

THE 1999 JEEP® WRANGLER

OWNER'S MANUAL



VEHICLES SOLD IN CANADA

With respect to any vehicles sold in Canada, the name DaimlerChrysler Corporation shall be deemed to be deleted and the name Chrysler Canada used in substitution therefor.

DRIVING AND ALCOHOL

Drunken driving is one of the most frequent causes of accidents.

Your driving ability can be seriously impaired with blood alcohol levels far below the legal minimum. If you are drinking, don't drive. Ride with a designated non-drinking driver, call a cab, a friend, or use public transportation.

WARNING!

Driving after drinking can lead to an accident. Your perceptions are less sharp, your reflexes are slower, and your judgment is impaired when you have been drinking. Never drink and then drive.

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4 INTRODUCTION

AN IMPORTANT MESSAGE TO YOU FROM CHRYSLER CORPORATION

Thank you for selecting one of our Jeep models. Be assured that it represents precision workmanship, distinctive styling and high quality traditional with Jeep vehicles.

This is a specialized utility vehicle designed for both on-road and off-road use. It can go places and perform tasks for which conventional 2-wheel drive enclosed vehicles were not intended. It handles and maneuvers differently from many passenger cars both on-road and off-road, so take time to become familiar with your vehicle.

Do not attempt sharp turns or abrupt maneuvers or other unsafe driving actions that can cause loss of vehicle control. Failure to operate this vehicle safely may result in an accident, rollover of the vehicle and serious injury or death. Because of its open-body construction, your Jeep vehicle offers less protection than closed vehicles in the event of an accident.

Although your Jeep vehicle may be equipped with a soft top or optional hard top to give the occupants protection

from the weather, these tops do not offer structural protection in the event of an accident and do not change the open-body characteristic of the vehicle. Even though your Jeep vehicle has a sport bar and side bars for some extra protection, it is a truly open vehicle-there is no structural integrated top and it has low sides and a folding windshield. Many of these vehicles do not have fully enclosed hard doors.

Failure to use driver and passenger seat belts provided as standard equipment on all vehicles is a major cause of serious injury or death. In fact, the U.S. government notes that the universal use of existing seat belts could cut the highway death toll by 10,000 or more each year, and could reduce disabling injuries by 2 million annually.

Motor vehicle accidents are the leading cause of death among persons 15 to 34 years of age...more than disease or illness, more than all other accidents combined.

Operating this vehicle at excessive speeds or while intoxicated may result in loss of control, collision with other vehicles or objects, going off the road, or overturning, any of which may lead to serious injury or death. Also, **failure to use standard seat belts** subjects the

driver and passengers to a greater risk of being thrown out of an open-body vehicle than out of a closed vehicle in an accident which can result in injury or death.

Before you start to drive this vehicle, read the Owner's Manual. Be sure you are familiar with all vehicle controls, particularly those used for braking, steering and transmission shifting. Learn how your vehicle handles on different road surfaces. Your driving skills will improve with experience. When driving off-road or working the vehicle, don't overload it or expect it to overcome the laws of nature. Always observe federal, state, provincial and local laws wherever you drive.

As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or an accident. Be sure to read On-Pavement and Off-Road driving guidelines in this manual.

This owner's manual illustrates and describes features that are standard or available as extra cost options. Therefore, some of the equipment and accessories in this publication may not appear on your vehicle.

INTRODUCTION

This manual has been prepared with the assistance of service and engineering specialists to acquaint you with the operation and maintenance of your new vehicle. It is supplemented by a Warranty Information Booklet and various customer oriented documents. You are urged to read these publications carefully. Following the instructions and recommendations in this manual will help assure safe and enjoyable operation of your vehicle.

NOTE: After you read the manual, it should be stored in the vehicle for convenient reference and remain with the vehicle when sold.

When it comes to service, remember that your Chrysler Motors Corporation dealer knows your vehicle best, has the factory-trained technicians and genuine Mopar® parts, and is interested in your satisfaction.

6 INTRODUCTION

HOW TO USE THIS MANUAL

Consult the table of contents to determine which section contains the information you desire.

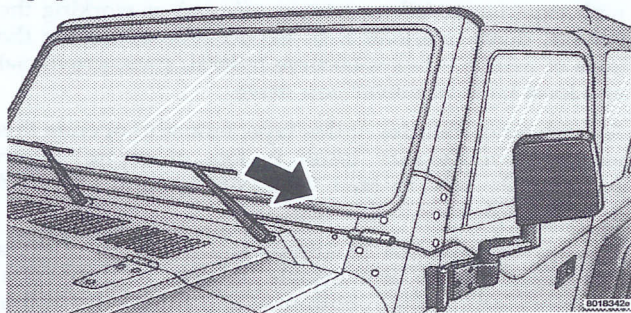
The detailed index, at the rear of this manual, contains a complete listing of all subjects.

WARNINGS AND CAUTIONS

This manual contains **WARNINGS** against operating procedures which could result in an accident or bodily injury. It also contains **CAUTIONS** against procedures which could result in damage to your vehicle. If you do not read this entire manual you may miss important information. Observe all Warnings and Cautions.

VEHICLE IDENTIFICATION NUMBER

The vehicle identification number (VIN) is found on a stamped plate located on the left front corner of the instrument panel pad, visible from outside of vehicle through windshield. This number also appears on the Automobile Information Disclosure Label affixed to a window on your vehicle. Save this label for a convenient record of your vehicle identification number and optional equipment.



NOTE: It is illegal to remove the VIN plate.

THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

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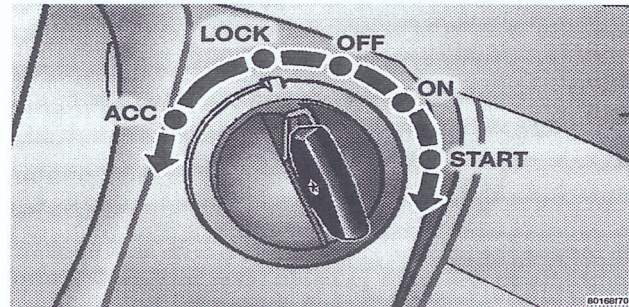
A WORD ABOUT YOUR KEYS

The keys for your new vehicle are enclosed in a plastic bag with the key code number on it. If you received your keys without the bag, ask your dealer to give you the number. The key code can also be obtained by the dealer from your vehicle invoice.

Ignition Key

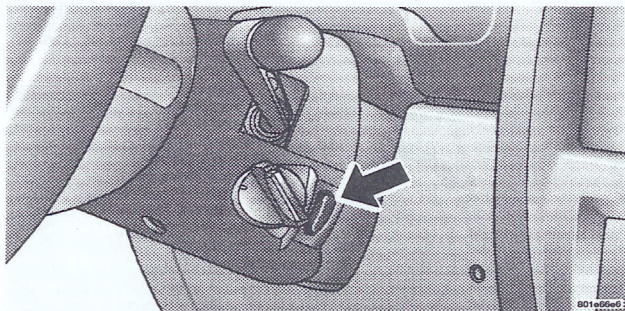
Insert the double-bitted key with either side up, then turn the switch to one of the four illustrated positions. The key can be inserted or withdrawn only in the LOCK position. The automatic transmission gear selector must be in PARK.

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10 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

To remove the ignition key on models with a manual transmission, depress and hold the key release lever, turn ignition to LOCK and remove the key.



To remove the ignition key on models with an automatic transmission, place the gearshift lever in Park (P), turn the ignition key to LOCK and remove the key.

Sentry Key Theft Deterrent System-If Equipped

Your vehicle may be equipped with the optional Sentry Key System. With this system, an electronically coded ignition key sends a signal to the vehicle electronics. If the electronics recognizes the signal, the vehicle will start

and run. If the system does not recognize the signal the vehicle will start and run for 2 seconds then shut off.

The Sentry Key Light will illuminate for about 2 seconds when the ignition switch is first turned to the On position. If the vehicle electronics do not recognize the signal from the ignition key, the Sentry Key Light will flash continuously to signal that the vehicle has been immobilized. If the Sentry Key Light remains On during vehicle operation, it indicates a fault in the system electronics.

If this option was ordered, all of the keys provided with your new vehicle have been programmed to the vehicle electronics.

Replacement Keys

NOTE: Only keys that have been programmed to the vehicle electronics can be used to start the vehicle.

At the time of purchase, the original owner is provided with a four digit PIN number. This number is required for dealer replacement of keys. Duplication of keys may be performed at an authorized dealer or by using the Customer Key Programming procedure. This procedure

consists of programming a blank key to the vehicle electronics. A blank key is one which has never been programmed.

NOTE: When having the Sentry Key System serviced, bring all vehicle keys to the dealer.

Customer Key Programming

You can program new keys to the system if you have two valid keys by doing the following:

1. Insert the first valid key into the ignition and turn the ignition to the ON position for at least 3 seconds but no longer than 15 seconds.

Turn the ignition back to the OFF position and remove the first key.

2. Insert the second valid key and switch the ignition to the ON position within 15 seconds. After 10 seconds, a chime will sound and the Sentry Key Light will begin to flash.

Turn the ignition back to the OFF position and remove the second key.

3. Insert a blank Sentry Key into the ignition and switch the ignition to the ON position within 60 seconds of having removed the second key. After 10 seconds a single chime will sound. The Sentry Key Light will stop flashing, then it will once again turn on for 2 seconds; then turn off.

The new Sentry Key has been programmed. Repeat this process to program up to a total of 8 keys.

General Information

The Sentry Key system complies with FCC rules part 15. Operation is subject to the following two conditions:

1. This device may not cause harmful interference.
2. This device must accept any interference that may be received, including interference that may cause undesired operation.

12 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

Key-In-Ignition Reminder

If the driver's door is opened when the key is in the ignition and not turned to the ON position, a signal will sound to remind you to remove the key.

CAUTION!

Always remove the key from the ignition and lock all doors when leaving the vehicle unattended.

STEERING WHEEL LOCK

Your vehicle is equipped with a passive steering wheel lock. This lock prevents steering the vehicle without the ignition key. If the steering wheel is moved no more than 1/2 a turn in either direction and the key is not in the ignition, the steering wheel will lock.

If you wish to manually lock the steering wheel:

With the engine running, rotate the steering wheel 1/2 revolution, turn off the engine and remove the key. Rotate the steering wheel slightly in either direction until the lock engages.

To release the steering wheel lock:

Insert the key in the ignition and turn the wheel slightly to the right or left to disengage the lock.

NOTE: If you turned the wheel to the right to engage the lock, you must turn the wheel slightly to the right to disengage it. If you turned the wheel to the left to engage the lock, turn the wheel slightly to the left to disengage it.

DOORS AND LOCKS

NOTE: The ignition key that is used to start the vehicle is used to lock or unlock the doors, tailgate, console storage, and glove box.

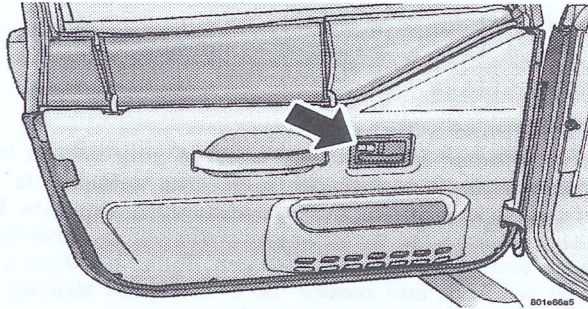
To unlock doors and tailgate insert the key and turn. Once unlocked, the tailgate can be opened or closed without using the key.

To open the tailgate, lift the latch release and swing open the tailgate.

To unlock gas cap, a separate key is provided.

Door Locks

Doors on both hard-top and soft-top models are equipped with a rocker-type interior door lock. To lock a door when leaving your vehicle, press to the LOCK position and close the door.



WARNING!

For personal security reasons and safety in an accident, lock the vehicle doors when you drive as well as when you park and leave the vehicle.

OCCUPANT RESTRAINTS

One of the most important safety features in your vehicle is the restraint system. This system includes the front and rear seat belts. Your seat belts can also be used to hold infant and child restraint systems if you will be carrying children too small for adult-size belts.

Please pay careful attention to the information in this section. It tells you how to use your restraint system properly to keep you and your passengers as safe as possible.

WARNING!

In a collision you and your passengers can suffer much greater injuries if you are not wearing your seat belt properly. You can strike parts of the inside of the vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are wearing your seat belt properly.

WARNING!

It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are likely to be seriously injured or killed.

Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts.

Be sure everyone in your vehicle is in a seat using a seat belt properly.

Buckle up even though you are an excellent driver, even on short trips. Someone else on the road may be a poor driver and cause a collision which involves you. This can happen far from home or on your own street.

Research has shown that seat belts save lives, and they can reduce the seriousness of injuries in a collision. Some

of the worst injuries happen when people are thrown from the vehicle. Seat belts provide protection, and they reduce the risk of injury caused by striking the inside of the vehicle. Everyone in a motor vehicle needs to be buckled up all the time.

Seat Belt Warning Light

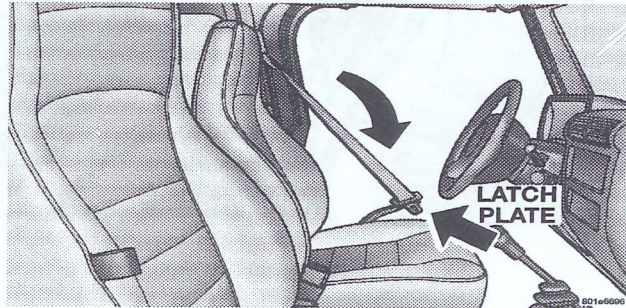
A warning chime and an indicator light will alert you to buckle the seat belts.

Lap/Shoulder Belts

The outboard front and rear seats of your vehicle have combination lap/shoulder belts. The retractor is designed to lock during very sudden stops or impacts. This feature allows the shoulder part of the belt to move freely with you under normal conditions. But in a collision, the belt will lock and reduce the risk of your striking the inside of the vehicle or being thrown out.

Lap/Shoulder Belt Operating Instructions

1. Enter the vehicle and close the door. Sit back and adjust the seat.
2. The latch plate of the belt is above the back of your seat. Grasp the latch plate and pull out the belt. Slide the latch plate up the webbing as far as necessary to make the belt go around your lap.

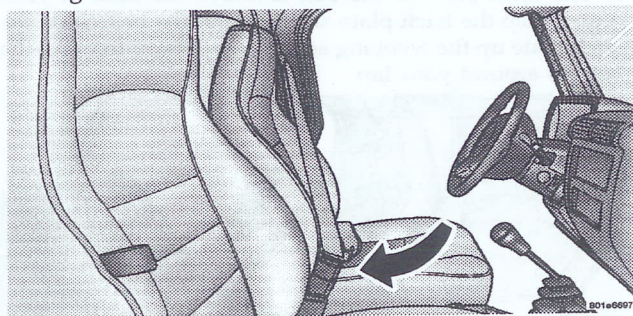
**WARNING!**

A belt buckled into the wrong buckle will not protect you properly. The lap portion could ride too high on your body, possibly causing internal injuries. Always buckle your belt into the buckle nearest you.

WARNING!

- A belt that is too loose will not protect you as well. In a sudden stop you could move too far forward, increasing the possibility of injury. Wear your seat belt snugly.
- A shoulder belt worn under your arm is very dangerous. Your body could fall into the inside surfaces of the vehicle in a crash, increasing head and neck injury. And a belt worn under the arm can cause internal injuries. Ribs aren't as strong as shoulder bones. Wear the belt over your shoulder so that your strongest bones will take the force in a collision.

3. Position the lap belt across your thighs, below your abdomen. If you need the lap portion tighter, pull up a bit on the shoulder part. A snug belt reduces the risk of sliding under the belt in a collision.



WARNING!

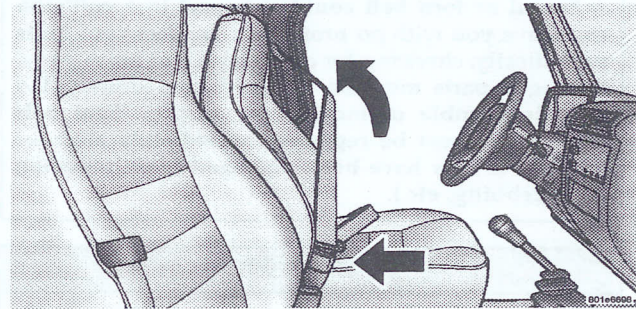
A lap belt worn too high can increase the risk of internal injury in a collision. The belt forces won't be at the strong hip and pelvic bones, but across your abdomen. Always wear the lap part of your seat belt as low as possible, and keep it snug.

4. Position the shoulder belt on your chest so that it is comfortable and not resting on your neck. The retractor will withdraw any slack in the belt.

WARNING!

A twisted belt can't do its job as well. In a collision it could even cut into you. Be sure your belt is straight. If you can't straighten a belt in your vehicle, take it to your dealer and have it fixed.

5. To release the belt, push the button on the buckle. The belt will automatically retract to its stowed position.



If necessary, slide the latch plate down the webbing to allow the belt to retract fully.

WARNING!

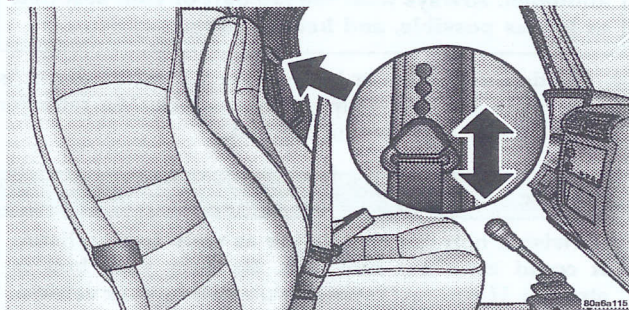
A frayed or torn belt could rip apart in a collision and leave you with no protection. Inspect your belts periodically, checking for cuts, frays, and loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the system. Seat belt assemblies must be replaced immediately after an accident if they have been damaged (bent retractor, torn webbing, etc.).

WARNING!

Belting two people into one seat can lead to greater injury. People belted together can crash into one another in an accident, hurting either or both people badly. Never use a belt for more than one person, no matter what their size.

Adjustable Upper Shoulder Belt Anchorage

In the front seats, the shoulder belt anchorage can be adjusted upward or downward to position the belt away from your neck. Push in on the anchorage near your outside shoulder and slide it up or down to reach the position that serves you best.



As a guide, if you are shorter than average, you will prefer a lower position, and if you are taller than average, you'll prefer a higher position. When you release the turning loop, try to move it up or down to make sure that it is locked in position.

WARNING!

- A lap belt worn too loose or too high is dangerous. A belt worn too loose can allow you to slip down and under the belt in a collision. A belt that is too high will apply crash forces to the abdomen, not to the stronger hip bones. In either case, the risk of internal injuries is greater. Wear a lap belt low and snug.
- Belting two people into one seat belt can lead to greater injury. People belted together can crash into one another in an accident, hurting one another badly. Never use a belt for more than one person, no matter what their size.

Seat Belts And Pregnant Women

We recommend that pregnant women use seat belts throughout their pregnancies. Keeping the mother safe is the best way to keep the baby safe.

Pregnant women should wear the lap* part of the belt across the thighs and as snug against the hips as possible.

Keep the belt low so that it does not come across the abdomen. That way the strong bones of the hips will take the force if there is a collision.

Seat Belt Extender

If a seat belt is too short, even when fully extended, your dealer can provide you with a seat belt extender. This extender should be used only if the existing belt is not long enough. When it is not required, remove the extender and stow it.

WARNING!

Using a seat belt extender when not needed can increase the risk of injury in a collision. Only use when the lap belt is not long enough when it is worn low and snug, and in the recommended seating positions. Remove and stow when not needed.

20 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

Child Restraint

Everyone in your vehicle needs to be buckled up all the time—babies and children, too. Every state in the United States and all Canadian provinces require that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

Children 12 years and under should ride properly buckled up in a rear seat, if available. According to crash statistics, children are safer when properly restrained in the rear seats rather than in the front.

WARNING!

In a collision, an unrestrained child, even a tiny baby, can become a missile inside the vehicle. The force required to hold even an infant on your lap can become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured. Any child riding in your vehicle should be in a proper restraint for the child's size.

All states and Canadian provinces require small children to ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

WARNING!

A rearward-facing child restraint must only be used in a rear seat. A child may be seriously or fatally injured in a rearward-facing child restraint placed in the front seat if the restraint is struck by a deploying passenger airbag.

Infants and Small Children

There are different sizes and types of restraints for children from newborn size to the bigger child almost large enough for an adult safety belt. Use the restraint that is correct for your child.

- The rearward-facing infant restraint is for babies weighing up to about 20 lbs. (9kg.), or at least one year old. The infant restraint must **NEVER** be used in the front seat of a vehicle with a passenger side airbag unless the airbag is turned off. An airbag deployment could cause severe injury or death to infants in this position. The infant restraint is held in the vehicle by the lap belt or lap/shoulder belt.
- The forward-facing child seat is for children from about 20 lbs. to 40 lbs., and at least one year old. The child seat is held in the vehicle by the lap belt or lap/shoulder belt.
- The belt-positioning booster seat is for children weighing more than 40 lbs. The child and booster seat are held in the vehicle by lap/shoulder belt. Some booster seats are equipped with a front shield and are held in the vehicle by the lap portion or lap belt.

Here are some tips on getting the most out of your child restraint:

- Before buying any restraint system, make sure that it has a label certifying that it meets Motor Vehicle Safety Standard 213—Child Restraint Systems. Chrysler Corporation also recommends that you try a child restraint in the vehicle seats where you will use it before you buy it.
- The restraint must be appropriate for your child's weight and height. Check the label on the restraint for this, too.
- Carefully follow the instructions that come with the restraint. If you install the restraint improperly it may not work when you need it. The passenger seat belts are equipped with cinching latch plates designed to keep the lap portion or lap belt tight around the child restraint so that it is not necessary to use a locking clip. Pull up on the shoulder portion of the lap/shoulder belt, or on the free end of the lap belt to tighten the belt. The cinching plate will keep the belt tight. Any seat belt system will loosen with time, so check the belt occasionally and pull it tight if necessary.

22 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

- Some child restraint manufacturers recommend the use of a top-mounted tether strap in addition to the seat belt. Your vehicle has tether strap anchorages behind certain rear seating positions for use with these child restraints. Anchorage hardware and installation instructions are available from your dealer.

WARNING!

An incorrectly anchored tether strap could lead to seat failure and injury to the child. In a collision, the seat could come loose and allow the child to crash into the inside of the vehicle or other passengers, or even be thrown from the vehicle. Use only the specified anchor positions to secure a child restraint requiring top tether strap(s).

- Buckle the child into the restraint exactly as the seat manufacturer's instructions tell you.
- When your child restraint is not in use, secure it with the seat belt or remove it from the vehicle. Don't leave it loose in the vehicle. In a sudden stop or collision it could strike occupants and injure them.

WARNING!

Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.

Children Too Large for Booster Seats

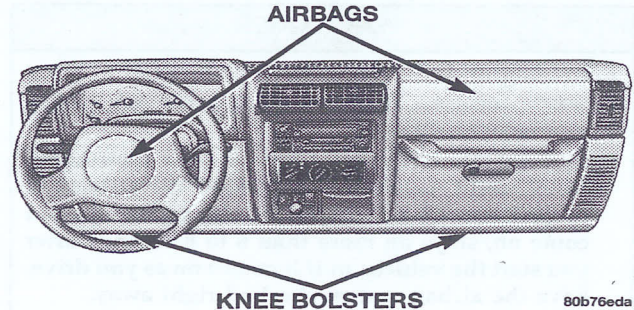
Children who are large enough to wear the shoulder belt comfortably, and whose legs are long enough to bend over the front of the seat when their back is against the seat back should use the lap/shoulder belt in a rear seat.

- Make sure that the child is seated upright in the seat.
- The lap belt portion should be low on the hips and as snug as possible.
- Check belt fit periodically. A child's squirming or slouching can move the belt out of position.

- If the shoulder belt contacts the child's face or neck, move the child closer to the center of the vehicle. If this doesn't help move the child to the center rear seating position and use the lap belt. Never allow a child to put the shoulder belt under an arm.

Driver And Right Front Passenger Supplemental Restraint System — Airbag

This vehicle has airbags for the driver and the right front passenger as a supplement to the seat belt restraint system. These airbags are certified to the new Federal Regulations that allow less forceful deployments. The driver's airbag is mounted in the steering wheel. The passenger side airbag is mounted in the instrument panel, above the glove compartment. These airbags inflate in higher speed impacts. They work with the instrument panel knee bolsters and the seat belts to provide improved protection for the driver and right front passenger.



WARNING!

- Relying on the airbags alone could lead to more severe injuries. Wear your seat belt even though you have an airbag.
- Ignoring the AIRBAG light in your instrument panel could mean you won't have the airbags to protect you in a collision. If the light does not come on, stays on more than 6 to 8 seconds after you start the vehicle, or if it comes on as you drive, have the airbag system checked right away.
- The seat belt is designed to protect you in many types of collisions. The airbags deploy only in frontal collisions. And will not deploy in collisions at slow speed. But even in collisions where the airbags do work, you need the seat belt to keep you in the right position for the airbags to protect you properly.

Here are some simple steps you can follow to minimize the risk of harm from a deploying airbag.

1. Children 12 years and under should ride buckled up in a rear seat, if available.
2. Infants in rear-facing child restraints must **NEVER** ride in the front seat of a vehicle with a passenger side airbag, unless the airbag is turned off. An airbag deployment could cause serious injury or death to an infant in that position.
3. If your vehicle does not have a rear seat, see the Passenger Airbag ON/OFF Switch section.
4. If a child from 1 to 12 years old must ride in the front passenger seat because the vehicle is crowded, move the as far back as possible, and use the proper child restraint. See the section on Child Restraint.
5. All occupants should use their seat belt properly.
6. The driver and front passenger seats should be moved back as far as practical to allow the airbags room to inflate.

The airbag system consists of the following:

- Airbag Control Module
- AIRBAG Light
- Airbag/Inflator Unit
- Steering Wheel And Column
- Interconnecting Wiring
- Knee Impact Bolsters
- Passenger Airbag ON/OFF Switch

How The Airbag System Works

- The **Airbag Control Module** monitors the readiness of the electronic parts of the system whenever the ignition switch is in the START or RUN position. These include all of the items listed above except the knee bolster and the steering wheel and column. The Control Module also turns on the AIRBAG light in the

instrument panel for 6 to 8 seconds when the ignition is first turned on, then turns the light off. If it detects a malfunction in any part of the system, it turns on the light either momentarily or continuously.

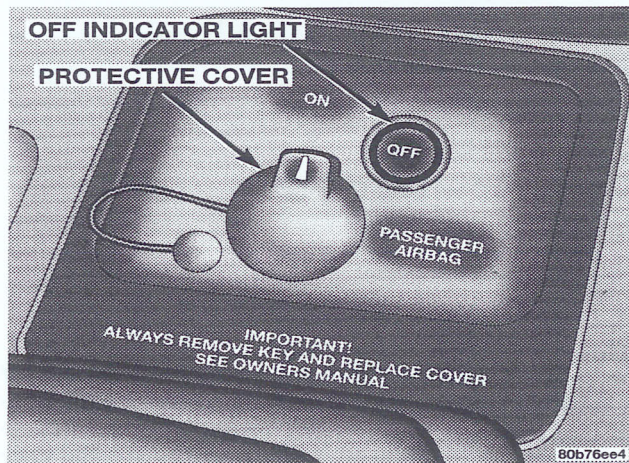
- The **Airbag/Inflator Units** are in the center of the steering wheel and in the instrument panel. When the Control Module detects an impact requiring the airbags, it signals the inflator units. A large quantity of non-toxic nitrogen gas is generated to inflate the airbags. The steering wheel hub trim and instrument covers separate and fold out of the way as the bags inflate to full size. The bags fully inflate in about 50 milliseconds. This is about half of the time it takes to blink your eyes. They then quickly deflate by venting the nitrogen gas through the airbags toward the instrument panel. In this way the bags do not interfere with your control of the vehicle.

26 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

Passenger Side Airbag ON/OFF Switch

The Passenger ON/OFF switch is located at the front of the center console. The ON/OFF switch is to be used only if the passenger:

- is an infant (less than 1 year old) who must ride in the front seat because there is no room in the rear seat, because the rear seat is too small for a rear-facing infant child seat or because the infant has a medical condition which makes it necessary for the driver to be able to watch the infants condition,
- is a child, age 1 to 12 who must ride in the front seat because there is no rear seat position available, or because the child has a medical condition which makes it necessary for the driver to watch the child's condition,
- has a medical condition which makes passenger airbag inflation (deployment) a greater risk for the passenger than the risk of hitting the dashboard (instrument panel) or windshield in a crash.



WARNING!

Whenever an airbag is turned off, even a lap/shoulder belted passenger may hit their head, neck, or chest on the dashboard (instrument panel) or windshield in a crash. This may result in serious injury or death.

To Shut Off the Passenger Airbag

Remove the water-resistant plug.

Place the ignition key in the Passenger Airbag ON/OFF Switch, turn the key to the right to the OFF position, and remove the key from the switch. This will shut off the passenger side airbag.

Reinstall the water-resistant plug.

NOTE: When the passenger airbag switch is in the OFF position, the indicator at the front of the center console will illuminate when the ignition is ON.

To Turn On the Passenger Airbag

Remove the water-resistant plug.

Place the ignition key in the Passenger Airbag ON/OFF Switch, turn the key to the left to the ON position, and remove the key from the switch. This will turn on the passenger side airbag.

Reinstall the water-resistant plug.

WARNING!

The airbag may malfunction and serious injury could result if the key is left in the airbag on/off switch. Always remove the key.

If A Deployment Occurs

The airbag system is designed to deploy when the impact sensors detect a moderate-to-severe frontal collision, and then immediately deflate.

NOTE: A frontal collision that is not severe enough to need airbag protection will not activate the system. This does not mean something is wrong with the airbag system.

If you do have a collision which deploys the airbags, any or all of the following may occur:

28 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

- The nylon airbag material may sometimes cause abrasions and/or skin reddening to the occupants as the airbag deploys and unfolds itself from the steering wheel.

The abrasions are similar to friction rope burns or those you might get sliding along a carpet or gymnasium floor. They are not caused by contact with chemicals. They are not permanent and normally heal quickly. However, if you haven't healed significantly within a few days, or if you have any blistering, see your doctor immediately.

- As the airbags deflate you may see some smoke-like particles. The particles are a normal by-product of the process that generates the non toxic nitrogen gas used

for airbag inflation. These airborne particles may irritate the skin, eyes, nose, or throat. If you have skin or eye irritation, rinse the area with cool water. For nose or throat irritation, move to fresh air. If the irritation continues, see your doctor.

If these particles settle on your clothing, follow the garment manufacturer's instructions for cleaning.

- Your vehicle may be safely drivable after the airbags deploy. If so, you can tuck the deployed airbags inside the opening in the steering wheel hub trim cover to make driving somewhat easier. You may tuck the passenger side airbag under the trim cover in the right side of the instrument panel.

WARNING!

- Do not put anything on or around the airbag covers or attempt to manually open them. You may damage the airbags and you could be injured because the airbags are not there to protect you. The protective covers for the airbag cushions are designed to open only when the airbags are inflating.
- Being too close to the steering wheel or instrument panel during airbag deployment could cause serious injury. Airbags need room to inflate. Sit back, comfortably extending your arms to reach the steering wheel or instrument panel.
- A deployed airbag can't protect you in another collision. Have the airbags replaced by an authorized dealer as soon as possible.

Maintaining Your Airbag System

WARNING!

- Modifications to any part of the airbag system could cause it to fail when you need it. You could be injured because the airbags are not there to protect you. Do not modify the components or wiring, including adding any kind of badges or stickers to the steering wheel hub trim cover or the upper right side of the instrument panel. Do not modify the front bumper, vehicle body structure, or frame.
- You need proper knee impact protection in a collision. Do not mount or locate any aftermarket equipment on or behind the knee bolster.
- It is dangerous to try to repair any part of the airbag system yourself. Be sure to tell anyone who works on your vehicle that it has airbags.

Airbag Light

You will want to have the airbags ready to inflate for your protection in an impact. While the airbag system is designed to be maintenance free, if any of the following occurs, have an authorized dealer service the system promptly:

- The airbag light does not come on or flickers during the 6 to 8 seconds when the ignition switch is first turned on.
- The light remains on or flickers after the 6 to 8 second interval.
- The light flickers or comes on and remains on while driving.

NOTE: If the Speedometer, Tachometer and Engine Gauges are not working the Airbag Module may also be disabled. The airbag may not be ready to inflate for your protection. Promptly check fuse numbers 5 and 9 in the fuse block. See your dealer if the fuse is good.

NEW VEHICLE BREAK-IN RECOMMENDATIONS

Your new Jeep engine is ready for the road. To provide the longest engine life, follow these guidelines for the first few hundred miles (or kilometers).

- Check the fluid and engine oil levels regularly and be alert for indications of overheating in any component of the vehicle. Engines tend to use more fuel and oil until they are broken in, so don't expect top economy for the first 1,200 miles (1 900 km).
- After starting a cold engine, let it warm up for 15 seconds or so before shifting into gear.
- Allow proper break-in, at least 1,200 miles (1 900 km), before requesting engine adjustments, if then needed.
- Drive at varying speeds below 50 mph (80 km/h) for first 100 miles (160 km) and below 55 mph (88 km/h) for first 500 miles (800 km). Avoid driving at full throttle or top speeds, steady speeds, or excessive idling during this period. Avoid fast starts and quick stops.

- A break-in oil is not used. The original engine oil is the same type specified for regular oil changes. There is no need to have it changed or the oil filter replaced until the first scheduled maintenance interval except in heavy-duty operation. Don't add anti-friction compounds or special break-in oils during the first few thousand miles (or kilometers) of operation, since these additives might interfere with proper piston ring seating.

NOTE: Maintaining proper fluid levels is particularly important during the break-in period. Refer to the **Service and Maintenance** section for checking fluid levels.

CHECKING YOUR VEHICLE FOR SAFETY

Exhaust Gas

WARNING!

Exhaust gases can injure or kill. They contain carbon monoxide (CO) which is colorless and odorless. Breathing it can make you unconscious and can eventually poison you. To avoid breathing (CO) follow the safety tips below.

- Do not inhale exhaust gases. They contain carbon monoxide, a colorless and odorless gas which can kill. Never run the engine in a closed area, such as a garage, and never sit in a parked vehicle with the engine running for an extended period. If the vehicle is stopped in an open area with engine running for more than a short period, adjust the ventilation system to force fresh, outside air into the vehicle.

