

2010 ENGINE**6.7L Diesel - Service Information - Cab & Chassis****DESCRIPTION****DESCRIPTION**

The cylinder block is constructed of cast iron. The casting is a skirted design which incorporates longitudinal ribs for superior strength and noise reduction. The block incorporates metric straight thread O-ring fittings at lubrication oil access points. The engine is manufactured with the cylinders being a non-sleeved type cylinder.

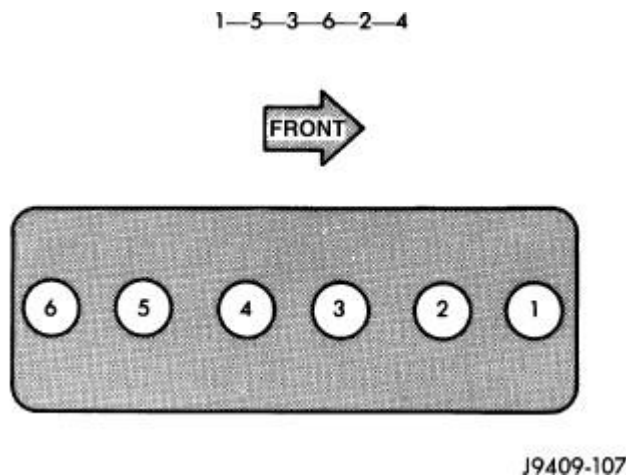


Fig. 1: Cylinder Numbering
Courtesy of CHRYSLER LLC

The cylinders are numbered front to rear; 1 to 6. The firing order is 1-5-3-6-2-4.

DIAGNOSIS AND TESTING**ENGINE DIAGNOSIS - MECHANICAL**

CONDITION	POSSIBLE CAUSES	CORRECTION
LUBRICATING OIL PRESSURE LOW	1. Low oil level.	1. (a) Check and fill with clean engine oil.
	2. Oil viscosity thin, diluted or wrong specification.	(b) Check for a severe external oil leak that could reduce the pressure.
	-	2. (a) Verify the correct engine oil is being used. Refer to <u>Vehicle Quick Reference/Capacities and Recommended Fluids - Description</u> .
	3. Improperly operating pressure	(b) Look for reduced viscosity from fuel dilution.
-		3. Verify the pressure switch is

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- - - - - - - - -	switch/gauge. 4. Relief valve stuck open. 6. If cooler was replaced, shipping plugs may have been left in cooler 7. Worn oil pump. 8. Suction tube damaged, loose or seal leaking. 9. Loose main bearing cap. 10. Worn bearings or wrong bearings installed. 11. Directed piston cooling nozzles under piston, bad fit into main carrier. 12. Loose oil rifle plug with saddle-jet style nozzles 13. Loose directed piston cooling nozzle. 14. Both J-jet and saddle jet style cooling nozzle installed.	functioning correctly. If not, replace switch/gauge. 4. Check/replace valve. 6. Check/remove shipping plugs. 7. Check and replace oil pump. 8. Check and replace suction tube and/or seal. 9. Check and install new bearing. Tighten cap to proper torque. 10. Inspect and replace connecting rod or main bearings. Check and replace directed piston cooling nozzles. 11. Check directed piston cooling nozzles position. 12. Tighten oil rifle plug. 13. Tighten directed piston cooling nozzle. 14. Install correct style jet.
LUBRICATING OIL PRESSURE TOO HIGH - - -	1. Pressure switch/gauge not operating properly. 2. Engine running too cold. 3. Oil viscosity too thick. 4. Oil pressure relief valve stuck closed or binding	1. Verify pressure switch is functioning correctly. If not, replace switch/gauge. 2. Refer to Coolant Temperature Below Normal. Refer to <u>Cooling - Diagnosis and Testing</u> . 3. Make sure the correct oil is being used. Refer to <u>Vehicle Quick Reference/Capacities and Recommended Fluids - Description</u> . 4. Check and replace valve.
LUBRICATING OIL LOSS - - -	1. External leaks. 2. Crankcase being overfilled. 3. Incorrect oil specification or viscosity. - - 4. Oil cooler leak	1. Visually inspect for oil leaks. Repair as required. 2. Verify that the correct dipstick is being used. 3. (a) Make sure the correct oil is being used. Refer to <u>Vehicle Quick Reference/Capacities and Recommended Fluids - Description</u> . (b) Look for reduced viscosity from dilution with fuel. (c) Review/reduce oil change intervals. 4. Check and replace the oil cooler.

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-	5. High blow-by forcing oil out the breather.	5. Check the breather tube area for signs of oil loss. Perform the required repairs.
-	6. Turbocharger leaking oil to the air intake.	6. Inspect the air ducts for evidence of oil transfer. Repair as required.
COMPRESSION KNOCKS	1. Air in the fuel system. 2. Poor quality fuel or water/gasoline contaminated fuel. 3. Engine overloaded. 4. Improperly operating injectors.	1. Identify location of air leak and repair. Do not bleed high pressure fuel system. 2. Verify by operating from a temporary tank with good fuel. Clean and flush the fuel tank. Replace fuel/water separator filter. 3. Verify the engine load rating is not being exceeded. 4. Check and replace misfiring/inoperative injectors.
EXCESSIVE VIBRATION	1. Loose or broken engine mounts. 2. Damaged fan or improperly operating accessories. 3. Improperly operating vibration damper 4. Improperly operating electronically controlled viscous fan drive. 5. Worn or damaged generator bearing. 6. Flywheel housing misaligned. 7. Loose or broken power component. 8. Worn or unbalanced driveline components.	1. Replace engine mounts. 2. Check and replace the vibrating components. 3. Inspect/replace vibration damper. 4. Inspect/replace fan drive. 5. Check/replace generator. 6. Check/correct flywheel alignment. 7. Inspect the crankshaft and rods for damage that causes an unbalance condition. Repair/replace as required. 8. Check/repair driveline components.
EXCESSIVE ENGINE NOISES	1. Drive belt squeal, insufficient tension or abnormally high loading. 2. Intake air or exhaust leaks. 3. Excessive valve lash.	1. Check the automatic tensioner and inspect the drive belt. Make sure water pump, tensioner pulley, fan hub, generator and power steering pump turn freely. Check for proper operation of over running alternator pulley. 2. Refer to Excessive Exhaust Smoke. See <u>SMOKE DIAGNOSIS CHARTS</u> . 3. Adjust valves. Make sure the push rods are not bent and rocker arms, adjusting screws, crossheads, are not severely worn. Replace bent or

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	4. Turbocharger noise.	severely worn components. 4. Check turbocharger impeller and turbine wheel for housing contact. Repair/replace as required.
	5. Gear train noise.	5. Visually inspect and measure gear backlash. Replace gears as required.
	6. Power function knock.	6. Check/replace rod and main bearings.
-	7. High Pitched Squeal.	7. Using soapy water solution check the EGR cooler to exhaust manifold joint. Check all clamps and hoses on the pressure side of the turbocharger

OFF-IDLE ENGINE SPEED LOW DURING COLD START

Dependent upon engine coolant temperature, the Engine Control Module (ECM) will temporarily delay (limit) the maximum engine speed when the vehicle is not moving. For automatic transmission equipped vehicles, the maximum engine speed is temporarily delayed when the vehicle speed is less than one mph, and when the transmission selector is in either the neutral or park position. For manual transmission equipped vehicles, the maximum engine speed is temporarily delayed when the vehicle speed is less than one mph. This ECM feature is used to protect the engine turbocharger. By temporarily limiting the engine speed, the shaft speed of the engine turbocharger is controlled to a low speed. This delay in maximum engine and turbocharger shaft speed allows for sufficient oil lubrication to the turbocharger shaft bearings. Satisfactory oil lubrication of the turbocharger shaft bearings is important for long term turbocharger durability. The 6.7L engine speed is temporarily limited to 1,200 RPM's when the above conditions are met. The length of time that the maximum engine speed is temporarily limited is dependent upon engine coolant temperature. Refer to the table to determine the amount of TIME DELAY.

NOTE: The time delay values supplied in the table are an approximation and may vary per application.

ENGINE TEMPERATURE	TIME DELAY
- 35° F (-37°C)	45.2 secs.
- 20° F (-28°C)	34.6 secs.
- 10° F (-23°C)	28.8 secs.
- 0° F (-17°C)	24.2 secs.
+ 10° F (-12°C)	20.2 secs.
+ 20° F (-7°C)	17.0 secs.
+ 35° F (2°C)	13.0 secs.
+ 45° F (7°C)	10.8 secs.
+ 55° F (13°C)	9.0 secs.
+ 70° F (21°C)	7.0 secs.

SMOKE DIAGNOSIS CHARTS

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The following charts include possible causes and corrections for **excess or abnormal** exhaust smoke. Small amounts of white smoke or water vapor (at certain times) are to be considered normal for a diesel powered engine.

NOTE: Visible black smoke at the tail pipe is an indication of an aftertreatment (diesel particulate filter) failure. Follow inspection/replacement guidelines in the exhaust service information to correct aftertreatment failure. The diesel particulate filter MAY have failed due to the possible causes listed below.

EXCESSIVE BLACK SMOKE	
POSSIBLE CAUSE	CORRECTION
Aftermarket components installed.	Inspect for aftermarket components or evidence of modifications.
Air filter dirty or plugged.	Check Filter Minder® at air filter. See Engine/Air Intake System/AIR CLEANER - Removal .
Air intake system restricted.	Check entire air intake system including all hoses and tubes for restrictions, collapsed parts or damage. Repair/replace as necessary.
Air Leak in Intake System.	Check entire air intake system, including all hoses and tubes for cracks, loose clamps and/or holes in rubber ducts. Also check intake manifold for loose mounting hardware. See Engine/Turbocharger System/COOLER and HOSES, Charge Air - Diagnosis and Testing .
Diagnostic Trouble Codes (DTC's) active or multiple, intermittent DTC's.	Refer to appropriate Engine Performance Diagnostic Testing article.
Engine Control Module (ECM) not calibrated or ECM calibration out of date.	Refer to appropriate Engine Performance Diagnostic Testing article. Check for Technical Service Bulletin (TSB) updates.
Exhaust system restriction is above specifications.	Check exhaust pipes for damage/restrictions. Repair as necessary.
Fuel grade is not correct or fuel quality is poor.	Temporarily change fuel brands and note condition. Change brand if necessary. Refer to Owners manual for proper fuel specifications.
Fuel injector malfunctioning.	A DTC may have been set (Refer to appropriate Engine Performance Diagnostic Testing article). Perform "Cylinder Performance Test" or "Cylinder Cutout Test" using scan tool to isolate individual cylinders (Refer to appropriate Non-DTC Diagnostics article).
Fuel injection pump malfunctioning.	A DTC may have been set (Refer to appropriate Engine Performance Diagnostic Testing article).
Fuel return system restricted.	Check fuel return lines for restriction. See FUEL SYSTEM .
Intake manifold restricted.	Remove restriction. Remove the intake air horn to

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	inspect for grid heater fouling, inspect the EGR airflow control valve to ensure valve is in the open position
Raw fuel in intake manifold. Fuel injectors leaking on engine shutdown.	Fuel injectors leaking on engine shutdown. Do Fuel Injector Test. See <u>FUEL SYSTEM</u> .
Turbocharger air intake restriction.	Remove restriction.
Turbocharger damaged or malfunctioning.	Turbocharger damaged or malfunctioning. See <u>Engine/Turbocharger System/TURBOCHARGER - Inspection.</u>
Turbocharger has excess build up on compressor wheel and/or diffuser vanes.	See <u>Engine/Turbocharger System - Cleaning.</u>
Turbocharger externally damaged.	Check for excessive oil in compressor and/or turbine housing and in turbocharger exhaust pipe. See <u>Engine/Turbocharger System/TURBOCHARGER - Inspection.</u>
Turbocharger wheel clearance out of specification.	See <u>Engine/Turbocharger System/TURBOCHARGER - Inspection.</u>

EXCESSIVE WHITE SMOKE

POSSIBLE CAUSE	CORRECTION
Aftermarket components installed.	Inspect for aftermarket components or evidence of modifications.
Diagnostic Trouble Codes (DTC's) active or multiple, intermittent DTC's.	Refer to appropriate Engine Performance Diagnostic Testing article. Check for Technical Service Bulletin (TSB) updates.
Intake manifold heater circuit not functioning correctly in cold weather.	A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article). Also check heater elements for correct operation.
Coolant leaking into combustion chamber.	Do pressure test of cooling system. Refer to <u>Cooling - Diagnosis and Testing</u> .
In cold ambient temperatures, engine block heater is malfunctioning (if equipped).	Refer to <u>Cooling/Engine/HEATER, Engine Block - Removal</u> .
Engine coolant temperature sensor malfunctioning.	A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article). Also check thermostat operation. Refer to <u>Cooling/Engine/THERMOSTAT - Diagnosis and Testing</u> . Powertrain or Engine Control Module not calibrated or has incorrect calibration. A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article).
Engine Control Module (ECM) not calibrated or has incorrect calibration.	A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article). Perform fuel injection pump performance test.
Low supply flow to the injection pump.	Test the fuel delivery system (Refer to <u>FUEL</u>

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	<u>SYSTEM</u>).
Fuel grade not correct or fuel quality is poor.	Temporarily change fuel brands and note condition. Change brand if necessary. Refer to Owners Manual for correct fuel specification.
Fuel heater element or fuel heater temperature sensor malfunctioning. This will cause wax type build-up in fuel filter.	Refer to Fuel Heater Testing. Refer to <u>Fuel System/Fuel Delivery/HEATER, Fuel - Diagnosis and Testing</u> .
Fuel injector malfunctioning.	A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article). Perform the cylinder cut-out test using a scan tool to isolate individual cylinders. If unable to isolate individual cylinder, perform Injector Return Flow Test to identify failed injector or fuel connector tube. In the event that return flow is normal, use Injector Blocking Tool 9864, to block the high pressure fuel line at the rail one at a time. This test may isolate and injector nozzle that is leaking fuel into the cylinder. Also refer to appropriate Non-DTC Diagnostics article. Also see <u>Engine - Diagnosis and Testing</u> .
Fuel injector protrusion not correct.	Check washer (shim) at bottom of fuel injector for correct thickness. Refer to <u>Fuel System/Fuel Injection/INJECTOR(S), Fuel - Installation</u> .
Fuel injection pump malfunctioning.	A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article). Perform fuel injection pump performance test (Refer to <u>FUEL SYSTEM</u>).
Fuel transfer (lift) pump malfunctioning.	A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article).
Intake/Exhaust valve adjustments not correct (too tight).	See <u>Engine/Cylinder Head/VALVES, Intake and Exhaust - Standard Procedure</u> .
Intake manifold air temperature sensor malfunctioning.	A DTC should have been set (Refer to appropriate Engine Performance Diagnostic Testing article).
Internal engine damage (scuffed cylinder).	Analyze engine oil and inspect oil filter to locate area of probable damage.

Visible blue smoke at the tail pipe is an indication of an aftertreatment (diesel particulate filter) failure. Follow inspection/replacement guidelines in the exhaust service information to correct aftertreatment failure. The diesel particulate filter MAY have failed due to the possible causes listed below.

EXCESSIVE BLUE SMOKE	
POSSIBLE CAUSE	CORRECTION
Dirty air cleaner or restricted turbocharger intake duct.	Check Filter Minder® at air filter housing. See <u>Engine/Air Intake System/AIR CLEANER - Removal</u> .
Obstruction in exhaust manifold.	Remove exhaust manifold and inspect for blockage.

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	See <u>Engine/Manifolds/MANIFOLD, Exhaust - Removal.</u>
Restricted turbocharger drain tube.	Remove turbocharger drain tube and remove obstruction.
Crankcase ventilation system plugged.	Inspect crankcase ventilation system for function.
Valve seals are worn, brittle, or improperly installed.	Replace valve stem oil seals. See <u>Engine/Cylinder Head/VALVES, Intake and Exhaust - Removal.</u>
Valve stems and/or guides are worn.	Remove valves and inspect valves and guides. See <u>Engine/Cylinder Head/VALVES, Intake and Exhaust - Removal.</u>
Broken or Improperly installed piston rings.	Tear down engine and inspect piston rings.
Excessive piston ring end gap.	Remove pistons and measure piston ring end gap. See <u>Engine/Engine Block/RING(S), Piston - Standard Procedure.</u>
Excessive cylinder bore wear and taper.	Remove pistons and measure cylinder bore wear and taper. See <u>Engine/Engine Block - Standard Procedure.</u>
Cylinder damage.	Remove pistons and inspect cylinder bore for cracks or porosity. Repair with cylinder liner if necessary. See <u>Engine/Engine Block - Standard Procedure.</u>
Piston damage.	Remove pistons and inspect for cracks and/or holes. Measure piston for out-of-round and taper. See <u>Engine/Engine Block/ROD, Piston and Connecting - Inspection.</u>
Turbocharger failure.	See <u>Engine/Turbocharger System/TURBOCHARGER - Diagnosis and Testing.</u>
Fuel injector protrusion not correct.	Check washer (shim) at bottom of fuel injector for correct thickness. Refer to <u>Fuel System/Fuel Injection/INJECTOR(S), Fuel - Installation .</u>

CYLINDER COMPRESSION/LEAKAGE TESTS

CYLINDER COMPRESSION PRESSURE

The results of a cylinder compression pressure test can be utilized to diagnose several engine malfunctions.

Ensure batteries are completely charged and the engine starter motor is in good operating condition. Otherwise, the indicated compression pressures may not be valid for diagnostic purposes.

1. Disconnect the fuel inlet line to the fuel filter housing. Plug the fuel line from the fuel tank.

NOTE: **Failure to plug fuel line will result in fuel leak.**

2. Remove fuel transfer pump relay from PDC.

3. Start the engine and idle until the engine stalls (runs out of fuel).
4. Remove the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal.**
5. Remove the cylinder head cover carrier gasket. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal.**
6. Remove the high pressure fuel line between the cylinder head and fuel rail for the cylinder to be tested. Use Fuel Rail Cap 9864 to cap this fuel rail on the cylinder being tested.
7. Remove the fuel connector tube nut and fuel connector tube.
8. Remove the exhaust rocker lever.
9. Use Fuel Injector Remover/Installer 9010A to remove the injector and copper sealing washer.
10. Install the exhaust rocker lever and tighten to 36 N.m (27 ft. lbs.).
11. Cover the remaining rocker levers with clean shop towels to prevent any oil splatter under the hood.
12. Place a rag over the compression test tool fitting. Crank the engine for 2-3 seconds to purge any fuel that may have drained into the cylinder when the injector was removed.
13. Connect the compression test gauge.
14. Crank the engine for 5 seconds and record the pressure reading. Repeat this step three times and calculate the average of the three readings.

NOTE: **The minimum cylinder pressure is 350 psi. Cylinder pressure should be within 20% from cylinder to cylinder.**

15. Combustion pressure leakage can be checked if cylinder pressure is below the specification. Perform the leakage test procedure on each cylinder according to the tester manufacturer instructions.
16. Upon completion of the test check and erase any engine related fault codes.

CYLINDER COMBUSTION PRESSURE LEAKAGE

The combustion pressure leakage test provides an accurate means for determining engine condition.

Combustion pressure leakage testing will detect:

- Exhaust and intake valve leaks (improper seating).
- Leaks between adjacent cylinders or into water jacket.
- Any causes for combustion/compression pressure loss

1. Start and operate the engine until it attains normal operating temperature.
2. Disconnect injector harness connectors.
3. Disconnect CCV tube and breather drain tube from valve cover.
4. Remove the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal.**
5. Disconnect harness from injectors.
6. Remove the cylinder head cover carrier gasket. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal.**
7. Bring the cylinder to be tested to TDC.

8. Remove the high pressure fuel line between the cylinder head and the fuel rail for the cylinder to be tested.
9. Install Fuel Rail Cap 9864 onto the rail.
10. Remove the high pressure connector nut and high pressure connector with High Pressure Connector Remover 9015.
11. Remove the exhaust and intake rocker lever.
12. Use Fuel Injector Remover/Installer 9010A to remove the injector and copper sealing washer.
13. Install Compression Test Adapter 9007 into the injector bore.
14. Connect the leakage tester and perform the leakage test procedure on each cylinder according to the tester manufacturer's instructions.
15. Upon completion of the test check and erase any engine related fault codes.

STANDARD PROCEDURE

ENGINE GASKET SURFACE PREPARATION

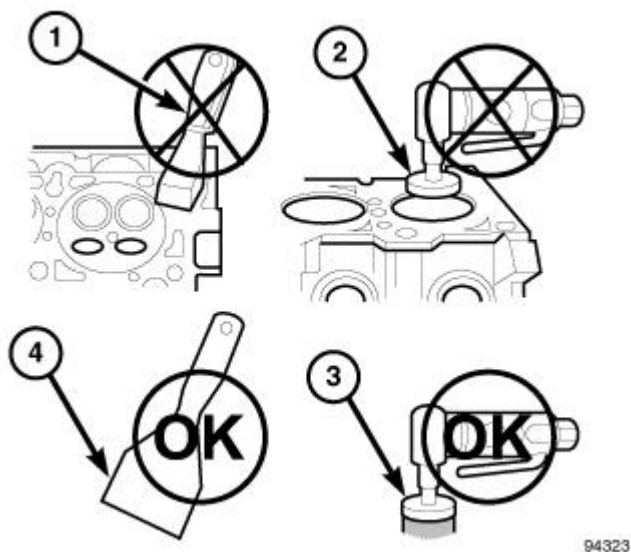


Fig. 2: PROPER TOOL USAGE FOR SURFACE PREPARATION

Courtesy of CHRYSLER LLC

To ensure engine gasket sealing, proper surface preparation must be performed, especially with the use of aluminum engine components and multi-layer steel cylinder head gaskets.

Never use the following to clean gasket surfaces:

- Metal scraper (1).
- Abrasive pad or paper to clean cylinder block and head.
- High speed power tool with an abrasive pad or a wire brush (2,3).

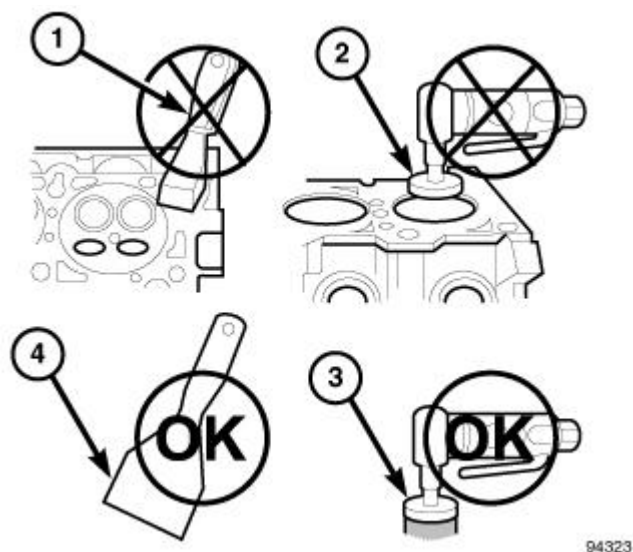


Fig. 3: PROPER TOOL USAGE FOR SURFACE PREPARATION

Courtesy of CHRYSLER LLC

NOTE: Multi-Layer Steel (MLS) head gaskets require a scratch free sealing surface.

Only use the following for cleaning gasket surfaces:

- Solvent or a commercially available gasket remover
- Plastic or wood scraper (4).

Sealing surfaces must be free of grease or oil residue. Clean surfaces with Mopar® brake parts cleaner (or equivalent).

FORM-IN-PLACE GASKETS AND SEALERS

There are numerous places where form-in-place gaskets are used on the engine. Care must be taken when applying form-in-place gaskets to assure obtaining the desired results. **Do not use form-in-place gasket material unless specified.** Bead size, continuity, and location are of great importance. Too thin a bead can result in leakage while too much can result in spill-over which can break off and obstruct fluid feed lines. A continuous bead of the proper width is essential to obtain a leak-free gasket.

There are numerous types of form-in-place gasket materials that are used in the engine area. Mopar® Engine RTV GEN II, Mopar® ATF-RTV, and Mopar® Gasket Maker gasket materials, each have different properties and can not be used in place of the other.

MOPAR® ENGINE RTV GEN II

Mopar® Engine RTV GEN II is used to seal components exposed to engine oil. This material is a specially designed black silicone rubber RTV that retains adhesion and sealing properties when exposed to engine oil. Moisture in the air causes the material to cure. This material is available in three ounce tubes and has a shelf life of one year. After one year this material will not properly cure. Always inspect the package for the expiration

date before use.

MOPAR® ATF RTV

Mopar® ATF RTV is a specifically designed black silicone rubber RTV that retains adhesion and sealing properties to seal components exposed to automatic transmission fluid, engine coolants, and moisture. This material is available in three ounce tubes and has a shelf life of one year. After one year this material will not properly cure. Always inspect the package for the expiration date before use.

MOPAR® GASKET MAKER

Mopar® Gasket Maker is an anaerobic type gasket material. The material cures in the absence of air when squeezed between two metallic surfaces. It will not cure if left in the uncovered tube. The anaerobic material is for use between two machined surfaces. Do not use on flexible metal flanges.

MOPAR® GASKET SEALANT

Mopar® Gasket Sealant is a slow drying, permanently soft sealer. This material is recommended for sealing threaded fittings and gaskets against leakage of oil and coolant. Can be used on threaded and machined parts under all temperatures. This material is used on engines with multi-layer steel (MLS) cylinder head gaskets. This material also will prevent corrosion. Mopar® Gasket Sealant is available in a 13 oz. aerosol can or 4oz./16 oz. can w/applicator.

FORM-IN-PLACE GASKET AND SEALER APPLICATION

Assembling parts using a form-in-place gasket requires care but it's easier than using precut gaskets.

Mopar® Gasket Maker material should be applied sparingly 1 mm (0.040 in.) diameter or less of sealant to one gasket surface. Be certain the material surrounds each mounting hole. Excess material can easily be wiped off. Components should be torqued in place within 15 minutes. The use of a locating dowel is recommended during assembly to prevent smearing material off the location.

Mopar® Engine RTV GEN II or ATF RTV gasket material should be applied in a continuous bead approximately 3 mm (0.120 in.) in diameter. All mounting holes must be circled. For corner sealing, a 3.17 or 6.35 mm (1/8 or 1/4 in.) drop is placed in the center of the gasket contact area. Uncured sealant may be removed with a shop towel. Components should be torqued in place while the sealant is still wet to the touch (within 10 minutes). The usage of a locating dowel is recommended during assembly to prevent smearing material off the location.

Mopar® Gasket Sealant in an aerosol can should be applied using a thin, even coat sprayed completely over both surfaces to be joined, and both sides of a gasket. Then proceed with assembly. Material in a can w/applicator can be brushed on evenly over the sealing surfaces. Material in an aerosol can should be used on engines with multi-layer steel gaskets.

REPAIR DAMAGED OR WORN THREADS

CAUTION: Be sure that the tapped holes maintain the original center line.

Damaged or worn threads can be repaired. Essentially, this repair consists of:

- Drilling out worn or damaged threads.
- Tapping the hole with a special Heli-Coil Tap, or equivalent.
- Installing an insert into the tapped hole to bring the hole back to its original thread size.

HYDROSTATIC LOCK

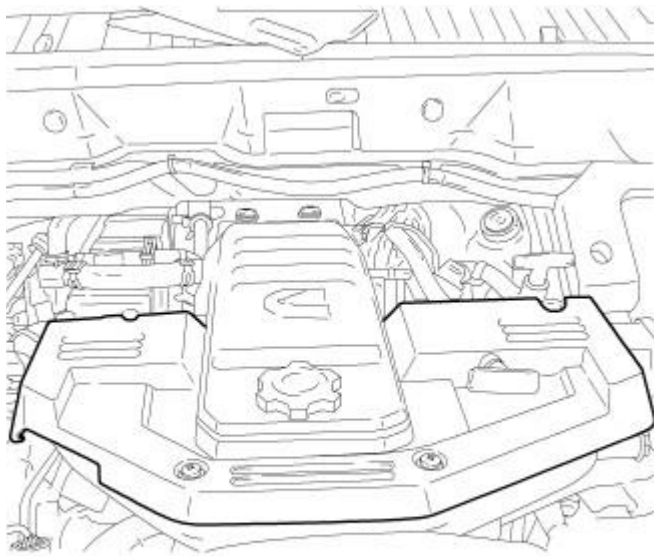
CAUTION: DO NOT use the starter motor to rotate the crankshaft. Severe damage could occur.

When an engine is suspected of hydrostatic lock (regardless of what caused the problem), follow the steps below.

1. Disconnect the negative cable(s) from the battery.
2. Inspect air cleaner, induction system, and intake manifold to ensure system is dry and clear of foreign material.
3. Place a shop towel around the fuel injectors to catch any fluid that may possibly be under pressure in the cylinder head. Remove the fuel injectors. Refer to **Fuel System/Fuel Injection/INJECTOR(S), Fuel - Removal**.
4. With all injectors removed, rotate the crankshaft using the crankshaft barring tool (PN 7471B).
5. Identify the fluid in the cylinders (coolant, fuel, oil, etc.).
6. Be sure all fluid has been removed from the cylinders.
7. Repair engine or components as necessary to prevent this problem from occurring again.
8. Squirt a small amount of engine oil into the cylinders to lubricate the walls. This will prevent damage on restart.
9. Install fuel injectors. Refer to **Fuel System/Fuel Injection/INJECTOR(S), Fuel - Installation**.
10. Drain engine oil. Remove and discard the oil filter. See **Engine/Lubrication/FILTER, Engine Oil - Removal**.
11. Install the drain plug. Tighten the plug to 50 N.m (37 ft. lbs.).
12. Install a new oil filter. See **Engine/Lubrication/FILTER, Engine Oil - Installation**.
13. Fill engine crankcase with the specified amount and grade of oil. Refer to **Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications**.
14. Connect the negative cable(s) to the battery.
15. Start the engine and check for any leaks.

REMOVAL

REMOVAL

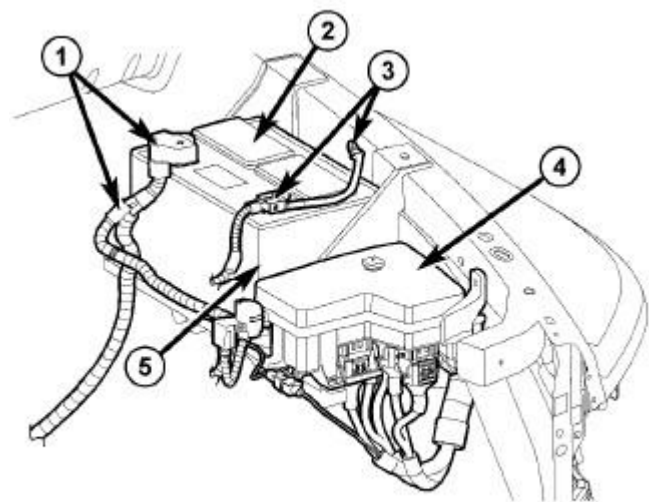


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Fig. 4: ENGINE COVER

Courtesy of CHRYSLER LLC

1. Open the hood.
2. Remove the engine cover.
3. Disconnect the hood support struts and position hood out of the way.



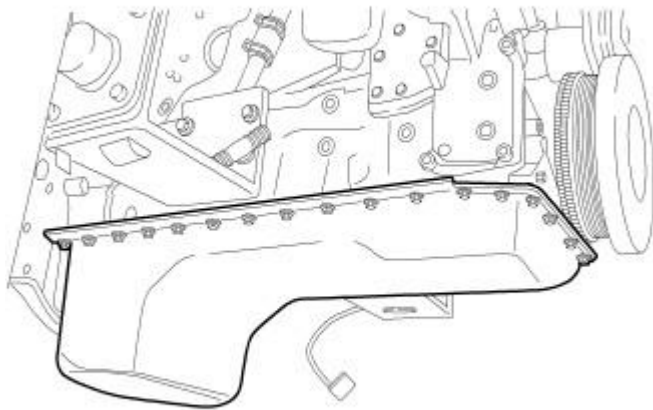
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Fig. 5: Battery Cables

Courtesy of CHRYSLER LLC

4. Disconnect both negative and positive battery cables (1, 3).
5. Remove the intake air box and tube.

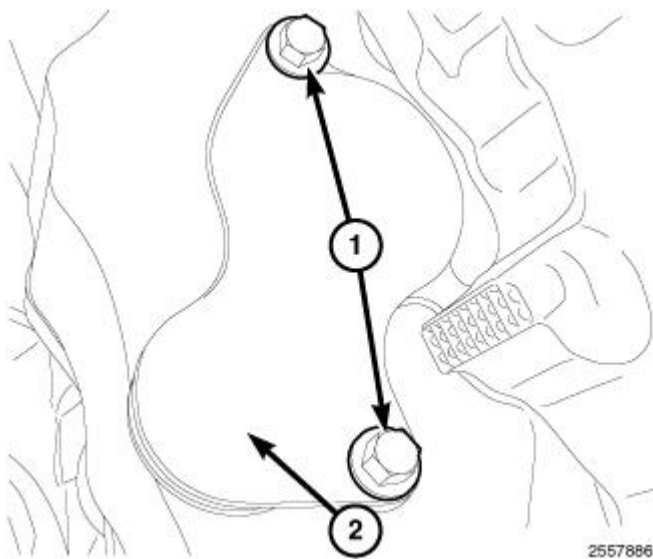
6. Raise the vehicle on the hoist.



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Fig. 6: Identifying Oil Pan
Courtesy of CHRYSLER LLC

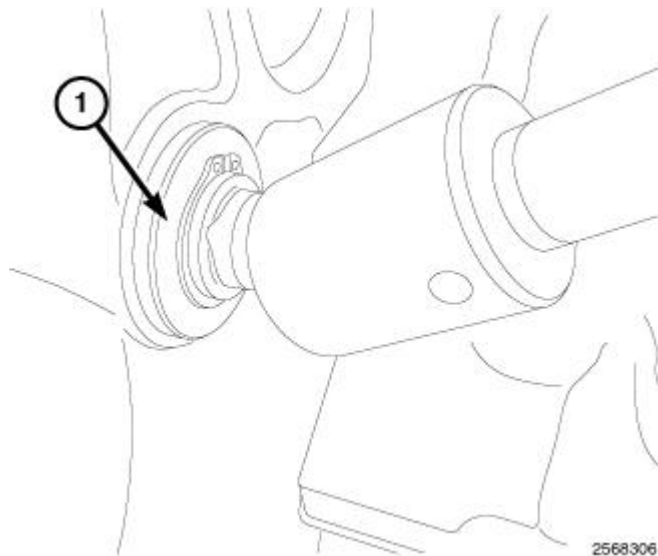
7. Drain engine coolant. Refer to **Cooling - Standard Procedure**.
8. Remove the engine oil drain plug and drain engine oil.
9. Reinstall drain plug. Tighten to 50 N.m (37 ft. lbs.).



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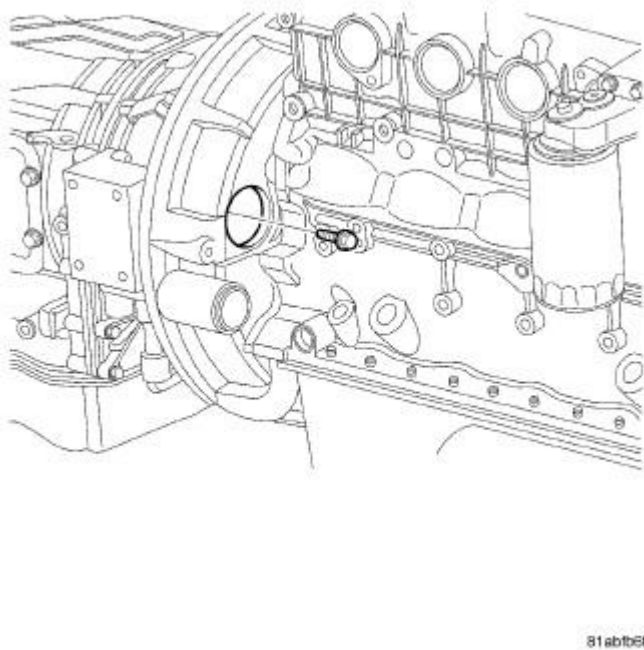
Fig. 7: Identifying Bolts & Bell Housing Access Cover
Courtesy of CHRYSLER LLC

10. Remove bolts (1) and the bell housing access cover (2).

**Fig. 8: ENGINE BARRING TOOL**

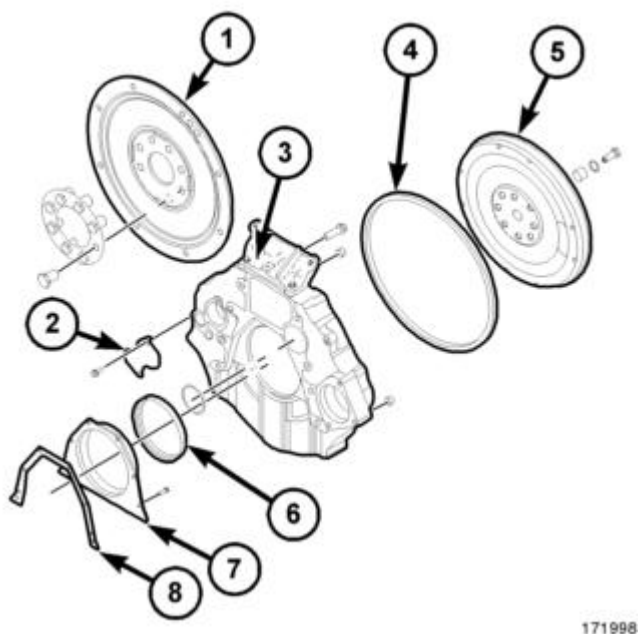
Courtesy of CHRYSLER LLC

11. Install the Barring Tool 7471B (1).

**Fig. 9: TORQUE CONVERTER BOLTS**

Courtesy of CHRYSLER LLC

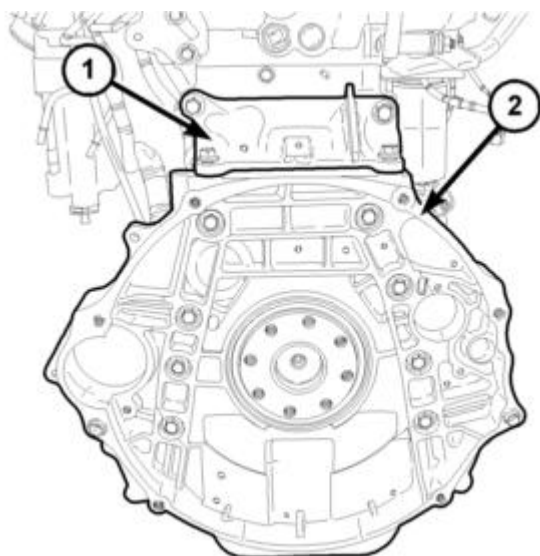
12. Using the Barring Tool 7471B (1), rotate the engine and remove the torque converter bolts.
 - a. On manual transmission models, remove the dual mass flywheel bolts.
13. Remove the Barring Tool 7471B (1).



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Fig. 10: FLYWHEEL AND ADAPTER PLATE
Courtesy of CHRYSLER LLC

14. Remove the bell housing retaining bolts.
15. Remove the left ground strap.
16. Disconnect the transmission wiring harness connector.



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Fig. 11: FLYWHEEL HOUSING AND COLLAR
Courtesy of CHRYSLER LLC

17. Remove the transmission collar (1), if equipped and then flywheel housing (2).
18. Remove the transmission to engine bolts.
19. Remove the rack and pinion bolts.

20. Lower the vehicle on the hoist.
21. Recover A/C refrigerant. Refer to **Heating and Air Conditioning/Plumbing - Standard Procedure**.
22. Remove the upper radiator hose.

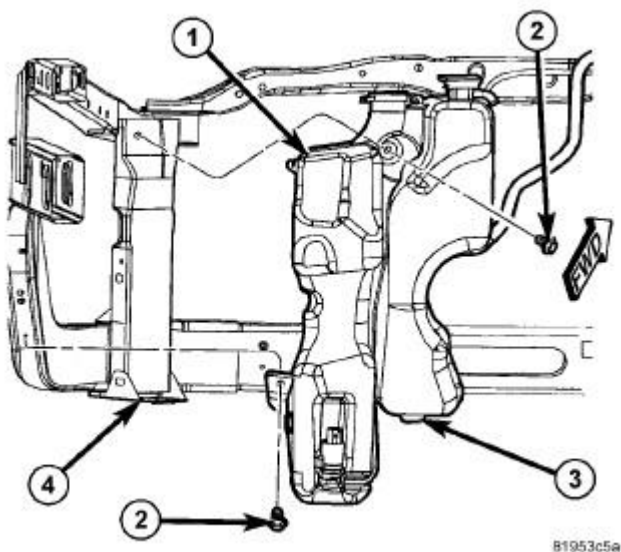


Fig. 12: WASHER RESERVOIR REMOVE/INSTALL
Courtesy of CHRYSLER LLC

23. Remove the coolant recovery bottle hose.
24. Remove the windshield washer hose.
25. Remove the right side air deflector.

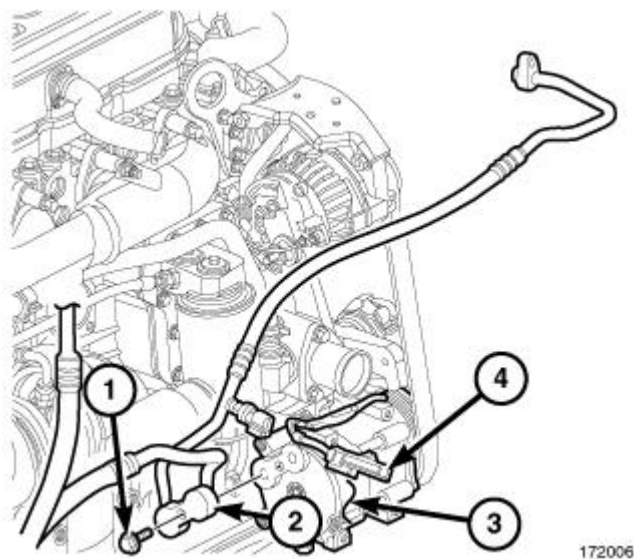


Fig. 13: REFRIGERANT LINES - VISTEON COMPRESSOR
Courtesy of CHRYSLER LLC

26. Remove the A/C lines from the condenser.

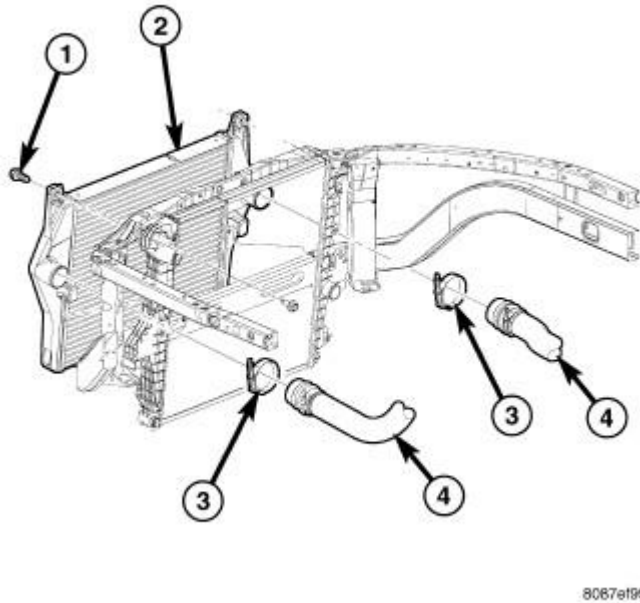


Fig. 14: AIR INTAKE SYSTEM TUBES
Courtesy of CHRYSLER LLC

- | |
|-----------------------|
| 1 - BOLT |
| 2 - CHARGE AIR COOLER |
| 3 - CLAMP |
| 4 - BOOST TUBE |

27. Remove the charge air hose at the cooler.
28. Remove the charge air hose/condenser bolts.
29. Remove the radiator retaining bolts.
30. Remove the lower radiator hose.
31. Remove the charge air inlet and outlet tubes (4).
32. Remove the charge air cooler (2).
33. Remove the power steering cooler bolts and position the power steering cooler aside.
34. Remove the radiator.
35. Remove the fan shroud mounting bracket (3) and shroud. Refer to **Cooling/Engine/FAN, Cooling - Removal**.

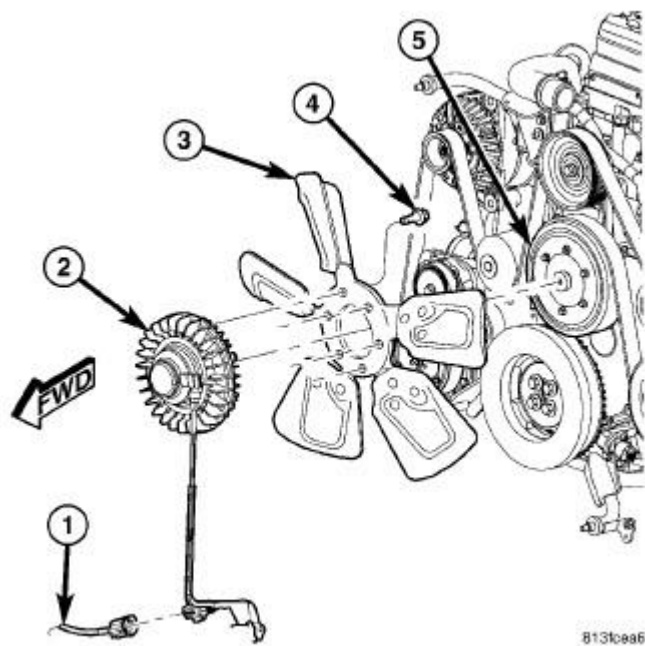


Fig. 15: FAN BLADE/VISCOUS FAN DRIVE
Courtesy of CHRYSLER LLC

- | |
|--------------------------|
| 1 - ELECTRICAL CONNECTOR |
| 2 - VISCOUS FAN DRIVE |
| 3 - FAN BLADE |
| 4 - BOLT (6) |
| 5 - RADIATOR FAN PULLEY |

36. Remove the cooling (3) and fan drive fan (2).
37. Remove the serpentine drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal** .

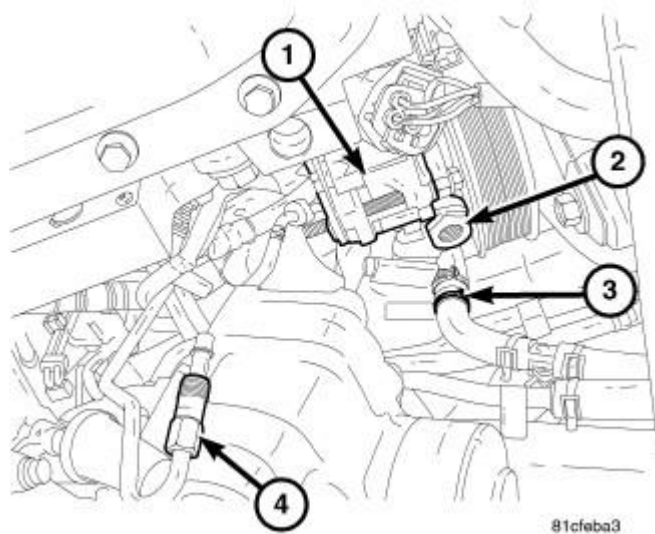
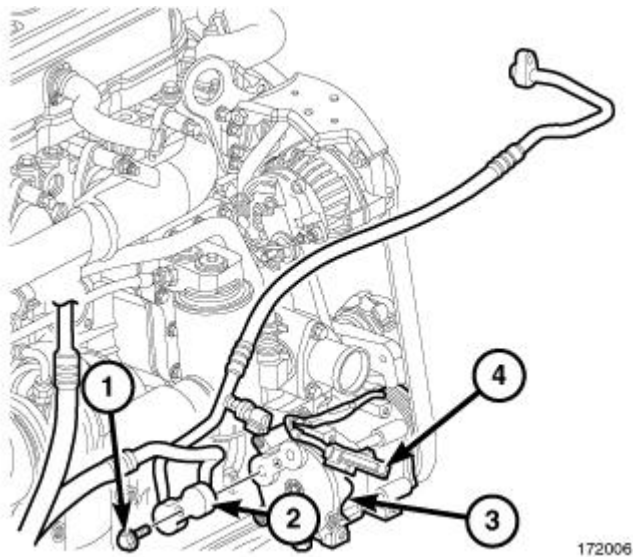


Fig. 16: P/S PUMP

Courtesy of CHRYSLER LLC

38. Remove the power steering pump bolts and position the power steering pump aside.

**Fig. 17: REFRIGERANT LINES - VISTEON COMPRESSOR**

Courtesy of CHRYSLER LLC

39. Disconnect the Air Conditioning pressure switch connector.
40. Remove the radiator lower bracket shroud.
41. Remove the drive belt tensioner.

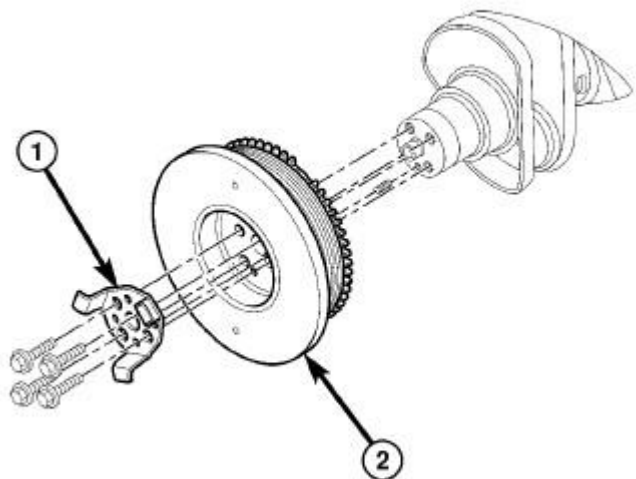
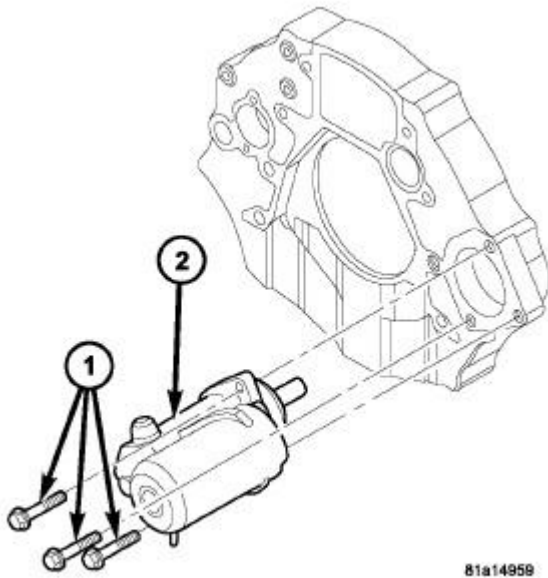


Fig. 18: CRANKSHAFT DAMPER

Courtesy of CHRYSLER LLC

42. Remove the crankshaft damper.
43. Disconnect the ECM power connector and the engine to vehicle wiring harness connector.

**Fig. 19: 6.7L STARTER**

Courtesy of CHRYSLER LLC

44. Remove the starter cable at the left battery and power distribution center.
45. Remove the starter motor (2). Refer to **Electrical/Starting/STARTER - Removal** .
46. Disconnect the intake heater connector.
47. Disconnect the battery negative cables to the engine block on the driver and passenger side.

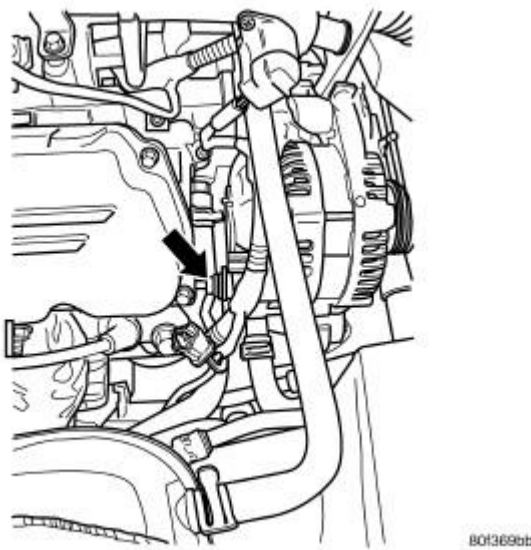


Fig. 20: Battery Positive Cable Connection at Generator
Courtesy of CHRYSLER LLC

48. Disconnect the generator feed wire.
49. Disconnect the block heater.
50. Disconnect the left side ground wire.

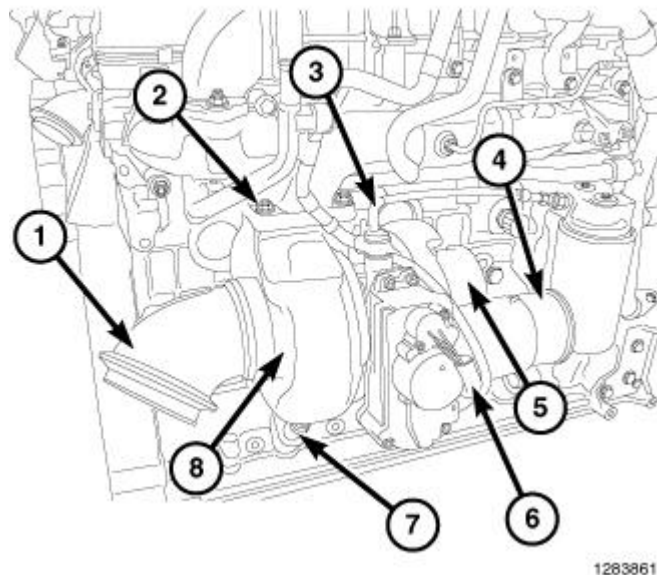


Fig. 21: Identifying Turbocharger Components
Courtesy of CHRYSLER LLC

51. Remove the clamp at the exhaust pipe to the turbocharger outlet elbow connection. Do not remove the elbow (1) from the turbocharger (8).

52. Disconnect the heater core supply and return hoses.
53. Disconnect the injector harness connectors.

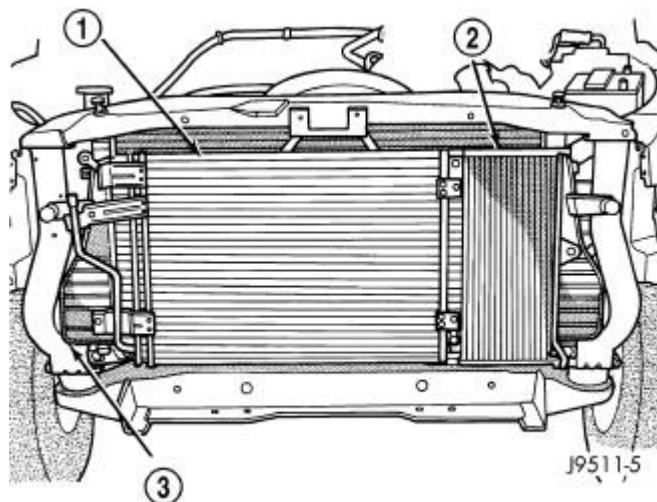


Fig. 22: CONDENSER AND TRANSMISSION AUXILIARY COOLER
Courtesy of CHRYSLER LLC

1 - A/C CONDENSER
2 - TRANSMISSION COOLER
3 - INTERCOOLER

54. **Automatic transmission models: Disconnect transmission oil cooler lines from in front of radiator using special tool #6931.**
55. Remove the radiator upper support panel.
56. Remove the A/C condenser (1).

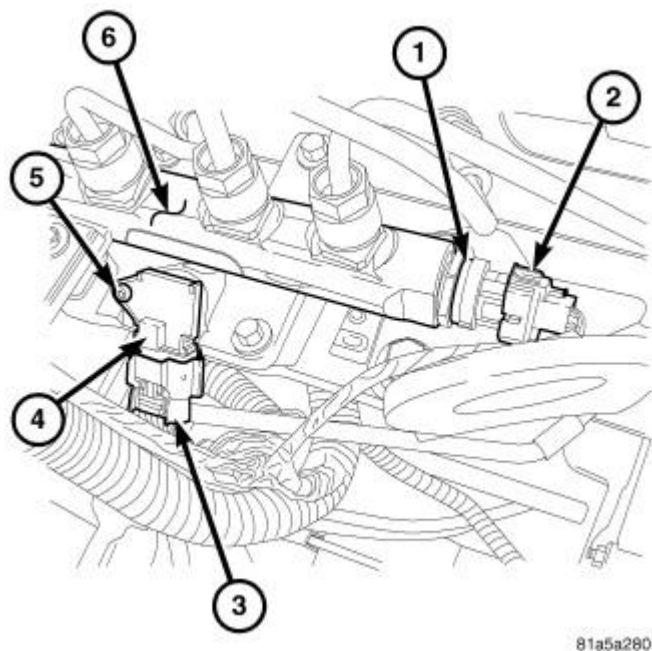


Fig. 23: FUEL PRESSURE SENSOR
Courtesy of CHRYSLER LLC

57. Disconnect the fuel supply and return lines from the fuel filter housing.

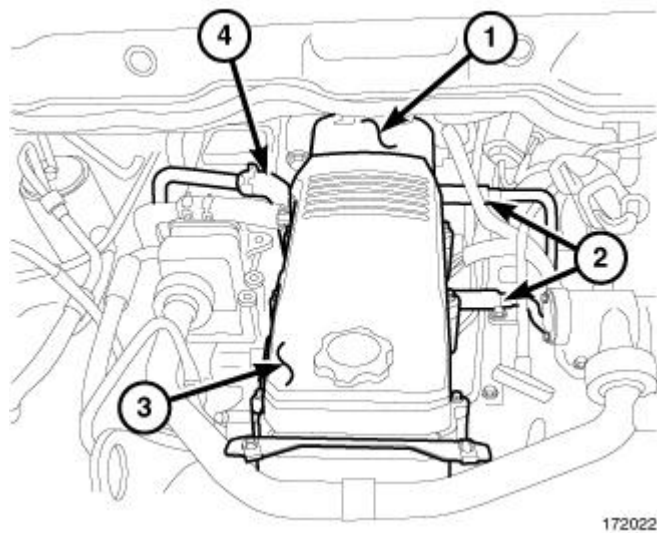
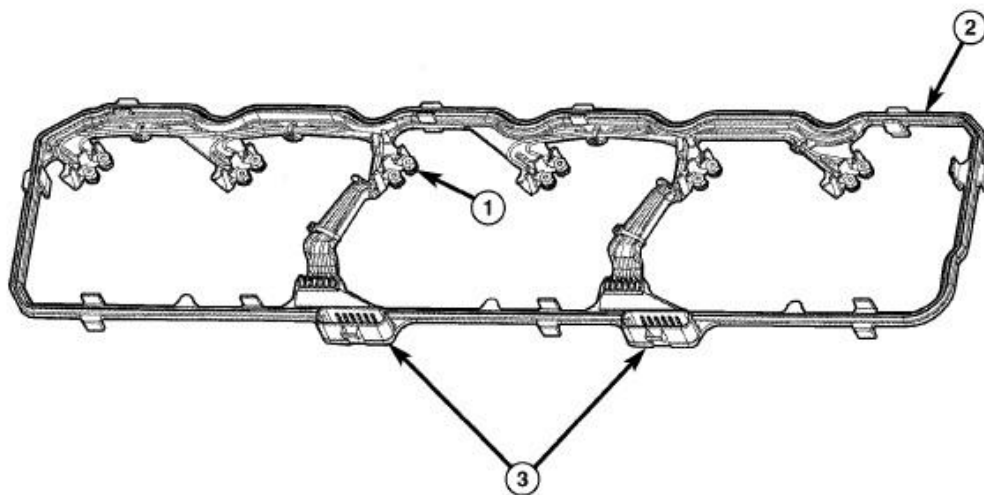


Fig. 24: CYLINDER HEAD COVER COMPONENTS
Courtesy of CHRYSLER LLC

58. Disconnect the CCV tube (4) and lube oil drain tube (2) to cylinder head cover (1)
59. Remove the cylinder head cover (1). See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal.**

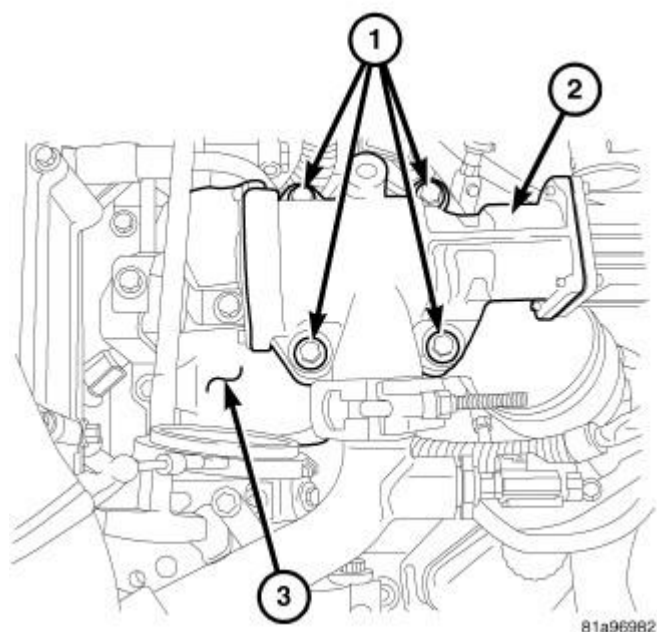


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Fig. 25: CYLINDER HEAD COVER GASKET
Courtesy of CHRYSLER LLC

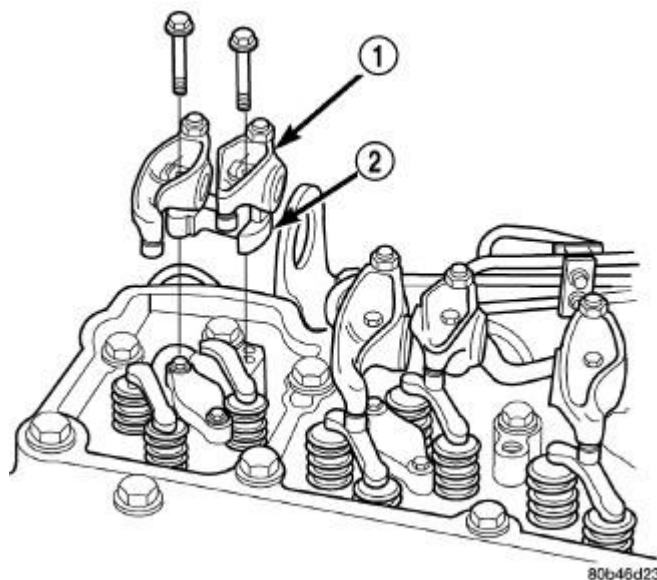
- | |
|---------------------------------|
| 1 - INJECTOR NUTS |
| 2 - GASKET |
| 3 - INJECTOR HARNESS CONNECTORS |

60. Disconnect the injector wiring harness connectors to injector connections on cylinder head cover carrier gasket (3).
61. Remove the injector harness nuts to injectors (1).
62. Remove the cylinder head cover/injector wiring gasket (2).



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63. Remove the coolant hose at the EGR cooler inlet.
64. Remove the coolant hose at the EGR cooler outlet.
65. Remove the EGR control valve and tube assembly.
66. Remove the EGR cooler.
67. Remove the coolant filter from the cylinder head.



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1 - ROCKER ARM

2 - PEDESTAL

68. Remove the coolant transfer tube retainers and position the coolant transfer tube aside.

NOTE: Extreme care should be used to keep dirt/debris from entering the fuel lines. Plastic caps should be used on the ends of the fuel lines.

NOTE: Mark the location of pushrods and crossheads for reinstallation.

69. Remove the No. 4 rocker arms (1), pedestals (2), and pushrods for cylinders No. 4, No. 5, and No. 6.
70. Remove the No. 5 and No. 6 high pressure fuel lines.
71. Remove the No. 5 and No. 6 fuel injector.
72. Remove the No. 4 and No. 5 head bolts.

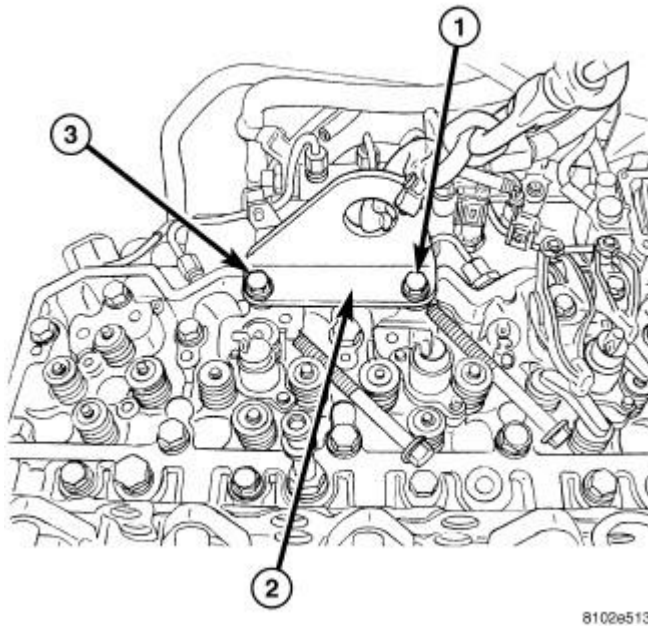


Fig. 28: ENGINE LIFT BRACKET
Courtesy of CHRYSLER LLC

1 - Head bolt

2 - Engine Lift Bracket

3 - Head Bolt

73. Install the front and rear engine lift bracket. Tighten to 77 N.m (57 ft. lbs.).
74. Remove the two cylinder head bolts (1 and 3) according to the diagram and install the Engine Lifting Bracket 9009 (2). Tighten bolts to 105 N.m (77 ft. lbs.).

75. Remove the engine mount through bolts and nuts.
76. Attach a chain with two hooks to the engine lift brackets.
77. While keeping engine level, lift straight up out of the mounts.
78. Rotate the nose of engine upward and pull out of chassis.

INSTALLATION

INSTALLATION

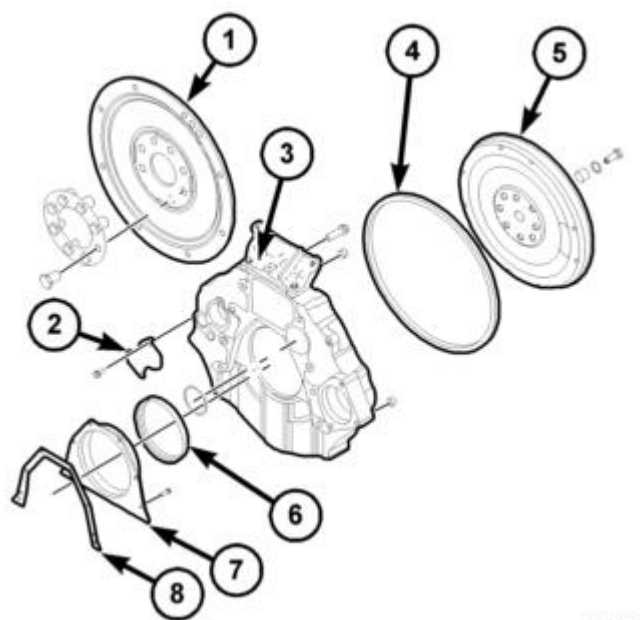


Fig. 29: FLYWHEEL AND ADAPTER PLATE
Courtesy of CHRYSLER LLC

NOTE: A new clamping ring must be used any time the flex plate or flywheel adapter is removed.

1. If removed, install the flywheel and adapter or flexplate. Tighten to 137 N.m (100 ft. lbs).

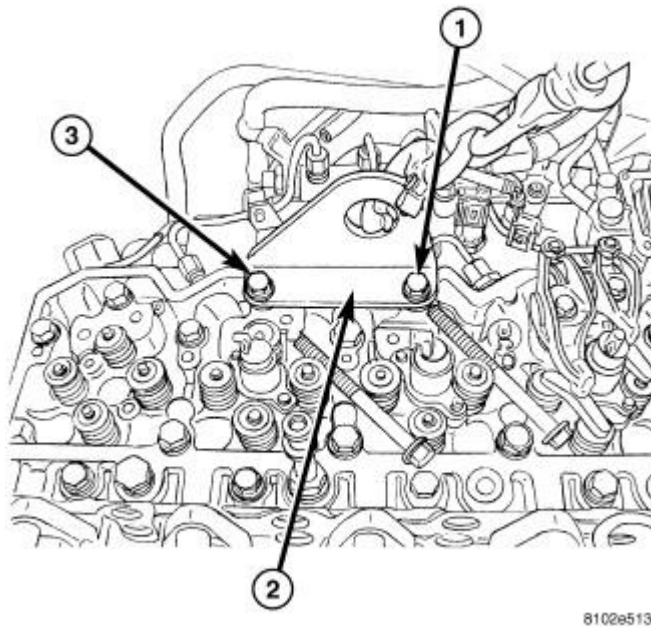
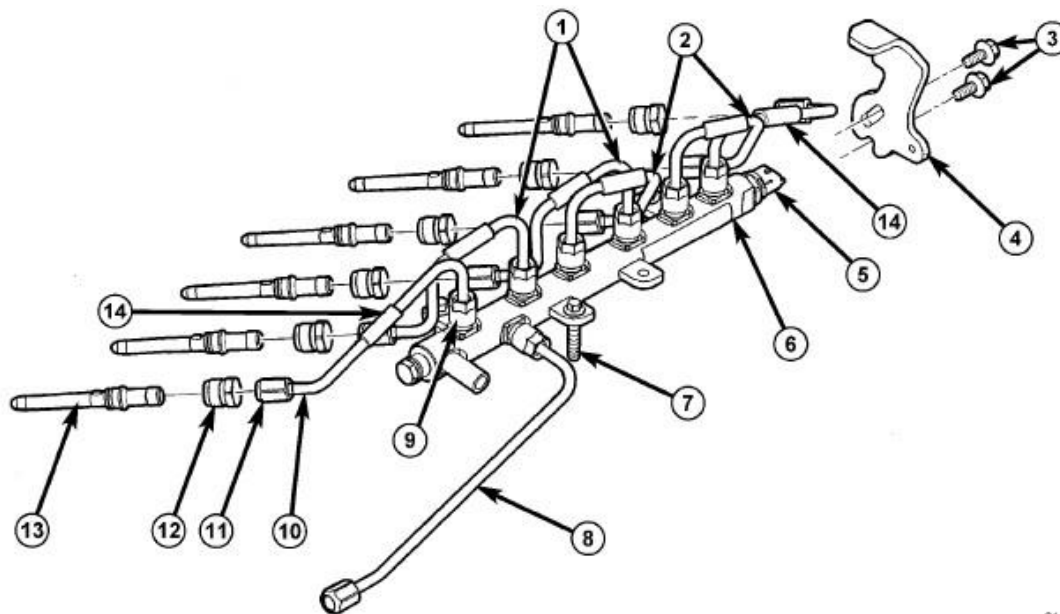


Fig. 30: ENGINE LIFT BRACKET
Courtesy of CHRYSLER LLC

- | |
|---|
| 1 - Head bolt
2 - Engine Lift Bracket
3 - Head Bolt |
|---|

2. Remove the cylinder head bolts (1, 3) according to the diagram. Install Engine Lifting Bracket 9009 (2). Tighten bolts to 105 N.m (77 ft. lbs.).
3. Lower the engine into the engine compartment and install the engine mount through bolts and nuts.
4. Tighten the mount through bolts and nuts to 129 N.m (95 ft. lbs.).
5. Remove the chain with 2 hooks and the Engine Lifting Bracket 9009.
6. Check the cylinder head bolt length and install into cylinder head.
7. Torque in 4 steps to:
 - Step 1-Tighten to 70 N.m (52 ft. lbs.).
 - Step 2-Back off 360 degrees.
 - Step 3-Tighten to 105 N.m (77 ft. lbs.).
 - Step 4-Rotate 90 degrees.
8. Replace injector O-ring and sealing washer on injectors No. 5 and No. 6. Install injectors and tighten using the following steps:
 - Step 1-Install the injector hold-down capscrews and tighten to 5 N.m (44 in. lbs.).
 - Step 2-Loosen the injector hold-down capscrews.
 - Step 3-Install the HPC connector tube and nut. Tighten nut to 15 N.m (11 ft. lbs.).
 - Step 4-Tighten the injector hold-down capscrews to 10 N.m (89 in. lbs.).

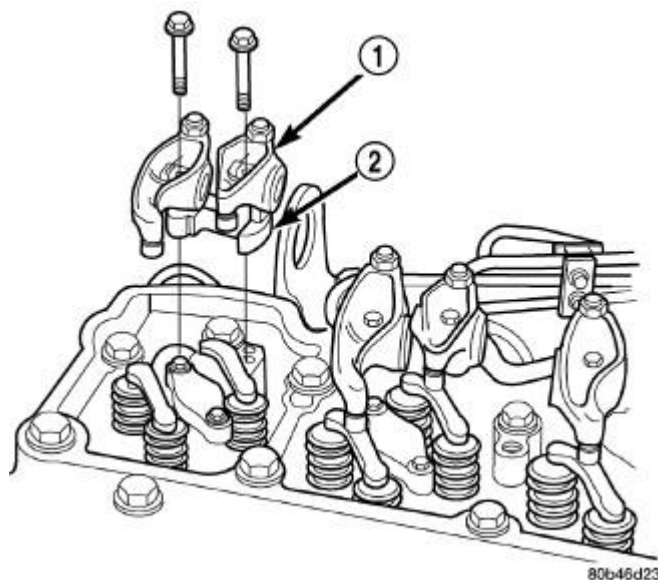
- Step 5-Tighten the HPC connector tube nut to 50 N.m (37 ft. lbs.).
9. Remove the front and rear engine lift bracket.



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Fig. 31: FUEL LINES AT RAIL
Courtesy of CHRYSLER LLC

10. If fuel tube at No. 6 cylinder has been removed, tilt metal bracket (4) upward to install the No. 6 fuel tube finger tight.
11. Install the No. 5 and No. 6 high pressure fuel tubes. Tighten fuel line fittings to 40 N.m (35 ft. lbs.).
12. Position the metal bracket (4) at the rear of cylinder head back and tighten bolts (3) to 43 N.m (32 ft. lbs.).



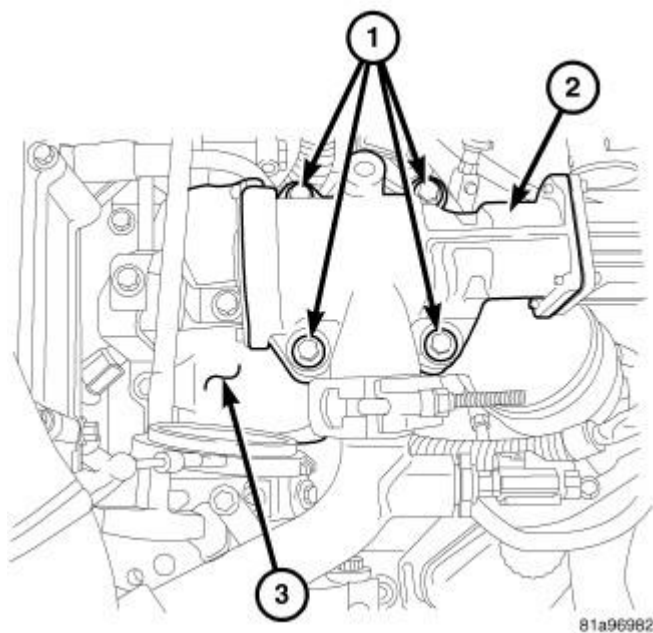
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Fig. 32: ROCKER ARMS AND PEDESTAL

Courtesy of CHRYSLER LLC

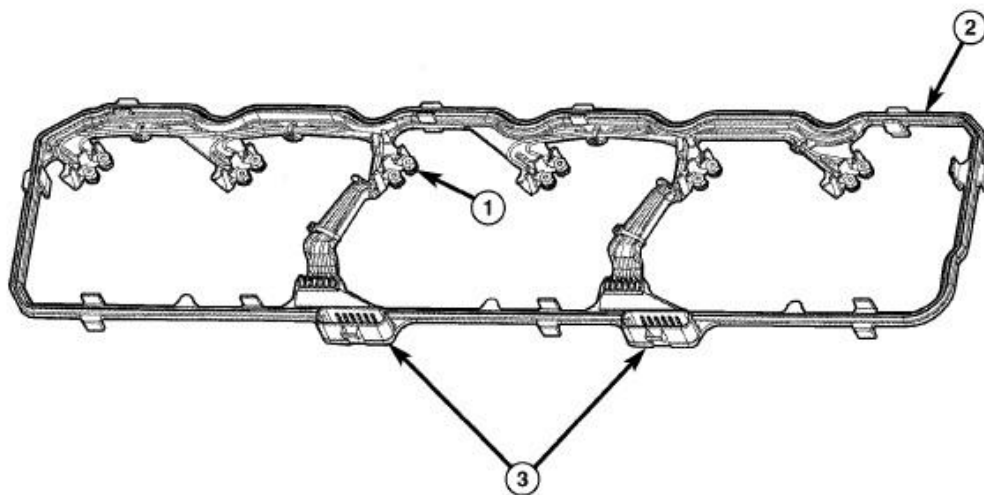
1 - ROCKER ARM
2 - PEDESTAL

13. Install the pushrods, rocker arms (1), and pedestals (2) for cylinders No. 4, No. 5, and No. 6. Tighten the mounting bolts to 36 N.m (27 ft. lbs).
14. Reset the valve lash on cylinders No. 4, No. 5, and No. 6. Tighten adjusting nuts to 24 N.m (18 ft. lbs).
15. Set the valve lash for the intake valve at 0.254 mm (0.010 in.) and exhaust valve at 0.66 mm (0.026 in.).

**Fig. 33: EGR VALVE - 6.7L**

Courtesy of CHRYSLER LLC

16. Install the coolant filter from the cylinder head.
17. Install the EGR cooler.
18. Install the EGR control valve and tube assembly.
19. Install the coolant hose at the EGR cooler outlet.
20. Install the coolant hose at the EGR cooler inlet.

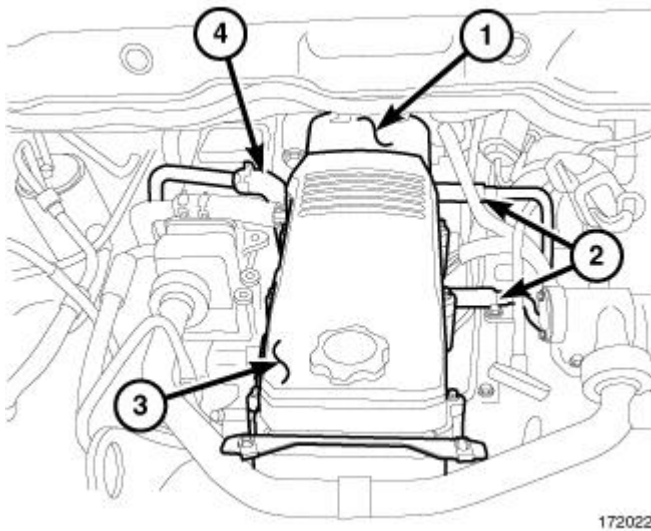


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Fig. 34: CYLINDER HEAD COVER GASKET
Courtesy of CHRYSLER LLC

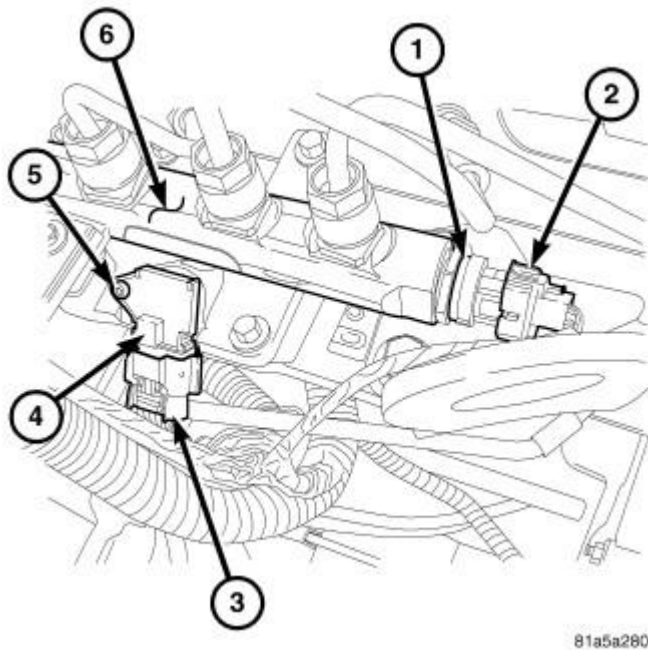
- | |
|--|
| 1 - INJECTOR NUTS
2 - GASKET
3 - INJECTOR HARNESS CONNECTORS |
|--|

21. Install the cylinder head cover/injector wiring gasket (2).
22. Install the injector harness nuts to injectors (1). Tighten to 1.25 N.m (11 in. lbs.).
23. Connect the injector wiring harness connectors to injector connections on cylinder head cover carrier gasket (3).

**Fig. 35: CYLINDER HEAD COVER**

Courtesy of CHRYSLER LLC

24. Install the cylinder head cover (1) Tighten to 24 N.m (18 ft. lbs). See **Engine/Cylinder Head/COVER (S), Cylinder Head - Installation.**
25. Connect the CCV tube (4) and lube oil drain tube (2) to cylinder head cover (1).

**Fig. 36: FUEL PRESSURE SENSOR**

Courtesy of CHRYSLER LLC

26. Connect the fuel supply and return lines from the fuel filter housing.

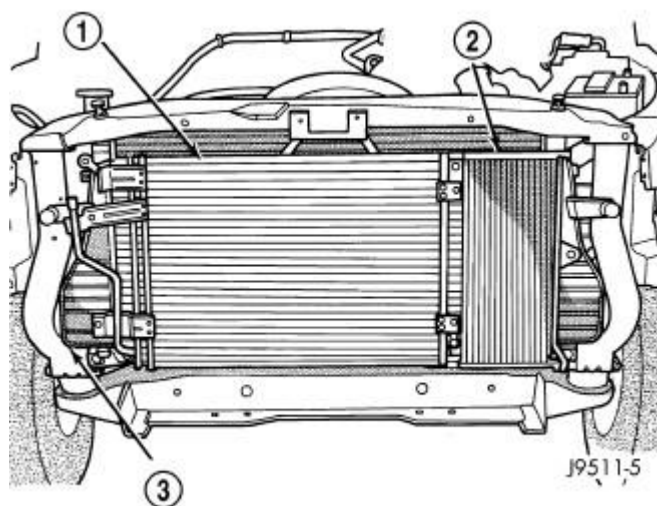


Fig. 37: CONDENSER AND TRANSMISSION AUXILIARY COOLER
Courtesy of CHRYSLER LLC

1 - A/C CONDENSER
2 - TRANSMISSION COOLER
3 - INTERCOOLER

27. Install the A/C condenser (1).
28. Install the radiator upper support panel.
29. Connect the transmission quick-connect oil cooler lines.

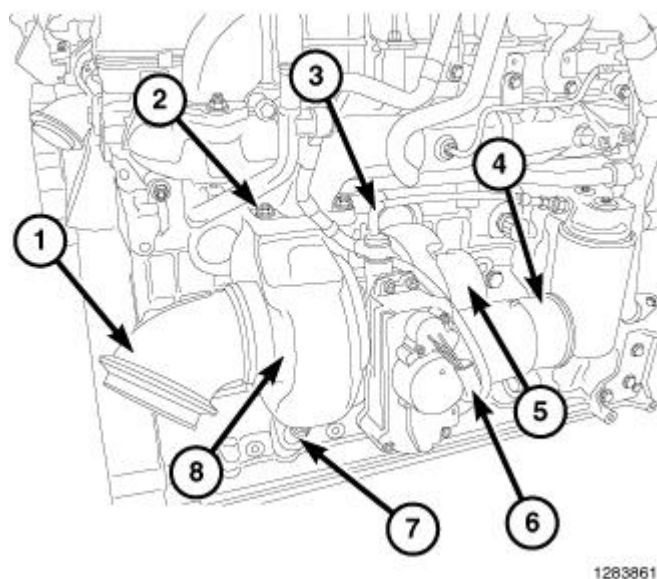


Fig. 38: Identifying Turbocharger Components
Courtesy of CHRYSLER LLC

30. Connect the injector harness connectors.
31. Connect the heater core supply and return hoses.
32. Using a new clamp, install the exhaust pipe to the turbocharger elbow (1).

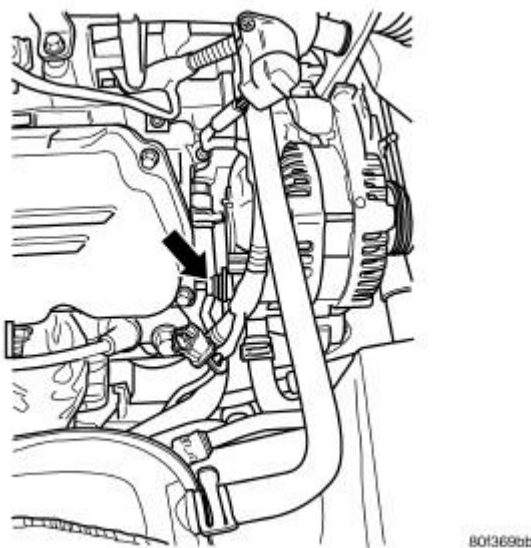


Fig. 39: Battery Positive Cable Connection at Generator
Courtesy of CHRYSLER LLC

33. Connect left side ground wire.
34. Connect the engine block heater connection.
35. Connect the generator feed wire.

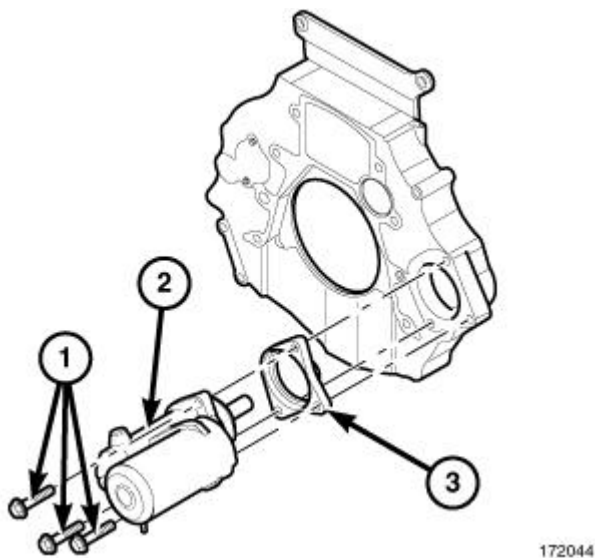
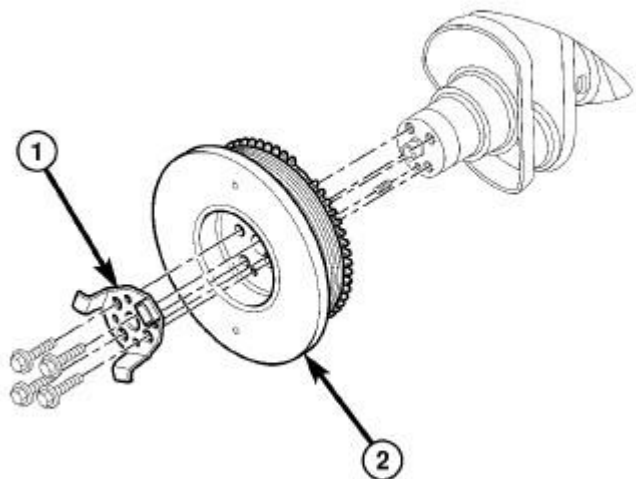


Fig. 40: STARTER
Courtesy of CHRYSLER LLC

- 1 - MOUNTING BOLTS (3)
- 2 - STARTER MOTOR
- 3 - SPACER (CERTAIN TRANSMISSIONS)

36. Install the battery negative cables to the engine block on the driver and passenger side.
37. Connect the intake heater connector.
38. Install the starter motor (2). Tighten to 43 N.m (32 ft. lbs.). Refer to **Electrical/Starting/STARTER - Installation**.
39. Install the starter cable at the left battery and power distribution center.



