2008 ENGINE

2.0L - Service Information - Compass & Patriot

DESCRIPTION

2.0L ENGINE

The 2.0 Liter (122 cu. in.) in-line four cylinder engine is a double over head camshaft with mechanical lash buckets and four valves per cylinder design. This engine is NOT free-wheeling; meaning that the pistons will contact the valves in the event of a timing chain failure.

The cylinders are numbered from front of the engine to the rear. The firing order is 1-3-4-2.

The engine serial number is located on the rear of the cylinder block. The serial number contains engine build date information.

DIAGNOSIS AND TESTING

CYLINDER COMBUSTION PRESSURE LEAKAGE TEST

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.

WARNING: Do not remove the pressure cap with the system hot and under pressure because serious burns from coolant can occur.

1. Check the coolant level and fill as required. DO NOT install the pressure cap.
2. Start and operate the engine until it attains normal operating temperature, then turn the engine OFF.
3. Clean spark plug recesses with compressed air.
4. Remove the spark plugs.
5. Remove the oil filler cap.
6. Remove the air cleaner.
7. Calibrate the tester according to the manufacturer's instructions. The shop air source for testing should maintain 483 kPa (70 psi) minimum, 1,379 kPa (200 psi) maximum, with 552 kPa (80 psi) recommended.
8. Perform the test procedures on each cylinder according to the tester manufacturer's instructions. While testing, listen for pressurized air escaping through the throttle body, tailpipe and oil filler cap opening. Check for bubbles in the coolant.

 © 2011 Mitchell Repair Information Company, LLC.

9. All gauge pressure indications should be equal, with no more than 25% leakage per cylinder.
10. **FOR EXAMPLE:** At 552 kPa (80 psi) input pressure, a minimum of 414 kPa (60 psi) should be maintained in the cylinder.

CYLINDER COMPRESSION PRESSURE TEST

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

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

1. Check engine oil level and add oil if necessary.
2. Drive the vehicle until engine reaches normal operating temperature. Select a route free from traffic and other forms of congestion, observe all traffic laws, and accelerate through the gears several times briskly.
3. Remove engine cover.
4. Disconnect coil electrical connectors and remove coils.
5. Remove all spark plugs from engine. As spark plugs are being removed, check electrodes for abnormal firing indicators fouled, hot, oily, etc. Record cylinder number of spark plug for future reference.
6. Disconnect injector electrical connectors.
7. Be sure throttle blade is fully open during the compression check.
8. Insert compression pressure adaptor 8116 or the equivalent, into the #1 spark plug hole in cylinder head. Connect the 0-500 psi (Blue) pressure transducer CH7059 with cable adaptors to the DRBIII®. For Special Tool identification, see **SPECIAL TOOLS**.
9. Crank engine until maximum pressure is reached on gauge. Record this pressure as #1 cylinder pressure.
10. Repeat the previous step for all remaining cylinders.
11. Compression should not be less than 1034 kPa (150 psi) and not vary more than 25 percent from cylinder to cylinder.
12. If one or more cylinders have abnormally low compression pressures, repeat the compression test.
13. If the same cylinder or cylinders repeat an abnormally low reading on the second compression test, it could indicate the existence of a problem in the cylinder in question. **The recommended compression pressures are to be used only as a guide to diagnosing engine problems. An engine should not be disassembled to determine the cause of low compression unless some malfunction is present.**

ENGINE DIAGNOSIS - INTRODUCTION

Engine diagnosis is helpful in determining the causes of malfunctions not detected and remedied by routine maintenance.

These malfunctions may be classified as either mechanical (e.g, a strange noise), or performance (e.g, engine idles rough and stalls).

Refer to the **ENGINE DIAGNOSIS - MECHANICAL** and **ENGINE DIAGNOSIS - PERFORMANCE** for possible causes and corrections of malfunctions.

 © 2011 Mitchell Repair Information Company, LLC.

For fuel system diagnosis, see **FUEL SYSTEM** .

Additional tests and diagnostic procedures may be necessary for specific engine malfunctions that cannot be isolated with the Service Diagnosis charts. Information concerning additional tests and diagnosis is provided within the following:

Cylinder Compression Pressure Test: Refer to **CYLINDER COMPRESSION PRESSURE TEST**.

Cylinder Combustion Pressure Leakage Test: Refer to **CYLINDER COMBUSTION PRESSURE LEAKAGE TEST**.

Engine Cylinder Head Gasket Failure Diagnosis: Refer to **CYLINDER HEAD GASKET**.

Intake Manifold Leakage Diagnosis: Refer to **MANIFOLD-INTAKE**

Mechanical Valve Tappet Noise Diagnosis: Refer to **HYDRAULIC LASH ADJUSTER NOISE DIAGNOSIS**

Engine Oil Leak Inspection: Refer to **ENGINE OIL LEAK INSPECTION**

ENGINE DIAGNOSIS - MECHANICAL

CONDITION	POSSIBLE CAUSES	CORRECTION
VALVETRAIN NOISE	1. High or low oil level in crankcase.	1. Check and correct engine oil level.
	2. Thin or diluted oil.	2. Change oil to correct viscosity.
	3. Thick oil	3. (a) Change engine oil and filter.
	-	(b) Run engine to operating temperature.
	-	(c) Change engine oil and filter again.
	4. Low oil pressure.	4. (a) Check and correct engine oil level.
	-	(b) Check pressure regulating valve.
	5. Worn cam lobe.	5. Install new camshaft.
	6. Worn tappet bucket.	6. Install new select fit tappet bucket.
	7. Worn valve guides.	7. Replace cylinder head.
	8. Excessive runout of valve seats on valve faces.	8. Grind valve seats and replace valves.
CONNECTING ROD NOISE	1. Insufficient oil supply.	1. Check engine oil level.
	2. Low oil pressure.	2. Check engine oil level. Inspect oil pump relief valve and spring.
	3. Thin or diluted oil.	3. Change oil to correct viscosity.
	4. Thick oil	4. (a) Change engine oil and filter.
	-	(b) Run engine to operating temperature.
	-	(c) Change engine oil and filter

© 2011 Mitchell Repair Information Company, LLC.

		again.
	5. Excessive bearing clearance.	5. Measure bearings for correct clearance. Repair as necessary.
	6. Connecting rod journal out-of-round.	6. Replace crankshaft or grind surface.
	7. Connecting rod out-of-round.	7. Replace connecting rod.
	8. Misaligned connecting rods.	8. Replace bent connecting rods.
MAIN BEARING NOISE	1. Insufficient oil supply.	1. Check engine oil level.
	2. Low oil pressure.	2. Check engine oil level. Inspect oil pump relief valve and spring.
	3. Thin or diluted oil.	3. Change oil to correct viscosity.
	4. Thick oil	4. (a) Change engine oil and filter.
	-	(b) Run engine to operating temperature.
	-	(c) Change engine oil and filter again.
	5. Excessive bearing clearance.	5. Measure bearings for correct clearance. Repair as necessary.
	6. Excessive end play.	6. Check thrust bearing for wear on flanges.
	7. Crankshaft journal out-of-round or worn.	7. Replace crankshaft or grind journals.
	8. Loose flywheel or torque converter.	8. Tighten to correct torque.
OIL PRESSURE DROP	1. Low oil level.	1. Check engine oil level.
	2. Faulty oil pressure sending unit.	2. Install new sending unit.
	3. Low oil pressure.	3. Check sending unit and main bearing oil clearance.
	4. Clogged oil filter.	4. Install new oil filter.
	5. Worn parts in oil pump.	5. Replace balance shaft module.
	6. Thin or diluted oil.	6. Change oil to correct viscosity.
	7. Oil pump relief valve stuck.	7. Remove valve and inspect, clean, or replace.
	8. Excessive bearing clearance.	8. Measure bearings for correct clearance.
OIL LEAKS	1. Misaligned or deteriorated gaskets.	1. Replace gasket(s).
	2. Loose fastener, broken or porous metal part.	2. Tighten, repair or replace the part.
	3. Misaligned or deteriorated cup or threaded plug.	3. Replace as necessary.
OIL CONSUMPTION OR SPARK PLUGS FOULED	1. PCV system malfunction.	1. Check system and repair as necessary. Refer to **DIAGNOSIS AND TESTING** .
	2. Worn, scuffed or broken rings.	2. Hone cylinder bores. Install

 © 2011 Mitchell Repair Information Company, LLC.

		new rings.
	3. Carbon in oil ring slots.	3. Install new rings.
	4. Rings fitted too tightly in grooves.	4. Remove rings and check grooves. If groove is not proper width, replace piston.
	5. Worn valve guide(s).	5. Replace cylinder head.
	6. Valve stem seal(s) worn or damaged.	6. Replace seal(s).

ENGINE DIAGNOSIS - PERFORMANCE

CONDITION	POSSIBLE CAUSE	CORRECTION
ENGINE WILL NOT START	1. Weak battery.	1. Test battery. Charge or replace as necessary. Refer to **DIAGNOSIS AND TESTING** .
	2. Corroded or loose battery connections.	2. Clean and tighten battery connections. Apply a coat of light mineral grease to terminals.
	3. Faulty starter.	3. Test starting system. Check for codes. (Refer to Appropriate Diagnostic Information)
	4. Faulty coil(s) or control unit.	4. Test and replace as needed. (Refer to Appropriate Diagnostic Information)
	5. Incorrect spark plug gap.	5. Set gap. Refer to **SPECIFICATIONS** .
	6. Contamination in fuel system.	6. Clean system and replace fuel filter.
	7. Faulty fuel pump.	7. Test fuel pump and replace as needed. (Refer to Appropriate Diagnostic Information)
8. Incorrect engine timing.	8. Check for a skipped timing belt/chain.	
ENGINE STALLS OR IDLES ROUGH	1. Idle speed too low.	1. Test minimum air flow. (Refer to Appropriate Diagnostic Information)
	2. Incorrect fuel mixture.	2. (Refer to Appropriate Diagnostic Information)
	3. Intake manifold leakage.	3. Inspect intake manifold, manifold gasket, and vacuum hoses.
	4. Faulty ignition coil(s).	4. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
	5. Contamination in Oil Control Valve (OCV).	5. Remove OCV and inspect for contamination. Replace OCV if contaminated.

© 2011 Mitchell Repair Information Company, LLC.

ENGINE LOSS OF POWER	1. Dirty or incorrectly gapped plugs.	1. Clean plugs and set gap.
	2. Contamination in fuel system.	2. Clean system and replace fuel filter.
	3. Faulty fuel pump.	3. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
	4. Incorrect valve timing.	4. Correct valve timing.
	5. Leaking cylinder head gasket.	5. Replace cylinder head gasket.
	6. Low compression.	6. Test compression of each cylinder.
	7. Burned, warped, or pitted valves.	7. Replace valves.
	8. Plugged or restricted exhaust system.	8. Perform exhaust restriction test. Install new parts as necessary. Refer to **DIAGNOSIS AND TESTING**
	9. Faulty ignition coil(s).	9. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
ENGINE MISSES ON ACCELERATION	1. Dirty or incorrectly gapped spark plugs.	1. Clean spark plugs and set gap.
	2. Contamination in Fuel System.	2. Clean fuel system and replace fuel filter.
	3. Burned, warped, or pitted valves.	3. Replace valves.
	4. Faulty ignition coil(s).	4. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
ENGINE MISSES AT HIGH SPEED	1. Dirty or incorrect spark plug gap.	1. Clean spark plugs and set gap.
	2. Faulty ignition coil(s).	2. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
	3. Dirty fuel injector(s).	3. Test and replace as necessary. (Refer to Appropriate Diagnostic Information)
	4. Contamination in fuel system.	4. Clean system and replace fuel filter.

ENGINE OIL LEAK INSPECTION

Begin with a thorough visual inspection of the engine, particularly at the area of the suspected leak. If an oil leak source is not readily identifiable, the following steps should be followed:

1. Do not clean or degrease the engine at this time because some solvents may cause rubber to swell, temporarily stopping the leak.

© 2011 Mitchell Repair Information Company, LLC.

2. Add an oil soluble dye (use as recommended by manufacturer). Start the engine and let idle for approximately 15 minutes. Check the oil dipstick to make sure the dye is thoroughly mixed as indicated with a bright yellow color under a black light.
3. Using a black light, inspect the entire engine for fluorescent dye, particularly at the suspected area of oil leak. If the oil leak is found and identified, repair as necessary.
4. If dye is not observed, drive the vehicle at various speeds for approximately 24 km (15 miles), and repeat inspection.
5. **If the oil leak source is not positively identified at this time** , proceed with the AIR LEAK DETECTION TEST method as follows:

   Disconnect the fresh air hose (make-up air) at the cylinder head cover and plug or cap the nipple on the cover.

   Remove the PCV valve hose from the cylinder head cover. Cap or plug the PCV valve nipple on the cover.

   Attach an air hose with pressure gauge and regulator to the dipstick tube.

   CAUTION: Do not subject the engine assembly to more than 20.6 kPa (3 psi) of test pressure.

   Gradually apply air pressure from 1 psi to 2.5 psi maximum while applying soapy water at the suspected source. Adjust the regulator to the suitable test pressure that provides the best bubbles which will pinpoint the leak source. If the oil leak is detected and identified, repair per service information procedures.

   If the leakage occurs at the crankshaft rear oil seal area, refer to **INSPECTION FOR REAR SEAL AREA LEAKS** .
6. If no leaks are detected, turn off the air supply. Remove the air hose, all plugs, and caps. Install the PCV valve and fresh air hose (make-up air). Proceed to next step.
7. Clean the oil off the suspect oil leak area using a suitable solvent. Drive the vehicle at various speeds approximately 24 km (15 miles). Inspect the engine for signs of an oil leak by using a black light.

NOTE: If oil leakage is observed at the dipstick tube to block location; remove the tube, clean and reseal using Mopar® Stud & Bearing Mount (press fit tube applications only), and for O-ring style tubes, remove tube and replace the O-ring seal.

INSPECTION FOR REAR SEAL AREA LEAKS

Since it is sometimes difficult to determine the source of an oil leak in the rear seal area of the engine, a more involved inspection is necessary. The following steps should be followed to help pinpoint the source of the leak.

If the leakage occurs at the crankshaft rear oil seal area:

1. Disconnect the battery.
2. Raise the vehicle.
3. Remove torque converter or clutch housing cover and inspect rear of block for evidence of oil. Use a

 © 2011 Mitchell Repair Information Company, LLC.

black light to check for the oil leak. If a leak is present in this area, remove transmission for further inspection.

- Circular spray pattern generally indicates seal leakage or crankshaft damage.
- Where leakage tends to run straight down, possible causes are a porous block, oil gallery cup plug, bedplate to cylinder block mating surfaces and seal bore. See proper repair procedures for these items.

4. If no leaks are detected, pressurize the crankcase as previously described in 5 under ENGINE OIL LEAK INSPECTION.

CAUTION: Do not exceed 20.6 kPa (3 psi).

5. If the leak is not detected, very slowly turn the crankshaft and watch for leakage. If a leak is detected between the crankshaft and seal while slowly turning the crankshaft, it is possible the crankshaft seal surface is damaged. The seal area on the crankshaft could have minor nicks or scratches that can be polished out with emery cloth.

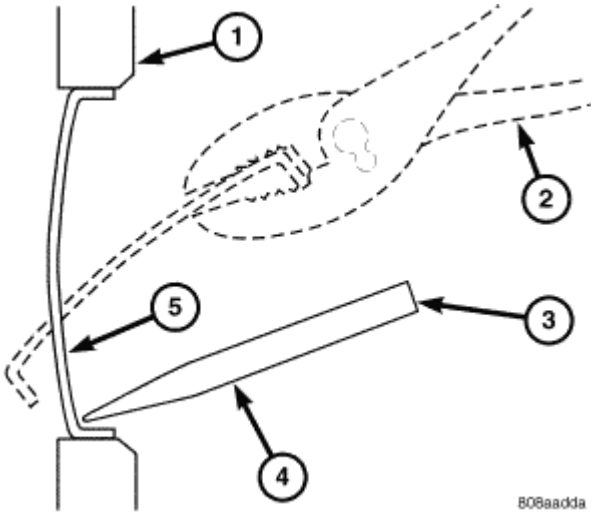
CAUTION: Use extreme caution when crankshaft polishing is necessary to remove minor nicks and scratches. The crankshaft seal flange is especially machined to complement the function of the rear oil seal.

6. For bubbles that remain steady with shaft rotation, no further inspection can be done until disassembled.
7. After the oil leak root cause and appropriate corrective action have been identified, replace component(s) as necessary.

STANDARD PROCEDURE

ENGINE CORE AND OIL GALLERY PLUGS

CYLINDER HEAD CORE PLUGS



 © 2011 Mitchell Repair Information Company, LLC.

Fig. 1: Core Hole Plug Removal
Courtesy of CHRYSLER LLC

Using a blunt tool (3) such as a drift and a hammer, strike the bottom edge of the cup plug (5). With the cup plug rotated, grasp firmly with pliers or other suitable tool (2) and remove plug (5).

CAUTION: Do not drive cup plug into the casting as restricted cooling can result and cause serious engine problems.

Thoroughly clean inside of cup plug hole in cylinder head. Be sure to remove old sealer. Lightly coat inside of cup plug hole with Mopar® Stud and Bearing Mount (or equivalent). Make certain the new plug is cleaned of all oil or grease. Using proper drive plug, drive plug into hole so that the sharp edge of the plug is at least 0.5 mm (0.020 in.) inside the lead-in chamfer.

It is not necessary to wait for curing of the sealant. The cooling system can be refilled and the vehicle placed in service immediately.

CYLINDER BLOCK MAIN OIL GALLERY PLUGS

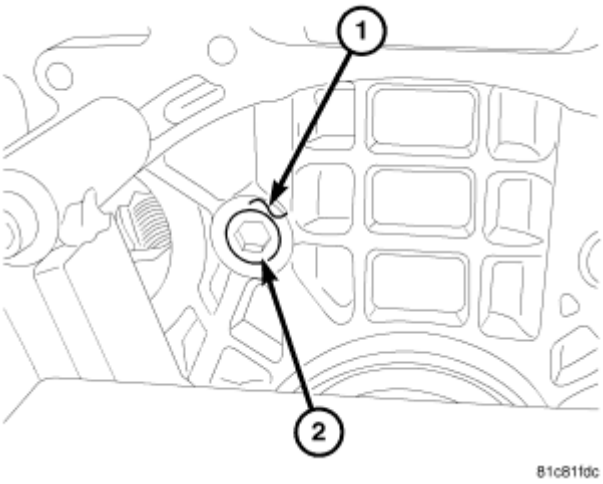


Fig. 2: Gallery Plug
Courtesy of CHRYSLER LLC

CAUTION: Excessive use of brake parts cleaner to clean threads in block could cause #5 main bearing failure.

1. Use Mopar® Brake Parts Cleaner (or equivalent) sparingly to clean plug and block.
2. Coat plug threads with Mopar® Thread Sealant (or equivalent).
3. Install plug (2). The plug (2) is correctly installed when it is protruding 1 mm to flush with the block boss face (1).

ENGINE GASKET SURFACE PREPARATION

 © 2011 Mitchell Repair Information Company, LLC.

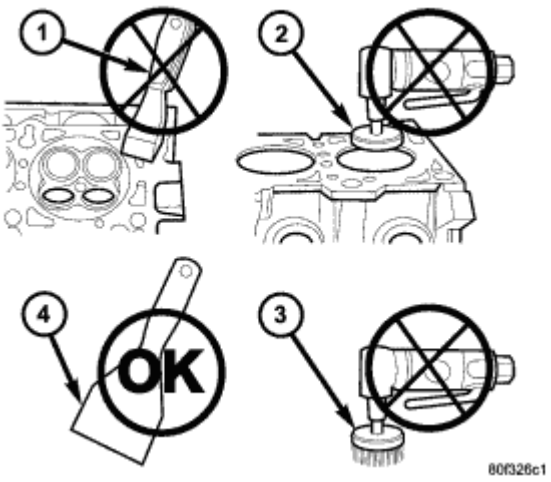


Fig. 3: PROPER TOOL USAGE FOR SURFACE PREPARATION
Courtesy of CHRYSLER LLC

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 (2) to clean cylinder block and head.

High speed power tool with an abrasive pad, a wire brush, or 3M Roloc™ Bristle Disc (white or yellow) (3).

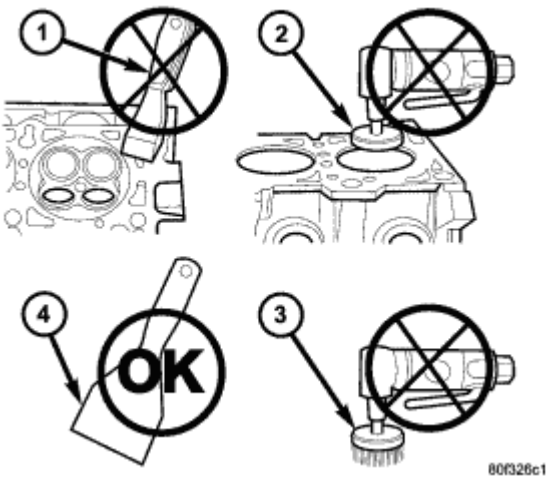


Fig. 4: PROPER TOOL USAGE FOR SURFACE PREPARATION
Courtesy of CHRYSLER LLC

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

 © 2011 Mitchell Repair Information Company, LLC.

Only use the following for cleaning gasket surfaces:

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

CAUTION: Excessive pressure or high RPM (beyond the recommended speed), can damage the sealing surfaces. The mild (white, 120 grit) bristle disc is recommended. If necessary, the medium (yellow, 80 grit) bristle disc may be used on cast iron surfaces with care.

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

NOTE: All of the sealants mentioned below are not used on every engine, they are listed as a general reference guide. See service information for specific sealer usage.

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. All sealing surfaces that use form-in-place gaskets and sealers **must** free of grease or oil. Surfaces should be cleaned with Mopar® brake parts cleaner prior to sealer application. After the sealer is applied, the parts should be assembled in no more than 10 minutes.

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 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 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 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.

 © 2011 Mitchell Repair Information Company, LLC.

MOPAR® BED PLATE SEALANT is a unique (green-in-color) anaerobic type gasket material that is specially made to seal the area between the bed plate and cylinder block without disturbing the bearing clearance or alignment of these components. The material cures slowly in the absence of air when torqued between two metallic surfaces, and will rapidly cure when heat is applied.

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 also will prevent corrosion. Mopar® Gasket Sealant is available in a 13 oz. aerosol can or 4 oz./16 oz. can w/applicator.

SEALER APPLICATION

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 and "T" joint locations, 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.

HYDROSTATIC LOCKED ENGINE

When an engine is suspected to be hydrostatically locked, regardless of what caused the problem, the following steps should be used.

CAUTION: DO NOT use starter motor to rotate the engine, severe damage may occur.

1. Inspect air cleaner, induction system and intake manifold to insure system is dry and clear of foreign material.
2. Remove negative battery cable.
3. Place a shop towel around the spark plugs when removing them from the engine. This will catch any fluid that may possibly be in the cylinder under pressure.
4. With all spark plugs removed, rotate engine crankshaft using a breaker bar and socket.
5. Identify the fluid in the cylinder(s) (i.e, coolant, fuel, oil or other).
6. Make sure all fluid has been removed from the cylinders. Inspect engine for damage (i.e, connecting rods, pistons, valves, etc.)

 © 2011 Mitchell Repair Information Company, LLC.

7. Repair engine or components as necessary to prevent this problem from re-occurring.

CAUTION: Squirt approximately one teaspoon of oil into the cylinders, rotate engine to lubricate the cylinder walls to prevent damage on restart.

8. Install new spark plugs.
9. Drain engine oil and remove oil filter.
10. Install a new oil filter.
11. Fill engine with specified amount of approved oil.
12. Connect negative battery cable.
13. Start engine and check for any leaks.

MEASURING BEARING CLEARANCE USING PLASTIGAGE

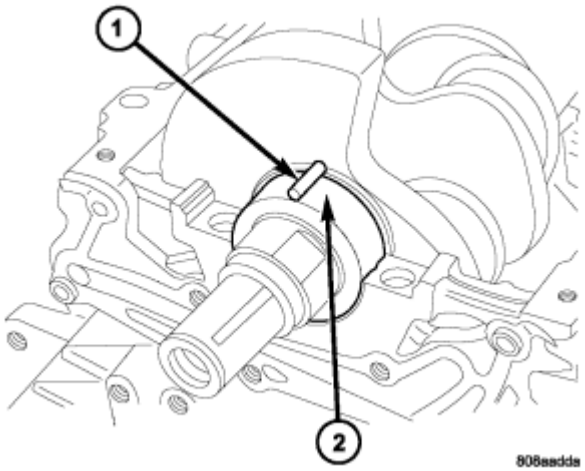


Fig. 5: Identifying Plastigage
Courtesy of CHRYSLER LLC

Engine crankshaft bearing clearances can be determined by use of Plastigage or equivalent. The following is the recommended procedure for the use of Plastigage:

1. Remove oil film from surface to be checked. Plastigage is soluble in oil.
2. Place a piece of Plastigage (1) across the entire width of the journal. (In addition, suspected areas can be checked by placing the Plastigage in the suspected area). Tighten the bearing cap bolts of the bearing being checked to the proper specifications.
3. Remove the bearing cap and compare the width of the flattened Plastigage with the scale provided on the package. Locate the band closest to the same width. This band shows the amount of clearance. Differences in readings between the ends indicate the amount of taper present. Record all readings taken. Compare clearance measurements to specs found in engine specifications. See **SPECIFICATIONS**. **Plastigage generally is accompanied by two scales. One scale is in inches, the other is a metric scale.**

 © 2011 Mitchell Repair Information Company, LLC.

NOTE: Plastigage is available in a variety of clearance ranges. Use the most appropriate range for the specifications you are checking.

4. Install the proper crankshaft bearings to achieve the specified bearing clearances.

REPAIR OF DAMAGED OR WORN THREADS

Damaged or worn threads (excluding spark plug and camshaft bearing cap attaching 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) and installing an insert into the tapped hole. This brings the hole back to its original thread size.

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

Heli-Coil tools and inserts are readily available from automotive parts jobbers.

REMOVAL

ENGINE ASSEMBLY

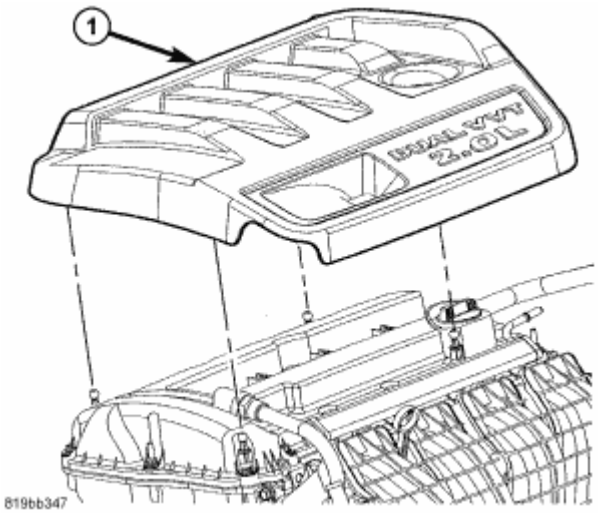


Fig. 6: Engine Cover
Courtesy of CHRYSLER LLC

1. Remove hood.
2. Remove engine cover (1).

 © 2011 Mitchell Repair Information Company, LLC.

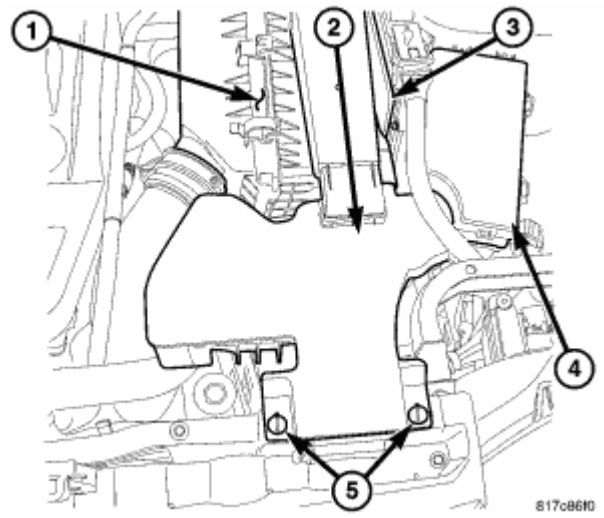


Fig. 7: Air Cleaner Inlet
Courtesy of CHRYSLER LLC

3. Perform fuel pressure release procedure. Refer to **STANDARD PROCEDURE** .
4. Remove retainers (5) and remove air inlet (2).
5. Remove air cleaner housing assembly (1) and clean air hose. See **REMOVAL**.

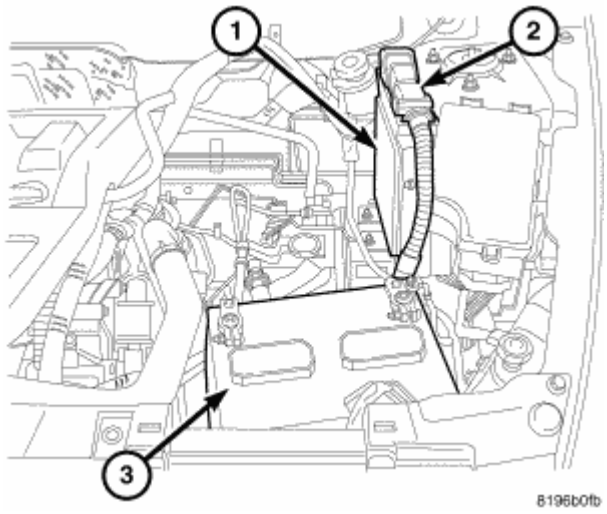


Fig. 8: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

6. Disconnect both cables from battery (3).
7. Remove battery (3).

 © 2011 Mitchell Repair Information Company, LLC.

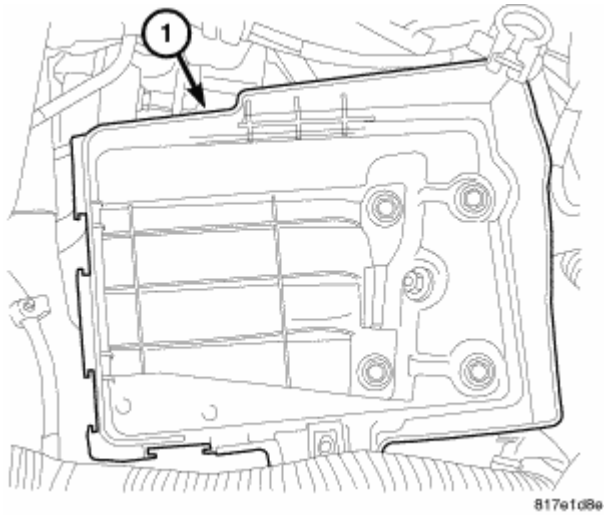


Fig. 9: Battery Tray
Courtesy of CHRYSLER LLC

8. Remove battery tray (1).
9. Drain cooling system. Refer to **STANDARD PROCEDURE** .

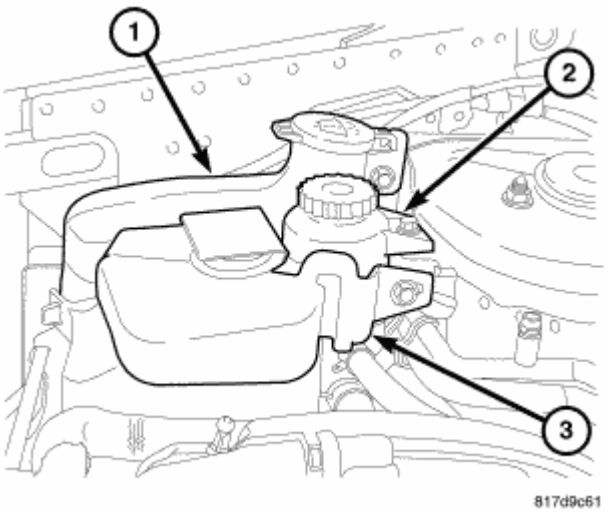


Fig. 10: Coolant Reservoir
Courtesy of CHRYSLER LLC

10. Remove coolant reservoir (3).
11. Remove power steering reservoir (2).
12. Remove windshield washer reservoir (1).

 © 2011 Mitchell Repair Information Company, LLC.

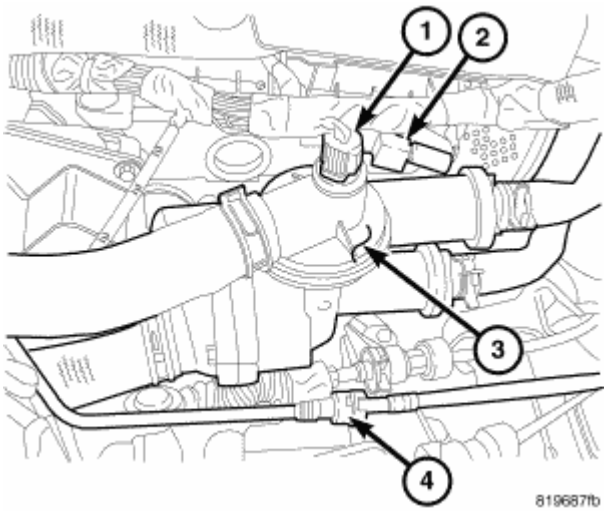


Fig. 11: Coolant Adapter
Courtesy of CHRYSLER LLC

13. Remove coolant hoses from coolant adapter (3).

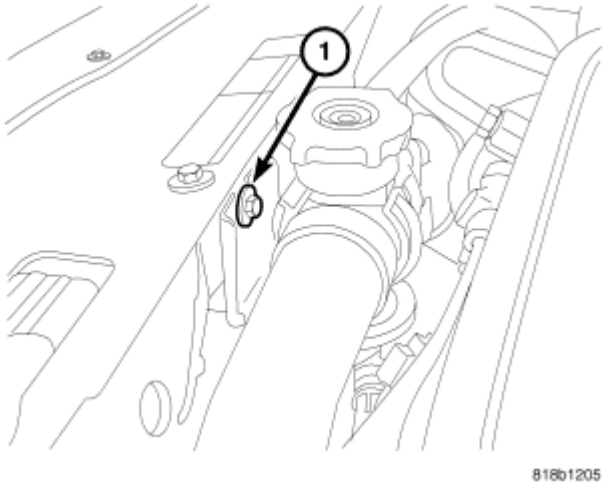


Fig. 12: Radiator Hose Support
Courtesy of CHRYSLER LLC

14. Remove grill closure panel.
15. Remove upper radiator hose support (1).

 © 2011 Mitchell Repair Information Company, LLC.

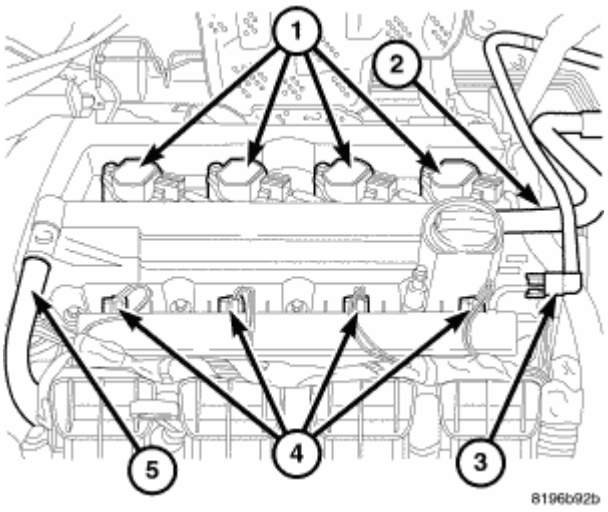


Fig. 13: Coil Connector
Courtesy of CHRYSLER LLC

16. Disconnect engine electrical connectors and reposition harness.
17. Remove air intake tube from throttle body.
18. Disconnect fuel line (3) from fuel rail.

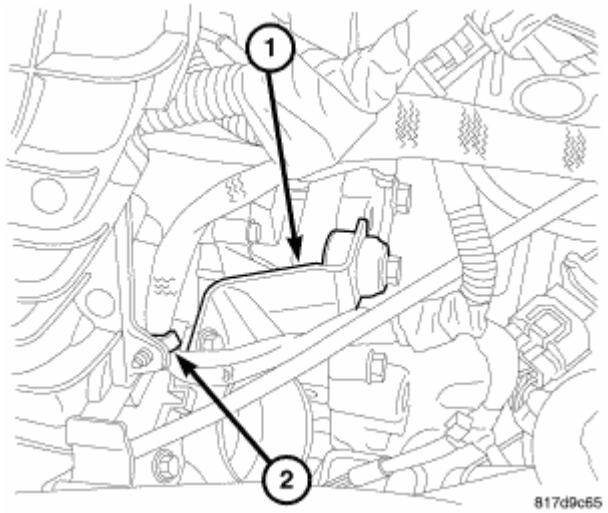


Fig. 14: Throttle Body Support
Courtesy of CHRYSLER LLC

19. Remove vacuum lines from throttle body and intake manifold.
20. Remove harness from intake (2).
21. Remove throttle body support bracket (1).

 © 2011 Mitchell Repair Information Company, LLC.

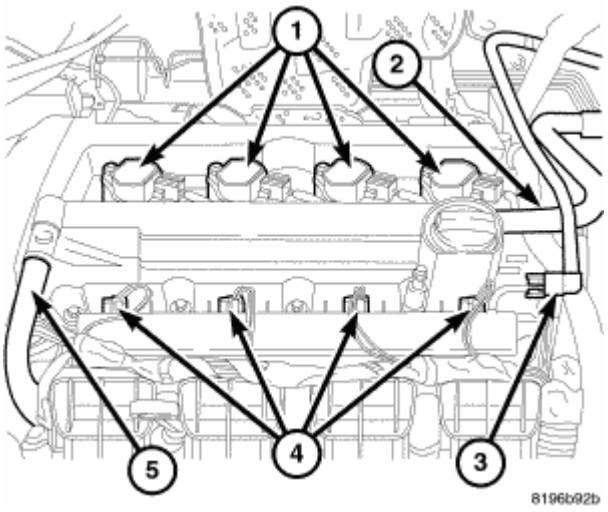


Fig. 15: Coil Connector
Courtesy of CHRYSLER LLC

22. Disconnect electronic throttle control and manifold flow control valve electrical connectors.
23. Remove PCV hose (5), and make-up air hose (2) from valve cover.
24. Remove dipstick.