32 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

- Guard against carbon monoxide with proper maintenance. Have the exhaust system inspected every time the vehicle is raised. Have any abnormal conditions repaired promptly. Until repaired, drive with all side windows fully open.
- Always run the climate control in panel or floor mode when driving with any windows open, even if only slightly, to help keep fresh air circulating inside vehicle. Otherwise poisonous gases could be drawn into the vehicle.
- On hardtop models, keep the tailgate window closed when driving your vehicle. On fabric top models, do not drive with the rear window curtain up unless the side curtains are also open. This will prevent carbon monoxide and other poisonous exhaust gases from entering the vehicle.

Safety Checks You Should Make Inside The Vehicle

Seat Belts

Inspect the belt system periodically, checking for cuts, frays and loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the system.

Seat belt assemblies must be replaced after an accident if they have been damaged (bent retractor, torn webbing, etc.). If there is any question regarding belt or retractor condition, replace the belt.

Defrosters

Check operation by selecting the defrost mode and place the blower control on high speed. You should feel the air directed against the windshield.

Safety Checks You Should Make Outside The Vehicle

Tires

Examine tires for excessive tread wear or uneven wear patterns. Check for stones, nails, glass, or other objects lodged in the tread. Inspect for tread cuts or sidewall cracks. Check wheel nuts for tightness and tires (including spare) for proper pressure.

Lights

Have someone observe the operation of all exterior lights while you work the controls. Check turn signal and high beam indicator lights on the instrument panel.

Fluid Leaks

Check area under vehicle after overnight parking for fuel, water, oil or other fluid leaks. Also, if gasoline fumes are detected, the cause should be located and corrected immediately.

UNDERSTANDING THE FEATURES OF YOUR VEHICLE

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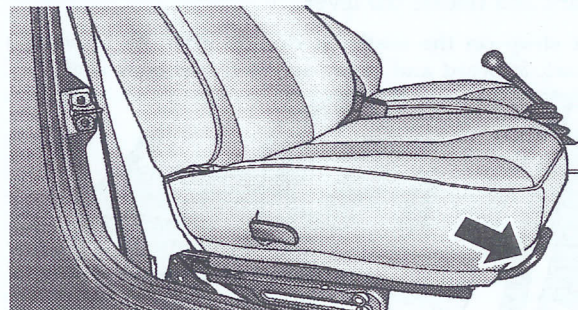
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SEATS**WARNING!**

Adjusting a seat while the vehicle is moving is dangerous. The sudden movement of the seat could cause you to lose control. The seat belt might not be properly adjusted and you could be injured. Adjust any seat only while the vehicle is parked.

Front Seat Adjustment

Move seat forward or rearward by lifting the lever. Be sure the latch engages fully.



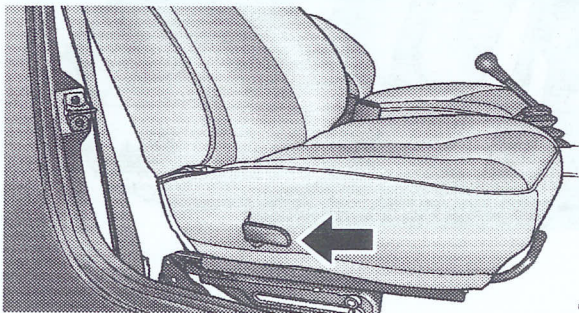
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Front Seat Adjustment — Recline

To adjust seatback, lift lever, lean back, and release lever at desired position. To return seatback, lift the lever, lean forward and release the lever.

A tilt strap on the seatback can be lifted to move the seatback forward and allow access to the back seat.



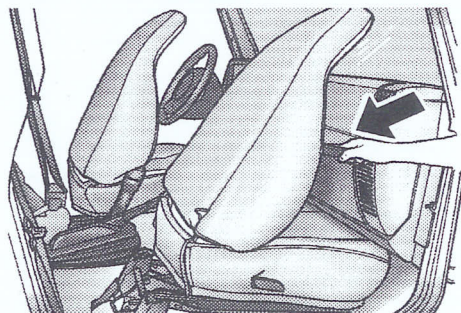
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WARNING!

Do not ride with the seatback reclined so that the shoulder belt is no longer resting against your chest. In a collision you could slide under the seat belt and be seriously or even fatally injured. Use the recliner only when the vehicle is parked.

Tilting Front Seats

Pull the loop on the seatback towards the windshield to tilt the entire seat forward.

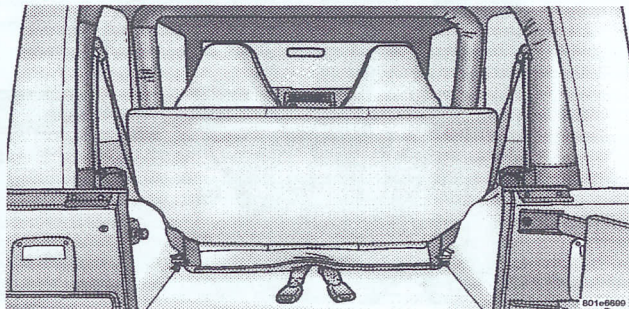


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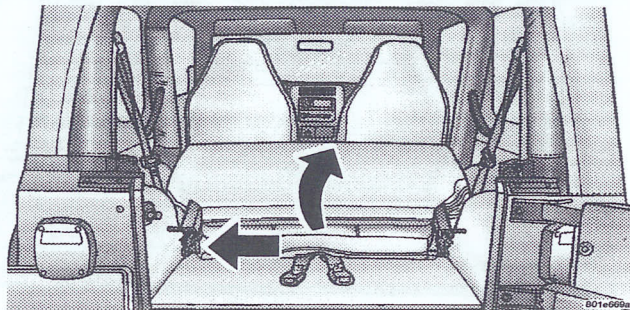
Fold And Tumble Rear Seat

To expand the cargo area:

1. Slide seat belts through the seat cushions into the cargo area.

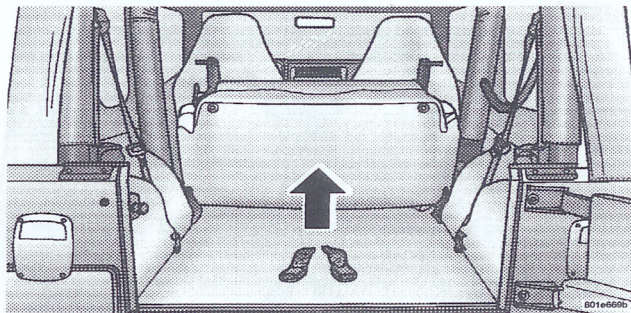


2. Lift the seatback release lever and fold seatback forward.

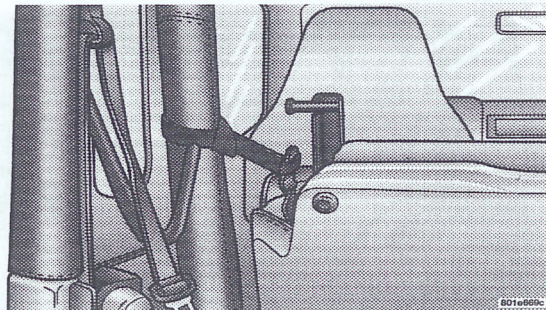


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3. Slowly flip the entire seat forward.



4. Secure the seat with strap. Slide strap around side sport bar and hook end onto the seatback release lever, as shown. Find strap with loops stored in separate plastic bag.



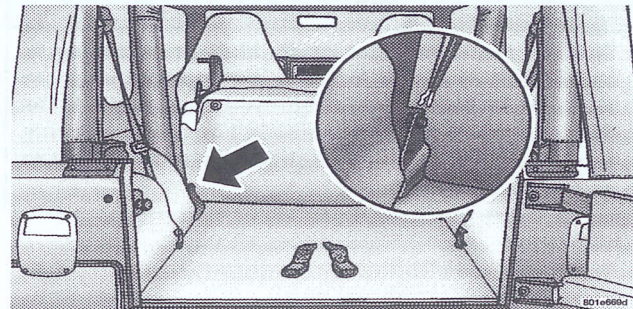
Removing the Rear Seat

WARNING!

It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision people riding in these areas are more likely to be seriously injured or killed.

Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts. Be sure everyone in your vehicle is in a seat and using a seat belt properly.

- First fold the rear seat forward following steps 1 through 3 under “Fold and Tumble Rear Seat”.
- Remove clip from pivots, then slide the seat assembly to remove the pivots from the brackets.
- Remove seat from the vehicle.



Replacing the Rear Seat

Reverse steps for removing the seat. Be certain to pull the seat belts between the seat cushion and seatback. Position them for passenger use.

WARNING!

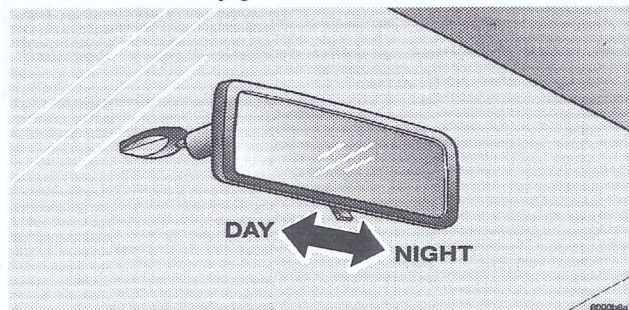
To help protect against personal injury, passengers should not be seated in the rear cargo area with the rear seat folded down or removed from the vehicle. The rear cargo space is intended for load carrying purposes only, not for passengers, who should sit in seats and use seat belts.

MIRRORS

Inside Mirror

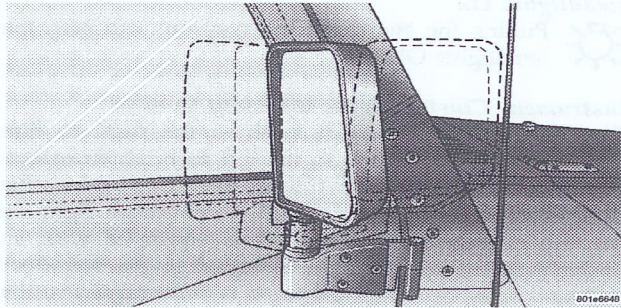
The mirror should be adjusted to center on the view through the rear window.

Annoying headlight glare can be reduced by moving the small control under the mirror to the night position (toward rear of vehicle). The mirror should be adjusted while set in the day position (toward windshield).



Outside Mirrors

To receive maximum benefit, adjust the outside mirror(s) to center on the adjacent lane of traffic with a slight overlap of the view obtained on the inside mirror.

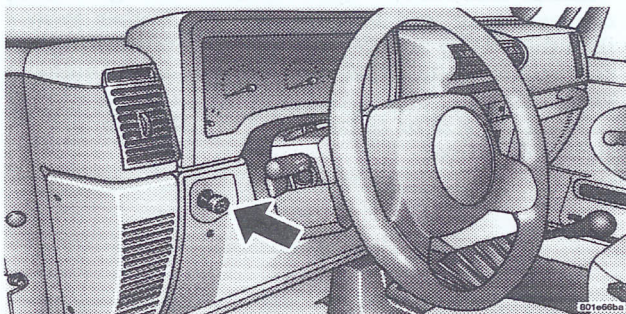


WARNING!

Vehicles and other objects seen in the right side convex mirror will look smaller and farther away than they really are. Relying too much on your right side mirror could cause you to collide with another vehicle or other object. Use your inside mirror when judging the size or distance of a vehicle seen in the right side mirror.

LIGHTS

Light Switch



OFF

The OFF position is when the switch is pushed all the way in.

Parking Lights And Instrument Lights

Pull the switch out to the first detent to turn on the parking lights and instrument lights.

Headlights On



Pulling the switch all the way out will turn the headlights ON.

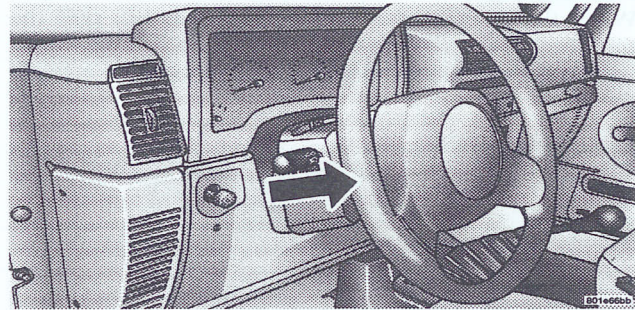
Instrument Cluster Lights Intensity Control

Turn the headlamp switch knob to the right to dim instrument lights, turn it to the left to brighten instrument lights. Turn the knob fully to the left to turn on the under-dash interior light(s) and dome/cargo light on hardtop models. If your vehicle is equipped with an optional soundbar, the light mounted in the soundbar will also come on when the knob is fully turned to the left.

Headlight Beam Switch

When the headlight switch is on, push the turn signal stalk away from you. The headlights will change from low-beam to high-beam. Pull the turn signal stalk back towards you, to the middle position, and the headlights will change from high-beam to low-beam. A high-beam indicator is in the instrument cluster will illuminate when the high-beams are on.

Daytime Running Lights (Canada Only)

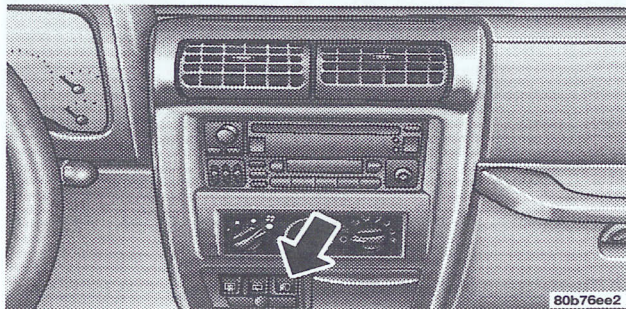


The headlights come on at a low intensity level after the vehicle has been driven approximately 1 meter. They will turn off when the vehicle is turned off.

Passing Light

When the dashboard headlight switch is off, pull the multifunction stalk toward you and hold. High-beam will be activated and releasing the stalk will de-activate the lights.

Front fog Lights



Press down on the fog light switch to turn the lights ON. A light indicator on the switch will illuminate when the fog lights are on. Lift up on the switch to turn the fog lights and the indicator light OFF.

Front fog lights may be operated independently of the high or low beam headlights or any combination of high or low beam headlights.

WARNING!

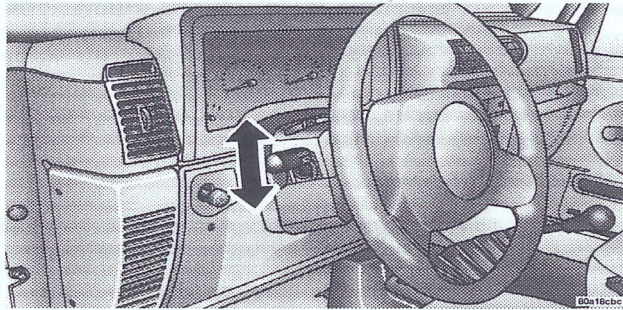
Do not operate fog lights in the face of oncoming traffic. These lights are intended for use when visibility is limited. The intense brightness may cause excessive glare for other drivers.

Rear Fog Lights

Press down on the fog light switch to turn the lights ON. A light indicator on the switch will illuminate when the fog lights are on. Depress the switch to turn the fog lights and the indicator light OFF.

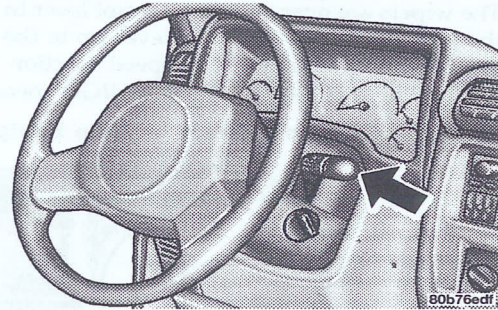
Fog lights may be operated as desired when visibility is poor due to fog, using the switch located in the center of the dash. The rear fog lamp cannot be switched ON unless the high or low beams or front fog lamps are ON.

Turn Signals



The arrows at the top and center of the instrument cluster flash to indicate proper operation of the front and rear turn signal lights. If either indicator remains on and does not flash, or flashes very fast, check for a defective outside light bulb. If one of the indicators fail to light when the lever is moved, it would suggest that the fuse or indicator bulb is defective.

WINDSHIELD WIPERS AND WASHERS



3

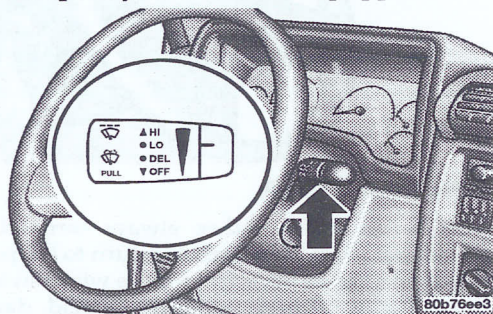
Windshield Wipers

NOTE: In cold weather, always turn off the wiper motor and allow the wipers to return to the park position before turning off the engine. If the wiper switch is left on and the wipers freeze to the windshield, damage to the wiper motor may occur when the vehicle is restarted.

Two Speed Wipers

The wipers are operated by a control lever to the right of the steering wheel. Move the lever up to the first detent to select the continuous LOW speed function. The second detent will select the continuous HIGH speed function.

Intermittent Wiper System — If So Equipped



The intermittent feature of this system is designed for use when weather conditions make a single wiping cycle, with a variable pause between cycles, desirable. Move the lever to the DEL position, then select the delay interval by turning the end of the lever. For minimum delay between cycles, rotate the control knob into the upper end of the delay range.

Windshield Washers

WARNING!

Sudden loss of visibility through the windshield could lead to an accident. You might not see other vehicles or other obstacles. To avoid sudden icing of the windshield during freezing weather, warm the windshield with the defroster before and during windshield washer use.

Two Speed Wiper System

The washers are operated by pulling the control lever toward you as long as spray is desired. If the lever is pulled while in the OFF position the wipers will be in the LOW speed position when the lever is released. The lever must be moved to the OFF position if no further wiper movement is desired.

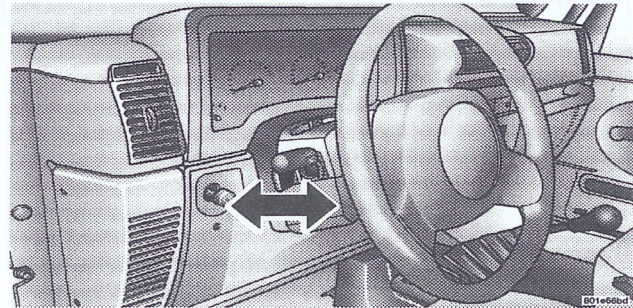
Intermittent Wiper System

To use the washers if your vehicle is equipped with the Intermittent Wiper System, pull the wiper control lever toward you as long as spray is desired. If the lever is pulled while in the OFF position, the wipers will activate for one or two cycles and then automatically return to the "Park" position.

TILT STEERING COLUMN

For ease of entry and exit, or to adjust for driving comfort:

- Pull steering column release lever toward you.
- Move the steering wheel up or down.
- Release the lever to lock the wheel firmly in place.

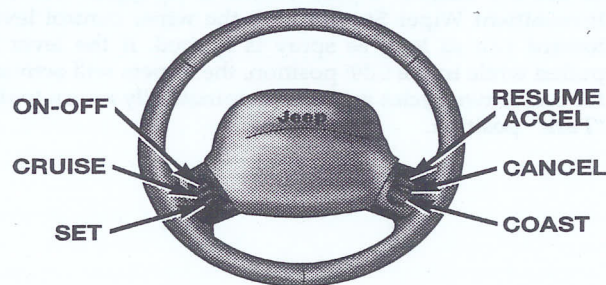


WARNING!

Tilting the steering wheel column while the vehicle is moving is dangerous. Without a stable steering column, you could lose control of the vehicle and have an accident. Adjust the tilting mechanism only while the vehicle is stopped. Be sure it is locked before driving.

ELECTRONIC SPEED CONTROL

When engaged, this device takes over the accelerator operations at speeds greater than 35 mph (60 km/h) and less than 85 mph (137 km/h). The controls are mounted on the steering wheel and consist of ON/OFF, SET, RESUME/ACCEL, CANCEL, and COAST controls. Vehicles equipped with a manual 5-speed transmission, should be in 4th or 5th gear before engaging speed control.



To Activate

Push the ON/OFF switch once to turn the system ON. To turn the system OFF, push the ON/OFF button again. The system should be turned off when not in use. An indicator light in the instrument cluster illuminates when the system is on.

To Set At A Desired Speed

When the vehicle has reached the desired speed, press and release the SET button. Release the accelerator and the vehicle will operate at the selected speed.

To Deactivate

A soft tap on the brake pedal, normal braking, or pressing the CANCEL button will deactivate speed control without erasing the memory. Pushing the ON/OFF switch again or turning off the ignition erases the memory.

To Resume Speed

To resume a previously set speed, push and release the RESUME/ACCEL button. Resume can be used at any speed above 30 mph (50 km/h).

To Vary The Speed Setting

When the speed control is on, speed can be increased by pressing and holding the RESUME/ACCEL button. When the button is released, a new set speed will be established.

Tapping the RESUME/ACCEL button once will result in a 2 mph speed increase. Each time the button is tapped, speed increases, so tapping the button three times will increase speed by 6 mph, etc.

To decrease speed while speed control is on, press and hold the COAST button. Release the button when the desired speed is reached, and the new speed will be set. Tapping the COAST button once will result in a 1 mph (2 km/h) decrease in speed.

To Accelerate for Passing

Depress the accelerator as you would normally. When the pedal is released, the vehicle will return to the set speed.

NOTE: When driving uphill, at elevations above 2,000 ft., or when the vehicle is heavily loaded (especially when towing) the vehicle may slow below the SET speed. (If the vehicle speed drops below 30 mph the speed control

will automatically disengage). If this happens, you can push down on the accelerator pedal to maintain the desired speed.

Vehicles equipped with a 5 speed manual transmission should be operated in 4th gear under the above conditions.

WARNING!

Leaving the Speed Control ON when not in use is dangerous. You could accidentally set the system or cause it to go faster than you want. You could lose control and have an accident. Always leave the system OFF when you aren't using it.

Driving Up or Down Hills

When going up or down hills, it is possible for your vehicle to lose or gain speed, even though the Speed Control is engaged. If going down a hill steep enough to cause the vehicle to gain speed, press the brake pedal, which will disengage the Speed Control and help slow your vehicle.

With a manual transmission vehicle, downshift to a lower gear if the vehicle cannot maintain set speed while going up hills.

WARNING!

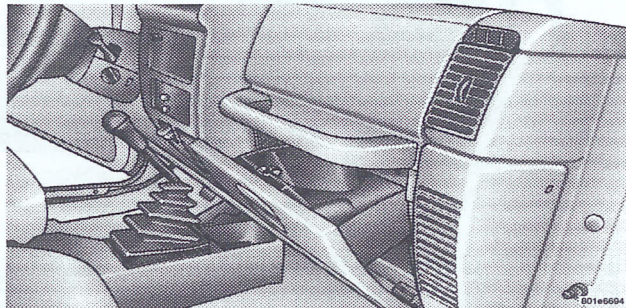
To help keep your vehicle under control, do not use Speed Control under these conditions:

- When it is not possible to keep your vehicle at a set speed.
- On slippery roads, such as on snow, ice or gravel.
- In heavy or varying traffic volume, in traffic that varies in speed, or on winding roads.
- Be sure to turn the Speed Control OFF when it is not in use to avoid accidental engagement.

STORAGE

Glove Box

To unlock the glove box, insert the key and turn. To open, pull the latch up.



Console Storage Compartment — If So Equipped

To unlock, insert key and turn. To open, press the latch button. When unlocked, the console storage compartment can be opened or closed without the key.

Add-A-Trunk — Optional

A factory-installed Add-A-Trunk option is available for your Jeep. It provides a secured compartment for parcels or equipment when the tailgate is closed and locked. To gain access to this compartment, simply open the tailgate and release the spring loaded latch pins. The cover of the Add-A-Trunk can then be raised to an upright position.

When the Add-A-Trunk is not desired, it can be easily removed from the rear compartment. Remove the four hex-bolts that secure the "trunk" to the body. Lift the Add-A-Trunk out and return the four bolts to the threaded holes in the body. This practice will ensure that you have the bolts when you need them and will prevent water leaks.

Do not leave the Add-A-Trunk loose in your vehicle. Remove it and store it in the garage.

Dual Top — If So Equipped

If your vehicle is equipped with a Dual Top, you must remove one of the tops from the vehicle. The soft top was installed at the factory for shipping purposes only. **The soft top and the hard tops are to be used independently.** Removal is mandatory to prevent any possible wear and tear on the soft top, should both tops remain on the vehicle at the same time. Failure to do so may void your warranty.

Removing The Soft Top

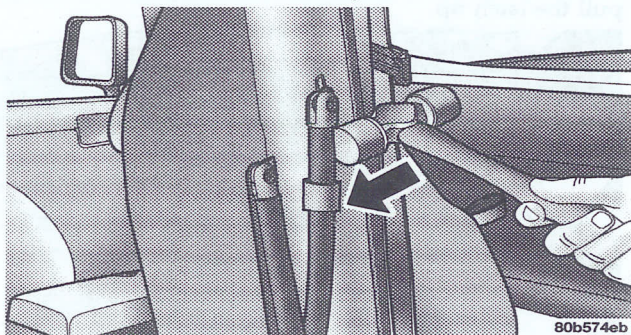
1. Locate and remove the 2 boxes that contain the following items:

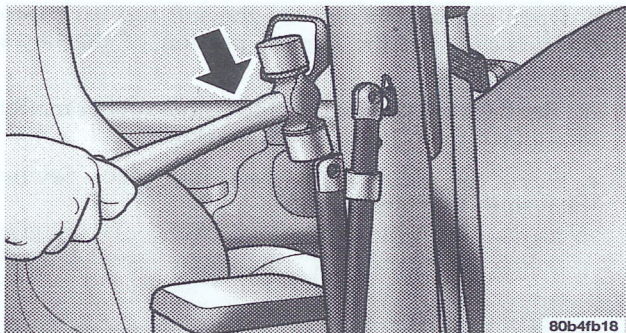
- right and left door frames
- door frame attachment knobs (4)
- right and left quarter windows
- rear tailgate window

2. Remove the hard top per the Owner's Manual instructions (see Hard Top Removal).

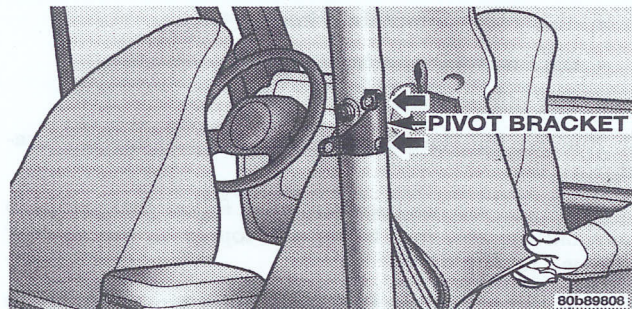
3. Remove the soft top bow assembly pivot bracket screws (2 per side) using a #30 Torx head driver.

4. Using a rubber mallet, carefully tap the knuckles from the outside edge. This will remove the bow assembly from the pivot bracket. Remove the soft top from the vehicle and store in a clean, dry location.





5. Unzip the zipper on the sport bar cover to expose the pivot bracket. Remove the brackets using a #T40 Torx head driver. Recover and re-zip the sports bar cover. Store pivot brackets and screws in a safe place.



3

6. Reinstall the hard top per the Owner's Manual instructions (see Hard Top Installation)

Installing the Soft Top

NOTE: The following procedures are for first time set up only. For future soft top procedures, refer to the Soft Top section of the Owner's Manual.

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1. Locate and remove the following items prior to hard top removal:

- right and left door frames
- door frame attachment knobs (4)
- right and left quarter windows
- rear tailgate window.

2. Remove the Hard Top (see Hard Top Removal procedures).

3. If the soft top has been removed, follow these steps to reinstall the soft top. If the soft top is on the vehicle, proceed to step #4.

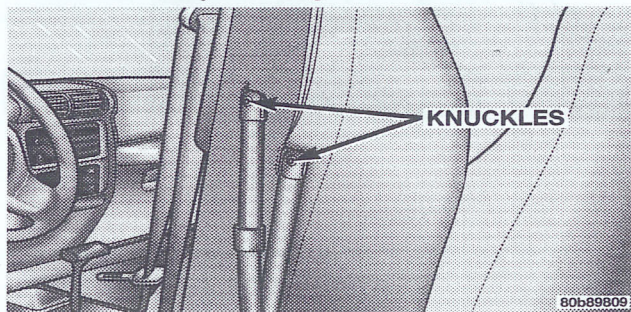
a. If the pivot brackets have been removed, unzip the sport bar cover and attach the pivot brackets and screws with a #T40 Torx driver. Re-cover and re-zip sport bar cover.

b. If the door frames have been removed, re-install them (see door frame installation).

c. Open the tailgate and lay the soft top back into the vehicle with the curved portion of the bows facing upward.

d. Tap the knuckles on the side with a rubber mallet to reattach them to the pivot bracket.

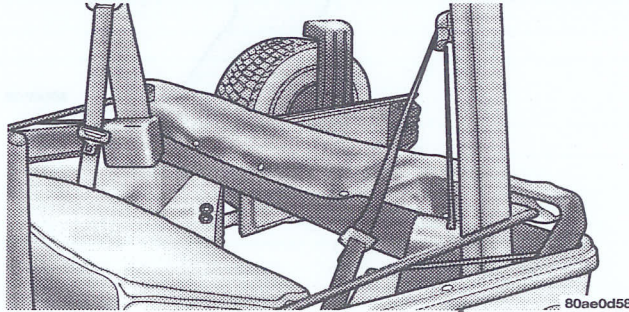
e. Screw the pivot screws back into place. Secure them until they are snug.



CAUTION!

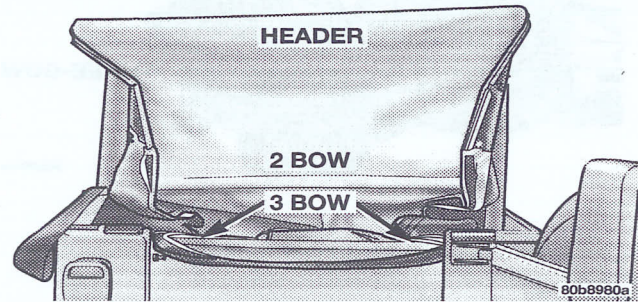
Do not overtighten the screws. You can strip the screws if they are overtightened.

4. Unsnap and remove the black boot cover. This cover should be discarded. It was intended as a protective cover for shipping only.



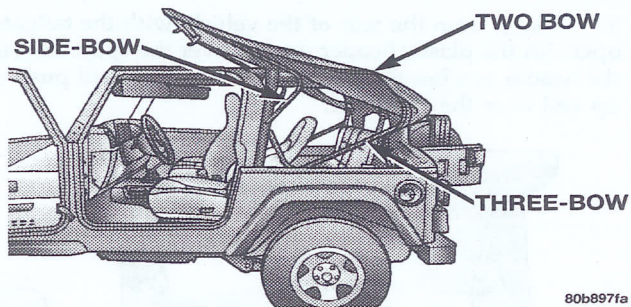
5. Unroll the soft top fabric until you can see the plastic header with latches. Remove the tailgate bar (black bar with end caps) and set aside.

6. Working from the rear of the vehicle with the tailgate open, lift the plastic header up and over the sport bar. As the header reaches the top, locate the 2 bow and push it up and over the sport bar.

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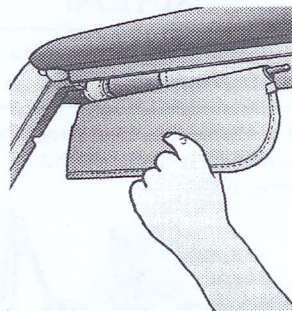
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7. Move to the side of the vehicle and pull the side bow forward and down. You will see the 3 bow rise from the rear of the vehicle.



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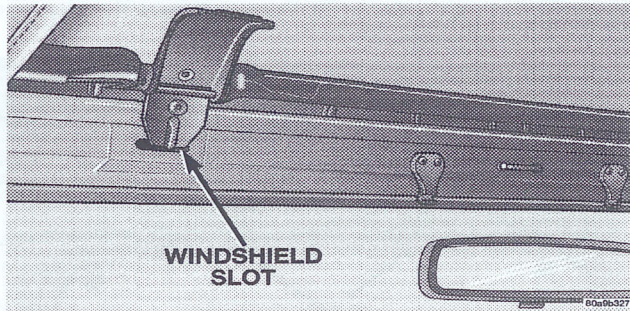
8. Unclip and move the sun visor to the side.



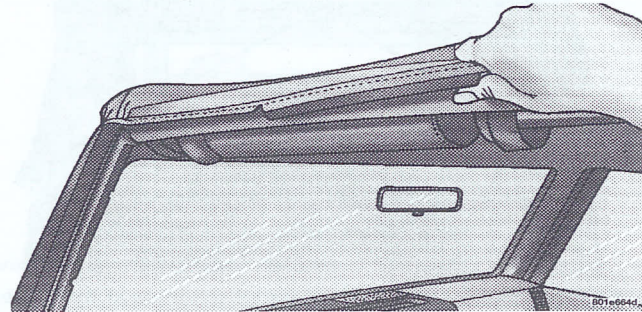
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9. Open the header latches and engage the hooks on each side into the windshield slot.

NOTE: Do not latch at this time.



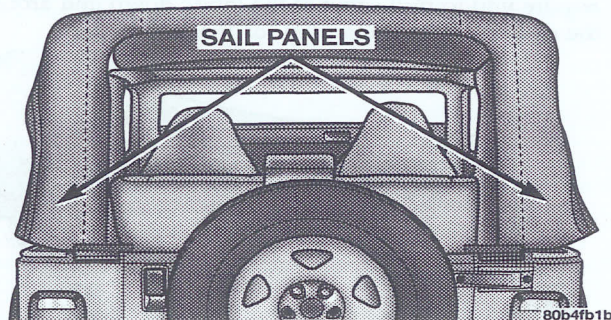
10. Grasp the drip rail retainers and untuck them from the door frame. The soft top fabric should cover the header completely from one side to the other. This may require you to pull some of the fabric down and around the corners. Repeat this step for the other side.



NOTE: Do not tuck the drip rail retainers into the frame at this time.

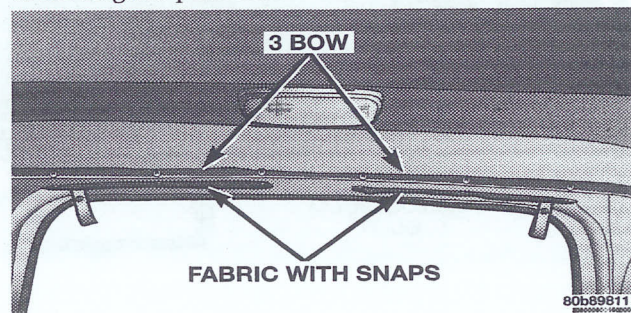
60 UNDERSTANDING THE FEATURES OF YOUR VEHICLE

11. Move to the rear of the vehicle and gently pull the sail panels over the 3 bow. Let them hang down over the sport bar.