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Fig. 41: CRANKSHAFT DAMPER
Courtesy of CHRYSLER LLC

40. Connect the ECM or PCM power connector and the engine to vehicle wiring harness connectors.
41. Install the crankshaft damper. Tighten to 40 N.m (30 ft. lbs.) plus 60 degrees.

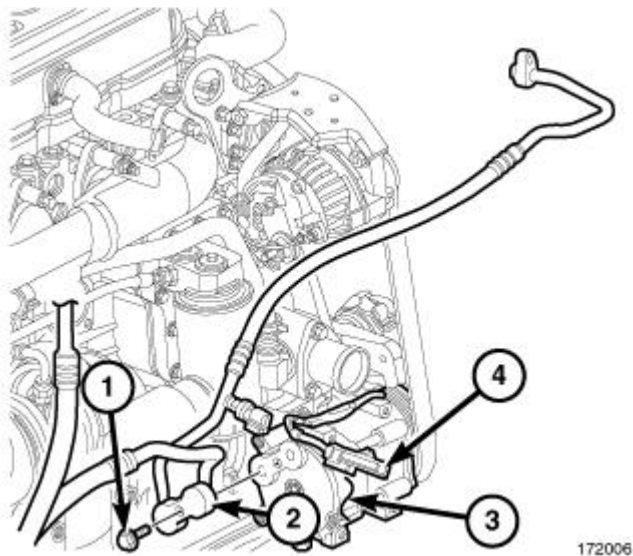


Fig. 42: REFRIGERANT LINES - VISTEON COMPRESSOR
Courtesy of CHRYSLER LLC

42. Install the drive belt tensioner.
43. Install the radiator bracket shroud.
44. Connect the A/C compressor and pressure sensor connectors.

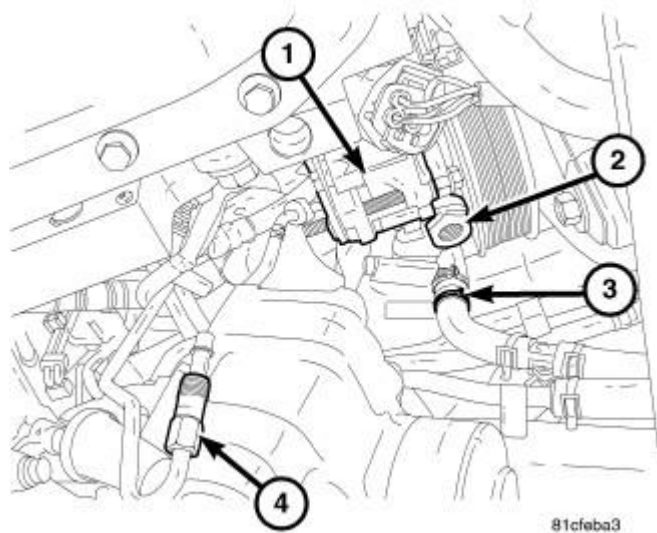


Fig. 43: P/S PUMP
Courtesy of CHRYSLER LLC

45. Install the power steering pump.
46. Install the serpentine drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Installation** .

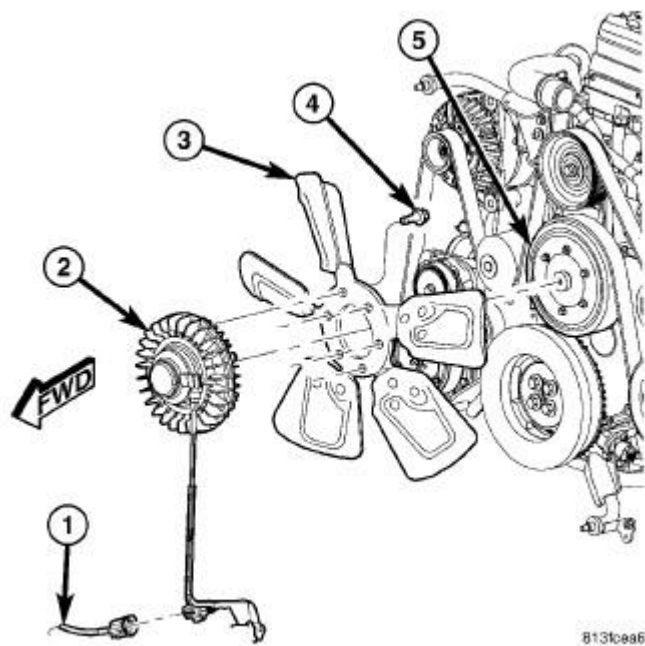
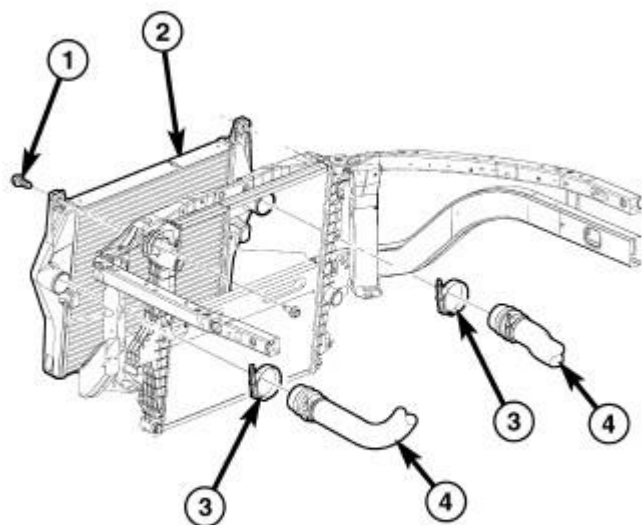


Fig. 44: FAN BLADE/VISCOUS FAN DRIVE
Courtesy of CHRYSLER LLC

- | |
|---|
| 1 - ELECTRICAL CONNECTOR
2 - VISCOUS FAN DRIVE
3 - FAN BLADE
4 - BOLT (6)
5 - RADIATOR FAN PULLEY |
|---|

47. Install the cooling fan (3) and fan drive (2). Refer to **Cooling/Engine/FAN, Cooling - Installation** .
48. Install the fan shroud. Refer to **Cooling/Engine/FAN, Cooling - Installation** .
49. Install the radiator.
50. Position the power steering cooler and install the bolts.



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Fig. 45: AIR INTAKE SYSTEM TUBES

Courtesy of CHRYSLER LLC

- | |
|-----------------------|
| 1 - BOLT |
| 2 - CHARGE AIR COOLER |
| 3 - CLAMP |
| 4 - BOOST TUBE |

51. Install the charge air cooler (2). Install and tighten the charge air cooler mounting bolts (1) to 2 N.m (17 in. lbs).
52. Install the charge air inlet and outlet tubes (4). Tighten all clamps to 8 N.m (72 in. lbs).
53. Install the radiator lower hose.
54. Install the charge air hose/condenser bolts.
55. Install the charge air hose at the cooler.

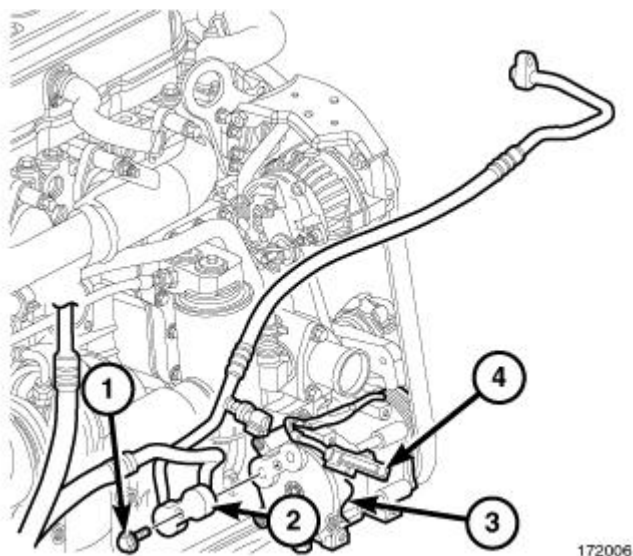


Fig. 46: REFRIGERANT LINES - VISTEON COMPRESSOR
Courtesy of CHRYSLER LLC

56. Connect the A/C lines to the condenser.

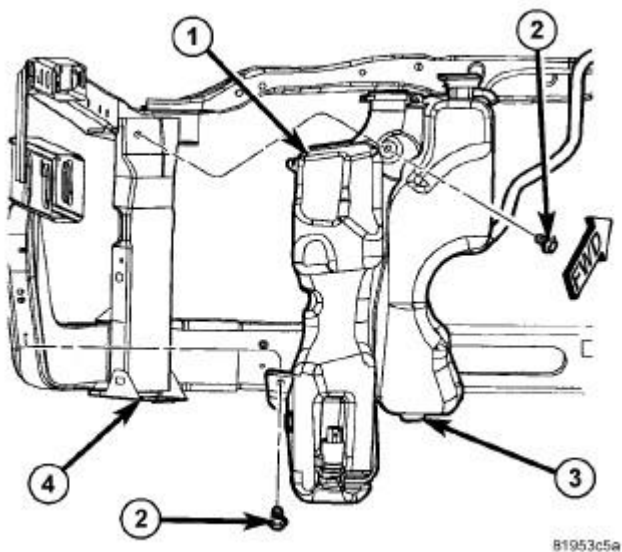


Fig. 47: WASHER RESERVOIR REMOVE/INSTALL
Courtesy of CHRYSLER LLC

57. Install the right side air deflector.
58. Install the windshield washer bottle (2).
59. Install the coolant recovery bottle hose (3).
60. Install the upper radiator hoses.
61. **Automatic transmission models: Connect transmission oil cooler lines from in front of radiator using QUICK RELEASE TOOL 6931**

62. Evacuate and recharge A/C system. Refer to **Heating and Air Conditioning/Plumbing - Standard Procedure**.
63. Raise vehicle.
64. Install the rack and pinion bolts.

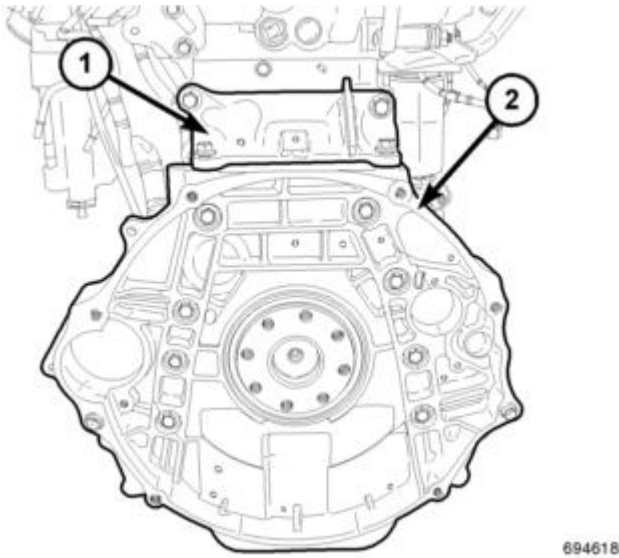


Fig. 48: FLYWHEEL HOUSING AND COLLAR
Courtesy of CHRYSLER LLC

65. Install the transmission to engine bolts.
 - Automatic transmission, tighten bolts to 41 N.m (30 ft. lbs.).
 - Manual transmission, tighten bolts to 45 N.m (33 ft. lbs.).
66. Install the transmission collar (1), if equipped and then flywheel housing (2). Tighten bolts to 77 N.m (57 ft. lbs.).
67. Connect the transmission wiring harness connector.
68. Install the left ground strap.
69. Install the bell housing retaining bolts.

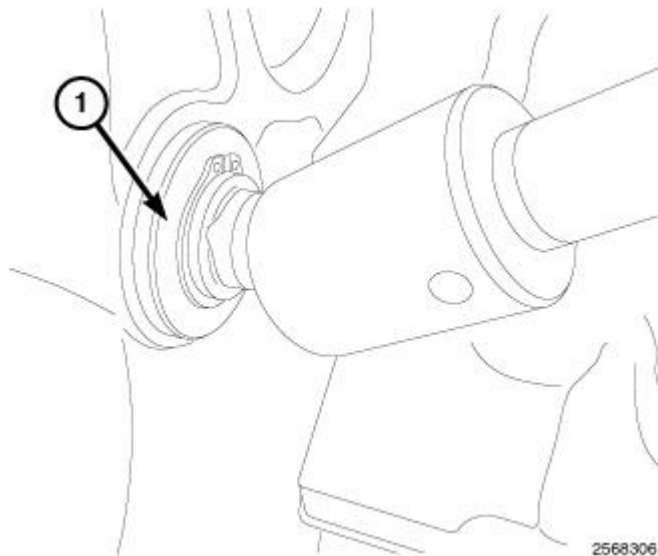


Fig. 49: ENGINE BARRING TOOL
Courtesy of CHRYSLER LLC

70. Install the Barring Tool 7471B (1).

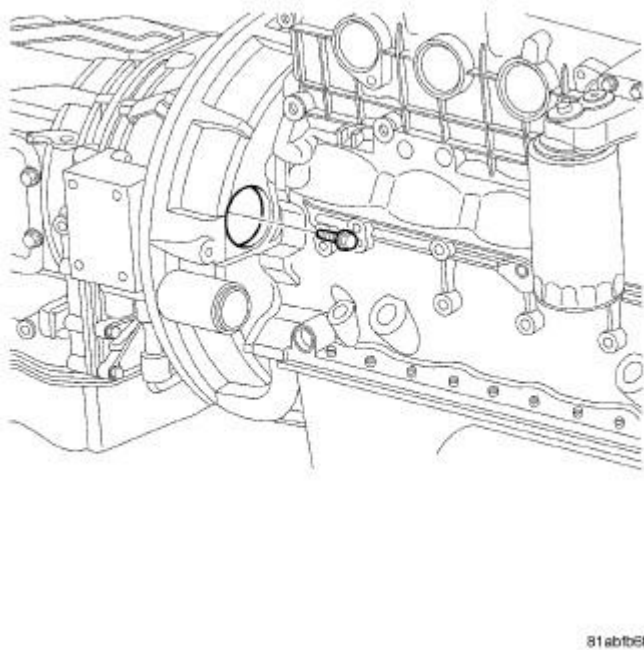


Fig. 50: TORQUE CONVERTER BOLTS
Courtesy of CHRYSLER LLC

71. Using the Barring Tool 7471B (1) rotate the engine, install the torque converter bolts. Tighten bolts to 88 N.m (65 ft. lbs.).
- On manual transmission models, install the dual mass flywheel bolts. Tighten bolts to 88 N.m (65 ft. lbs.).

72. Remove the Barring Tool 7471B (1).

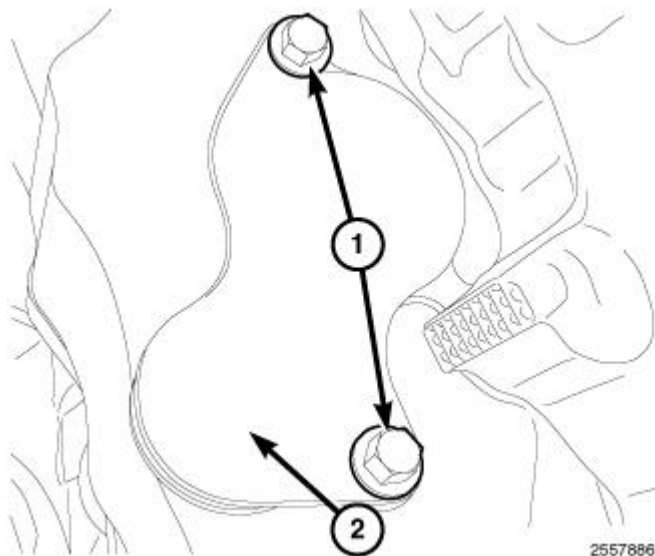


Fig. 51: Identifying Bolts & Bell Housing Access Cover
Courtesy of CHRYSLER LLC

73. Install the bell housing access plate. Tighten bolts to 10 N.m (89 in. lbs.).
74. Change the oil filter and fill with new engine oil.
75. Fill the cooling system with coolant. Refer to **Cooling - Standard Procedure**

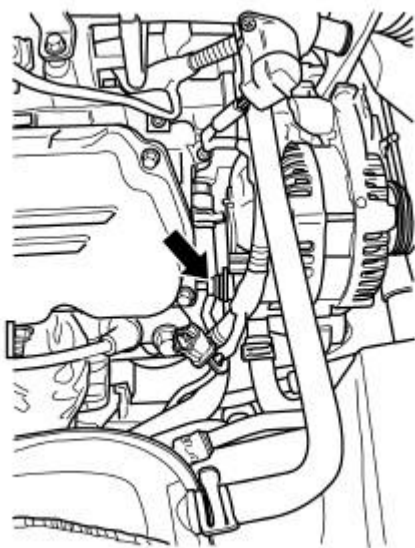
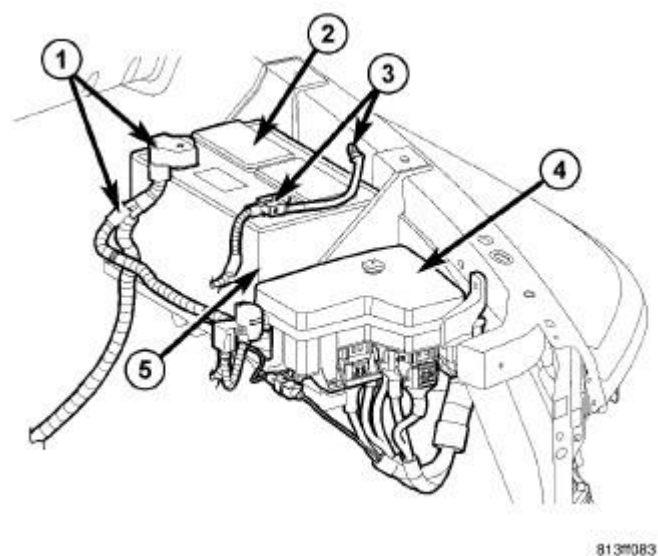


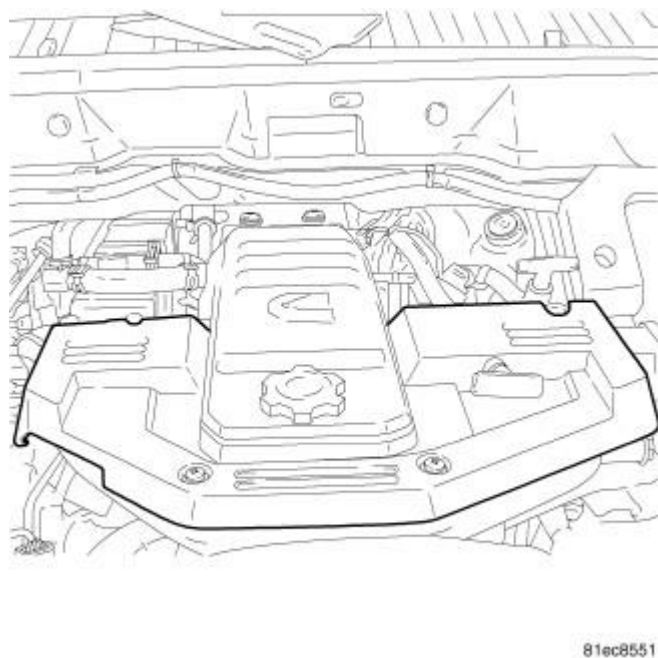
Fig. 52: Battery Positive Cable Connection at Generator
Courtesy of CHRYSLER LLC

76. Connect the electrical connections to rear of alternator.
77. Install the intake air box and tube.

**Fig. 53: Battery Cables**

Courtesy of CHRYSLER LLC

78. Connect both positive and negative battery cables (1 and 3).
79. Start the engine and inspect for engine oil, coolant, and fuel leaks.

**Fig. 54: ENGINE COVER**

Courtesy of CHRYSLER LLC

80. Position the hood and connect hood support struts.
81. Install the engine cover.
82. Close the hood.

SPECIFICATIONS

6.7L DIESEL

GENERAL DESCRIPTION

DESCRIPTION	SPECIFICATION
Engine Type	In-Line 6 Cyl. Turbo Diesel
Displacement	6.7 Liters 409 (Cubic Inches)
Bore	107.0 mm (4.21 in.)
Stroke	124.0 mm (4.88 in.)
Compression Ratio	17.2:1
Cylinder Pressure (Minimum)	350 psi.
Horsepower High Output 68 RE A/T and G 56 M/T	350 HP @ 3013 RPM
Maximum Compression Pressure Variation Between Cylinders	20% from cylinder to cylinder
Torque Rating High Output (68RE A/T and G 56 M/T)	650 LB-FT @ 1400 RPM
Lubrication System	Pressure Feed-Full Flow With Bypass Valve
Firing Order	1-5-3-6-2-4
Cylinder Block	Cast Iron
Crankshaft	Induction Hardened Forged Steel
Cylinder Head	Cast Iron With Valve Seat Inserts
Combustion Chambers	High Swirl Bowl
Camshaft	Chilled Ductile Iron
Pistons	Cast Aluminum
Connecting Rods	Cross Rolled Micro Alloy

PISTONS

DESCRIPTION	SPECIFICATION	
-	Metric	Standard
Skirt Diameter (Measure the skirt 21.4 mm (0.84 in.) from the bottom of the piston)	106.828 - 106.892 mm	4.2078 - 4.2083 in.
Ring Groove Clearance	The clearance for the top piston ring can be measured accurately with a typical feeler gauge.	The clearance for the top piston ring can be measured accurately with a typical feeler gauge.
Intermediate (Min)	0.040 mm	0.0016 in
(Max)	0.110 mm	0.0043 in.
Oil Control (Min)	0.040 mm	0.0016 in.
(Max)	0.085 mm	0.0033 in.
Maximum Allowable Piston Protrusion	0.485 - 0.516 mm	0.006 - 0.019 in.

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PISTON PINS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Pin Diameter (Min)	39.997 mm	1.5747 in.
(Max)	40.003 mm	1.5749 in.
Bore Diameter (Min)	40.006 mm	1.5750 in.
(Max)	40.012 mm	1.5753 in.

PISTON RINGS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Ring Gap	-	-
Top Ring	0.30 - 0.46 mm	0.012 - 0.018 in.
Intermediate	0.82 - 1.18 mm	0.032 - 0.047 in.
Oil Control	0.22 - 0.58 mm	0.010 - 0.023 in.
Ring Gap Wear Limit	-	-
Top Ring	See Above	See Above
Intermediate	See Above	See Above
Oil Control	See Above	See Above

CONNECTING RODS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Bearing Clearance		
Min.	0.04 mm	0.002 in.
Max	0.12 mm	0.005 in.
Crankshaft Rod Journal Diameter		
Min.	68.96 mm	2.715 in.
Max.	69.01 mm	2.717 in.
-	-	-
Pin Bore Diameter (Min. w/ bushing installed)	40.019 mm	1.5764 in.
Pin Bore Diameter (Max. w/ bushing installed)	40.042 mm	1.5765 in.
Side Clearance (Min)	0.100 mm	0.004 in.
Side Clearance (Max)	0.330 mm	0.013 in.
Connecting Rod Bore, Bearings Removed		
Min.	72.99 mm	2.874 in.
Max.	73.01 mm	2.875 in.
Connecting Rod Bore, Bearing Installed		
Min.	69.05	2.719 in
Max.	69.10	2.720 in.

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CYLINDER HEAD

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Overall Flatness End To End (Max)	0.305 mm	0.012 in.
Overall Flatness Side To Side (Max)	0.076 mm	0.003 in.
Valve Guide Bore Diameter Min. Max	7.027 mm 7.077 mm	0.2767 in. 0.2786 in.
Installed Intake Valve Guide Depth Min. Max.	0.584 mm 1.092 mm	0.023 in. 0.043 in.
Installed Exhaust Valve Guide Depth Min. Max.	0.965 mm 1.473 mm	0.028 in. 0.058 in.
Intake Valve Seat Angle	30°	30°
Exhaust Valve Seat Angle	45°	45°
Valve Stem Diameter (Min) (Max)	- 6.96 mm 7.01 mm	0.2740 in. 0.2760 in.
Valve Margin (Min.)	0.79 mm	0.031 in.
Cylinder Head Bolt Max Length	132.1 mm	5.200 in.

INJECTOR PROTRUSION

DESCRIPTION	Metric	Standard
MIN	2.45 mm	0.96 in.
MAX	3.15 mm	0.124 in.
NOTE: Do NOT use thicker or double stacked injector sealing washers to correct injector protrusion. This will cause misalignment of the high pressure fuel connector.		

OIL PUMP

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Tip Clearance Between Rotors (Max)	0.178 mm	0.007 in.
-	-	-

OIL PRESSURE

	SPECIFICATION
--	---------------

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2010 ENGINE 6.7L Diesel - Service Information - Cab & Chassis

DESCRIPTION	Metric	Standard
At Idle	69 kPa	10 psi
@ 2500 RPM	207 kPa	30 psi
Regulating Valve Opening Pressure	517 kPa	75 psi
Oil Filter Bypass Pressure Setting	344.75 kPa	50 psi

CYLINDER BLOCK

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Cylinder Bore Diameter	New - 106.990 - 107.010 mm	New - 4.2122 - 4.2130 in.
	Used - 106.990 - 107.030 mm	Used - 4.2122 - 4.2138 in.
Oversize Cylinder Bore	Rebore Min. 170.490 mm	Rebore Min. 4.2319 in.
	Rebore Max 107.510 mm	Rebore Max. 4.2327 in.
Max Out of Roundness	0.038 mm	0.0015 in.
Max Taper	0.076 mm	003 in.
Honing Diameter Dimensions	Standard - 102.020 ± 0.020 mm	4.0165 ± 0.0008 in
	Rebore - 107.45 mm	4.2303 in. (Nominal)
Chamfer Dimensions	Approx. 1.25 mm	0.049 in by 30°
Out of Round (Max.)	0.038 mm	0.0015 in.
Taper (Max.)	0.076 mm	0.003 in.
Tappet Bore Diameter	16.000 - 16.055 mm	0.630 - 0.632 in.
Camshaft Bearing/Support Bore Diameter(s)	54.083 - 54.147 mm (Bushing Installed)	2.1293 - 2.1318 in. (Bushing Installed)
Overall Flatness End To End (Max)	0.076 mm	003 in.
Overall Flatness Side To Side (Max)	0.051 mm	002 in.

CRANKSHAFT

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Connecting Rod Journal Diameter	68.962 - 69.013 mm	2.7150 - 2.7170 in.
Out-of-Round (Max.)	0.050 mm	0.002 in.
Taper (Max.)	0.013 mm	0.0005 in.
End Play Range	0.120 - 0.432 mm	0.004 - 0.017 in.
Desired End-Play	See Above	See Above
Wear Limit	See Above	See Above
Main Bearing Clearance 1-6	0.04 - 0.12 mm	0.002 - 0.005 in.
Wear Limit	See Above	See Above

2010 ENGINE 6.7L Diesel - Service Information - Cab & Chassis

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Bearings Installed	83.106 mm	3.2719 in.
Bearings Removed		
Min.	87.983 mm	3.4639 in.
Max.	88.019 mm	3.4653 in.

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Minimum Diameter	82.962 mm	3.2662 in.
Maximum Diameter	83.013 mm	3.2682 in.
Maximum Out of Round (Max.)	0.050 mm	002 in.
Maximum Taper	0.013 mm	0005 in.
Thrust Distance at No. 6 Position		
Min.	0.065 mm	003 in.
Max.	0.432 mm	017 in.

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Journal Diameter	53.095 - 54.045 mm	2.0904 - 2.1278 in
Bore Diameter	See Cylinder Block Section. See <u>INSPECTION</u> .	See Cylinder Block Section. See <u>INSPECTION</u> .
End Play	0.12 - 0.5 mm	0.005 - 0.02 in.

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Journal Diameter (No. 1 and No. 7) Min. Max.	54.028 mm 54.048 mm	2.127 in. 2.128 in.
Journal Diameter (No. 2 through No. 6) Min. Max	53.962 mm 54.013 mm	2.1245 in. 2.1265 in.
Peak Lobe Diameter	SPECIFICATION	
	Metric	Standard
Intake Min. Max.	47.175 mm 47.855 mm	1.857 in. 1.884 in.

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Exhaust		
Min.	45.632 mm	1.797 in.
Max.	46.312 mm	1.823 in.

CAMSHAFT THRUST PLATE THICKNESS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Camshaft Thrust Plate Thickness	-	-
-	-	-

SOLID TAPPETS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Stem Diameter	15.936 - 15.977 mm	0.627 - 0.629 in.

VALVES

-	SPECIFICATION	
DESCRIPTION	Metric	Standard
Valve Stem Diameter (Min.) (Max.)	6.96 mm 7.01 mm	0.2740 in. 0.2760 in.
Valve Margin - Intake	0.79 mm	0.031 in.
Valve - Exhaust	0.79 mm	0.031 in.

VALVE SPRINGS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Free Length - Spring	47.75 mm	1.88 in.
Compressed Spring Length at 72.0 - 80.7 ft. lbs.	35.33 mm	1.39 in.

VALVE LASH LIMIT CHART

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Intake		
Min.	0.152 mm	0.006 in.
Max.	0.381 mm	0.015 in.
Exhaust		
Min.	0.533 mm	0.021 in.
Max.	0.863 mm	0.034 in.

TORQUE

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6.7L DIESEL ENGINE

DESCRIPTION	N.m	In. Lbs.	Ft. Lbs.
Connecting Rod-Bolts			
Step 1	30	-	22
Step 2	60	-	44
Step 3	Rotate 60 degrees		
CAUTION: The 6.7L engine has different torque procedures for new and previously installed main bearing capscrews. Failure to use the correct torque procedure can result in engine damage.			
Crankshaft Main Cap-Bolts (Previously Used)			
Step 1	60	-	44
Step 2	80	-	59
Step 3	Rotate 90°		
Crankshaft Main Cap-Bolts (New Main Bearing Capscrews)	N.m	In. Lbs.	Ft. Lbs.
Step 1	120	-	89
Step 2	Loosen completely	-	Loosen completely
Step 3	60	-	44
Step 4	85	-	63
Step 5	Rotate 120°		
Cylinder Head-Bolts			
Step 1	70	-	52
Step 2	Back off 360 degrees		
Step 3	105	-	77
Step 4 Verify	105	-	77
Step 5	Rotate All Bolts 1/4 Turn		
Cylinder Head Cover Bolts	24	-	18
Accessory Drive Belt Tensioner Bolt	43	-	32
Air Inlet to Intake Manifold Bolts	24	-	18
Air Cleaner Body Bolt	8	70	-
Air Cleaner Intake Air Tube Clamp	4	-	35
Bell Housing Access Cover Bolts	10	89	-
Block Stiffener Bolts	43	-	32
Breather Cover Bolts	10	89	-
Charge Air Cooler Bolt	2	18	-
Charge Air Tube Clamps	11	97	-
Coolant Outlet Tube Bracket Bolt	10	89	-
Coolant Outlet Tube Bracket Nut	24	-	18
Crankshaft Damper Bolts	40 + 60°	-	30 + 60°
Delta-P line Bracket Bolt	10	89	-
Delta-P line Bracket Nut	24	-	18

2010 Dodge Cab & Chassis R3500 HD

2010 ENGINE 6.7L Diesel - Service Information - Cab & Chassis

Delta-P Flare Nut	10	89	-
Dual Mass Flywheel Bolts	54	-	40
Engine Cover Bolts	10	89	-
Engine Mount Bolt	95	-	70
Engine Mount Through Bolt Nut	129	-	95
Engine Wire Harness P-clip Bolts	24	-	18
Exhaust Manifold Bolts	43	-	37
Exhaust Manifold Heat Shield Nuts	24	-	18
Fan Support Hub	32	-	24
Flexplate to Engine	137	-	100
Flywheel to Engine	137	-	100
Flywheel/Crankshaft Adapter	137	-	100
Flywheel Housing Bolts	77	-	57
Forward Coolant Tube Bracket Bolts	10	89	-
Forward Coolant Tube Bolts	10	89	-
Front Cover	24	-	18
Fuel Delivery Lines-Banjo	24	-	18
Fuel Drain Line-Banjo	24	-	18
Fuel Injector Harness Nuts	1.25	11	-
Fuel Injector Hold-down	5	44	-
Step 2	10	89	-
Fuel Injector Solenoid Nuts	1.25	11	-
Fuel Tube, No. 6 Bracket Shield Bolts	43	-	32
Fuel Tube-Rail to Cylinder Head	40	-	30
Fuel Tube-Pump to Fuel Rail	37	-	27
Fuel Rail Hold-down Bolt	24	-	18
Gear Housing Cover	24	-	18
HPC Nut	50	-	37
Intake Manifold Bolts	24	-	18
Intake Manifold Grid Heater Wire Harness Bolts	10	89	-
Oil Cooler Bolts	24	-	18
Oil Dip Stick Tube Bolt	24	-	18
Oil Dip Stick Tube Nut	9	80	-
Oil Pan-Bolts	28	-	21
Oil Pan-Drain Plug	50	-	37
Oil Pressure Regulator-Plug	80	-	59
Oil Pressure Switch to Block Fitting	18	-	13
Oil Pressure Switch to Block Fitting to Block	30	-	22
Oil Pump-Bolts	See <u>Engine/Lubrication/PUMP, Engine Oil - Installation.</u>		
Oil Suction Tube (Flange)-Bolts	24	-	18

2010 Dodge Cab & Chassis R3500 HD

2010 ENGINE 6.7L Diesel - Service Information - Cab & Chassis

Oil Suction Tube (Brace)-Bolt	43	-	32
Oxygen Sensor	41	-	30
P-Clip Bolt	24	-	18
Rack and Pinion Steering Gear to Frame Bolts (4X2)	251	-	185
Rocker Arm Housing Bolts	24	-	18
Rocker Arm/Pedestal-Bolts	36	-	27
Rocker Housing Bolts	24	-	18
Starter Motor Bolts	40	-	30
Torque Converter Bolts	88	-	65
Transmission to Engine Bolts (automatic)	41	-	30
Transmission to Engine Bolts (manual)	45	-	33
Transmission Mount to Crossmember Nuts	47	-	35
G 56 Transmission Mount Bolts	50	-	37
68RFE Transmission Mount Bolts	50	-	37
AS68RC Transmission Mount Nuts	47	-	35
AS68RC Transmission Mount Support Bracket Bolts	54	-	40
AS68RC Transmission Side Support Bracket Bolt	55	-	41
AS68RC Transmission Upper Bracket Nut	30	-	22
Turbocharger Actuator Bolt	11	97	-
Turbocharger Air Inlet Tube Clamp	11	97	-
Turbocharger Cleaning Port Plug	10	89	-
Turbocharger Coolant Return Line Banjo Bolt	24	-	18
Turbocharger Coolant Supply Line Banjo Bolt	24	-	18
Turbocharger Nuts	43	-	32
Turbocharger Oil Drain Tube Bolt	36	-	27
Turbocharger Oil Supply Line Nut	36	-	27
Turbocharger Speed Sensor Bolt	10	89	-
Turbocharger V-Band Clamp Nut	10	89	-
Valve Lash Adjusting Nut	24	-	18

SPECIAL TOOLS**SPECIAL TOOLS**

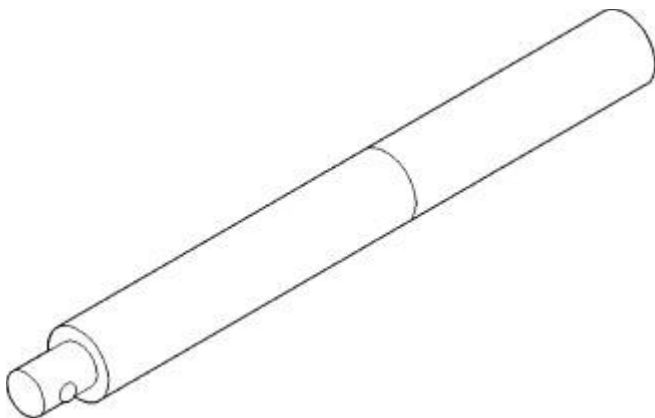


Fig. 55: DRIVER HANDLE, UNIVERSAL - C-4171
Courtesy of CHRYSLER LLC

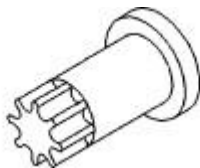


Fig. 56: BARRING TOOL - 7471B (ALSO PART OF KIT No. 6860)
Courtesy of CHRYSLER LLC



Fig. 57: INSTALLER, FRONT CRANKSHAFT SEAL - 10136
Courtesy of CHRYSLER LLC



Fig. 58: COMPRESSOR, VALVE SPRING - 8319A
Courtesy of CHRYSLER LLC

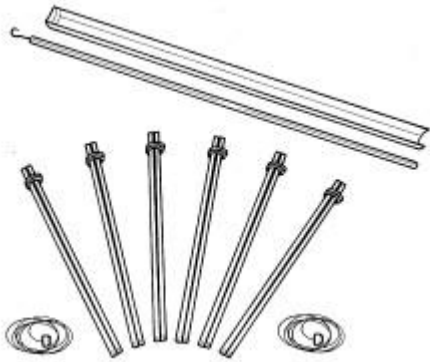


Fig. 59: REMOVER/INSTALLER - 8502
Courtesy of CHRYSLER LLC

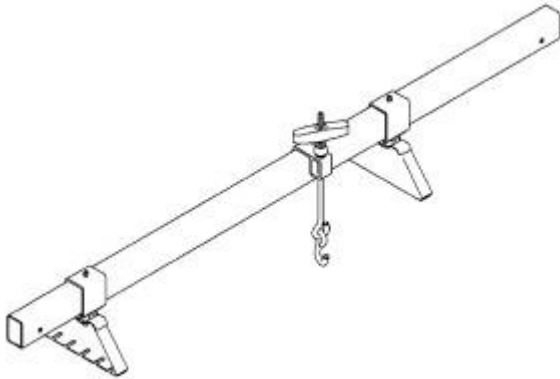


Fig. 60: SUPPORT FIXTURE, ENGINE - 8534B
Courtesy of CHRYSLER LLC

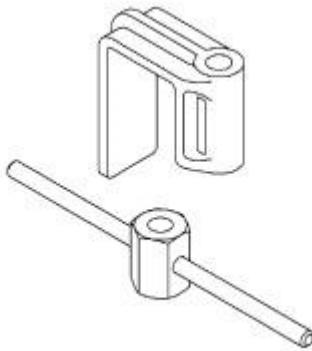


Fig. 61: BRACKET ASSEMBLY - 8534DR
Courtesy of CHRYSLER LLC

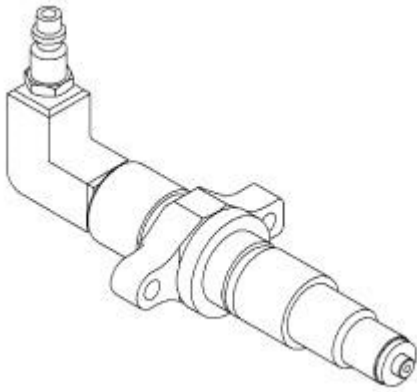


Fig. 62: ADAPTER, COMPRESSION TEST - 9007
Courtesy of CHRYSLER LLC



Fig. 63: BRACKET, ENGINE LIFTING - 9009
Courtesy of CHRYSLER LLC

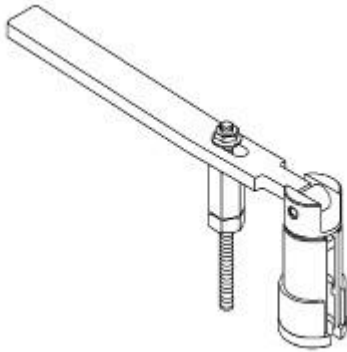


Fig. 64: REMOVER/INSTALLER, FUEL INJECTOR - 9010A
Courtesy of CHRYSLER LLC

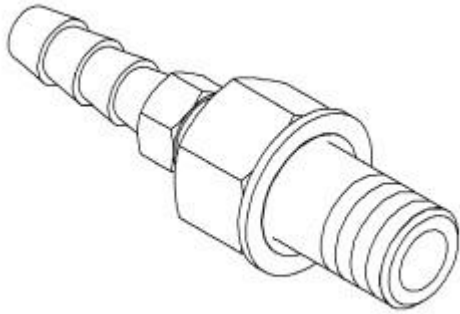


Fig. 65: ADAPTER, FUEL PRESSURE TEST - 9013
Courtesy of CHRYSLER LLC

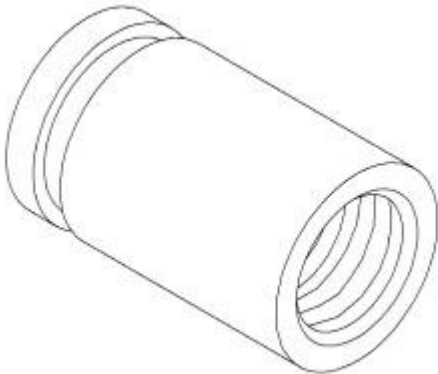


Fig. 66: REMOVER, HIGH PRESSURE CONNECTOR - 9015
Courtesy of CHRYSLER LLC



Fig. 67: TEST PLUG - 9022
Courtesy of CHRYSLER LLC



Fig. 68: TEST FITTING, FUEL PUMP - 9863
Courtesy of CHRYSLER LLC



Fig. 69: CAP, FUEL RAIL - 9864
Courtesy of CHRYSLER LLC

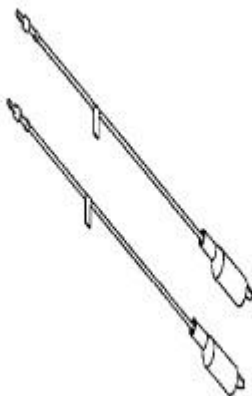


Fig. 70: TEST PINS, ECM - 9865

Courtesy of CHRYSLER LLC

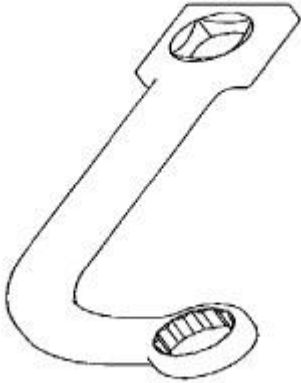


Fig. 71: WRENCH, TURBO CHARGER BOLT - 9866

Courtesy of CHRYSLER LLC

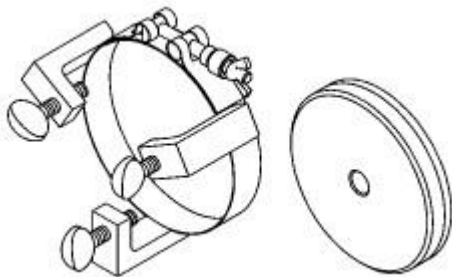


Fig. 72: ADAPTER, CHARGE AIR - 10137

Courtesy of CHRYSLER LLC



2518998

Fig. 73: CUMMINS TURBO CLEANING KIT - 10142

Courtesy of CHRYSLER LLC

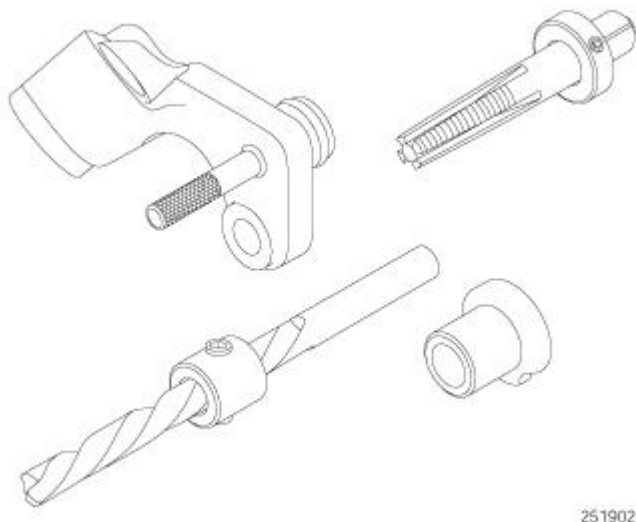


Fig. 74: CUMMINS TURBO DRILLING KIT - 10143

Courtesy of CHRYSLER LLC

PLATE, IDENTIFICATION

DESCRIPTION

DESCRIPTION

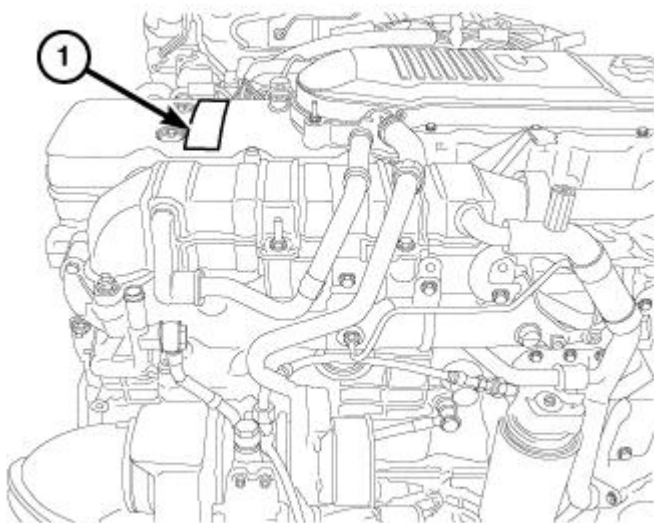


Fig. 75: Locating Engine Data Plate on Valve Cover

Courtesy of CHRYSLER LLC

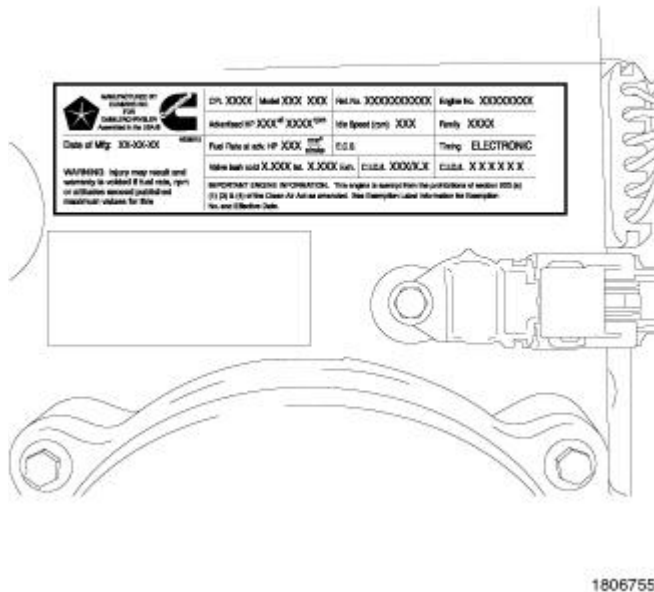


Fig. 76: Engine Data Plate Details
Courtesy of CHRYSLER LLC

The engine data plate (1) contains specific information that is helpful to servicing and obtaining parts for the engine. The data plate is on the cylinder head cover. Information that can be found on the data plate includes:

- Engine Part Number
- Date of Engine Manufacture
- Engine Serial Number
- Control Parts List (CPL)
- Engine Rated Horsepower
- Engine Firing Order
- Engine Displacement
- Valve Lash Reset Specifications

If the engine data plate is missing or not legible, the engine serial number is used for engine identification. The engine serial number is stamped on the right side of the block, on top of the oil cooler cavity.

AIR INTAKE SYSTEM

AIR CLEANER

Removal

FILTER REMOVAL

NOTE: There is no filter minder on the air intake for the 6.7L. There will be an EVIC message which will display when the filter restriction reaches it's maximum. The customer will be required to replace it with-in 250 miles (402 KM).

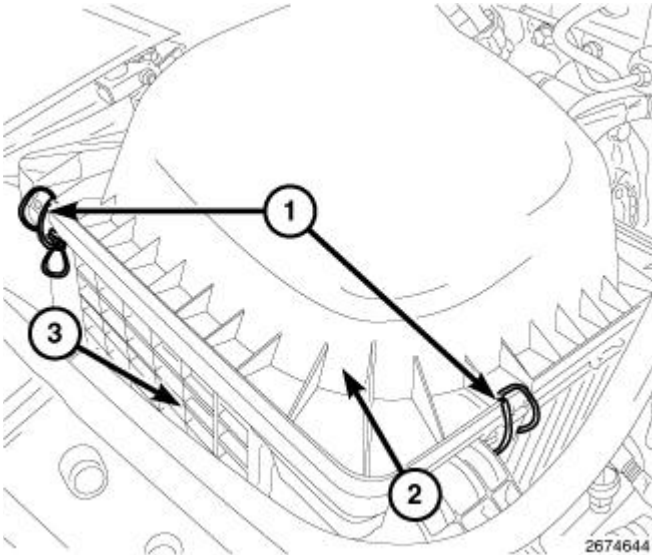


Fig. 77: Identifying Air Cleaner Housing & Clips
Courtesy of CHRYSLER LLC

1. The housing cover is equipped with over center clips (1) and is hinged with plastic tabs. Unlatch clips (1) from top of air cleaner housing (2) and tilt housing cover up for removal.

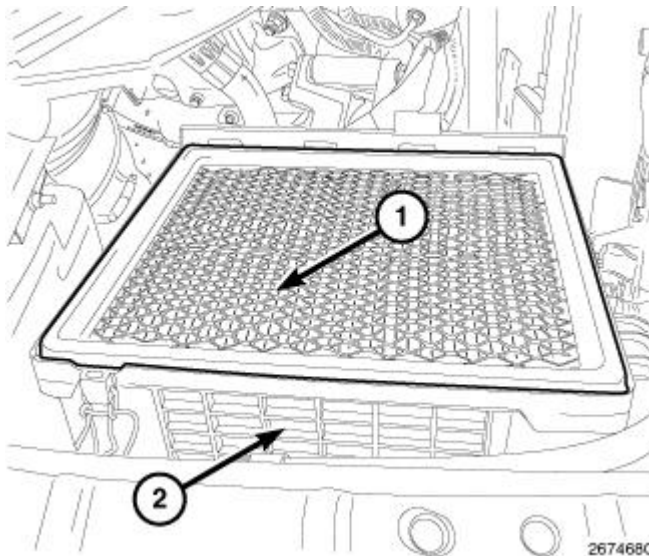


Fig. 78: Identifying Air Cleaner Housing & Air Cleaner Filter
Courtesy of CHRYSLER LLC

2. Remove air cleaner filter (1) from air cleaner housing (2).

Installation

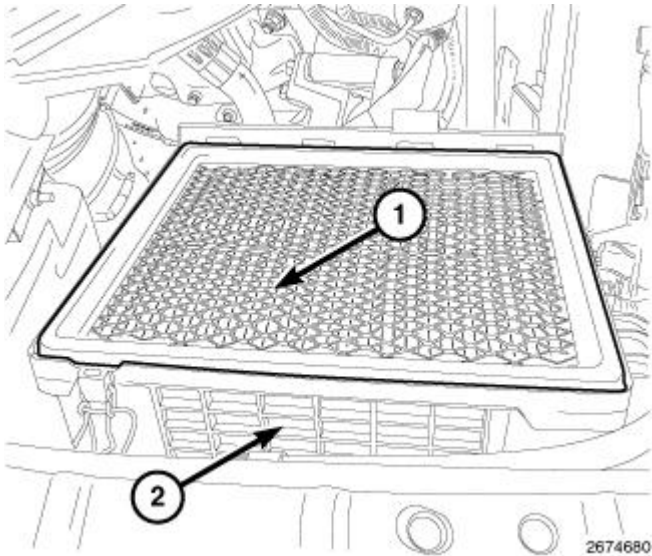
FILTER INSTALLATION

Fig. 79: Identifying Air Cleaner Housing & Air Cleaner Filter
Courtesy of CHRYSLER LLC

1. Clean out the inside of air cleaner housing (2).
2. Install the new air filter element. Make sure the air filter element is fully seated in housing.

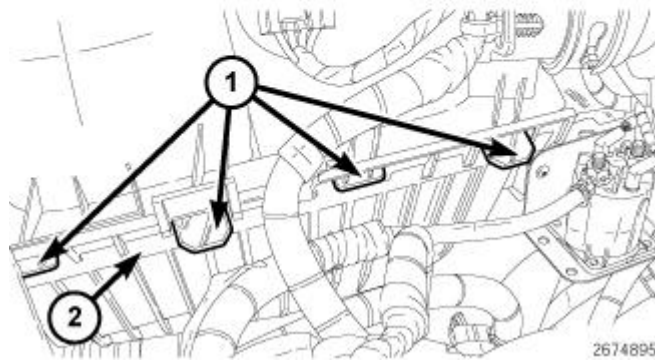


Fig. 80: Identifying Air Cleaner Cover Alignment Tabs & Housing Slots
Courtesy of CHRYSLER LLC

3. Position air cleaner cover alignment tabs (1) into the housing slots (2) in all four locations and make sure the air cleaner cover is properly seated.

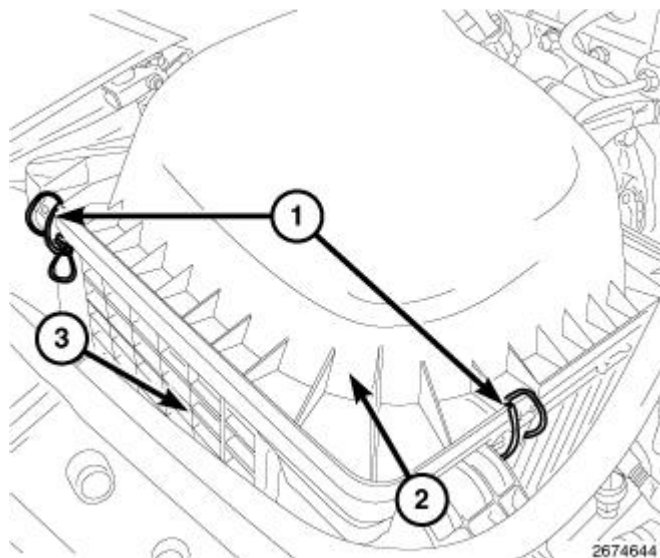


Fig. 81: Identifying Air Cleaner Housing & Clips
Courtesy of CHRYSLER LLC

4. Latch the over center clips (1)) to clamp air cleaner cover (2).

BODY, AIR CLEANER

Removal

REMOVAL

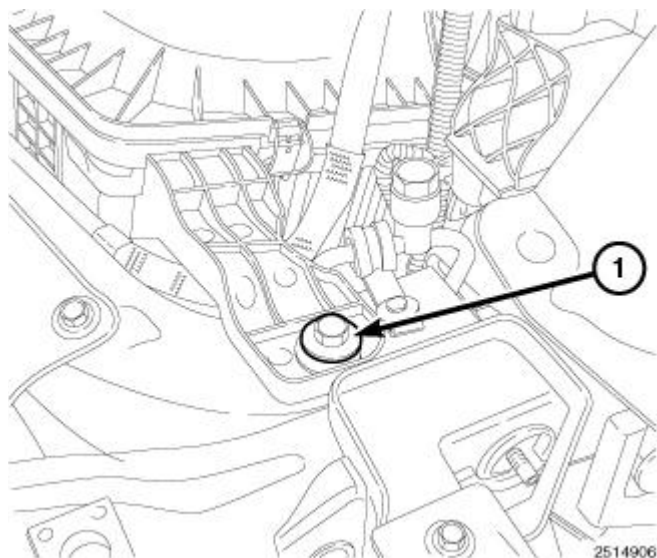


Fig. 82: Identifying Intake Air Housing Bolt
Courtesy of CHRYSLER LLC

1. Disconnect both negative battery cable.
2. Remove the intake air housing bolt (1).

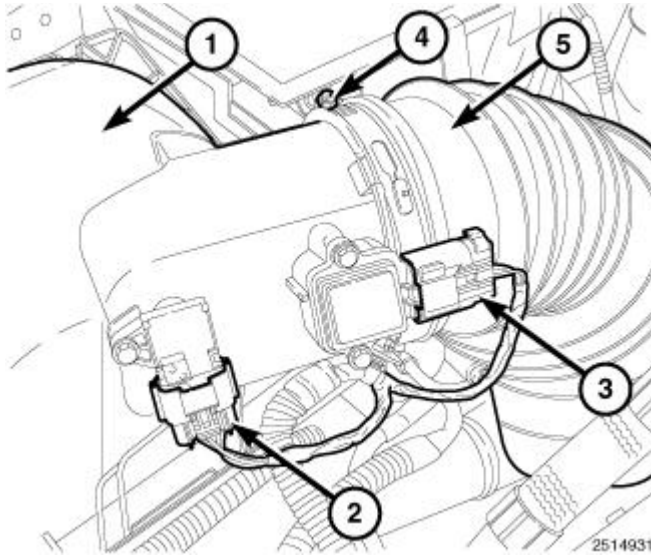


Fig. 83: Identifying MAF Sensor, TBAP Sensor, Intake Air Tube, Air Cleaner Body & Clamp
Courtesy of CHRYSLER LLC

3. Disconnect the Mass Air Flow (MAF) (3) sensor.
4. Disconnect the TBAP (2) sensor.
5. Loosen clamp (4) and disconnect the intake air tube (5) from the air cleaner body (1).
6. Lift up and remove air cleaner body (1).

Intake Air Tube

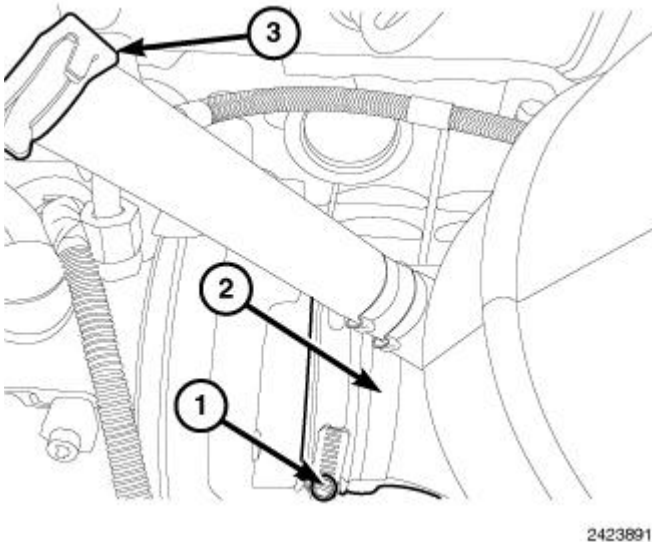


Fig. 84: Breather Hose & Turbocharger Outlet Tube
Courtesy of CHRYSLER LLC

1. Disconnect the breather hose (3).
2. Loosen the clamp (1) and remove the outlet tube (2) from the turbocharger.

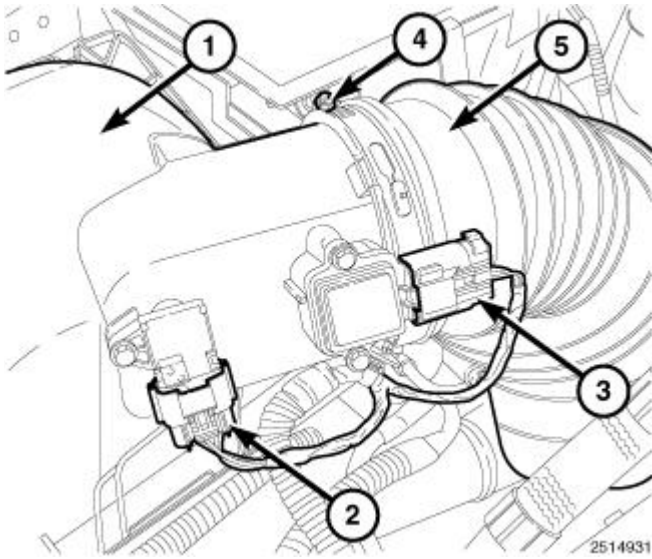
Installation**INSTALLATION**

Fig. 85: Identifying MAF Sensor, TBAP Sensor, Intake Air Tube, Air Cleaner Body & Clamp
Courtesy of CHRYSLER LLC

1. Position the air cleaner body (1) rear pegs to battery tray and push down to lock in place.
2. Install the intake air tube (5) to the air cleaner body (1). Tighten clamp (4) 4 N.m (35 in. lbs.).
3. Connect the TBAP (2) sensor.
4. Connect the Mass Air Flow (MAF) (3) sensor.

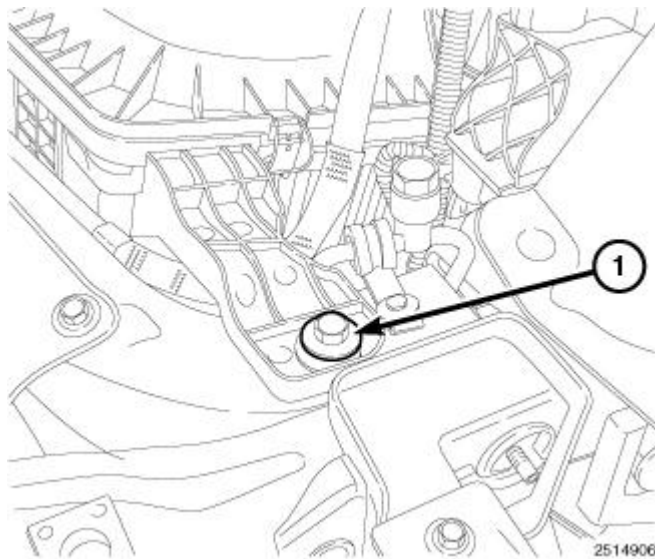


Fig. 86: Identifying Intake Air Housing Bolt
Courtesy of CHRYSLER LLC

5. Install the housing bolt (1). Tighten bolt (1) 8 N.m (71 in. lbs).

6. Connect both negative battery cable.

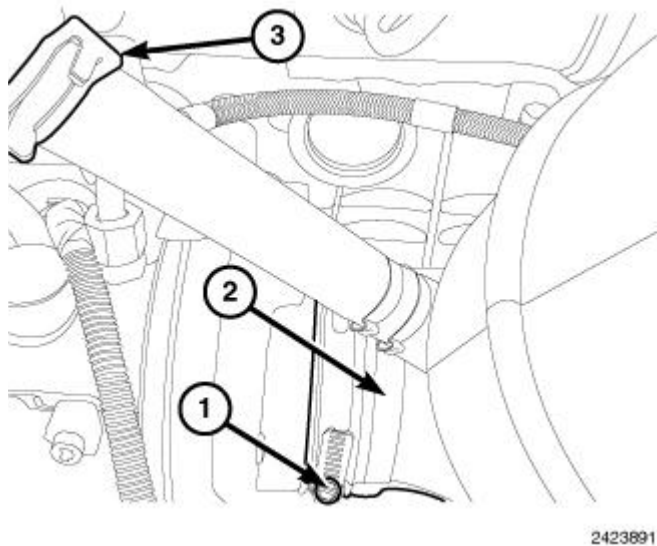
Intake Air Tube

Fig. 87: Breather Hose & Turbocharger Outlet Tube
Courtesy of CHRYSLER LLC

1. Install the outlet tube (2) to the turbocharger. Tighten the clamp (1) 4 N.m (35 in. lbs.).
2. Connect the breather hose (3).

CYLINDER HEAD**DESCRIPTION****DESCRIPTION**

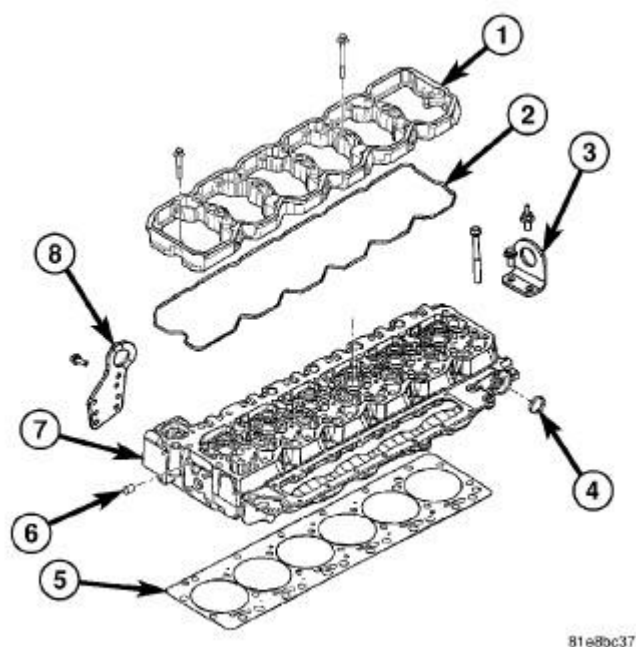


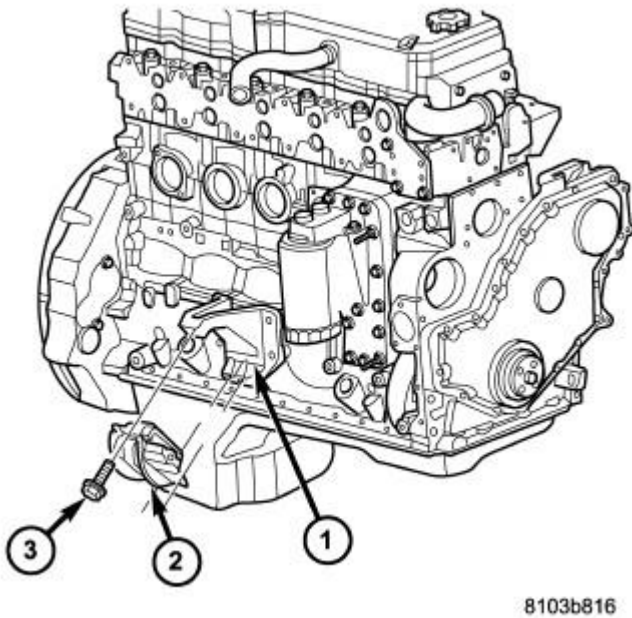
Fig. 88: CYLINDER HEAD AND GASKET

Courtesy of CHRYSLER LLC

The cylinder head is constructed of cast iron and is a one piece cross flow design with four valves per cylinder. The arrangement of two intake and two exhaust valves per cylinder allows for a centrally located injector. The cylinder head also includes an integral intake manifold, an integral thermostat housing, and a longitudinal fuel return rifle, which exits at the rear of the head. The 24 valve design also includes integrally cast valve guides and hardened intake and exhaust valve seat inserts.

REMOVAL

REMOVAL

**Fig. 89: RH Insulator**

Courtesy of CHRYSLER LLC

- | |
|--|
| 1 - Mount
2 - Insulator
3 - Bolt |
|--|

1. Disconnect both negative battery cables.
2. Drain engine coolant. Refer to **Cooling - Standard Procedure**.
3. Disconnect exhaust pipe from turbocharger elbow.
4. Remove the right engine mount. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Removal**.
5. Remove turbocharger drain tube bolts at turbocharger. Cap off ports to prevent dirt or foreign material from entering.
6. Disconnect air inlet temperature/pressure sensor.
7. Remove air cleaner housing and snorkel from the vehicle. Cap off turbocharger air inlet to prevent intrusion of dirt or foreign material.
8. Disconnect cab heater core supply and return hoses from the cylinder head and heater pipe.
9. Disconnect turbocharger oil supply line at the turbocharger end. Cap off open ports to prevent intrusion of dirt or foreign material.
10. Remove the turbocharger coolant lines.
11. Remove EGR cooler and associated hardware. Refer to **Cooling/Engine/COOLER, EGR - Removal**.

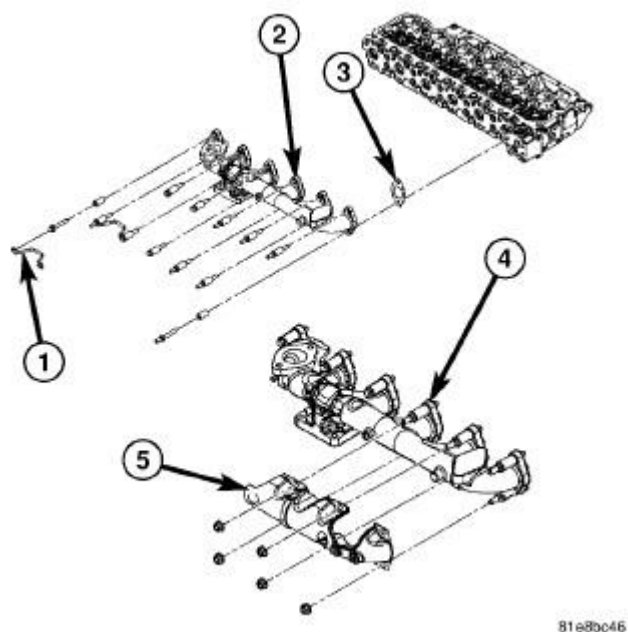


Fig. 90: HEAD AND EXHAUST MANIFOLD
Courtesy of CHRYSLER LLC

1 - RETENTION STRAPS
2 - EXHAUST MANIFOLD
3 - SPACER
4 - TURBOCHARGER
5 - HEAT SHIELD

12. Remove exhaust manifold-to-cylinder head bolts, spacers, heat shield, retention straps, and cab heater plumbing. Remove exhaust manifold and turbocharger from the vehicle as an assembly.
13. Remove cooling fan/drive/shroud assembly. Refer to **Cooling/Engine/FAN, Cooling - Removal**.
14. Remove accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal**.
15. Remove cooling fan support from cylinder block.

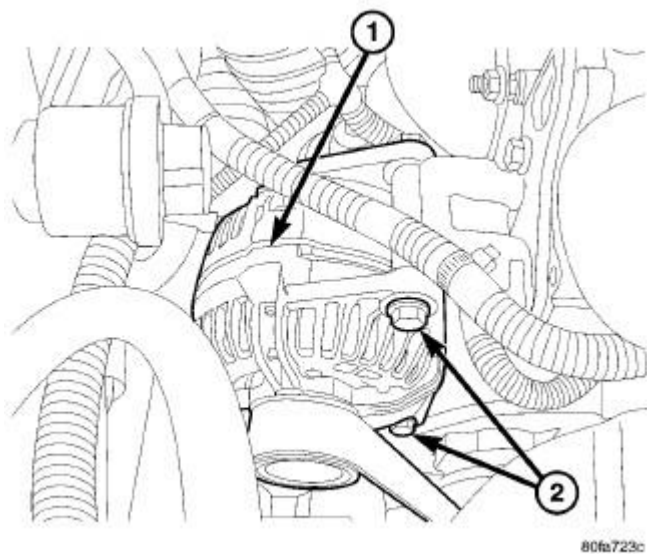
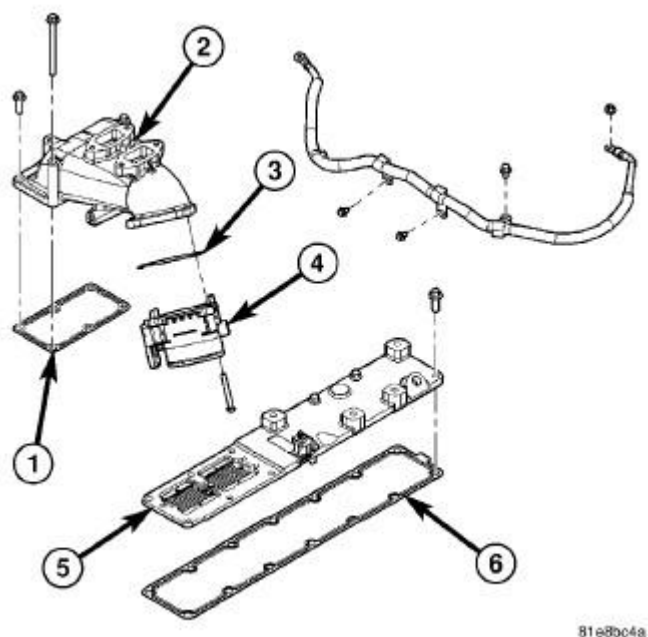


Fig. 91: DIESEL GENERATOR
Courtesy of CHRYSLER LLC

1 - GENERATOR 2 - MOUNTING BOLTS

16. Remove upper generator bolt, loosen lower generator bolt, and rotate generator away from cylinder head.
17. Disconnect radiator upper hose from the thermostat housing.
18. Disconnect the Intake Air Temperature/Manifold Air Pressure, and Coolant Temperature sensor connectors.
19. Remove the engine harness to cylinder head attaching bolts and P-clips at front of head.



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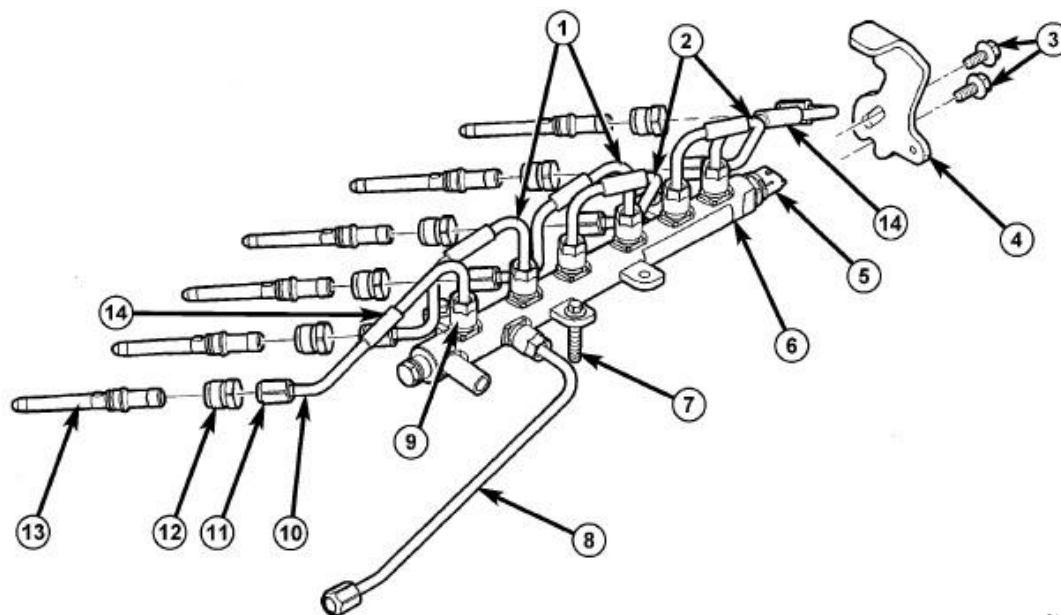
Fig. 92: Intake Air Heater Assembly

Courtesy of CHRYSLER LLC

20. Remove the intake air grid heater wire from the grid heater.
21. Remove engine oil level indicator tube attaching bolt at fuel filter housing bracket and inlet air connection.
22. Remove the charge air cooler-to-air inlet housing pipe.
23. Remove the engine wire harness attaching bolt and wire harness push-in fastener from air inlet housing.
24. Remove the air inlet housing.
25. Remove the two grid heater harness-to-cylinder head attaching bolts at front of cylinder head.

NOTE: Extreme care should be used to keep dirt/debris from entering the fuel lines. Plastic caps should be used on the ends of the fuel lines.

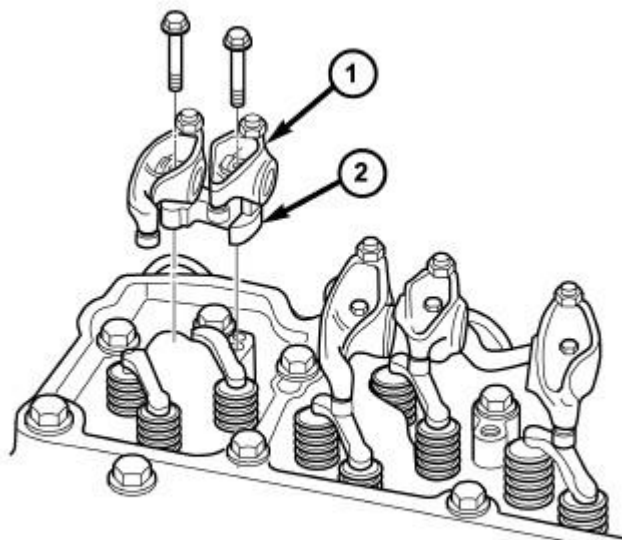
26. Remove the high pressure pump to fuel rail fuel line as follows:
 - a. Loosen fuel line nuts at fuel pump and at fuel rail.
 - b. Use a back-up wrench on the fitting at the fuel pump to keep it from loosening.
27. Remove the fuel rail to cylinder head fuel lines as follows:
 - a. Loosen No. 6 high pressure fuel line shield and position out of way.
 - b. Loosen the fuel line nuts at the fuel rail and at the cylinder head. Use a back-up wrench on HPC nut.



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Fig. 93: FUEL LINES AT RAIL
Courtesy of CHRYSLER LLC

28. Remove the engine lift bracket from the rear of the cylinder head.
29. Remove the fuel rail as follows:
 - a. Remove fuel rail pressure sensor connector.
 - b. Remove banjo fitting at pressure limiting valve.
 - c. Remove the banjo fitting at fuel rail.
 - d. Remove fuel rail bolts and fuel rail.
30. Remove P-clip from cylinder head.
31. Remove the breather cover and cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal.**
32. Remove injector harness nuts from injectors.

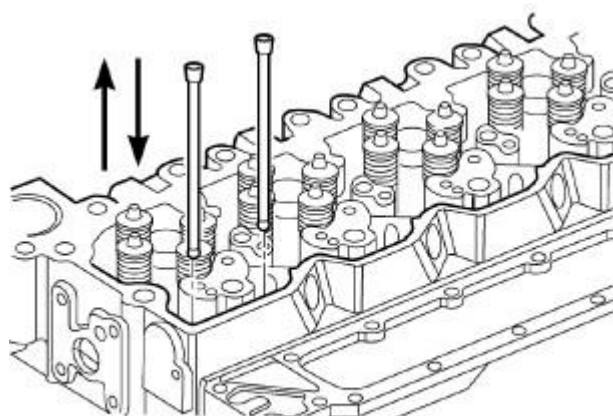


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Fig. 94: Rocker Arm and Pedestal Removal
Courtesy of CHRYSLER LLC

1 - ROCKER ARM 2 - PEDESTAL

33. Remove the rocker levers (1), cross heads and push rods. Mark each component so they can be installed in their original positions.



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Fig. 95: Push Rod Removal/Installation
Courtesy of CHRYSLER LLC

NOTE: The No. 5 cylinder exhaust and the No. 6 cylinder intake and exhaust push rods are removed by lifting them up and through the provided cowl panel

access holes. Remove the rubber plugs to expose these relief holes.

34. Remove the fuel return line and banjo bolt at the rear of the cylinder head. Be careful not to drop the two (2) sealing washers.
35. Remove the fuel injectors. Refer to Fuel System/Fuel Injection/INJECTOR(S), Fuel - Removal.

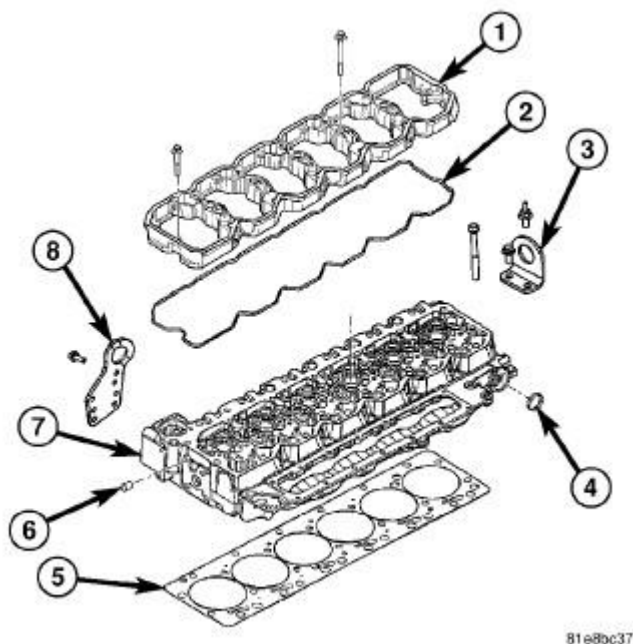


Fig. 96: CYLINDER HEAD AND GASKET

Courtesy of CHRYSLER LLC

36. Remove rocker housing bolts and rocker housing and gasket.
37. Reinstall the engine lift bracket at the rear of cylinder head. Tighten to 77 N.m (57 ft. lbs.).
38. Starting on the outside and working towards the center, remove twenty six (26) cylinder head bolts.
39. Attach an engine lift crane to engine lift brackets and lift cylinder head off engine and out of vehicle.
40. Remove the head gasket and inspect.

CLEANING

CYLINDER HEAD

CAUTION: Do not wire brush head surface while fuel injectors are still installed. Fuel injector damage can result.

Remove fuel injectors before cleaning (if not already removed during cylinder head removal).

Clean the carbon from the injector nozzle seat with a nylon or brass brush.

Scrape the gasket residue from all gasket surfaces.

Wash the cylinder head in hot soapy water solution (88°C or 140°F).

After rinsing, use compressed air to dry the cylinder head.

Polish the gasket surface with 400 grit paper. Use a sanding block to maintain a flat surface.

CROSSHEADS

Clean all crossheads in a suitable solvent. If necessary, use a wire brush or wheel to remove stubborn deposits. Rinse in hot water and blow dry with compressed air.

PUSHRODS

Clean the pushrods in a suitable solvent. Rinse in hot water and blow dry with compressed air. If necessary, use a wire brush or wheel to remove stubborn deposits.

INSPECTION

CYLINDER HEAD

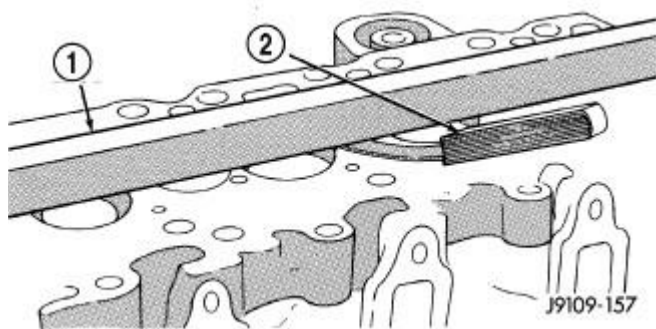


Fig. 97: Inspecting Cylinder Head Combustion Deck Face For Warpage
Courtesy of CHRYSLER LLC

1 - STRAIGHT EDGE

2 - FEELER GAUGE

Inspect the cylinder head for cracks in the combustion surface. Pressure test any cylinder head that is visibly cracked. A cylinder head that is cracked between the injector bore and valve seat can be pressure tested and reused if OK; however, if the crack extends **into** the valve seat insert bore, the cylinder head **must** be replaced.

Visually inspect the cylinder block and head combustion surfaces for localized dips or imperfections. Check the cylinder head and block combustion surfaces for overall out-of-flatness. If either the visual or manual inspection exceeds the limits, then the head or block must be surfaced.

Check the top surface for damage caused by the cylinder head gasket leaking between cylinders.

Inspect the block and head surface for nicks, erosion, etc.

Check the head distortion. Maximum overall variation end to end is 0.305 mm (0.012 inch), and maximum overall variation side to side 0.076 mm (.003 in.).

DO NOT proceed with the in-chassis overhaul if the cylinder head or block surface is damaged or not flat (within specifications).

Check block surface for distortion. Maximum variation end-to-end is 0.076 mm (.003 in.), side-to-side 0.051 mm (.002).

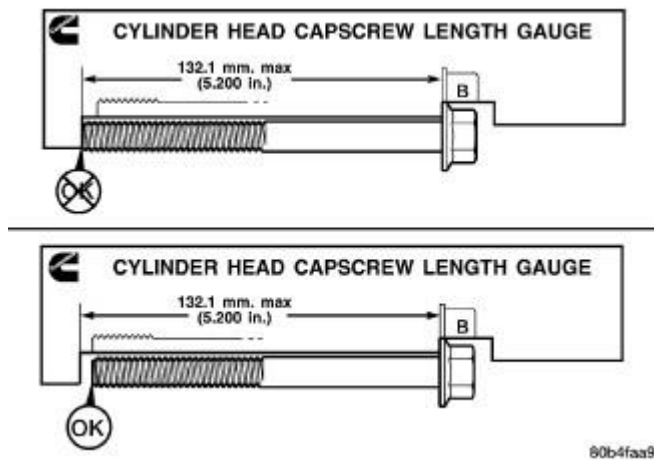


Fig. 98: Head Bolt Stretch Gauge
Courtesy of CHRYSLER LLC

Visually inspect the cylinder head bolts for damaged threads, corroded/pitted surfaces, or a reduced diameter due to bolt stretching.