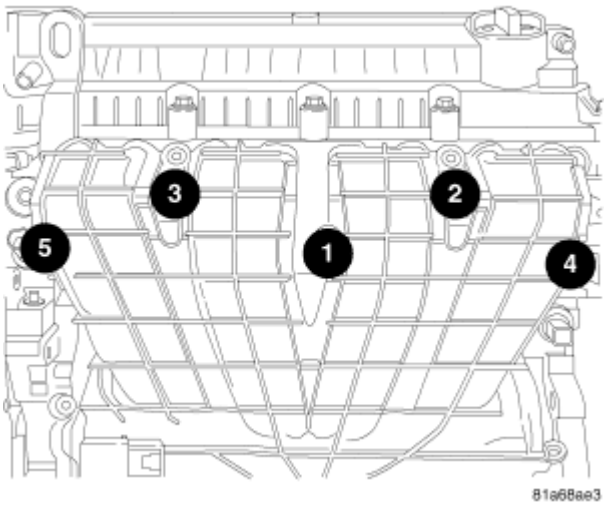


Fig. 16: Intake Torque Sequence
Courtesy of CHRYSLER LLC

25. Remove intake bolts (1-5) and remove intake.
26. Disconnect electrical connectors and reposition harness.
27. Remove accessory drive belt.

 © 2011 Mitchell Repair Information Company, LLC.

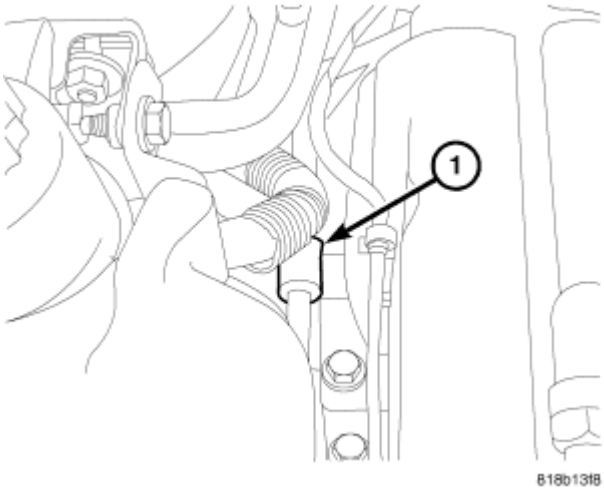


Fig. 17: Power Steering Line Support
Courtesy of CHRYSLER LLC

28. Remove power steering line support at engine mount (1) and exhaust manifold.
29. Remove power steering pump and set aside.
30. Remove upper idler pulley.

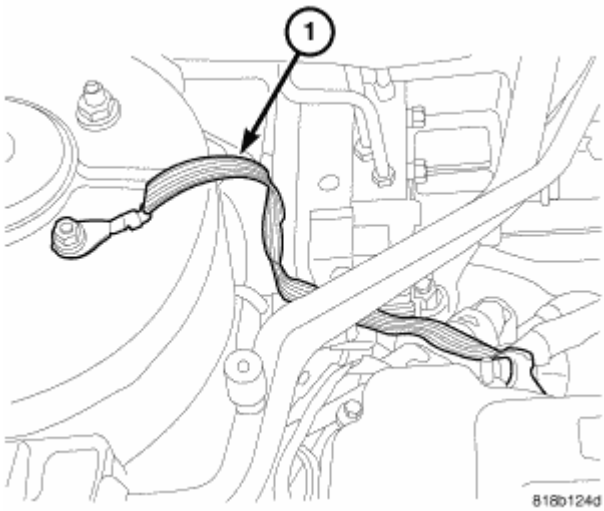


Fig. 18: Ground Strap
Courtesy of CHRYSLER LLC

31. Remove ground strap near right tower.
32. Raise vehicle.
33. Remove right front tire.
34. Remove splash shield.

 © 2011 Mitchell Repair Information Company, LLC.

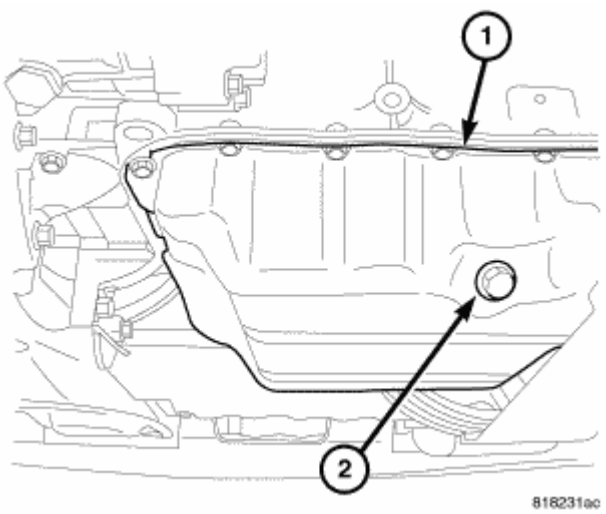


Fig. 19: Oil Drain Plug
Courtesy of CHRYSLER LLC

35. Drain oil (2).

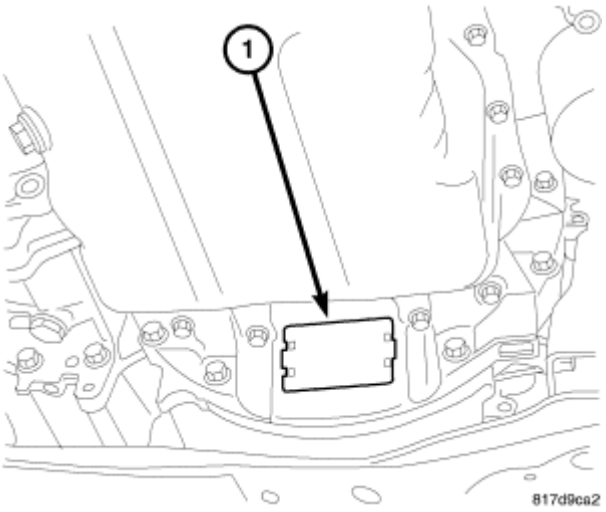


Fig. 20: Inspection Cover
Courtesy of CHRYSLER LLC

36. Remove inspection cover (1) and mark torque converter to flywheel.

 © 2011 Mitchell Repair Information Company, LLC.

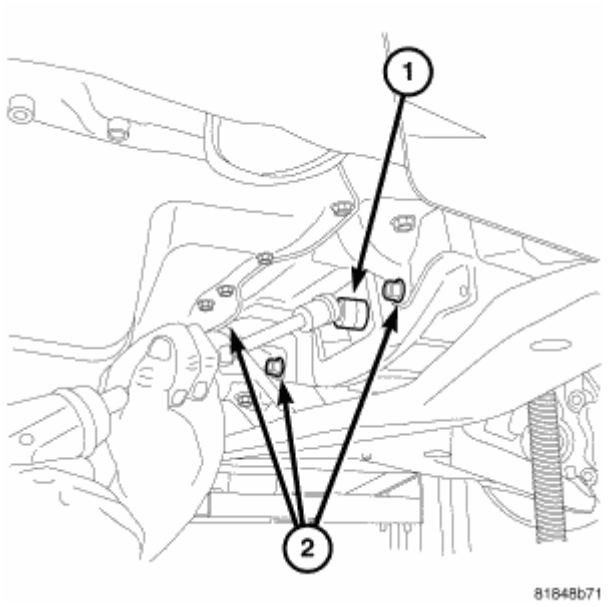


Fig. 21: Modular Clutch To Flex Plate Bolts
Courtesy of CHRYSLER LLC

37. Remove torque converter bolts (1).
38. Remove lower bellhousing bolts (2).

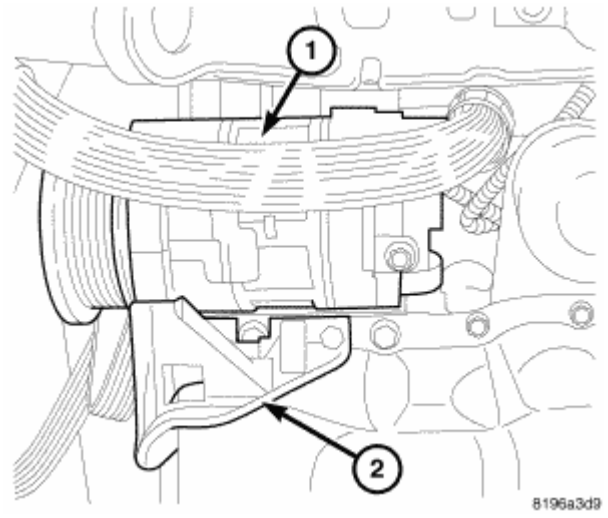


Fig. 22: A/C Compressor
Courtesy of CHRYSLER LLC

39. Remove A/C compressor (1) mounting bolts.
40. Remove generator and lower idler pulley.

 © 2011 Mitchell Repair Information Company, LLC.

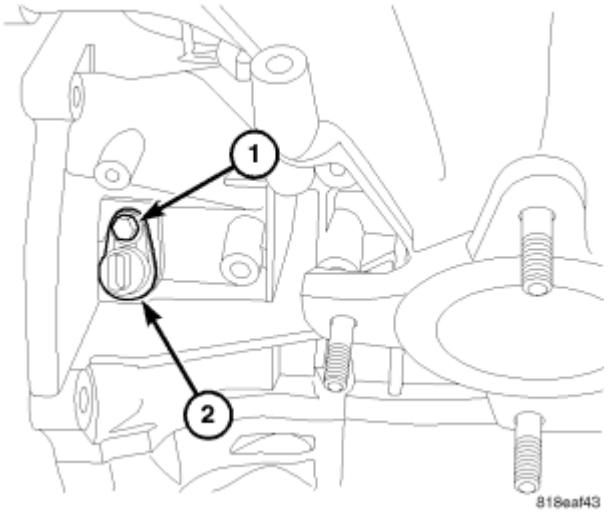


Fig. 23: Crankshaft Position Sensor
Courtesy of CHRYSLER LLC

41. Disconnect crankshaft position sensor electrical connector and remove crankshaft position sensor (2).

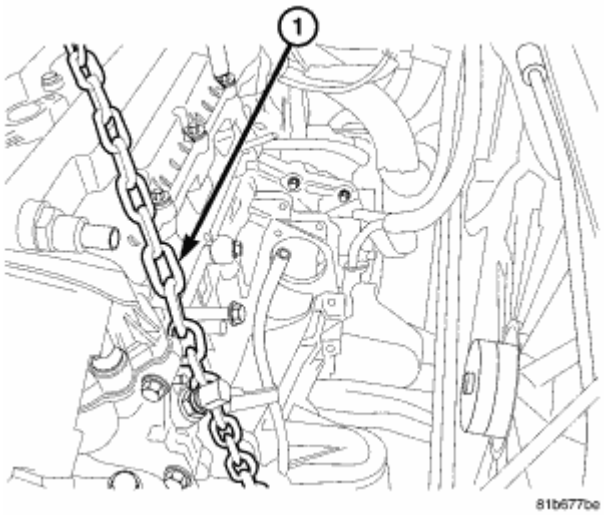


Fig. 24: Lift Chain
Courtesy of CHRYSLER LLC

42. Remove exhaust variable valve timing solenoid.
43. Install engine lift chain (1) as shown in illustration to cylinder head.
44. Connect the chain to the rear engine lift hook.
45. Install engine lifting crane.

 © 2011 Mitchell Repair Information Company, LLC.

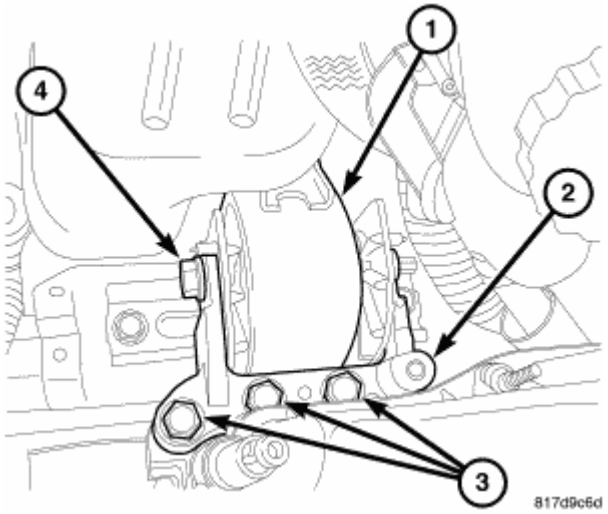


Fig. 25: Right Engine Mount
Courtesy of CHRYSLER LLC

46. Remove right engine mount through bolt (4).
47. Remove engine mount adapter retaining bolts (3) and mount adapter (2).
48. Lift engine from engine compartment.

ENGINE COVER

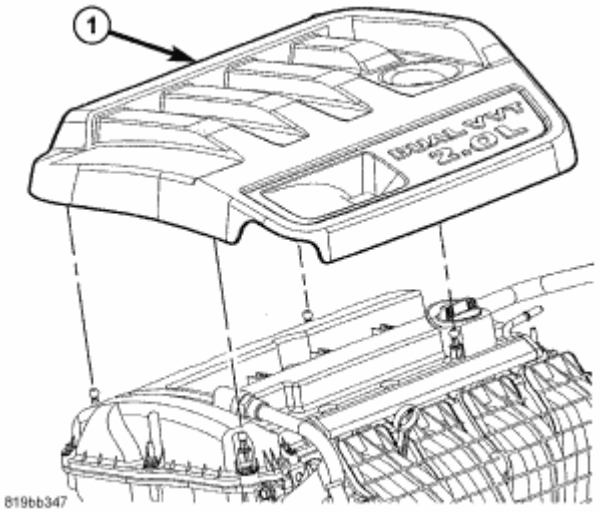


Fig. 26: ENGINE COVER
Courtesy of CHRYSLER LLC

1. Remove engine cover (1) by pulling upwards.

INSTALLATION

ENGINE ASSEMBLY

 © 2011 Mitchell Repair Information Company, LLC.

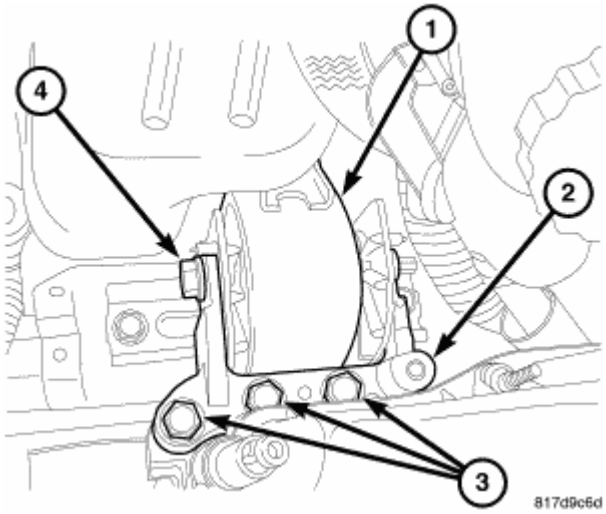


Fig. 27: Right Engine Mount
Courtesy of CHRYSLER LLC

1. Position engine assembly over vehicle and slowly lower the engine into place.
2. Continue lowering engine until engine and transaxle are aligned. to mounting locations.
3. Install engine mount adapter (2) and tighten bolts (3). Install mount through bolt (4) and tighten to 118 N.m (87 ft. lbs.).

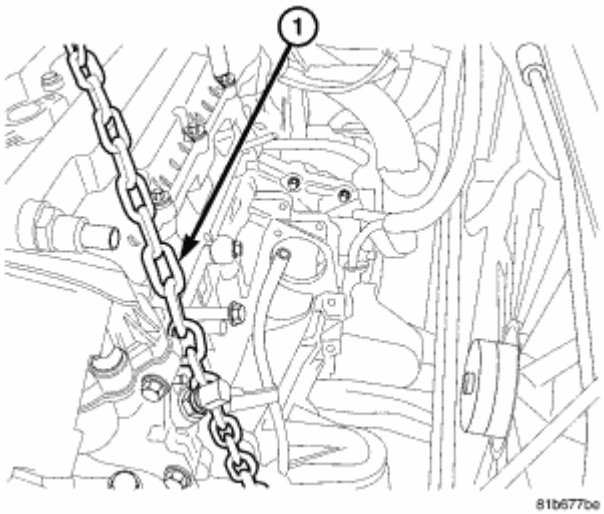


Fig. 28: Lift Chain
Courtesy of CHRYSLER LLC

4. Remove engine lift chain (1).
5. Install oil control valve.

 © 2011 Mitchell Repair Information Company, LLC.

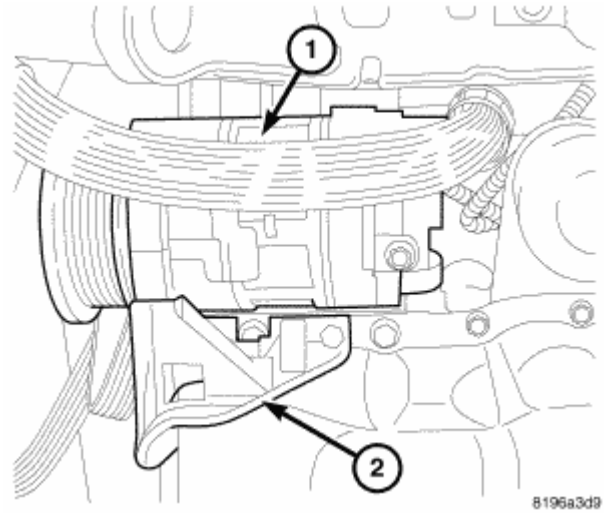


Fig. 29: A/C COMPRESSOR
Courtesy of CHRYSLER LLC

6. Raise vehicle.
7. Install A/C compressor (1).

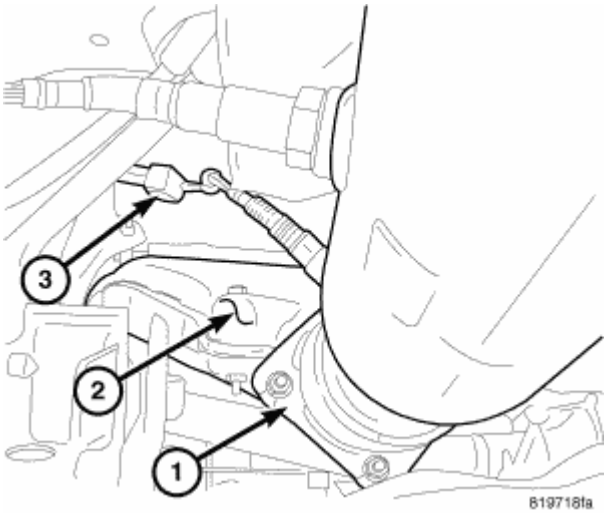


Fig. 30: Catalytic Converter At Exhaust Manifold
Courtesy of CHRYSLER LLC

8. Install exhaust manifold and heat shields (2). See **INSTALLATION**.
9. Install oxygen sensor and connect electrical connector (3).

 © 2011 Mitchell Repair Information Company, LLC.

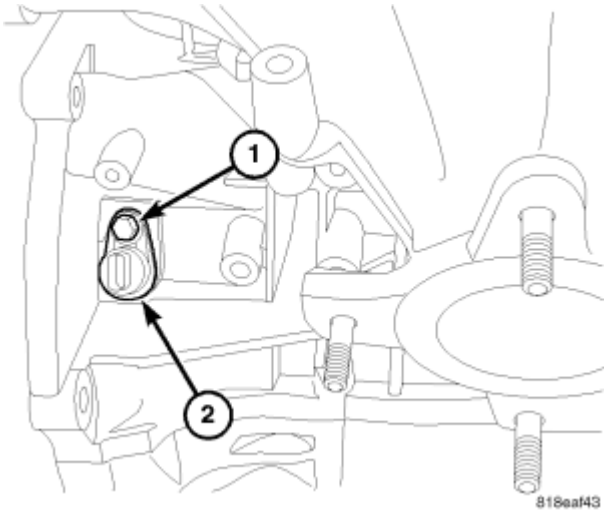


Fig. 31: Crankshaft Position Sensor
Courtesy of CHRYSLER LLC

10. Install crankshaft position sensor (2) and connect connector.

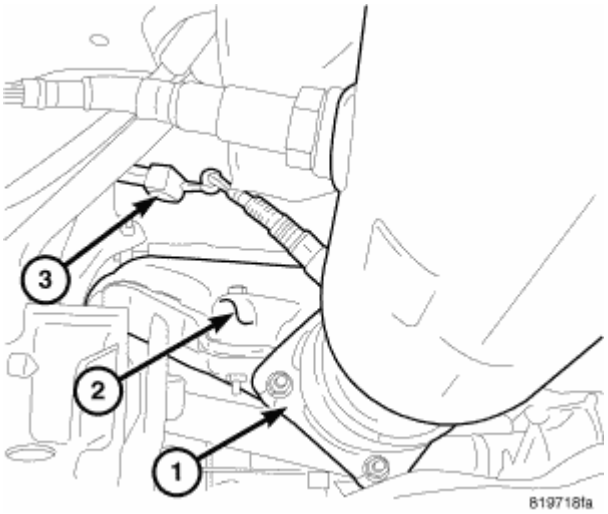


Fig. 32: Catalytic Converter At Exhaust Manifold
Courtesy of CHRYSLER LLC

11. Install manifold to exhaust pipe bolts (1) and tighten bolts.
12. Install generator.

 © 2011 Mitchell Repair Information Company, LLC.

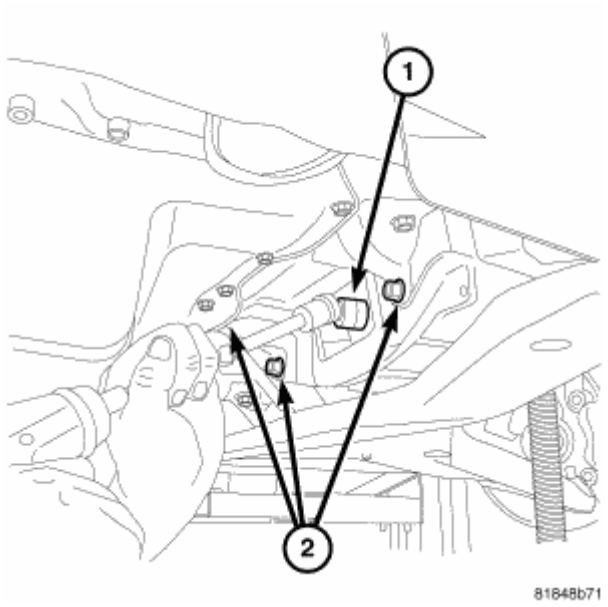


Fig. 33: Modular Clutch To Flex Plate Bolts
Courtesy of CHRYSLER LLC

13. Install lower bell housing bolts (2) and tighten bolts.
14. Align torque converter and flex plate mark. Install torque converter bolts (1) and tighten.

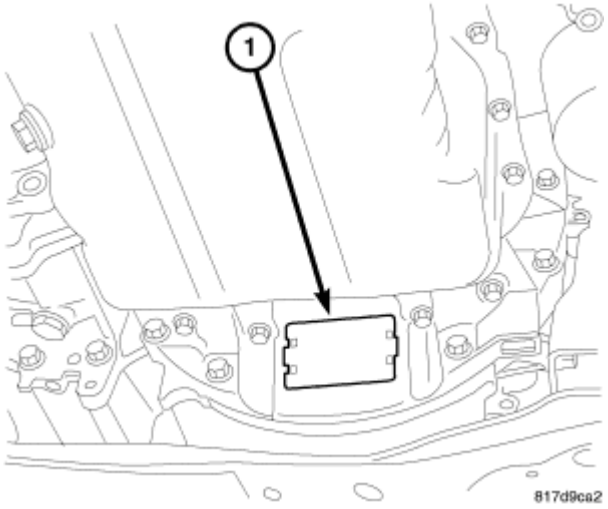


Fig. 34: Inspection Cover
Courtesy of CHRYSLER LLC

15. Install inspection cover (1).

 © 2011 Mitchell Repair Information Company, LLC.

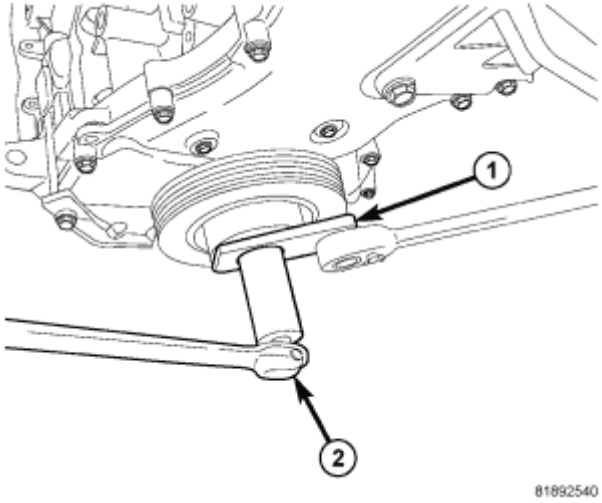


Fig. 35: Removing/Installing Damper
Courtesy of CHRYSLER LLC

16. Install crankshaft damper
17. Install Damper holder 9707 (1).
18. Apply clean engine oil crankshaft damper bolt threads and between bolt head and washer. Tighten bolt to 210 N.m (155 ft. lbs.).
19. Install right splash shield.
20. Install tire.

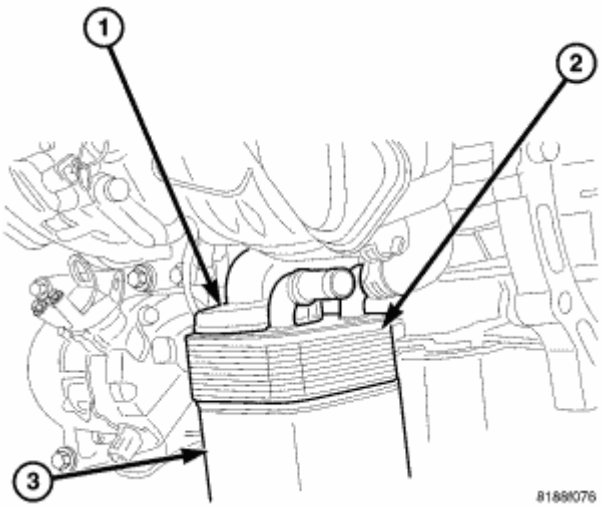


Fig. 36: Oil Cooler
Courtesy of CHRYSLER LLC

21. Install coolant hose to oil cooler (2).
22. Install new oil filter (3).
23. Lower vehicle.
24. Install upper idler pulley.

 © 2011 Mitchell Repair Information Company, LLC.

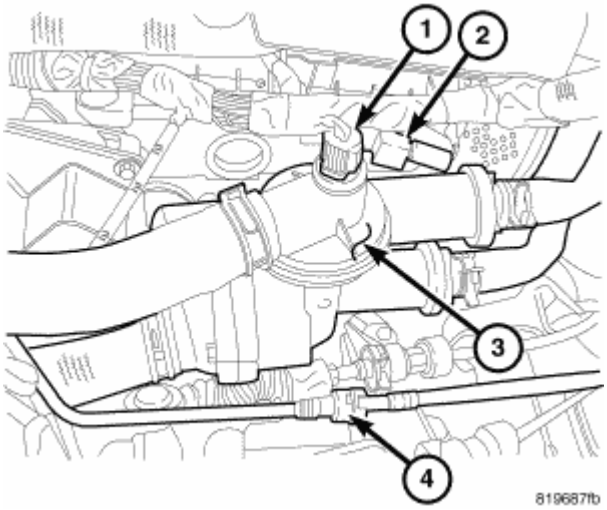


Fig. 37: Coolant Adapter
Courtesy of CHRYSLER LLC

25. Install coolant adapter assembly (3).

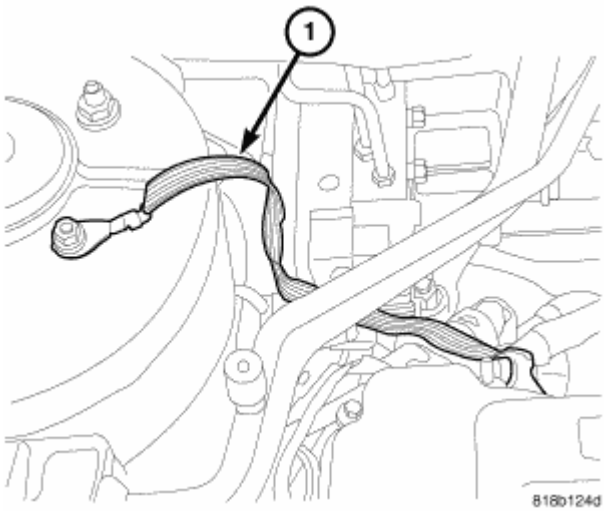


Fig. 38: Ground Strap
Courtesy of CHRYSLER LLC

26. Install Ground strap (1) near right strut tower.

 © 2011 Mitchell Repair Information Company, LLC.

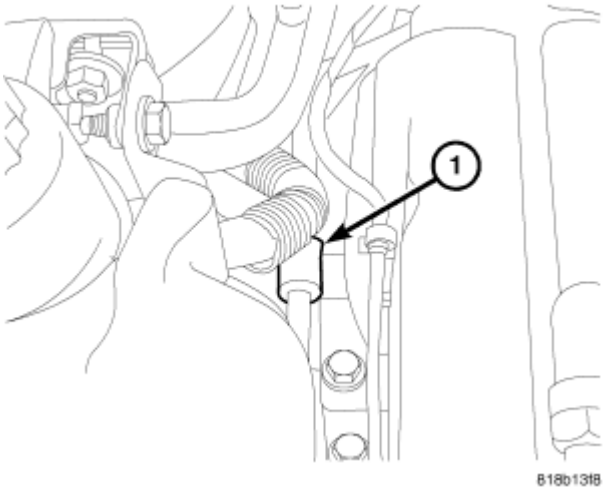


Fig. 39: Power Steering Line Support
Courtesy of CHRYSLER LLC

27. Install power steering line support bracket (1).
28. Install power steering pump.
29. Install accessory drive belt.
30. Connect electrical connectors at block ground, starter, A/C compressor, knock sensor, Oil pressure sensor, generator, Coolant temperature sensor at block, and block heater (if equipped).

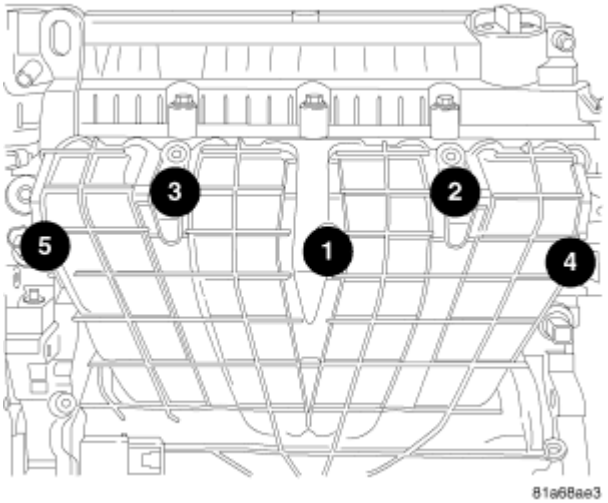


Fig. 40: Intake Torque Sequence
Courtesy of CHRYSLER LLC

31. Install intake manifold and tighten bolts as shown in illustration.

 © 2011 Mitchell Repair Information Company, LLC.

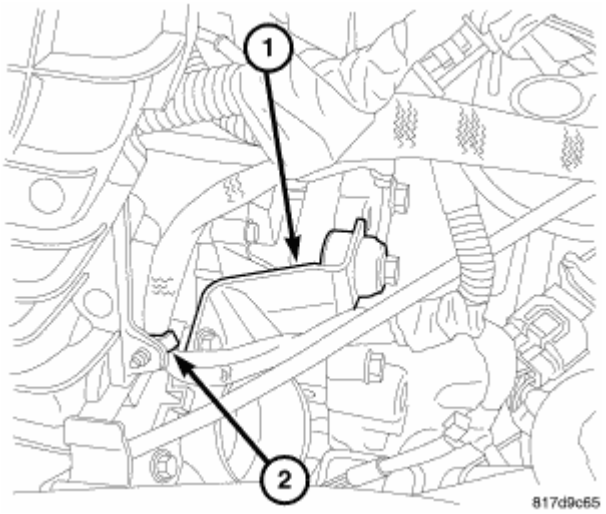


Fig. 41: Throttle Body Support
Courtesy of CHRYSLER LLC

32. Install throttle body support bracket (1).
33. Install harness retainer (2).
34. Install engine oil level indicator.

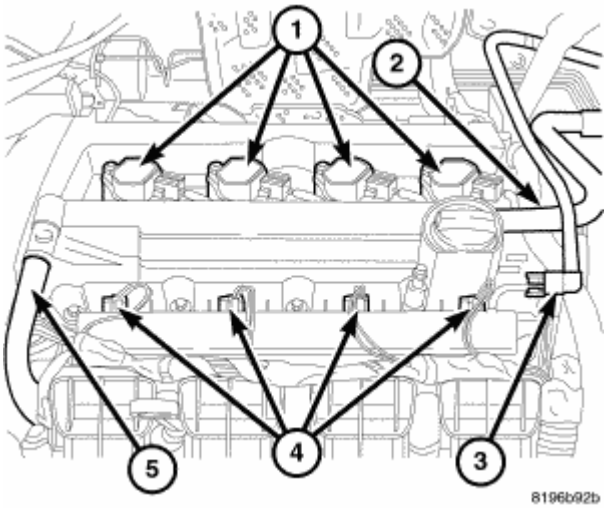


Fig. 42: Coil Connector
Courtesy of CHRYSLER LLC

35. Install PCV hose (5) to valve cover.
36. Install make-up air hose (2).
37. Connect manifold flow control valve and electronic throttle control electrical connectors.
38. Install vacuum lines at throttle body and intake manifold.
39. Install intake air tube to throttle body.

 © 2011 Mitchell Repair Information Company, LLC.

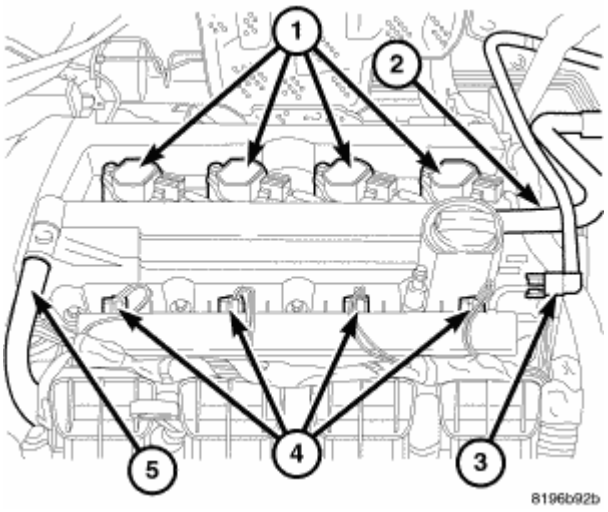


Fig. 43: Coil Connector
Courtesy of CHRYSLER LLC

40. Connect coil electrical connectors (1).
41. Connect injector electrical connectors (4).
42. Connect fuel line (3) to rail.
43. Connect intake and exhaust oil control valve electrical connectors.

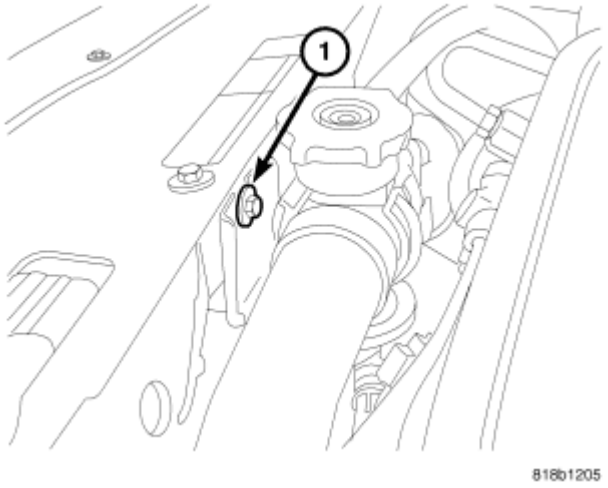


Fig. 44: Radiator Hose Support
Courtesy of CHRYSLER LLC

44. Install grill trim panel.
45. Install upper radiator support bracket (1).

 © 2011 Mitchell Repair Information Company, LLC.

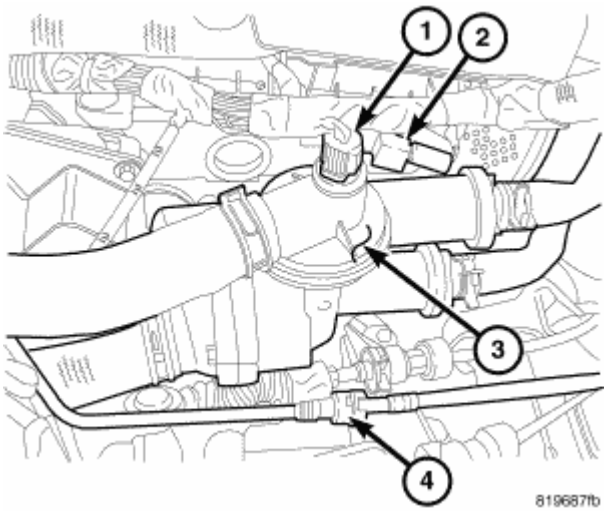


Fig. 45: Coolant Adapter
Courtesy of CHRYSLER LLC

46. Connect coolant temperature sensor (1).
47. Connect capacitor electrical connector (2).
48. Install coolant hoses at coolant adapter (3).

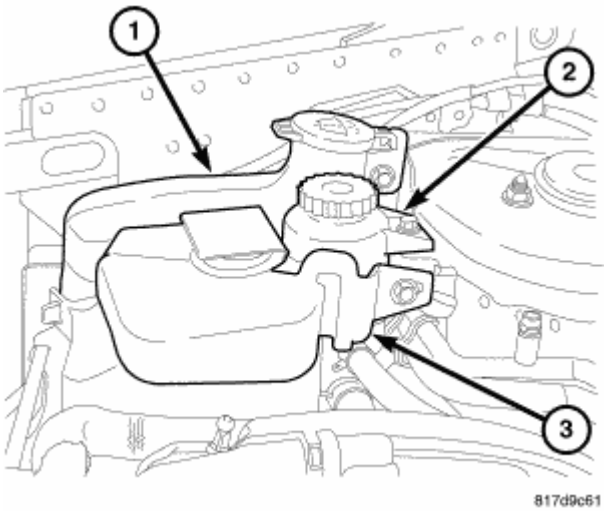


Fig. 46: Coolant Reservoir
Courtesy of CHRYSLER LLC

49. Install coolant reservoir (3) and connect hose.

 © 2011 Mitchell Repair Information Company, LLC.