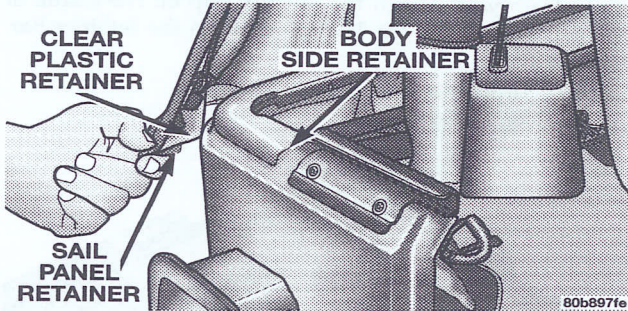


NOTE: Do not tuck the sail panel retainers at this time.

12. Fold the rear seat back and sit in the rear cargo area, facing rearward. Look up at the 3 bow and locate the 6 snaps on the rear side of the 3 bow. Grasp the fabric rearward of the 3 bow (fabric contains the snaps) and pull it up and around, affixing all 6 snaps. Return the rear seat to it's original position.



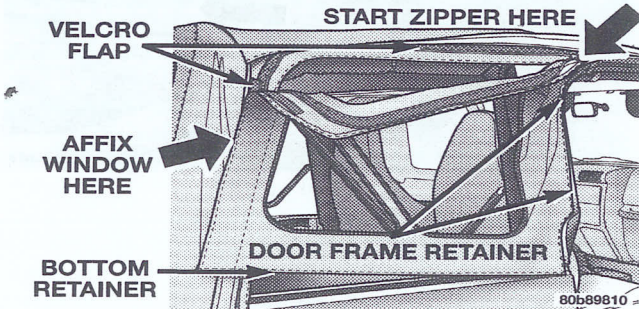
13. Tuck in the sail panel retainer into the bodyside retainer. Begin working from the rear tailgate opening and work to the corner.



NOTE: This may be difficult to do the first time. The fabric will stretch after the soft top is installed in the up position.

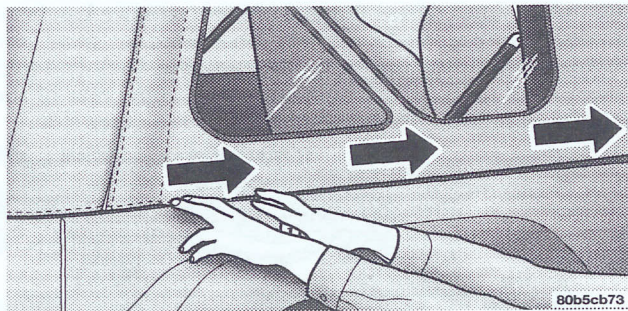
NOTE: Do not attempt to tuck the clear plastic reinforcement under the bodyside retainer.

14. To install the quarter window, affix the rear corner of the window temporarily to the Velcro® in the rear of the vehicle. Now, zip the zipper only about 1 inch. At this time, it is necessary to tuck in the door frame retainer into the door frame. After the door frame retainer has been tucked in completely, remove the window from the Velcro® and finish zipping in the window. Tuck and fold the Velcro® flaps which are above and to the rear of the quarter windows. Repeat this step for the other side.

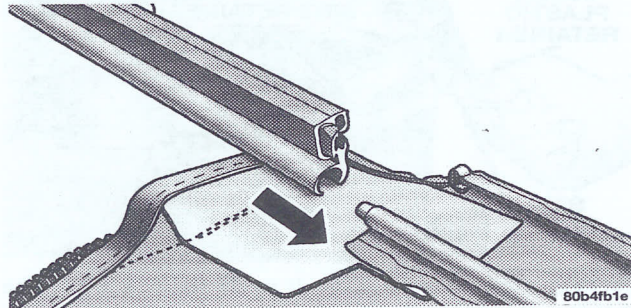


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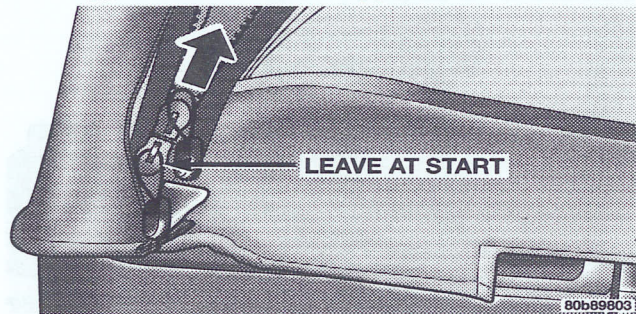
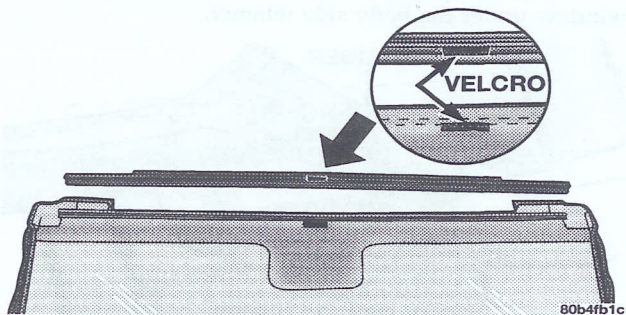
15. Tuck in the bottom retainers on the quarter windows into the bodyside retainer, beginning from the rear and working to the front of the vehicle. Repeat this step for the other side.



16. Locate the black retainer bar that was set aside. Remove and discard the end caps. Slide the retainer bar over the receiver at the bottom inside, with the bulky seal away from you. Attach the Velcro® flap on the inside of the rear window to the Velcro® strip on the retainer bar.

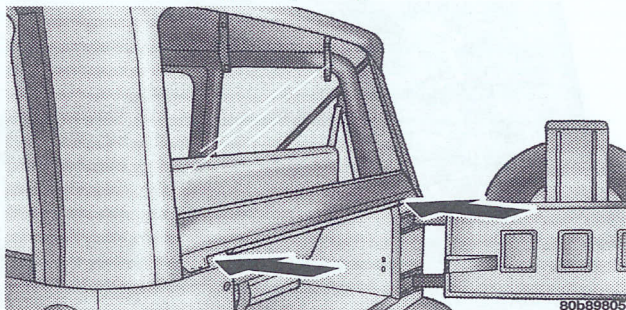


17. Zip the rear window beginning from the left using both zipper ends. Leave one zipper end at the start.

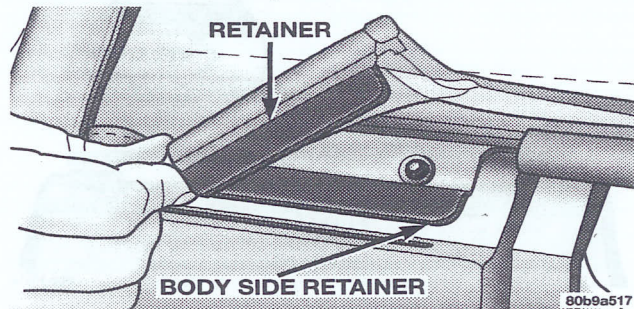


64 UNDERSTANDING THE FEATURES OF YOUR VEHICLE

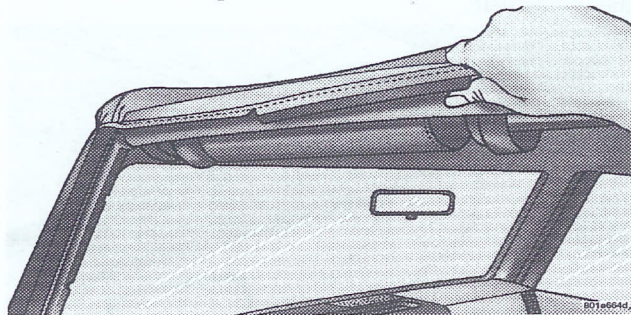
18. Tuck in the retainer bar ends into the tailgate clips on each side of the tailgate opening.



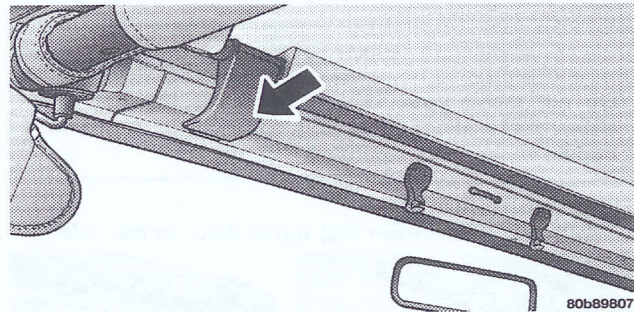
19. Tuck in the plastic retainers on each side of the rear window under the body side retainer.



20. Tuck in the drip rail retainers into the rail slot.



21. Close the header latches and position the sun visor.



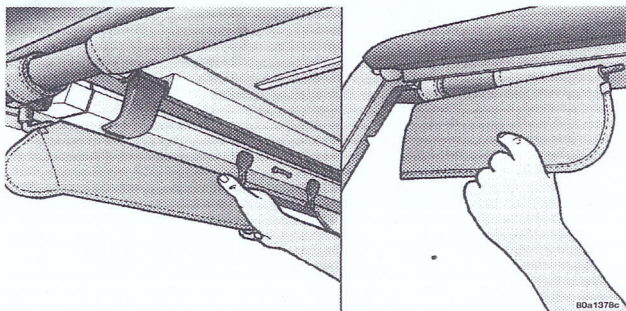
HARD TOP

CAUTION!

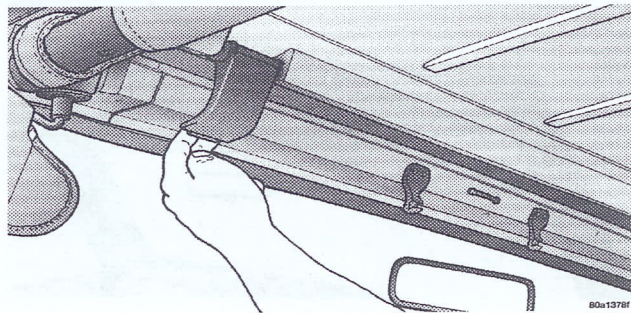
Do not move your vehicle until the top has been either fully attached to the windshield frame and bodyside, or fully removed.

Hard Top Removal

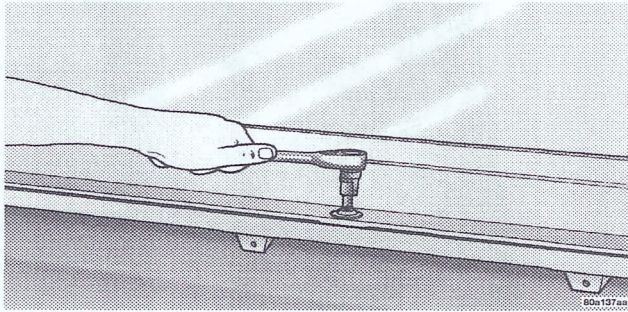
1. Fold down sunvisors and move them to the side.



2. Unlatch the two hard top latches located at the top of the windshield.



3. Unbolt the six Torx® head screws which secure the hard top to the vehicle using a #40 Torx® head driver.

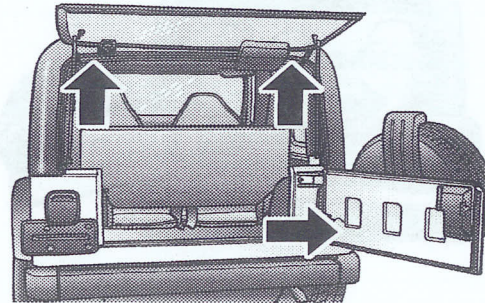


CAUTION!

When removing the 2 front screws just rearward of the doors, make sure that the nut does not fall into the seat belt retractor. Grasp the nut to prevent this from occurring.

NOTE: On a dual top vehicle, the two rear and center nuts are retained onto the bodyside.

4. Open tailgate all the way to ensure clearance of the rear window glass. Lift rear window glass.

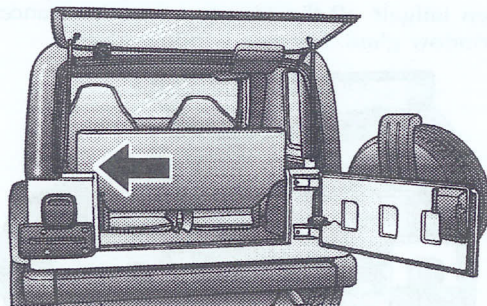


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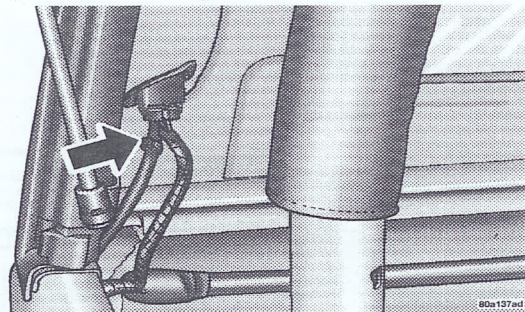
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5. Locate the rear washer hose and the wiring harness at the rear left side corner of the vehicle.



80a137ac

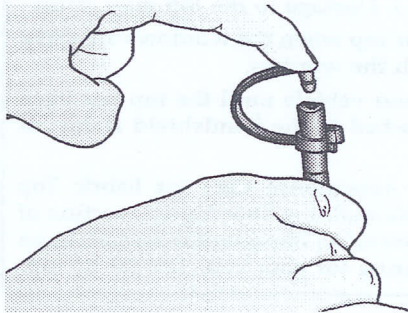
6. Disconnect the rear washer hose and install tethered storage cap.



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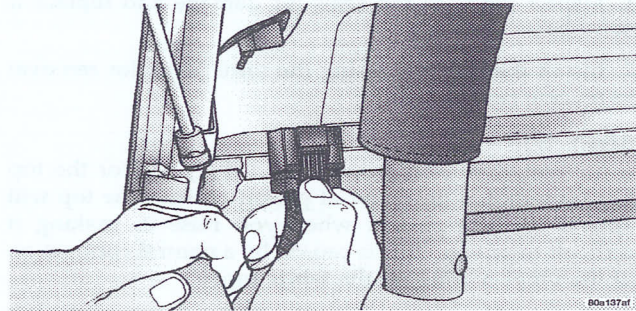
CAUTION!

Make sure storage cap is installed to prevent foreign materials from entering tube and clogging system.



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7. Disconnect the wiring harness by pressing the bottom of the wiring harness socket and pulling to disconnect. Fold the connector/harness back and secure it to the main harness, using the attached Velcro® strap, to prevent the connector from rattling.



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8. Open both doors.

9. Remove the hard top from the vehicle.

NOTE: If the doors are to be removed, pull the #4 fuse from the fuse block to prevent dome lamp illumination.

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Hard Top Installation

NOTE: If the door frames are installed from soft top usage, they must be removed prior to installation of the hard top.

1. Inspect the hard top seals for damage and replace if necessary.
2. Install the hard top using the same steps for removal in reverse order.

SOFT TOP

If the temperature is below 72°F (24°C) and/or the top has been folded down for at period of time, the top will appear to have shrunk when you raise it, making it difficult to put up. This is caused by a natural contraction of the vinyl coating on the fabric top.

Place the vehicle in a warm area. Pull steadily on the top fabric. The vinyl will stretch back to its original size and the top can then be snapped into place. **If temperature is 41°F (5°C) or below, do not attempt to put the top down or roll the rear or side curtains.**

CAUTION!

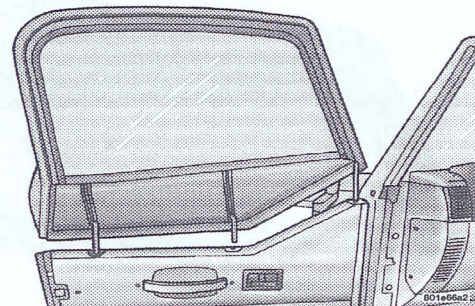
- Do not run a fabric top through an automatic car wash. Window scratches and wax build up may result.
- Do not lower the top when the temperature is below 41°F (5°C). Damage to the top may result.
- Do not lower the top when the windows are dirty. Grit may scratch the window.
- Do not move your vehicle until the top has been either fully attached to the windshield frame, or fully lowered.
- Read carefully Appearance Care for Fabric Top Models in the Maintaining Your Vehicle section of this manual. It contains important information on cleaning and caring for your vehicle's fabric top.

WARNING!

- Do not drive vehicle with rear window curtain up unless side curtains are also open. Dangerous exhaust gases which can kill could enter the vehicle.
- The fabric upper doors and fabric top are designed only for protection against the elements. Do not rely on them to contain occupants within the vehicle or to protect against injury during an accident. Remember, always wear seat belts.

Folding Down The Soft Top

1. If your vehicle has half doors, remove each half door window by opening the door and lifting the door window out.

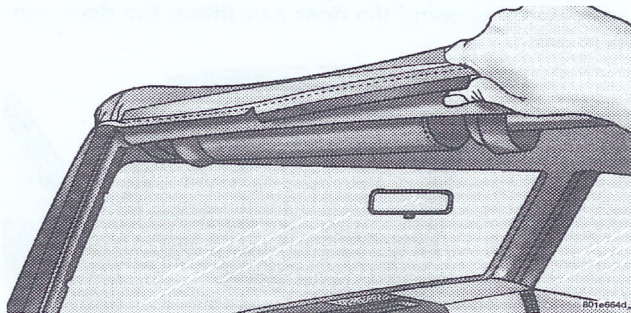


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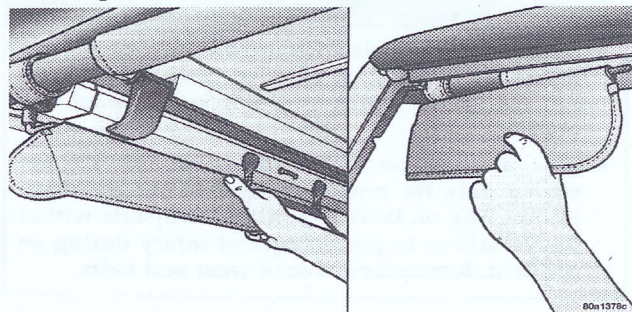
NOTE: Stow windows carefully outside of the vehicle to avoid scratches.

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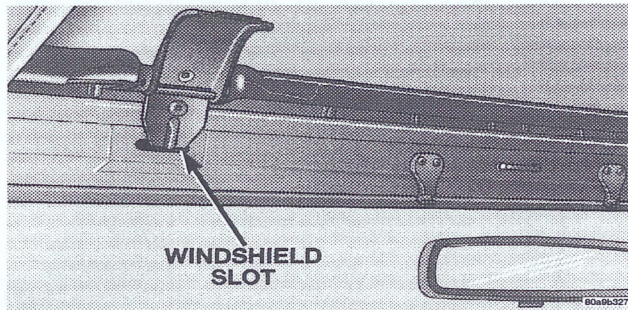
2. Grasp the drip rail retainers and untuck both of them from the door frame slot. Repeat this on the other side.



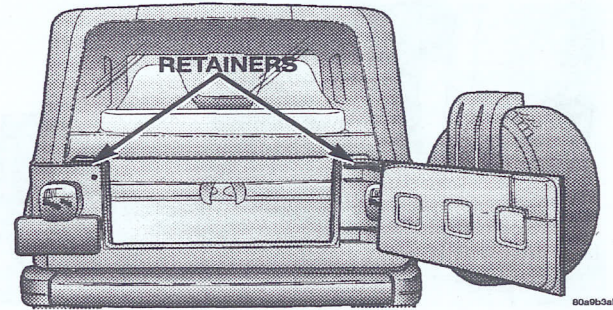
3. Unclip and move the sun visor to the side.



4. Release the header latches and leave the hooks in the windshield slots.



5. Open the tailgate, partially unzip the rear window on each side, and unlock the rear window retainers.

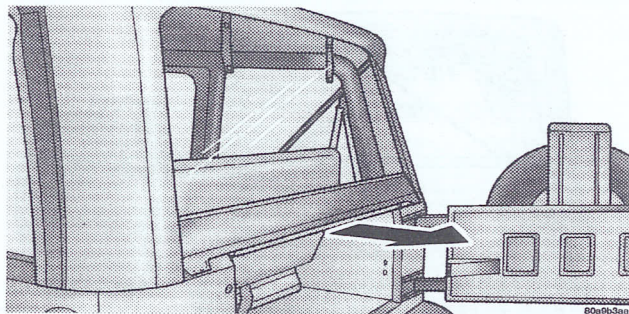


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NOTE: If zippers are difficult to operate due to road dust, etc., clean them with a mild soap solution and a small brush. Cleaning products are available through MOPAR distributors.

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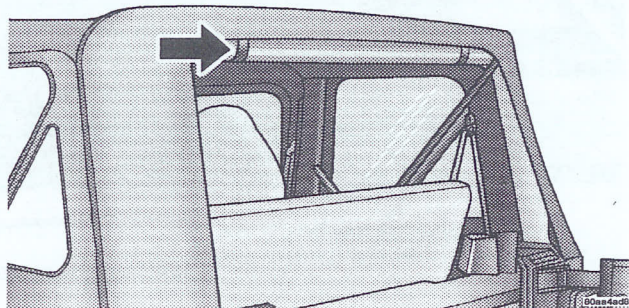
6. Pull the retainer bar straight out from the body side clips.



7. There are **two options** for the rear window (make sure the window is clean to avoid scratching) :

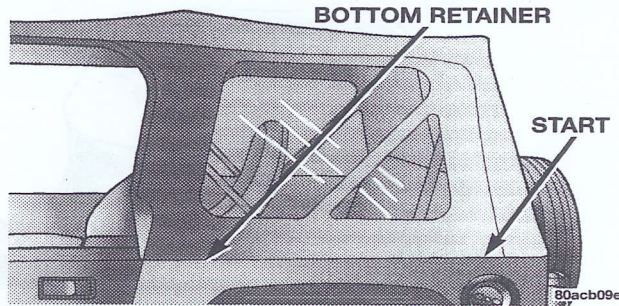
- Remove the rear window entirely. This is done by unzipping the window bringing the right zipper tab all the way to the end of the zipper track at the bottom left corner. Stow the windows carefully to avoid scratching, or:

- Unzip the zippers to the upper corners on both sides, roll up the window, and secure it by snapping it into the straps that are attached to the top deck.



NOTE: When the window is in the rolled position, make sure the window remains inside the vehicle as shown above.

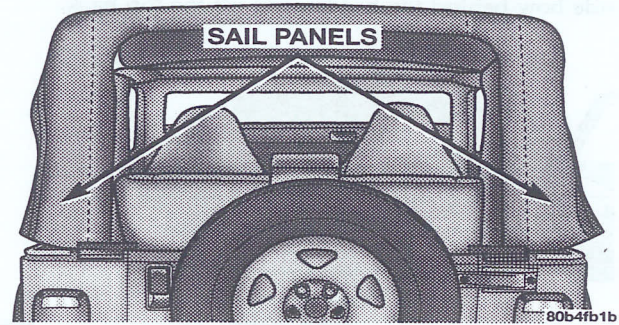
8. Beginning from the rear, moving forward, partially unzip the side window and untuck the bottom retainers..



9. Finish unzipping the window and repeat this step on the other side.

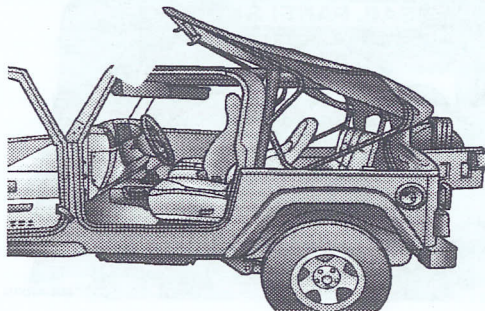
NOTE: Stow clean windows carefully to avoid scratches.

10. Untuck the sail panels from the bodyside.



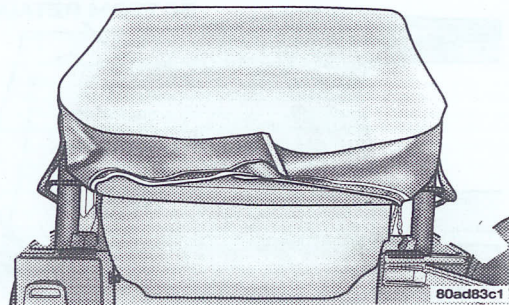
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11. Release the hook portion of the latches. Grasp the side bow behind the header and lift the top back.



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12. As you begin to lower the top, wrap the sail panels so that they rest on the roof of the vehicle.

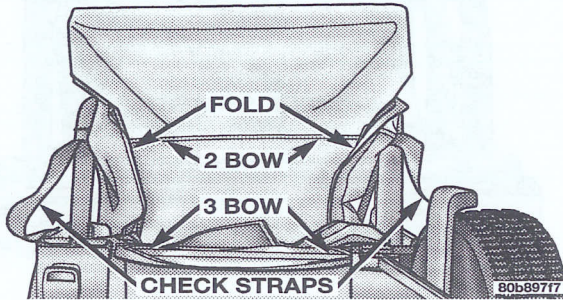


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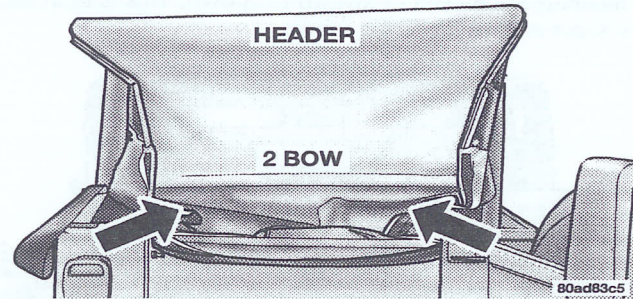
NOTE: If your vehicle is equipped with a Dual Top, ensure that the hard top wire harness is tucked under the soft top and laying on the wheel wells.

13. Make sure the sides of the top are folded inward as the top continues to fold, and that the check straps are clear of the vehicle.

Tuck the top between the 2 bow and the 3 bow as it folds.

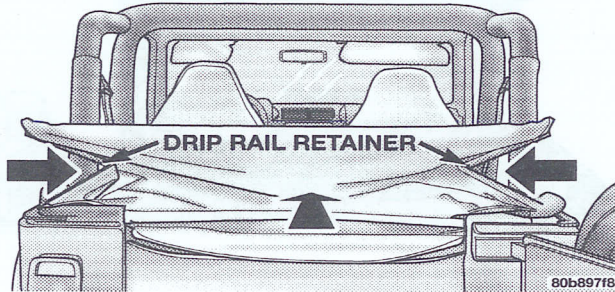


14. Tuck the top between the 2 bow and the header.

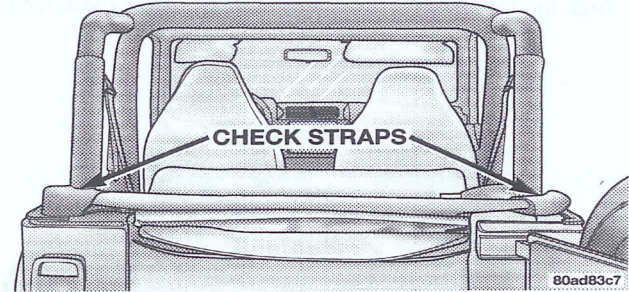


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15. After the top is folded down, ensure that the drip rail retainers are tucked in inward as shown. This is to avoid unnecessary wear to the fabric.

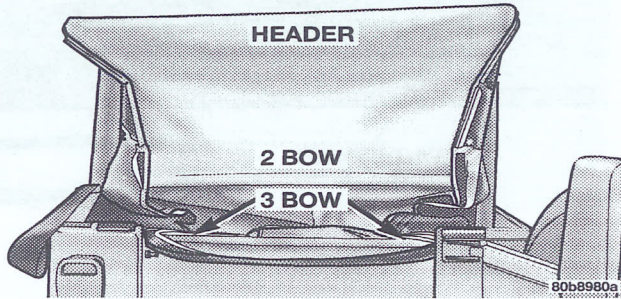


16. After the top is folded down, the check straps must be wrapped around the header. This will keep them from hanging and flapping outside the vehicle.

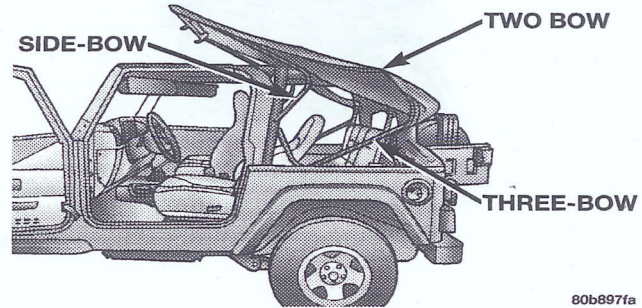


Putting Up The Soft Top

1. Begin working from the rear of the vehicle, with the tailgate open. Lift the plastic header (with latches) up and over the sport bar. As the header reaches the top, locate the 2 bow and push it up and over the sport bar.

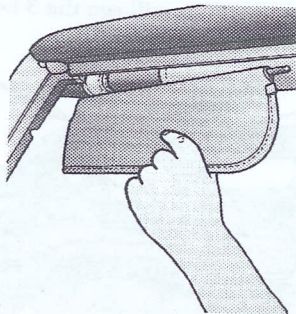


2. Move to the side of the vehicle and pull the side bow forward and down. You will see the 3 bow rise from the rear of the vehicle.



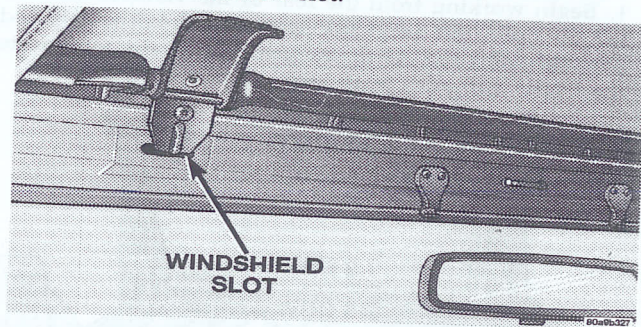
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3. Unclip and move the sunvisor to the side.



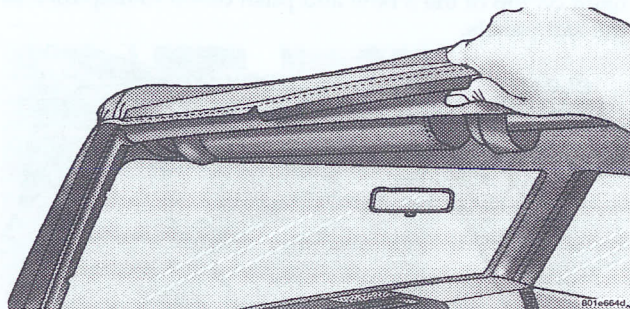
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4. Open the header latches and engage the hook on each side into the windshield slot.



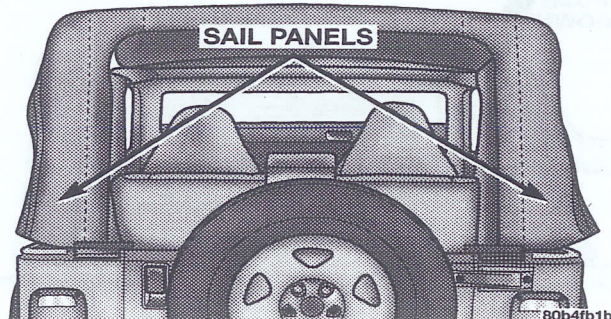
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5. Grasp the drip rail retainer and untuck them from the door frame.



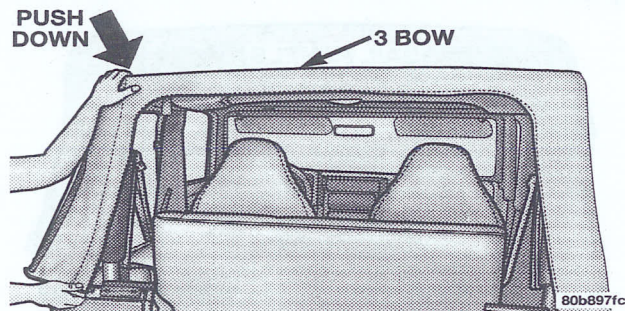
NOTE: Do not tuck the drip rails into the door frame at this time.

6. Move to the rear of the vehicle and gently pull the sail panels over the 3 bow. Let them hang down over the sport bar.

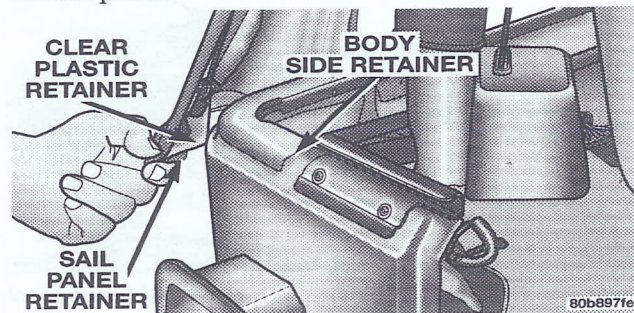


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7. Tuck the sail panel retainer into the bodyside retainer. Begin working from the rear tailgate opening and work to the corner.

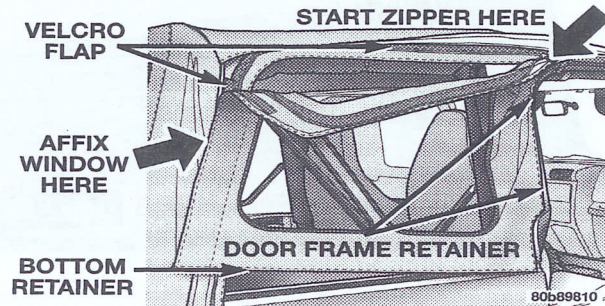


NOTE: This may be difficult to do the first time. If difficulty is experienced with fabric tension, place your hand on top of the 3 bow and push down to help tuck in the sail panels.

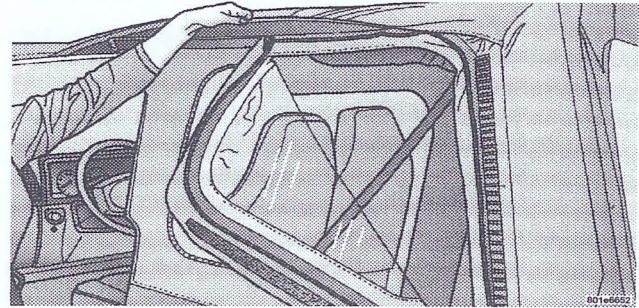


NOTE: Do not attempt to tuck the clear plastic reinforcement under the bodyside retainer.