If the bolts are not damaged, their "free length" should be measured using the cap screw stretch gauge provided with the replacement head gasket. Place the head of the bolt against the base of the slot and align the bolt with the straight edge of gauge. If the end of the bolt touches the foot of the gauge, the bolt **must** be discarded. **The maximum bolt free length is 132.1 mm (5.200 in.).**

CROSSHEADS

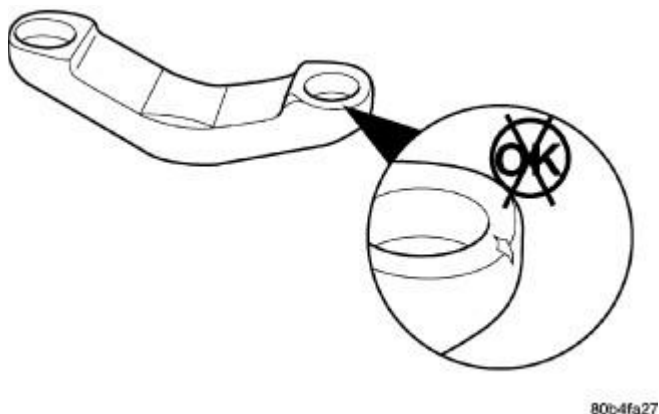


Fig. 99: Inspecting Crosshead for Cracks

Courtesy of CHRYSLER LLC

Inspect the crossheads for cracks and/or excessive wear on rocker lever and valve tip mating surfaces. Replace any crossheads that exhibit abnormal wear or cracks.

PUSHRODS

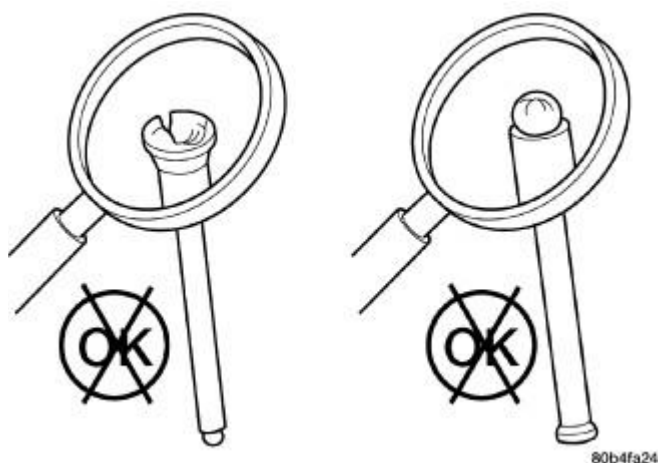
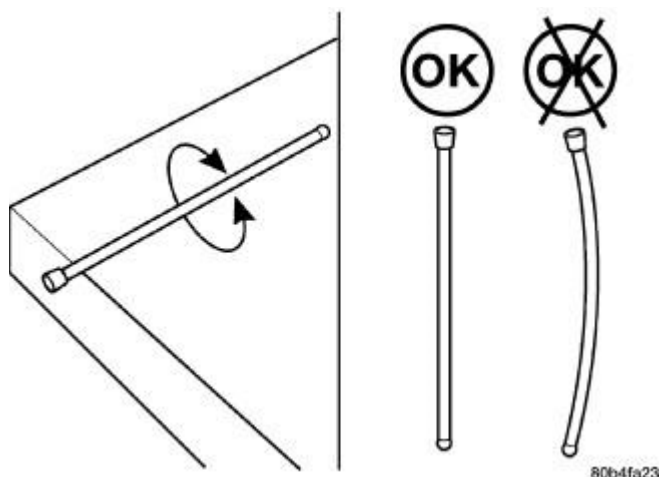


Fig. 100: Inspecting Push Rod for Cracks

Courtesy of CHRYSLER LLC

Inspect the pushrod ball and socket for signs of scoring. Check for cracks where the ball and the socket are pressed into the tube.

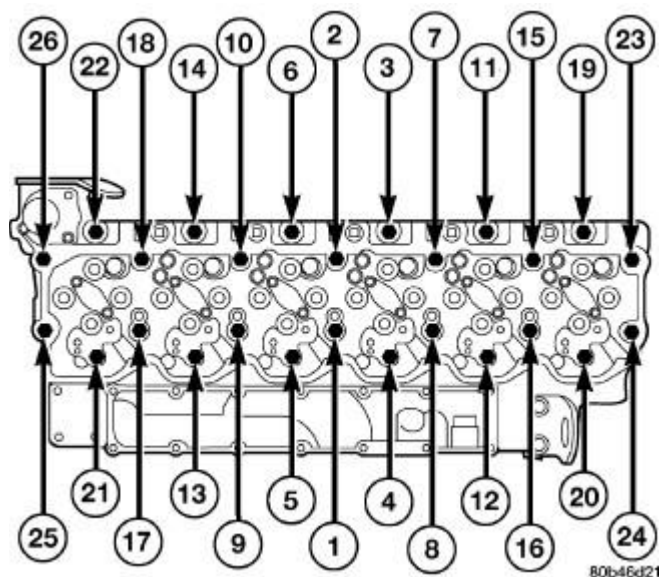
**Fig. 101: Inspecting Push Rod for Flatness**

Courtesy of CHRYSLER LLC

Roll the pushrod on a flat work surface with the socket end hanging off the edge. Replace any pushrod that appears to be bent.

INSTALLATION

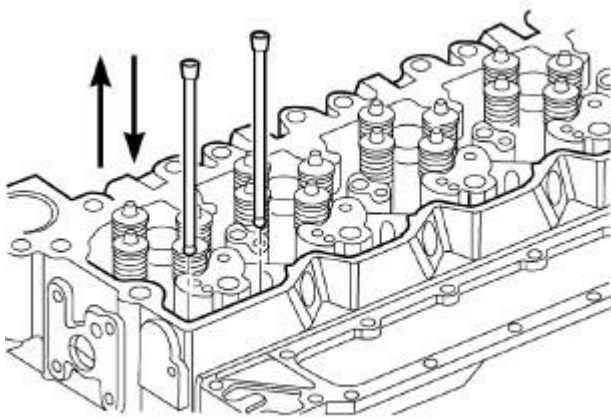
INSTALLATION

**Fig. 102: Cylinder Head Bolt Torque Sequence**

Courtesy of CHRYSLER LLC

WARNING: THE OUTSIDE EDGE OF THE HEAD GASKET IS VERY SHARP. WHEN HANDLING THE NEW HEAD GASKET, USE CARE NOT TO INJURE YOURSELF.

1. Install a new gasket with the part number side up, and locate the gasket over the dowel sleeves.
2. Using an engine lifting crane, lower the cylinder head onto the engine.
3. Lightly lubricate head bolts under bolt head and on threads, with engine oil and install. Using the sequence shown in illustration, tighten bolts in the following steps:
 - a. Tighten bolts to 70 N.m (52 ft. lbs.).
 - b. Back off 360° in sequence.
 - c. Tighten bolts to 105 N.m (77 ft. lbs.).
 - d. Recheck all bolts to 105 N.m (77 ft. lbs.).
 - e. Tighten all bolts an additional 1/4 turn (90°).



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Fig. 103: Push Rod Removal/Installation
Courtesy of CHRYSLER LLC

4. Install push rods into their original locations. **Verify that they are seated in the tappets .**
5. Inspect rocker housing gasket for cuts and proper installation into groove. Replace if damaged.
6. Install rocker housing. Tighten bolts to 24 N.m (18 ft. lbs.).
7. Install fuel injector. Refer to **Fuel System/Fuel Injection/INJECTOR(S), Fuel - Installation** .

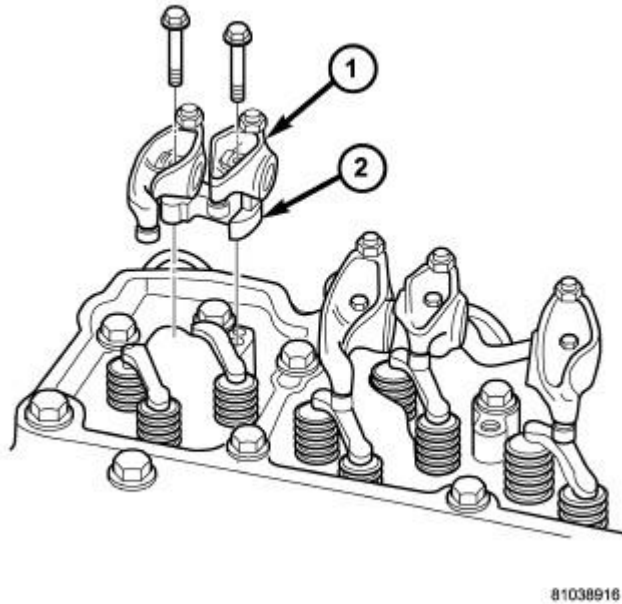


Fig. 104: Rocker Arm and Pedestal Removal
Courtesy of CHRYSLER LLC

1 - ROCKER ARM 2 - PEDESTAL

8. Lubricate valve stem tips and install the crossheads in their original locations.
9. Lubricate the rocker arms (1) and pedestals (2) and install them in their original locations. Install the bolts and tighten them to 36 N.m (27 ft. lbs.).
10. Verify that the valve lash settings are maintained at 0.254 mm (0.010 in) for the intake valve and 0.660 mm (0.026 in) for the exhaust valve. See **Engine/Cylinder Head/VALVES, Intake and Exhaust - Standard Procedure.**

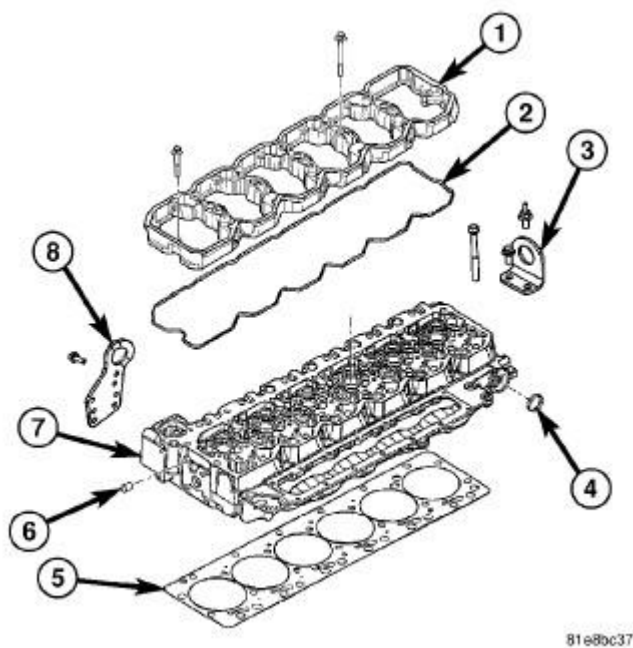


Fig. 105: CYLINDER HEAD AND GASKET
Courtesy of CHRYSLER LLC

11. Install cylinder head cover gasket onto rocker housing.
12. Install injector harness nuts. Tighten to 1.25 N.m (11 in. lbs.).
13. Connect injector harness connectors at cylinder head cover gasket.
14. Install P-clip to cylinder head and tighten to 24 N.m (18 ft. lbs.).
15. Connect the IAT/MAP sensor connector.

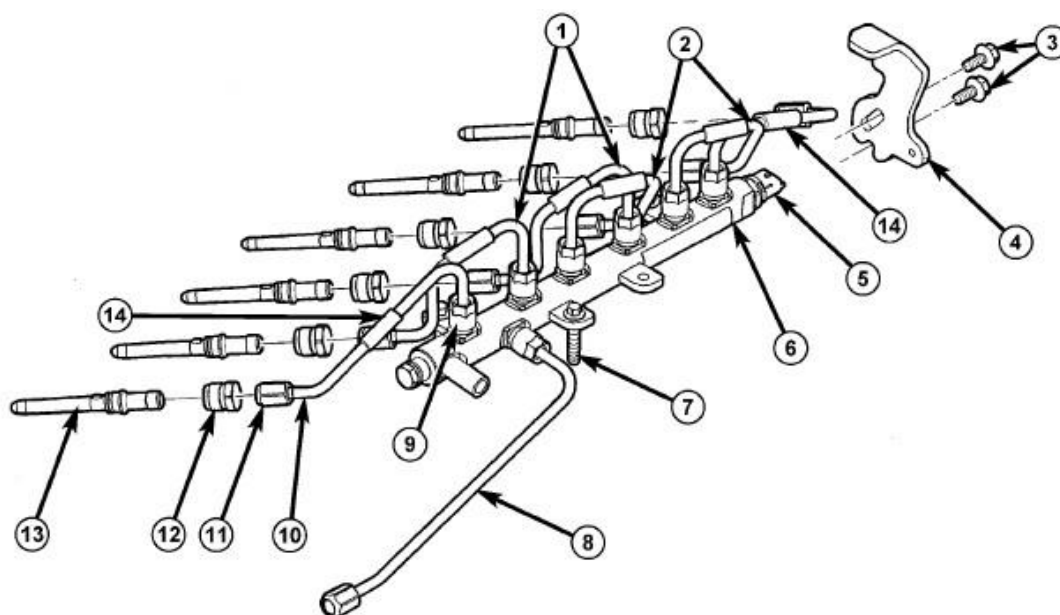
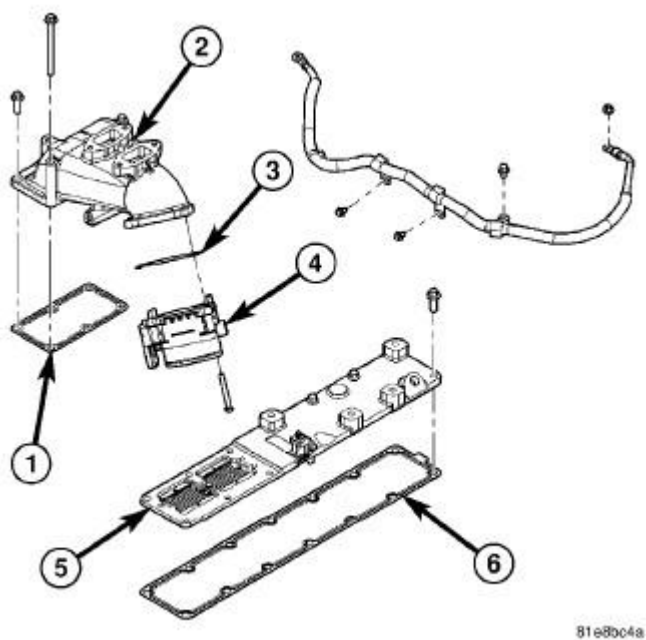


Fig. 106: FUEL LINES AT RAIL

Courtesy of CHRYSLER LLC

CAUTION: Failure to follow procedure will result in fuel leaks and/or fuel system failure.

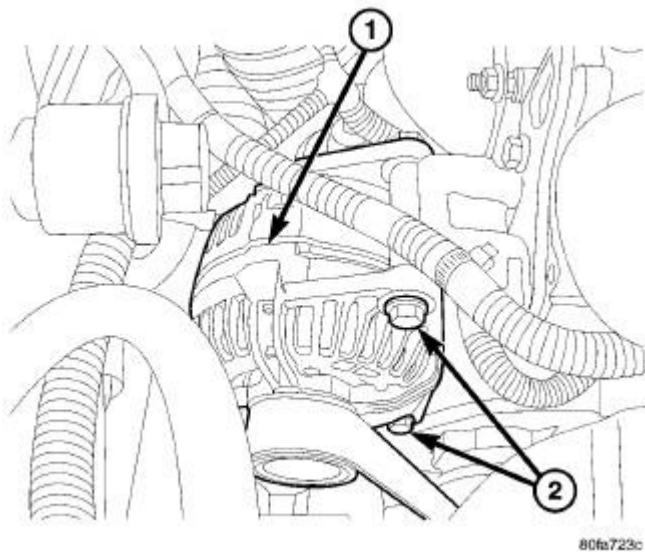
16. **Install the fuel rail and high pressure fuel lines as follows:**
 - a. Hand tighten fuel rail bolts.
 - b. Hand tighten fuel drain line to pressure limiting valve.
 - c. Hand tighten fuel rail-to-cylinder head high pressure fuel lines.
 - d. Hand tighten fuel pump to fuel rail line.
 - e. Tighten fuel line nuts at cylinder head to 40 N.m (30 ft. lbs.).
 - f. Tighten fuel line nuts at fuel rail to 40 N.m (30 ft. lbs.)
 - g. Using a back up wrench, tighten fuel pump to fuel rail line to 40 N.m (30 ft. lbs.). At injection pump.
 - h. Tighten fuel pump to fuel rail line to 40 N.m (30 ft. lbs.) at fuel rail.
 - i. Tighten banjo bolt at pressure limiting valve and fuel rail to 24 N.m (18 ft. lbs.).
 - j. Tighten rail bolts to 24 N.m (18 ft. lbs.).
 - k. Connect fuel pressure sensor.
17. Reposition No. 6 fuel line shield and tighten to 43 N.m (32 ft. lbs.).
18. Install the fuel filter to injection pump low pressure line. Inspect and replace sealing washers if necessary.
19. Connect fuel return line at back of cylinder head hand tight.
20. Tighten banjo connections at cylinder head to 24 N.m (18 ft. lbs.).
21. Using new gaskets, install the air inlet housing. Tighten bolts to 24 N.m (18 ft. lbs.).
22. Install wire harness P-clip and push on clip to air inlet housing.
23. Connect engine oil level indicator tube at fuel filter housing and at air inlet housing.
24. Install the charge air cooler-to-air inlet housing duct assembly. Tighten all clamps to 11 N.m (97 in. lbs.).



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Fig. 107: Intake Air Heater Assembly
Courtesy of CHRYSLER LLC

25. Connect intake grid heater wire.
26. Secure engine harness to front of cylinder head with bolt at four locations.
27. Connect engine coolant temperature sensor connector.
28. Connect radiator upper hose to thermostat housing.



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Fig. 108: DIESEL GENERATOR
Courtesy of CHRYSLER LLC

- | |
|--------------------|
| 1 - GENERATOR |
| 2 - MOUNTING BOLTS |

29. Rotate generator into position. Install upper bolt and tighten upper and lower bolts.
30. Install wire harness push-on clip below bracket.
31. Install wire harness P-clip to top of bracket.
32. Install fan support and tighten to 32 N.m (24 ft. lbs.).
33. Install cooling fan/drive. Refer to **Cooling/Engine/FAN, Cooling - Installation** .
34. Install accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Installation** .

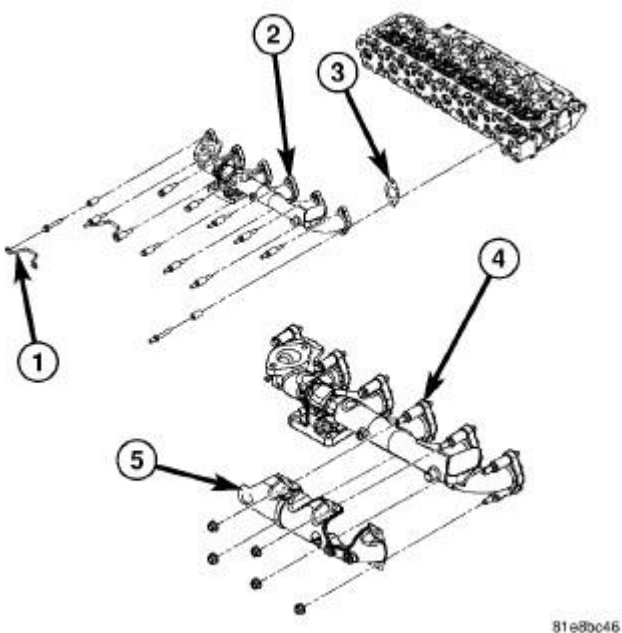
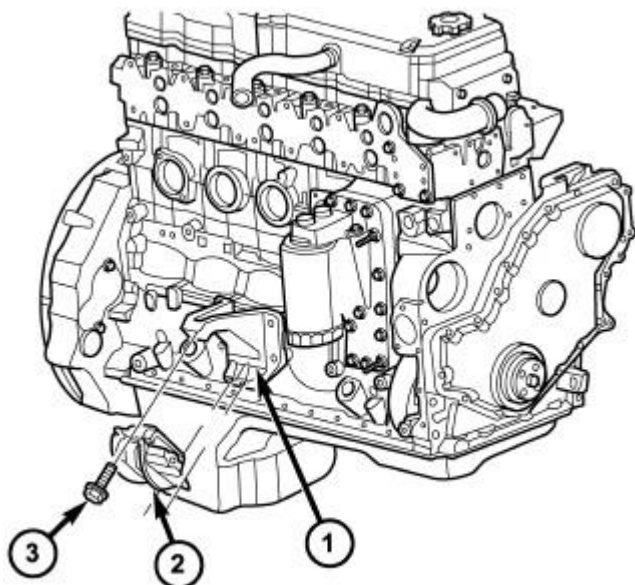


Fig. 109: HEAD AND EXHAUST MANIFOLD
 Courtesy of CHRYSLER LLC

- | |
|----------------------|
| 1 - RETENTION STRAPS |
| 2 - EXHAUST MANIFOLD |
| 3 - SPACER |
| 4 - TURBOCHARGER |
| 5 - HEAT SHIELD |

35. Install exhaust manifold/turbocharger assembly, using new gaskets. Start all bolts/spacers by hand. Starting from the center bolts out, Tighten bolts to 43 N.m (32 ft. lbs.), then retighten from the center out again.
36. Install exhaust manifold heat shield to exhaust manifold studs. Install retaining nuts. Tighten to 24 N.m (18 ft. lbs.).
37. Install exhaust bolt retention straps across cylinders No. 5 and No. 6.

38. Using a new gasket, connect the turbocharger oil drain tube. Tighten to 24 N.m (18 ft. lbs.).

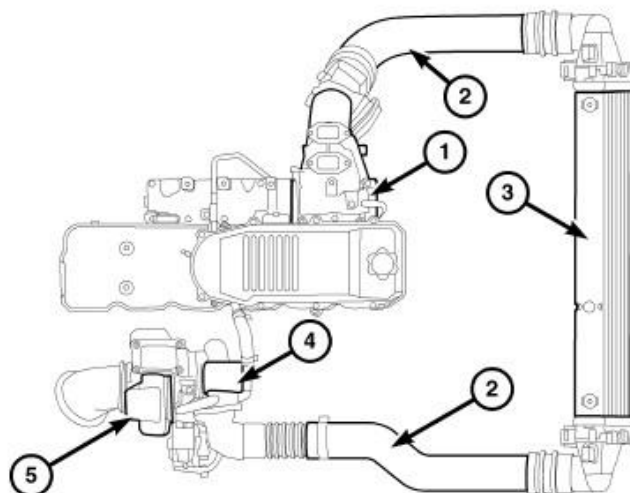


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Fig. 110: RH Insulator
Courtesy of CHRYSLER LLC

- 1 - Mount
- 2 - Insulator
- 3 - Bolt

39. Install the right motor mount. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Installation.**



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Fig. 111: CHARGE AIR COOLER

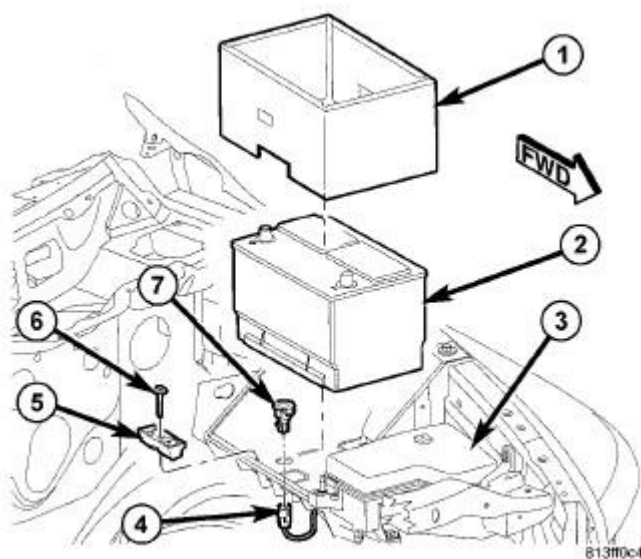
Courtesy of CHRYSLER LLC

- 1 - INTAKE MANIFOLD
- 2 - CHARGE AIR COOLER TUBE
- 3 - CHARGE AIR COOLER
- 4 - TURBOCHARGER FRESH AIR INTAKE
- 5 - TURBOCHARGER

40. Perform the turbocharger pre-lube procedure. See **Engine/Turbocharger System/TURBOCHARGER - Installation**.
41. Connect the turbocharger oil supply line. Tighten to 24 N.m (18 ft. lbs.).
42. Connect the turbocharger coolant lines. Tighten the banjo bolts to 24 N.m (18 ft. lbs.)
43. Install the EGR cooler and associated hardware. Refer to **Cooling/Engine/COOLER, EGR - Installation**.
44. Install air cleaner housing and duct.
45. Connect air inlet temperature/pressure sensor.
46. Raise vehicle on hoist.

NOTE: Do not reuse the clamp for the exhaust pipe to turbocharger elbow connection.

47. Install the exhaust pipe to turbocharger elbow using a new clamp. Tighten bolts to 10 N.m (89 in. lbs.).

**Fig. 112: Removing/Installing Battery & Components**

Courtesy of CHRYSLER LLC

48. Lower vehicle.

49. Connect both negative battery cables.
50. Fill engine coolant. Refer to **Cooling - Standard Procedure**.
51. Start engine and check for leaks.

COVER(S), CYLINDER HEAD

Removal

ROCKER HOUSING

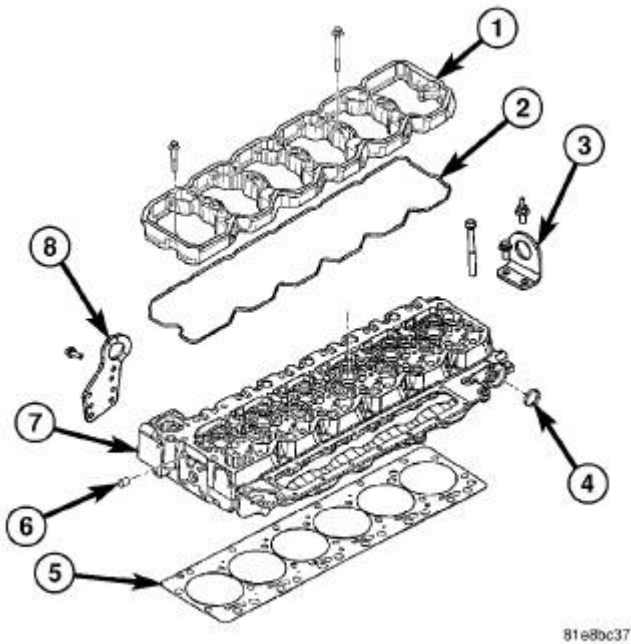
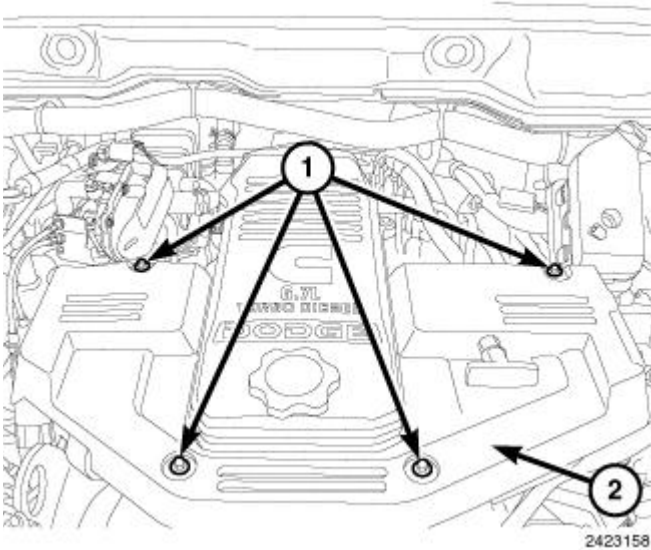


Fig. 113: CYLINDER HEAD AND GASKET
Courtesy of CHRYSLER LLC

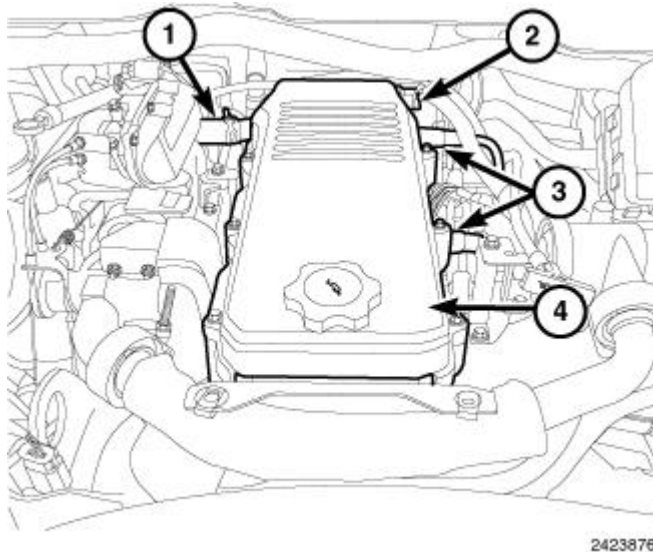
1. Remove the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal**.
2. Remove injector harness nuts from injectors.
3. Remove cylinder head cover gasket.
4. Remove rocker housing bolts.
5. Remove rocker housing and gasket.

CYLINDER HEAD COVER

**Fig. 114: EGR CROSSOVER TUBE COVER**

Courtesy of CHRYSLER LLC

1. Remove the bolts (1) and the engine cover.
2. Disconnect both negative battery cables.

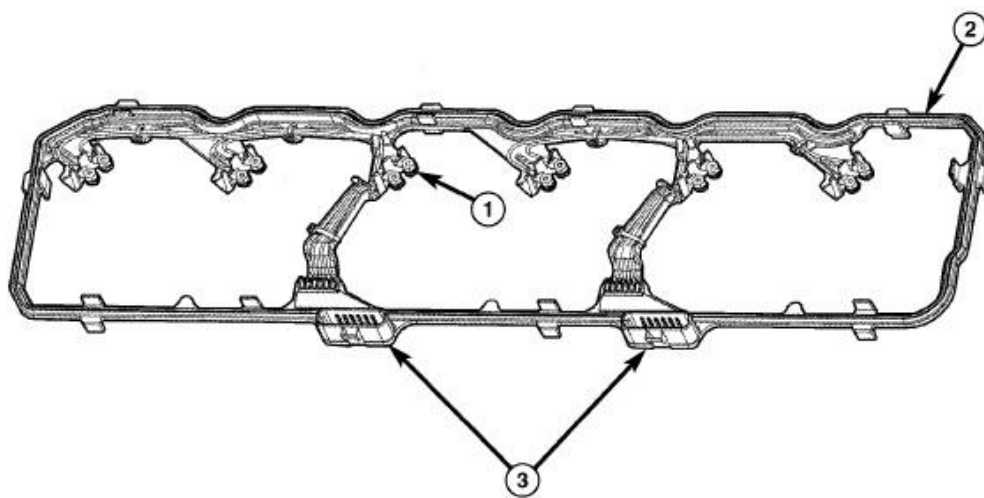
**Fig. 115: Identifying CCV Tube, Crankcase Pressure Sensor Connector, CCV Oil Drains & Close Crankcase Ventilation (CCV) Cover**

Courtesy of CHRYSLER LLC

NOTE: Pneumatic tools should NOT be used to remove or install the cover.

3. Remove the oil fill cap.
4. Remove the breather cover capscrews.
5. Remove the Close Crankcase Ventilation (CCV) cover (4) and breather filter.

6. Disconnect the CCV Tube (1) at the Crankcase Depression Regular (CDR) valve.
7. Disconnect the crankcase pressure sensor connector (2).
8. Remove the CCV oil drains (3) from cylinder head cover (2 hoses).
9. Remove the cylinder head cover capscrews.
10. Remove the cylinder head cover.

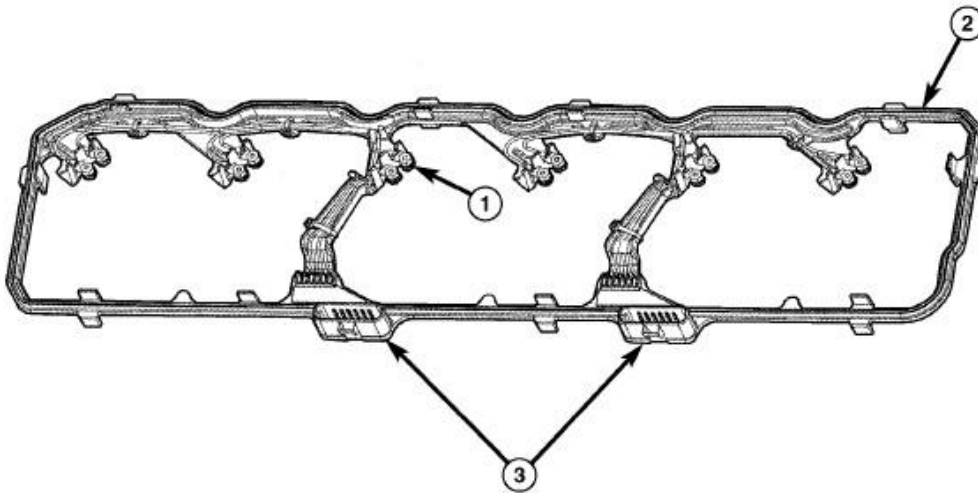


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Fig. 116: CYLINDER HEAD COVER GASKET
Courtesy of CHRYSLER LLC

11. Disconnect both injector harness connectors.
12. Remove the injector wire nuts (1) from the valve cover gasket.
13. Remove the cylinder head cover gasket (2).

CYLINDER HEAD COVER GASKET



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Fig. 117: CYLINDER HEAD COVER GASKET

Courtesy of CHRYSLER LLC

- | |
|--|
| 1 - INJECTOR NUTS
2 - GASKET
3 - INJECTOR HARNESS CONNECTORS |
|--|

1. Remove cylinder head cover.
2. Disconnect injector harness connectors (3) at cylinder head cover gasket.
3. Remove injector solenoid nuts (1) at injectors.
4. Remove cylinder head cover gasket (2).

Cleaning**CLEANING**

Using a suitable solvent, Clean and dry gasket mating surfaces on cylinder head and rocker housing. Wipe gasket dry and inspect for reuse.

Inspection**INSPECTION**

The cylinder head cover gasket and rocker housing gasket, are reusable. However, should cracks, nicks, or tears be present in the rubber/silicone construction, the defective components should be replaced. Also replace

gasket if it is no longer flexible. Inspect cylinder head cover rubber isolated capscrews for cracks, nicks, or tears. **Do not reuse gasket if it has been removed from the groove in the rocker housing or cylinder head cover.**

Installation

ROCKER HOUSING

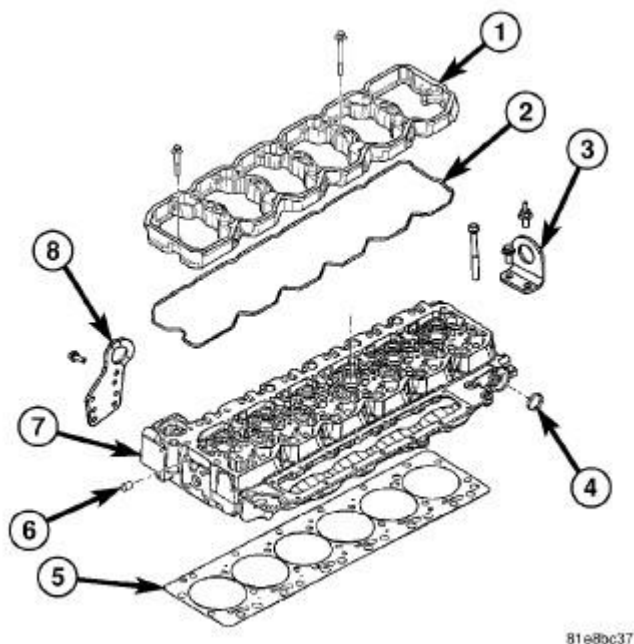


Fig. 118: CYLINDER HEAD AND GASKET

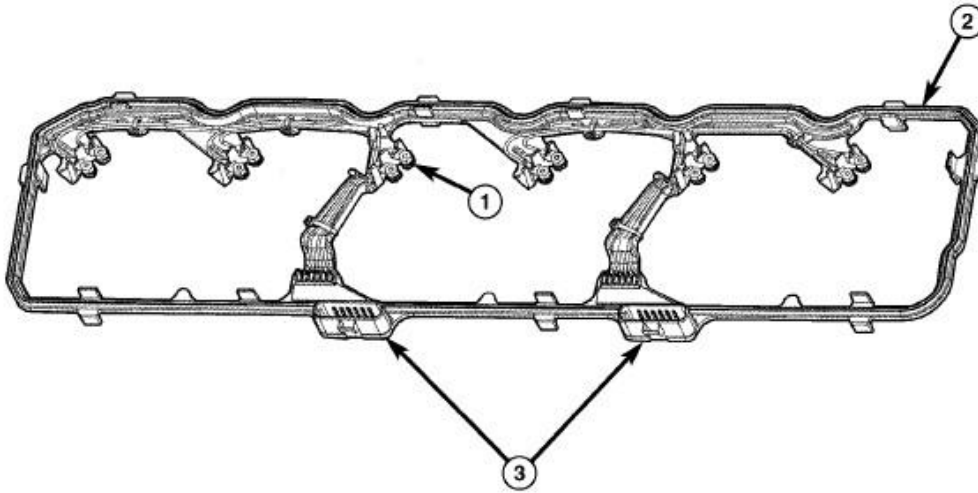
Courtesy of CHRYSLER LLC

1. Inspect rocker housing gasket for cuts, nicks, or tears. Replace if damaged or if gasket has come out of groove.
2. Inspect rocker housing gasket for proper installation in groove. Gasket bead must be centered in groove. A gasket bead that is tilted to the side will cause an oil leak.

CAUTION: When installing rocker housing onto cylinder head, do not slide housing from side to side, The gasket could fall out or be damaged.

3. Install the rocker housing. Carefully guide the rocker housing evenly down onto the cylinder head.
4. Install rocker housing bolts and tighten finger tight.
5. Tighten bolts, working from center out, to 24 N.m (18 ft. lbs.).

CYLINDER HEAD COVER



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Fig. 119: CYLINDER HEAD COVER GASKET

Courtesy of CHRYSLER LLC

NOTE: Gasket must be completely dry and free of oil before installation. Pneumatic tools should NOT be used to remove or install the cover.

1. Wipe oil from the cylinder head cover gasket (2), rocker box, and cylinder head cover.
2. Inspect cylinder head cover gasket (2) for tears, or splits. Replace if necessary.
3. Install the cylinder head cover gasket (2) on the rocker box.
4. Install the injector nuts to injector studs. Tighten nuts to 1.25 N.m (11 in. lbs.).
5. Connect both injector harness connectors.

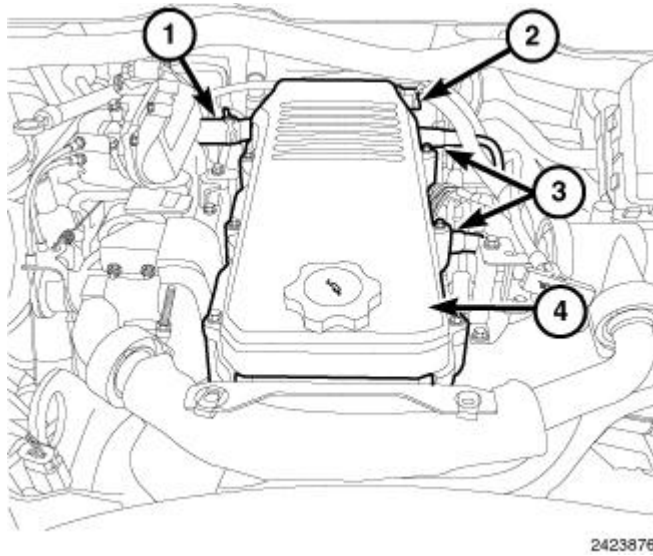


Fig. 120: Identifying CCV Tube, Crankcase Pressure Sensor Connector, CCV Oil Drains & Close Crankcase Ventilation (CCV) Cover
Courtesy of CHRYSLER LLC

NOTE: Pneumatic tools should **NOT** be used to remove or install the cover.

6. Install cylinder head cover and cylinder head cover capscrews. Tighten from center out. Tighten to 24 N.m (18 ft. lbs.).
7. Install the Close Crankcase Ventilation (CCV) drain hoses (3) to the cylinder head cover.
8. Connect the crankcase pressure sensor connector (2).
9. Connect the CCV Tube (1) at the Crankcase Depression Regular (CDR) valve.
10. Remove any oil from the CCV seal area and install the CCV breather filter.
11. Install the CCV cover (4) and capscrews. Tighten to 10 N.m (89 in. lbs.).
12. Install the oil fill cap.

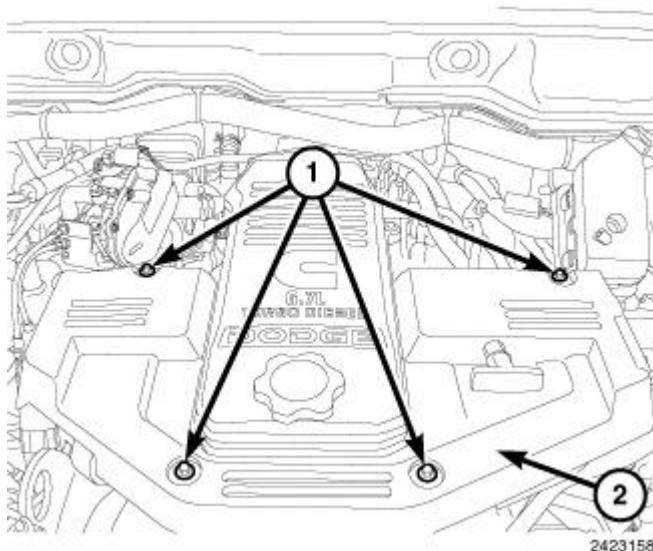
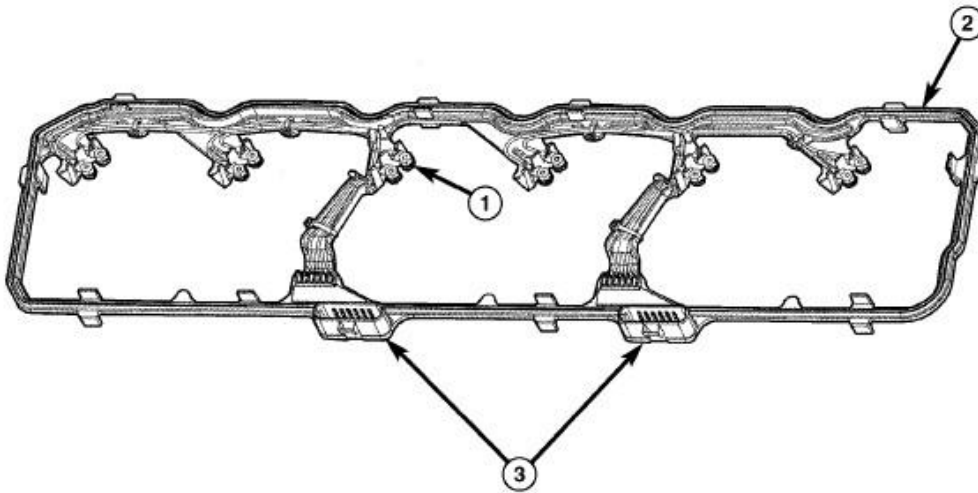


Fig. 121: EGR CROSSOVER TUBE COVER

Courtesy of CHRYSLER LLC

13. Connect both negative battery cables.
14. Install the engine cover. Tighten the bolts (1) 10 N.m (89 in. lbs.).
15. Start the vehicle and check for leaks.

CYLINDER HEAD COVER GASKET

814b3452

Fig. 122: CYLINDER HEAD COVER GASKET

Courtesy of CHRYSLER LLC

- | |
|--|
| 1 - INJECTOR NUTS
2 - GASKET
3 - INJECTOR HARNESS CONNECTORS |
|--|

1. Clean off any oil from cylinder head cover gasket
2. Inspect cylinder head cover gasket for cuts or damage. Replace if damaged.
3. Install cylinder head cover gasket (2).
4. Install injector solenoid nuts (1) at injectors. Tighten to 1.25 Nm (11 in. lbs.).
5. Connect injector harness connectors (3) at cylinder head cover gasket.

ROCKER ARM, VALVE

Description**DESCRIPTION**

The unique intake and exhaust rocker arms have their own rocker shafts and are lubricated by passages intersecting the cylinder block main oil rifle. Crossheads are used, which allow each rocker arm to operate two valves.

The solid push rods are hardened at the rocker arm and tappet contact areas for superior strength and durability.

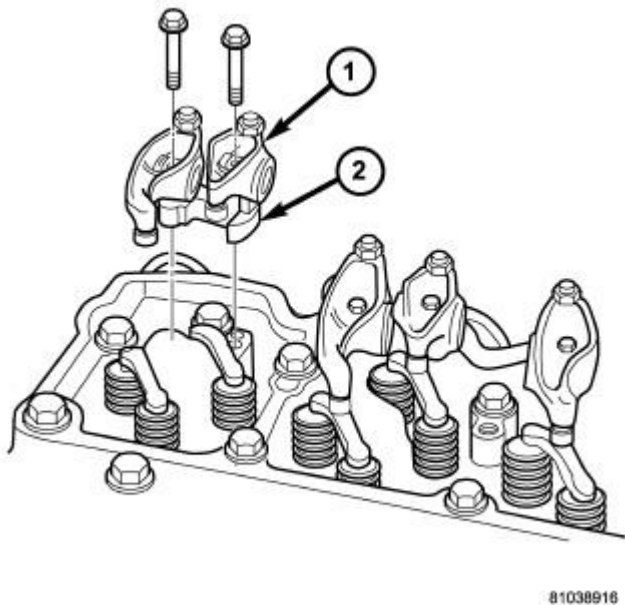
Removal**REMOVAL**

Fig. 123: Rocker Arm and Pedestal Removal/Installation

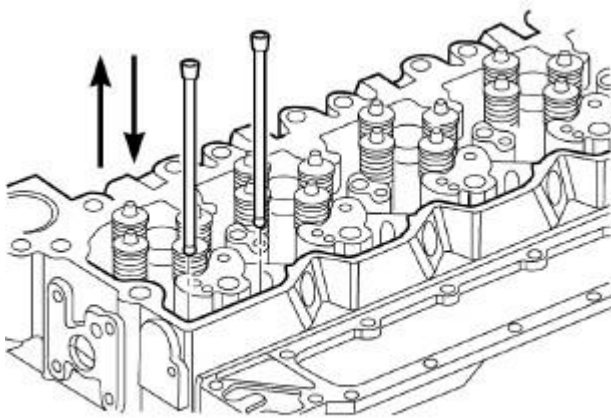
Courtesy of CHRYSLER LLC

1 - ROCKER ARM

2 - PEDESTAL

1. Disconnect both negative battery cables.
2. Remove cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal**.
3. Remove the rocker arm/pedestal fasteners and remove rocker arm (1) and pedestal (2) from cylinder head. Mark the arms and pedestals so they can be installed in their original position.

CAUTION: When removing the rocker arms, the sockets may come loose and fall into the engine. Make sure they stay with the arm upon

removal/installation.

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Fig. 124: Push Rod Removal/Installation

Courtesy of CHRYSLER LLC

4. Lift the push rod(s) up and out of the engine. Mark them so they can be installed in their original position.

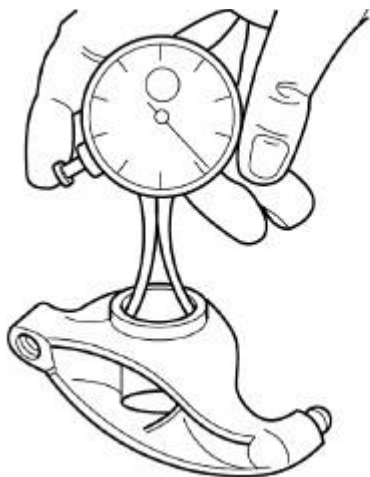
NOTE: **The No. 5 cylinder intake and exhaust, and No. 6 cylinder intake and exhaust push rods must be raised through the provided cowl panel access holes.**

5. Lift the crossheads off of the valve stems. Mark them so they can be installed in their original position.

Cleaning**CLEANING**

Clean all components in a suitable solvent. If necessary, use a wire brush or wheel to remove stubborn deposits. Rinse in hot water and blow dry with compressed air. Inspect oil passages in rocker arms and pedestals. Apply compressed air to lubrication orifices to purge contaminants.

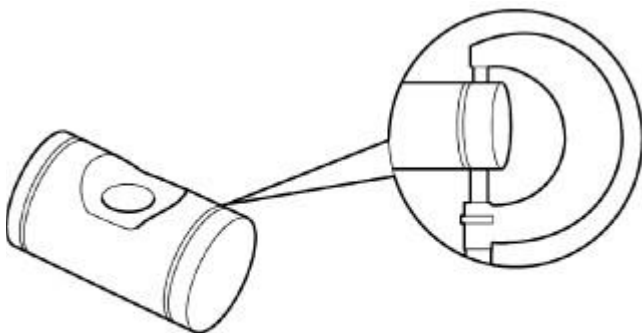
Inspection**INSPECTION****Rocker Arms**



80b4fa28

Fig. 125: Measuring Rocker Arm Bore
Courtesy of CHRYSLER LLC

ROCKER ARM BORE (MAX.)
22.027 mm (.867 in.)



80b4fa29

Fig. 126: Measuring Rocker Arm Shaft
Courtesy of CHRYSLER LLC

ROCKER ARM SHAFT (MIN.)
21.965 mm (.865 in.)

1. Remove rocker shaft and inspect for cracks and excessive wear in the bore or shaft. Remove socket and inspect ball insert and socket for signs of wear. Replace retainer if necessary.

Measure the rocker arm bore and shaft.

Push Rods

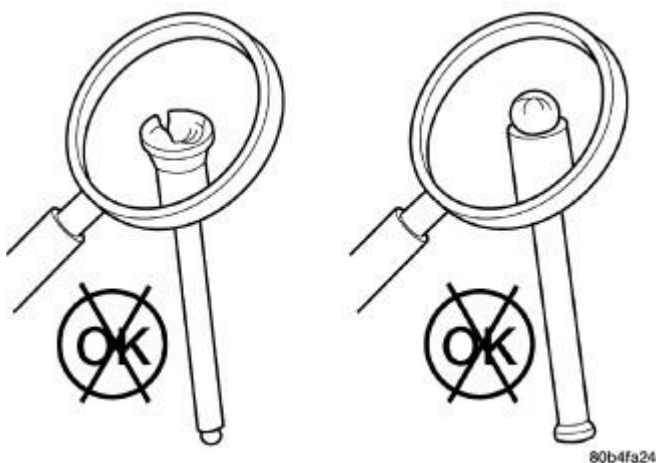


Fig. 127: Inspecting Push Rod for Cracks
Courtesy of CHRYSLER LLC

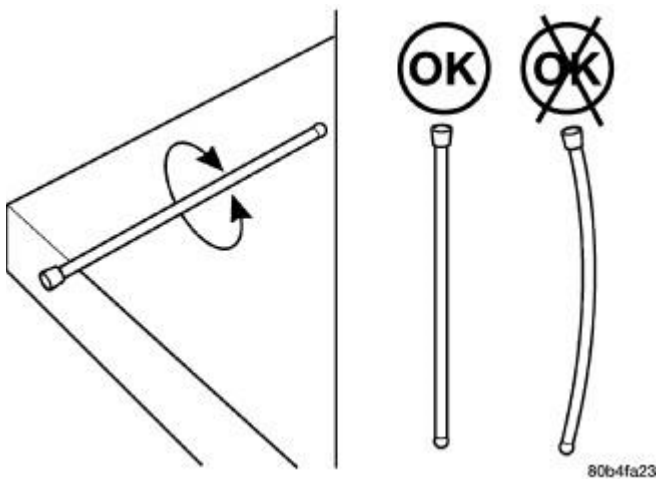
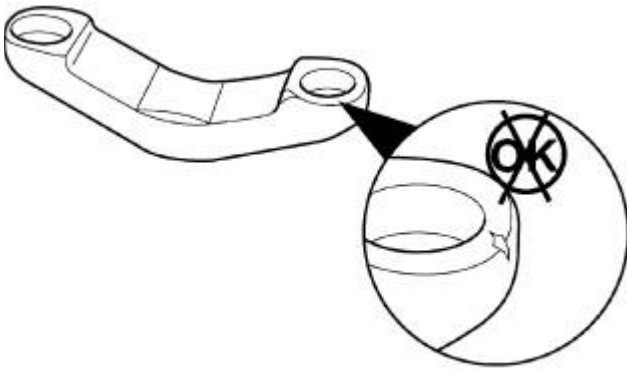


Fig. 128: Inspecting Push Rod for Flatness
Courtesy of CHRYSLER LLC

Inspect the push rod ball and socket for signs of scoring. Check for cracks where the ball and the socket are pressed into the tube.

Roll the push rod on a flat work surface with the socket end hanging off the edge. Replace any push rod that appears to be bent.

Crossheads



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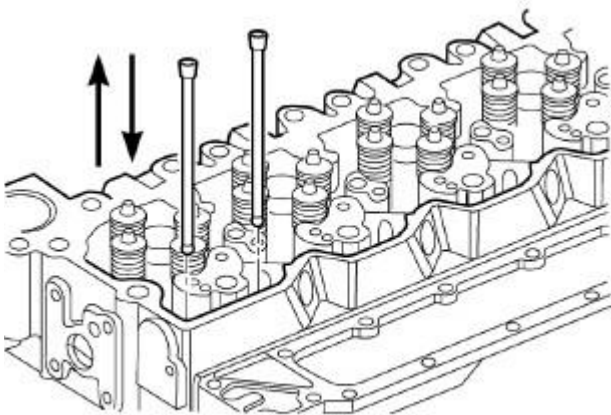
Fig. 129: Inspecting Crosshead for Cracks

Courtesy of CHRYSLER LLC

Inspect the crossheads for cracks and/or excessive wear on rocker lever and valve tip mating surfaces.

Installation

INSTALLATION

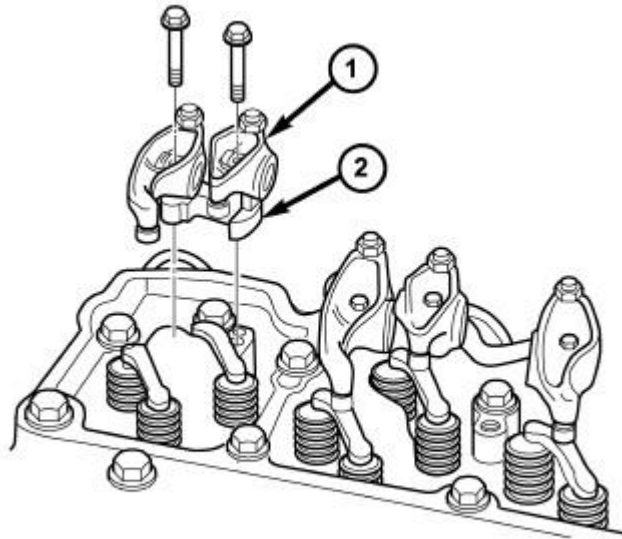


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Fig. 130: Push Rod Removal/Installation

Courtesy of CHRYSLER LLC

1. If previously removed, install the push rods in their original location. **Verify that they are seated in the tappets.**
2. Lubricate the valve tips and install the crossheads in their original locations.
3. Lubricate the crossheads and push rod sockets and install the rocker arms and pedestals in their original locations. Tighten bolts to 36 N.m (27 ft. lbs.).



81038916

Fig. 131: Rocker Arm and Pedestal Removal/Installation
Courtesy of CHRYSLER LLC

- | |
|--------------------------------|
| 1 - ROCKER ARM
2 - PEDESTAL |
|--------------------------------|

4. **Verify valve lash adjustment.** See **Engine/Cylinder Head/VALVES, Intake and Exhaust - Standard Procedure.**
5. Install cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Installation.**
6. Connect both negative battery negative cables.

VALVES, INTAKE AND EXHAUST

Description

DESCRIPTION

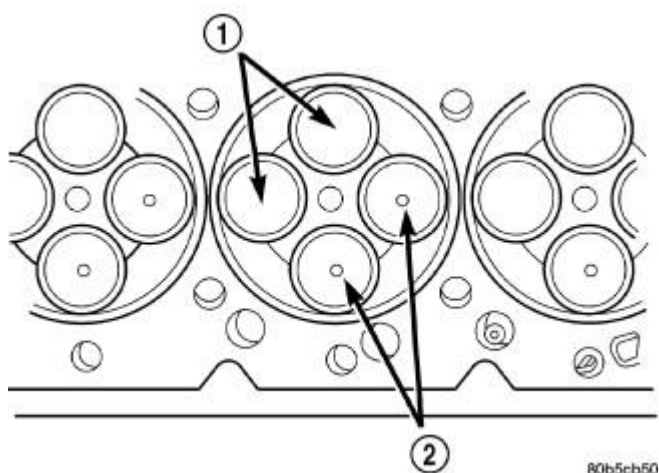


Fig. 132: Valve Identification
Courtesy of CHRYSLER LLC

1 - INTAKE VALVES

2 - EXHAUST VALVES

The intake valves (1) are made of heat resistant steel, and have chrome plated stems to prevent scuffing. The exhaust valves are made of iron alloys (2). The intake and exhaust valves are both similar in head diameter and overall length, but they have unique face angles which makes them non-interchangeable. The valves are distinguished by unique dimples on the exhaust valve head (2).

The exhaust valve springs are made from high strength, chrome silicon steel. The exhaust valve springs are also exhaust brake compatible.

Standard Procedure

VALVES, GUIDES AND SPRINGS

REMOVAL

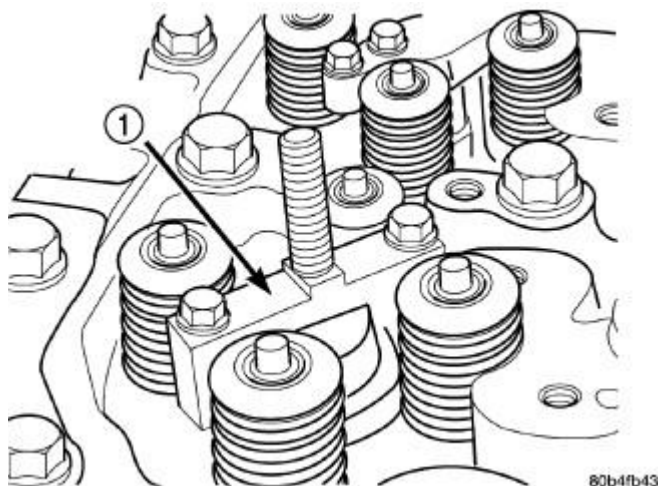


Fig. 133: Spring Compressor Mounting Base-Part of Tool 8319
Courtesy of CHRYSLER LLC

1 - COMPRESSOR MOUNTING BASE

1. Remove cylinder head. See **Engine/Cylinder Head - Removal**.
2. Support cylinder head on stands, or install head bolts upside down (through combustion surface side) to protect injector tips from damage from work bench.
3. Install the valve spring compressor base 8313A (1) as shown in illustration.

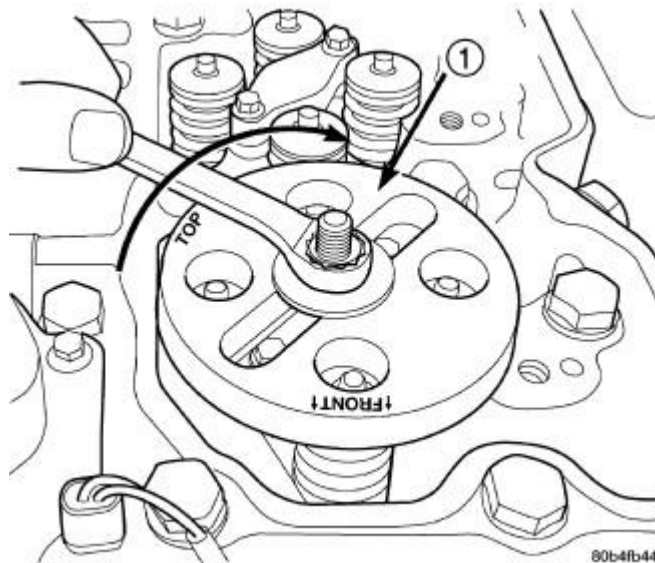
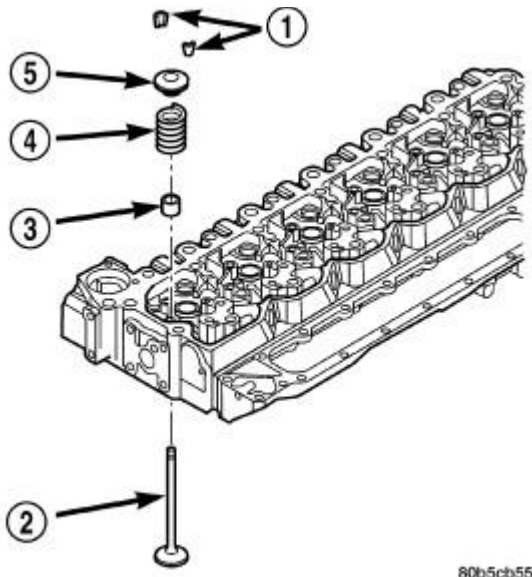


Fig. 134: Compressing Valve Springs with Tool 8319
Courtesy of CHRYSLER LLC

1 - SPECIAL TOOL 8319

4. Install the valve spring compressor 8319 top plate, washer, and nut. Using a suitable wrench, tighten the nut (clockwise) to compress the valve springs and remove the locks.
5. Rotate the compressor nut counterclockwise to relieve tension on the springs. Remove the spring compressor (1).



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Fig. 135: Valve Spring, Seal, and Retainers
Courtesy of CHRYSLER LLC

1 - VALVE RETAINING LOCKS
2 - VALVE
3 - SEAL
4 - SPRING
5 - RETAINER

- Remove the retainers (5), springs (4), valve seals (3) (if necessary), and valves (2). Arrange or number all components so they can be installed in their original locations.
- Repeat the procedure on all cylinders to be serviced.

CLEANING

Clean the valve stems with crocus cloth or a Scotch-Brite™ pad. Remove carbon with a soft wire brush. Clean valves, springs, retainers, and valve retaining locks in a suitable solvent. Rinse in hot water and blow dry with compressed air.

INSPECTION

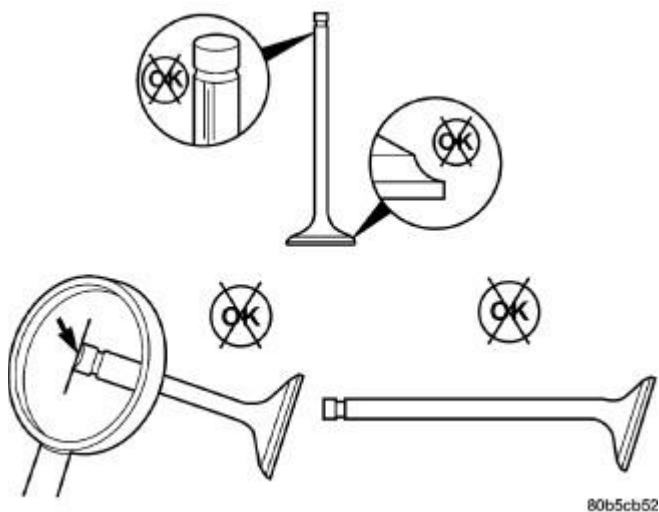


Fig. 136: Visually Inspect Valves for Abnormal Wear
Courtesy of CHRYSLER LLC

Visually inspect the valves for abnormal wear on the heads, stems, and tips. Replace any valve that is worn out or bent.

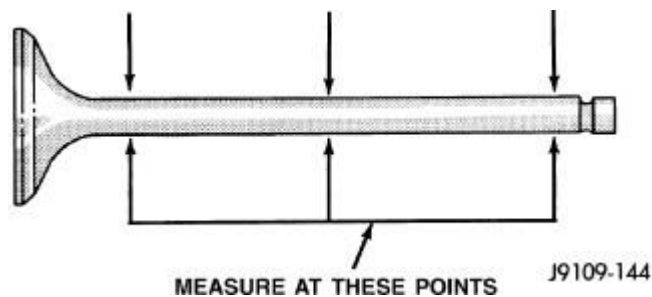


Fig. 137: Measure Valve Stem Diameter
Courtesy of CHRYSLER LLC

VALVE STEM DIAMETER	
	6.96 mm (0.2740 in.) MIN
	7.010 mm (0.2760 in.) MAX

Measure the valve stem diameter in three places as shown in illustration.

VALVE GUIDE BORE SPECIFICATIONS

VALVE GUIDE BORE SPECIFICATIONS	
Valve guide bore diameter	Min. 7.027 mm (0.2767 in.)
	Max. 7.077 mm (0.2786 in.)
Installed valve guide depth	
Intake	Min. 0.584 mm (0.023 in.)

Exhaust	Max.	1.092 mm (0.043 in.)
	Min.	0.965 mm (0.028 in.)
	Max.	1.473 mm (0.058 in.)

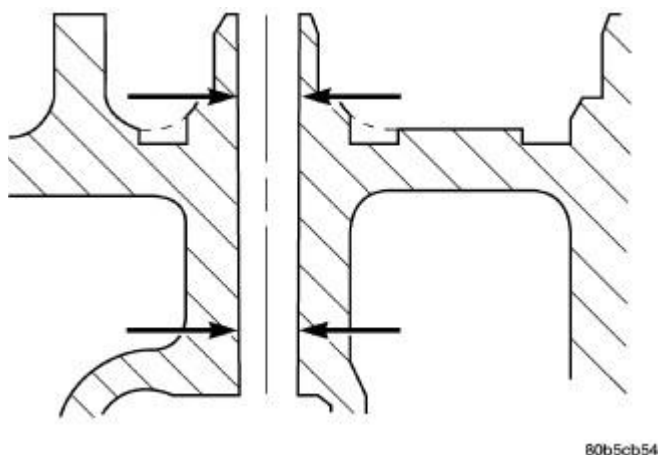


Fig. 138: Measure Valve Guide Bore
Courtesy of CHRYSLER LLC

Measure the cylinder head valve guide bore.

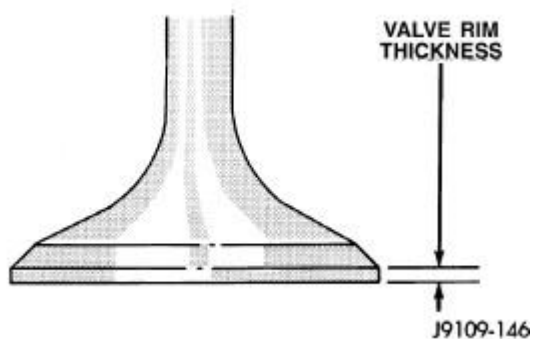
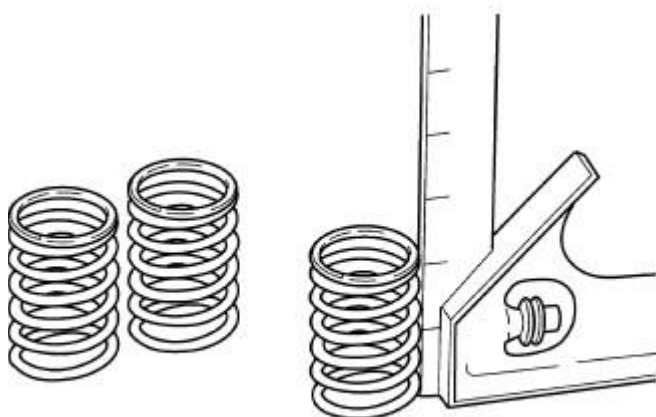


Fig. 139: Measure Valve Margin (Rim Thickness)
Courtesy of CHRYSLER LLC

VALVE MARGIN (RIM THICKNESS)
0.79 mm (0.031 in.) MIN.

Measure valve margin (rim thickness).

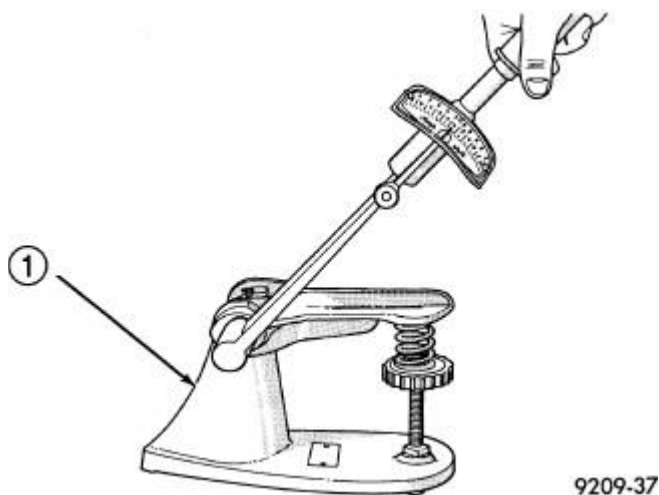


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Fig. 140: Measure Valve Spring Free Length and Max. Inclination
 Courtesy of CHRYSLER LLC

APPROXIMATE VALVE SPRING FREE LENGTH
47.75 mm (1.88 in.)
-
MAX INCLINATION
1.5 mm (.059 in.)

Measure the valve spring free length and maximum inclination.



9209-37

Fig. 141: Testing Valve Spring with Tool C-647
 Courtesy of CHRYSLER LLC

1 - SPECIAL TOOL C-647

Test valve spring force with tool C-647 (1). Specification 72.0 - 80.7 lbs. when compressed to 35.33 mm (1.39 in.).

INSTALLATION

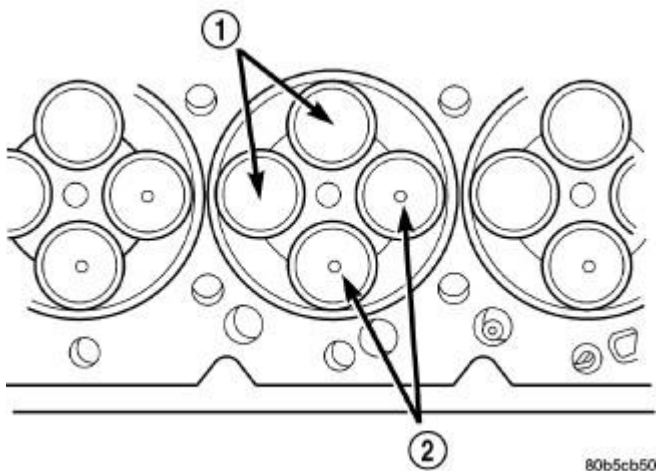


Fig. 142: Valve Identification
Courtesy of CHRYSLER LLC

1 - INTAKE VALVES

2 - EXHAUST VALVES

1. Install new valve seals. The yellow seals are for the intake valves and the green seals are for the exhaust valves.
2. Install the valves in their original position. The exhaust valves are identified by a dimple on the valve head.

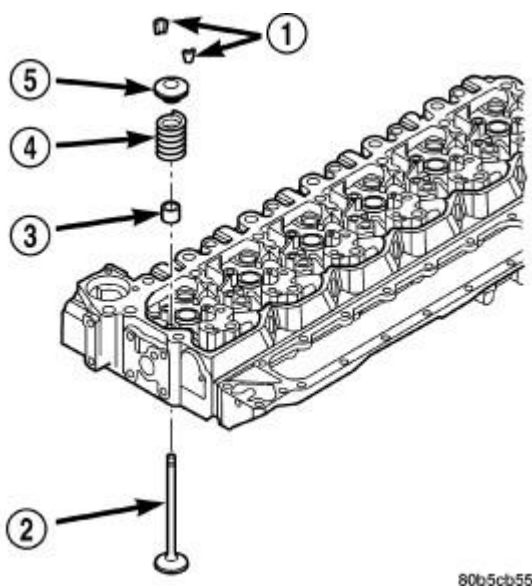


Fig. 143: Valve Spring, Seal, and Retainers
Courtesy of CHRYSLER LLC

1 - VALVE RETAINING LOCKS

2 - VALVE
3 - SEAL
4 - SPRING
5 - RETAINER

3. Install the valve (2), springs (4), and retainer (5).

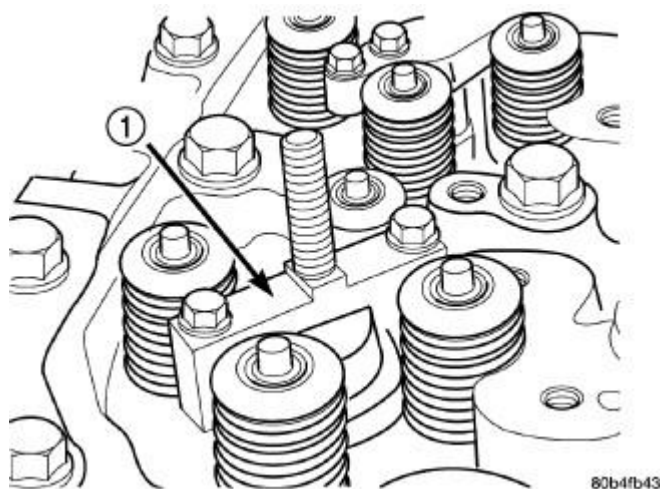


Fig. 144: Spring Compressor Mounting Base-Part of Tool 8319
Courtesy of CHRYSLER LLC

1 - COMPRESSOR MOUNTING BASE

4. Install the valve spring compressor tool base 8319 (1) as shown in illustration.

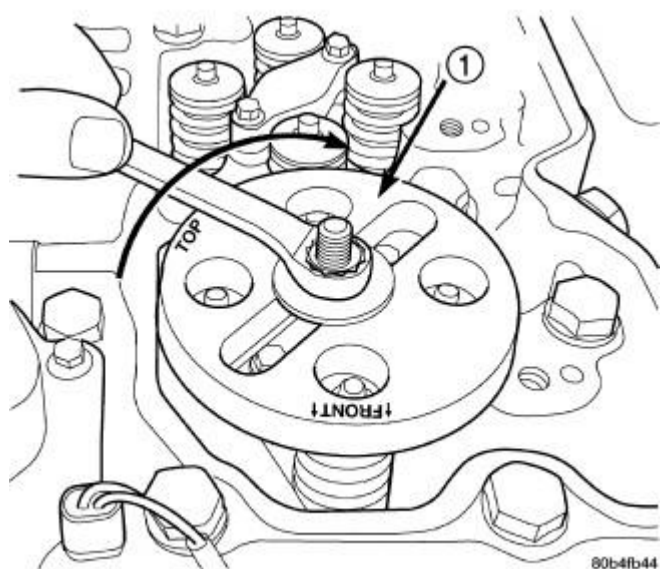


Fig. 145: Compressing Valve Springs with Tool 8319
Courtesy of CHRYSLER LLC

1 - SPECIAL TOOL 8319

5. Install the valve spring compressor top plate, washer, and nut 8319.
6. Compress the valve springs and install the valve retaining locks.
7. Remove the valve spring compressor tool 8319 and repeat the procedure on the remaining cylinders.
8. Install new o-ring and sealing washer on injector.
9. Lubricate o-ring and injector bore.
10. Verify sealing washer (shim) was removed with old injector.
11. Install injector. Refer to **Fuel System/Fuel Injection/INJECTOR(S), Fuel - Installation**.
12. Install the cylinder head. See **Engine/Cylinder Head - Installation**.

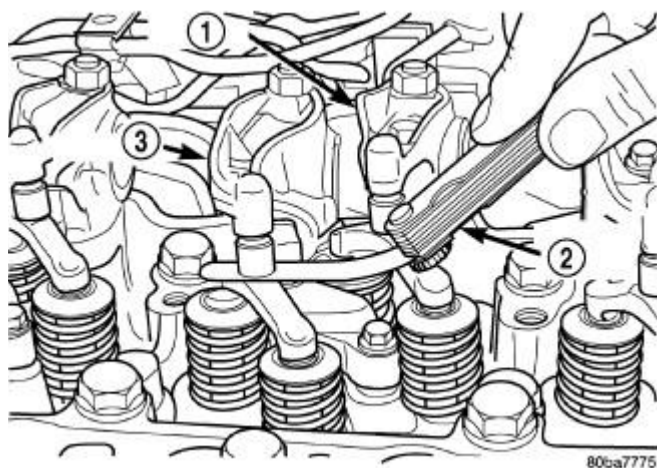
VALVE LASH ADJUSTMENT AND VERIFICATION

Fig. 146: Measuring Valve Lash
Courtesy of CHRYSLER LLC

- 1 - INTAKE
- 2 - FEELER GAUGE
- 3 - EXHAUST

NOTE: To obtain accurate readings, valve lash measurements and adjustments should only be performed when the engine coolant temperature is less than 60° C (140° F).

The 24-valve overhead system is a "low-maintenance" design. Routine adjustments are no longer necessary, however, measurement should still take place when troubleshooting performance problems, or upon completion of a repair that includes removal and installation of the valve train components or injectors.

1. Disconnect battery negative cables.
2. Remove cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal**.

3. Using the barring tool 7471B, rotate crankshaft to align damper TDC mark to 12:00 o'clock position.
 - a. If both number one cylinder rocker levers are loose, continue to next step.
 - b. If both number one cylinder rocker levers are not loose, rotate crankshaft 360°.
4. With the engine in this position, valve lash can be measured at the following rocker arms: **INTAKE 1-2-4/EXHAUST 1-3-5**. Measure the valve lash by inserting a feeler gauge between the rocker arm socket and crosshead. Refer to VALVE LASH LIMIT CHART for the correct specifications. If the measurement falls within the limits, adjustment/resetting is not necessary. If measurement finds the lash outside of the limits, adjustment/resetting is required.

VALVE LASH LIMIT CHART

INTAKE	EXHAUST
0.152 mm (0.006 in.) MIN.	0.533 mm (0.021 in.) MIN.
0.381 mm (0.015 in.) MAX.	0.863 mm (0.034 in.) MAX.
NOTE: If measured valve lash falls within these specifications, no adjustment/reset is necessary. Engine operation within these ranges has no adverse affect on performance, emissions, fuel economy or level of engine noise.	

5. If adjustment/resetting is required, loosen the lock nut on rocker arms and turn the adjusting screw until the desired lash is obtained:
 - **INTAKE** 0.254 mm (0.010 in.)
 - **EXHAUST** 0.660 mm (0.026 in.)

Tighten the lock nut to 24 N.m (18 ft. lbs.) and recheck the valve lash.

6. Using the crankshaft barring tool, rotate the crankshaft one revolution (360°) to align the damper TDC mark to the 12 o'clock position.
7. With the engine in this position, valve lash can be measured at the remaining rocker arms: **INTAKE 3-5-6/EXHAUST 2-4-6**. Use the same method as above for determining whether adjustment is necessary, and adjust those that are found to be outside of the limits.
8. Install the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Installation**.
9. Connect the battery negative cables.

Removal**REMOVAL**

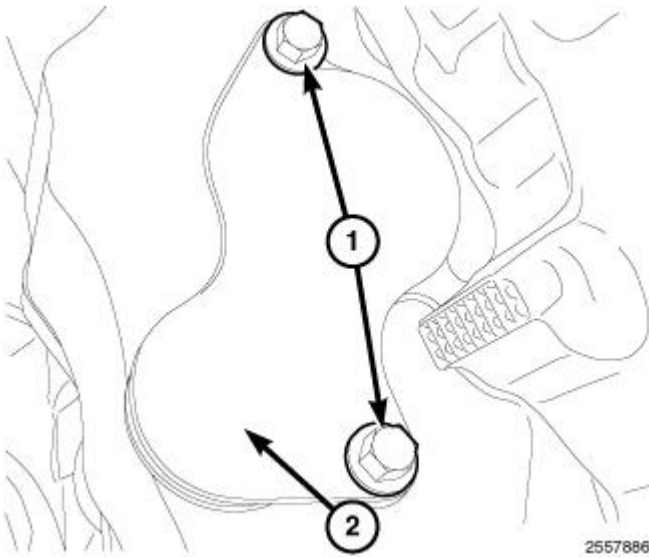


Fig. 147: Identifying Bolts & Bell Housing Access Cover
Courtesy of CHRYSLER LLC

1. Disconnect both negative battery cables.
2. Remove the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal**.
3. Disconnect the injector harness connectors at cylinder head cover gasket. Remove all injector solenoid nuts. Remove cylinder head cover gasket.
4. Remove injector(s) for cylinder(s) to be serviced. Refer to **Fuel System/Fuel Injection/INJECTOR(S), Fuel - Removal**.
5. Remove the rocker housing.
6. Remove the rocker arms and crossheads from the cylinder(s) to be serviced. Mark each component so they can be installed in their original position.
7. Remove bolts (1) and the bell housing access cover (2).

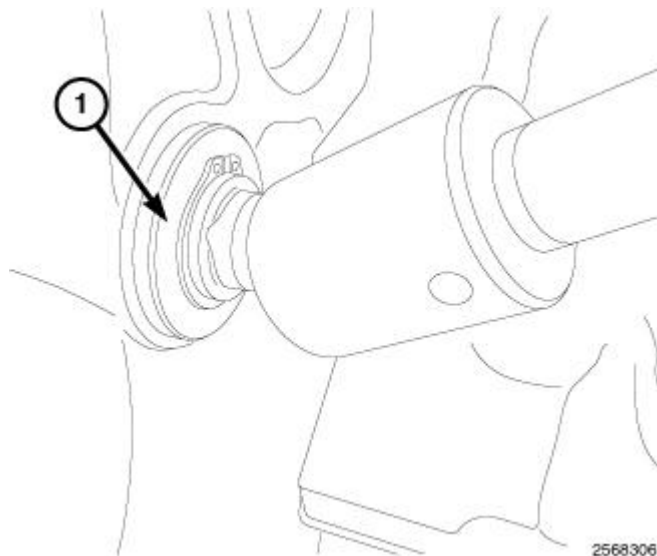


Fig. 148: ENGINE BARRING TOOL

Courtesy of CHRYSLER LLC

NOTE: At this engine position, cylinders No. 1 and No. 6 can be serviced.

8. Using the barring tool 7471B (1), rotate the engine to position the damper mark in the 12 o'clock position.
9. Remove the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal**.
10. With the damper TDC mark in the 12 o'clock position, add a paint mark anywhere on the gear housing cover next to the crankshaft damper. Place another mark on the vibration damper in alignment with the mark you just made on the cover.
11. Divide the crankshaft damper into three equally sized segments as follows:
 - a. Using a tape measure, measure the circumference of the crankshaft damper and divide the measurement by three (3).
 - b. Measure that distance in a counterclockwise direction from the first balancer mark and place another mark on the balancer.
 - c. From the second damper mark, again measure in a counterclockwise direction and place a mark on the damper at the same distance you measured when placing the second damper mark. The damper should now be marked in three equally spaced locations and the damper TDC mark should be in the 12 o'clock position.
 - d. Remove injectors, fuel lines, and high pressure connectors for every cylinder that requires repair.

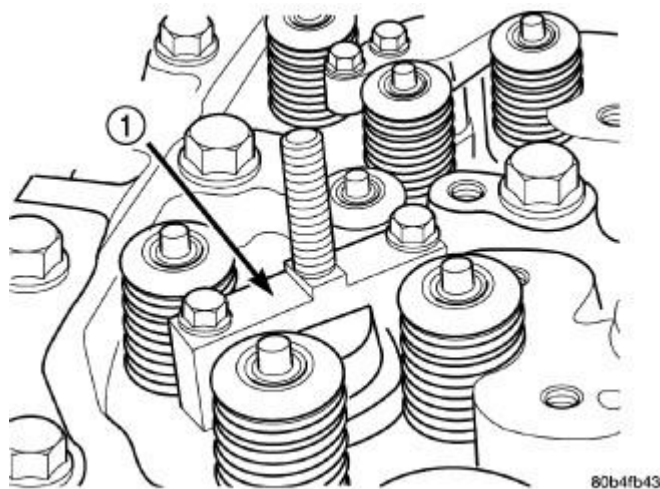


Fig. 149: Spring Compressor Mounting Base-Part of Tool 8319
Courtesy of CHRYSLER LLC

1 - COMPRESSOR MOUNTING BASE

12. Compress the valve springs at cylinders. No. 1 and No. 6 as follows:
 - a. Install the Valve Spring Compressor Tool 8319 base (1) as shown in illustration.

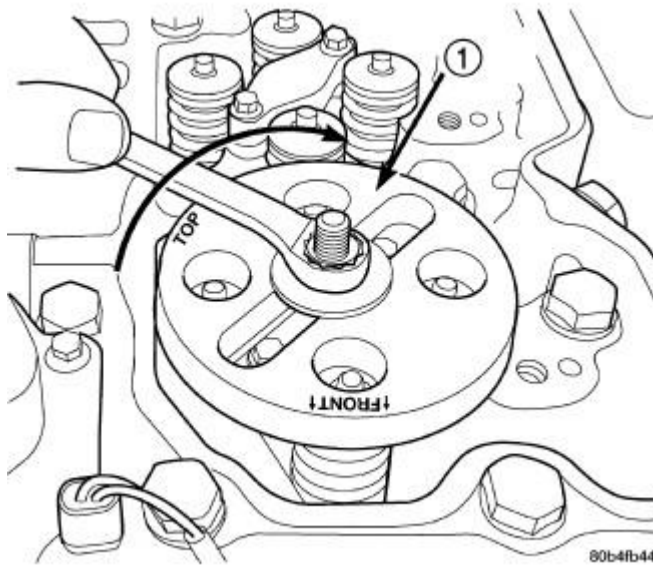
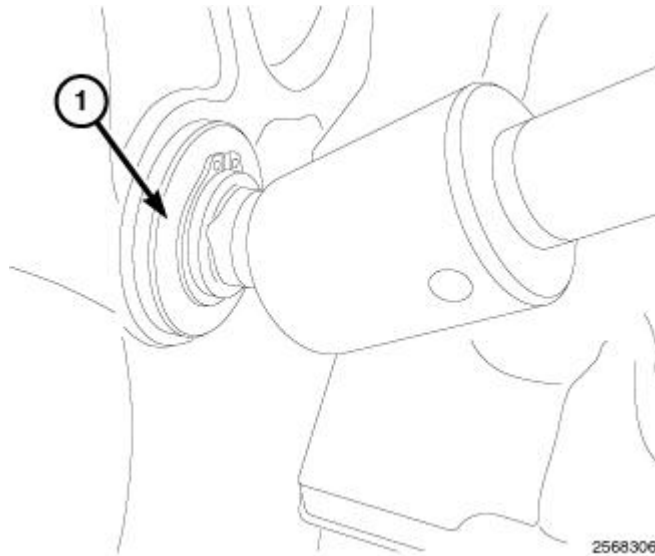


Fig. 150: Compressing Valve Springs with Tool 8319
Courtesy of CHRYSLER LLC

1 - SPECIAL TOOL 8319

13. Install the Valve Spring Compressor Tool 8319 top plate, washer, and nut. Using a suitable wrench tighten the nut (clockwise) to compress the valve springs and remove the collets.
 - a. Rotate the compressor nut counterclockwise to relieve tension on springs. Remove spring compressor.
 - b. Remove and replace retainers, springs, and seals as necessary.
 - c. **Do not rotate the engine until the springs and retainers are reinstalled.**
 - d. Install seals, springs and retainers. Install spring compressor, compress valve springs and install the collets.
 - e. Release the spring tension and remove the compressor. Verify that the collets are seated by tapping on the valve stem with a plastic hammer.