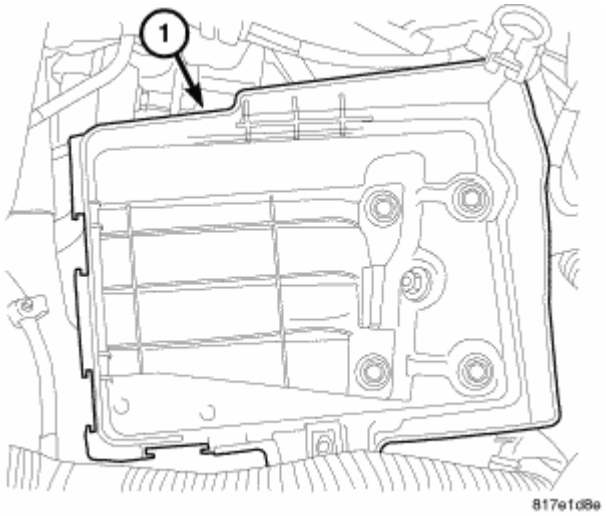


Fig. 47: Battery Tray
Courtesy of CHRYSLER LLC

50. Install battery tray (1).

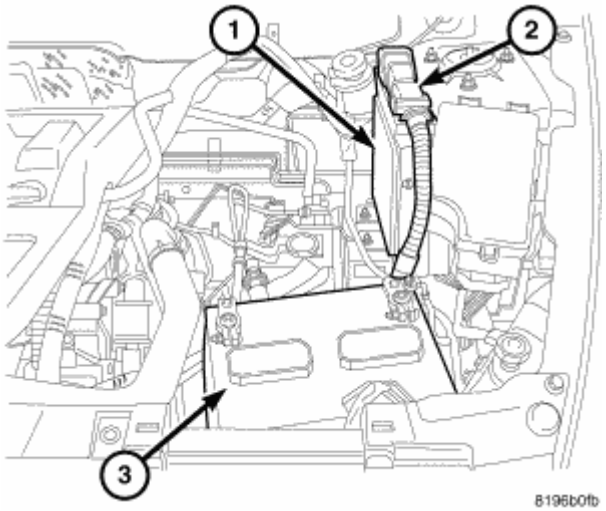


Fig. 48: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

51. Install battery (3).
52. Connect battery cables.

 © 2011 Mitchell Repair Information Company, LLC.

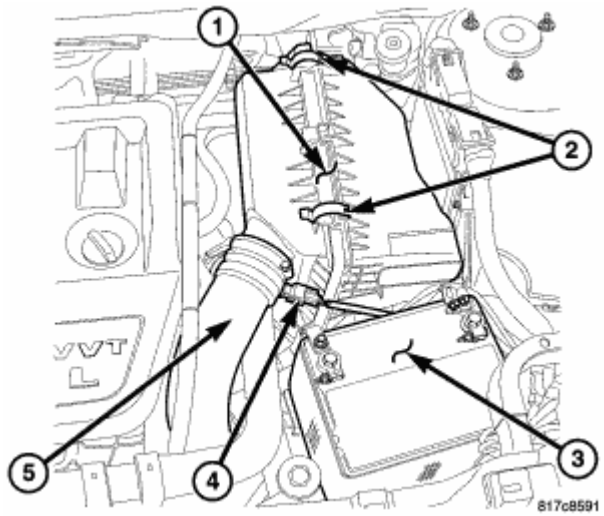


Fig. 49: Air Cleaner Housing
Courtesy of CHRYSLER LLC

53. Install air cleaner housing (1) and connect inlet air hose.
54. Install clean air hose (5).
55. Fill with coolant.
56. Fill with oil.
57. Start engine and check for leaks.

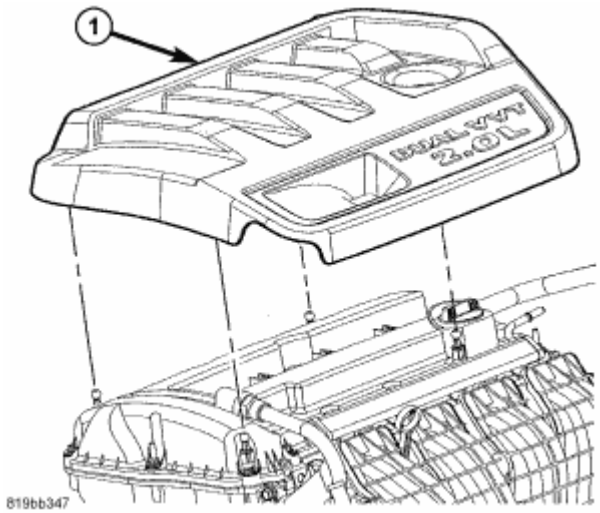


Fig. 50: ENGINE COVER
Courtesy of CHRYSLER LLC

58. Install engine cover (1).
59. Install hood.

ENGINE COVER

 © 2011 Mitchell Repair Information Company, LLC.

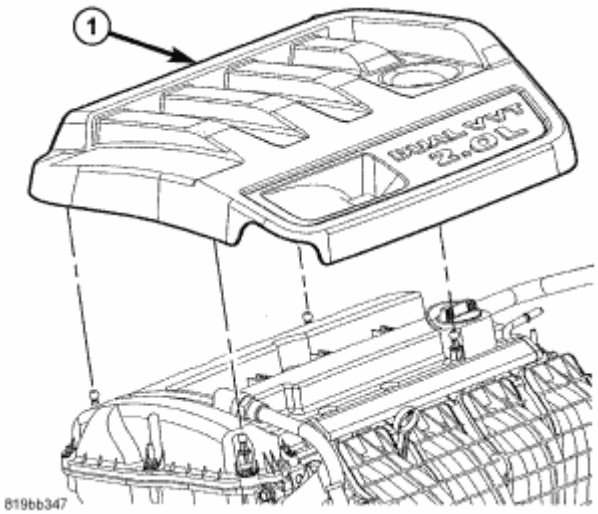


Fig. 51: ENGINE COVER
Courtesy of CHRYSLER LLC

1. Position engine cover (1) over mounting studs.
2. Seat the cover on the rear studs by pushing downwards.
3. Push downward on the front of the cover to seat the front studs.

SPECIFICATIONS

2.0L ENGINE

GENERAL SPECIFICATIONS

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Type	In-Line OHV, DOHC	
Number of Cylinders	4	
Firing Order	1-3-4-2	
Compression Ratio	10.5:1	
Max. Variation Between Cylinders	25%	
Displacement	2.0 L	122 cu. in.
Bore	86 mm	3.386 in.
Stroke	86 mm	3.386 in.
Compression Pressure	1172-1551 kPa	170-225 psi

CYLINDER BLOCK

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Material	Cast Aluminum	
Cylinder Bore Diameter	-	-

 © 2011 Mitchell Repair Information Company, LLC.

A	86.0 < 86.010 mm	3.3858 < 3.3862 in.
B	86.010 < 86.020 mm	3.3862 < 3.3866 in.
C	86.020 < 86.030 mm	3.3866 < 3.3869 in.
Cylinder Bore Out-of-Round (Max.)	0.020 mm	0.0008 in.
Cylinder Bore Taper (Max.)	0.028 mm	0.001 in.
Main Bearing Bore Diameter	-	-
1	56.000 < 56.006 mm	2.2047 < 2.2049 in.
2	56.006 < 56.012 mm	2.2049 < 2.2051 in.
3	56.012 < 56.018 mm	2.2051 < 2.2054 in.
Main Bearing Bore Diameter Taper (Max.)	0.0082 mm	0.0003 in.

PISTONS

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Piston Diameter	-	-
A	87.995 - 88.015 mm	3.4644 - 3.4652 in.
B	88.005 - 88.025 mm	3.4648 - 3.4656 in.
C	88.015 - 88.035 mm	3.4652 - 3.4659 in.
Clearance to Bore	(-0.015) - 0.015 mm	(0.0006) - 0.0006 in.
Weight	345 - 355 grams	12.17 - 12.52 oz.
Land Clearance (Diametrical)	0.60 - 0.73 mm	0.0236 - 0.0287 in.
Piston Length	49.0 mm	2.929 in.
Piston Ring Groove Depth No. 1	3.51 - 3.68 mm	0.1382-0.0256 in.
Piston Ring Groove Depth No. 2	4.05 - 4.25 mm	0.1594 - 0.1673 in.
Piston Ring Groove Depth No. 3	2.70 - 2.90 mm	0.1063 - 0.1142 in.

PISTON RINGS

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Ring Gap-Top Compression Ring	0.15 - 0.30 mm	0.0059 - 0.0118 in.
Wear Limit	0.8 mm	0.031 in.
Ring Gap-2nd Compression Ring	0.30 - 0.45 mm	0.0118 - 0.0177 in.
Wear Limit	0.8 mm	0.031 in.
Ring Gap-Oil Control Steel Rails	0.20 - 0.70 mm	0.0079 - 0.0276 in.
Wear Limit	1.0 mm	0.039 in.
Ring Side Clearance-Compression Rings	0.03 - 0.07 mm	0.1182 - 0.0028 in.
Wear Limit	0.10 mm	0.004 in.
Ring Side Clearance-Oil Ring Pack	0.06 - 0.15 mm	0.0024 - 0.0059 in.

© 2011 Mitchell Repair Information Company, LLC.

Ring Width-Top Compression Ring	2.95 - 3.25 mm	0.1161 - 0.1280 in.
Ring Width-2nd Compression Ring	3.45 - 3.75 mm	0.1358 - 0.1476 in.
Ring Width-Oil Ring Pack	2.30 - 2.60 mm	0.0906 - 0.1024 in.
Ring Thickness-Top Compression Ring	1.17 - 1.19 mm	0.0461 - 0.0469 in.
Ring Thickness-2nd Compression Ring	1.17 - 1.19 mm	0.0461 - 0.0469 in.
Ring Thickness-Oil Ring Pack	1.88 - 1.95 mm	0.0740 - 0.0768 in.

CONNECTING ROD

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Bearing Clearance	0.032 - 0.060 mm	0.001 - 0.002 in.
Wear Limit	0.070 mm	0.0027 in.
Bore Diameter-Piston Pin	20.974 - 20.985 mm	0.8257 - 0.8261 in.
Bore Diameter-Crankshaft End	51 - 51.015 mm	2.0078 - 2.0084 in.
Side Clearance	0.1 - 0.25 mm	0.0039 - 0.0098 in.
Wear Limit	0.27 mm	0.0106 in.
Weight-Total (Less Bearing)	490 grams	17.28 oz.

CRANKSHAFT

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Connecting Rod Journal Diameter	-	
Journal Grade	-	
1	47.966 - 47.972 mm	1.8884 - 1.8886 in.
2	47.960 - 47.966 mm	1.8884 - 1.8881 in.
3	47.954 - 47.960 mm	1.8879 - 1.8881 in.
Rod Journal- Taper (Max)	0.005 mm	0.0001 in.
Main Bearing Journal Diameter	-	-
Journal Grade	-	
0	51.985 - 51.988 mm	2.0466 - 2.0467 in.
1	51.982 - 51.985 mm	2.0465 - 2.0466 in.
2	51.979 - 51.982 mm	2.0464 - 2.0465 in.
3	51.976 - 51.979 mm	2.0462 - 2.0464 in.
4	51.973 - 51.976 mm	2.0461 - 2.0462 in.
Journal Out-of-Round (Max.)	0.005 mm	0.0001 in.
Journal Taper (Max.)	0.006 mm	0.0002 in.
End Play	0.05 - 0.25 mm	0.0019 - 0.0098 in.
Wear Limit	0.30 mm	0.0118 in.

© 2011 Mitchell Repair Information Company, LLC.

Main Bearing Diametrical Clearance	0.028 - 0.048 mm	0.0011 - 0.0018 in.
Main Bearing Diametrical Clearance (Max)	0.058 mm	0.0022 in.

CYLINDER HEAD CAMSHAFT BEARING BORE DIAMETER

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Front Cam Bearing Bore	-	
Intake	30.000 - 30.021 mm	1.1810 - 1.1819 in.
Exhaust	40.000 - 40.024 mm	1.5747 - 1.5757 in.
Cam Bearing Bore No. 1-4	24.000 - 24.021 mm	0.9448 - 0.9457 in.

CAMSHAFT

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Front Cam Journal Diameter	-	-
Intake Cam	29.980-29.964 mm	1.1803 - 1.1797 in.
Exhaust Cam	35.984 - 36.000 mm	1.4166 - 1.4173 in.
Cam Journal Diameter No. 1-4	23.954 - 23.970 mm	0.943 - 0.944 in.
Bearing Clearance - Diametrical	-	-
Front Intake Journal	0.020-0.057 mm	0.0008-0.0022 in.
Front Exhaust Journal	0.019-0.051 mm	0.0007-0.0020 in.
All Others	0.030 - 0.067 mm	0.0011 - 0.0026 in.
End Play	0.11 - 0.25 mm	0.004 - 0.009 in.
Max Lift @ 0.2 mm (0.007 in.) lash	-	
Intake	9.2 mm	(0.362 in.)
Max Lift @ 0.28 mm (0.011 in.) lash	-	-
Exhaust	8.42 mm	(0.331 mm)
Intake Valve Timing w/VVT in lock-pin position*	-	
Closes (ABDC)	49.3°	
Opens (ATDC)	10.3°	
Duration	219°	
Exhaust Valve Timing w/VVT in lock-pin position*	-	
Closes (BTDC)	8.45°	
Opens (BBDC)	45°	
Duration	216.55°	
Valve Overlap @ 0.5 mm (0.019 in.) w/ VVT in lock-pin position	18.75°	

© 2011 Mitchell Repair Information Company, LLC.

*
All reading in crankshaft degrees at 0.5 mm (0.019 in.) valve lift.

CYLINDER HEAD

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Material	Cast Aluminum - Heat treated	
Gasket Thickness (Compressed)	0.54 mm	0.021 in.
Valve Tappet Bore I.D.	32.000-32.025 mm	1.2598-1.2608 in.
Valve Tappet O.D	31.964-31.980 mm	1.2584-1.2590 in.

VALVE SEAT

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Angle	44.75° - 45.10°	
Seat Outer Diameter - Intake	34.45 - 34.61 mm	1.3562 - 1.3625 in.
Seat Outer Diameter - Exhaust	28.04 - 28.20 mm	1.1039 - 1.1102 in.
Runout (Max.)	0.05 mm	0.002 in.
Valve Seat Width	-	-
Intake	1.16 - 1.46 mm	0.0456 - 0.0574 in.
Exhaust	1.35 - 1.65 mm	0.0531 - 0.0649 in.
Service Limit - Intake	2.0 mm	0.079 in.
Service Limit - Exhaust	2.5 mm	0.098 in.

VALVE GUIDE

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Diameter I.D.	5.500 - 5.518 mm	0.2165 - 0.2172 in.
Guide Bore Diameter	10.983 - 11.001 mm	0.432 - 0.4331 in.
Guide Height (spring seat to guide tip)	14.6 - 15.2 mm	0.5748 - 0.5984 in.

VALVES

DESCRIPTION	SPECIFICATION	
	Metric	Standard
Face Angle - Intake and Exhaust	45.25° - 45.75°	
Head Diameter - Intake	34.9 - 35.1 mm	1.374 -1.3818 in.
Head Diameter - Exhaust	28.9 - 29.1 mm	1.1377 - 1.1456 in.
Valve Lash	-	-
Intake	0.17 - 0.23 mm	0.006 - 0.009 in.
Exhaust	0.27 - 0.33 mm	0.010 - 0.012 in.
Valve Length (Overall)	-	-

 © 2011 Mitchell Repair Information Company, LLC.

Intake	113.18 mm	4.455 in.
Exhaust	105.887 mm	4.168 in.
Valve Stem Diameter	-	-
Intake	5.465 - 5.480 mm	0.2151 - 0.2157 in.
Exhaust	5.458 - 5.470 mm	0.2148 - 0.2153 in.

VALVE MARGIN

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Intake	0.672 mm	0.0264 in.
Exhaust	0.744 mm	0.02929 in.

VALVE STEM TIP

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Intake	48.04 mm	1.891 in.
Exhaust	47.99 mm	1.889 in.

VALVE STEM TO GUIDE CLEARANCE

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Intake	0.020 - 0.053 mm	0.0008 - 0.0021 in.
Max. Allowable	0.076 mm	0.003 in.
Exhaust	0.030 - 0.060 mm	0.0012 - 0.0024 in.
Max. Allowable	0.101 mm	0.004 in.

VALVE SPRINGS

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
Free Length (Approx.)	47.0 mm	1.850 in.
Nominal Force (Valve Closed)	179.5 N ± 9 @ 35.0 mm	40.35 lbs. @ 1.38 in.
Nominal Force (Valve Open)	364.8 N ± 17 N @ 29.25 mm	82.01 lbs. ± 3.82 lbs. @ 1.152 in.
Installed Height	35.00 mm	1.378 in.
Number of Coils	8.5 ± 0.1	
Wire Diameter	2.90 mm ± 0.03	0.114 in ± 0.001 in.

OIL PRESSURE

DESCRIPTION	SPECIFICATION	
	Metric	**Standard**
At Curb Idle Speed*	25 kPa	4 psi. min.
At 3000 RPM	170 - 550 kPa	25 - 80 psi.
CAUTION:		

 © 2011 Mitchell Repair Information Company, LLC.

***If pressure is ZERO at curb idle, DO NOT run engine at 3000 RPM.**

TORQUE SPECIFICATIONS

DESCRIPTION	N.m	Ft. Lbs.	In. Lbs.
Balance Shaft Module	29 + 90°	22 + 90°	-
Bell Housing-Bolts	48	35	-
Camshaft Sprocket-Bolt	60	44	-
Camshaft Bearing Cap-Bolts		-	
M6 Bolts	9.5	-	85
M8 Bolts	25	18	220
Coils	8	-	70
Connecting Rod Cap-Bolts	20 + 90°	15 + 90°	-
Coolant Temperature Sender	8	-	71
Crankshaft Main Bearing Cap-Bolts	27 + 45°	20 + 45°	-
Crankshaft Damper-Bolt	210	155	-
Cylinder Head-Bolts	Refer to Procedure		
Cylinder Head Cover-Bolts	Refer to **STANDARD PROCEDURE**		
Engine Support Bracket-Bolts	40	30	-
Exhaust Manifold-Bolts	34	25	-
Exhaust Manifold Heat Shield-Bolts	12	-	105
Flex Plate to Crankshaft-Bolts	95	70	-
Intake Manifold-Bolts	24	18	-
Ladder Frame	26	19	-
Oil Cooler Connector Bolt	49	36	-
Oil Filter	14	10	-
Oil Filter Nipple	49	36	-
Oil Jet Fastener	12	-	105
Oil Pan-Bolts	-	-	-
M6 Bolts	12	-	105
M8 Bolts	24	18	-
Oil Pan Drain-Plug	40	30	-
Oil Pressure Switch	8	-	71
PCV Valve	5	-	44
Spark Plugs	27	20	239
Timing Chain Cover	-	-	-
M6 Bolts	9	-	80
M8 Bolts	26	-	230
Timing Chain Tensioner Assembly-Bolts	12	-	80
Timing Chain Guides	12	-	212

 © 2011 Mitchell Repair Information Company, LLC.

SPECIAL TOOLS

2.0L ENGINE

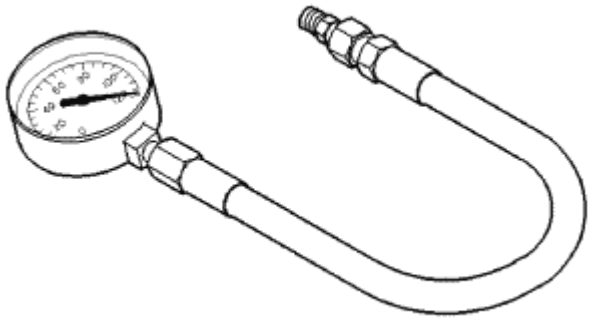


Fig. 52: Oil Pressure Gage C-3292
Courtesy of CHRYSLER LLC

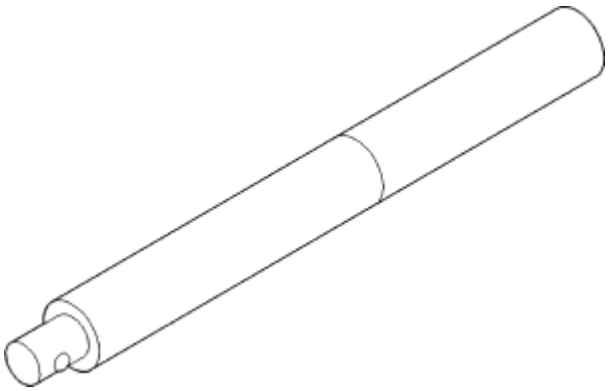


Fig. 53: Driver Handle C-4171
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

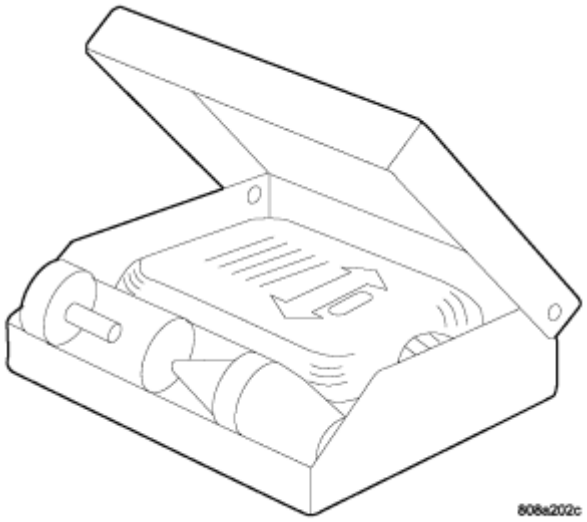


Fig. 54: BLOC-CHECK-KIT C-3685-A
Courtesy of CHRYSLER LLC

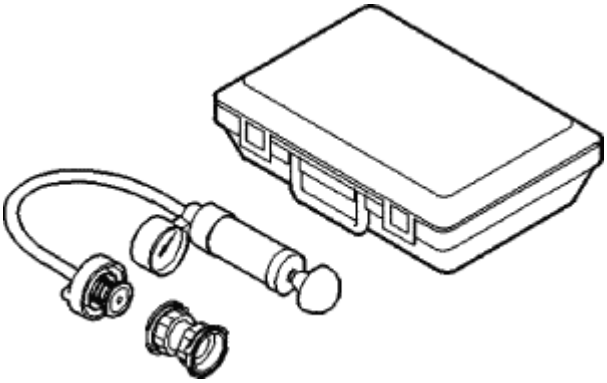


Fig. 55: Cooling System Tester 7700
Courtesy of CHRYSLER LLC

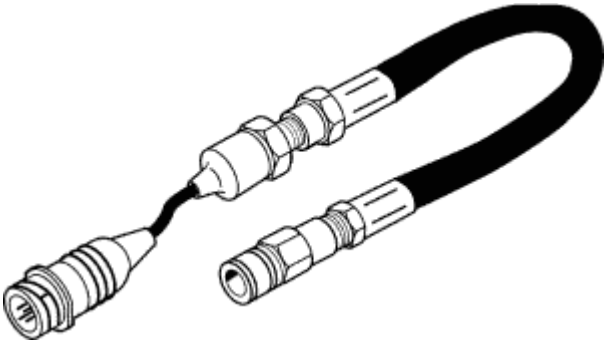


Fig. 56: Pressure Transducer CH7059
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

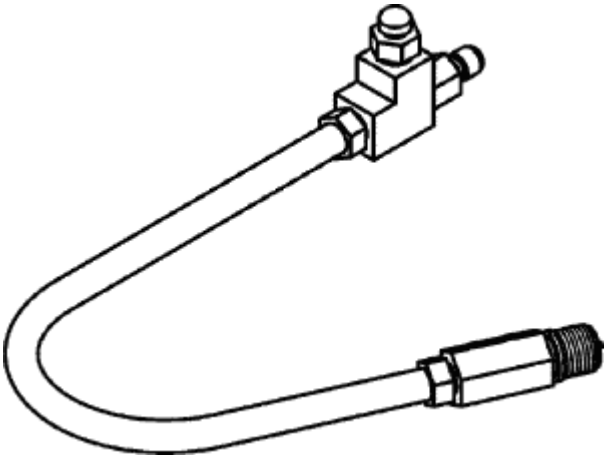


Fig. 57: Adapter 8116
Courtesy of CHRYSLER LLC

Fig. 58: DRB III(R)
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

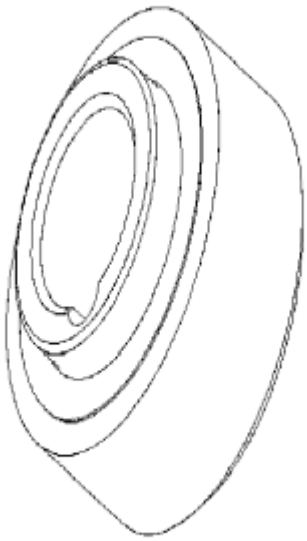


Fig. 59: Front Seal Installer 9506
Courtesy of CHRYSLER LLC

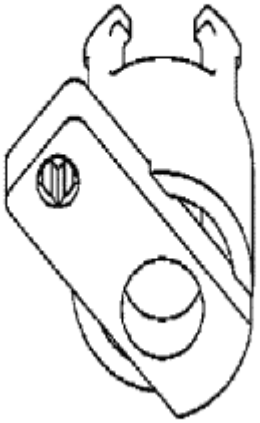


Fig. 60: Holding Fixture 9707
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

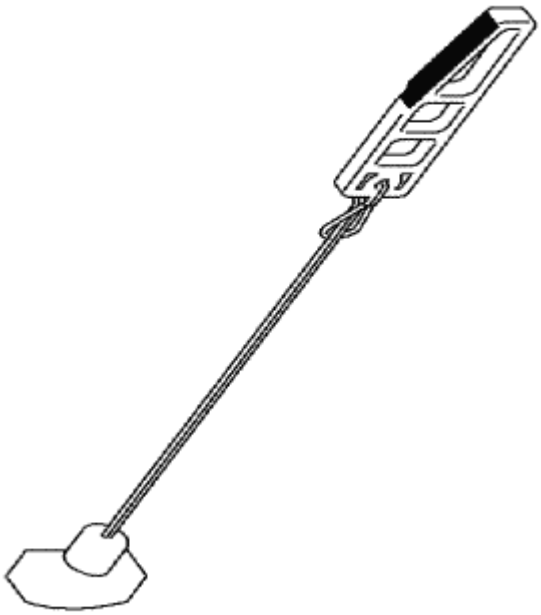


Fig. 61: Locking Wedge 9701
Courtesy of CHRYSLER LLC

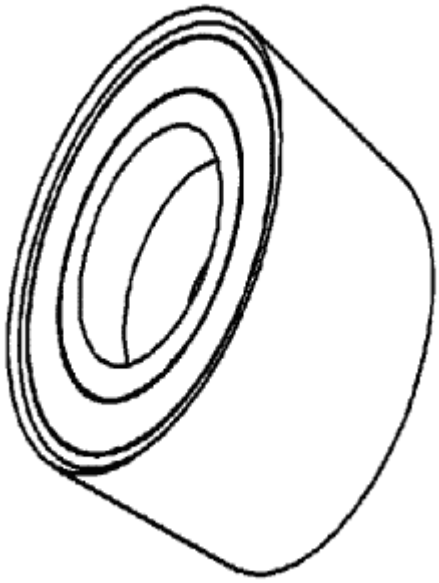


Fig. 62: Rear Crankshaft Seal Guide 9509
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

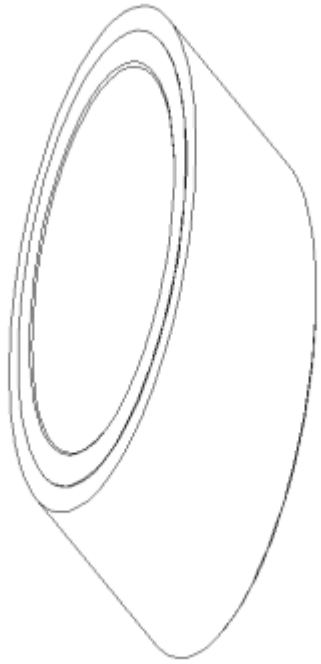


Fig. 63: Rear Main Seal Driver 9706
Courtesy of CHRYSLER LLC

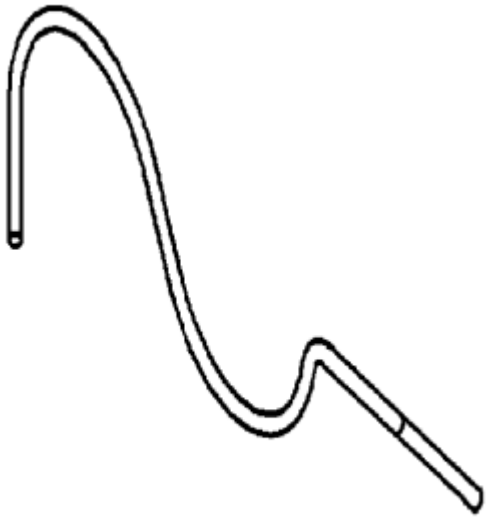


Fig. 64: Tensioner Pin 9703
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

ENGINE DATA PLATE

DESCRIPTION

DESCRIPTION

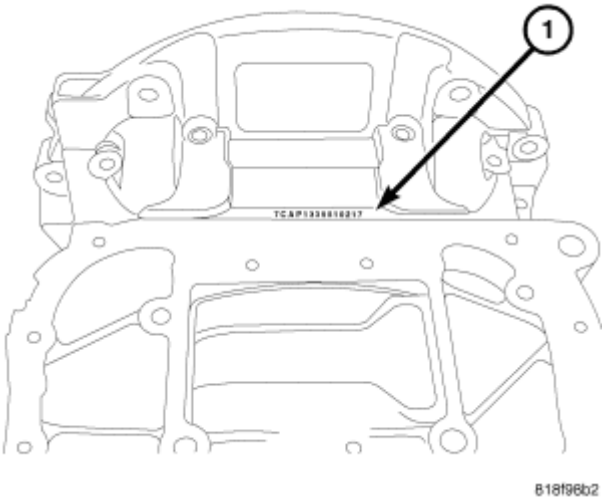


Fig. 65: Serial Number
Courtesy of CHRYSLER LLC

The engine serial number (1) is located between the oil pan and the bellhousing. The serial number contains engine build date, build location, and displacement.

Example: 8CAP1339710217

WORLD ENGINE							
8	C	A	P1	339	7	1	0217
Model Year	Engine Displacement	Engine Build Variation (with oil cooler, turbo, for MMNA)	Engine Plant	Julian Day of Year	Julian Year 2007	Shift	Build Sequence Number
2008	A = 1.8L		P1 = GEMA North				
	B = 2.0L		P2 = GEMA South				
	C = 2.4L		-				

AIR INTAKE SYSTEM

ELEMENT-AIR CLEANER

REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

AIR CLEANER ELEMENT

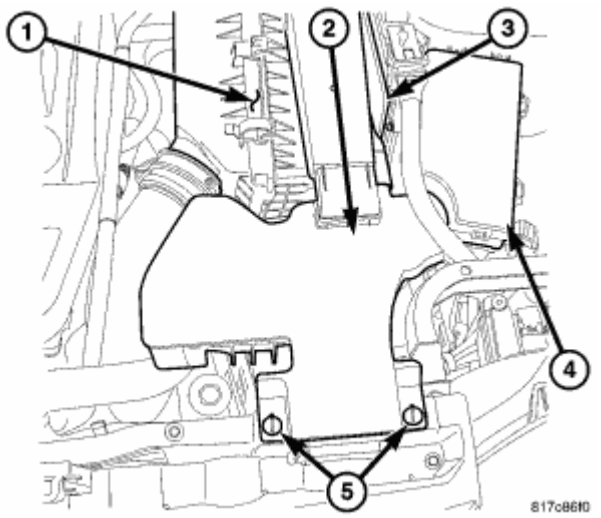


Fig. 66: Air Cleaner Housing Assembly
Courtesy of CHRYSLER LLC

1. Turn lock retainers (5) and remove fresh air inlet (2) from air cleaner housing (1).

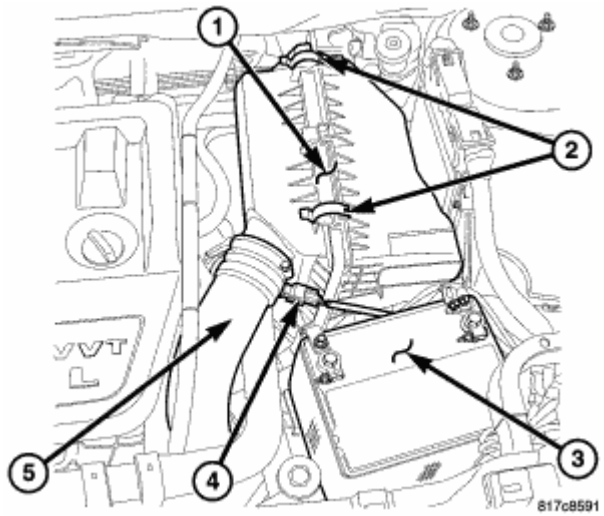


Fig. 67: Air Cleaner Housing
Courtesy of CHRYSLER LLC

2. Disconnect intake air temperature sensor connector (4).
3. Remove air inlet tube (5) from air cleaner housing (1).
4. Unfasten clasps (2) on sides of air cleaner housing cover.

 © 2011 Mitchell Repair Information Company, LLC.

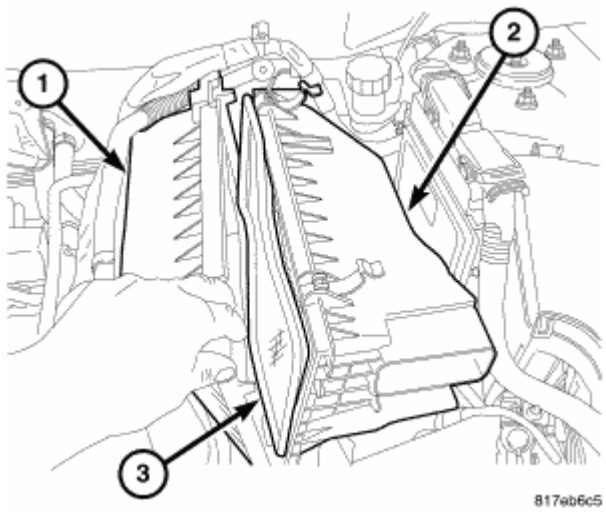


Fig. 68: Air Filter Element
Courtesy of CHRYSLER LLC

5. Pull air cleaner cover (1) aside.
6. Remove filter element (3).
7. If necessary, clean the inside of the air cleaner housing (2).

INSTALLATION

AIR CLEANER ELEMENT

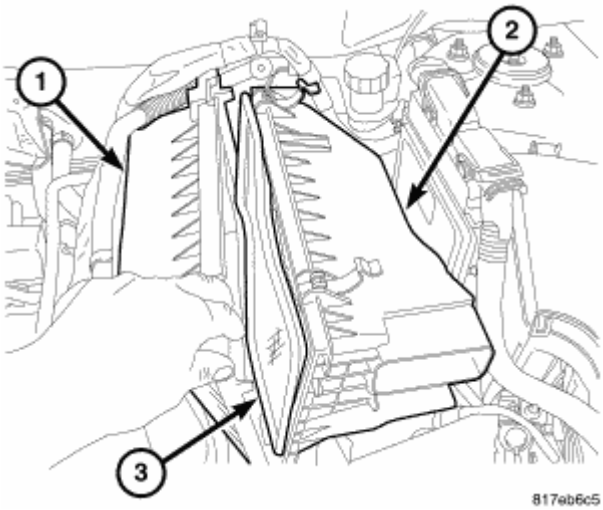


Fig. 69: Air Filter Element
Courtesy of CHRYSLER LLC

1. Install new filter element.

 © 2011 Mitchell Repair Information Company, LLC.

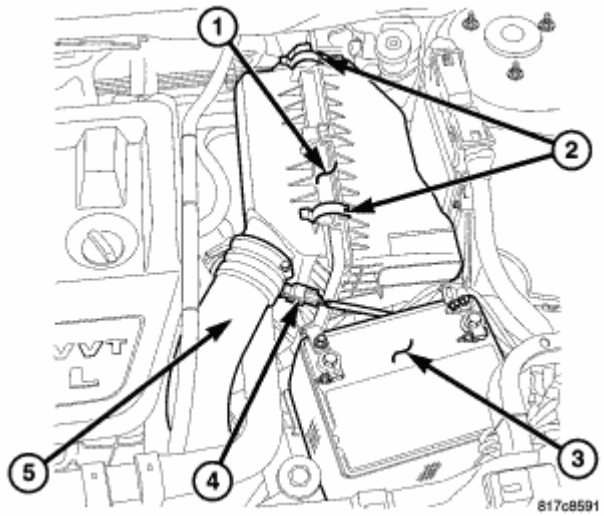


Fig. 70: Air Cleaner Housing
Courtesy of CHRYSLER LLC

2. Place cover over air cleaner housing. Snap clasps (2) in place.
3. Install air inlet tube (5).
4. Connect intake air temperature sensor connector (4).

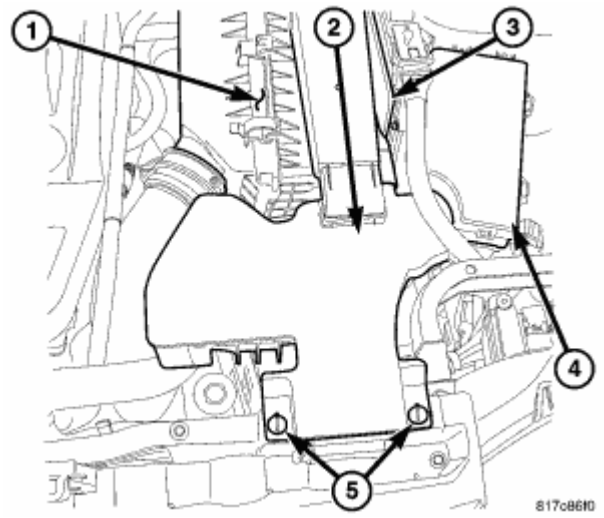


Fig. 71: Air Cleaner Housing Assembly
Courtesy of CHRYSLER LLC

5. Install fresh air inlet (2) on air cleaner housing (1) and lock retainers (5).

HOUSING-AIR CLEANER

REMOVAL

AIR CLEANER HOUSING

 © 2011 Mitchell Repair Information Company, LLC.

