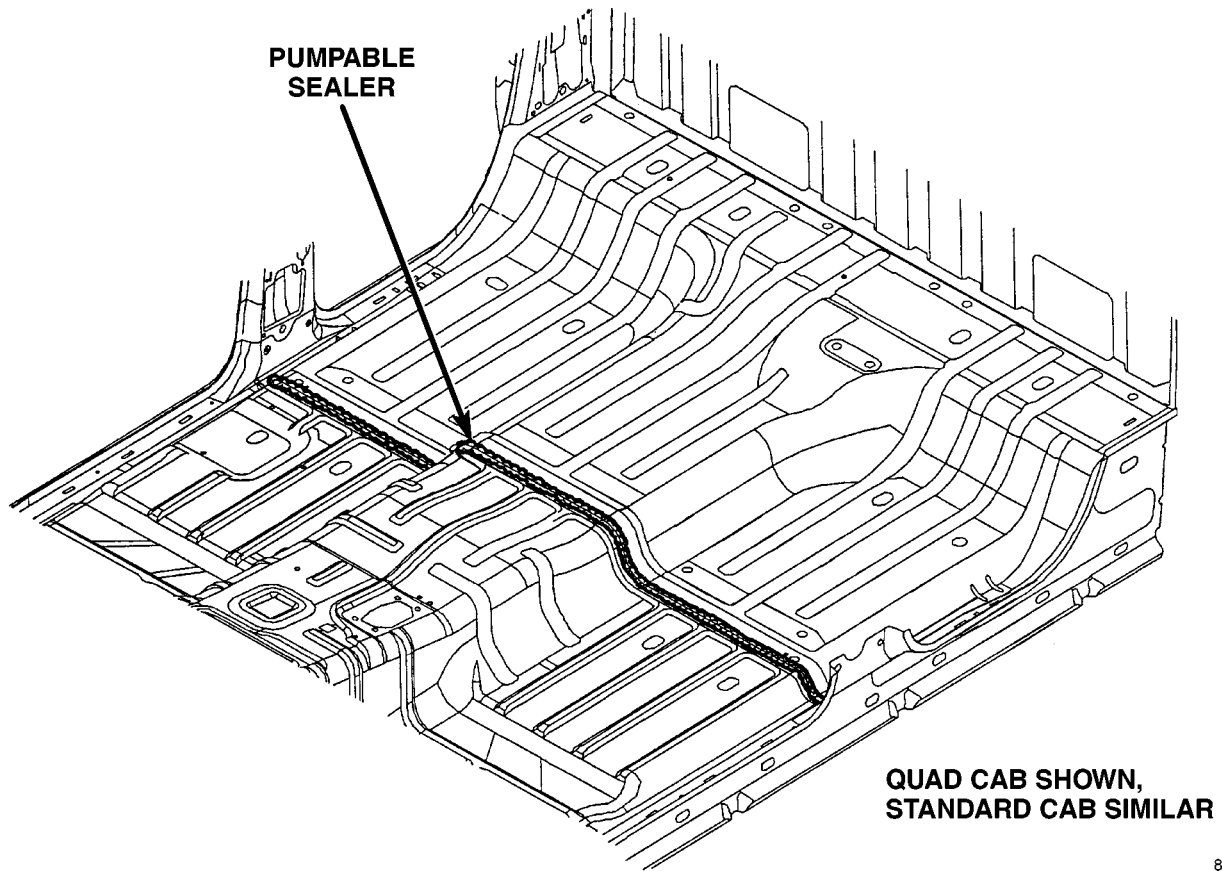
STANDARD CAB



QUAD CAB

Fig. 15 FLOOR PAN

SEALER LOCATIONS (Continued)



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Fig. 16 FRONT FLOOR PAN

SEALER LOCATIONS (Continued)

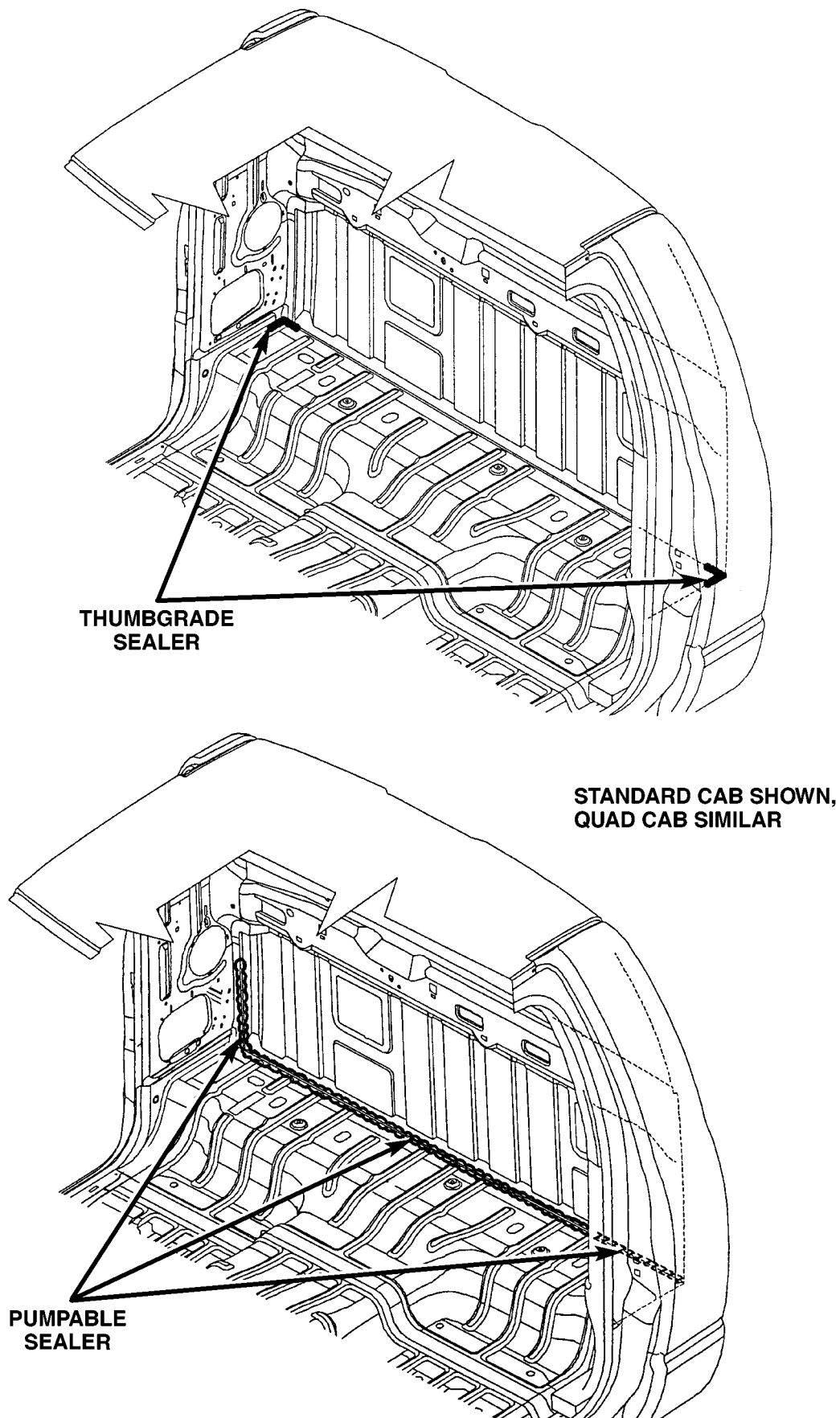


Fig. 17 FLOOR PAN

SEALER LOCATIONS (Continued)

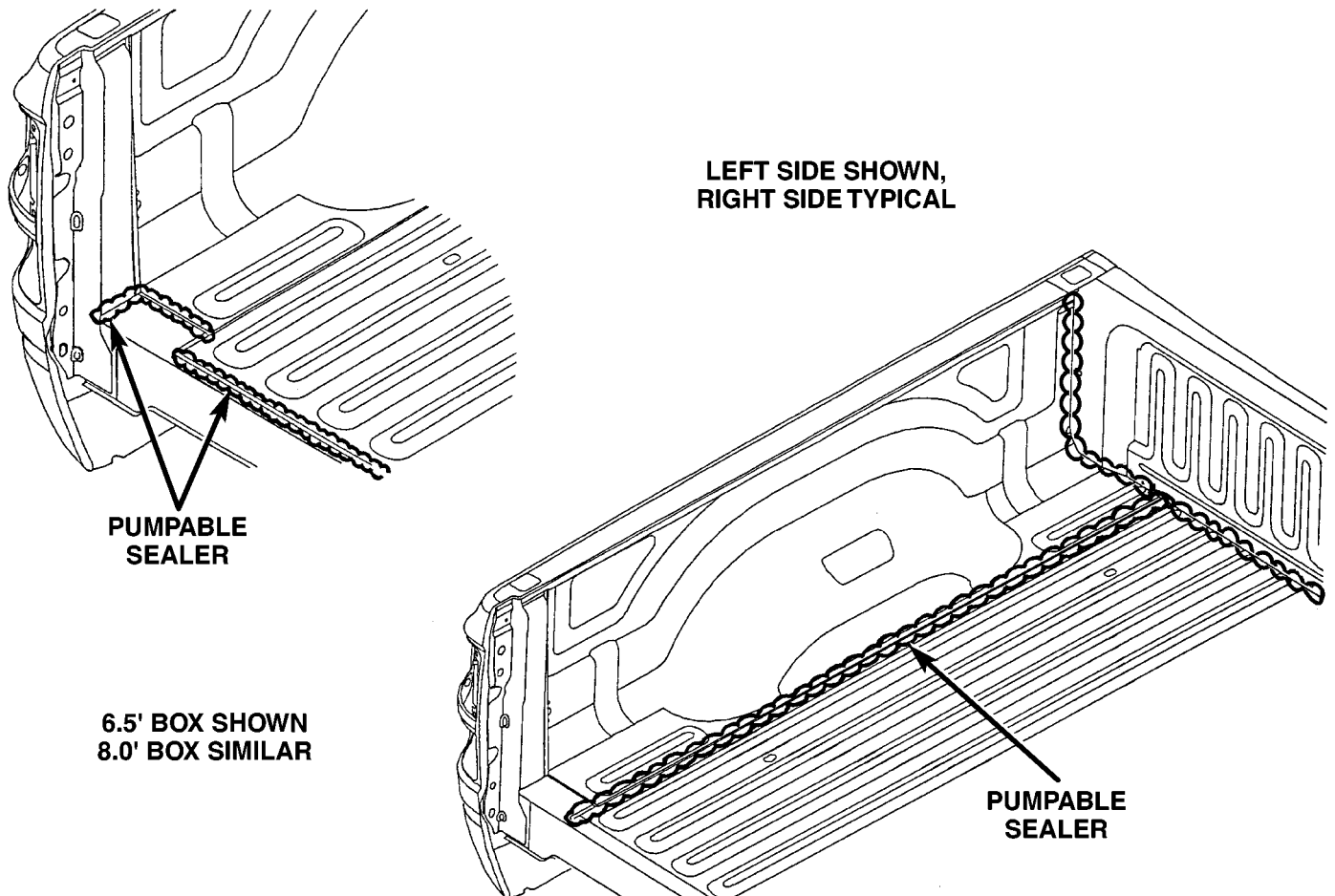
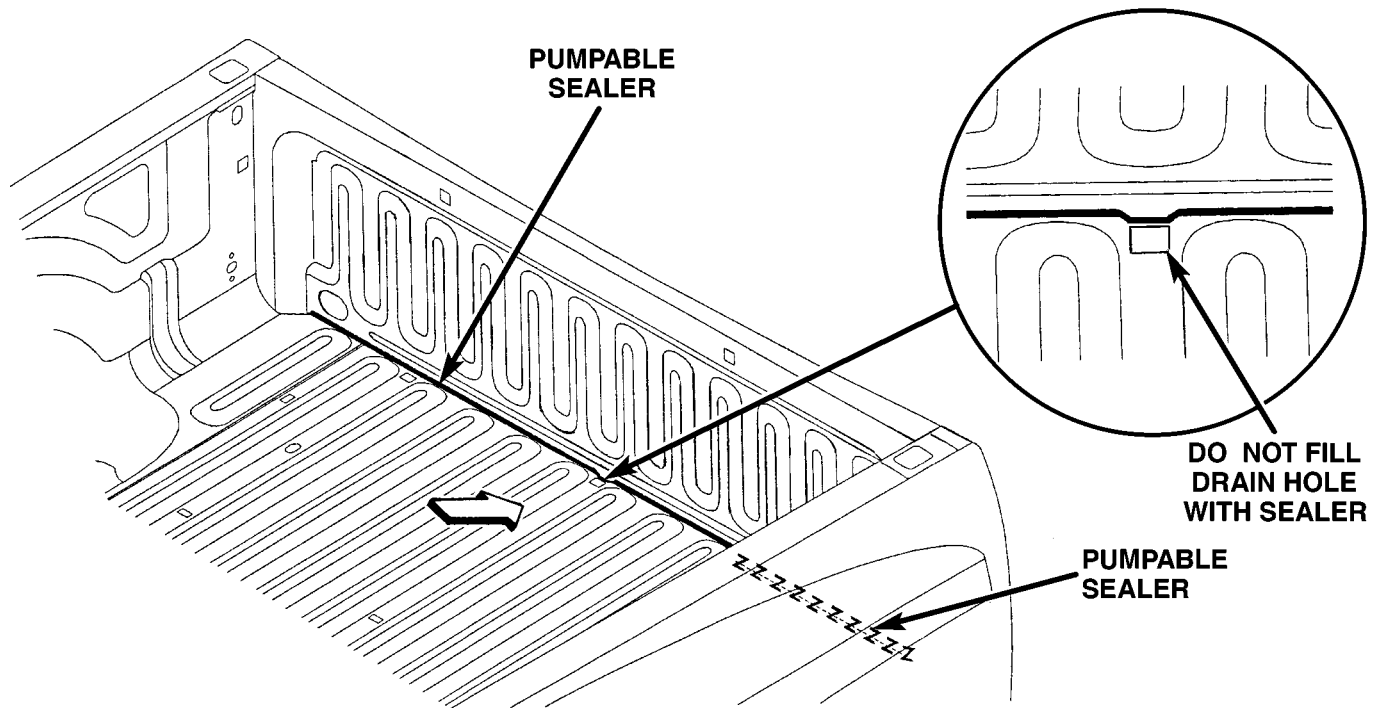


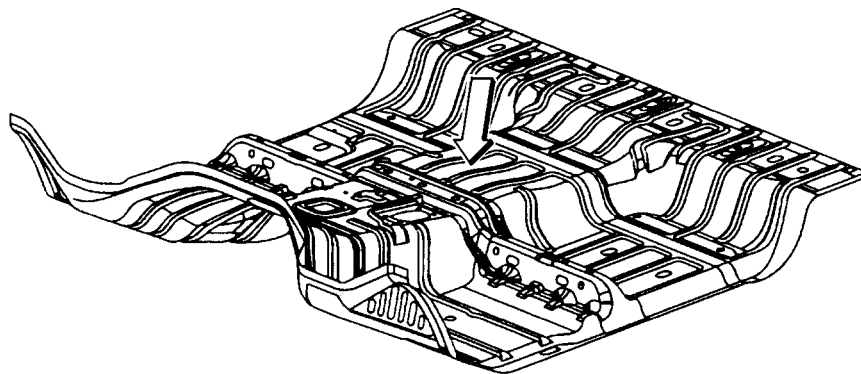
Fig. 18 PICKUP BOX

STRUCTURAL ADHESIVE LOCATIONS

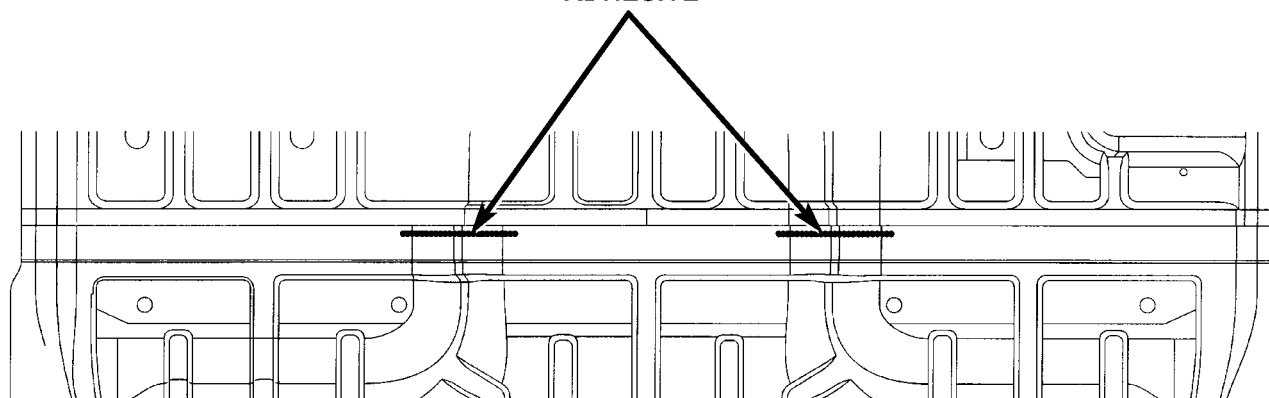
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**STRUCTURAL
ADHESIVE**



80c6240c

Fig. 19 FLOOR PAN

STRUCTURAL ADHESIVE LOCATIONS (Continued)

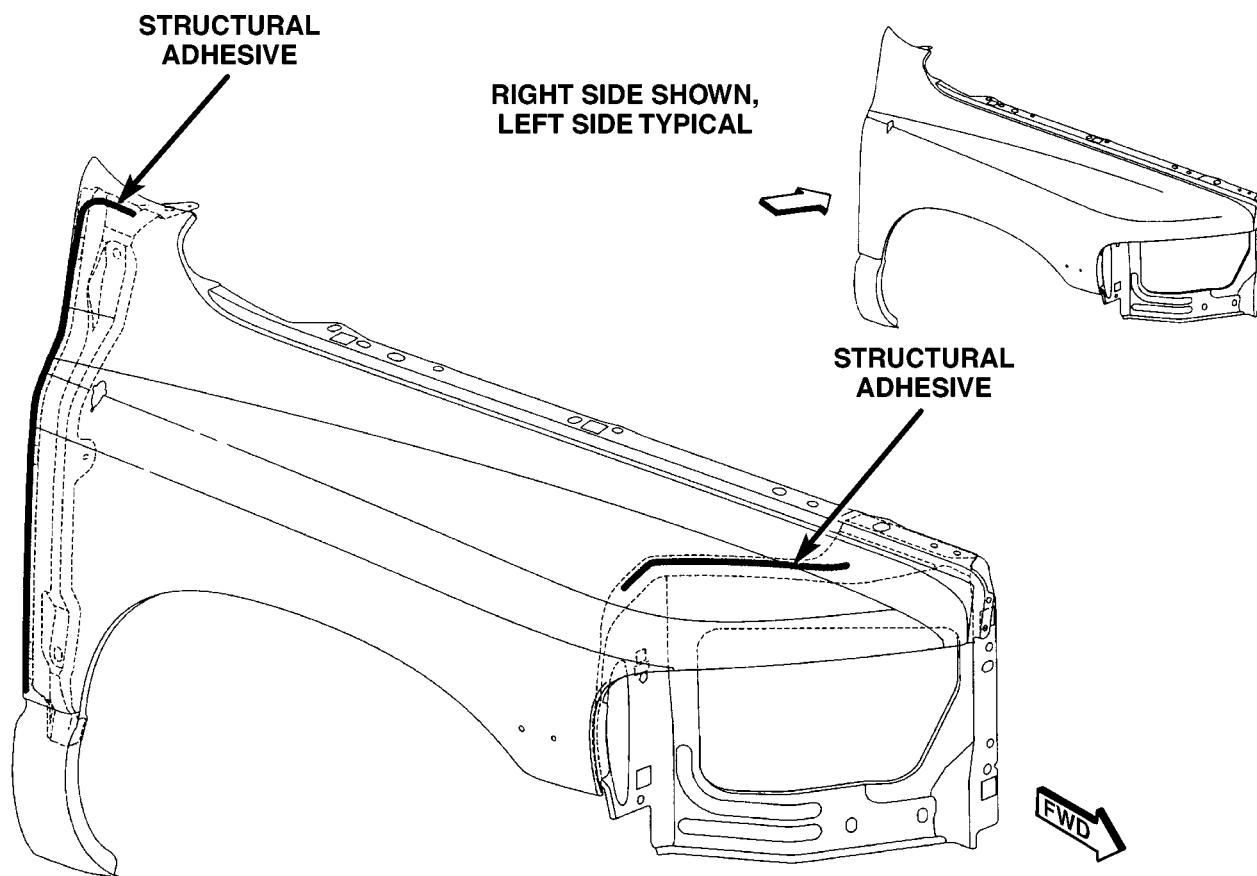


Fig. 20 FRONT FENDER

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STRUCTURAL ADHESIVE LOCATIONS (Continued)

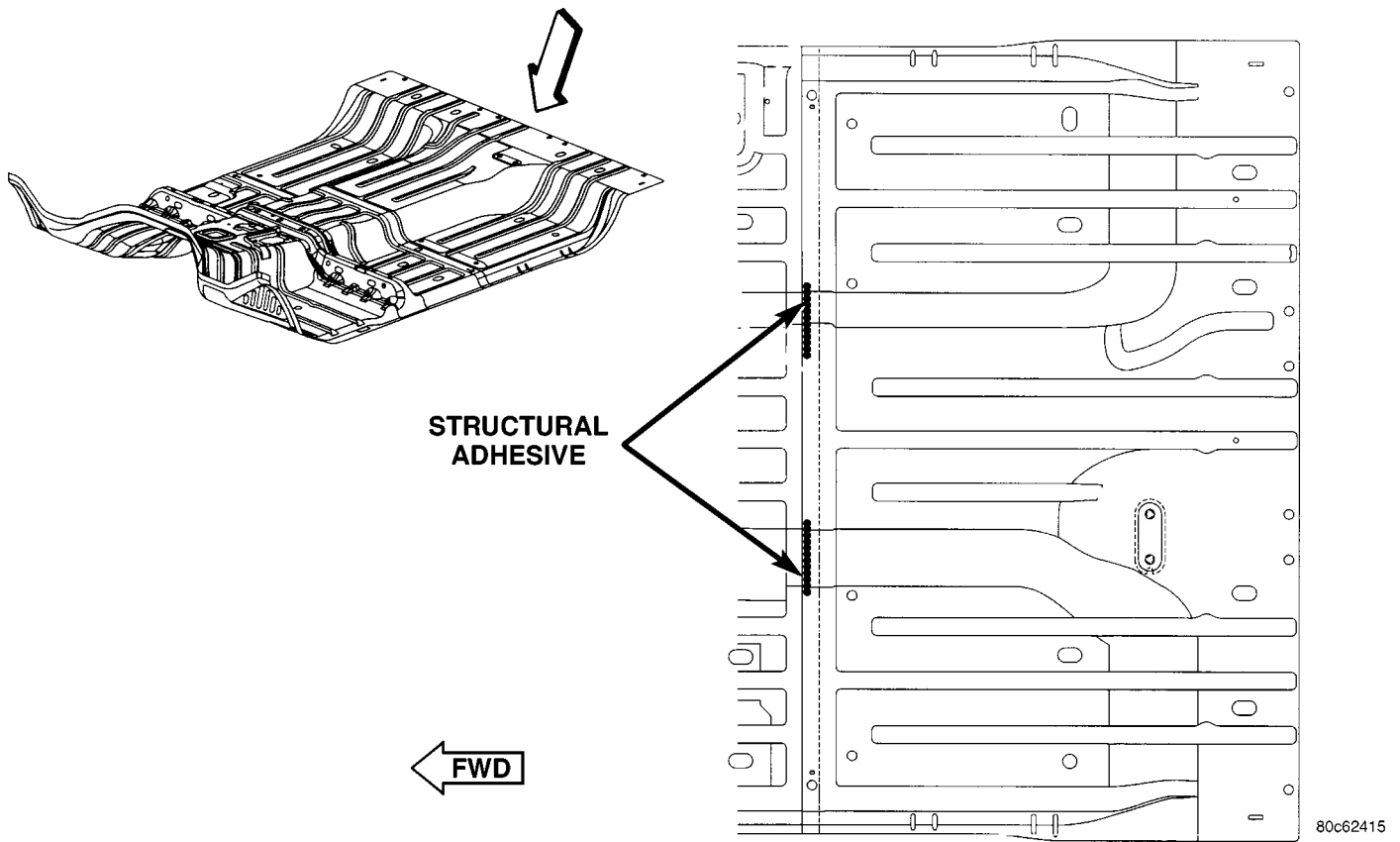
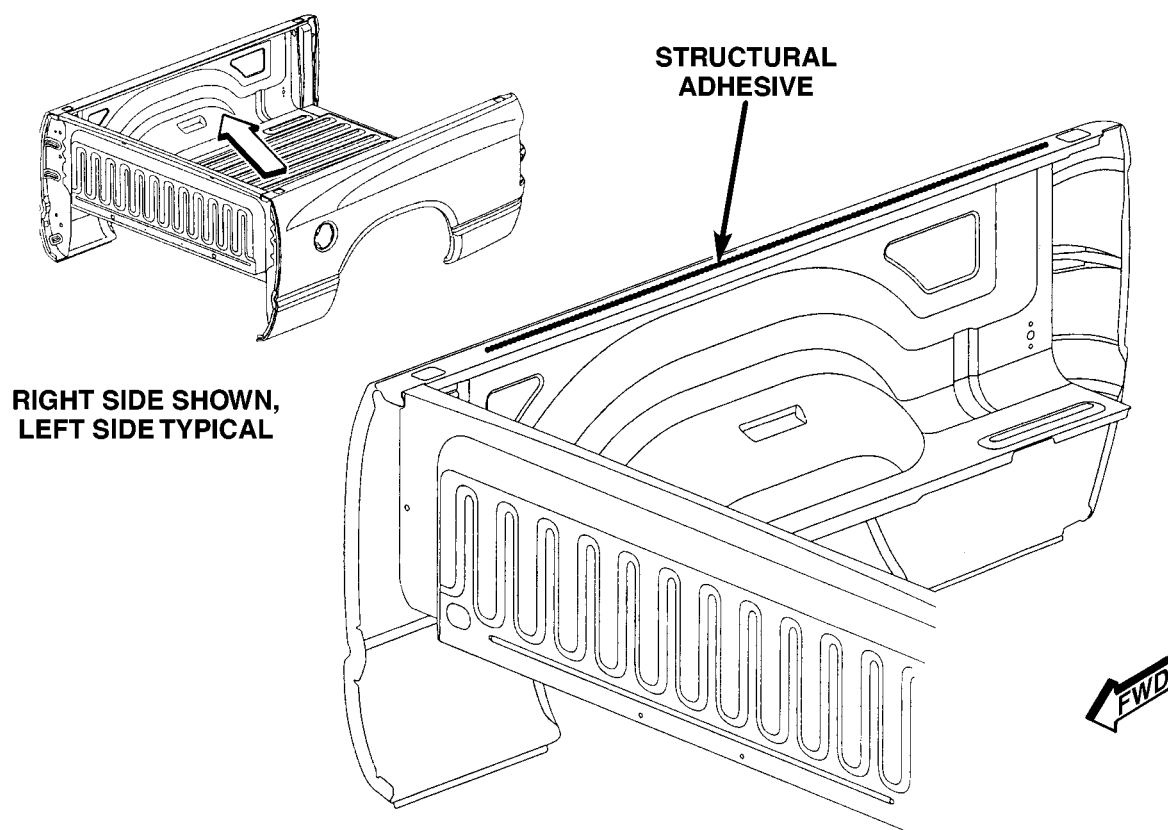
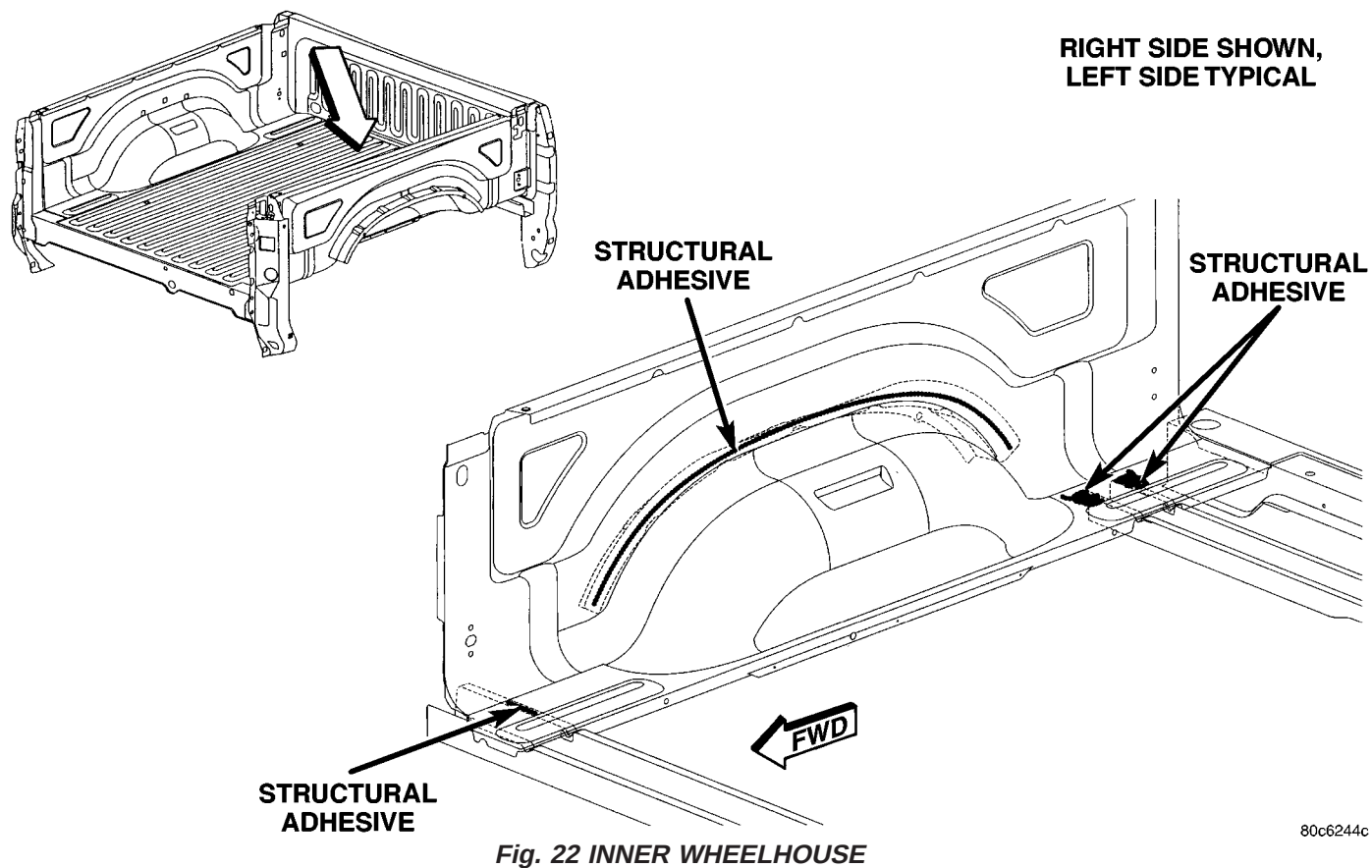
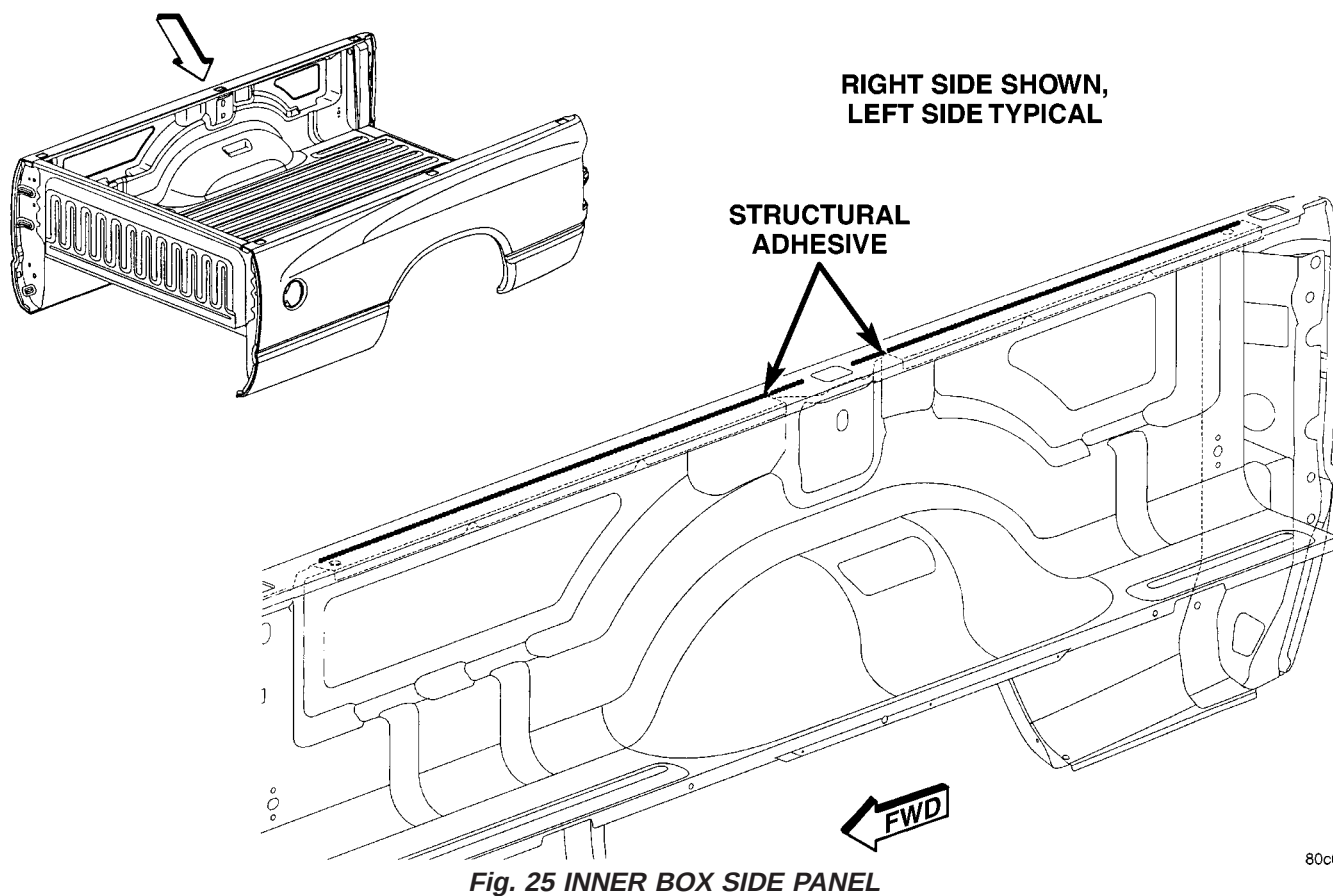
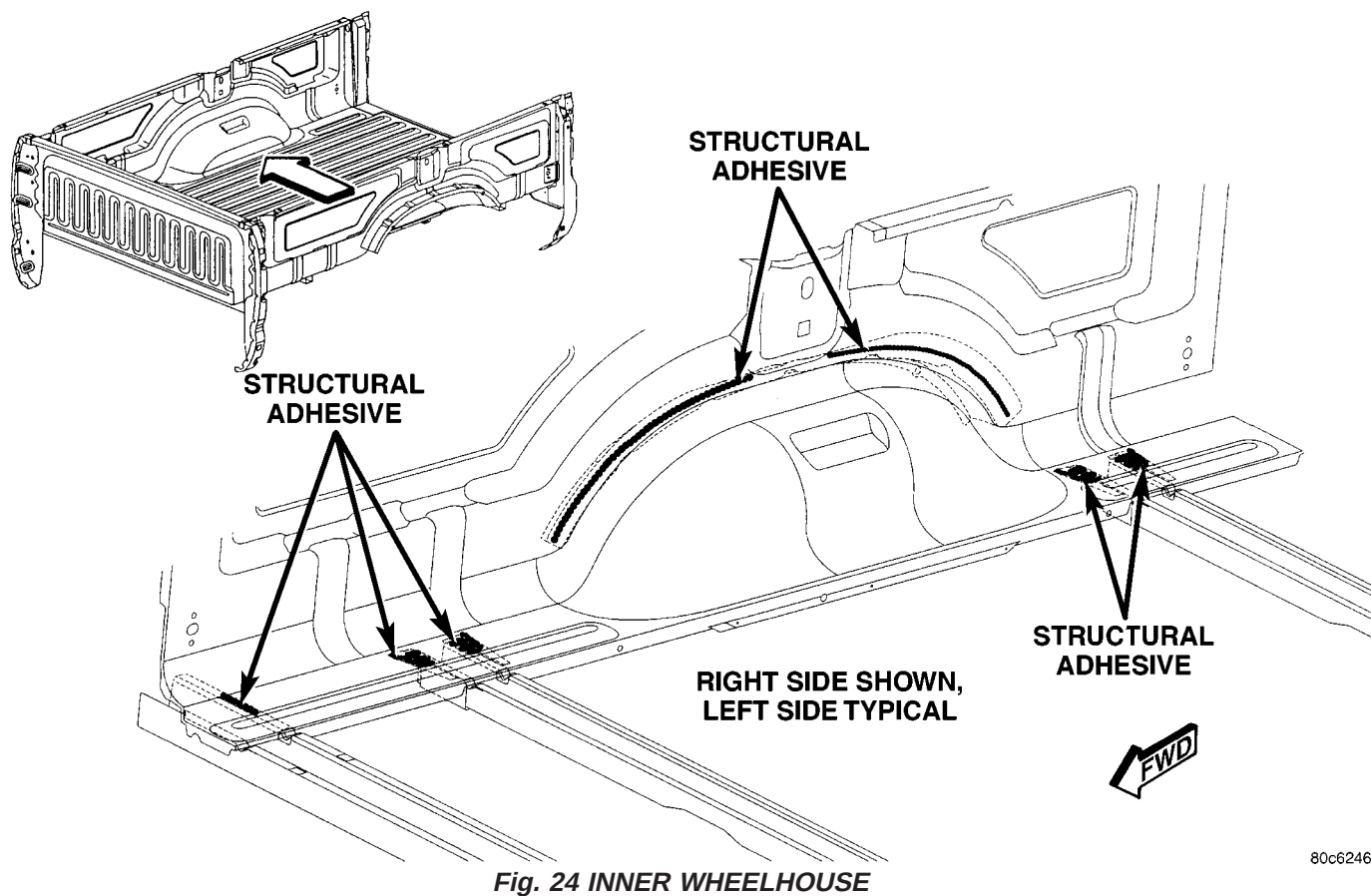


Fig. 21 FLOOR PAN

STRUCTURAL ADHESIVE LOCATIONS (Continued)



STRUCTURAL ADHESIVE LOCATIONS (Continued)



STRUCTURAL ADHESIVE LOCATIONS (Continued)

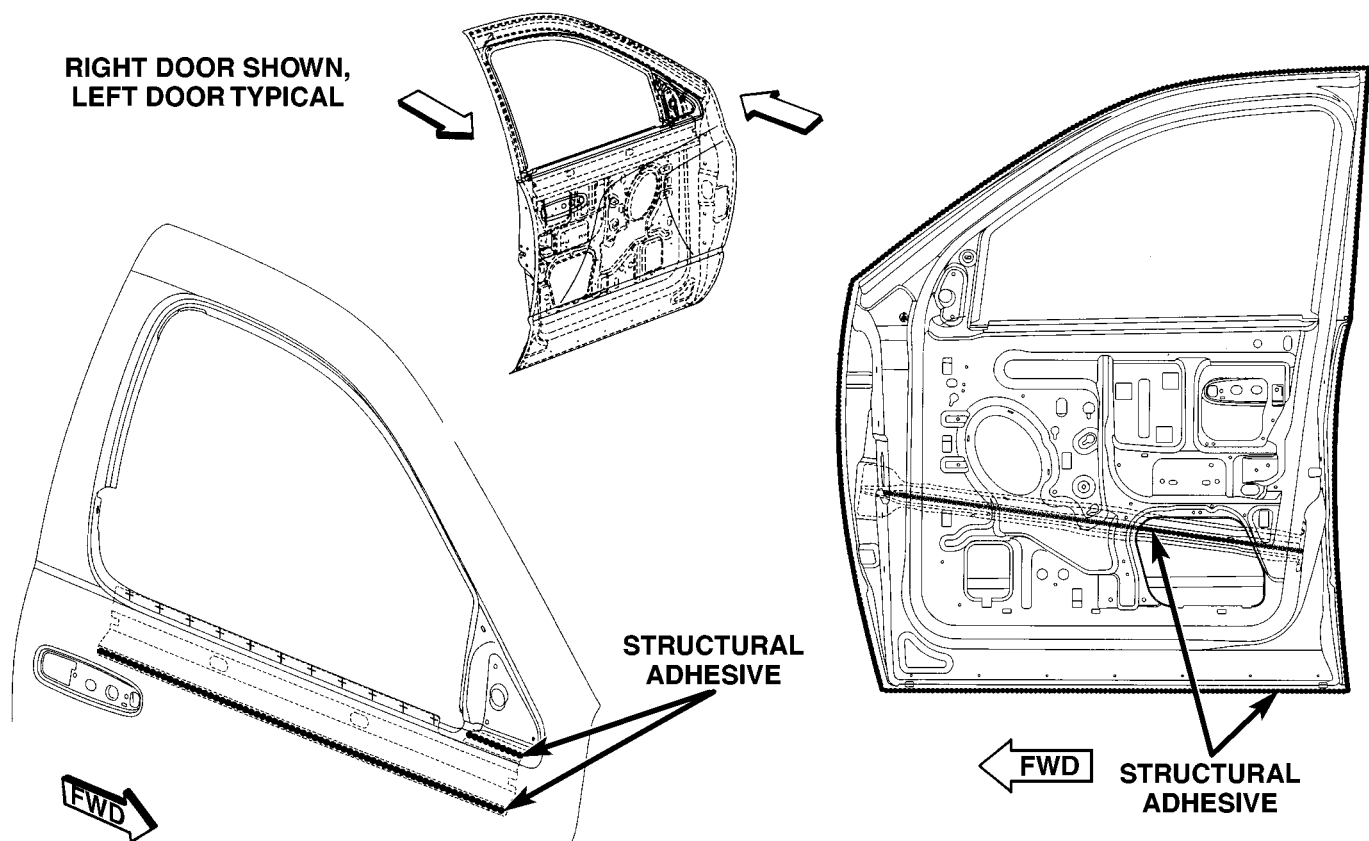


Fig. 26 INNER DOOR PANEL

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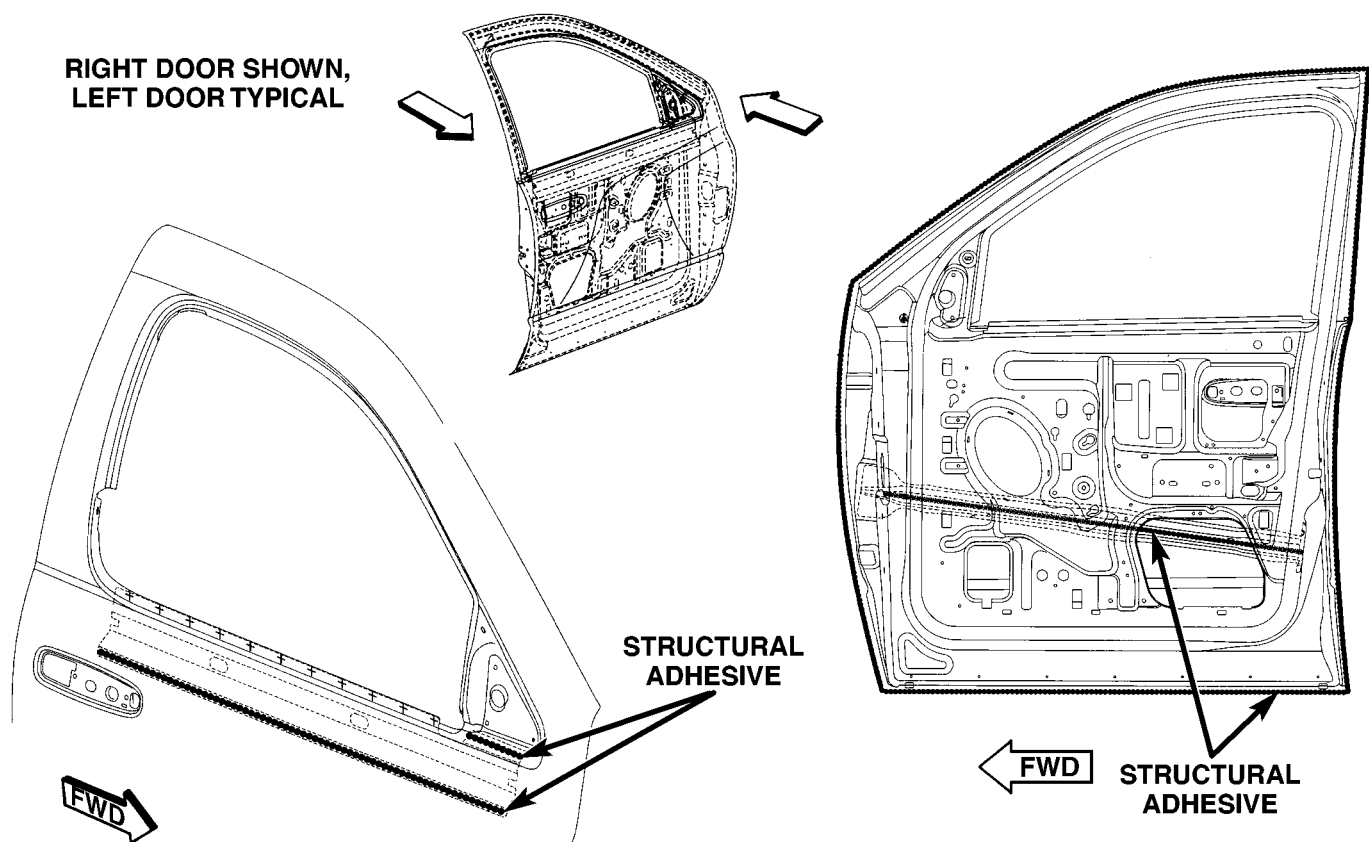
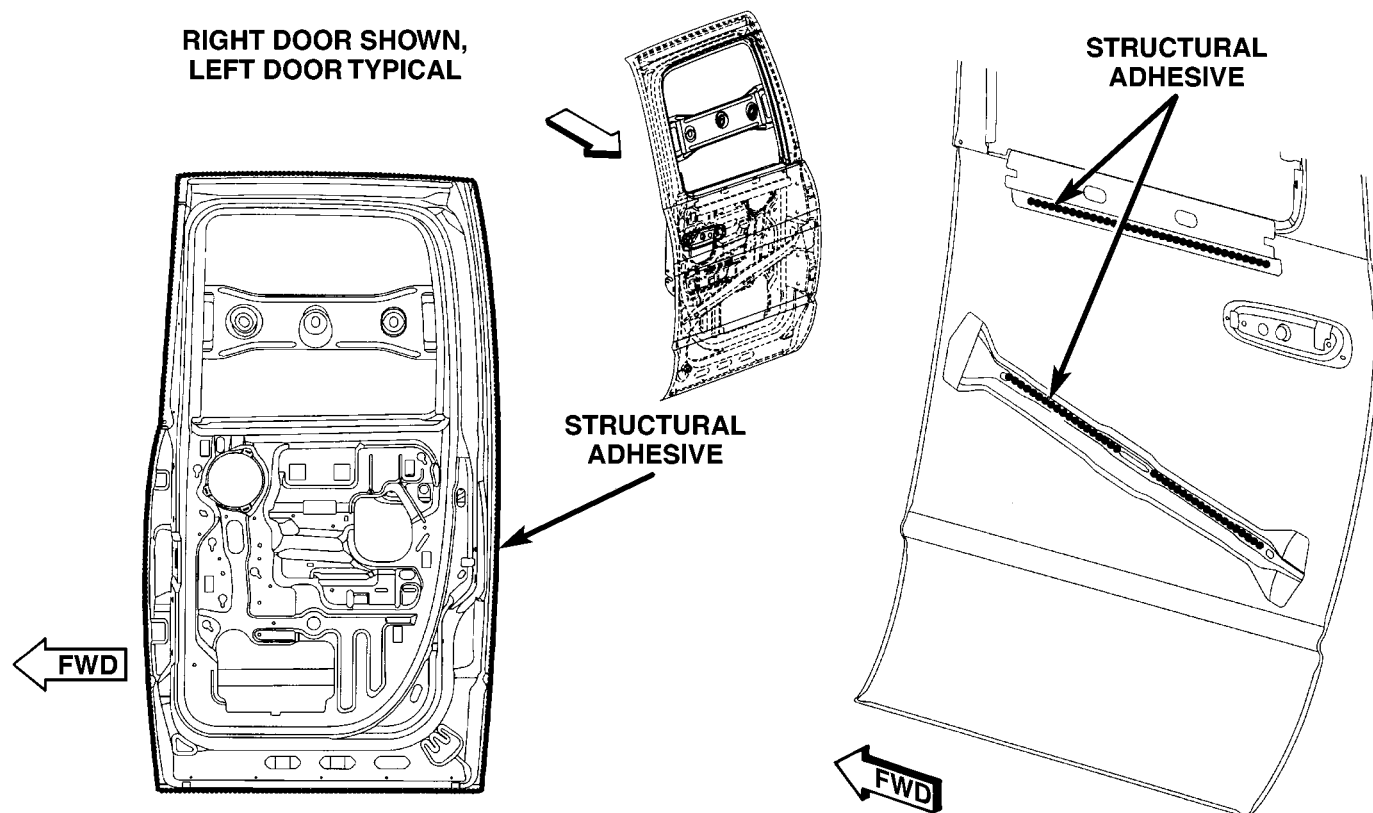