**Fig. 151: ENGINE BARRING TOOL**

Courtesy of CHRYSLER LLC

NOTE: In this position, cylinders No. 2 and No. 5 can be serviced.

14. Using the barring tool 7471B (1), rotate the engine until the next crankshaft damper paint mark aligns with the mark you placed on the cover.
15. Repeat the valve spring compressing procedure previously performed and service the retainers, springs, and seals as necessary.

NOTE: In this position, cylinders No. 3 and No. 4 can be serviced.

16. Using the barring tool 7471B, rotate the engine until the next crankshaft damper paint mark aligns with the mark you placed on the cover.
17. Repeat the spring compressing procedure previously performed and service the retainers, springs, and seals as necessary.

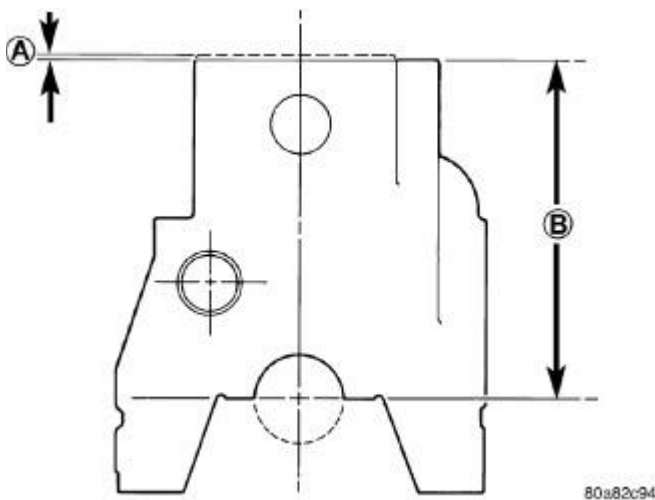
Installation

INSTALLATION

1. Install rocker housing. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Installation.**
2. Install fuel injectors and high pressure fuel lines. Refer to **Fuel System/Fuel Injection/INJECTOR(S), Fuel - Installation**.
3. Lubricate the valve tips and install the crossheads in their original locations.
4. Lubricate the crossheads and push rod sockets and install the rocker arms and pedestals in their original locations. Tighten bolts to 36 N.m (27 ft. lbs.).
5. **Verify valve lash adjustment.** See **Engine/Cylinder Head/VALVES, Intake and Exhaust - Standard Procedure.**
6. Install cylinder head cover gasket onto rocker housing. See **Engine/Cylinder Head/COVER(S),**

Cylinder Head - Installation.

7. Install injector solenoid nuts.
8. Connect injector harness connectors.
9. Install cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Installation.**
10. Connect both negative battery cables.

ENGINE BLOCK**STANDARD PROCEDURE****CYLINDER BLOCK REFACING****Fig. 152: Refacing Dimensions of the Cylinder Block**

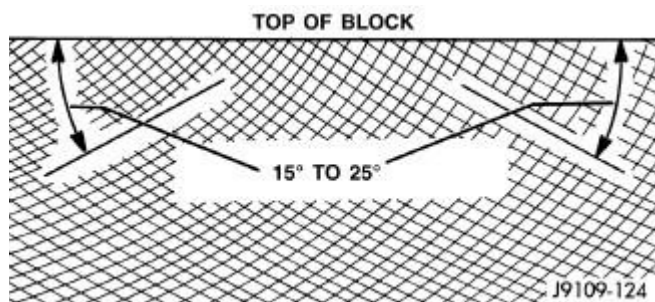
Courtesy of CHRYSLER LLC

1. Prior to removing the piston and connecting rod assemblies, measure and record piston protrusion. Piston protrusion (A) must be within 0.151 - 0.485 mm (0.006 - 0.019 in.). Measuring piston protrusion prior to disassembly will aid in determining if the cylinder block, if required, can be resurfaced.
2. Measure the overall flatness of the engine block.
3. The engine block must be within 0.076 mm (0.003 in) end-to-end and 0.051 mm (.002 in.) side-to-side.
4. Inspect for any localized dips or imperfections. If present, the cylinder head deck **MUST** be resurfaced.

NOTE: **The combustion deck of the block can ONLY be resurfaced if after the resurface, the correct piston protrusion can be achieved.**

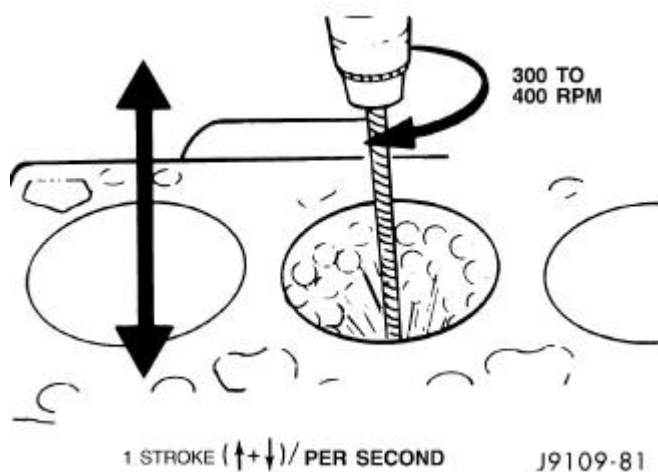
No specific head gasket with an increased thickness is available for combustion deck resurfacing. If the combustion deck can NOT be resurfaced such that the correct piston protrusion can be reached, the cylinder block **MUST** be replaced.

CYLINDER BORE - DEGLAZE

**Fig. 153: Cylinder Bore Crosshatch Pattern**

Courtesy of CHRYSLER LLC

1. New piston rings may not seat in glazed cylinder bores.
2. Deglazing gives the bore the correct surface finish required to seat the rings. The size of the bore is not changed by proper de-glazing.
3. Cover the lube and tappet holes in the top of the block with waterproof tape.
4. If crankshaft is installed, wrap connecting rod journals with clean cloth. Cover cloth with waterproof tape.
5. A correctly honed surface will have a crosshatch appearance with the lines at 15° to 25° angles. For the rough hone, use 80 grit honing stones. To finish hone, use 280 grit honing stones.

**Fig. 154: De-Glazing Cylinder Bore**

Courtesy of CHRYSLER LLC

6. Use a drill, a fine grit Flex-hone and a mixture of equal parts of mineral spirits and SAE 30W engine oil to de-glaze the bores.
7. The crosshatch angle is a function of drill speed and how fast the hone is moved vertically.
8. Vertical strokes MUST be smooth continuous passes along the full length of the bore.
9. Inspect the bore after 10 strokes.
10. Use a strong solution of hot water and laundry detergent to clean the bores. Clean the cylinder bores immediately after de-glazing.
11. Rinse the bores until the detergent is removed and blow the block dry with compressed air.

12. Check the bore cleanliness by wiping with a white, lint free, lightly oiled cloth. If grit residue is still present, repeat the cleaning process until all residue is removed. Wash the bores and the complete block assembly with solvent and dry with compressed air. Place a clean shop towel around the top main bearing saddle to deflect water and residue from piston cooling nozzles. Remove directed piston cooling nozzles if installed.
13. Be sure to remove the tape covering the lube holes, rod journals, and piston cooling nozzles after the cleaning process is complete.

OVERSIZE BORE

Oversize pistons and rings are available in one size - 0.50 mm (0.0197 inch).

Any combination of standard or 0.50 mm (0.0197 inch) overbore may be used in the same engine.

If more than 0.50 mm (0.0197 inch) overbore is needed the block must be replaced.

Cylinder block bores may be bored one time. The bore size is 0.50 mm (0.0197 inch) oversize.

After boring to size, use a honing stone to chamfer the edge of the bore.

CYLINDER BORE DIMENSION CHART

DESCRIPTION	MEASUREMENT
BORING DIAMETER DIMENSION	REBORE - 107.490 mm (4.2319 in.) Minimum
	REBORE - 107.510 mm (4.2327 in.) Maximum
HONING DIAMETER DIMENSIONS	STANDARD - 102.020 ± 0.020 mm (4.0165 ± 0.0008 in.)
	REBORE - 107.45 mm (4.2303 in) Nominal
CHAMFER DIMENSIONS	Approx. 1.25 mm (0.049 in.) by 30°

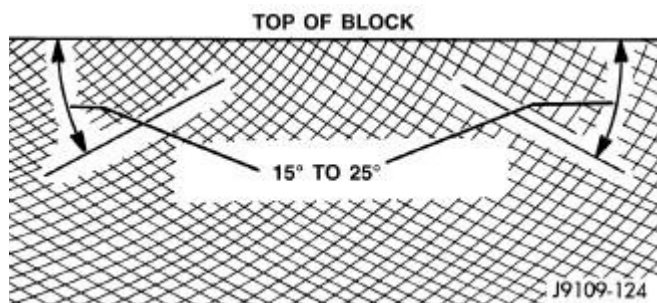


Fig. 155: Crosshatch Pattern of Repaired Sleeve(s)
Courtesy of CHRYSLER LLC

A correctly honed surface will have a crosshatch appearance with the lines at 15° to 25° angles with the top of the cylinder block. For the rough hone, use 80 grit honing stones. To finish hone, use 280 grit honing stones.

A maximum of 1.2 micrometer (48 microinch) surface finish must be obtained.

After finish honing is complete, immediately clean the cylinder bores with a strong solution of laundry detergent and hot water.

After rinsing, blow the block dry.

Check the bore cleanliness by wiping with a white, lint-free, lightly- oiled cloth. There should be no grit residue present.

If the block is not to be used right away, coat it with a rust- preventing compound.

CAM BORE REPAIR

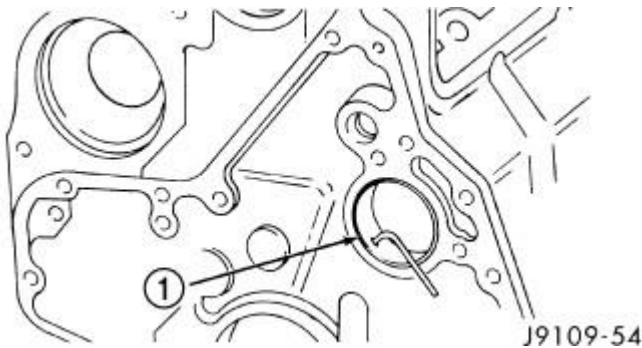


Fig. 156: Oil Hole Alignment
Courtesy of CHRYSLER LLC

1 - CAMSHAFT BUSHING

For standard bushings, not oversized, maximum front and rear cam bushing bore diameter is 59.248 mm. (2.3326 in.). DO NOT bore the intermediate cam bore to the front cam bore oversize dimensions. Maximum front and rear camshaft bushing installed diameter is 54.147 mm. (2.1318 in.). Minimum installed diameter is 54.083 mm. (2.1293 in.). Maximum intermediate camshaft bore diameter is 54.164 mm. (2.1324 in.).

A surface finish of 2.3 micrometers (92 microinch) must be maintained. Not more than 20% of an area of any one bore may be 3.2 micrometers (126 microinch).

Camshaft bores can be repaired individually. It is not necessary to repair undamaged cam bores in order to repair individually damaged cam bores. The standard front and rear bushing (1) cannot be used to repair intermediate bores.

Install all cam bushings flush or below the front and rear cam bore surface. The front camshaft bushing should be installed flush with front face of block. The oil hole must align to allow a 3.2 mm (0.125 inch) rod to pass through freely.

INSPECTION

INSPECTION

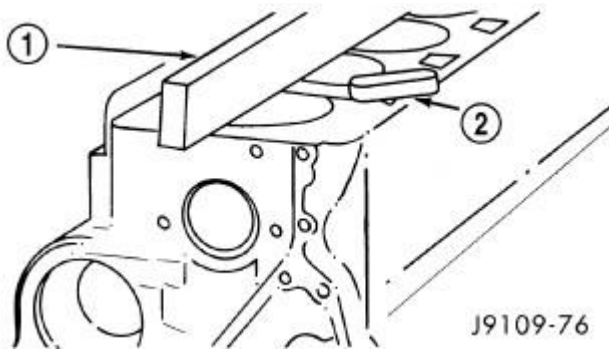


Fig. 157: Combustion Deck Face Measurement
 Courtesy of CHRYSLER LLC

1 - STRAIGHT EDGE

2 - FEELER GAUGE

Measure the combustion deck face using a straight edge (1) and a feeler gauge (2). Cylinder block flatness: End-to-end 0.076 mm (.003 in.). Maximum variation side-to-side 0.051 mm (.002 in.).

Inspect for any localized dips or imperfections.

If the surface exceeds the limit. See **Engine/Engine Block - Standard Procedure.**

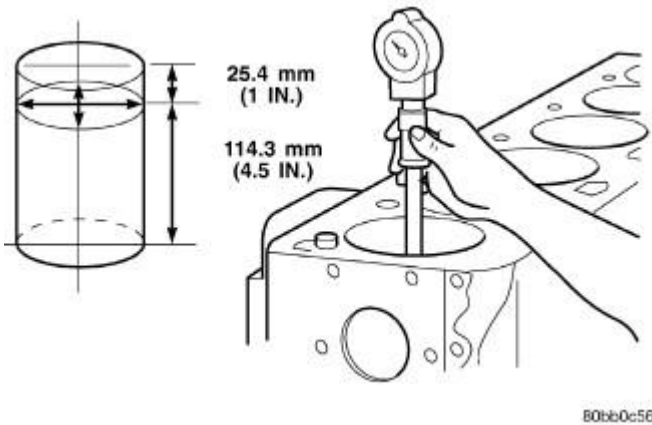


Fig. 158: Cylinder Bore Diameter
 Courtesy of CHRYSLER LLC

Inspect the cylinder bores for damage or excessive wear.

Measure the cylinder bores. If the cylinder bores exceed the limit. See **Engine/Engine Block - Standard Procedure.**

BORE SPECIFICATIONS

BORE SPECIFICATIONS	
BORE DIAMETER	-

	Min.	106.990 mm (4.2122 in.)
	Max.	107.010 mm (4.2130 in.)
OUT OF ROUNDNESS	-	
	Max.	0.038 mm (0.0015 in.)
TAPER	-	
	Max.	0.076 mm (.003 in.)

Inspect the camshaft bores for scoring or excessive wear.

Measure the camshaft bores. See **SPECIFICATIONS**.

If a bore exceeds the limit. See **Engine/Engine Block - Standard Procedure**.

Inspect the tappet bores for scoring or excessive wear.

Measure tappet bore from bottom of block. Minimum tappet bore diameter 16.000 mm (0.630 in.). Maximum tappet bore 16.055 mm. (0.632 in.).

If out of limits, replace the cylinder block.

BEARING(S), CONNECTING ROD

Standard Procedure

CONNECTING ROD BEARING AND CRANKSHAFT JOURNAL CLEARANCE

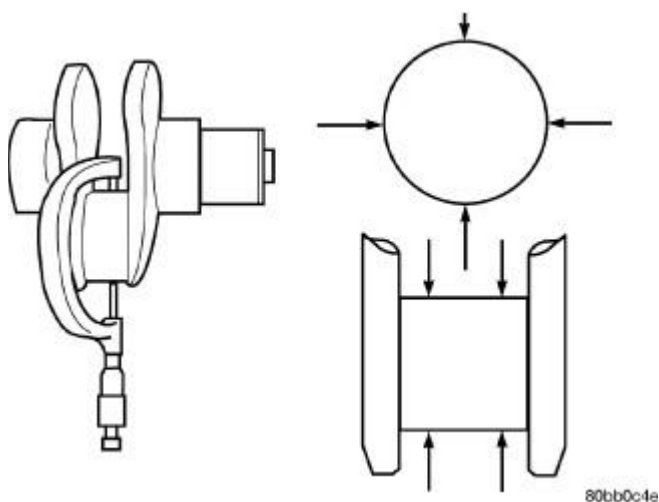


Fig. 159: Connecting Rod Journal Diameter Limits
Courtesy of CHRYSLER LLC

1. Measure the connecting rod bore with bearings **removed** and the bolts tightened to 100 Nm (73 ft. lbs.) torque.
2. Measure the connecting rod bore with the bearings **installed** and the bolts tightened to 100 Nm (73 ft. lbs.) torque.

2010 Dodge Cab & Chassis R3500 HD

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Measure within 20° arc from each side of the parting line. Also measure 90° from parting line.

Record the smallest and largest diameter.

Measure the diameter of the rod journal at the location shown in illustration. Calculate the average diameter for each side of the journal.

Determine minimum bearing clearance by calculating the difference between the smallest connecting rod bore diameter with the bearing installed and the average diameter for each side of the crankshaft connecting rod journal. See charts below.

Determine the maximum bearing clearance by calculating the difference between the largest connecting rod bore diameter and the average diameter with the bearing installed for each side of the crankshaft connecting rod journal. See charts below.

If the crankshaft is within limits, replace the bearing. If the crankshaft is out of limits, grind the crankshaft to the next smaller size and use oversize rod bearings.

CONNECTING ROD BORE DIAMETER LIMITS

DESCRIPTION	MEASUREMENT
CONNECTING ROD BORE, BEARINGS REMOVED	MIN. 72.99 mm (2.874 in.)
-	MAX. 73.01 mm (2.875 in.)
CONNECTING ROD BORE, BEARINGS INSTALLED	MIN. 69.05 mm (2.719 in.)
-	MAX. 69.10 mm (2.720 in.)

CONNECTING ROD JOURNAL DIAMETER LIMITS

DESCRIPTION	MEASUREMENT
CRANKSHAFT ROD JOURNAL DIAMETER	Min. 68.96 mm (2.715 in.) Max. 69.01 mm (2.717 in.)
BEARING CLEARANCE	Min. 0.04 mm (.002 in.)
-	Max. 0.12 mm (0.005 in.)

BEARING(S), CRANKSHAFT, MAIN

Standard Procedure

MAIN BEARING CLEARANCE

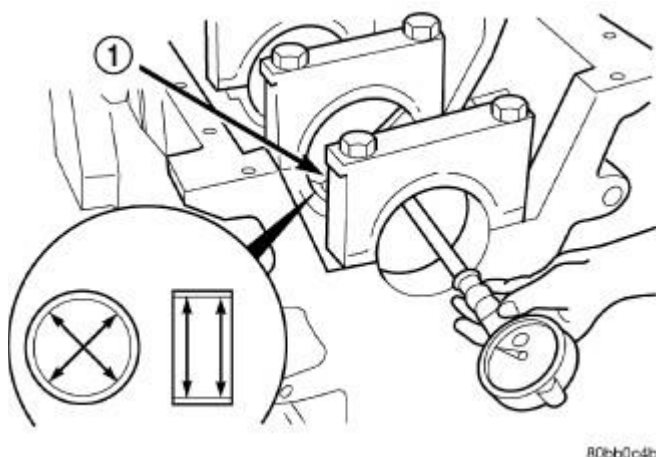


Fig. 160: Identifying Main Bearing Bore Diameter
Courtesy of CHRYSLER LLC

1. Remove bearings and inspect the main bearing bores for damage or abnormal wear.
2. Measure main bearing bore diameter (1) after tightening main bearing cap bolts to 176 N.m (130 ft. lbs.). See MAIN BEARING BORE DIAMETER table for specifications.
3. Install the crankshaft main bearings and measure main bearing bore diameter with the main bolts tightened to 176 N.m (130 ft. lbs.). See MAIN BEARING BORE DIAMETER table for specifications.

MAIN BEARING BORE DIAMETER

ITEM	MAIN BEARING BORE DIAMETER (MAXIMUM)
BEARINGS INSTALLED	83.106 mm (3.2719 in.)
BEARINGS REMOVED	Min 87.983 mm (3.4639 in.) Max. 88.019 mm (3.4653 in.)

4. Measure the diameter of the crankshaft main journal at the locations shown in illustration. Calculate the average diameter for each side of the journal.
5. Calculate the main bearing journal to bearing clearance. Maximum clearance is 0.119 mm (0.00475 inch). If the crankshaft journal is within limits, replace the main bearings. If not within limits, grind the crankshaft to next size and use oversize bearings. See CRANKSHAFT MAIN JOURNAL DIAMETER table for specifications.
6. Measure thrust distance at the No. 6 position.

CRANKSHAFT MAIN JOURNAL DIAMETER

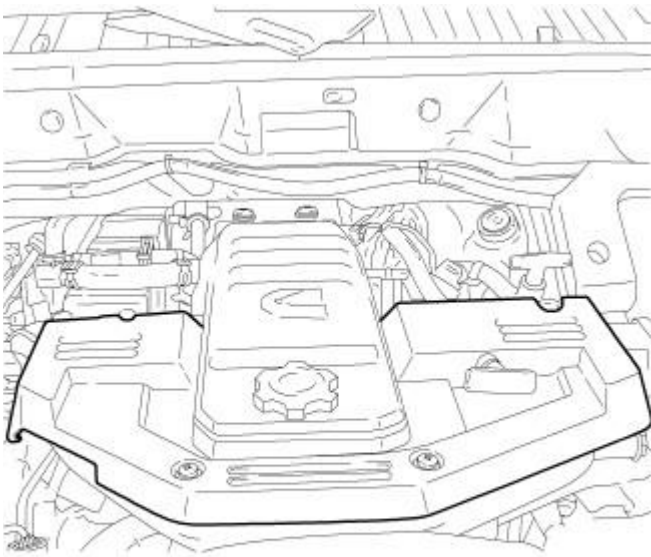
ITEM	SPECIFICATION
Minimum diameter	82.962 mm (3.2662 in.)
Maximum diameter	83.013 mm (3.2682 in.)
Maximum out of roundness	0.050 mm (.002 in.)
Maximum taper	0.013 mm (.0005 in.)
Thrust distance (at No. 6 position)	Min. 0.065 mm (.003 in.)

Max. 0.432 mm (.017 in.)

CAMSHAFT, ENGINE**Removal****CAMSHAFT BEARINGS**

NOTE: Measure the diameter of each bore. If the camshaft bore for the cam bushing is worn beyond the limit, install a new service bushing. Inspect the rest of the camshaft bores for damage or excessive wear. If the bores without a bushing are worn beyond the limit, the engine must be removed for machining and installation of service bushings. If badly worn, replace the cylinder block.

1. Remove the camshaft. See **Engine/Engine Block/CAMSHAFT, Engine - Removal**.
2. Remove the bushing from the No. 1 bore.
3. Mark the cylinder block so you can align the oil hole in the cylinder block with the oil hole in the bushing.

CAMSHAFT - REMOVAL

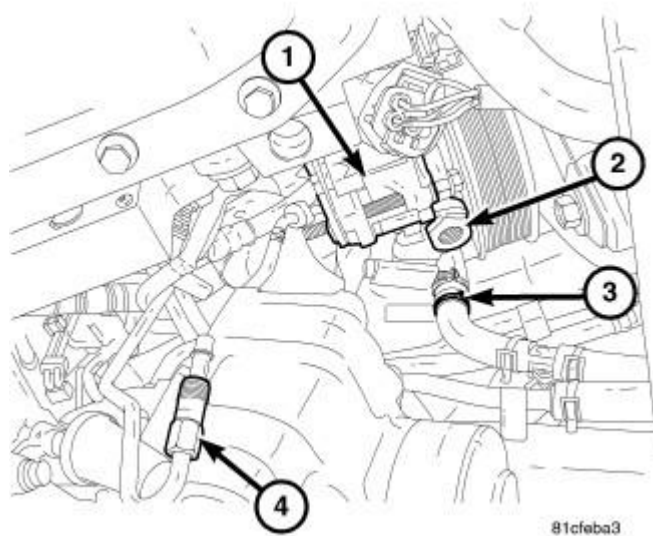
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Fig. 161: ENGINE COVER
Courtesy of CHRYSLER LLC

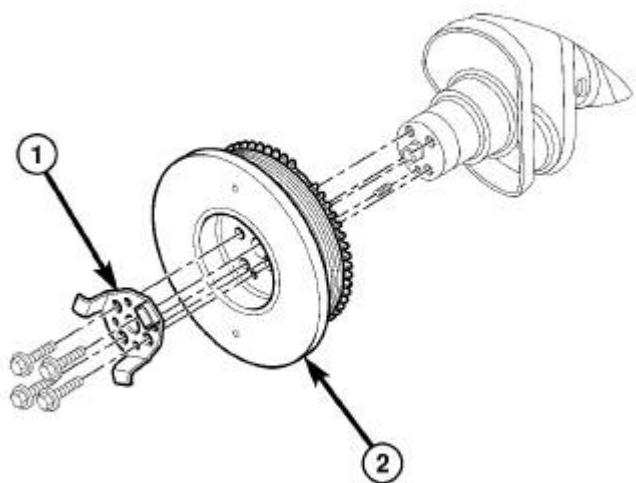
1. Disconnect both negative battery cables.
2. Remove the engine cover.
3. Recover A/C refrigerant (if A/C equipped). Refer to **Heating and Air Conditioning/Plumbing -**

Standard Procedure .

4. Drain engine coolant. Refer to **Cooling - Standard Procedure .**
5. Remove radiator upper hose.
6. Remove viscous fan/drive/shroud assembly. Refer to **Cooling/Engine/FAN, Cooling - Removal .**
7. Disconnect the coolant recovery bottle hose from the radiator filler neck.
8. Disconnect lower radiator hose from radiator outlet.
9. On automatic transmission equipped models, disconnect transmission oil cooler lines from radiator.
10. Remove radiator mounting screws and lift radiator out of engine compartment.
11. Remove upper radiator support panel.

**Fig. 162: P/S PUMP****Courtesy of CHRYSLER LLC**

12. If A/C equipped, disconnect A/C condenser refrigerant lines.
13. Disconnect charge air cooler piping from the cooler inlet and outlet.
14. Remove the two charge air cooler mounting bolts.
15. Remove charge air cooler (and A/C condenser if equipped) from vehicle.
16. Remove the power steering pump and position aside.
17. Remove accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal .**

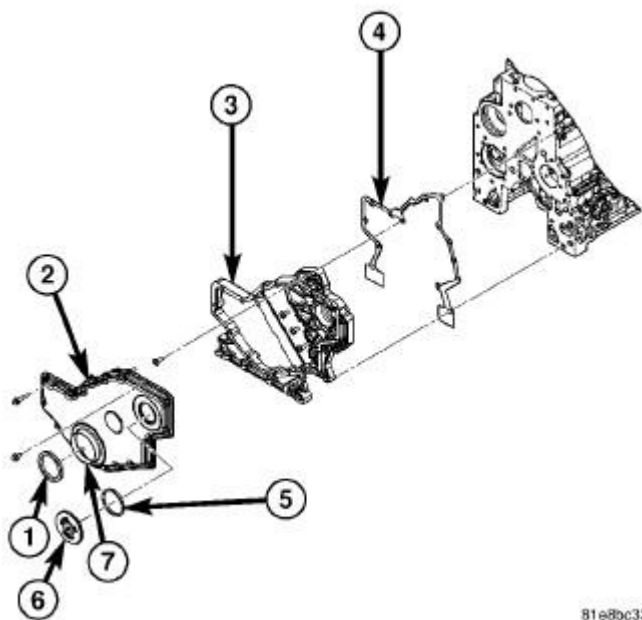


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Fig. 163: CRANKSHAFT DAMPER

Courtesy of CHRYSLER LLC

18. Remove accessory drive belt tensioner.
19. Remove the fan support/hub assembly.
20. Remove crankshaft damper. See **Engine/Engine Block/DAMPER, Vibration - Removal**.

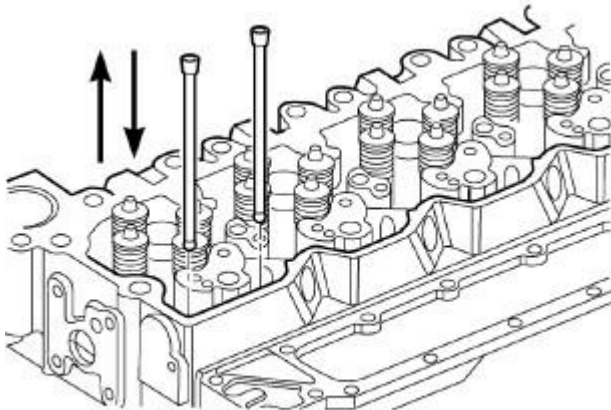


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Fig. 164: FRONT COVER

Courtesy of CHRYSLER LLC

21. Remove the gear cover-to-housing bolts and gently pry the cover away from the housing, taking care not to mar the sealing surfaces. Remove dust seal with cover.
22. Using Barring Tool 7471B or equivalent, rotate the crankshaft to align the timing marks on the crankshaft and the camshaft gears.
23. Remove the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal.**



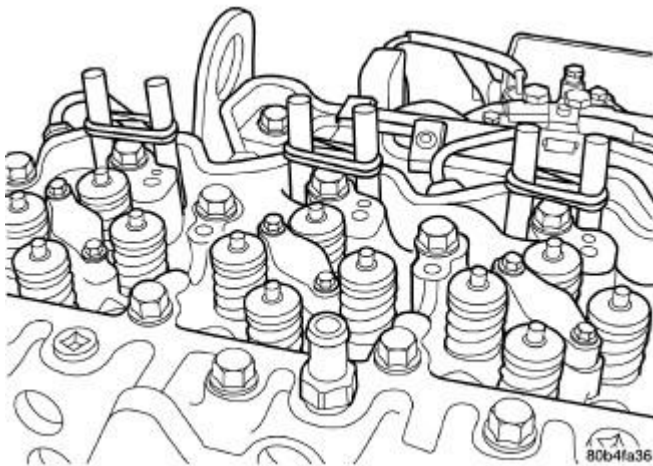
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Fig. 165: Push Rod Removal/Installation

Courtesy of CHRYSLER LLC

NOTE: The No. 5 cylinder intake and the No. 6 cylinder intake and exhaust pushrods are removed by lifting them up and through the provided cowl panel access holes. Remove the rubber plugs to expose these relief holes.

24. Remove the rocker arms, cross heads and push rods. Mark each component so they can be installed in their original positions.

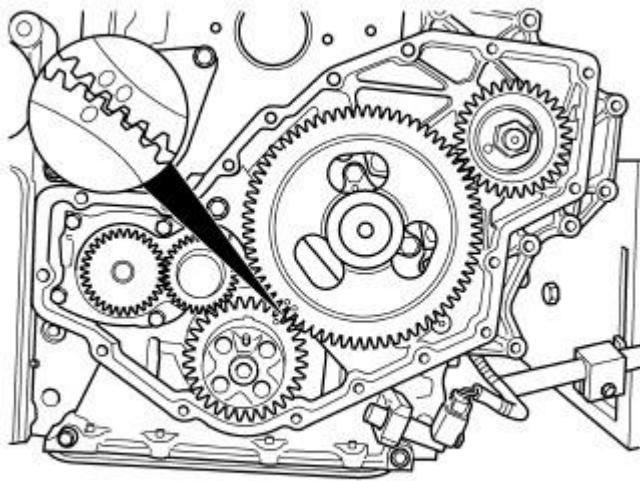


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Fig. 166: Use Wooden Dowel Rods to Secure Tappets in Place

Courtesy of CHRYSLER LLC

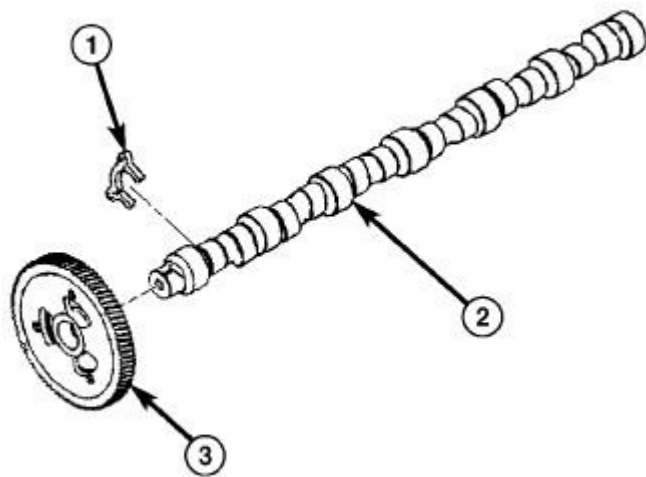
25. Raise the tappets as follows, using the wooden dowel rods provided with the Tool Kit 8502.
 - a. Insert the slotted end of the dowel rod into the tappet. **The dowel rods for the rear two cylinders will have to be cut for cowl panel clearance.** Press firmly to ensure that it is seated in the tappet.
 - b. Raise the dowel rod to bring the tappet to the top of its travel, and wrap a rubber band around the dowel rods to prevent the tappets from dropping into the crankcase.
 - c. Repeat this procedure for the remaining cylinders.



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Fig. 167: Timing Mark Alignment
Courtesy of CHRYSLER LLC

26. Verify that the camshaft timing marks are aligned with the crankshaft mark.
27. Remove the bolts from the thrust plate.
28. Remove engine mount through bolts.
29. Install Engine Support Fixture 8534B.



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Fig. 168: Camshaft, Gear And Thrust Bearing
Courtesy of CHRYSLER LLC

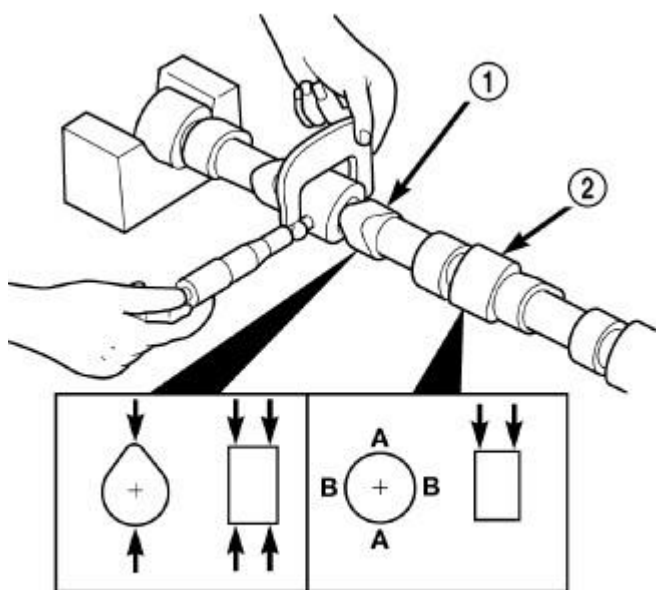
30. Raise engine enough to allow camshaft removal.
31. Remove the camshaft (2), gear (3) and thrust plate (1).

Inspection

INSPECTION

Camshaft

CAUTION: If Camshaft lobes are worn, requiring camshaft replacement, it is necessary to replace the tappets also. See Engine/Engine Block/TAPPET (S), Valve - Removal.



80b4fa37

Fig. 169: Measuring Camshaft Lobes and Bearing Journals
Courtesy of CHRYSLER LLC

1. Inspect the valve lobes (1) and bearing journals (2) for cracks, pitting, scoring or excessive wear. Replace any camshaft that exceeds the allowable limits.
2. Measure the bearing journals and lobes.

CAMSHAFT DIMENSIONS

CAMSHAFT DIMENSIONS		
Journal diameter (No. 1 and No. 7)		
Min.		54.028 mm. (2.127 in.)
Max.		54.048 mm. (2.128 in.)
Journal diameter (No. 2 through No. 6)		
Min.		53.962 mm. (2.1245 in.)
Max.		54.013 mm. (2.1265 in.)
DIAMETER OF PEAK OF LOBE		
Intake		
Min.		47.175 mm (1.857 in.)
Max		47.855 mm.
Exhaust		
Min.		45.632 mm. (1.797

Max.

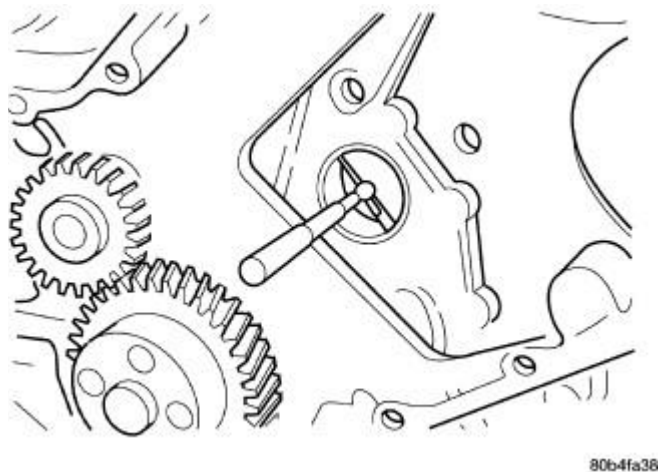
in.)
46.312 mm. (1.823
in.)**Camshaft Bushing/Bores**

Fig. 170: Measuring Camshaft Bore
Courtesy of CHRYSLER LLC

Camshaft bores No. 2-6 **do not** use a bushing.

1. Inspect the camshaft bushing and bores for signs of excessive wear.
2. Measure the camshaft bushing and bores with a telescoping bore gauge and micrometer. If out of specification, see **Engine/Engine Block/CAMSHAFT, Engine - Removal**.

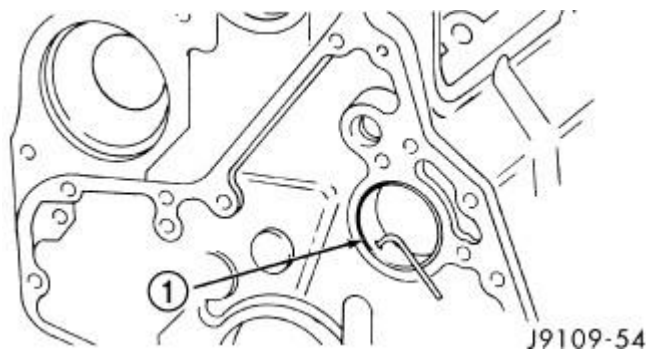


Fig. 171: Oil Hole Alignment
Courtesy of CHRYSLER LLC

3. Inspect the camshaft bushing (1) oil holes for alignment with cylinder block.

Camshaft Gear

Inspect the camshaft gear for cracks (gear and hub) and chipped/broken/fretted teeth. If replacement is necessary, camshaft and gear are replaced as an assembly. See **Engine/Engine Block/CAMSHAFT, Engine -**

Removal.**Thrust Plate**

Inspect the camshaft thrust plate for excessive wear in the camshaft contact area. Measure thrust plate thickness. Replace any thrust plate that falls outside of the allowable limits.

CAMSHAFT THRUST PLATE THICKNESS

THRUST PLATE DIMENSIONS	
MIN.	9.34 mm (0.368 in.)
MAX.	9.60 mm (0.378 in.)

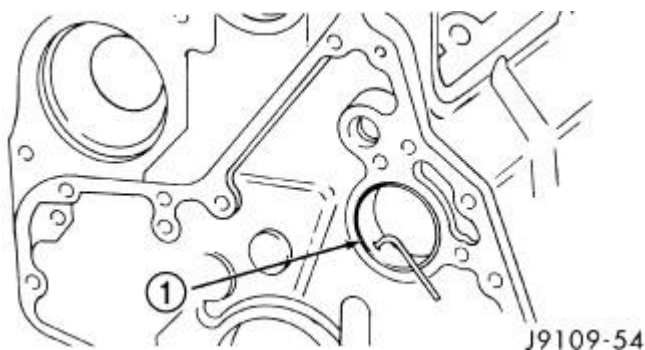
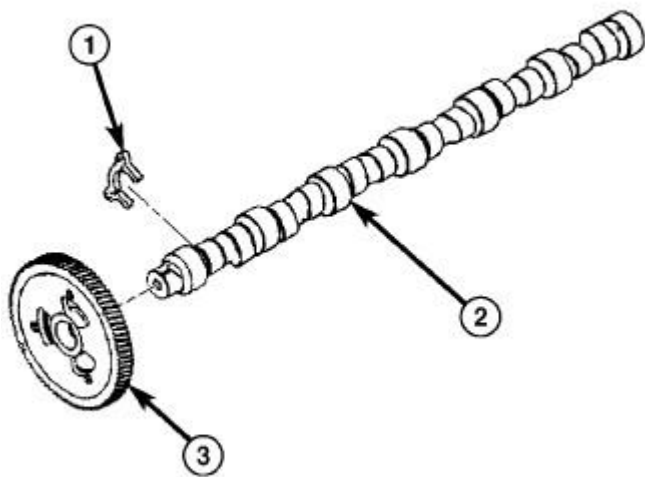
Installation**CAMSHAFT BEARINGS**

Fig. 172: Oil Hole Alignment
Courtesy of CHRYSLER LLC

1 - CAMSHAFT BUSHING

1. Apply a coating of Loctite® 640 Adhesive to the backside of the new bushing. Avoid getting adhesive in the oil hole.
2. Use a universal cam bushing installation tool and install the front bushing (1) so that it is even with the front face of the cylinder block. The oil hole must be aligned. A 3.2 mm (0.128 inch) diameter rod must be able to pass through the hole.
3. Measure the installed bushings at the front bore. The minimum inside diameter is 54.083 mm (2.1293 inch), and the maximum inside diameter is 54.147 mm. (2.1318 in.).

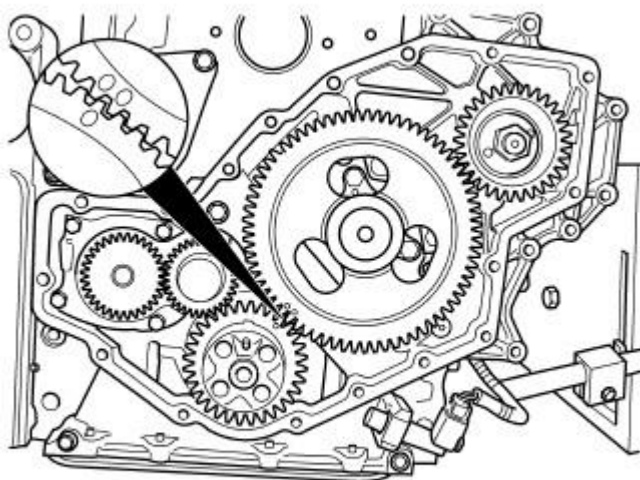
CAMSHAFT INSTALLATION



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Fig. 173: Camshaft, Gear And Thrust Bearing
Courtesy of CHRYSLER LLC

1. Lubricate the camshaft bearings and with fresh engine oil or suitable equivalent.
2. Liberally coat the thrust plate (1) and the lobes and journals of the camshaft (2) with fresh engine oil or suitable equivalent.



8103b556

Fig. 174: Timing Mark Alignment

Courtesy of CHRYSLER LLC

CAUTION: When installing the camshaft, **DO NOT** push it in farther than it will go with the thrust plate in place.

3. Install the camshaft and thrust plate. Align the timing marks as shown in illustration.
4. Install the thrust plate bolts and tighten to 24 N.m (18 ft. lbs.).
5. Measure camshaft back lash. Backlash should be within 0.075-0.250 mm (0.003-0.010 inch).
6. Measure camshaft end clearance. End clearance should be within 0.025 - 0.500 mm (0.001 - 0.020 inch).

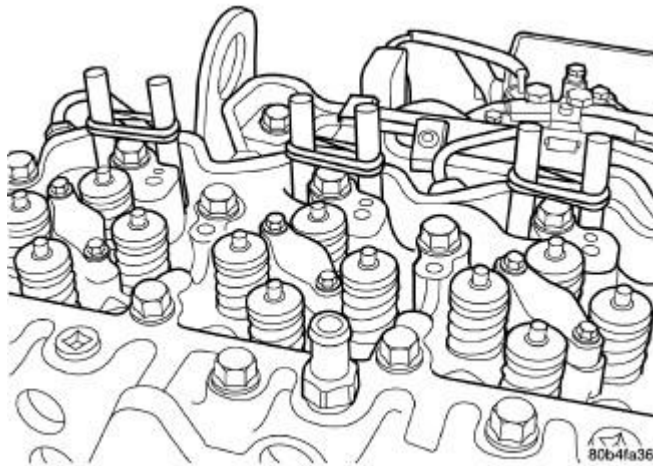


Fig. 175: Use Wooden Dowel Rods to Secure Tappets in Place
Courtesy of CHRYSLER LLC

7. Remove the wooden dowel rods and rubber bands from the tappets.

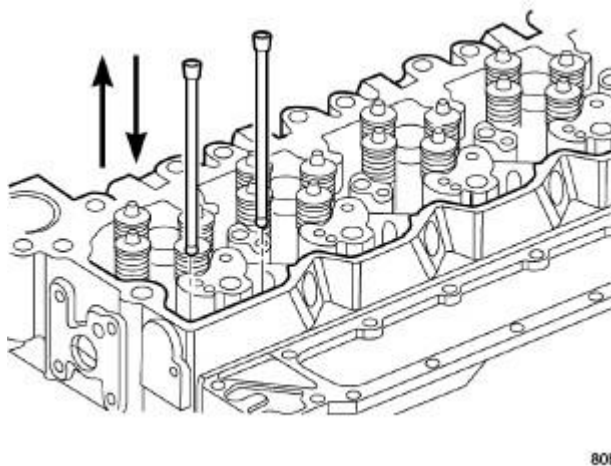


Fig. 176: Push Rod Removal/Installation
Courtesy of CHRYSLER LLC

8. Lubricate the push rods with engine oil and install in their original location. **Verify that they are seated**

in the tappets.

9. Lubricate the valve tips with engine oil and install the crossheads in their original locations.
10. Lubricate the crossheads and push rod sockets with engine oil and install the rocker arms and pedestals in their original locations. Tighten bolts to 36 N.m (27 ft. lbs.).
11. Verify valve lash adjustment. See **Engine/Cylinder Head/VALVES, Intake and Exhaust - Standard Procedure.**
12. Install the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Installation.**

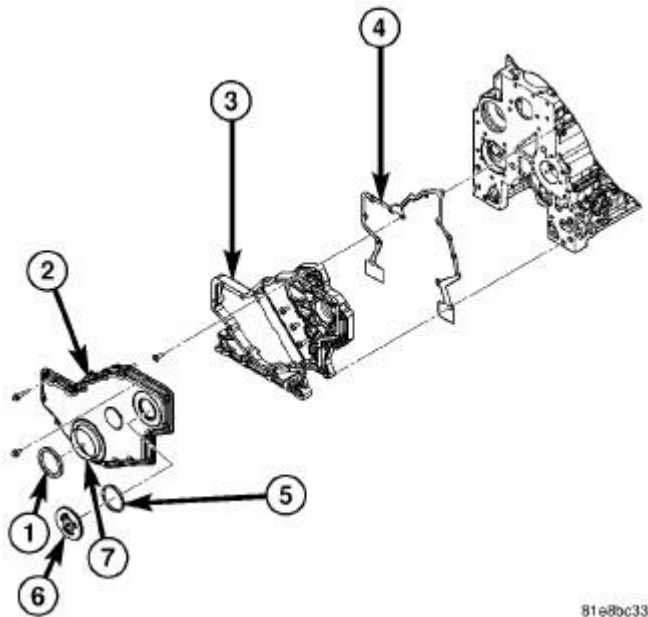
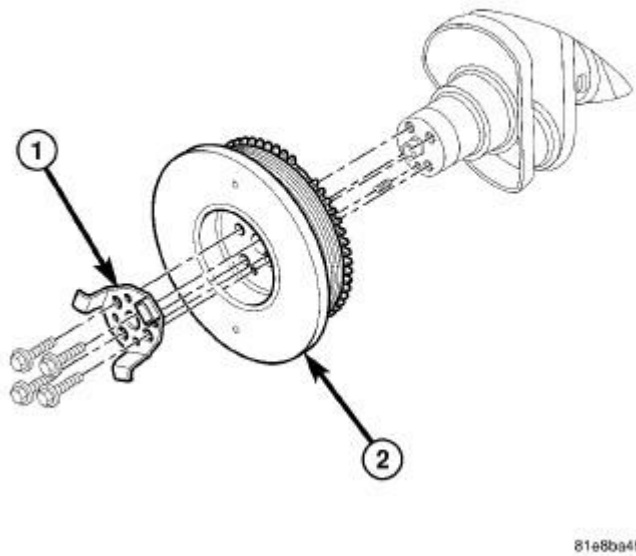


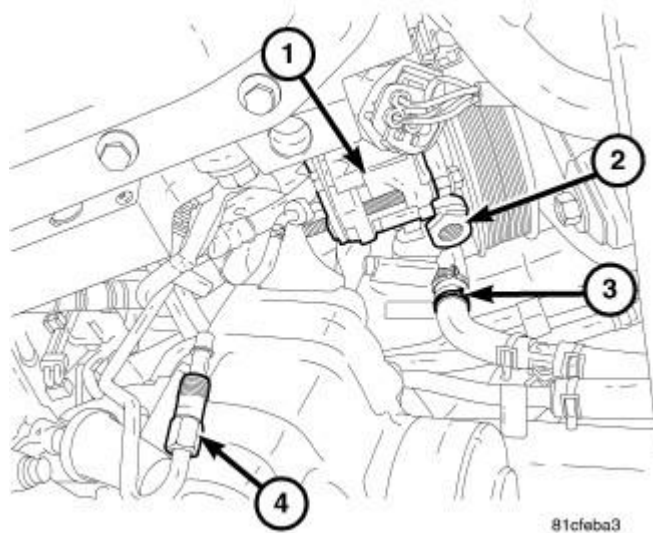
Fig. 177: FRONT COVER
Courtesy of CHRYSLER LLC

13. Install gear housing cover. See **Engine/Valve Timing/COVER(S), Engine Timing - Installation.**
14. Install front crankshaft dust seal.

**Fig. 178: CRANKSHAFT DAMPER**

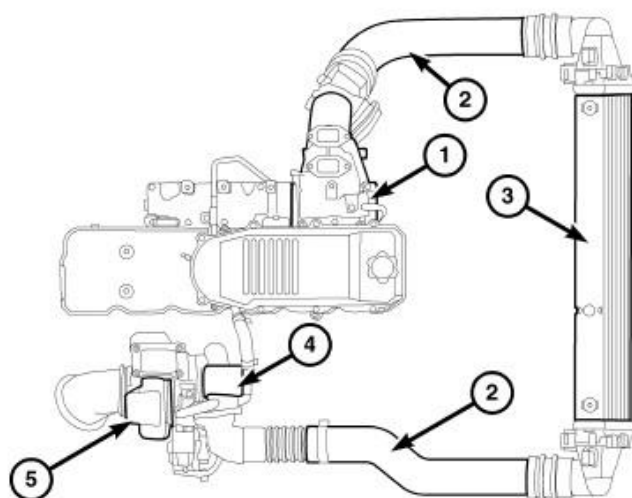
Courtesy of CHRYSLER LLC

15. Install the crankshaft damper. See **Engine/Engine Block/DAMPER, Vibration - Installation**.
16. Install the fan support/hub assembly. Refer to **Cooling/Engine/FAN, Cooling - Installation**.

**Fig. 179: P/S PUMP**

Courtesy of CHRYSLER LLC

17. Install the power steering pump. Refer to **Steering/Pump - Installation**.
18. Install the accessory drive belt tensioner. Tighten bolt to 43 N.m (32 ft. lbs.).
19. Install the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Installation**.



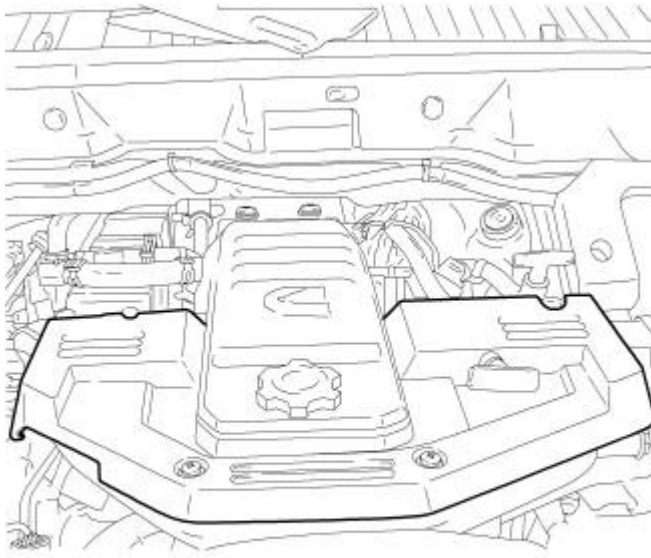
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Fig. 180: CHARGE AIR COOLER

Courtesy of CHRYSLER LLC

- 1 - INTAKE MANIFOLD
- 2 - CHARGE AIR COOLER TUBE
- 3 - CHARGE AIR COOLER
- 4 - TURBOCHARGER FRESH AIR INTAKE
- 5 - TURBOCHARGER

20. Install the charge air cooler (with a/c condenser and auxiliary transmission oil cooler, if equipped) and tighten the mounting bolts to 2 N.m (18 in. lbs.).
21. Connect charge air cooler inlet and outlet pipes (2). Tighten clamps to 11 N.m (97 in. lbs.).
22. Install the radiator upper support panel.
23. Close radiator petcock and lower the radiator into the engine compartment. Tighten the mounting bolts to 11 N.m (97 in. lbs.).
24. Raise vehicle on hoist.
25. Connect radiator lower hose and install clamp.
26. Connect transmission auxiliary oil cooler lines (if equipped).
27. Lower vehicle.
28. Install the fan drive/shroud assembly. Refer to **Cooling/Engine/FAN, Cooling - Installation**.
29. Install the coolant recovery and windshield washer fluid reservoirs to the fan shroud.
30. Connect the coolant recovery hose to the radiator filler neck.
31. Add engine coolant. Refer to **Cooling - Standard Procedure**.
32. Charge A/C system (if A/C equipped). Refer to **Heating and Air Conditioning/Plumbing - Standard Procedure**.
33. Connect the negative battery cables.



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Fig. 181: ENGINE COVER

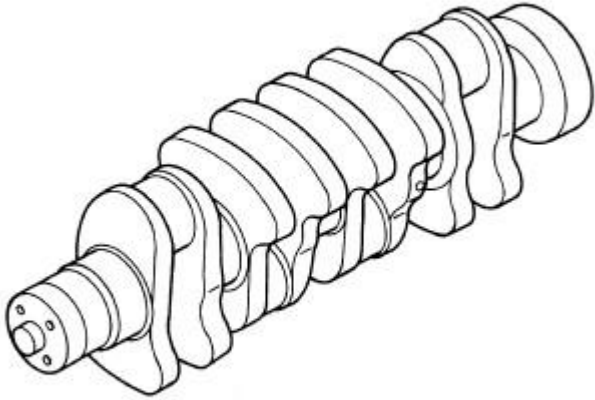
Courtesy of CHRYSLER LLC

34. Start engine and check for engine oil and coolant leaks.
35. Install the engine cover.

CRANKSHAFT

Description

DESCRIPTION



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Fig. 182: Crankshaft

Courtesy of CHRYSLER LLC

The crankshaft is a forged steel, internally balanced unit. It is supported by seven main bearings, with position number six designated as the thrust journal. The crankshaft is held in place by main caps and 12 mm capscrews. The crankshaft also has internal cross drillings to supply the connecting rods with engine oil.

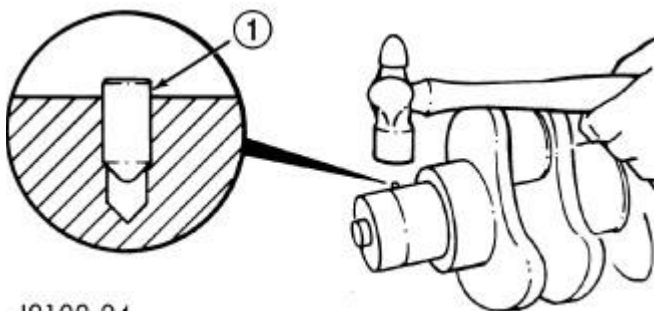
Removal

REMOVAL - GEAR

1. Remove the gear housing cover. See Engine/Valve Timing/COVER(S), Engine Timing - Removal.
2. Split the gear and remove it from the crankshaft.

Installation

INSTALLATION - GEAR



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Fig. 183: Installing Alignment Pin

Courtesy of CHRYSLER LLC

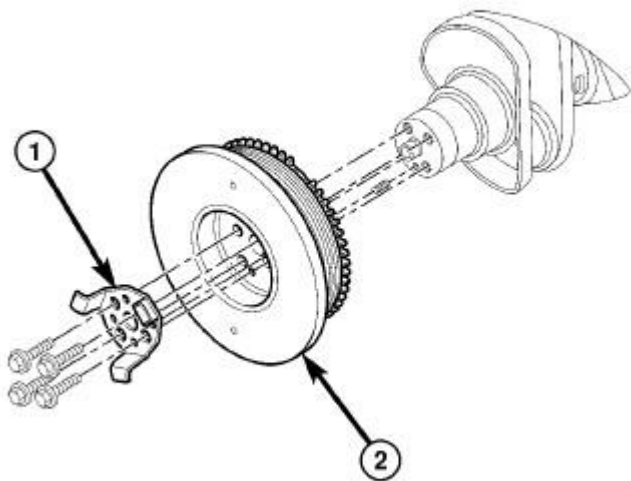
1 - ALIGNMENT PIN

1. Remove all burrs and make sure the gear surface on the end of the crankshaft is smooth.
2. If removed, install a new alignment pin. Drive the pin in using a ball-peen hammer, leaving it protruding 1.0 mm (0.039 inch) to 1.5 mm (0.059 inch) above the crankshaft.

WARNING: WEAR PROTECTIVE GLOVES TO PREVENT INJURY.

CAUTION: DO NOT heat the gear longer than 45 minutes.

3. Heat the crankshaft gear for 45 minutes at a temperature of 149°C (300°F). **Do not use torch, gear failure will occur.**
4. Apply a thin coat of lubricant to the nose of the crankshaft.
5. Position the gear with the timing mark out and install it on the crankshaft using the alignment pin. Make sure the gear contacts the shoulder.

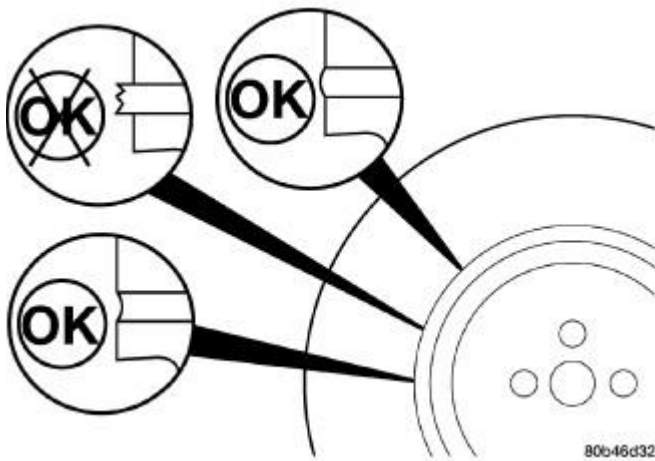
DAMPER, VIBRATION**Removal****REMOVAL**

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Fig. 184: CRANKSHAFT DAMPER

Courtesy of CHRYSLER LLC

1. Remove the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal**.
2. Remove the four (4) damper to crankshaft bolts and remove damper.

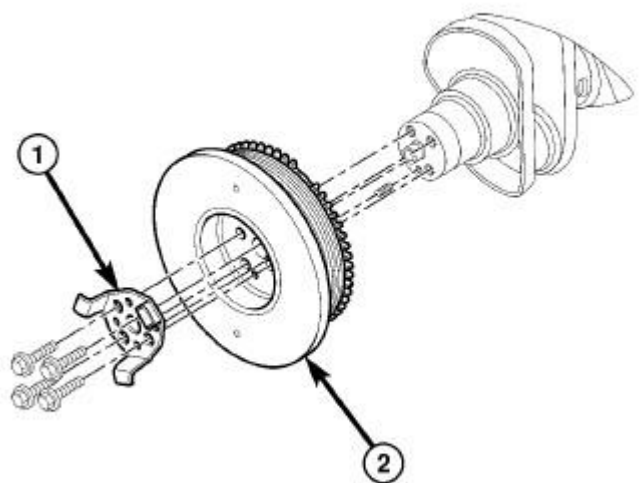
Inspection**INSPECTION****Fig. 185: Inspect Damper Rubber Member**

Courtesy of CHRYSLER LLC

NOTE: The Crankshaft damper is of viscous design and the speed indicator is incorporated into the crankshaft damper.

1. Inspect the damper hub for cracks and replace if any are found.
2. If the crankshaft damper is leaking fluid, discard and replace the crankshaft damper.

Installation**INSTALLATION**



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Fig. 186: CRANKSHAFT DAMPER

Courtesy of CHRYSLER LLC

1. Install the crankshaft damper and bolts. Tighten bolts to 40 N.m (30 ft. lbs.), plus an additional 60°.

NOTE: The damper must be installed so the hole is located over the dowel pin.

2. Install the accessory drive belt. Refer to Cooling/Accessory Drive/BELT, Serpentine - Installation.

RETAINER, CRANKSHAFT REAR OIL SEAL**Removal****REMOVAL**

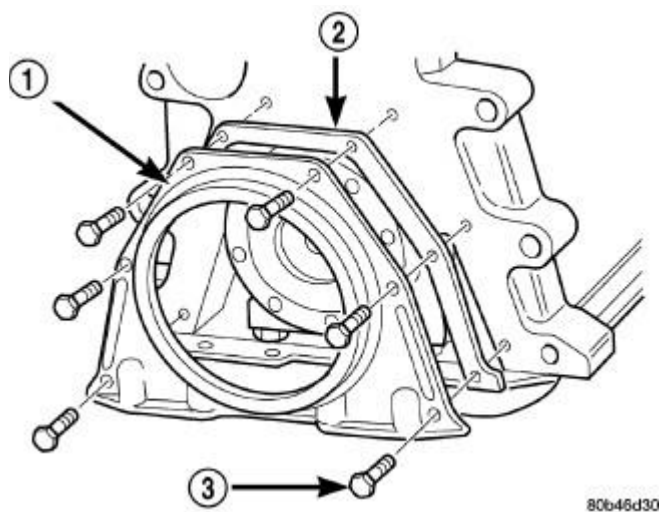


Fig. 187: Crankshaft Rear Seal Retainer and Gasket
Courtesy of CHRYSLER LLC

1 - RETAINER
2 - GASKET
3 - BOLT

1. Disconnect the battery negative cables.
2. Remove the oil pan drain plug and drain the engine oil. Reinstall plug and tighten to 50 N.m (37 ft. lbs.).
3. Remove transmission and transfer case (if equipped) from vehicle.
4. Remove flywheel or torque converter drive plate.
5. Remove flywheel adapter plate.
6. Disconnect starter cables from starter motor.
7. Remove starter motor and transmission adapter plate assembly. Refer to **Electrical/Starting/STARTER - Removal**.
8. Remove four oil pan rear bolts. Slide a feeler gauge between the seal retainer and oil pan gasket to break the seal.
9. Remove the six retainer-to-block bolts (3).
10. Remove the rear seal retainer, and gasket (2).
11. Support the seal retainer and drive out the crankshaft seal with a hammer and suitable punch.

Installation

INSTALLATION

CAUTION: The seal lip and the sealing surface on the crankshaft must be free from all oil residue to prevent seal leaks. The crankshaft and seal surfaces must be completely dry when the seal is installed. Use a soap and water solution on outside diameter of seal to ease assembly.

1. Clean the crankshaft journal with a suitable solvent and dry with a clean shop towel or compressed air. Wipe the inside bore of the crankshaft seal retainer with a clean shop towel.
2. Inspect the crankshaft journal for gouges, nicks, or other imperfections. If the seal groove in the crankshaft is excessively deep, install the new seal 1/8" deeper into the retainer bore, or obtain a crankshaft wear sleeve that is available in the aftermarket.
3. Install the seal pilot and new seal, provided in the replacement kit, onto the crankshaft.
4. Remove the seal pilot.
5. Install the installation tool over crankshaft.

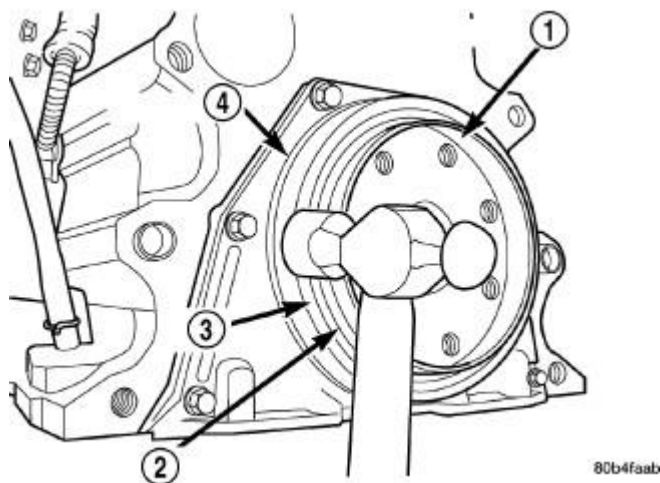


Fig. 188: Installing Seal Using Alignment Tool and Hammer
Courtesy of CHRYSLER LLC

1 - SEAL PILOT TOOL
2 - INSTALLATION TOOL
3 - SEAL
4 - RETAINER

6. Using a ball peen hammer, strike the tool (2) at the 12, 3, 6, and 9 o'clock positions until the alignment tool bottoms out on the retainer.

NOTE: A new clamping ring must be used on early or late builds, automatic or manual. Do not reuse clamping ring.

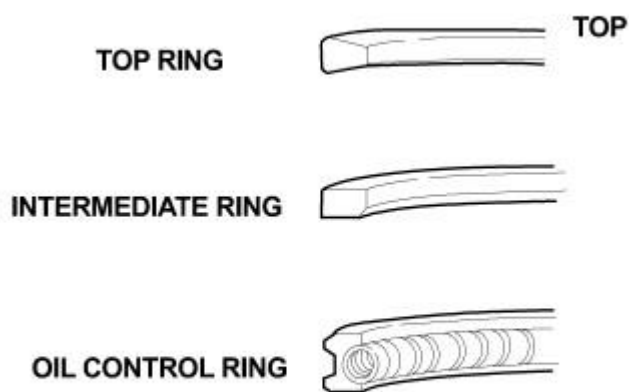
7. Install the flywheel or converter drive plate, and clamping ring. Tighten the bolts to 137 N.m (101 ft. lbs.).
8. Install the clutch cover and disc (if equipped). Refer to Clutch/DISC, Clutch - Installation.
9. Install the transmission and transfer case (if equipped).
10. Connect the negative battery cables. Refer to Electrical/Battery System/CABLES, Battery - Installation.
11. Check engine oil level and adjust, if necessary.

12. Start engine and check for oil leaks.

RING(S), PISTON

Standard Procedure

PISTON RING FITTING



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Fig. 189: Piston Ring Identification

Courtesy of CHRYSLER LLC

1. Determine the piston diameter and obtain the appropriate ring set. The piston rings can be identified as shown in illustration.

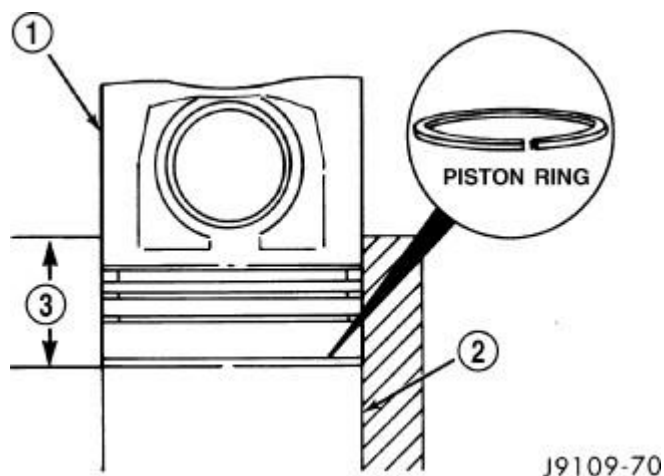


Fig. 190: Position of Ring in Cylinder Bore

Courtesy of CHRYSLER LLC

1 - PISTON

2 - CYLINDER BORE

3 - DEPTH

2. Position each ring in the cylinder and use a piston (1) to square it with the bore at a depth (3) of 89.0 mm (3.5 in.).

PISTON RING FITTING

PISTON RING GAP CHART		
TOP RING	0.30 - 0.46 mm	(0.012 - 0.018 in.)
INTERMEDIATE RING	0.82 - 1.18 mm	(0.032 - 0.047 in.)
OIL CONTROL RING	0.22 - 0.58 mm	(0.010 - 0.023 in.)

3. Use a feeler gauge to measure the piston ring gap.

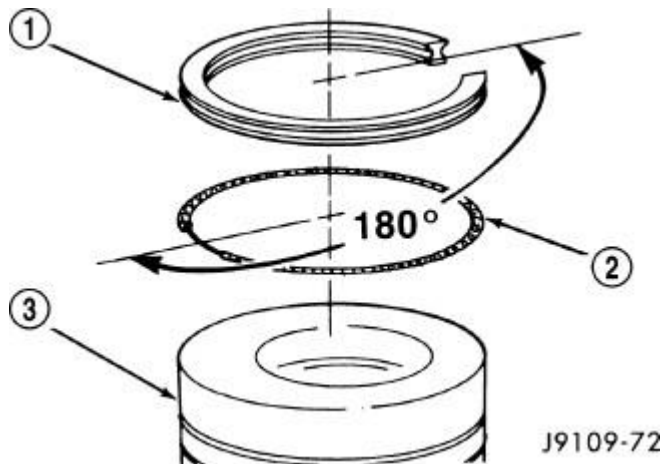


Fig. 191: Oil Control Ring/Expander Location in Groove
Courtesy of CHRYSLER LLC

1 - OIL CONTROL RING

2 - EXPANDER

3 - PISTON

4. The top surface of all of the compression rings are identified with the word TOP or the supplier's MARK. Assemble the rings with the word TOP or the supplier's MARK up.
5. Lubricate the piston rings and piston ring grooves with clean CJ-4 engine oil.
6. Position the oil ring expander (2) in the oil control ring (1) groove (bottom groove).

NOTE: There is no (TOP) mark on the oil ring.

7. Install the oil control ring (1) with the end gap OPPOSITE the ends on the expander.



Fig. 192: Piston Ring Installation Tool
Courtesy of CHRYSLER LLC

1 - PISTON RING INSTALLATION TOOL

8. Install the intermediate piston ring in the second groove.
9. Install the top piston ring in the top groove.

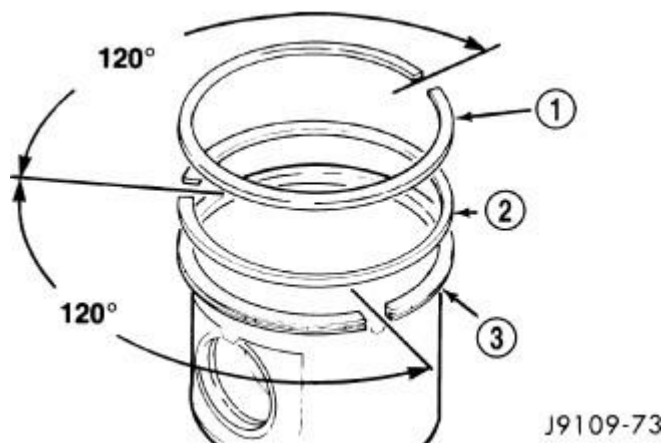


Fig. 193: Piston Ring Orientation
Courtesy of CHRYSLER LLC

1 - TOP RING
2 - INTERMEDIATE RING
3 - OIL CONTROL RING

10. Install the piston rings with ring gaps 120 degrees apart. **Do not position ring gaps over the wrist pin hole.**

ROD, PISTON AND CONNECTING

Description

DESCRIPTION

PISTONS

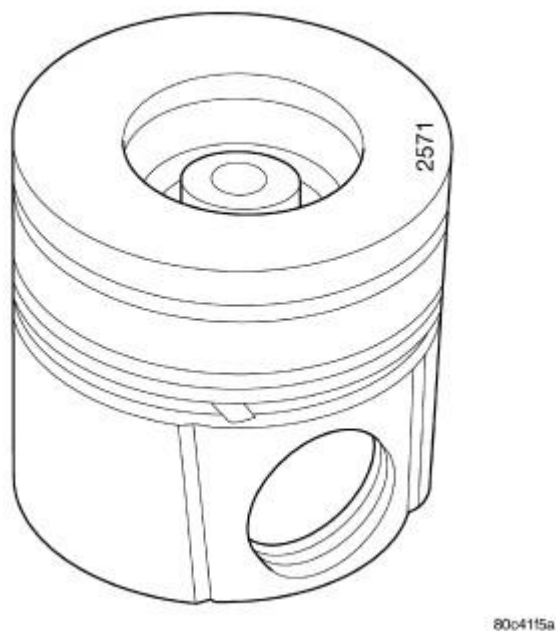


Fig. 194: Piston

Courtesy of CHRYSLER LLC

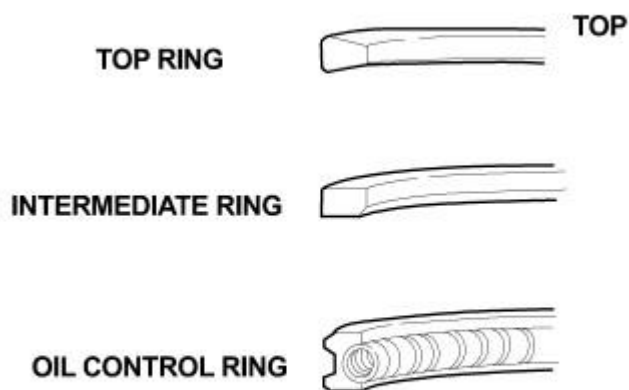


Fig. 195: Piston Ring Identification

Courtesy of CHRYSLER LLC

The piston is constructed of aluminum and is gravity cast, free floating design. The piston incorporates a centrally located high swirl combustion bowl, and utilizes a "keystone" style top compression ring, and a "Tapered Face" intermediate ring, for superior cylinder wall scraping. Piston cooling nozzles cool the piston and pin with engine oil supplied by the crankshaft main journals. All pistons are gallery cooled and utilize J-jet

piston cooling nozzles. Pistons are directional in order to provide clearance to piston cooling nozzles.

CONNECTING RODS

The connecting rods are a split angle design. They have a pressed-in-place wrist pin bushing that is lubricated by piston cooling nozzle oil spray.

Machined connecting rods are no longer used in the diesel engine. Do not install machined connecting rods into an engine that has fractured split connecting rods.

Fractured split connecting rods are first manufactured as a single piece and then fractured into two pieces. Fractured split connecting rods can be identified by a rough and irregular surface at the connecting rod split face. To properly assemble the rod cap to the connecting rod, the bearing tangs on the connecting rod and cap must be located on the same side of the rod. The long end of the connecting rod must be assembled on the intake or camshaft side of the engine.

NOTE: Two different type of connecting rods have been used on the 6.7L. One type connecting rod has three bumps on the cap end and the other does not; due to weight differences in the rods, engine vibration will result if the rods are mixed in one engine. Special consideration must be given not to mix connecting rods. Only use the same type connecting rod when replacing.

Each matched fractured split connecting rod and cap is an assembly and are not interchangeable. If a connecting rod or cap is damaged, the entire assembly must be replaced.

Standard Procedure

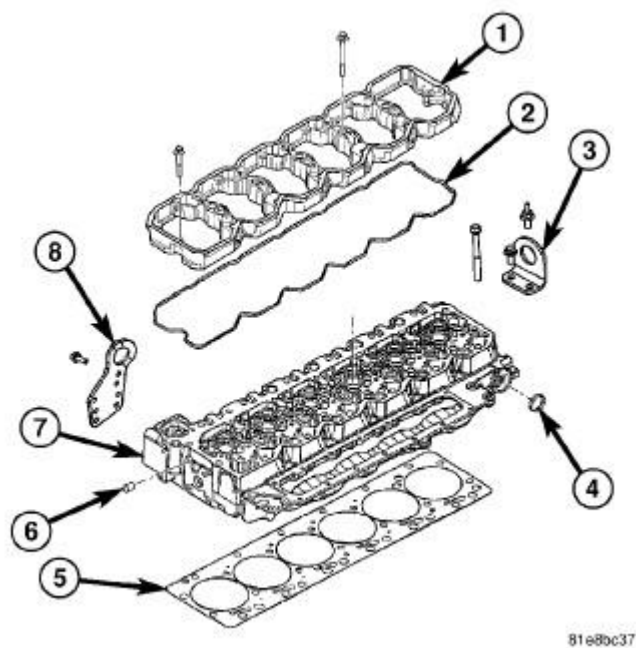
HEAD GASKET SELECTION

1. Measure piston protrusion for all six pistons.
2. Calculate the average piston protrusion. Maximum allowable protrusion is 0.516 - 0.485 mm (0.006 - 0.019 in.).

NOTE: There is only one head gasket available for the 6.7L engine.

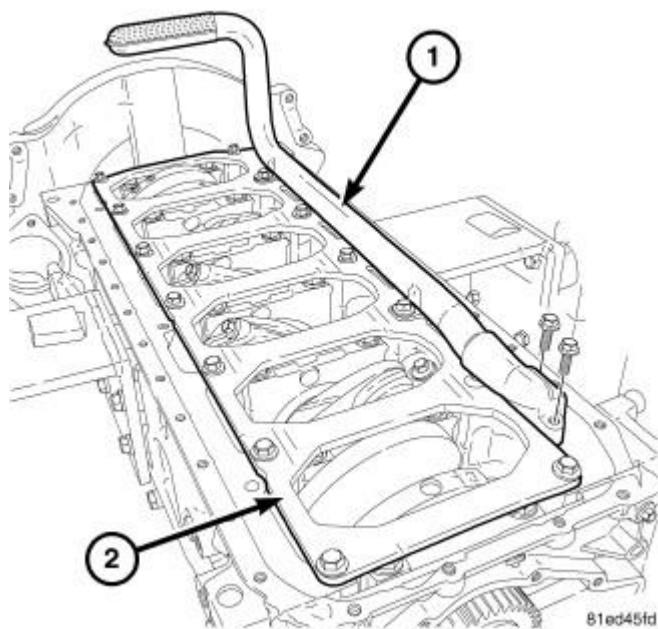
Removal

REMOVAL

**Fig. 196: CYLINDER HEAD AND GASKET**

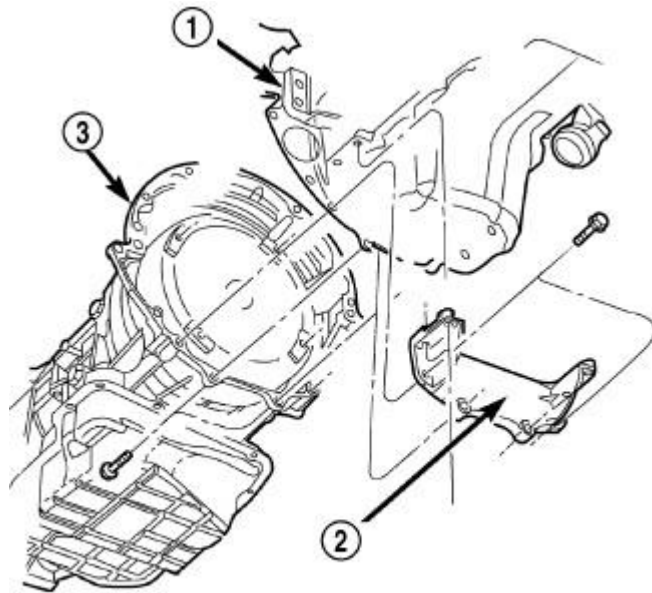
Courtesy of CHRYSLER LLC

1. Disconnect both negative battery cables.
2. Remove the cylinder head. See **Engine/Cylinder Head - Removal**.

**Fig. 197: OIL PICKUP TUBE**

Courtesy of CHRYSLER LLC

3. Remove the oil pan and suction tube. See [Engine/Lubrication/PAN, Oil - Removal](#).

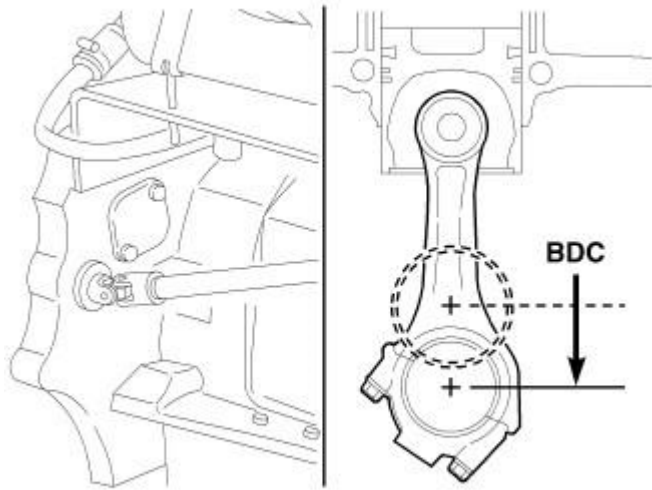


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Fig. 198: Transmission Collar
Courtesy of CHRYSLER LLC

- | |
|---------------------------|
| 1 - ENGINE |
| 2 - STRUCTURAL DUST COVER |
| 3 - TRANSMISSION |

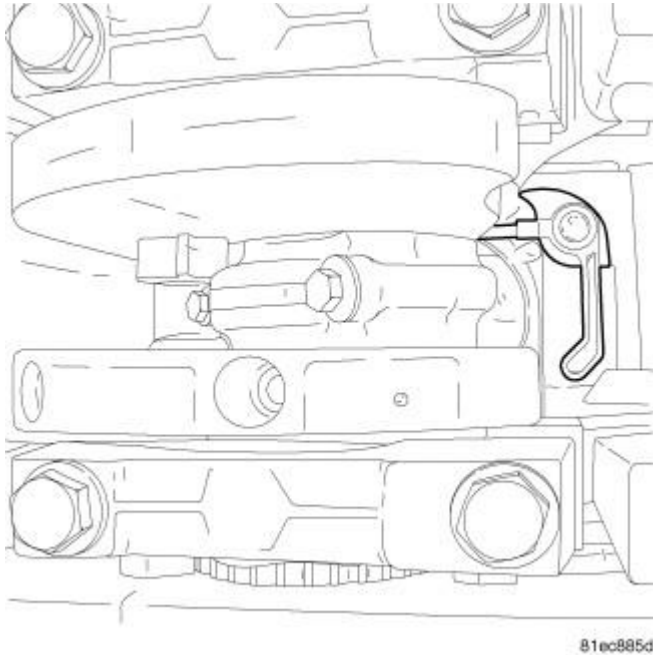
4. Remove bolts and the block stiffener.



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Fig. 199: Piston/Rod Assembly at BDC
Courtesy of CHRYSLER LLC

5. Using Miller Tool 7471B crankshaft barring tool, rotate the crankshaft so all of the pistons are below TDC.
6. Before removing the piston(s) from the bore(s):
 - a. Remove any carbon ridge formations or deposits at the top of the bore with a dull scraper or soft wire brush.
 - b. If cylinder bore wear ridges are found, use a ridge reamer to cut the ridge from the bore. DO NOT remove more metal than necessary to remove the ridge.

**Fig. 200: OIL JET**

Courtesy of CHRYSLER LLC

7. Remove the J-jet cooling nozzles.

NOTE: If cylinders have ridges, the cylinders are oversize and will more than likely need boring.

8. Using a hammer and steel stamp, stamp the cylinder number in the top of each piston. The front of the piston is identified by a stamping on the top of the piston. DO NOT stamp in the outside 5 mm (.197 in.) of the piston diameter. DO NOT stamp over the piston pin.
9. Mark the connecting rod and cap with the corresponding cylinder numbers.
10. Remove the connecting rod bolts and rod caps. Use care so the cylinder bores and connecting rods are not damaged.
11. Use a hammer handle or similar object to push the piston and connecting rod through the cylinder bore.
12. Store the piston/rod assemblies in a rack.

Cleaning

CLEANING

CAUTION: DO NOT use bead blast to clean the pistons. DO NOT clean the pistons and rods in an acid tank.

PISTON

Clean the pistons and pins in a suitable solvent, rinse in hot water and blow dry with compressed air. Soaking

the pistons over night will loosen most of the carbon build up. De-carbon the ring grooves with a broken piston ring and again clean the pistons in solvent. Rinse in hot water and blow dry with compressed air.

CONNECTING ROD

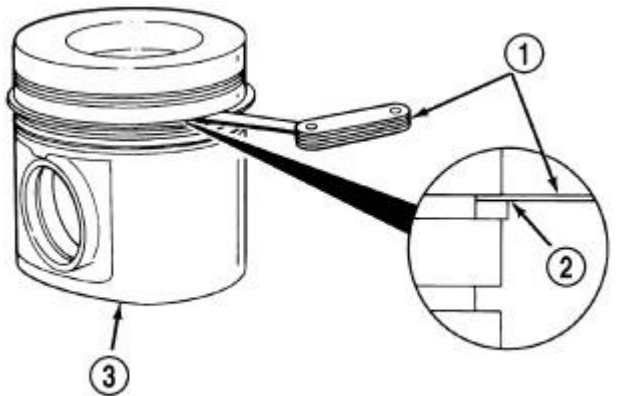
Clean the connecting rods in a suitable solvent, rinse in hot water and blow dry with compressed air.

Inspection

PISTONS

PISTON SKIRT DIAMETER (MIN.)

Inspect the pistons for damage and excessive wear. Check top of the piston, ring grooves, skirt and pin bore. Measure the piston skirt diameter. If the piston is out of limits, replace the piston.