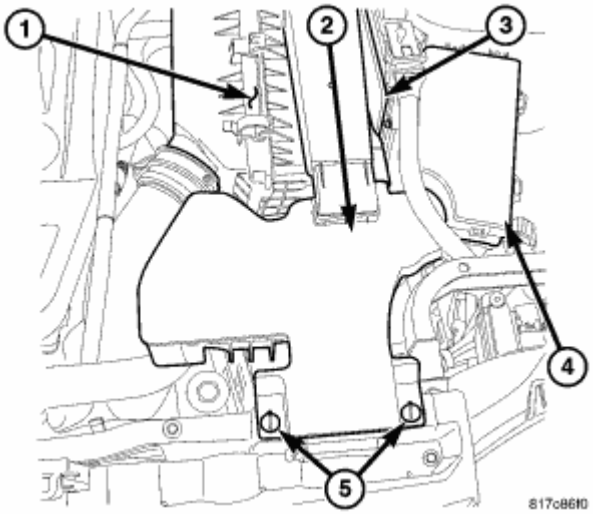


Fig. 72: Air Cleaner Housing Assembly
Courtesy of CHRYSLER LLC

1. Remove fresh air inlet (2) from air cleaner housing (1).

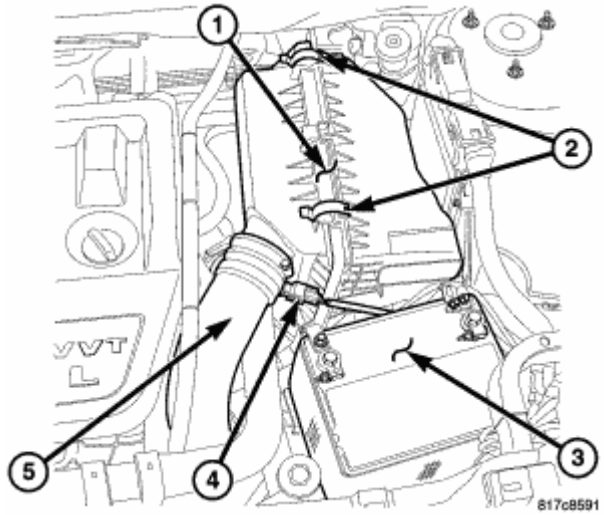


Fig. 73: Air Cleaner Housing
Courtesy of CHRYSLER LLC

2. Remove intake air temperature sensor electrical connector (4).
3. Remove air inlet tube (5) from housing (1).
4. Pull housing (1) upward to remove.

INSTALLATION

AIR CLEANER HOUSING

 © 2011 Mitchell Repair Information Company, LLC.

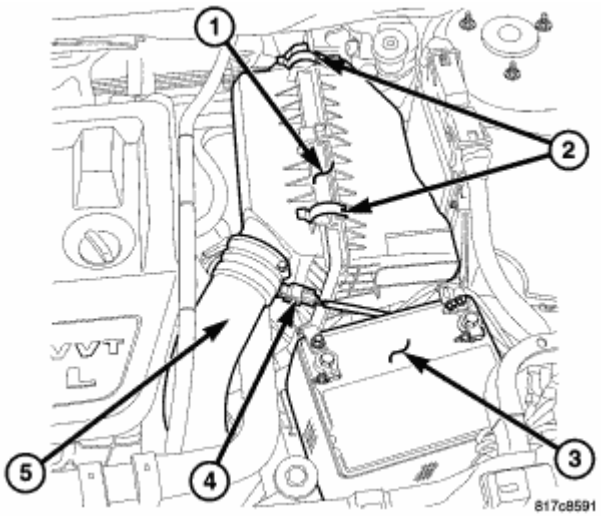


Fig. 74: Air Cleaner Housing
Courtesy of CHRYSLER LLC

1. Make sure the rubber grommets, for the air cleaner housing lower pins, are in place when reinstalling the air cleaner housing. The rubber grommets mount to the PDC bracket.
2. Push air cleaner housing (1) down while aligning pins into the grommets.
3. Connect the throttle body air inlet hose (5) to the air cleaner housing (1).
4. Connect intake air temperature sensor connector (4).

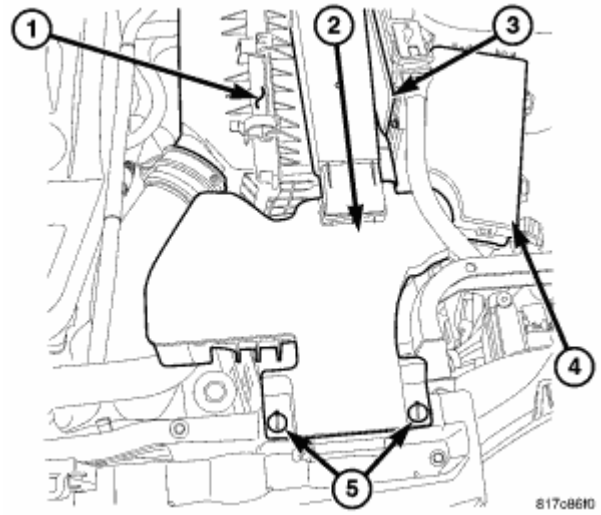


Fig. 75: Air Cleaner Housing Assembly
Courtesy of CHRYSLER LLC

5. Install fresh air inlet (2) and lock retainers (5).

CYLINDER HEAD

DESCRIPTION

 © 2011 Mitchell Repair Information Company, LLC.

CYLINDER HEAD

The cross flow designed, aluminum cylinder head contains dual over-head camshafts with four valves per cylinder. The valves are arranged in two in-line banks. The intake valves face toward the front of the vehicle. The exhaust valves face the dash panel. The cylinder head incorporates powdered metal valve guides and seats. The cylinder head is sealed to the block using a multi-layer steel head gasket and retaining bolts.

Integral oil galleries provide lubrication passages to the variable camshaft timing phasers, camshafts, and valve mechanisms.

NOTE: Replacement cylinder heads will come complete with valves, seals, springs, retainers, keepers, lash buckets, and camshafts.

DIAGNOSIS AND TESTING

CYLINDER HEAD GASKET

A cylinder head gasket leak can be located between adjacent cylinders, between a cylinder and the adjacent water jacket or from an oil passage to the exterior of the engine.

Possible indications of the cylinder head gasket leaking between adjacent cylinders are:

- Loss of engine power
- Engine misfiring
- Poor fuel economy

Possible indications of the cylinder head gasket leaking between a cylinder and an adjacent water jacket are:

- Engine overheating
- Loss of coolant
- Excessive steam (white smoke) emitting from exhaust
- Coolant foaming

CYLINDER-TO-CYLINDER LEAKAGE TEST

To determine if an engine cylinder head gasket is leaking between adjacent cylinders, follow the procedures in **CYLINDER COMPRESSION PRESSURE TEST** . An engine cylinder head gasket leaking between adjacent cylinders will result in approximately a 50-70% reduction in compression pressure.

CYLINDER-TO-WATER JACKET LEAKAGE TEST

WARNING: Use extreme caution when the engine is operating with coolant pressure cap removed.

VISUAL TEST METHOD

 © 2011 Mitchell Repair Information Company, LLC.

With the engine cool, remove the coolant pressure cap. Start the engine and allow it to warm up until thermostat opens.

If a large combustion/compression pressure leak exists, bubbles will be visible in the coolant.

COOLING SYSTEM TESTER METHOD

WARNING: with cooling system tester in place, pressure will build up fast. Excessive pressure built up, by continuous engine operation, must be released to a safe pressure point. Never permit pressure to exceed 138 kPa (20 psi).

Install Cooling System Tester 7700 or equivalent to pressure cap neck. Start the engine and observe the tester's pressure gauge. If gauge pulsates with every power stroke of a cylinder a combustion pressure leak is evident.

CHEMICAL TEST METHOD

Combustion leaks into the cooling system can also be checked by using combustion leak tester C-3685-A or equivalent. Perform test following the procedures supplied with the tool kit.

REMOVAL

CYLINDER HEAD

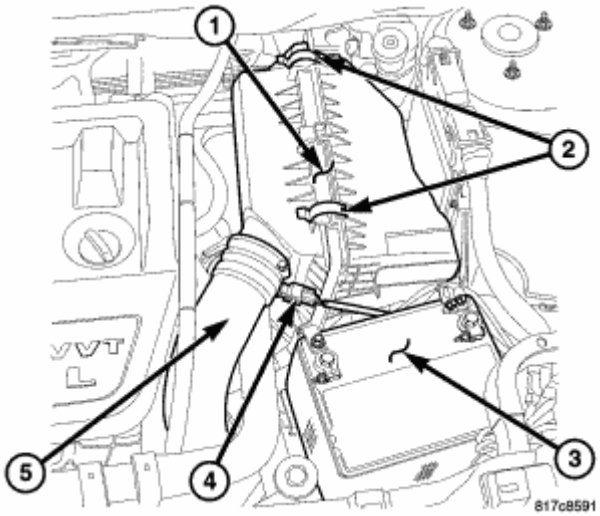


Fig. 76: Air Cleaner Housing
Courtesy of CHRYSLER LLC

1. Perform fuel system pressure release procedure **before attempting any repairs** . Refer to **STANDARD PROCEDURE** .
2. Remove clean air hose and air cleaner housing (1). See **REMOVAL**.
3. Disconnect negative cable from battery (3).
4. Drain cooling system. Refer to **STANDARD PROCEDURE** .

 © 2011 Mitchell Repair Information Company, LLC.

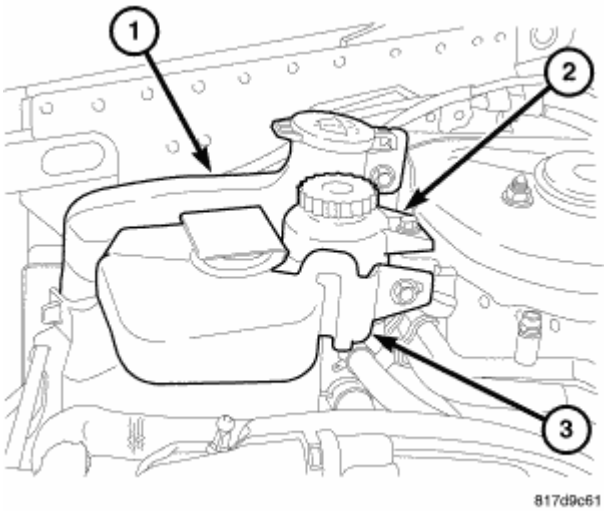


Fig. 77: Coolant Reservoir
Courtesy of CHRYSLER LLC

5. Remove engine cover.
6. Remove coolant recovery bottle (3).
7. Remove and reposition power steering reservoir (2).
8. Remove power steering pump and reposition.
9. Remove windshield washer bottle (1).

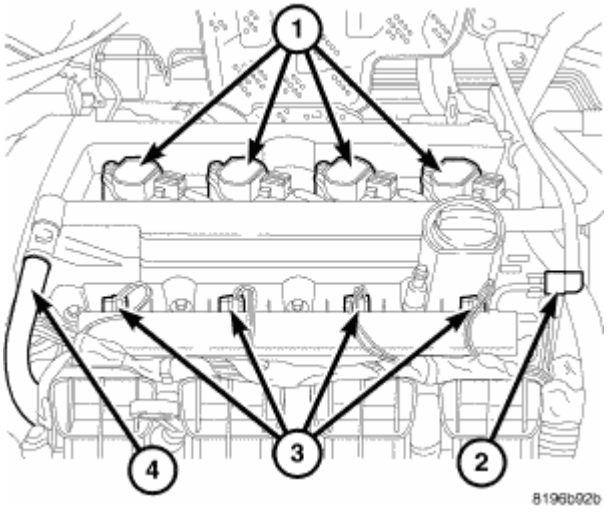


Fig. 78: Coil Connector
Courtesy of CHRYSLER LLC

10. Disconnect breather hose.
11. Disconnect PCV hose (4).
12. Disconnect ignition coil electrical connectors (1).
13. Remove cylinder head cover.

 © 2011 Mitchell Repair Information Company, LLC.

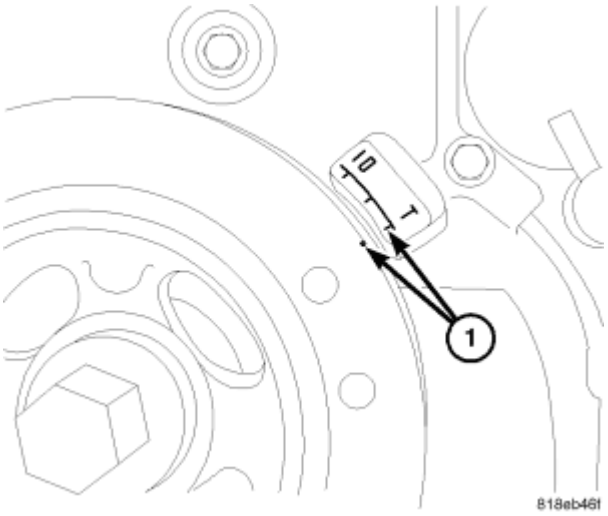


Fig. 79: TDC
Courtesy of CHRYSLER LLC

14. Raise vehicle.
15. Remove right splash shield.
16. Set engine to TDC (1).
17. Remove accessory drive belts. Refer to **REMOVAL** .

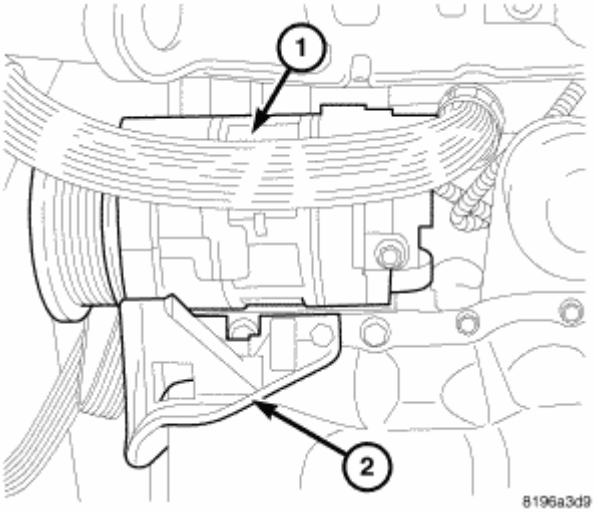


Fig. 80: A/C Compressor
Courtesy of CHRYSLER LLC

18. Remove lower A/C compressor bolts if equipped.
19. Remove lower A/C compressor mount (2) if equipped.

 © 2011 Mitchell Repair Information Company, LLC.

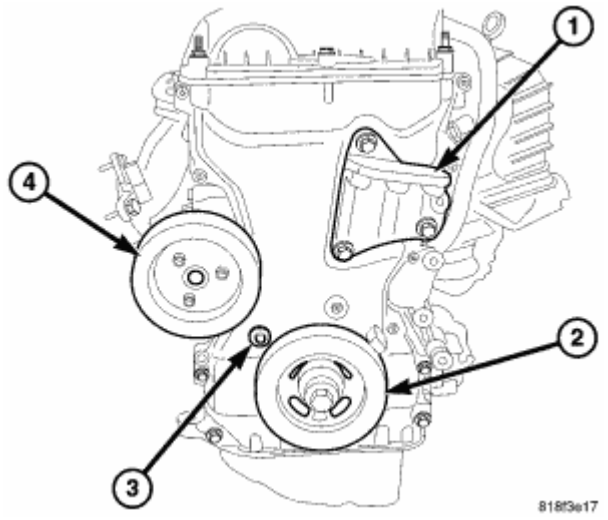


Fig. 81: Engine Front
Courtesy of CHRYSLER LLC

20. Remove accessory drive belt lower idler pulley.
21. Remove crankshaft damper (2).
22. Remove water pump pulley (4).
23. Remove right side engine mount bracket (1) lower bolt.

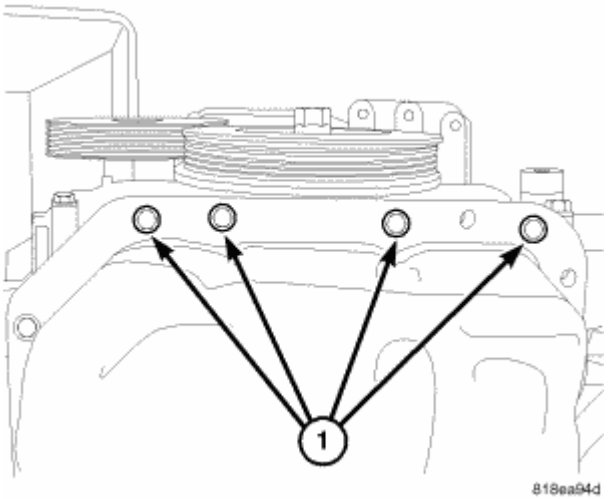


Fig. 82: Timing Chain Cover Lower Bolts
Courtesy of CHRYSLER LLC

24. Remove timing chain cover lower bolts (1).

 © 2011 Mitchell Repair Information Company, LLC.

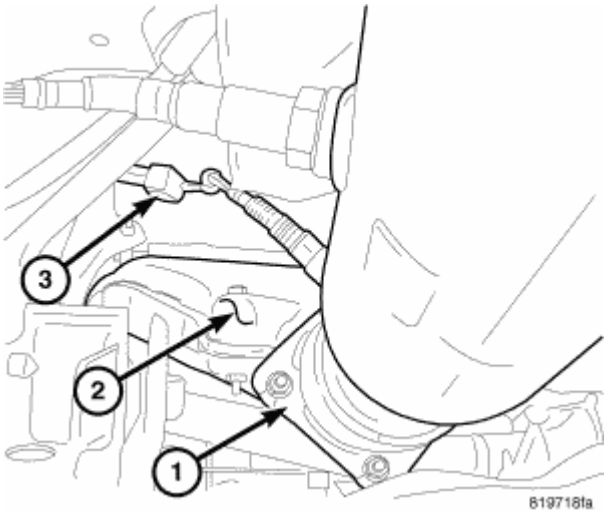


Fig. 83: Catalytic Converter At Exhaust Manifold
Courtesy of CHRYSLER LLC

25. Disconnect oxygen sensor electrical connector (3).
26. Remove exhaust pipe at manifold nuts (1) and remove pipe.
27. Lower vehicle.
28. Support engine with suitable jack.

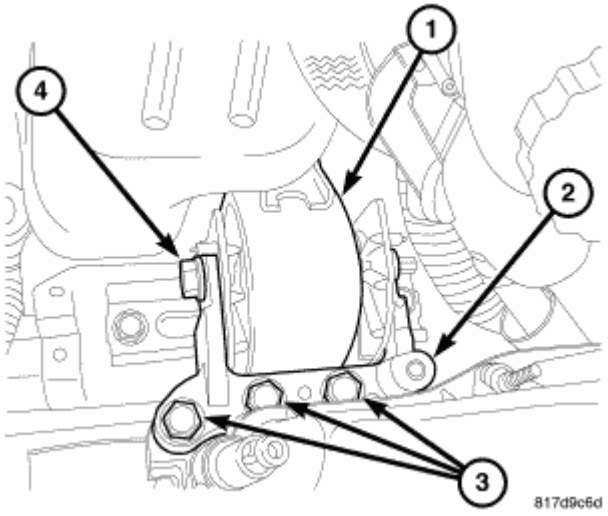


Fig. 84: Right Engine Mount
Courtesy of CHRYSLER LLC

29. Remove right engine mount through bolt (4).
30. Remove right engine mount to mount bracket bolts (3).
31. Remove right engine mount adapter (2).

 © 2011 Mitchell Repair Information Company, LLC.

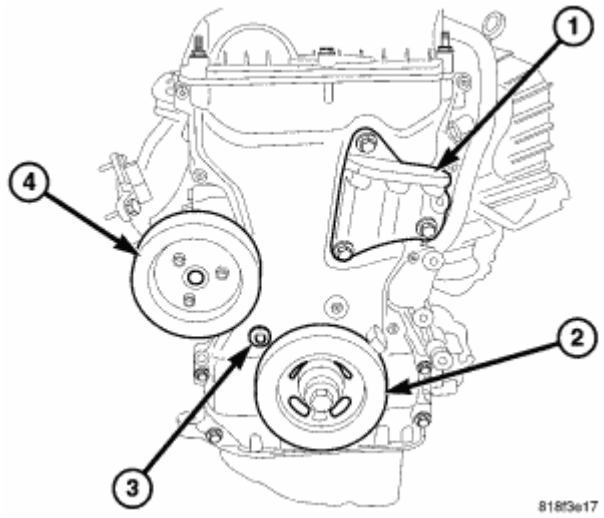


Fig. 85: Engine Front
Courtesy of CHRYSLER LLC

32. Remove accessory drive upper idler pulley.
33. Remove right upper engine mount bracket (1).
34. Remove accessory drive belt tensioner.
35. Remove upper timing chain cover retaining bolts.
36. Remove timing chain cover.

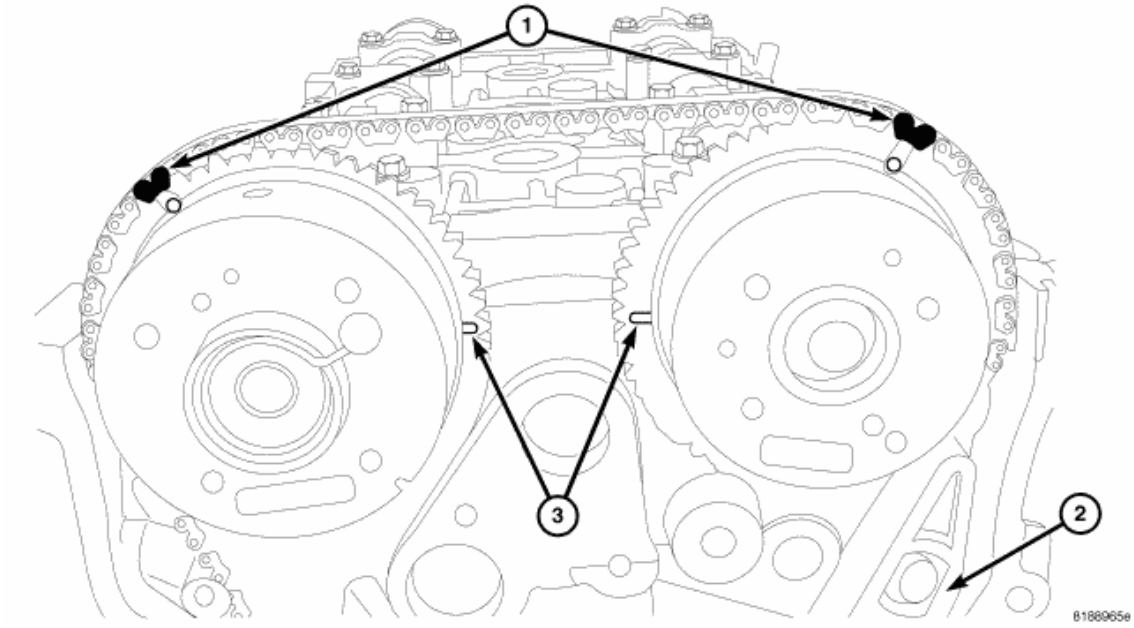


Fig. 86: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

NOTE: If the timing chain plated links can no longer be seen, the timing chain links corresponding to the timing marks must be marked prior to removal

 © 2011 Mitchell Repair Information Company, LLC.

if the chain is to be reused.

37. Mark chain link (1) corresponding to camshaft timing mark.

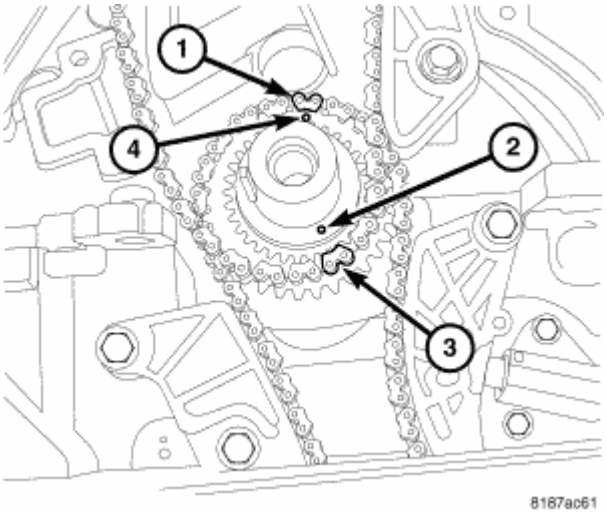


Fig. 87: Crankshaft Timing Marks
Courtesy of CHRYSLER LLC

38. Mark chain link (3) corresponding to crankshaft timing mark (2).

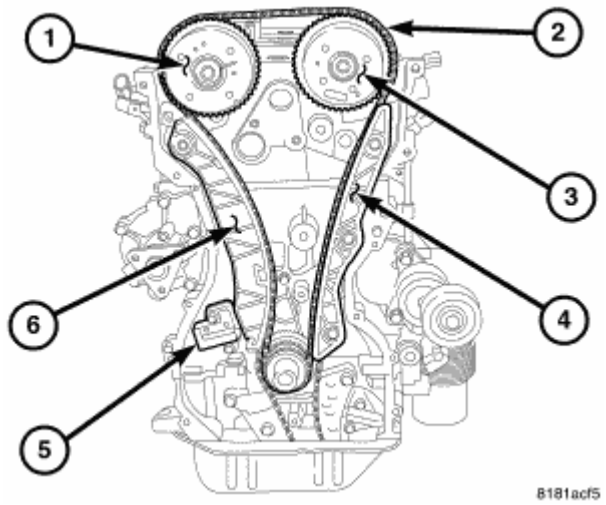


Fig. 88: Timing Drive
Courtesy of CHRYSLER LLC

39. Remove timing chain tensioner (5).
40. Remove timing chain (2).
41. Remove timing chain guides (4,6).

 © 2011 Mitchell Repair Information Company, LLC.

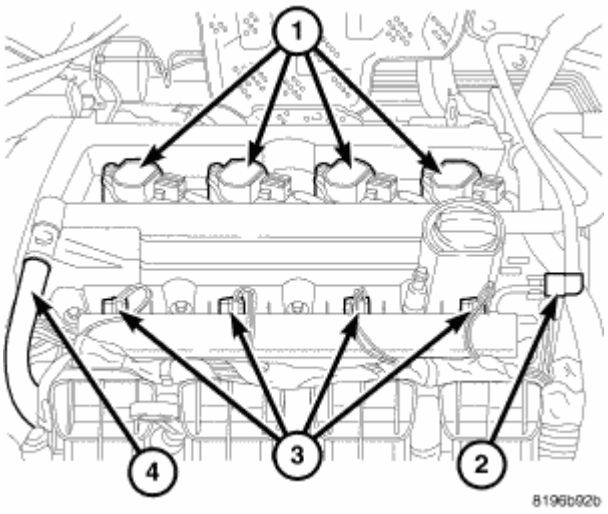


Fig. 89: Coil Connector
Courtesy of CHRYSLER LLC

42. Disconnect fuel line at the fuel rail (2).
43. Disconnect fuel injector electrical connectors (3).
44. Disconnect top engine electrical connectors and reposition harness.
45. Remove fuel rail.

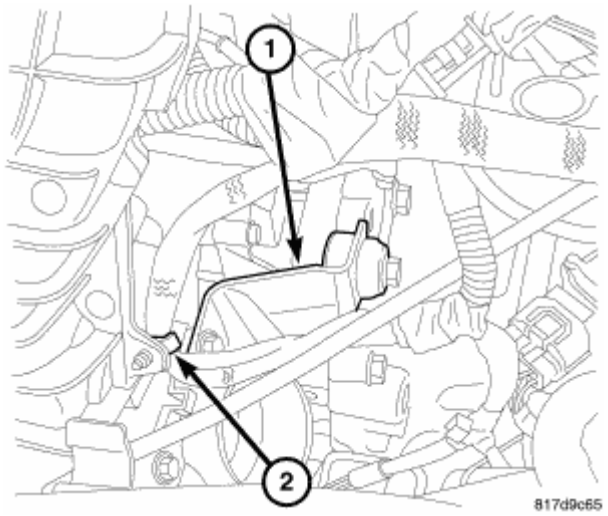


Fig. 90: Throttle Body Support
Courtesy of CHRYSLER LLC

46. Remove throttle body support bracket retaining bolt (2).
47. Disconnect electronic throttle control electrical connector.
48. Disconnect map sensor electrical connector.

 © 2011 Mitchell Repair Information Company, LLC.

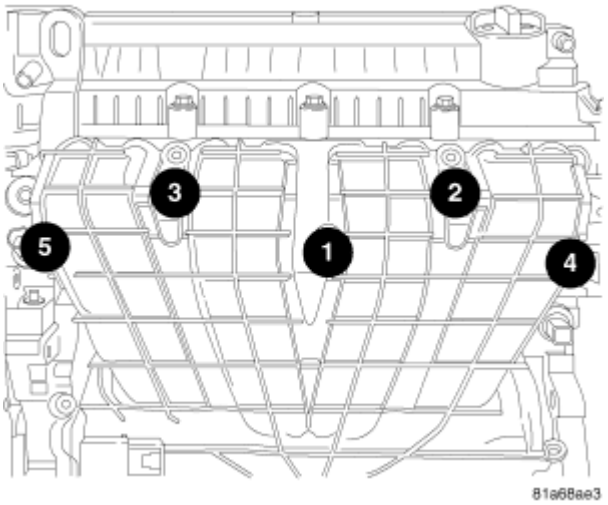


Fig. 91: Intake Torque Sequence
Courtesy of CHRYSLER LLC

49. Disconnect vacuum lines at intake.
50. Remove intake manifold retaining bolts.

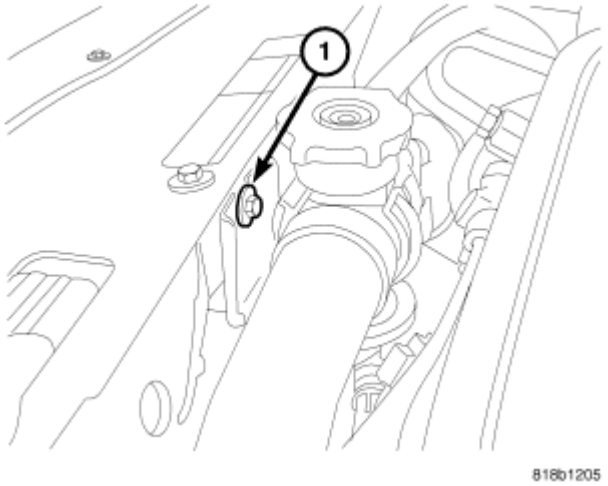


Fig. 92: Radiator Hose Support
Courtesy of CHRYSLER LLC

51. Remove upper radiator hose retaining bolt (1).
52. Remove intake manifold.
53. Remove coolant outlet manifold and set aside.

 © 2011 Mitchell Repair Information Company, LLC.

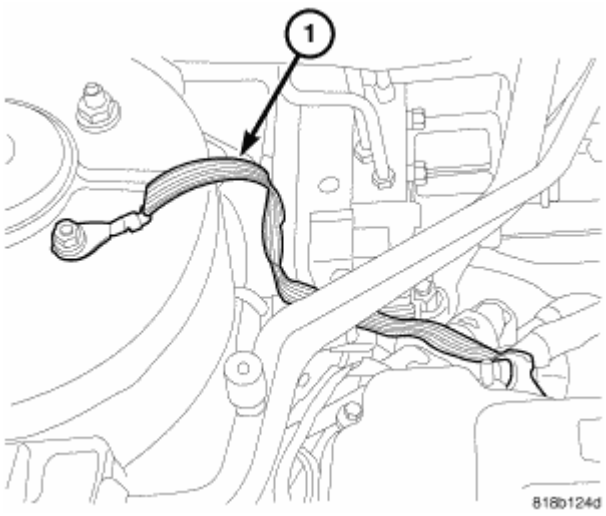


Fig. 93: Ground Strap
Courtesy of CHRYSLER LLC

54. Remove ground strap (1) at right rear of cylinder head.
55. Remove exhaust manifold. See **REMOVAL**.
56. Remove camshafts. See **REMOVAL**

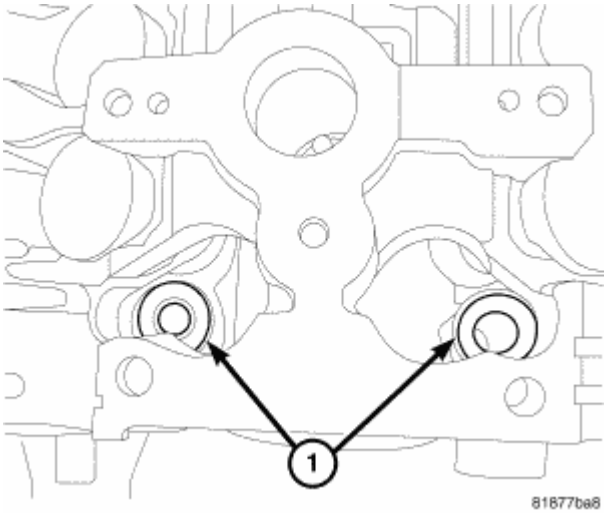


Fig. 94: Front Head Bolt Washers
Courtesy of CHRYSLER LLC

NOTE: All of the cylinder head bolts have captured washers EXCEPT the front two (1).

57. Remove cylinder head bolts.
58. Remove cylinder head from engine block.
59. Remove front cylinder head bolt washers (1).
60. Inspect and clean cylinder head and block sealing surfaces. Refer to **CLEANING** and **INSPECTION**.

 © 2011 Mitchell Repair Information Company, LLC.

NOTE: Ensure cylinder head bolt holes in the block are clean, dry (free of residual oil or coolant), and threads are not damaged.

CLEANING

CYLINDER HEAD

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.

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

Remove all gasket material from cylinder head and block. See **STANDARD PROCEDURE**. Be careful not to gouge or scratch the aluminum head sealing surface.

Clean all engine oil passages.

INSPECTION

CYLINDER HEAD

NOTE: Replacement cylinder heads will come complete with valves, seals, springs, retainers, keepers, tappets, and camshafts.

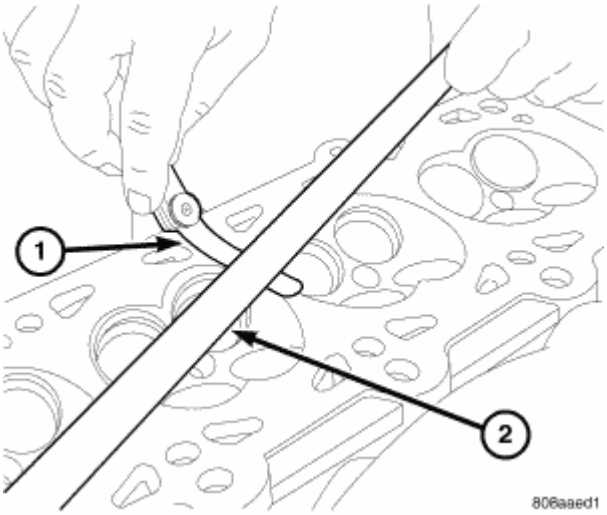


Fig. 95: Checking Cylinder Head Flatness
Courtesy of CHRYSLER LLC

1. Cylinder head must be flat within 0.1 mm (0.004 in.).
2. Inspect camshaft bearing journals for scoring.
3. Remove carbon and varnish deposits from inside of valve guides with a reliable guide cleaner.
4. Verify the valve tappets move freely in theirs bores, and that they have been rotating.

 © 2011 Mitchell Repair Information Company, LLC.

5. Check valve guide height.
6. Prior to installing cylinder head, the cylinder block should be checked for flatness. See **INSPECTION**.

INSTALLATION

CYLINDER HEAD

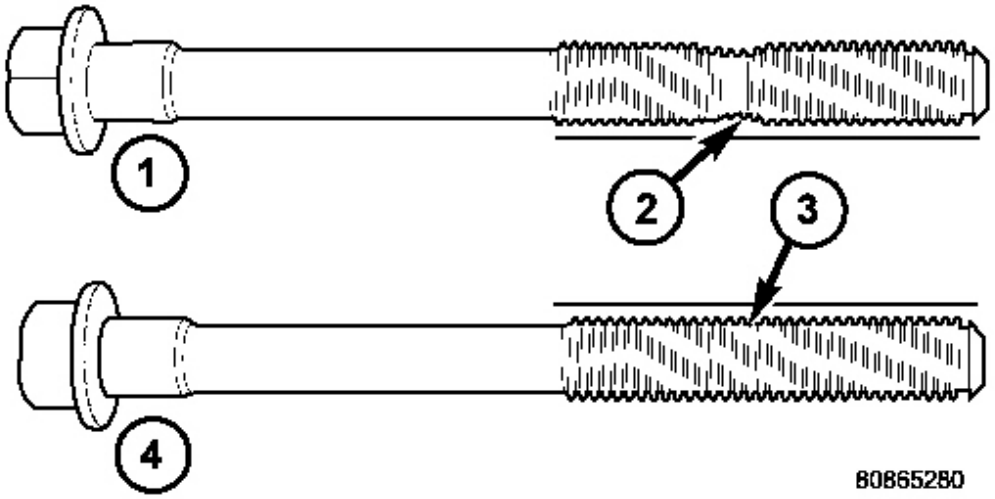


Fig. 96: Checking Cylinder Head Bolts for Stretching (Necking)
Courtesy of CHRYSLER LLC

NOTE: Ensure cylinder head bolt holes in the block are clean, dry (free of residual oil or coolant), and threads are not damaged.

NOTE: The Cylinder head bolts should be examined BEFORE reuse. If the threads are necked down, the bolts should be replaced.

Necking can be checked by holding a scale or straight edge against the threads. If all the threads do not contact the scale (2), the bolt should be replaced.

 © 2011 Mitchell Repair Information Company, LLC.