Fig. 27 INNER DOOR PANEL

80c6246d

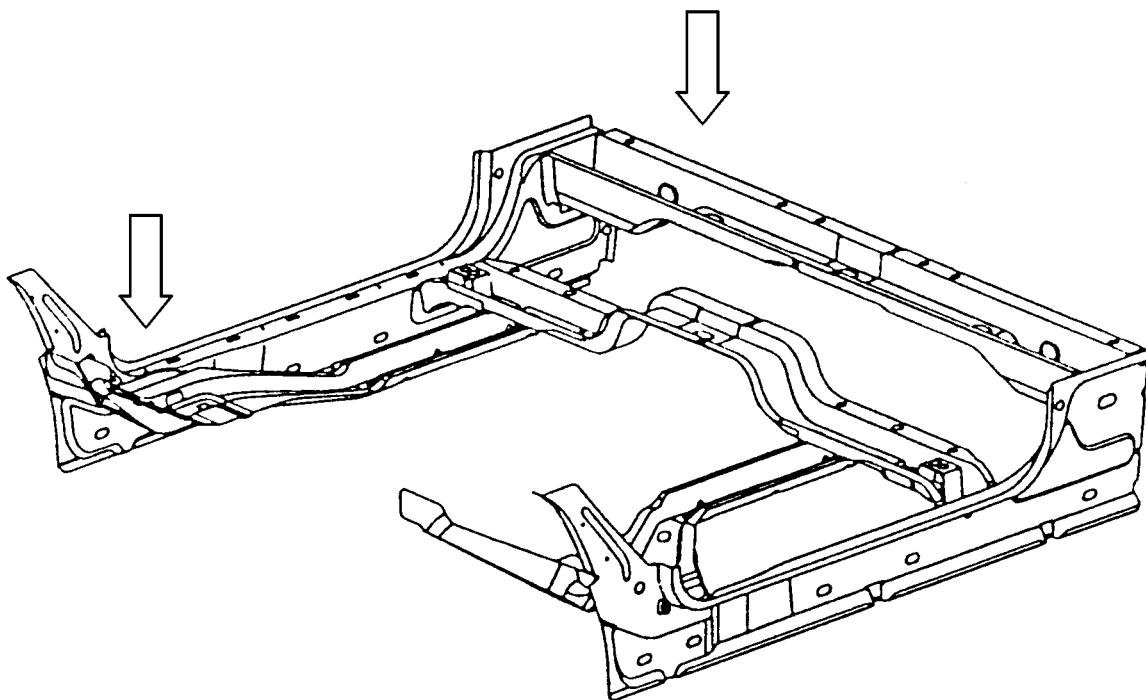
STRUCTURAL ADHESIVE LOCATIONS (Continued)



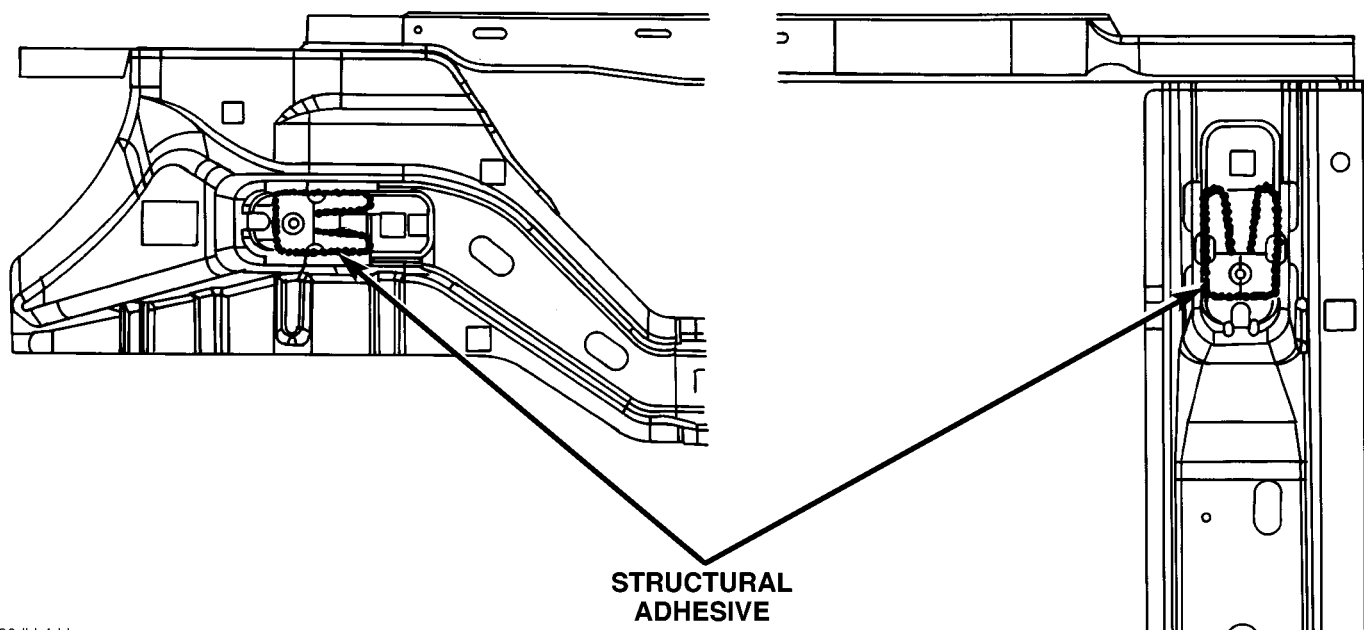
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Fig. 28 REAR DOOR INNER PANEL

STRUCTURAL ADHESIVE LOCATIONS (Continued)



RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

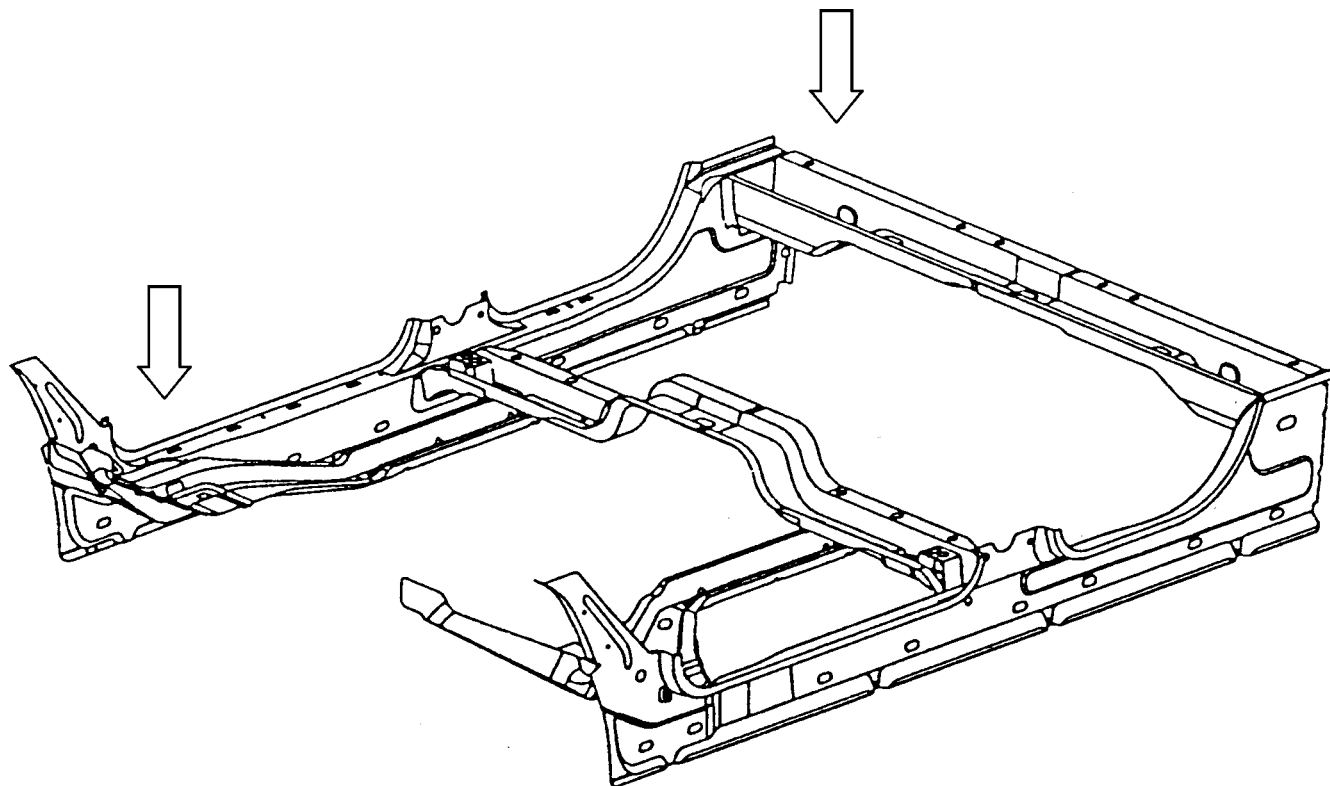


STRUCTURAL
ADHESIVE

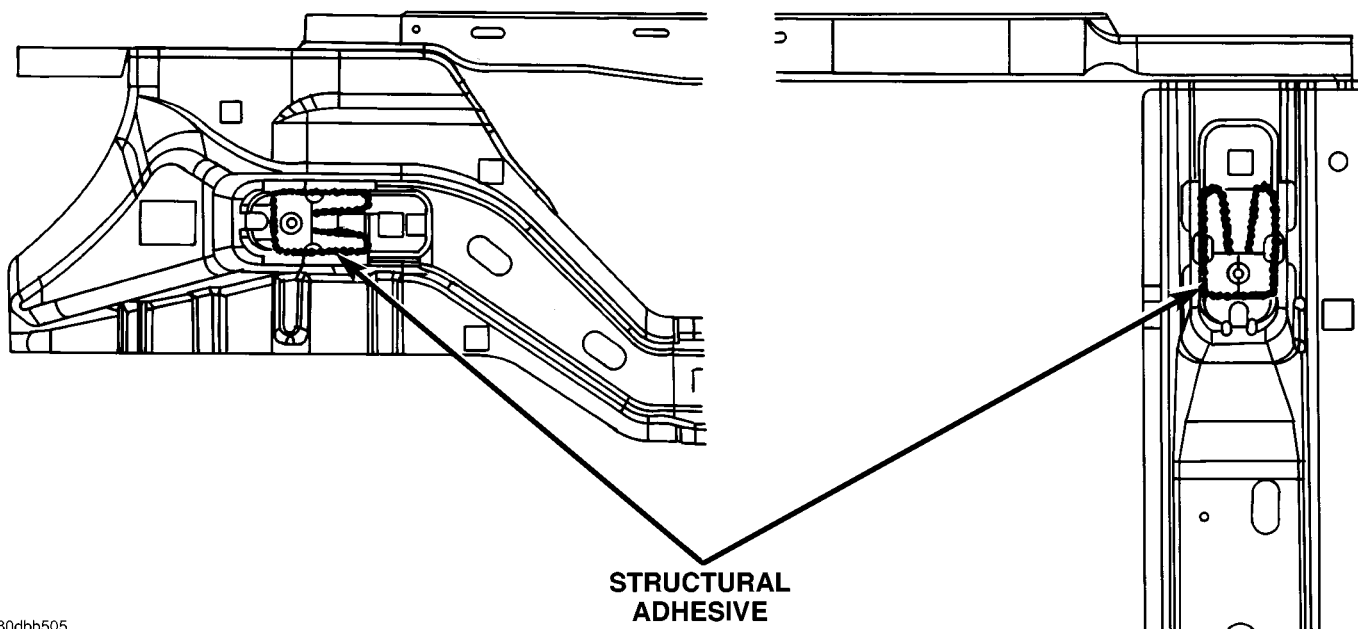
80dbb4dd

Fig. 29 SILL RAIL - STD CAB

STRUCTURAL ADHESIVE LOCATIONS (Continued)



**RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL**



80dbb505

Fig. 30 SILL RAIL - QUAD CAB

WELD LOCATIONS

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WELD LOCATIONS (Continued)

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WELD LOCATIONS (Continued)

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B-PILLAR REINFORCEMENT TO OUTER ROOF PANEL TO OUTER BODY SIDE APERTURE	88
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WELD LOCATIONS (Continued)

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FRONT CROSSMEMBER, LONG CROSSMEMBER, AND WHEELHOUSE CROSSMEMBER TO FLOOR PAN	110
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Fig. 31 FENDER BRACE

WELD LOCATIONS (Continued)

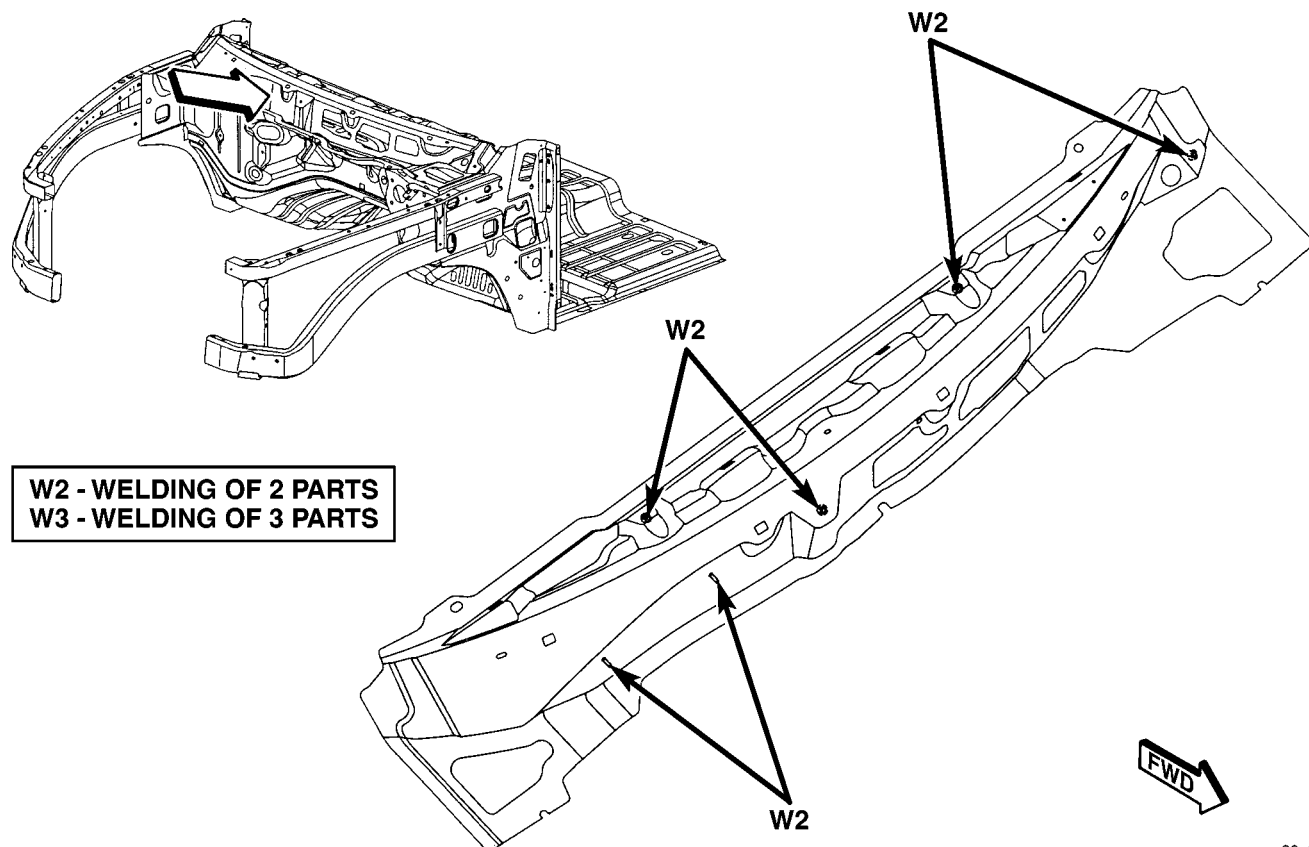


Fig. 33 WIPER ATTACHING WELD NUTS

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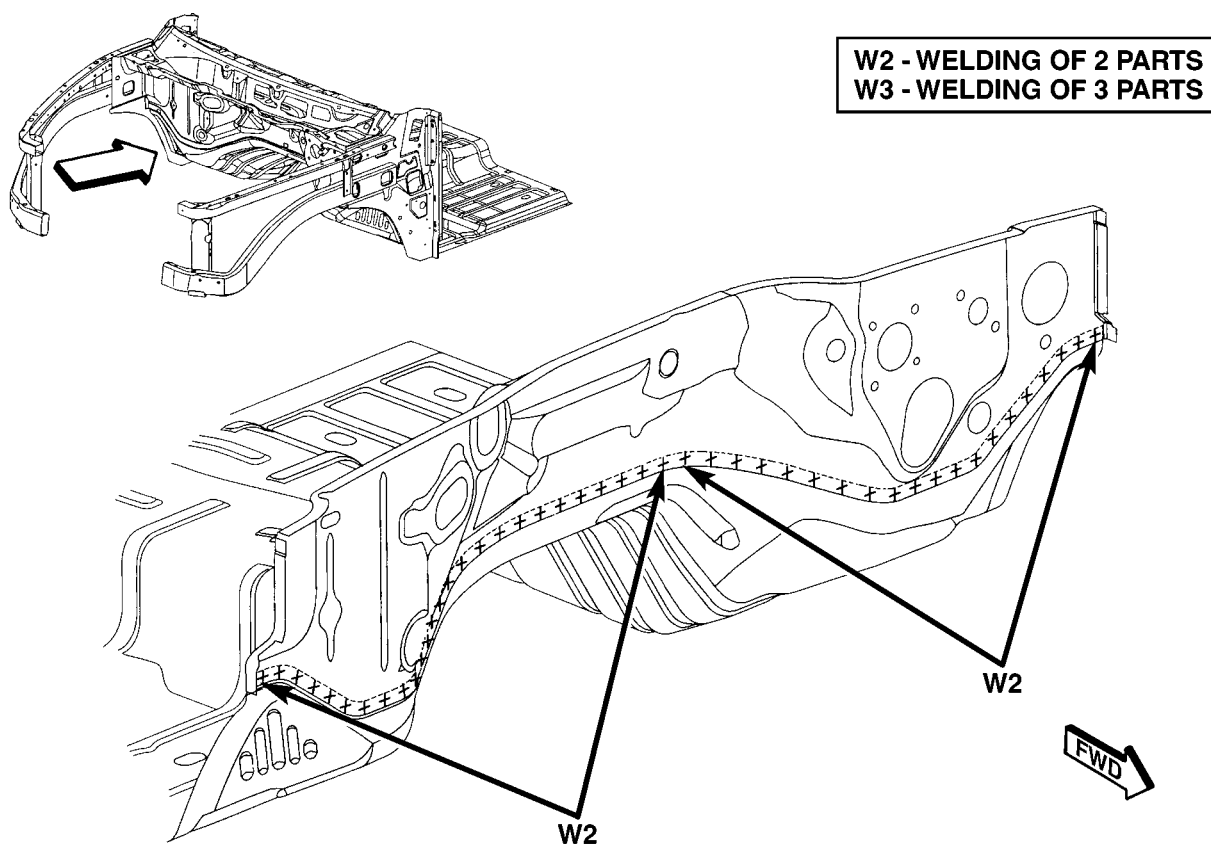
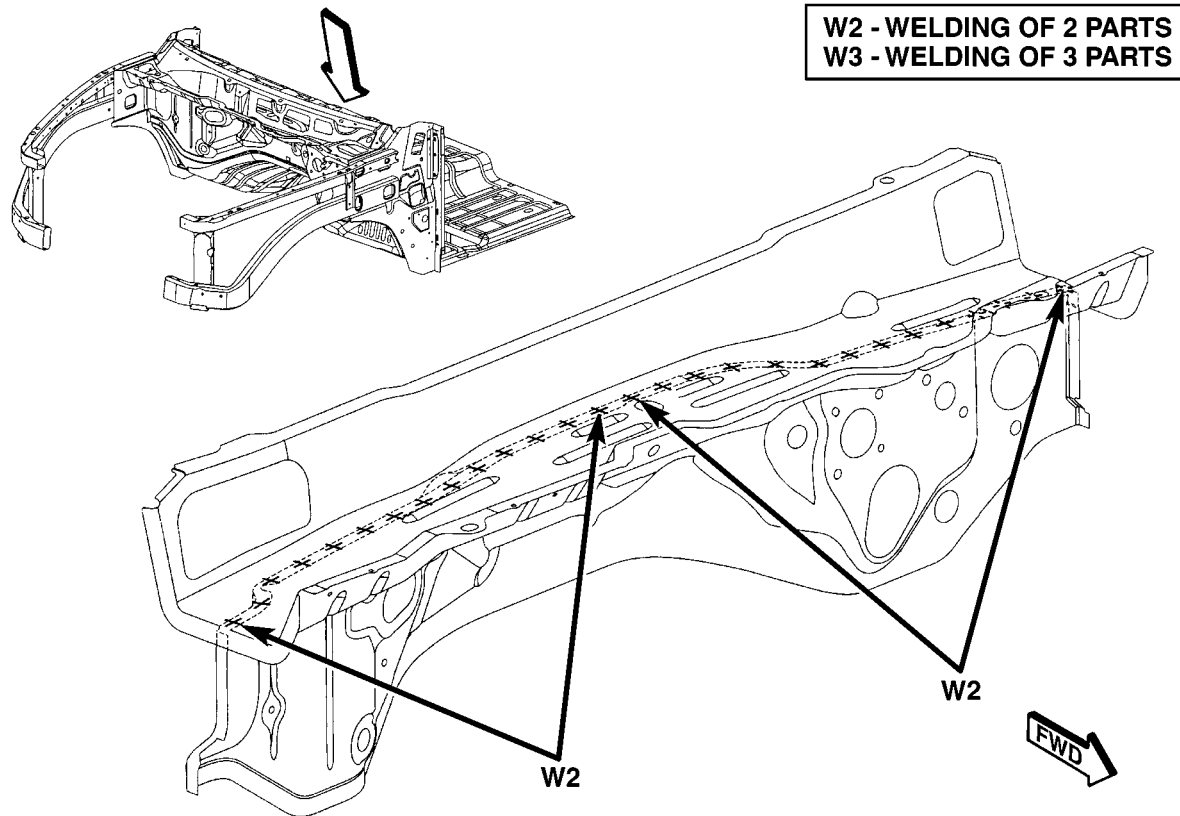


Fig. 34 DASH PANEL

80c62401

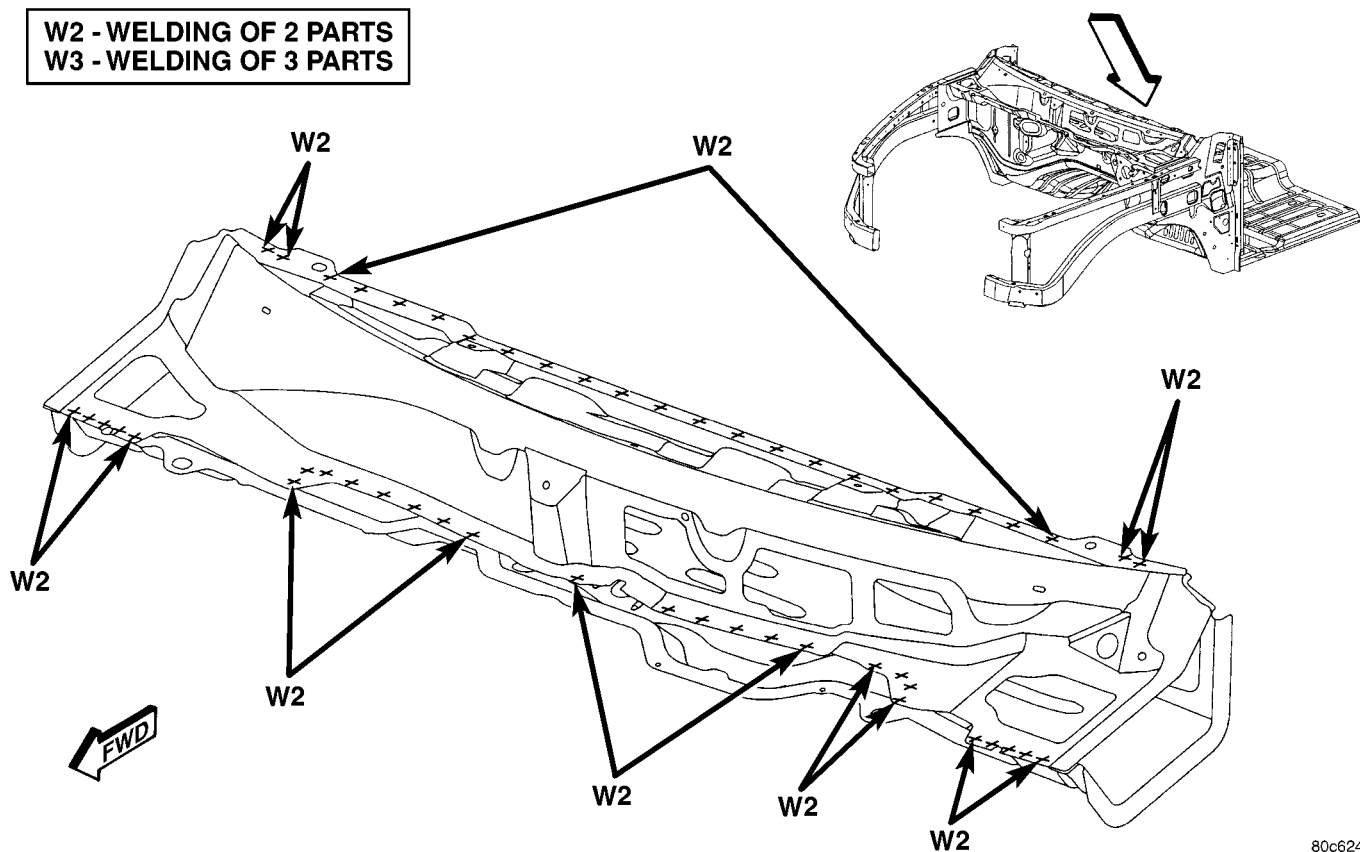
WELD LOCATIONS (Continued)



80c62402

Fig. 35 DASH PANEL

WELD LOCATIONS (Continued)



80c62403

Fig. 36 LOWER PLENUM PANEL

WELD LOCATIONS (Continued)

LEFT SIDE ONLY

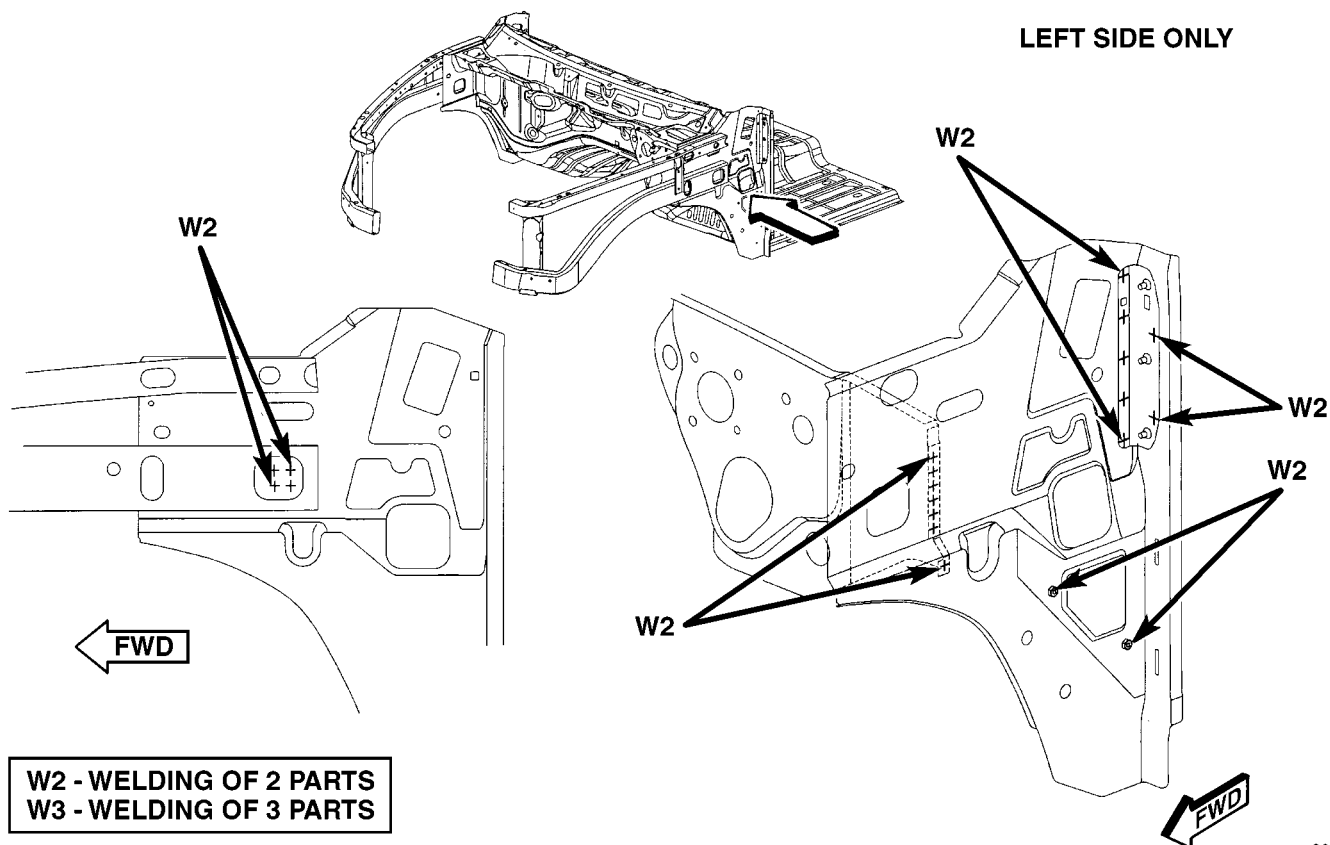


Fig. 37 FRONT FENDER

80fba989

LEFT SIDE ONLY

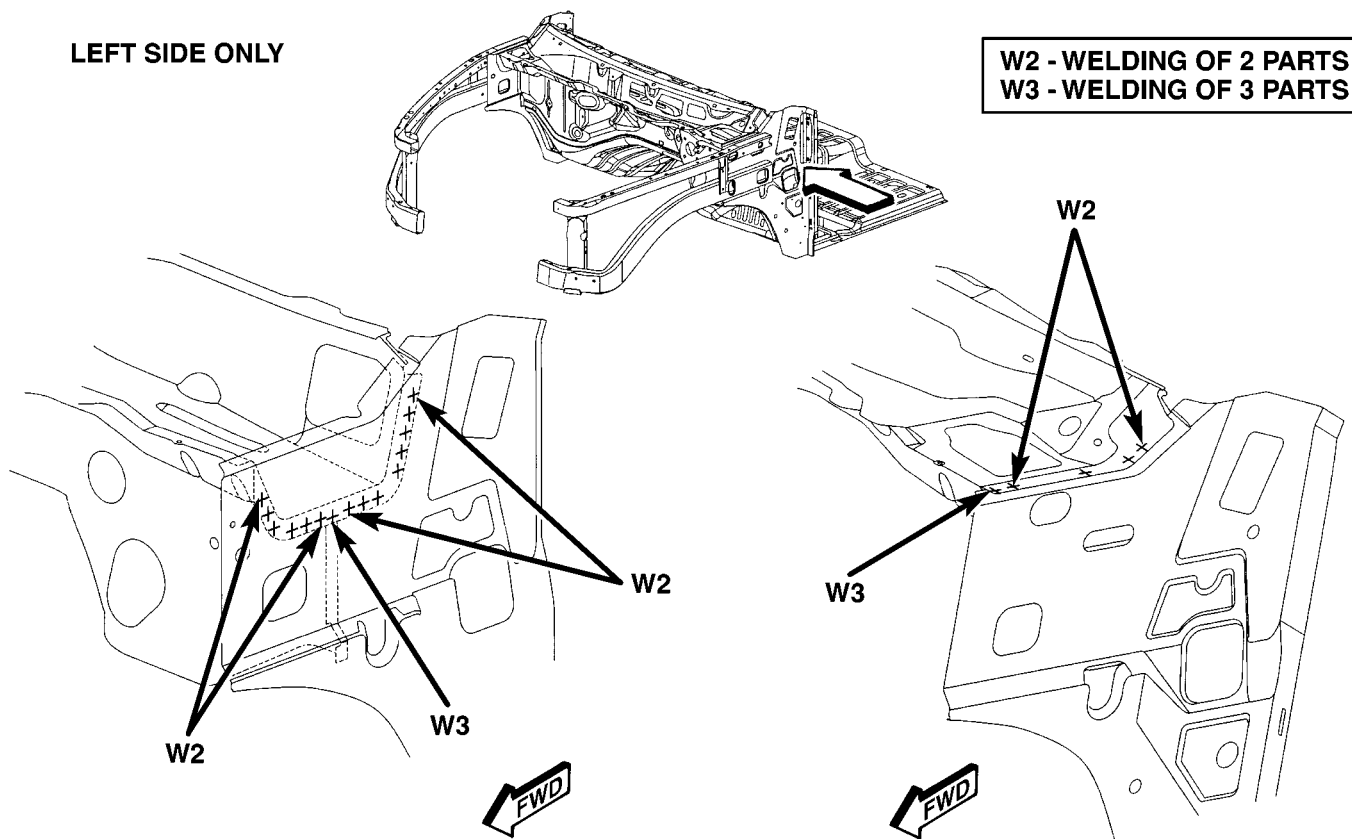
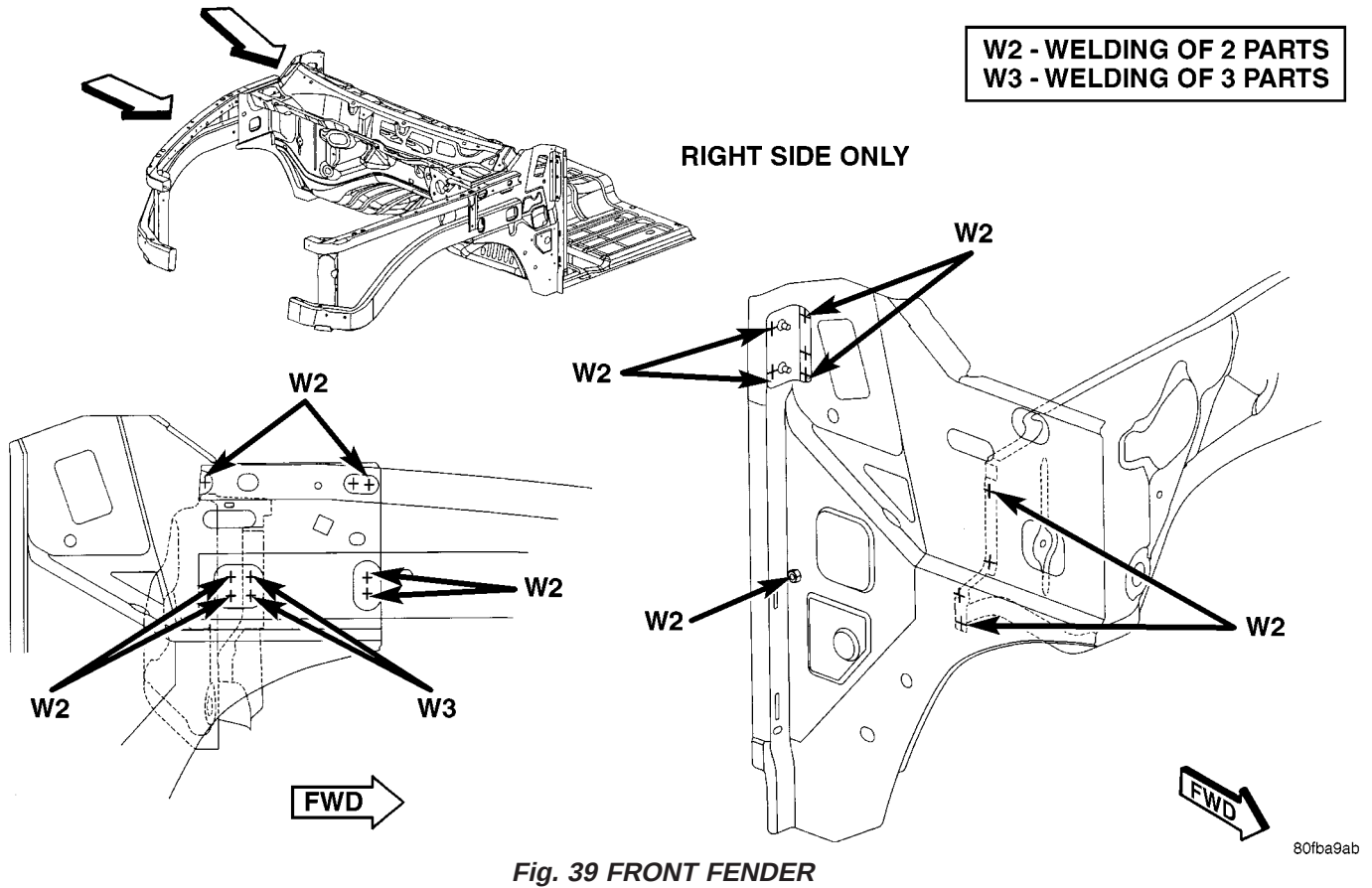


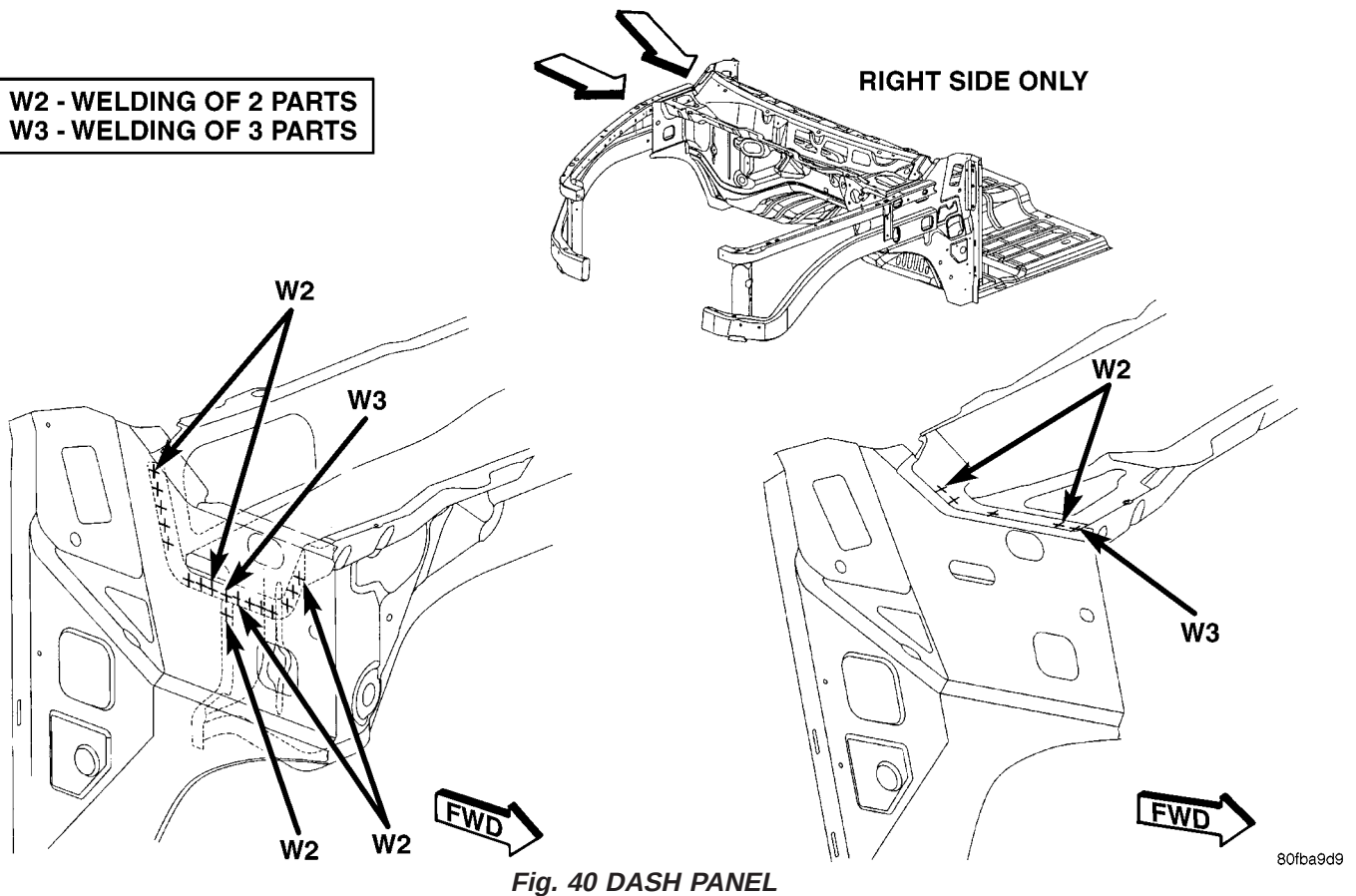
Fig. 38 DASH PANEL

80c62405

WELD LOCATIONS (Continued)



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS



WELD LOCATIONS (Continued)

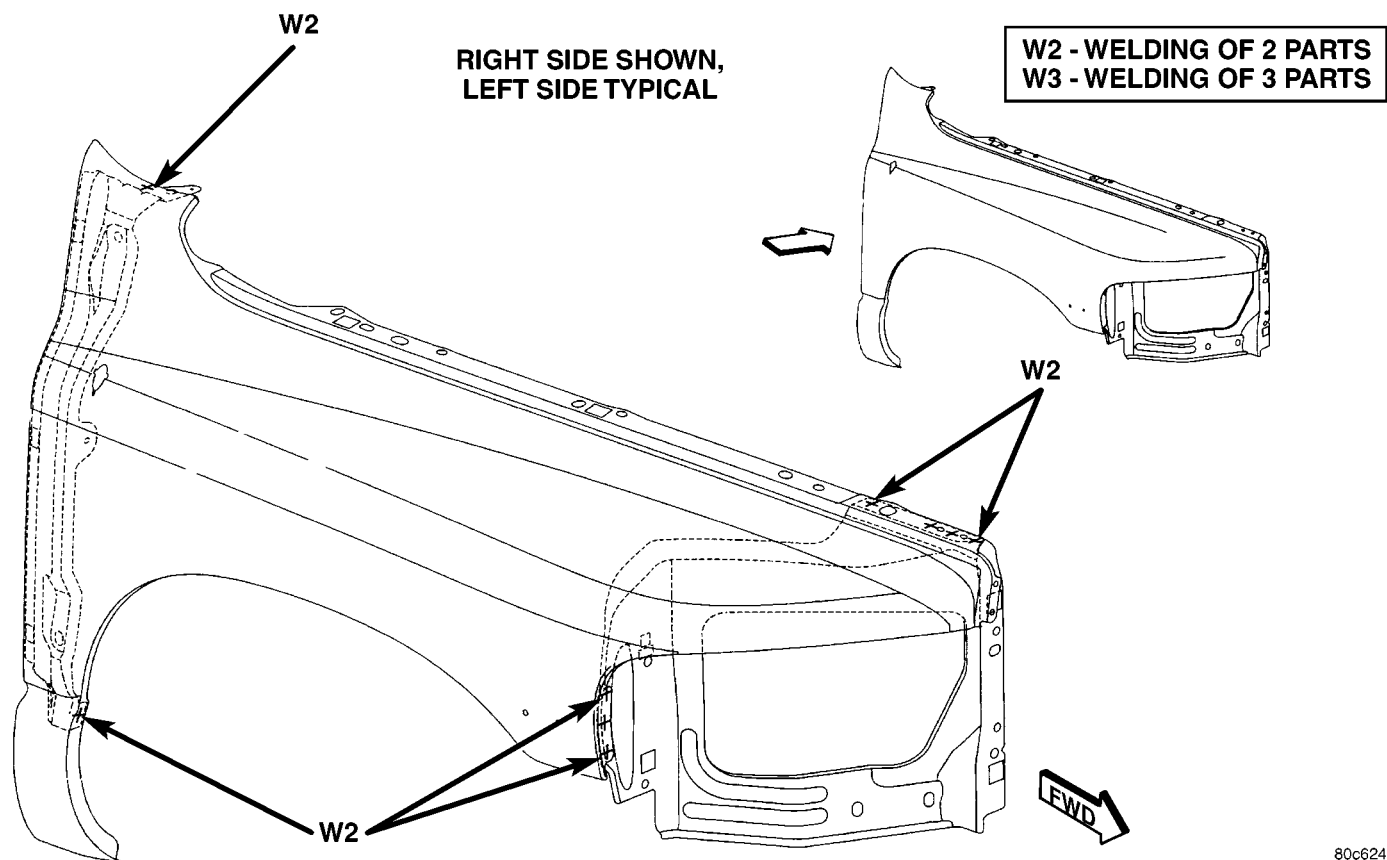


Fig. 41 HEADLAMP MOUNTING PANEL

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

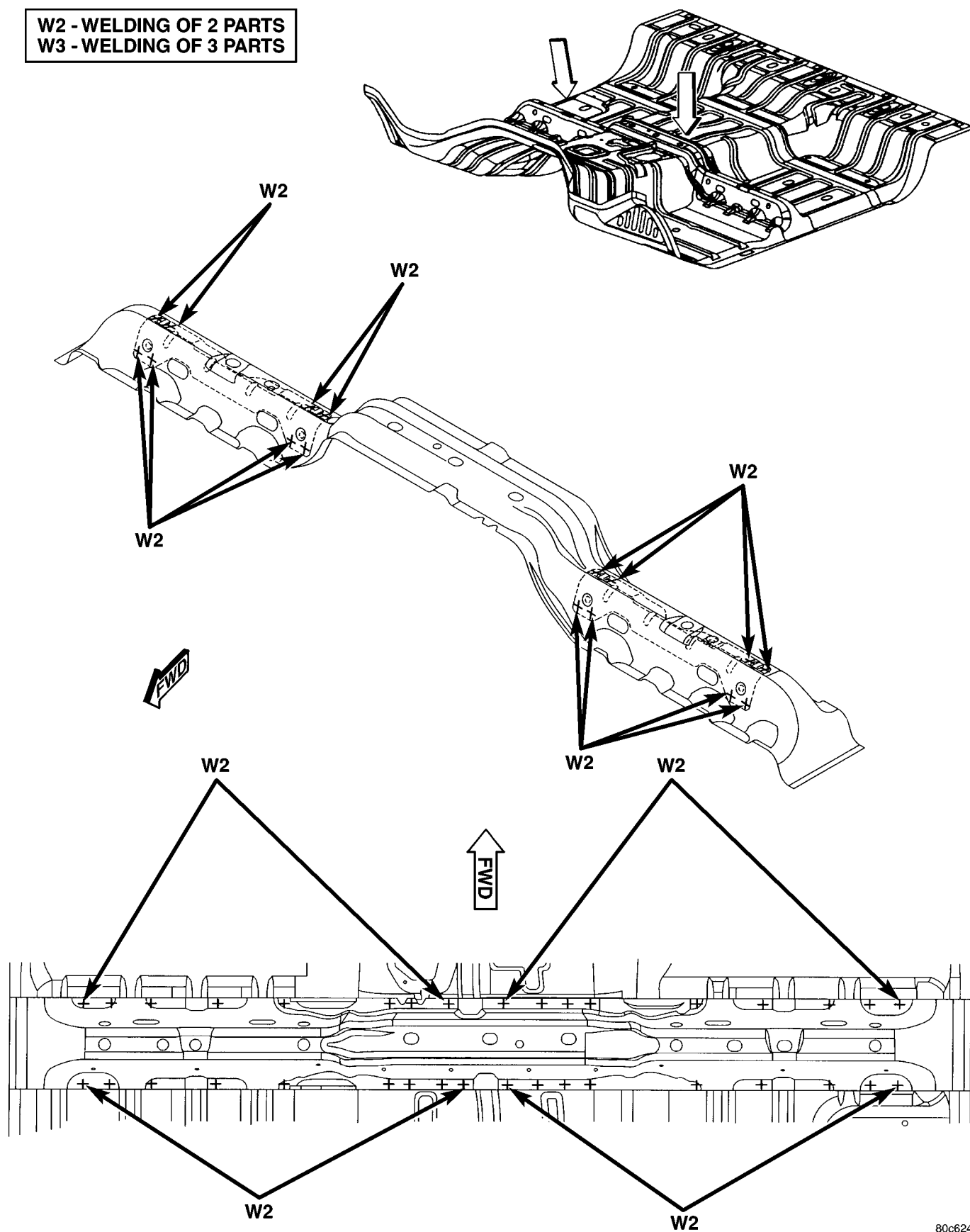


Fig. 42 SEAT MOUNTING FRONT BRACKETS - STANDARD CAB

WELD LOCATIONS (Continued)