J9109-64

Fig. 201: Intermediate and Oil Ring to Piston Groove Clearances
Courtesy of CHRYSLER LLC

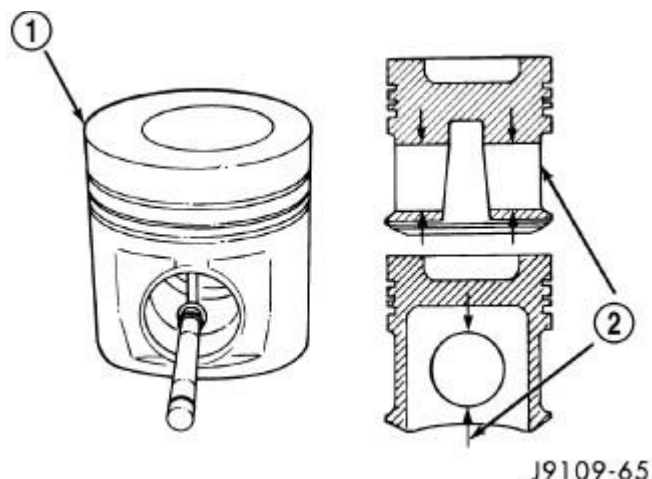
1 - FEELER GAUGE

2 - RING

3 - PISTON

The upper groove only needs to be inspected for damage. Use a new piston ring (2) to measure the clearance in the intermediate ring groove. Minimum clearance is 0.040 mm (0.0016 inch), maximum clearance is 0.110 mm (.0043 inch). If the clearance of the intermediate ring exceeds specifications, replace the piston (3).

Use a new oil ring to measure the clearance in the oil groove. Minimum clearance is 0.040 mm (0.0016 inch), maximum clearance is 0.085 mm (.0033 inch). If the clearance exceeds specifications, replace the piston.

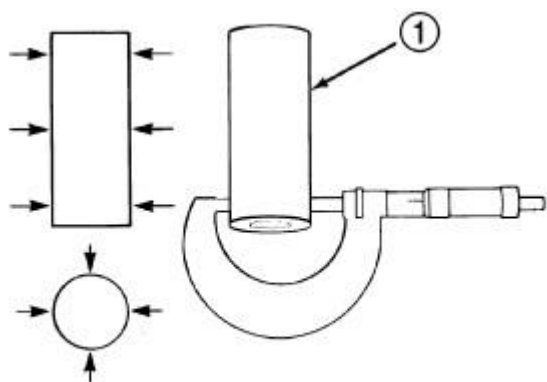
**Fig. 202: Piston Pin Bore**

Courtesy of CHRYSLER LLC

1 - PISTON

2 - PIN BORE

Measure the pin bore (2). The maximum diameter is 40.012 mm (1.5753 inch), Minimum is 40.006 mm (1.575 inch). If the bore is over limits, replace the piston (1).

**Fig. 203: Piston Pin Diameter**

Courtesy of CHRYSLER LLC

1 - PISTON PIN

Inspect the piston pin for nicks, gouges and excessive wear. Measure the pin diameter (1). The minimum diameter is 39.997 mm (1.5747 inch), maximum 40.003 mm (1.5749 inch). If the diameter is out of limits, replace the pin (1).

CONNECTING ROD

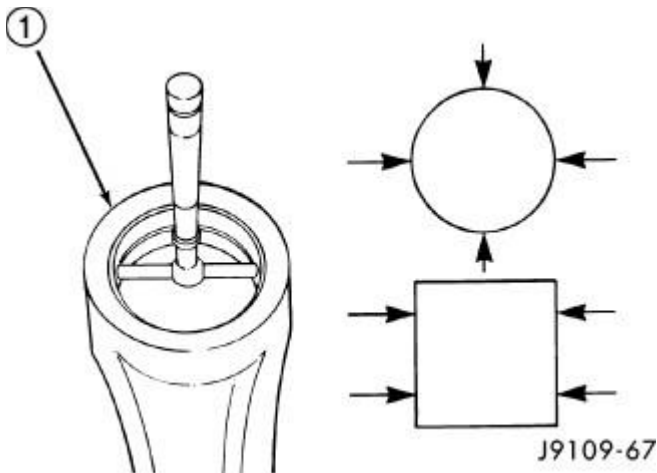


Fig. 204: Connecting Rod Pin Bore
Courtesy of CHRYSLER LLC

1 - CONNECTING ROD

Inspect the connecting rod for damage and wear. The I-Beam section of the connecting rod cannot have dents or other damage. Damage to this part can cause stress risers which will progress to breakage.

Measure the connecting rod pin bore (1). The maximum diameter is 40.042 mm (1.5765 inch), minimum diameter is 40.019 mm (1.5756 inch). If out of limits, replace the connecting rod.

NOTE: Two different type of connecting rods have been used on the 6.7L. One type connecting rod has three bumps on the cap end and the other does not; due to weight differences in the rods, engine vibration will result. Special consideration must be given not to mix connecting rods. Only use the same type connecting rod when replacing.

Installation

INSTALLATION

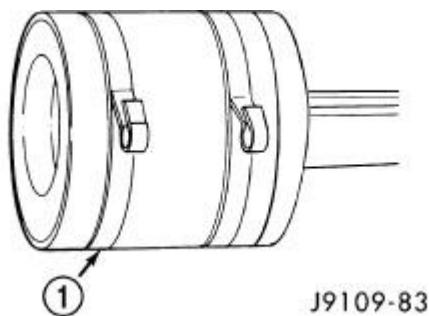
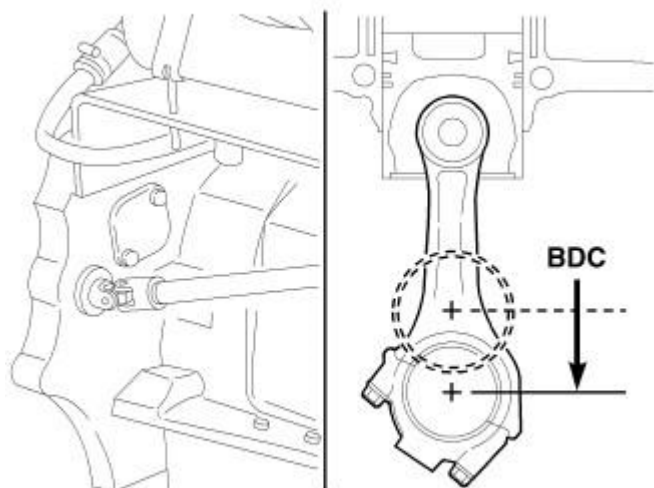


Fig. 205: Piston Ring Compressor Tool
Courtesy of CHRYSLER LLC

1 - PISTON RING COMPRESSOR TOOL

1. Lubricate the cylinder bores with clean engine oil.
2. Generously lubricate the rings and piston skirts with clean engine oil.
3. Orientate the rings on the piston. See **Engine/Engine Block/RING(S), Piston - Standard Procedure.**
4. Compress the rings using a piston ring compressor tool (1). If using a strap-type ring compressor, make sure the inside end of the strap does not hook on a ring gap and break the ring.



818cbff0

Fig. 206: Piston/Rod Assembly at BDC
Courtesy of CHRYSLER LLC

5. Bar the crankshaft so the rod journal for the piston to be installed is at BDC (Bottom Dead Center).
6. Make sure the front of the piston is oriented properly according to the marking on the top of the piston and the connecting rod is oriented properly.
7. Position the piston and rod assembly into the cylinder bore with the front of the piston oriented properly according to the stamping in the top of the piston. Use care when you install the piston and connecting rod so the cylinder bore is not damaged. The long side of the connecting rod must be installed on the exhaust side of the engine.
8. Push the piston into the bore until the top of the piston is approximately 50 mm (2 in.) below the top of the block. Carefully pull the connecting rod onto the crankshaft journal.
9. Use clean engine oil to lubricate the threads and under the heads of the connecting rod bolts.
10. **For fractured/split type connecting rods**, the long end of the rod must be installed away from the intake side of the engine.
 - a. The connecting rod split/face must face toward the same side as the piston notch feature on the skirt. The split face will face toward the exhaust side of the engine if properly installed.
11. Install the rod cap and bolts to the connecting rod. Tighten the connecting rod bolts evenly in 3 steps.
 - Tighten the bolts to 30 Nm (22 ft. lbs.).
 - Tighten the bolts to 60 Nm (44 ft. lbs.).

- Rotate 60° clockwise.
12. The crankshaft must rotate freely. Check for freedom of rotation as the caps are installed. If the crankshaft does not rotate freely, check the installation of the rod bearing and the bearing size.
 13. Measure the side clearance between the connecting rod and the crankshaft. DO NOT measure the clearance between the cap and crankshaft.

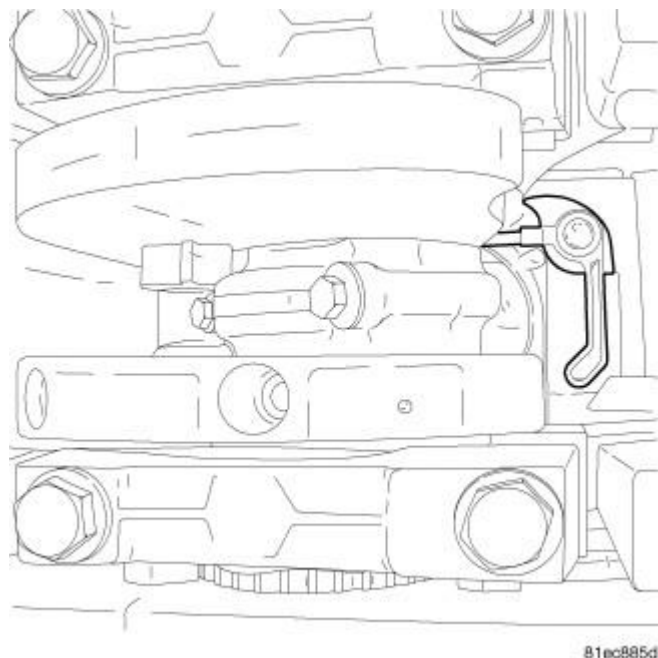
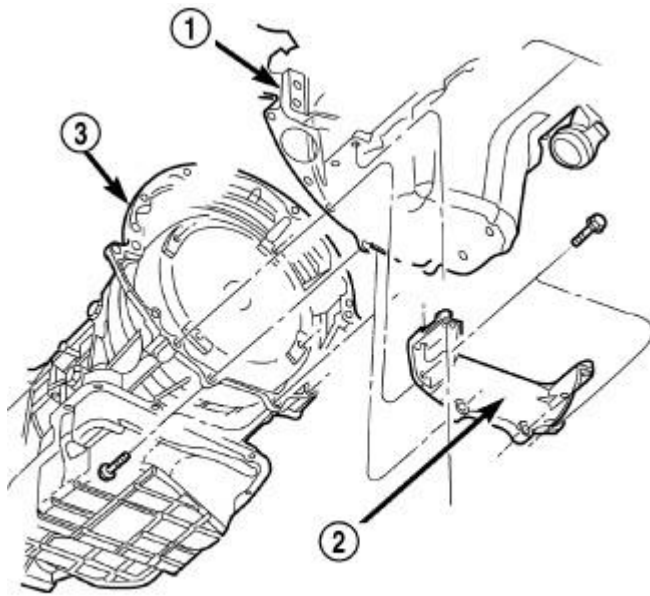


Fig. 207: OIL JET

Courtesy of CHRYSLER LLC

14. Install J-jet piston cooling nozzles.

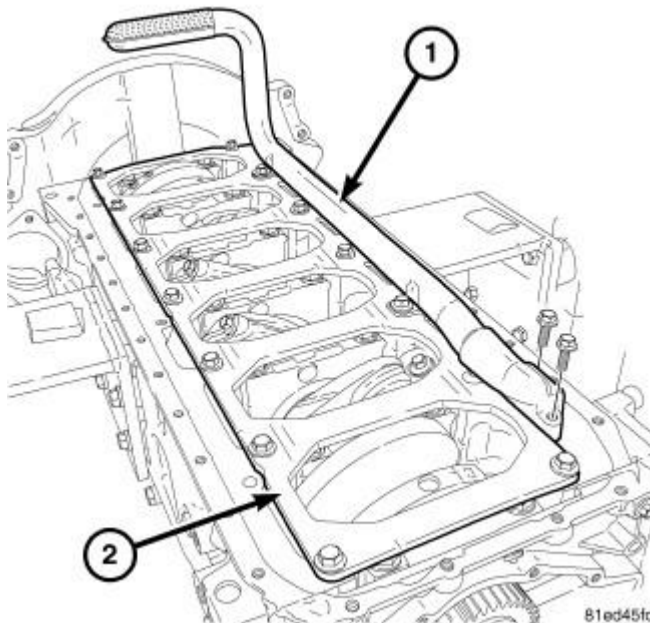


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Fig. 208: Transmission Collar
Courtesy of CHRYSLER LLC

- | |
|---------------------------|
| 1 - ENGINE |
| 2 - STRUCTURAL DUST COVER |
| 3 - TRANSMISSION |

15. Install block stiffener. Tighten to 43 Nm (32 ft. lbs.).



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Fig. 209: OIL PICKUP TUBE

Courtesy of CHRYSLER LLC

16. Install the suction tube and oil pan. See [Engine/Lubrication/PAN, Oil - Installation](#).

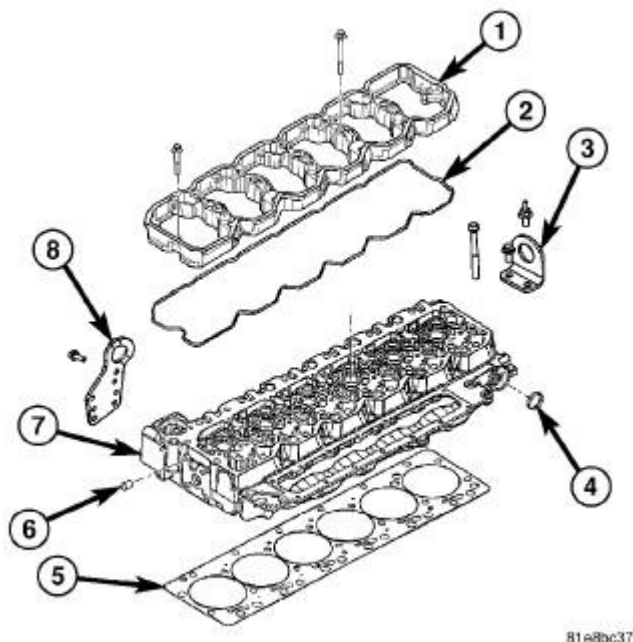


Fig. 210: CYLINDER HEAD AND GASKET

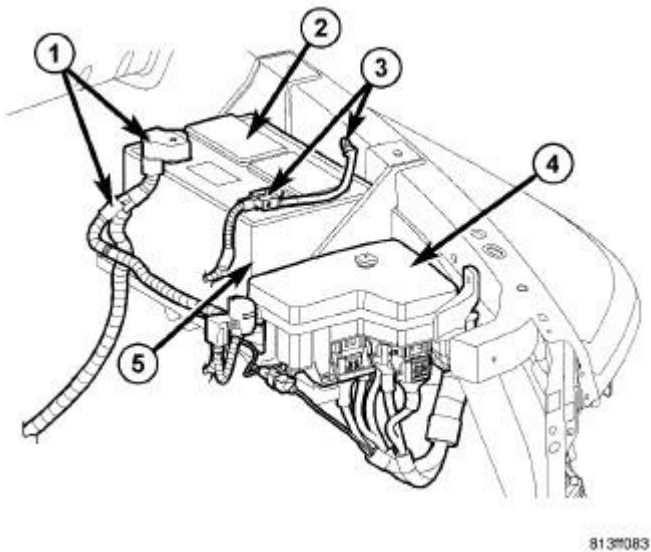
Courtesy of CHRYSLER LLC

17. Install the cylinder head onto the engine. See [Engine/Cylinder Head - Installation](#).
18. Install a new filter and fill the crankcase with new engine oil. **Prefill the filter with clean oil.**
19. Connect both negative battery cables.
20. Start engine and check for leaks.

SEAL, CRANKSHAFT OIL, FRONT

Removal

REMOVAL

**Fig. 211: Battery Cables****Courtesy of CHRYSLER LLC**

1. Disconnect the battery cables (1, 3). Refer to **Electrical/Battery System/CABLES, Battery - Removal** .
2. Raise vehicle on hoist.
3. Partially drain engine coolant into container suitable for reuse. Refer to **Cooling - Standard Procedure** .
4. Lower vehicle.
5. Remove radiator upper hose.
6. Disconnect coolant recovery bottle hose from radiator filler neck.
7. Disconnect windshield washer pump supply hose and electrical connections and lift washer bottle off of fan shroud.
8. Remove viscous fan/drive assembly. Refer to **Cooling/Engine/FAN, Cooling - Removal** .
9. Remove cooling fan shroud and fan assembly from the vehicle.
10. Remove the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal** .
11. Remove the cooling fan support/hub from the front of the engine.
12. Raise the vehicle on hoist.

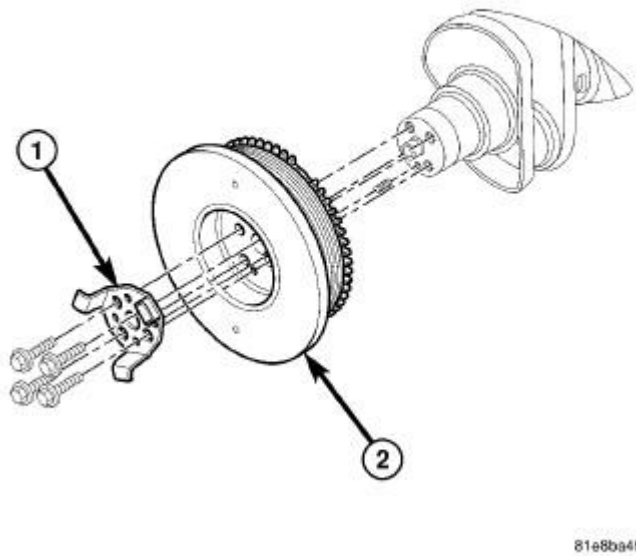


Fig. 212: CRANKSHAFT DAMPER
Courtesy of CHRYSLER LLC

13. Remove the crankshaft damper.

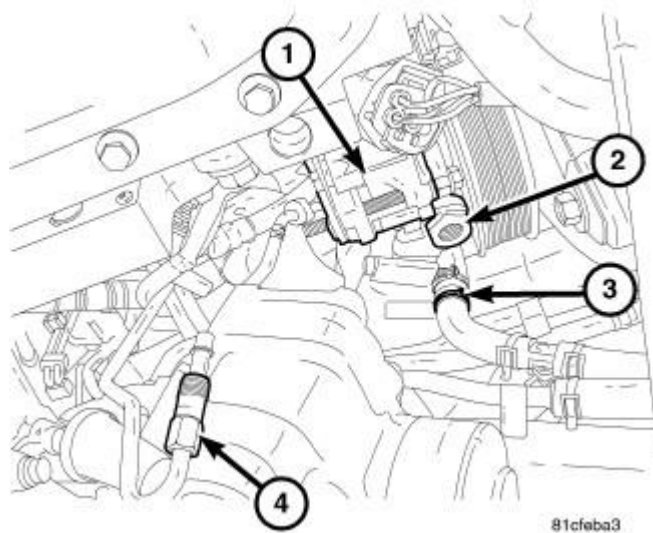


Fig. 213: P/S PUMP
Courtesy of CHRYSLER LLC

14. Remove power steering pump.
15. Remove accessory drive belt tensioner.

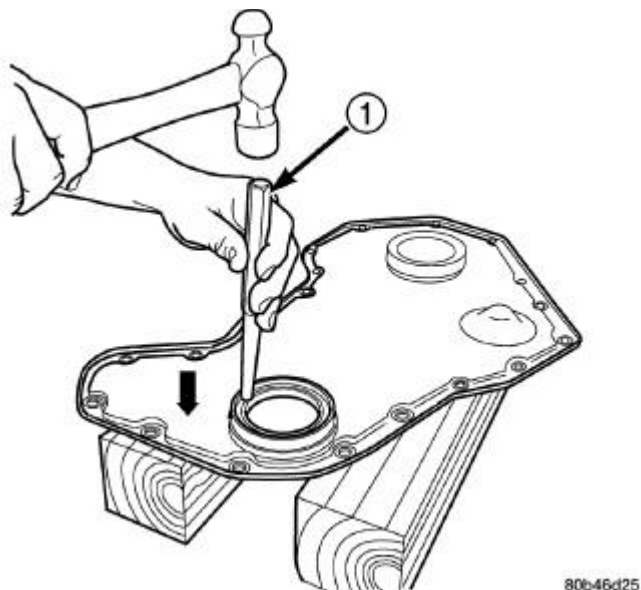


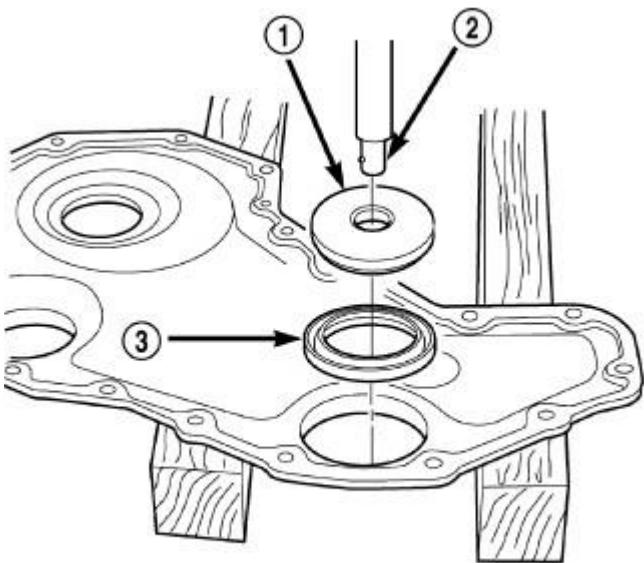
Fig. 214: Removing Seal from Cover
Courtesy of CHRYSLER LLC

1 - PUNCH

16. Remove the gear cover-to-housing bolts and gently pry the cover away from the housing, taking care not to mar the gasket surfaces. Remove crank seal dust shield with cover.
17. Support the cover on a flat work surface with wooden blocks, and using a suitable punch (1) and hammer, drive the old seal out of the cover from the back side of the cover to the front side.

Installation

INSTALLATION



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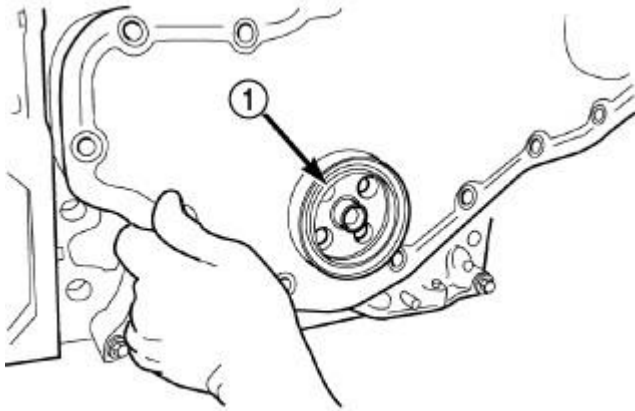
Fig. 215: Installing Seal Into Cover With Tool 8281
Courtesy of CHRYSLER LLC

- | |
|-------------------------|
| 1 - SEAL INSTALLER 8281 |
| 2 - DRIVER HANDLE C4171 |
| 3 - SEAL |

CAUTION: The seal lip and the sealing surface on the crankshaft must be free of all oil residue, to prevent leaks. The crankshaft and seal surface must be completely dry when the seal is installed.

1. Clean cover and housing gasket mating surfaces. Use a suitable scraper and be careful not to damage the gear housing surface. Remove any old sealer from the oil seal bore. Thoroughly clean the front seal area of the crankshaft. Do not sand this surface. The seal lip and the sealing surface on the crankshaft must be free from all oil residue to prevent seal leaks.
2. Inspect the gear housing and cover for cracks and replace if necessary. Carefully straighten any bends or imperfections in the gear cover with a ball-peen hammer on a flat surface. Inspect the crankshaft front journal for any grooves or nicks that would affect the integrity of the new seal.
3. Apply a bead of Mopar® Stud AND Bearing Mount to the outside diameter of the seal. Do not lubricate the inside diameter of the new seal.
4. With the cover supported by wood blocks, install the seal into the rear of the cover using crankshaft seal installer Special Tool 8281 used up to 2006. New Special Tool 10136 used 2007 to present and driver handle C-4171. Strike the driver handle until the installation tool bottoms out on the inside of the cover.

CAUTION: Do not distort or damage seal.



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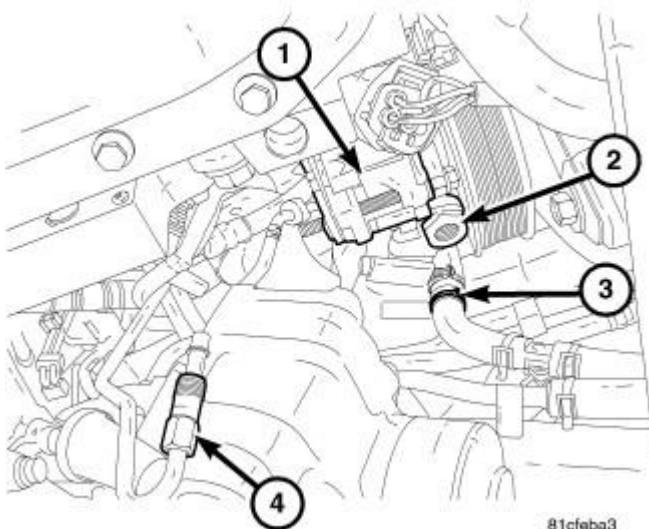
Fig. 216: Installing Front Cover with Seal Pilot
Courtesy of CHRYSLER LLC

1 - SEAL PILOT

5. Install the plastic seal pilot (provided with seal kit) into the crankshaft seal.
6. Apply a bead of Mopar® Silicone Rubber Adhesive Sealant or equivalent to the gear housing cover sealing surface.
7. Install the cover to the gear housing, aligning the seal pilot with the nose of the crankshaft.

NOTE: Failure to follow the cover installation procedure can result in misalignment of the crankshaft seal to the crankshaft, causing an oil leak.

8. Install the cover bolts and hand snug 2 capscrews at the 3 o'clock and 9 o'clock position, to keep the cover from moving when the first capscrew is torqued. Tighten to 24 Nm (18 ft. lbs.). Remove pilot tool.
9. Install accessory drive belt tensioner. Tighten bolt to 43 Nm (32 ft. lbs.).



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Fig. 217: P/S PUMP

Courtesy of CHRYSLER LLC

10. Install power steering pump.

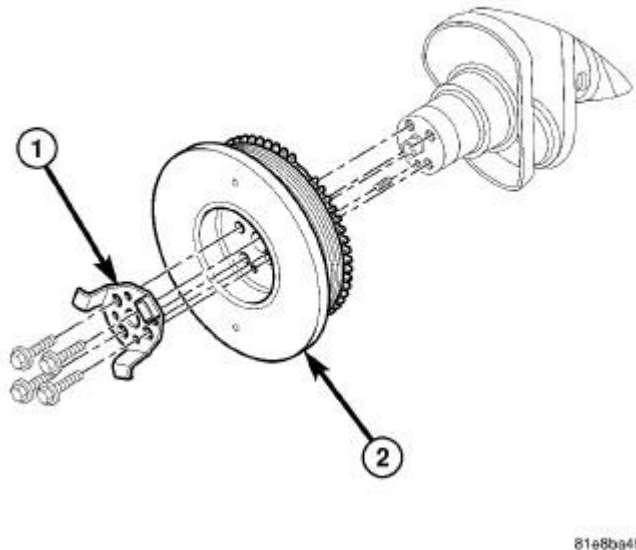


Fig. 218: CRANKSHAFT DAMPER
Courtesy of CHRYSLER LLC

11. Install the crankshaft damper. Tighten the bolts to 40 Nm (30 ft. lbs.). Then rotate an additional 60°. Use the engine barring tool to keep the engine from rotating during tightening operation.
12. Install the fan support/hub assembly and tighten bolts to 32 Nm (24 ft. lbs.).
13. Install the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Installation** .
14. Install cooling fan. Refer to **Cooling/Engine/FAN, Cooling - Installation** .
15. Install the viscous fan/drive assemble. Refer to **Cooling/Engine/FAN, Cooling - Installation** .
16. Connect the windshield washer pump supply hose and electrical connections and attach the washer bottle to the fan shroud.
17. Connect the coolant recovery bottle hose to the radiator fill neck.
18. Install the radiator upper hose.
19. Refill cooling system. Refer to **Cooling - Standard Procedure** .

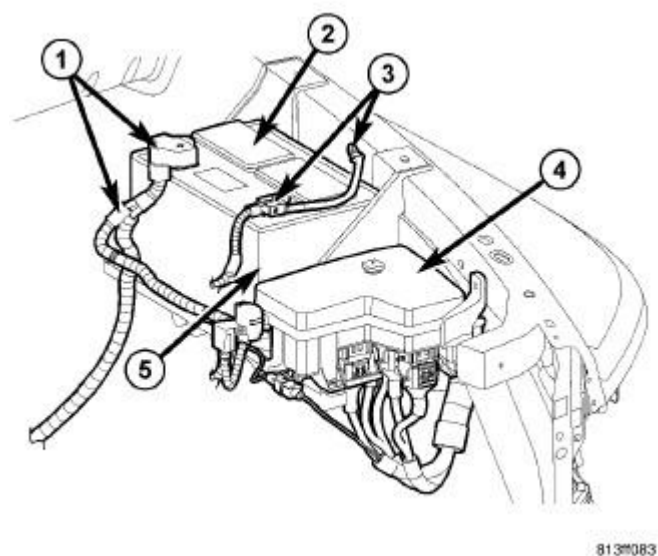


Fig. 219: Battery Cables
Courtesy of CHRYSLER LLC

20. Connect the battery cables (1, 3).
21. Start the engine and check for oil leaks.

SEAL, CRANKSHAFT OIL, REAR

Removal

REMOVAL

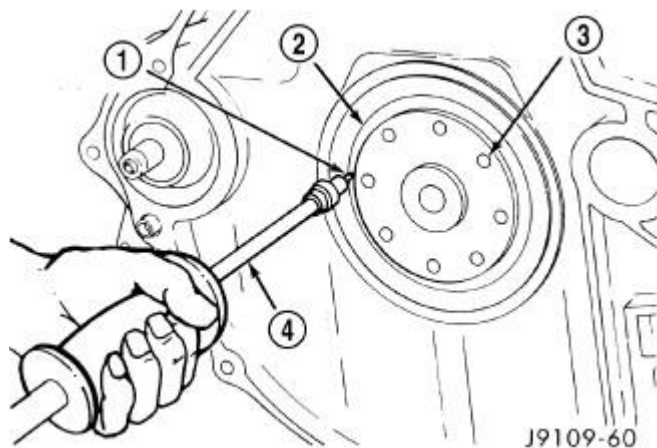


Fig. 220: Crankshaft Rear Seal Removal
Courtesy of CHRYSLER LLC

1 - NO. 10 SCREW

2 - REAR SEAL

3 - CRANKSHAFT**4 - SLIDE HAMMER**

1. Disconnect the battery negative cables.
2. Remove the transmission and transfer case (if equipped).
3. Remove the clutch cover and disc (if manual transmission equipped). Refer to **Clutch/DISC, Clutch - Removal**.
4. Remove the flywheel or converter drive plate.
5. Remove the flywheel adapter plate.
6. Drill holes 180° apart into the seal. Be careful not to contact the drill against the crankshaft.
7. Install # 10 sheet metal screws (1) in the drilled holes and remove the rear seal with a slide hammer (4).

Installation**INSTALLATION**

CAUTION: The seal lip and the sealing surface on the crankshaft must be free from all oil residue to prevent seal leaks. The crankshaft and seal surfaces must be completely dry when the seal is installed. Use a soap and water solution on outside diameter of seal to ease assembly.

1. Clean the crankshaft journal with a suitable solvent and dry with a clean shop towel or compressed air. Wipe the inside bore of the crankshaft seal retainer with a clean shop towel.
2. Inspect the crankshaft journal for gouges, nicks, or other imperfections. If the seal groove in the crankshaft is excessively deep, install the new seal 1/8" deeper into the retainer bore, or obtain a crankshaft wear sleeve that is available in the aftermarket.
3. Install the seal pilot and new seal, provided in the replacement kit, onto the crankshaft.
4. Remove the seal pilot.
5. Install the installation tool over crankshaft.

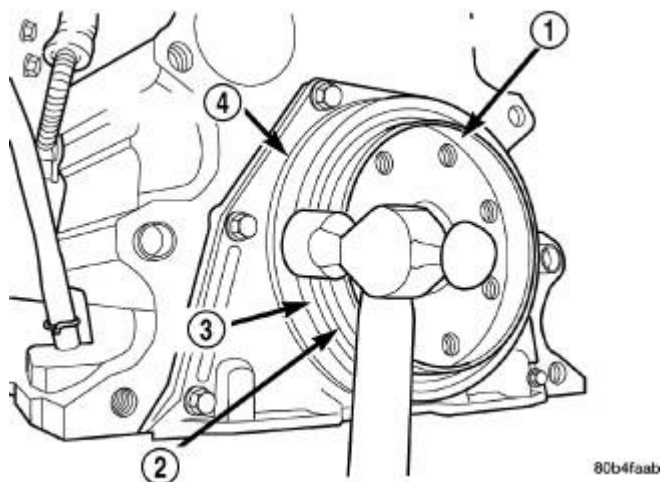


Fig. 221: Seal Installation Using Alignment Tool and Hammer
Courtesy of CHRYSLER LLC

1 - SEAL PILOT TOOL
2 - INSTALLATION TOOL
3 - SEAL
4 - RETAINER

- Using a ball peen hammer, strike the tool (2) at the 12, 3, 6, and 9 o'clock positions until the alignment tool bottoms out on the retainer.

NOTE: Always install a new clamping ring, never reuse the old clamping ring.

- Install the flywheel or converter drive plate, and clamping ring. Tighten the bolts to 137 N.m (101 ft. lbs.).
- Install the clutch cover and disc (if equipped). Refer to Clutch/DISC, Clutch - Installation .
- Install the transmission and transfer case (if equipped).
- Lower vehicle.
- Connect battery negative cables.
- Check engine oil level and adjust, if necessary.
- Start engine and check for oil leaks.

TAPPET(S), VALVE

Removal

REMOVAL

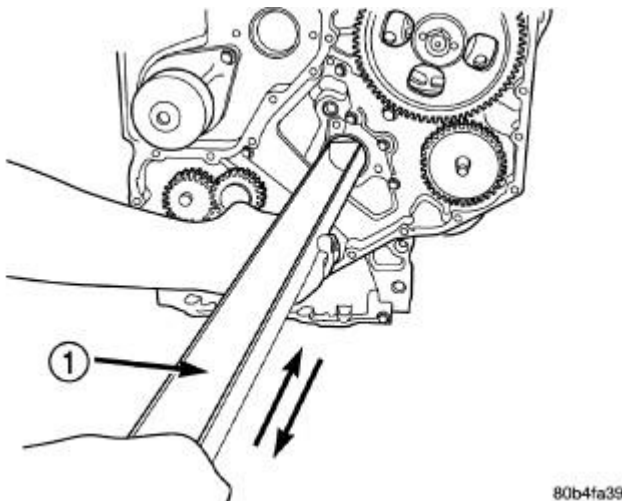
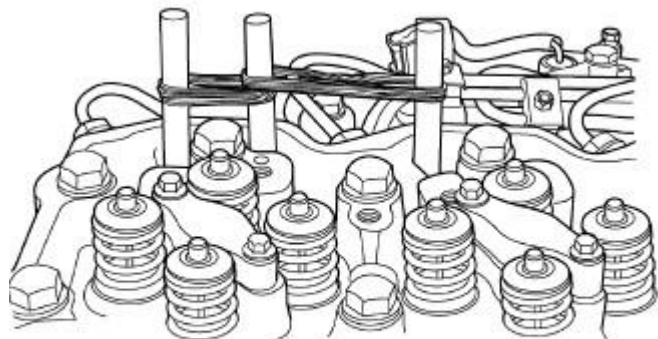


Fig. 222: Inserting the Trough
Courtesy of CHRYSLER LLC

1 - TROUGH

NOTE: This procedure requires use of Miller Tool 8502 Tappet Replacement Kit.

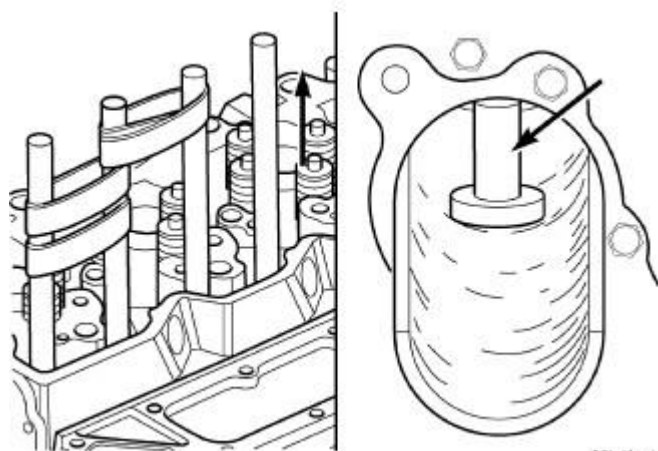
1. Remove camshaft. See Engine/Engine Block/CAMSHAFT, Engine - Removal.
2. Insert the trough (1) (provided with tool kit) the full length of the camshaft bore. Make sure the cap end goes in first and the open side faces up (towards tappets).



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Fig. 223: Secure Dowel/Tappet to Adjacent Cylinder
Courtesy of CHRYSLER LLC

3. **Remove only one tappet at a time.** Remove rubber band from one cylinder pair and attach tappet dowel not being removed to the next cylinder pair.



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Fig. 224: Lift Dowel Rod to Disengage from Tappet
Courtesy of CHRYSLER LLC

4. Raise dowel rod (disengage from tappet) and allow tappet to fall into trough.
5. Carefully remove trough (**do not rotate**) and tappet. If the tappet is not being replaced, mark it so it can be installed in its original location.

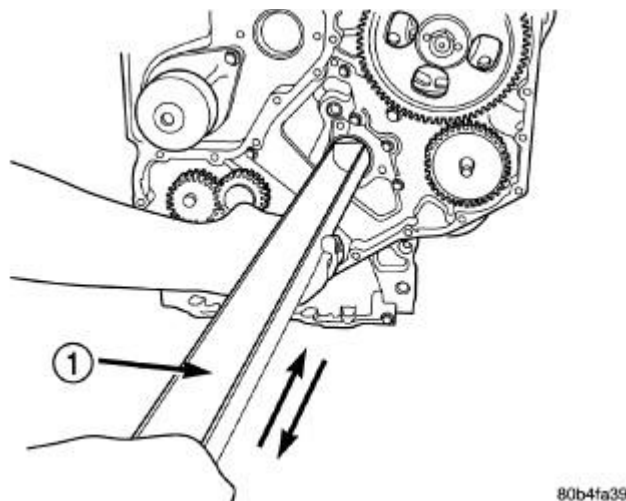


Fig. 225: Inserting the Trough
Courtesy of CHRYSLER LLC

1 - TROUGH

6. Reinstall trough (1) and repeat procedure on remaining tappets.

Cleaning

CLEANING

Clean tappet with a suitable solvent. Rinse in hot water and blow dry with a clean shop rag or compressed air.

Inspection

INSPECTION

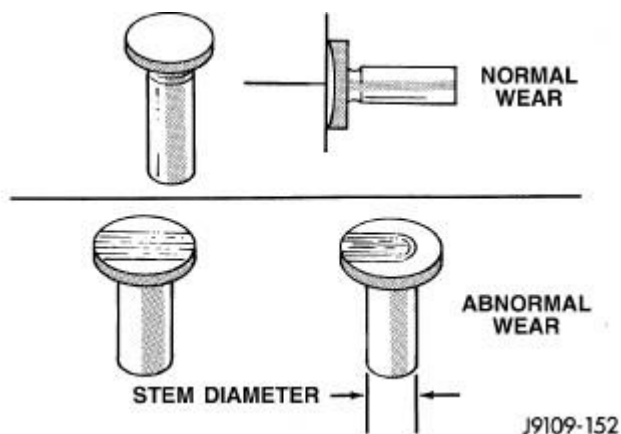


Fig. 226: Tappet Inspection
Courtesy of CHRYSLER LLC

TAPPET STEM DIAMETER

15.936 mm (0.627 in.) MIN.

15.977 mm (0.629 in.) MAX.

1. Visually inspect the tappet the tappet socket, stem, and face for excessive wear, cracks, or obvious damage.
2. Measure the tappet stem diameter. Replace the tappet if it falls below the minimum size.

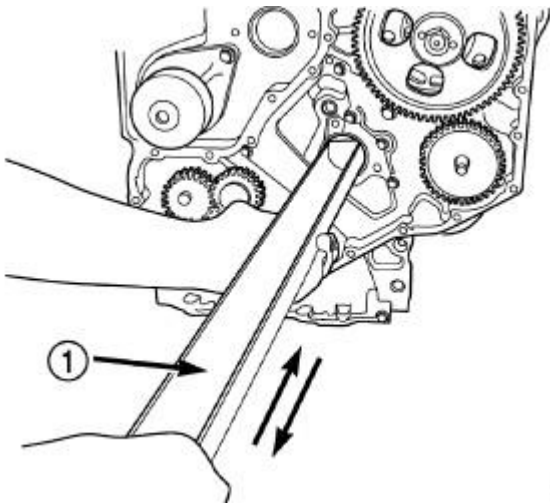
Installation**INSTALLATION**

Fig. 227: Inserting the Trough
Courtesy of CHRYSLER LLC

1 - TROUGH

1. Insert the trough (1) the full length of the camshaft bore. Again, make sure the cap end goes in first and the open side faces up (towards tappets).

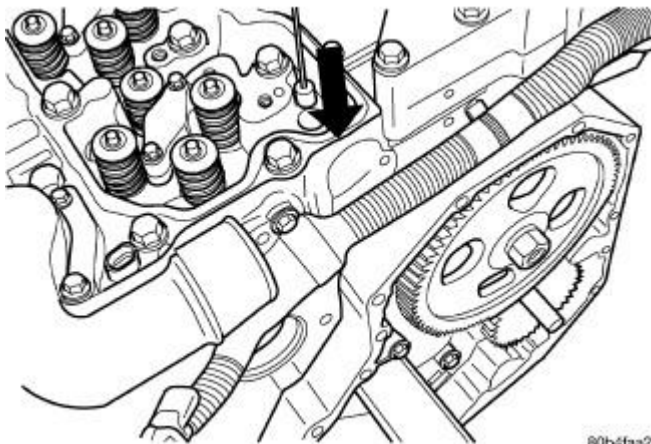


Fig. 228: Insert Installation Tool through Push Rod Hole
Courtesy of CHRYSLER LLC

2. Lower the tappet installation tool through the push rod hole and into the trough.

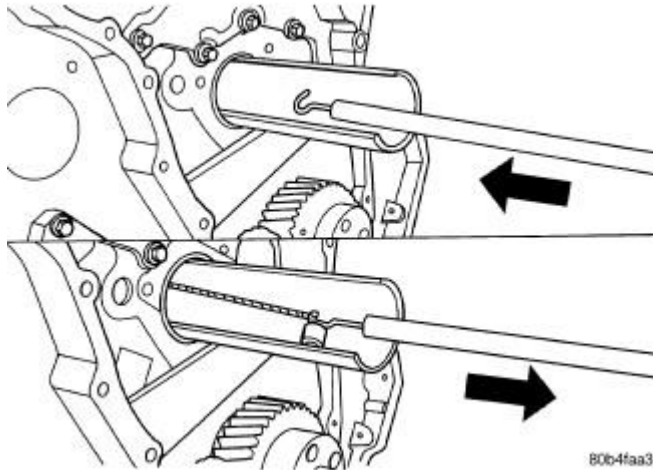


Fig. 229: Retrieve Tappet Installation Tool through Cam Bore
Courtesy of CHRYSLER LLC

3. Retrieve the tappet installation tool using the hooked rod provided with the tool kit.

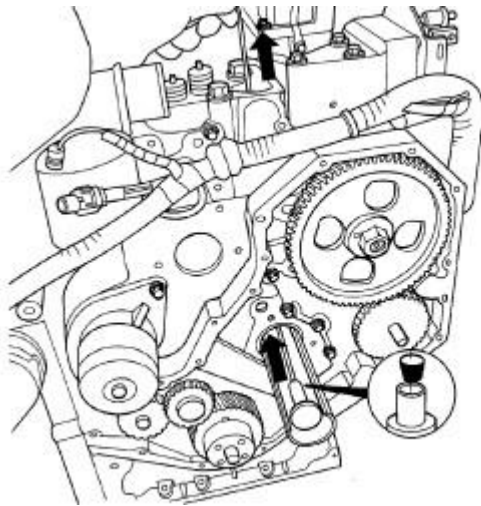


Fig. 230: Insert Tool and Pull Tappet Into Place
Courtesy of CHRYSLER LLC

4. Lubricate the tappet with clean engine oil or suitable equivalent and install the tappet to the installation tool.
5. Pull the tappet up and into position. If difficulty is experienced getting the tappet to make the turn into the tappet bore, wiggle the trough while **gently** pulling up on the tappet.

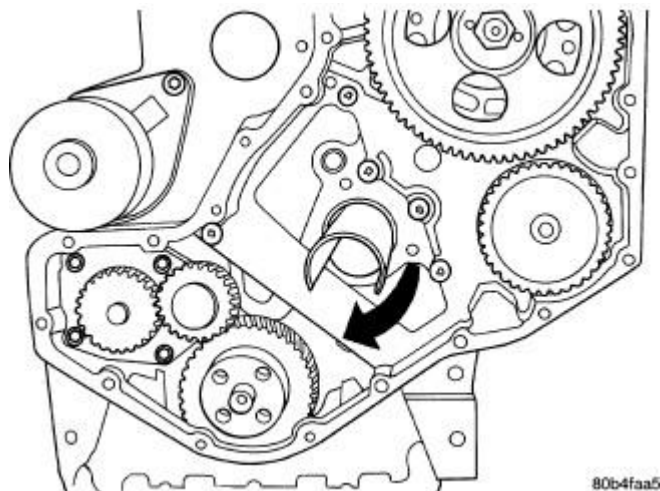


Fig. 231: Rotate Trough One Half Turn (180°)
Courtesy of CHRYSLER LLC

6. With the tappet in place, rotate the trough one half turn so the open side is down (toward crankshaft).
7. Remove the tappet installation tool from the tappet.
8. Reinstall a dowel rod and secure the rod with a rubber band.

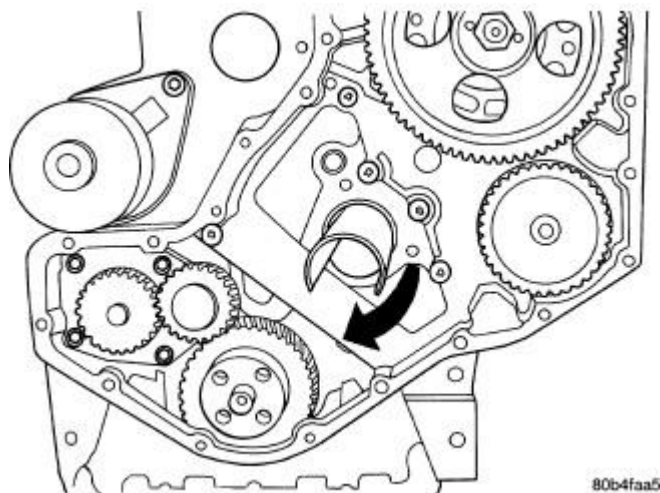


Fig. 232: Rotate Trough One Half Turn (180°)
Courtesy of CHRYSLER LLC

9. Rotate the trough one half turn and repeat the procedure for the remaining tappets.
10. Install the camshaft. See **Engine/Engine Block/CAMSHAFT, Engine - Installation**.

ENGINE MOUNTING

INSULATOR, ENGINE MOUNT, FRONT

Removal

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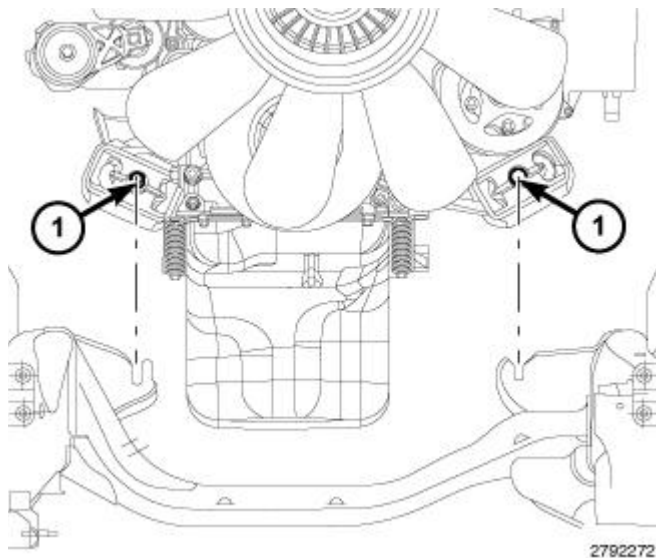


Fig. 233: Frame Mounts
Courtesy of CHRYSLER LLC

1. Disconnect both negative battery cables.
2. Remove the viscous fan/drive assembly. Refer to Cooling/Engine/FAN, Cooling - Removal.
3. Install Engine Support Fixture tool 8534B.
4. Loosen the right side and left side thru-bolt and nut (1).
5. Lift the engine **SLIGHTLY** and remove the thru-bolt and nut (1).

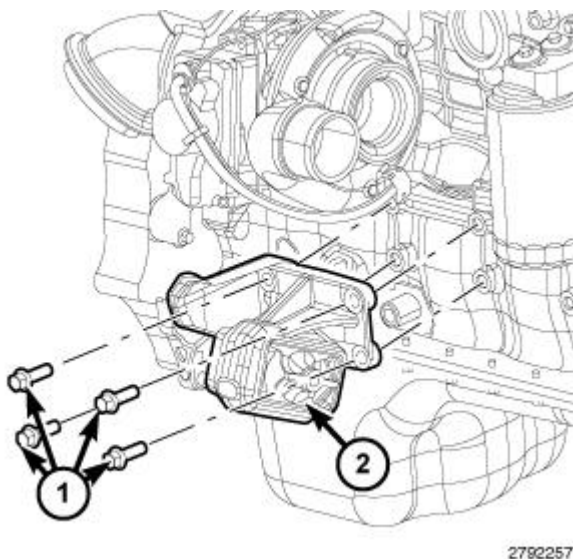
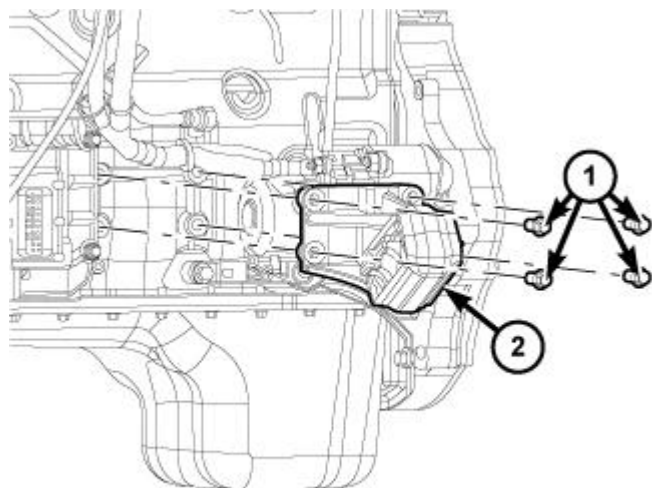


Fig. 234: RH Engine Mount
Courtesy of CHRYSLER LLC

6. Remove bolts (1) and the RH mount (2) from engine.



2792308

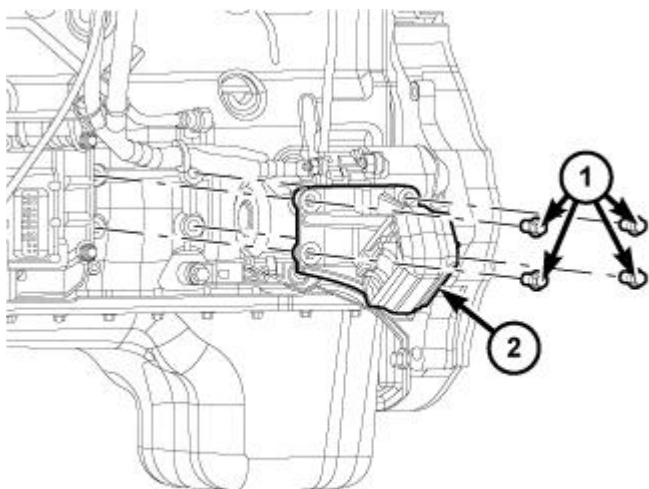
Fig. 235: LH Engine Mount
Courtesy of CHRYSLER LLC

NOTE: 4x4 engine mount shown in illustration, 4x2 similar.

7. Remove bolts (1) and the LH mount (2) from engine.

Installation

CAB CHASSIS

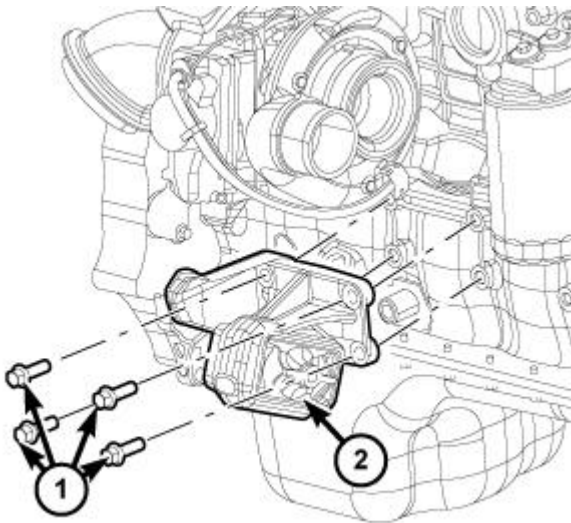


2792308

Fig. 236: LH Engine Mount
Courtesy of CHRYSLER LLC

NOTE: 4x4 engine mount shown in illustration, 4x2 similar.

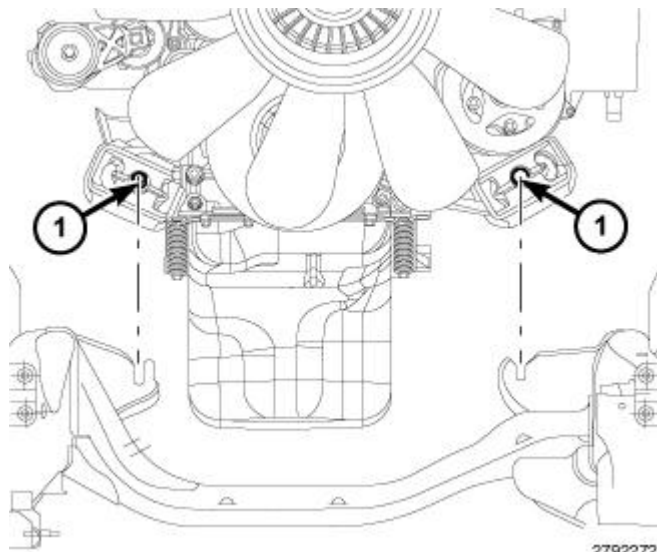
1. With engine raised **SLIGHTLY** , install the LH mount (2) to engine. Tighten bolts (1) to 95 N.m (70 ft. lbs.).



2792257

Fig. 237: RH Engine Mount
Courtesy of CHRYSLER LLC

2. With engine raised **SLIGHTLY** , install the RH mount (2) to engine. Tighten bolts (1) to 95 N.m (70 ft. lbs.).



2792272

Fig. 238: Frame Mounts
Courtesy of CHRYSLER LLC

3. Lower the engine support fixture tool 8534B, while guiding the mount and thru-bolt into the frame mounted brackets.
4. Install the thru-bolt nut (1). Tighten nut (1) to 129 N.m (95 ft. lbs.).
5. Remove the engine support fixture tool 8534B.

6. Install the viscous fan/drive assembly. Refer to **Cooling/Engine/FAN, Cooling - Installation** .
7. Connect both negative battery cables.

INSULATOR, ENGINE MOUNT, REAR

Removal

AS68RC AUTOMATIC

CAUTION: If replacing a engine mount/bracket, be certain to inspect all other engine mounts/brackets in the system. Failure to follow this caution may result in damage to the vehicle.

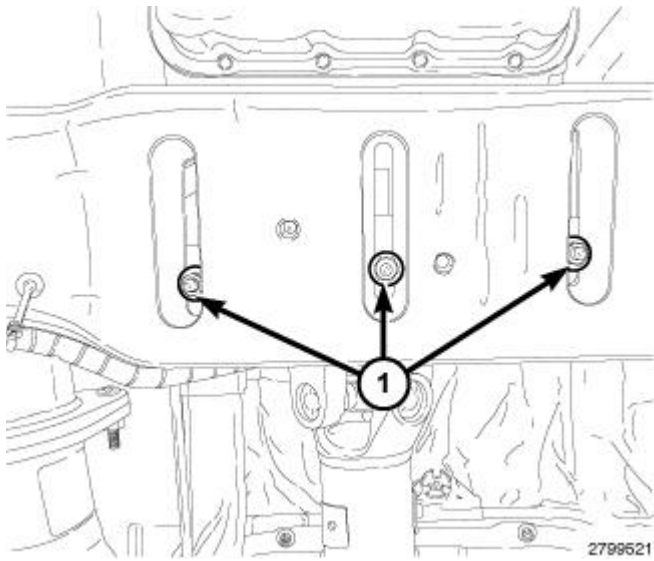


Fig. 239: Identifying Rear Transmission Mount To Crossmember Nuts - AS68RC A/T
Courtesy of CHRYSLER LLC

1. Raise the vehicle on a hoist.
2. Position a transmission jack in place.
3. Remove the rear transmission mount to crossmember nuts (1).

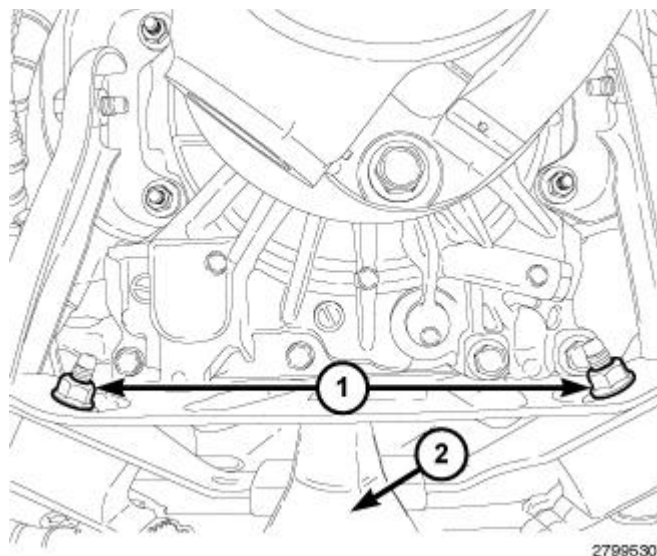


Fig. 240: Identifying Rear Transmission Mount & Nuts - AS68RC A/T
Courtesy of CHRYSLER LLC

4. Remove nuts (4) securing the rear transmission mount.
5. Using the transmission jack, raise the transmission.
6. Remove the rear transmission mount (2).

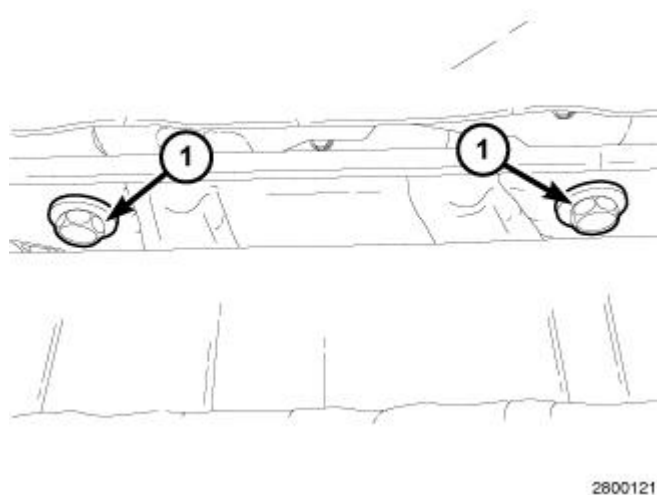
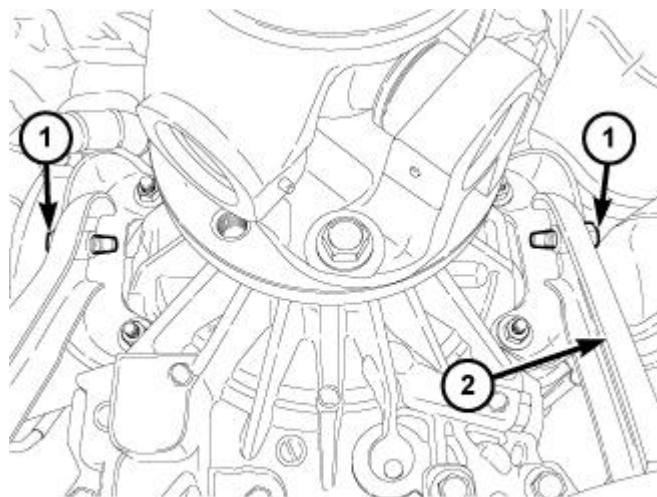


Fig. 241: Identifying Transmission Mount Support Bracket Bolts - AS68RC A/T
Courtesy of CHRYSLER LLC

7. With the transmission raised, remove bolts (1) from the transmission mount support bracket to transmission.

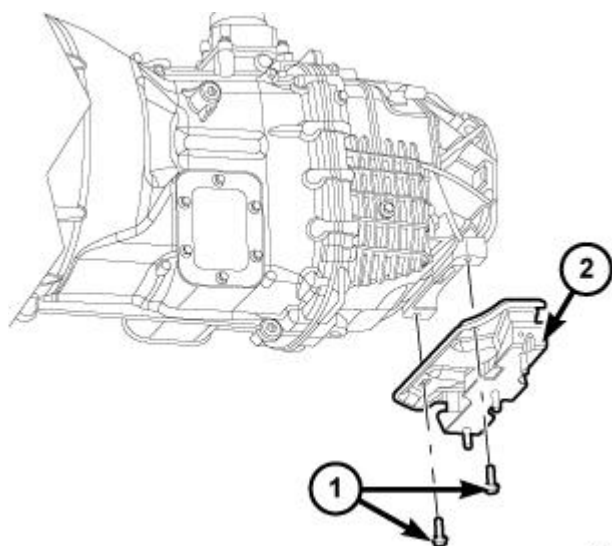


2800141

Fig. 242: Identifying Transmission Support Bracket & Bolts - AS68RC A/T
Courtesy of CHRYSLER LLC

8. Remove the bolts (1) and the transmission support bracket (2).

G56 MANUAL



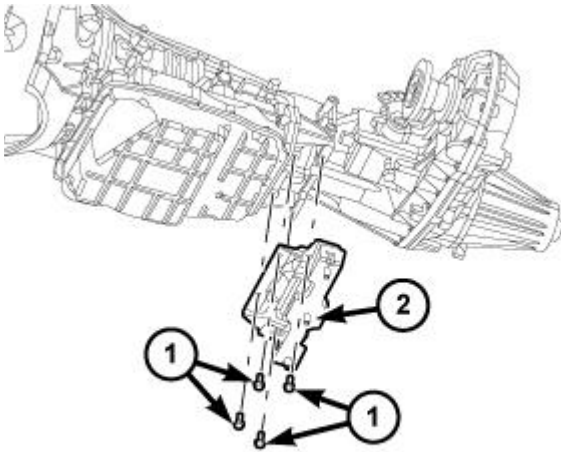
2798699

Fig. 243: Identifying Rear Transmission Mount & Bolts (M/T)
Courtesy of CHRYSLER LLC

CAUTION: If replacing a engine mount/bracket, be certain to inspect all other engine mounts/brackets in the system. Failure to follow this caution may result in damage to the vehicle.

1. Raise the vehicle on a hoist.
2. Position transmission jack in place.

3. Remove nuts securing transmission mount to crossmember.
4. Raise the transmission.
5. Remove bolts (1) and the rear transmission mount (2).

68 RFE AUTOMATIC

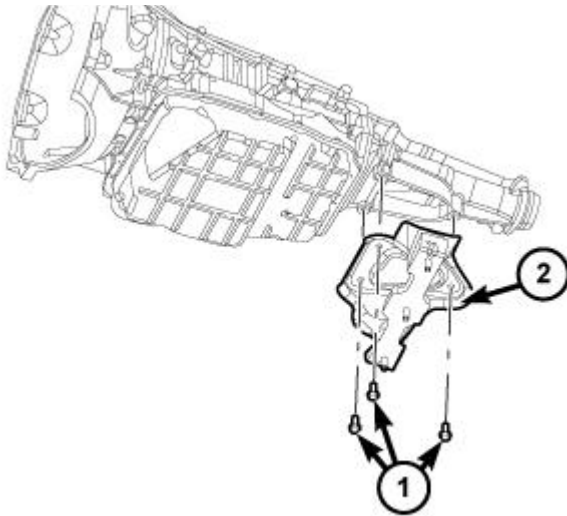
2798627

Fig. 244: Identifying Rear Transmission Mount & Bolts - 68RFE A/T - 4WD
Courtesy of CHRYSLER LLC

NOTE: **4x4 Models.**

CAUTION: If replacing a engine mount/bracket, be certain to inspect all other engine mounts/brackets in the system. Failure to follow this caution may result in damage to the vehicle.

1. Raise the vehicle on a hoist.
2. Position a transmission jack in place.
3. Remove nuts securing transmission mount to crossmember.
4. Raise the transmission.
5. Remove bolts (1) and the rear transmission mount (2).



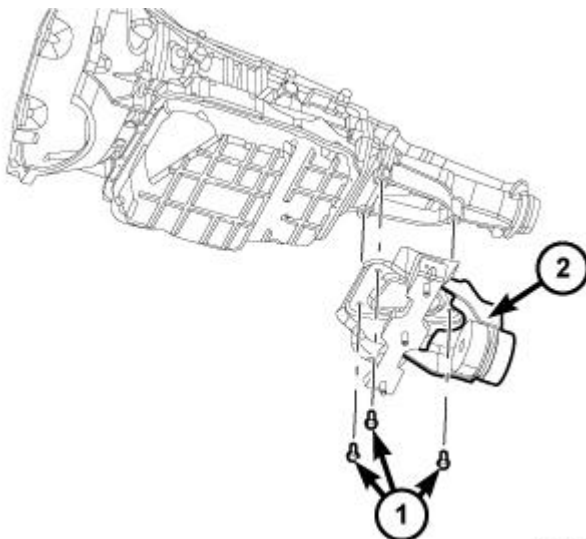
2798718

Fig. 245: Identifying Rear Transmission Mount & Bolts - 68RFE A/T - 4X2 Regular Cab Models
Courtesy of CHRYSLER LLC

NOTE: 4x2 Regular Cab Models.

CAUTION: If replacing a engine mount/bracket, be certain to inspect all other engine mounts/brackets in the system. Failure to follow this caution may result in damage to the vehicle.

6. Raise the vehicle on a hoist.
7. Position a transmission jack in place.
8. Remove nuts securing transmission mount to crossmember.
9. Raise the transmission.
10. Remove bolts (1) and the rear transmission mount (2).



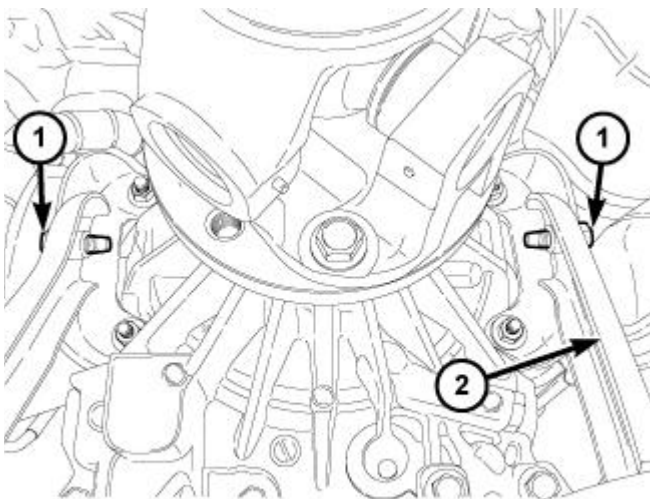
2798751

Fig. 246: Identifying Rear Transmission Mount & Bolts - 68RFE A/T - 4X2 Crew & Mega Cab Models

Courtesy of CHRYSLER LLC

NOTE: 4x2 Crew and Mega Cab Models.**CAUTION:** If replacing a engine mount/bracket, be certain to inspect all other engine mounts/brackets in the system. Failure to follow this caution may result in damage to the vehicle.

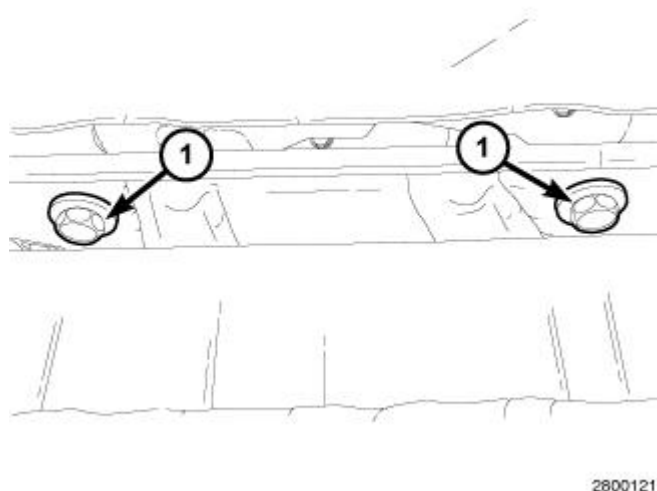
11. Raise the vehicle on a hoist.
12. Position a transmission jack in place.
13. Remove nuts securing transmission mount to crossmember.
14. Raise the transmission.
15. Remove bolts (1) and the rear transmission mount (2).

Installation**AS68RC AUTOMATIC****CAUTION:** If replacing a engine mount/bracket, be certain to inspect all other engine mounts/brackets in the system. Failure to follow this caution may result in damage to the vehicle.

2800141

Fig. 247: Identifying Transmission Support Bracket & Bolts - AS68RC A/T
Courtesy of CHRYSLER LLC

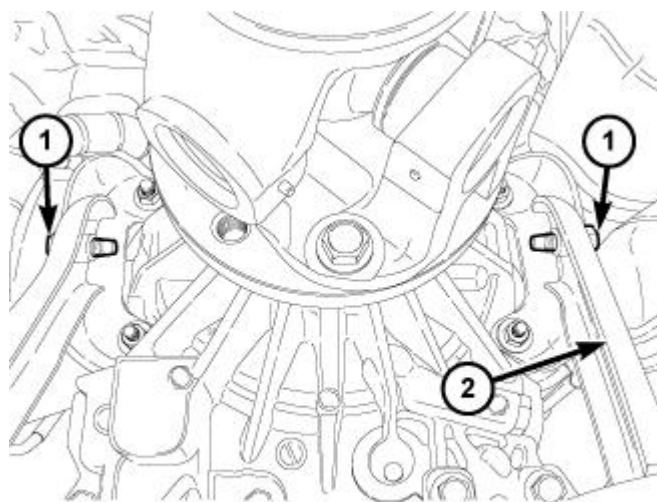
1. Position the transmission mount support bracket (2). Install bolts (1) finger tight.



2800121

Fig. 248: Identifying Transmission Mount Support Bracket Bolts - AS68RC A/T
Courtesy of CHRYSLER LLC

2. With the transmission raised, install the transmission mount support bracket to transmission bolts (1) and tighten to 54 N.m (40 ft. lbs.).



2800141

Fig. 249: Identifying Transmission Support Bracket & Bolts - AS68RC A/T
Courtesy of CHRYSLER LLC

3. Tighten the side support bracket bolts (1) to 55 N.m (41 ft. lbs.).

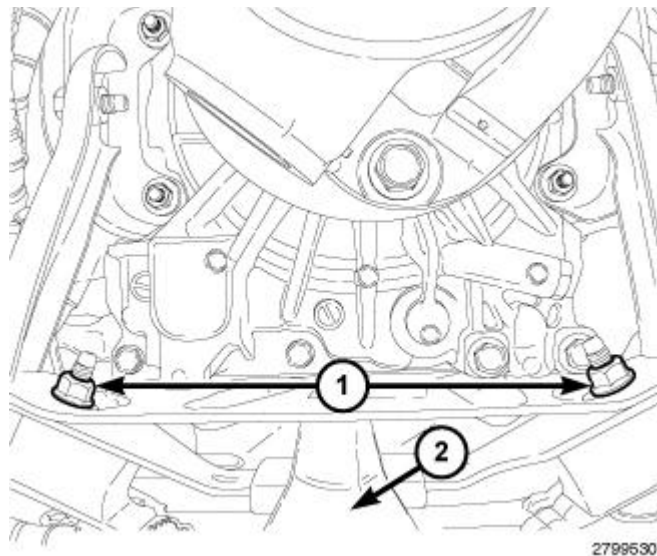


Fig. 250: Identifying Rear Transmission Mount & Nuts - AS68RC A/T
Courtesy of CHRYSLER LLC

4. Install the rear transmission mount (2). Tighten nuts (1) to 47 N.m (35 ft. lbs.).
5. Using the transmission jack, lower the transmission onto the crossmember.

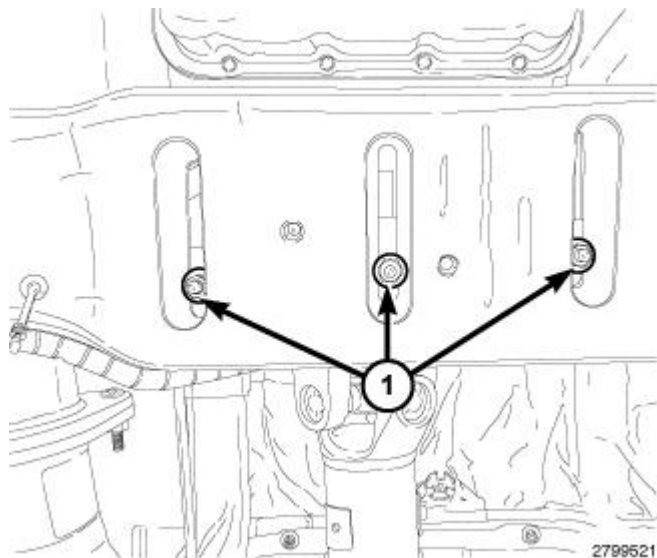
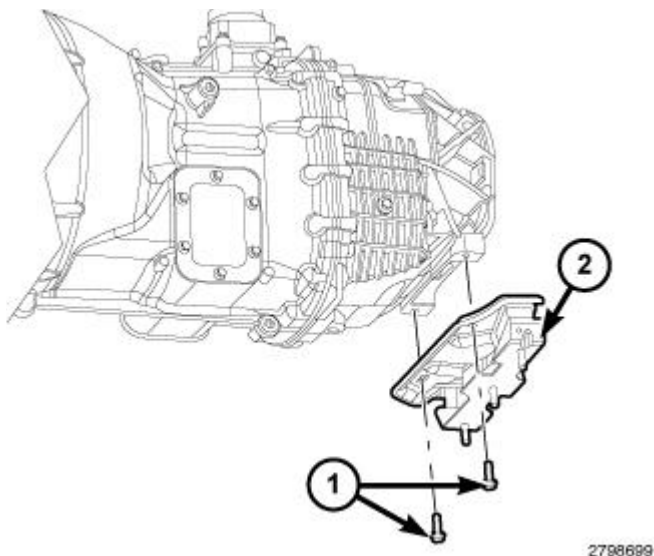


Fig. 251: Identifying Rear Transmission Mount To Crossmember Nuts - AS68RC A/T
Courtesy of CHRYSLER LLC

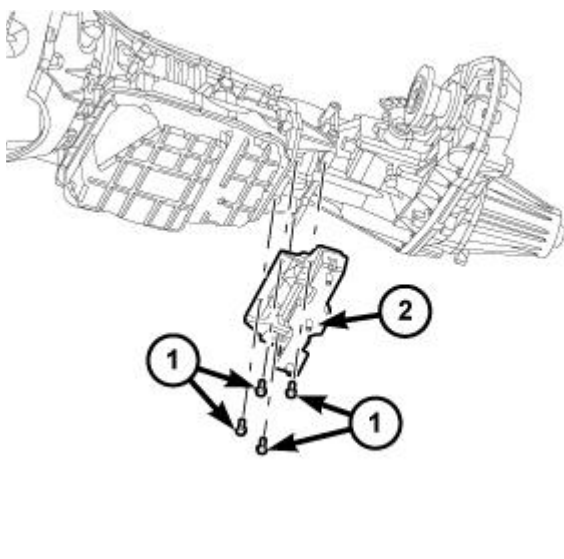
6. Install the transmission mount to crossmember nuts (1) Tighten nuts (1) to 47 N.m (35 ft. lbs.).
7. Remove the transmission jack.
8. Lower the vehicle on a hoist.

G56 MANUAL

**Fig. 252: Identifying Rear Transmission Mount & Bolts (M/T)**

Courtesy of CHRYSLER LLC

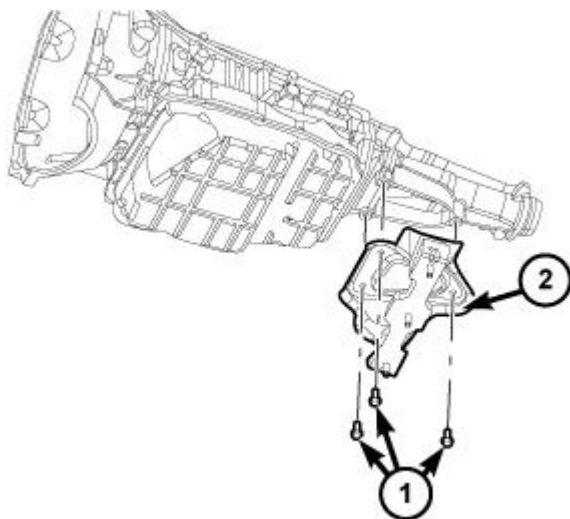
1. Install the rear transmission mount (2). Tighten bolts (1) to 50 N.m (37 ft. lbs.).
2. Lower the transmission.
3. Install nuts securing transmission mount to crossmember. Tighten nuts to 47 N.m (35 ft. lbs.).
4. Remove transmission jack.
5. Lower the vehicle.

68RFE AUTOMATIC**Fig. 253: Identifying Rear Transmission Mount & Bolts - 68RFE A/T - 4WD**

Courtesy of CHRYSLER LLC

NOTE: 4x4 Models

1. Install the rear transmission mount (2). Tighten bolts (1) to 50 N.m (37 ft. lbs.).
2. Lower the transmission.
3. Install nuts securing transmission mount to crossmember. Tighten nuts to 47 N.m (35 ft. lbs.).
4. Remove transmission jack.
5. Lower the vehicle.



2798718

Fig. 254: Identifying Rear Transmission Mount & Bolts - 68RFE A/T - 4X2 Regular Cab Models
Courtesy of CHRYSLER LLC

NOTE: 4x2 Regular Cab Models.

6. Install the rear transmission mount (2). Tighten bolts (1) to 50 N.m (37 ft. lbs.).
7. Lower the transmission.
8. Install nuts securing transmission mount to crossmember. Tighten nuts to 47 N.m (35 ft. lbs.).
9. Remove transmission jack.
10. Lower the vehicle.

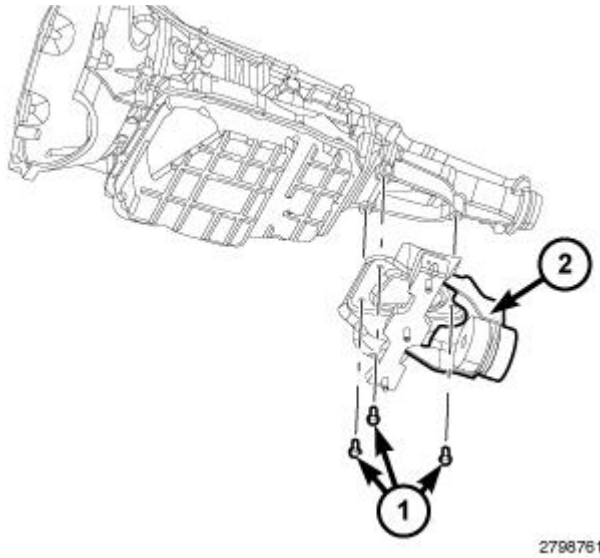


Fig. 255: Identifying Rear Transmission Mount & Bolts - 68RFE A/T - 4X2 Crew & Mega Cab Models

Courtesy of CHRYSLER LLC

NOTE: 4x2 Crew and Mega Cab Models.

11. Install the rear transmission mount (2). Tighten bolts (1) to 50 N.m (37 ft. lbs.).
12. Lower the transmission.
13. Install nuts securing transmission mount to crossmember. Tighten nuts to 47 N.m (35 ft. lbs.).
14. Remove transmission jack.
15. Lower the vehicle.

LUBRICATION

DESCRIPTION

DESCRIPTION

A gear driven gerotor type oil pump is mounted behind the front gear cover in the lower right portion on the engine.

OPERATION

OPERATION

A gerotor style oil pump draws oil from the crankcase through the suction tube and delivers it through the block where it enters the oil cooler cover and pressure regulator valve. When oil pressure exceeds 517 kPa (75 PSI), the valve opens exposing the dump port, which routes excess oil back to the oil pump.

At the same time, oil is directed to a cast in passage in the oil cooler cover, leading to the oil cooler element. As

the oil travels through the element plates, it is cooled by engine coolant traveling past the outside of the plates. It is then routed to the oil filter head and through a full flow oil filter. If a plugged filter is encountered, the filter by-pass valve opens, allowing unfiltered oil to lubricate the engine. This condition can be avoided by frequent oil and filter changes, per the maintenance schedules found in the owners manual. The by-pass valve is calibrated to open when it sees a pressure drop of more than 345 kPa (50 psi) across the oil filter.

The oil filter head then divides the oil between the engine and the turbocharger. The turbocharger receives filtered, cooled and pressurized oil through a supply line from the filter head. The oil lubricates the turbocharger and returns to the pan by way of a drain tube connecting the bottom of the turbocharger to a tube in the cylinder block.