8. To install the quarter windows, affix the rear corner of the window temporarily. Now, zip the zipper only about 1 inch. At this time it is necessary to tuck in the door frame retainer.

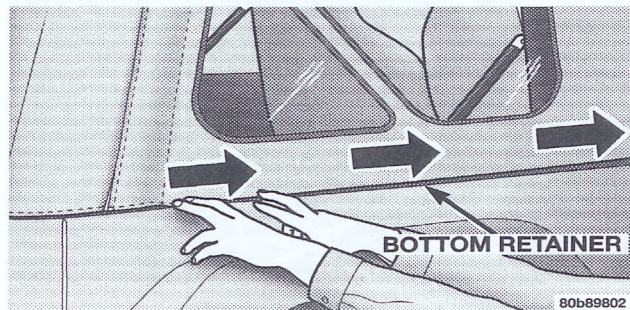


9. After the door frame retainer has been completely tucked in, finish zipping in the window. Then affix the Velcro® flaps around the window.



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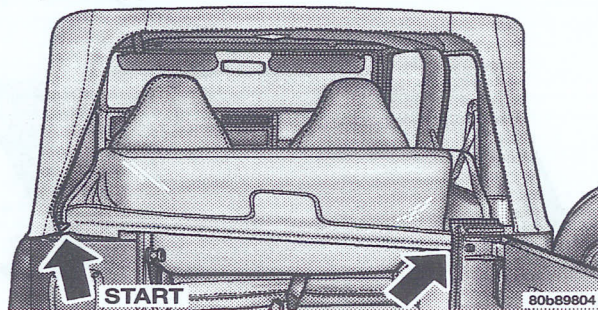
10. Tuck the bottom retainers on the quarter window into the bodyside retainer, beginning from the rear and working to the front of the vehicle. Repeat this step for the other side.



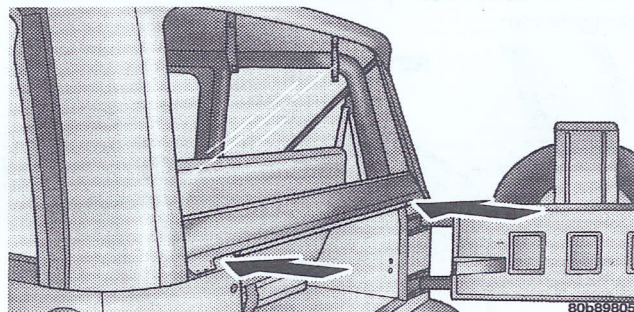
11. Zip in rear window beginning from the left using both zipper ends. Leave one zipper end at the start.



12. Lay the bar on the inside of the wheel wells to assist getting the zipper started.

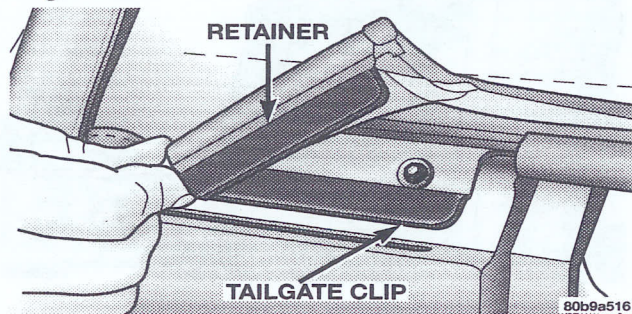


13. Tuck the retainer bar into the tailgate clip.

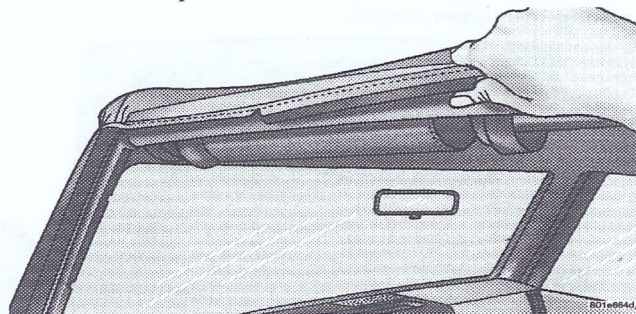


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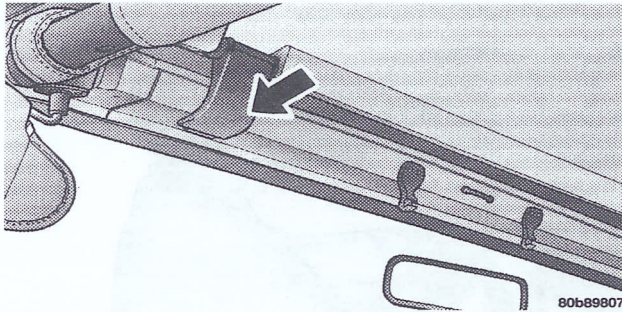
14. Tuck in the solid plastic retainers on each side of the tailgate bar.



15. Tuck in drip rail retainers into the door frame slots.



16. Close the header latches and return the sunvisor to its original position.



DOOR FRAME

Door Frame Removal

1. Unscrew and remove the door frame attachment knobs. Place one hand in the upper rear and one hand on the upper front of the door frame. Pull the frame towards you with your rearward hand to remove the frame from the vehicle.

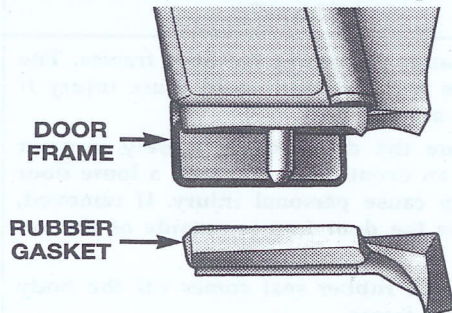
2. Fold the door frames and store the knobs and door frames outside of the vehicle. Repeat this step for the other side.

WARNING!

- Use both hands to remove the door frames. The door frames will fold and could cause injury if both hands are not used.
- Do not store the door frames loosely in your vehicle. In an event of an accident, a loose door frame may cause personal injury. If removed, always store the door frames outside of the vehicle.
- Make sure the rubber seal comes off the body with the door frame.

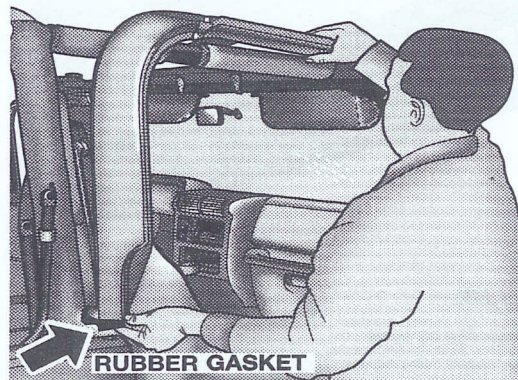
Door Frame Installation

1. Place the rubber seal on the bottom of the door opening. Set the door frame pin into the hole on top of the body side, just behind the door opening.



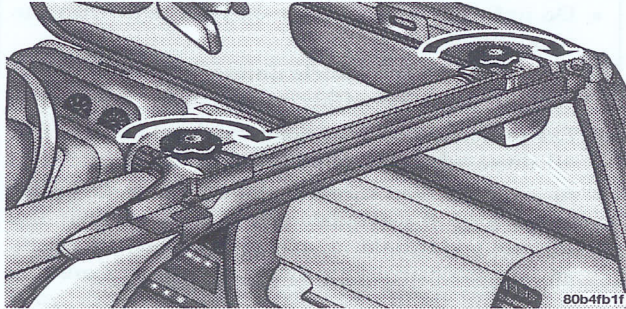
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2. Insert the top front of the door frame into the opening at the top corner of the door opening. Push the top rear of the door frame to the side bar.



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3. Slide door frame forward until the pin holes in the top line up with the holes in the side bar. Screw in the knobs and tighten, beginning with the front knob. Repeat procedures for the other door.



FOLDING WINDSHIELD

The fold down windshield and removable side bars on your Jeep vehicle are structural elements that can provide some protection in some accidents. The windshield also provides some protection against weather, road debris and intrusion of small branches and other objects.

Do not drive your Jeep vehicle on-pavement with the windshield down and the side bars removed as you lose the protection these structural elements can provide.

If required for certain off-pavement uses, the side bars can be removed and the windshield folded down. However, the protection afforded by these features is then lost. If you remove the side bars and fold down the windshield, drive slowly and cautiously. Jeep engineers recommend that the speed of the vehicle be limited to 10 mph (16 Km/h), with low range operation preferred, if you are driving off-pavement with the windshield folded down.

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Raise the windshield and reinstall the side bars as soon as the task that required their removal is completed and before you return to on-pavement driving. Both you and your passenger should wear seat belts at all times, on-pavement and off-pavement, regardless of whether the windshield is raised or folded down.

Outside rearview mirrors are mounted on the doors. If you choose to remove the doors, see your dealer for a replacement cowl-mounted outside mirror. Federal law requires outside mirrors on vehicles for on-pavement use.

NOTE: If the doors are removed, the courtesy lights will remain on. To turn these lights off, remove fuse #4 in the fuse panel. See the Fuse Panel information in section 7 of this manual.

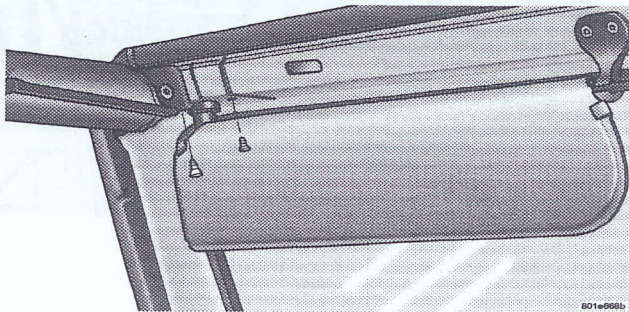
WARNING!

Carefully follow these warnings to help protect against personal injury:

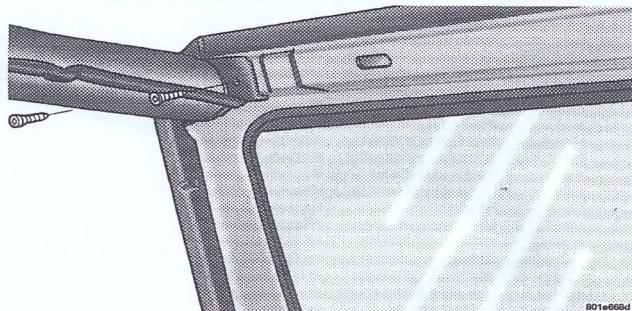
- Do not drive your vehicle on-pavement with the windshield down.
- Do not drive your vehicle unless the windshield is securely fastened, either up or down.
- Eye protection, such as goggles, should be worn at all times when the windshield is down.
- Be sure that you carefully follow the instructions for raising the windshield. Make sure that the folding windshield, windshield wipers, side bars, and all associated hardware and fasteners are correctly and tightly assembled before driving your Jeep vehicle. Failure to follow these instructions may prevent your Jeep vehicle from providing you and your passengers protection in some accidents.
- If you remove the doors, store them outside the vehicle. In the event of an accident, a loose door may cause personal injury.

Lowering the Windshield and Removing Side Bars

1. Lower the fabric top or remove the hard top following the instructions in this manual.
2. If you wish to remove the sunvisors, remove the two outboard sunvisor Torx® head screws on each side of the windshield frame. Store the sunvisors.



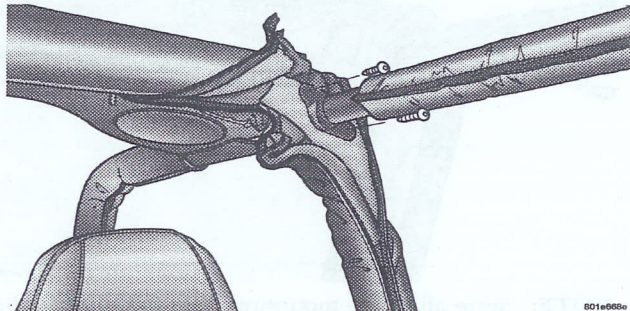
3. Remove the two Torx® screws holding each side bar to the windshield frame. Shift the side bar inboard to clear windshield pillar molding when removing the side bar.



NOTE: Store all of the mounting bolts in their original threaded holes and tighten for safekeeping.

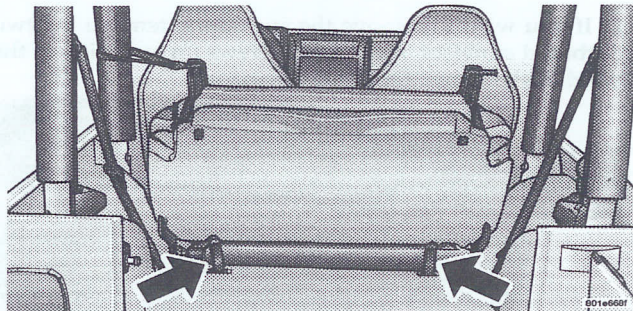
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4. Unzip the sport bar padding to expose the side bar bolts. Remove the 2 Torx® head screws for each bar. Remove the side bars and rezip sport bar padding in place.



Do not loosen or remove the adjusting bolts on the side of the side bars. These bolts are set at the factory to properly fit the side bar to the vehicle.

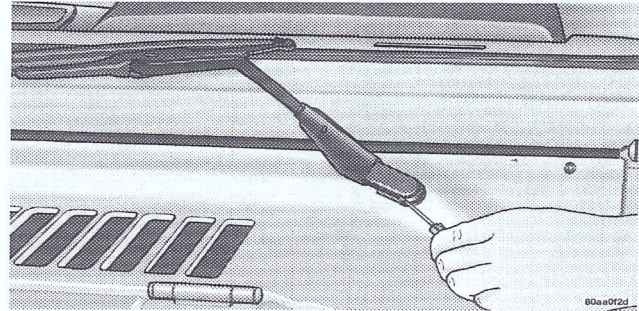
5. To safely store the side bars in your vehicle, use four of the cinch straps, found in the glove box. Attach the straps through the footman loops located in the floor behind the folded rear seat on each side of the vehicle.



WARNING!

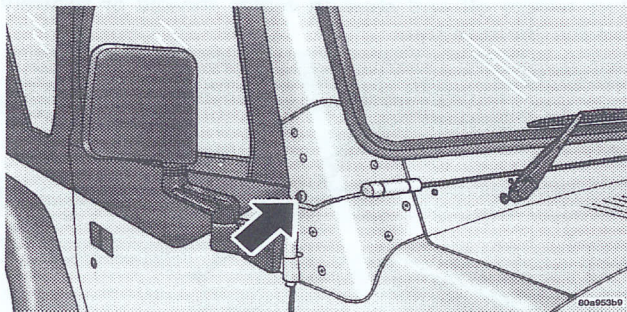
You or others could be injured if you carry the side bars loose in your vehicle. Remove the bars from the vehicle or securely store them as described or they may cause personal injury if an accident occurs. See your dealer for replacement if the cinch straps are not found in the glove box.

6. Remove the windshield wipers using a small flat edge tool, such as a screw driver, to release the retaining clip. Lift wipers off and store in center console or securely behind the rear seat.

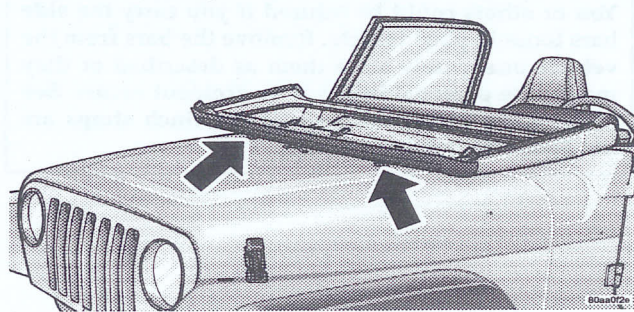


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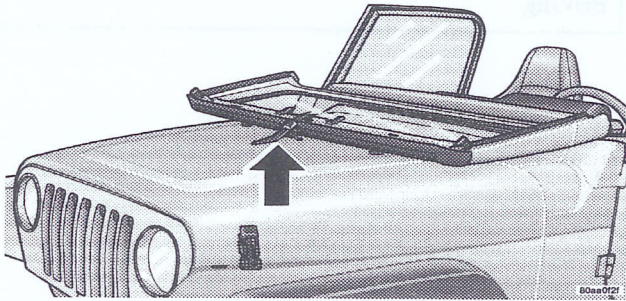
7. Remove the black round headed windshield Torx® screw on each side of the base of the windshield.



8. Lower the windshield gently until it contacts the rubber hood bumpers.



9. Secure the windshield by passing the remaining cinch strap, found in the glove box, through the footman hoop on the center of the hood and on the center of the windshield frame. Tighten the strap to secure the windshield in place.



Raising The Windshield And Replacing Side Bars

To raise the windshield, install the windshield wipers, and install the side bars use these same steps in reverse.

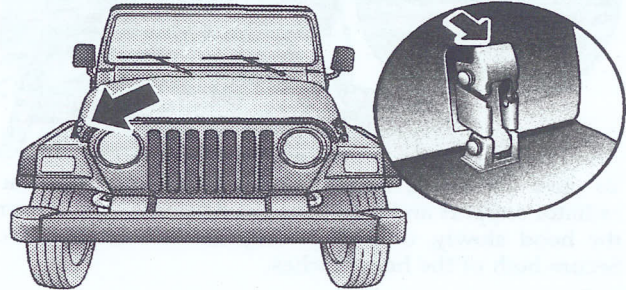
WARNING!

To help protect against personal injury, always install the side bars when raising the windshield on your vehicle. If you do not raise the windshield and install the side bars, you lose the protection these structural elements provide in some accidents.

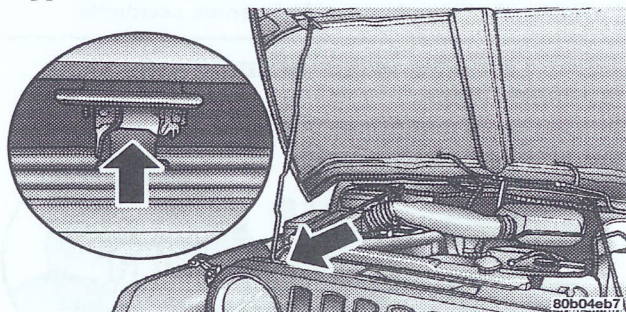
3

HOOD LATCHES, HOOD RELEASE AND SUPPORT ROD

To open hood, first release both hood latches.



Next, locate handle in middle of the front end of the hood. Insert hand into gap between hood and radiator support and lift up on handle to raise hood. You may have to push down slightly on hood before lifting up on handle. Insert the support rod into the slot in the radiator support.



To close the hood, remove the support rod from the radiator support and place it in the retaining clip. Lower the hood slowly, then let it drop the last few inches. Secure both of the hood latches.

WARNING!

If the hood is not fully latched, it could fly up when the vehicle is moving and block your forward vision. Be sure all hood latches are latched fully before driving.

UNDERSTANDING YOUR INSTRUMENT PANEL

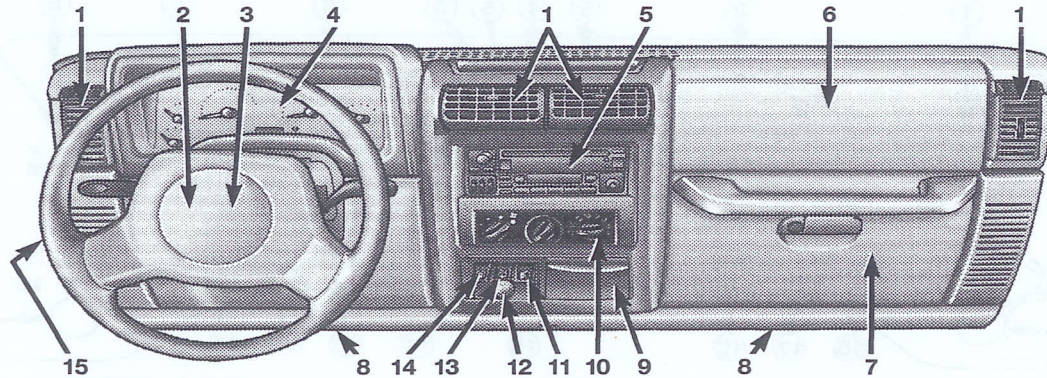
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INSTRUMENT PANEL AND INTERIOR CONTROLS



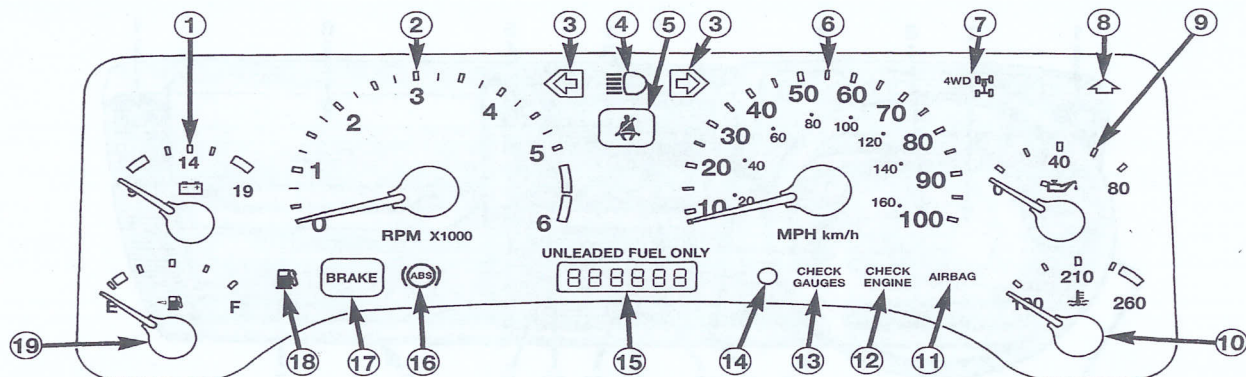
- 1. Air Vents
- 2. Driver's Airbag
- 3. Horn
- 4. Instrument Cluster
- 5. Radio-Optional

- 6. Passenger Airbag
- 7. Glove Box
- 8. Knee Bolster
- 9. Ashtray
- 10. Climate Controls

- 11. Fog Lights
- 12. Cigar Lighter Receptacle
- 13. Rear Window Wiper/Washer
- 14. Rear Window Defroster
- 15. Headlight Switch

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INSTRUMENT CLUSTER



1. Voltage Gauge

2. Tachometer

3. Turn Signal Indicators

4. Headlight High Beam Indicator

5. Seat Belt Warning Light

6. Speedometer

7. 4-Wheel-Drive Indicator Light

8. Shift Indicator-
Manual Transmission

9. Engine Oil Pressure Gauge

10. Engine Coolant Temperature Gauge

11. Airbag Indicator Light

12. Check Engine Light

13. Check Gauges Light

14. Trip Odometer Button

15. Odometer/Trip Odometer

16. Anti-Lock Indicator Light

17. Brake System Warning Light

18. Low Fuel Warning Light

19. Fuel Gauge

INSTRUMENT CLUSTER

Your vehicle is equipped with the instrument cluster described on the following pages.

1. Voltage Gauge or Light



The voltage gauge indicates available battery voltage and charging system operation. The lower red zone indicates that battery charge may be too low to start the engine. With the engine running, the normal operating range is between 11 and 15 volts. Prolonged gauge readings between 8-11 (undercharge) or above 15 (overcharge) indicate possible malfunction of generator, voltage regulator or battery. See your dealer if such indications occur.

The voltage light monitors the electrical system voltage. This light should come on briefly as the engine is started. If the light stays on or comes on while driving, it indicates a problem with the voltage system. Immediate service should be obtained.

2. Tachometer

The tachometer indicates the engine speed in revolutions per minute (rpm).

CAUTION!

Do not operate the engine with the tachometer pointer in the red area. Engine damage will occur.

3. Turn Signal Indicator Lights



The arrow will flash with the exterior turn signal when the turn signal lever is operated.

4. Headlights High Beam Indicator Light



This light shows that the headlights are on high beam. Pull the turn signal lever towards the steering wheel to switch the headlights from high or low.

5. Seat Belt Warning Light



A warning chime and an indicator light will alert you to buckle the seat belts. When the belt is buckled, the chime will stop, but the light will stay on until it times out (about 6 seconds).

6. Speedometer

U.S. and Canadian vehicles have speedometers which indicate vehicle speed in both miles per hour (MPH) and kilometers per hour (km/h).


7. 4-Wheel-Drive Indicator Light

The 4WD symbol indicates that the transfer case is in 4-wheel drive mode.

8. Shift Indicator Light

(Manual Transmission) Glows when driver should shift to the next higher gear for best fuel economy.

9. Engine Oil Pressure Gauge

 The engine oil pressure gauge indicates engine oil pressure. This gauge does not indicate oil level. Normal readings are 20-65 psi (1.4-4.5 bars in Canadian vehicles) in city driving and 45-65 psi (3-4.5 bars in Canadian vehicles) at highway speeds. Pressure varies with engine speed, temperature and oil viscosity. Hot engine idle pressure of 13 psi (.9 bar in Canadian vehicles) is satisfactory. Consistent lower readings indicate possible malfunction. Seek authorized service.

The engine oil pressure light indicates low engine oil pressure. The light will come on and remain on briefly as a bulb check. If the bulb does not come on during starting, have the bulb repaired promptly. If the light comes on and remains on while driving, stop the vehicle

and shut off the engine. DO NOT OPERATE THE VEHICLE UNTIL THE CAUSE IS CORRECTED.

10. Engine Coolant Temperature Gauge or Light



The engine coolant temperature gauge indicates engine coolant temperature. The red zone to the far right indicates possible overheating. Seek authorized service immediately if the gauge operates in the red zone. See Cooling System Operating Information in the Service and Maintenance section. In U.S. vehicles, temperature is indicated in degrees fahrenheit; in Canadian vehicles in degrees centigrade.

The engine coolant temperature light indicates engine coolant temperature. If the light illuminates, this may indicate a possible overheating condition. The light will come on and remain on briefly as a bulb check. If the bulb does not come on during starting, have the bulb repaired promptly. If the light comes on and remains on while driving, stop the vehicle and shut off the engine. Seek authorized service immediately.

11. Airbag Indicator Light

AIR BAG The indicator lights and remains lit for 6 to 8 seconds when the ignition is first turned ON. If the

light does not come on for 6–8 seconds, stays on or comes on while driving, have the airbag system checked by an authorized dealer.

12. Check Engine Light

This light is a part of an Onboard Diagnostic System called OBD II which monitors the emissions, engine, and automatic transmission control systems. If a problem is detected in one of these systems, the Check Engine Light will come on. Although your vehicle will usually be drivable and not need towing, see your dealer for service as soon as possible.

The light will come on when the ignition is first turned on and stay on briefly as a bulb check. If the bulb does not come on during starting, have the bulb repaired promptly.

If the light is flashing, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

CAUTION!

Prolonged driving with the light on could cause further damage to the emission control system. It could also affect fuel economy and driveability. The vehicle must be serviced before any emissions tests can be performed.

4

13. Check Gauges Light

This light monitors the Engine Coolant Temperature, Engine Oil Pressure & Voltage gauges. If it detects an extreme condition a chime will sound and the light will come on. If the light comes on, check the operation of these gauges for a malfunction condition.

14. Trip Odometer Button

Press and release this button to toggle between the odometer and trip odometer displays. This button is also used to reset the trip odometer to 0. While the display is showing the trip odometer, press and hold the button for approximately 2 seconds and the display will reset to 0.


15. Odometer/Trip Odometer

The odometer shows the total distance the vehicle has been driven.

U.S. federal regulations require that upon transfer of vehicle ownership, the seller certify to the purchaser the correct mileage that the vehicle has been driven. Therefore, if the odometer reading is changed during repair or replacement, be sure to keep a record of the reading before and after the service so the correct mileage can be determined.

The trip odometer shows individual mileage up to 999.9 miles (1600 km). To switch from odometer to trip odometer, press the trip odometer button.


16. Anti-Lock (ABS) Light

 Illuminates to indicate self-check in progress at vehicle start-up. If light remains On after start-up or comes On and stays On at road speeds, it may indicate that the ABS has detected a malfunction or has become inoperative. The system reverts to standard non-anti-lock brakes.


Turn the engine OFF and ON again to reset anti-lock brake system. If light remains On, see your dealer.

If both the red brake light and the amber check anti-lock light are On, see your dealer immediately. (see Anti-Lock Brake System)

17. Brake System Warning Light

BRAKE
 Indicates parking brake is applied. If the light stays on when the parking brake is off, it indicates a possible brake system fluid leak or low pressure level, **see your dealer immediately.**

18. Low Fuel Warning Light

 Glows when approximately 3 gal/11.2L remain in the fuel tank. The Low Fuel Warning Light may turn ON and OFF again, especially during and after hard braking, accelerations or turns. This occurs due to the shifting of the fuel in the tank.

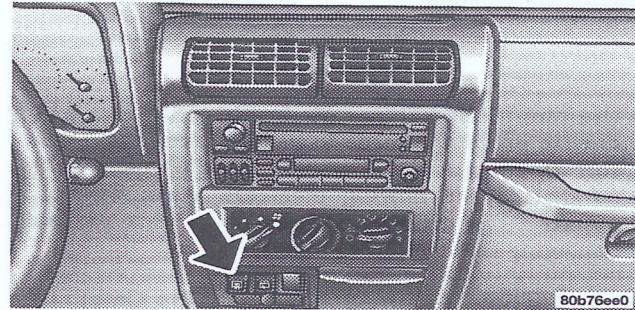
19. Fuel Gauge

The pointer shows the level of fuel in the fuel tank. When the fuel gauge pointer initially moves to "E", for your safety, you may have as much as 2 gal/7.6L of fuel remaining.

NOTE: When the ignition switch is turned to OFF, the fuel gauge, voltmeter, oil pressure and temperature gauges may not show accurate readings. When the engine is not running, turn the ignition switch to ON to obtain accurate readings.

REAR WINDOW FEATURES (HARD TOP ONLY)

Rear Window Defogger (Hard Top Only)



To defog rear window, press the top of the rocker switch. If you press the switch a second time, you will turn the defogger off. A light on the rocker switch will indicate the defogger is on.

The defogger will automatically turn off after about ten minutes. For five more minutes of operation, depress the

top of the switch to turn defogger ON again. To prevent excessive battery drain use the defogger only when the engine is operating.

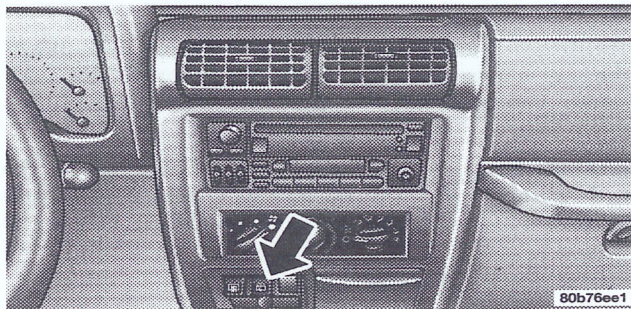
CAUTION!

Use care when washing the inside of the rear window to prevent damage to heating elements. Use a soft cloth and a mild washing solution, wiping parallel to the heating elements. Also, keep all objects a safe distance from the window to prevent damaging the heating elements.

Rear Window Wiper/Washer (Hard Top Only)



To utilize the rear wiper, push the top of the switch to the first detent. To activate the rear washer depress the top of the switch to the second detent. The washer will continue to spray as long as the switch is held. The switch will return to the wiper mode when released. To shut the rear wiper off lift the bottom of the switch.



CIGAR LIGHTER RECEPTACLE

Your vehicle's cigar lighter is available from your dealer for a nominal charge. The vehicle is equipped with a cigar lighter receptacle that is located on the instrument panel. The receptacle is covered with a removable plastic cover. As a child safety precaution, the receptacle only provides power when the ignition switch is ON.

ELECTRONIC DIGITAL CLOCK

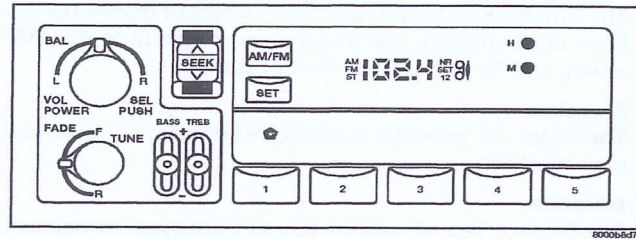
The clock and radio each use the display panel built into the radio. A digital readout shows the time in hours and minutes whenever the ignition switch is in the ON or ACC position.

When the ignition switch is in the OFF position, or when the radio frequency is being displayed, time keeping is accurately maintained.

Clock Setting Procedure

1. Turn the ignition switch to the ON or ACC position. Using the point of a ballpoint pen or similar object, press either the hour (H) or minute (M) buttons on the radio. The display will show the time.
2. Press the H button to set hours or the M button to set minutes. The time setting will increase each time you press a button.

AM/FM STEREO RADIO



Operating Instructions

NOTE: Power to operate the radio is supplied through the ignition switch. It must be in the "ON" or "ACC" position to operate the radio.

Power Switch, Volume Control

Turn the radio on by rotating the knob clockwise. Continue rotating clockwise to increase the volume.

Tone Control

Slide the Bass or Treble controls upward or downward to increase or decrease tone.

Tuning

The tuning knob rotates through a series of distinct clicks. Each click changes the frequency by 10kHz in the AM mode, and by 0.2MHz in the FM mode.

Speaker

The Fader Tab provides for balance between the front and rear speakers.

Balance

The Balance Tab adjusts the left-to-right speaker balance.

Seek Button

Press and release the Seek button to search for the next station in either the AM or FM mode. Press the top of the button to seek up and the bottom to seek down. The radio will remain tuned to the new station until you make another selection. Holding the button in will bypass stations without stopping until you release it.

AM or FM Mode Selection Button

Each time the button is pressed it changes the mode being received. The operating mode is displayed alongside the station frequency. This display will indicate ST when a stereo station is received.

FM Muting

When in the FM mode, the radio will automatically cancel weak or noisy reception between stations. To unmute, tune to the desired frequency and press the SEL control.

To Set The Pushbuttons

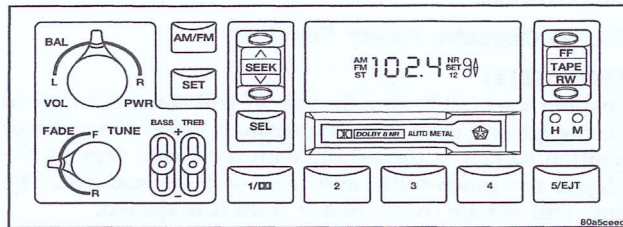
When you are receiving a station that you wish to commit to pushbutton memory, press the SET button. SET 1 will now show in the display window. Select the button you wish to lock on the station and press and release that button. If a button is not selected within 5 seconds after pressing the SET button, the station will continue to play but will not be locked into pushbutton memory.