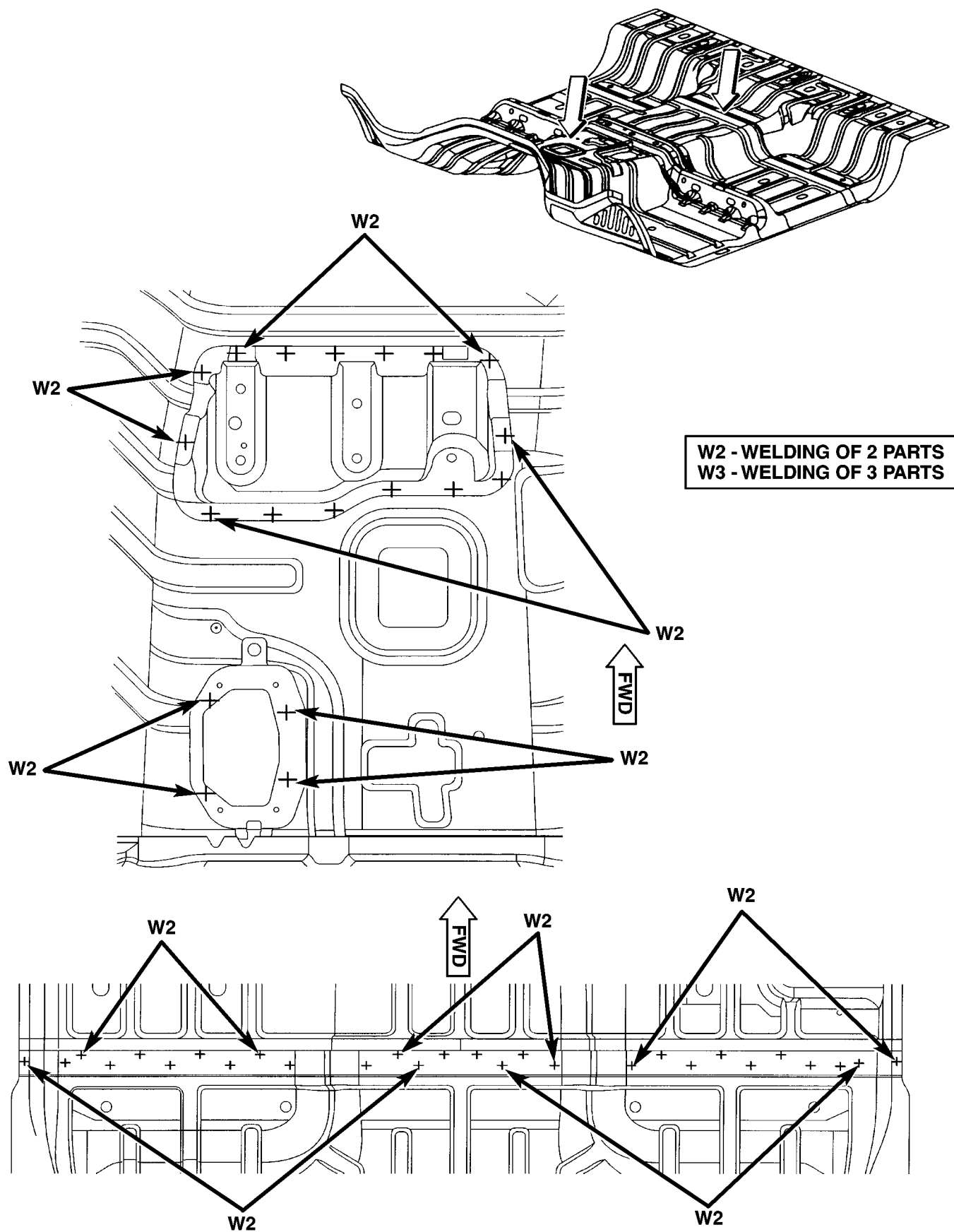


Fig. 43 AIR BAG MODULE BRACKET - STANDARD CAB

WELD LOCATIONS (Continued)

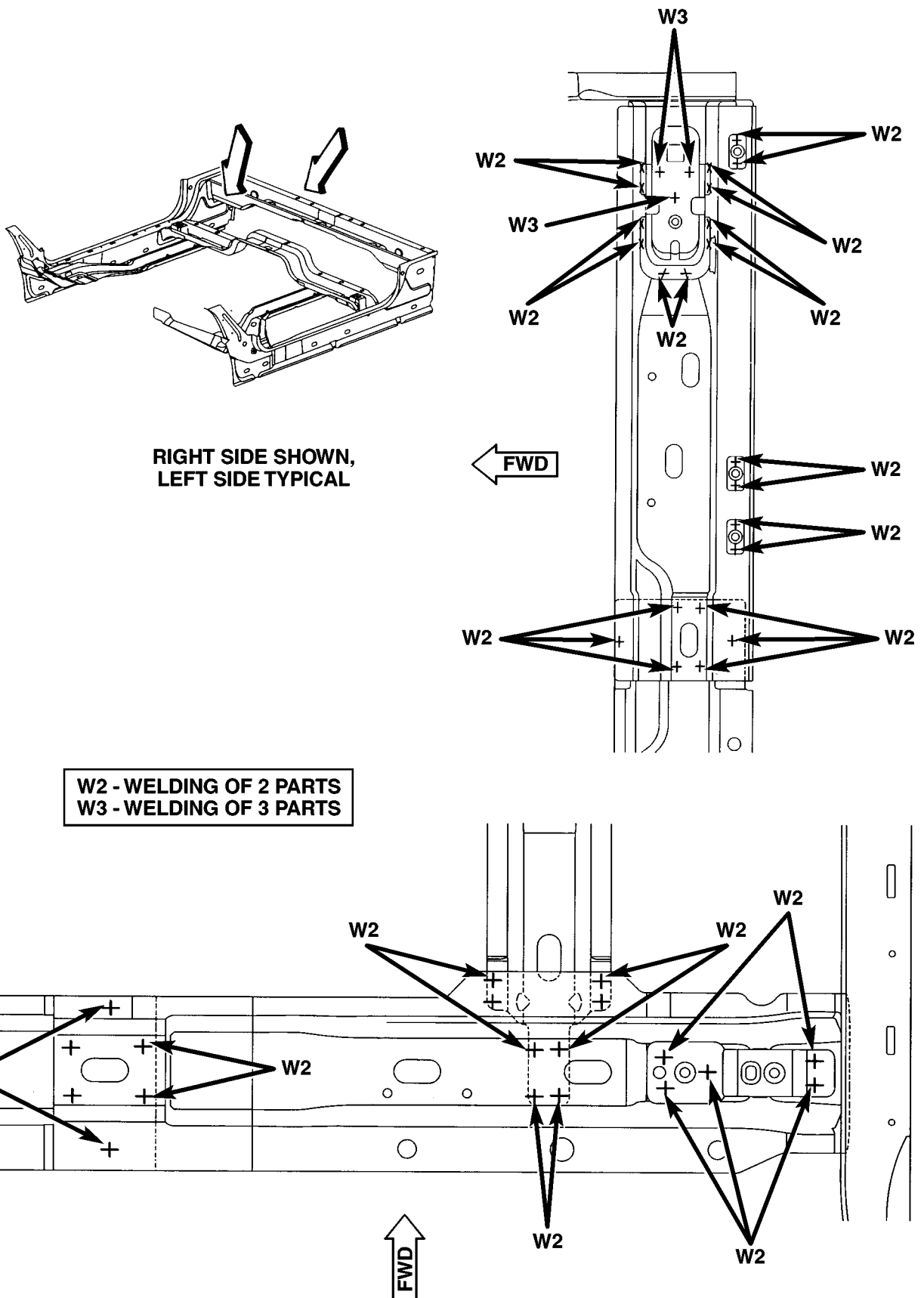
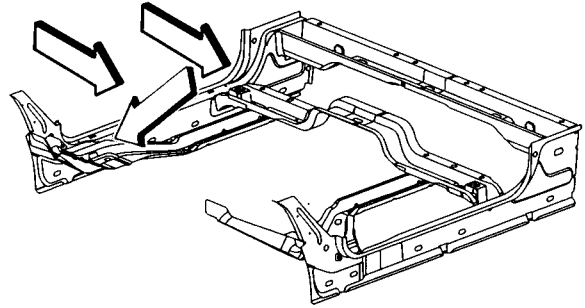


Fig. 44 RIGHT TO LEFT REAR FLOOR CROSSMEMBER - STANDARD CAB

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS



RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

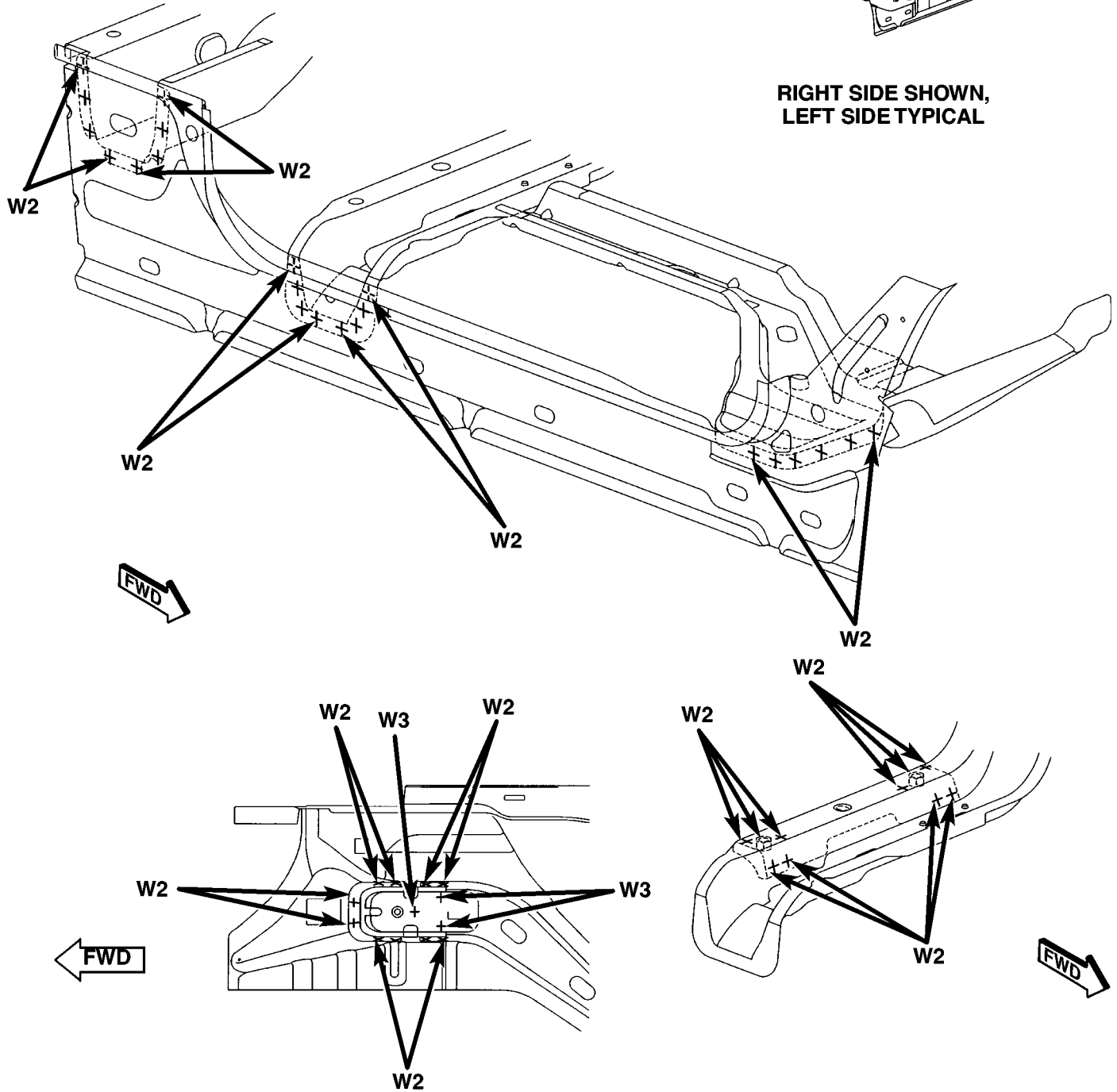


Fig. 45 REAR FLOOR CROSSMEMBER - STANDARD CAB

WELD LOCATIONS (Continued)

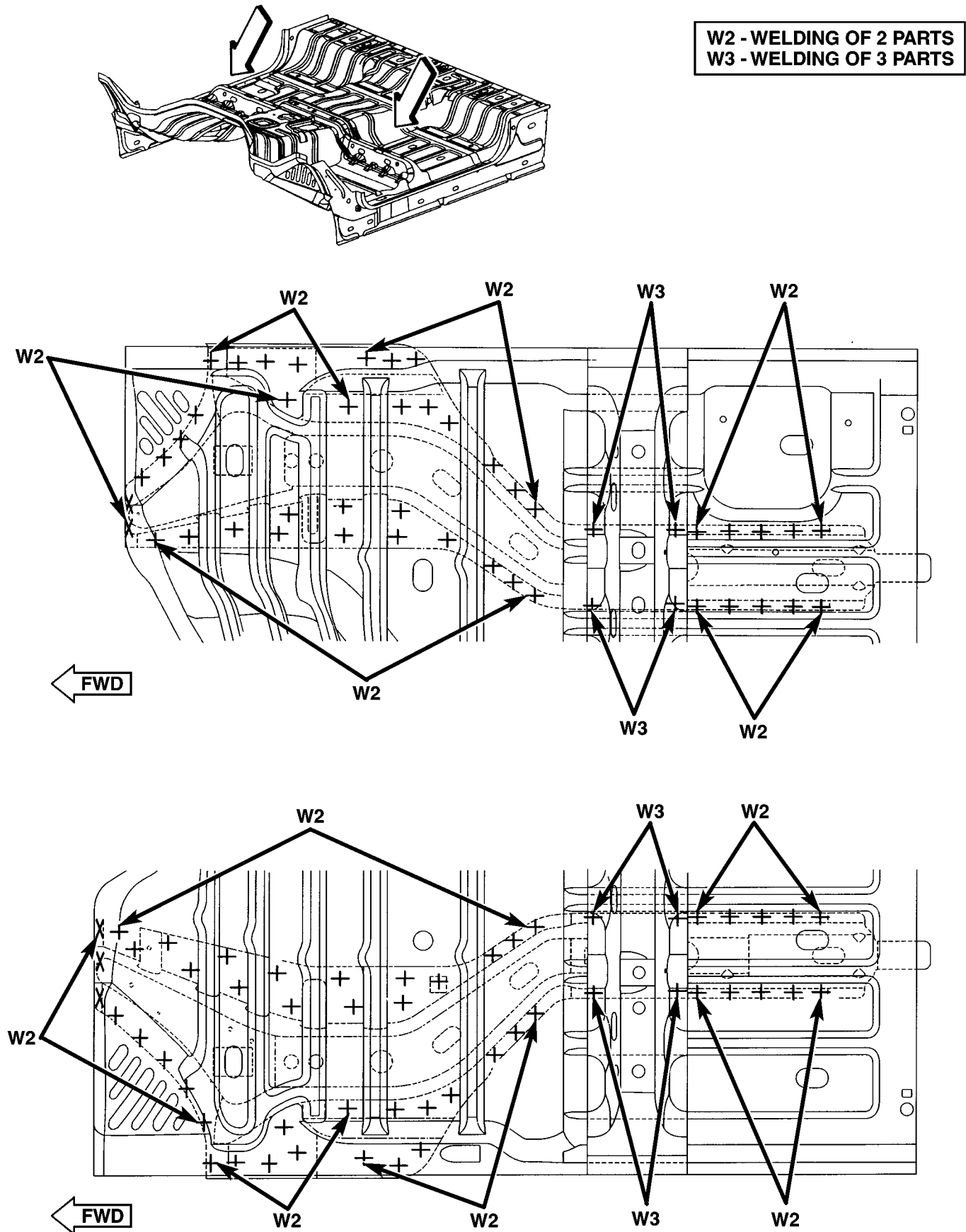


Fig. 46 SEAT MOUNTING FRONT CROSSMEMBER - STANDARD CAB

WELD LOCATIONS (Continued)

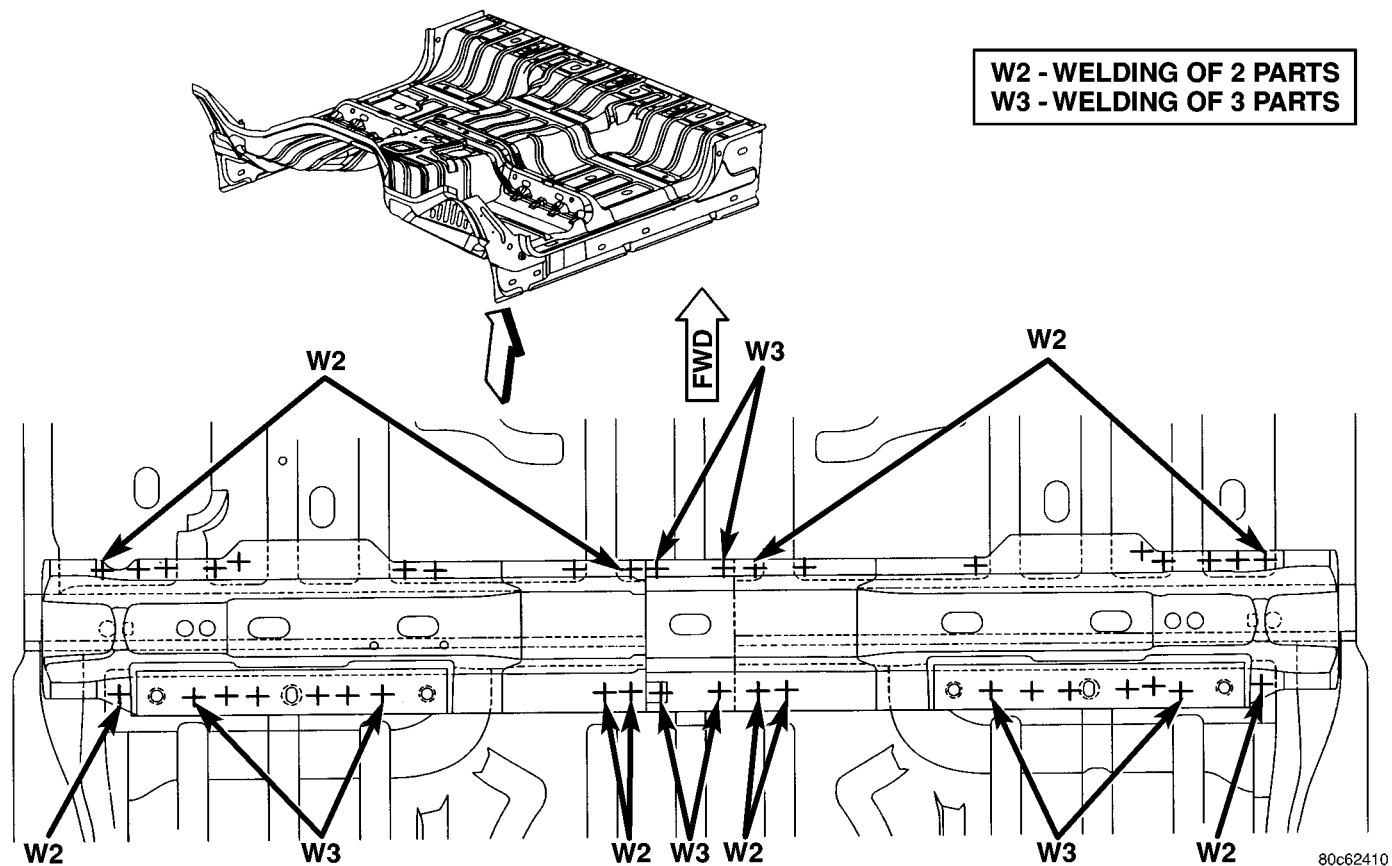


Fig. 47 FRONT SEAT MOUNTING CROSSMEMBERS - STANDARD CAB

WELD LOCATIONS (Continued)

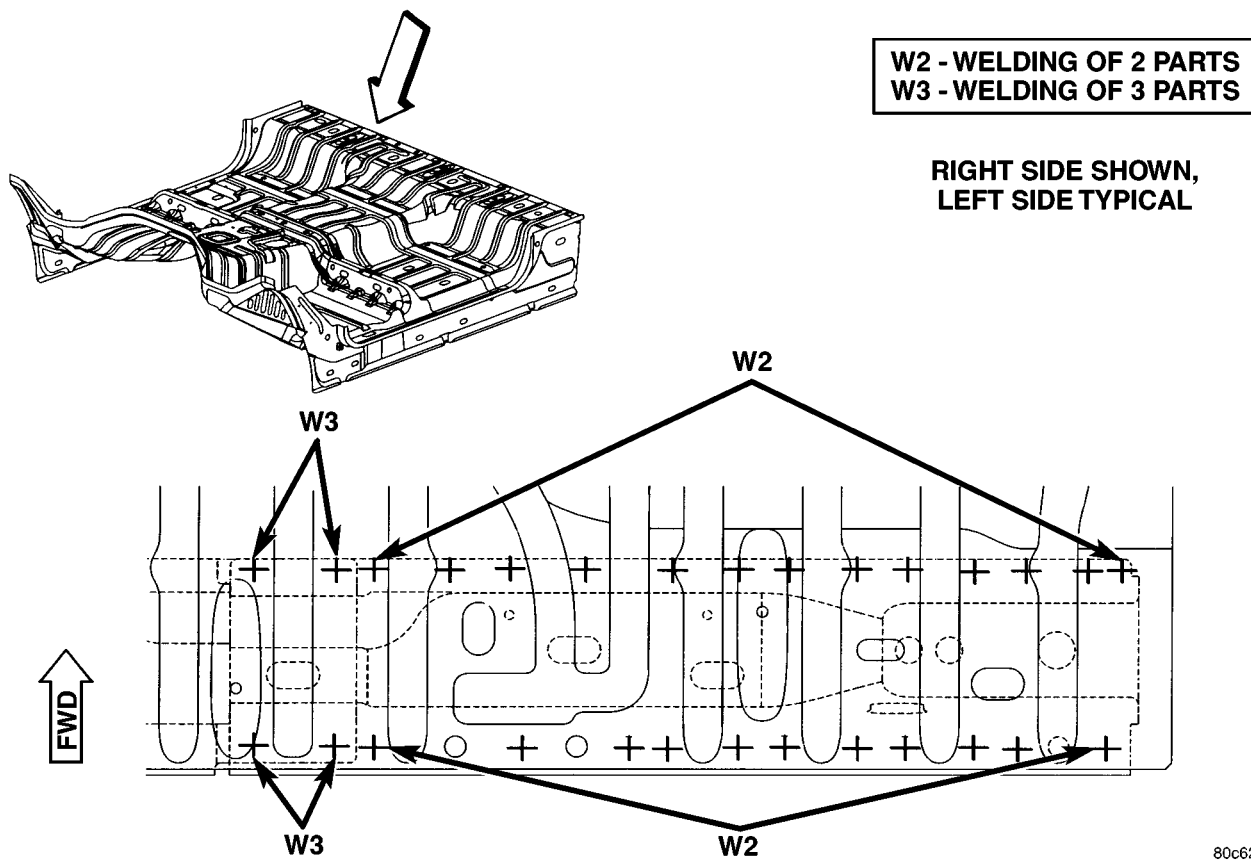


Fig. 48 REAR FLOOR CROSSMEMBERS - STANDARD CAB

WELD LOCATIONS (Continued)

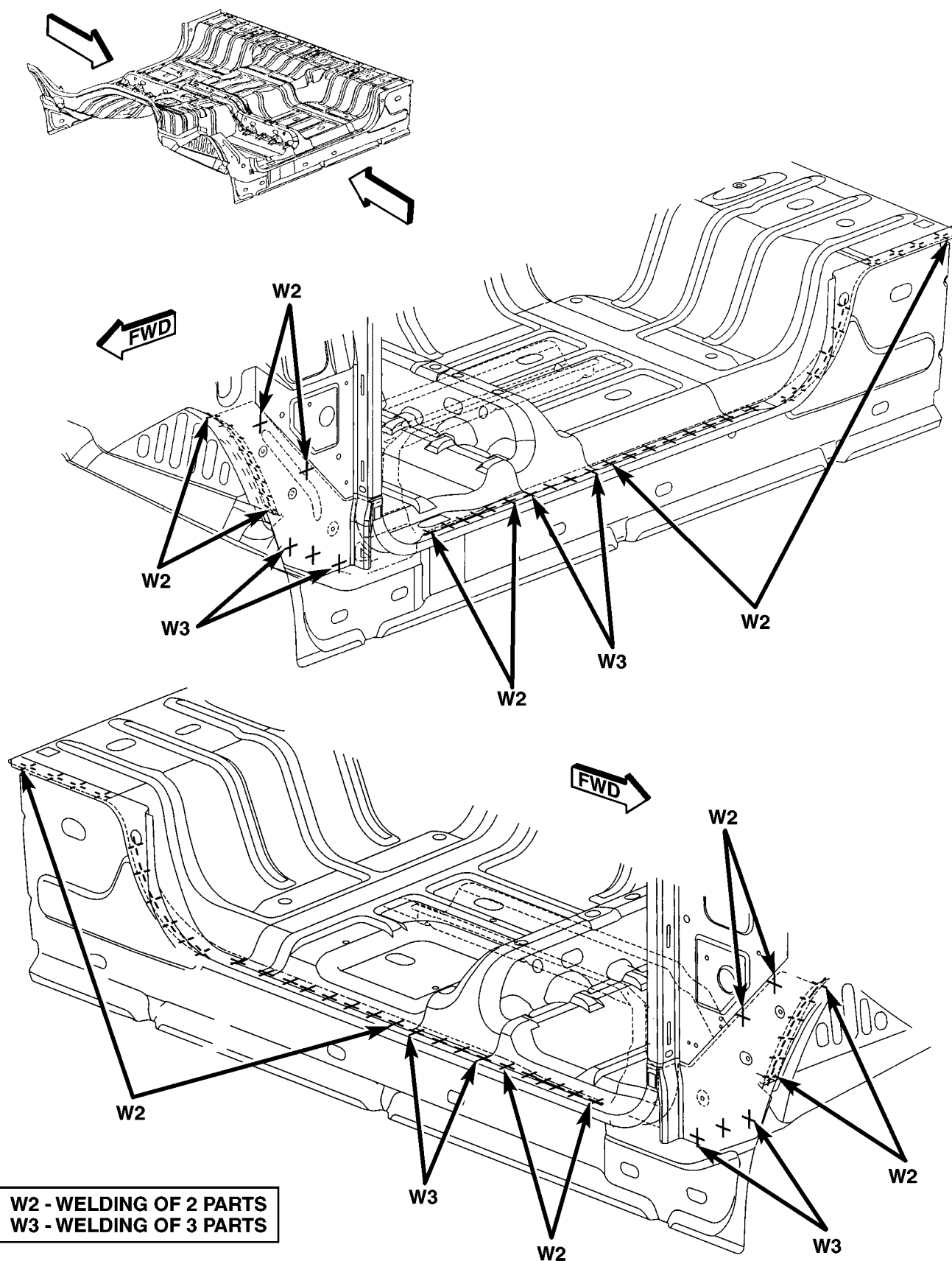
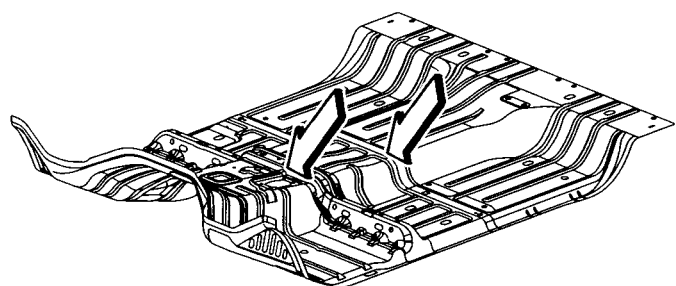


Fig. 49 FLOOR SILL - STANDARD CAB

WELD LOCATIONS (Continued)



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

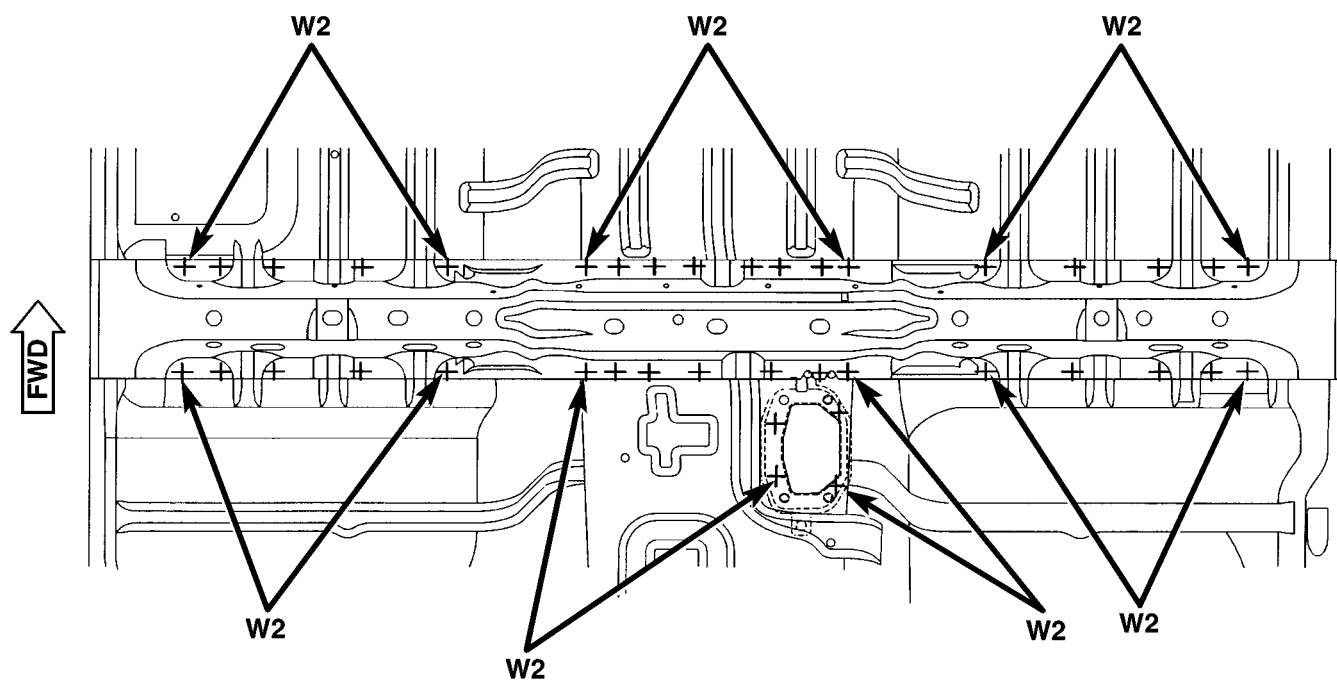
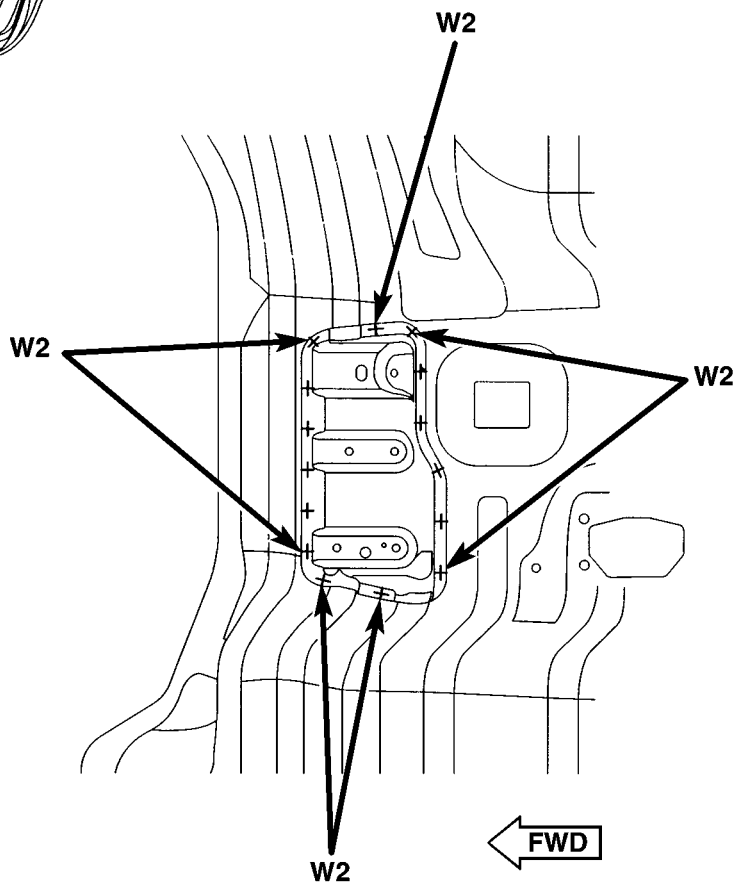


Fig. 50 AIR BAG MODULE BRACKET - QUAD CAB

WELD LOCATIONS (Continued)

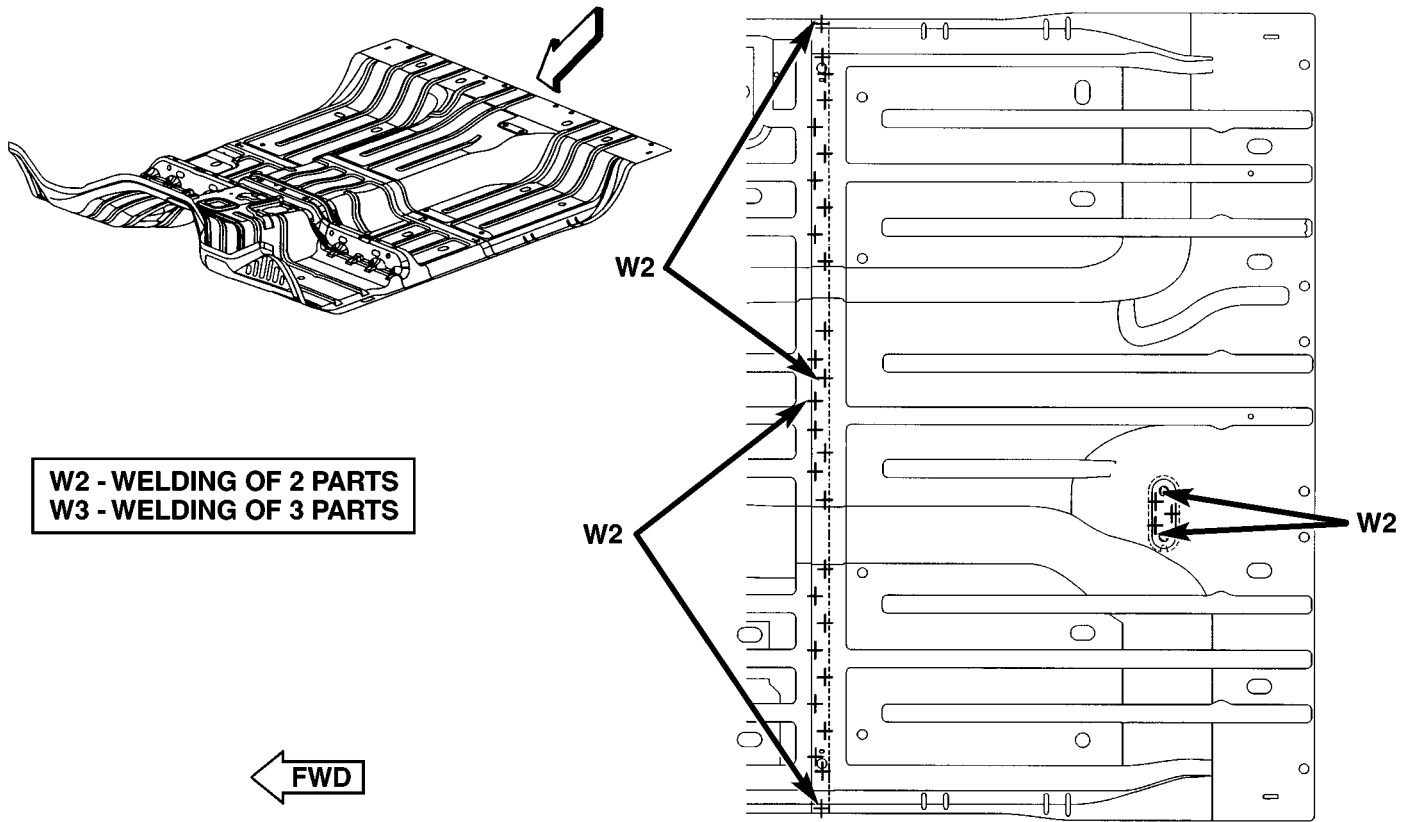


Fig. 51 REAR SEAT MIDDLE MOUNTING PLATE - QUAD CAB

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

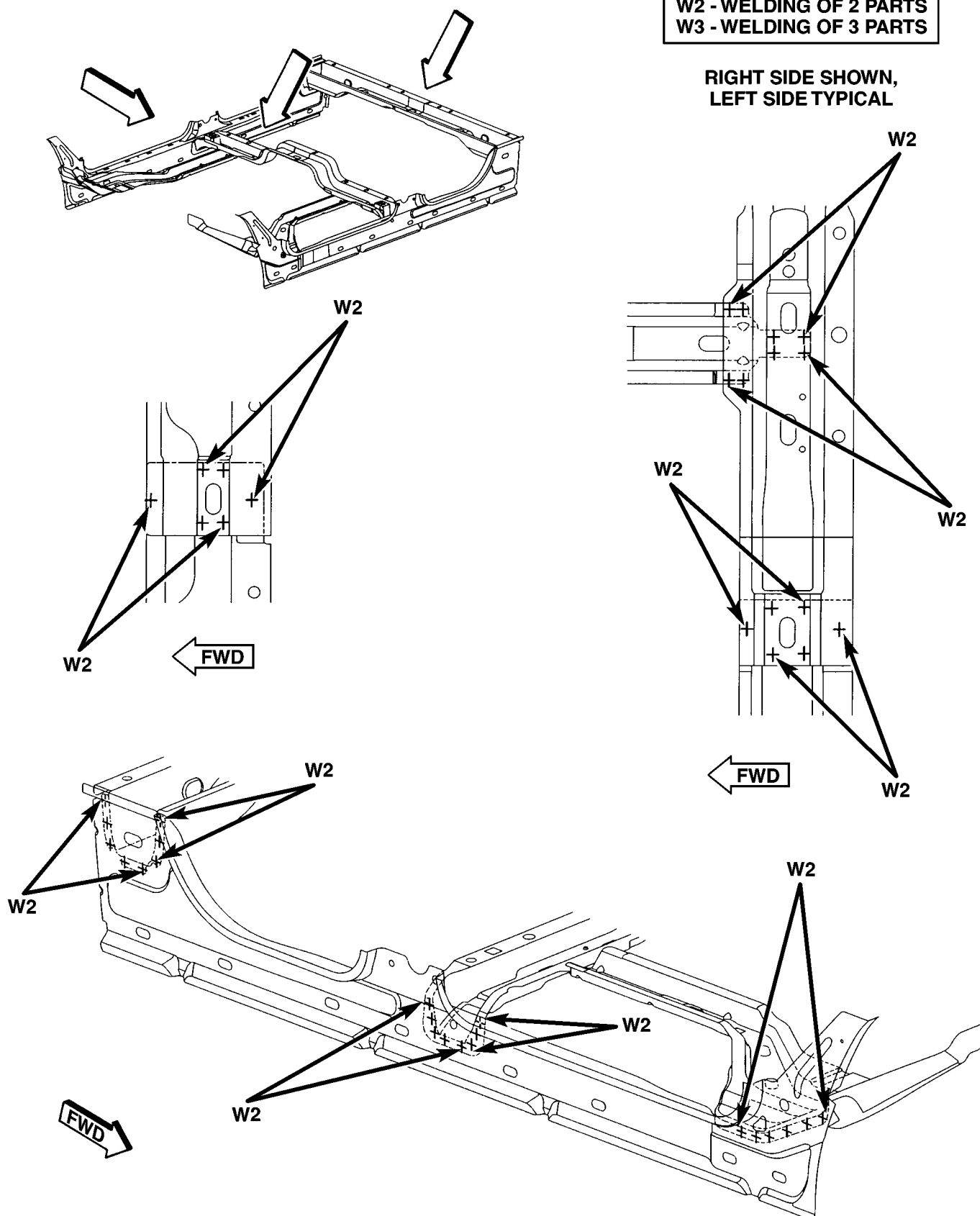


Fig. 52 REAR FLOOR CROSSMEMBER - QUAD CAB

WELD LOCATIONS (Continued)

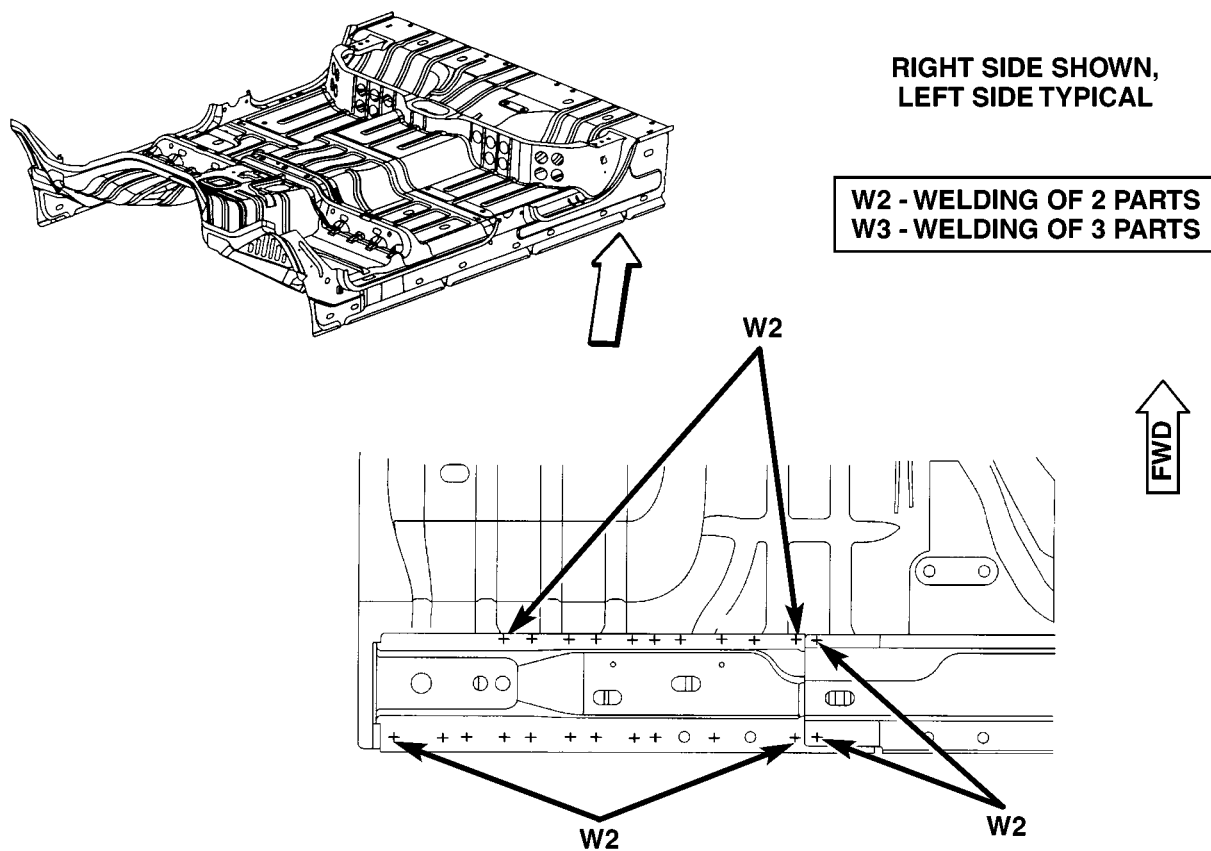


Fig. 53 LEFT REAR CROSSMEMBER - QUAD CAB

80c62417

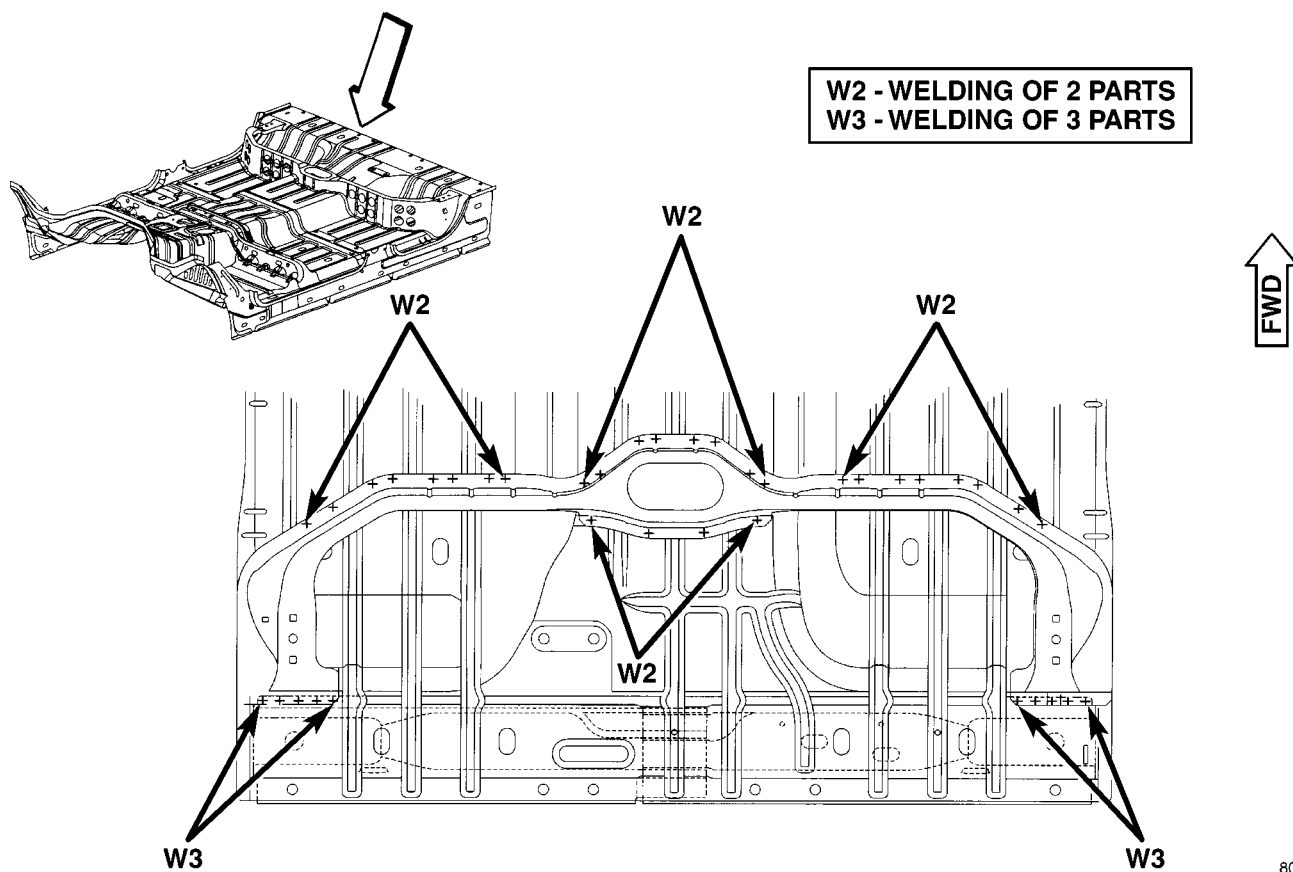


Fig. 54 STORAGE BIN - QUAD CAB

80c62418

WELD LOCATIONS (Continued)