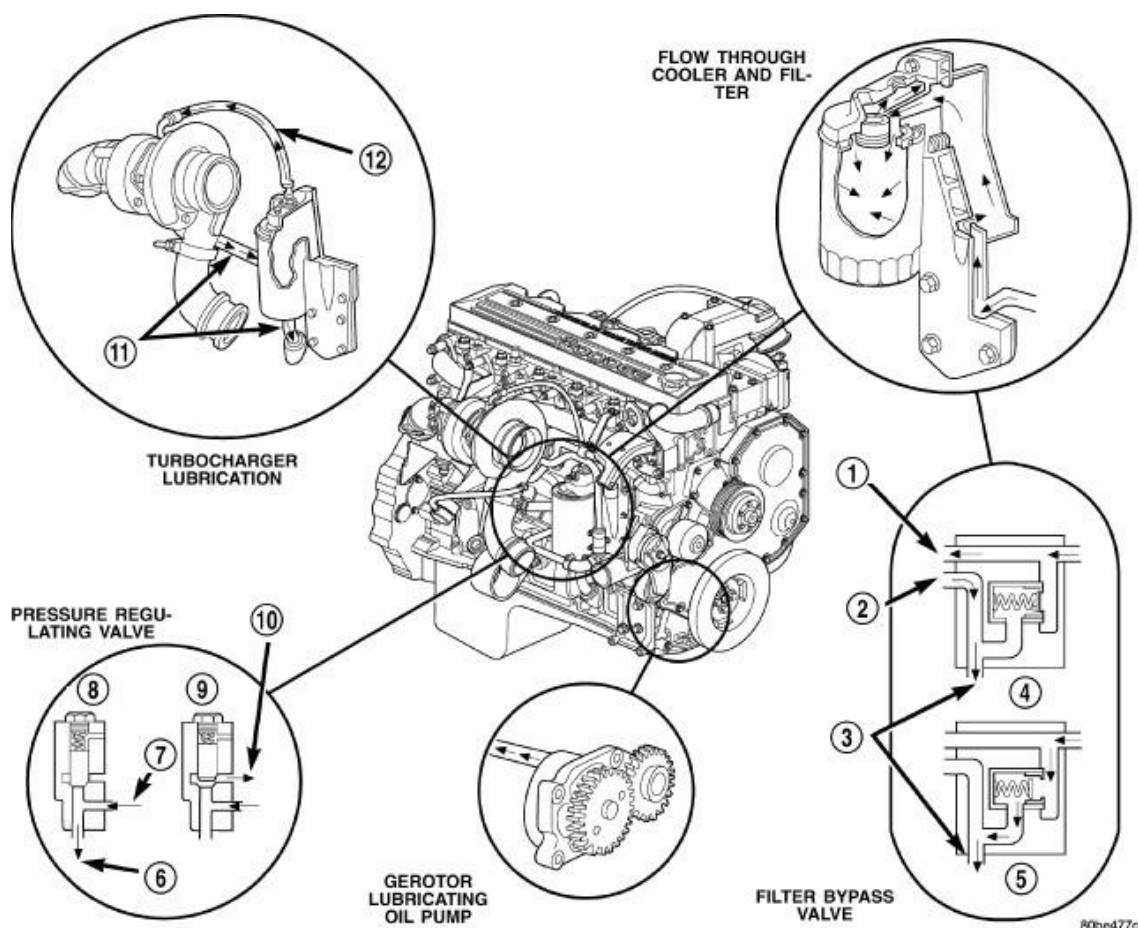


Fig. 256: Lubrication System Circulation
Courtesy of CHRYSLER LLC

1 - TO FILTER
2 - FROM FILTER
3 - TO MAIN OIL RIFLE
4 - CLOSED
5 - OPEN
6 - TO COOLER
7 - FROM PUMP

2010 Dodge Cab & Chassis R3500 HD

2010 ENGINE 6.7L Diesel - Service Information - Cab & Chassis

8 - CLOSED

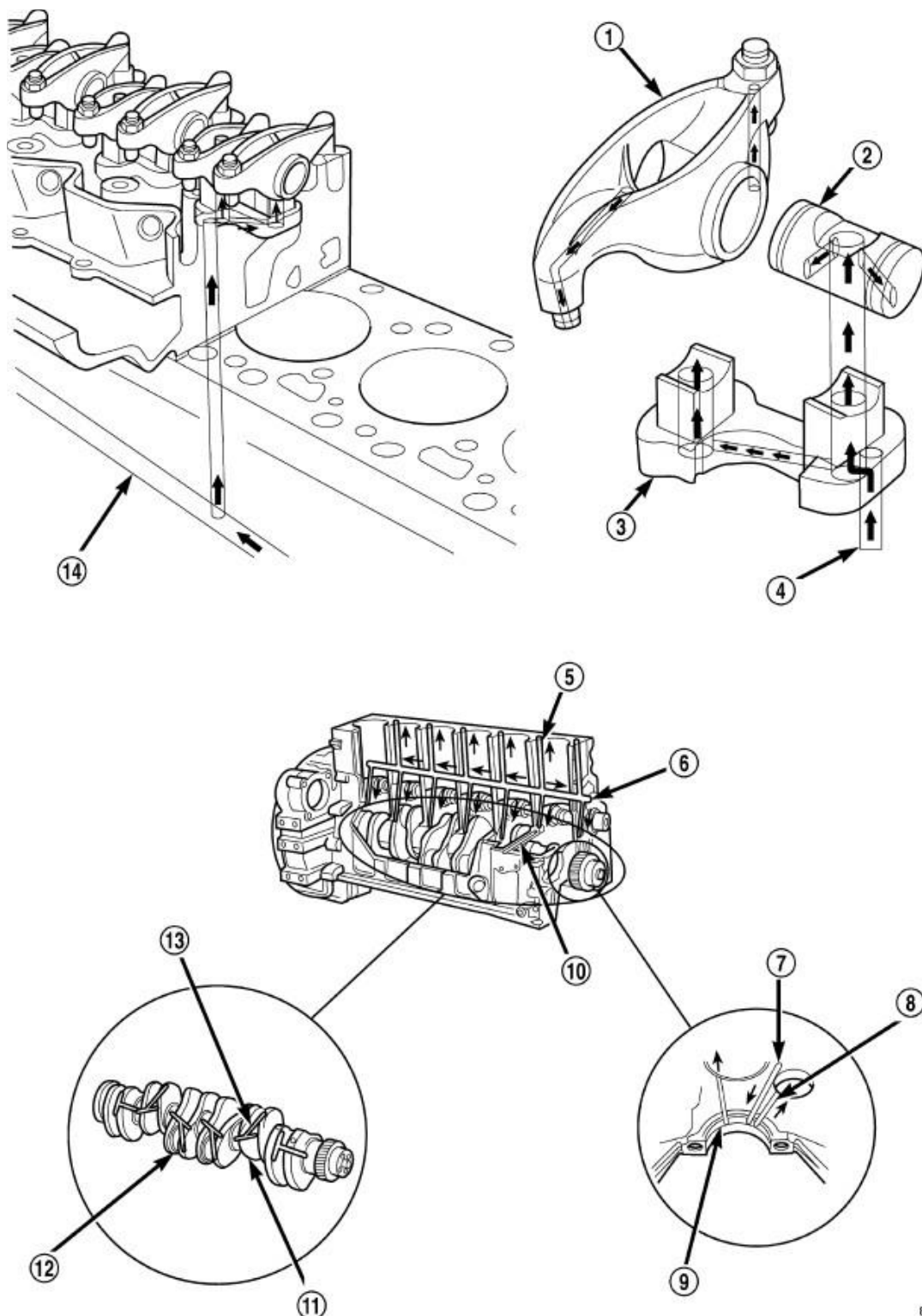
9 - OPEN

10 - OIL DRAINS BACK TO THE PUMP

11 - OIL DRAIN

12 - OIL SUPPLY

Oil is then carried across the block to an angle drilling which intersects the main oil rifle (3). The main oil rifle (3) runs the length of the block and delivers oil to the crankshaft main journals and valve train. Oil travels to the crankshaft through a series of transfer drillings (one for each main bearing) and lubricates a groove in the main bearing upper shell. From there another drilling feeds the camshaft main journals. J-jet piston cooling nozzles (1,4) are supplied by a separate oil rifle. Plugs are used in place of saddle jets when J-jets are used. Crankshaft internal cross-drillings supply oil to the connecting rod journals.



80b3b270

Fig. 257: Lubrication System Circulation-Cont'd
Courtesy of CHRYSLER LLC

1 - ROCKER ARM

2010 Dodge Cab & Chassis R3500 HD

2010 ENGINE 6.7L Diesel - Service Information - Cab & Chassis

2 - ROCKER SHAFT

3 - PEDESTAL

4 - FROM MAIN OIL RIFLE

5 - TO VALVE TRAIN

6 - MAIN OIL RIFLE

7 - FROM MAIN OIL RIFLE

8 - TO CAMSHAFT

9 - TO PISTON COOLING NOZZLE

10 - FROM OIL COOLER

11 - CRANKSHAFT MAIN JOURNAL

12 - ROD JOURNAL

13 - TO ROD BEARING

14 - MAIN OIL RIFLE

Another series of transfer drillings intersecting the main oil rifle supply (14) the valve train components. Oil travels up the drilling, through a hole in the head gasket, and through a drilling in the cylinder head (one per cylinder), where it enters the rocker arm pedestal (3) and is divided between the intake and exhaust rocker arm (1). Oil travels up and around the rocker arm mounting bolt, and lubricates the rocker shaft (2) by cross drillings that intersect the mounting bolt hole. Grooves at both ends of the rocker shaft supply oil through the rocker arm where the oil travels to the push rod and socket balls.

DIAGNOSIS AND TESTING

ENGINE OIL PRESSURE

1. Remove the 1/8 NPT plug from the top of the oil filter housing.
2. Install Oil Pressure Line and Gauge Tool C-3292A with a suitable adapter.
3. Start engine and warm to operating temperature.
4. Record engine oil pressure and compare with engine oil pressure chart.

CAUTION: If engine oil pressure is zero at idle, DO NOT RUN THE ENGINE.

ENGINE OIL PRESSURE

Engine Oil Pressure (MIN)	
At Idle	68.9 kPa (10 psi)
At 2500 RPM	206.9 kPa (30 psi)

If minimum engine oil pressure is below these ranges, see **ENGINE OIL PRESSURE**.

5. Remove oil pressure gauge and install the 1/8 NPT plug.

COOLER AND LINES, OIL

Removal

REMOVAL

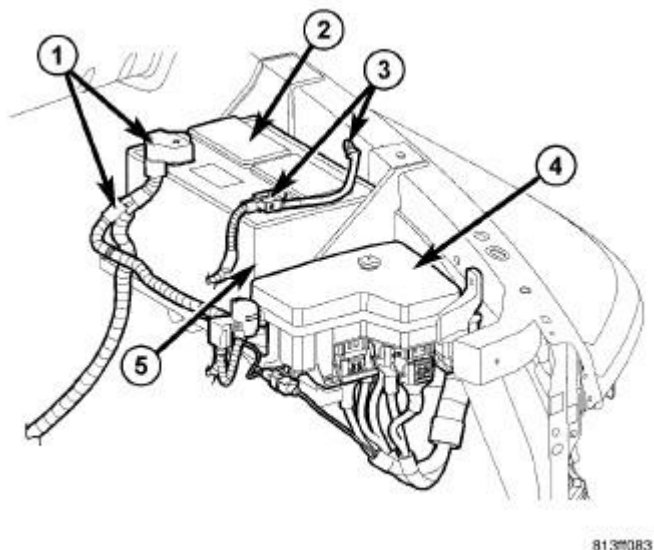


Fig. 258: Battery Cables

Courtesy of CHRYSLER LLC

1. Disconnect both negative battery cables.
2. Drain the coolant. Refer to **Cooling - Standard Procedure**.

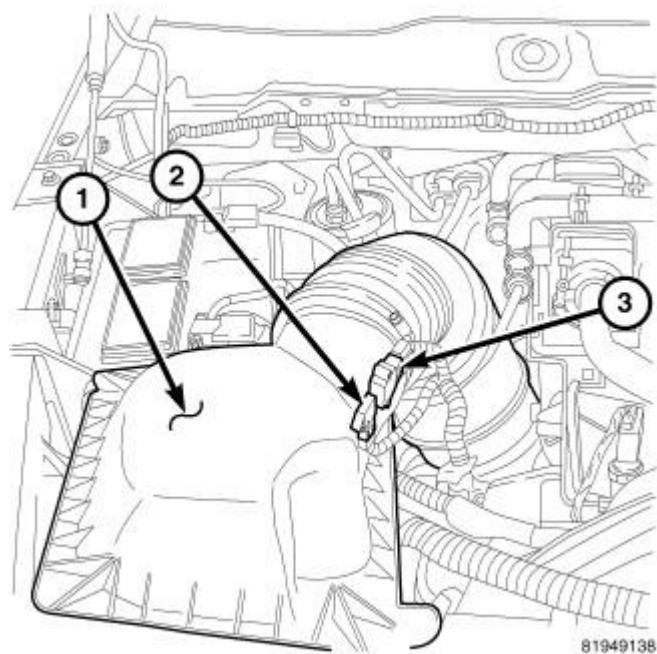


Fig. 259: HOUSING - AIR CLEANER

Courtesy of CHRYSLER LLC

3. Remove air cleaner assembly. See **Engine/Air Intake System/BODY, Air Cleaner - Removal**.

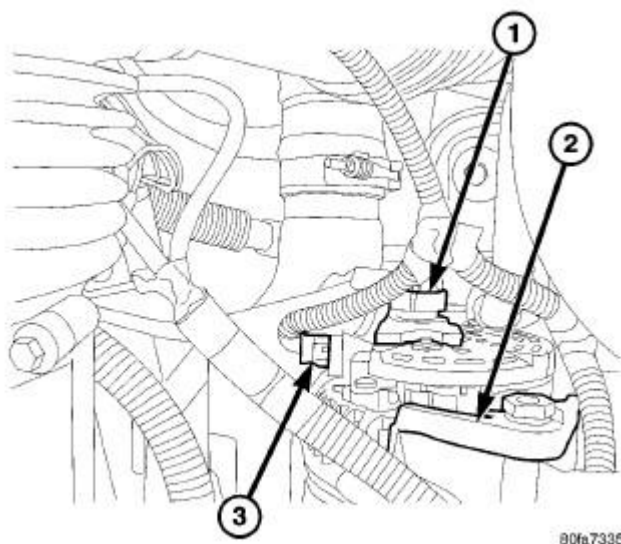


Fig. 260: DIESEL GENERATOR CONNECTORS

Courtesy of CHRYSLER LLC

- | |
|--------------------------|
| 1 - B+ CONNECTOR |
| 2 - GENERATOR |
| 3 - FIELD WIRE CONNECTOR |

4. Remove the generator. Refer to **Electrical/Charging/GENERATOR - Removal**.

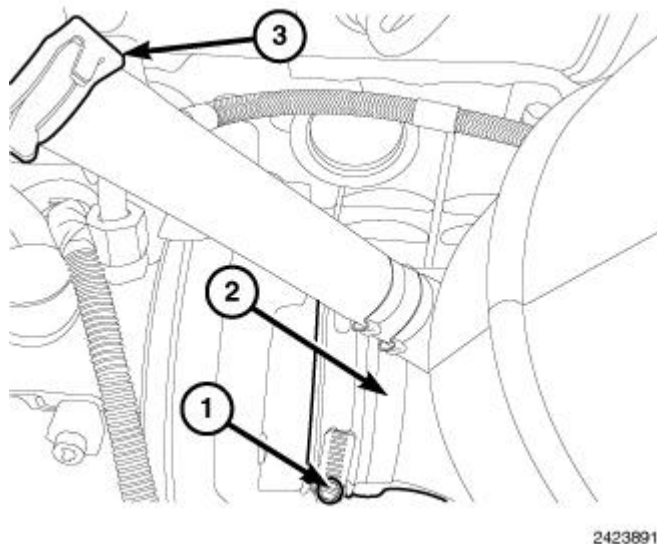


Fig. 261: Breather Hose & Turbocharger Outlet Tube

Courtesy of CHRYSLER LLC

5. Disconnect the breather hose (3).
6. Loosen the clamp (1) and remove the outlet tube (2) from the turbocharger.

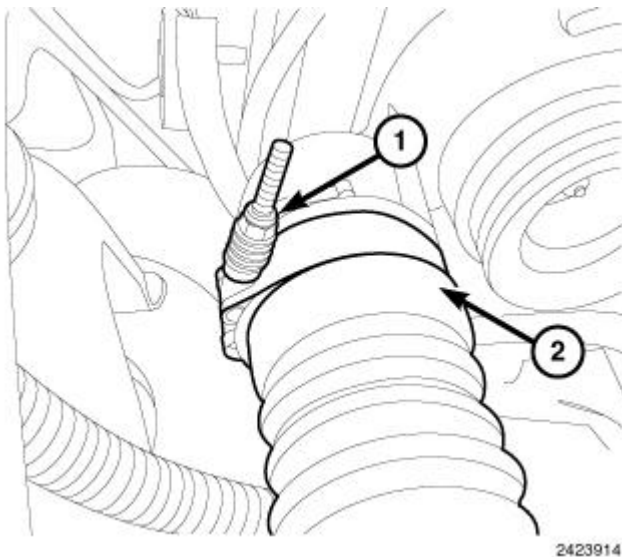


Fig. 262: Charge Air Inlet Tube & Clamp
Courtesy of CHRYSLER LLC

7. Loosen clamp and disconnect the charge air inlet tube (4) from the turbocharger.

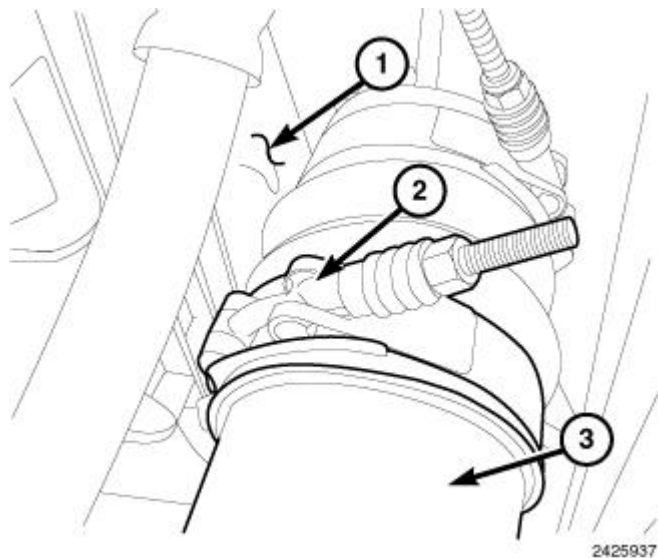
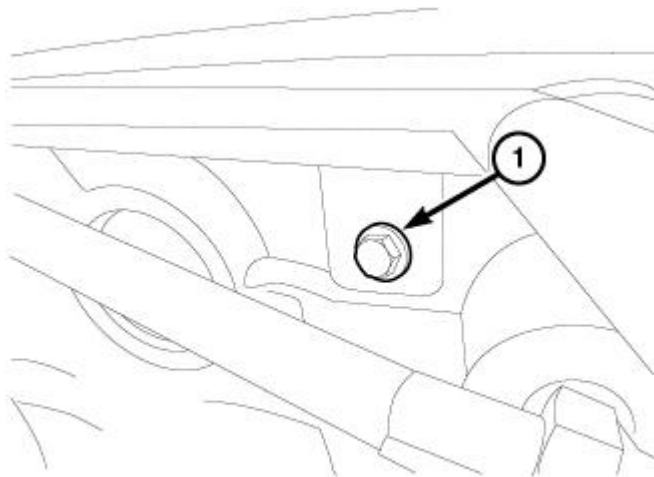


Fig. 263: Identifying Charge Air Cooler (CAC), Clamp & Charge Inlet Tube
Courtesy of CHRYSLER LLC

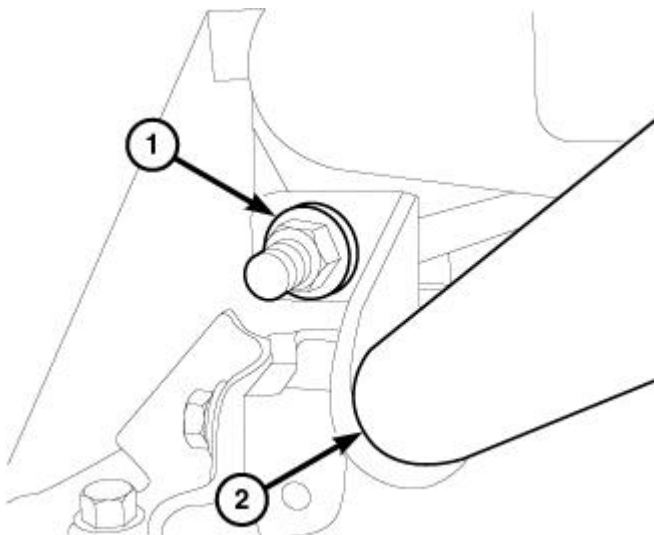
8. Loosen the clamp (2), disconnect the charge inlet tube (3) from Charge Air Cooler (CAC) (1) and remove charge inlet tube (3).



2423193

Fig. 264: Coolant Outlet Tube Bracket Bolt
Courtesy of CHRYSLER LLC

9. Remove the coolant outlet tube bracket bolt (1).



2423202

Fig. 265: Coolant Outlet Tube Bracket Nut
Courtesy of CHRYSLER LLC

10. Remove the coolant outlet tube bracket nut (1).

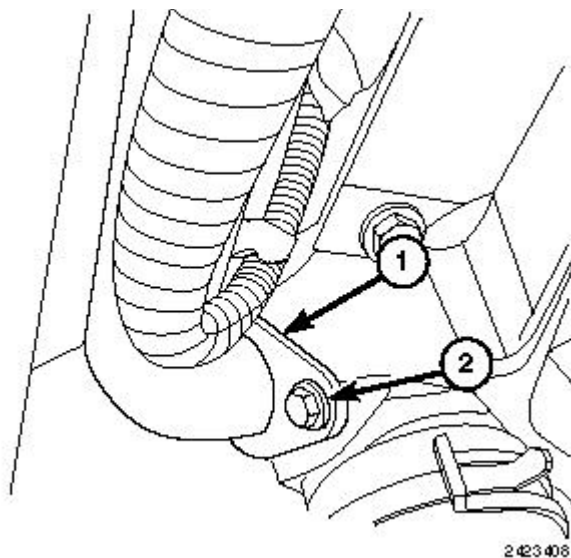


Fig. 266: Coolant Tube Bolt
Courtesy of CHRYSLER LLC

11. Remove the front coolant tube bolt (2).

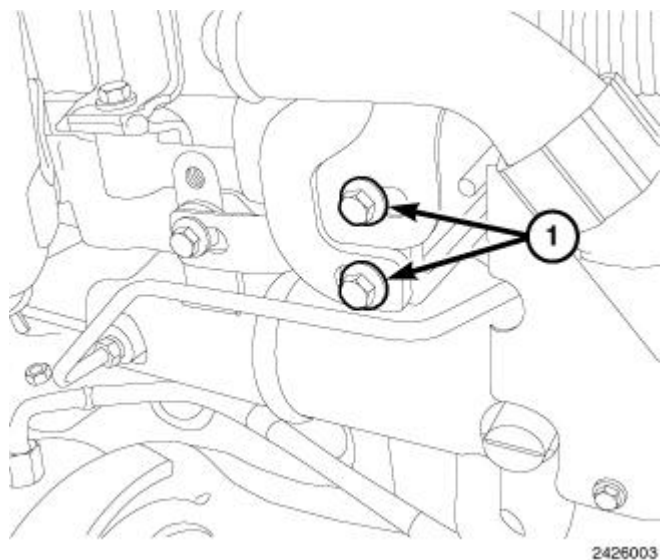


Fig. 267: Bracket Bolts
Courtesy of CHRYSLER LLC

12. Remove the two bracket bolts.

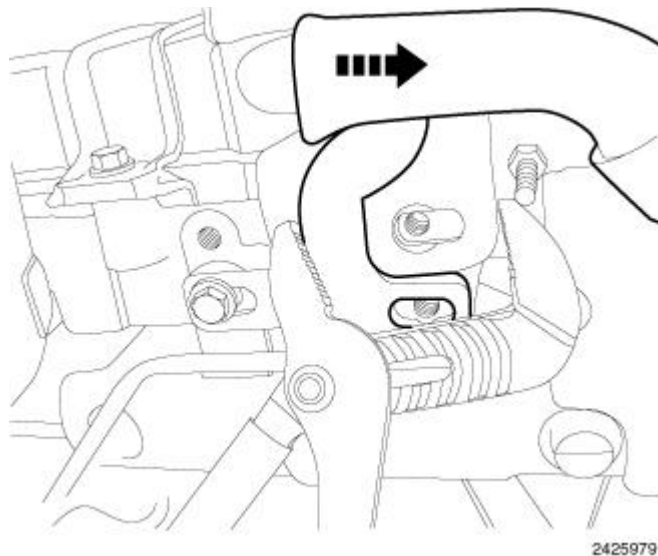


Fig. 268: Using Channel Lock Pliers To Separate Top Connection Of Front Coolant Tube From EGR Cooler

Courtesy of CHRYSLER LLC

13. Using a suitable pair of channel lock pliers, separate the top connection of the front coolant tube from the EGR cooler.

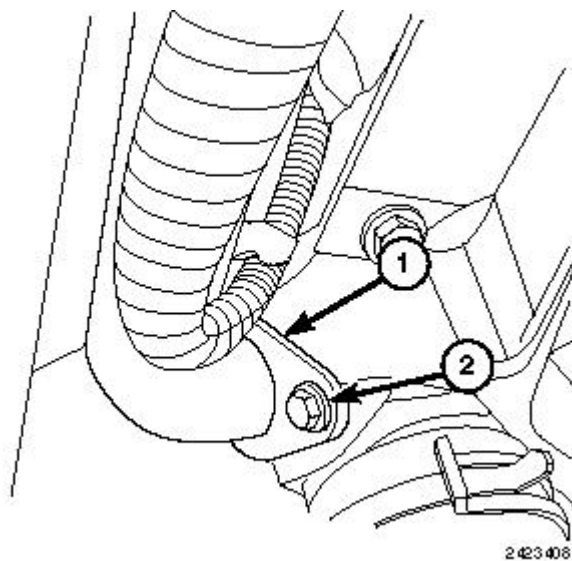


Fig. 269: Coolant Tube Bolt

Courtesy of CHRYSLER LLC

14. Disconnect the front coolant tube (1) from lower the radiator port and remove the front coolant outlet tube (1).

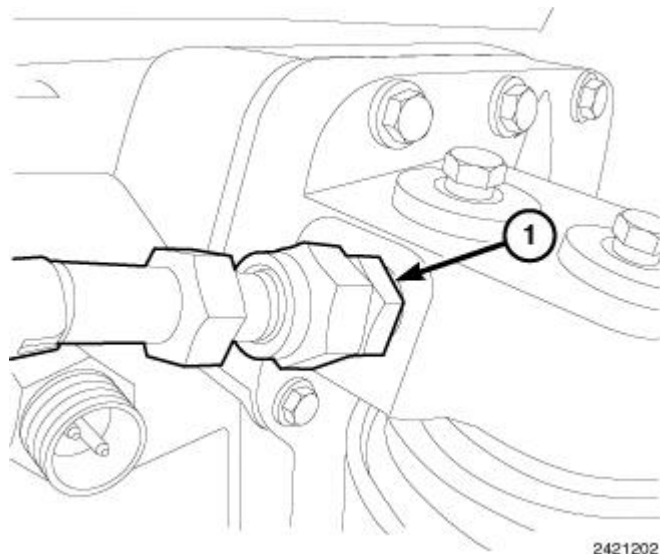


Fig. 270: Identifying Turbocharger Oil Supply Line At Oil Cooler Housing
Courtesy of CHRYSLER LLC

15. Remove the turbocharger oil supply line from oil cooler housing.

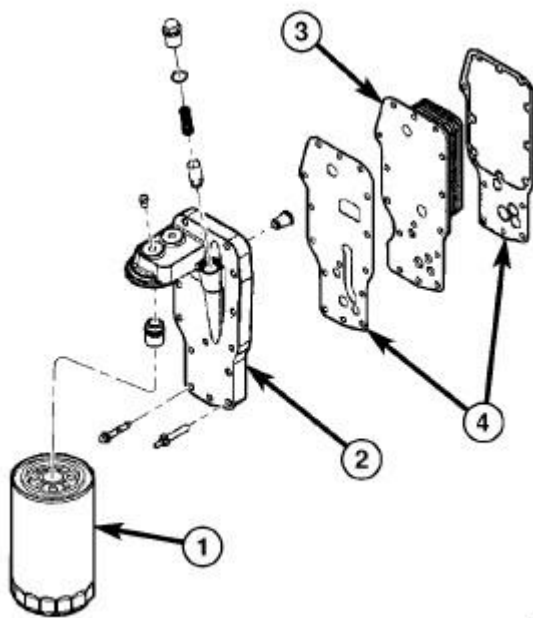


Fig. 271: OIL FILTER AND COOLER
Courtesy of CHRYSLER LLC

16. Remove the oil filter. See **Engine/Lubrication/FILTER, Engine Oil - Removal**.
17. Remove and remove the 14 oil cooler cap screws and remove oil cooler housing and oil cooler from engine block.

Cleaning**CLEANING AND INSPECTION**

Clean the sealing surfaces.

Apply 483 kPa (70 psi) air pressure to the element to check for leaks. If the element leaks, replace the element.

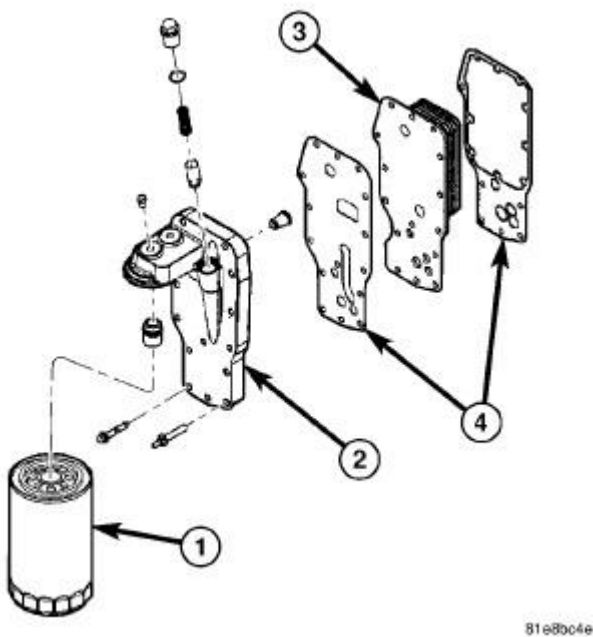
Installation**INSTALLATION**

Fig. 272: OIL FILTER AND COOLER

Courtesy of CHRYSLER LLC

1. Clean block surface, oil cooler, and oil cooler housing of debris, dirt and remaining gasket material.

NOTE: Depending on the revision of oil cooler, mounting gaskets will differ. Make sure the gaskets line up with the oil cooler element and housing correctly. Failure to use correct gaskets will result in severe engine damage.

2. Using new gaskets (4) install the oil cooler (3) and the oil cooler housing (2) to engine block. Tighten the 14 capscrews in a crisscross pattern to 24 N.m (18 ft. lbs.).
3. Install the new oil filter. See **Engine/Lubrication/FILTER, Engine Oil - Installation**

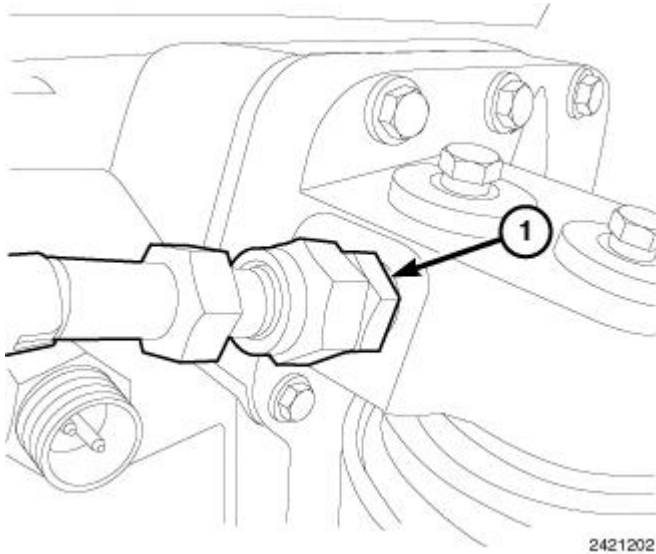


Fig. 273: Identifying Turbocharger Oil Supply Line At Oil Cooler Housing
Courtesy of CHRYSLER LLC

4. Install the turbocharger oil supply line to the oil cooler housing. Tighten to 36 N.m (27 ft. lbs.).

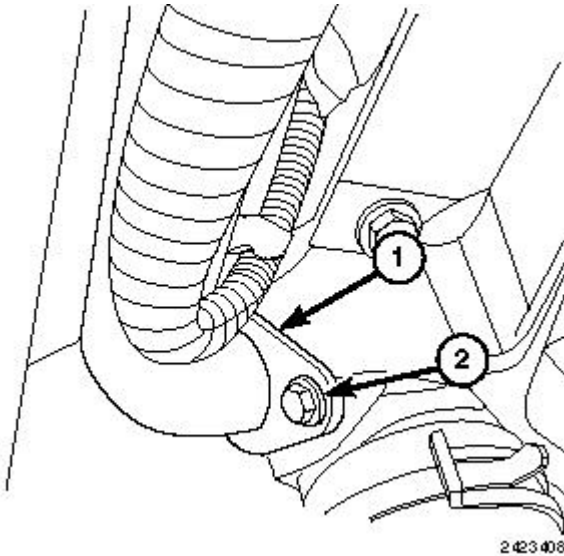


Fig. 274: Coolant Tube Bolt
Courtesy of CHRYSLER LLC

NOTE: Lubricate the new O-ring with a soap-water solution.

5. Using a new O-ring, install the coolant outlet tube.
6. Using a new O-ring, position the front coolant tube (1) back and install into the engine block lower radiator hose port. Install the bolt but do not tighten it at this time.

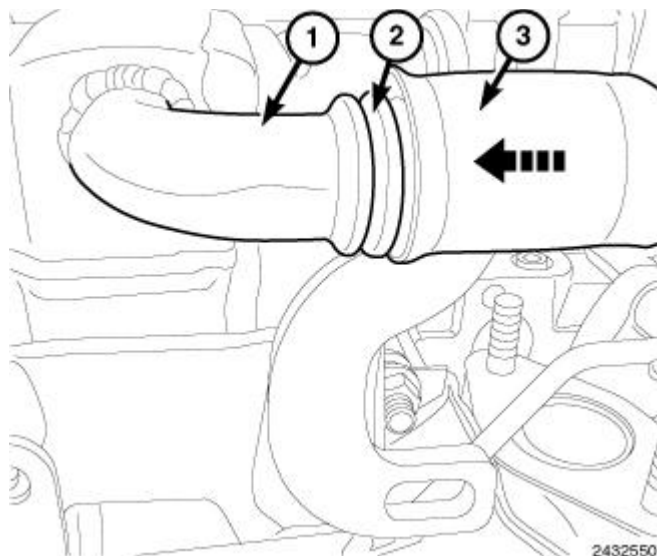


Fig. 275: Identifying EGR Cooler, O-ring & Forward Coolant Tube
Courtesy of CHRYSLER LLC

NOTE: Lubricate the new O-rings with a soapy water solution.

7. Using a new O-ring (2), install forward coolant tube (3) to EGR cooler (1).

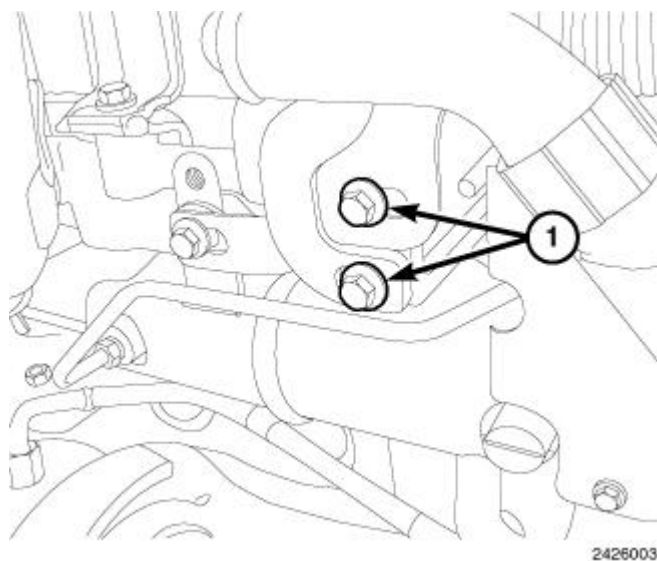


Fig. 276: Bracket Bolts
Courtesy of CHRYSLER LLC

8. Install the two bracket bolts. Tighten bolts to 10 Nm (89 in. lbs.).

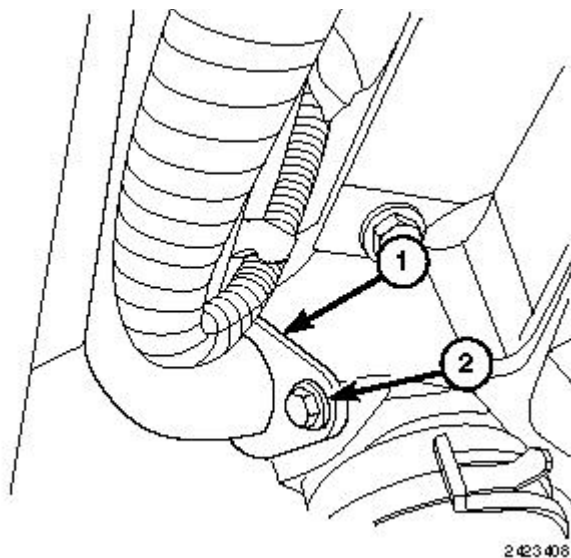


Fig. 277: Coolant Tube Bolt
Courtesy of CHRYSLER LLC

9. Tighten the front coolant tube bolt (2) to 10 N.m (89 in. lbs.).

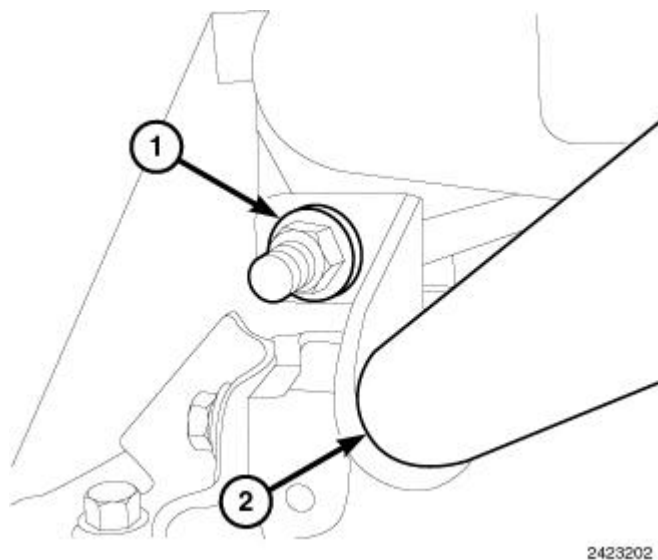
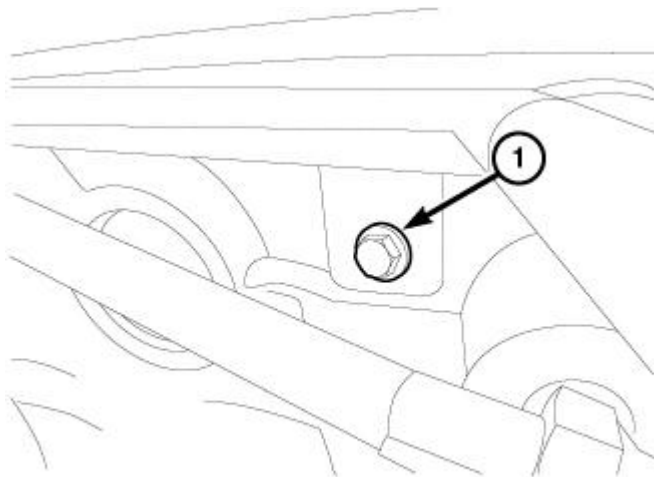


Fig. 278: Coolant Outlet Tube Bracket Nut
Courtesy of CHRYSLER LLC

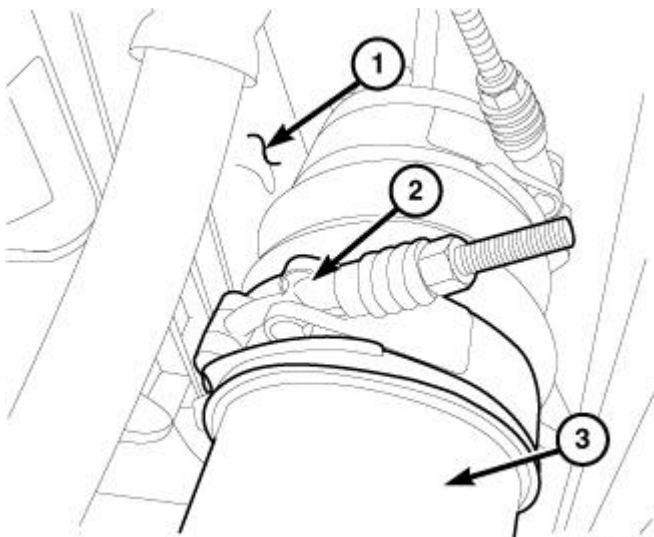
10. Install the coolant outlet tube bracket nut (1). Tighten to 24 N.m (18 ft. lbs.).



2423193

Fig. 279: Coolant Outlet Tube Bracket Bolt
Courtesy of CHRYSLER LLC

11. Install the coolant outlet tube bracket bolt (1). Tighten bolt to 10 N.m (89 in. lbs.).



2425937

Fig. 280: Identifying Charge Air Cooler (CAC), Clamp & Charge Inlet Tube
Courtesy of CHRYSLER LLC

12. Install charge inlet tube (3) to the Charge Air Cooler (CAC) (1). Tighten the clamp (2) to 11 N.m (95 in. lbs.).

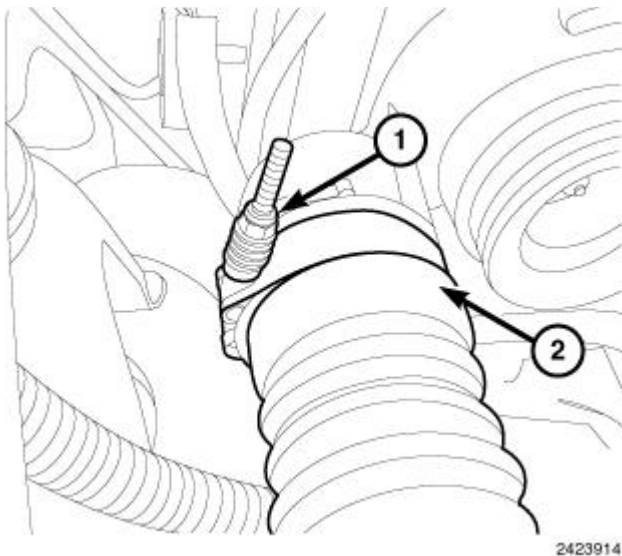


Fig. 281: Charge Air Inlet Tube & Clamp
Courtesy of CHRYSLER LLC

13. Connect the charge air inlet tube (2) to the turbocharger. Tighten the clamp (2) to 11 N.m (95 in. lbs.).

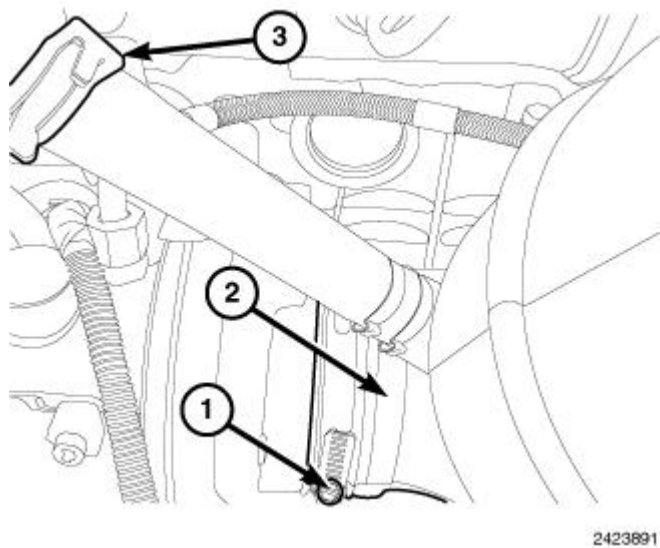


Fig. 282: Breather Hose & Turbocharger Outlet Tube
Courtesy of CHRYSLER LLC

14. Install the outlet tube (2) to the turbocharger. Tighten the clamp (1) to 11 N.m (95 in. lbs.).
15. Connect the breather hose (3).

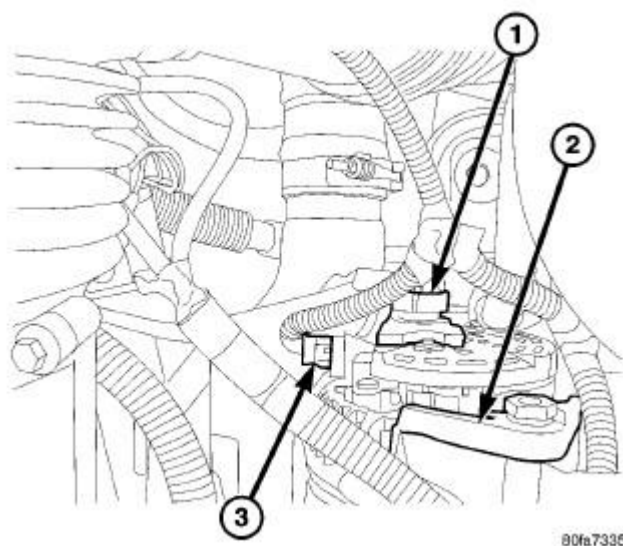


Fig. 283: DIESEL GENERATOR CONNECTORS
Courtesy of CHRYSLER LLC

- | |
|---|
| 1 - B+ CONNECTOR
2 - GENERATOR
3 - FIELD WIRE CONNECTOR |
|---|

16. Install the generator. Refer to **Electrical/Charging/GENERATOR - Installation** .

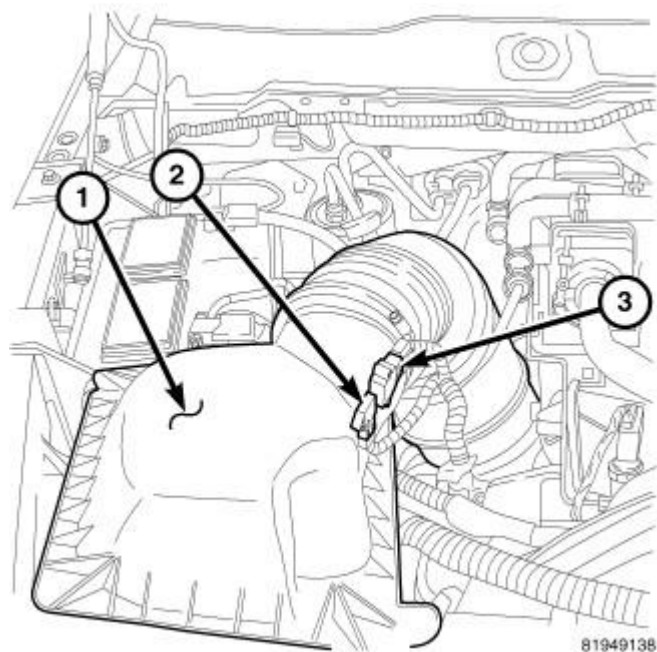


Fig. 284: HOUSING - AIR CLEANER
Courtesy of CHRYSLER LLC

17. Install the Air Filter housing. See **Engine/Air Intake System/BODY, Air Cleaner - Installation**.

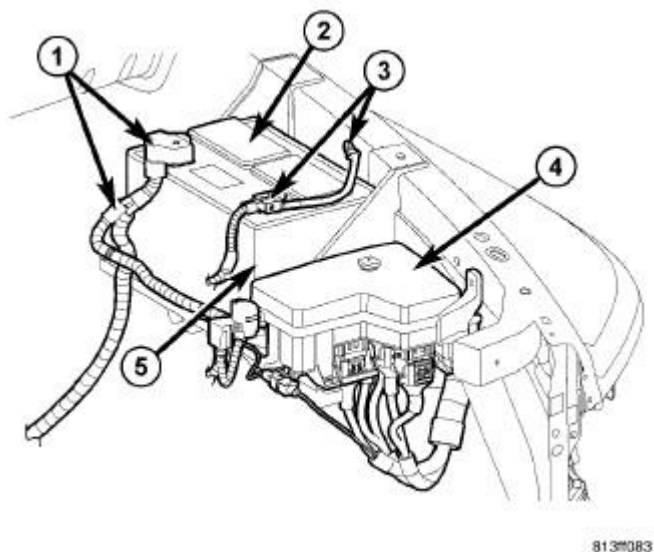


Fig. 285: Battery Cables

Courtesy of CHRYSLER LLC

18. Fill Engine with coolant. Refer to **Cooling - Standard Procedure** .
19. Connect both negative battery cables.
20. Start engine and check for leaks.

FILTER, ENGINE OIL

Removal

REMOVAL

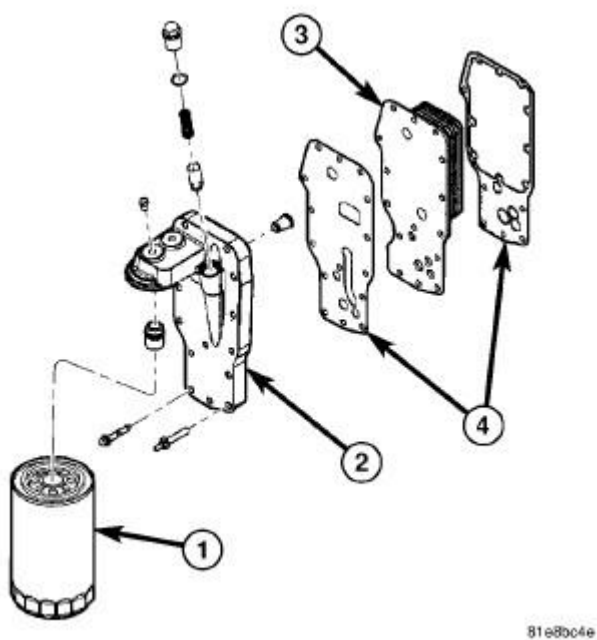


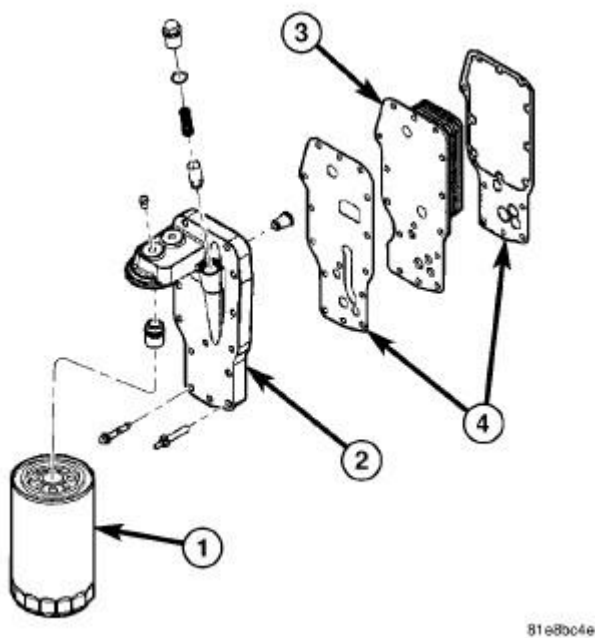
Fig. 286: OIL FILTER AND COOLER

Courtesy of CHRYSLER LLC

1. Clean the area around the oil filter head. Remove the filter from below using a cap-style filter wrench.
2. Clean the gasket surface of the filter head. The filter canister O-Ring seal can stick on the filter head. Make sure it is removed.

Installation

INSTALLATION



Courtesy of CHRYSLER LLC

2. Apply a light film of lubricating oil to the sealing surface before installing the filter.

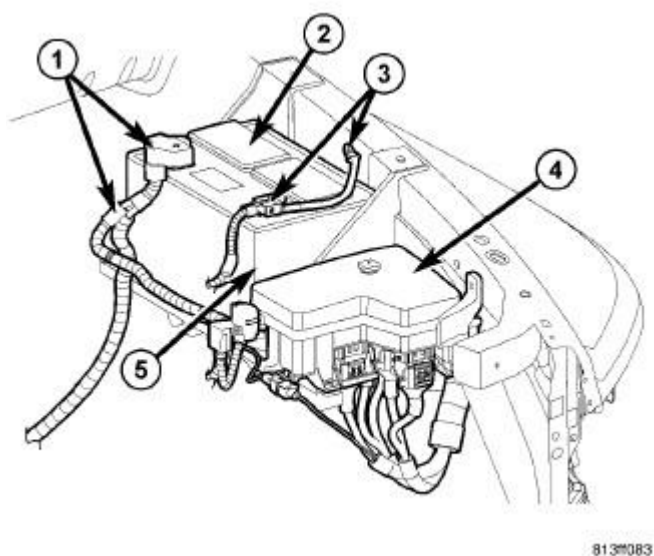
CAUTION: Mechanical over-tightening may distort the threads or damage the filter element seal.

3. Install the filter until it contacts the sealing surface of the oil filter adapter. Tighten filter an additional 1/2 turn.

GASKET, OIL PAN

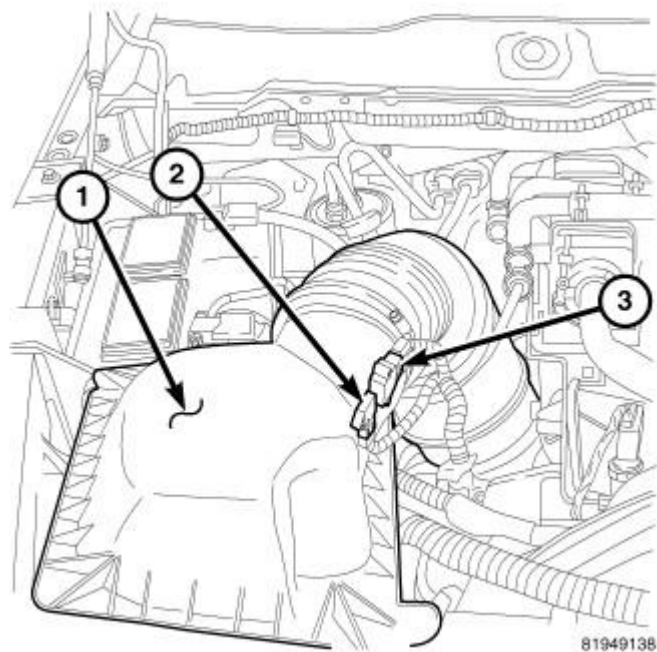
Removal

REMOVAL

**Fig. 288: Battery Cables**

Courtesy of CHRYSLER LLC

1. Disconnect the battery cables (1, 3). Refer to **Electrical/Battery System/CABLES, Battery - Removal**.

**Fig. 289: HOUSING - AIR CLEANER**

Courtesy of CHRYSLER LLC

2. Remove the intake air assembly.
3. Remove the inner radiator shroud retaining bolts.
4. Remove the inner radiator shroud.
5. Raise and support the vehicle.

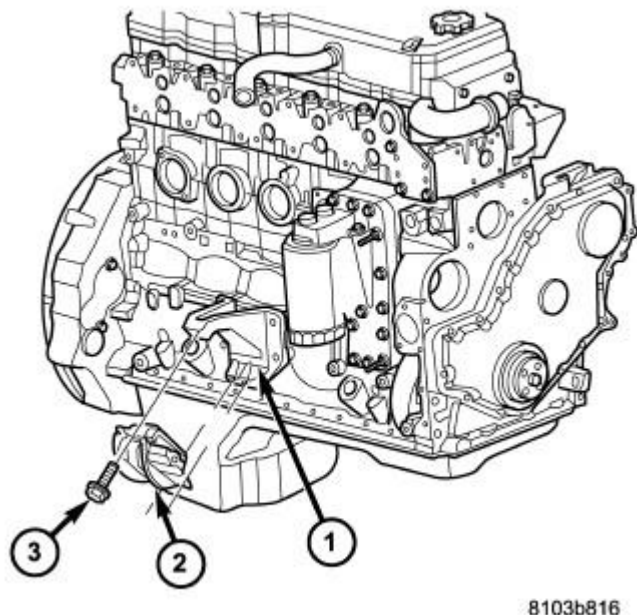
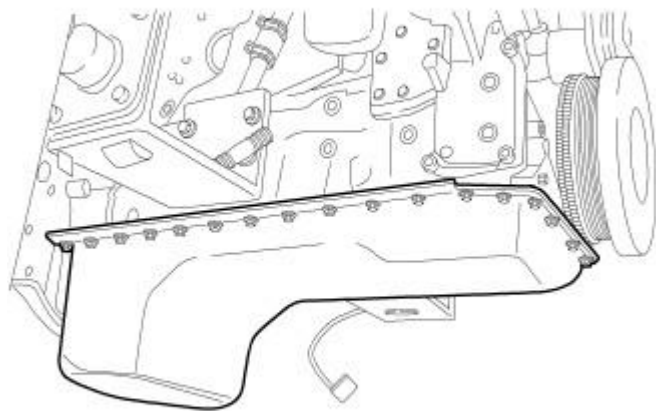


Fig. 290: RH Insulator
Courtesy of CHRYSLER LLC

1 - Mount 2 - Insulator 3 - Bolt
--

6. Remove the front suspension track bar. Refer to **Front Suspension/Front/TRACK BAR, Front - Removal** .
7. Remove the right and left engine mount through bolt. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Removal**.
8. Remove the steering gear retaining bolts. Refer to **Steering/Gear - Installation** .



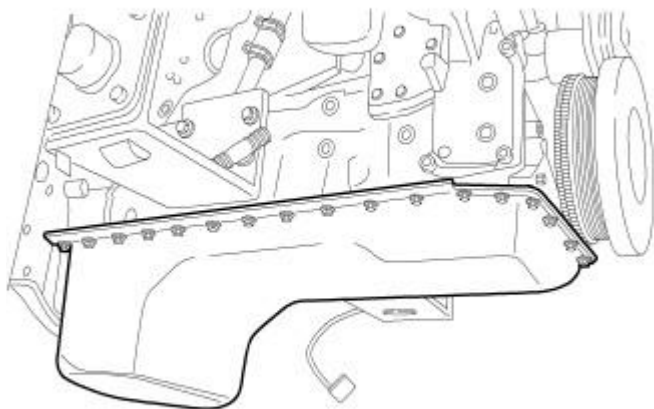
81edad3d

Fig. 291: Identifying Oil Pan
Courtesy of CHRYSLER LLC

9. Drain the engine oil.
10. Lower the vehicle.
11. Install the engine lift fixture.
12. Use the engine lift fixture to raise the engine.
13. Raise the vehicle on the hoist.
14. Remove the oil pan retaining bolts.
15. Lower the oil pan enough to allow the removal of the oil pan gasket.
16. Remove the oil pan gasket.

Installation

INSTALLATION



81edad3d

Fig. 292: Identifying Oil Pan
Courtesy of CHRYSLER LLC

1. Clean the oil pan gasket surfaces to be sure the surfaces are free of debris and oil.
2. Install a new oil pan gasket.
3. Install the oil pan bolts in a cross pattern. See **Engine/Lubrication/PAN, Oil - Installation**.
4. Install the steering gear retaining bolts. Refer to **Steering/Gear - Installation**.
5. Lower the vehicle.
6. Lower the engine into the mounts.
7. Remove the engine lift fixture.
8. Fill the engine with oil.
9. Raise and support the vehicle.

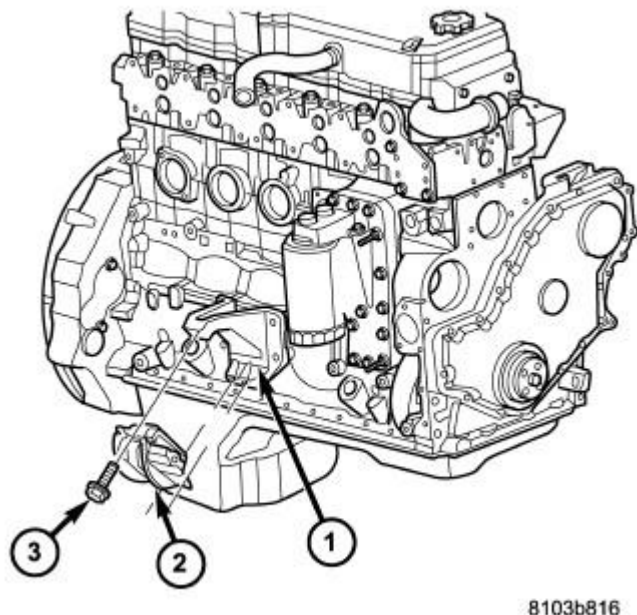
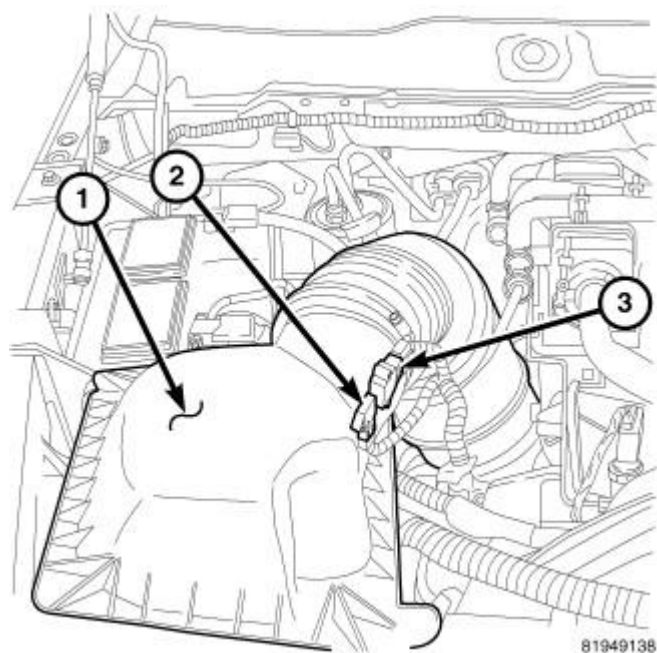


Fig. 293: RH Insulator
Courtesy of CHRYSLER LLC

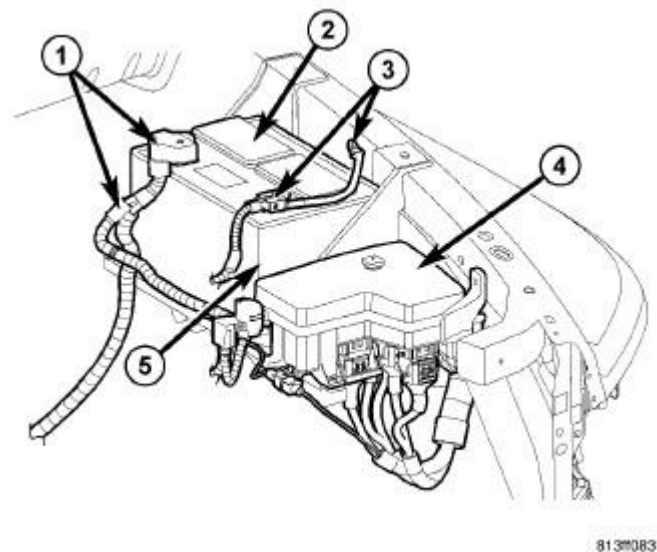
- | |
|--|
| 1 - Mount
2 - Insulator
3 - Bolt |
|--|

10. Install the left and right engine mount through bolt. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Installation**.
11. Install the front suspension track bar. Refer to **Front Suspension/Front/TRACK BAR, Front - Installation**.
12. Lower the vehicle.
13. Install the radiator shroud.
14. Install the radiator shroud bolts.

**Fig. 294: HOUSING - AIR CLEANER**

Courtesy of CHRYSLER LLC

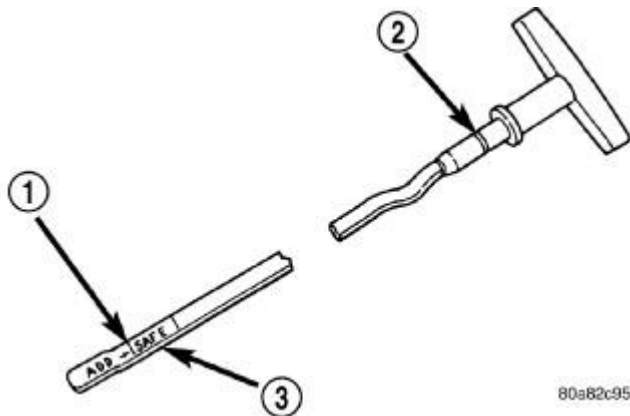
15. Install the intake air assembly. See **Engine/Air Intake System/BODY, Air Cleaner - Installation**.

**Fig. 295: Battery Cables**

Courtesy of CHRYSLER LLC

16. Connect the battery cables (1, 3). Refer to **Electrical/Battery System/CABLES, Battery - Installation**.

OIL

Standard Procedure**ENGINE OIL LEVEL****Fig. 296: Oil Level Indicator (Dipstick)**

Courtesy of CHRYSLER LLC

- | |
|--|
| 1 - ADD OIL MARK
2 - O-RING
3 - SAFE RANGE |
|--|

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

To ensure proper lubrication of an engine, the engine oil must be maintained at an acceptable level. The acceptable oil level is in the SAFE RANGE (3) on the engine oil dipstick.

NOTE: **Note:** The best time to check the engine oil level is after the engine is at operating temperature and has been turned off (not running) for 30 minutes.

1. Position vehicle on level surface.
2. With engine OFF, allow approximately 30 minutes for oil to settle to bottom of crankcase, remove engine oil dipstick.
3. Wipe dipstick clean.
4. Replace dipstick and verify it is seated in the tube.
5. Remove dipstick, with handle held above the tip, take oil level reading.
6. Add oil only if level is below the SAFE RANGE area on the dipstick.
7. Replace dipstick.

ENGINE OIL SERVICE

WARNING: Hot oil can cause personal injury.

NOTE: **Change engine oil and filter at intervals specified in the owner's manual.**

1. Operate the engine until the water temperature reaches 60°C (140°F). Shut the engine off.
2. Use a container that can hold at least 14 liters (15 quarts) to hold the used oil. Remove the oil drain plug and drain the used engine oil into the container.
3. Always check the condition of the used oil. This can give you an indication of engine problems that might exist.
 - Thin, black oil indicates fuel dilution.
 - Milky discoloration indicates coolant dilution.
4. Clean the area around the oil filter head. Remove the filter. See **Engine/Lubrication/FILTER, Engine Oil - Removal**.
5. Install new oil filter. See **Engine/Lubrication/FILTER, Engine Oil - Installation**.
6. Clean the drain plug and the sealing surface of the pan. Check the condition of the threads and sealing surface on the oil pan and drain plug.
7. Install the drain plug. Tighten the plug to 50 N.m (37 ft. lbs.).
8. Use only High-Quality Low Ash Multi-Viscosity lubricating oil in the Cummins Turbo Diesel engine. Choose the correct oil for the operating conditions. Refer to **Vehicle Quick Reference/Capacities and Recommended Fluids - Description** .
9. Fill the engine with the correct grade of new oil. Refer to **Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications** .
10. Start the engine and operate it at idle for several minutes. Check for leaks at the filter and drain plug.
11. Stop engine. Wait 30 minutes to allow the oil to drain back to the pan and check the level again.

USED ENGINE OIL DISPOSAL

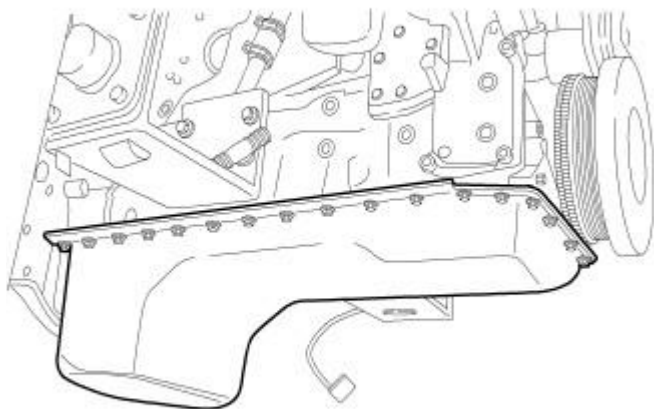
Care should be exercised when disposing of used engine oil after it has been drained from a vehicle's engine.

PAN, OIL

Removal

REMOVAL

4x4



81edad3d

Fig. 297: Identifying Oil Pan
Courtesy of CHRYSLER LLC

1. Disconnect the battery negative cables.
2. Remove the intake air assembly.
3. Remove the radiator shroud retaining bolts.
4. Install engine support fixture No. 8534B.
5. Raise and support the vehicle.

WARNING: HOT OIL CAN CAUSE PERSONAL INJURY.

6. Drain the engine oil. See Engine/Lubrication/OIL - Standard Procedure.

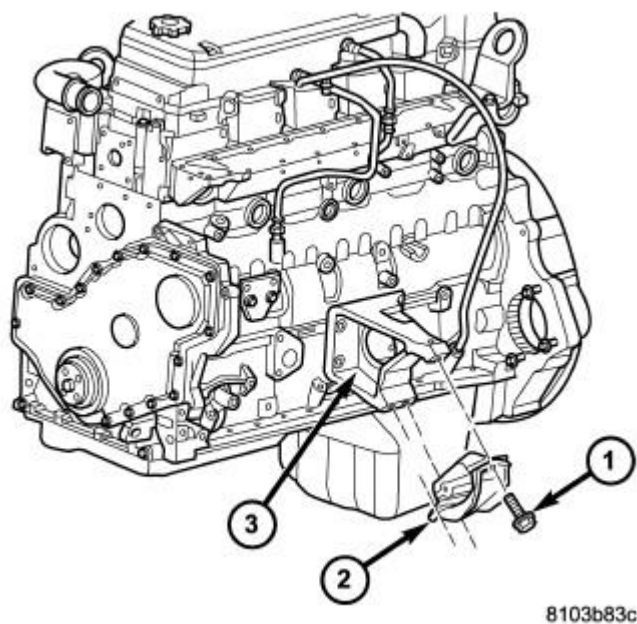


Fig. 298: LH Insulator
Courtesy of CHRYSLER LLC

- | |
|---------------|
| 1 - Bolt |
| 2 - Insulator |
| 3 - Mount |

7. Loosen the front engine mount bolts.
8. Use the engine support fixture No. 8534B to raise engine out of the front mounts.
9. Remove the engine oil dipstick.

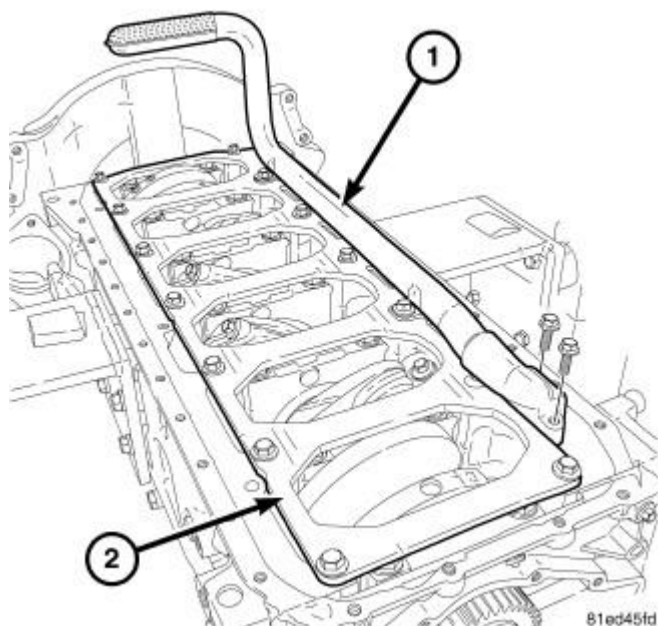


Fig. 299: OIL PICKUP TUBE
Courtesy of CHRYSLER LLC

10. Remove oil pan bolts, break the pan to block seal, and lower pan slightly.
11. Remove oil suction tube bolts and lower the suction tube into oil pan.
12. Remove the 2 bolts from the front of the engine block stiffener.
13. Remove the oil pan.

4x2

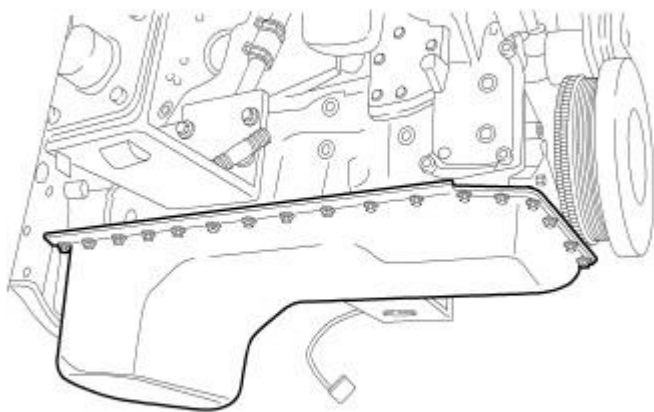
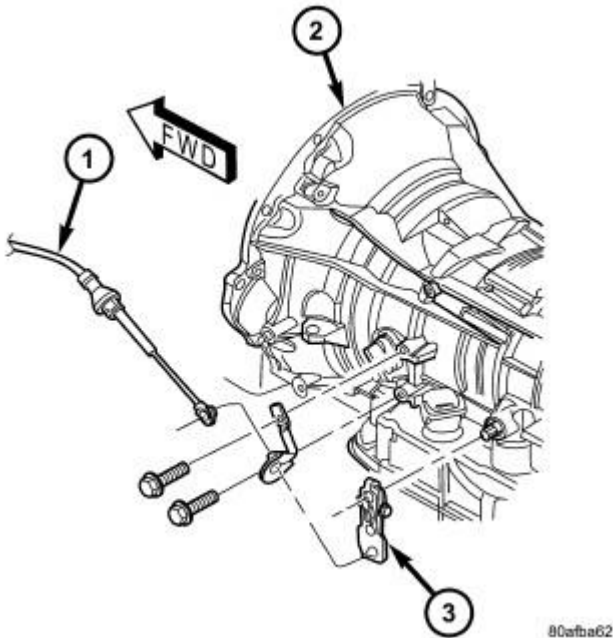


Fig. 300: Identifying Oil Pan

Courtesy of CHRYSLER LLC

1. Remove the negative battery cables.
2. Raise and support the vehicle.
3. Remove the fan and fan shroud. Refer to **Cooling/Engine/FAN, Cooling - Removal** .
4. Remove the starter. Refer to **Electrical/Starting/STARTER - Removal** .

**Fig. 301: Gearshift Cable at Transmission - RFE**

Courtesy of CHRYSLER LLC

- | |
|---|
| 1 - GEARSHIFT CABLE
2 - RFE TRANSMISSION
3 - MANUAL LEVER |
|---|

5. Remove the transmission. Refer to **Transmission and Transfer Case/Automatic - 68RFE - Removal** .
6. Remove the flywheel housing bolts (8).
7. Remove the flex plate bolts (8).
8. Remove the engine oil dip stick.
9. Drain the oil.
10. Remove the steering rack bolts.
11. Remove the oil pan bolts.

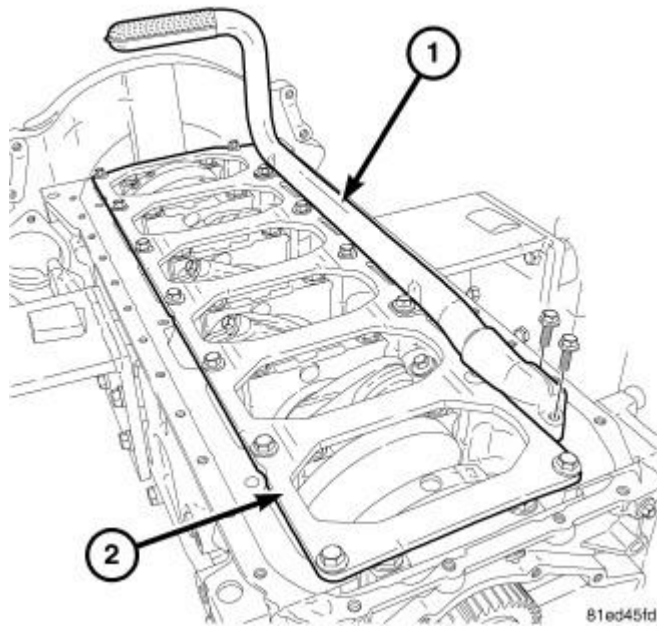


Fig. 302: OIL PICKUP TUBE
Courtesy of CHRYSLER LLC

12. Remove the oil pickup bolts.
13. Remove the oil pan.

Cleaning

CLEANING

Remove all gasket material from the oil pan and cylinder block sealing surfaces. Extra effort may be required around T-joint areas. Clean oil pan and flush suction tube with a suitable solvent.

Inspection

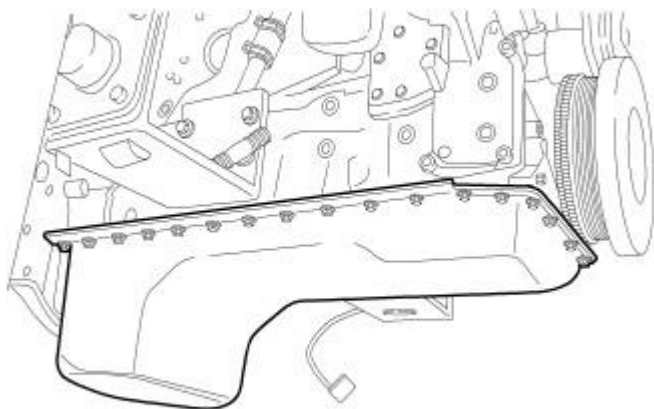
INSPECTION

Inspect the oil pan, suction tube, and tube braces for cracks and damage. Replace any defective component. Inspect the oil drain plug and drain hole threads. Inspect the oil pan sealing surface for straightness. Repair any minor imperfections with a ball-peen hammer. Do not attempt to repair an oil pan by welding.

Installation

INSTALLATION

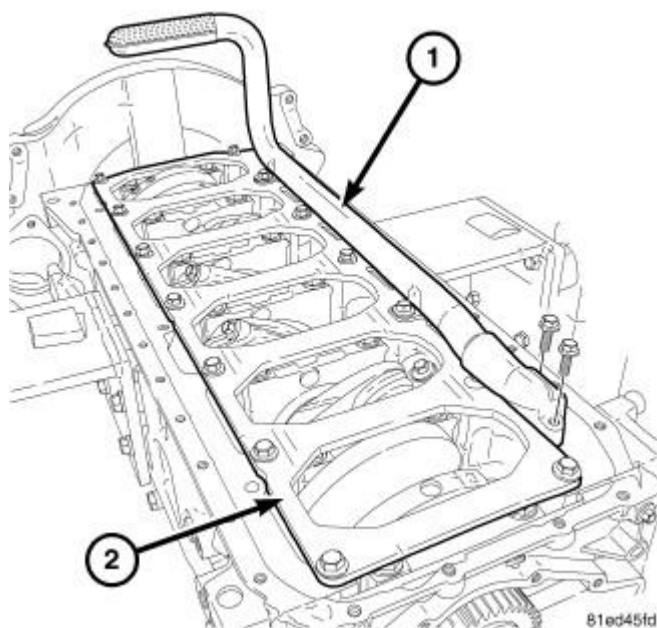
4x4



81edad3d

Fig. 303: Identifying Oil Pan
Courtesy of CHRYSLER LLC

1. Clean the sealing surfaces of the cylinder block and oil pan with a suitable cleaner.
2. Clean the oil pan.
3. Clean the oil pan T-joints.
4. Fill the T-joint between the pan rail/gear housing and pan rail/rear seal retainer with sealant. Use Mopar® Silicone Rubber Adhesive Sealant or equivalent.
5. Position the new oil pan gasket.

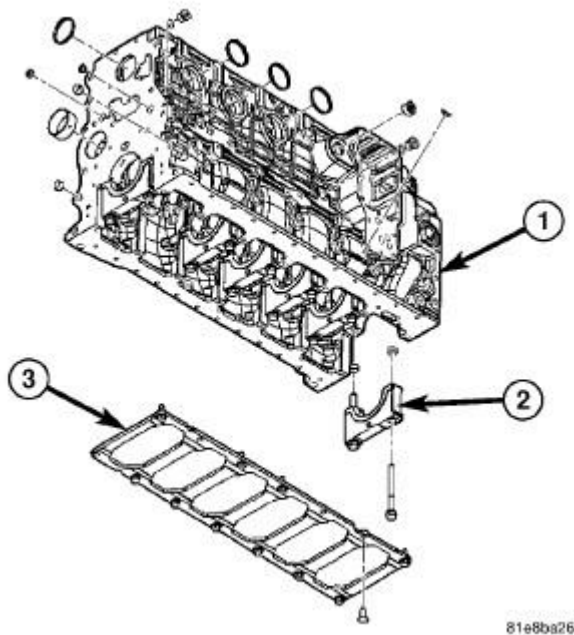


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Fig. 304: OIL PICKUP TUBE

Courtesy of CHRYSLER LLC

6. Place suction tube in oil pan and guide them into place. Using a new tube-to-block gasket, install the suction tube. Tighten the bolts to 24 N.m (18 ft. lbs.).
7. Install the engine block stiffener. Tighten bolts to 43 N.m (32 ft. lbs.).
8. Install the oil pan. Starting from the center and working outward, tighten the oil pan bolts to 28 N.m (21 ft. lbs.).
9. Install the engine oil dipstick.

**Fig. 305: ENGINE BLOCK AND BRACE**

Courtesy of CHRYSLER LLC

10. Install the flywheel to crankshaft adapter. Tighten to 137 N.m (101 ft. lbs.).

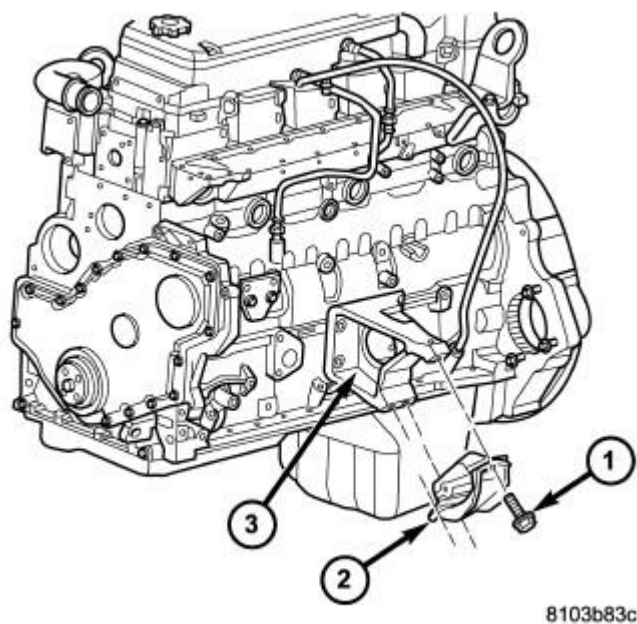


Fig. 306: LH Insulator
Courtesy of CHRYSLER LLC

- | |
|---------------|
| 1 - Bolt |
| 2 - Insulator |
| 3 - Mount |

11. Lower the engine into the motor mounts and tighten the through bolts to 88 N.m (64 ft. lbs.).
12. Remove the engine support fixture No. 8534B.

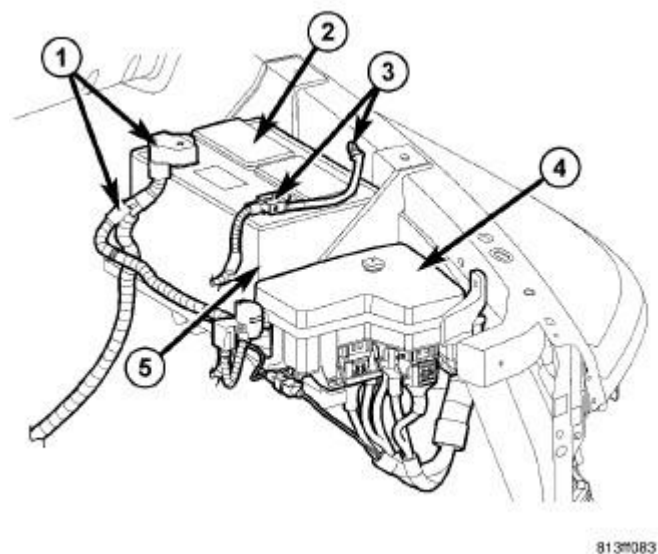


Fig. 307: Battery Cables

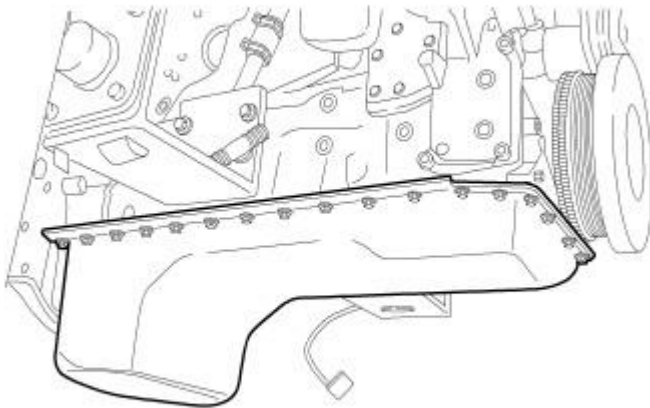
Courtesy of CHRYSLER LLC

13. Connect the negative battery cables.
14. Fill the crankcase with new engine oil.
15. Start engine and check for leaks. Stop engine, check oil level, and adjust, if necessary.

NOTE: Make sure that the fan shroud seal is properly seated in the radiator fan shroud and that it is not out of position causing excessive contact with the radiator coolant tubes.

16. Install the fan and fan shroud. Refer to Cooling/Engine/FAN, Cooling - Installation .

4x2



81edad3d

Fig. 308: Identifying Oil Pan

Courtesy of CHRYSLER LLC

1. Clean the sealing surfaces of the cylinder block and oil pan with a suitable cleaner.
2. Clean the oil pan.
3. Clean the oil pan T-joints.
4. Fill the T-joint between the pan rail/gear housing and pan rail/rear seal retainer with sealant. Use Mopar® Silicone Rubber Adhesive Sealant or equivalent.
5. Position the new oil pan gasket.

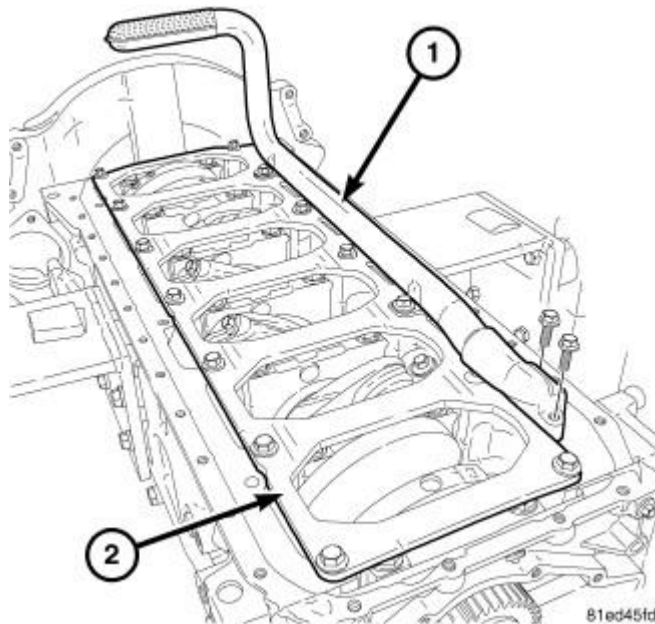


Fig. 309: OIL PICKUP TUBE
Courtesy of CHRYSLER LLC

6. Place suction tube in oil pan and guide them into place. Using a new tube-to-block gasket, install the suction tube bolts. Tighten the bolts to 24 N.m (18 ft. lbs.). Tighten the remaining tube brace bolts to 43 N.m (32 ft. lbs.).
7. Starting in the center and working outward, tighten the oil pan bolts to 28 N.m (21 ft. lbs.).
8. Install the steering rack bolts. Tighten bolts to 251 N.m (185 ft. lbs.).
9. Install the flex plate. Tighten bolts to 137 N.m (101 ft. lbs.).
10. Install the flywheel to crankshaft adapter. Tighten to 137 N.m (101 ft. lbs.).
11. Install the flywheel housing assembly with the starter motor attached and tighten bolts to 77 Nm (57 ft. lbs.).
12. Install transmission. Refer to **Transmission and Transfer Case/Automatic - 68RFE - Installation** .

NOTE: Make sure that the fan shroud seal is properly seated in the radiator fan shroud and that it is not out of position causing excessive contact with the radiator coolant tubes.