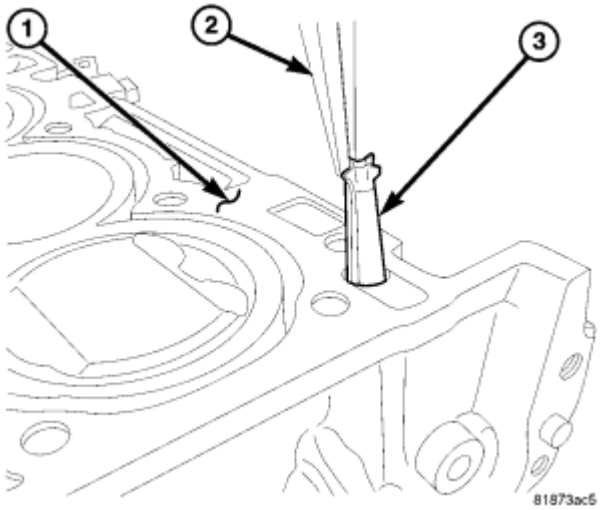


Fig. 97: VVT Filter
Courtesy of CHRYSLER LLC

CAUTION: Always replace the variable valve timing filter screen (3) when servicing the head gasket or engine damage could result.

1. Replace the variable valve timing filter screen (3).

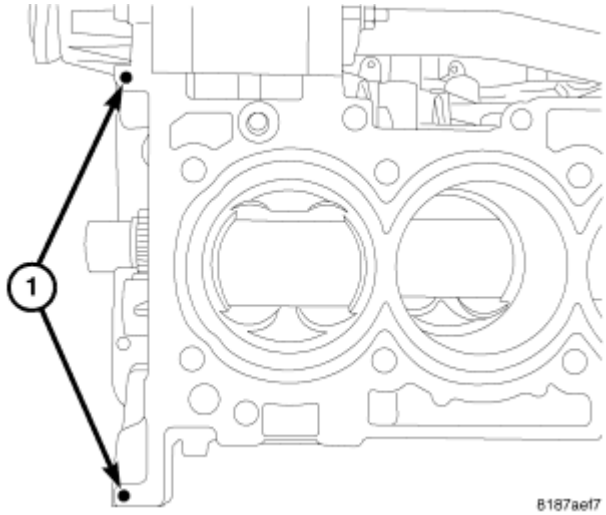


Fig. 98: Cylinder Head RTV
Courtesy of CHRYSLER LLC

NOTE: When using RTV, the sealing surfaces must be clean and free from grease and oil.

NOTE: When using RTV, parts should be assembled in 10 minutes and tighten to final torque within 45 minutes.

 © 2011 Mitchell Repair Information Company, LLC.

2. Place two pea size dots of Mopar® engine sealant RTV or equivalent (1) on cylinder block as shown in illustration.

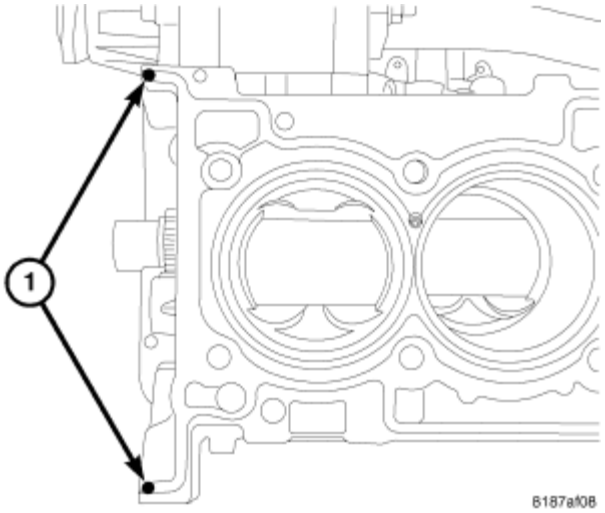


Fig. 99: Cylinder Head Gasket RTV
Courtesy of CHRYSLER LLC

3. Position the new cylinder head gasket on engine block with the part number facing up. Ensure gasket is seated over the locating dowels in block.
4. Place two pea size dots of Mopar® engine sealant RTV or equivalent (1) on cylinder head gasket as shown in illustration.

NOTE: The head must be installed within 15 minutes before the RTV skins.

5. Position cylinder head onto engine block.

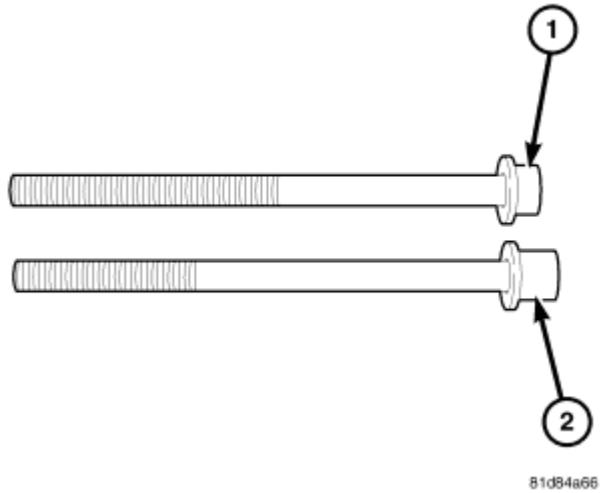


Fig. 100: Cylinder Head Bolt Identification
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

CAUTION: This engine was built with 2 different style cylinder head bolts. Each style bolt requires a different torque value. The bolts can be identified by the short bolt head (1) and the long bolt head (2).

6. Measure the bolt head from the washer to the top of the bolt head. The short bolt head (1) measures 8 mm (5/16") and the long bolt head (2) measures 13 mm (1/2").
7. Identify whether your engine has the short head design (1) or the long head design (2).

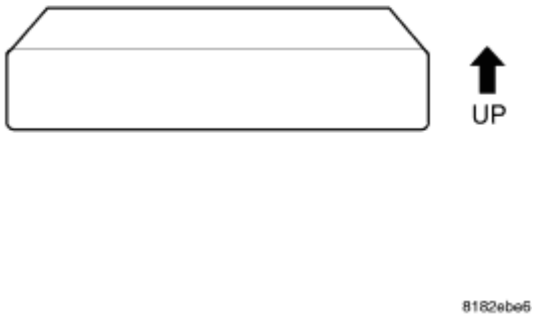


Fig. 101: Washer
Courtesy of CHRYSLER LLC

NOTE: The front two cylinder head bolts do not have captured washers. The washers must be installed with the bevel up towards the bolt head.

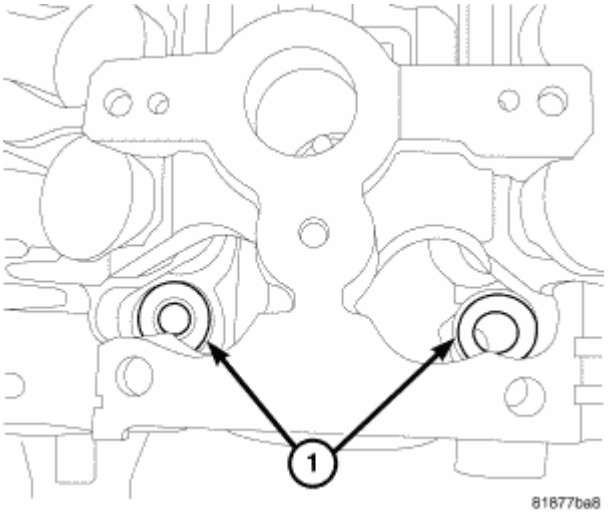


Fig. 102: Front Head Bolt Washers
Courtesy of CHRYSLER LLC

8. Install washers (1) for the front two cylinder head bolts.

 © 2011 Mitchell Repair Information Company, LLC.

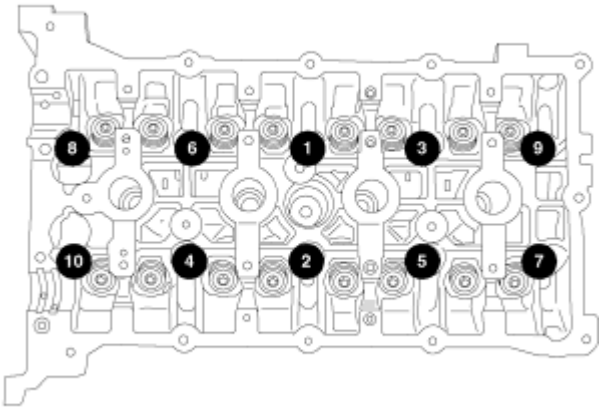


Fig. 103: Cylinder Head Torque Sequence
Courtesy of CHRYSLER LLC

9. Before installing the bolts, the threads should be lightly coated with engine oil.
10. Install the cylinder head bolts and tighten in the sequence shown in illustration.

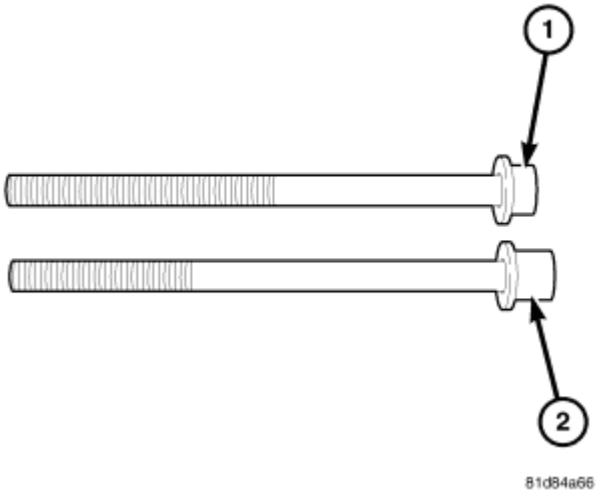


Fig. 104: Cylinder Head Bolt Identification
Courtesy of CHRYSLER LLC

11. If your bolt has the short head (1), use the following torque specifications:
    First: All to 30 N.m (25 ft. lbs.)
    Second: All to 61 N.m (45 ft. lbs.)
    Third: All to 61 N.m (45 ft. lbs.)
    Fourth: All an additional 90°

CAUTION: Do not use a torque wrench for the Fourth step.

 © 2011 Mitchell Repair Information Company, LLC.

12. If your bolt has the long head (2), use the following torque specifications:
    First: All to 30 N.m (25 ft. lbs.)
    Second: All to 73 N.m (54 ft. lbs.)
    Third: All to 73 N.m (54 ft. lbs.)
    Fourth: All an additional 90°

CAUTION: Do not use a torque wrench for the Fourth step.

13. Clean excess RTV from timing chain cover sealing surface.
14. Install camshafts. See **INSTALLATION**.

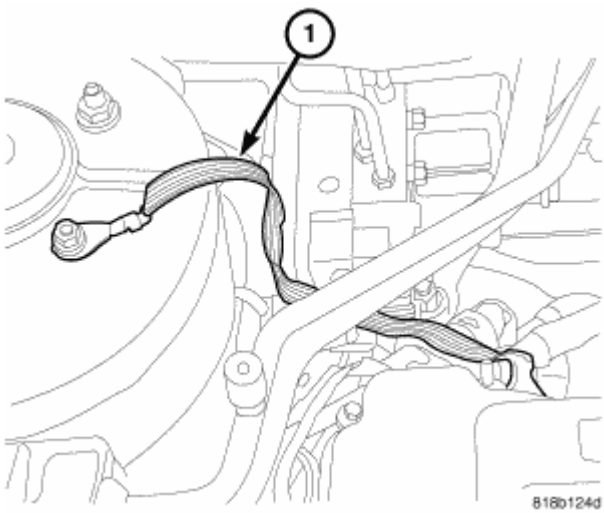


Fig. 105: Ground Strap
Courtesy of CHRYSLER LLC

15. Install cylinder head cover. See **INSTALLATION**.
16. On AWD vehicles, install maniverter. See **INSTALLATION**.
17. On FWD vehicles, install exhaust manifold. See **INSTALLATION**.
18. Install ground strap (1) at right rear of cylinder head.

 © 2011 Mitchell Repair Information Company, LLC.

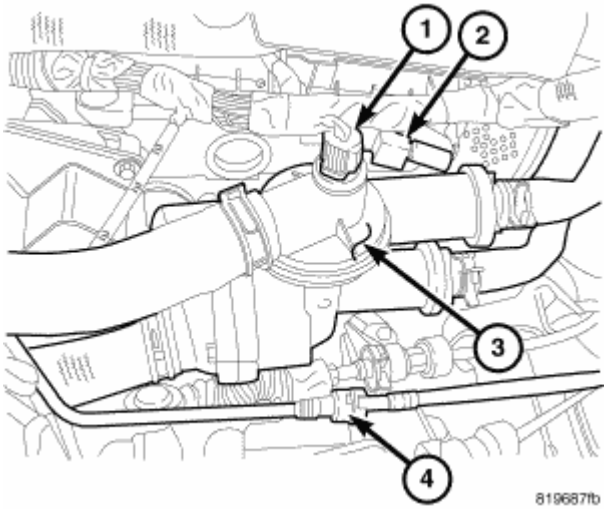


Fig. 106: Coolant Adapter
Courtesy of CHRYSLER LLC

19. Install coolant adapter (3) with new seals.
20. Connect coolant hoses.
21. Connect purge hose (4).

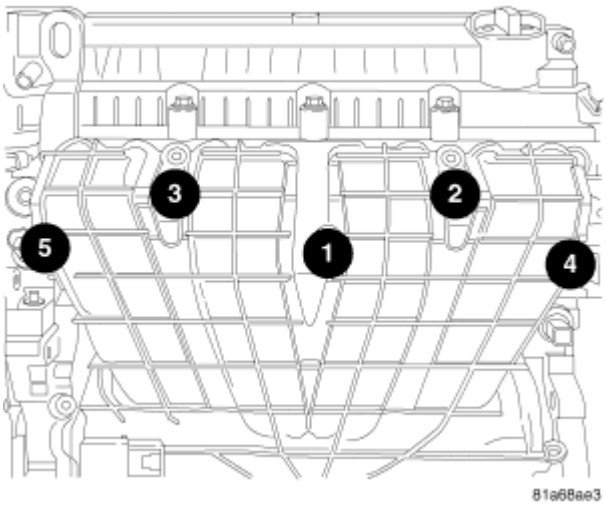


Fig. 107: Intake Torque Sequence
Courtesy of CHRYSLER LLC

22. Install intake manifold.
23. Install intake manifold bolts and tighten to 24 N.m (18 ft. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

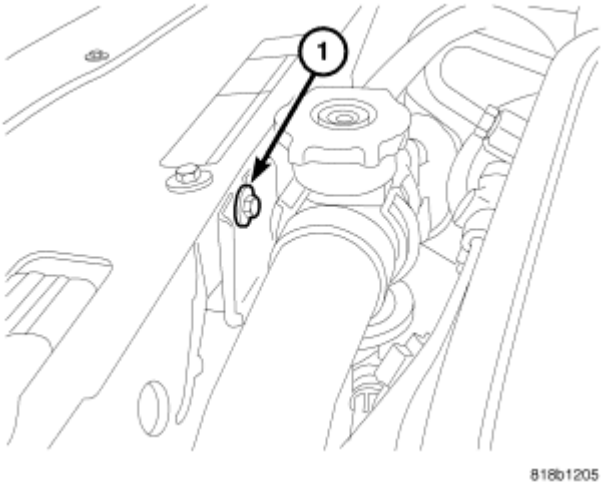


Fig. 108: Radiator Hose Support
Courtesy of CHRYSLER LLC

24. Install upper radiator hose retaining bracket bolt (1).

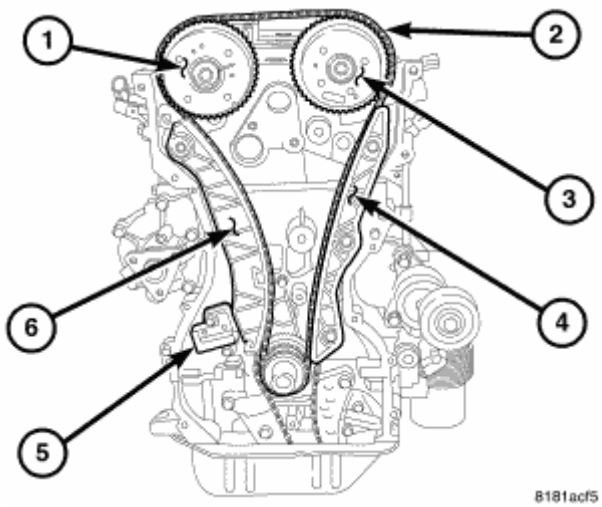


Fig. 109: Timing Drive
Courtesy of CHRYSLER LLC

25. Install timing chain (2). See **INSTALLATION**.
26. Install timing chain cover. See **INSTALLATION**.

 © 2011 Mitchell Repair Information Company, LLC.

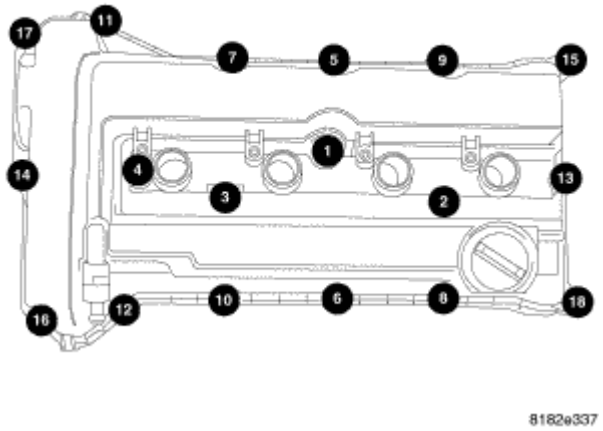


Fig. 110: Torque Sequence
Courtesy of CHRYSLER LLC

27. Remove coils from cylinder head cover.
28. Install cylinder head cover. See **INSTALLATION**.

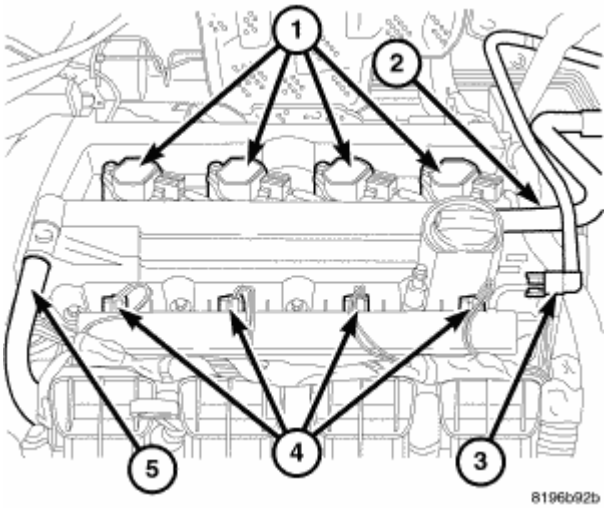


Fig. 111: Coil Connector
Courtesy of CHRYSLER LLC

29. Connect cam sensor wiring connector.
30. Install spark plugs and tighten to 27 N.m (20 ft. lbs.).
31. Install ignition coils (1) and tighten to 8 N.m (70 in. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

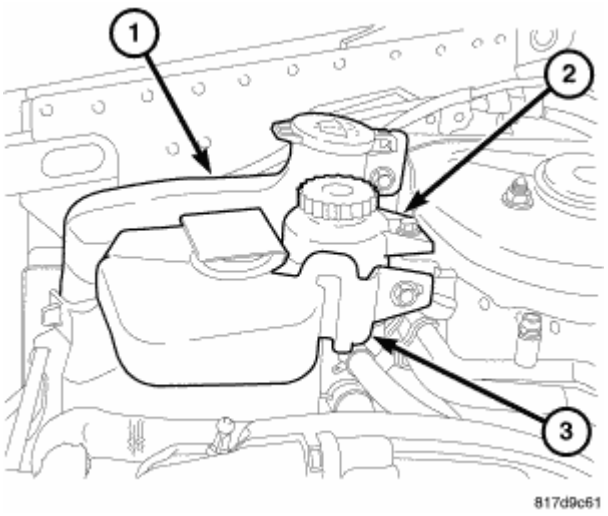


Fig. 112: Coolant Reservoir
Courtesy of CHRYSLER LLC

32. Install power steering pump reservoir (2).
33. Install windshield washer reservoir (1).
34. Install coolant recovery reservoir (3)
35. Install accessory drive belts. Refer to **INSTALLATION** .
36. Connect engine coolant temperature sensor connector.

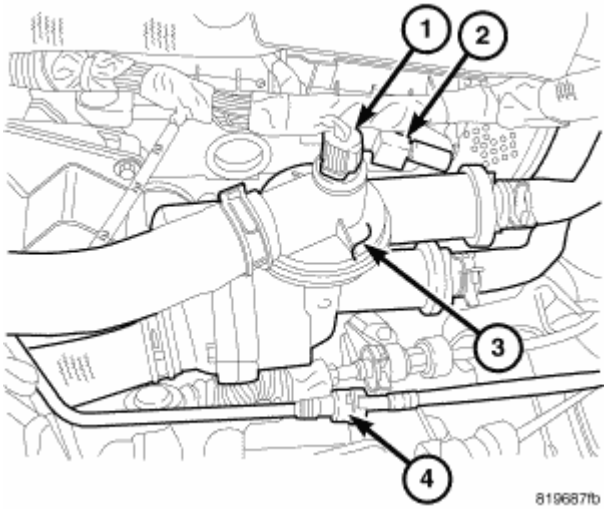


Fig. 113: Coolant Adapter
Courtesy of CHRYSLER LLC

37. Connect coolant hoses to coolant adapter (3). Connect heater hoses to coolant adapter (1).
38. Connect coolant temperature sensor (1) and capacitor (2) electrical connectors.
39. Install heater tube support bracket to cylinder head.

 © 2011 Mitchell Repair Information Company, LLC.

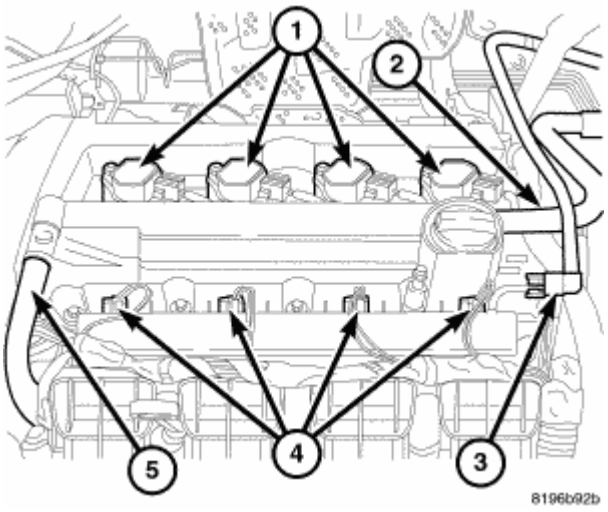


Fig. 114: Coil Connector
Courtesy of CHRYSLER LLC

40. Install fastener attaching dipstick tube to lower intake manifold.
41. Connect coil (1) and injector (4) electrical connectors.
42. Install fuel rail.
43. Connect fuel supply line quick-connect (3) at the fuel rail assembly. Refer to **STANDARD PROCEDURE** .
44. Fill cooling system. Refer to **STANDARD PROCEDURE** .

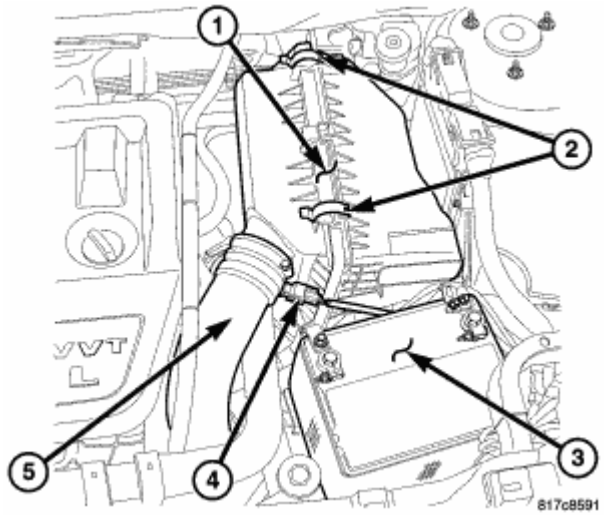


Fig. 115: Air Cleaner Housing
Courtesy of CHRYSLER LLC

45. Connect negative cable to battery (3).
46. Install clean air hose (5) and air cleaner housing (1). See **INSTALLATION**.
47. Install new oil filter and fill engine with oil.
48. Start engine and check for leaks.

 © 2011 Mitchell Repair Information Company, LLC.

49. Install engine cover.

CAMSHAFT(S)

DESCRIPTION

DESCRIPTION

Both camshafts have five bearing journal surfaces and two cam lobes per cylinder. The two front journals are larger to allow for feeding oil to the variable valve timing (VVT) camshaft phasers. Flanges on the third smaller journal control camshaft end play. At the rear of each camshaft is an integral cam sensor target.

CAMSHAFT BEARING CAPS

The front cam bearing cap spans both camshafts, and includes dowels for precise alignment. The front exhaust journal has a select fit bearing insert. This bearing is required to seal the oil passage to the camshaft phaser, because a portion of the lower bearing saddle is machined away for head bolt access. The select fit is required to minimize bearing clearance and oil leakage. An exhaust bearing grade (1,2,or 3) is stamped into the front bearing cap adjacent to the exhaust cam journal. The bearings are also marked with the corresponding grade markings. If the bearing is replaced, the same grade must be used. Due to unique purpose of this bearing, it may appear to have uneven wear patterns. Unless the wear is excessive it is no cause for concern.

The front intake journal has a full lower bearing saddle, and therefore, no bearing insert is required.

All small bearing caps have a formed in arrow to assist in assembly. All small bearing cap arrows must point towards the center of the cylinder head. The small bearing caps are marked for position during the manufacturing process, and must be reinstalled in their original position.

The #1 small cap includes a passage to direct oil from the cylinder head oil gallery to the #1 small bearing journal; and into the camshaft as well. The hollow camshaft then distributes oil to the remainder of the small journals. Oil flowing out of each cam journal lubricates the valve tappets.

The #3 small cap is machined at the front and rear face to control camshaft end-play. This cap has dowels for precise alignment.

OPERATION

CAMSHAFT(S)

The camshaft is driven by the crankshaft via drive sprockets and a chain. The camshaft has precisely machined lobes to provide accurate valve timing and duration.

STANDARD PROCEDURE

CAMSHAFT(S)

 © 2011 Mitchell Repair Information Company, LLC.

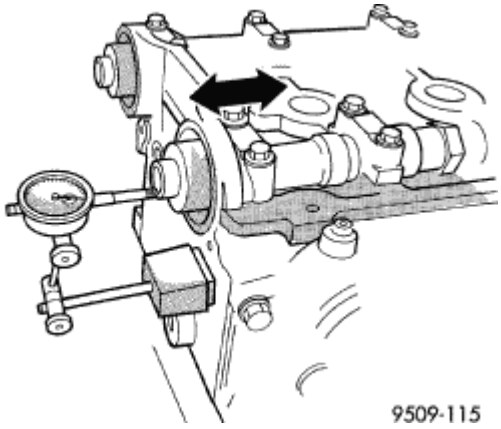


Fig. 116: Measuring Camshaft End Play
Courtesy of CHRYSLER LLC

1. Using a suitable tool, move camshaft as far rearward as it will go.
2. Zero dial indicator.
3. Move camshaft as far forward as it will go.
4. Record reading on dial indicator. For end play specification, see **SPECIFICATIONS**.
5. If end play is excessive, check cylinder head and camshaft for wear; replace as necessary.

REMOVAL

CAMSHAFT(S)

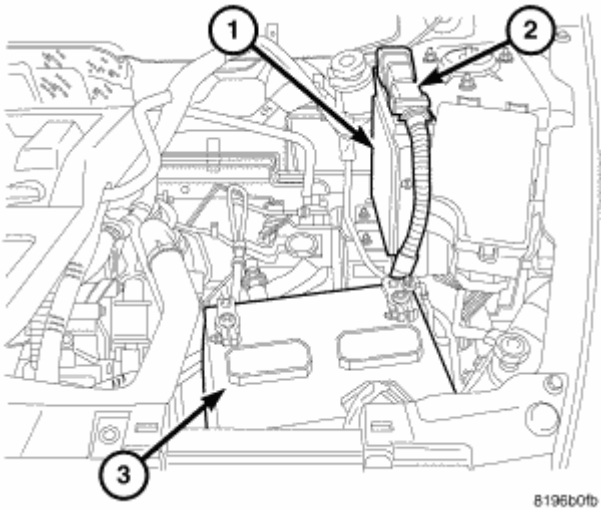


Fig. 117: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

1. Remove engine cover by pulling upward.
2. Disconnect negative battery (3) cable.

 © 2011 Mitchell Repair Information Company, LLC.

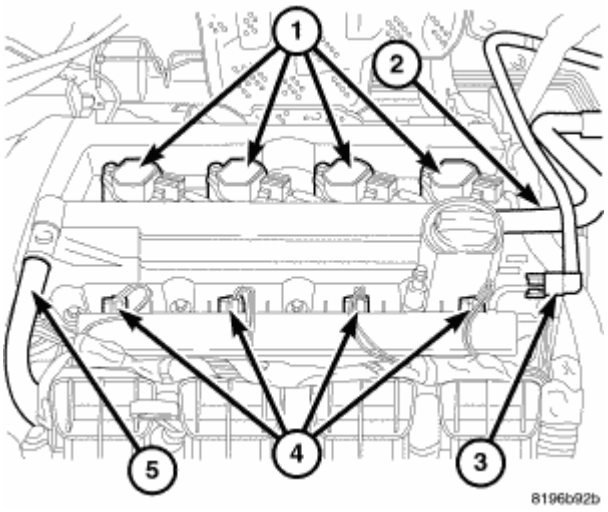


Fig. 118: Coil Connector
Courtesy of CHRYSLER LLC

3. Disconnect coil electrical connectors (1).
4. Remove cylinder head cover. See **REMOVAL**.

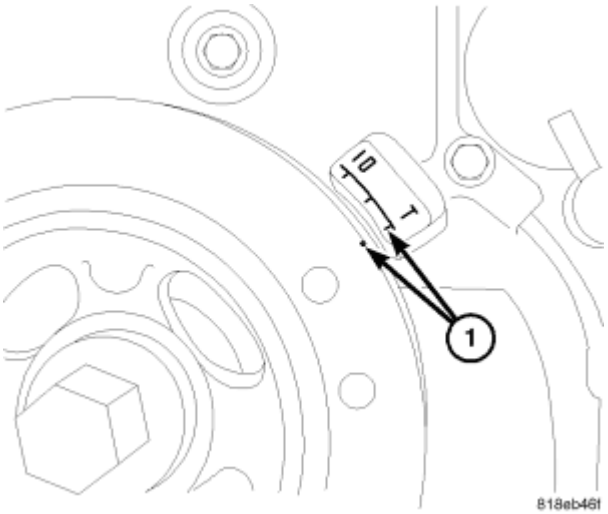


Fig. 119: TDC
Courtesy of CHRYSLER LLC

5. Raise vehicle.
6. Remove right splash shield.
7. Rotate engine to TDC (1).

 © 2011 Mitchell Repair Information Company, LLC.

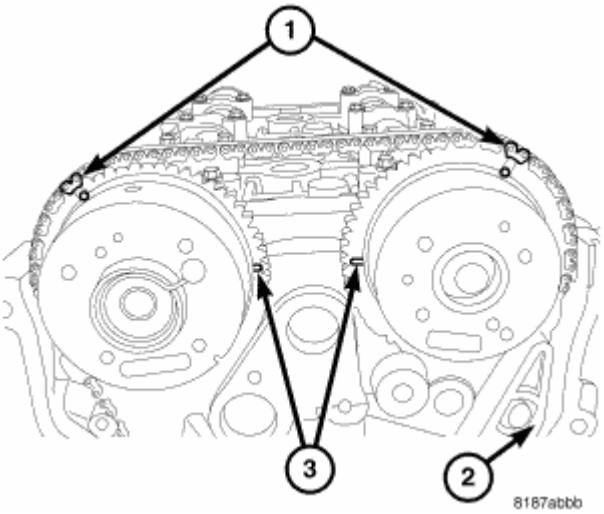


Fig. 120: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

8. Make sure camshaft timing marks (3) are aligned.
9. Mark the chain link corresponding to timing marks (1) with a paint marker.

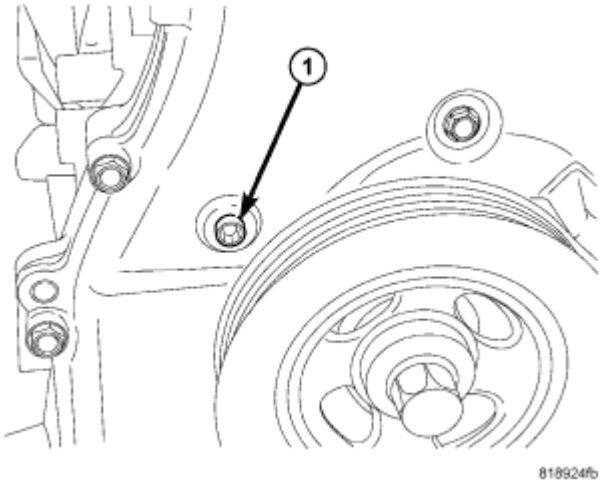


Fig. 121: Tensioner Access Plug
Courtesy of CHRYSLER LLC

10. Remove timing tensioner plug (1) from front cover.

 © 2011 Mitchell Repair Information Company, LLC.

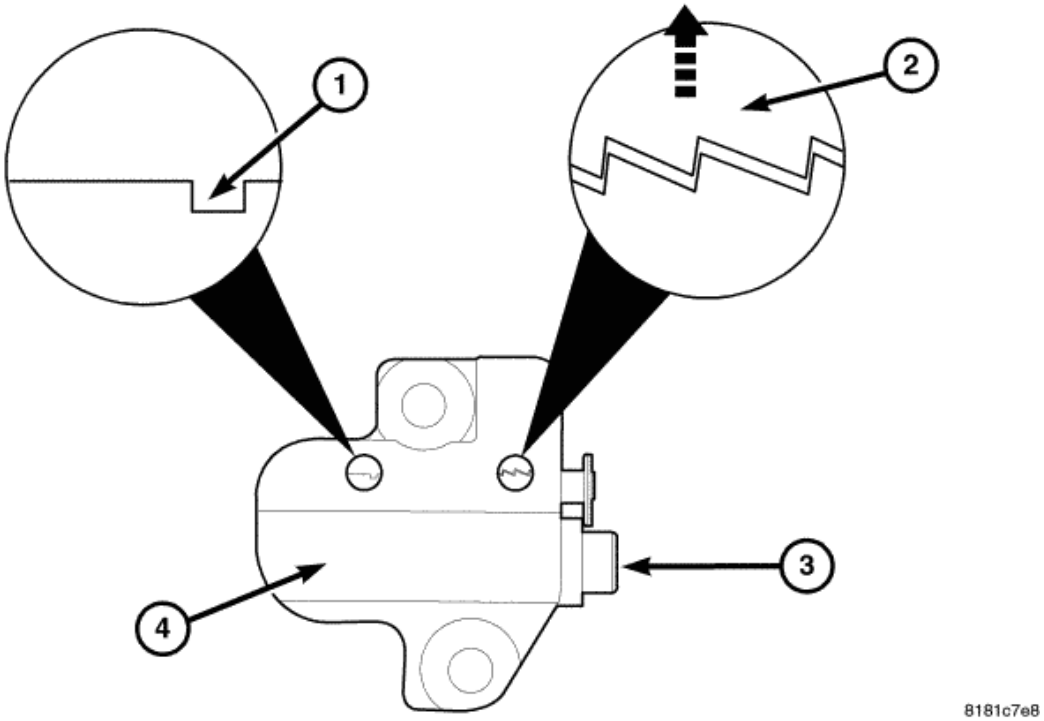


Fig. 122: Tensioner Reset
Courtesy of CHRYSLER LLC

11. Insert small Allen wrench through timing tensioner plug hole and lift ratchet (2) upward to release the tensioner and push Allen wrench inward. Leave the Allen wrench installed during the remainder of this procedure.

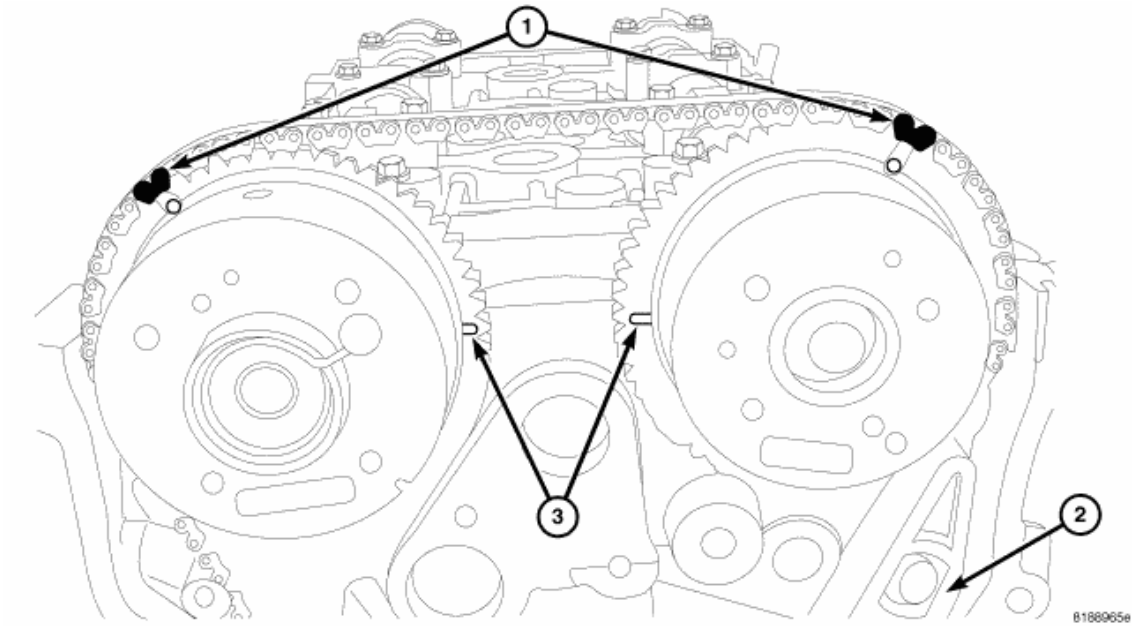


Fig. 123: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

12. Verify that camshaft timing marks (3) are facing each other as shown in illustration.
13. Mark the camshaft sprocket timing marks and the corresponding chain links (1) with a paint marker.