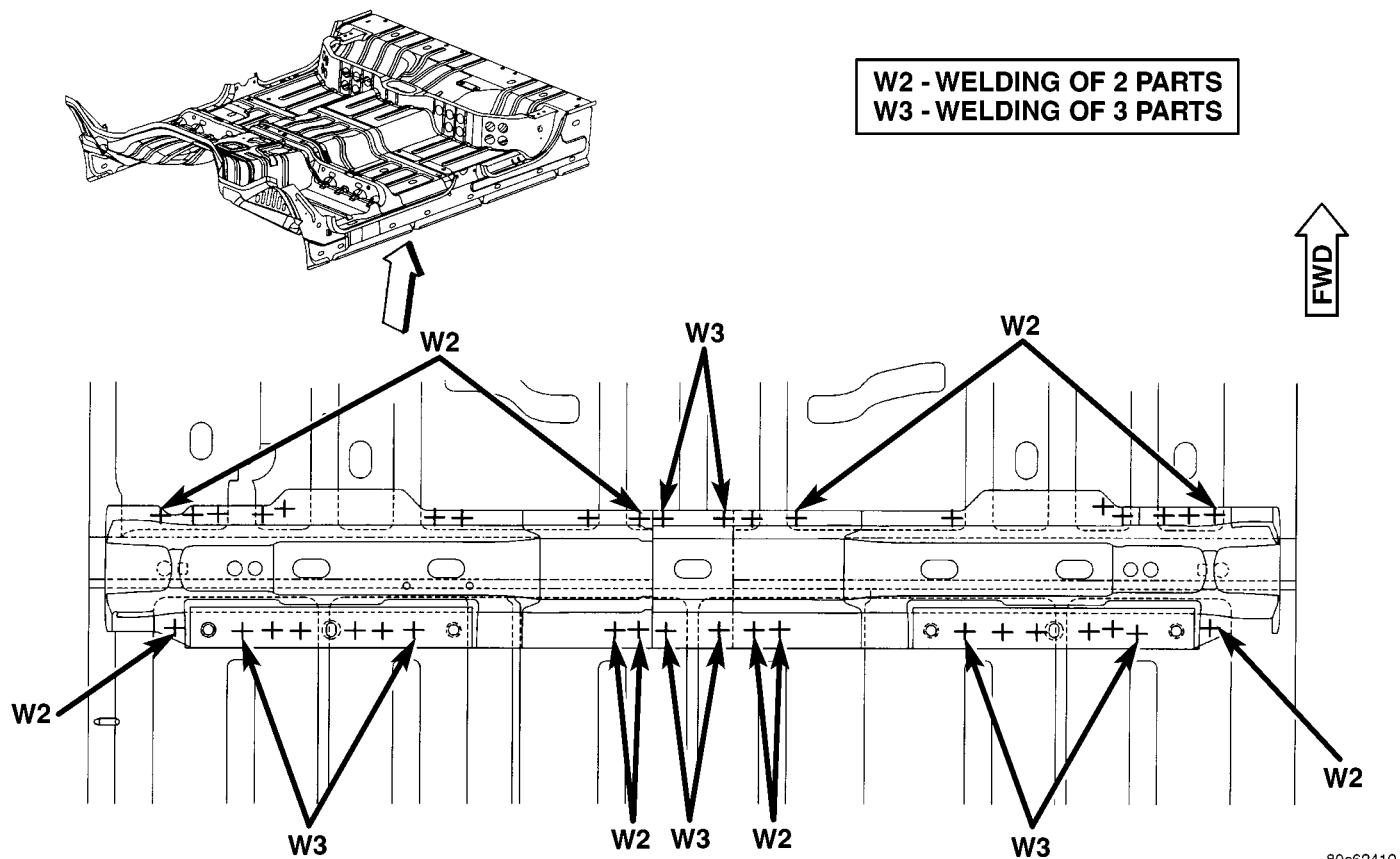


Fig. 55 RIGHT REAR FRONT SEAT MOUNTING CROSSMEMBER - QUAD CAB

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

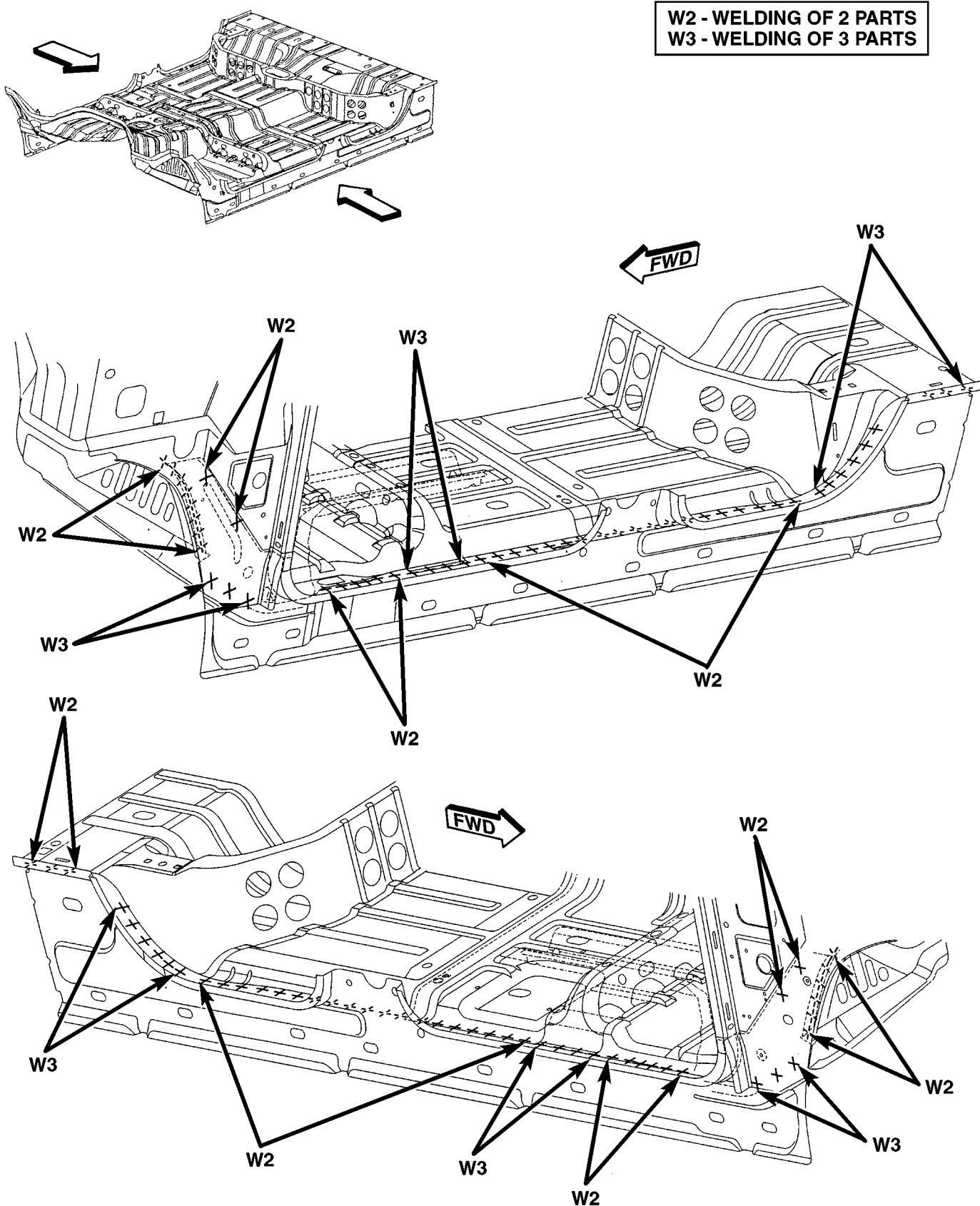


Fig. 56 FRONT SEAT MOUNTING FRONT CROSSMEMBER - QUAD CAB

WELD LOCATIONS (Continued)

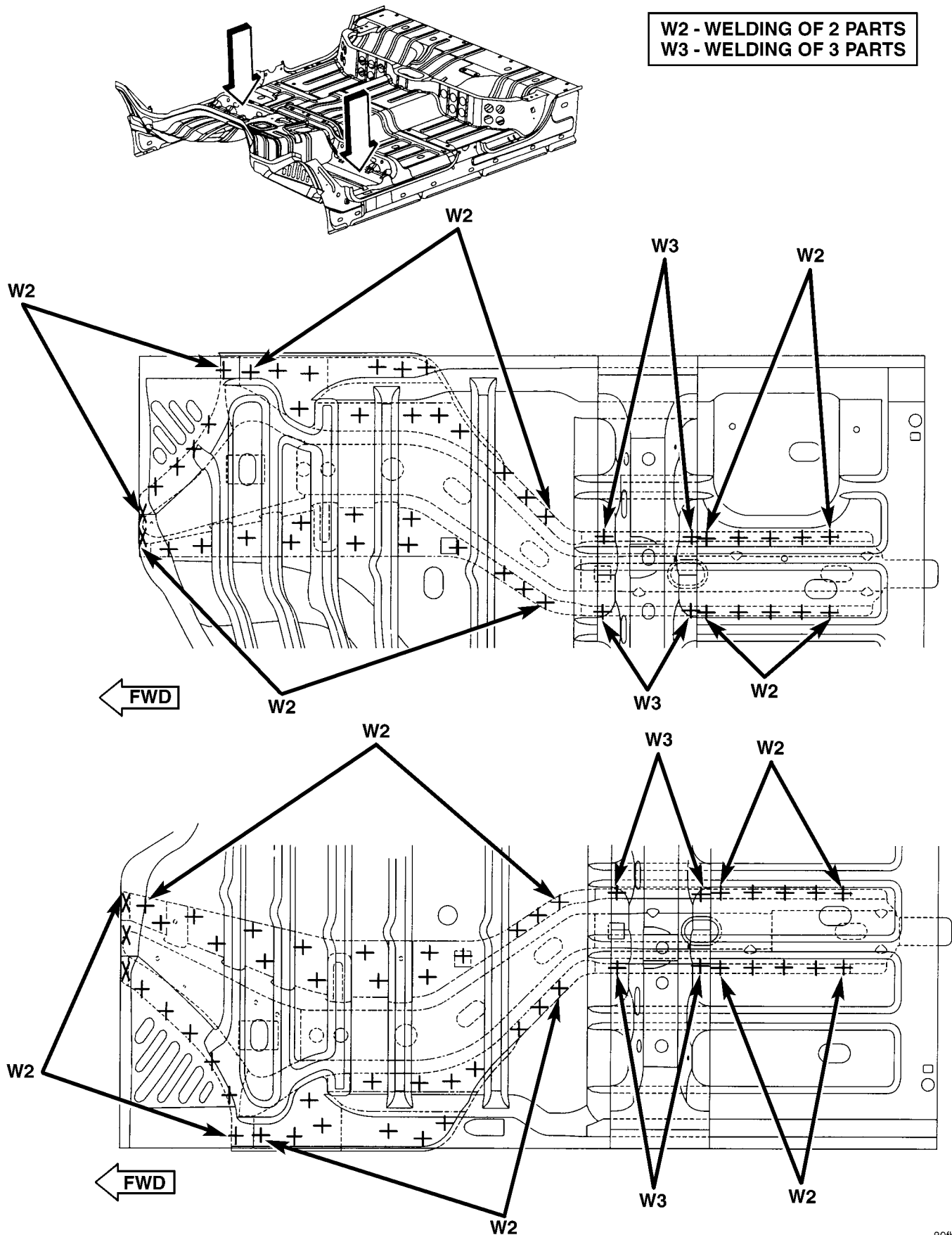


Fig. 57 FRONT SEAT MOUNTING FRONT CROSSMEMBER

WELD LOCATIONS (Continued)

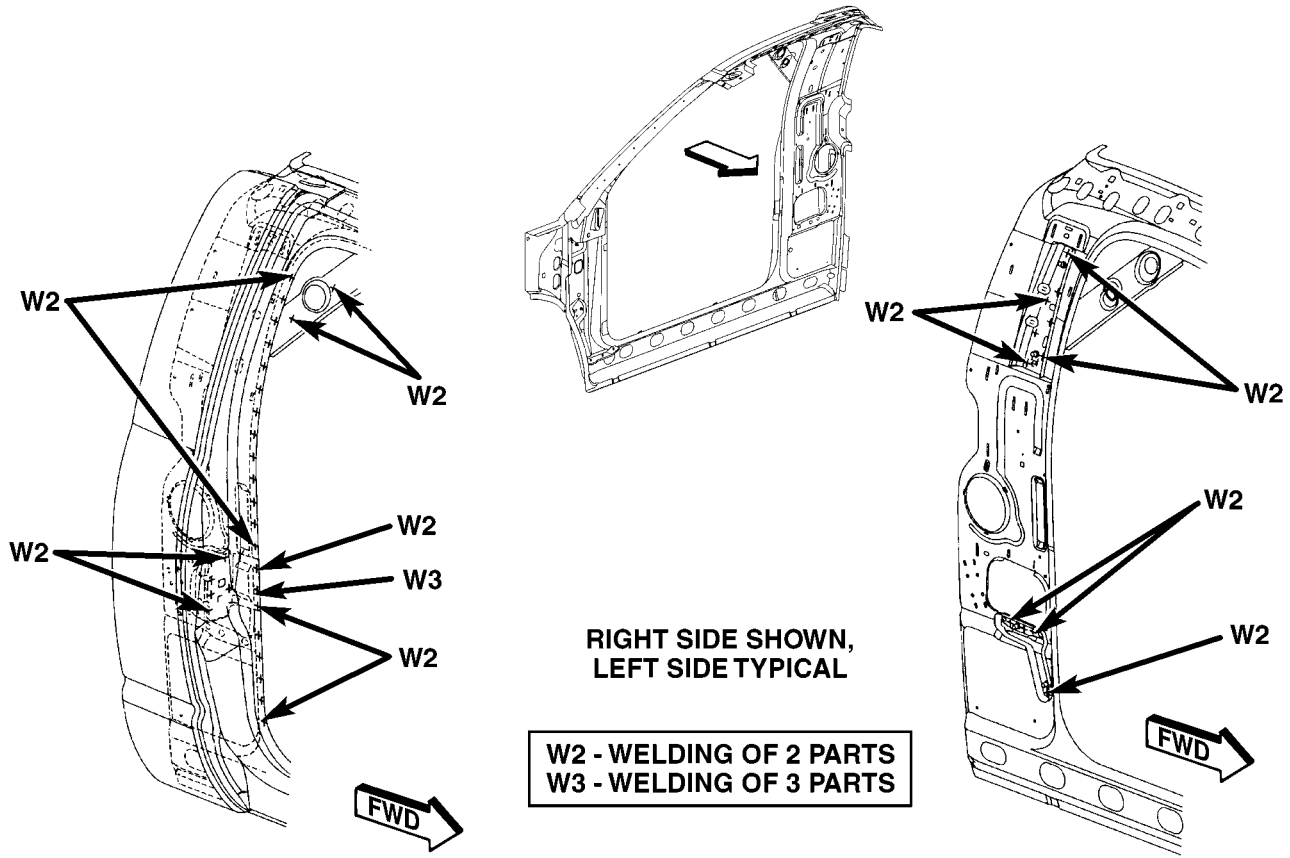


Fig. 61 SHOULDER BELT REINFORCEMENT - STANDARD CAB

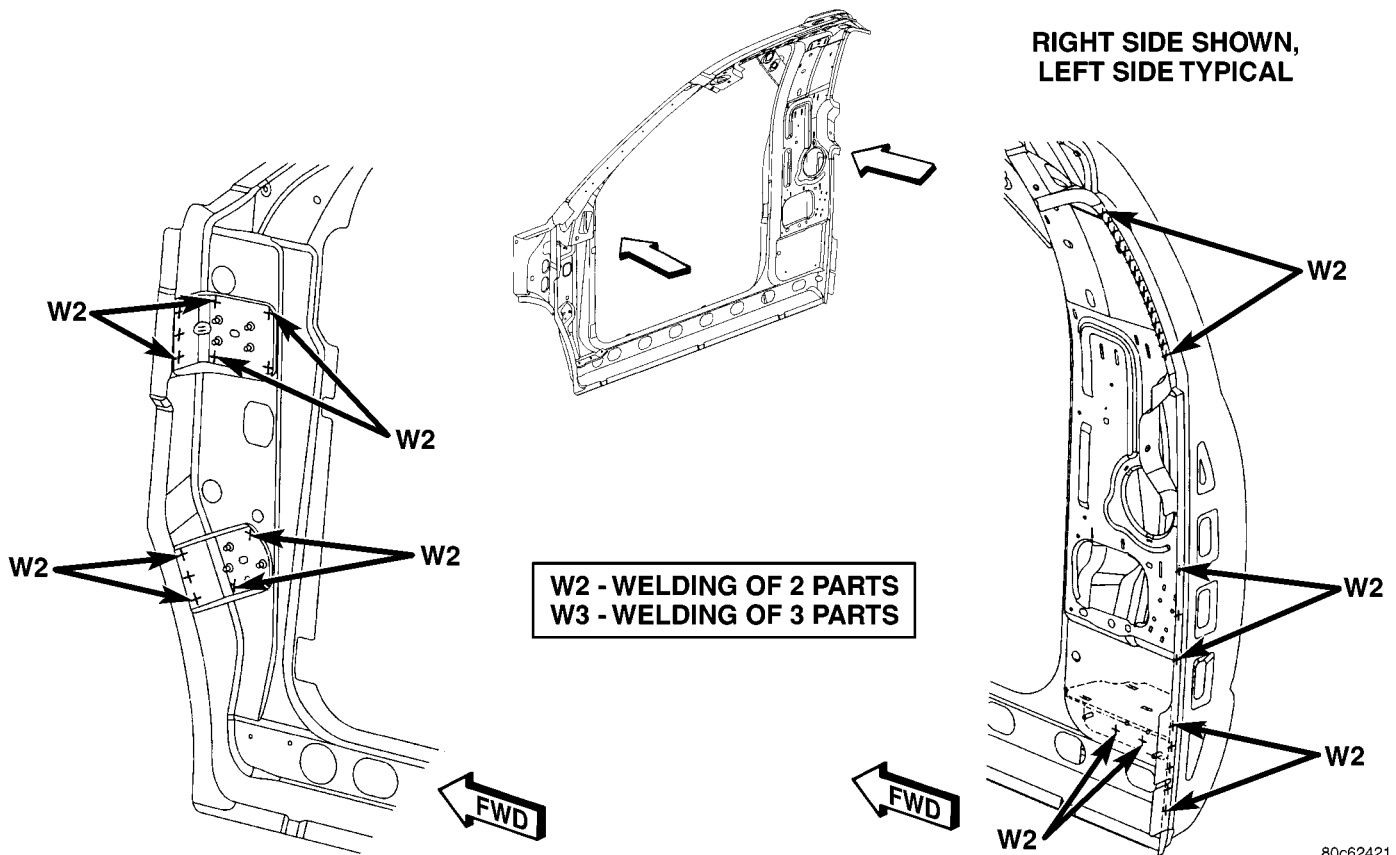
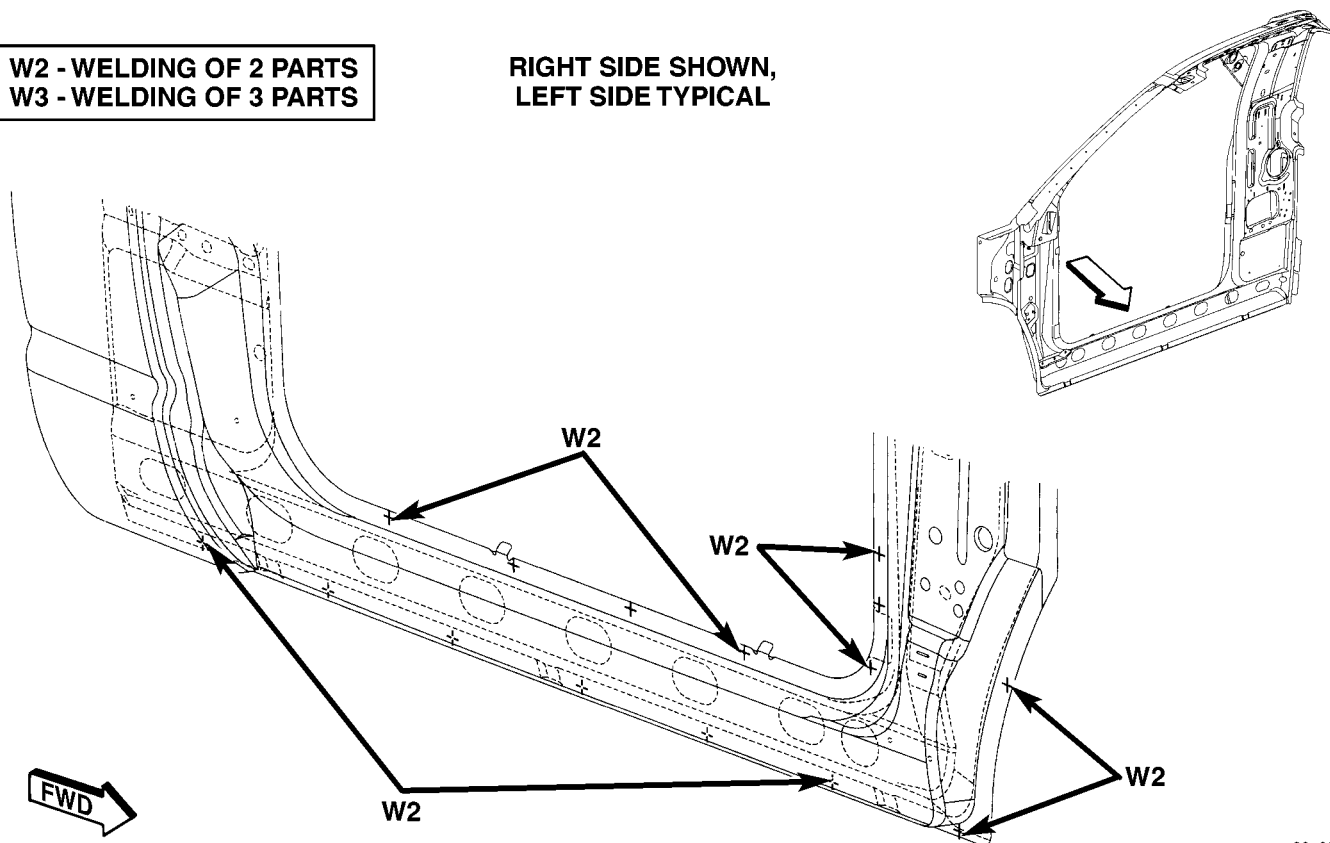


Fig. 62 FRONT PILLAR TAPPING PLATES - STANDARD CAB

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

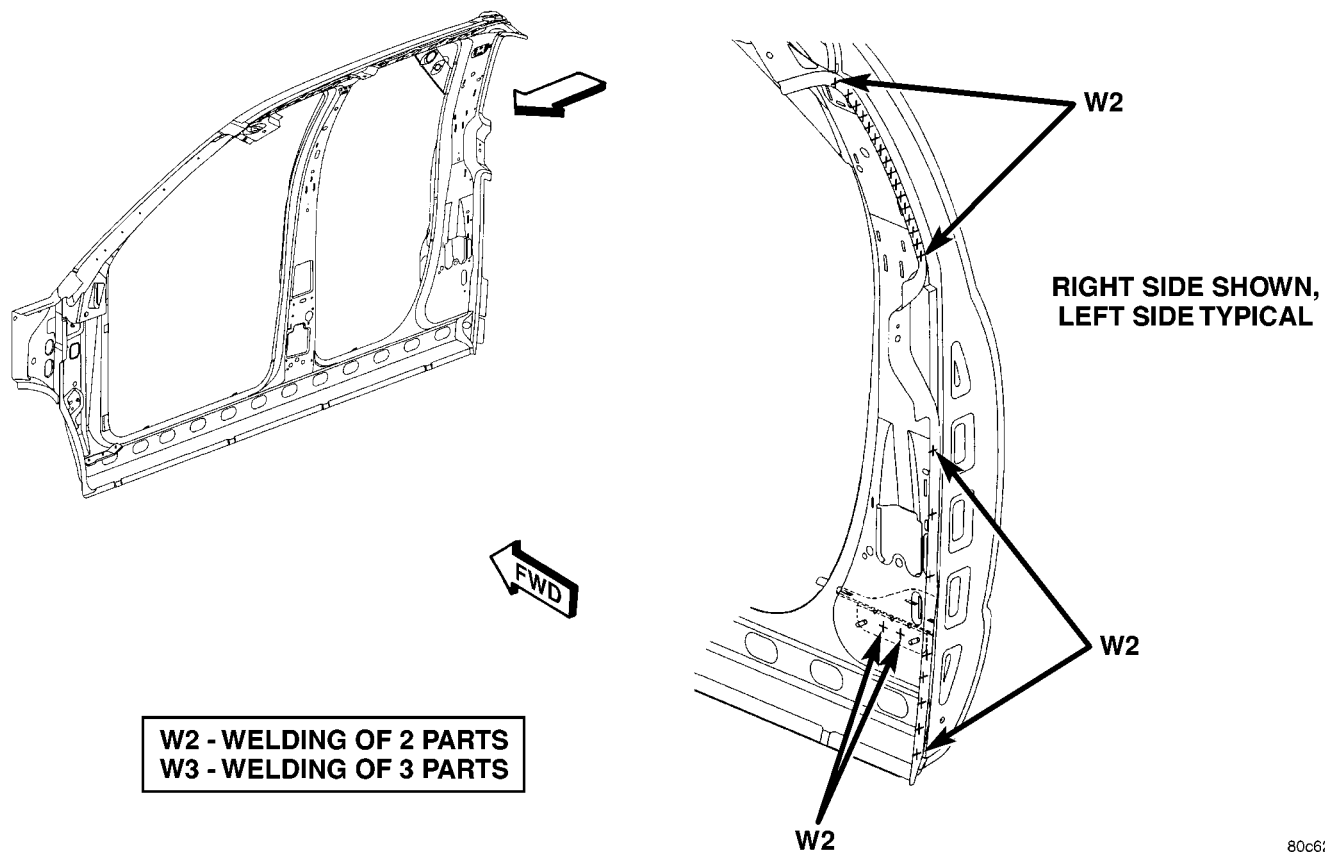
RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL



80c62422

Fig. 63 INNER BODY SIDE APERTURE - STANDARD CAB

WELD LOCATIONS (Continued)



80c62423

Fig. 64 C-PILLAR BAFFLE - QUAD CAB

WELD LOCATIONS (Continued)

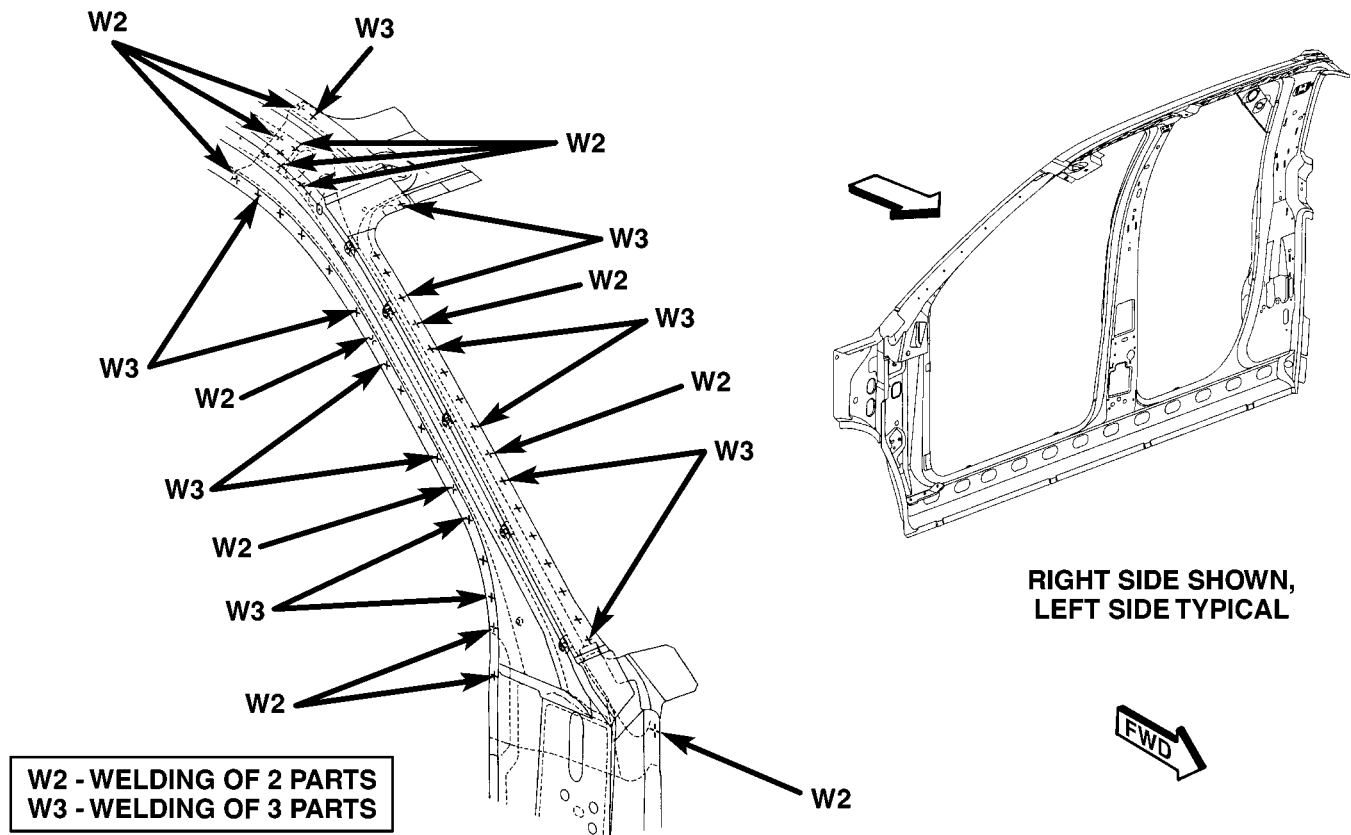


Fig. 65 A-PILLAR REINFORCEMENT - QUAD CAB

80c62424

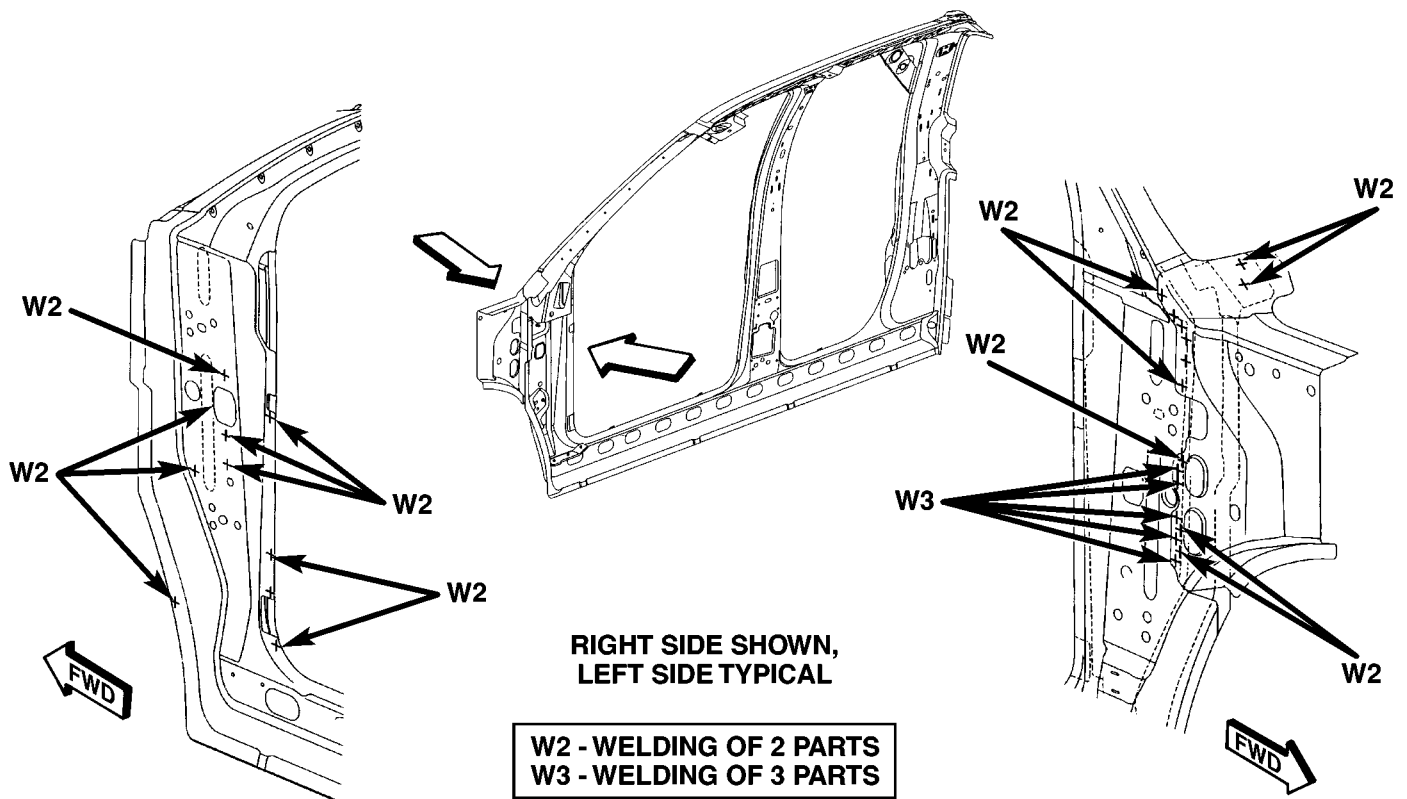


Fig. 66 FRONT EXTENSION PLATE - QUAD CAB

80c62425

WELD LOCATIONS (Continued)

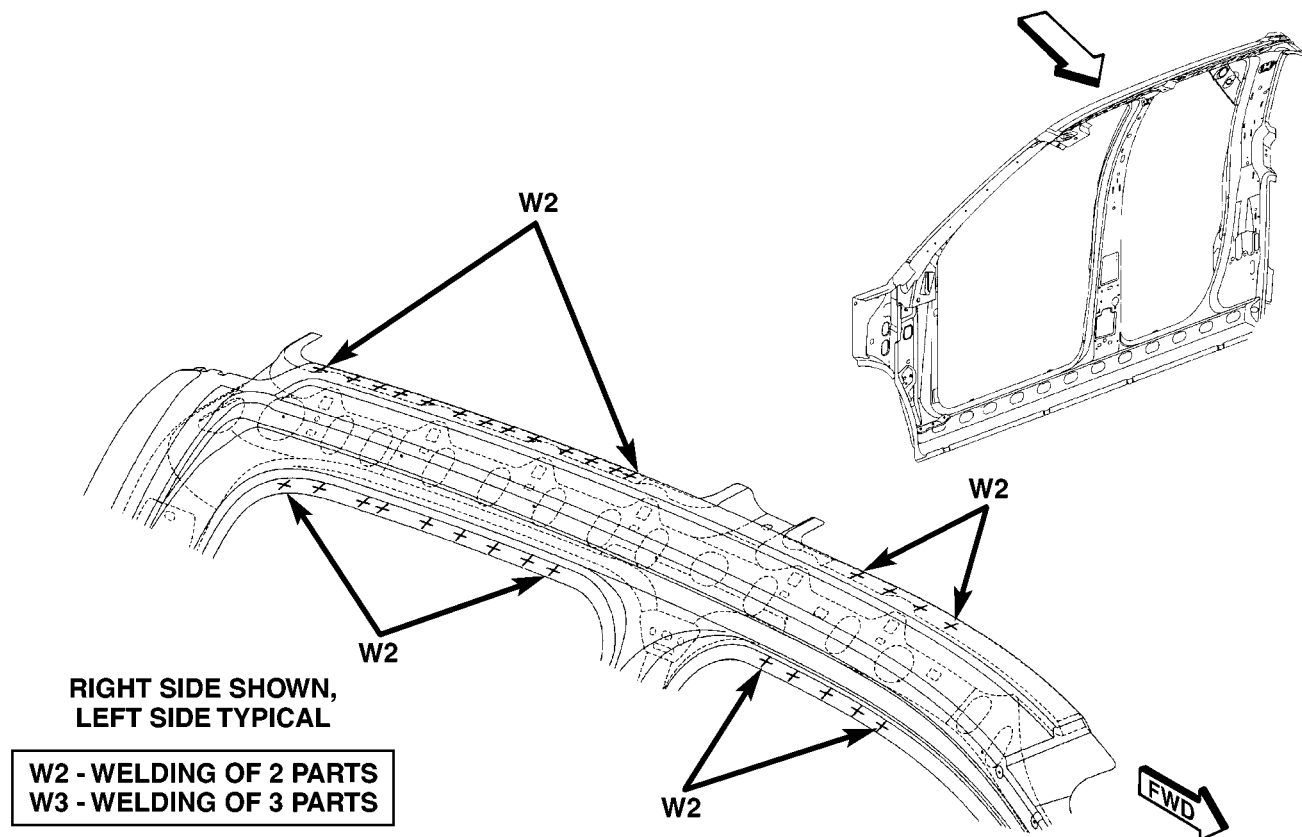


Fig. 67 OUTER BODY SIDE APERTURE - QUAD CAB

80c62426

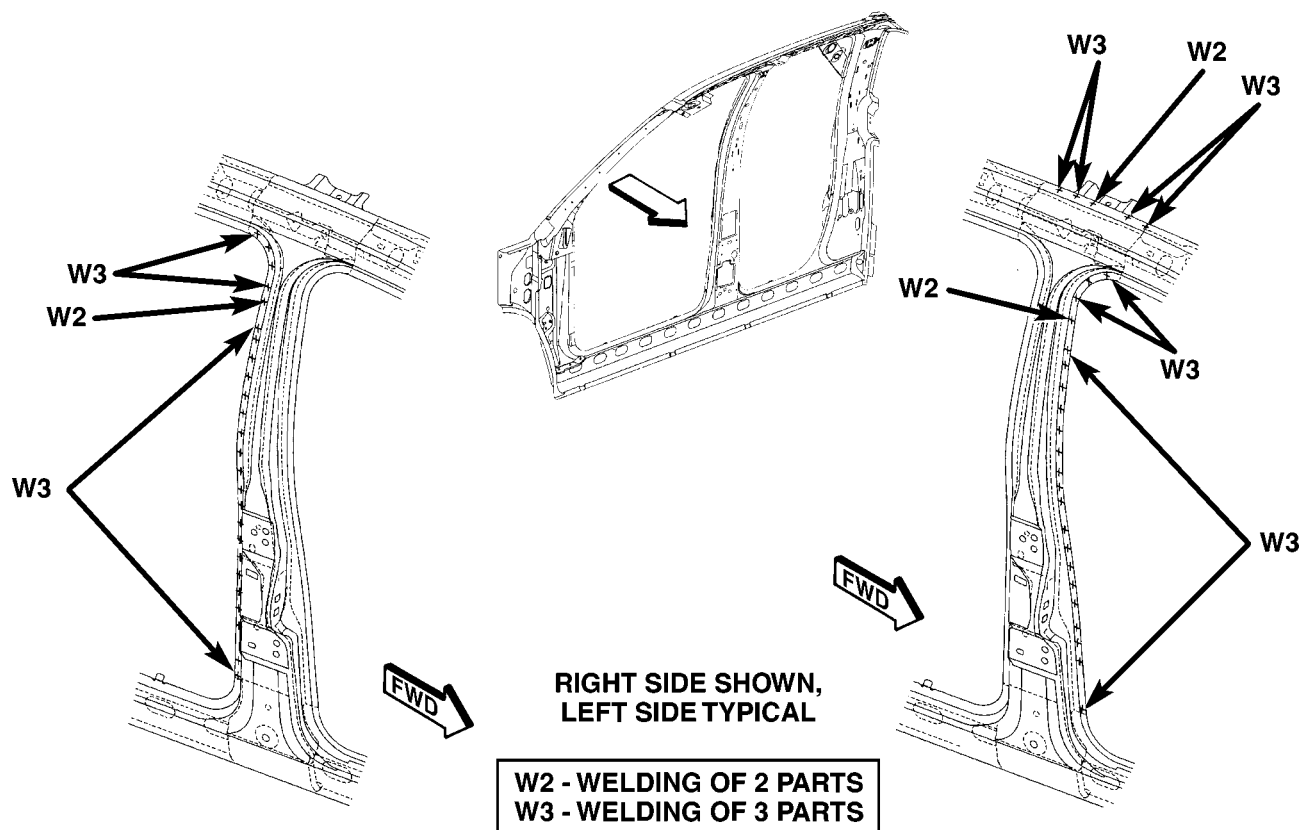
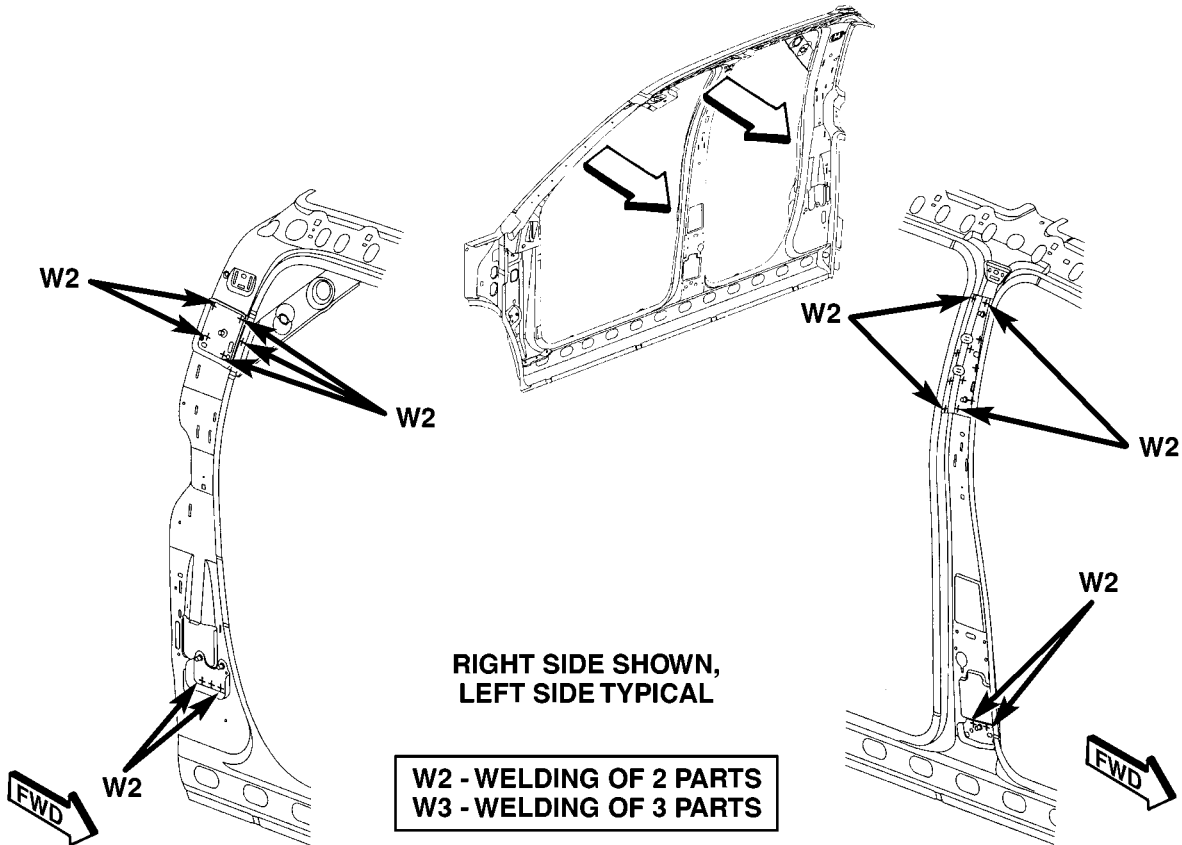


Fig. 68 B-PILLAR REINFORCEMENT - QUAD CAB

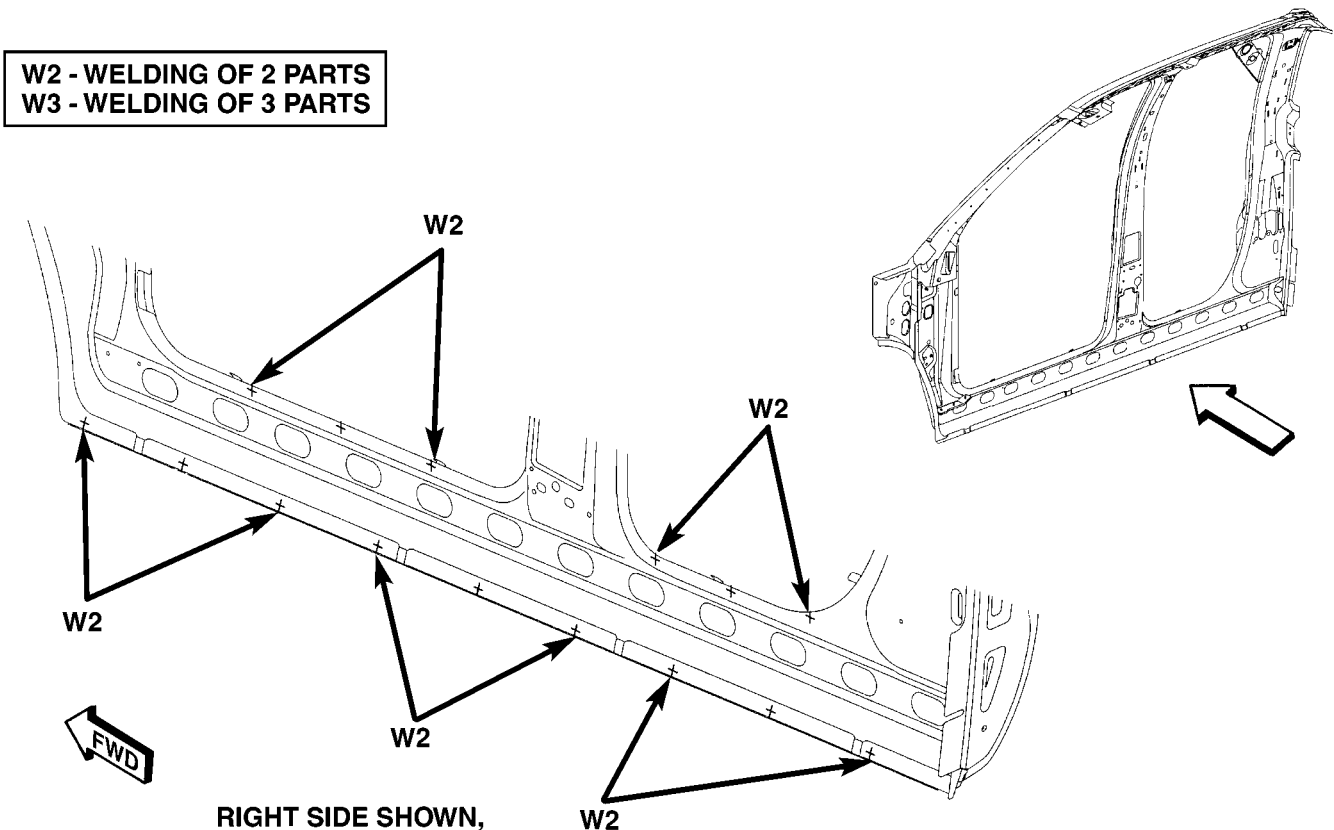
80c62427

WELD LOCATIONS (Continued)