13. Install the fan and fan shroud. Refer to **Cooling/Engine/FAN, Cooling - Installation** .

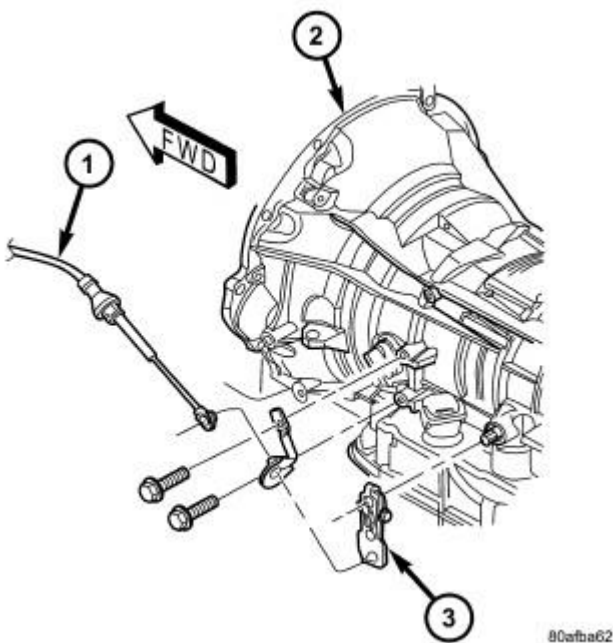


Fig. 310: Gearshift Cable at Transmission - RFE
Courtesy of CHRYSLER LLC

- 1 - GEARSHIFT CABLE
- 2 - RFE TRANSMISSION
- 3 - MANUAL LEVER

14. Install the starter. Refer to **Electrical/Starting/STARTER - Installation** .

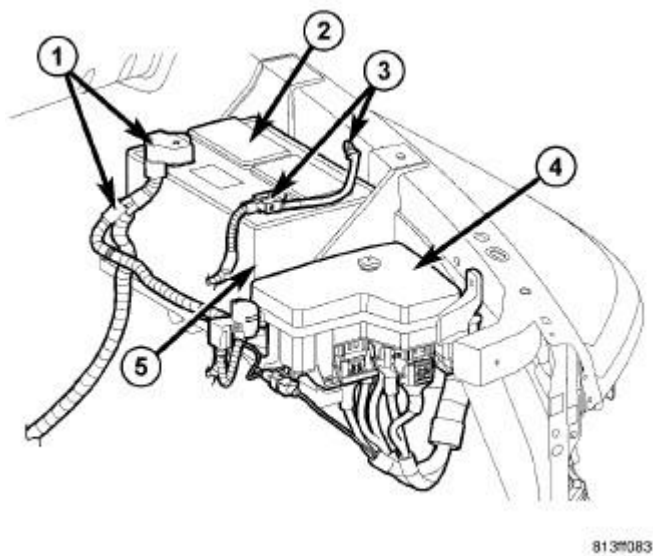


Fig. 311: Battery Cables

Courtesy of CHRYSLER LLC

15. Connect the negative battery cables.

PUMP, ENGINE OIL

Removal

REMOVAL

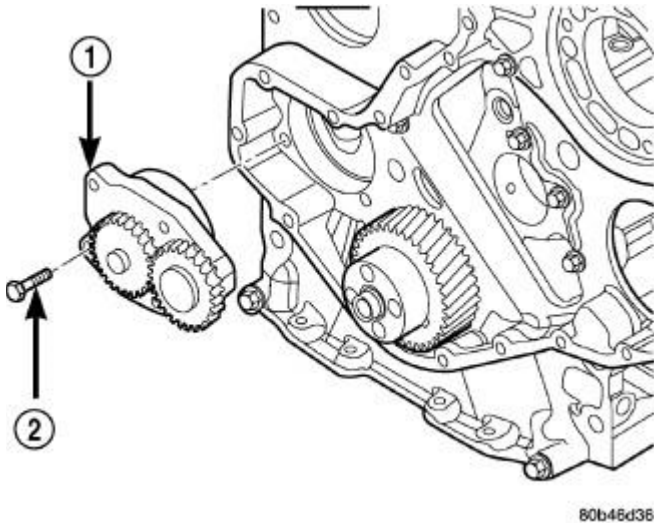


Fig. 312: Oil Pump Removal/Installation
Courtesy of CHRYSLER LLC

1 - OIL PUMP

2 - BOLT (4)

1. Disconnect the battery negative cables.
2. Remove fan/drive assembly. Refer to Cooling/Engine/FAN, Cooling - Removal.
3. Remove the accessory drive belt. Refer to Cooling/Accessory Drive/BELT, Serpentine - Removal.
4. Remove the fan support/hub assembly.
5. Remove crankshaft damper. See Engine/Engine Block/DAMPER, Vibration - Removal.
6. Remove power steering pump.
7. Remove accessory drive belt tensioner.
8. Remove the gear housing cover. See Engine/Valve Timing/COVER(S), Engine Timing - Removal.
9. Remove the four mounting bolts (2) and pull the oil pump (1) from the bore in the cylinder block.

Cleaning

CLEANING

Clean all parts in solvent and dry with compressed air. Clean the old sealer residue from the back of the gear

housing cover and front of the gear housing.

Inspection

INSPECTION

Disassemble and inspect the oil pump as follows:

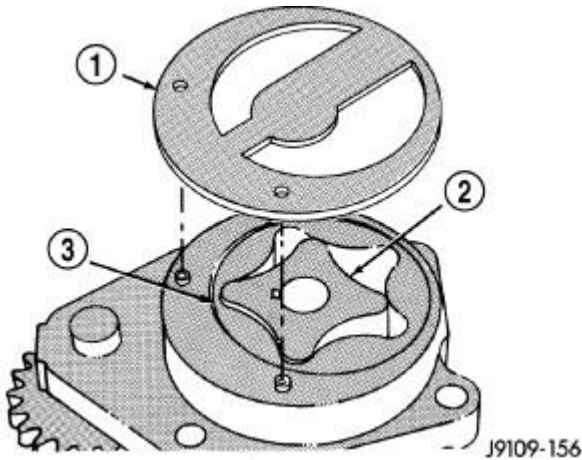


Fig. 313: Gerotor Planetary and Gerotor
Courtesy of CHRYSLER LLC

1 - OIL PUMP BACK PLATE

2 - GEROTOR

3 - GEROTOR PLANETARY

1. Visually inspect the lube pump gears for chips, cracks or excessive wear.
2. Remove the back plate (1).
3. Mark TOP on the gerotor planetary (3) using a felt tip pen.
4. Remove the gerotor planetary (3) inspect for excessive wear or damage. Inspect the pump housing and gerotor drive (2) for damaged and excessive wear.

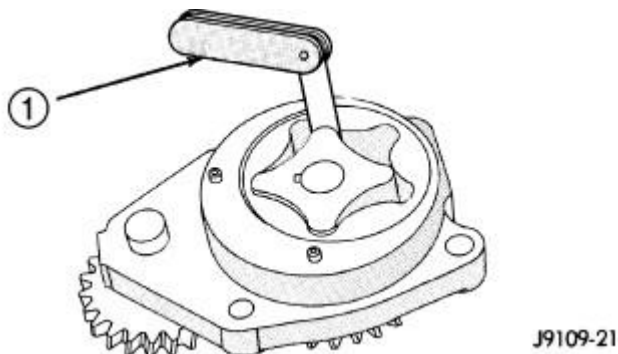


Fig. 314: Measuring Tip Clearance
Courtesy of CHRYSLER LLC

1 - FEELER GAUGE

5. Install the gerotor planetary in the original position.
6. Measure the tip clearance (1). Maximum clearance is 0.178 mm (0.007 inch). If the oil pump is out of limits, replace the pump.

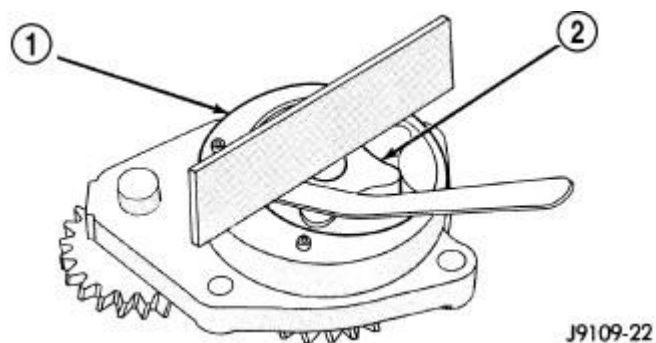


Fig. 315: Measuring Gerotor to Port Plate Clearance
Courtesy of CHRYSLER LLC

1 - PORT PLATE

2 - GEROTOR

7. Measure the clearance of the gerotor drive/gerotor planetary (2) to port plate (1). Maximum clearance is 0.127 mm (0.005 inch). If the oil pump is out of limits, replace the pump.

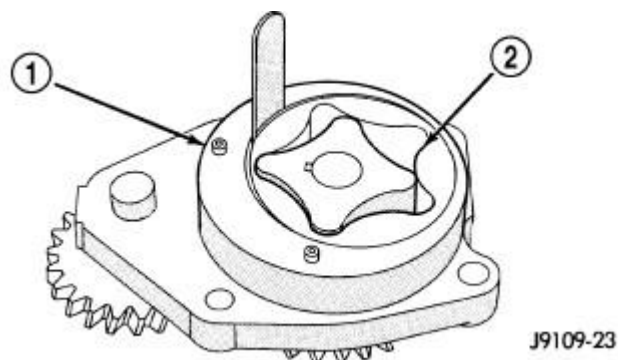


Fig. 316: Measuring Gerotor Planetary to Body Bore Clearance
Courtesy of CHRYSLER LLC

1 - BODY BORE

2 - GEROTOR PLANETARY

8. Measure the clearance of the gerotor planetary to the body bore (1). Maximum clearance is 0.381 mm (0.015 inch). If the oil pump is out of limits, replace the pump.

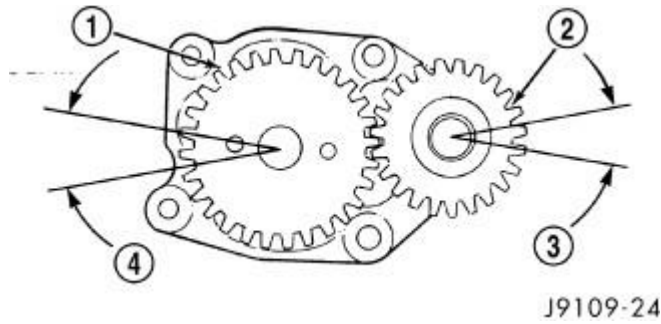


Fig. 317: Measure Gear Backlash
Courtesy of CHRYSLER LLC

1 - OIL PUMP DRIVE GEAR
2 - IDLER GEAR
3 - BACKLASH
4 - BACKLASH

9. Measure the gears backlash (3, 4). The limits of a used pump is 0.15 - 0.25 mm (0.006 - 0.010 inch). If the backlash is out of limits, replace the oil pump.
10. Install the back plate.

Installation

INSTALLATION

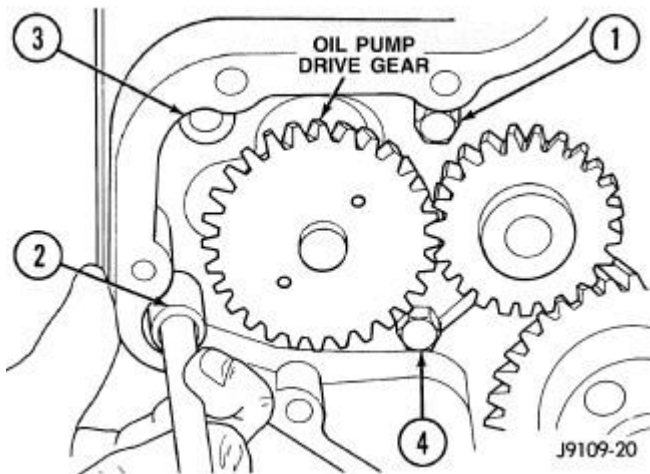


Fig. 318: Oil Pump Mounting Bolt Torque Sequence
Courtesy of CHRYSLER LLC

1. Lubricate the pump with clean engine oil. Filling the pump with clean engine oil during installation will help to prime the pump at engine start up.
2. Install the pump. Verify the idler gear pin is installed in the locating bore in the cylinder block. Tighten the oil pump in 3 steps, in the following sequence.

- Step 1: Push the pump firmly against the cylinder block and install the four (4) bolts finger tight.
- Step 2: Tighten the bolts to 8 N.m (72 in. lbs).
- Step 3: Tighten the bolts to 24 N.m (18 ft. lbs)

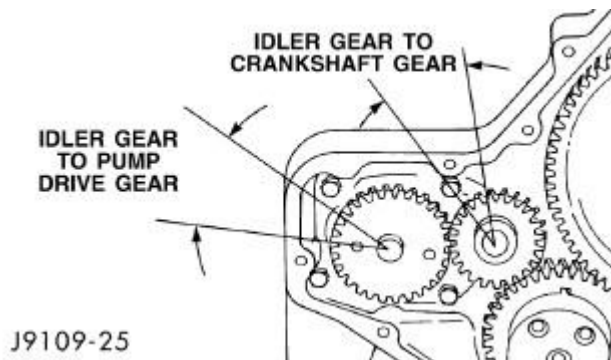


Fig. 319: Idler Gear to Pump Drive Gear and Crankshaft Gear Backlash
Courtesy of CHRYSLER LLC

3. The back plate on the pump seats against the bottom of the bore in the cylinder block. When the pump is correctly installed, the flange on the pump will not touch the cylinder block.
4. Measure the idler gear to pump drive gear backlash and the idler gear to crankshaft gear backlash. The backlash should be 0.15- 0.25 mm (0.006-0.010 inch). If the backlash is out of limits, replace the oil pump.
5. If the adjoining gear moves when you measure the backlash, the reading will be incorrect.
6. Apply a bead of Mopar® Silicone Rubber Adhesive Sealant or equivalent to the gear housing cover sealing surface.
7. Install the gear housing cover. See **Engine/Valve Timing/COVER(S), Engine Timing - Installation**.
8. Install the vibration damper. See **Engine/Engine Block/DAMPER, Vibration - Installation**.
9. Install the fan support/hub assembly. Refer to **Cooling/Engine/FAN, Cooling - Installation**
10. Install power steering pump.
11. Install accessory drive belt tensioner. Tighten bolt to 43 N.m (32 ft. lbs.).
12. Install the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Installation** .
13. Install the cooling fan. Refer to **Cooling/Engine/FAN, Cooling - Installation** .
14. Connect battery negative cables.
15. Start engine and check for oil leaks.

SWITCH, OIL PRESSURE

Removal

REMOVAL

1. Disconnect the battery negative cables.
2. Disconnect the oil pressure switch harness connector.

3. Remove the oil pressure switch from the engine block.

Installation

INSTALLATION

1. Using a new O-ring, install the oil pressure switch. Tighten to 18 N.m (159 in. lbs.).
2. Connect oil pressure switch harness connector.
3. Connect the battery negative cables.
4. Start engine and check for oil leaks at the switch.

VALVE, OIL PRESSURE RELIEF

Removal

REMOVAL

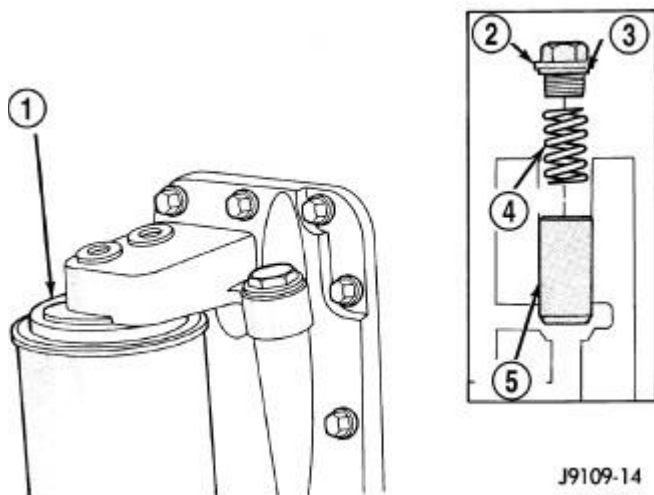


Fig. 320: Oil Pressure Regulator
Courtesy of CHRYSLER LLC

1 - OIL FILTER
2 - PLUG
3 - GASKET
4 - SPRING
5 - VALVE

1. Disconnect the battery negative cables.
2. Remove the threaded plug (2), spring (4) and valve (5). Insert a finger or a seal pick to lift the plunger from the bore.

NOTE: If the plunger is stuck in the bore, it will be necessary to remove the filter

head.

Cleaning

CLEANING

1. Clean the regulator spring and plunger with a suitable solvent and blow dry with compressed air. If the plunger bore requires cleaning, it is necessary to remove the oil filter head to avoid getting debris into the engine.

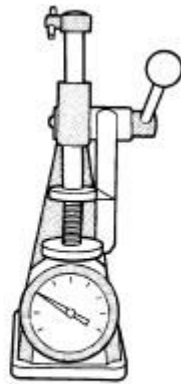
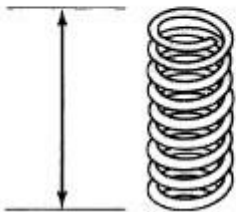
Inspection

INSPECTION

VALVE OPEN

- HEIGHT: 41.25mm (1.62 inch)
- LOAD: 126 N (28.4 lb)

FREE LENGTH: 66mm (2.6 inch)



J9509-161

Fig. 321: Oil Pressure Regulator Spring Check

Courtesy of CHRYSLER LLC

Inspect the plunger and plunger bore for cracks and excessive wear. Polished surfaces are acceptable. Verify that the plunger moves freely in the bore.

Check the spring for height and load limitations. Replace the spring if out of limits shown in the figure.

Installation

INSTALLATION

1. Install the plunger, spring, and plug as shown in illustration . Tighten the plug to 80 N.m (59 ft. lbs.).
2. Connect the battery negative cables.
3. Start the engine and verify that it has oil pressure.

MANIFOLDS

MANIFOLD, EXHAUST

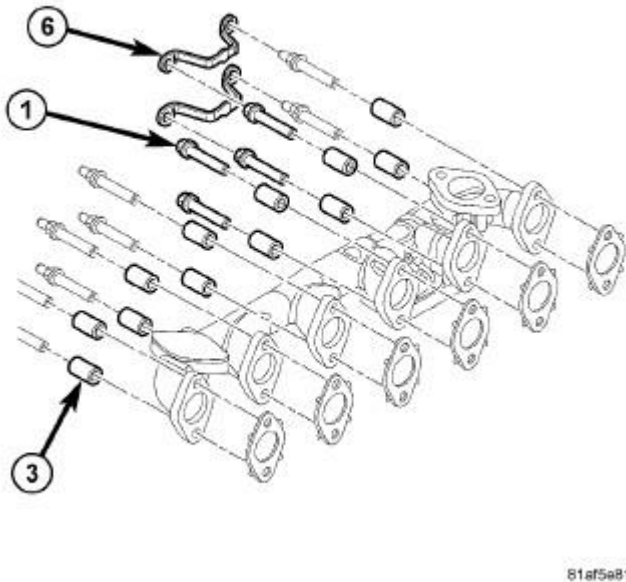
Removal**REMOVAL**

Fig. 322: Exhaust Manifold Assembly
Courtesy of CHRYSLER LLC

1. Disconnect the battery negative cables. Refer to **Electrical/Battery System/CABLES, Battery - Removal** .
2. Drain the coolant. Refer to **Cooling - Standard Procedure** .
3. Raise vehicle on hoist.
4. Remove the EGR cooler. Refer to **Cooling/Engine/COOLER, EGR - Removal** .
5. Remove the air filter housing. See **Engine/Air Intake System/BODY, Air Cleaner - Removal**.
6. Remove the air filter inlet hose from the turbo inlet.
7. Remove the delta-P line bracket capscrew nuts and remove the delta-P line from the exhaust manifold and thermostat housing.
8. Remove the heat shield and noise panel (if equipped) from the exhaust manifold.
9. Remove the turbocharger. See **Engine/Turbocharger System/TURBOCHARGER - Removal**.
10. Remove the two (2) rear exhaust manifold capscrew lock plates.
11. Remove the Cab Heater tubing/bracket from the exhaust manifold stud.
12. Remove the exhaust manifold.

Cleaning**CLEANING**

Clean the cylinder head and exhaust manifold sealing surfaces with a suitable scraper. Use a Scotch-Brite™ pad or equivalent.

Inspection

INSPECTION

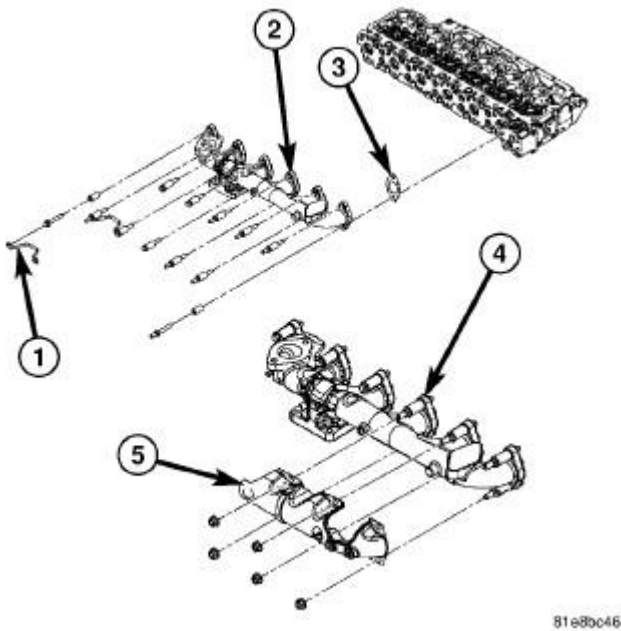


Fig. 323: HEAD AND EXHAUST MANIFOLD
Courtesy of CHRYSLER LLC

1 - RETENTION STRAPS
2 - EXHAUST MANIFOLD
3 - SPACER
4 - TURBOCHARGER
5 - HEAT SHIELD

Inspect the exhaust manifold for cracks. Measure the exhaust manifold for flatness. Place a ruler over all of the exhaust ports and insert a feeler gauge between the port flange and the ruler. Maximum deviation from flat is 0.20 mm (.008 inch).

Inspection of turbocharger mounting flange: Using a straight edge across the longest sections of the flange, measure the flatness using a feeler gauge. Warpage shall not exceed 0.1 mm (0.0039 in). When measuring the exhaust manifold flanges, the total sum of exhaust flange and the turbocharger flange cannot exceed 0.1 mm (0.0039 in). If this is the case, the component with the greatest warpage must be replaced.

Installation

INSTALLATION

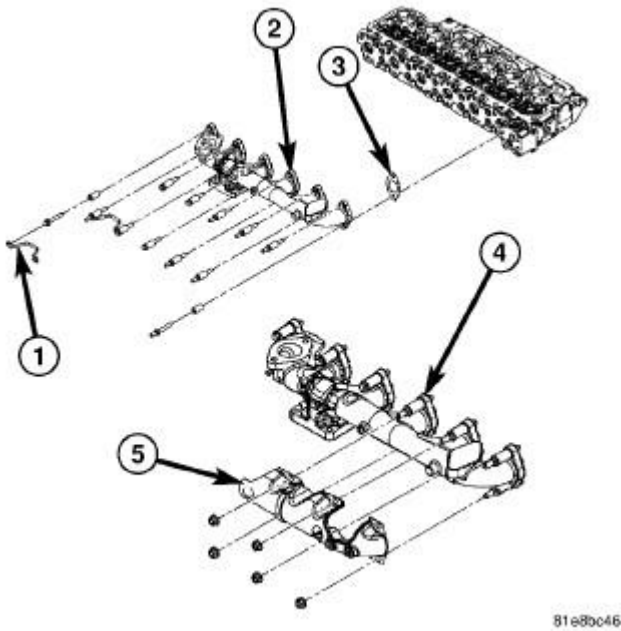


Fig. 324: HEAD AND EXHAUST MANIFOLD
 Courtesy of CHRYSLER LLC

- | |
|----------------------|
| 1 - RETENTION STRAPS |
| 2 - EXHAUST MANIFOLD |
| 3 - SPACER |
| 4 - TURBOCHARGER |
| 5 - HEAT SHIELD |

1. Clean the exhaust manifold gasket surfaces.
2. Clean the cylinder head exhaust port gasket surfaces.
3. Clean the turbo mounting flange on the exhaust manifold.
4. Clean the turbo mounting flange on the turbocharger.
5. Install the exhaust manifold to turbocharger gasket and capscrews.
6. Install the exhaust manifold gasket.

NOTE: The five exhaust manifold capscrews with studs are used at the No. 1 and No. 2 cylinder locations for the heat shield mounting and one on the rear lower corner of the manifold for the cabin heater tube bracket.

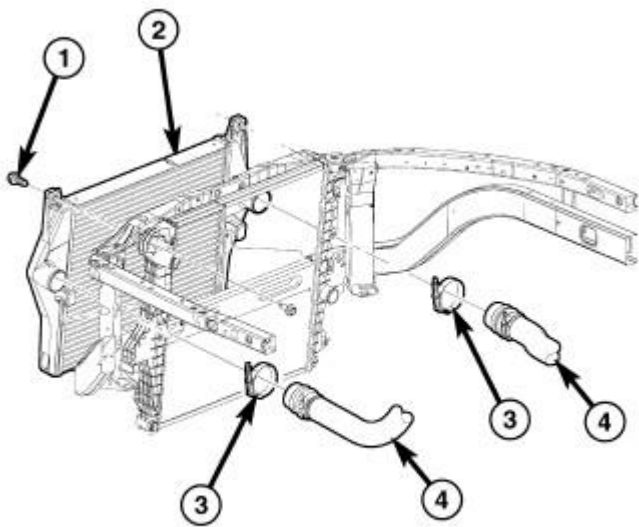
7. Install the exhaust manifold spacers and capscrews.
8. Starting from the center and moving in a pattern outward, tighten the exhaust manifold bolts to 43 N.m (32 ft. lbs.)
9. Install the exhaust manifold capscrew lock plates.
10. Install the exhaust manifold heat shields/noise panels. Tighten the mounting nuts to 24 N.m (18 ft. lbs.).

11. Install the turbocharger. See **Engine/Turbocharger System/TURBOCHARGER - Installation**.
12. Attach the mounting tabs and start the delta-P tube to exhaust manifold and thermostat capscrews.
13. Tighten the delta-P line bracket nut to 24 N.m (18 ft. lbs.).
14. Tighten the delta-P line bracket bolt to 10 N.m (89 in. lbs.).
15. Tighten the delta-P flare nuts to 10 N.m (89 in. lbs.).
16. Install the EGR cooler. Refer to **Cooling/Engine/COOLER, EGR - Installation**.
17. Install the air filter housing. See **Engine/Air Intake System/BODY, Air Cleaner - Removal**.
18. Fill the coolant. Refer to **Cooling - Standard Procedure**.
19. Connect the battery negative cables. Refer to **Electrical/Battery System/CABLES, Battery - Installation**.
20. Start the engine to check for leaks.

MANIFOLD, INTAKE

Removal

REMOVAL



8067e199

Fig. 325: Air Intake System Tubes
Courtesy of CHRYSLER LLC

1. Disconnect both negative battery cables.
2. Disconnect the Charge Air Cooler (CAC) tube (4) from the EGR air flow control valve.

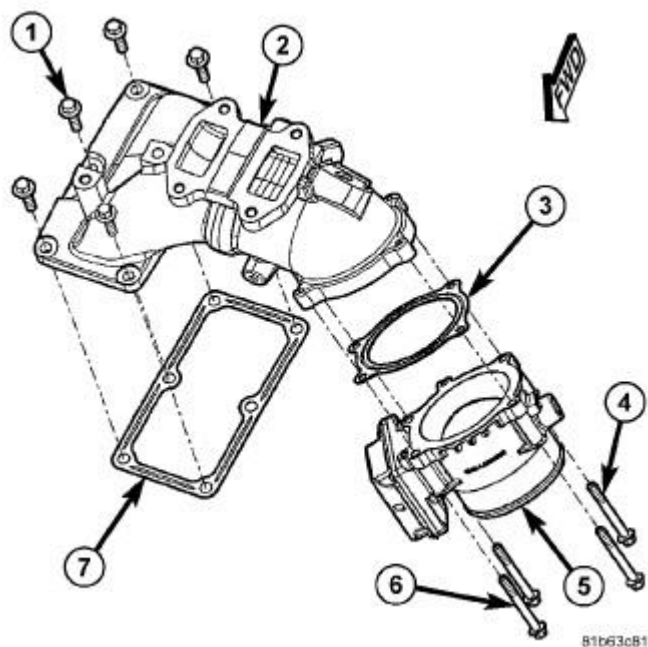


Fig. 326: Intake Manifold And Mounting Bolts
Courtesy of CHRYSLER LLC

3. Remove the EGR crossover tube. Refer to **Emissions Control/Exhaust Gas Recirculation/TUBE, Exhaust Gas Recirculation (EGR) - Removal** .
4. Disconnect EGR air flow control valve harness connector.
5. Disconnect the EGR valve harness connector.
6. Disconnect the boost pressure sensor harness connector.
7. Remove bolt and nut securing oil dipstick tube.
8. Remove bolts (1) and the intake manifold (2).

Cleaning

CLEANING

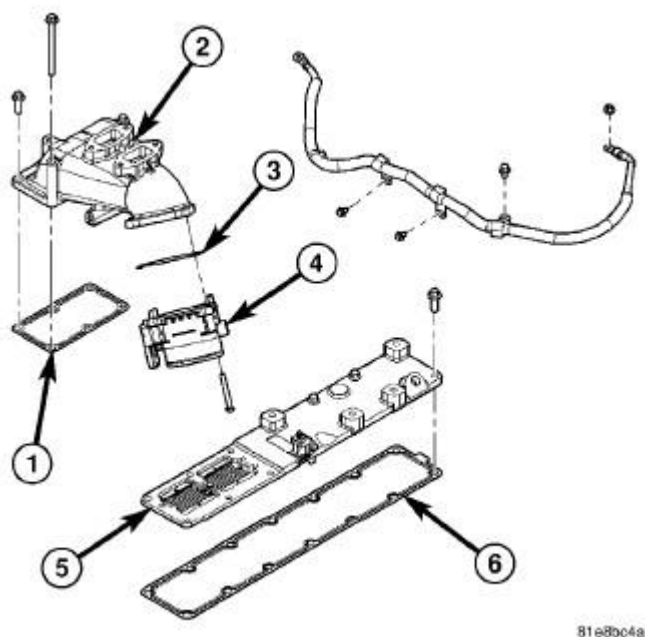


Fig. 327: Intake Air Heater Assembly
Courtesy of CHRYSLER LLC

Clean the intake manifold in solvent and blow dry with compressed air.

Clean cylinder head gasket surfaces using a suitable solvent.

The plenum pan rail must be clean and dry (free of all foreign material).

Inspection

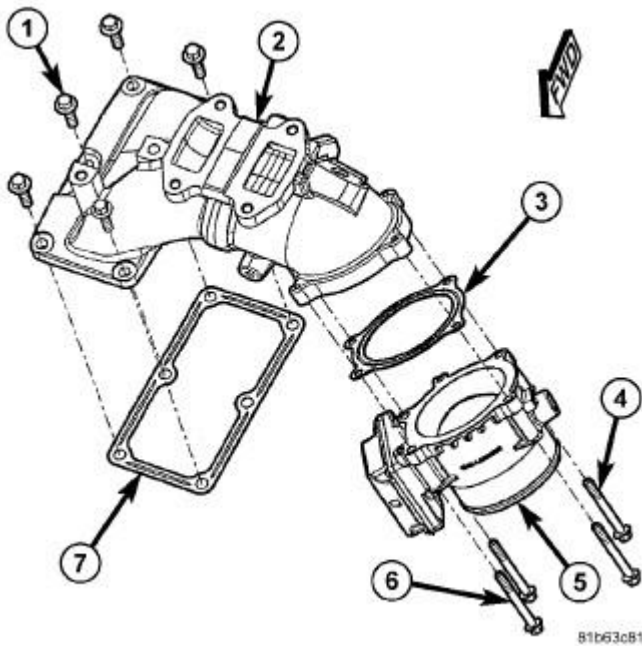
INSPECTION

Inspect manifold for cracks.

Inspect mating surfaces of manifold for flatness with a straightedge.

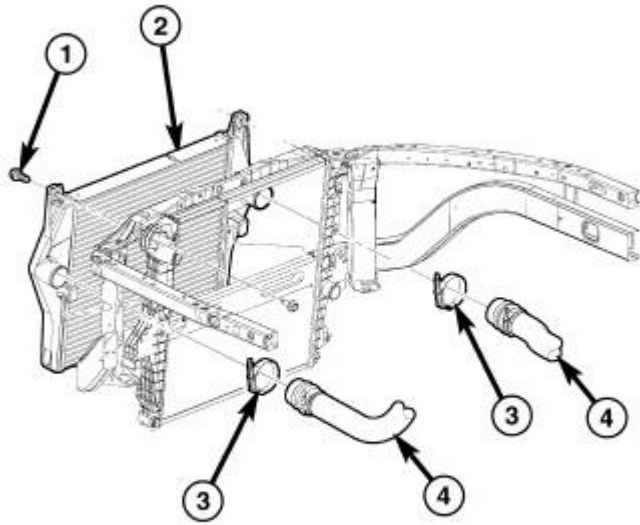
Installation

INSTALLATION



Courtesy of CHRYSLER LLC

1. Clean all gasket mating surfaces.
2. Using a new gasket, install the intake manifold (2). Tighten bolts to 24 N.m (18 ft. lbs.).
3. Install bolt securing the oil dip stick tube-to-intake manifold and tighten to 24 N.m (18 ft. lbs.).
4. Connect the boost pressure sensor harness connector.
5. Connect the EGR valve harness connector.
6. Connect EGR air flow control valve harness connector.
7. Install the EGR crossover tube. Refer to **Emissions Control/Exhaust Gas Recirculation/TUBE, Exhaust Gas Recirculation (EGR) - Installation** .



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Fig. 329: Air Intake System Tubes
Courtesy of CHRYSLER LLC

8. Connect the Charge Air Cooler (CAC) tube (4) to the EGR air flow control valve. Tighten clamp to 11 N.m (97 in. lbs.).
9. Connect both negative battery cables.

TURBOCHARGER SYSTEM

CLEANING

6.7L TURBOCHARGER CLEANING PROCEDURE - P/U ONLY

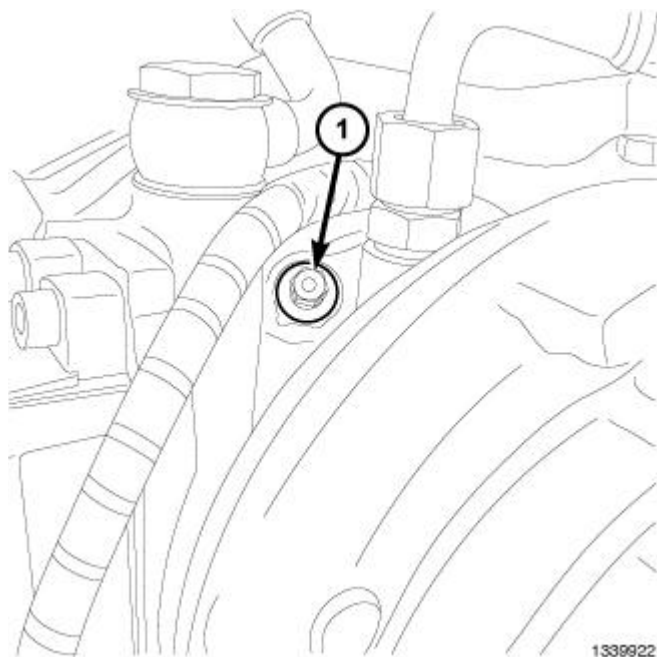


Fig. 330: Identifying Turbocharger Cleaning Port
Courtesy of CHRYSLER LLC

DETERMINE IF TURBOCHARGER HAS A CLEANING PORT

1. Inspect the engine turbocharger to determine if the turbocharger is equipped with a cleaning port
2. Does the turbocharger have a cleaning port?
3. **If YES, GO TO TURBOCHARGER CLEANING PROCEDURE.**
4. **If NO, GO TO INSTALL A TURBOCHARGER CLEANING PORT.**

INSTALL A TURBOCHARGER CLEANING PORT

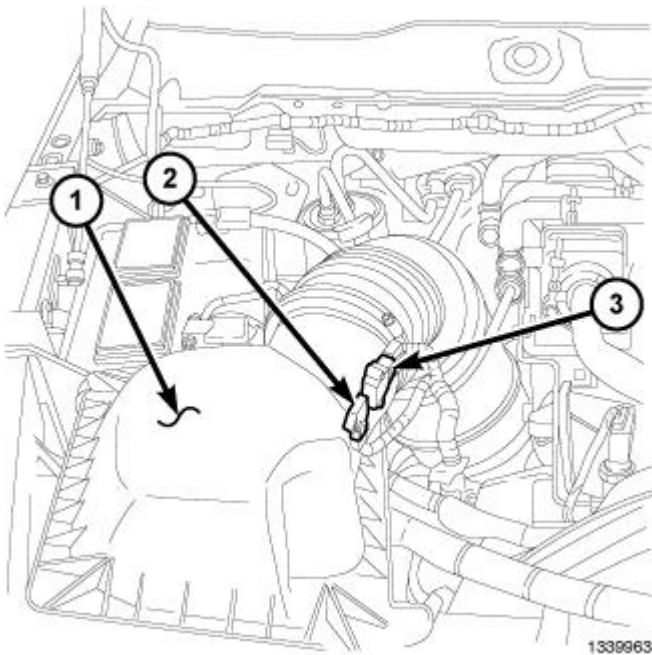


Fig. 331: Identifying Air Filter Housing Cover & Mass Air Flow (MAF) Sensor
Courtesy of CHRYSLER LLC

WARNING: At no time should a combustible cleaner be used. To introduce a combustible cleaner to the engine and/or exhaust aftertreatment system may cause damage to those systems and possible personal injury.

1. At the air filter housing cover, disconnect the Mass Air Flow (MAF) and the Inlet Air Temperature/Pressure (TBAP) sensors electrical connectors from the engine harness.
2. Remove the air filter housing cover (1) and fresh air tube together as an assembly.
3. With the turbocharger actuator electrical connector connected, turn the vehicle ignition switch to "ON/RUN" position. **DO NOT start the engine.**

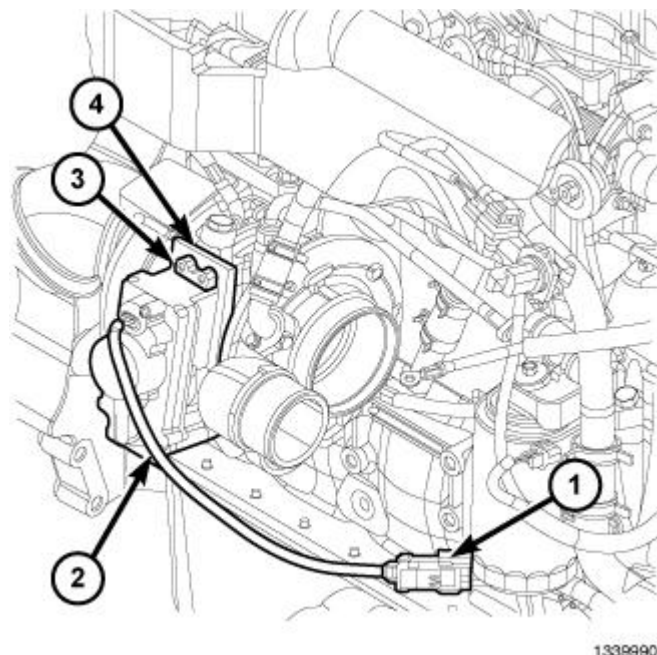


Fig. 332: Turbocharger Actuator Electrical Connector
Courtesy of CHRYSLER LLC

4. Disconnect the turbocharger actuator electrical connector (1) from the engine harness.
5. Turn the vehicle ignition switch to the "OFF" position.
6. Disconnect and isolate negative battery cables on each battery.

CAUTION: Performing the above steps now will become very important later in this procedure. The above steps should not be overlooked. The above steps will insure that the nozzle ring inside the turbocharger is moved so that it will not come in contact with the drill bit or tap. Failure to perform the above steps may damage the turbocharger mechanism.

7. Locate the Closed Crankcase Ventilation (CCV) tube hold down cap screw on the steel section of the CCV tube. Remove the CCV tube hold down cap screw.
8. Rotate the CCV tube upward and out of the way of the turbocharger.
9. Locate the turbocharger speed sensor that is mounted on top of the center section (bearing housing) of the turbocharger housing.

NOTE: Clean the area of any dirt and/or debris that may be around the turbocharger speed sensor prior to removal.

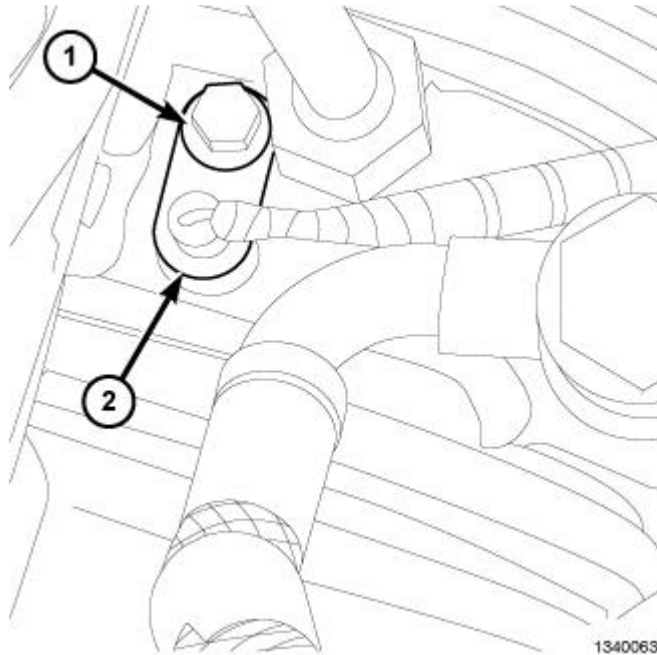


Fig. 333: Identifying Turbocharger Speed Sensor Attaching Bolt & Turbocharger Speed Sensor
Courtesy of CHRYSLER LLC

10. Remove the turbocharger speed sensor attaching bolt (1). The bolt will be used later to hold in place the drill/tap guide of the #10143 turbocharger drill/tap kit
11. Remove the turbocharger speed sensor (2). Verify that the speed sensor o-ring remains with the speed sensor and does not remain in the turbocharger center section/bearing housing.

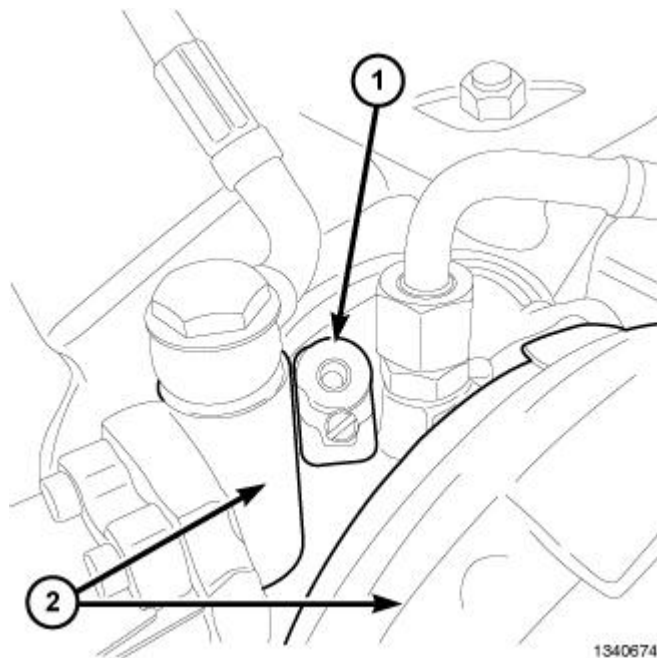


Fig. 334: Drill/tap Guide
Courtesy of CHRYSLER LLC

12. Using the #10143 turbocharger drill/tap kit, install the drill/tap guide (1) into the turbocharger center section/bearing housing. Secure the drill/tap guide (1) in place with the previously removed turbocharger speed sensor attaching bolt. Tighten the bolt to 10 N.m (89 in. lbs.)

NOTE: There are two different size guide bushings that come with the #10143 turbocharger drill/tap kit. The guide bushing with the smaller inner diameter center bore is used for guiding the drill bit. The guide bushing with the larger inner diameter center bore is used to guide the tap.

13. Using the #10143 turbocharger drill/tap kit, install and secure the guide bushing with the small diameter bore hole (drill bit guide bushing) into the drill/tap guide bore.

NOTE: Only use special tool drill bit and stop (#10143-4) and tap (#10143-5) supplied in the Turbocharger Drill/Tap Kit #10143 to perform this Repair Procedure. ALWAYS check the drill stop to see if it is set correctly. It should be 42 mm (1 5/8 in.) from drill bit tip to bottom surface of the stop. VERIFY that the drill stop is set to the correct depth. VERIFY that the stop set screws are fully tightened. DO NOT over drill the hole.

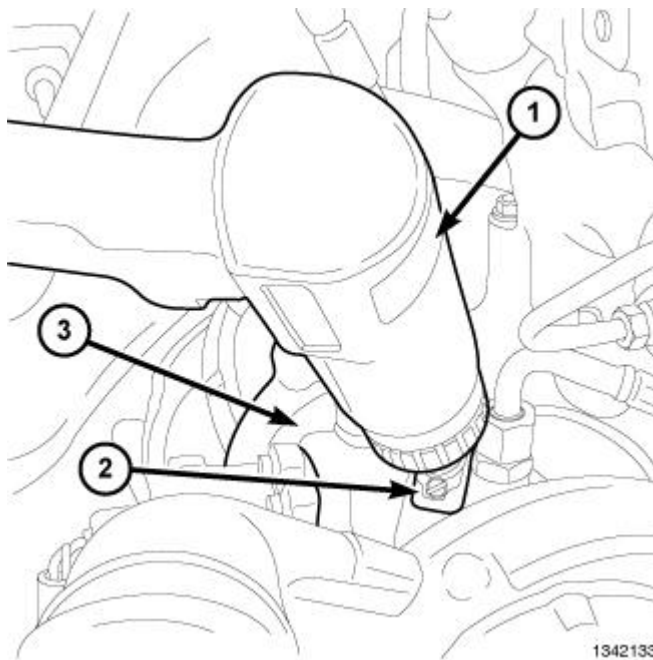


Fig. 335: Drilling Hole Through Turbocharger Center Housing
Courtesy of CHRYSLER LLC

14. Obtain a shop vacuum with a crevice attachment end to collect drill bit fillings. Make certain that the crevice tool is held as close as possible to the drill tip when drilling, and to the tap tip when tapping the drilled hole. A small amount of filings that may enter into the drilled hole is acceptable.

NOTE: DO NOT use any machining oil or other lubrication oil during the drilling and tapping operation. Use of machining oil or other lubricating oil may

increase the number of drill and tap shavings introduced into the turbocharger, potentially leading to turbocharger mechanism failure.

15. Using a drill on **SLOW speed** and the shop vacuum to collect filings, drill a hole through the turbocharger center housing casting to the correct depth. Continue to drill until the drill stop just makes contact with the turbocharger housing.
16. Remove the drill bit from the drill/tap guide. Remove the drill guide bushing from the drill/tap guide. First, **vacuum** any excess metal filings. Next, using a **pencil magnet** with a magnetic tip smaller than the drilled hole, insert the magnet through the drilled hole and remove shavings as possible. **DO NOT** use the magnet during the process of drilling and taping as this would cause the drill/tap fixture and the turbocharger housing to become magnetized.
17. Using the #10143 turbocharger drill/tap kit, install and secure the guide bushing with the larger diameter guide bore (tap guide bushing) into the drill/tap guide bore.

NOTE: Only use special tool drill bit and stop (#10143-4) and tap (#10143-5) supplied in the Turbocharger Drill/Tap Kit #10143 to perform this Repair Procedure. **ALWAYS** check the drill stop to see if it is set correctly. It should be 42 mm (1 5/8 in.) from drill bit tip to bottom surface of the stop. **VERIFY** that the drill stop is set to the correct depth. **VERIFY** that the stop set screws are fully tightened. **DO NOT** over drill the hole.

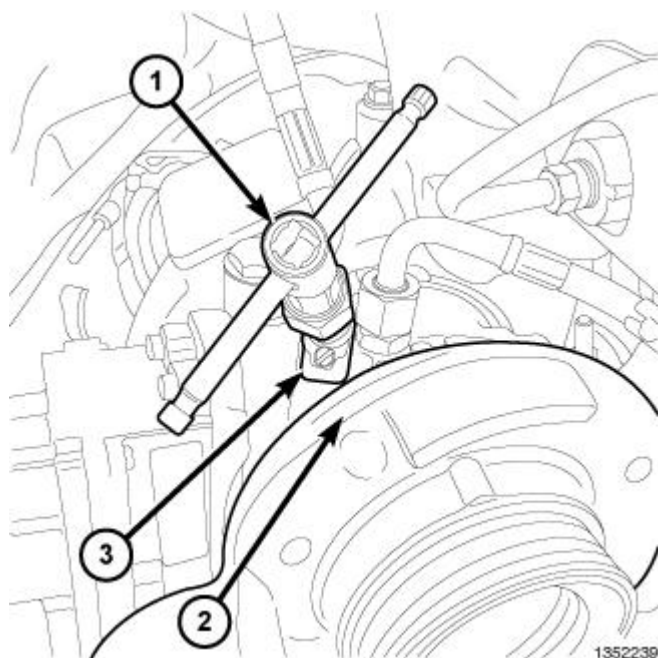


Fig. 336: Installing Tap Into Drill/Tap Guide Bushing Bore
Courtesy of CHRYSLER LLC

18. Using the #10143 turbocharger drill/tap kit, install the tap into the tap bushing bore of the drill/tap guide.
19. Using the #10143 turbocharger drill/tap kit, install the tap handle to the drive end of the tap. If additional clearance is desired, install the female end of a 3 inch or 6 inch long 1/4 inch drive socket extension to the tap and then install the male end of the 1/4 inch extension to the tap handle.

NOTE: **DO NOT use any machining oil or other lubrication oil during the drilling and tapping operation. Use of machining oil or other lubricating oil may increase the number of drill and tap shavings introduced into the turbocharger, potentially leading to turbocharger mechanism failure.**

20. Using the tap and tap handle from the #10143 turbocharger drill/tap kit in conjunction with the shop vacuum to collect filings, tap the previously drilled hole made in the turbocharger center housing casting approximately **11 1/2 turns** . This should be just about when turbocharger housing just touches the bottom of the tap stop. **DO NOT OVER TAP THE HOLE** .
21. Remove the tap from the drill/tap guide. Remove the tap bushing from the drill/tap guide. First, **vacuum** any excess metal filings. Next, using a **pencil magnet** with a magnetic tip smaller than the drilled hole, insert the magnet through the drilled hole and remove as many shavings as possible. **DO NOT** use the magnet during the process of drilling and tapping as this would cause the drill/tap fixture and the turbocharger housing to become magnetized.
22. Remove the drill/tap guide from the turbocharger center housing. First, **vacuum** any excess metal filings. Next, using a **pencil magnet** with a magnetic tip smaller than the drilled hole, insert the magnet through the drilled hole and remove as many shavings as possible.
23. Install the turbocharger speed sensor and attaching bolt to the turbocharger center housing. Tighten the attaching bolt to 10 N.m (89 in. lbs.).
24. Install the stainless steel Mopar® turbocharger cleaning port plug into the cleaning port of the turbocharger. Tighten the plug to 10 N.m (89 in. lbs.). Verify correct fit before proceeding.

NOTE: **The use of the proper Mopar® Turbocharger Cleaning Port plug is critical. Use of an unapproved plug of different material type and/or thread may cause damage to the turbocharger.**

25. Connect the engine harness connector to the turbocharger actuator connector.
26. Rotate the CCV tube into position and install the CCV tube cap screw. Tighten the cap screw to 10 N.m (89 in. lbs.).
27. Install the air filter housing cover and fresh air tube hose. Tighten the fresh air hose clamp to 4 N.m (35 in. lbs.). Verify that there is a good seal at each end of the air tube hose.
28. Connect the engine harness connectors to the MAF and the inlet air temperature/pressure (TBAP) sensor connectors.
29. Connect the negative battery cable to each battery.
30. Start the vehicle engine and verify correct engine operation.
31. Turn off vehicle engine. Verify that the ignition switch is in the "OFF" position.

TURBOCHARGER CLEANING PROCEDURE

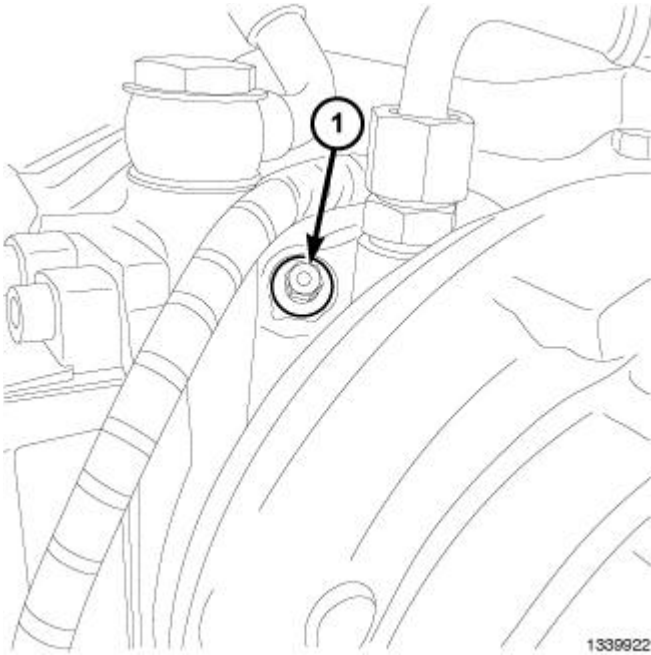


Fig. 337: Identifying Turbocharger Cleaning Port
Courtesy of CHRYSLER LLC

WARNING: Use **ONLY** Mopar® Diesel Turbocharger Cleaner (# 68044565AA) to perform this repair. Mopar® Diesel Turbocharger Cleaner is a specially made **WATER BASED** solvent. Use of a flammable, or any low temperature combustible liquid/solvent, may cause severe damage to the engine and exhaust aftertreatment system components. Introduction of a flammable liquid/solvent to the engine intake system may cause engine run away, engine damage, and possible personal injury.

1. Connect the vehicle tailpipe to the shop exhaust ventilation system. Turn the shop exhaust ventilation system ON.
2. If installed, remove the turbocharger cleaning port access plug (1).

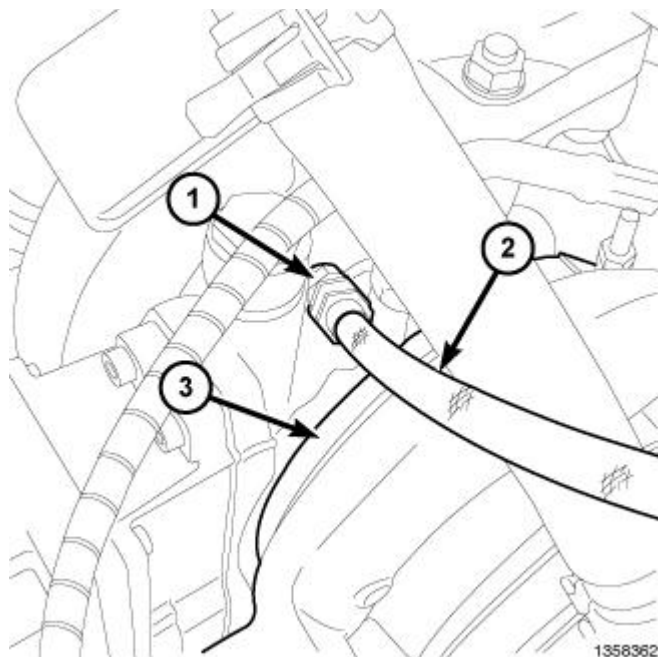


Fig. 338: Identifying Nozzle, Cleaning Tool Hose & Turbocharger
Courtesy of CHRYSLER LLC

3. Locate the cleaning tool's hose and nozzle (1, 2) from the #10142 turbocharger cleaning kit special tool.

NOTE: The spray nozzle in the #10142 Turbocharger Cleaning Kit uses a very small orifice for the cleaner to pass through. The design of the nozzle is important for the proper application of the chemical. If the orifice in the spray nozzle becomes restricted, carefully inspect and clean the filtering screen at the entrance to the nozzle of any debris. If careful, the nozzle may be partially disassembled for cleaning, should this be needed.

4. Using the #10142 turbocharger cleaning kit, install the nozzle (1) of the turbocharger cleaning tool into the turbocharger cleaning port tapped hole. Use care not to cross-thread the tapped hole. Tighten the nozzle to 5.6 N.m (50 in. lbs.).
5. Place a fender cover over the top of the right battery to isolate/insulate the battery terminal ends from the cleaning tool hose (2).

NOTE: In the following steps, **DO NOT INSTALL** the cleaner can on the tool. In some instances, the scan tool may perform a series of tests that may instruct the technician **NOT** to clean the turbocharger. The tool is installed prior to warming the engine to prevent the technician from having to work on a hot turbocharger. Installing the can on the hose will puncture the can.

6. Using the #10142 turbocharger cleaning kit, install the hose (2) of the turbocharger to the other end of the cleaning nozzle (1).

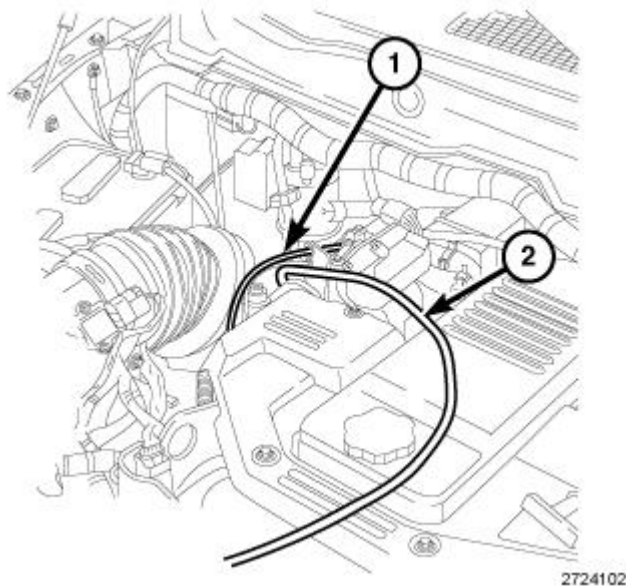


Fig. 339: Cleaning Tool Hose
Courtesy of CHRYSLER LLC

7. Route the tap end of the cleaning tool hose under both cable sleeves of the EGR Cooler By-Pass Valve Assembly so that the cleaning tool hose is held away from the positive battery terminal by the throttle body cable sleeves.

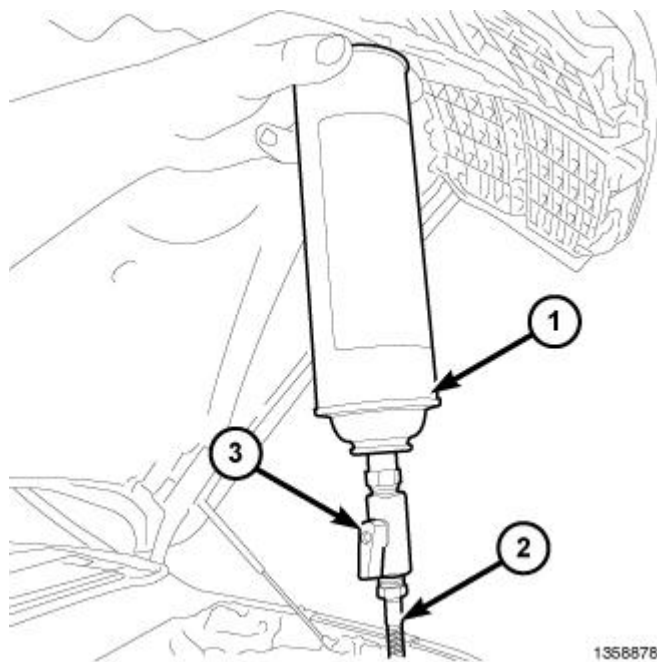


Fig. 340: Identifying Turbocharger Cleaner Can, Handle & Hose
Courtesy of CHRYSLER LLC

8. Verify that the turbocharger cleaning tool tap cutoff valve is in the CLOSED position, the handle (3)

should be positioned 90° to the hose (2). **Do not install cleaner can (1) at this time.**

9. Make sure the truck is in "Park" (automatic transmission equipped) or "Neutral" (manual transmission equipped) and the parking brake is ON.
10. Start the vehicle engine and allow the engine to idle and warm.
11. Using the scan tool, from the "HOME" menu select, "PCM".
12. Using the scan tool, select "More Options".
13. Using the scan tool, select "System Test".
14. Using the scan tool, select "Start".
15. Using the scan tool, select "Set engine speed to 2,000 RPM".
16. Follow the scan tool prompts, then select "Actuate".
17. Monitor the engine temperature and continue to run the vehicle engine until the engine temperature is **ABOVE 82°C (180°F)**.

NOTE: The vehicle engine must be fully warmed (82°C/180°F or higher) so that the turbocharger and accumulated soot are at the correct higher temperatures for this repair to be effective. The exhaust side of the turbocharger will be significantly higher in temperature than the 82°C/180°F engine operating temperature.

NOTE: If the following function does not appear on the scan tool, ensure the scan tool software is version 10.02 or later. If the scan tool has 10.02 or later, the PCM will need to be flashed to the latest available software before proceeding.

18. Using the scan tool, from the "HOME" menu select, "ECU View".
19. Using the scan tool, select "PCM".
20. Using the scan tool, select "Misc Functions".
21. Using the scan tool, select "VG Turbo Cleaning Procedure".
22. Using the scan tool, select "Start".
23. Follow the scan tool prompts. When instructed, verify that the turbocharger cleaning tool tap cutoff valve is in the CLOSED position and install the Mopar® Diesel Turbocharger Cleaner # 68044565AA (1).
24. Continue to follow the scan tool prompts. The prompts in the cleaning process may instruct the technician to clean the turbocharger using a second or possibly a third can of Mopar® Diesel Turbocharger Cleaner # 68044565AA. Use as many cans as requested but **no more than 3 cans**. If cleaning is ineffective, the scan tool may prompt the technician to replace the turbocharger.

NOTE: During the cleaning process, be sure to follow the on screen instructions carefully. Specifically, do not key off, press the accelerator or brake pedals, unplug the scan tool, release

NOTE: To dispense the full contents of the cleaner correctly, the Mopar® Diesel Turbocharger Cleaner can # 68044565AA (1) must be UPSIDE DOWN (can

nozzle pointing towards the ground). It is preferred that the Mopar® Diesel Turbocharger Cleaner can # 68044565AA (1) be higher than the level of the turbocharger while the cleaner is being dispensed, if possible, hang the cleaner can on the hood latch.

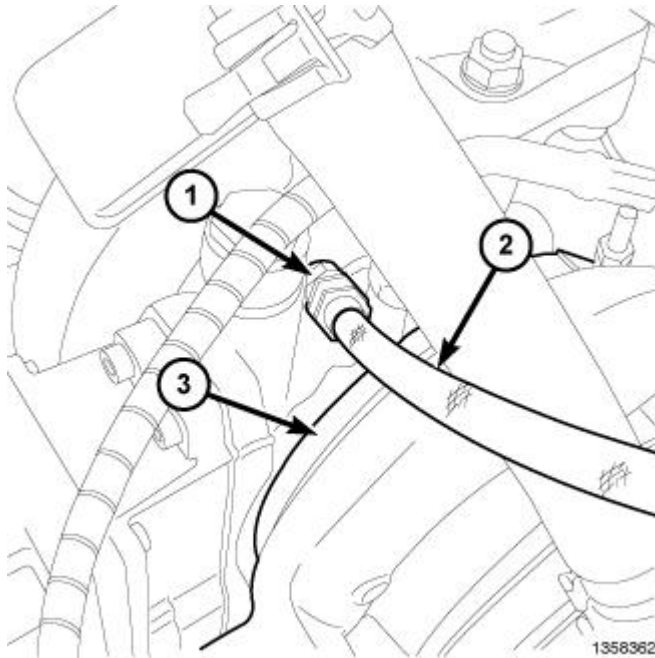


Fig. 341: Identifying Nozzle, Cleaning Tool Hose & Turbocharger
Courtesy of CHRYSLER LLC

25. After completing the cleaning procedure via the scan tool, remove the #10143 turbocharger cleaning tool hose (2) from the cleaning tool nozzle.
26. Remove the #10143 turbocharger cleaning tool nozzle (1) from the turbocharger housing (3).

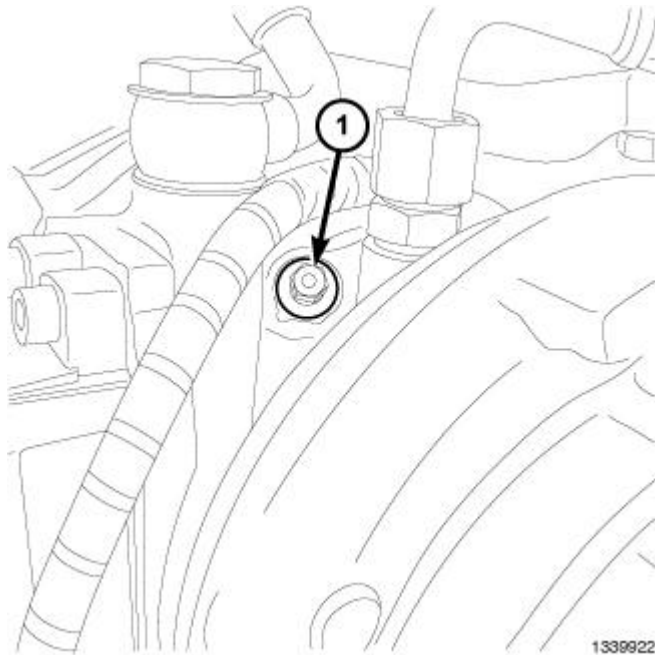


Fig. 342: Identifying Turbocharger Cleaning Port
Courtesy of CHRYSLER LLC

27. Install the stainless steel Mopar® turbocharger cleaning port plug (1) into the cleaning port of the turbocharger. Tighten the plug to 10 N.m (89 in. lbs.).

NOTE: **The use of the proper Mopar® plug is critical. Use of an unapproved plug of different material type and/or thread may cause damage to the turbocharger.**

28. Remove the protective fender cover from the right battery.
29. Perform a POWERTRAIN VERIFICATION TEST to ensure there are no additional issues.

NOTE: **It is important to perform the complete repair when cleaning a turbocharger. DO NOT omit any steps in the cleaning process**

ACTUATOR, TURBOCHARGER

Description

DESCRIPTION

ELECTRONICALLY CONTROLLED ACTUATOR

The Electronically Controlled Actuator is mounted to the turbocharger bearing housing. The actuator consists of an integrated controller and a gear train that controls the position of the sliding nozzle ring. The actuator uses a signal from the Engine Control Module (ECM) to control the relationship between the sliding nozzle ring and turbine blades.

Moving the nozzle ring rearward or forward redirects the exhaust flow so that the turbine wheel spins faster or slower as needed

- If the sliding nozzle is moved rearward, the turbocharger builds more pressure (turbine wheel moves faster)
- If the sliding nozzle is moved forward, the turbocharger builds less pressure (turbine wheel moves slower)

VGT EXHAUST BRAKE

The VGT Exhaust Brake works in conjunction with the engine and transmission to provide an integrated braking system to help slow the vehicle. This is commonly referred to as exhaust braking. Braking power is achieved by modulating the sliding nozzle ring to restrict the flow of exhaust gasses from the engine, this will create high back pressure on the engine. The high back pressure creates a high level of resistance to the motion of the pistons within the engine and this resistance is used to reduce engine speed and thus vehicle.

The exhaust brake feature will only function when the Exhaust Brake Switch to the ON position. With the switch in the ON Position and the vehicle moving faster then 5 MPH; the exhaust brake will automatically operate when pressure is removed from the accelerator pedal allowing the ECM to see 0% throttle and 0% fuel delivery.

Removal

6.7L DIESEL

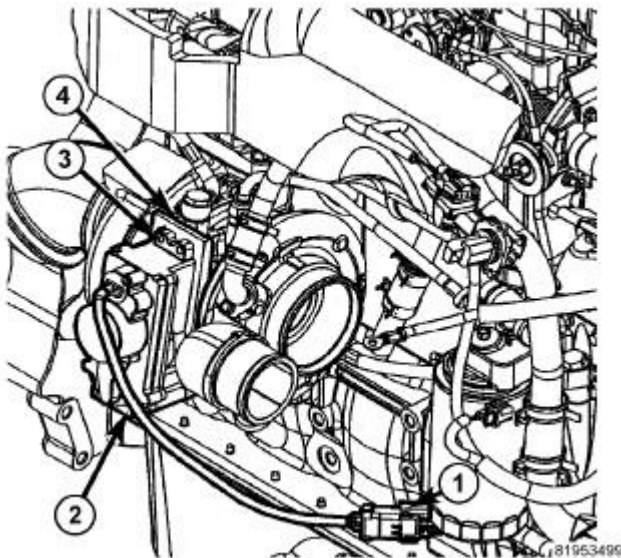


Fig. 343: 6.7L TURBOCHARGER ACTUATOR
Courtesy of CHRYSLER LLC

- | |
|---------------------------|
| 1 - ELECTRICAL CONNECTOR |
| 2 - TURBOCHARGER ACTUATOR |

3 - MOUNTING BOLTS**4 - TURBOCHARGER**

1. Disconnect the battery negative cables.
2. Raise vehicle on hoist.
3. Drain cooling system. Refer to **Cooling - Standard Procedure** .
4. Remove air filter housing. See **Engine/Air Intake System/BODY, Air Cleaner - Removal**.
5. Disconnect turbocharger actuator electrical connector (1).
6. Remove turbocharger actuator mounting bolts (3).
7. Remove turbocharger actuator (2).
8. Clean mounting surface.

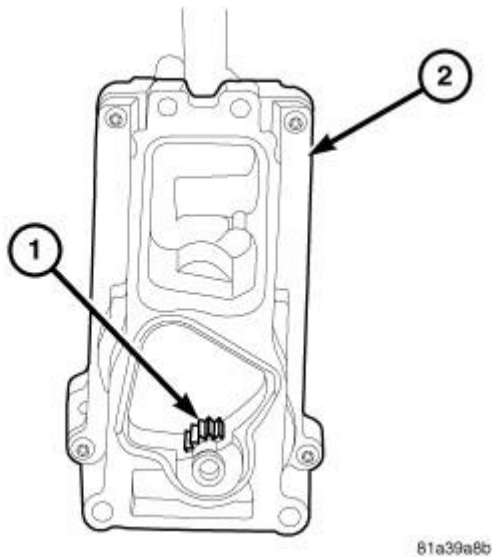
Installation**6.7L DIESEL**

Fig. 344: Turbocharger Actuator Alignment
Courtesy of CHRYSLER LLC

1 - ACTUATOR GEAR**2 - ACTUATOR HOUSING**

1. Clean turbocharger actuator housing (2) and turbocharger mounting surfaces.

CAUTION: The electronic turbocharger actuator (2) must be removed from the turbocharger to perform this function. Turbocharger failure could result if the electronic turbocharger actuator (2) is not removed from the turbocharger.

2. Position turbocharger actuator (2) in engine compartment so the actuator gear (1) will be free to rotate.
3. Connect turbocharger actuator electrical connector.
4. Connect negative battery cable.
5. Using a scan tool function "MISC FCN" under ECU, perform TURBO ACTUATOR PRE-ALIGN/SELF CALIBRATE.

NOTE: Do not turn key OFF after performing TURBO ACTUATOR PRE-ALIGN/SELF CALIBRATE procedure. This holds the actuator gear in position for installation.

CAUTION: Use only turbocharger actuator grease supplied in the service kit. Use of any other type of grease or too much grease may result in damage to turbocharger. Use the full amount of grease supplied with the service kit.

6. Apply grease to turbocharger actuator sector gear in a line across center of all teeth.
7. Install O-ring on turbocharger actuator.

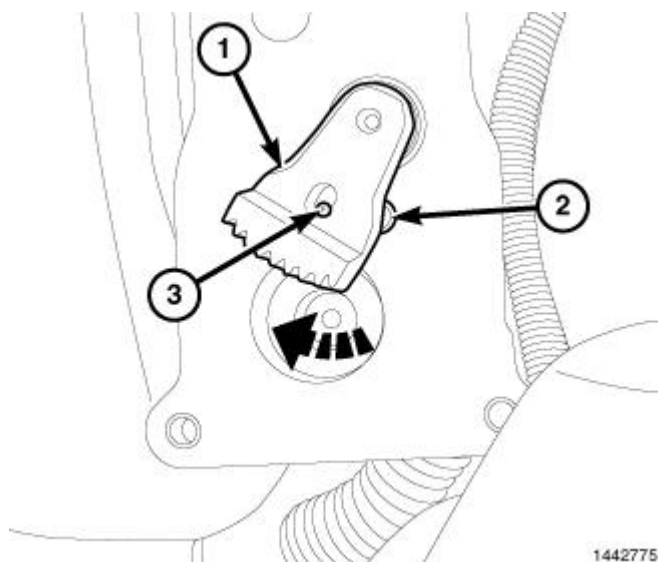


Fig. 345: Selector Gear -- Rearward Position
Courtesy of CHRYSLER LLC

- | |
|---------------------------------------|
| 1 - SELECTOR GEAR - REARWARD POSITION |
| 2 - BEARING HOUSING ALIGNMENT HOLE |
| 3 - SELECTOR GEAR ALIGNMENT HOLE |

8. If necessary, rotate sector gear (1) clockwise (rearward) and insert small end of alignment tool (or 0.125 in. pin or a 1/8 in drill.) through sector gear alignment hole (3) until it engages the alignment hole in turbocharger bearing housing (2) and sector gear will not rotate. If alignment pin does not engage hole in turbocharger bearing housing (2) , variable geometry mechanism is not opening completely. See

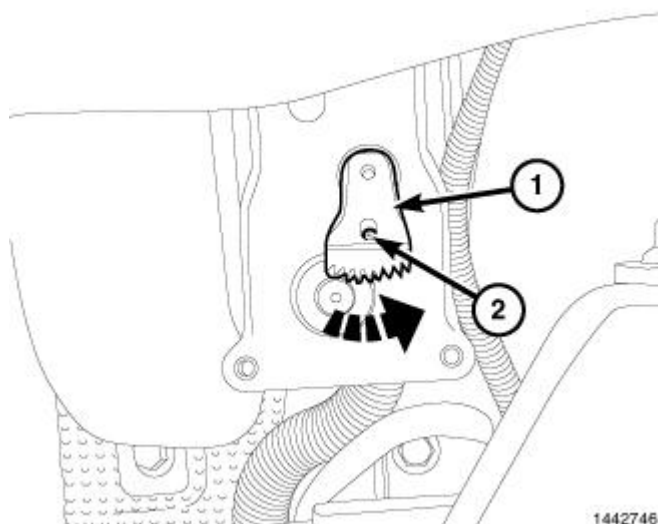
Engine/Turbocharger System/TURBOCHARGER - Diagnosis and Testing.

Fig. 346: Selector Gear -- Forward Position
Courtesy of CHRYSLER LLC

- | |
|--------------------------------------|
| 1 - SELECTOR GEAR - FORWARD POSITION |
| 2 - SELECTOR GEAR ALIGNMENT HOLE |

9. Rotate turbocharger sector gear (1) counterclockwise (forward). Insert large end of alignment pin (or a 0.187 in. pin or a 3/16 in. drill) through sector gear alignment hole (2) until it engages hole in turbocharger bearing housing and sector gear will not rotate. If alignment pin does not engage hole in turbocharger bearing housing, variable geometry mechanism is not closing completely. Turbocharger must be replaced.
10. Install guide pins on turbocharger.
11. Remove alignment pin from turbocharger actuator sector gear. Turbocharger actuator sector gear must stay in this position, rotated fully clockwise while installing actuator.
12. Position turbocharger actuator on guide pins and install.
13. Install two mounting screws. Hand tighten only.
14. Remove guide pins. Install remaining two mounting screws. Tighten mounting screws in a cross pattern to 11 N.m (96 in. lbs.).

CAUTION: The electronic turbocharger actuator must be installed on the turbocharger before performing this step. Incomplete installation of the electronic turbocharger actuator will result in failure of the calibration procedure.

15. Using scan tool, perform TURBO ACTUATOR SELF CALIBRATE procedure.

NOTE: If the TURBO ACTUATOR SELF CALIBRATE procedure fails, remove actuator and repeat installation one additional time. If this fails to clear

error, replace turbocharger.

16. Place ignition in the OFF position.
17. Install air filter housing. See **Engine/Air Intake System/BODY, Air Cleaner - Installation**.
18. Fill cooling system. Refer to **Cooling - Standard Procedure**.

COOLER AND HOSES, CHARGE AIR

Description

DESCRIPTION

The charge air system consists of the charge air cooler piping, charge air cooler and intake air grid heater.

The Charge Air Cooler is a heat exchanger that uses air flow from vehicle motion to dissipate heat from the intake air. As the turbocharger increases air pressure, the air temperature increases. Lowering the intake air temperature increases engine efficiency and power.

Diagnosis and Testing

LEAKS

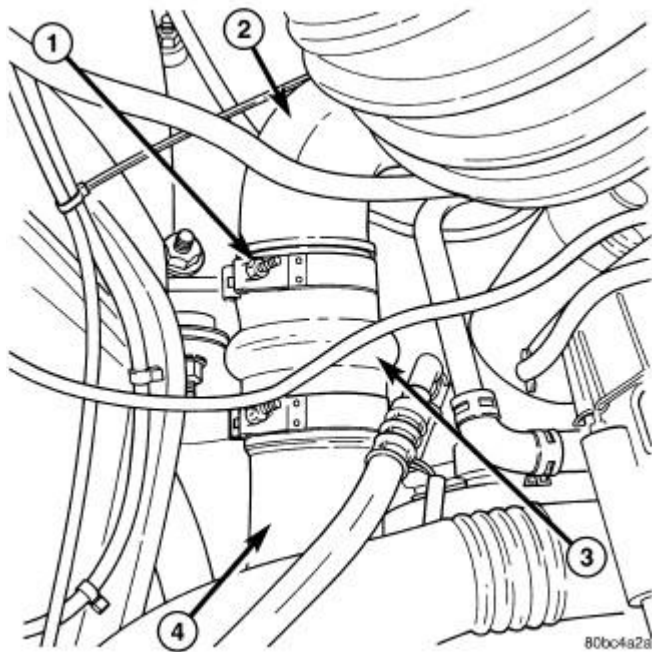


Fig. 347: Air Inlet Duct Rubber Sleeve
Courtesy of CHRYSLER LLC

- 1 - CLAMP
- 2 - TURBOCHARGER

3 - AIR DUCT RUBBER SLEEVE**4 - AIR INLET DUCT**

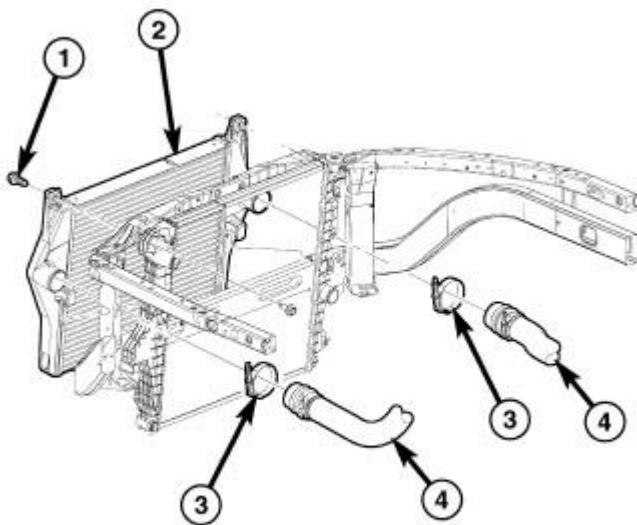
Low turbocharger boost pressure and low engine performance can be caused by leaks in the charge air cooler or plumbing. Fuel staining on the exhaust manifold can also be an indication that there are leaks in the air system. The following procedure outlines how to check for leaks in the charge air cooler system.

This procedure can also be used to check for leaks in the wastegate signal line or the wastegate canister.

1. Loosen clamp and remove air inlet hose from turbocharger.
2. Insert CAC Tester Tool 10137 into the turbocharger inlet. Tighten tool clamp to 8 N.m (72 in. lbs.).

CAUTION: Do not apply more than 138 kPa (20 psi) air pressure to the charge air cooler system, severe damage to the charge air cooler system may occur.

3. Connect a regulated air supply to air fitting on CAC Tester 10137. Apply 27.5 - 55 kPa (4 - 20 psi) to Tool 10137.
4. Using MOPAR® Air Leak Detector, check the rubber sleeves, clamps, charge air cooler and intake manifold for leaks.
5. Using MOPAR® Air Leak Detector check for leaks at the wastegate signal line, wastegate canister and wastegate command valve.

Removal**REMOVAL**

8067e199

Fig. 348: Air Intake System Tubes

Courtesy of CHRYSLER LLC

- 1 - BOLT
- 2 - CHARGE AIR COOLER
- 3 - CLAMP
- 4 - BOOST TUBE

WARNING: IF THE ENGINE WAS JUST TURNED OFF, THE AIR INTAKE SYSTEM TUBES MAY BE HOT.

1. Disconnect the battery negative cables.
2. Discharge the A/C system and remove the A/C condenser (if A/C equipped). Refer to **Heating and Air Conditioning/Plumbing - Standard Procedure** . Refer to **Heating and Air Conditioning/Plumbing/CONDENSER, A/C - Removal** .
3. Remove the transmission auxiliary cooler. Refer to **Cooling/Transmission/COOLER, Transmission Oil - Removal** .
4. Remove the intake air tubing (4) from the charge air cooler (2).
5. Remove the charge air cooler bolts. Pivot the charge air cooler (2) forward and up to remove.

Cleaning**CLEANING**

CAUTION: Do not use caustic or acid based cleaners to clean the charge air cooler. Damage to the charge air cooler will result.

NOTE: If internal debris cannot be removed from the cooler, the charge air cooler MUST be replaced.

NOTE: Charge air cooler must be a room temperature for this procedure.

1. If the engine experiences a turbocharger failure or any other situation where oil or debris get into the charge air cooler, the charge air cooler must be cleaned internally.
2. Remove charge air cooler. See **Engine/Turbocharger System/COOLER and HOSES, Charge Air - Removal**.
3. Position the charge air cooler so the inlet and outlet tubes are vertical.
4. Thoroughly clean the charger air cooler internally with a non-caustic solvent (i.e. dish soap or laundry detergent/water mixture) in the direction opposite of the normal air flow.

WARNING: DO NOT use mineral spirits, combustion cleaners or equivalents to clean the charge air cooler and hoses. Residue from these chemicals may enter the engine combustion chamber, enabling the

engine to over rev and could possibly cause damage to the engine.

5. Shake the cooler and lightly tap on the end tanks with a rubber mallet to dislodge trapped debris.
6. Continue flushing until all debris or oil are removed.
7. Rinse the cooler with hot soapy water to remove any remaining solvent.
8. Rinse thoroughly with clean water and blow dry with compressed air.

Inspection

INSPECTION

Visually inspect the charge air cooler for cracks, holes, or damage. Inspect the tubes, fins, and welds for tears, breaks, or other damage. Replace the charge air cooler if damage is found.

Pressure test the charge air cooler using Charge Air Cooler Tester Kit No. 3824556. This kit is available through Cummins® Service Products. Instructions are provided with the kit.

Installation

INSTALLATION

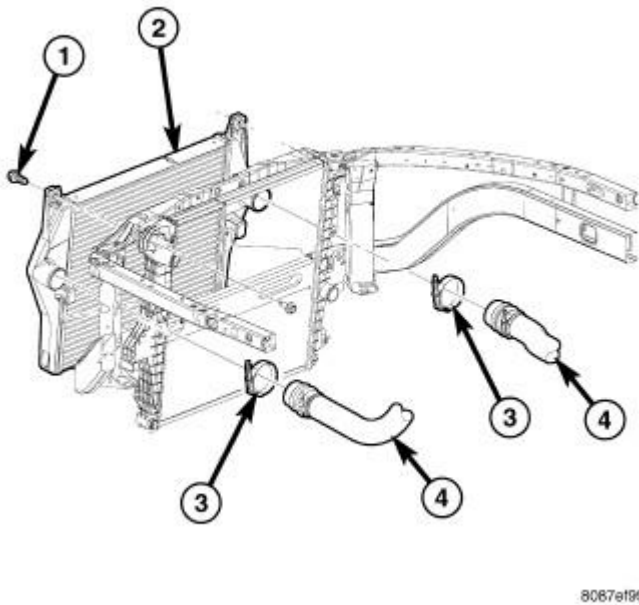


Fig. 349: Air Intake System Tubes
Courtesy of CHRYSLER LLC

- 1 - BOLT
- 2 - CHARGE AIR COOLER
- 3 - CLAMP

4 - BOOST TUBE

1. Position the charge air cooler (2). Install the bolts (1) and tighten to 2 N.m (17 in. lbs.) torque.
2. Install the air intake system tubes (4) to the charge air cooler (2). With the clamps in position, tighten the clamps to 11 N.m (95 in. lbs.) torque.
3. Install the transmission auxiliary cooler (if equipped). Refer to **Cooling/Transmission/COOLER, Transmission Oil - Installation**.
4. Install the A/C condenser (if A/C equipped). Refer to **Heating and Air Conditioning/Plumbing/CONDENSER, A/C - Installation**. Recharge A/C system. Refer to **Heating and Air Conditioning/Plumbing - Standard Procedure**.
5. Connect the battery negative cables.
6. Start engine and check for boost system leaks.

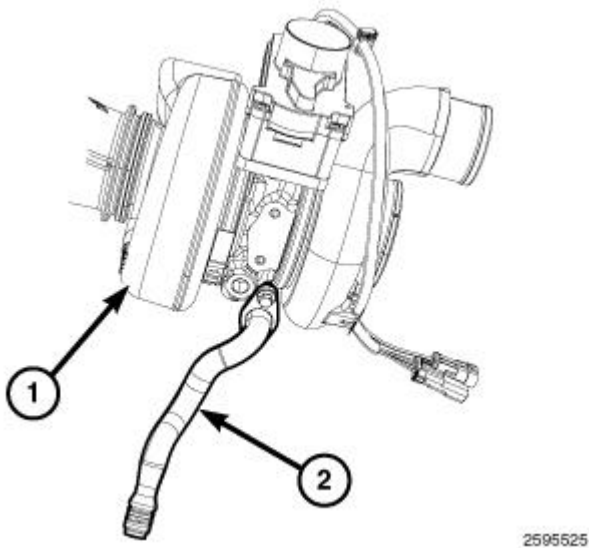
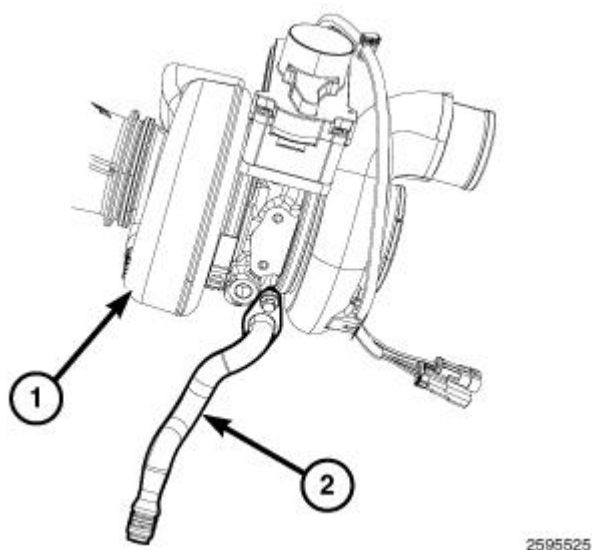
LINES AND HOSES, TURBOCHARGER, OIL AND COOLANT**Removal****TURBOCHARGER OIL DRAIN TUBE - 6.7L**

Fig. 350: Turbocharger & Drain Tube
Courtesy of CHRYSLER LLC

1. Remove RH engine mount. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Removal**.
2. Remove turbocharger drain tube (2) mounting bolts.
3. Remove turbocharger drain tube (2) from the turbocharger (1).