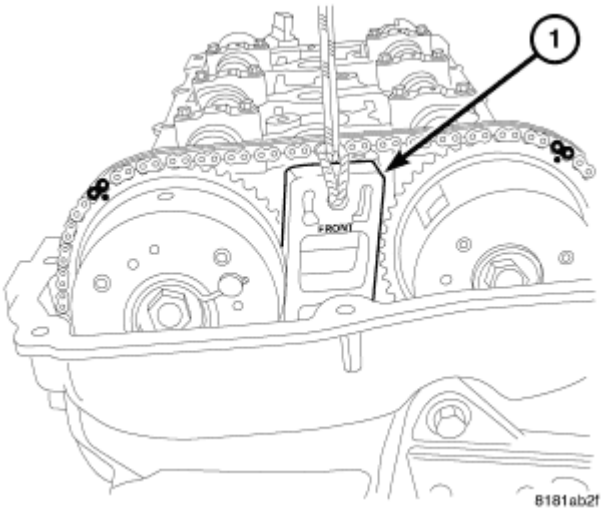


Fig. 124: Wedge Tool
Courtesy of CHRYSLER LLC

14. Insert Locking Wedge 9701 (1) between camshaft phasers.

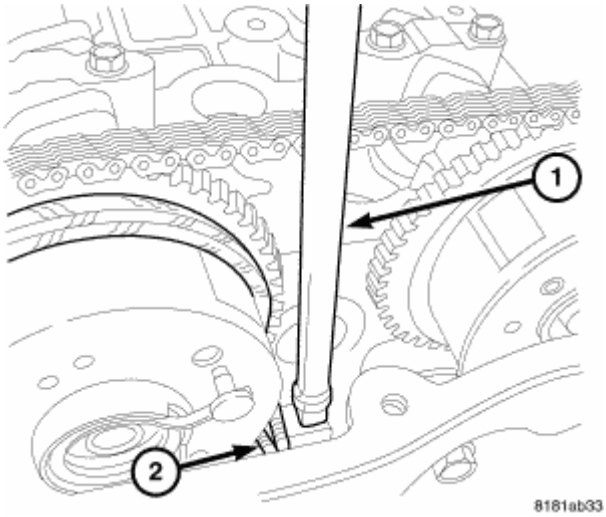


Fig. 125: Seating Wedge Tool
Courtesy of CHRYSLER LLC

15. Lightly tap Locking Wedge 9701 (2) into place with a suitable (1) tool until it will no longer sink down.

 © 2011 Mitchell Repair Information Company, LLC.

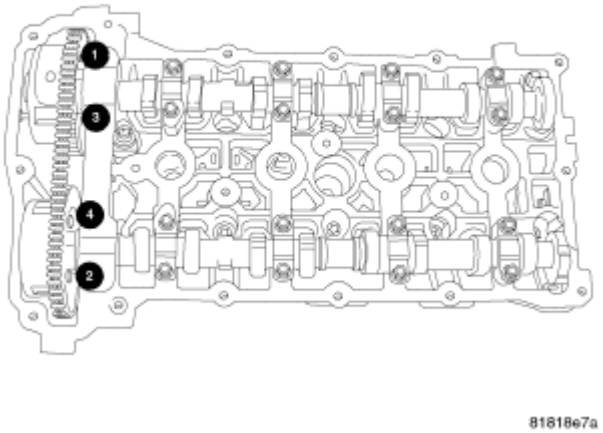


Fig. 126: Front CAM Cap Removal Sequence
Courtesy of CHRYSLER LLC

16. Remove the front camshaft bearing cap.
17. Slowly remove the remaining intake and exhaust camshaft bearing cap bolts one turn at a time.

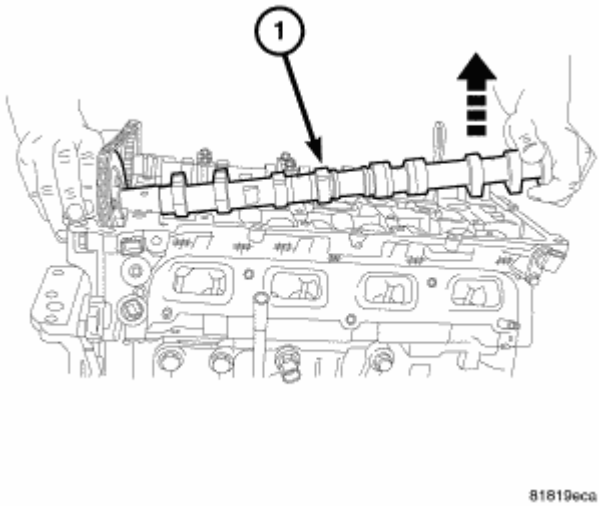


Fig. 127: Raise Intake CAM
Courtesy of CHRYSLER LLC

18. Remove intake camshaft (1) by lifting the rear of the camshaft upward.

 © 2011 Mitchell Repair Information Company, LLC.

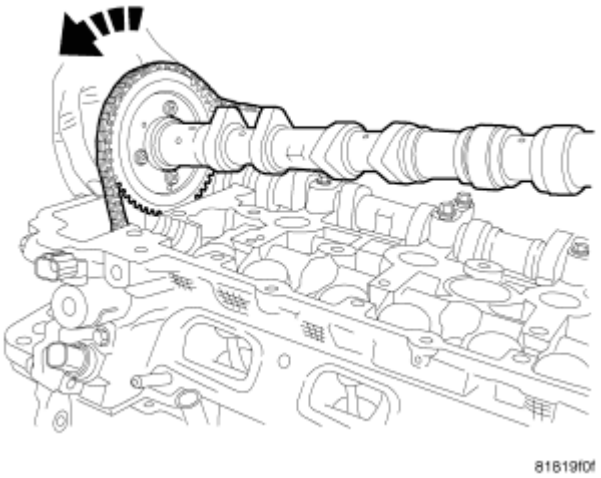


Fig. 128: Roll Camshaft
Courtesy of CHRYSLER LLC

19. Rotate the camshaft while lifting out of the front bearing cradle.

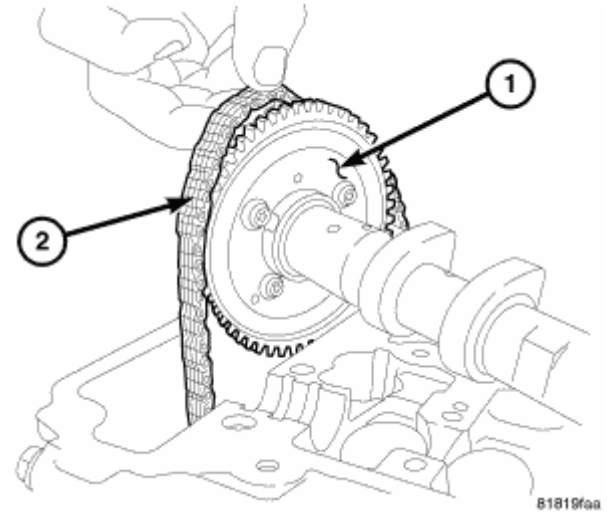


Fig. 129: Lifting Timing Chain Off Sprocket
Courtesy of CHRYSLER LLC

20. Lift the timing chain (2) off the sprocket (1).
21. Remove exhaust camshaft.
22. Secure timing chain with wire so that it does fall into the timing chain cover.

CLEANING

CAMSHAFT

Clean camshafts with a suitable solvent.

INSPECTION

 © 2011 Mitchell Repair Information Company, LLC.

CAMSHAFT

1. Inspect camshaft bearing journals for damage. If journals are damaged, check the cylinder head for damage. Also check cylinder head oil holes for clogging.
2. Check the cam lobe and bearing surfaces for abnormal wear and damage. Replace camshaft if defective.

NOTE: If camshaft is replaced due to lobe wear or damage, always replace the lash buckets.

INSTALLATION

CAMSHAFT(S)

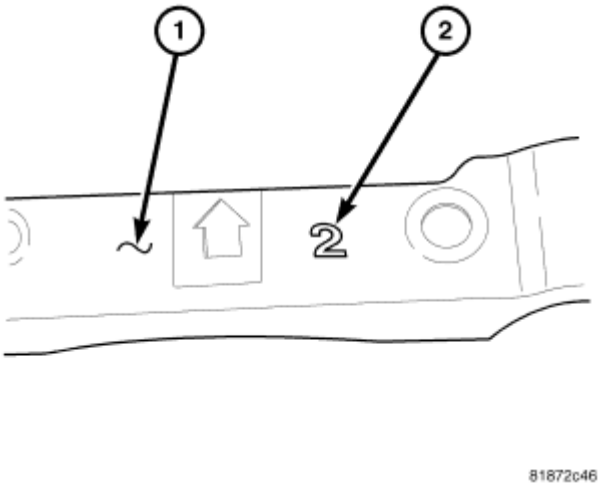


Fig. 130: Camshaft Cap Bearing Identification
Courtesy of CHRYSLER LLC

1. The cam cap (1) is numbered (2) either one, two, or three, this corresponds to the select fit bearing to use.

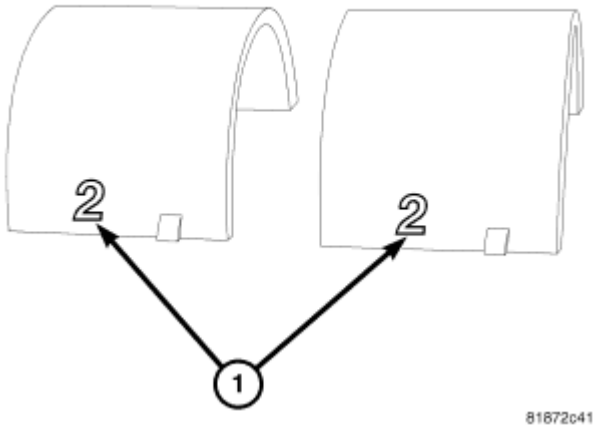


Fig. 131: Camshaft Bearing Identification

 © 2011 Mitchell Repair Information Company, LLC.

Courtesy of CHRYSLER LLC

2. Install the corresponding select fit bearing (1).
3. Oil all of the camshaft journals with clean engine oil.
4. Install camshaft phasers on camshafts if removed.
    - Install camshaft phaser making sure that the dowel is in the correct hole.
    - Install camshaft phaser bolt and hand tighten.

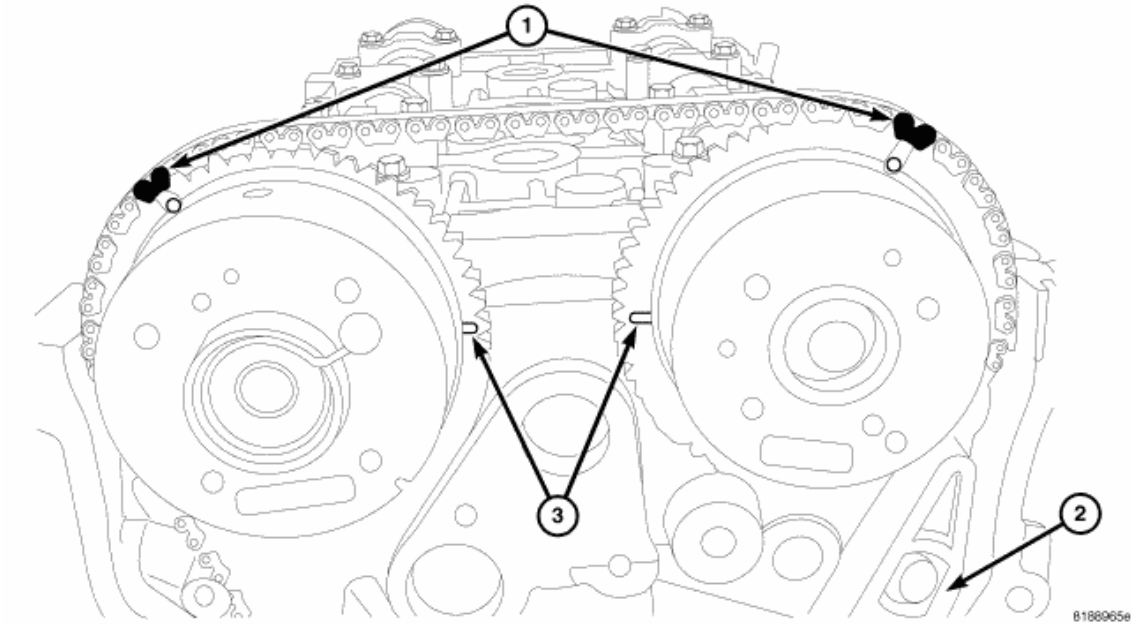


Fig. 132: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

5. Install timing chain onto exhaust cam sprocket making sure that the timing marks (1) on the sprocket and the painted chain link are aligned.

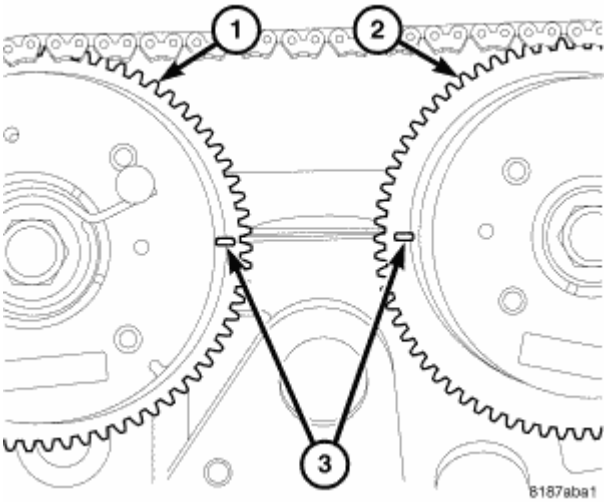


Fig. 133: Camshaft Timing

 © 2011 Mitchell Repair Information Company, LLC.

Courtesy of CHRYSLER LLC

6. Position exhaust camshaft on bearing journals in the cylinder head.
7. Align exhaust cam timing mark (3) so it is parallel to the cylinder head as shown in illustration.

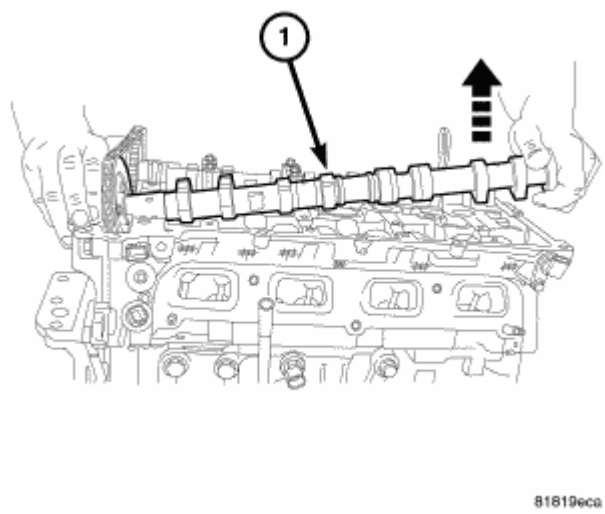


Fig. 134: Raise Intake Cam
Courtesy of CHRYSLER LLC

8. Install intake camshaft by raising the rear of the camshaft upward and roll the sprocket into the chain.

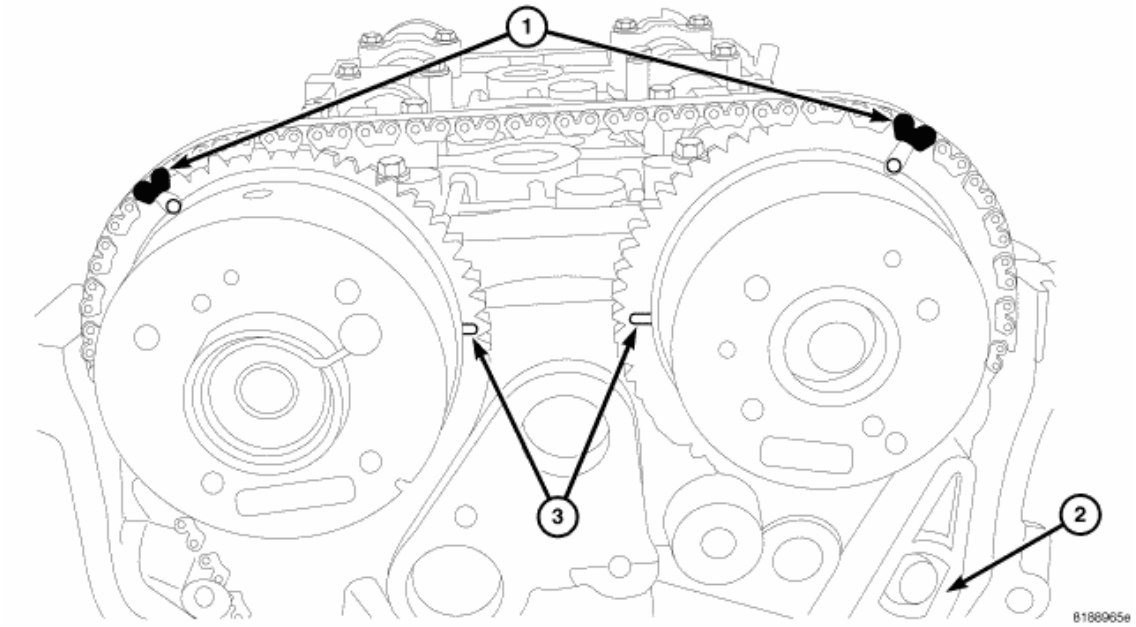


Fig. 135: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

9. Align the timing marks (1) on the intake cam sprocket with the painted chain link.
10. Position the intake camshaft into the bearing journals in the cylinder head.

 © 2011 Mitchell Repair Information Company, LLC.

11. Verify that the timing marks (1) are aligned on both camshafts and that the timing marks (3) are parallel with the cylinder head.

CAUTION: Install the front intake and exhaust camshaft bearing cap last. Ensure that the dowels are seated and follow torque sequence or damage to engine could result.

NOTE: If the front camshaft bearing cap is broken, the cylinder head MUST be replaced.

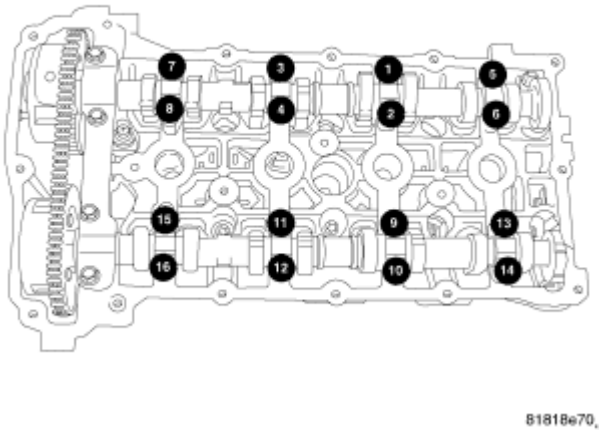


Fig. 136: Camshaft Cap Torque Sequence
Courtesy of CHRYSLER LLC

12. Install intake and exhaust camshaft bearing caps and slowly tighten bolts to 11 N.m (100 in. lbs.) in the sequence shown in illustration.

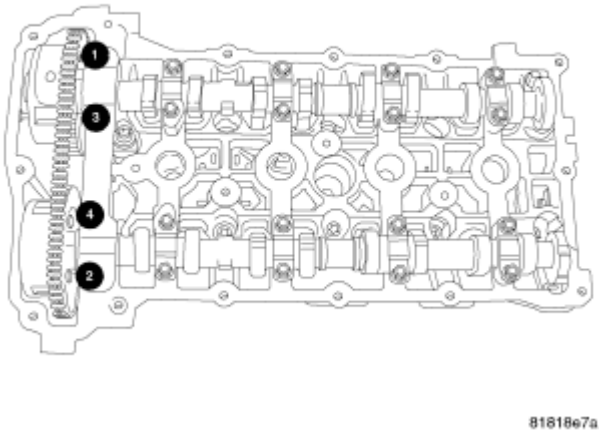


Fig. 137: Front Camshaft Cap Torque Sequence
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

NOTE: Verify that the exhaust bearing shells are correctly installed, and the dowels are seated in the head, prior to tightening bolts.

13. Install the front intake and exhaust bearing cap and tighten bolts to 25 N.m (18 ft. lbs.) in the sequence shown in illustration.

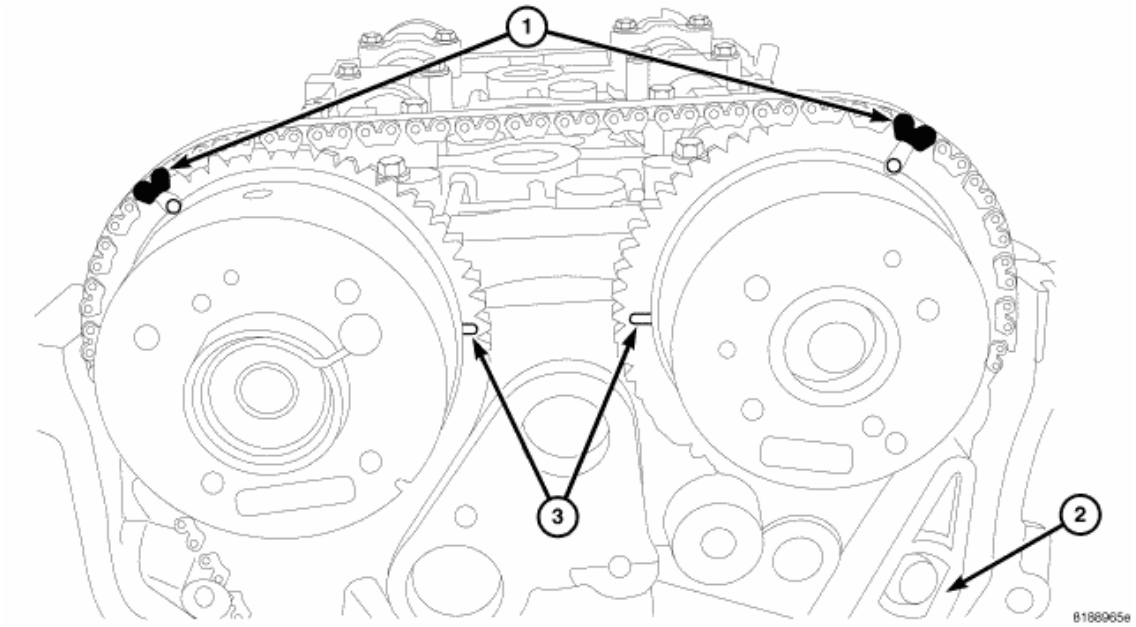


Fig. 138: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

14. Verify that all timing marks (1,3) are aligned.
15. Remove Allen wrench from timing chain tensioner.

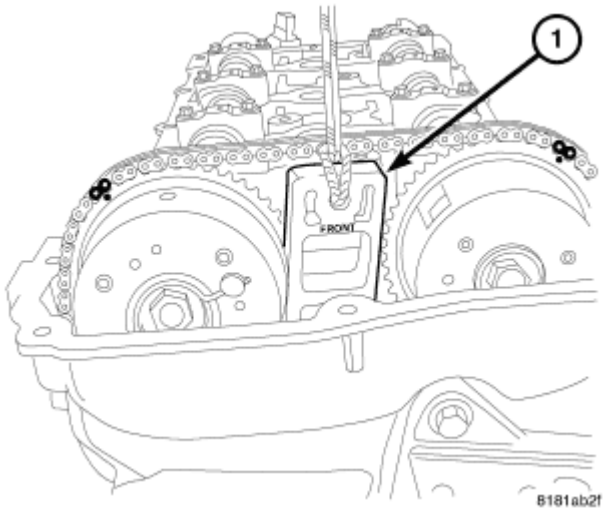


Fig. 139: Wedge Tool
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

16. Remove Locking Wedge 9701 (1) by pulling straight upward on pull rope.

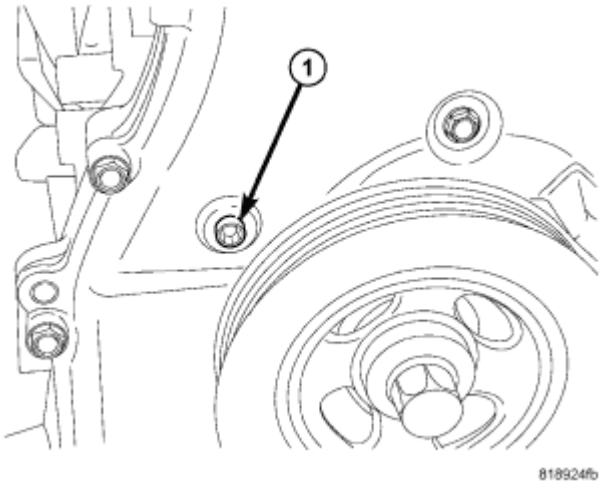


Fig. 140: Tensioner Access Plug
Courtesy of CHRYSLER LLC

17. Apply MOPAR® thread sealant to timing tensioner plug (1) and Install.
18. Install right splash shield.

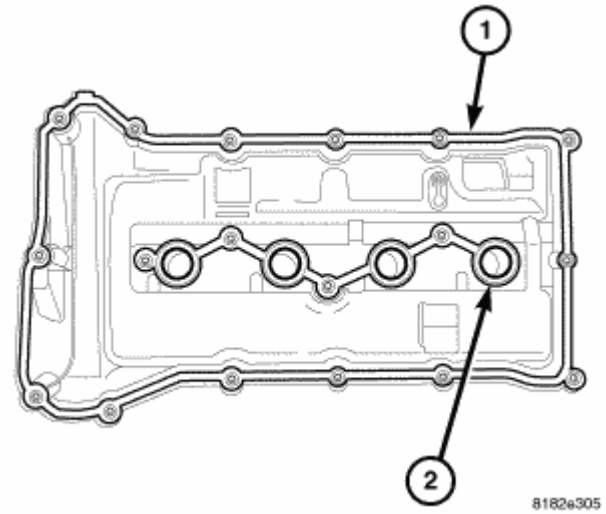


Fig. 141: Gasket Location
Courtesy of CHRYSLER LLC

19. Clean RTV from cylinder head cover gasket (1).
20. Inspect cylinder head cover gaskets (1,2) for damage. If no damage is present, gaskets can be reinstalled.

 © 2011 Mitchell Repair Information Company, LLC.

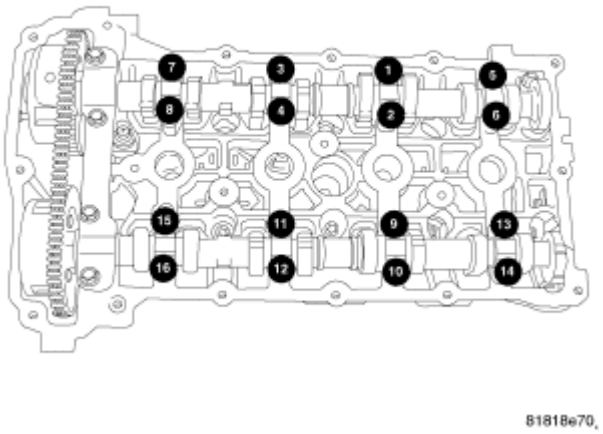


Fig. 142: Camshaft Cap Torque Sequence
Courtesy of CHRYSLER LLC

21. Install cylinder head cover. See **INSTALLATION**.

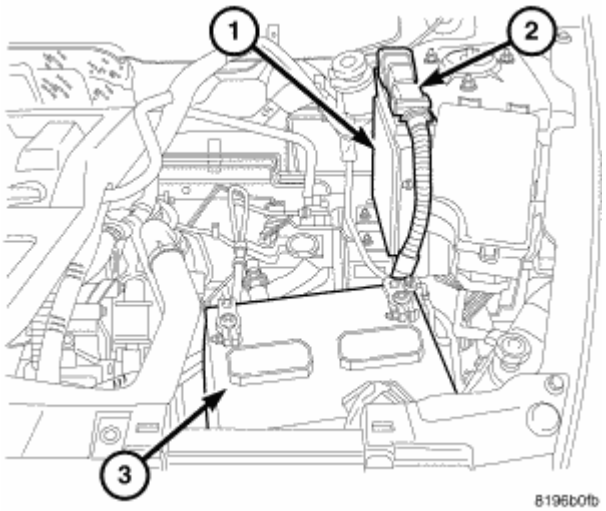


Fig. 143: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

22. Connect negative battery (3) cable.
23. Fill cooling system. Refer to **STANDARD PROCEDURE** .
24. Fill with oil.
25. Start engine and check for leaks.

 © 2011 Mitchell Repair Information Company, LLC.

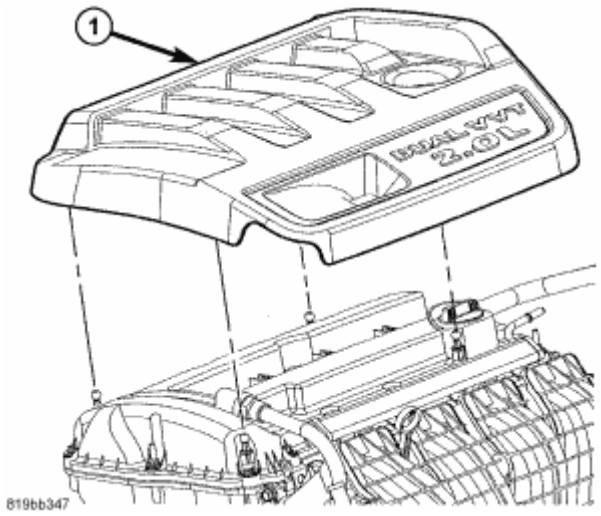


Fig. 144: Engine Cover
Courtesy of CHRYSLER LLC

26. Install engine cover (1).

COVER-CYLINDER HEAD

REMOVAL

CYLINDER HEAD COVER

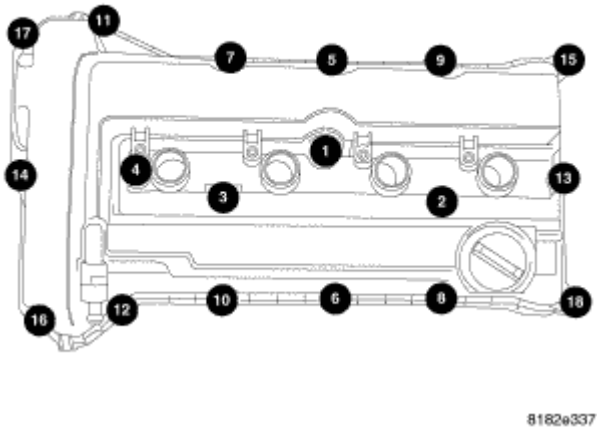


Fig. 145: Torque Sequence
Courtesy of CHRYSLER LLC

1. Remove engine cover.
2. Disconnect ignition coil electrical connectors.
3. Disconnect PCV and make-up air hoses from cylinder head cover.
4. Use compressed air to blow dirt and debris off the cylinder head cover prior to removal.

 © 2011 Mitchell Repair Information Company, LLC.

5. Remove cylinder head cover bolts.
6. Remove cylinder head cover from cylinder head.

INSTALLATION

CYLINDER HEAD COVER

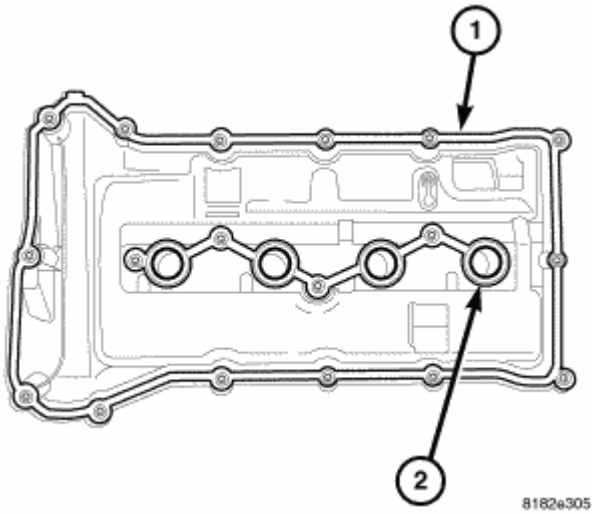


Fig. 146: Gasket Location
Courtesy of CHRYSLER LLC

1. Install new cylinder head cover gaskets (1,2).

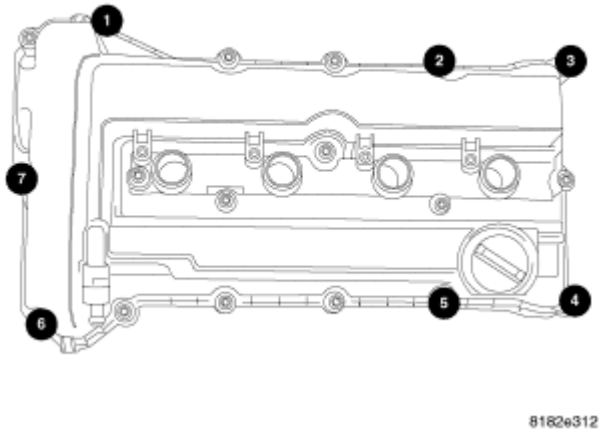


Fig. 147: Stud Location
Courtesy of CHRYSLER LLC

2. Install studs in cover as shown in illustration.

 © 2011 Mitchell Repair Information Company, LLC.

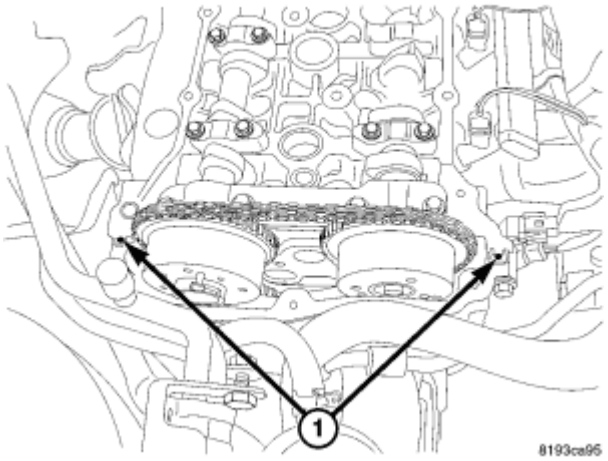


Fig. 148: Cylinder Head/Front Cover T-Joints
Courtesy of CHRYSLER LLC

3. Clean all RTV from cylinder head.

NOTE: When using RTV, the sealing surfaces must be clean and free from grease and oil.

NOTE: When using RTV, parts should be assembled in 10 minutes and tighten to final torque within 45 minutes.

4. Apply a dot of Mopar® engine sealant RTV or equivalent to cylinder head/front cover T-joints (1).

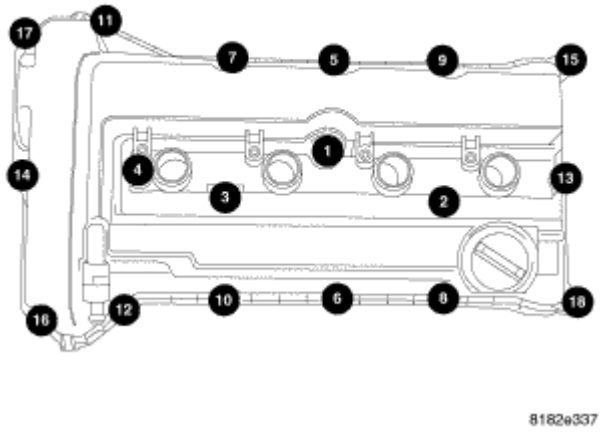


Fig. 149: Torque Sequence
Courtesy of CHRYSLER LLC

5. Install cylinder head cover assembly to cylinder head and install all bolts, ensuring the studs are located as shown in illustration.

 © 2011 Mitchell Repair Information Company, LLC.

6. Tighten bolts in sequence shown in illustration using a 2 step torque method as follows:
   - Tighten all bolts to 5 N.m (44 in. lbs.)
   - Tighten all bolts to 10 N.m (90 in. lbs.).
7. Install ignition coils. Tighten fasteners to 8 N.m (70 in. lbs.).
8. If the PCV valve was removed, tighten PCV valve to 5 N.m (44 in. lbs.).
9. Connect PCV and make-up air hoses to cylinder head cover.
10. Install engine cover.

TAPPETS-VALVE

DIAGNOSIS AND TESTING

HYDRAULIC LASH ADJUSTER NOISE DIAGNOSIS

A tappet-like noise may be produced from incorrect valve lash. See **STANDARD PROCEDURE**.

STANDARD PROCEDURE

MEASURING VALVE LASH

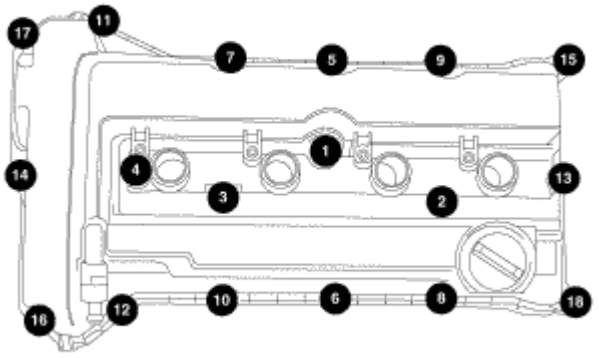


Fig. 150: Torque Sequence
Courtesy of CHRYSLER LLC

1. Remove engine cover.
2. Remove cylinder head cover. See **REMOVAL**.

 © 2011 Mitchell Repair Information Company, LLC.

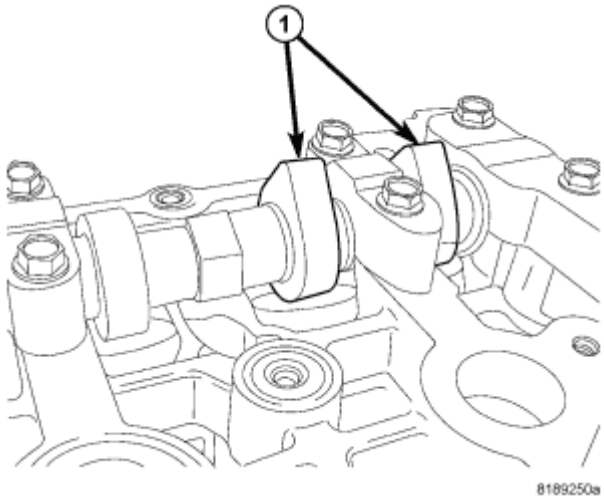


Fig. 151: Lobes Vertical
Courtesy of CHRYSLER LLC

3. Rotate camshaft so lobes are vertical (1).
4. Check clearance using feeler gauges.
5. Repeat for all tappets and record readings.
6. If clearance was too small, refer to **CLEARANCE TOO SMALL**.
7. If clearance was too large, refer to **CLEARANCE TOO LARGE**.