80c6242a

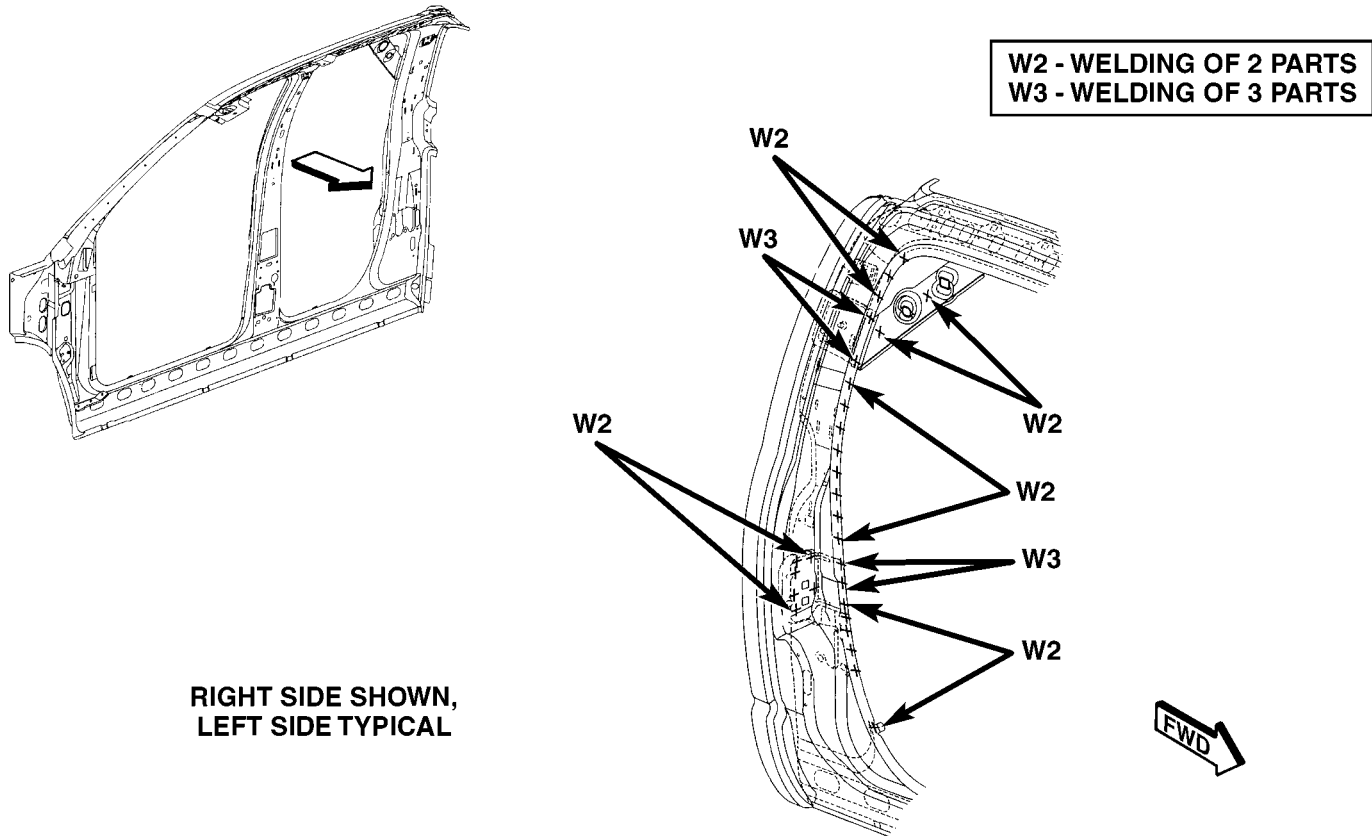
Fig. 71 SEAT BELT MOUNTING PLATES - QUAD CAB



80c6242b

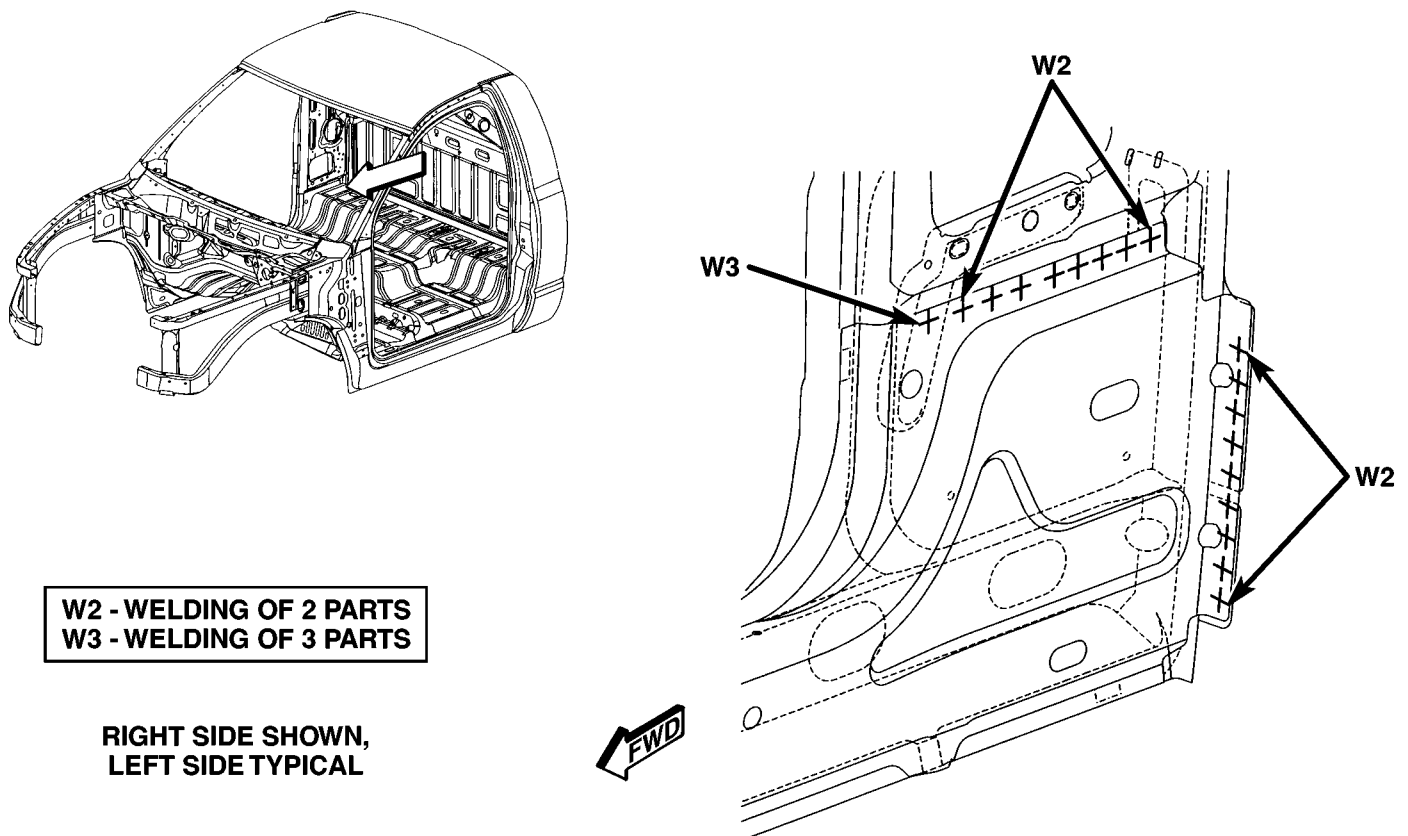
Fig. 72 OUTER BODY SIDE APERTURE - QUAD CAB

WELD LOCATIONS (Continued)



80fbaa86

Fig. 73 C-PILLAR REINFORCEMENT - QUAD CAB



80c6242d

Fig. 74 SEAT BELT RETRACTOR PLATE - STANDARD CAB

WELD LOCATIONS (Continued)

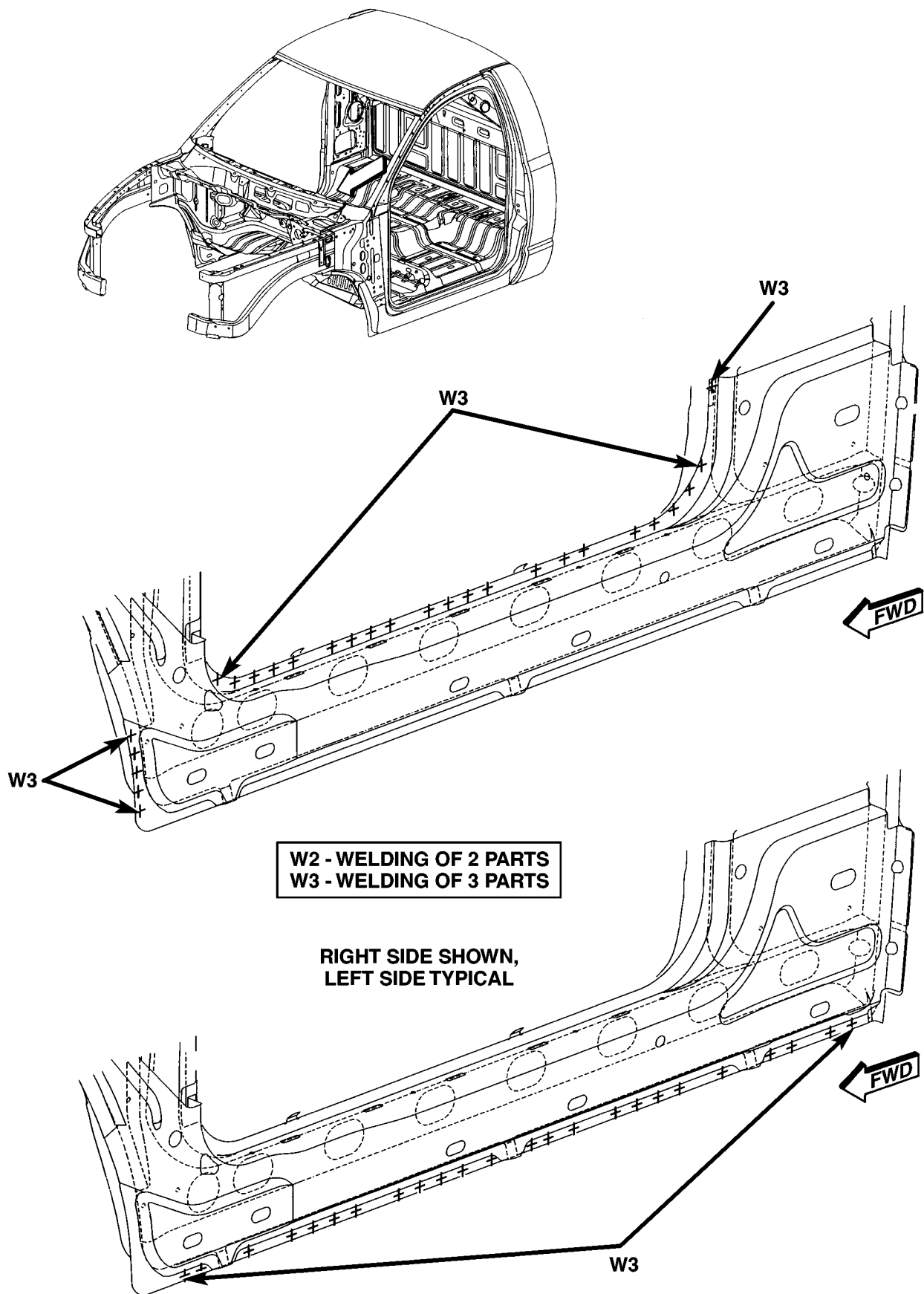
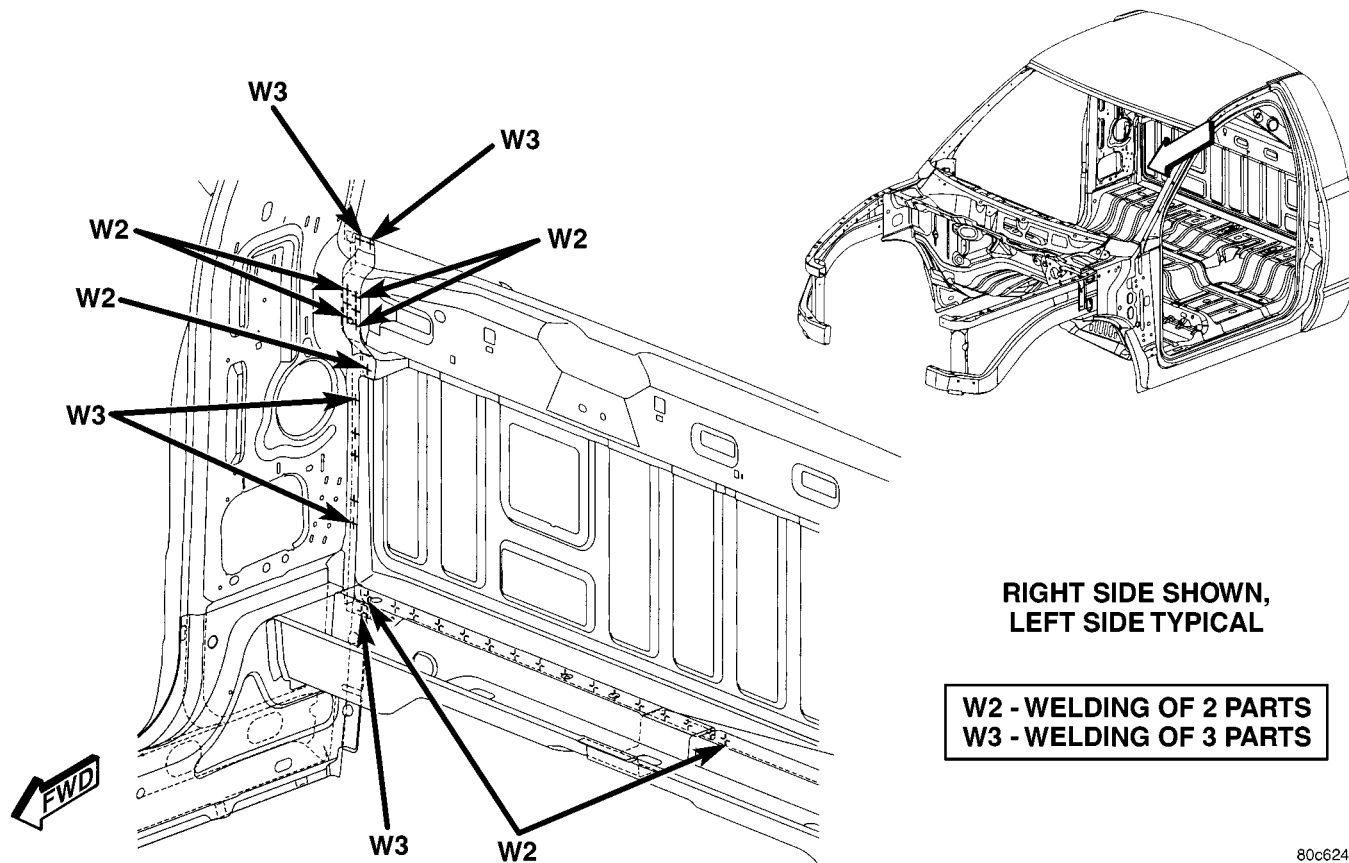


Fig. 75 FLOOR SILL - STANDARD CAB

WELD LOCATIONS (Continued)



80c6242f

Fig. 76 BACK REINFORCEMENT - STANDARD CAB

WELD LOCATIONS (Continued)

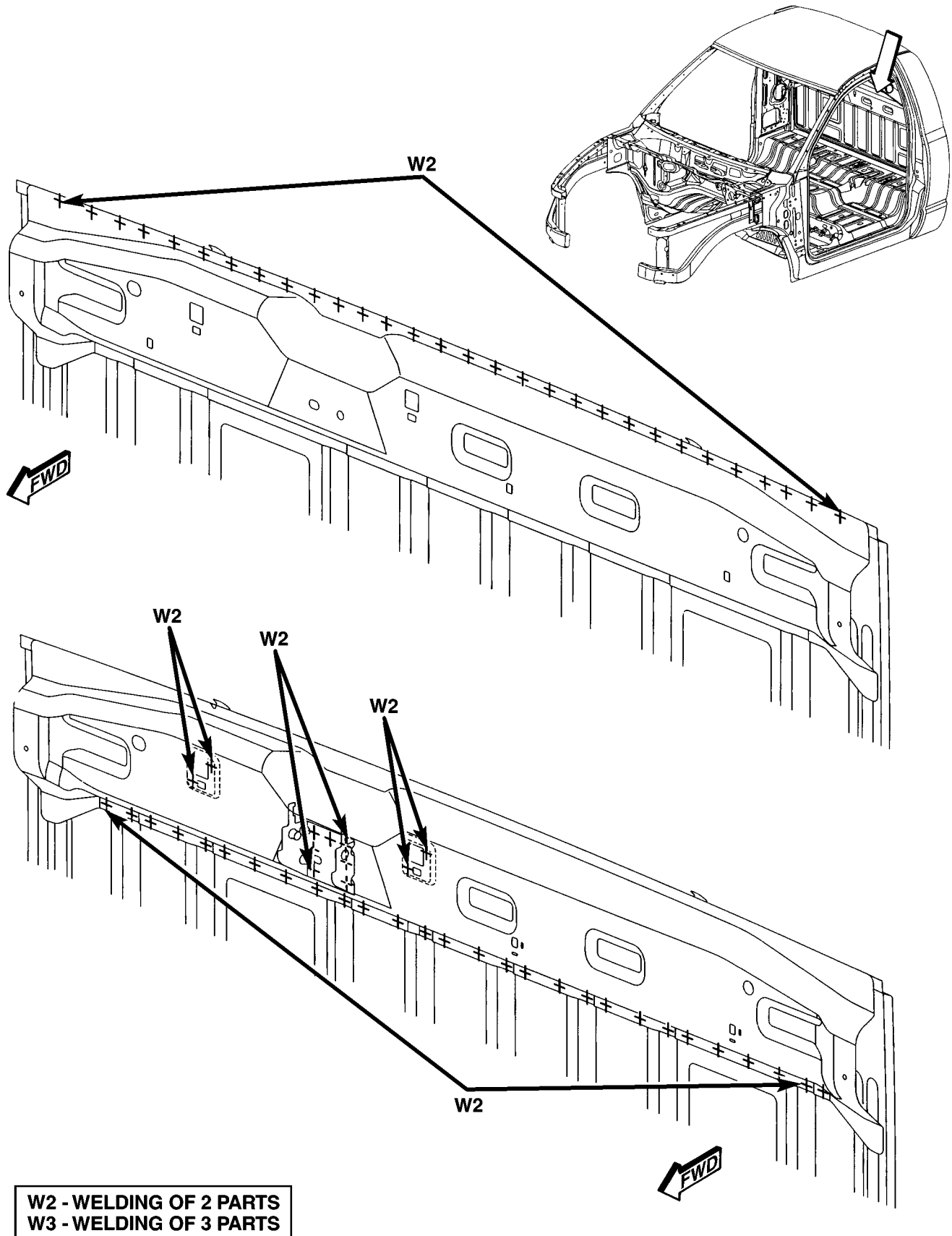


Fig. 77 CAB BACK REINFORCEMENT - STANDARD CAB

WELD LOCATIONS (Continued)

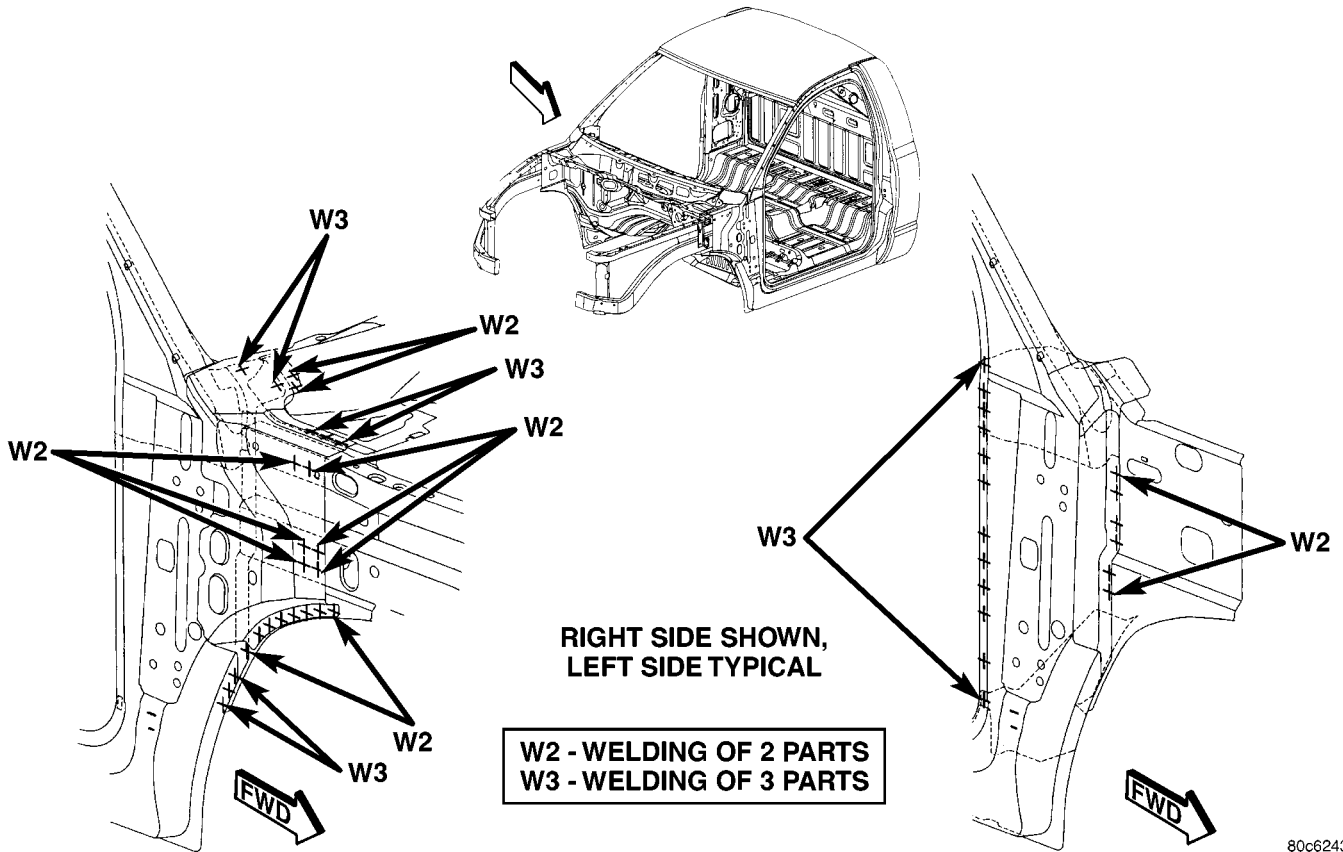


Fig. 78 COWL SIDE PANEL - STANDARD CAB

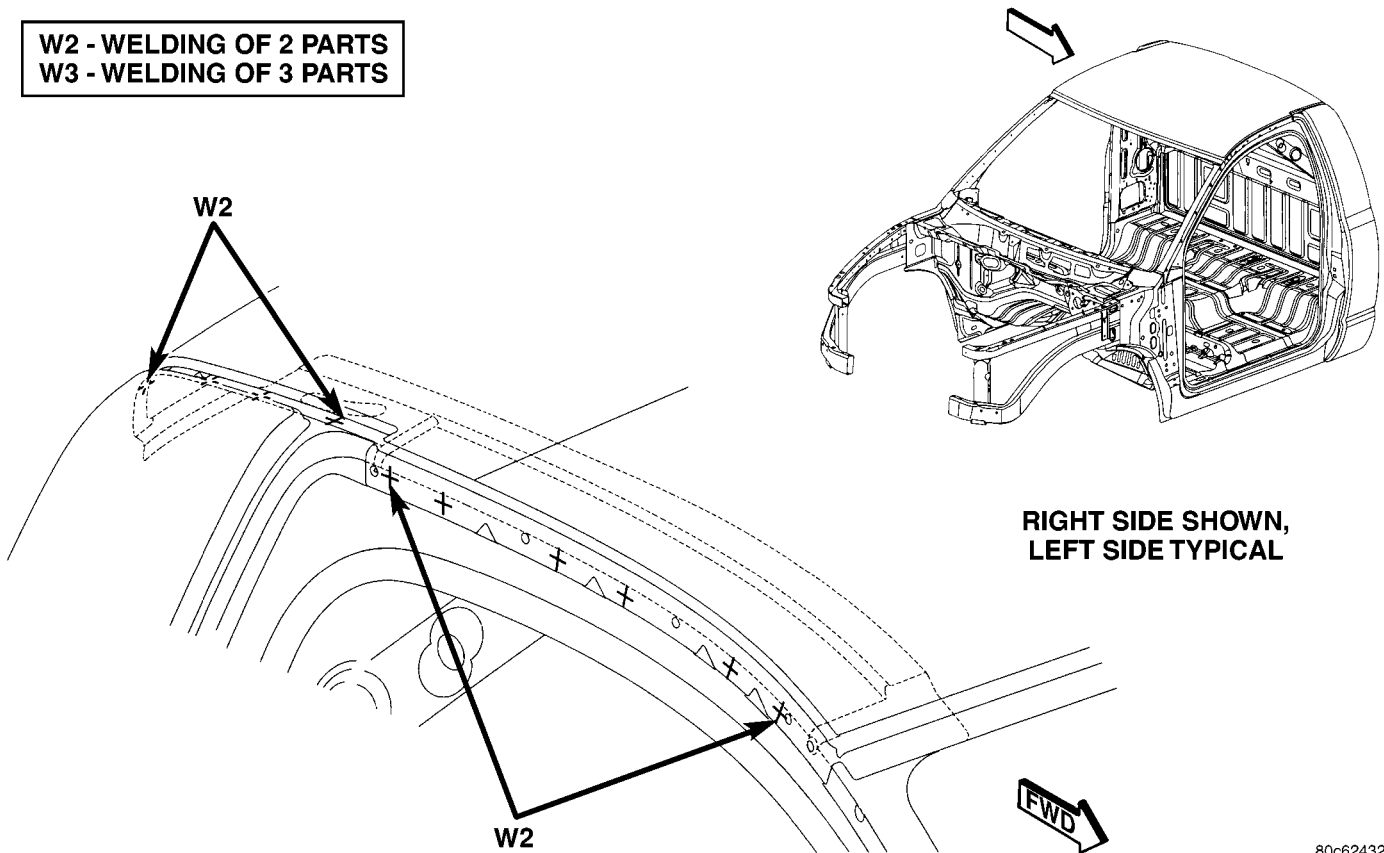


Fig. 79 OUTER ROOF PANEL - STANDARD CAB

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

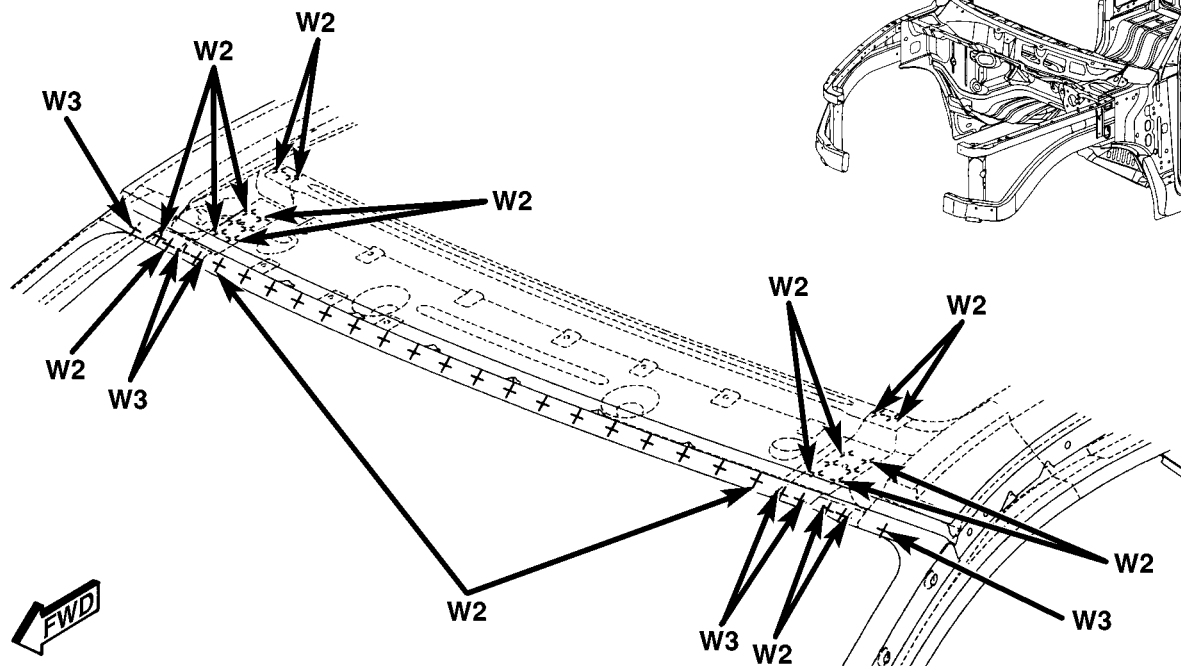


Fig. 80 FRONT ROOF HEADER - STANDARD CAB

80c62433

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

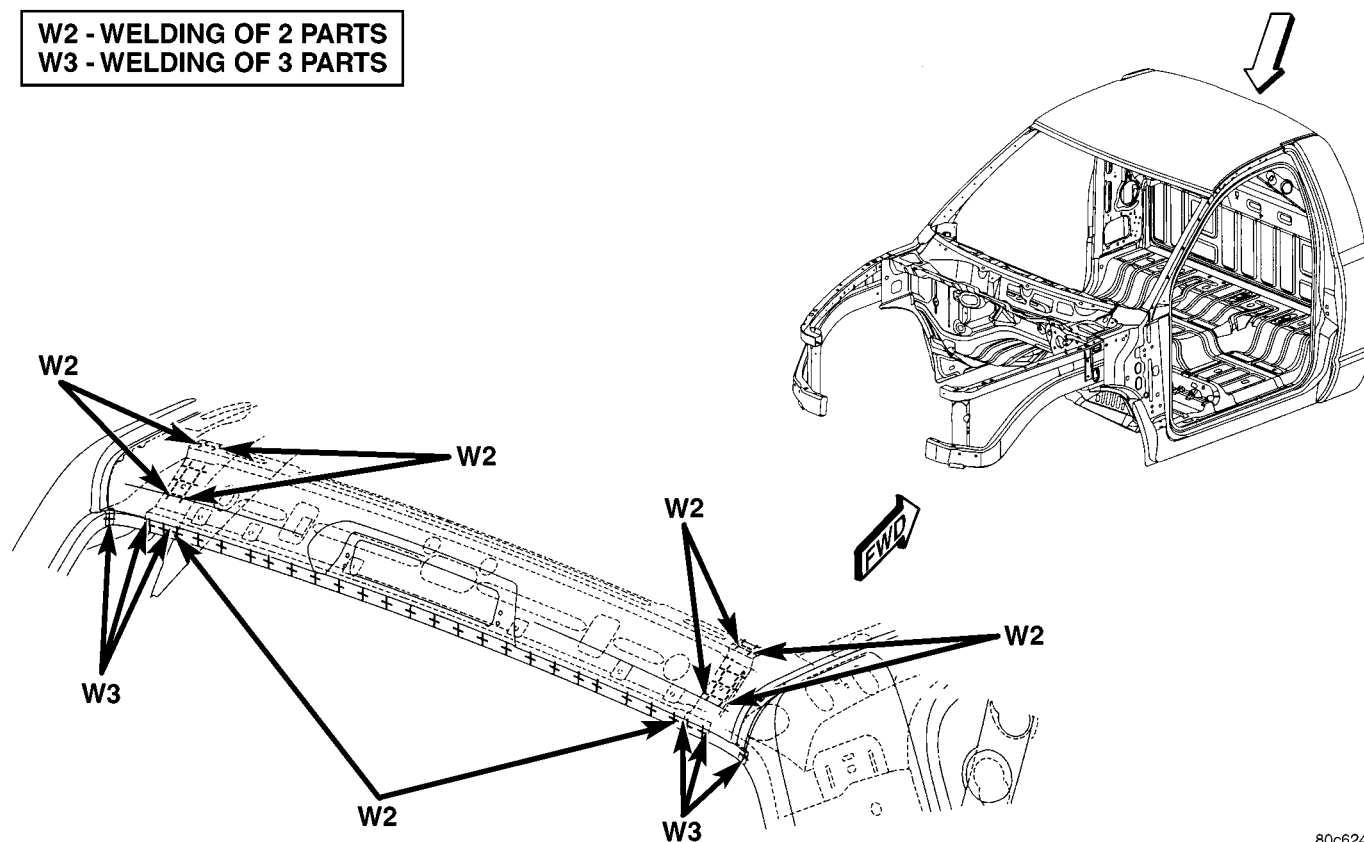
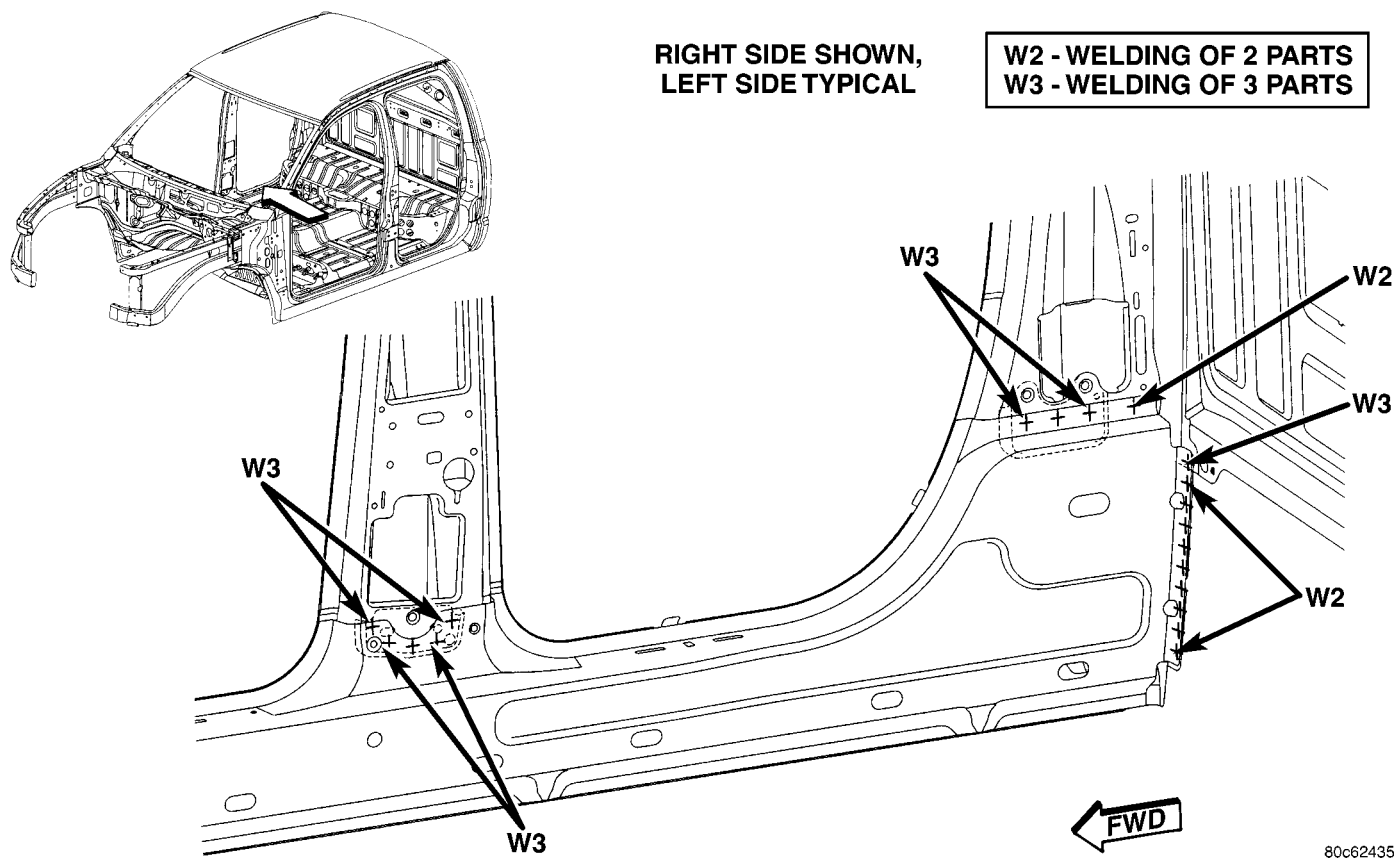


Fig. 81 REAR ROOF HEADER - STANDARD CAB

80c62434

WELD LOCATIONS (Continued)



80c62435

Fig. 82 OUTER BODY SIDE APERTURE - QUAD CAB

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

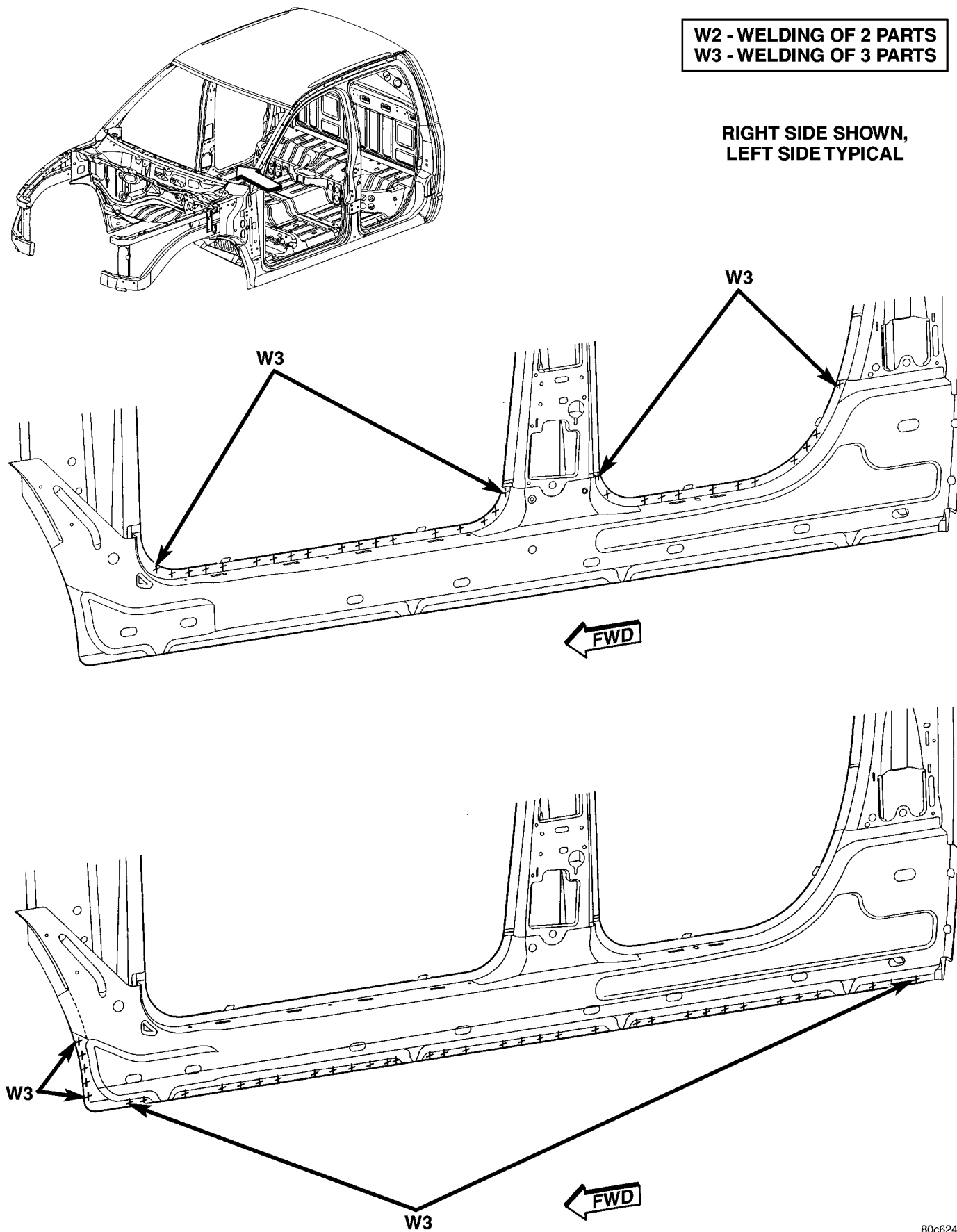
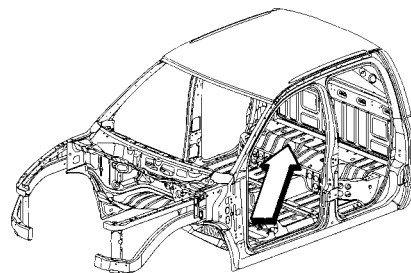
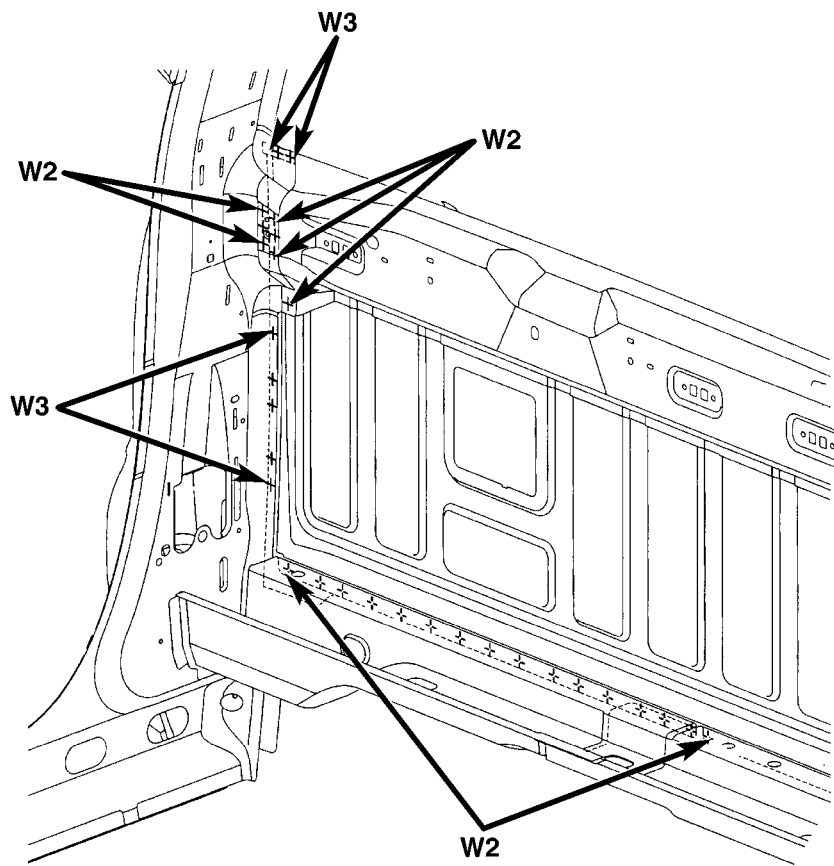


Fig. 83 OUTER BODY SIDE APERTURE- QUAD CAB

WELD LOCATIONS (Continued)



**W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS**

**RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL**



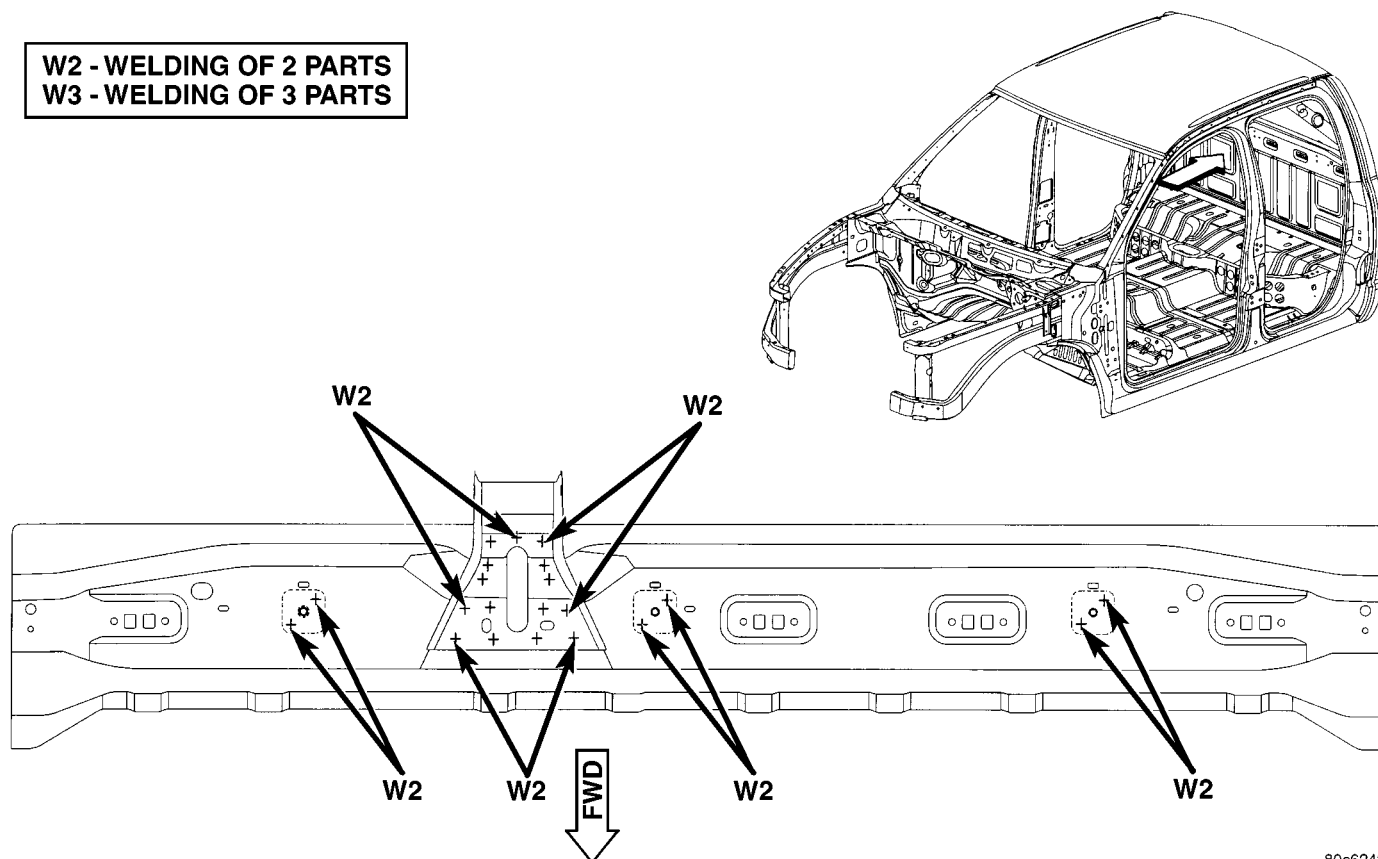
80fbaab3

Fig. 84 REAR FLOOR CROSSMEMBER - QUAD CAB



WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS



80c62439

Fig. 86 CENTER SHOULDER BELT REINFORCEMENT- QUAD CAB

WELD LOCATIONS (Continued)