Installation**TURBOCHARGER OIL DRAIN TUBE - 6.7L**

**Fig. 351: Turbocharger & Drain Tube**

Courtesy of CHRYSLER LLC

1. Clean turbocharger drain tube (2) mounting surfaces.
2. Install new O-rings on turbocharger drain tube (2). Lubricate with clean engine oil.
3. Install turbocharger drain tube (2) into cylinder block.
4. Install new gasket and turbocharger drain tube (2) mounting bolts at turbocharger (1).
5. Tighten bolts to 24 N.m (18 ft. lbs.).
6. Install RH engine mount. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Installation.**
7. Start engine and check for leaks.

SENSOR, TURBOCHARGER SPEED

Removal

REMOVAL

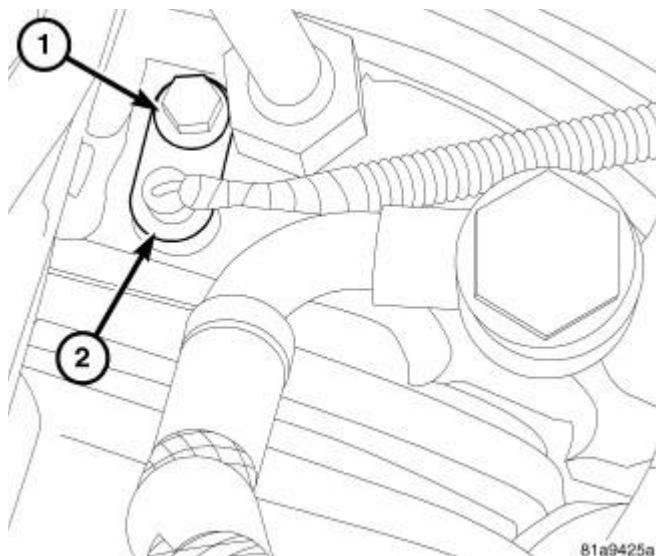


Fig. 352: Turbocharger Speed Sensor And Mounting Bolt
Courtesy of CHRYSLER LLC

1 - BOLT

2 - TURBOCHARGER SPEED SENSOR

CAUTION: Do not use a screw driver or tool to pry sensor out of the turbocharger bearing housing. Damage to sensor may result. If sensor is damaged during removal, install a new sensor.

1. Disconnect negative battery cable.
2. Remove turbocharger oil supply line.
3. Disconnect speed sensor electrical connector.
4. Remove turbocharger speed sensor mounting bolt (1).
5. Remove turbocharger speed sensor (2).

Installation

INSTALLATION

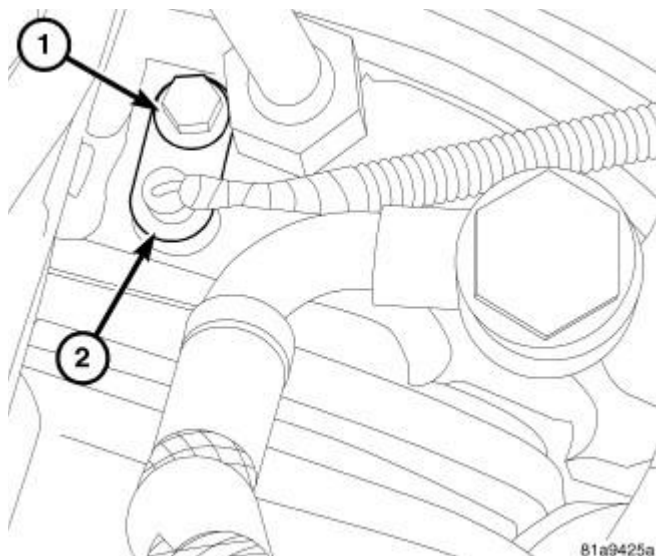


Fig. 353: Turbocharger Speed Sensor And Mounting Bolt
Courtesy of CHRYSLER LLC

1 - BOLT

2 - TURBOCHARGER SPEED SENSOR

1. Install turbocharger speed sensor.
2. Install turbocharger speed sensor mounting bolt.
3. Tighten bolt to 10 N.m (89 in. lbs.).
4. Connect speed sensor electrical connector.
5. Install turbocharger oil supply line. Tighten fitting to 24 N.m (18 ft. lbs.)

TURBOCHARGER

Description

6.7L DIESEL

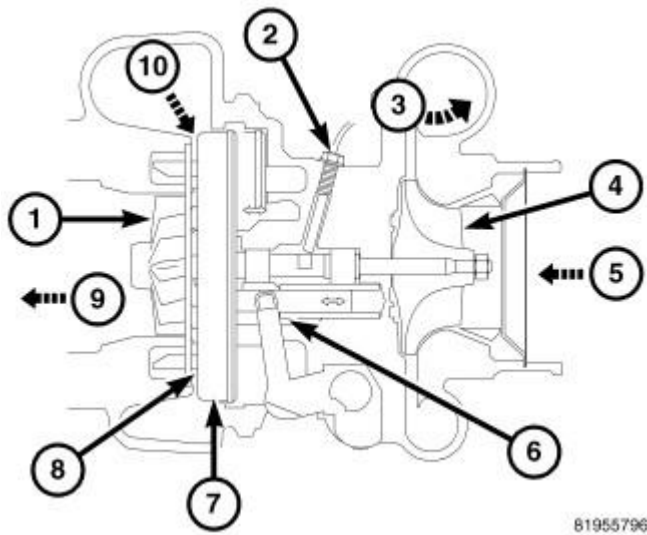


Fig. 354: 6.7L Turbocharger
Courtesy of CHRYSLER LLC

- | |
|-------------------------------|
| 1 - TURBINE |
| 2 - TURBOCHARGER SPEED SENSOR |
| 3 - COMPRESSED AIR FLOW |
| 4 - COMPRESSOR |
| 5 - FRESH AIR FLOW |
| 6 - YOKE MECHANISM |
| 7 - NOZZLE RING |
| 8 - SHROUD PLATE |
| 9 - AIR FLOW TO ENGINE |
| 10 - VANES |

The electronically controlled Variable Geometry (VG) turbocharger is a water cooled, exhaust-driven, oil lubricated compressor that increases the pressure and density of the air entering the engine. With the increase of air entering the engine, more fuel can be injected into the cylinders, which creates more power during combustion.

The VG turbocharger allows the engine to operate in a wide power and speed range to achieve the best power, torque, and engine operating conditions.

The VG turbocharger can also provide engine braking and to reduce engine warm up time.

The VG turbocharger assembly consists of:

- Turbocharger assembly
- Variable Geometry Nozzle (7)
- Water Cooled Bearing housing
- Electronically Controlled Actuator

Operation

6.7L DIESEL

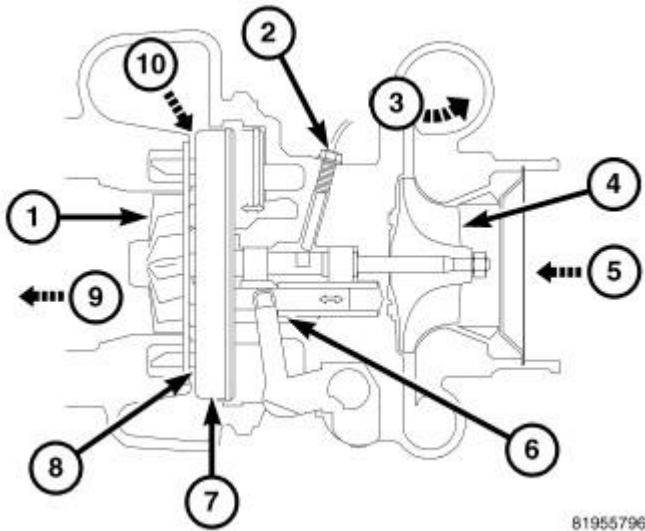


Fig. 355: 6.7L Turbocharger
Courtesy of CHRYSLER LLC

1 - TURBINE
2 - TURBOCHARGER SPEED SENSOR
3 - COMPRESSED AIR FLOW
4 - COMPRESSOR
5 - FRESH AIR FLOW
6 - YOKE MECHANISM
7 - NOZZLE RING
8 - SHROUD PLATE
9 - AIR FLOW TO ENGINE
10 - VANES

The turbocharger is water cooled and lubricated by engine oil that is pressurized, cooled, and filtered. The oil is delivered to the turbocharger by a supply line that is tapped into the oil filter head. The oil travels into the bearing housing, where it lubricates the shaft and bearings. A return pipe at the bottom of the bearing housing, routes the engine oil back to the crankcase.

Exhaust gas enters the turbine section of the turbocharger as it leaves the combustion chamber. Heat and pressure are extracted from the exhaust gas and cause the turbine to rotate. The turbine is connected by shaft to the compressor section of the turbocharger. The rotating compressor draws in inlet air, compresses it and sends the compressed air through the Charge Air Cooler to the engine.

The Variable Geometry Turbocharger (VGT) uses a one piece sliding nozzle that moves continuously to vary the power of turbine and the amount of air delivered to the engine. This allows turbine power to be set to provide just enough energy to drive the compressor at the desired boost level in all engine operating modes.

Turbine power level changes are achieved by varying the position of the nozzle ring in relation to a set of guide vanes that control the flow through the turbine. An electrically controlled actuator positions the sliding nozzle over the guide vanes.

TURBOCHARGER EXHAUST BRAKE FUNCTION

The VGT works in conjunction with the engine and the transmission to provide an integrated braking system used to help slow the vehicle. This is commonly called exhaust braking. This braking power is achieved by modulating the turbo sliding nozzle ring to restrict the flow of exhaust gases from the engine, which in turn creates a high back pressure on the engine. The high back pressure creates a high level of resistance to the motion of the pistons within the engine and this resistance is used to reduce engine speed and thus vehicle speed.

The exhaust brake feature will only function when the driver turns the exhaust brake switch to the on position. Once the switch is in the on position and the vehicle is moving faster than 8 k/h (5 MPH); the exhaust brake will automatically operate when the driver removes pressure from the throttle pedal allowing the engine to see 0% throttle and 0 fuel delivery.

Exhaust braking is most effective when the engine RPM is higher. The automatic transmission has been programmed to downshift more aggressively when the exhaust brake is enabled to increase brake performance. Use of automatic transmission Tow/Haul Mode improves interaction between the engine and transmission. Inputs to the exhaust brake feature include:

- Coolant temperature
- Ambient air temperature
- Exhaust manifold pressure sensor
- Throttle pedal position sensor

Fault codes with any of these sensors will cause the exhaust brake feature to be disabled.

The exhaust brake feature can also be used to reduce the engine warm up time. To use the exhaust brake as a warm-up device, the vehicle must be moving less than 8 k/h (5 MPH), the exhaust brake switch must be in the on position, and the coolant temperature must be below 82°C (180° F) and ambient temperature below 15.5°C (60° F).

TURBOCHARGER COOL DOWN

The most common turbocharger failure is bearing failure related to repeated hot shutdowns with inadequate "cool-down" periods. A sudden engine shut down after prolonged operation will result in the transfer of heat from the turbine section of the turbocharger to the bearing housing. This causes the oil to overheat and break down, which causes bearing and shaft damage the next time the vehicle is started.

Letting the engine idle after extended operation allows the turbine housing to cool to normal operating temperature. The following chart should be used as a guide in determining the amount of engine idle time required to sufficiently cool down the turbocharger before shut down, depending upon the type of driving and the amount of cargo.

TURBOCHARGER "COOL DOWN" CHART

Driving Condition	Load	Turbocharger Temperature	Idle Time (in minutes) Before Shut Down
Stop AND Go	Empty	Cool	Less than 1
Stop AND Go	Medium	Warm	1
Highway Speeds	Medium	Warm	2
City Traffic	Max. GCWR	Warm	3
Highway Speeds	Max. GCWR	Warm	4
Uphill Grade	Max. GCWR	Hot	5

Diagnosis and Testing**TURBOCHARGER BOOST PRESSURE**

Low turbocharger boost pressure can cause poor engine performance and driveability concerns. The following procedure will test the turbocharger boost pressure.

Causes of low boost pressure include the following:

- Restricted air inlet system
- Leak in charge air cooler system
- Damaged wastegate command valve O-rings (5.9L Diesel)
- Restricted/high pressure drop across charge air cooler
- Damaged turbocharger compressor wheel housing
- Turbocharger wastegate stuck open (5.9L Diesel)
- Excessive exhaust restriction
- Stuck or sticking variable geometry components (6.7L diesel engine)
- Stuck or inoperative variable geometry actuator (6.7L diesel engine)

Causes of excessively high boost pressure include:

- Turbocharger wastegate stuck closed
- Turbocharger wastegate signal line leaking or damaged
- Damaged turbocharger actuator O-ring (6.7L Diesel)
- Wastegate command valve mechanically stuck in actuated position (5.9L Diesel)
- Stuck or sticking variable geometry components (6.7L diesel engine)
- stuck or inoperative variable geometry actuator (6.7L diesel engine)

Several Diagnostic Trouble Codes (DTCs) can be set that will indicate high or low system boost levels. There is a DTC for circuit faults relating to the electronically controlled wastegate command valve.

See **Engine/Turbocharger System/COOLER and HOSES, Charge Air - Diagnosis and Testing** for diagnosing of low or high boost pressure due to leaks.

NOTE: If oil is present on either the inlet or exhaust side of the turbo charger, check the charge air cooler for evidence of oil. Clean charge air cooler of any oil before starting the engine. Failure to do this can result in severe engine damage.

VARIABLE GEOMETRY MECHANISM CHECKS - 6.7L

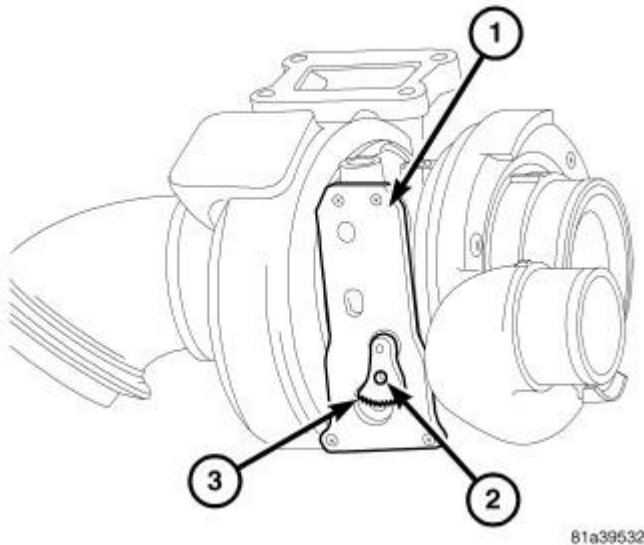


Fig. 356: Variable Geometry Mechanism -- Sector Gear Checks
Courtesy of CHRYSLER LLC

- | |
|----------------------------------|
| 1 - TURBOCHARGER BEARING HOUSING |
| 2 - ALIGNMENT HOLE |
| 3 - TURBOCHARGER SECTOR GEAR |

1. Remove turbocharger electronic actuator. See Engine/Turbocharger System/ACTUATOR, Turbocharger - Removal.
2. Inspect turbocharger sector gear (3) and bearing housing (1) surface for damage. Replace turbocharger if damaged.

NOTE: Only moderate force should be required to rotate sector gear (3). Do not use tools of any kind to force sector gear to move.

3. Rotate sector gear (3) clockwise and counterclockwise. Movement should be smooth, without binding and require only moderate force. If the turbocharger sector gear (3) binds or does not move with moderate force, replace turbocharger.

NOTE: Use stepped alignment pin from turbocharger actuator service kit. If service kit is not available, use pin or drill bit of specified size.

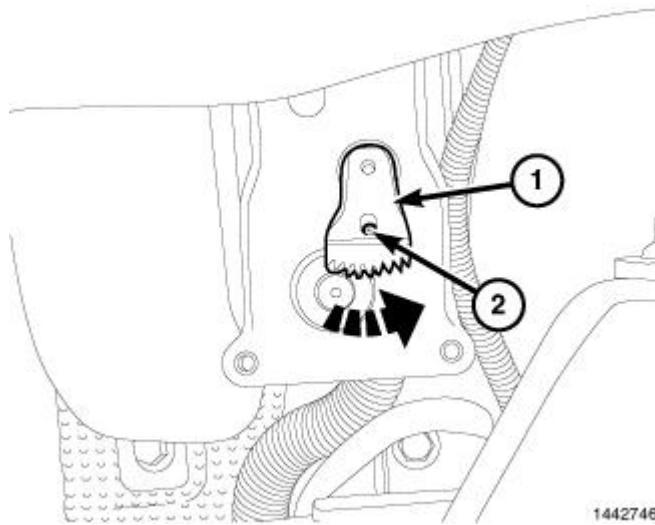


Fig. 357: Selector Gear -- Forward Position

Courtesy of CHRYSLER LLC

- | |
|--|
| <p>1 - SELECTOR GEAR - FORWARD POSITION
2 - SELECTOR GEAR ALIGNMENT HOLE</p> |
|--|

4. Rotate turbocharger sector gear (1) counterclockwise (forward). Insert large end of alignment pin (or a 0.187 in. pin or a 3/16 in. drill) through the turbocharger sector gear alignment hole (2) until it engages hole in turbocharger bearing housing and sector gear (1) will not rotate. If alignment pin does not engage hole in turbocharger bearing housing, variable geometry mechanism is not closing completely. Turbocharger must be replaced.

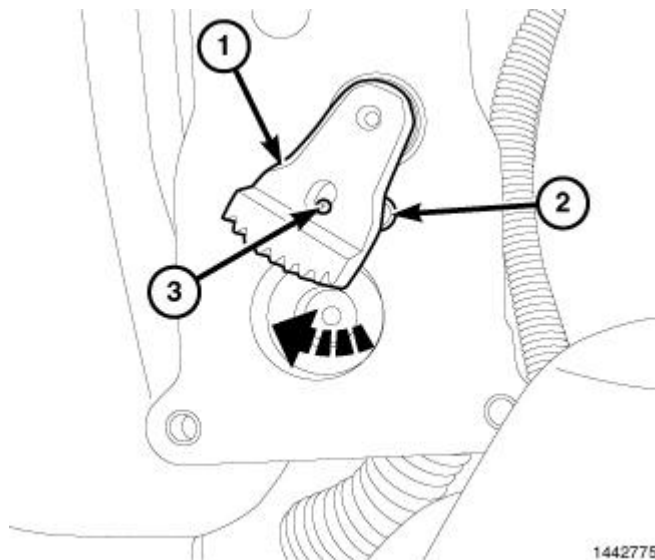


Fig. 358: Selector Gear -- Rearward Position

Courtesy of CHRYSLER LLC

- | |
|--|
| <p>1 - SELECTOR GEAR - REARWARD POSITION</p> |
|--|

2 - BEARING HOUSING ALIGNMENT HOLE

3 - SELECTOR GEAR ALIGNMENT HOLE

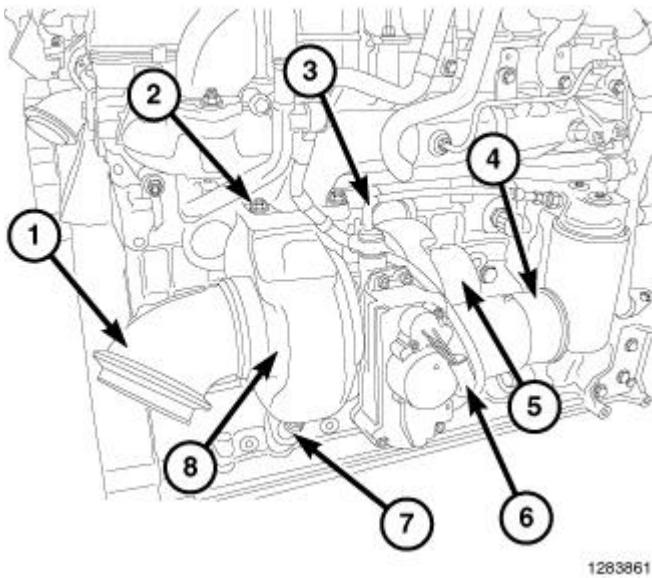
5. Remove alignment pin from sector gear and rotate sector gear (1) clockwise (rearward) and insert small end of alignment tool (or 0.125 in. pin or a 1/8 in drill.) through the sector gear alignment hole (3) until it engages the alignment hole (2) in turbocharger bearing housing and sector gear will not rotate. If alignment pin does not engage hole (2) in turbocharger bearing housing, variable geometry mechanism is not opening completely. Turbocharger must be replaced.

NOTE: If turbocharger has passed sector gear movement checks, turbocharger is functional. Turbocharger actuator must be replaced. Leave alignment pin in place.

6. Install electronic turbocharger actuator. See Engine/Turbocharger System/ACTUATOR, Turbocharger - Installation.

Removal

6.7L DIESEL



1283861

Fig. 359: Identifying Turbocharger Components
Courtesy of CHRYSLER LLC

1. Disconnect the negative battery cable on both batteries.
2. Disconnect and re-position the right hand side positive battery cable.
3. Drain the coolant from the radiator and engine. Refer to Cooling - Standard Procedure.
4. Remove the air filter housing. See Engine/Air Intake System/AIR CLEANER - Removal.
5. Disconnect the crankcase vent hose at the turbocharger air intake.

6. Remove the intake air tube at the turbocharger (5).
7. Remove the charge air cooler inlet tube at the turbocharger inlet (4).
8. Disconnect the turbocharger speed sensor electrical connector.
9. Disconnect the turbocharger actuator electrical connector (6).
10. Remove the turbocharger oil pressure line (3).
11. Remove the turbocharger coolant lines at the engine block and turbocharger.

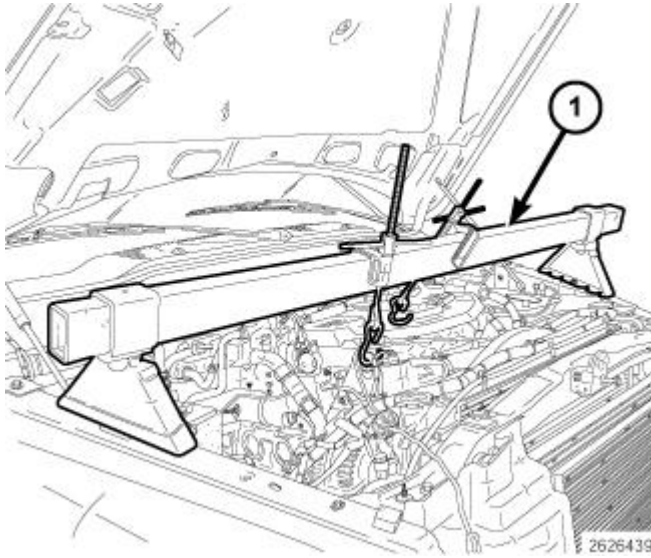


Fig. 360: Engine Support Fixture Tool 8534B
Courtesy of CHRYSLER LLC

12. Remove the right side wheelhouse splash shield. Refer to **Body/Exterior/SHIELD, Splash - Removal**.
13. Lower the vehicle.
14. Install the engine support fixture tool 8534B (1).
15. Remove the right hand side engine mount. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Removal**.

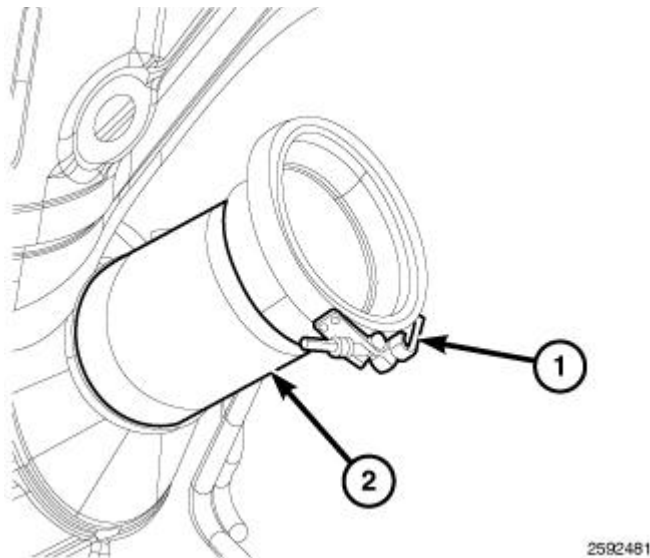


Fig. 361: Turbocharger Exhaust Outlet V-clamp
Courtesy of CHRYSLER LLC

16. Raise and support the vehicle.
17. Remove the exhaust steady rest bracket from transmission.
18. Remove the V-clamp (1) from the turbocharger exhaust outlet.

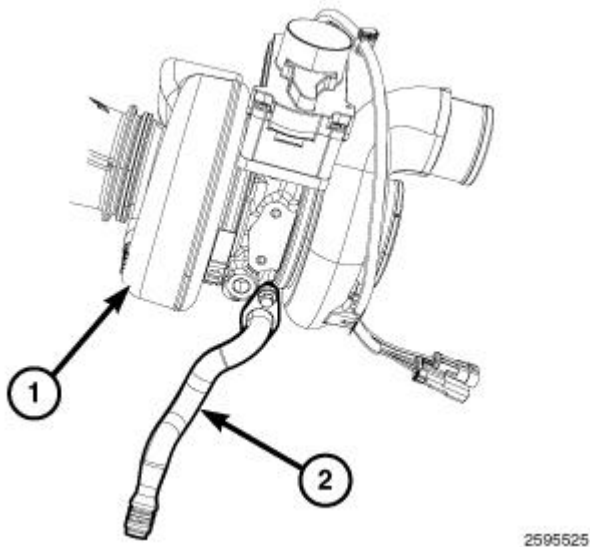


Fig. 362: Turbocharger & Drain Tube
Courtesy of CHRYSLER LLC

19. Remove the turbocharger drain tube (2) at the turbocharger (1).
20. Remove the turbocharger drain tube from the cylinder block.
21. Lower the vehicle.
22. Remove and re-position the grid heater relay from the battery tray.
23. Using Tool 9866, remove the turbocharger to exhaust manifold mounting nuts.

24. Remove the turbocharger (1) from the vehicle by lifting from the top of the engine compartment.
25. Clean the turbocharger mating surfaces.
26. Inspect the turbocharger for damage, if necessary replace the turbocharger. See **Engine/Turbocharger System/TURBOCHARGER - Inspection**.

Inspection

INSPECTION

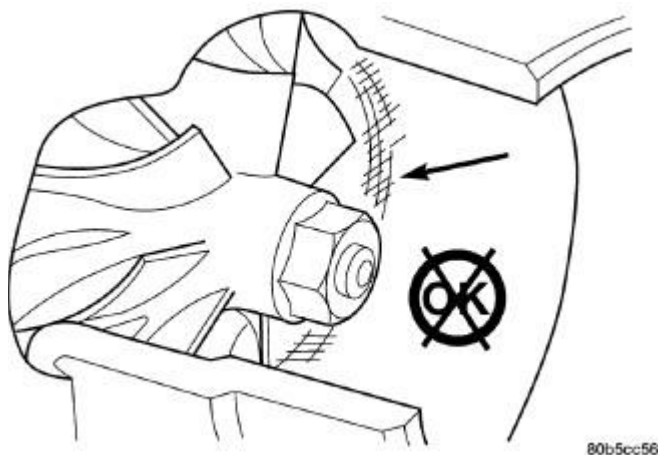


Fig. 363: Inspect Compressor Housing for Impeller Rubbing Condition
Courtesy of CHRYSLER LLC

Visually inspect turbocharger for excessive oil residue. Clean turbocharger if necessary. See **Engine/Turbocharger System - Cleaning**.

Visually inspect charge air cooler tubing for excessive oil residue. Clean charge air cooler tubing if necessary. See **Engine/Turbocharger System/COOLER and HOSES, Charge Air - Cleaning**.

Visually inspect the turbocharger and exhaust manifold gasket surfaces. Replace stripped or eroded mounting studs.

1. Visually inspect the turbocharger for cracks. The following cracks are NOT acceptable:
 - Cracks in the turbine and compressor housing that go completely through
 - Cracks in the mounting flange that are longer than 15 mm (0.6 in.)
 - Cracks in the mounting flange that intersect bolt through-holes
 - Two (2) Cracks in the mounting flange that are closer than 6.4 mm (0.25 in.) together
2. Using a straight edge and feeler gauge, measure the flatness between the two longest sections of the turbocharger mounting flange. Specification is 0.1 mm (0.0039 in.) maximum.
3. Using a straight edge and feeler gauge, the exhaust manifold flange. Specification is 0.1 mm (0.0039 in.) maximum. The combined measurements of the turbocharger and the exhaust manifold flanges must not exceed the maximum specification of either of the two flanges. Example: if the turbocharger flange measured 0.005 mm and the exhaust manifold flange measures 0.005 mm then the specification.

4. Visually inspect the impeller and compressor wheel fins for nicks, cracks, or chips. Note: Some impellers may have a factory placed paint mark which, after normal operation, appears to be a crack. Remove this mark with a suitable solvent to verify that it is not a crack.
5. Visually inspect the turbocharger compressor housing for an impeller rubbing condition. Replace the turbocharger if the condition exists.

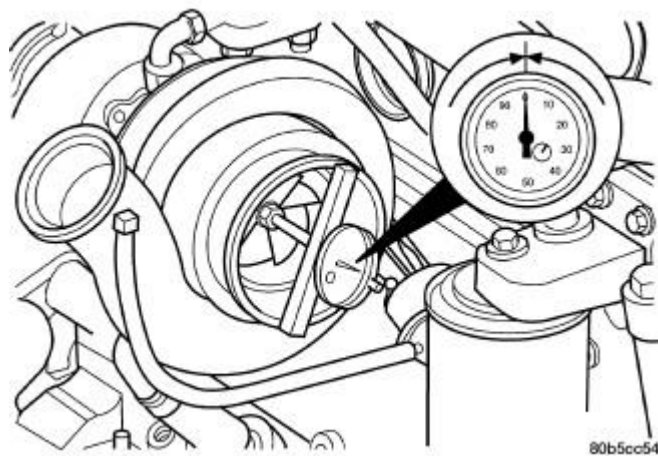


Fig. 364: Measure Turbocharger Axial End Play
Courtesy of CHRYSLER LLC

6. Measure the turbocharger axial end play:
 - a. Install a dial indicator as shown in illustration. Zero the indicator at one end of travel.
 - b. Move the impeller shaft fore and aft and record the measurement. Allowable end play is 0.038 mm (0.0015 in.) MIN. and 0.093 mm (0.0037 in.) MAX. If the recorded measurement falls outside these parameters, replace the turbocharger assembly.

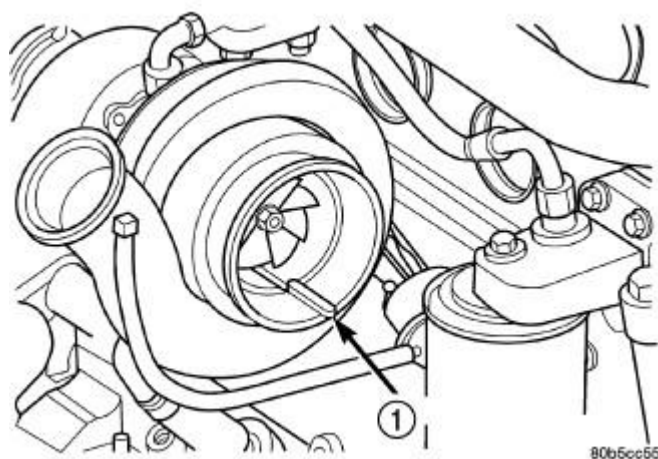


Fig. 365: Measure Turbocharger Bearing Radial Clearance
Courtesy of CHRYSLER LLC

1 - FEELER GAUGE

7. Measure the turbocharger bearing radial clearance:
 - a. Insert a narrow blade or wire style feeler gauge between the compressor wheel and the housing.
 - b. Gently push the compressor wheel toward the housing and record the clearance.
 - c. With the feeler gauge in the same location, gently push the compressor wheel away from the housing and again record the clearance.
 - d. Subtract the smaller clearance from the larger clearance. This is the radial bearing clearance.
 - e. Allowable radial bearing clearance is 0.33 mm (0.013 in.) MIN. and 0.50 mm (0.020 in.) MAX. If the recorded measurement falls outside these specifications, replace the turbocharger assembly.

Installation

6.7L DIESEL

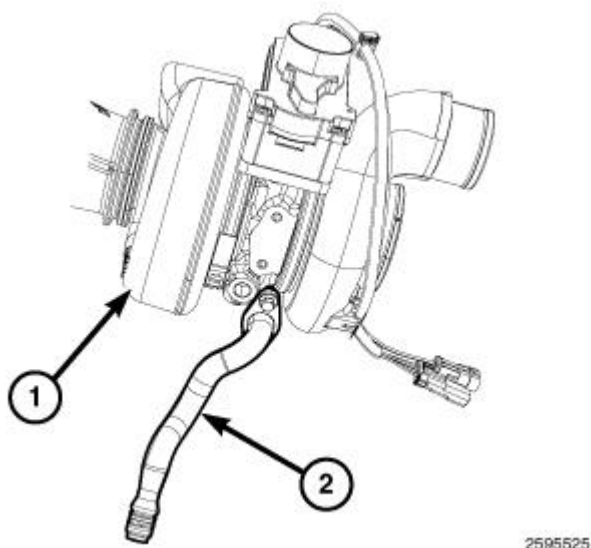


Fig. 366: Turbocharger & Drain Tube
Courtesy of CHRYSLER LLC

CAUTION: Insure that turbocharger and charge air cooler are free of excess oil and debris. Do not allow any water or solvents to enter the turbocharger inlet or outlet. If necessary, clean turbocharger and the charge air cooler. See [Engine/Turbocharger System - Cleaning](#) and [Engine/Turbocharger System/COOLER and HOSES, Charge Air - Cleaning](#).

1. Prior to installation, inspect the turbocharger for any damage. See [Engine/Turbocharger System/TURBOCHARGER - Inspection](#).
2. Clean the turbocharger mating surfaces.
3. Replace the banjo fitting seals on the turbocharger coolant lines.
4. Using a new gasket, position the turbocharger onto the exhaust manifold studs by lowering the turbocharger through the engine compartment.

NOTE: If old gasket appeared to be leaking, check the turbocharger/exhaust manifold mounting flanges for warping. Using a straight edge and feeler gauge measure along the two longest sides of the flanges for warpage. Specification is 0.1 mm (0.0039 inch) for the turbocharger flange and 0.05 mm (0.002 inch) maximum.

5. Install the turbocharger mounting nuts. Using Turbocharger Tool 9866, using a cross pattern, tighten the nuts to 43 N.m (32 ft. lbs.)
6. Install the grid heater relay to the battery tray.
7. Inspect the oil drain tube O-rings for nicks or cuts. Replace if necessary. Oil the O-rings with new oil.
8. Raise and support the vehicle.
9. Position the turbocharger drain tube (2) into engine block.
10. Using a new gasket, install the turbocharger drain tube (2) mounting bolts. Tighten the mounting bolts to 24 N.m (18 ft. lbs.).

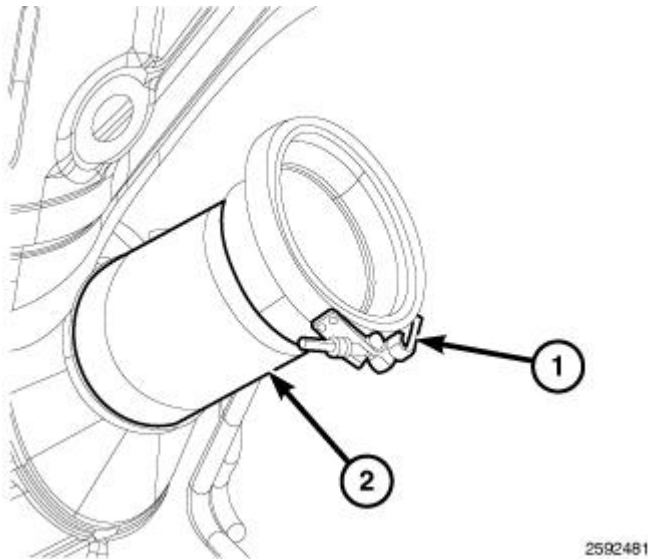


Fig. 367: Turbocharger Exhaust Outlet V-clamp
Courtesy of CHRYSLER LLC

11. Using a new clamp (1), connect the exhaust pipe to the turbocharger exhaust outlet with the clamp facing down as shown in illustration. Tighten the clamp (1) to 17 N.m (13 ft. lbs). Using a rubber mallet, hit the exhaust pipe to turbocharger clamp three times around the perimeter of the clamp (1) and tighten the clamp (1) to 17 N.m (13 ft. lbs).
12. Install the exhaust steady rest bracket to the transmission. Tighten bolts to 43 N.m (32 ft. lbs.).
13. Install the right hand side engine mount. See **Engine/Engine Mounting/INSULATOR, Engine Mount - Installation**.
14. Install the right side wheelhouse splash shield. Refer to **Body/Exterior/SHIELD, Splash - Installation**.
15. Lower the vehicle.

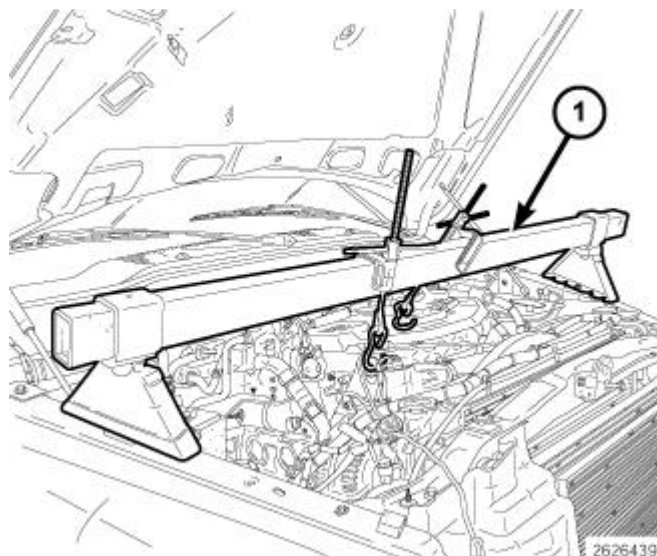


Fig. 368: Engine Support Fixture Tool 8534B
Courtesy of CHRYSLER LLC

16. Remove the engine support fixture tool 8534B (1).

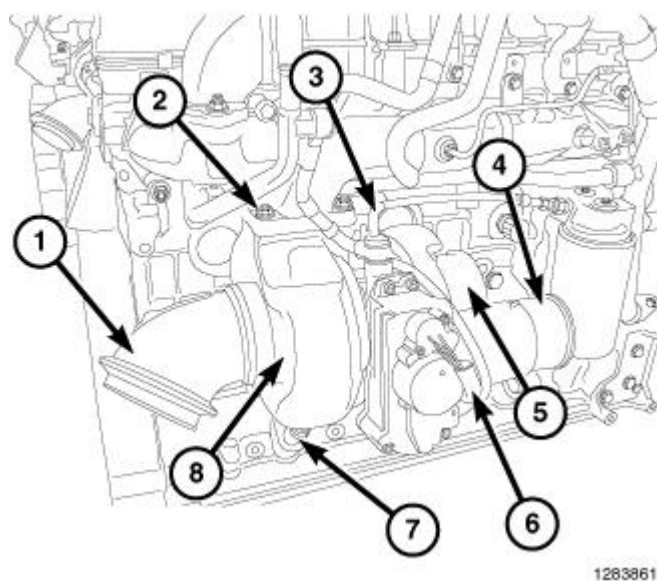


Fig. 369: Identifying Turbocharger Components
Courtesy of CHRYSLER LLC

NOTE: Exhaust pipe removed for clarity.

17. Install the coolant lines at the engine block and turbocharger. Tighten the banjo fittings 24 N.m (18 ft. lbs.).
18. Install the turbocharger oil return line. Tighten the fitting to 36 N.m (27 ft. lbs.).

19. Install the turbocharger oil pressure line (3). Tighten the fitting to 36 N.m (27 ft. lbs.).
20. Connect the turbocharger actuator electrical connector.
21. Connect the turbocharger speed sensor electrical connector.
22. Install the charge air tube to turbocharger inlet (4). Tighten the clamp to 11 N.m (8 ft. lbs.).
23. Pre-lube the turbocharger with 29.9 - 59.14 ml (1 - 2 oz.) clean engine oil.
24. Install the intake air tube at the turbocharger (5). Tighten the clamp to 11 N.m (8 ft. lbs.).
25. Connect the crankcase vent hose at the turbocharger air intake.
26. Install the air filter housing. See **Engine/Air Intake System/BODY, Air Cleaner - Installation**.
27. Fill the cooling system. Refer to **Cooling - Standard Procedure**.
28. Position and connect the right hand side positive battery cable
29. Connect the negative battery cable on both batteries.
30. Check for any cooling or exhaust leaks and confirm the turbocharger is operating properly. Refer to **Cooling - Diagnosis and Testing**. Refer to **Exhaust System - Diagnosis and Testing**. See **Engine/Turbocharger System/TURBOCHARGER - Diagnosis and Testing**.

VALVE TIMING

STANDARD PROCEDURE

TIMING VERIFICATION

1. Remove the cylinder head cover. See **Engine/Cylinder Head/COVER(S), Cylinder Head - Removal**.
2. Remove fuel injector from cylinder No. 1. Refer to **Fuel System/Fuel Injection/INJECTOR(S), Fuel - Removal**.
3. Using Barring Tool 7471B rotate the engine until the TDC mark on the damper is at 12 o'clock.
4. Using a 8 in. x 1/4 in. dowel rod inserted into cylinder No. 1, rock the crankshaft back and forth to verify piston No. 1 is at TDC.
5. With cylinder number still at TDC, inspect the keyway on the crankshaft gear for proper alignment (12 o'clock position).
6. If the keyway is not at 12 o'clock position replace the crankshaft gear assembly.
7. If the keyway is at 12 o'clock position, remove front gear cover and verify timing mark alignment between the camshaft gear and crankshaft gear, if not aligned inspect keyway on camshaft gear.
8. Inspect keyway on camshaft gear for proper alignment with the key in the camshaft, if alignment is off replace the camshaft/gear assembly.
9. If timing marks alignment is off and no damage is found at either the crankshaft or camshaft gear keyways, realign timing marks as necessary.

COVER(S), ENGINE TIMING

Removal

REMOVAL

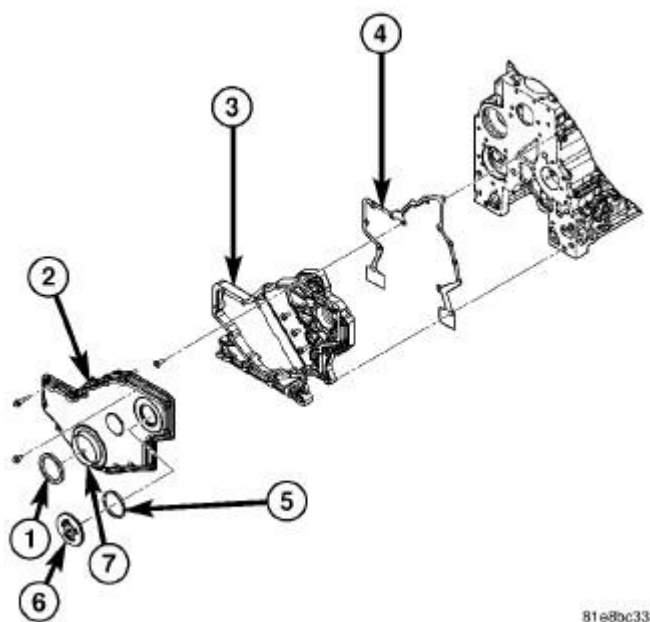


Fig. 370: FRONT COVER

Courtesy of CHRYSLER LLC

1. Disconnect both battery negative cables. Refer to **Electrical/Battery System/CABLES, Battery - Removal** .
2. Raise vehicle on hoist.
3. Partially drain engine coolant into container suitable for reuse. Refer to **Cooling - Standard Procedure** .
4. Lower vehicle.
5. Remove radiator upper hose.
6. Remove viscous fan/drive/shroud assembly. Refer to **Cooling/Engine/FAN, Cooling - Removal** .
7. Remove the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal** .

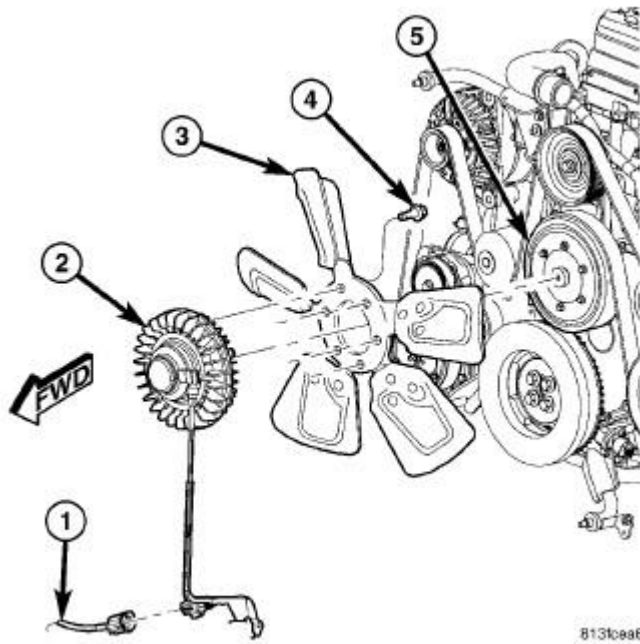


Fig. 371: Fan Blade/Viscous Fan Drive
Courtesy of CHRYSLER LLC

- | |
|--------------------------|
| 1 - ELECTRICAL CONNECTOR |
| 2 - VISCOUS FAN DRIVE |
| 3 - FAN BLADE |
| 4 - BOLT (6) |
| 5 - RADIATOR FAN PULLEY |

8. Remove the cooling fan support/hub from the front of the engine.
9. Raise the vehicle on hoist.
10. Remove power steering pump. Refer to **Steering/Pump - Removal**.
11. Remove accessory drive belt tensioner.
12. Remove the crankshaft damper. See **Engine/Engine Block/DAMPER, Vibration - Removal**.
13. Lower the vehicle.
14. Remove the gear cover-to-housing bolts and gently pry the cover away from the housing, taking care not to mar the gasket surfaces.

Installation

INSTALLATION

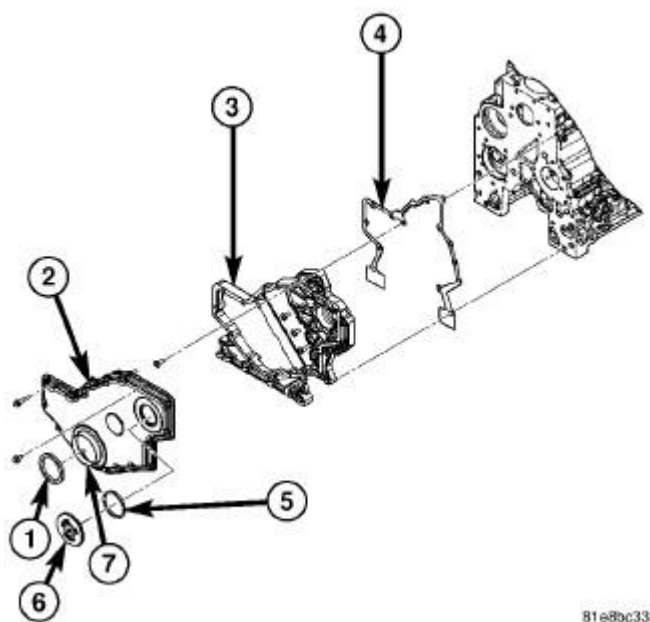


Fig. 372: FRONT COVER

Courtesy of CHRYSLER LLC

1. Install a new front crankshaft oil seal.
2. Obtain a seal pilot (1) installation tool from a crankshaft front seal service kit and install the pilot into the seal.
3. Apply a bead of Mopar® Silicone Rubber Adhesive Sealant or equivalent to the gear housing cover. Be sure to surround all through holes.

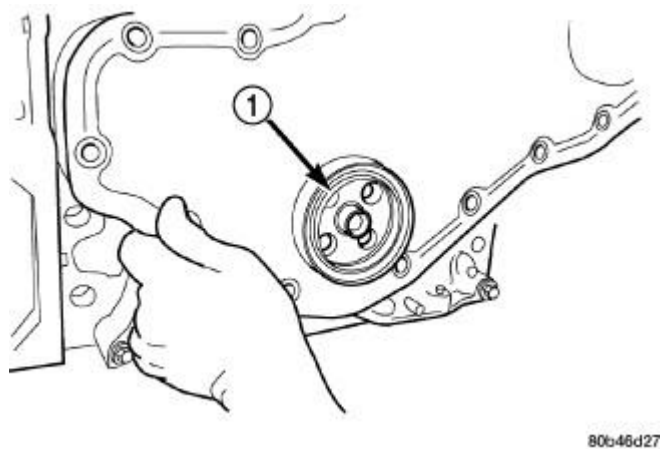


Fig. 373: Installing Front Cover with Seal Pilot

Courtesy of CHRYSLER LLC

1 - SEAL PILOT

4. Using the seal pilot to (1) align the cover , install the cover to the housing and install the bolts. Tighten the bolts at the 3 and 9 o'clock position finger tight, then in a clockwise direction starting at the 3 o'clock position, tighten to 24 N.m (18 ft. lbs).
5. Snug, but do not torque one bolt at the 3 o'clock and 9 o'clock positions. This centers the seal on the crankshaft.
6. Tighten the bolts to 24 N.m (18 ft. lbs.) in a circular pattern.
7. Remove the seal pilot. Install front seal dust shield.
8. Raise and support vehicle.
9. Install the crankshaft damper. See **Engine/Engine Block/DAMPER, Vibration - Installation**.

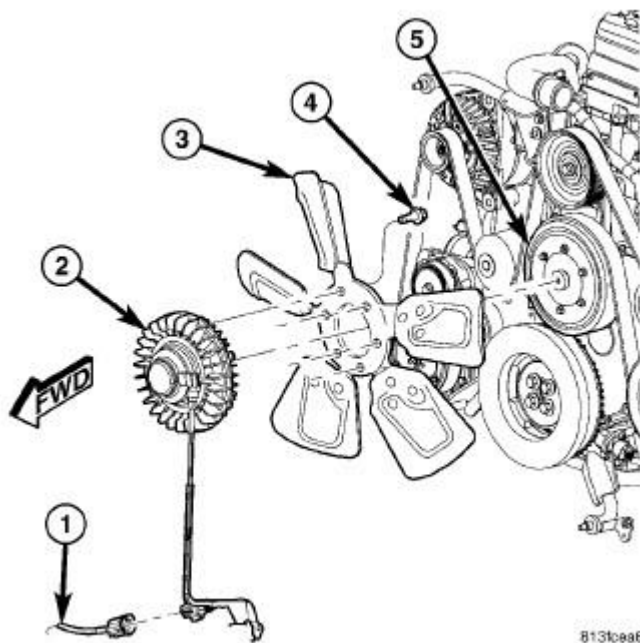
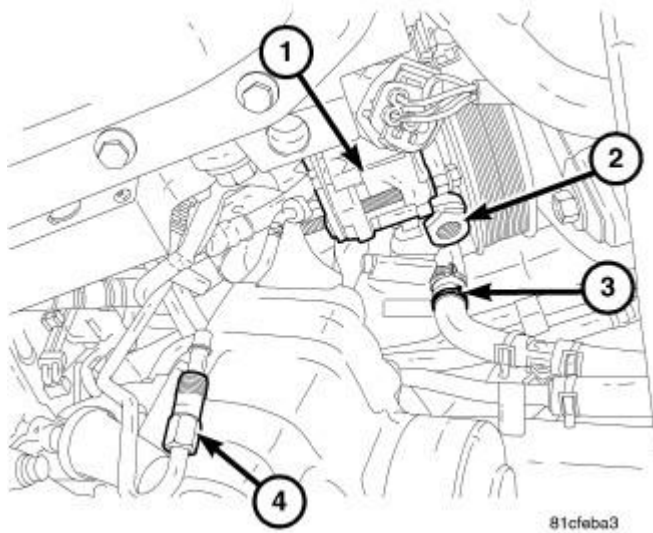


Fig. 374: Fan Blade/Viscous Fan Drive
Courtesy of CHRYSLER LLC

- | |
|--------------------------|
| 1 - ELECTRICAL CONNECTOR |
| 2 - VISCOUS FAN DRIVE |
| 3 - FAN BLADE |
| 4 - BOLT (6) |
| 5 - RADIATOR FAN PULLEY |

10. Install the fan support/hub assembly, and tighten bolts to 32 N.m (24 ft. lbs.).

**Fig. 375: P/S PUMP**

Courtesy of CHRYSLER LLC

11. Install power steering pump. Refer to **Steering/Pump - Installation** .
12. Install accessory drive belt tensioner. Tighten bolt to 43 N.m (32 ft. lbs.).
13. Install the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Installation** .
14. Install the cooling fan/drive/shroud assembly. Refer to **Cooling/Engine/FAN, Cooling - Installation** .
15. Install the radiator upper hose and clamps.
16. Fill the coolant system. Refer to **Cooling - Standard Procedure** .
17. Connect both battery negative cables. Refer to **Electrical/Battery System/CABLES, Battery - Installation** .
18. Start engine and inspect for leaks.

HOUSING, TIMING CASE, FRONT

Removal

REMOVAL

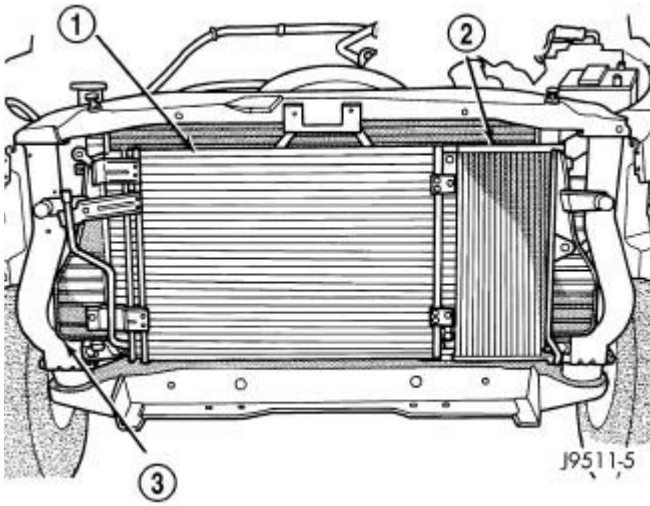


Fig. 376: Condenser and Transmission Auxiliary Cooler
Courtesy of CHRYSLER LLC

1 - A/C CONDENSER

2 - TRANSMISSION COOLER

3 - INTERCOOLER

1. Disconnect the negative battery cables. Refer to **Electrical/Battery System/CABLES, Battery - Removal** .
2. Raise vehicle on hoist.
3. Partially drain engine coolant into container suitable for reuse. Refer to **Cooling - Standard Procedure** .
4. Lower vehicle.
5. Remove radiator upper hose.
6. Disconnect coolant recovery bottle hose from radiator filler neck.
7. Remove viscous fan/drive/shroud assembly. Refer to **Cooling/Engine/FAN, Cooling - Removal** .
8. Remove the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Removal** .
9. Remove the accessory drive belt tensioner.

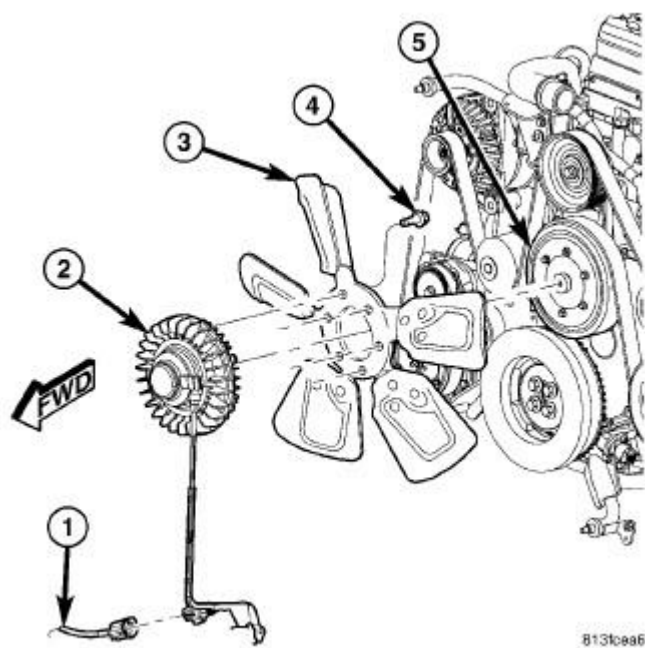


Fig. 377: Fan Blade/Viscous Fan Drive
Courtesy of CHRYSLER LLC

- | |
|---|
| 1 - ELECTRICAL CONNECTOR
2 - VISCOUS FAN DRIVE
3 - FAN BLADE
4 - BOLT (6)
5 - RADIATOR FAN PULLEY |
|---|

10. Remove the cooling fan support/hub from the front of the engine.
11. Raise the vehicle on hoist.

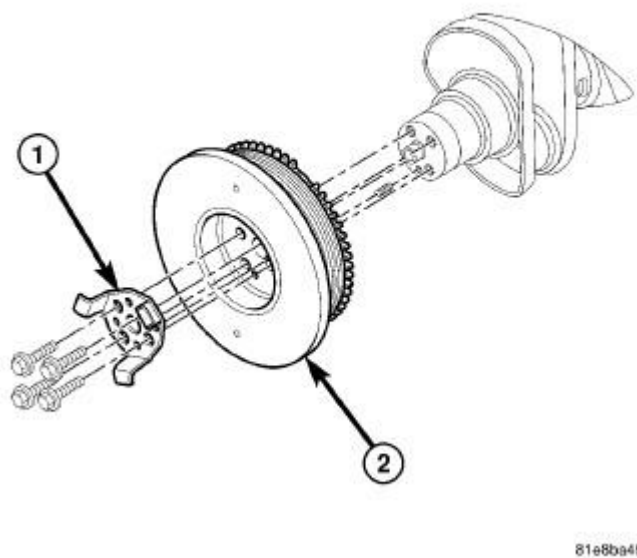


Fig. 378: CRANKSHAFT DAMPER
Courtesy of CHRYSLER LLC

12. Remove the crankshaft damper. See **Engine/Engine Block/DAMPER, Vibration - Removal**.

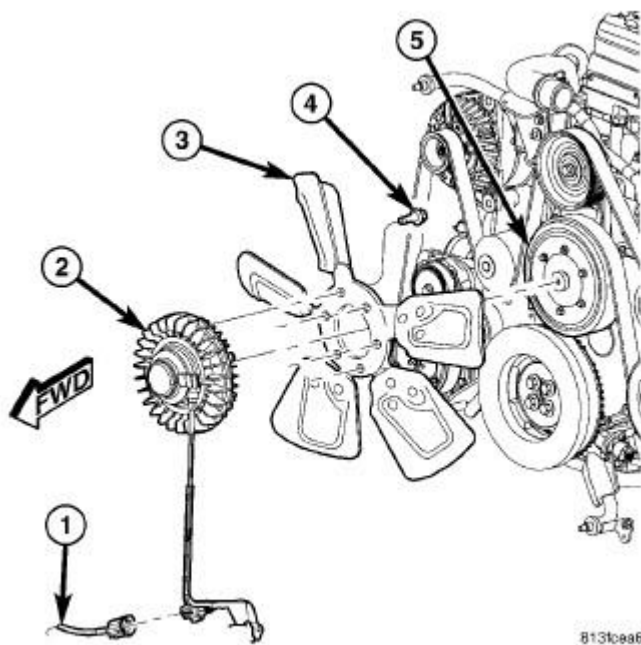


Fig. 379: Fan Blade/Viscous Fan Drive -- Diesel
Courtesy of CHRYSLER LLC

- 1 - ELECTRICAL CONNECTOR
- 2 - VISCOUS FAN DRIVE
- 3 - FAN BLADE
- 4 - BOLT (6)
- 5 - RADIATOR FAN PULLEY

13. Remove the lower fan shroud bracket.
14. Remove the upper fan shroud bracket that is mounted to the gear housing.
15. Lower the vehicle.

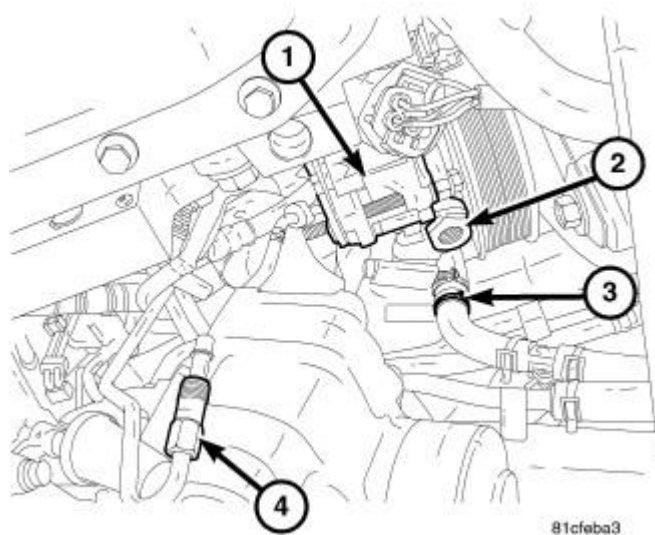


Fig. 380: P/S PUMP

Courtesy of CHRYSLER LLC

16. Remove the power steering pump. Refer to **Steering/Pump - Removal** .

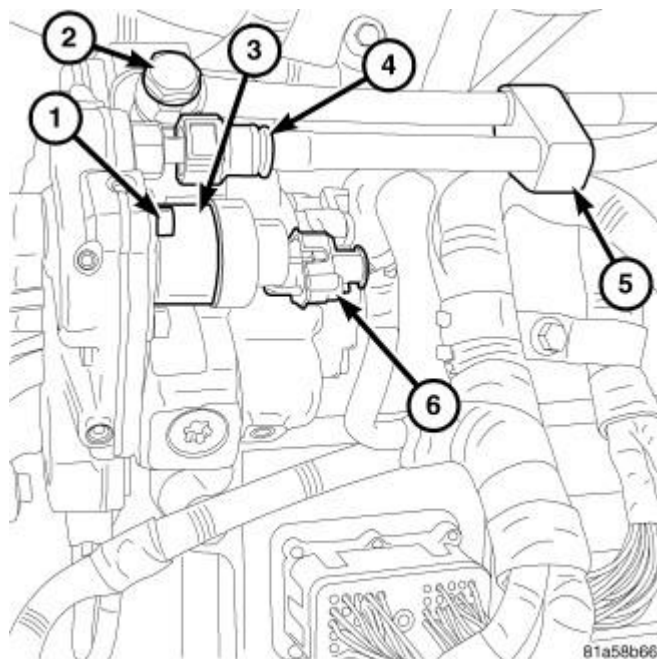


Fig. 381: FUEL INJECTION PUMP - REAR VIEW
Courtesy of CHRYSLER LLC

17. Remove the fuel injection pump. Refer to **Fuel System/Fuel Delivery/PUMP, Fuel Injection - Removal**.

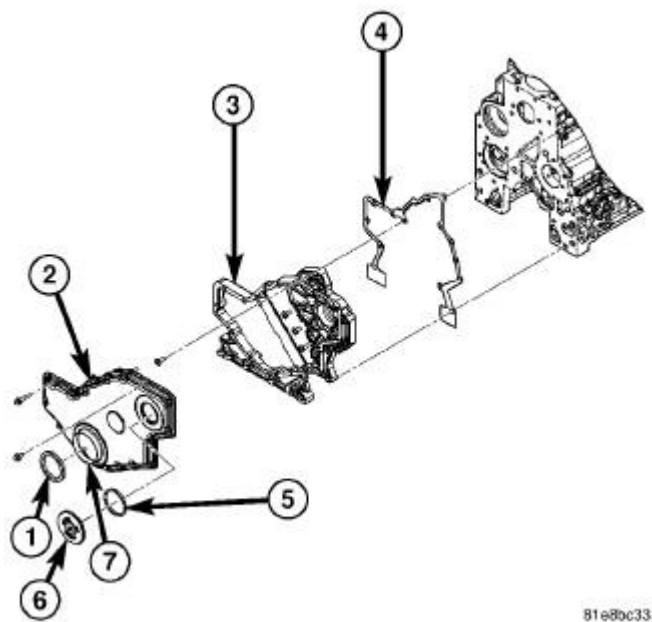
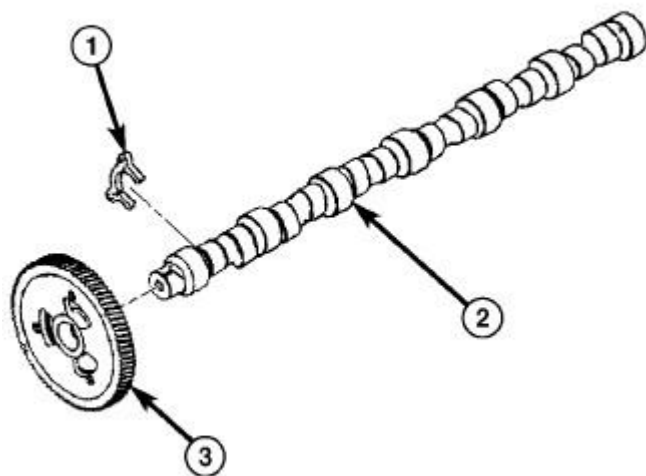


Fig. 382: FRONT COVER
Courtesy of CHRYSLER LLC

18. Remove the gear cover-to-housing bolts and gently pry the cover away from the housing, taking care not

to mar the gasket surfaces.

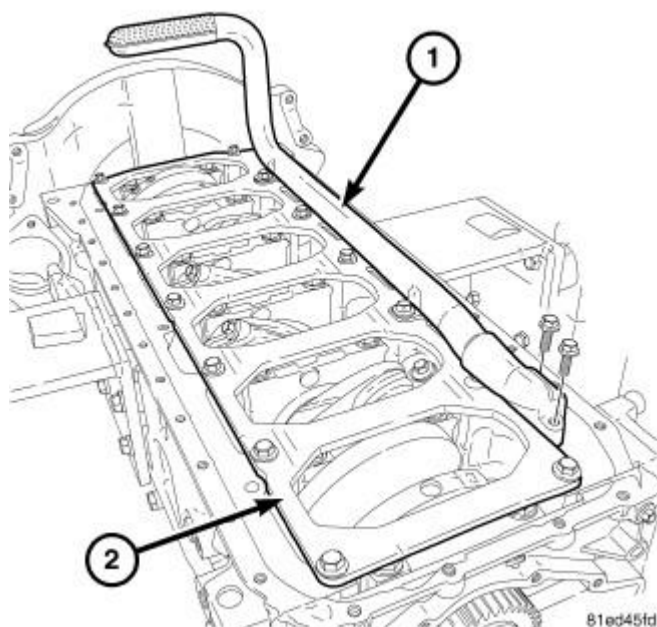
19. Disconnect the camshaft position sensor connector.
20. Disconnect and remove engine speed sensor.



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Fig. 383: Camshaft, Gear And Thrust Bearing
Courtesy of CHRYSLER LLC

21. Remove the camshaft. See **Engine/Engine Block/CAMSHAFT, Engine - Removal.**



81ed45fd

Fig. 384: OIL PICKUP TUBE
Courtesy of CHRYSLER LLC

22. Remove the front six oil pan fasteners.
23. Remove the gear housing fasteners.

NOTE: Use care when removing the gear housing, to avoid damage to the oil pan gasket, as the gasket will be reused if it is not damaged.

24. Slide a feeler gauge between the gear housing and oil pan gasket, to break the gasket seal.
25. Remove the gear housing and gasket.
26. Clean the gasket material from the cylinder block and gear housing.

Installation

INSTALLATION

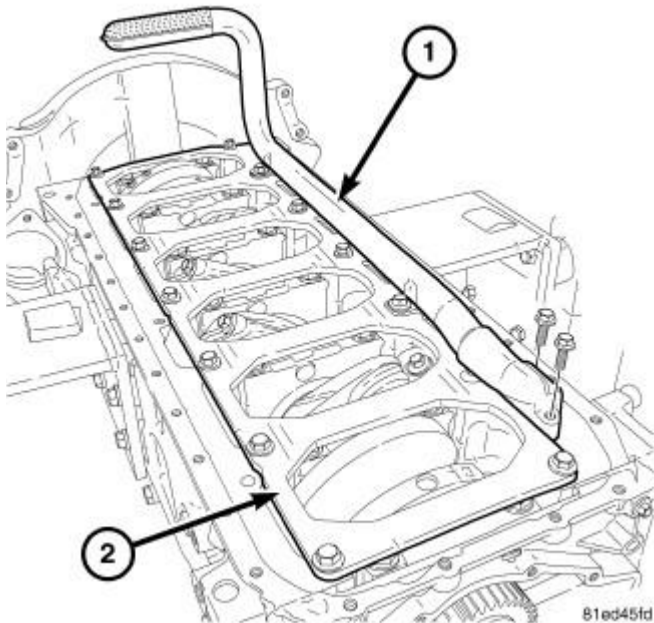
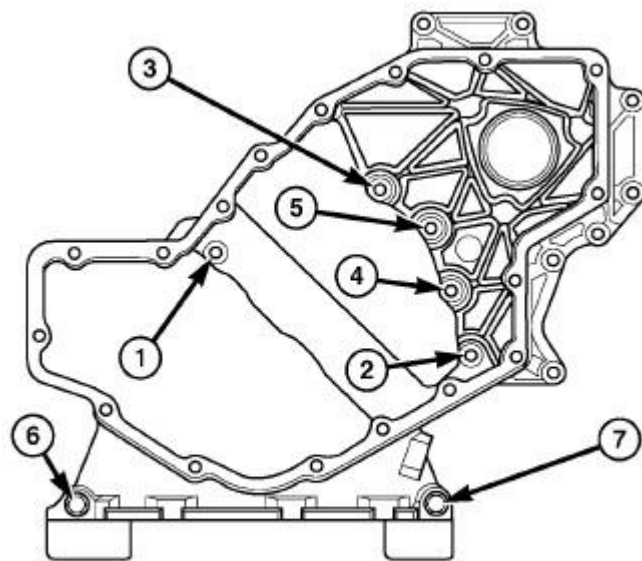


Fig. 385: OIL PICKUP TUBE
Courtesy of CHRYSLER LLC

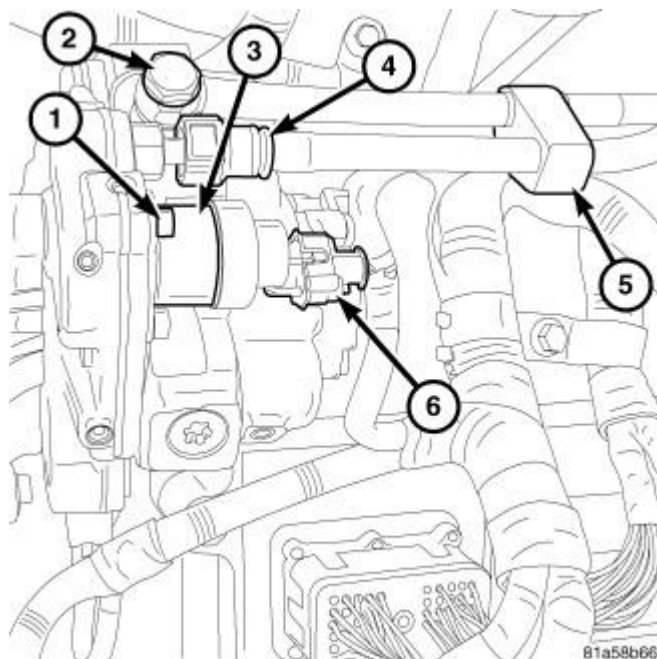
1. Inspect oil pan gasket. If torn, gasket must be replaced.
2. Install a new gear housing gasket onto cylinder block and trim any excess gasket material flush to oil pan rail.
3. Place a small amount of Mopar® engine RTV to the corners of the block and pan gasket T-joint to ensure a good seal.



8123ac39

Fig. 386: Gear Housing Bolt Torque Sequence
 Courtesy of CHRYSLER LLC

4. Install the gear housing. Tighten bolts to 24 N.m (18 ft. lbs.).
5. If a new housing is installed, the camshaft position sensor, and engine speed sensor must be transferred to the new housing.
6. Connect the camshaft position sensor connector.
7. Install and connect engine speed sensor.

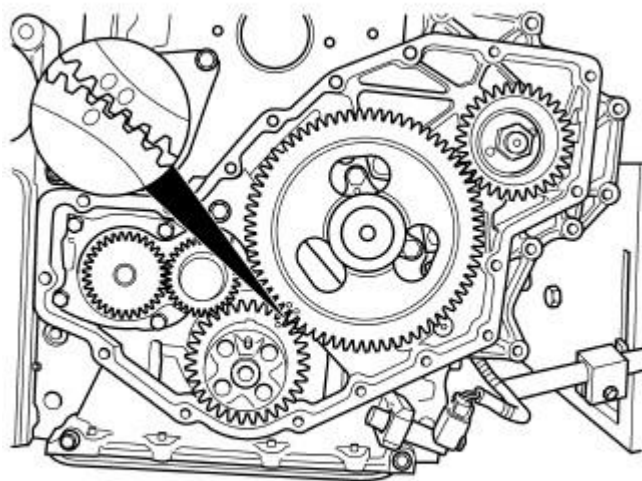


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Fig. 387: FUEL INJECTION PUMP - REAR VIEW

Courtesy of CHRYSLER LLC

8. Install the injection pump. Refer to **Fuel System/Fuel Delivery/PUMP, Fuel Injection - Installation** .

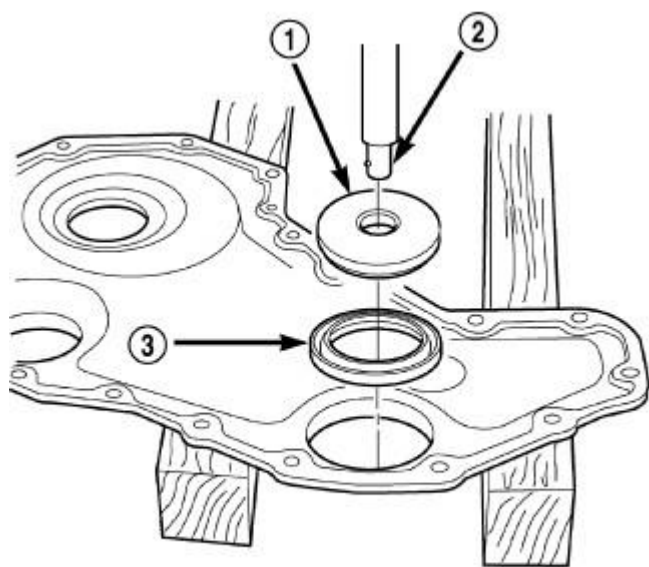


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Fig. 388: Timing Mark Alignment

Courtesy of CHRYSLER LLC

9. Install the camshaft. See **Engine/Engine Block/CAMSHAFT, Engine - Installation**. Align the crankshaft and camshaft gear marks as shown in illustration.

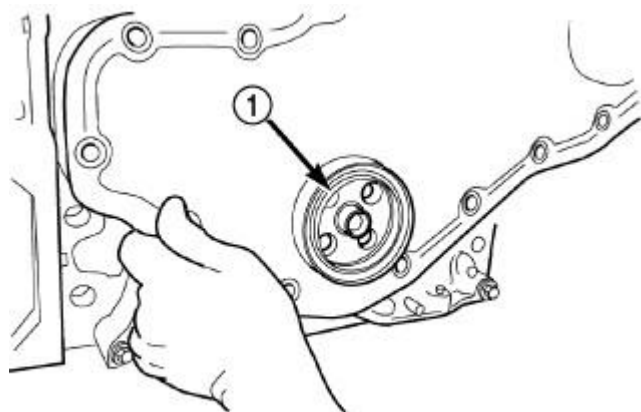


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Fig. 389: Installing Seal Into Cover With Tool 8281
Courtesy of CHRYSLER LLC

- | |
|-------------------------|
| 1 - SEAL INSTALLER 8281 |
| 2 - DRIVER HANDLE C4171 |
| 3 - SEAL |

10. Install a new front crankshaft seal into the gear cover. See **Engine/Engine Block/SEAL, Crankshaft Oil - Installation.**
11. Apply a bead of Mopar® Silicone Rubber Adhesive Sealant or equivalent to the gear housing cover. Be sure to surround all through holes.

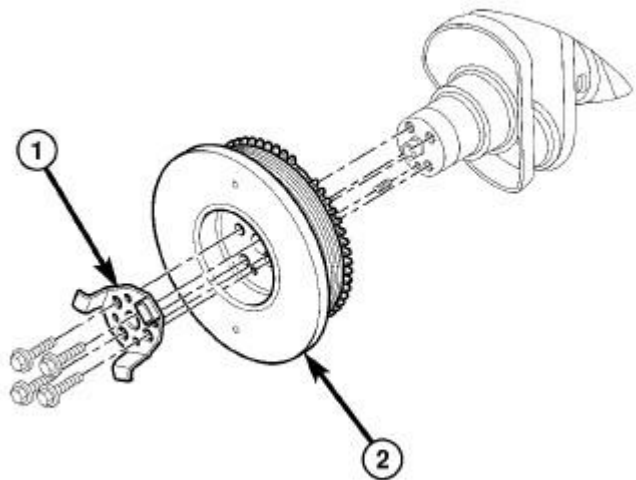


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Fig. 390: Installing Front Cover with Seal Pilot
Courtesy of CHRYSLER LLC

1 - SEAL PILOT

12. Using the seal pilot to align the cover, install the cover to the housing and install the bolts. Tighten the bolts at the 3 and 9 o'clock position finger tight, then in a clockwise direction starting at the 3 o'clock position, tighten to 24 N.m (18 ft. lbs.).
13. Snug, but do not torque one bolt at the 3 o'clock and 9 o'clock positions. This center's the seal on the crankshaft.
14. Tighten the bolt to 24 N.m (18 ft. lbs.) in a circular pattern.
15. Remove the seal pilot. Install front seal dust shield.



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Fig. 391: CRANKSHAFT DAMPER
Courtesy of CHRYSLER LLC

16. Install the crankshaft damper. Tighten bolts to 40 N.m (30 ft. lbs.), plus an additional 60°.
17. Install the lower fan shroud bracket. Tighten bolts to 24 N.m (18 ft. lbs.).
18. Install the upper fan shroud brackets. Hand tighten only.

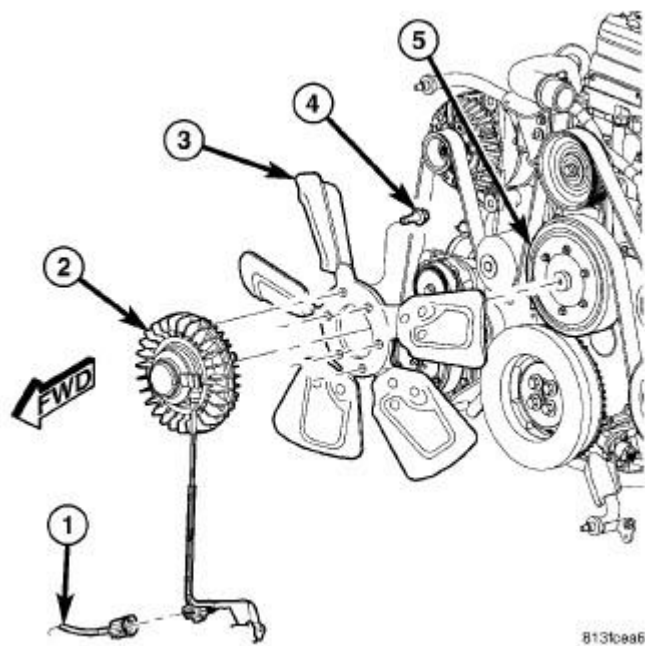


Fig. 392: Fan Blade/Viscous Fan Drive
Courtesy of CHRYSLER LLC

- 1 - ELECTRICAL CONNECTOR
- 2 - VISCOUS FAN DRIVE
- 3 - FAN BLADE
- 4 - BOLT (6)
- 5 - RADIATOR FAN PULLEY

19. Install the fan support/hub assembly and tighten bolts to 32 N.m (24 ft. lbs.).

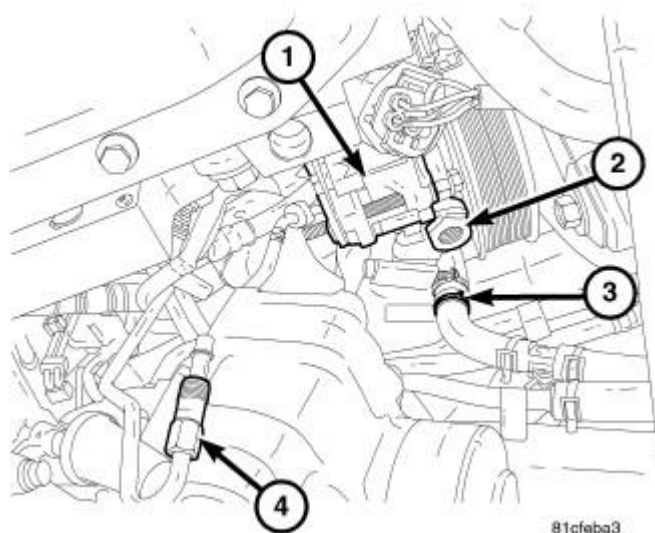


Fig. 393: P/S PUMP

Courtesy of CHRYSLER LLC

20. Install the power steering pump. Refer to **Steering/Pump - Installation** .

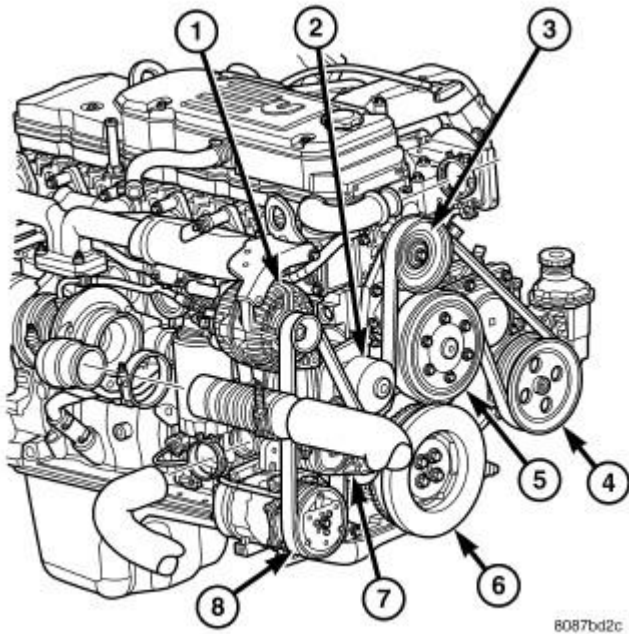


Fig. 394: Accessory Drive Belt
Courtesy of CHRYSLER LLC

- | |
|-------------------------|
| 1 - GENERATOR |
| 2 - WATER PUMP |
| 3 - IDLER |
| 4 - POWER STEERING PUMP |
| 5 - RADIATOR FAN PULLEY |
| 6 - CRANKSHAFT |
| 7 - AUTOMATIC TENSIONER |
| 8 - A/C COMPRESSOR |

21. Install the accessory drive belt tensioner. Tighten bolt to 43 N.m (32 ft. lbs.).
22. Install the accessory drive belt. Refer to **Cooling/Accessory Drive/BELT, Serpentine - Installation** .
23. Install the upper cooling fan/drive/shroud assembly. Refer to **Cooling/Engine/FAN, Cooling - Installation** .

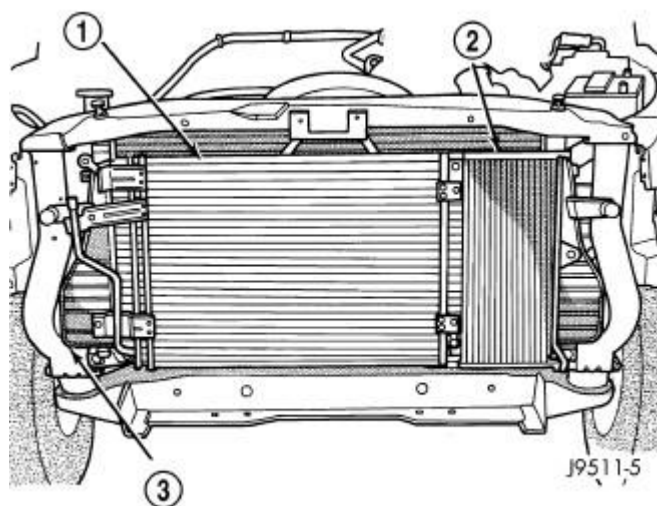


Fig. 395: Condenser and Transmission Auxiliary Cooler
Courtesy of CHRYSLER LLC

1 - A/C CONDENSER
2 - TRANSMISSION COOLER
3 - INTERCOOLER

24. Connect the coolant recovery bottle hose to the radiator filler neck.
25. Install the radiator upper hose and clamps.
26. Check engine oil level.
27. Fill the cooling system. Refer to **Cooling - Standard Procedure** .
28. Connect the negative battery cables.
29. Start engine and inspect for leaks.