You may add a second station to each pushbutton by repeating the above procedure with this exception: Press the SET button twice and the symbol SET 2 will show in the display window. Each button can be set for SET 1 and SET 2 in both AM and FM. This allows a total of 10 AM and 10 FM stations to be locked into pushbutton memory. The stations stored in SET 2 memory can be selected by pressing the pushbutton twice.

Sel

Pressing the VOL/POWER button selects either radio or clock display.

AM/FM STEREO RADIO WITH CASSETTE TAPE PLAYER



Operating Instructions

NOTE: Power to operate the radio is supplied through the ignition switch. It must be in the ON or ACC position to operate the radio.

Power Switch, Volume Control

Turn the radio on by rotating the knob clockwise. Continue rotating clockwise to increase the volume.

Tone Control

Slide the bass and/or treble controls up or down to adjust the sound for the desired tone.

Tuning

The tuning knob rotates through a series of distinct clicks. Each click changes the frequency by 10kHz in the AM mode, and 0.2 MHz in the FM mode.

Speaker

The Fader control provides for balance between the front and rear speakers on four speaker systems.

Balance

The Balance control adjusts the left-to-right speaker balance.

Seek Button (Radio Mode)

Press and release the Seek button to search for the next station in either the AM or FM mode. Press the top of the button to seek up and the bottom to seek down. The radio will remain tuned to the new station until you make another selection. Holding the button in will bypass stations without stopping until you release it.

NOTE: If no station is within listening range, the radio will seek through the band twice before returning to the original channel.

AM or FM Stereo Mode Selection Button

Each time the button is pressed it changes the mode being received. The operating mode is displayed next to the station frequency. This display will indicate ST when an FM Stereo station is received.

To Set The Push-button

When you are receiving a station that you wish to commit to push-button memory, press the SET button. SET 1 will now show in the display window. Select the button you wish to lock on this station and press and release that button. If a button is not selected within 5 seconds after pressing the SET button, the station will continue to play but will not be locked into push-button memory.

You may add a second station to each push-button by repeating the above procedure with this exception: Press the SET button twice and the symbol SET 2 will show in the display window. Each button can be set for SET 1 and SET 2 in both AM and FM. This allows a total of 10 AM

and 10 FM stations to be locked into push-button memory. The stations stored in SET 2 memory can be selected by pressing the push-button twice.

SEL

Pressing the SEL button displays either the clock or the radio channel.

Stereo Cassette Player Features

EJECT (EJT)

Pushing the eject button (button 5) will cause the tape to disengage and eject from the radio. If either the radio or ignition switch is turned off with a cassette tape in the player, the pinch-roller and head will be released. The tape will remain in the player until it is ejected.

Fast Forward/Rewind Buttons

To fast-forward (FF) or rewind (RW) the cassette tape use the rocker button located just to the right of the display. You can stop the fast-forward or rewind action by pressing either button or by pressing the SEEK buttons. The UP/DOWN arrows in the display will flash when in FF/RW modes and the radio mode will return. When the end of the tape is reached, the tape will change sides

automatically, cancel radio play mode and play the tape.

Music Program Search

Pressing the top of the SEEK button will cause the tape to stop playing the current track and will advance to the beginning of the next track. Pressing the bottom of the SEEK button will cause the tape to stop playing the current track and back up to the beginning of the track. The display will indicate music program search mode by flashing the cassette symbol and direction arrow together. Pressing either button a second time will stop the music program search and tape play mode will resume.

To Change Tape Direction

If you wish to change the direction of tape travel (side being played), press the SEL button. The lighted arrow in the display window will indicate the new direction.

Auto Reverse

The player will automatically change the direction of play when the end of the side being played is reached.

Display

During cassette tape play the clock will be displayed, along with tape direction arrows, tape symbol, and the

NR indicator. The clock may be set (reset) during cassette operation.

NOTE: When subjected to extremely cold temperatures, the tape mechanism may require a few minutes to warm up for proper operation. Sometimes poor playback may be experienced due to a defective cassette. Try another cassette of known quality to determine whether performance improves. Clean and demagnetize the tape heads at least twice a year using a "wet" type head cleaner. Never leave a cassette tape exposed to direct sunlight as damage may occur.

NR (Noise Reduction)

The Dolby Noise Reduction System* is on whenever the tape player is on, but may be switched off. To turn off the Dolby Noise Reduction System: Press the Dolby button (button 1) after you insert the tape. The NR in the display will go off when the Dolby system is off. The Dolby System is automatically reactivated each time a tape is inserted.

* "Dolby" noise reduction manufactured under license from Dolby Laboratories Licensing Corporation. Dolby and the double-D symbol are trademarks of Dolby Laboratories Licensing Corporation.

Metal (70 μ s)

The cassette tape player automatically detects the presence of a properly encoded metal cassette cartridge and switches to 70 μ s equalization in tape playback mode.

CASSETTE TAPE AND PLAYER MAINTENANCE

To keep the cassette tapes and player in good condition, take the following precautions:

1. Do not use cassette tapes longer than C-90; otherwise, sound quality and tape durability will be greatly diminished.
2. Keep the cassette tape in its case to protect from slackness and dust when it is not in use.
3. Keep the cassette tape away from direct sunlight, heat and magnetic fields such as the radio speakers.

4. Before inserting a tape, make sure that the label is adhering flatly to the cassette.

5. A loose tape should be corrected before use. To rewind a loose tape, insert the eraser end of a pencil into the tape drive gear and twist the pencil in the required directions.

Maintain your cassette tape player. The head and capstan shaft in the cassette player can pick up dirt or tape deposits each time a cassette is played. The result of deposits on the capstan shaft may cause the tape to wrap around and become lodged in the tape transport. The other adverse condition is low or "muddy" sound from one or both channels, as if the treble tone control were turned all the way down. To prevent this, you should periodically clean the head with a commercially available WET cleaning cassette.

As preventive maintenance, clean the head about every 30 hours of use. If you wait until the head becomes very dirty (noticeably poor sound), it may not be possible to remove all deposits with a simple WET cleaning cassette.

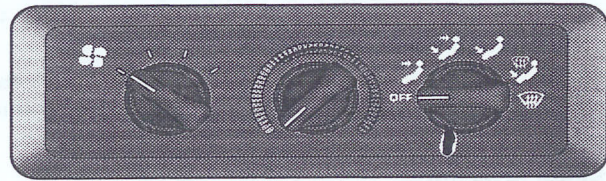
RADIO OPERATION AND CELLULAR PHONES

Under certain conditions, the operation of a cellular phone in your vehicle can cause erratic or noisy performance from your radio. This condition may be lessened or eliminated by relocating the cellular phone antenna. This condition is not harmful to the radio. If your radio performance does not satisfactorily "clear" by the repositioning of the antenna, it is recommended that the radio volume be turned down or off during cellular phone operation.

CLIMATE CONTROLS

The controls for the heating and ventilation system in this vehicle consist of three rotary control knobs. These comfort controls can be set to obtain desired interior conditions.

Heater Only



80b898a8

4

In snowy weather, always clear the air inlet grille at the base of the windshield before driving your vehicle.

Blower Switch

✿ The Blower Switch is the rotary knob to the left of the controls. The blower speed will increase as the knob is turned clockwise. There are four blower speeds.

NOTE: The blower fan motor will remain on until the system is turned to the OFF ("O") position or the ignition is turned OFF.

Temperature Control


The temperature control is the center knob located on the climate controls. It controls the temperature of the air delivered to the passenger compartment.

The blue area on the left side of the control indicates cooler temperatures while the red area indicates warmer temperatures.


Mode Selection

The Mode Selector is the right knob located on the climate controls. It can be set in any of the following positions:


OFF

 This position turns OFF the blower motor. There may be some slight air flow from the floor and side window demist outlets.


Panel

 Air comes from the outlets in the instrument panel. Each of these outlets can be individually adjusted to direct the flow of air.


Bi-level

 Air comes from both instrument panel and floor outlets.


Floor

 Air comes from the floor outlets. A slight amount of air is directed through the demisters.

Mix


 Air comes from the floor and defrost outlets with air being directed through the demisters. This mode works best in cold or snowy conditions. It allows you to stay comfortable while keeping the windshield clear.

Defrost

 Air comes from the windshield outlets with a slight amount of air being directed through the floor and demisters. Use this setting when necessary to defrost or defog your windshield.

Air Conditioning Equipped — Optional

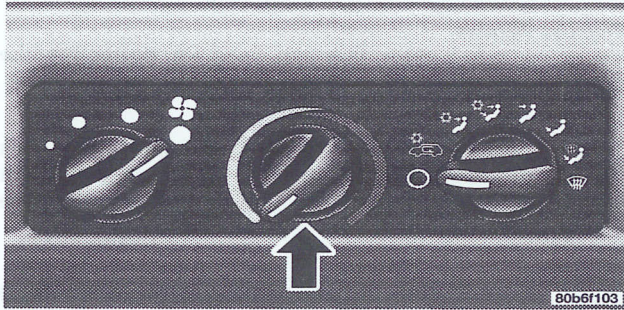
Blower Switch

 The Blower Switch is the rotary knob to the left of the controls. The blower speed will increase as the knob is turned clockwise. There are four blower speeds.

NOTE: The blower fan motor will remain on until the system is turned to the OFF ("O") position or the ignition is turned OFF.

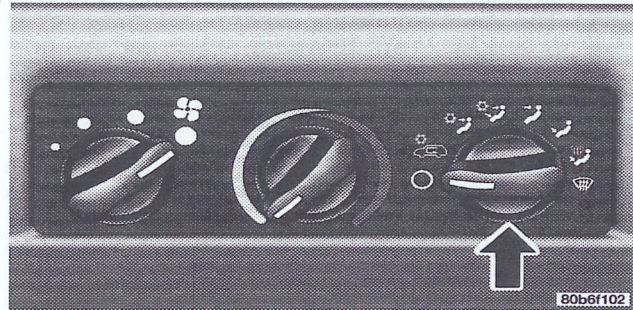
Temperature Control

The temperature control is the center knob located on the climate controls. It controls the temperature of the air delivered to the passenger compartment.



The blue area on the left side of the control indicates cooler temperatures while the red area indicates warmer temperatures.

Mode Selection



The Mode Selector is the right knob located on the climate controls. It can be set in any of the following positions:

OFF

- This position turns OFF the blower motor and outside air will not pass through any outlet.

Air Conditioning System



The Air Conditioning System has three Mode Selections. Two selections direct air to flow through the panel vents and one to both panel and floor outlets.

Recirculation Mode



Use the Recirculation Mode to rapidly cool the inside of the vehicle. The Recirculation Mode can also be used to block out outside odors, smoke and dust. This mode circulates the interior air and blocks outside air from entering the vehicle.

Bi-level Mode



This Mode Selection will utilize the outside air through the air conditioning system, delivering air to panel and floor outlets.

Fresh Air Ventilation

The following Mode Selections distribute fresh air through the vehicle:

Panel



Outside air comes from the outlets in the instrument panel. Each of these outlets can be individually adjusted to direct the flow of air.

Floor



Outside air comes from the floor outlets. A slight amount of air is directed through the demisters.

Defrost Modes

There are two modes that can be used for defrosting the windshield:

Mix



Air comes from the floor and defrost outlets. This mode works best in cold or snowy conditions. It allows you to stay comfortable while keeping the windshield clear.

Defrost



Air comes from the windshield outlets with a small amount being directed through the floor outlets. Use this setting when necessary to defrost your windshield.

NOTE: For improved safety, the A/C compressor is activated when Mix or Defrost modes are selected. This is done to assist in drying the air and it will help in keeping the windshield from fogging.

Operating Tips

Summer Operation

The engine cooling system in air conditioned vehicles must be protected with a high-quality antifreeze coolant to provide proper corrosion protection and to protect against engine overheating. A 50% solution of ethylene glycol antifreeze coolant in water is recommended.

Winter Operation

The air from the heater system will heat faster in cold weather if you use lower blower speeds until the engine warms up.

STARTING AND OPERATING

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IGNITION/STARTER SWITCH

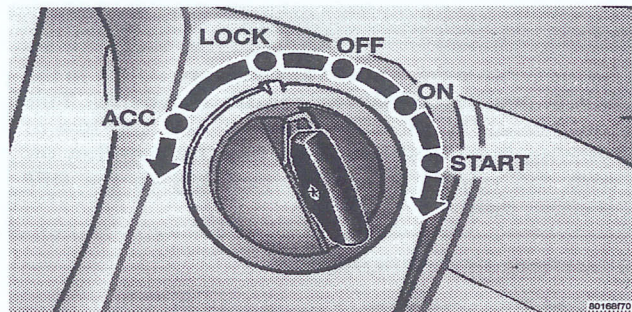
LOCK: Locks ignition switch and steering wheel. Also locks automatic transmission shift control in Park position.

OFF: Unlocks steering wheel and automatic transmission shift control with engine off.

ON: This is normal running position.

START: Starts the engine. When engine starts, release the key. The ignition key will return to ON for normal driving.

ACC: Allows electrical accessories to be used when the engine is not running.



5

Key Reminder

An alarm will sound to remind you if the key is left in the ignition and the driver's door is opened.

NOTE: The steering column may lock and prevent movement of the ignition key or steering wheel when trying to start the vehicle. Turn the steering wheel firmly in the direction the wheels are turned and rotate the ignition switch toward the OFF position.

WARNING!

Never remove the ignition key or move switch to the LOCK position while the vehicle is moving. This could result in a locked steering wheel and loss of steering control. If you must turn the ignition off with the vehicle in motion, turn key to the OFF position only.

STARTING PROCEDURE**Manual Transmission**

Apply the parking brake, place the gearshift control lever in NEUTRAL and depress the clutch pedal before starting vehicle. This vehicle is equipped with a clutch interlocking ignition system. It will not start unless the clutch pedal is pressed to the floor.

WARNING!

You or others around you could be injured if you attempt to start the engine with a manual transmission in gear — your vehicle will move. Remember, always push the clutch pedal in fully and shift to Neutral before attempting to start the engine.

Automatic Transmission

Start the engine with the selector lever in the NEUTRAL or PARK position. Apply the brake before shifting to any driving range.

Normal Starting

Normal Starting of either a cold or a warm engine is obtained without pumping or depressing the accelerator pedal. Turn the key to the "Start" position and release when the engine starts. If the engine fails to start within 10 seconds, turn the key to the "Off" position, wait 5 seconds, then repeat the normal starting procedure.

If Engine Fails to Start

If the engine fails to start after you have followed the "Normal Starting" procedure it may be flooded. Push the

accelerator pedal all the way to the floor and hold it there while cranking the engine. This should clear any excess fuel in case the engine is flooded.

CAUTION!

To prevent damage to the starter, do not crank the engine for more than 15 seconds at a time. Wait 10 to 15 seconds before trying again.

If the engine has been flooded, it may start to run, but not have enough power to continue running when the key is released. If this occurs, continue cranking with the accelerator pedal pushed all the way to the floor. Release the accelerator pedal and the key once the engine is running smoothly.

If the engine shows no sign of starting after two 15 second periods of cranking with the accelerator pedal held to the floor, the "Normal Starting" procedure should be repeated.

WARNING!

Never pour fuel or other flammable liquids into the throttle body air inlet opening in an attempt to start the vehicle. This could result in a flash fire causing serious personal injury.

Engine Block Heater*

The engine block heater warms engine coolant and permits quicker starts in cold weather. Connect the cord to a standard 110-115 volt AC electrical outlet with grounded, three wire extension cord.

The engine block heater cord is found under the hood clipped to the body next to the air cleaner.

WARNING!

Remember to disconnect the cord before driving. Damage to the 110-115 volt electrical cord could cause electrocution.

*The engine block heater is standard on vehicles sold in Canada. It is available as an option for all others.

After Starting

The idle speed is automatically controlled and will decrease as the engine warms up.

WARNING!

Do not leave children or animals inside parked vehicles in hot weather. Interior heat build up may cause serious injury or death.

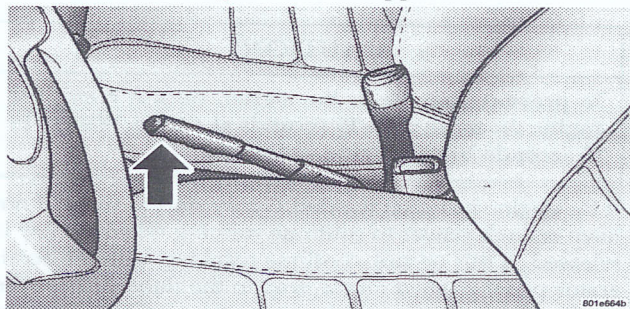
CAUTION!

Long periods of engine idling, especially at high engine speeds can cause excessive exhaust temperatures which can damage your vehicle. Do not leave your vehicle unattended with the engine running.

PARKING BRAKE

To set the parking brake, pull the lever up as firmly as possible. When the parking brake is applied with the ignition ON, the brake indicator light in the instrument cluster will light.

NOTE: The instrument cluster Brake Warning Light indicates only that the parking brake is applied. It does not indicate the degree of brake application.



Before leaving the vehicle parked on a hill, you must make sure the parking brake is fully applied and place the gear selector in the Park position (automatic transmission) or first gear (manual transmission). Make certain the transfer case is in gear. Failure to do so may cause the vehicle to roll and cause damage or injury.

WARNING!

- Always fully apply the parking brake when leaving your vehicle, or vehicle may roll and cause damage or injury. Also be certain to leave an automatic transmission in Park, a manual transmission in 1st gear. Make certain the transfer gear is in gear. Failure to do so may cause the vehicle to roll and cause damage or injury.
- If the parking brake is released and the **BRAKE** warning light glows while the ignition switch is ON or the engine is running, there may be a brake system problem. Brake pedal travel, effort and stopping distances may increase, and you should obtain corrective service immediately.

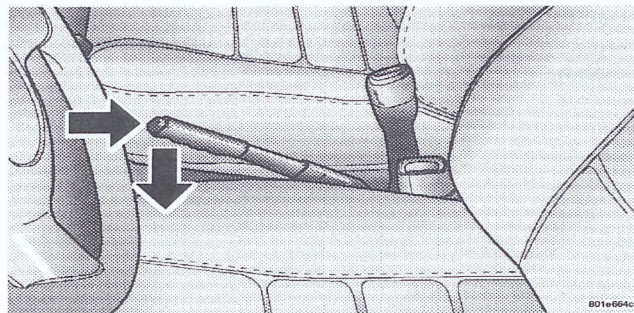
When parking on a hill, it is important to set the parking brake before placing the gear selector in Park, otherwise the load on the transmission locking mechanism may make it difficult to move the selector out of Park.

The parking brake should always be applied when the driver is not in the vehicle.

WARNING!

- Leaving children unattended in a vehicle is dangerous for a number of reasons. A child or others could be injured. Children should be warned not to touch the parking brake or the gear selector lever. Don't leave the keys in the ignition. A child could operate controls or move the vehicle.

To release the parking brake, pull up slightly, press center button, then lower lever completely.



If the parking brake is not completely released, the instrument cluster BRAKE warning light will remain on.

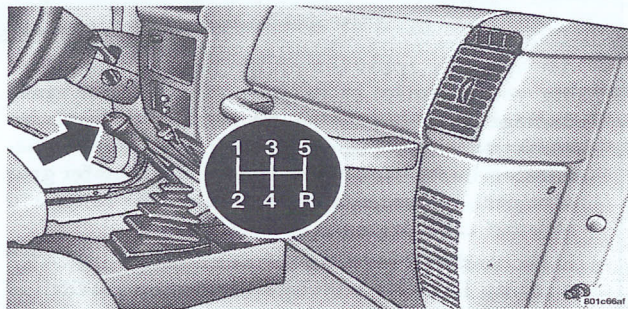
NOTE: Your vehicle has automatically adjusting rear brakes and we do not recommend any adjustment other than the maintenance performed by your authorized dealer.

TRANSMISSION SHIFTING

5-Speed Manual Overdrive Transmission

Follow the shift pattern on the gearshift knob.

NOTE: The backup lights will come on when your vehicle is in reverse gear and the ignition is in the ON position.



WARNING!

When parking your vehicle, always leave a manual transmission in first gear and apply the parking brake fully to guard against vehicle movement and possible injury or damage. Never use any gear as a substitute for the parking brake.

CAUTION!

To drive as safely as possible and to prolong the life of your manual transmission, follow these tips:

- Before shifting from a forward gear into reverse, or from reverse to a forward gear, stop vehicle completely. Otherwise, transmission damage may result.
- Do not operate at sustained high engine or road speeds in lower gears. Engine damage may result.
- Do not downshift into a low gear while traveling at too high a speed for that gear. Engine or transmission damage may result.
- Do not rest your foot on the clutch pedal. This causes heat buildup and damages the clutch.
- When you slow down or go up a grade, downshift as speed requires or the engine may overheat.
- Never hold the vehicle stopped on a hill by using the clutch pedal. The clutch may be damaged.

- During cold weather, you may experience increased effort in shifting until the transmission fluid warms up. This is normal.
- Push in the clutch pedal completely when shifting. Otherwise, transmission or clutch damage may result.
- When “rocking” a stuck vehicle by shifting between a forward gear and reverse, do not spin wheels faster than 15 mph (24 km/h), or drivetrain damage may result.

Recommended Manual Transmission Shifting Speeds

On all manual transmission models, a Shift Indicator Light in the instrument cluster reminds you when to shift to the next higher gear.

Clutch Interlocking Ignition System

Manual transmission vehicles are equipped with a clutch interlock safety feature. With this feature engaged, you must depress the clutch pedal to allow cranking the engine. To temporarily bypass this safety feature while off-pavement driving, which will allow cranking the engine without depressing the clutch, follow these steps:

1. Locate the instrument panel fuseblock behind the glove box compartment.
2. Put the 20 amp fuse (optional) in the instrument panel fuseblock cavity (f20) marked as **Cluth Interlock Ignition**
3. **Be sure to re-engage the clutch interlock safety feature by following these steps in reverse order when you are finished off-pavement driving.**

Automatic Transmission

Shifting from Drive to Park or Reverse (or from Park or Reverse to Drive) should be done only after the accelerator pedal is released and the vehicle is stopped. Be sure to keep your foot on the brake when moving the shift lever between these gears.

P (Park) —

Locks the transmission when the key is removed from the ignition lock. Do not place gearshift in the Park position unless the vehicle is totally stopped. The Park position is used when starting the vehicle. **After shifting to Park, always check for positive gearshift engagement.**

NOTE: The brake pedal must be depressed to shift out of PARK.

R (Reverse) —

For moving the vehicle rearward. Always stop before moving the lever to R, except when rocking the vehicle.

N (Neutral) —

Engine may be started in this position.

WARNING!

Do not coast in Neutral (N) and never turn off the ignition to coast down a hill. These are unsafe practices that limit your response to changing traffic or road conditions. You might lose control of the vehicle.

D (Drive) —

For all normal driving. Begins at a stop in low gear with automatic upshifts to 2nd and 3rd. Downshifts automatically as needed.

2 (Drive 2) —

For moderate grades and to assist braking on dry pavement or in mud and snow. Begins at a stop in low gear with automatic upshift to 2nd gear. Will not shift to 3rd.

L (Low) —

For hard pulling at low speeds in mud, sand, snow, or on steep grades. Begins and stays in low gear with no upshift. Provides engine compression braking at low speeds.

WARNING!

Never use Park (P) position with an automatic transmission as a substitute for the parking brake. Always apply parking brake fully when parked to guard against vehicle movement and possible injury or damage.

CAUTION!

To drive as safely as possible and to prolong the life of your automatic transmission, follow these tips:

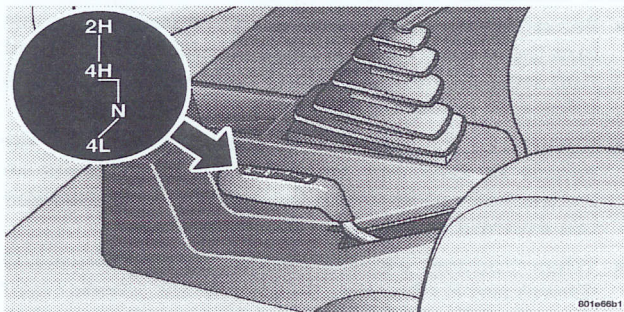
- Before moving the shift lever out of Park, you must turn the ignition from LOCK so the steering wheel and shift lever are released. Otherwise, damage to steering column or shifter could result.
- Never race the engine with the brakes on and the vehicle in gear, and never hold the vehicle on an incline without applying the brakes. These practices can overheat and damage the transmission.
- When “rocking” a stuck vehicle by moving between D (Drive) and R (Reverse), do not spin the wheels faster than 15 mph (24 km/h), or drivetrain damage may result.

Torque Converter Clutch

A clutch within the torque converter engages automatically at calibrated speeds. This may result in a slightly different feeling or response during normal operation in

high gear. When the vehicle speed drops, or during acceleration, the clutch automatically and smoothly disengages.

COMMAND-TRAC 4-WHEEL DRIVE



Command-Trac provides a part-time 4-wheel drive. When engaged, both the front and rear axles are mechanically locked together and turn at the same speed.

The Command-Trac system consists of:

- 2-wheel drive in 2H (High range).
- Part-time 4-wheel drive in 4H (High range).
- Neutral (N) position to disengage axles from powertrain.
- Part-Time 4-wheel drive in 4L (Low range).
- A 4WD indicator light in the instrument cluster showing that the vehicle is operating in 4-wheel drive (4H or 4L).

WARNING!

Do not leave vehicle unattended with the transfer case in the Neutral (N) position without first fully engaging the parking brake. The transfer case Neutral (N) position disengages both axles and will allow the vehicle to move regardless of the transmission position. The parking brake should always be applied when the driver is not in the vehicle.

CAUTION!

Never operate Command-Trac in 4-wheel drive on dry, hard-surfaced roads for a sustained period. Use 4L only when needed for added pulling power. Using 4-wheel drive on such roads will cause stress and possible damage to components, as well as make shifting difficult. To reduce shifting effort, drive the vehicle in reverse for a few feet, or drive off the hard-surfaced road momentarily to allow tire slip-page.

Transfer Case Shifting

- **2H Position**

This position is designed for driving on hard-surfaced roads under normal driving conditions when 4-wheel drive is not needed.

- **4H Position**

This position is designed for temporary use of 4-wheel drive for traction when driving in rain, snow, mud, sand or when driving off-road. **Do not use 4H on dry, paved**

roads. To engage, shift the transfer case lever from 2H to 4H while the vehicle is moving at any legal speed.

- **4L Position**

This position is designed for temporary use of 4-wheel drive when off-pavement driving conditions require added low speed pulling power. **Do not use 4L on dry paved roads.**

To engage 4L, slow the vehicle to 2-3 mph (3-5 km/h). While the vehicle is coasting forward at 2-3 mph, shift the transmission to Neutral (N), then shift the transfer case lever to the right and pull firmly rearward to 4L.

5**CAUTION!**

Never attempt to engage Low range when vehicle is moving faster than 2-3 mph (3-5 km/h). Only engage 4 Low while the vehicle is coasting in neutral at 2-3 mph. Do not attempt to engage 4 Low when vehicle is stationary. Transfer case damage may result.

WARNING!

Failure to engage a position completely can cause transfer case damage or loss of power and vehicle control. You could have an injury accident. Do not drive the vehicle unless the transfer case is fully engaged.

TRAC-LOK REAR AXLE

The optional Trac-Lok rear axle provides a constant driving force to both rear wheels and reduces wheel spin caused by the loss of traction at one driving wheel. If traction differs between the two rear wheels, the differential automatically proportions the usable torque by providing more torque to the wheel that has traction.

Trac-Lok is especially helpful during slippery driving conditions. With both rear wheels on a slippery surface, a slight application of the accelerator will supply maximum traction. When starting with only one rear wheel on an excessively slippery surface, slight application of the parking brake may be necessary to gain maximum traction.

ANTI-LOCK BRAKE SYSTEM—OPTIONAL WITH 4.0L ENGINE

The Anti-Lock Brake System is designed to aid the driver in maintaining vehicle control under adverse braking conditions. The system operates with a separate computer to modulate hydraulic pressure to prevent wheel lock-up and help avoid skidding on slippery surfaces.

All vehicle wheels and tires must be the same size and type and tires must be properly inflated to produce accurate signals for the computer.

WARNING!

Significant over or under-inflation of tires, or mixing sizes of tires or wheels on the vehicle can lead to loss of braking effectiveness.

During off-road use, loss of traction can temporarily defeat the system and cause the warning light to illuminate. Turn the ignition OFF and ON again to restore Anti-Lock Brake System function.

The Anti-Lock Brake System conducts a low speed self-test at about 6 mph. If you have your foot lightly on the brake while this test is occurring you may feel slight pedal movement. This is normal.

WARNING!

Pumping of the Anti-Lock Brakes will diminish their effectiveness and may lead to an accident. Pumping makes the stopping distance longer. Just press firmly on your brake pedal when you need to slow down or stop.

CAUTION!

The Anti-Lock Brake System is subject to possible detrimental effects of electronic interference caused by improperly installed aftermarket radios or telephones.

NOTE: During severe braking conditions, a pulsing sensation may occur and a clicking noise will be heard. This is normal, indicating that the Anti-Lock Brake System is functioning.

WARNING!

To use your brakes and accelerate more safely, follow these tips:

- Do not “ride” the brakes by resting your foot on the pedal. This could overheat the brakes and result in unpredictable braking action, longer stopping distances, or brake damage.
- When descending mountains or hills, repeated braking can cause brake fade with loss of braking control. Avoid repeated heavy braking by downshifting the transmission whenever possible.
- Do not downshift on icy or slippery roads, because engine braking may cause skidding and loss of control.

- Engines may idle at higher speeds during warm-up, which could cause rear wheels to spin and result in loss of vehicle control. Be especially careful while driving on slippery roads, in close-quarter maneuvering, parking or stopping. Remember, always engage 4-wheel drive when driving on slippery roads.
- Do not drive too fast for road conditions, especially when roads are wet or slushy. A wedge of water can build up between the tire tread and the road. This hydroplaning action can cause loss of traction, braking ability, and control. Under such conditions, engage 4-wheel drive.
- After going through deep water or a car wash, brakes may become wet, resulting in poor performance and unpredictable braking action. Dry the brakes by gentle, intermittent pedal action while driving at very slow speeds.

WARNING!

The weight and position of cargo and passengers can change the vehicle center of gravity and vehicle handling. To avoid loss of control resulting in personal injury, follow these guidelines:

- Do not carry loads which exceed the load limits described on the label attached to the driver's door, below the latch.
- Always place cargo evenly on the cargo floor, and locate heavier objects as low and as far forward as possible.
- Place as much cargo as possible in front of the rear axle. Too much weight or improperly placed weight over or behind the rear axle can cause the rear of the vehicle to sway.
- Do not pile luggage or cargo higher than the top of the seatback. This could impair visibility or become a dangerous projectile in a sudden stop or collision.

- The rear cargo space is intended for load carrying purposes only, not for passengers, who should sit in seats and use seat belts.
- On hardtop models do not drive with the tailgate open. On fabric top models, do not drive with the rear window curtain up unless the side curtains are also open. This will prevent dangerous exhaust fumes from entering the vehicle.

WARNING!

To help avoid personal injury, follow these tips:

- Never reach through the steering wheel to operate steering column controls. Injury to your hands or loss of vehicle control may result.
- If the engine stalls or power assist fails due to a malfunction, vehicle steering and braking will require greater effort.

ON-PAVEMENT DRIVING TIPS

Utility vehicles have higher ground clearance and a narrower track to make them capable of performing in a wide variety of off-road applications. Specific design characteristics give them a higher center of gravity than ordinary cars.

An advantage of the higher ground clearance is a better view of the road, allowing you to anticipate problems. They are not designed for cornering at the same speeds as conventional 2-wheel drive vehicles any more than low-slung sports cars are designed to perform satisfactorily in off-road conditions. If at all possible, avoid sharp turns or abrupt maneuvers. As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or vehicle rollover.

OFF-PAVEMENT DRIVING TIPS**When To Use Low Range**

When off-road, shift to L (Low) for additional traction in pulling forward or descending a hill, for low-speed pulling power or to improve handling and control on slippery or difficult terrain. Also use Low on the road in

rain, ice, snow, mud or sand to get heavy loads rolling, or whenever H (High) range four-wheel drive traction will not do the job.

In Snow, Mud and Sand

In heavy snow, when pulling a load, or for additional control at slower speeds, shift the transmission to a low gear and shift the transfer case to Low if necessary. Don't shift to a lower gear than necessary to maintain headway. Over-revving the engine can spin the wheels and traction will be lost.

Do not downshift on icy or slippery roads because engine braking may cause skidding and loss of control.

When driving on soft sand, reduce your tire pressure to 15 psi minimum to allow greater tire surface area. You must return the tires to normal air pressure before driving on pavement or other hard surfaces.

NOTE: Reduced tire pressures below 15 psi may cause tire unseating and loss of air pressure.

Hill Climbing

Before climbing a steep hill, change transmission to a lower gear and shift the transfer case to Low. Use first gear and Low for very steep hills.

If you stall or begin to lose headway while climbing a steep hill, allow your vehicle to come to a stop and immediately apply the brake. Restart the engine and shift to Reverse. Back up slowly down the hill allowing the compression braking of the engine and transmission to help regulate your speed. If the brakes are required to control vehicle speed, apply them lightly and avoid locking or skidding the tires.

WARNING!

If the engine stalls or you lose headway or cannot make it to the top of a steep hill or grade, never attempt to turn around. To do so may result in tipping and rolling the vehicle. Always back carefully straight down a hill in reverse gear. Never back down a hill in Neutral or with the clutch pedal depressed, using only the brake.

Remember, never drive diagonally across a hill, always drive straight up or down.

If the wheels start to slip as you approach the crest of a hill, ease off the accelerator and maintain headway by turning the front wheels sharply left and right. This will provide fresh "bite" into the surface and will usually provide traction to complete the climb.

Traction Downhill

Shift the transmission into a low gear and transfer case to Low range. Let the vehicle go slowly down the hill with all four wheels turning against engine compression drag. This will permit you to control the vehicle speed and direction.

After Driving Off-Pavement

Off-pavement operation puts more stress on your vehicle than does most on-highway driving. After going off-pavement it is always a good idea to check for damage. That way you can get any problems taken care of right away and have your Jeep ready when you need it.

- Completely inspect the underbody of your vehicle. Check tires, body structure, steering, suspension, and exhaust system for damage.
- Check threaded fasteners for looseness, particularly on the chassis, drivetrain components, steering, and suspension. Retighten them, if required, and torque to the values specified in the Repair Manual.
- Check for accumulations of plants or brush. These things could be a fire hazard. Or they might hide damage to fuel lines, brake hoses, axle pinion seals, and propeller shafts.
- After extended operation in mud, sand, water, or similar dirty conditions, have brake drums, brake linings, and axle yokes inspected and cleaned as soon as possible.