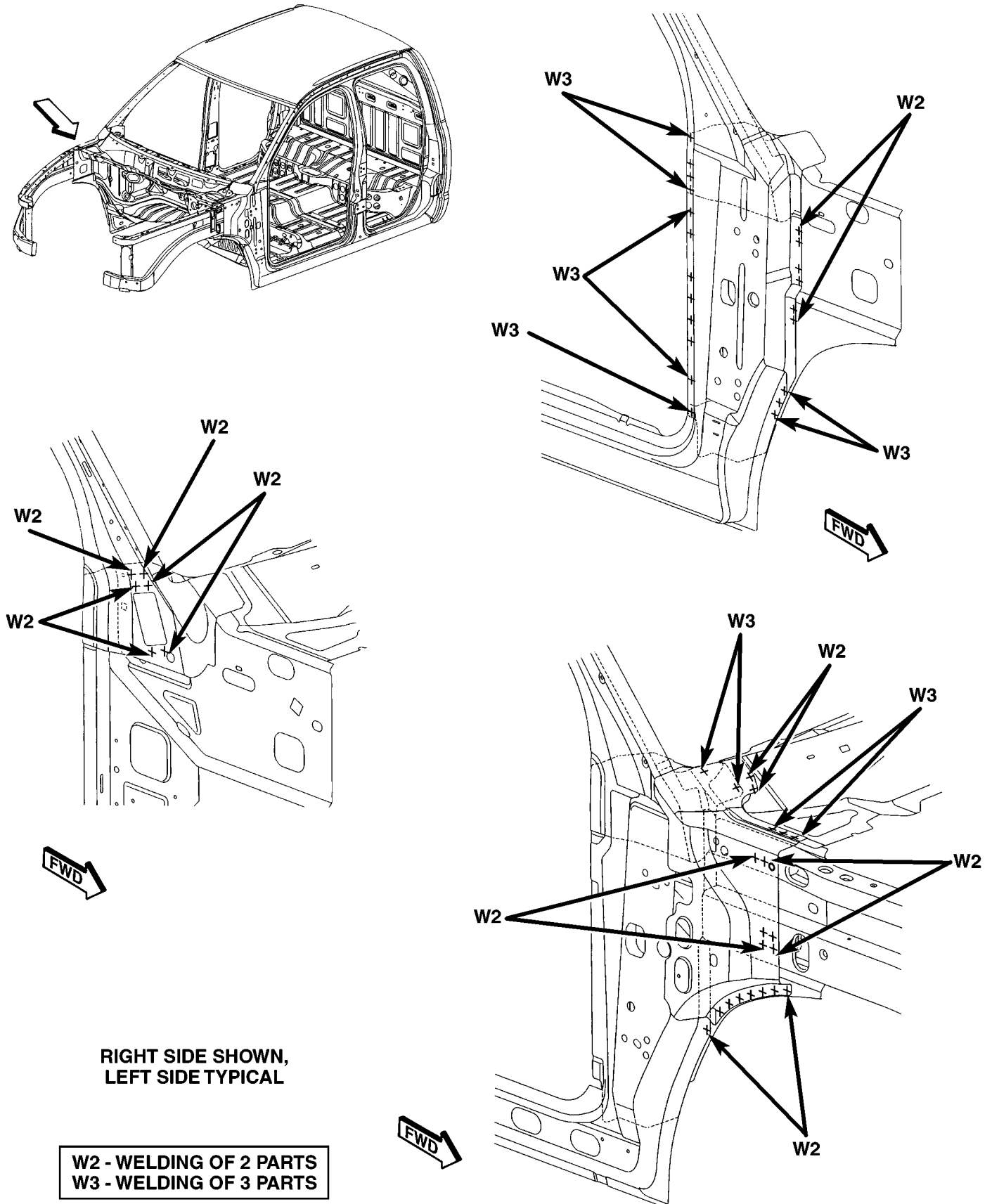
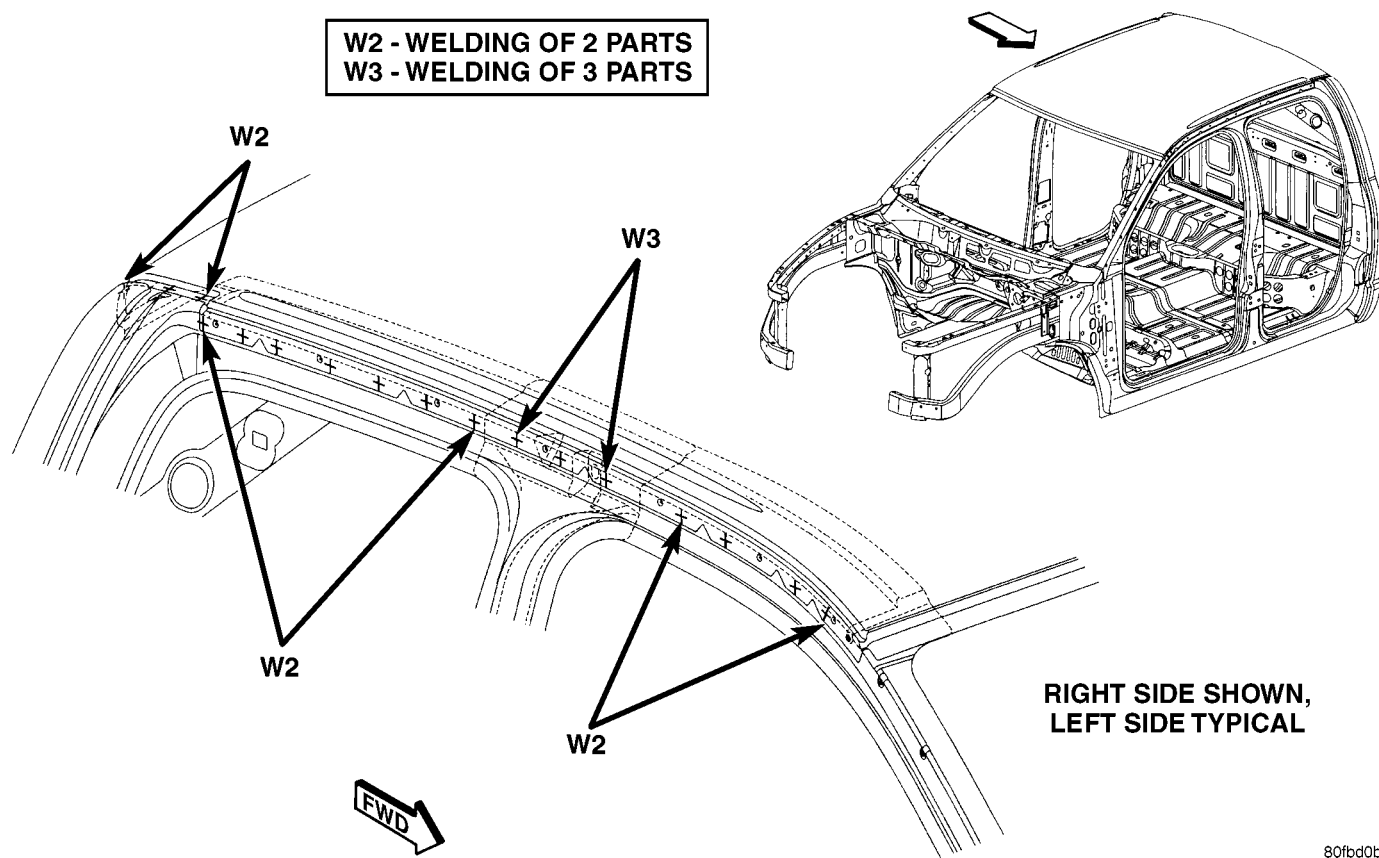


Fig. 87 A-PILLAR REINFORCEMENT - QUAD CAB

WELD LOCATIONS (Continued)



80fbd0b0

Fig. 88 B-PILLAR REINFORCEMENT - QUAD CAB

WELD LOCATIONS (Continued)

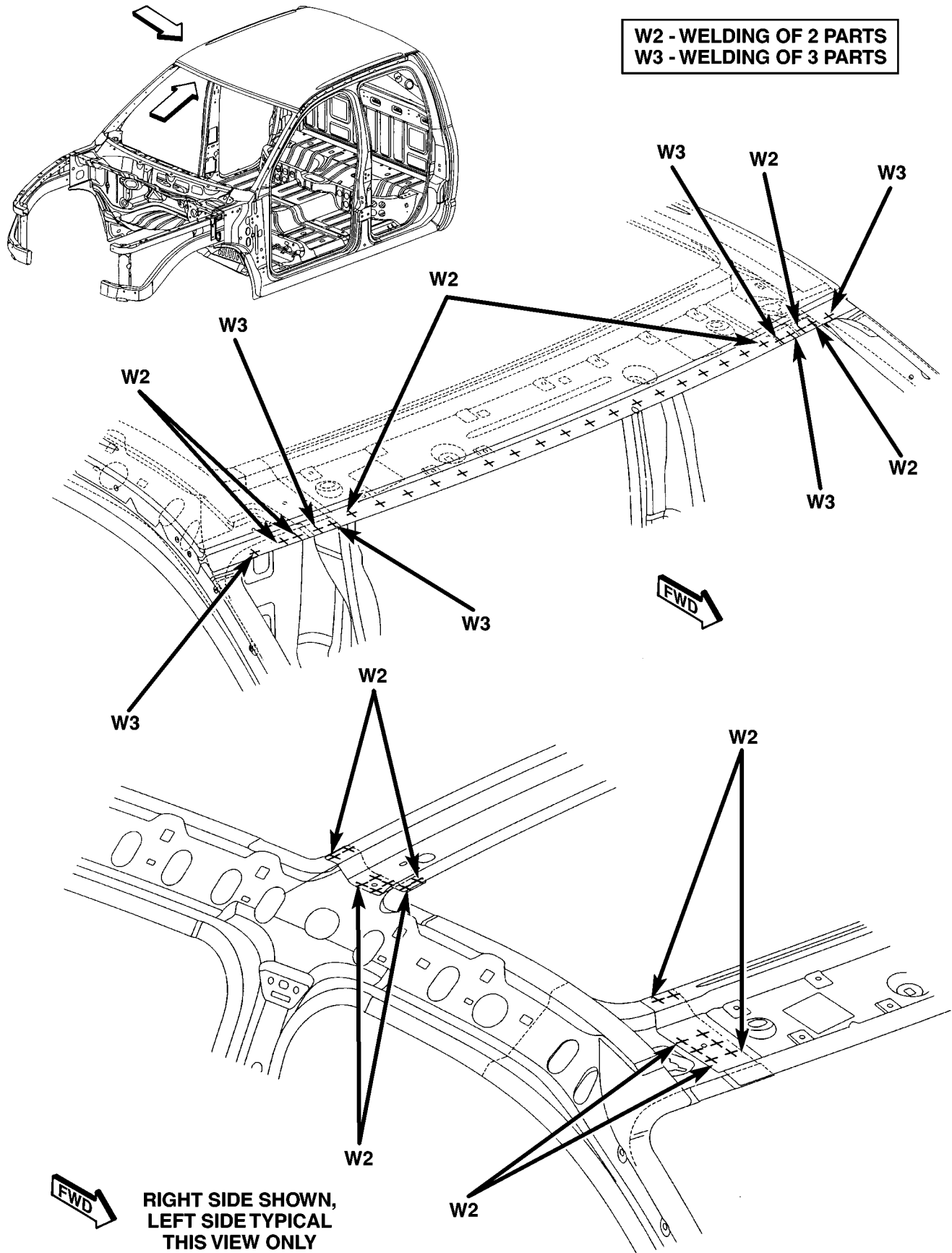
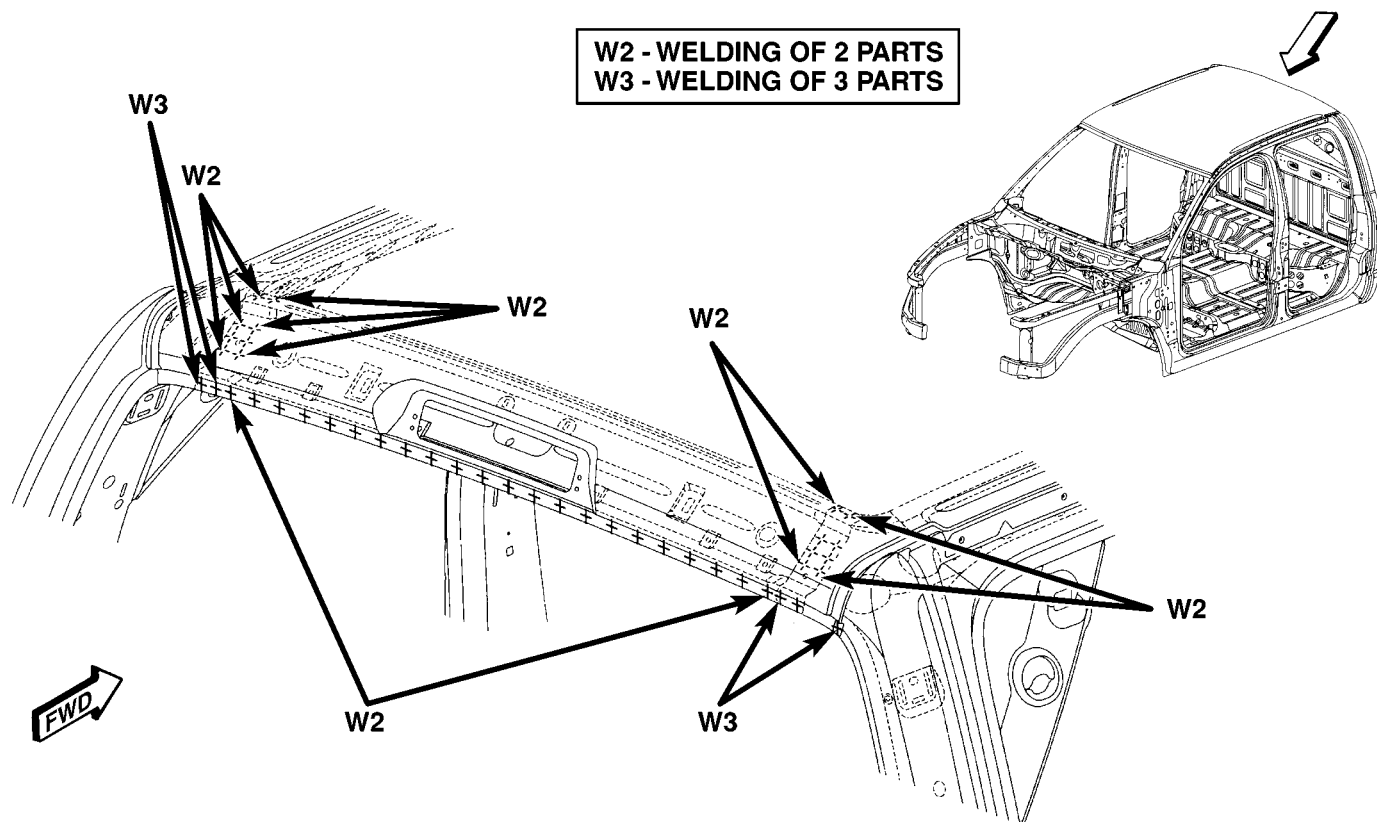


Fig. 89 FRONT ROOF HEADER- QUAD CAB

WELD LOCATIONS (Continued)



80c6243e

Fig. 90 INNER BODY SIDE APERTURE- QUAD CAB

WELD LOCATIONS (Continued)

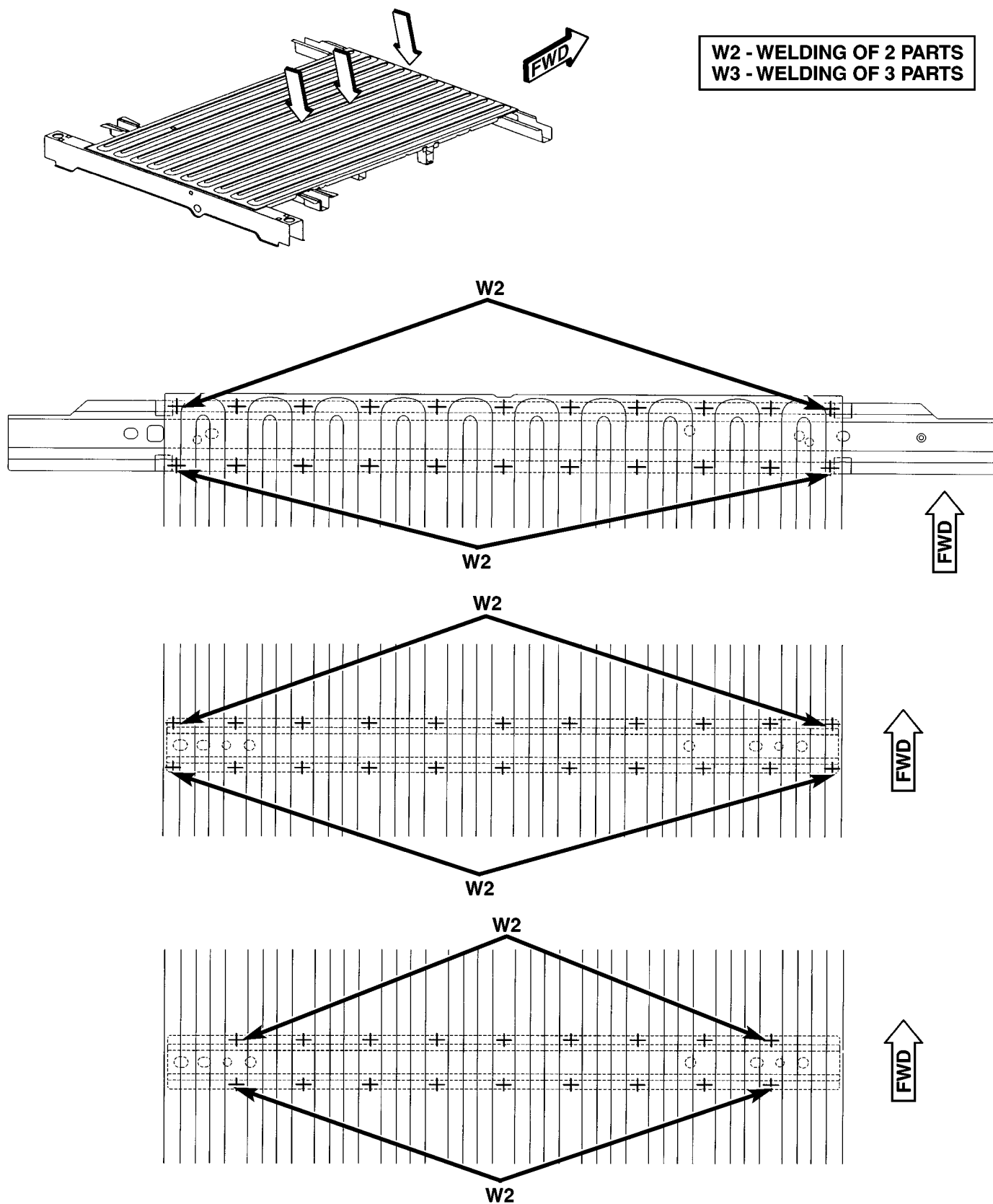
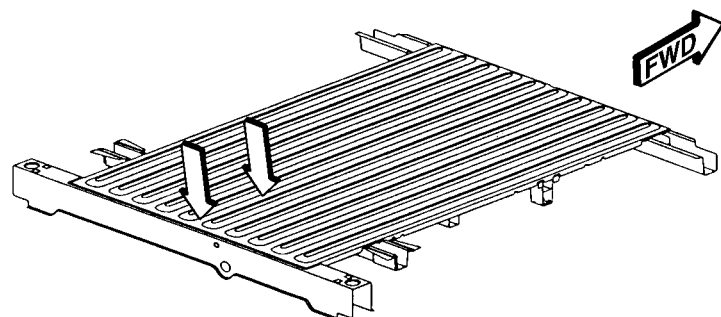


Fig. 91 FRONT CROSSMEMBER - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

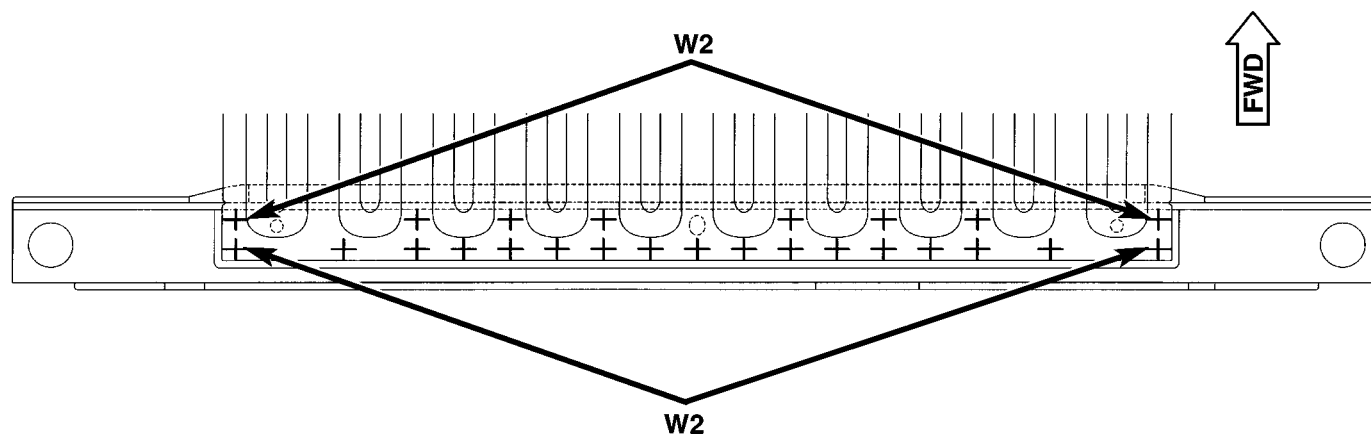
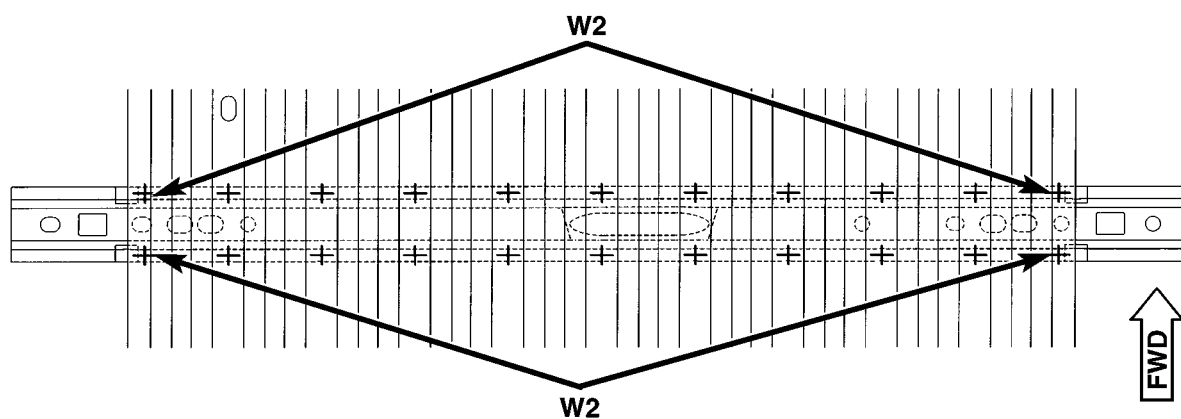


Fig. 92 LONG CROSSMEMBER - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)

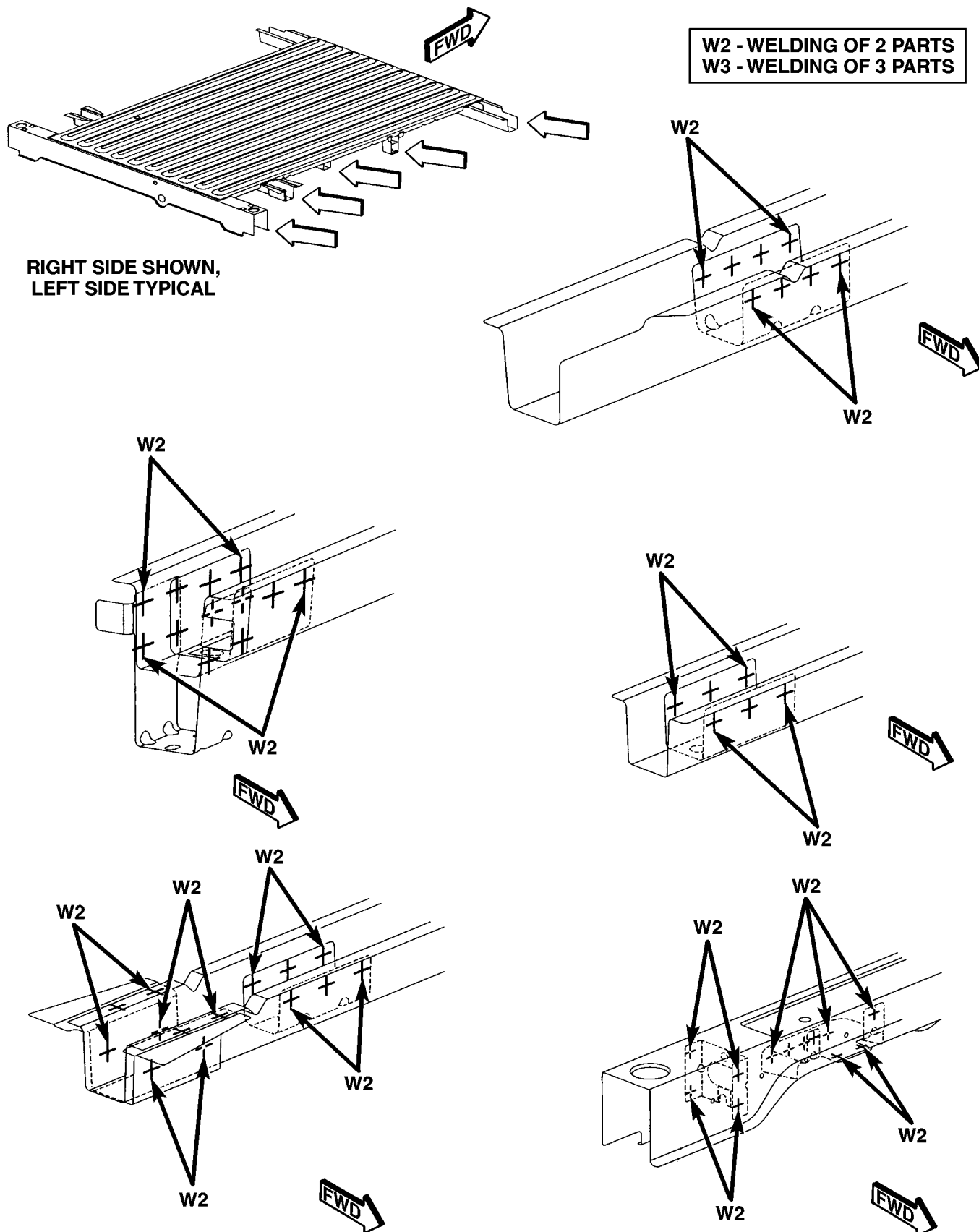


Fig. 93 TAPPING PLATES - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)

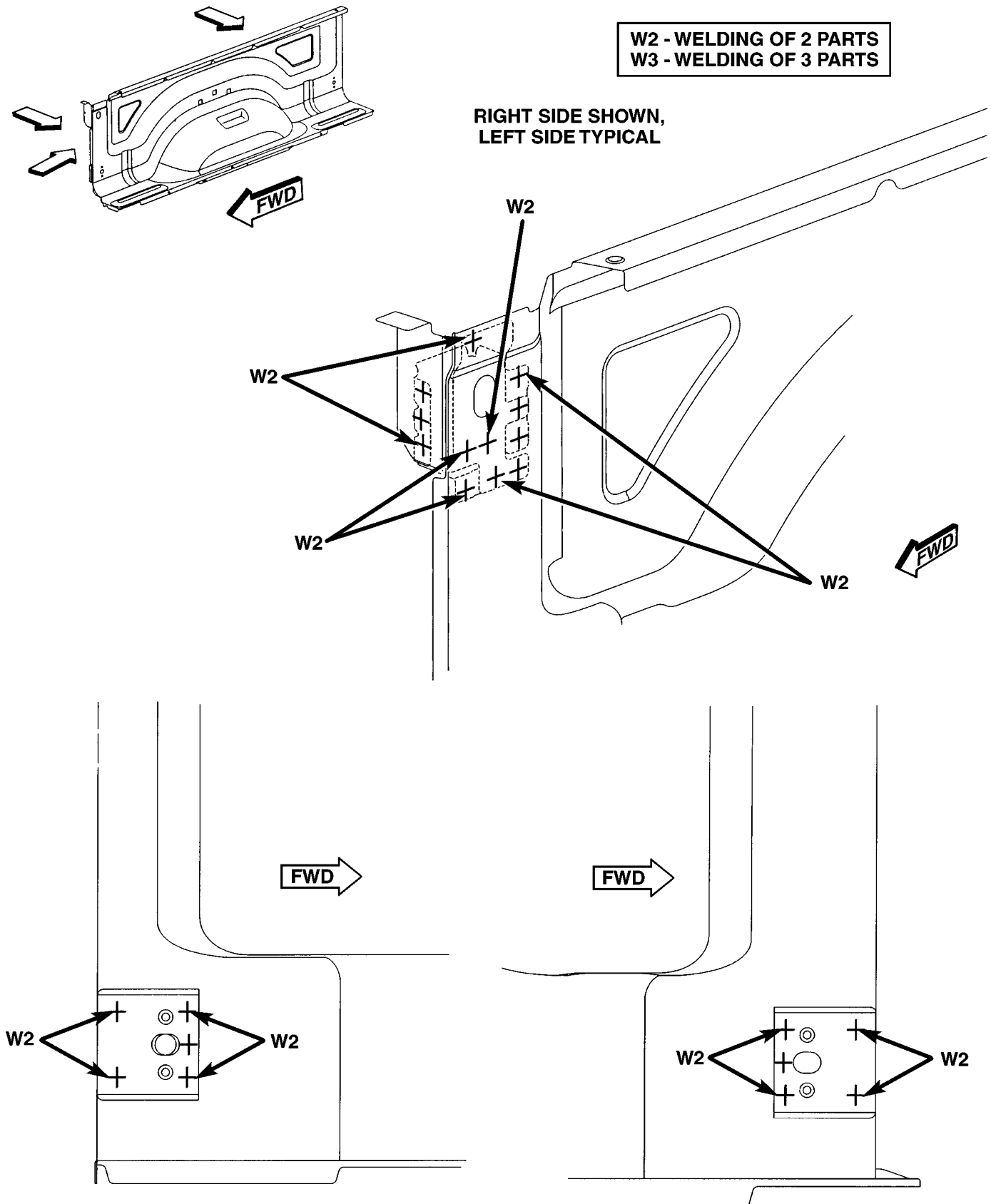
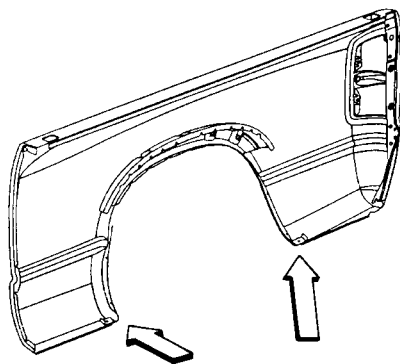


Fig. 94 STAKE POCKET REINFORCEMENTS - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)



RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

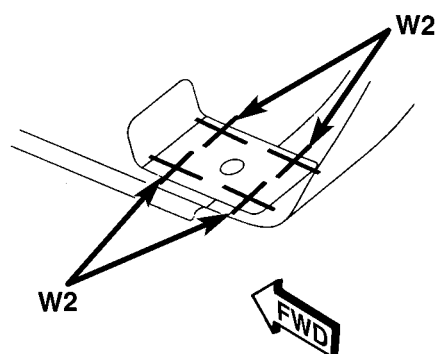
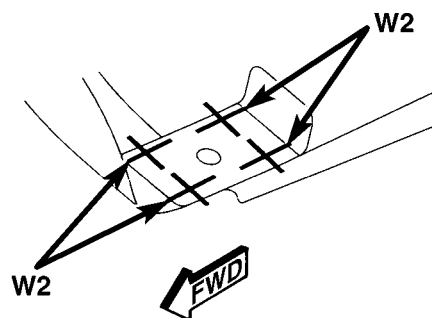
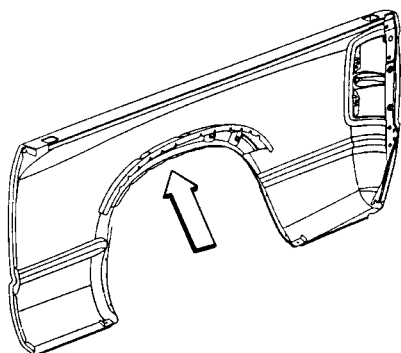


Fig. 95 OUTER BOX SIDE REINFORCEMENT BRACES - SHORT CARGO BOX ONLY

80c62443



RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

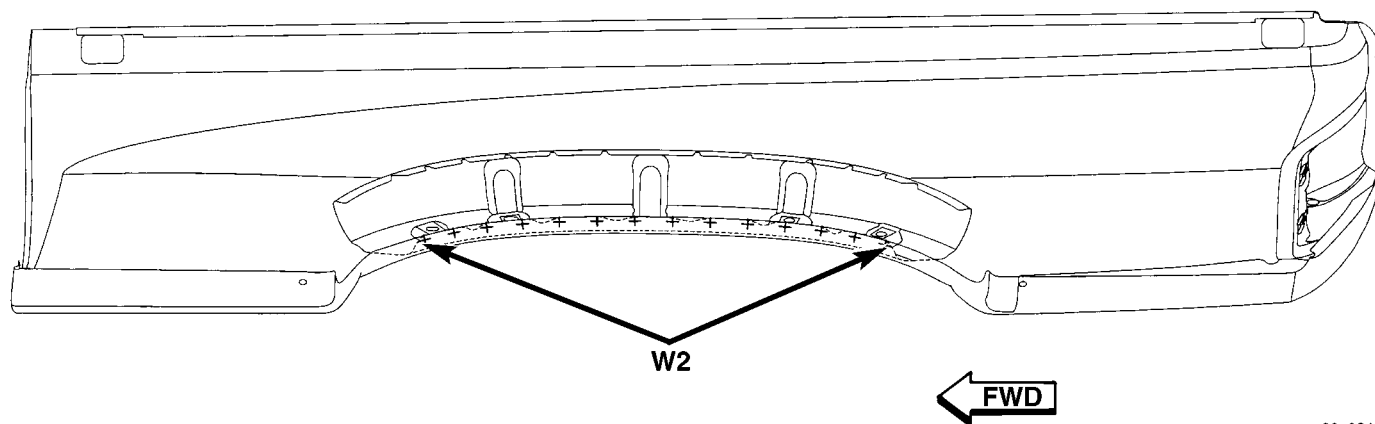
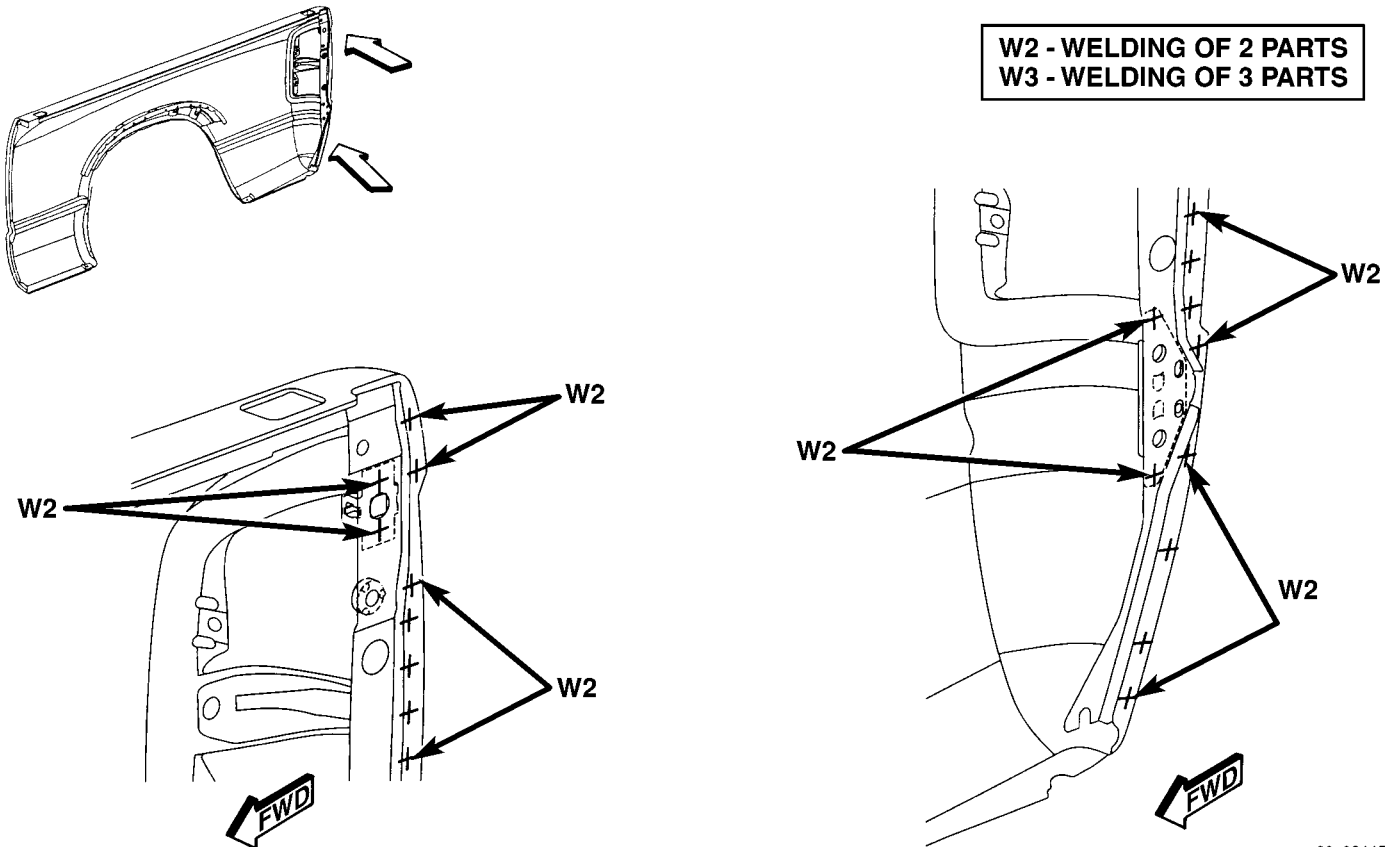


Fig. 96 OUTER WHEELHOUSE - SHORT CARGO BOX ONLY

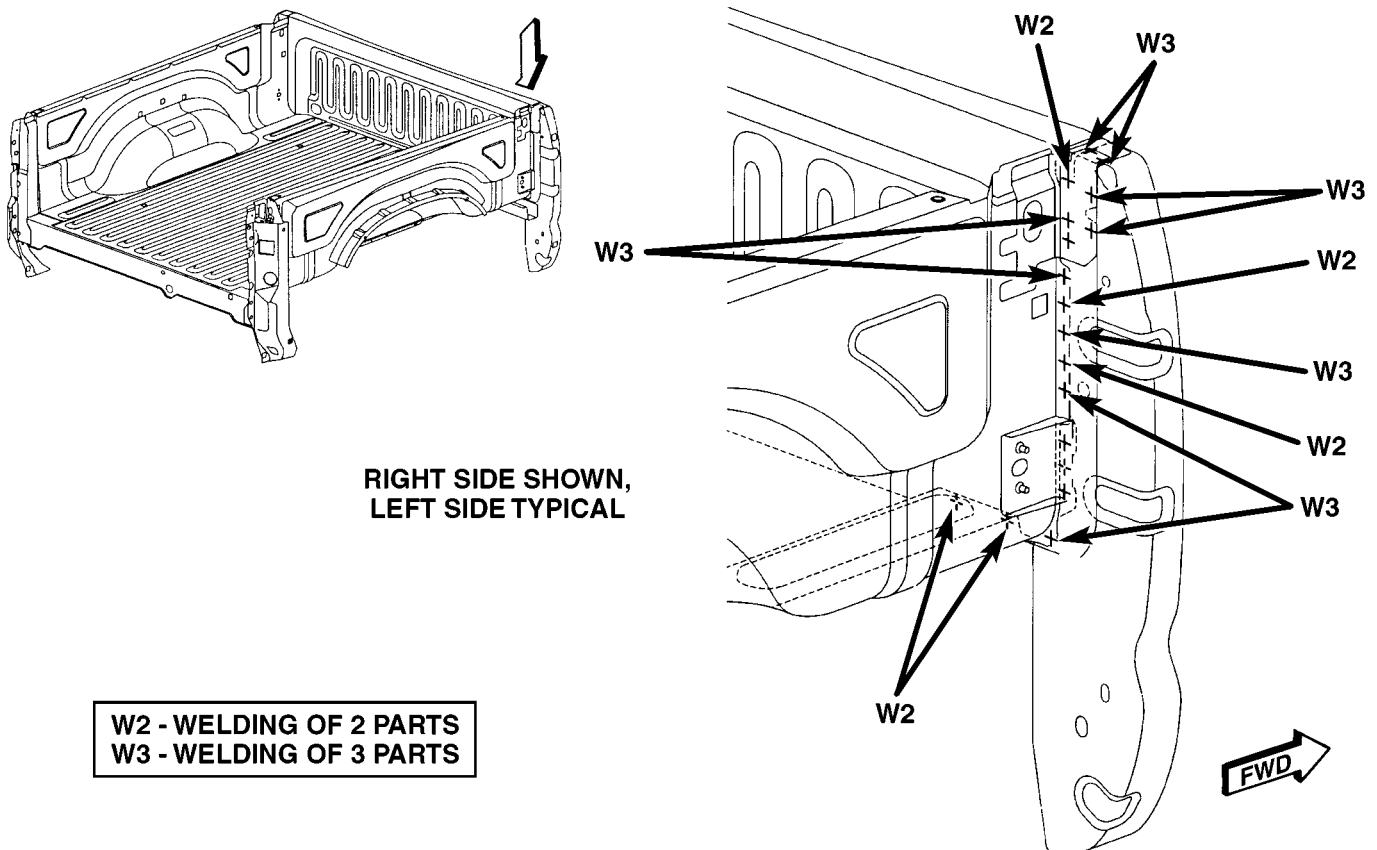
80c62444

WELD LOCATIONS (Continued)



80c62445

Fig. 97 WELD NUT - SHORT CARGO BOX ONLY - SHORT CARGO BOX ONLY



RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

Fig. 98 FRONT BOX PANEL - SHORT CARGO BOX ONLY

80fbd20e

WELD LOCATIONS (Continued)

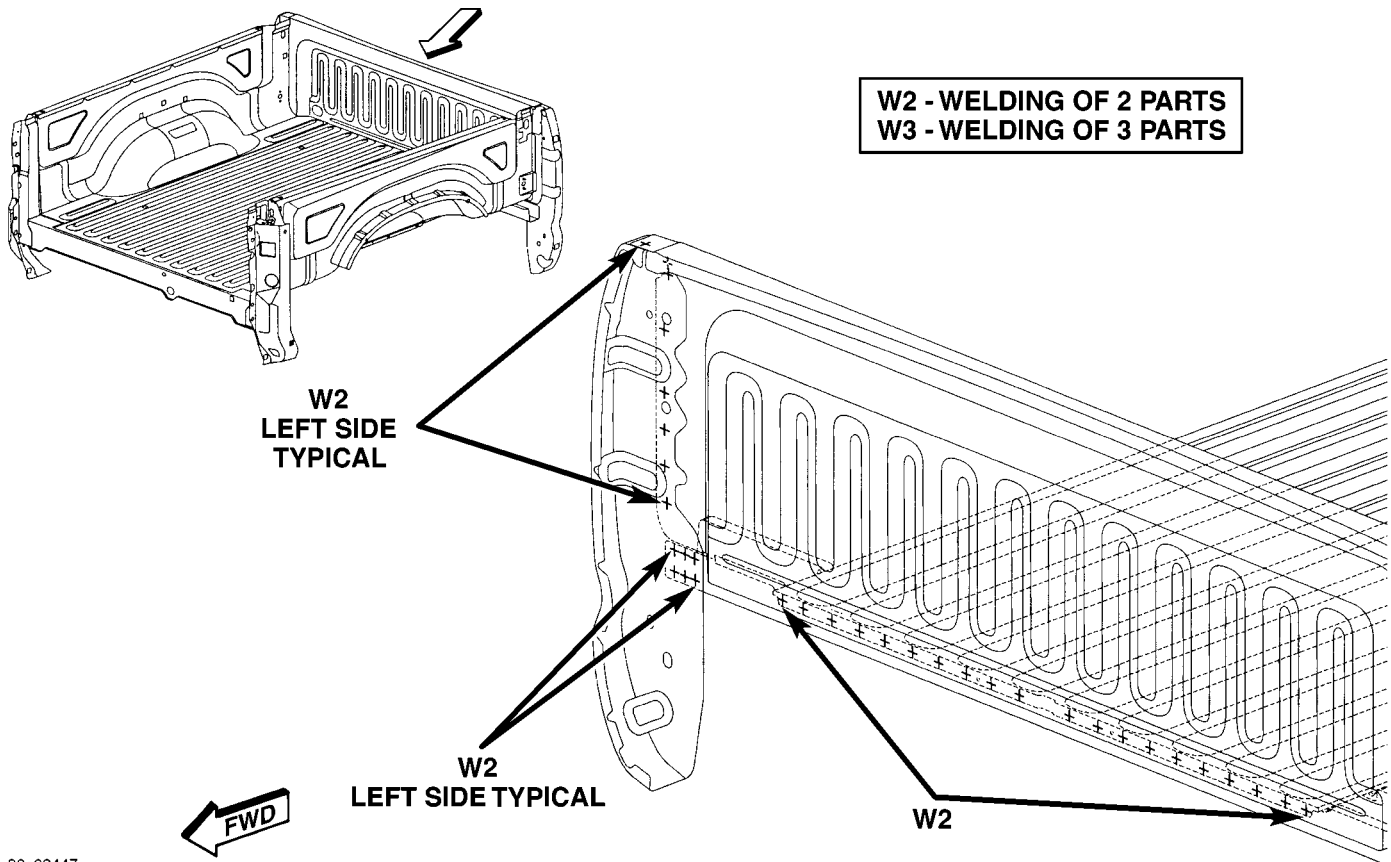


Fig. 99 FRONT CROSSMEMBER - SHORT CARGO BOX ONLY

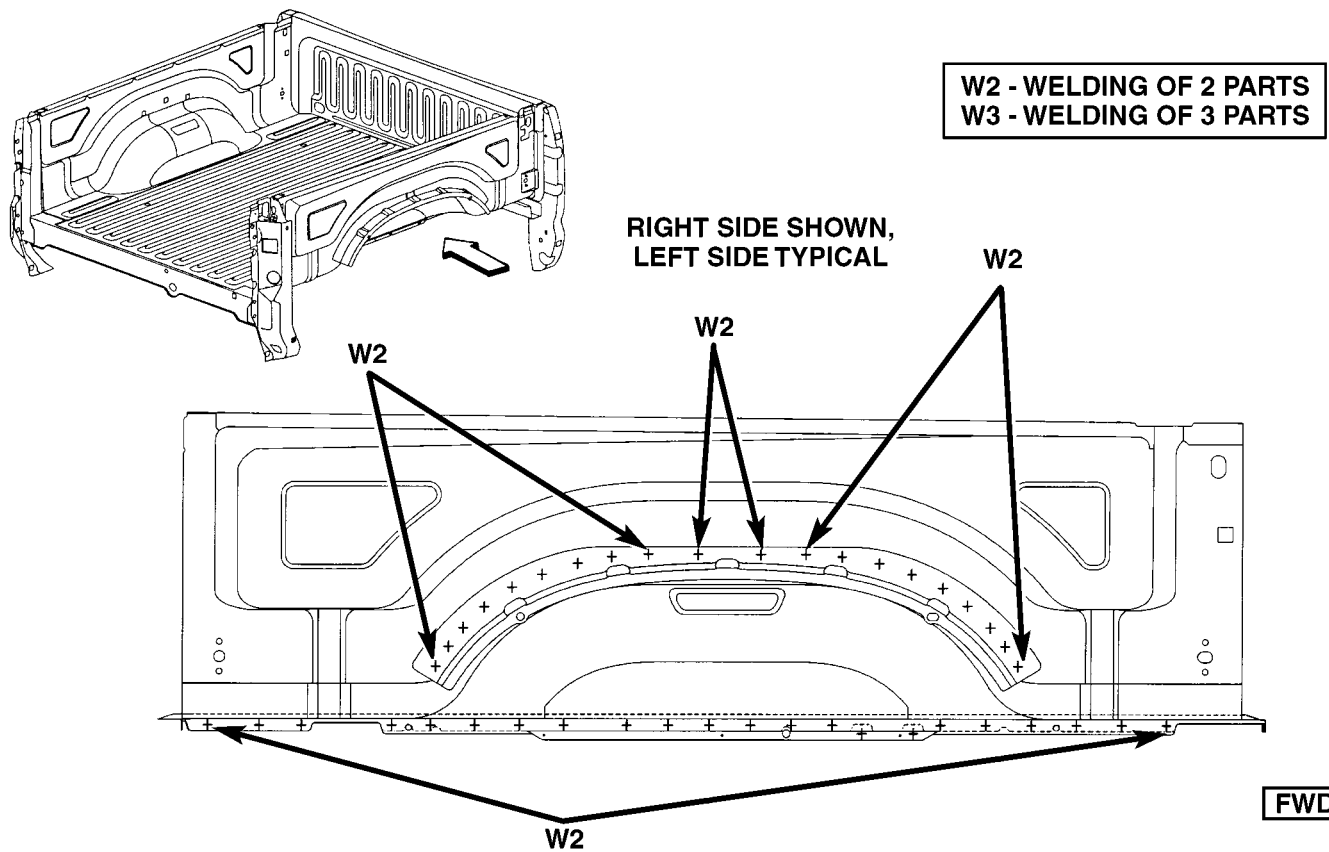
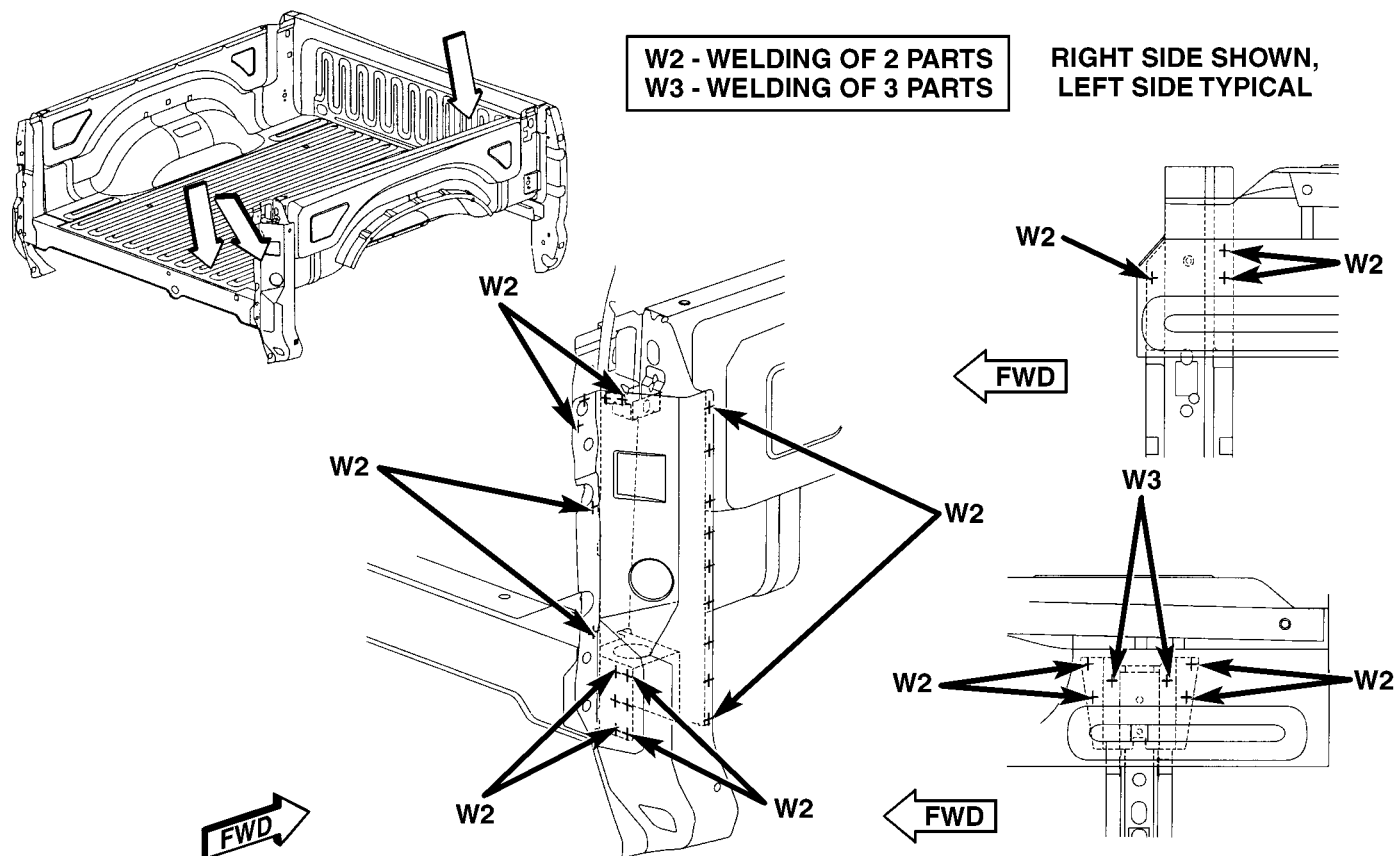