CLEARANCE TOO SMALL

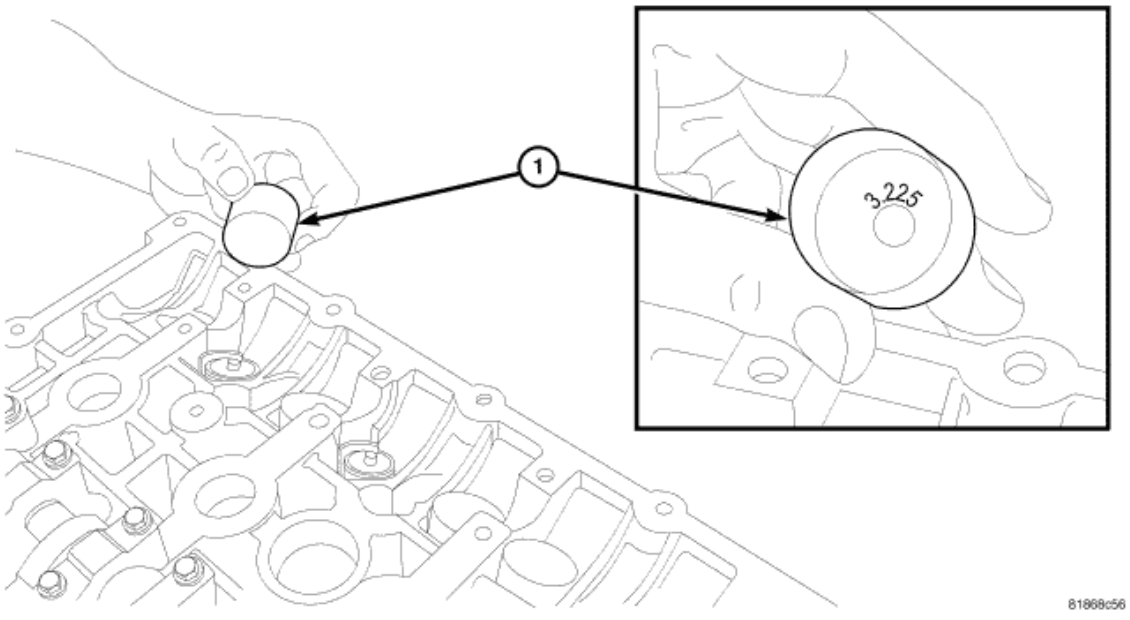


Fig. 152: Tappet Identification
Courtesy of CHRYSLER LLC

1. Remove camshafts. See **REMOVAL**.

 © 2011 Mitchell Repair Information Company, LLC.

2. Specification - clearance = change.
3. Decrease tappet thickness by change figure.
4. Install camshafts. See **INSTALLATION**.
5. Verify that valve lash is correct.

CLEARANCE TOO LARGE

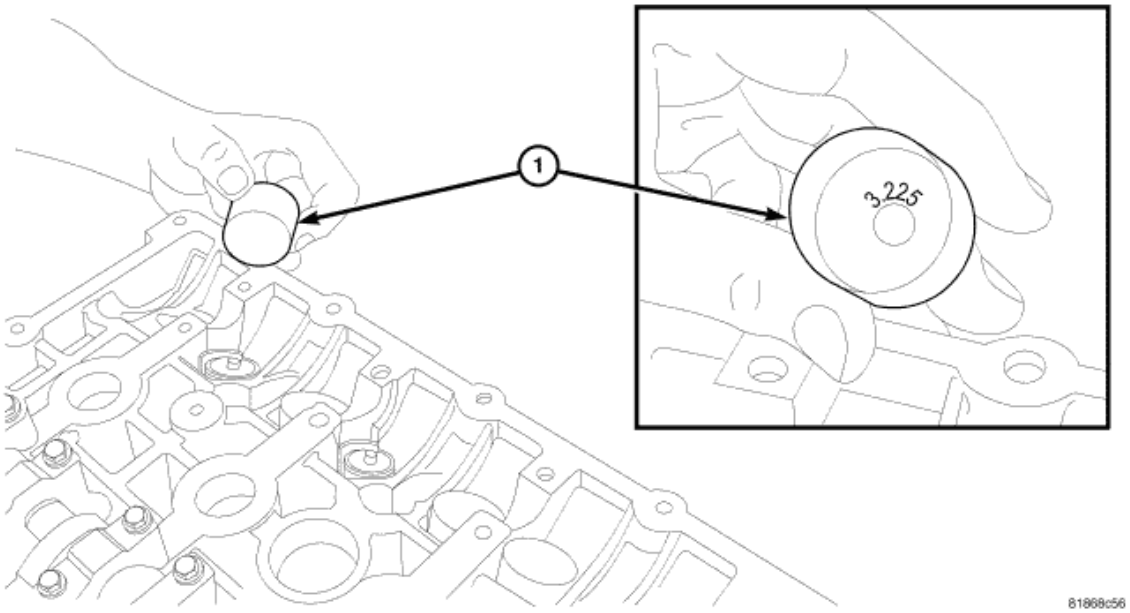


Fig. 153: Tappet Identification
Courtesy of CHRYSLER LLC

1. Remove camshafts. See **REMOVAL**.
2. Clearance - specification = change.
3. Increase tappet thickness by change figure.
4. Install camshafts. See **INSTALLATION**.
5. Verify that valve lash is correct.

REMOVAL

VALVE TAPPETS

 © 2011 Mitchell Repair Information Company, LLC.

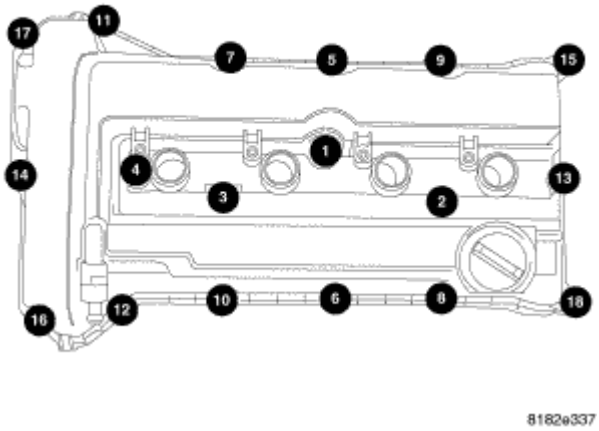


Fig. 154: Torque Sequence
Courtesy of CHRYSLER LLC

NOTE: This procedure is for in-vehicle service with camshafts installed.

NOTE: Camshaft tappets must be replaced if cylinder head or camshafts are replaced.

1. Remove cylinder head cover. See **REMOVAL**.
2. Remove camshafts. See **REMOVAL**.

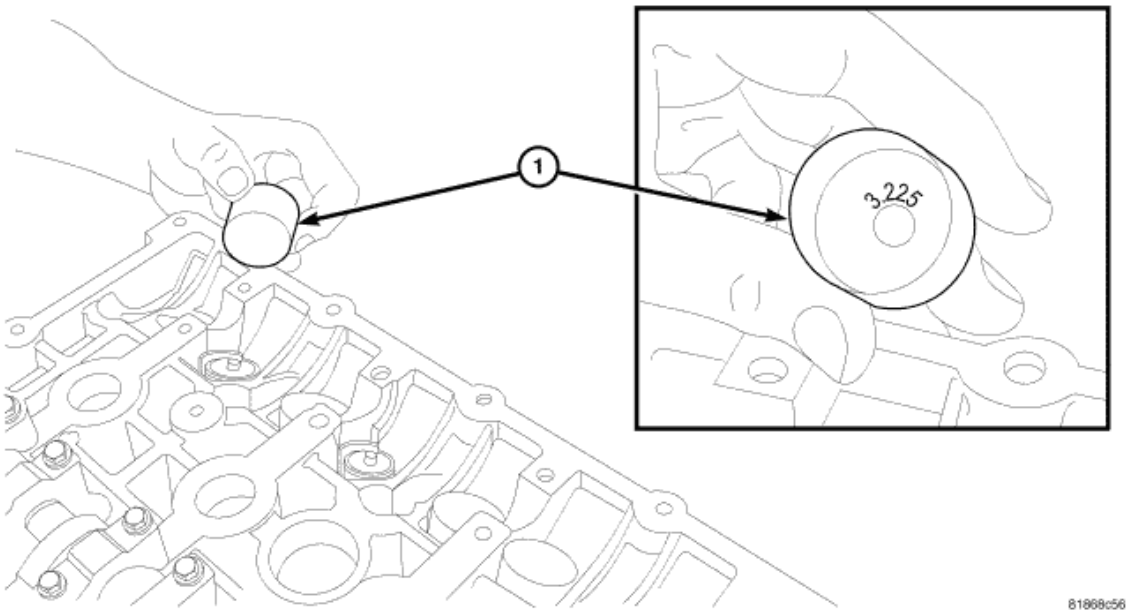


Fig. 155: Tappet Identification
Courtesy of CHRYSLER LLC

3. Remove camshaft tappets (1).

 © 2011 Mitchell Repair Information Company, LLC.

4. Repeat removal procedure for each camshaft tappet (1).
5. If reusing, mark each camshaft tappet for reassembly in it's original position.

INSTALLATION

HYDRAULIC LASH ADJUSTERS

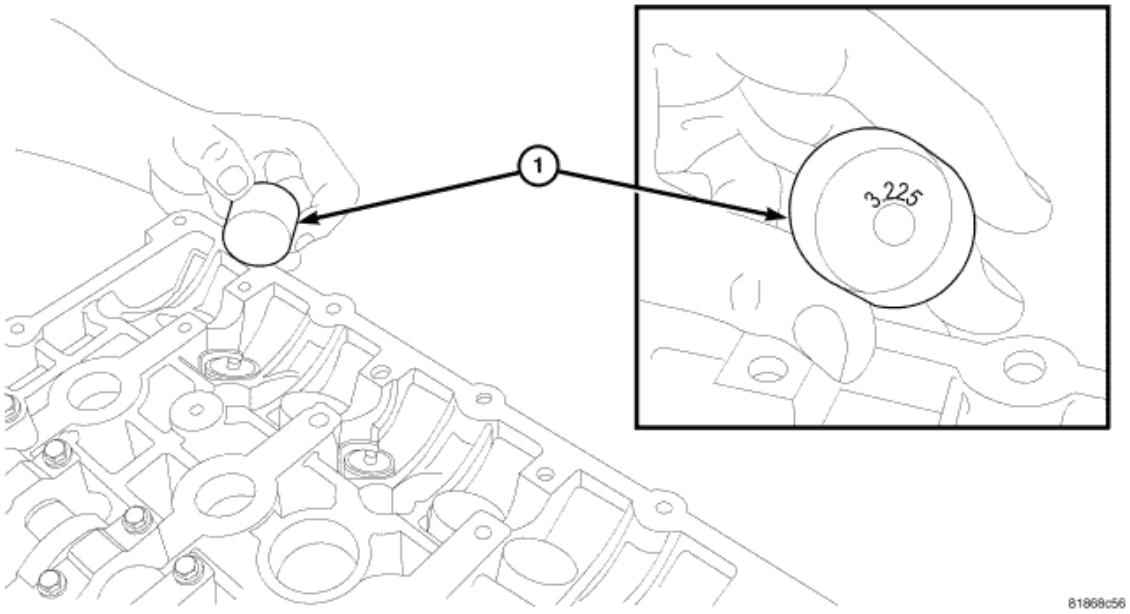


Fig. 156: Tappet Identification
Courtesy of CHRYSLER LLC

NOTE: If reinstalling original tappets they must go back in their original location or engine damage could result.

1. Apply a light coat of clean engine oil to camshaft tappets (1) prior to assembly.
2. Install camshaft tappets (1) into cylinder head.
3. Repeat installation procedure for each camshaft tappet.
4. Install camshafts. See **INSTALLATION**.

NOTE: If installing new tappets, the valve lash procedure must be performed.

 © 2011 Mitchell Repair Information Company, LLC.

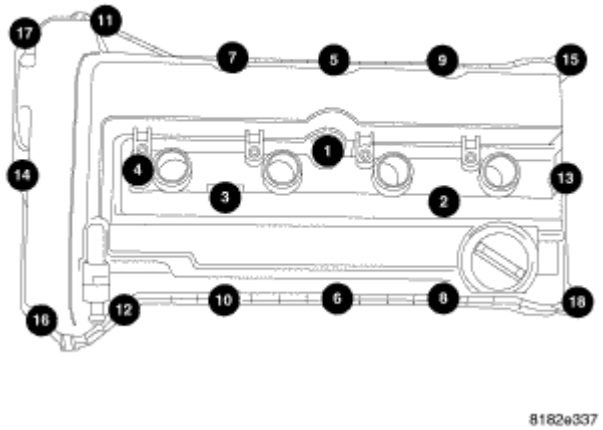


Fig. 157: Torque Sequence
Courtesy of CHRYSLER LLC

5. Install cylinder head cover. See **INSTALLATION**.

VALVES & SEATS-INTAKE/EXHAUST

DESCRIPTION

VALVE AND VALVE SPRING

The valves are made of heat resistant steel. They have nitrided stems to prevent scuffing. Viton rubber valve stem seals are integral with the spring seats. The valves have single bead lock keepers to retain the springs.

OPERATION

VALVE AND VALVE SPRING

The four valves per cylinder (two intake and two exhaust) are opened by using direct acting tappets which are actuated by the camshaft.

CLEANING

VALVE AND VALVE SPRING

Clean all valves thoroughly and discard burned, warped and cracked valves.

CAUTION: Due to the small margin on the valves, grinding is not recommended.

SPRINGS & SEALS-VALVE

REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

VALVE AND VALVE SPRING

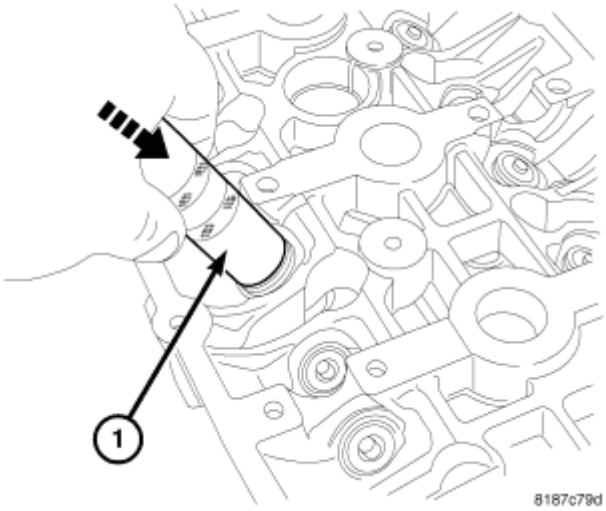


Fig. 158: VALVE REMOVAL
Courtesy of CHRYSLER LLC

1. With cylinder head removed from cylinder block, place a ball of rags in the combustion chamber.

CAUTION: Care must be taken not to damage the tappet bore or engine damage may result.

2. Mark valve tappet location for assembly.
3. Remove valve tappets.
4. Using metric valve keeper tool such as Snap-on® GA317 (or equivalent) remover (1) , remove valve keepers with a downward push.
5. Remove retainer and springs.
6. Before removing valves, **remove any burrs from valve stem lock grooves to prevent damage to the valve guides.** Identify valves, locks and retainers to insure installation in original location.
7. Inspect the valves. See **INSPECTION**.

VALVE SPRINGS AND VALVE SEALS IN VEHICLE

 © 2011 Mitchell Repair Information Company, LLC.

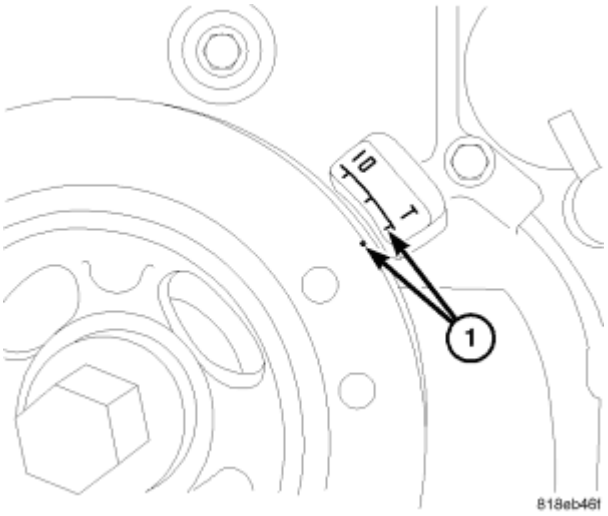


Fig. 159: TDC
Courtesy of CHRYSLER LLC

1. Rotate crankshaft until piston is at TDC on compression.

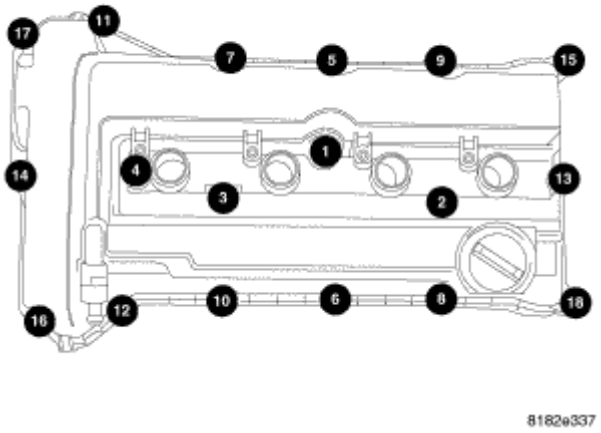


Fig. 160: Torque Sequence
Courtesy of CHRYSLER LLC

2. Remove cylinder head cover. See **REMOVAL**.
3. Remove camshafts. See **REMOVAL**.
4. Mark valve tappet location for assembly.
5. Remove valve tappets.
6. With air hose attached to adapter tool installed in spark plug hole, apply 90-120 psi air pressure.

CAUTION: Care must be taken not to damage the tappet bore or engine damage may result.

 © 2011 Mitchell Repair Information Company, LLC.

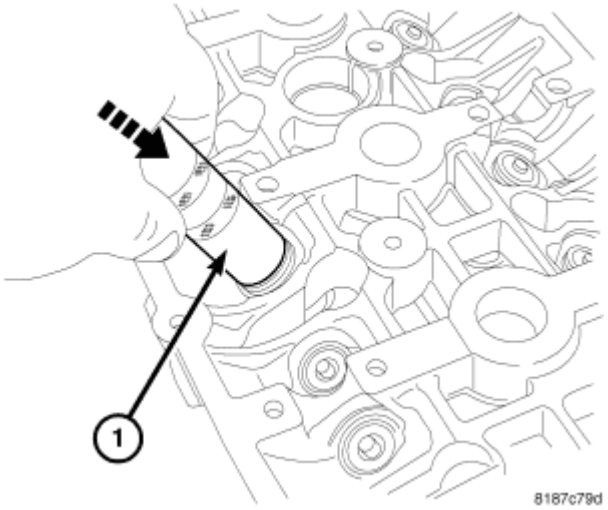


Fig. 161: Valve Removal
Courtesy of CHRYSLER LLC

7. Using metric valve keeper tool (1) such as Snap-on® GA317 (or equivalent), and remove valve spring keepers and retainer.
8. Remove valve spring(s).
9. Remove valve stem seal(s) by a using valve stem seal tool.

INSPECTION

VALVE AND VALVE SPRING

1. Whenever valves have been removed for inspection, reconditioning or replacement, valve springs should be tested for correct load. Discard the springs that do not meet specifications. The following specifications apply to both intake and exhaust valves springs:

   Valve closed nominal load - 179.5 N ± 9 N @ 35.0 mm (40.35 lbs. ± 2 lbs. @ 1.38 in.).

   Valve open nominal load - 364.8 N ± 17 N @ 29.25 mm (82 lbs. ± 3.8 lbs. @ 1.152 in.).
2. Inspect each valve spring for squareness with a steel square and surface plate, test springs from both ends. If the spring is more than 1.5 mm (1/16 inch) out of square, install a new spring.

INSTALLATION

VALVE AND VALVE SPRING

CAUTION: Care must be taken not to damage the tappet bore or engine damage may result.

 © 2011 Mitchell Repair Information Company, LLC.

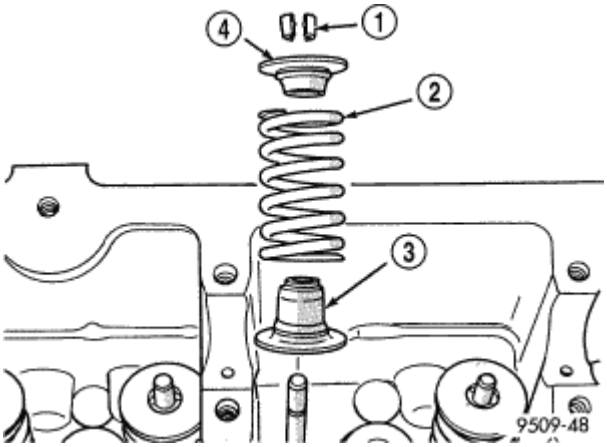


Fig. 162: Valve Stem Seal/Valve Spring Seat
Courtesy of CHRYSLER LLC

1. Coat valve stems with clean engine oil and insert in cylinder head.
2. Install new valve stem seals (3) on all valves using an appropriate sized socket to seat the seal/spring seat. The valve stem seals should be pushed firmly and squarely over valve guide.
3. Install valve springs (2).
4. Install keepers in retainer and place on valve spring.

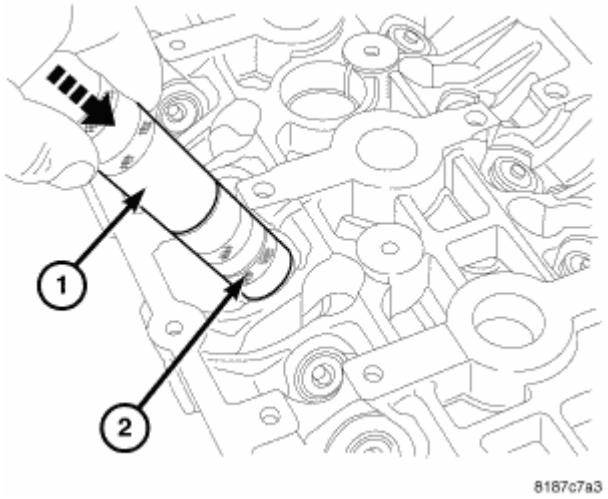


Fig. 163: Valve Installation
Courtesy of CHRYSLER LLC

5. Using metric valve keeper tool such as Snap-on® GA317 (or equivalent) installer (2) and remover (1) as a handle, push downward to install keepers.

 © 2011 Mitchell Repair Information Company, LLC.

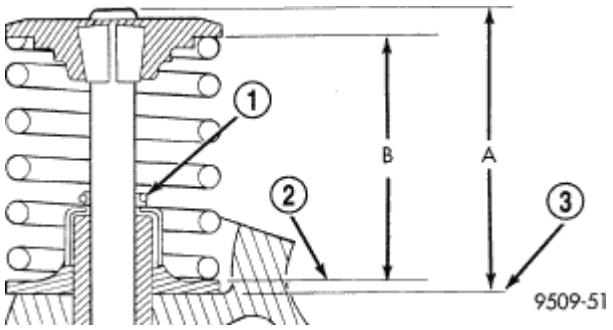


Fig. 164: Checking Spring Installed Height & Valve Tip To Spring Seat Dimensions
Courtesy of CHRYSLER LLC

1 - GARTER SPRING 2 - VALVE SPRING SEAT 3 - CYLINDER HEAD SURFACE

6. Check the valve spring installed height B after refacing the valve and seat. Make sure measurements are taken from top of spring seat to the bottom surface of spring retainer. If height is greater than 38.75 mm (1.525 in.), install a 0.762 mm (0.030 in.) spacer under the valve spring seat to bring spring height back within specification.
7. Install valve tappets.

VALVE SPRINGS AND VALVE SEALS IN VEHICLE

CAUTION: Care must be taken not to damage the tappet bore or engine damage may result.

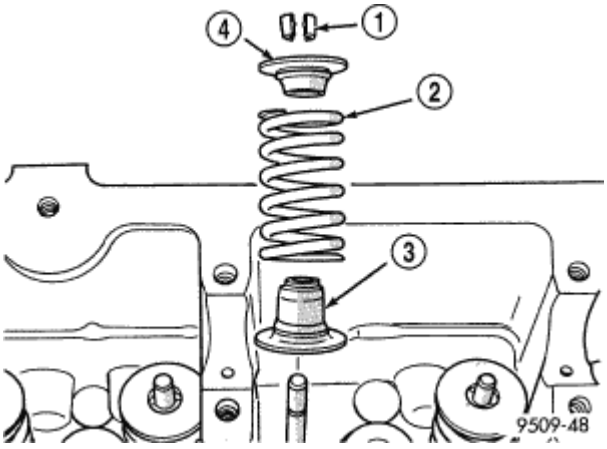


Fig. 165: Valve Stem Seal/Valve Spring Seat
Courtesy of CHRYSLER LLC

1 - VALVE RETAINING LOCKS 2 - VALVE SPRING 3 - VALVE SEAL AND VALVE SPRING SEAT ASSEMBLY

 © 2011 Mitchell Repair Information Company, LLC.

4 - VALVE SPRING RETAINER

1. Install valve seal/valve spring seat (3) assembly. Push the assembly down with appropriate size socket to seat it onto the valve guide.
2. Install valve spring (2) and retainer (4) with keepers (1).

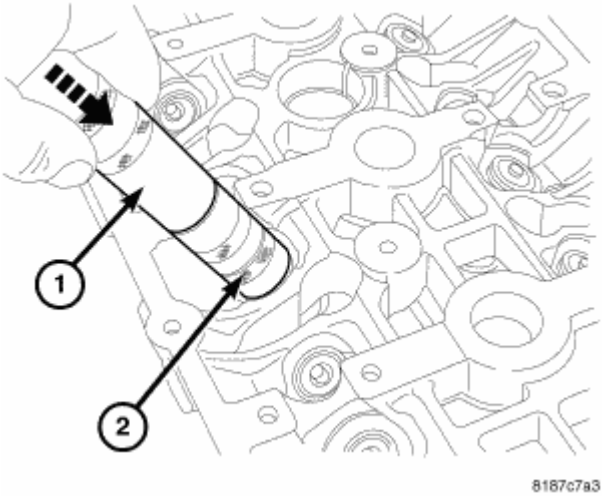


Fig. 166: Valve Installation
Courtesy of CHRYSLER LLC

3. Place the valve keepers in the retainer. Using metric valve keeper tool such as Snap-on® GA317 (or equivalent) installer (2) and remover (1) as a handle, install valve keepers with a downward push.
4. Remove air hose and install spark plugs.
5. Install valve tappets.
6. Install camshafts. See **INSTALLATION**.
7. Install cylinder head cover. See **INSTALLATION**.

ASSEMBLY-VARIABLE VALVE TIMING

DESCRIPTION

DESCRIPTION

The world engine is equipped with Variable Valve Timing (VVT). This system advances and/or retards intake and/or exhaust camshaft timing to improve engine performance, mid-range torque, idle quality, fuel economy, and reduce emissions. The camshaft sprockets are integrated with the VVT assemblies and are serviced as an assembly. VVT assemblies are sometimes referred to as camshaft phasers.

OPERATION

OPERATION

The Variable Valve Timing (VVT) assemblies are actuated with engine oil pressure. The oil flow to the VVT

 © 2011 Mitchell Repair Information Company, LLC.

assemblies are controlled by two Oil Control Valves (OCV). There is an OCV and Camshaft Position Sensor (CMP) for each camshaft. The OCV's consist of a Pulse Width Modulated (PWM) solenoid and a spool valve. The PCM actuates the OCV to control oil flow through the spool valve into the VVT assemblies. The VVT assembly consists of a rotor, stator, and sprocket. The stator is connected to the timing chain through the sprocket. The rotor is connected to the camshaft. Oil flow in to the VVT assembly rotates the rotor with respect to the stator, thus rotating the camshaft with respect to the timing chain. Thus, the VVT assemblies change valve timing by changing the relationship between the camshaft and the timing chain. An integral oil pressure activated pin is used to lock base camshaft timing for engine start up. Oil pressure releases the pin and allows the PCM to control cam timing once the engine is running. An infinitely variable valve timing position can be achieved within the limits of the hardware. The CMP monitors the position of the camshaft with respect to the crankshaft and provides feedback to the PCM.

REMOVAL

CAMSHAFT PHASERS

NOTE: Camshaft phaser and camshaft sprocket are supplied as an assembly, do not attempt to disassemble.

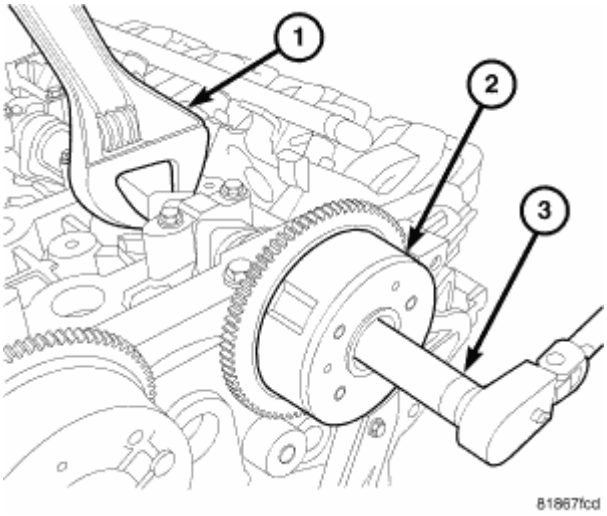


Fig. 167: CAMSHAFT PHASER
Courtesy of CHRYSLER LLC

1. Remove camshafts. See **REMOVAL**.
2. Remove camshaft phaser (2) retaining bolt while holding the camshaft in place with a wrench (1) on the camshaft flats.
3. Remove phaser (2) assembly from camshaft.

INSTALLATION

INSTALLATION

 © 2011 Mitchell Repair Information Company, LLC.

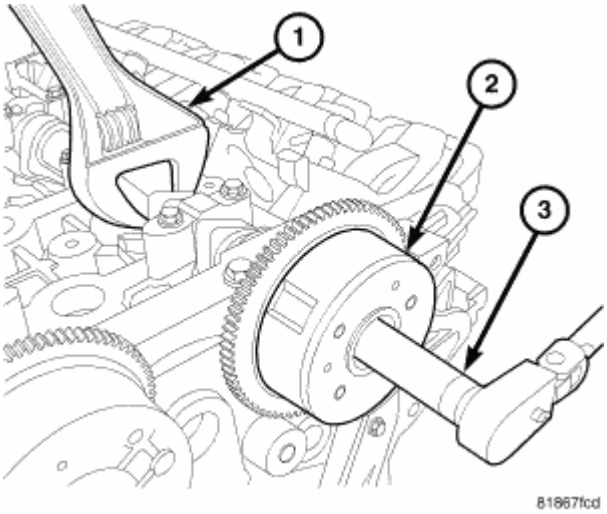


Fig. 168: CAMSHAFT PHASER
Courtesy of CHRYSLER LLC

CAUTION: Do not use an impact wrench to tighten camshaft sprocket bolts. Damage to the camshaft-to-sprocket locating dowel pin and camshaft phaser may occur.

1. Install phaser (2) assembly on camshaft.

NOTE: Make sure the dowel is seated in the dowel hole and not in an oil feed hole. The dowel hole is larger than the 4 oil feed holes.

2. Install phaser retaining bolt and tighten while holding camshaft in place with a wrench (1).
3. Install camshafts. See **INSTALLATION**.

ENGINE BLOCK

DESCRIPTION

CYLINDER BLOCK AND LADDER FRAME

The die cast aluminum cylinder block is a two-piece assembly, consisting of the cylinder block and ladder frame. The block is an open deck design with cast in place cast iron cylinder liners. The cast iron cylinder liners are recessed below the aluminum deck surface. The ladder frame bolts to the cylinder block and does not incorporate the main bearing caps. This design offers a much stronger lower end and increased cylinder block and transaxle rigidity. The rear oil seal retainer is integral with the block and ladder frame. The ladder frame and block are serviced as an assembly.

 © 2011 Mitchell Repair Information Company, LLC.

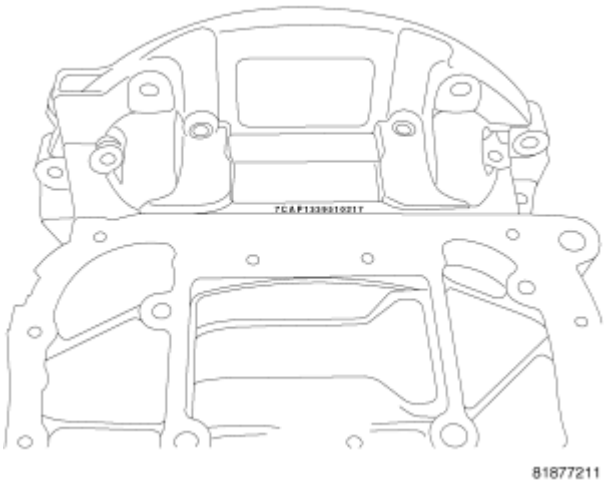


Fig. 169: Serial Number
Courtesy of CHRYSLER LLC

The engine serial number is located on the bottom of the ladder frame just behind the oil pan. The date can be seen with the oil pan in place.

STANDARD PROCEDURE

CYLINDER BORE HONING

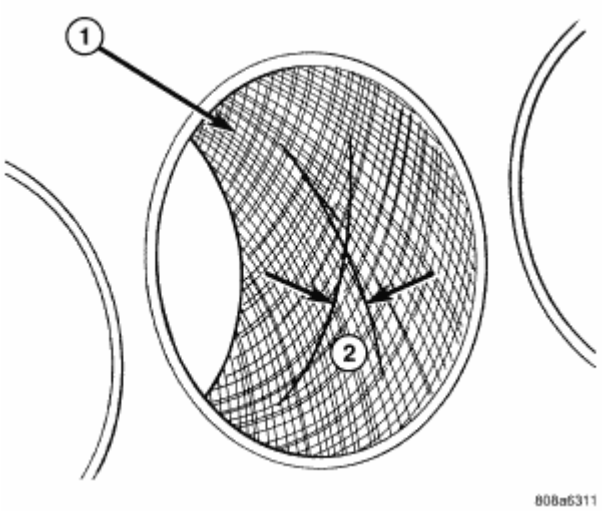


Fig. 170: Honing Cylinder Bore
Courtesy of CHRYSLER LLC

1 - CROSS-HATCH PATTERN 2 - 40°-60°

1. Deglazing of the cylinder walls may be done using a quality commercially available flex hone, if the cylinder bore is straight and round. 20-60 strokes depending on the bore condition, will be sufficient to

 © 2011 Mitchell Repair Information Company, LLC.

provide a satisfactory surface. Use a light honing oil. **Do not use engine or transmission oil, mineral spirits or kerosene.** Inspect cylinder walls after each 20 strokes.

2. Honing should be done by moving the hone up and down fast enough to get a cross-hatch pattern. When hone marks **intersect** at 30-50 degrees, the cross hatch angle is most satisfactory for proper seating of rings. See **Fig. 170**.
3. A controlled hone motor speed between 200-300 RPM is necessary to obtain the proper cross-hatch angle. The number of up and down strokes per minute can be regulated to get the desired 30-50 degree angle. Faster up and down strokes increase the cross-hatch angle.
4. After honing, it is necessary that the block be cleaned again to remove all traces of abrasive.

CAUTION: Ensure all abrasives are removed from engine parts after honing. It is recommended that a solution of soap and hot water be used with a brush and the parts then thoroughly dried. The bore can be considered clean when it can be wiped clean with a white cloth and cloth remains clean. Oil the bores after cleaning to prevent rusting.

CLEANING

ENGINE BLOCK

Clean cylinder block thoroughly using a suitable cleaning solvent.

INSPECTION

ENGINE BLOCK

ENGINE BLOCK

1. Clean cylinder block thoroughly and check all core hole plugs for evidence of leaking.
2. Examine block and cylinder bores for cracks or fractures.
3. Check block deck surfaces for flatness. Deck surface must be within service limit of 0.050 mm (0.002 in.).

CYLINDER BORE

 © 2011 Mitchell Repair Information Company, LLC.

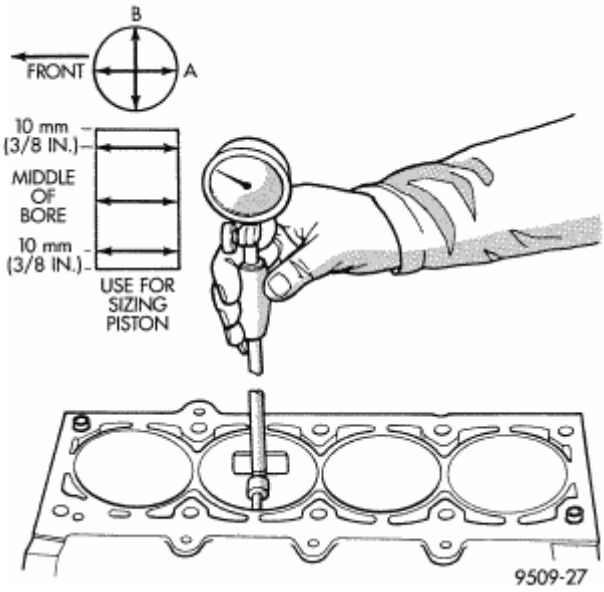


Fig. 171: Checking Cylinder Bore Size
Courtesy of CHRYSLER LLC

NOTE: The cylinder bores should be measured at normal room temperature, 21°C (70° F).

The cylinder walls should be checked for out-of-round and taper with Cylinder Indicator C119 or equivalent. See **SPECIFICATIONS**. If the cylinder walls are badly scuffed or scored, the cylinder block should be replaced, and new pistons and rings fitted.

Measure the cylinder bore at three levels in directions A and B. Top measurement should be 10 mm (3/8 in.) down and bottom measurement should be 10 mm (3/8 in.) up from bottom of bore. See **SPECIFICATIONS**.

CRANKSHAFT

STANDARD PROCEDURE

MEASURING CRANKSHAFT END PLAY

 © 2011 Mitchell Repair Information Company, LLC.