WARNING!

Abrasive material in any part of the brakes may cause excessive wear or unpredictable braking. You might not have full braking power when you need it to prevent an accident. If you have been operating your vehicle in dirty conditions, get your brakes checked and cleaned as necessary.

- If you experience unusual vibration after driving in mud, slush or similar conditions, check the wheels for impacted material. Impacted foreign material can cause a wheel imbalance and freeing the wheels will correct the situation.

FUEL REQUIREMENTS

Your engine is designed to meet all emissions regulations and provide excellent fuel economy and performance when using high quality unleaded gasoline having an octane rating of 87. The use of premium gasoline is not recommended. The use of premium gasoline will provide no benefit over high quality regular gasolines, and in some circumstances may result in poorer performance.



Light spark knock at low engine speeds is not harmful to your engine. However, continued heavy spark knock at high speeds can cause damage and immediate service is required. Engine damage resulting from operation with a heavy spark knock may not be covered by the new vehicle warranty.

Poor quality gasoline can cause problems such as hard starting, stalling and hesitations. If you experience these symptoms, try another brand of gasoline before considering service for the vehicle.

The American Automobile Manufacturers Association, AAMA, has issued gasoline specifications to define the minimum fuel properties necessary to deliver enhanced performance and durability for your vehicle. Chrysler Corporation recommends the use of gasolines that meet the AAMA specifications if they are available.

Reformulated Gasoline

Many areas of the country require the use of cleaner burning gasoline referred to as Reformulated Gasoline. Reformulated gasolines contain oxygenates, and are spe-

cifically blended to reduce vehicle emissions and improve air quality.

Chrysler Corporation strongly supports the use of reformulated gasolines. Properly blended reformulated gasolines will provide excellent performance and durability for the engine and fuel system components.

Gasoline/Oxygenate Blends

Some fuel suppliers blend unleaded gasoline with oxygenates such as 10% ethanol, MTBE, and ETBE. Oxygenates are required in some areas of the country during the winter months to reduce carbon monoxide emissions. Fuels blended with these oxygenates may be used in your vehicle.

CAUTION!

DO NOT use gasolines containing **METHANOL**. Gasoline containing methanol may damage critical fuel system components.

MMT In Gasoline

MMT is a manganese containing metallic additive that is blended into some gasoline to increase octane. Gasolines blended with MMT provide no performance advantage beyond gasolines of the same octane number without MMT. Gasolines blended with MMT reduce spark plug life and reduce emission system performance in some vehicles. Chrysler Corporation recommends that gasolines without MMT be used in your vehicle. The MMT content of gasoline may not be indicated on the gasoline pump, therefore, you should ask your gasoline retailer whether or not his/her gasoline contains MMT.

It is even more important to look for gasolines without MMT in Canada because MMT can be used at levels higher than allowed in the United States. MMT is prohibited in Federal and California reformulated gasolines.

Sulfur In Gasoline

If you live in the northeast United States, your vehicle may have been designed to meet California low emission standards with clean burning, low sulfur, California gasoline. Gasoline sold outside of California is permitted to have higher sulfur levels which may affect the perfor-

mance of the vehicle's catalytic converter. This may cause the Check Engine or Service Engine Soon Light to illuminate.

Illumination of this light while operating on high sulfur gasoline does not necessarily mean your emission control system is malfunctioning. Chrysler Corporation recommends that you try a different brand of unleaded gasoline having lower sulfur to determine if the problem is fuel related prior to returning your vehicle to an authorized dealer for service.

CAUTION!

If the Check Engine light is flashing, immediate service is required; see the onboard diagnostics system paragraph

Materials Added To Fuel

All gasoline sold in the United States is required to contain effective detergent additives. Use of additional

detergents or other additives is not needed under normal conditions.

Adding Fuel

NOTE: The fuel tank filler tube has a restricting door about 2 inches (50 mm) down from the opening. If fuel is poured from a portable container, the container should have a flexible nozzle long enough to force open the restricting door.

CAUTION!

To avoid fuel spillage and overfilling, do not "top off" the fuel tank after filling.

NOTE: When the fuel nozzle "clicks" or shuts off, the fuel tank is full.

NOTE: Tighten the gas cap until you hear a "clicking" sound. This is an indication that the gas cap is properly tightened. An improperly tightened gas cap may not unlock until you properly tighten the cap.

The Check Engine light will come on if the gas cap is not properly secured. Make sure that the gas cap is tightened each time the vehicle is refueled.

WARNING!

A fire may result if gasoline is pumped into a portable container that is inside of a vehicle. You could be burned. Always place gas containers on the ground while filling.

Fuel Filler Cap (Gas Cap)

If the gas cap is lost or damaged, be sure the replacement cap is for use with this vehicle.

CAUTION!

Damage to the fuel system or emission control system could result from using an improper fuel tank filler tube cap (gas cap). A poorly fitting cap could let impurities into the fuel system.

WARNING!

- Remove the fuel tank filler tube cap (gas cap) slowly to prevent fuel spray from the filler neck which may cause injury.
- The volatility of some gasolines may cause a buildup of pressure in the fuel tank that may increase while you drive. This pressure can result in a spray of gasoline and/or vapors when the cap is removed from a hot vehicle. Removing the cap slowly allows the pressure to vent and prevents fuel spray.
- Never have any smoking materials lit in or near the vehicle when the gas cap is removed or the tank filled.
- Never add fuel to the vehicle when the engine is running.

Fuel Tank Capacity

4-Cyl: 15 U.S. Gallons/56.8 Liters

6-Cyl: 19 U.S. Gallons/71.9 Liters

Fuel System Cautions**CAUTION!**

Follow these guidelines to maintain your vehicle's performance:

- The use of leaded gas is prohibited by Federal law. Using leaded gasoline can impair engine performance, damage the emission control system, and could result in loss of warranty coverage.
- An out-of-tune engine, or certain fuel or ignition malfunctions, can cause the catalytic converter to overheat. If you notice a pungent burning odor or some light smoke, your engine may be out of tune or malfunctioning and may require immediate service. Contact your dealer for service assistance.
- When pulling a heavy load or driving a fully loaded vehicle when the humidity is low and the temperature is high, use a premium unleaded fuel to help prevent spark knock. If spark knock persists, lighten the load, or engine piston damage may result.

- The use of fuel additives which are now being sold as octane enhancers is not recommended. Most of these products contain high concentrations of methanol. Fuel system damage or vehicle performance problems resulting from the use of such fuels or additives is not the responsibility of Chrysler Corporation and may not be covered under the New Vehicle Warranty.

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

Carbon Monoxide Warnings**WARNING!**

Carbon monoxide (CO) in exhaust gases is deadly. Follow the precautions below to prevent carbon monoxide poisoning:

- Do not inhale exhaust gases. They contain carbon monoxide, a colorless and odorless gas which can kill. Never run the engine in a closed area, such as a garage, and never sit in a parked vehicle with the

engine running for an extended period. If the vehicle is stopped in an open area with the engine running for more than a short period, adjust the ventilation system to force fresh, outside air into the vehicle.

- Guard against carbon monoxide with proper maintenance. Have the exhaust system inspected every time the vehicle is raised. Have any abnormal conditions repaired promptly. Until repaired, drive with all side windows fully open.
- Keep the liftgate closed when driving your vehicle to prevent carbon monoxide and other poisonous exhaust gases from entering the vehicle.

TIRES AND WHEELS

The factory installed tires on your vehicle are selected to provide the best all around tire performance for normal operation when inflated as recommended.

Replacement Tires

The tires on your new vehicle provide a balance of many characteristics. They should be inspected regularly for wear and correct inflation pressure. Chrysler Corporation strongly recommends that you use tires equivalent to the

originals in quality and performance when replacement is needed (see section on tread wear indicators). Failure to use equivalent replacement tires may adversely affect the safety, handling and ride of your vehicle. We recommend that you contact your original equipment tire dealer on any questions you may have on tire specifications or capability.

WARNING!

- **Never use a tire smaller than the minimum tire size listed on your vehicle's tire placard. Using a smaller tire could result in tire overloading and failure.**
- **Failure to equip your vehicle with tires having inadequate speed capability can result in sudden tire failure and loss of vehicle control.**
- **Overloading your tires is dangerous. Like under inflation, overloading can cause tire failure. Use tires of the recommended load capacity for your vehicle - never overload them.**

CAUTION!

Replacing original tires with tires of a different size may result in false speedometer and odometer readings. Check with your dealer before replacing tires with a different size.

WARNING!

The wrong tires or improper tire maintenance can lead to an accident. Follow these directions to tire safety:

- Your vehicle must be equipped with the same size and type tires of equal circumference on all four wheels, except when temporarily using the limited mileage spare tire. Do not mix radial-ply and bias-ply or bias-belted tires. If all tires are not of the same size and type, unpredictable handling may result. Proper operation of four-wheel drive vehicles depends on tires

of equal size, type and circumference on each wheel. Any difference will adversely affect shifting and can cause damage to the transfer case.

- Sustained high speeds of more than 75 mph (121 km/h) for one hour or more are not recommended for mud and snow tires, and may lead to tire failure.
- Certain combinations of special aftermarket tires and wheels may change tread measurement, resulting in changes of steering and suspension geometry. This can cause unpredictable handling and stress to steering and suspension components. Therefore, use only tire and wheel sizes and types approved for your vehicle.
- Low pressures cause premature wear and heat buildup, which could result in adverse vehicle handling or possible blowout, as well as poor traction on wet roads (especially with worn tires). Do not decrease inflation pressure if tires are hot. When adjusting inflation pressure on cold tires, do not exceed specified maximum pressure.

- Driving accidents, such as hitting curbs, can damage tires and also disrupt wheel alignment, so check these periodically.

Cold Tire Pressures

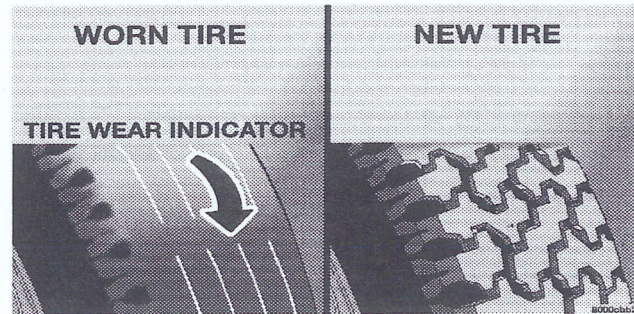
Tire Size	Full Load Pressure *	
	Front	Rear
P205/75R15	33 psi (227 kPa)	33 psi (227 kPa)
P215/75R15	33 psi (227 kPa)	33 psi (227 kPa)
P225/75R15	33 psi (227 kPa)	33 psi (227 kPa)
30 x 9.50 R15LT	29 psi (200 kPa)	29 psi (200 kPa)
Polyspare P225/75D15	33 psi (227 kPa)	

* These pressures assume the vehicle is carrying no more than 4 passengers and 200 lbs. (91 kg) cargo.

The tire pressures should be checked when tires are cold. On hot days, the pressures will be 4 to 8 psi (28 to 56 kPa) higher after high speed driving.

IMPORTANT: Check tire condition and pressure at least once a month and before any long trip. Never exceed the maximum cold tire inflation pressure shown on the tire sidewall.

Treadwear Indicators

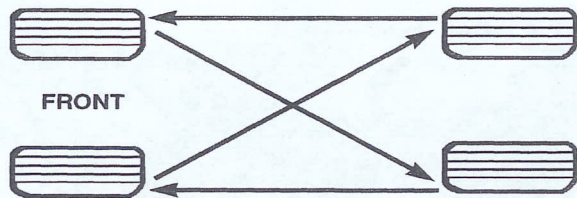


These indicators are narrow strips 1/16 inch (1.6 mm) thick and are found in the tread pattern grooves.

When the tread pattern is worn down to these treadwear indicators, the tires should be replaced.

Overloading your vehicle, long trips in very hot weather, and driving on bad roads may result in greater wear.

Tire Rotation



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Rotation is recommended at 7,500 miles (12 000 km) if you are following Maintenance Schedule "A" and at 6,000 mile (9 600 km) intervals if you are following Maintenance Schedule "B". More frequent rotation is permissible if desired. The reasons for any rapid or unusual wear should be corrected before you rotate the tires.

Alignment And Balance

To obtain full tire tread mileage, have the suspension components of your vehicle inspected and aligned when necessary.

Poor suspension alignment may result in:

- rapid tire wear
- uneven tire wear, such as feathering and one-sided wear
- vehicle pull to the right or to the left

Tires may also cause your vehicle to pull to the left or right. Alignment won't correct this condition. See your dealer for proper diagnosis of the problem.

If your vehicle vibrates, you may have a tire and wheel out of balance. Proper balancing will reduce vibration and avoid tire cupping and spotty wear. Improper alignment will not cause vehicle vibration.

Tire Chains Or Traction Devices

Install chains on rear tires only. Tire chains may be installed on all models except Sahara. Follow these

recommendations to guard against damage and excessive tire and chain wear:

- Use chains on P205/75R15 or P215/75R15 tires only. P225/75R15 and 30 x 9.5 R15LT tires do not provide adequate clearance.
- Use SAE class "U" or "S" tire chains or traction devices only.
- Chains must be the proper size for the vehicle, as recommended by the chain manufacturer.
- Follow tire chain manufacturer's instructions for mounting chains.
- Install chains snugly and tighten after .6 mile (1 km) of driving.
- **Do not** exceed 30 mph (48 km/h).
- Drive cautiously, avoiding large bumps, potholes and extreme driving maneuvers.
- **Do not** use chains or traction devices on the Poly-spare tire.

TRAILER TOWING

In this section you will find information on limits to the type of towing you can reasonably do with your Jeep vehicle. And you will find safety tips. Before towing a trailer, carefully review this information to tow your load as efficiently and safely as possible.

To maintain warranty coverage, follow the requirements and recommendations in this manual concerning vehicles used for trailer towing.

Perform maintenance services as prescribed in the Maintenance Schedules' section. When your vehicle is used for trailer towing, never exceed the gross axle weight rating (GAWR) by the addition of:

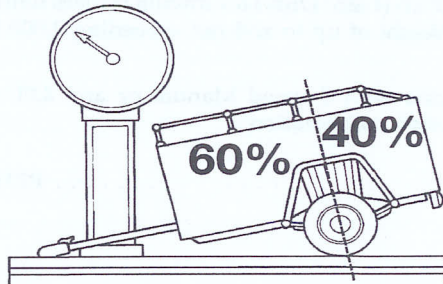
- The tongue weight of the trailer.
- The weight of any other type of cargo or equipment put in or on your Jeep vehicle. Remember that everything put in or on the trailer adds to the load on your Jeep vehicle. Refer to the Jeep Vehicle Weight Capacities' chart in the Specifications' section of this manual.

WARNING!

Improper towing can lead to an injury accident. Follow these guidelines to make your trailer towing as safe as possible:

- Be sure a trailer is loaded heavier in front, with 60% to 65% of the weight in front of the axle(s). Loads balanced over the wheels or heavier in the rear cause the trailer to sway **severely** side to side which will cause loss of control of vehicle and trailer. Failure to load trailers heavier in front is the cause of many trailering accidents.
- Do **not** interconnect the hydraulic brake system of your vehicle with that of the trailer. This could cause inadequate braking and possible personal injury.
- Do **not** connect a trailer lighting system directly to the lighting system of your vehicle. Use an approved trailer wiring harness. Failure to do so could damage the vehicle electrical system and/or result in personal injury.
- When hauling cargo or towing a trailer, **do not** overload your vehicle or trailer. Overloading can cause a loss of control, poor performance or damage to brakes, axle, engine, transmission, steering, suspension, body structure, or tires.
- **Any** hitch and trailer harness installed on your vehicle should be factory installed, or installed by a Chrysler dealer using Chrysler approved parts. Chrysler approved parts are specifically engineered with your vehicle's performance in mind, including during a collision. Other hitches may not have been so engineered. Vehicle performance, including vehicle damage in an accident situation, may therefore be different.

Trailer and Tongue Weight



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Gross Trailer Weight (GTW) means the weight of the trailer plus the weight of all cargo, consumables and equipment loaded on the trailer when in actual under-way towing condition. The best way to measure GTW is

to put your fully loaded trailer on a vehicle scale. The entire weight of the trailer must be supported by the scale.

Tongue Weight is the weight placed on the vehicle's trailer hitch by the trailer. Always load a trailer with 60% to 65% of the weight in the front of the trailer. This places 10% to 15% of the GTW on the tow hitch of your vehicle.

Trailer Towing—Hitches

With a Class I Hitch, your vehicle can be equipped to tow trailers not exceeding a Gross Trailer Weight (GTW) of 2,000 lbs. (907 kg). Tongue weight must be equal to at least 10% of GTW, but no more than 15% of GTW.

Trailer Towing Requirements:

Your Jeep vehicle may require extra equipment to safely and efficiently tow a trailer. Note the following requirements:

The 2.5L engine with 3-speed Automatic Transmission is limited to towing trailers with a Gross Trailer Weight of up to and not exceeding 1,000 lbs. (453 kg.) with a Class I Hitch





Tire Size P215/75R15
Class I Hitch (Light Duty) for towing trailers with a Gross Trailer Weight of up to and not exceeding 2,000 lbs. (907 kg).

2.5L engine with 5-speed Manual or any 4.0L engine/transmission combination.

Tire Size P215/75R15

Towing loads in excess of 2,000 lbs. is not recommended.

Minimum Vehicle Requirements for Trailer Towing

Trailer Type	Gross Trailer Weight	Tongue Weight (See Note 1)	Towing Package	GCWR (Max.) (See Note 2)	Engine	Transmission	Steering	Battery	Cooling	Axle	Tire Size
Fold Down and Low Profile <ul style="list-style-type: none">25 ft² (2.3m²) or Less Frontal Area Up to 2,000 lbs. (907 kg) (also small boats, flatbed trailers, etc.)	2,000 lbs. (907 kg) (Max.)	10 to 15% of GTW 300 lbs. (Max.)	Class 1 Hitch	5,993 lbs. (2,718 kg)	4.0L	ALL	ALL	ALL	ALL	ALL	P215/75 R15
	1,000 lbs. (453 kg) (Max.)			5,141 lbs. (2,332 kg)	2.5L	Manual 5 Spd. ONLY Auto 3 Spd. ONLY					
Other Trailer Types and Weights up to Full Box Shape <ul style="list-style-type: none">Up to 64 ft² (5.8m²) Frontal Area Up to 5,000 lbs. (2,268 kg) GTW Maximum Travel Trailer Length: 25 ft. (7.6m) 	NOT RECOMMENDED										

1 The towing vehicle payload should be reduced by the tongue load (for a dead weight hitch) to keep the rear axle loading below GAWR (Gross Axle Weight Rating) of 2,650 lbs. (1,204 kg).

2 GCWR = Total combined weight of trailer and tow vehicle.

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Cooling System Tips—Trailer Towing:

To reduce potential for engine and automatic transmission overheating, take the following actions:

- *City Traffic*

When stopped, put transmission in neutral and increase engine idle speed.

- *Highway Driving*

Reduce speed.

- *Air Conditioning*

Turn off temporarily.

- See Cooling System Operating Information in the Service and Maintenance section of this manual for more information.

Move the shift lever to the next lower position to eliminate excessive automatic transmission shifting. This action will also reduce the possibility of transmission overheating and provide better engine braking. Refer to the Automatic Transmission section of this manual for additional information.

NOTE: If your vehicle has an automatic transmission and you tow a trailer frequently, especially in hilly country or when the outdoor temperature is high, follow this recommendation:

Change the transmission fluid at 12,000 mile (19 000 km) intervals.

CAUTION!

When pulling a heavy load or driving a fully loaded vehicle use a premium unleaded fuel to help prevent spark knock. If spark knock persists, lighten the load, or engine piston damage may result.

Other restrictions apply concerning trailer type, trailer frontal area and tongue weight. Carefully review the Minimum Vehicle Requirements' chart in this section before towing a trailer.

RECREATIONAL TOWING (BEHIND MOTORHOME, ETC.)

Use the following procedure to prepare your vehicle for towing:

CAUTION!

Follow these steps to be certain that the transfer case is fully in N (Neutral) and that the axle is completely disengaged before recreational towing to prevent damage to internal parts.

1. Shift transfer case to 2H and check that the 4WD light goes out.
2. Drive vehicle 10 ft. (3 m) rearward and then 10 ft. (3 m) forward to make sure the axle is disengaged.
3. Shift transmission to Neutral.
4. Turn off the engine with the ignition key in the unlocked OFF position.
5. Shift transfer case lever from 2H to N (Neutral) position.

6. Shift manual transmission into gear or automatic transmission into P (Park).

WARNING!

With the transfer case in N (Neutral) position, the vehicle could roll unexpectedly. The parking brake should always be applied before the tow bar is attached.

7. Attach vehicle to the tow vehicle with tow bar.

CAUTION!

Do not use a bumper mounted clamp-on tow bar on your vehicle. The bumper face bar will be damaged.

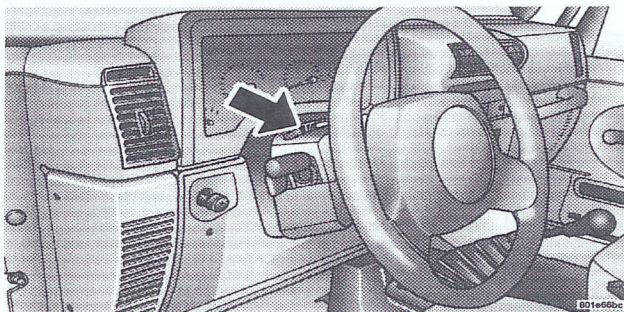
WHAT TO DO IN EMERGENCIES

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HAZARD WARNING FLASHERS

To turn ON the warning flasher, slide the knob on top of the steering column to the left. To turn the warning flashers OFF, slide the knob to the right.



Your vehicle's hazard warning flasher is an emergency warning system. When you activate it, all front and rear directional signals will flash intermittently. Use it when your vehicle is disabled on or near the road. It warns other drivers to steer clear of you and your vehicle. This is an emergency warning system, not to be used when the vehicle is in motion.

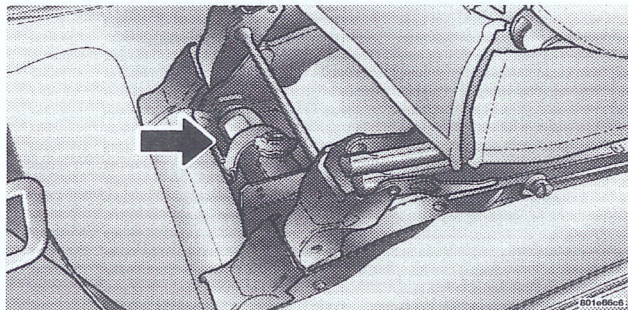
NOTE: With extended use the flasher may run your battery down.

CHANGING A FLAT TIRE**Tool Kit Location**

The jack handle driver and jack extension are located in a kit that is stored on the floor board to the right of the front passenger seat. On some models this tool kit is under the carpeting in the same location.

Jack Location

The jack and lug wrench are stored under the front passenger seat.



To remove the jack from its stowage position, carefully release the rubber strap from the bracket. Turn the thumb screw counterclockwise to loosen jack and then remove it from the bracket.

WARNING!

Always store the jack, lug wrench, jack handle driver, jack extension, and spare, flat or damaged tire securely in the proper place. Never leave them loose in the vehicle where they could become dangerous projectiles during a quick stop or collision.

WARNING!

To avoid injury from using the jack, follow these important tips:

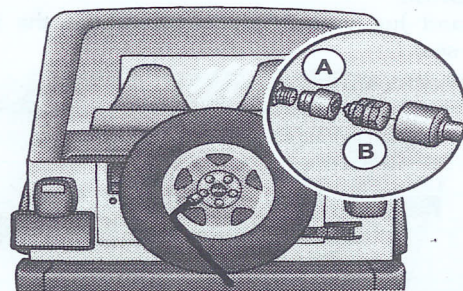
- Do not start engine while vehicle is on jack, because engine vibration or wheel movement can cause vehicle to slip off jack.
- Do not work under vehicle without jack stands supporting it. The jack is for changing wheels only. The vehicle could slide off, injuring anyone beneath it. Always check for vehicle stability after the vehicle is raised. Passengers should not remain in vehicle when you are changing wheels.

CAUTION!

Never use your vehicle jack on the bumpers, sills or underbody of your vehicle. Damage may result. Place your vehicle jack only under an axle and in the positions shown for Tire Changing Procedure.

Spare Tire Location

To remove the spare tire from the carrier, remove the tire cover, if equipped, and remove the lug nuts with the lug wrench turning them counterclockwise. If equipped with an anti-theft lug nut (A), use the "Key" (B) and the lug wrench. The "Key" is stored in the glove box.



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WARNING!

Temporary-use spare tires are for emergency use only. With these tires, do not drive more than 100 miles (160 km) or exceed 50 mph (80 km/h). Temporary-use spare tires have a total tread life of 3,000 miles (4 800 km). Be sure to follow the warnings which apply to your spare. Failure to do so could result in spare tire failure and loss of vehicle control.

NOTE: If you have added aftermarket accessories to the spare tire mounted carrier, it cannot exceed a gross weight of 50 lbs. (22.7 kg) including the weight of the spare tire.

Your Jeep vehicle is equipped with either a temporary use Polyspare tire or a conventional spare tire. Refer to Tire Pressure Chart in this manual for correct spare tire pressure.

Compact Spare Tire

- Replace the compact spare tire with a full-size tire as soon as possible.
- Never drive your vehicle with more than one compact spare installed at any time.

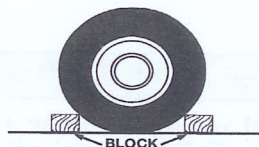
Tire Changing Procedures

WARNING!

You can be injured or killed if you try to change a wheel too close to moving traffic. Pull far enough off the road to avoid being hit when operating the jack or changing the wheel.

Preparation

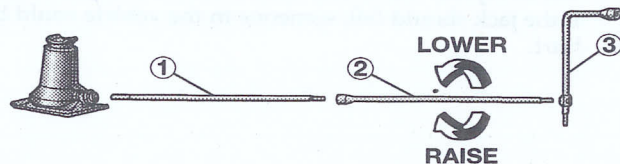
- Park on a firm, level surface well off the road, to provide ample work space. Place automatic transmission in Park or manual transmission in Reverse, and **stop engine. Set parking brake firmly and activate Hazard Warning Flasher.**
- Get everyone out of the vehicle before you jack it up. If the jack should fall, someone in the vehicle could be hurt.



- Block tire diagonally opposite tire to be changed to prevent forward and backward vehicle movement.

Instructions

1. Remove spare tire, jack and tools from stored location.
2. Before raising vehicle, loosen lug nuts on wheel with flat tire.
3. Assemble the jack and jacking tools as shown. Connect jack handle driver (1) to extension (2) then to lug wrench (3).



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4. Operate jack from the front or the rear of the vehicle. Place the jack under the axle tube, as shown.



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5. Use a clockwise rotation to raise the jack. Raise vehicle just enough to be able to remove flat tire and install spare tire.

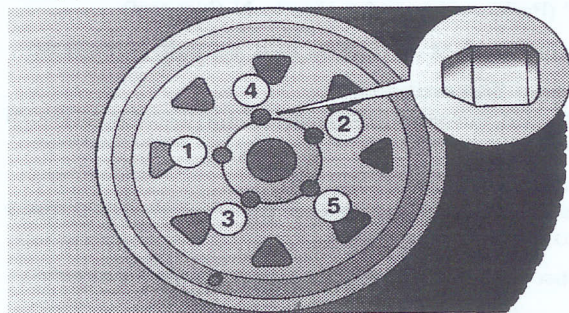
6. Remove lug nuts and wheel.

7. Position spare wheel/tire on vehicle and install lug nuts with cone-shaped end toward wheel. Lightly tighten

nuts clockwise. To avoid the risk of forcing the vehicle off the jack, do not tighten the nuts fully until the vehicle has been lowered.

8. Lower the vehicle by using a counterclockwise rotation to lower the jack.

9. Finish tightening the lug nuts securely in crisscross pattern as shown. Tighten to 85-110 foot-pounds (115-149 N·m).



10. Remove jack assembly and wheel blocks.

11. Secure jack, lug wrench, jack handle driver, jack extension, and tire in proper locations.

WARNING!

Carefully follow these tire changing warnings to help prevent personal injury or damage to your vehicle:

- Always park on a firm, level surface as far from the edge of the roadway as possible before raising the vehicle.
- Apply the parking brake firmly before jacking.
- Always block the wheel diagonally opposite the wheel being raised.
- Do not raise the vehicle higher than is necessary to remove the tire.
- Never start the engine with the vehicle on a jack.
- Do not let passengers sit in the vehicle when it is on a jack.

- Do not get under the vehicle when it is on a jack.
- Failure to follow the Tire Changing Procedure may result in personal injury or damage to your vehicle.
- Only use the jack in the positions indicated.

TOWING A DISABLED VEHICLE

Four-wheel-drive vehicles should be towed on a flatbed or with wheels supported by a dolly. Either of these methods will avoid potential damage to the transfer case.

It may be necessary to tow a 4WD vehicle with the front raised and the rear wheels on the ground. Ensure that the transfer case is in Neutral (N) and the transmission is either in Park (automatic transmission) or in gear (manual transmission).

CAUTION!

Do not disconnect rear prop shaft because fluid will leak from the transfer case and damage internal parts.

Ignition Key Available

- *Manual Transmission*

Turn the ignition key to the OFF position to unlock the steering column. Shift the transmission into gear and the transfer case to N (Neutral).

- *Automatic Transmission*

Turn the ignition key to the OFF position to unlock the steering column and gear shift linkage. Shift transmission into P (Park) and transfer case to N (Neutral).

Ignition Key Not Available and Vehicle Unlocked

- *Manual Transmission*

Shift the transmission into gear and the transfer case to N (Neutral).

- *Automatic Transmission*

Check that transmission is in P (Park), and shift transfer case to N (Neutral).

Ignition Key Not Available and Vehicle Locked

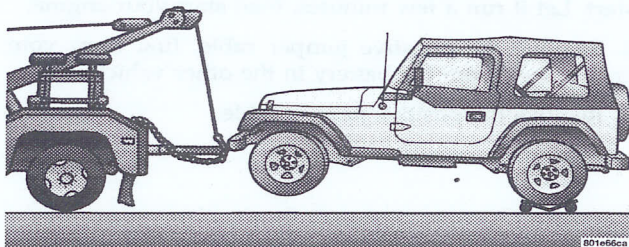
- *Manual and Automatic Transmissions*

Place a dolly under the rear wheels and tow vehicle with the front end raised.

Emergency Towing—Transfer Case Cannot Be Shifted to Neutral

Whenever an emergency situation arises and the transfer case cannot be shifted to Neutral (N), the following method can be used to tow a Jeep vehicle.

1. Turn ignition switch to the unlocked (OFF) position.
2. Shift transmission to the Neutral position.
3. Connect vehicle to tow vehicle by raising the front wheels and placing the rear wheels on a dolly.



CAUTION!

If the vehicle must be towed with the front wheels on the ground, the ignition key must be turned to the OFF position to unlock the steering column. The steering column lock is not strong enough to withstand the shock transmitted from the front wheels while towing. Also, before towing the vehicle with the rear wheels lifted, secure the steering column with a steering wheel clamping device designed for towing service.

6

Emergency Tow Hooks

Vehicles equipped with tow hooks have two mounted on the front bumper.

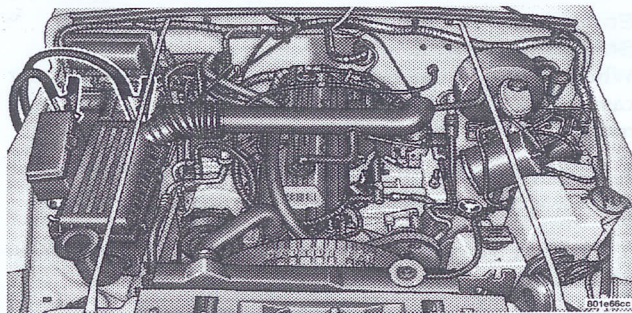
CAUTION!

Tow hooks are for emergency use only, to rescue a vehicle stranded off road. Do not use for tow truck hook-up or highway towing. You could damage your vehicle.

JUMP STARTING PROCEDURE

1. Connect a jumper cable between the positive posts of the two batteries. The positive post may be identified by "POS" or a "+" sign on the battery cover near the battery post.

2. Connect one end of the other jumper cable to the negative terminal of the battery in the other vehicle. The negative terminal has "NEG" or a "N" on the battery cover near the post. Do not connect the other end of the jumper cable to the negative post of the discharged battery. Connect it to the engine. Do not connect the jumper to the fuel system, air cleaner or fuel line. Keep the cables clear of belts and pulleys.



3. Start the engine in the vehicle providing the jump start. Let it run a few minutes, then start your engine.

4. Remove the negative jumper cable, first from your engine then from the battery in the other vehicle.

5. Remove the positive jumper cable.

WARNING!

Jump starting can be dangerous. To avoid personal injury or damage to electrical components in vehicle, observe the following warnings:

- Do not use a booster battery or any other booster source that has a greater than 12 volt system, i.e. Do not use a 24 volt power source.
- Never attempt to jump start a discharged battery that is frozen, because it could rupture or explode during jump starting.

- Be sure your vehicle is not touching the jump start vehicle.
- Observe all Battery Warnings located in the Maintenance section of this manual when jump starting your vehicle.

WARNING!

Do not attempt to push or tow your vehicle to get it started. Unburned fuel could enter the converter and, once the engine has started, ignite and cause the converter to overheat and rupture.

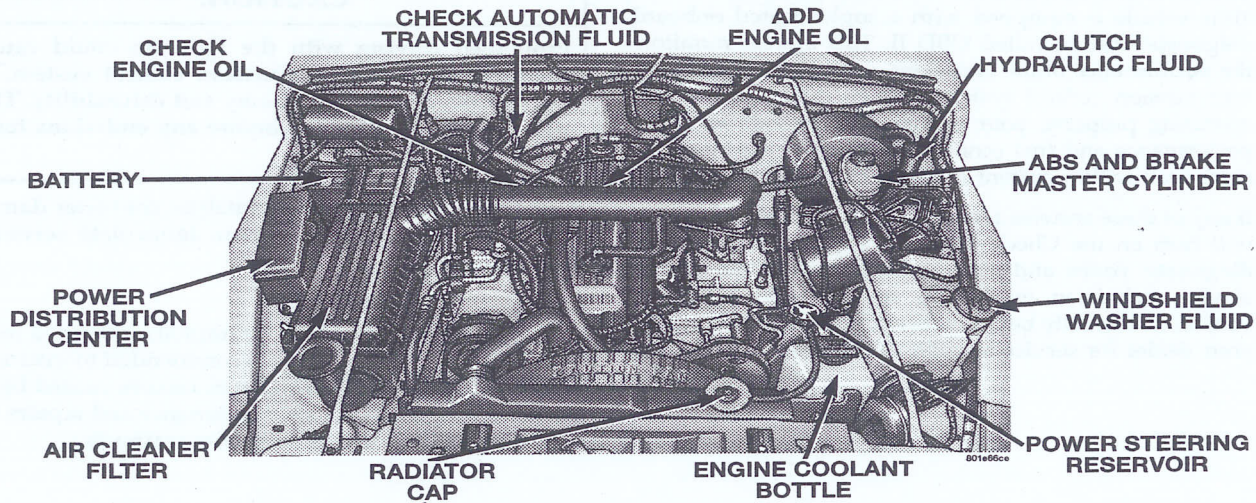
MAINTAINING YOUR VEHICLE

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ENGINE COMPARTMENT



ONBOARD DIAGNOSTIC SYSTEM (OBD II)

Your vehicle is equipped with a sophisticated onboard diagnostic system called OBD II. This system monitors the performance of the emissions, engine, and automatic transmission control systems. When these systems are operating properly, your vehicle will provide excellent performance and fuel economy, as well as engine emissions well within current government regulations.