Fig. 100 BOX FLOOR PANEL - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)



80fbd2d9

Fig. 101 FRONT CROSSMEMBER - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)

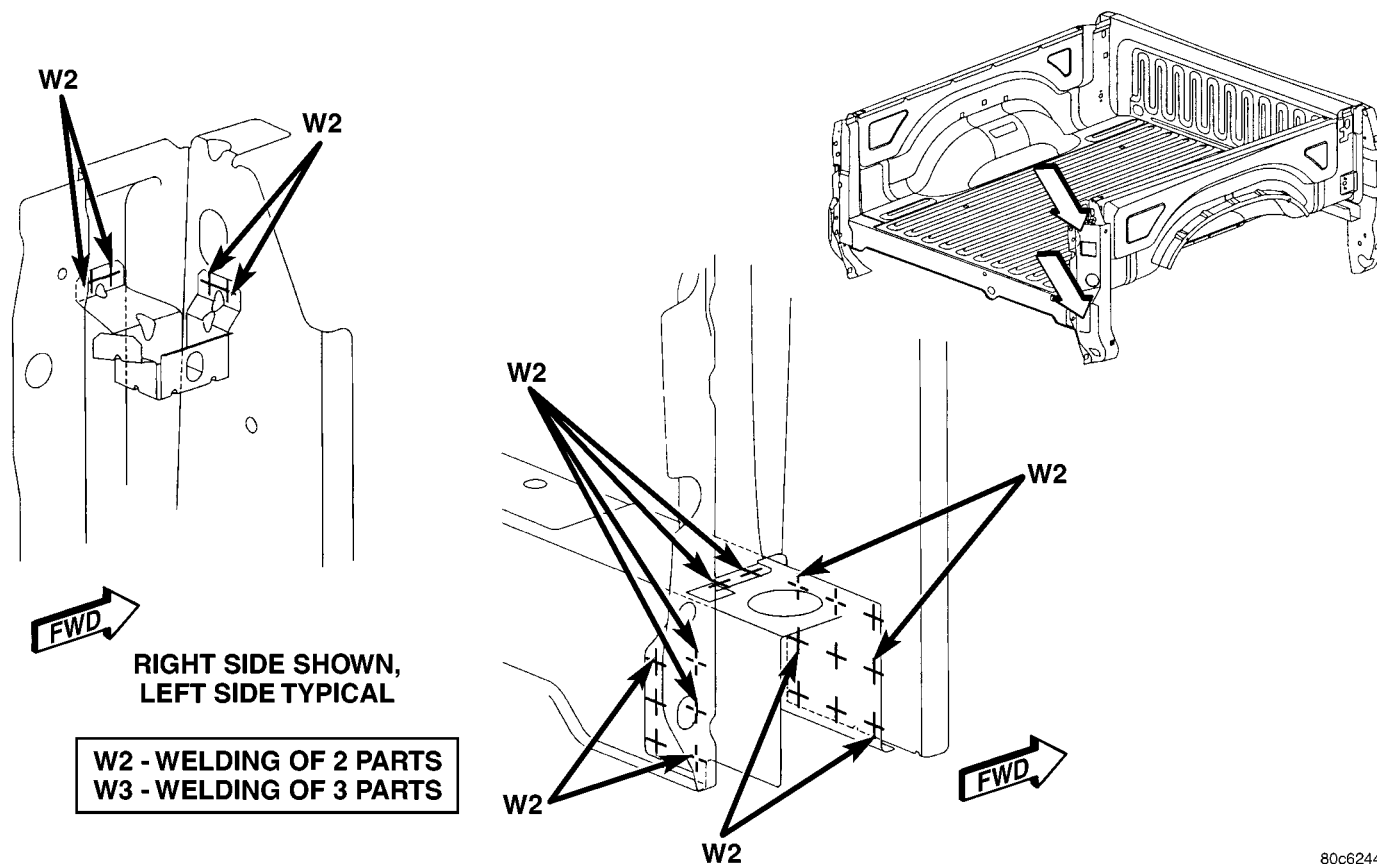
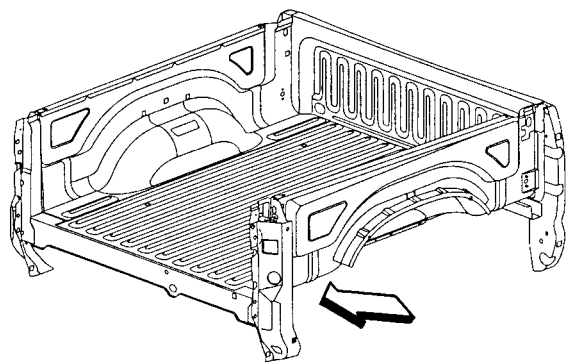


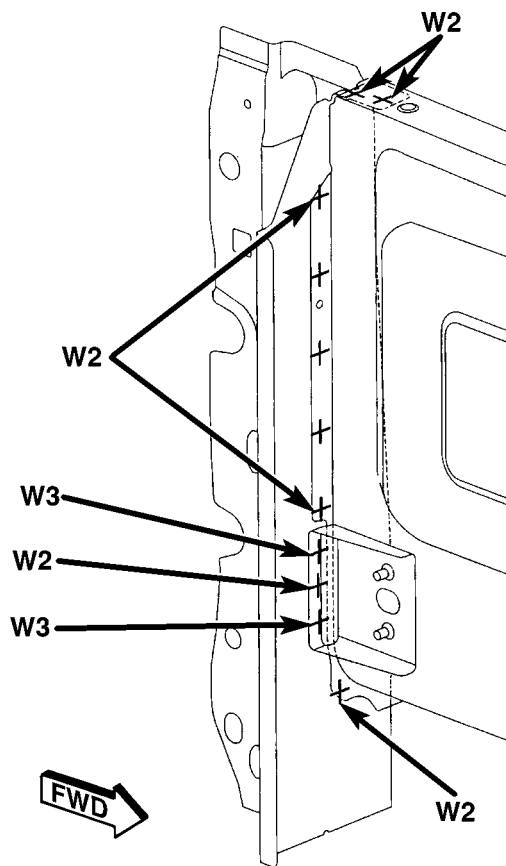
Fig. 102 STAKE POCKET REINFORCEMENT - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)



RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS



80c6244b

Fig. 103 INNER TAILGATE PILLAR PANEL - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)

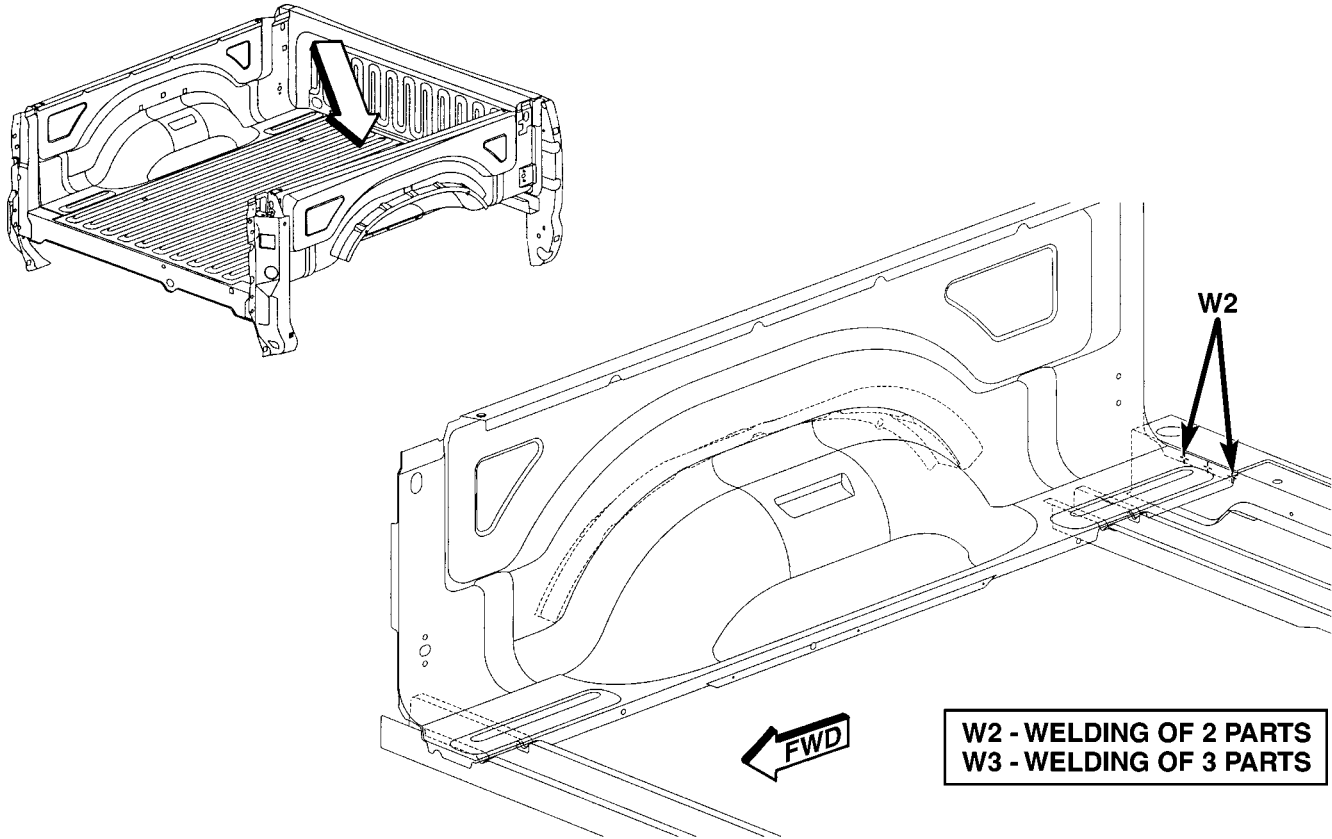
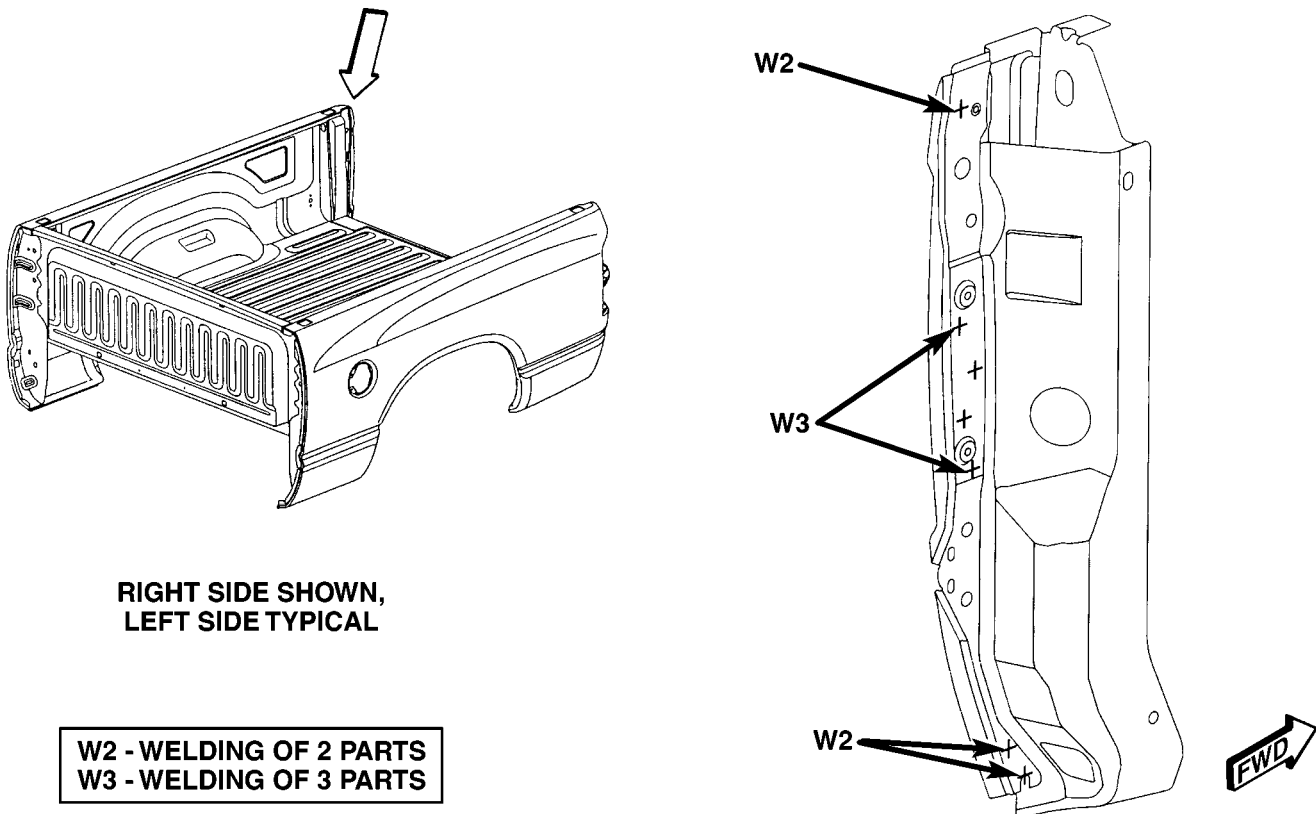


Fig. 104 BOX FLOOR SILL CROSSMEMBER - SHORT CARGO BOX ONLY

80c6244d



RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

Fig. 105 INNER TAILGATE PILLAR - SHORT CARGO BOX ONLY

80c6244d

WELD LOCATIONS (Continued)

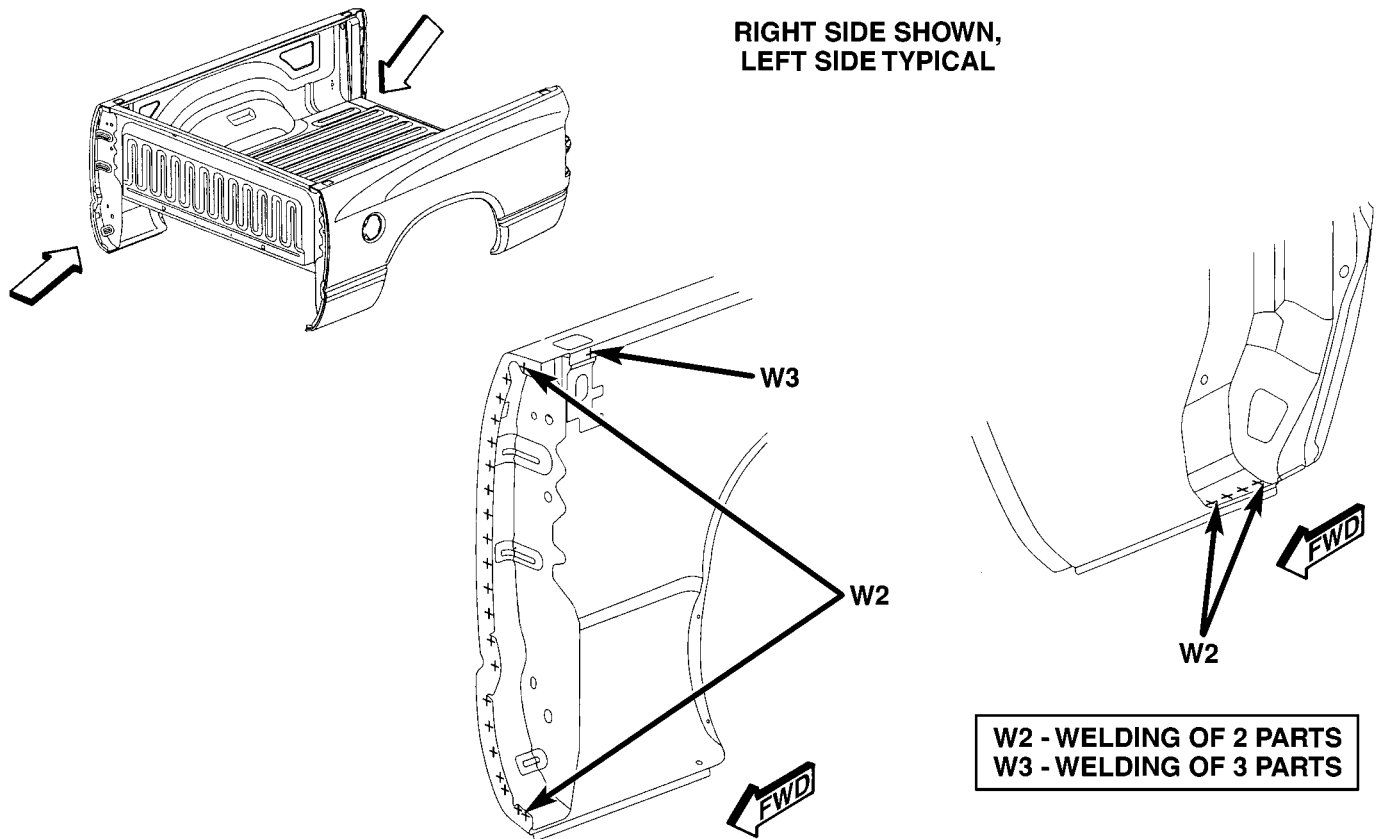


Fig. 106 BOX SIDE PANEL - SHORT CARGO BOX ONLY

80c6244e

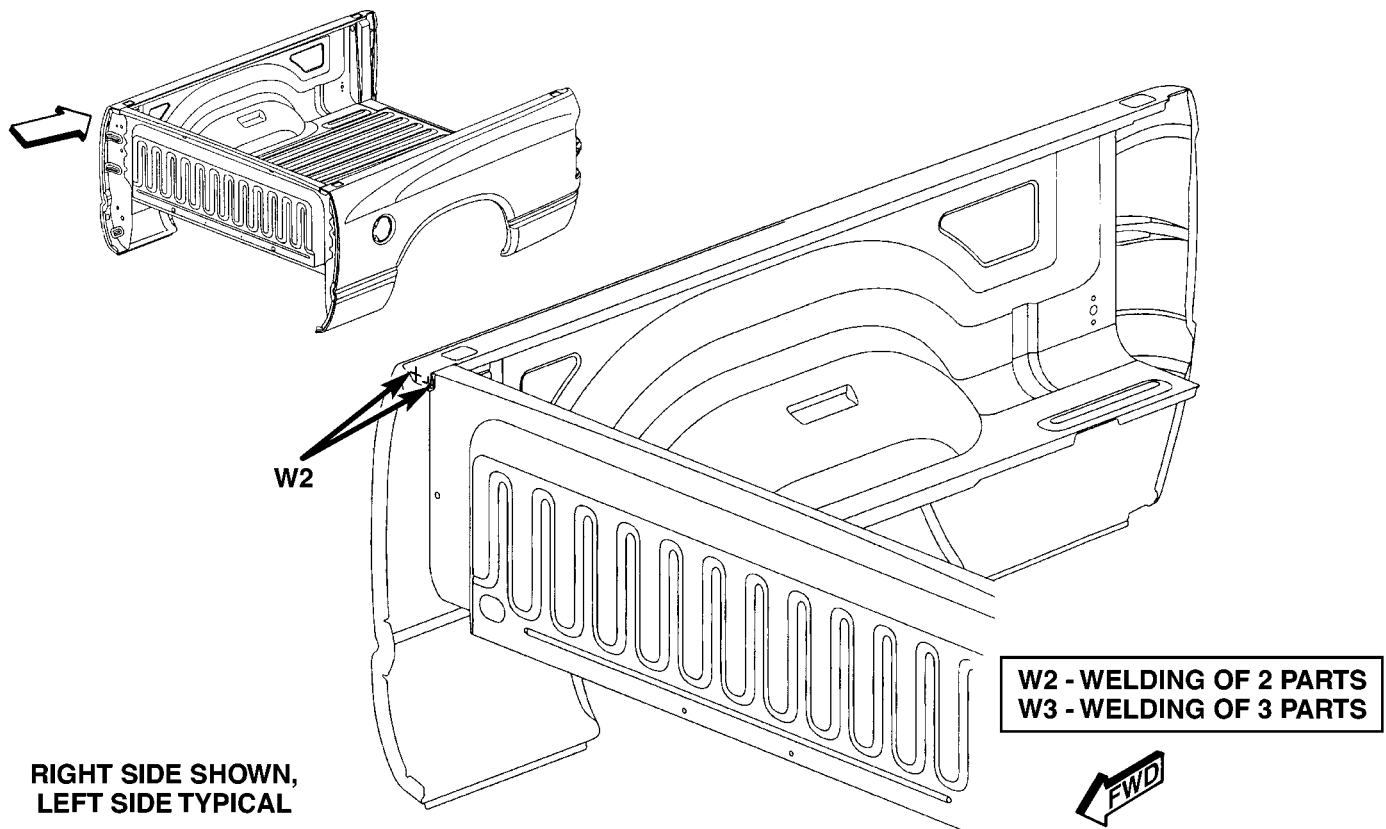
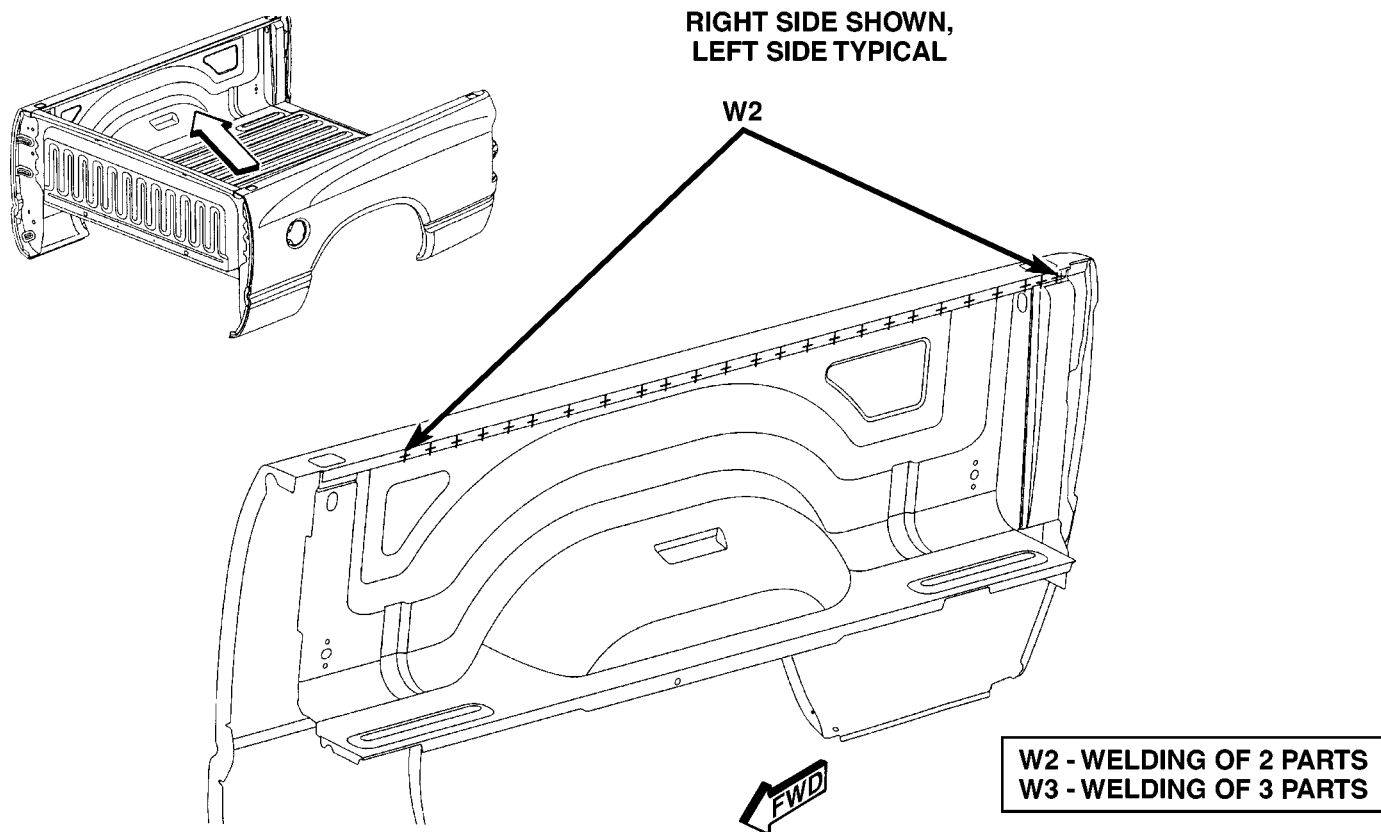


Fig. 107 FRONT BOX PANEL - SHORT CARGO BOX ONLY

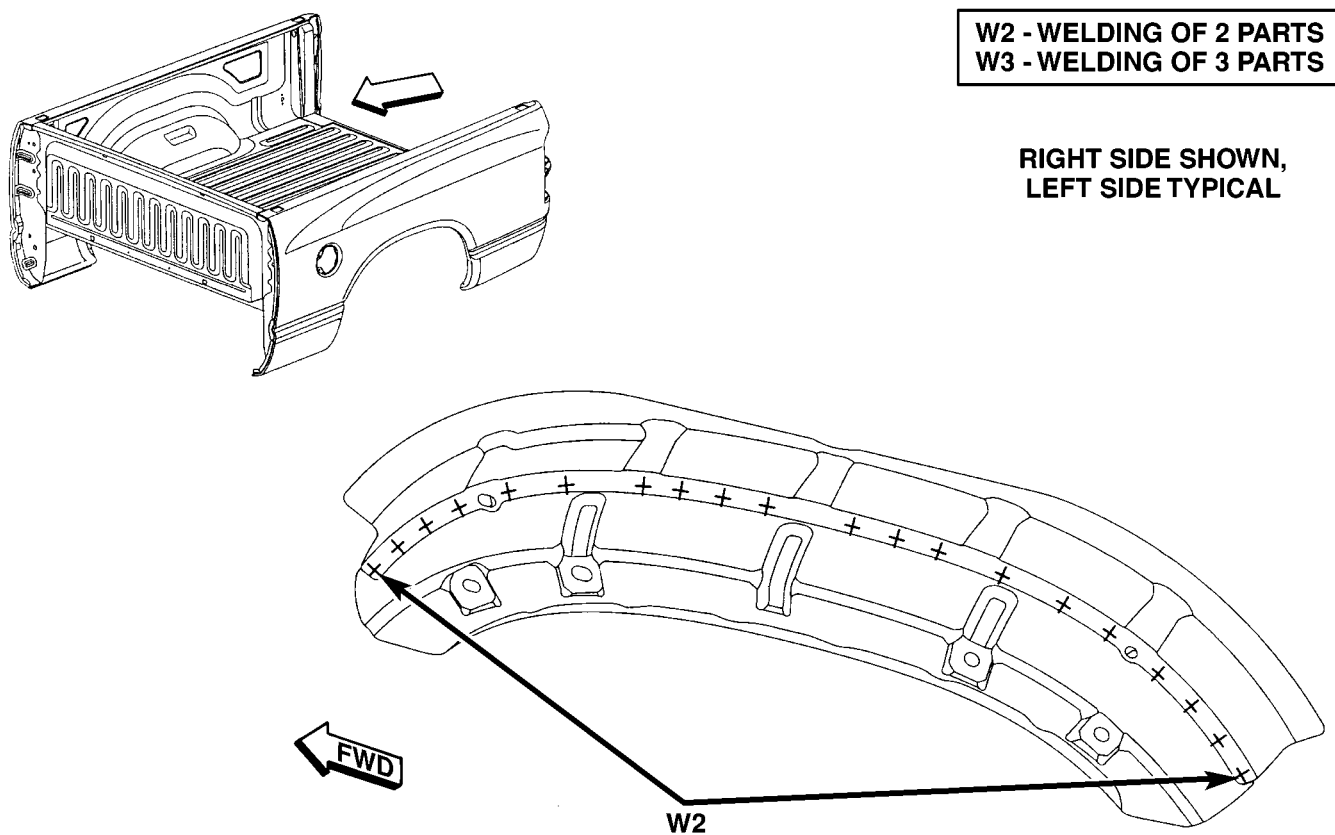
80c6244f

WELD LOCATIONS (Continued)



80c62450

Fig. 108 INNER BOX SIDE PANEL - SHORT CARGO BOX ONLY



80c62451

Fig. 109 OUTER WHEELHOUSE PANEL - SHORT CARGO BOX ONLY

WELD LOCATIONS (Continued)

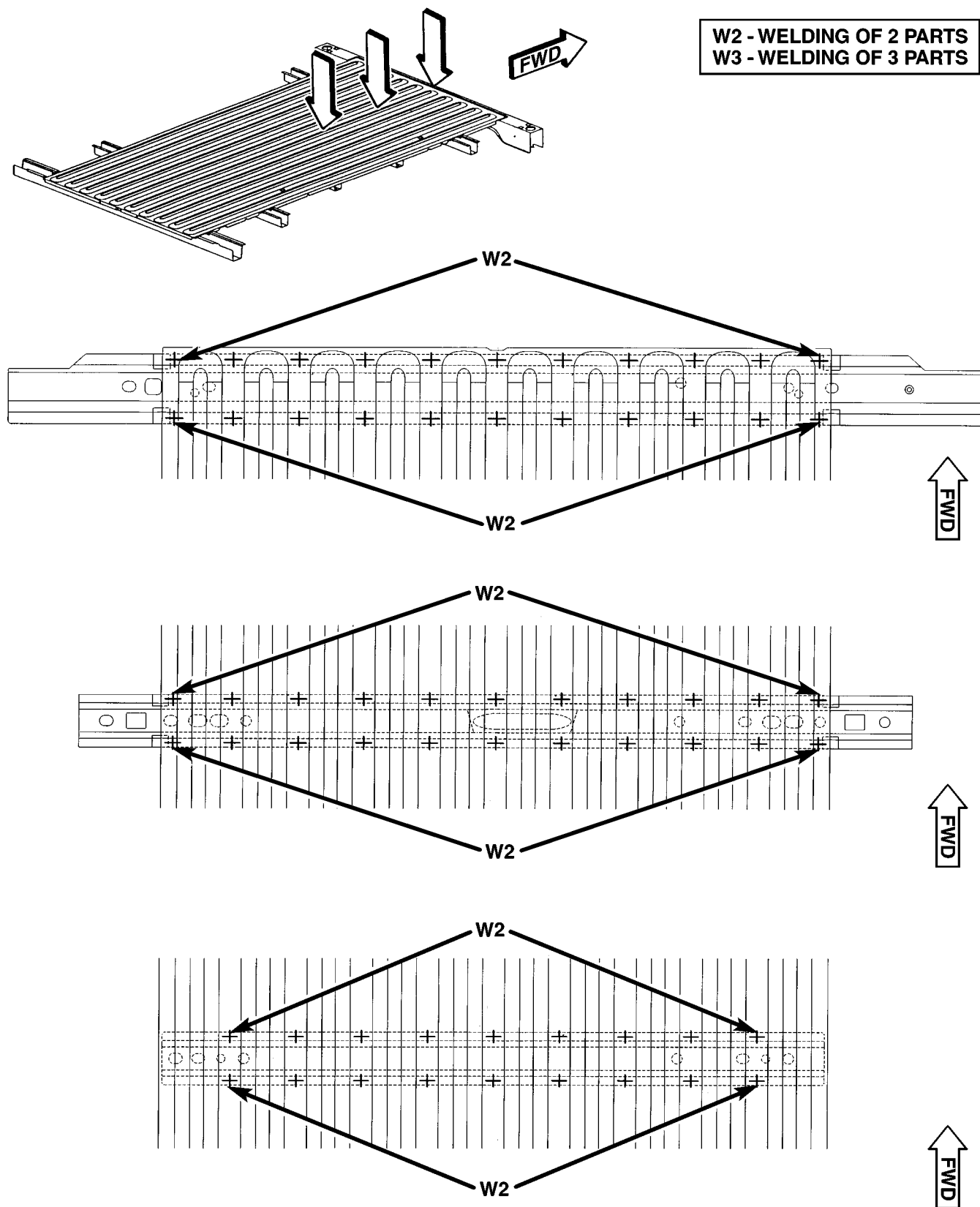
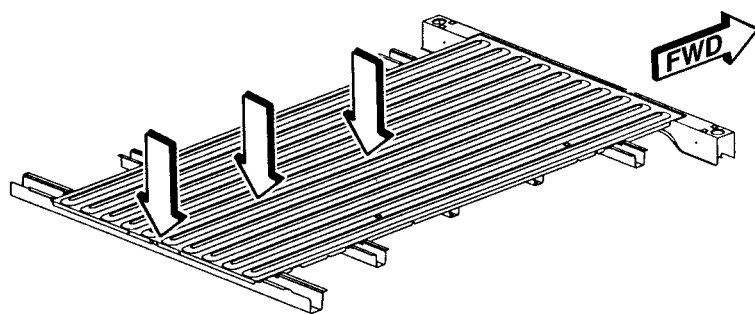


Fig. 110 FRONT CROSSMEMBER - LONG CARGO BOX ONLY

WELD LOCATIONS (Continued)



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

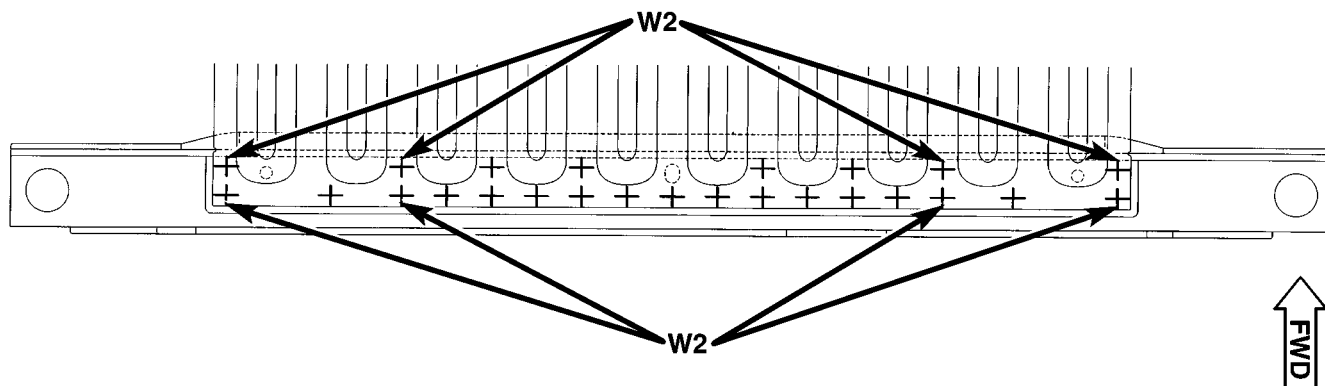
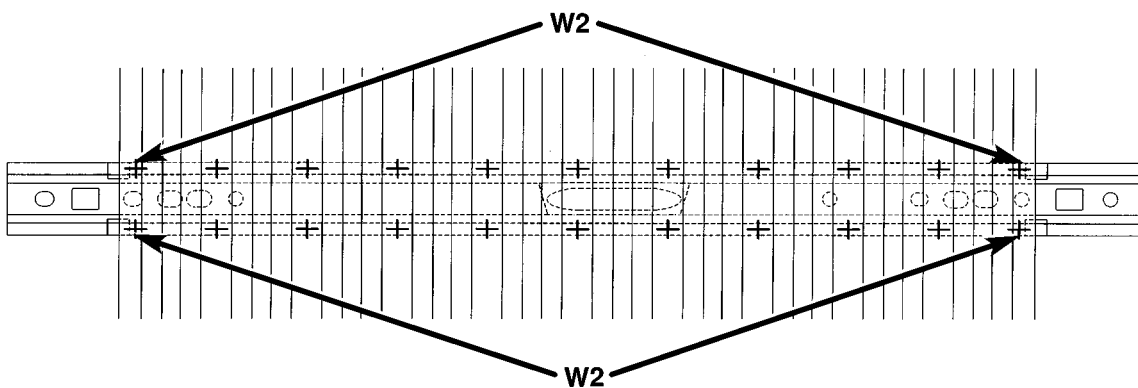
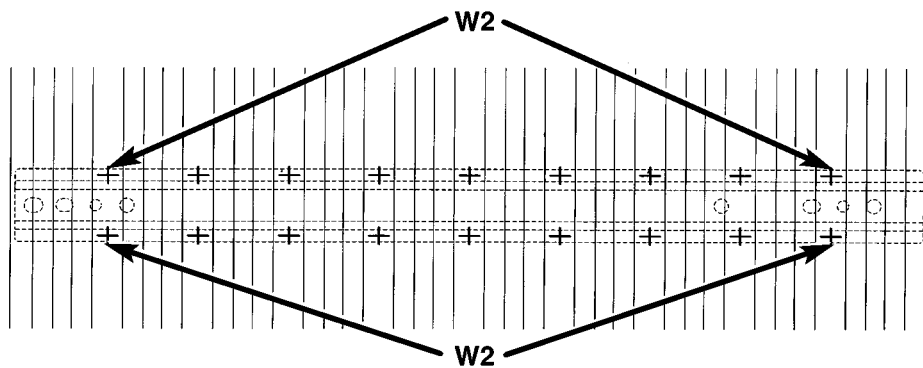


Fig. 111 WHEELHOUSE CROSSMEMBER - LONG CARGO BOX ONLY

WELD LOCATIONS (Continued)

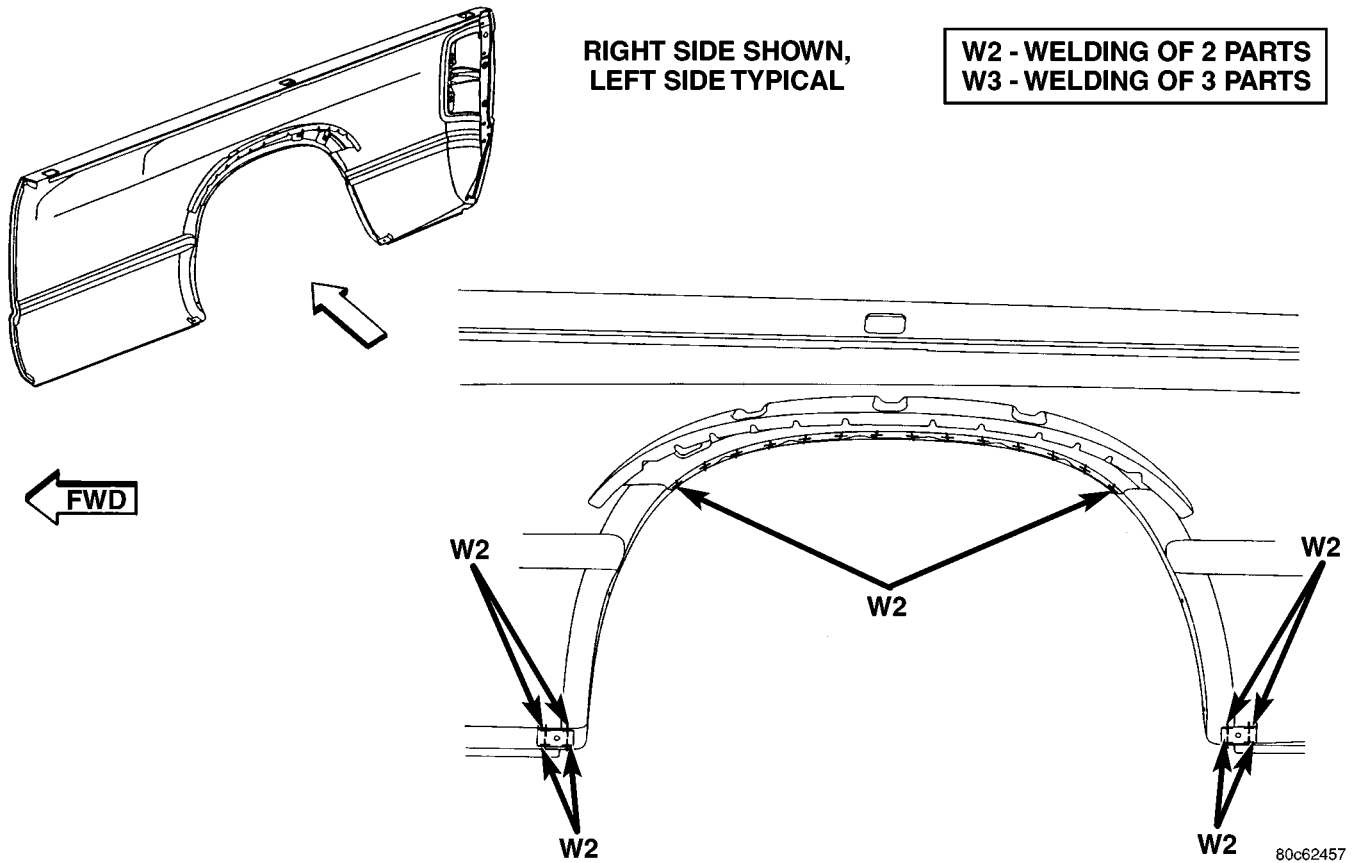
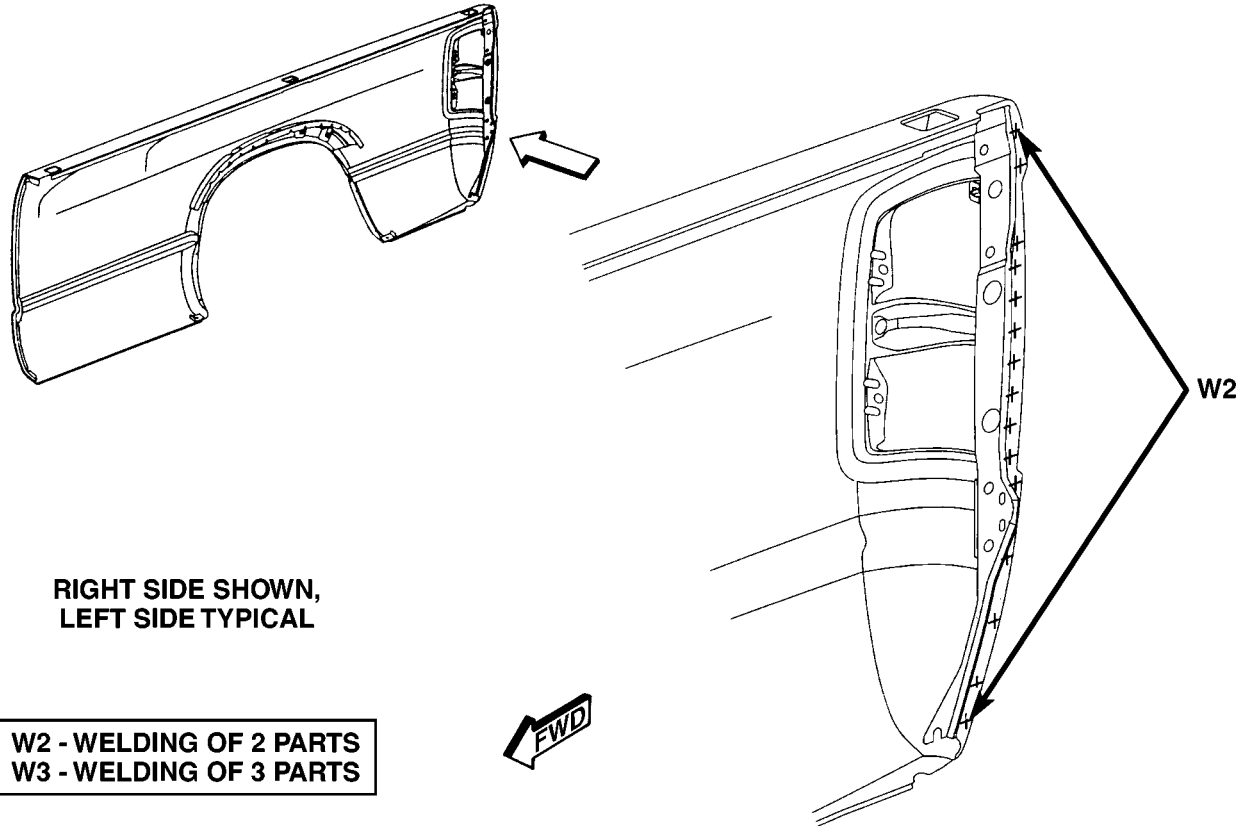


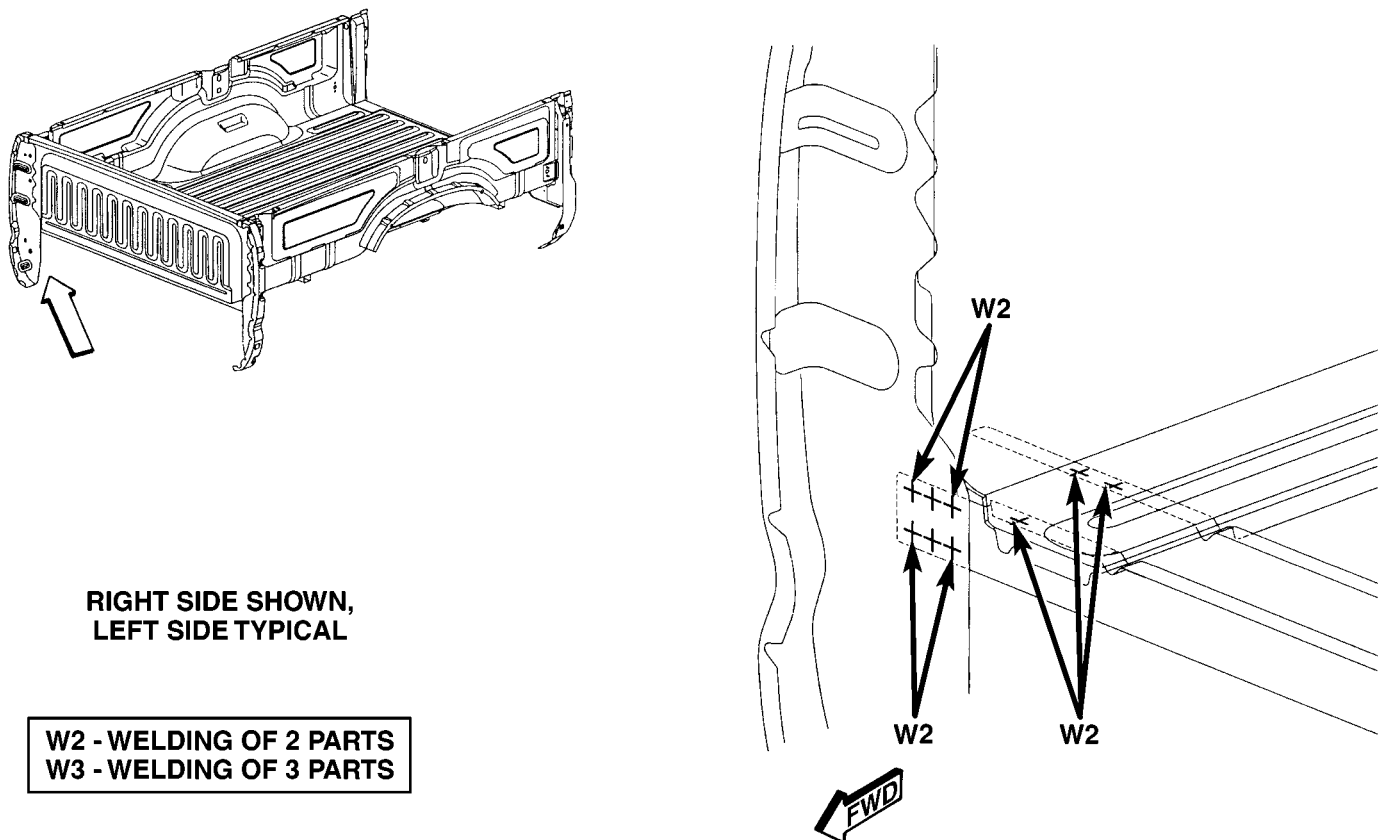
Fig. 114 OUTER WHEELHOUSE - LONG CARGO BOX ONLY

WELD LOCATIONS (Continued)



80c62458

Fig. 115 TAILGATE BOX SIDE PIVOT REINFORCEMENT - LONG CARGO BOX ONLY



80c62459

Fig. 116 FRONT BOX SIDE PANEL - LONG CARGO BOX ONLY

WELD LOCATIONS (Continued)

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

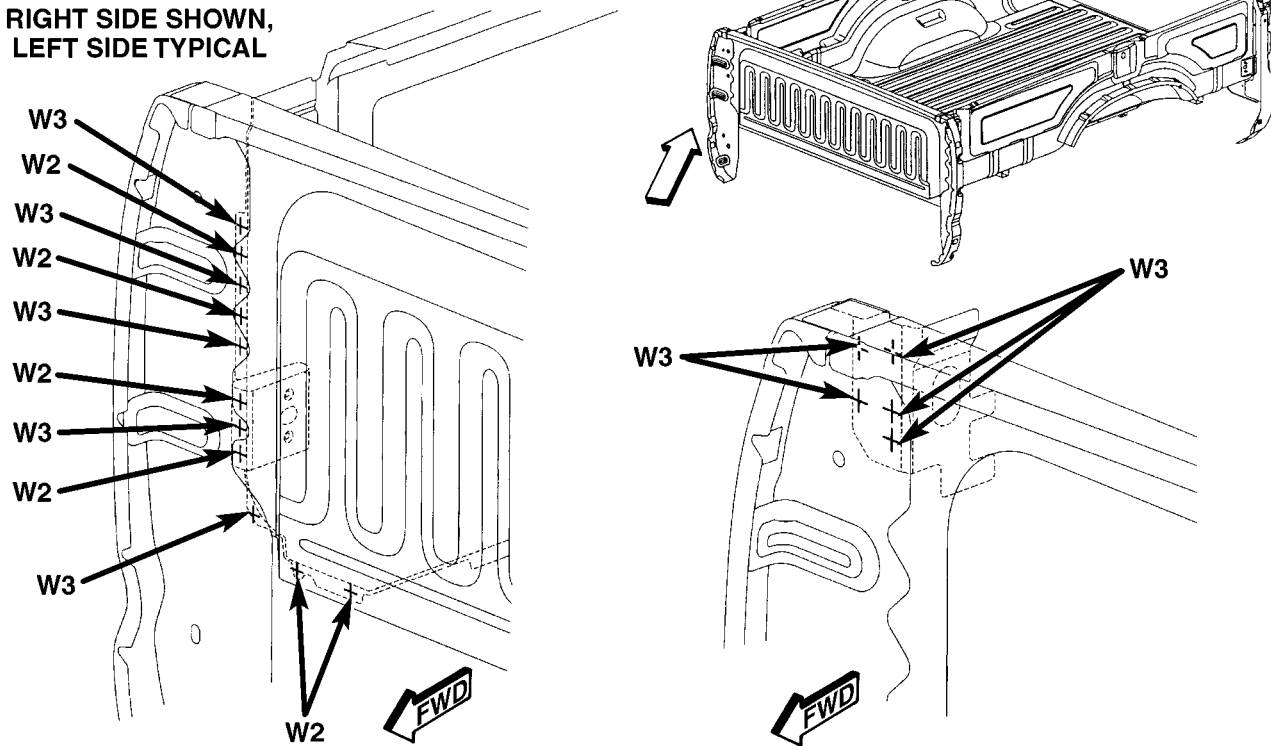


Fig. 117 FRONT BOX SIDE PANEL - LONG CARGO BOX ONLY

80fbd329

W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

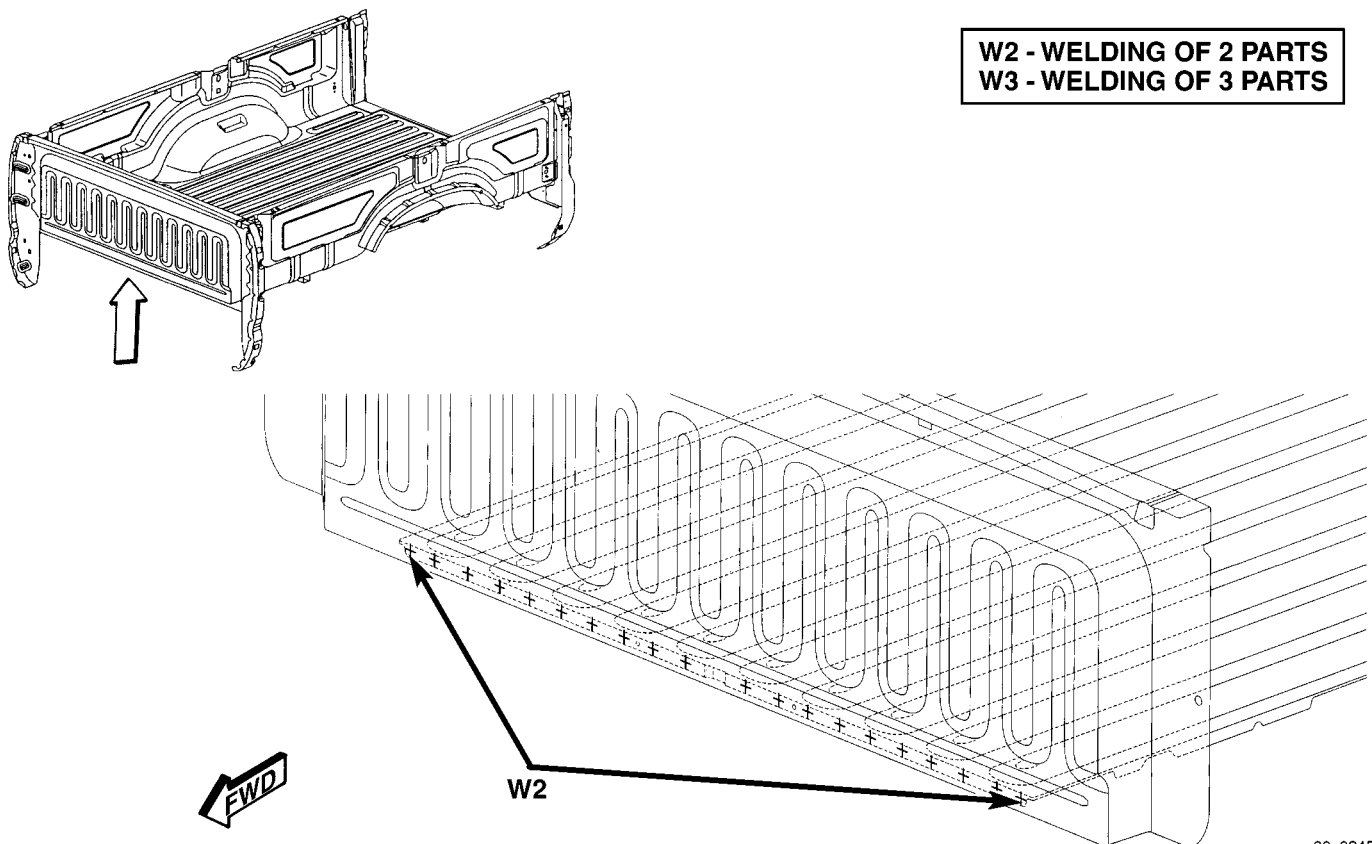


Fig. 118 BOX FRONT PANEL - LONG CARGO BOX ONLY

80c6245b

WELD LOCATIONS (Continued)

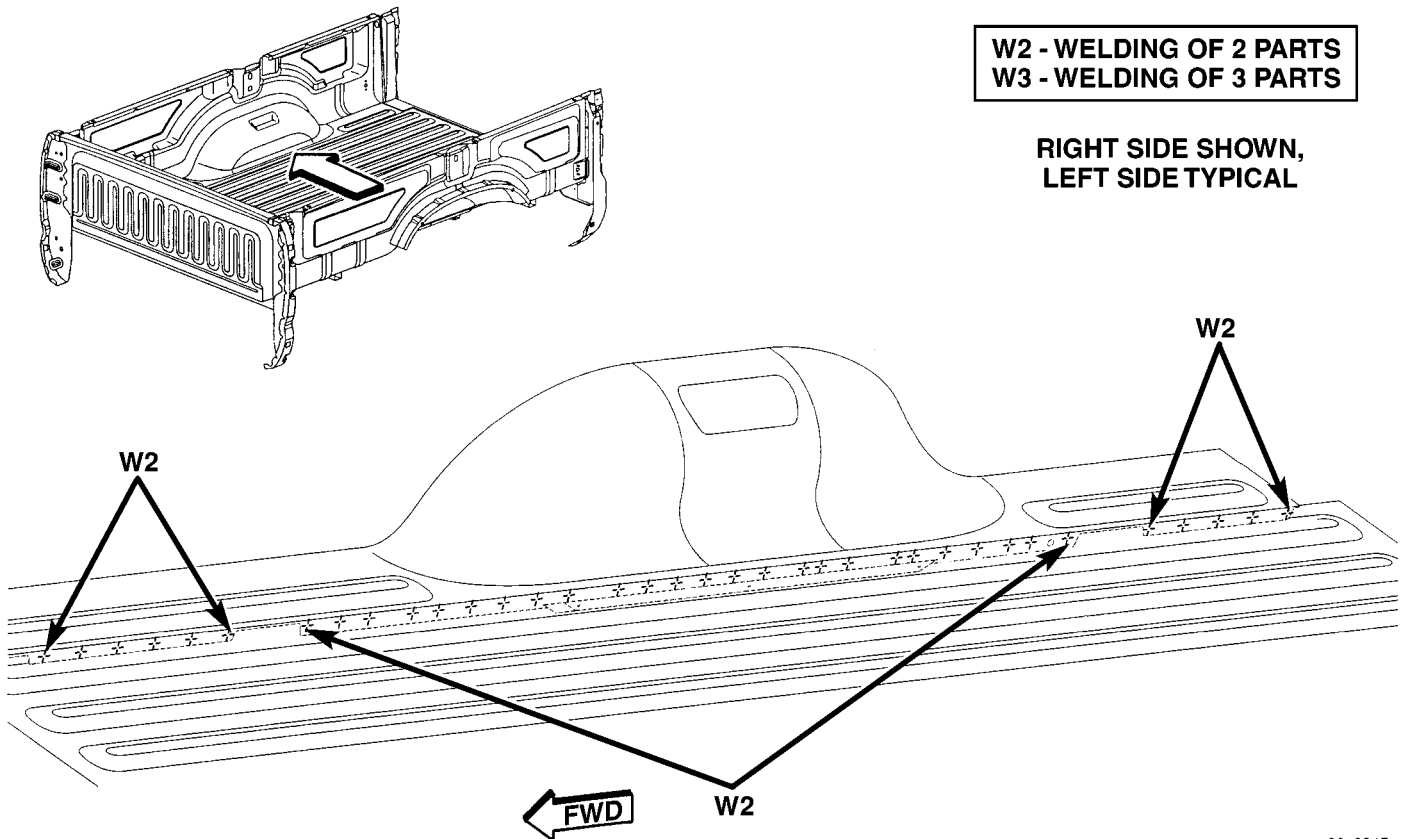


Fig. 119 BOX FLOOR PANEL - LONG CARGO BOX ONLY

80c6245c

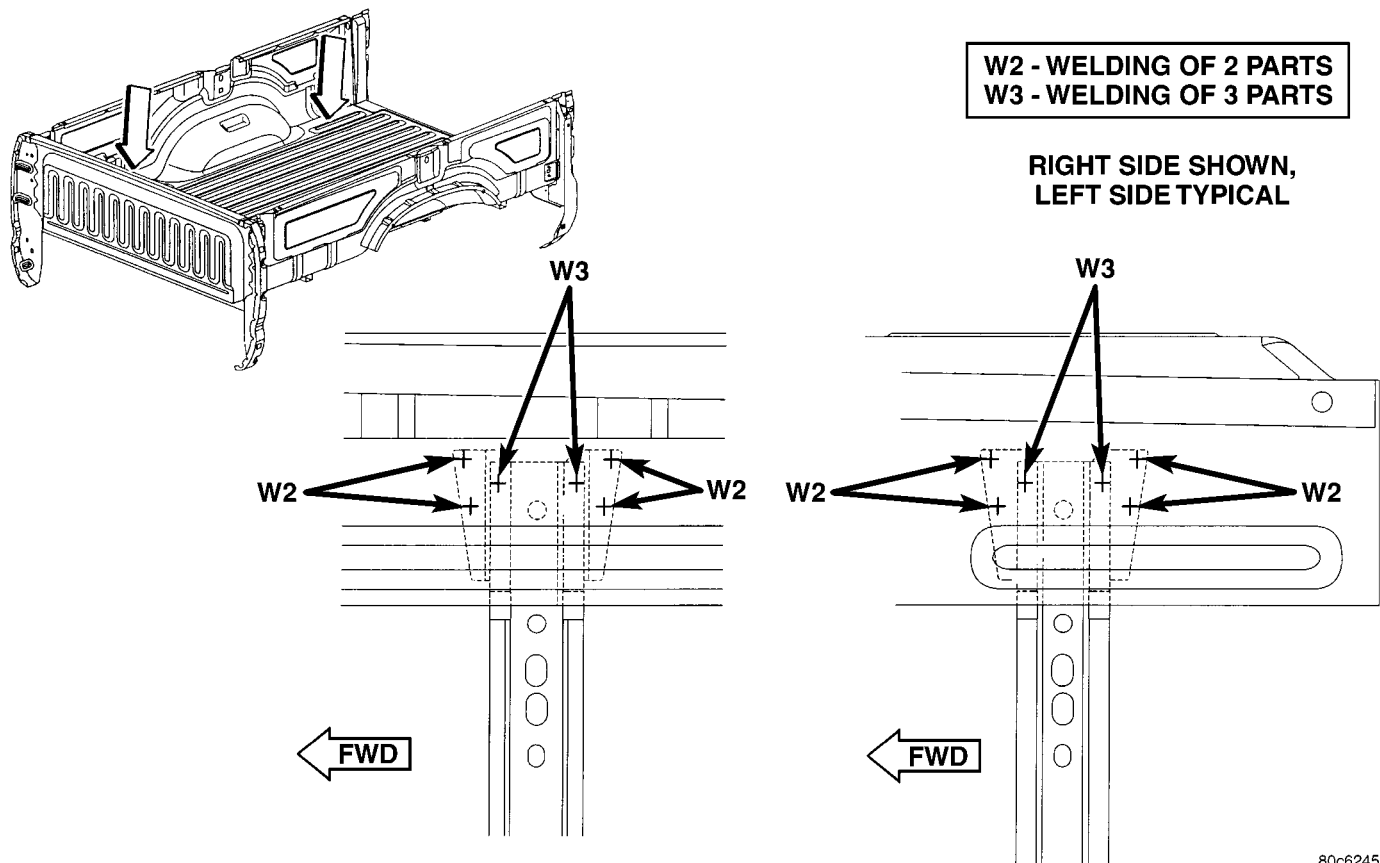


Fig. 120 LONG CROSSMEMBERS - LONG CARGO BOX ONLY

80c6245e

WELD LOCATIONS (Continued)

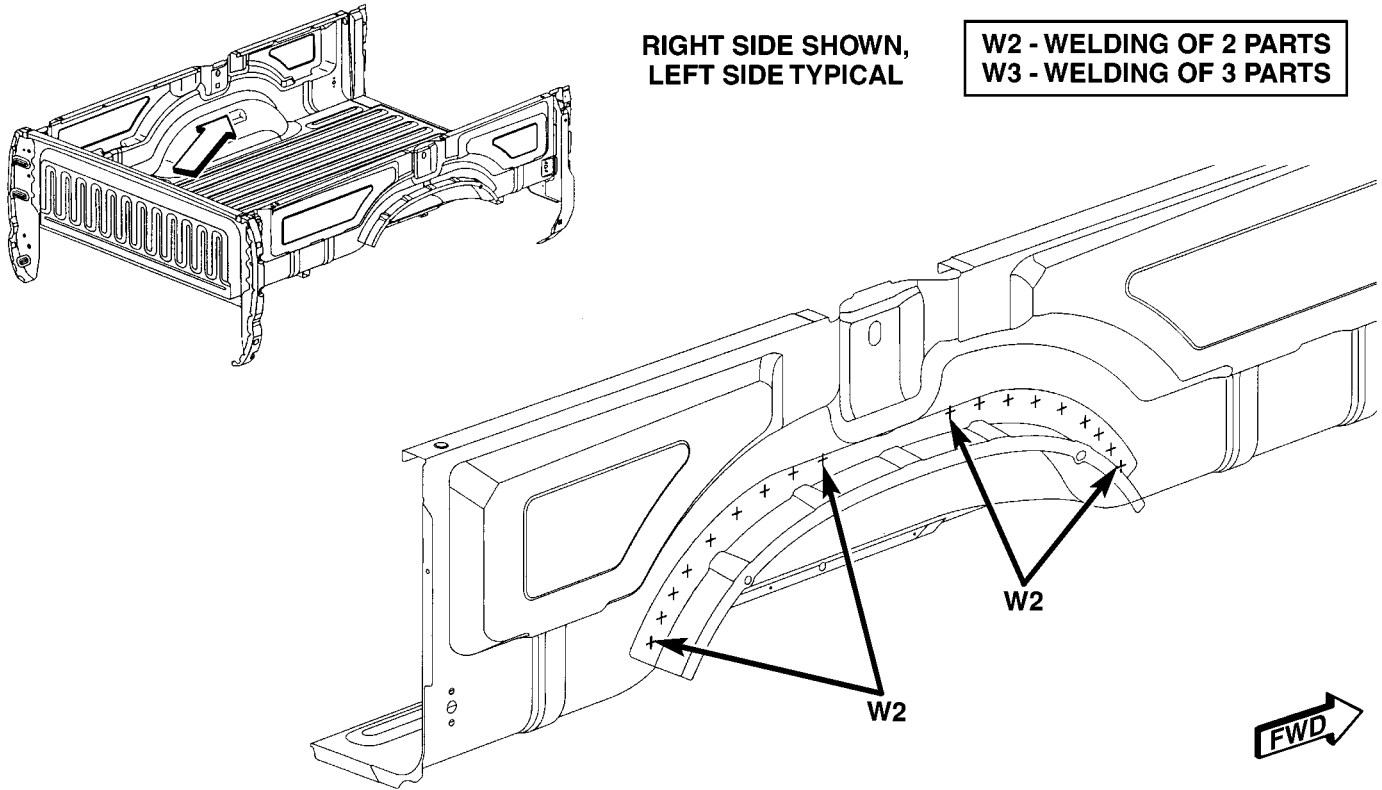


Fig. 121 INNER WHEELHOUSE PANEL - LONG CARGO BOX ONLY

80c6245f

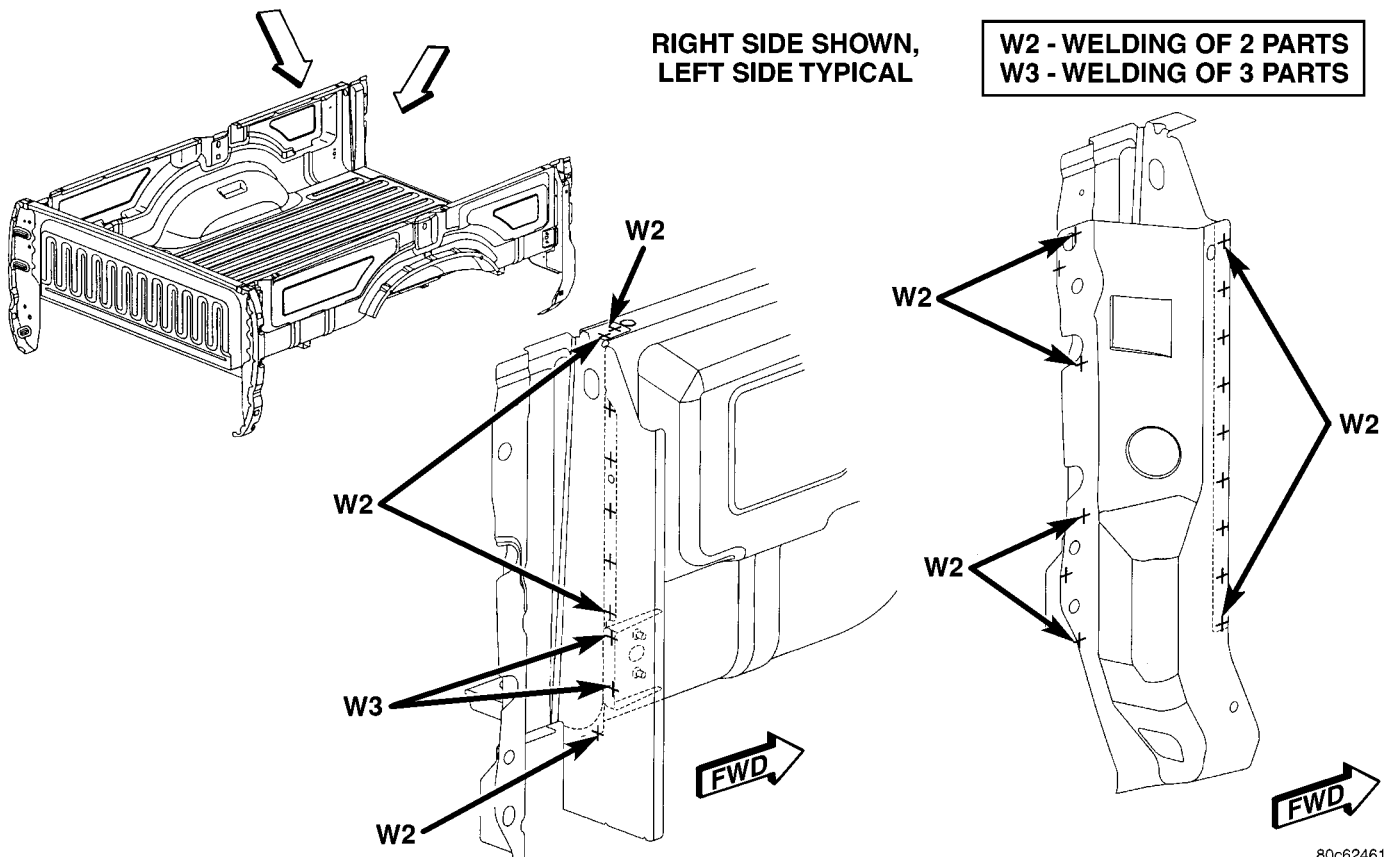


Fig. 122 TAILGATE PILLAR OUTER PANEL - LONG CARGO BOX ONLY

80c62461

Fig. 123 REAR SILL CROSS BOX - LONG CARGO BOX ONLY

WELD LOCATIONS (Continued)

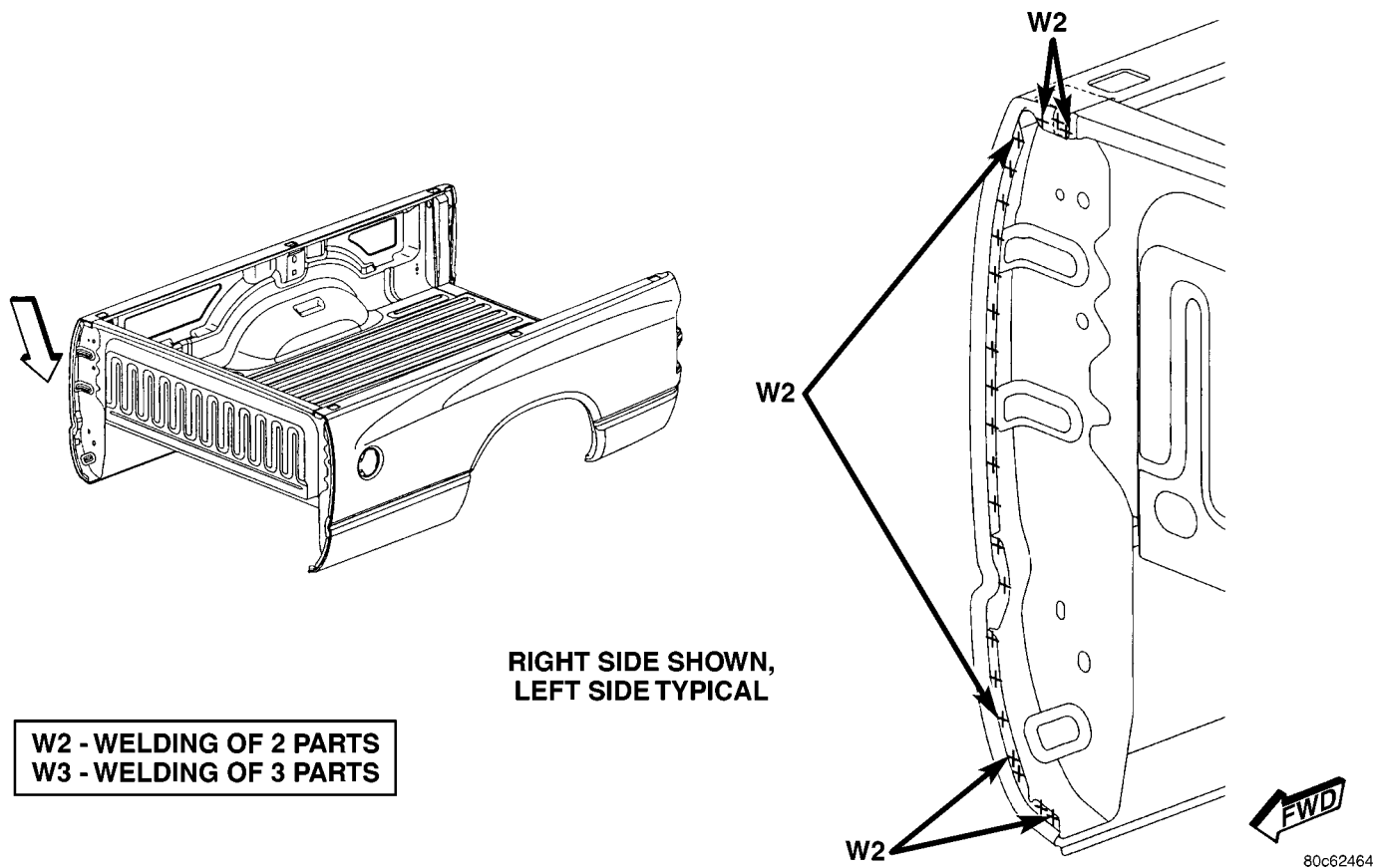


Fig. 124 OUTER BOX SIDE PANEL - LONG CARGO BOX ONLY

WELD LOCATIONS (Continued)

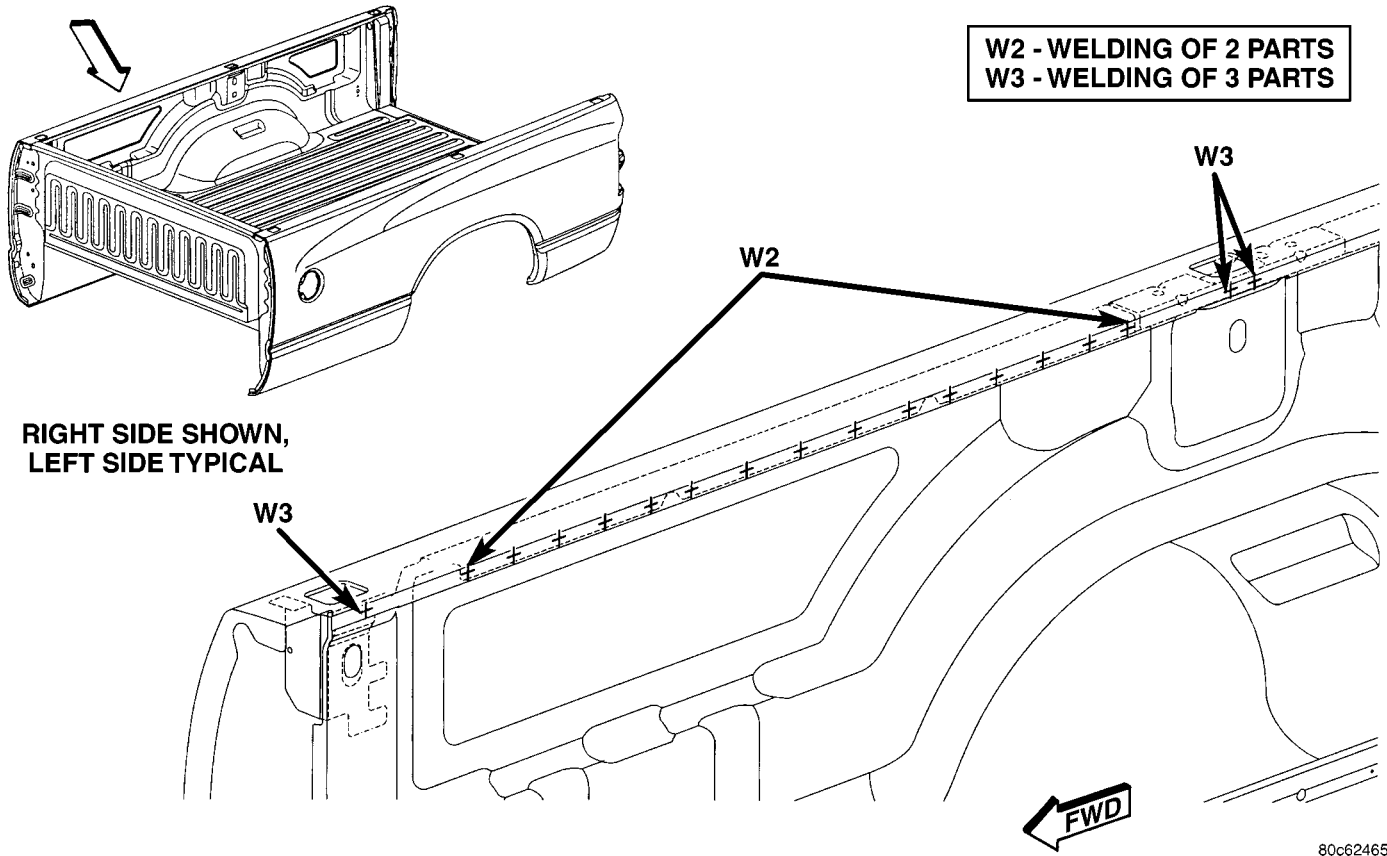


Fig. 125 STAKE POCKET REINFORCEMENTS - LONG CARGO BOX ONLY

80c62465

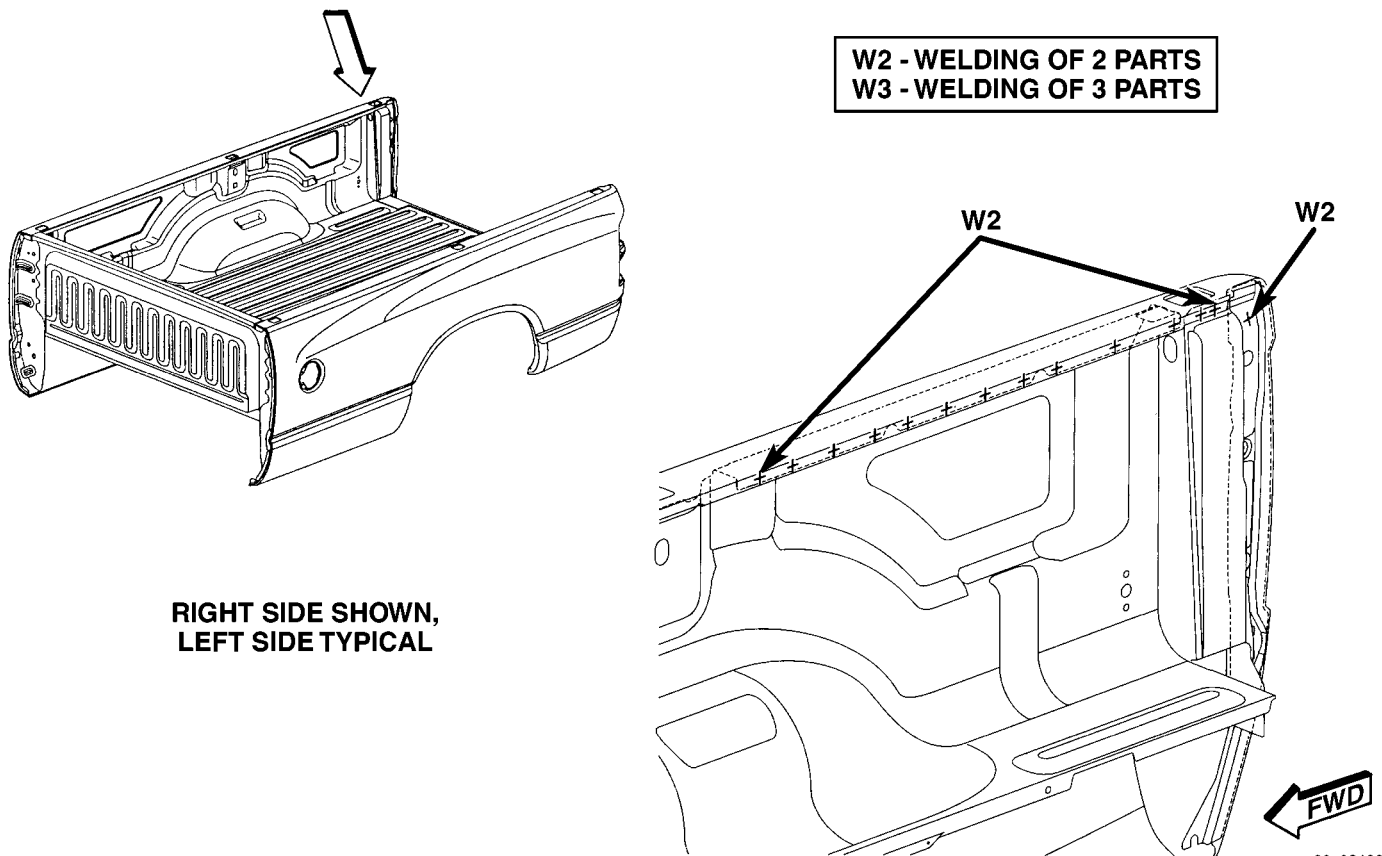
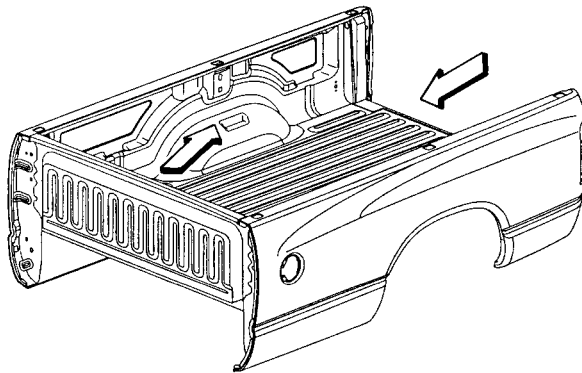


Fig. 126 TAILGATE PIVOT REINFORCEMENT - LONG CARGO BOX ONLY

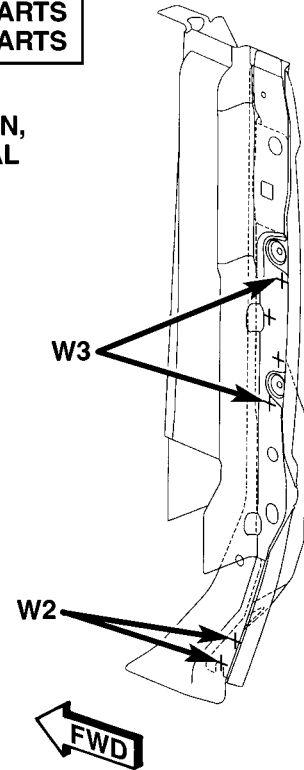
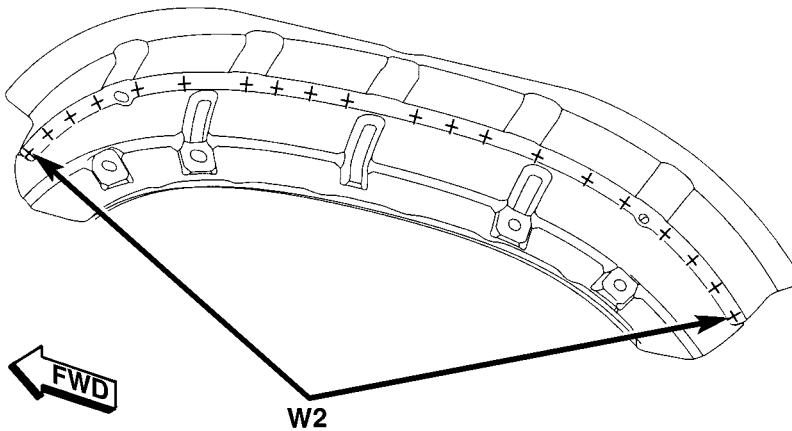
80c62466

WELD LOCATIONS (Continued)



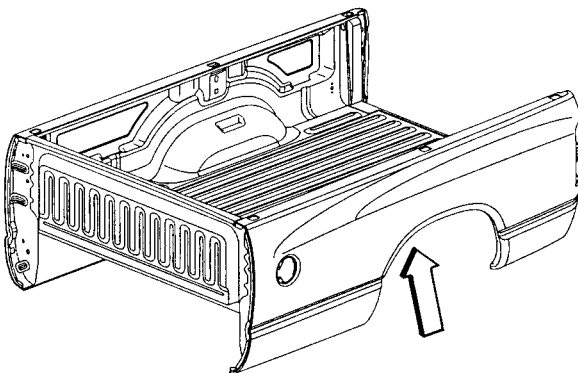
W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL



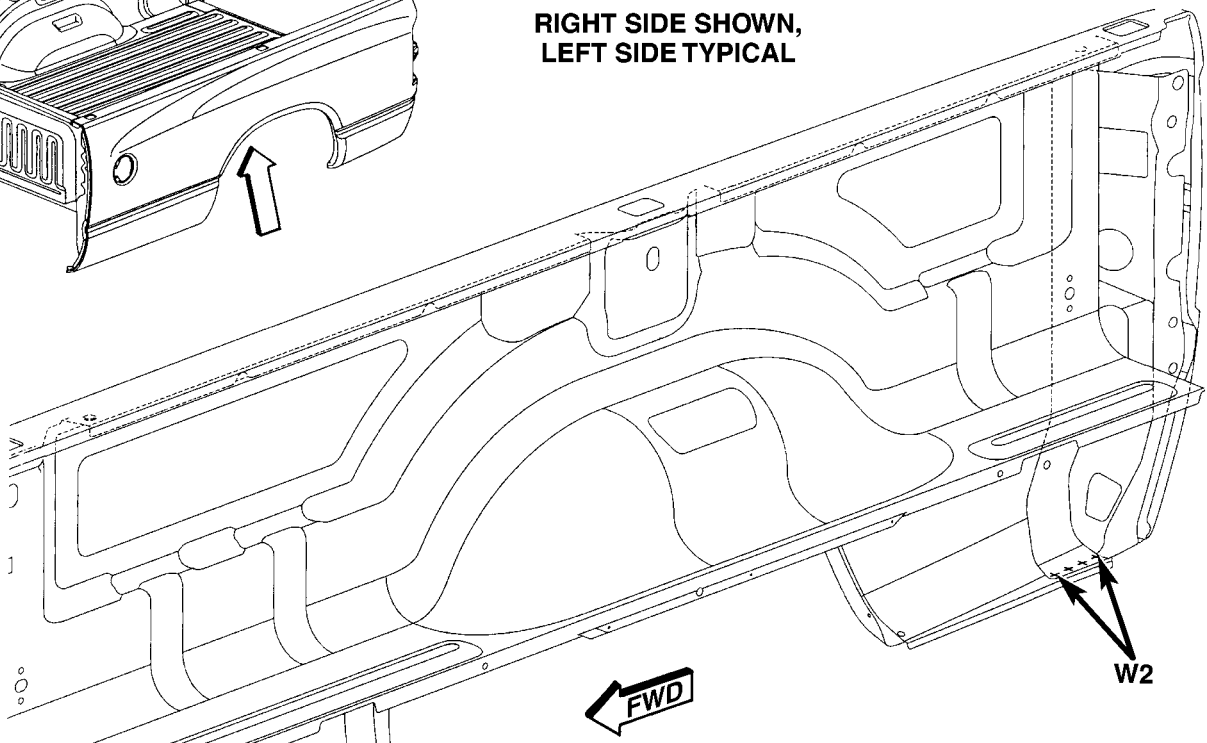
80c62467

Fig. 127 INNER WHEELHOUSE - LONG CARGO BOX ONLY



W2 - WELDING OF 2 PARTS
W3 - WELDING OF 3 PARTS

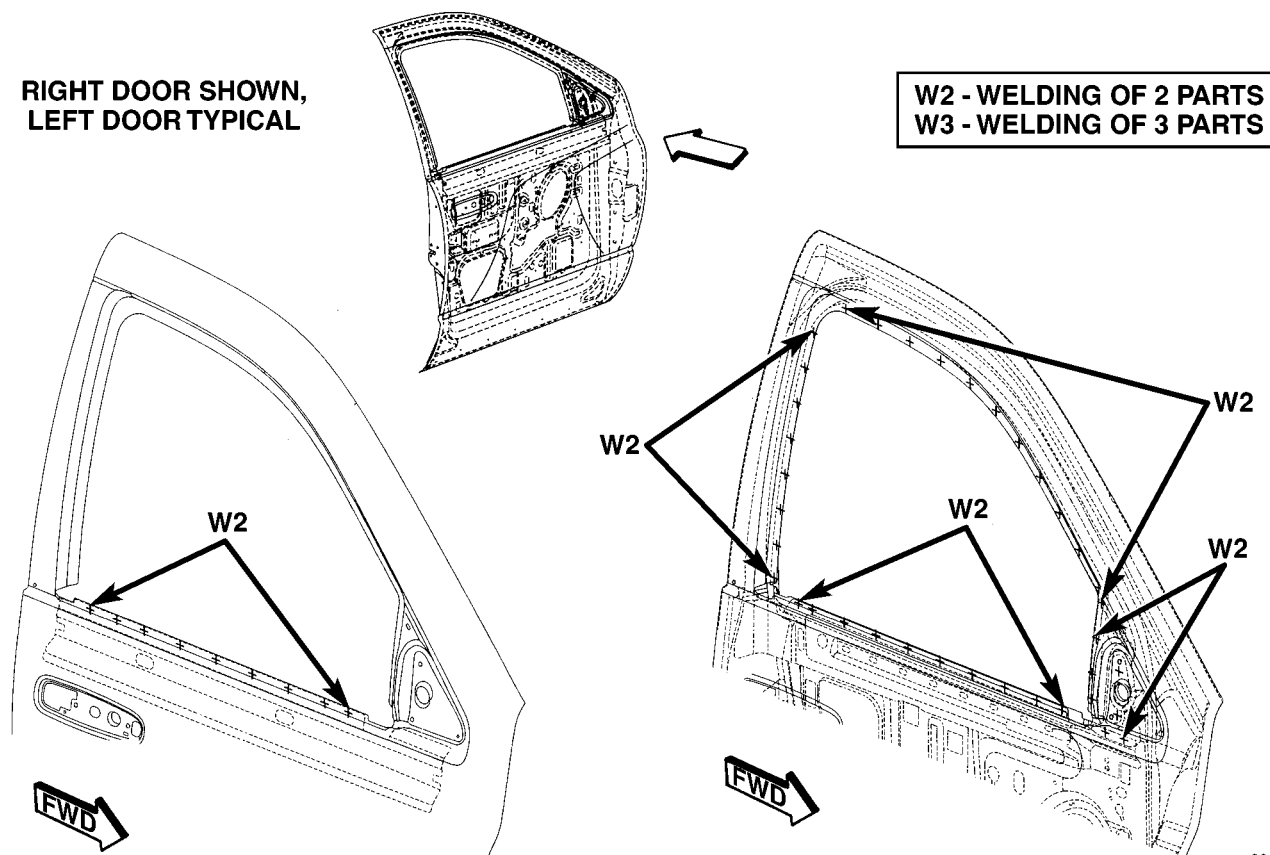
RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL



80c62469

Fig. 128 OUTER TAILGATE PILLAR - LONG CARGO BOX ONLY

WELD LOCATIONS (Continued)



80c6246a

Fig. 129 INNER DOOR PANEL - QUAD CAB

WELD LOCATIONS (Continued)

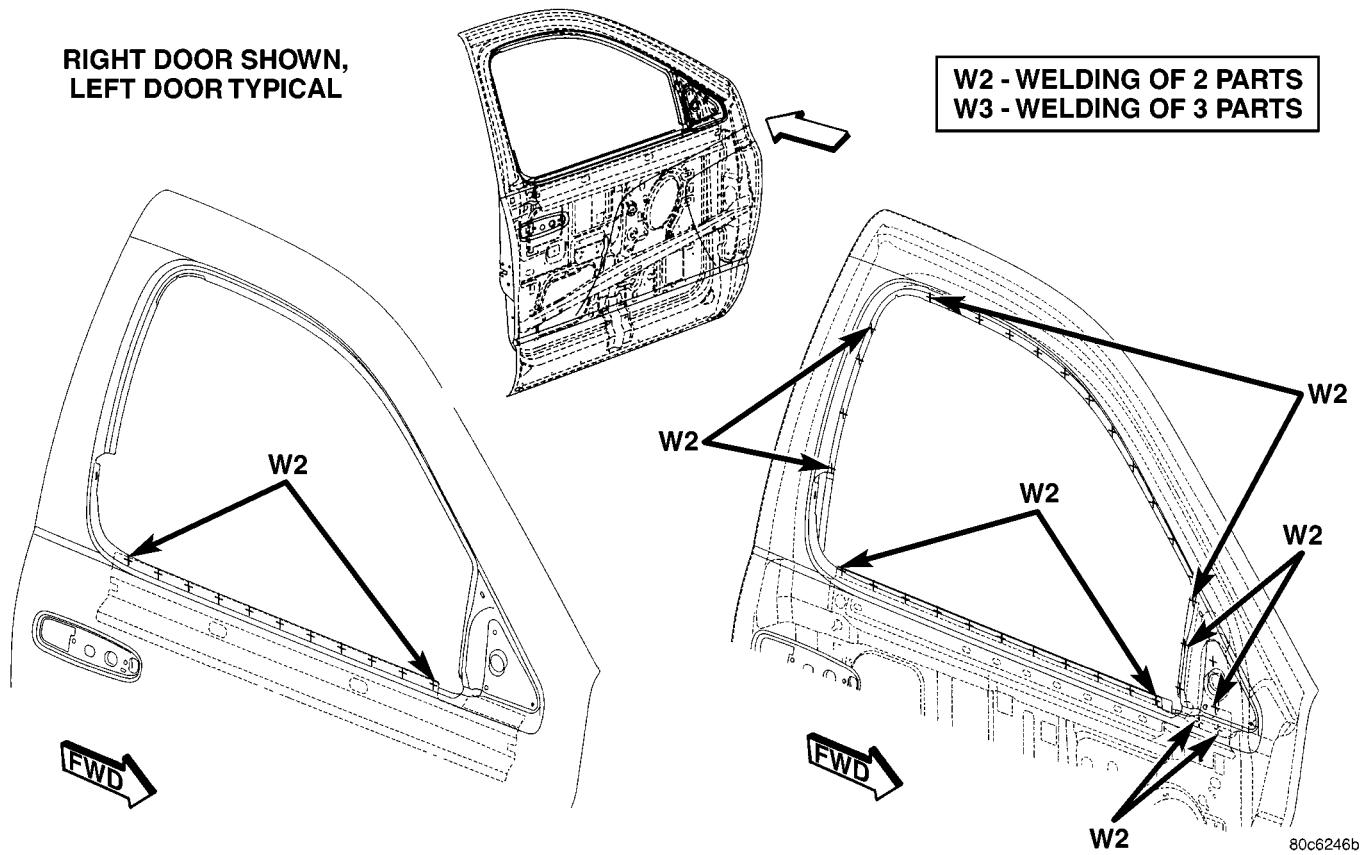


Fig. 130 INNER DOOR PANEL - STANDARD CAB

Fig. 131 INNER DOOR PANEL - QUAD CAB