If any of these systems require service, the OBD II system will turn on the Check Engine Light. It will also store diagnostic codes and other information to assist your service technician in making repairs. Although your vehicle will usually be drivable and not need towing, see your dealer for service as soon as possible.

CAUTION!

Prolonged driving with the light on could cause further damage to the emission control system. It could also affect fuel economy and driveability. The vehicle must be serviced before any emissions tests can be performed.

If the light is flashing, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

REPLACEMENT PARTS

Use of genuine Mopar parts for normal/scheduled maintenance and repairs is highly recommended to insure the designed performance. Damage or failures caused by the use of non-Mopar parts for maintenance and repairs will not be covered by Chrysler Motors warranty.

DEALER SERVICE

Your dealer has the qualified service personnel, special tools and equipment to perform all service operations in an expert manner. Service manuals are available which include detailed service information for your vehicle. Refer to these manuals before attempting any procedure yourself.

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

WARNING!

You can be badly injured working on or around a motor vehicle. Do only that service work for which you have the knowledge and the proper equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

MAINTENANCE PROCEDURES

Guidelines For Checking Fluid Levels

1. Use only fluids and lubricants recommended in this manual.
2. Maintain maximum cleanliness. Fluids lubricate parts or provide chemical or mechanical action. Dirt, water or lint from rags will severely reduce the effectiveness of a fluid and can cause component damage or a personal injury, such as the result of using contaminated brake fluid.
3. Check fluids at the prescribed temperatures. Fluid levels change as temperature changes.
4. Observe operating instructions. Some components must be operating for an accurate reading to be taken.
5. Check both sides of a dipstick for accurate reading.
6. Position the vehicle on a level surface to avoid false readings.

7. When checking a fluid through a fill plug hole, such as on a manual transmission, transfer case or axle, the fluid level should be at the bottom of the fill hole or slightly below when the unit is COLD. If low, **add fluid in small amounts** to raise the level. When the unit is WARM, fluid may ooze out of the filler hole. This is acceptable. **Fluid should not gush out.**

8. Never overfill. Too much water or anti-freeze weakens protection. Too much oil causes excess heat and foaming which can cause fluid to leak through the vent tubes, blown seals or damage from loss of fluid or lubricant breakdown.

9. Periodically observe the area where you normally park your vehicle. If you notice any fluid spots on the ground, check the fluid/lubricant levels of your vehicle. If the spotting persists, see your dealer. During the summer, spotting may result from water condensing in vehicles equipped with air conditioning. This is normal.

Disposing of Used Engine Fluids

Care should be taken in disposing of the used fluids from your vehicle. Used fluids, indiscriminately discarded, can present a problem to the environment. Contact your local

dealer, service station, or governmental agency for advice on how and where used fluids can be safely discarded in your area.

Engine Oil And Filter Changes

Frequency Of Engine Oil Changes

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

- Frequent short trip driving less than 5 miles (8 km)
- Frequent driving in dusty conditions
- Trailer towing
- Extensive idling
- More than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C)
- Off road driving
- Desert operation

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

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

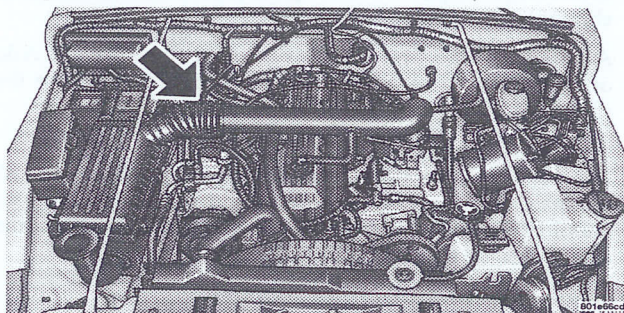
CAUTION!

Do not overfill the crankcase. This will cause oil aeration and loss of oil pressure.

Frequency Of Oil Filter Changes

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

Engine Oil Level Check



Check the oil regularly with the vehicle on level ground. If the engine is warm, allow time for oil to drain into the crankcase before checking the level. The oil level should be within the safe range marks on the dipstick. If the oil level is at the ADD mark, add 1 U.S. qt./0.95L.

Engine Oil Capacity

2.5L, 4-Cyl. Engine: 4 U.S. quarts/3.8 Liters (with filter change).

4.0L, 6-Cyl. Engine: 6 U.S. quarts/5.7 Liters (with filter change).

After oil change, check oil level using the dipstick. Add oil as necessary to bring level to the FULL mark on the dipstick.

Selection Of Engine Oil

For best performance and maximum protection for all engines under all types of operation, only engine oils should be selected that meet the oil quality certification and viscosity requirements as follows:

Engine Oil Identification Symbol

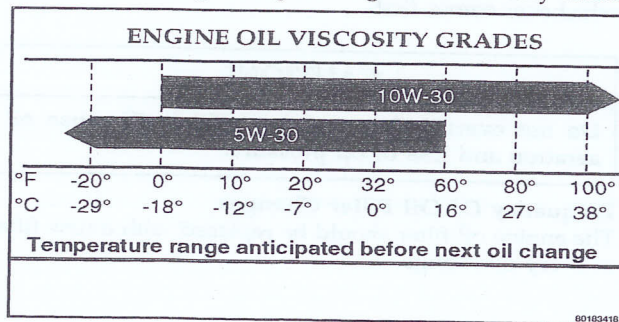
There is a symbol to aid you in selecting the proper engine oil.



This symbol on the front of an oil container means that the oil has been certified by the American Petroleum Institute (API) to meet all the lubrication requirements specified by Chrysler Corporation.

Engine Oil Viscosity (SAE Grade)

Multi-viscosity oils protect the engine over a wide range of operating temperatures and driving conditions and therefore can be used all year round. Select oil viscosity according to the lowest air temperature expected before the next oil change using the engine oil viscosity chart.



Lubricants which do not have both the engine oil certification mark and the correct viscosity grade number should not be used.

Materials Added To Engine Oils

It is recommended that no other materials be added to the motor oil approved for use in this vehicle.

Adding Engine Oil

Add oil at the oil filler cap. Keep the engine clean by wiping up any spilled oil.

NOTE: To protect our environment, please dispose of used oil properly. Do not place in trash or drain on the ground.

CAUTION!

An Engine Oil Pressure Gauge is included in the gauge package. This gauge does not indicate oil level. Consistent low readings indicate possible malfunction which may lead to engine damage. Seek authorized service.

Draining Engine Oil

After the engine reaches operating temperature turn off the ignition and allow the oil to drain back into the oil pan. This will assure complete removal of used oil contaminants. Remove the engine oil drain plug and allow oil to drain.

NOTE: Do not allow used engine oil to drain on the ground. To prevent serious pollution problems, collect the used oil and dispose of it properly.

Oil Filter Change

Turn filter counterclockwise to remove. When installing a new filter, be sure to clean the engine block filter mount and coat the rubber seal on the filter lightly with oil. **Hand-tighten only.** Tighten the filter 1/2 to 3/4 turn clockwise past the point the filter gasket contacts the engine block filter mount.

Be sure to check for leaks by running the engine until it is warm.

NOTE: The oil filter should be changed every oil change.

Coolant System

WARNING!

You or others can be badly burned by hot coolant or steam from your radiator. If you see or hear steam coming from under the hood, don't open the hood until the radiator has had time to cool. Never try to open a cooling system pressure cap when the radiator is hot.

Coolant Checks

Check coolant protection every 12 months (before the onset of freezing weather, where applicable). If coolant is dirty or rusty in appearance, the system should be drained, flushed and refilled with fresh coolant.

Check the front of the radiator for any accumulation of bugs, leaves, etc. Clean the radiator by gently spraying water from a garden hose at the back of the core.

Check the recovery bottle tank tubing for condition and tightness of connection at the bottle and radiator. Inspect the entire system for leaks.

With the engine at normal operating temperature (but not running), check the cooling system pressure cap for proper vacuum sealing by draining a small amount of coolant from the radiator drain cock. If the cap is sealing properly, the coolant will begin to drain from the reserve tank. Do not remove the cap when the cooling system is hot.

Cooling System Maintenance

At 36 months or 52,500 miles (84 000 km), and then every 24 months or 30,000 miles (48 000km) thereafter, the cooling system should be drained, flushed and refilled with Mopar Antifreeze or an equivalent meeting Chrysler Standard MS 7170.

Cooling System — Drain, Flush, And Refill

At the intervals shown on the Maintenance Schedules, the system should be drained, flushed, and refilled.

If the solution is dirty and contains a considerable amount of sediment, clean and flush with reliable cooling system cleaner. Follow with a thorough rinsing to remove all deposits and chemicals. Discard old antifreeze solution.

Engine Coolant Disposal

Used ethylene glycol based engine coolant is a regulated substance requiring proper disposal. Check with your local authorities to determine the disposal rules for your community. Do not store ethylene glycol based engine coolant in open containers or allow it to remain in puddles on the ground. Prevent ingestion by animals or children. If ingested by a child, contact a physician immediately.

Selection Of Coolant

Use only a high quality ethylene glycol based antifreeze coolant with a silicate inhibitor, such as Mopar P/N 4267020 or equivalent.

CAUTION!

Failure to use the proper antifreeze could cause radiator plugging and engine overheating. Do not mix antifreeze brands or use plain water alone or alcohol base antifreeze products. Do not use additional rust inhibitors or antirust products, as they may not be compatible with the radiator coolant and may plug the radiator.

Adding Coolant

When adding coolant, a minimum solution of 50% ethylene glycol antifreeze coolant in water should be used. Use higher concentrations (not to exceed 70%) if temperatures below -37°F (-38°C) are anticipated.

Please note that it is the owner's responsibility to maintain the proper level of protection against freezing according to the temperatures occurring in the area where the vehicle is operated.

Cooling System Pressure Cap

The cap must be fully tightened to prevent loss of coolant, and to insure that coolant will return to the radiator from the coolant reserve tank.

The cap should be inspected and cleaned if there is any accumulation of foreign material on the sealing surfaces.

WARNING!

The warning words "DO NOT OPEN HOT" on the cooling system pressure cap are a safety precaution. Never add coolant when the engine is overheated. Do not loosen or remove the cap to cool an overheated engine. Heat causes pressure to build up in the cooling system. To prevent scalding or injury, do not remove the pressure cap while the system is hot or under pressure.

Coolant Level

The coolant bottle provides a quick visual method for determining that the coolant level is adequate. The coolant level must be at the FULL mark or above the ADD mark on the bottle.

The radiator normally remains completely full, so there is not need to remove the radiator cap unless checking for coolant freeze point or replacing coolant. Advise your service attendant of this. As long as the engine operating temperature is satisfactory, the coolant bottle need only be checked once a month.

When additional coolant is needed to maintain the proper level, it should be added to the coolant bottle. Do not overfill.

Points To Remember

NOTE: When the vehicle is stopped after a few miles of operation, you may observe vapor coming from the front of the engine compartment. This normally a result of moisture from rain, snow, or high humidity accumulating on the radiator and being vaporized when the thermostat opens, allowing hot water to enter the radiator.

If an examination of your engine compartment shows no evidence of radiator or hose leaks, the vehicle may be safely driven. The vapor will soon dissipate.

- Do not overfill the coolant bottle.

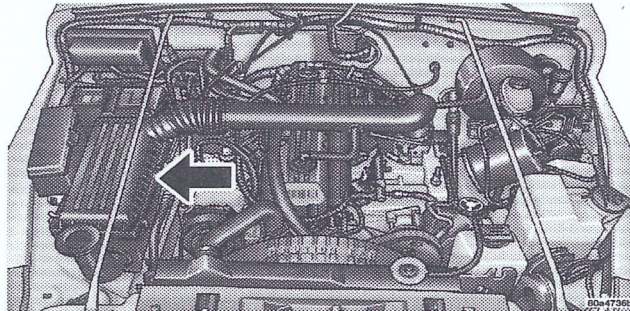
- Check coolant freeze point in the system.
- If frequent coolant additions are required, or if the level in the recovery bottle does not drop when the engine cools, the cooling system should be pressure tested for leaks.
- Maintain coolant concentration to 50% ethylene glycol (minimum) with recommended antifreeze for proper corrosion protection of your engine that contains aluminum components.
- Make sure that the radiator and coolant bottle hoses are not kinked or obstructed.
- Do not change the thermostat for summer or winter operation. If replacement is ever necessary, install **ONLY** the correct type thermostat. Other designs may result in unsatisfactory cooling performance, poor gas mileage, and increased emissions.

Engine Air Cleaner Filter

Unsnap the clips on the air cleaner cover.

Remove the filter as shown.

Under normal driving conditions, replace the air filter at the intervals shown on Schedule "A". If, however, you drive the vehicle frequently under dusty or severe conditions, the filter element should be inspected periodically and replaced if necessary at the intervals shown on Schedule "B".

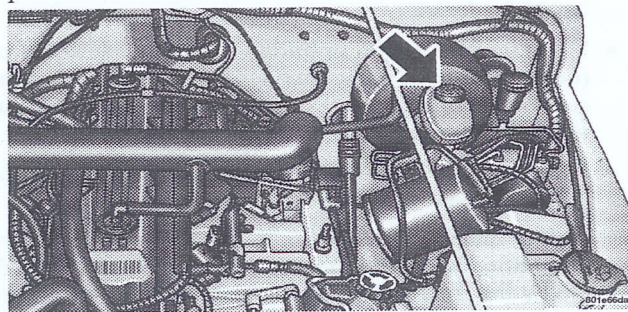


WARNING!

The air cleaner can provide protection in the case of engine backfire. Do not remove the air cleaner unless it is necessary for repair or maintenance. Make sure that no one is near the engine compartment before starting the vehicle with the air cleaner removed. Failure to do so can result in serious personal injury.

Brake System**Fluid Level Check**

The Brake Fluid reservoir is located in the engine compartment on the driver's side.



Clean the cap and reservoir exterior before removing the cap. Fill the reservoir to the full mark on the side of the reservoir. Do not overfill.

WARNING!

Do not overfill. The fill level is marked on the side of the reservoir. Too much fluid will create excessive pressure and leak fluid around cap of reservoir. Your brakes may not work properly and you could have an accident.

Recommended Fluid

Mopar Brake Fluid or equivalent meeting SAE J1703 and DOT3.

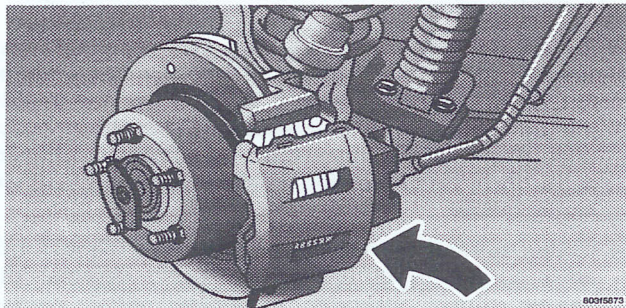
Brake System Tips**WARNING!**

Improperly maintained brakes can lead to brake failure and an injury accident. The following tips will help maintain your brakes safely:

- Clean all dirt and grease from the reservoir cover before removing it to check or add fluid. Contamination of brake fluid could cause brake failure, resulting in bodily injury.
- Do not use reclaimed fluid, mineral oil, fluid that was stored in old or open containers, or brake fluid inferior to DOT 3 and SAE Standard J1703. Be sure to handle the brake fluid in clean containers that will not introduce even a slight amount of foreign liquids or particles. Such contamination of brake fluid could lead to brake failure.
- Under normal service, brake fluid level should not drop rapidly. If you have to frequently replenish the master cylinder reservoir, immediately obtain corrective service.

Front Brakes

Visually check for worn brake pads through each disc brake caliper inspection port.



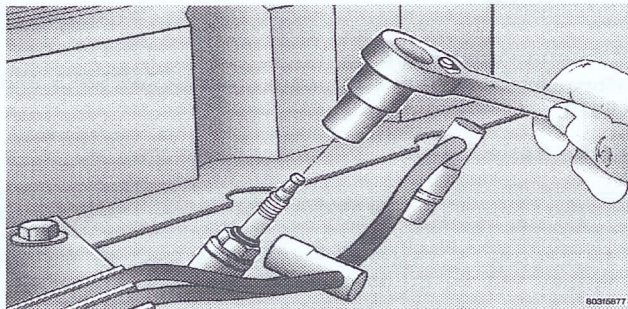
Self Adjusting Rear Brakes

To maintain the correct adjustment, you need only drive your vehicle in reverse and apply the brakes until the vehicle comes to a complete stop. If further adjustment is needed, drive forward about 20 feet before you repeat the reverse application. To avoid poor braking, brake pull, or damage to brake drums, the brake linings should be

inspected at the mileage interval shown on the appropriate maintenance schedule.

Spark Plugs

When replacing plugs, do not damage electrode tip and avoid overtightening. Recommended torque is 26 to 30 ft-lbs. (35-40 N·m).



Spark Plug Type

Refer to the Vehicle Emission Control Information label in the engine compartment.

Spark Plug Gap

Refer to the Vehicle Emission Control Information label in the engine compartment.

Hydraulic Clutch Fluid (Manual Transmissions)

The clutch hydraulic system is a sealed maintenance free system. In the event of leakage or other malfunction, the system must be replaced.

Manual Transmission Fluid

Fluid Level Check

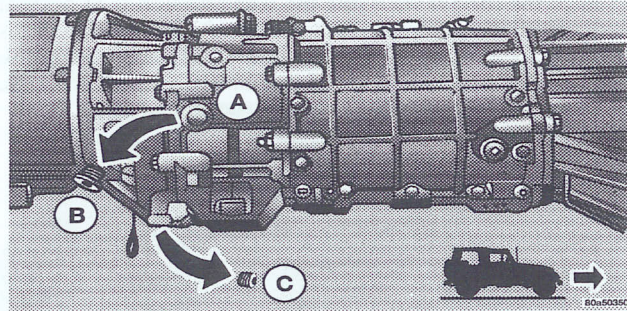
Remove fill plug (B). Fluid should be at the bottom of filler hole (A).

Recommended Fluid

Use only Mopar Gear Lubricant or equivalent SAE 75W-90 API-GL5 grade.

Adding Fluid

Fluid should be added at the filler hole (A) until fluid begins to run out of hole.



Drain And Fill

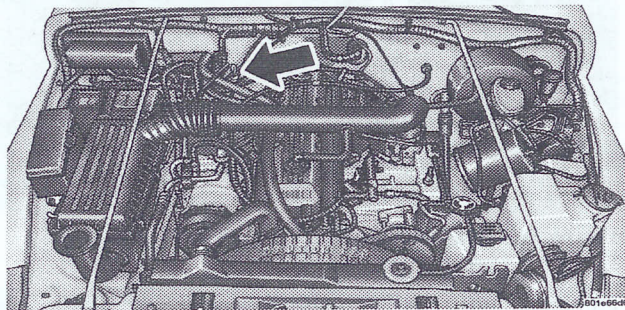
Drain: First remove fill plug (B), then drain plug (C).

Fill: Install plug (C). Fill to the bottom of the fill hole until fluid runs out of the hole. Install plug (B).

Automatic Transmission Fluid

Fluid Level Check

Check the fluid level while the transmission is at normal operating temperature. This occurs after at least 15 miles (25 km) of driving. At normal operating temperature the fluid cannot be held comfortably between the fingertips.



1. Operate engine at idle speed and normal operating temperature.

2. Place vehicle on level surface. Block wheels to prevent vehicle movement. Apply parking brake fully and depress the brake pedal. Move gearshift lever through all ranges. **Shift to Neutral (Not Park).**

3. Remove the dipstick, wipe clean and insert fully. Remove dipstick again and note fluid level on both sides. Fluid level should be within the cross-hatched area at normal operating temperature. If fluid is low, add as required into the dipstick tube. **Do not overfill.**

4. Check for leaks. Release the parking brake.

NOTE: If necessary to check the transmission below operating temperature, the fluid level should be between the two circles with the fluid at approximately 75°F (24°C) (room temperature). If the fluid level is correctly established at room temperature, it should be at the full mark on the dipstick when the transmission reaches normal operating temperature (170°F or 77°C). Remember, it is best to check the level at normal operating temperature.

Fluid Capacity

2.5L Engine

14 Pints (6.6 liters)

4.0L Engine

17.1 Pints (8.1 liters)

Recommended Fluid

Chrysler Automatic Transmission Fluid identified as ATF+3® or ATF+3 Type 7176® should be used to assure optimum transmission performance. It is important that the transmission fluid be maintained at the prescribed level using the recommended fluid.

WARNING!

Using transmission fluids other than ATF+3® may cause deterioration in shift quality and/or torque converter clutch shudder.

Adding Fluid (Typical)

CAUTION!

Never overfill the automatic transmission. Foaming and loss of fluid through the vent or filler tube, and malfunction, may result.

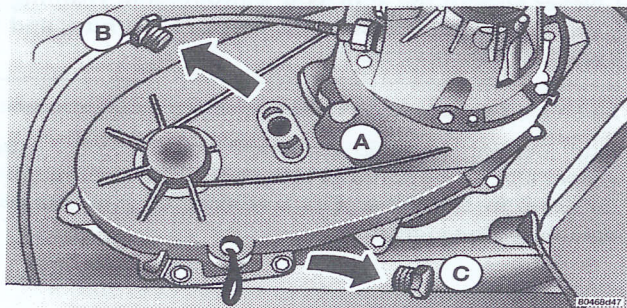
Use a long-necked funnel inserted into the dipstick tube.

Add just enough fluid to fill the transmission to the proper level. It takes only 1 U.S. pt./0.5L. of fluid to raise the level from ADD to FULL when fluid is at normal operating temperature.

Transfer Case

Fluid Level Check

Lubricant should be level to 1/2 inch below the bottom of the fill hole (A).



Adding Fluid

Only at filler hole until fluid runs out of the hole.

Drain

First remove fill plug (B), then drain plug (C). Recommended tightening torque for drain and fill plugs is 30 to 40 foot-pounds (41 to 54 N·m).

CAUTION!

When replacing plugs, do not overtighten. You could damage them and cause them to leak.

Recommended Fluid

Mopar ATF or an equivalent labeled Dexron® II, Dexron® III, or Mercon®.

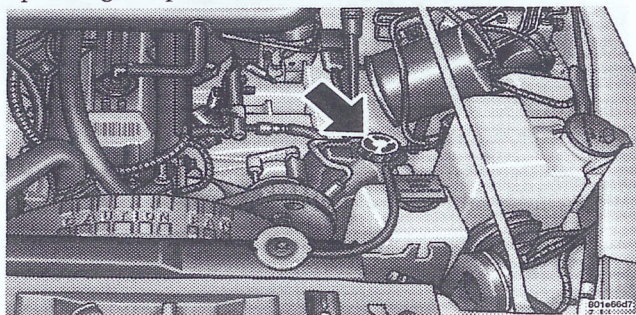
Capacity

2.2 U.S. pints/1.0 Liter

Power Steering Fluid

Fluid Level Check

The power steering fluid should be checked at the power steering reservoir by removing the cap dipstick whenever the vehicle is serviced. Before removing the reservoir cap, clean the cap and reservoir. The dipstick should indicate FULL COLD when the fluid is at room temperature and FULL HOT when the engine is at normal operating temperature.



WARNING!

You could be injured by moving parts if you check the Power Steering Fluid with the engine running. Shut the engine OFF.

Check the fluid level at the power steering reservoir whenever the hood is raised for scheduled maintenance.

Before removing the reservoir cap, wipe the outside of the cap and reservoir clean, so that no dirt can fall into the reservoir.

Adding Fluid

Remove cap. Pour fluid into reservoir. Do not overfill.

Recommended Fluid

Use only petroleum fluids specially formulated for minimum effect on rubber hoses. Use Mopar Power Steering Fluid. Do not use automatic transmission fluid.

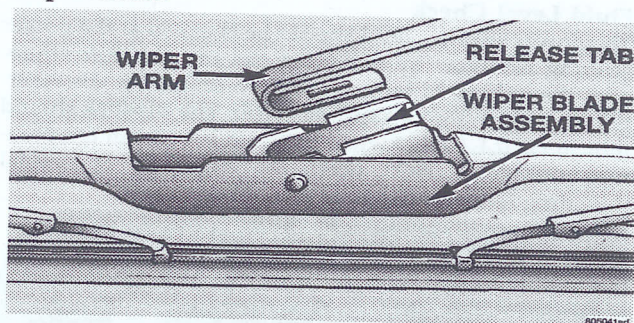
NOTE: Clean spilled fluid from all surfaces.

Windshield Wiper Blades

Clean the rubber edges of the wiper blades and the windshield periodically with a sponge or soft cloth and a mild non-abrasive cleaner. This will remove accumulations of salt or road film.

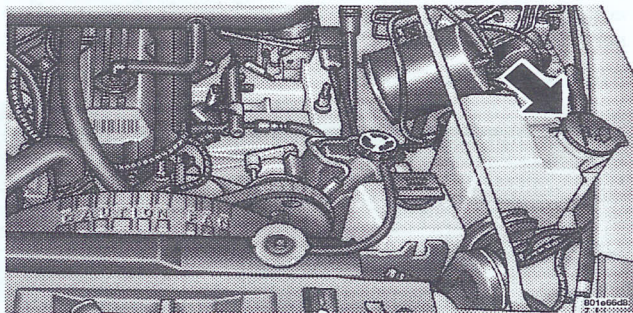
Operation of the wipers on dry glass for long periods may cause deterioration of the wiper blades. Always use washer fluid when using the wipers to remove salt or dirt from a dry windshield. Avoid using the wiper blades to remove frost or ice from the windshield. Keep the blade rubber out of contact with petroleum products such as engine oil, gasoline, etc.

Windshield And Rear Window Wiper Blade Replacement



1. Lift the wiper arm away from the glass.
2. Push the release tab shown in the picture and slide the wiper blade assembly away from the wiper arm.
3. Install the new blade assembly onto the wiper arm tip until it locks in place.

Windshield Washers



The fluid reservoir in the engine compartment should be checked for fluid level at regular intervals. Fill the reservoir with windshield antifreeze (not radiator antifreeze) rated not to freeze at -25°F (-31°C). Operate the system for a few seconds to flush out the residual water.

WARNING!

Commercial windshield washer solvents are flammable. They could ignite and burn you. Care must be exercised when filling or working around the washer solution.

Windshield Washer Aiming

To change the aim of the windshield washers, place a safety pin into the nozzle opening and move the nozzle slightly. Continue making slight adjustments until you obtain the desired pattern.

Air Conditioner

Air Conditioner Maintenance

Have your air conditioner checked at the start of each warm season. The service should include cleaning of the condenser fins and a refrigerant level check. Drive belt tension should also be checked at this time.

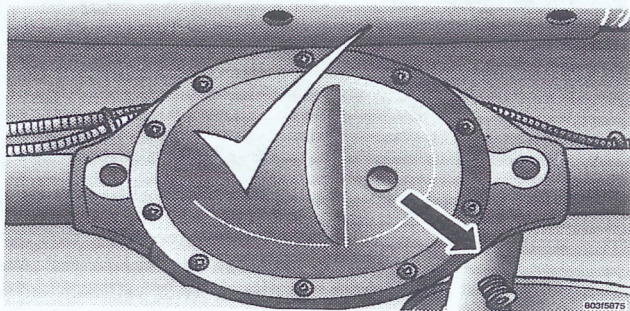
WARNING!

- Without proper tools and information, never open the air conditioning circuit. R-134a is dangerous and personal injury could result if it contacts your eyes or skin.
- Never add air conditioning refrigerant to correct a non-cooling problem unless pressure gauges are connected to the system by a certified technician. Lack of cooling could be due to a restriction and adding refrigerant may cause a dangerous pressure rise and you could be injured.
- Use only refrigerants approved by Chrysler Corporation for your air conditioning system. Some unapproved refrigerants are flammable and can explode, injuring you. Other unapproved refrigerants can cause the system to fail, requiring costly repairs.

Refrigerant Recovery and Recycling

R-134a Air Conditioning Refrigerant is a hydrofluorocarbon (HFC) that is endorsed by the Environmental Protection Agency and is an ozone-saving product. How-

ever, Chrysler Corporation recommends that air conditioning service be performed by dealers or other service facilities using recovery and recycling equipment.

Front/Rear Axle Fluid**Fluid level Check**

Lubricant should be 1/2" below the oil fill hole.

Adding Fluid

Add lubricant only at the fill hole and only to the level specified above.

Recommended Fluid

Mopar Gear Lubricant or equivalent SAE 80W-90 thermally stable API-GL5 grade. For trailer towing applications use SAE 75W-140 synthetic gear lubricant API-GL5 grade.

Limited-slip Trac-Lok differentials require the use of a friction control additive such as Mopar Hypoid Gear Oil Additive Friction Modifier. This should be added to the gear lubricant whenever a fluid change is made.

Capacity

Axle	Capacity
Front (181 FBI)	40 OZ./1.18 Liter
Rear (194 RBI)	56 OZ./1.66 Liter
Rear (216 RBI)	64 OZ./1.90 Liter
Rear (194 RBI) with Trac-Lok	Substitute 3.5 OZ./1.0 Liter with Friction Modifier
Rear (216 RBI) with Trac-Lok	Substitute 4.0 OZ./1.2 Liter with Friction Modifier

Driveline And Steering Component Lubrication

U-joints (cardan joints) are sealed and do not require lubrication. Prop shafts, yokes, ball joints and other driveline and steering components may be provided with grease fittings for lubrication. Lubrication of these components at the intervals specified in the Maintenance Schedules is very important, particularly if your vehicle is subjected to off-road or other heavy-duty use. See your dealer for complete service information.

Selection of Lubricating Grease



The National Lubricating Grease Institute (NLGI) has developed a symbol (Certification Mark) to aid the vehicle owner in the proper selection of grease for the lubrication of wheel bearings and chassis components. This symbol, an example shown here, is located on the

grease container and identifies the application and quality of the grease.

There are two groups identified, those for wheel bearings (Letter "G") and those for chassis (Letter "L") lubrication. Performance categories within these groups result in dual letter designations for each group.

The letter designations shown in the example are the highest quality level available and when combined as shown can be used for both wheel bearing and chassis lubrication. Use only those greases that have the NLGI symbol on the container along with the proper quality level for your application.

Body Lubrication

Locks and all body pivot points, including such items as seat tracks, doors, tailgate and hood hinges, should be lubricated periodically to assure quiet, easy operation and to protect against rust and wear. Prior to the application of any lubricant, the parts concerned should be wiped clean to remove dust and grit; after lubricating excess oil and grease should be removed. Particular attention should also be given to hood latching components to insure proper function. When performing other underhood services, the hood latch, release mechanism and safety catch should be cleaned and lubricated.

The external lock cylinders should be lubricated twice a year, preferably in the fall and spring. Apply a small amount of a high quality lubricant such as MOPAR lock cylinder lubricant directly into the lock cylinder.

See **Recommended Fluids, Lubricants & Parts**, at the back of this manual.

Battery

Keep the battery terminals clean and free from corrosion by cleaning them periodically with a solution of baking soda and water.

CAUTION!

Keep battery fluid and any deposits removed from the battery connections away from paint, sheet metal and plastics. Damage to these materials could result.

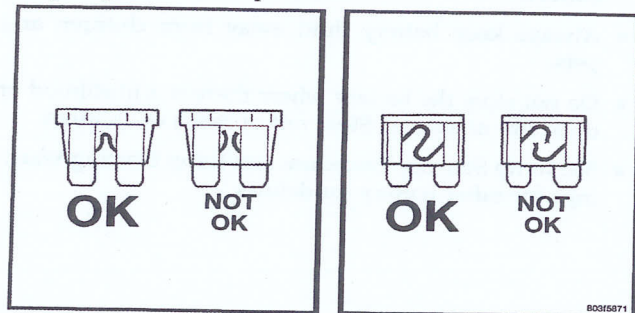
WARNING!

Handled improperly, batteries can be dangerous. Follow these precautions when servicing your battery:

- Use extreme care when servicing the battery. Battery fluid contains sulfuric acid and must be kept from the eyes and skin. Safety glasses, rubber gloves and protective clothing are recommended. If acid contacts eyes or skin, flush immediately with large amounts of water. Get emergency medical attention immediately.
- Batteries produce hydrogen gas and can explode and cause serious bodily injury. Don't smoke while checking or servicing battery. Keep open flames and sparks away from battery filler caps.
- To avoid a short circuit which could cause injury, never allow tools or metal objects to contact the battery posts and vehicle at the same time. Also, disconnect the negative battery cable when checking or servicing battery.
- Always keep battery fluid away from children and pets.
- Do not store the battery where there is a likelihood of open fire or sparks. Store out of reach of children.
- See Jump Starting Procedure and Jump Starting Warnings for other battery guidelines.

Electrical Failure

In case of a minor short circuit, you can change a fuse. Repeated short circuits indicate an electrical problem. If a fuse continues to fail, see your dealer. Do not use a higher amperage fuse than specified.

**Vehicle Storage**

If you are leaving your vehicle dormant for more than 21 days you may want to take steps to protect your battery. You may:

- Remove the mini fuse #17 in the Power Distribution Center labeled IOD (Ignition Off-Draw).

- Or, disconnect the negative cable from the battery.

Appearance Care**Protection Of Body And Paint From Corrosion****CAUTION!**

Low gloss factory finish paints should not, under any circumstances, be waxed, polished, buffed or spot repaired.

Vehicle body care requirements vary according to geographic locations and usage. Chemicals that make roads passable in snow and ice, and those that are sprayed on trees and road surfaces during other seasons, are highly corrosive to the metal in your vehicle.

The following maintenance recommendations will enable you to obtain maximum benefit from the corrosion resistance built into your Jeep vehicle.

What Causes Corrosion?

Corrosion is the result of deterioration or removal of paint and protective coatings from your vehicle.

The most common causes are:

- Road salt, dirt and moisture accumulation.
- Stone and gravel impact.
- Insects, tree sap and tar.
- Salt in the air near sea-coast localities.
- Atmospheric fallout/industrial pollutants.

Washing

- Wash your Jeep vehicle regularly. Always wash your vehicle in the shade using a mild car wash soap and rinse the panels completely with clear water.
- If insects, tar or other similar deposits have accumulated on your vehicle, wash it as soon as possible.
- Use Mopar auto polish to remove road film and stains and to polish your vehicle. Take care never to scratch the paint.
- Avoid using abrasive compounds and power buffing that may diminish the gloss or thin out the paint finish.

CAUTION!

Do not use abrasive or strong cleaning materials such as steel wool or scouring powder, which will scratch metal and painted surfaces.

Appearance Care For Fabric Top Models

CAUTION!

To maintain the appearance of your vehicle's interior trim and top, follow these precautions:

- Avoid leaving your vehicle unattended with the top down, as exposure to sun or rain may damage interior trim.
- Do not use harsh cleaners or bleaching agents on top material, as damage may result.
- Do not allow any vinyl cleaner to run down and dry on the paint, leaving a streak.

- After cleaning your vehicle's fabric top, always make sure it is completely dry before lowering.
- Be especially careful when washing the windows by following the directions for "Care of Fabric Top Windows."

WASHING — Always use mild soap suds, lukewarm water, and a brush with soft bristles. If extra cleaning is required, use a mild foaming cleaner on the entire top, but support top from underneath.

RINSING — Be sure to remove all trace of cleaner by rinsing the top thoroughly with clean water. Remember to allow the top to dry before lowering it.

Care Of Fabric Top Windows

CAUTION!

Your Jeep vehicle's fabric top has pliable plastic windows which can be scratched unless special care is taken by following these directions:

1. Never use a dry cloth to remove dust. Instead, **use a soft cotton cloth moistened with cold or warm, clean water, and wipe across the window, not up and down.**
2. When washing, **never use hot water** or anything stronger than a mild soap. Never use solvents such as alcohol or harsh cleaning agents.
3. Always rinse thoroughly with cold water, then wipe with a soft and slightly moist, clean cloth.
4. When removing frost, snow or ice, **never use a scraper or de-icing chemicals.** Use warm water only if you must clean the window quickly.
5. Zipper operation can be eased by rubbing zipper with beeswax or a bar of handsoap.
6. Never paste stickers, gummed labels or any tape to the windows. Adhesives are hard to remove and may damage the windows.

Special Care

- If you drive on salted or dusty roads or if you drive near the ocean, hose off the undercarriage at least once a month.

- The drain holes in the lower edges of the doors, rocker panels and tailgate must be kept clear and open.
- If you detect any stone chips or scratches in the paint, touch them up immediately. The cost of such repairs is considered the responsibility of the owner.
- If you carry special cargo such as chemicals, fertilizers, de-icer salt, etc., assure that such materials are well packaged and sealed.
- If a lot of driving is done on gravel roads, consider mud or stone shields behind each wheel.
- Use touchup paint on scratches as soon as possible. Your dealer has touchup paint to match the color of your vehicle.
- Aluminum wheels should be cleaned regularly with mild soap and water to prevent corrosion. To remove heavy soil, select a non-abrasive, non-acidic cleaner. Do not use scouring pads or metal polishes. Avoid automatic car washes that use acidic solutions or harsh brushes that may damage the wheels' protective finish.

Interior Care

Use Mopar Fabric Cleaner to clean fabric upholstery and carpeting.

Use Mopar Vinyl Cleaner to clean vinyl or leather upholstery.

Mopar Vinyl Cleaner is specifically recommended for interior vinyl trim.

Glass Surfaces

All glass surfaces should be cleaned on a regular basis with any commercial household-type glass cleaner. Never use an abrasive type cleaner. Use caution when cleaning inside rear windows equipped with electric defrosters. Do not use scrapers or other sharp instruments which may scratch the elements.

When cleaning the rear view mirror, spray cleaner on the towel or rag that you are using. Do not spray cleaner directly on the mirror.

WARNING!

Do not use volatile solvents for cleaning purposes. Many are potentially flammable, and if used in closed areas they may cause respiratory harm.

Carpet

Vacuum your carpet regularly to prevent a soil build-up. Shampoo soiled carpet with a reliable upholstery cleaner, using a natural sponge or soft bristle brush. After carpet dries, vacuum it thoroughly.

WARNING!

Only remove the carpet for cleaning purposes. It provides insulation against high floor pan temperatures. You or your passengers could be burned if the carpet is not properly in place. Always put the carpet back into the vehicle before driving.

Follow These Steps To Remove The Carpet:

1. Remove the side carpets, located on the outboard side of the front seats (Sahara models only).

2. Unsnap the front and rear floor carpets. A snap is located on the outboard side of each front seat.

3. Remove the attachment cap from the front footwell area on both the driver and passenger side. The cap is removed by pulling it straight out.

4. Remove the front and rear floor carpets.

5. Remove the cargo floor and wheelhouse carpets.

NOTE: If your vehicle is equipped with an Add-A-Trunk it must be removed to be able to remove the cargo floor and wheelhouse carpets. For Add-A-Trunk removal procedure, see Storage features in Section 3 of this manual.

Follow These Steps To Replace The Carpet:

1. Place the front floor carpets in the vehicle.
2. Attach the carpet to the studs in the footwell and press on the attachment caps to secure the carpet.
3. Place rear floor carpet in vehicle and snap rear carpet to front floor carpet.
4. Install the side carpet (Sahara models only).

5. Install wheelhouse carpet followed by the cargo floor carpet.
6. Reinstall Add-A-Trunk, if so equipped.

Maintenance After Off-Pavement Driving

After extended operation in mud, sand or water, or similar dirty conditions, have your brake drums, brake linings, and axle joints inspected and cleaned as soon as possible. This will prevent any abrasive material from causing excessive wear or unpredictable braking action.

Following off-pavement usage, completely inspect the underbody of your vehicle. Check tires, body structure, steering, suspension and exhaust system for damage. Check threaded fasteners for looseness, particularly on the chassis, drivetrain components, steering and suspension. Retighten, if required, to torque values specified in the Repair Manual. Also check for accumulations of vegetation or brush that could become a fire hazard, or conceal damage to fuel lines, brake hoses, axle pinion seals, and propeller shafts.

CAUTION!

Under frequent heavy-duty driving conditions, change all lubricants and lubricate body components, all driveline joints and steering linkage more often than in normal service to prevent excessive wear.

CATALYTIC CONVERTER

The catalytic converter requires the use of unleaded fuel only. Leaded gasoline will destroy the effectiveness of the converter as an emission control device. Under normal operating conditions, the catalytic converter will not require maintenance. You must still keep the engine properly tuned to assure proper operation and prevent damage.

CAUTION!

Damage to the catalytic converter can result if your vehicle is not kept in proper operating condition. In the event of engine malfunction, particularly involving engine misfire or other apparent loss of performance, have your vehicle serviced promptly. Continued operation of your vehicle with a severe malfunction could cause the converter to overheat, resulting in possible damage to the converter and vehicle.

Do not park or operate this vehicle in areas where combustible materials such as grass or leaves can contact a hot exhaust system.

A scorching odor may appear if you continue to run a malfunctioning engine. The odor may indicate severe and abnormal catalyst overheating. If this occurs, the vehicle should be stopped, the engine shut off and the vehicle allowed to cool. Service, including a tune-up to manufacturer's specifications should be obtained immediately.

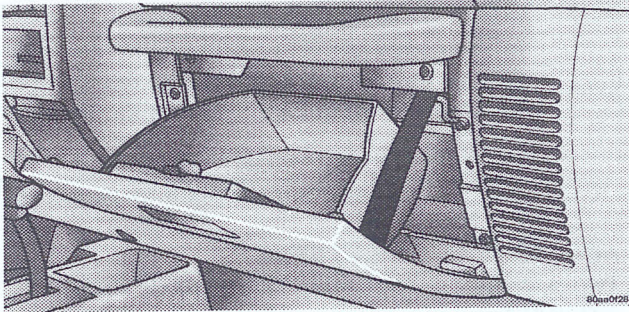
To minimize the possibility of catalytic converter damage:

- Do not shut off the engine or interrupt the ignition when the transmission is in gear and the vehicle is in motion.
- Do not try to start the engine by pushing or towing the vehicle.
- Do not idle the engine with any spark plug wires disconnected or removed, such as when diagnostic testing.
- Do not idle the engine for prolonged periods during very rough idle or malfunctioning operating conditions.
- Do not allow vehicle to run out of fuel.

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

FUSE PANEL

The fuse panel is located behind the glove box.



To access the fuse panel the glove box must be removed. It is removed by slipping the glove box strap off the hook and letting the door roll down off its hinges

17	13	9	5	1
18	14	10	6	2
19	15	11	7	3
20	16	12	8	4

Cavity	Fuse	Description
1	20 Amp Yellow	Park Lights, Skim
2	20 Amp Yellow	Stop Lights
3	10 Amp Red	Panel Lights
4	10 Amp Red	Door Switch Defeat
5	10 Amp Red	Airbag
6	20 Amp Yellow	Rear Wiper
7	10 Amp Red	Back-Up Lights, Rear Window Defroster, ABS
8	10 Amp Red	HEVAC
9	10 Amp Red	Airbag
10	10 Amp Red	Instrument Cluster
11	10 Amp Red	Solenoids, DRL
12	10 Amp Red	Power Distribution Relays, Skim
13	10 Amp Red	Turn Signals

Cavity	Fuse	Description
14	20 Amp Yellow	Front Wiper
15	10 Amp Red	Radio
16	Open	
17	10 Amp Red	HBL Switch
18	15 Amp Blue	Acc. Battery - Optional
19	20 Amp Yellow	Acc. Switch
20	20 Amp Yellow	Clutch Interlock Ignition

ACCESSORY POWER FEEDS

Two accessory power feeds are provided for add-on accessories.

- 10 Amp direct battery feed.

To activate this feed, insert a 15 Amp fuse in cavity 18 of the fuse panel.

- 3 Amp ignition feed.

This power feed is ready for usage.

Both power feeds are located behind the glove box, near the fuse block. The power feeds are identified by labels.

CAUTION!

Do not draw more current than the specified rating on the power feed labels.

ELECTRICAL POWER DISTRIBUTION CENTER

Your vehicle is equipped with an electrical power distribution center located in the engine compartment near the battery. This power center houses new plug-in "Maxi" fuses which replace all the in-line fusible links previously used. The power center also contains plug-in ISO relays.

A label inside the latching cover of the center identifies each component for ease of replacement, if necessary. "Maxi" fuses and relays can be obtained from your Jeep dealer.

NOTE: If your radio exhibits erratic memory loss, please check under the hood in the Power Distribution Center. Make certain that the IOD fuse (#17) is firmly seated.

BULBS

Interior Lamps	Bulb Type
Auto. Trans. Indicator Lamp	658
Courtesy Lamps, Under Dash (1)	906
Dome/Cargo Lamp (hardtop models only)	212-2
Heater Control Lamps (2)	194
Rocker Switch Indicator Lamp (Fog Lamps and Rear Window Defogger)	74
Soundbar Dome Lamp	912

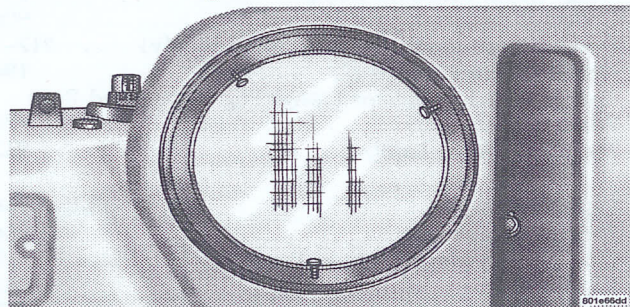
Exterior Lamps	Bulb Type
Backup Lamps (2)	1156
Center High Mounted Stop Lamp (1) . . .	921or W16W
Fog Lamps	H3
Front Park/Turn Lamps (2)	3157
Front Side Marker Lamps (2)	168 or W3W
Headlights (2)	H 6024
Stop/Tail/Turn Lamps (2)	1157
Underhood Lamp	561
License Lamp	1157

NOTE: Numbers refer to commercial bulb types that can be purchased from your local Jeep dealer.

BULB REPLACEMENT

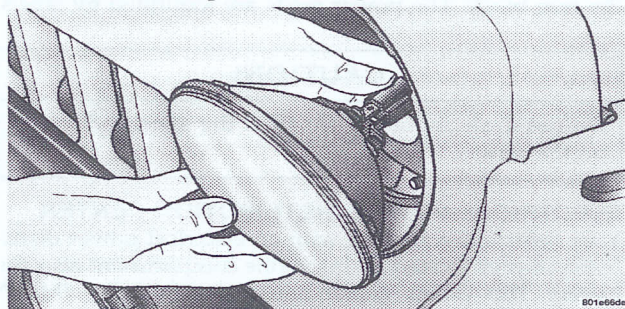
Headlight Replacement

1. Remove headlight bezel screws as shown.



2. Remove the plastic headlight bezel.
3. Remove the screws for the headlight retaining ring, then remove ring.

4. Remove and replace the lamp.



Front Park/Turn Signal Light Replacement

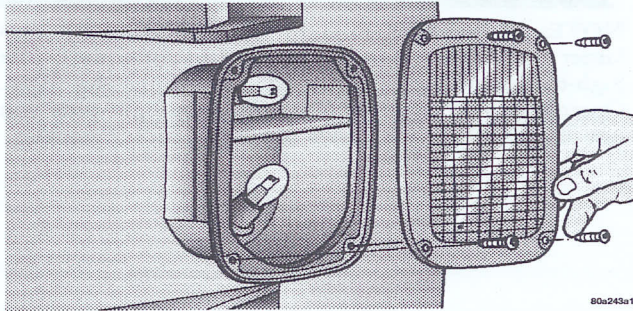
1. Reach under the front fender and locate the front park/turn signal socket.
2. Turn the socket assembly counterclockwise 1/3 turn and it pull from the housing. Pull the bulb straight from the socket to replace.

Front Side Marker Light Replacement

1. Reach under the front fender and locate the front side marker socket.
2. Turn the socket assembly counterclockwise $1/3$ turn and pull from the housing. Pull the bulb straight from the socket to replace.

Backup, Rear Turn Signal, And Taillight Replacement

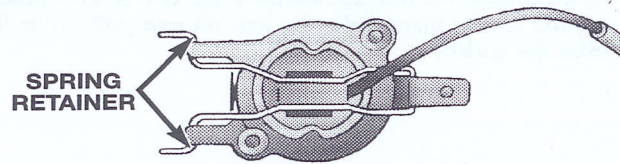
1. Remove the screws attaching the lens to the taillight housing.



2. Separate the lens from the tail lamp housing.
3. Push the bulb in, turn it counterclockwise $1/3$ turn, then pull it from the housing to replace.

Fog Lights

1. Remove the three screws that attach the lamp bezel to the light housing.



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2. Separate the reflector from the light housing.
3. Squeeze the bulb/element spring retainer from the reflector.

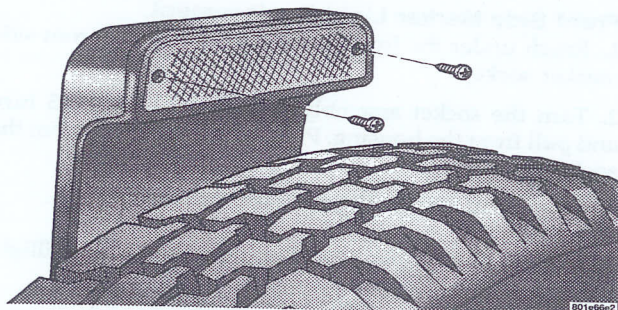
4. Disconnect the electrical connector.

CAUTION!

This is a halogen bulb. Avoid touching the glass with your fingers. Reduced bulb life will result.

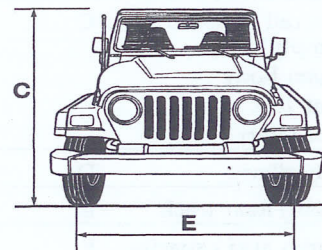
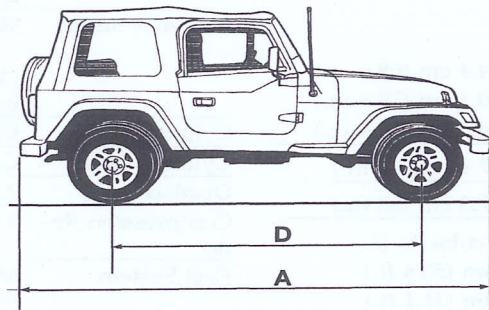
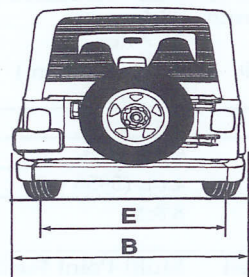
Center High-Mounted Stop Light

The stop lamp is mounted on a bracket that extends upward from the tailgate. Remove the two screws holding the lens in place. Take the lens off and pull the bulb from the socket.



NOTE: If you elect to equip your vehicle with tires larger than 30" the spare tire may not fit under the center high-mounted stop light. Do not remove the stop light. Operating your vehicle without the stop light puts you out of compliance with laws regulating motor vehicles.

GENERAL SPECIFICATIONS



7

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Overall length	A	386.1 cm (152.0in.)
Overall width	B	169.4 cm (66.7 in.)
Overall height (empty)	C	
Open Body		174.4 cm (68.6 in.)
Soft Top		180.1 cm (70.9 in.)
Hard Top		176.3 cm (69.4 in.)
Wheelbase	D	237 cm (93.4 in.)
Front/Rear track	E	147.3 cm (58 in.)
Cargo area capacity	F	in cubic m (ft.)
Rear Seat Removed		1.5m (53.4 ft.)
Rear Cargo Area		0.3m (11.1 ft.)
Rear Seat Folded		1.1m (37.7 ft.)
Curb Weight (base vehicle):		
4-Cylinder		1382 kg. (3045 lbs.)
6-Cylinder		1477 kg. (3257 lbs.)
Maximum Load		363 kg (800 lbs.)

	Four-Cylinder	Six-Cylinder
Type	In-line, OHV, 2.5L	In-line, OHV, 4.0L
Bore and Stroke	98.4mm x 81 mm (3.88 in. x 3.19 in.)	98.4mm x 86.7mm (3.87 x 3.41 in.)
Cylinder Block	Cast Iron	Cast Iron
Cylinder Head	Cast Iron	Cast Iron
Displacement	2.5L (2466 cc)	4.0L (3956 cc)
Compression Ratio	9.1:1	8.8:1
Fuel System	Multi-Point Fuel Injection	Multi-Point Fuel Injection

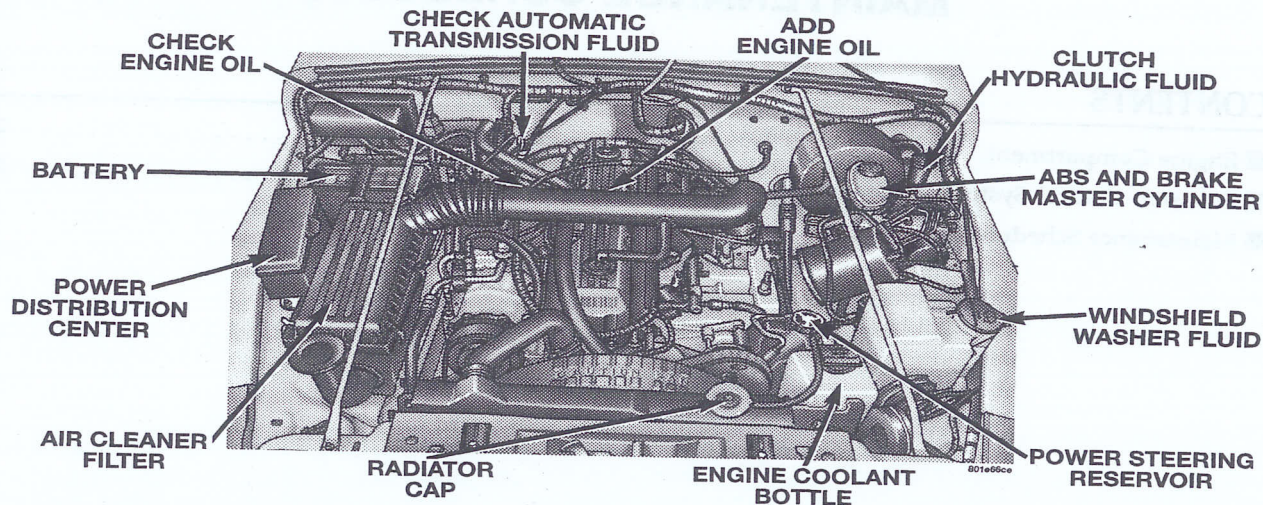
MAINTENANCE SCHEDULES

CONTENTS

■ Engine Compartment	210	□ Schedule "A"	213
■ Emission Control System Maintenance	211	□ Schedule "B"	219
■ Maintenance Schedules	211		

210 MAINTENANCE SCHEDULES

ENGINE COMPARTMENT



EMISSION CONTROL SYSTEM MAINTENANCE

The "Scheduled" maintenance services, listed in **bold type** in Section 8 must be done at the times or mileages specified to assure the continued proper functioning of the emission control system. These, and all other maintenance services included in this manual, should be done to provide best vehicle performance and reliability. More frequent maintenance may be needed for vehicles in severe operating conditions such as dusty areas and very short trip driving.

Inspection and service also should be done any time a malfunction is suspected.

NOTE: Maintenance, replacement or repair of the emission control devices and systems on your vehicle may be performed by any automotive repair establishment or individual using any automotive part which has been certified pursuant to U.S. EPA or, in the State of California, California Air Resources Board regulations.

MAINTENANCE SCHEDULES

There are two maintenance schedules that show proper service for your vehicle.

First is Schedule "A". It lists all the scheduled maintenance to be performed under "normal" operating conditions.

Second is Schedule "B". It is a schedule for vehicles that are operated under the conditions:

- Frequent short trips driving less than 5 miles (8 km)
- Frequent driving in dusty conditions
- Frequent trailer towing
- Extensive idling
- More than 50% of driving is at sustained high speeds during hot weather, above 90°F (32°C)
- Off-road driving
- Desert operation

Use the schedule that best describes your driving conditions.

212 MAINTENANCE SCHEDULES

Where time and mileage are listed, follow the interval that occurs first.

At Each Stop For Fuel

- Check engine oil level, add as required.
- Check windshield washer solvent and add if required.

Once A Month

- Check tire pressure and look for unusual wear or damage.
- Inspect battery and clean and tighten terminals as required. Check electrolyte level and add water as needed.
- Check fluid levels of coolant reservoir, power steering, brake master cylinder, and transmission and add as needed.
- Check all lights and all other electrical items for correct operation.

At Each Oil Change

- Inspect exhaust system.
- Inspect brake hoses.
- Rotate the tires at each oil change interval shown on schedule "A" (7,500 miles) or every other interval shown on schedule "B" (6,000 miles).
- Check coolant level, hoses, and clamps.
- After completion of off-road operation, the underside of the vehicle should be thoroughly inspected. Examine threaded fasteners for looseness.

Schedule "A"

7,500 Miles (12 000 km) or at 6 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

15,000 Miles (24 000 km) or at 12 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

22,500 Miles (36 000 km) or at 18 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Inspect brake linings.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

214 SCHEDULE "A"

30,000 Miles (48 000 km) or at 24 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Replace engine air filter.**
- ☐ **Replace spark plugs.**
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill transfer case fluid.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

37,500 Miles (60 000 km) or at 30 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

45,000 Miles (72 000 km) or at 36 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Inspect brake linings.
- ☐ Flush and replace engine coolant at 36 months, regardless of mileage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

52,500 Miles (84 000 km) or at 42 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Flush and replace engine coolant if not done at 36 months.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

60,000 Miles (96 000 km) or at 48 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Replace engine air filter.**
- ☐ **Replace ignition cables.**
- ☐ **Replace spark plugs.**
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill transfer case fluid.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

216 SCHEDULE "A"

67,500 Miles (108 000 km) or at 54 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Inspect brake linings.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

75,000 Miles (120 000 km) or at 60 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.
- ☐ Lubricate steering and suspension ball joints.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

82,500 Miles (133 000 km) or at 66 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

90,000 Miles (144 000 km) or at 72 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Replace engine air filter.**
- ☐ **Replace spark plugs.**
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill transfer case fluid.
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

97,500 Miles (156 000 km) or at 78 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

105,000 Miles (168 000 km) or at 84 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

218 SCHEDULE "A"

112,500 Miles (180 000 km) or at 90 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Inspect brake linings.
- ☐ Flush and replace engine coolant if it has been 30,000 miles (48 000 km) or 24 months since last change.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

120,000 Miles (192 000 km) or at 96 months

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Replace engine air filter.**
- ☐ **Replace ignition cables.**
- ☐ **Replace spark plugs.**
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill transfer case fluid.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

Important: Inspection and service should also be performed any time a malfunction is observed or suspected. Retain all receipts.

Schedule "B"

Follow this schedule if you operate your vehicle under one or more of the following conditions.

- Frequent short trips driving less than 5 miles (8 km)
- Frequent driving in dusty conditions
- Frequent trailer towing
- Extensive idling
- More than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C)
- Off-road driving
- Desert operation

3,000 Miles (5 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

6,000 Miles (10 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

220 SCHEDULE "B"

9,000 Miles (14 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

12,000 Miles (19 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

15,000 Miles (24 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Inspect engine air filter, replace as necessary.**
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

18,000 Miles (29 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

21,000 Miles (34 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

24,000 Miles (38 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

27,000 Miles (43 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

30,000 Miles (48 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Replace engine air filter.**
- ☐ **Replace spark plugs.**
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill transfer case fluid.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

222 SCHEDULE "B"

33,000 Miles (53 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

36,000 Miles (58 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

39,000 Miles (62 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

42,000 Miles (67 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

45,000 Miles (72 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Inspect engine air filter, replace as necessary.**
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

48,000 Miles (77 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

51,000 Miles (82 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Flush and replace engine coolant.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

54,000 Miles (86 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

224 SCHEDULE "B"

57,000 Miles (91 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

60,000 Miles (96 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Replace engine air filter.
- ☐ Replace ignition cables.
- ☐ Replace spark plugs.
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill transfer case fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

63,000 Miles (101 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

66,000 Miles (106 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

69,000 Miles (110 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

72,000 Miles (115 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

226 SCHEDULE "B"

75,000 Miles (120 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Inspect engine air filter, replace as necessary.**
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

78,000 Miles (125 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

81,000 Miles (134 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Flush and replace engine coolant if it has been 30,000 miles (48 000 km) since last change.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

84,000 Miles (134 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.‡
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

87,000 Miles (139 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

90,000 Miles (144 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Replace engine air filter.
- ☐ Replace spark plugs.
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill transfer case fluid.
- ☐ Lubricate steering and suspension ball joints.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

93,000 Miles (149 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

96,000 Miles (154 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

228 SCHEDULE "B"

99,000 Miles (158 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

102,000 Miles (163 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

105,000 Miles (168 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ **Inspect engine air filter, replace as necessary.**
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

108,000 Miles (173 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill front and rear axles.†
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.
- ☐ Drain and refill manual transmission fluid.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

111,000 Miles (178 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Flush and replace engine coolant if it has been 30,000 miles (48 000 km) since last change.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

114,000 Miles (182 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

117,000 Miles (187 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Lubricate steering linkage.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

230 SCHEDULE "B"

120,000 Miles (192 000 km)

- ☐ Change engine oil.
- ☐ Replace engine oil filter.
- ☐ Replace engine air filter.
- ☐ Replace ignition cables.
- ☐ Replace spark plugs.
- ☐ Inspect drive belt, adjust tension as necessary.
- ☐ Lubricate steering linkage.
- ☐ Drain and refill automatic transmission fluid.
- ☐ Drain and refill transfer case fluid.
- ☐ Drain and refill front and rear axles.‡
- ☐ Inspect brake linings.
- ☐ Lubricate steering and suspension ball joints.

MILEAGE/ MONTHS	DEALERSHIP NAME/CODE	DATE	REPAIR ORDER #

‡Off-highway operation, trailer towing, taxi, limousine, bus, snow plowing, or other types of commercial service or prolonged operation with heavy loading, especially in hot weather, require front and rear axle service indicated with a ‡ in Schedule "B". Perform these services if you usually operate your vehicle under these conditions.

Important: Inspection and service should also be performed any time a malfunction is observed or suspected. Retain all receipts.

IF YOU NEED ASSISTANCE

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SUGGESTIONS FOR OBTAINING SERVICE FOR YOUR VEHICLE**Prepare For The Appointment...**

If you're having warranty work done, be sure to have the right papers with you. Take your warranty folder. All work to be performed may not be covered by the warranty, discuss additional charges with the service manager. Keep a maintenance log of your vehicle's service history. This can often provide a clue to the current problem.

Prepare A List...

Make a written list of your vehicle's problems or the specific work you want done. If you've had an accident, or work done that is not on your maintenance log, let the service advisor know.

Be Reasonable With Requests...

If you list a number of items, and you must have your vehicle by the end of the day, discuss the situation with the service advisor and list the items in order of priority. At many dealers you may obtain a rental vehicle at a minimal daily charge. If you need a rental, it is advisable

to make these arrangements when you call for an appointment.

IF YOU NEED ASSISTANCE.....

Chrysler Motors and its dealers are vitally interested in your satisfaction. We want you to be happy with our products and services.

Your selling dealer is best equipped and most anxious to provide prompt resolution for any warranty issue or related matter that you may experience. Chrysler Motors dealers have the facilities, factory-trained technicians, special tools, and the latest information to assure your vehicle is fixed correctly and in a timely manner. Chrysler Motors has empowered its dealers to make warranty and repair decisions that ensure you are not inconvenienced. There is no need for you to wait for a decision from the Corporation. If a special circumstance occurs that requires information from Chrysler Motors, we have asked the dealer's service management to make the contact on your behalf.

This is why you should always talk to your dealer's service manager first. Most matters can be resolved with this process.

- If for some reason you are still not satisfied, talk to the general manager or owner of the dealership. They want to know if you need assistance.
- If your dealership is unable to resolve the concern, you may contact the Chrysler Motors Customer Center.

Any communication to the Chrysler Motors Customer Center should include the following information:

- Owner's name and address
- Owner's telephone number (home and office)
- Dealership name
- Vehicle identification number
- Vehicle delivery date and mileage

Chrysler Motors Customer Center

P.O. Box 21-8004

Auburn Hills, MI 48321-8004

Phone: (800) 992-1997

Chrysler Canada Customer Service

Chrysler Center

P.O. Box 1621

Windsor, Ontario N9A 4H6

Phone —Refer to your Warranty Booklet

Chrysler De Mexico

Lago Alberto #320

Mexico 11320, D. F.

In Mexico (915) 729-1248 or 729-1240

Outside Mexico (525) 729-1248 or 729-1240

Customer Assistance For The Hearing Or Speech Impaired (TDD/TTY)

To assist customers who have hearing difficulties, Chrysler Motors has installed special TDD (Telecommunication Devices for the Deaf) equipment at its Customer Center. Any hearing or speech impaired customer who has access to a TDD or a conventional teletypewriter (TTY) in the United States can communicate with Chrysler Motors by dialing 1-800-380-CHRY.

Service Contract

You may have purchased a service contract for your vehicle to help protect you from the high cost of unex-

pected repairs after your Chrysler Motors new vehicle limited warranty expires. Chrysler Corporation stands behind only Genuine Chrysler Corporation Service Contracts. If you purchased a Genuine Chrysler Corporation Service Contract, you will receive Plan Provisions and an Owner Identification Card in the mail within three weeks of your vehicle delivery date. If you have any questions about your service contract, call the Chrysler Corporation Service Contract National Customer Hotline at 1-800-521-9222.

Chrysler Corporation will not stand behind any service contract that is not a Genuine Chrysler Corporation Service Contract. It is not responsible for any service contract other than a Genuine Chrysler Corporation Service Contract. If you purchased a service contract that is not a Genuine Chrysler Corporation Service Contract, and you require service after your Chrysler Motors new vehicle limited warranty expires, please refer to your contract documents, and contact the person listed in those documents.

We appreciate that you have made a major investment when you purchased your new vehicle. Your dealer has

also made a major investment in facilities, tools, and training to assure that you are absolutely delighted with your ownership experience. You'll be pleased with their sincere efforts to resolve any warranty issues or related concerns.

CUSTOMER ARBITRATION BOARD

In the 50 United States, and Washington, D.C., if a warranty dispute has not been resolved to your satisfaction, you may submit the issue to a Chrysler Motors Customer Arbitration Board.

Additional information and the address of each Customer Arbitration Board is contained in the Customer Arbitration Board Brochure included in the Glove Box Kit.

WARRANTY INFORMATION

See your Chrysler Motors Warranty Information Booklet for information on warranty coverage and transfer of warranty.

MOPAR PARTS

Mopar fluids, lubricants, parts, and accessories are available from your dealer. They will help you keep your vehicle operating at its best.

REPORTING SAFETY DEFECTS

In the 50 United States and Washington D.C.: If you believe that your vehicle has a defect which could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Chrysler Corporation.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, and Chrysler Corporation.

To contact NHTSA, you may either call the Auto Safety Hotline toll free at 1-800-424-9393 (or 366-0123 in Washington DC area) or write to: NHTSA, U.S. Dept. of

Transportation, Washington DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

In Canada:

If you believe that your vehicle has a safety defect, you should contact the Customer Service Department immediately. Canadian customers who wish to report a safety defect to the Canadian government should write to Transport Canada, P.O. Box 8880, Ottawa Postal Station, Ottawa, Ontario K1G 3J2.

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Specify language ☐ English ☐ French
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NOTES

INSTALLATION OF RADIO TRANSMITTING EQUIPMENT

Special design considerations are incorporated into this vehicle's electronic system to provide immunity to radio frequency signals. Mobile two-way radios and telephone equipment must be installed properly by trained personnel. The following must be observed during installation.

The positive power connection should be made directly to the battery and fused as close to the battery as possible. The negative power connection should be made to body sheet metal adjacent to the negative battery connection. This connection should not be fused.

Antennas for two-way radios should be mounted on the roof or the rear area of the vehicle. Care should be used in mounting antennas with magnet bases. Magnets may affect the accuracy or operation of the compass on vehicles so equipped.

The antenna cable should be as short as practical and routed away from the vehicle wiring when possible. Use only fully shielded coaxial cable.

Carefully match the antenna and cable to the radio to ensure a low Standing Wave Ratio (SWR).

Mobile radio equipment with output power greater than normal may require special precautions.

All installations should be checked for possible interference between the communications equipment and the vehicles electronic systems.

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