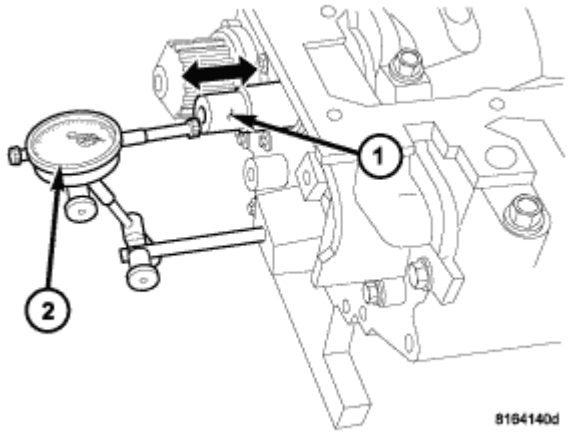


Fig. 172: Measuring Crankshaft End Play
Courtesy of CHRYSLER LLC

1 - Crankshaft 2 - DIAL INDICATOR

1. Mount a dial indicator (2) to front of engine with the locating probe on nose of crankshaft (1). See **Fig. 172**.
2. Move crankshaft all the way to the rear of its travel.
3. Zero the dial indicator.
4. Move crankshaft all the way to the front and read the dial indicator for end play specification. See **SPECIFICATIONS**.

REMOVAL

CRANKSHAFT

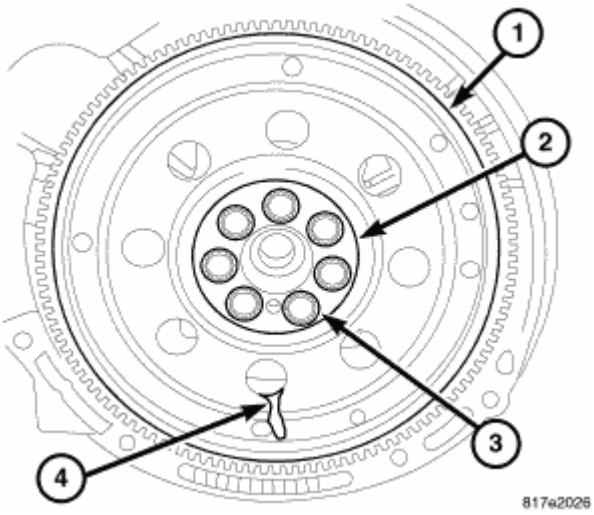


Fig. 173: Flex Plate

 © 2011 Mitchell Repair Information Company, LLC.

Courtesy of CHRYSLER LLC

NOTE: Crankshaft can not be removed when engine is in vehicle.

1. Remove engine assembly from vehicle. See **REMOVAL**.
2. Separate transaxle from engine.
3. Remove flex plate/flywheel (1).
4. Remove crankshaft rear oil seal. See **REMOVAL**.

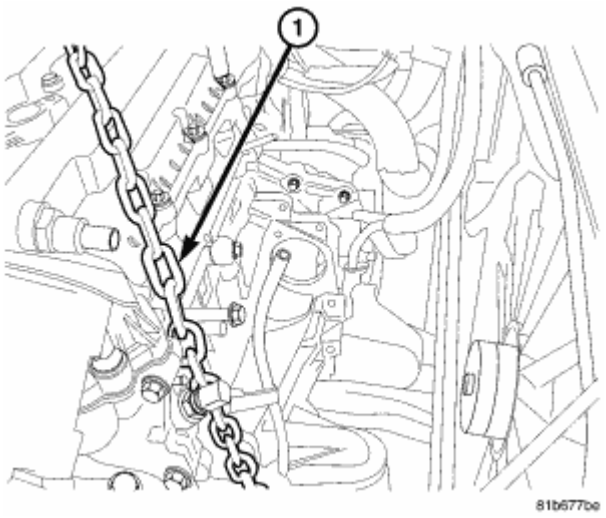


Fig. 174: Lift Chain
Courtesy of CHRYSLER LLC

5. Remove engine from lift chain (1) and mount engine on a suitable repair stand.

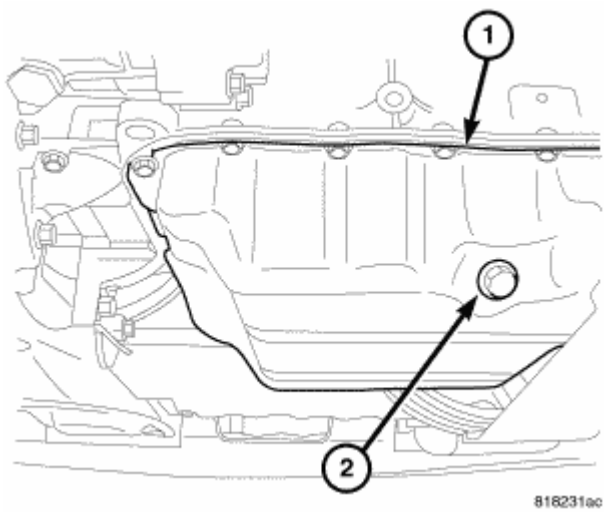


Fig. 175: Oil Drain Plug
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

6. Drain engine oil (2).

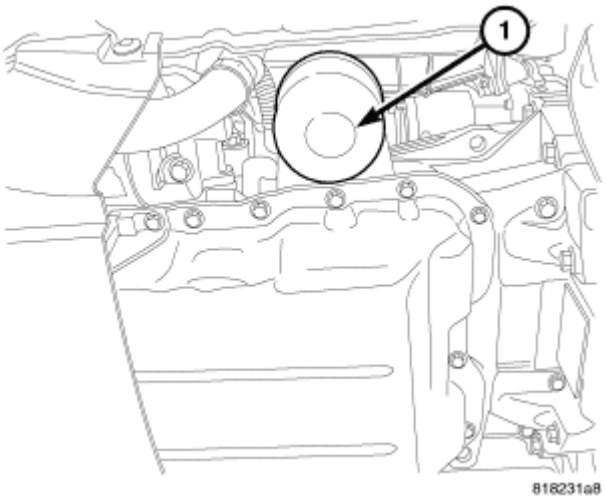


Fig. 176: Oil Filter
Courtesy of CHRYSLER LLC

7. Remove oil filter (1).

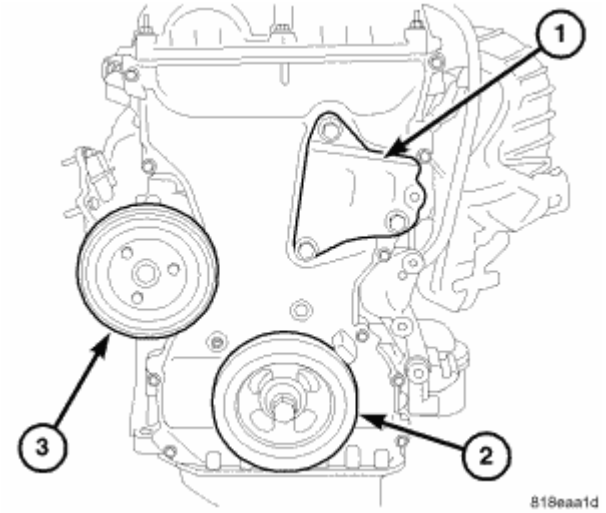


Fig. 177: Right Engine Mount Bracket
Courtesy of CHRYSLER LLC

8. Remove crankshaft vibration damper (2). See **REMOVAL**.
9. Remove water pump pulley (3).
10. Remove engine mount support bracket (1).

 © 2011 Mitchell Repair Information Company, LLC.

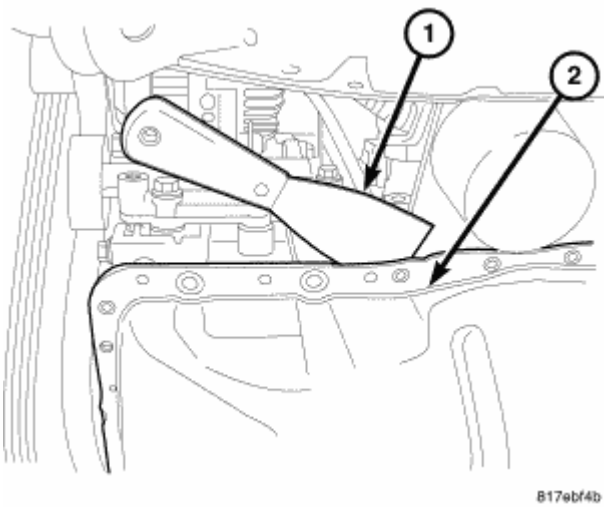


Fig. 178: Oil Pan Removal
Courtesy of CHRYSLER LLC

11. Remove the oil pan (2). See **REMOVAL**.
12. Remove timing chain cover. See **REMOVAL**.
13. Remove the timing chain. See **REMOVAL**.
14. Remove balance shaft module.

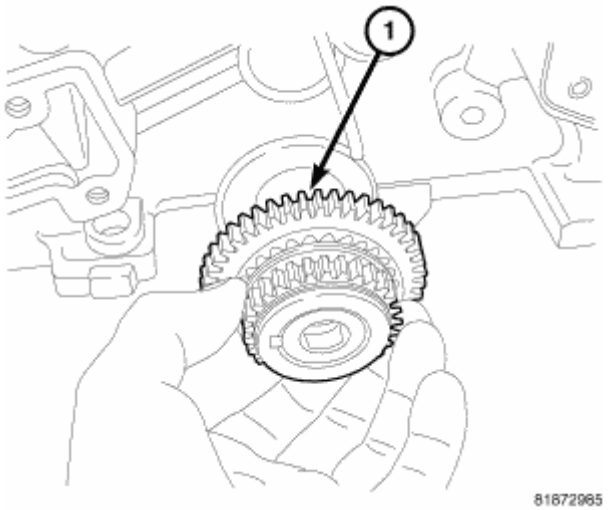


Fig. 179: Crankshaft Sprocket
Courtesy of CHRYSLER LLC

15. Remove the crankshaft sprocket (1).

 © 2011 Mitchell Repair Information Company, LLC.

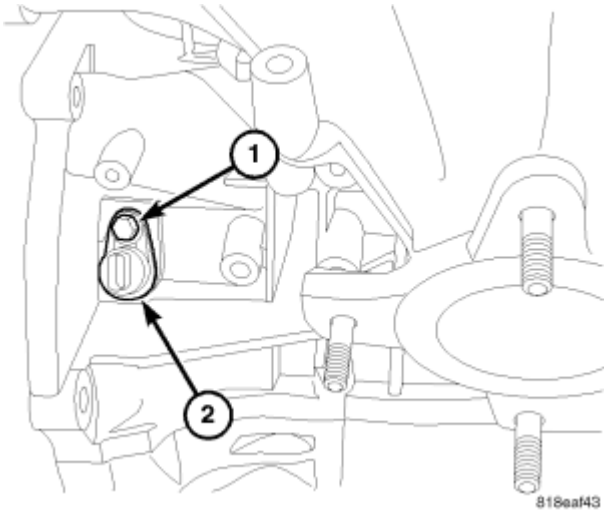


Fig. 180: Crankshaft Position Sensor
Courtesy of CHRYSLER LLC

16. Remove crankshaft position sensor retaining bolt (1) and remove sensor (2).
17. Remove ladder frame. See **REMOVAL**.

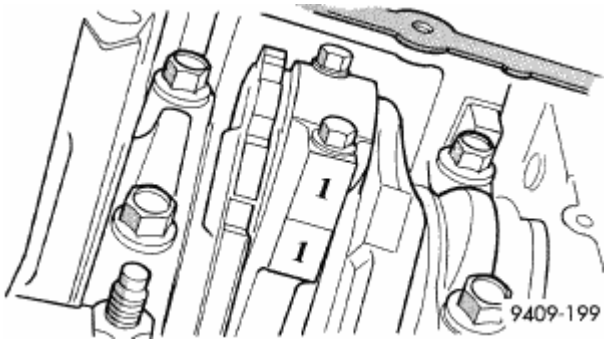


Fig. 181: Identify Connecting Rod To Cylinder-Typical
Courtesy of CHRYSLER LLC

NOTE: If piston/connecting rod replacement is necessary, remove cylinder head. See REMOVAL.

CAUTION: DO NOT use a number stamp or a punch to mark connecting rods. Damage to connecting rod could occur.

18. Using a permanent ink or paint marker, identify cylinder number on each connecting rod and cap.
19. Remove all connecting rod bolts and caps. Care should be taken not to damage the fracture rod and cap surfaces.

 © 2011 Mitchell Repair Information Company, LLC.

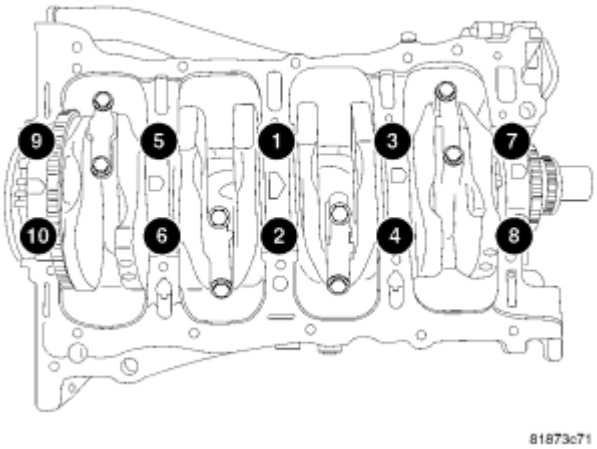


Fig. 182: Main Bearing Cap Torque Sequence
Courtesy of CHRYSLER LLC

NOTE: Do not reuse connecting rod bolts.

20. Remove main bearing caps.

CAUTION: Use extreme care when handling crankshaft. Tone wheel damage can occur if crankshaft is mishandled.

21. Lift out crankshaft from cylinder block. Do not damage the main bearings or journals when removing the crankshaft.

INSPECTION

CRANKSHAFT

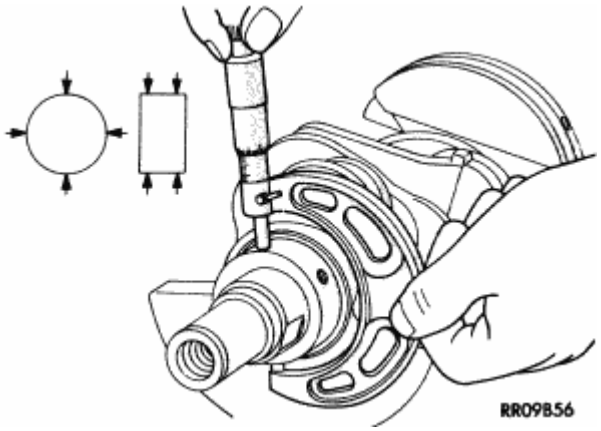


Fig. 183: Checking Crankshaft Main Journal
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

The crankshaft main journals should be checked for excessive wear, taper and scoring. Limits of taper on any crankshaft main journals should be held to 0.006 mm (0.00024 in.). Limits of taper on any crankshaft rod journals should be held to 0.005 mm (0.0002 in.). DO NOT nick crank pin or bearing fillets. Limits of out of round on any crankshaft journals should be held to 0.005 mm (0.0002 in). DO NOT nick crank pin or bearing fillets.

INSTALLATION

CRANKSHAFT

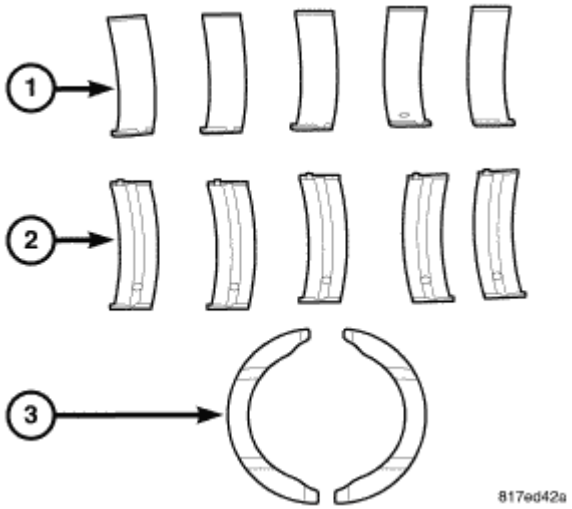


Fig. 184: Bearing Identification
Courtesy of CHRYSLER LLC

The crankshaft is supported in five main bearings. All upper bearing shells (2) in the crankcase have oil grooves and holes. All lower bearing shells (1) are smooth. Crankshaft end play is controlled by a two piece thrust bearing (3) on the number three main bearing journal.

1. Clean main bearing cap bolt holes with Mopar® brake parts cleaner or equivalent and blow out with compressed air.
2. Install the main bearing upper (2) shells with the lubrication groove and oil hole in the engine block.
3. Make certain oil holes in block line up with oil hole in bearings and bearing tabs seat in the block tab slots.

 © 2011 Mitchell Repair Information Company, LLC.

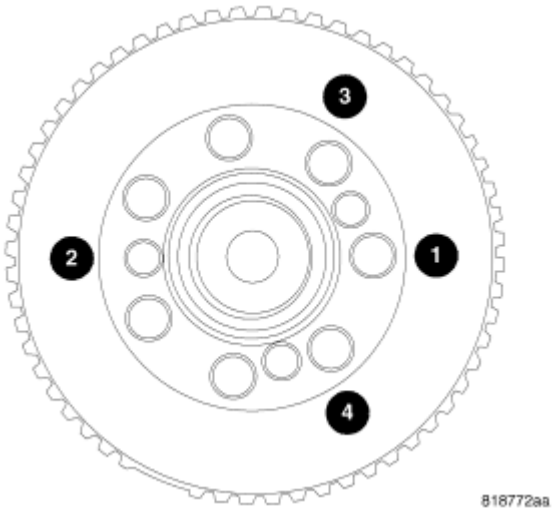


Fig. 185: Target Wheel
Courtesy of CHRYSLER LLC

NOTE: If the crankshaft is sent out for machine work, it must be balanced as an assembly with the target ring installed.

4. Clean crankshaft and target ring with MOPAR® Brake Parts cleaner and dry with compressed air to ensure that the crankshaft mating surface and target ring mounting holes are free from oil and lock patch debris.

NOTE: Always use NEW mounting screws whether installing original or new target ring.

5. Install **NEW** mounting screws finger tight starting with the #1 location. Make sure engagement occurs with the shoulder of the screws and mounting hole before starting all other screws.
6. Tighten all mounting screws to 13 N.m (110 in-lbs) in the sequence shown in illustration.

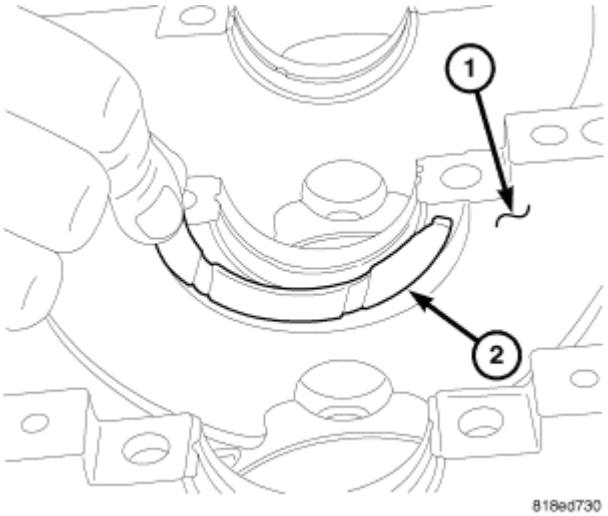


Fig. 186: Installing Thrust Bearing

 © 2011 Mitchell Repair Information Company, LLC.

Courtesy of CHRYSLER LLC

NOTE: Lightly apply trans gel to thrust bearings to hold bearings in block.

NOTE: The thrust bearings must be installed the notches facing the crankshaft.

7. Install thrust bearings (2) in block (1).

CAUTION: Do not get oil on the ladder frame mating surface. It will affect the ability of the RTV to seal the ladder frame to cylinder block.

NOTE: Ensure main bearing cap bolt holes in the block are clean, dry (free of residual oil or coolant), and threads are not damaged.

8. Oil the bearings and journals. Install crankshaft in engine block.

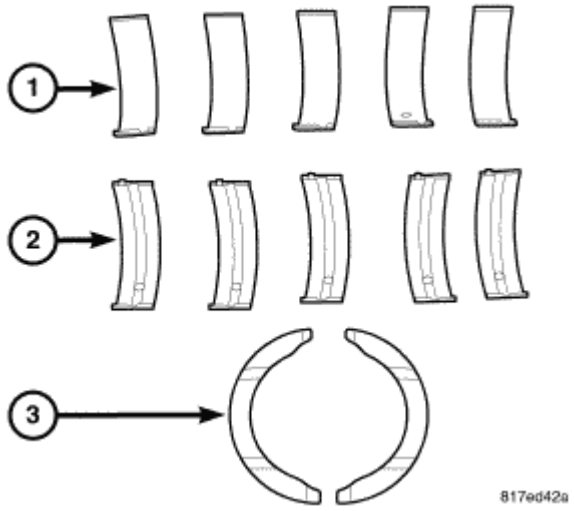


Fig. 187: Bearing Identification
Courtesy of CHRYSLER LLC

9. Install lower main bearings (1) into main bearing cap. Make certain the bearing tabs are seated into the bearing cap slots.

NOTE: Main bearing caps are stamped 1 - 5 front to rear. Arrows on the caps must point towards the front of the engine.

10. Install main bearing caps to engine block.
11. Before installing the bolts the threads should be clean and dry.
12. Loosely install main bearing cap bolts.
13. To ensure correct thrust bearing alignment, perform the following steps:

Step 1: Rotate crankshaft until number 4 piston is at TDC.

 © 2011 Mitchell Repair Information Company, LLC.

Step 2: Move crankshaft rearward to limits of travel.

Step 3: Then, move crankshaft forward to limits of travel.

Step 4: Wedge an appropriate tool between the rear of the cylinder block and the rear crankshaft counterweight. This will hold the crankshaft in its furthest forward position.

CAUTION: There are different sets main bolts supplied with this engine. Each bolt set has a different torque value and engine damage could result if bolts are not torqued correctly. The bolts are not interchangeable.

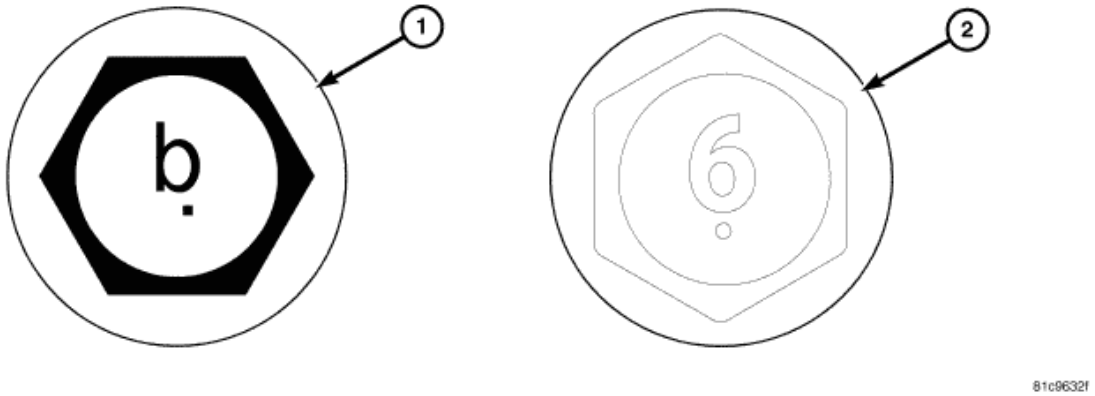


Fig. 188: Main Bolt Identification
Courtesy of CHRYSLER LLC

14. If your bolt heads look like this (1,2), go to step 15. If your bolt heads do not look like this (1,2), go to step 16.

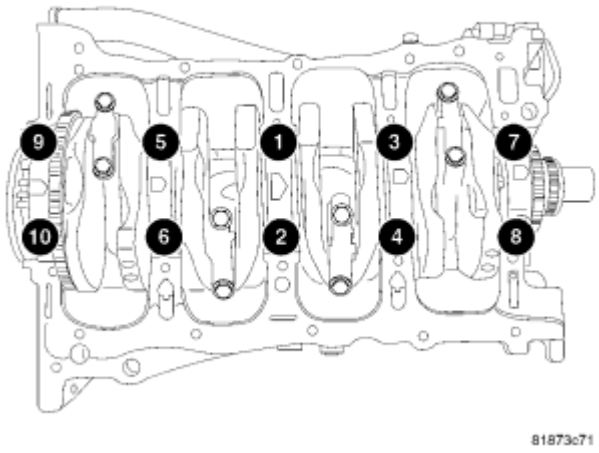


Fig. 189: Main Bearing Cap Torque Sequence
Courtesy of CHRYSLER LLC

CAUTION: Before tightening bolts, you must identify the bolt head to obtain the

 © 2011 Mitchell Repair Information Company, LLC.

correct torque value. Failure to identify the bolts correctly, could result in improperly tightened bolts which could result in engine damage.

15. Tighten bolts using a three step method, in the sequence shown in illustration.
    Tighten bolts to 15 N.m (11 ft. lbs.)
    Tighten bolts to 27 N.m (20 ft. lbs.)
    Rotate an additional 45°.
16. Tighten bolts using a three step method, in the sequence shown in illustration.
    Tighten bolts to 15 N.m (11 ft. lbs.)
    Tighten bolts to 45 N.m (33 ft. lbs.)
    Rotate an additional 45°.
17. Remove wedge tool used to hold crankshaft.
18. Check the crankshaft turning torque, it should not exceed 5.6 N.m (50 in. lbs.).
19. Check crankshaft end play. See **STANDARD PROCEDURE**.
20. Install connecting rod bearings and caps. **Do Not Reuse Connecting Rod Bolts.** Tighten connecting rod bolts to 20 N.m + 90° (15 ft. lbs.) + 90°. See **INSTALLATION**.
21. Install the ladder frame assembly. See **INSTALLATION**.
22. Install the balance shaft module. See **INSTALLATION**.

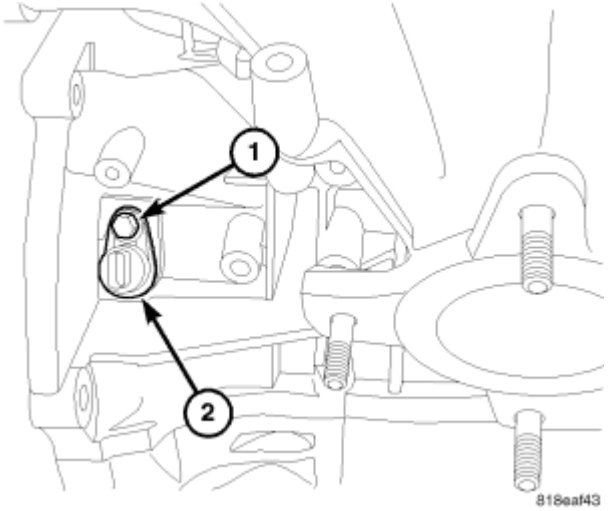


Fig. 190: Crankshaft Position Sensor
Courtesy of CHRYSLER LLC

23. Install crankshaft position sensor (2) and tighten bolt (1).
24. Install cylinder head if it was removed. See **INSTALLATION**.

 © 2011 Mitchell Repair Information Company, LLC.

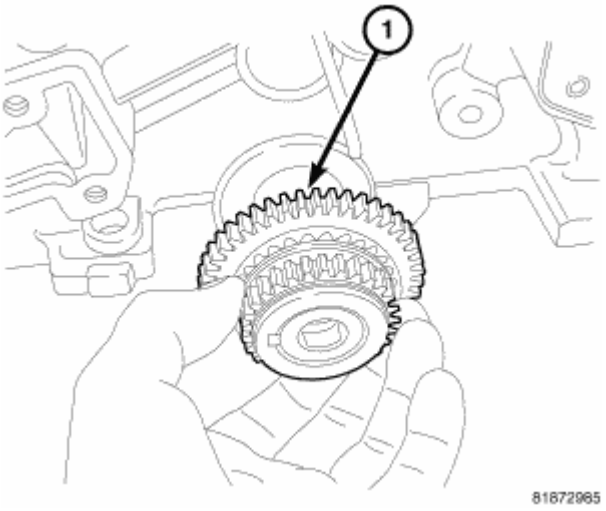


Fig. 191: Crankshaft Sprocket
Courtesy of CHRYSLER LLC

25. Install front crankshaft sprocket (1).
26. Install the timing chain. See **INSTALLATION**.
27. Install the timing chain front cover. See **INSTALLATION**.
28. Install the oil pan. See **INSTALLATION**.
29. Install rear crankshaft oil seal. See **INSTALLATION**.
30. Install front crankshaft oil seal. See **INSTALLATION**.

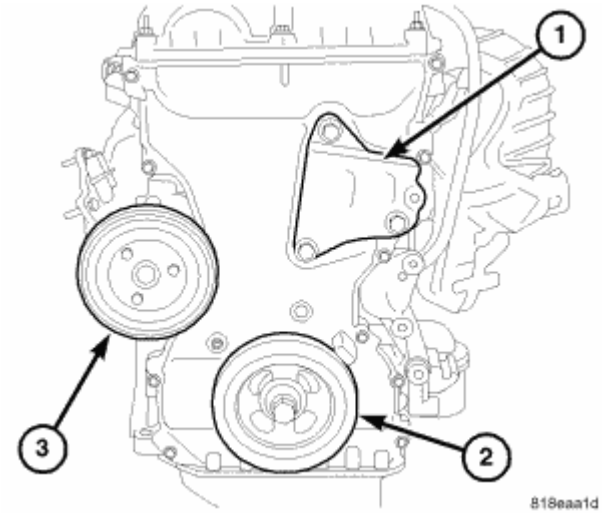


Fig. 192: Right Engine Mount Bracket
Courtesy of CHRYSLER LLC

31. Install engine mount support bracket (1).
32. Install crankshaft vibration damper (2). See **INSTALLATION**.
33. Install water pump pulley (3).

 © 2011 Mitchell Repair Information Company, LLC.

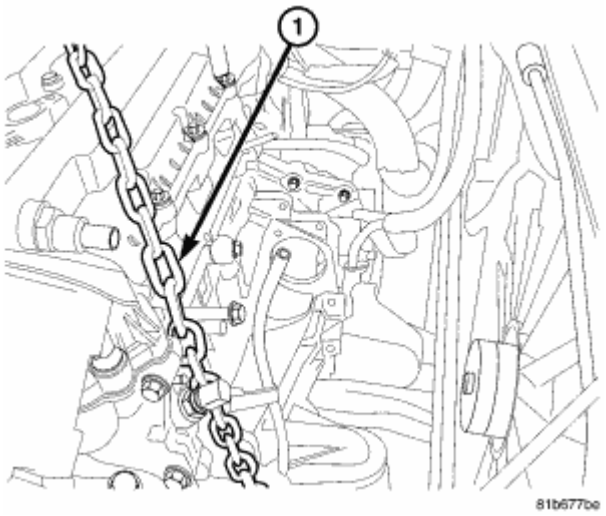


Fig. 193: Lift Chain
Courtesy of CHRYSLER LLC

34. Remove engine from repair stand and install engine lift chain (1).
35. Install crankshaft rear oil seal. See **INSTALLATION**.
36. Install drive plate/flex plate using **new** bolts. Tighten bolts to 95 N.m (70 ft. lbs.).
37. Attach transaxle to engine. Tighten bellhousing bolts to 101 N.m (75 ft. lbs.).
38. Install the engine assembly. See **INSTALLATION**.

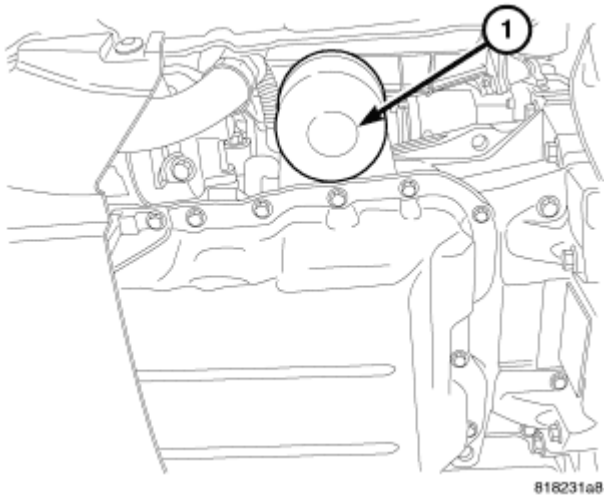


Fig. 194: Oil Filter
Courtesy of CHRYSLER LLC

39. Install new oil filter (1) and fill with oil.
40. Fill with coolant. Refer to **STANDARD PROCEDURE** .
41. Start engine and check for leaks.
42. Install engine cover.

 © 2011 Mitchell Repair Information Company, LLC.

SEAL-CRANKSHAFT OIL FRONT

REMOVAL

CRANKSHAFT OIL SEAL - FRONT

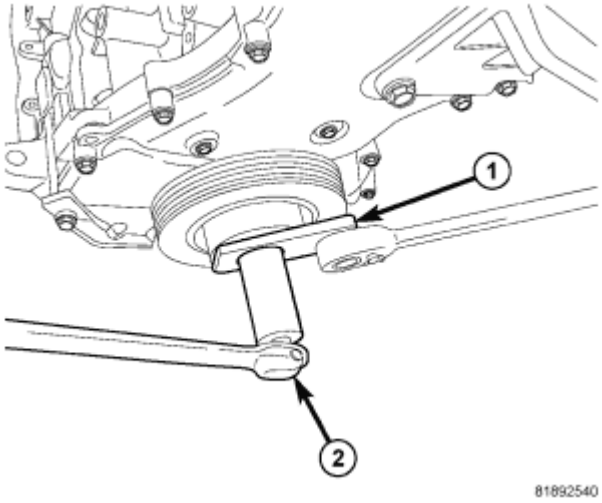


Fig. 195: Removing/Installing Damper
Courtesy of CHRYSLER LLC

1. Remove accessory drive belt.
2. Install Damper Holder 9707 (1) and remove damper retaining bolt.
3. Pull damper off crankshaft.

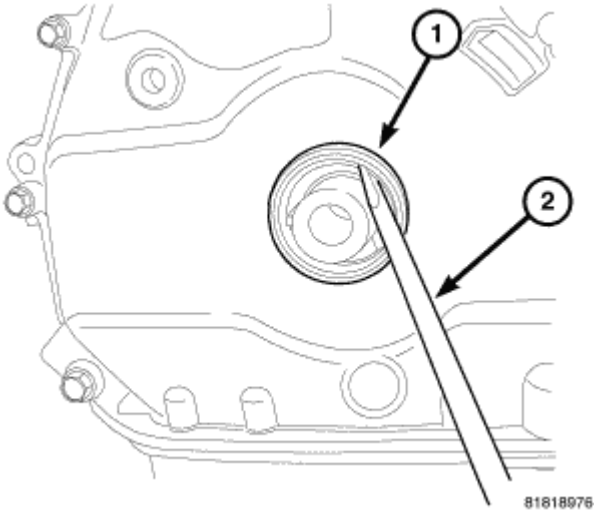


Fig. 196: Front Crankshaft Seal Removal
Courtesy of CHRYSLER LLC

4. Remove front crankshaft oil seal (1) by prying out with a screw driver (2). Be careful not to damage the cover seal surface.

 © 2011 Mitchell Repair Information Company, LLC.

INSTALLATION

CRANKSHAFT OIL SEAL - FRONT

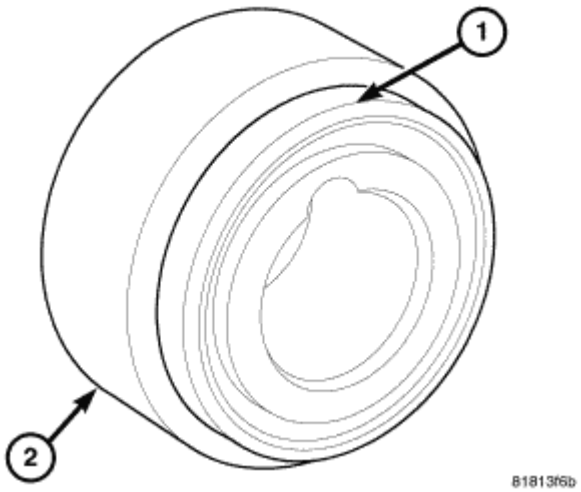


Fig. 197: Front Crankshaft Seal Installer
Courtesy of CHRYSLER LLC

1. Place seal (1) onto Front Crankshaft Seal Installer 9506 (2) with seal spring towards the inside of engine.

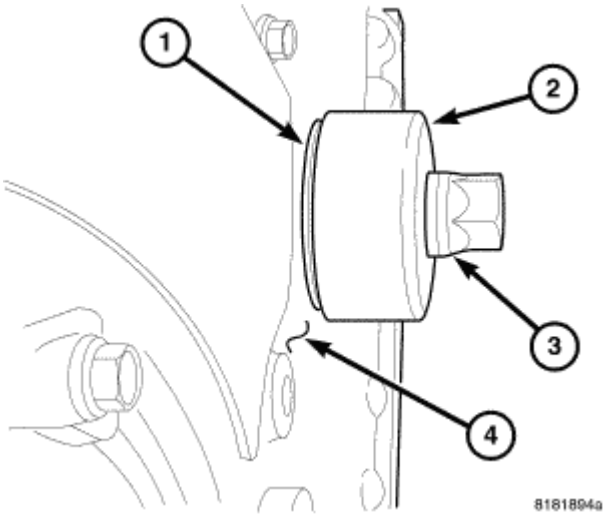


Fig. 198: Installing Front Seal
Courtesy of CHRYSLER LLC

2. Install new seal (1) by using Front Crankshaft Seal Installer 9506 (2) and crankshaft damper bolt (3).

 © 2011 Mitchell Repair Information Company, LLC.

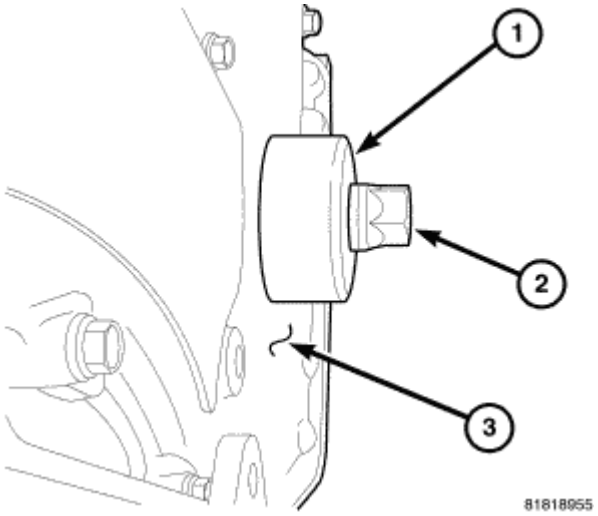


Fig. 199: Front Seal Installed
Courtesy of CHRYSLER LLC

3. Press seal into front cover until Front Crankshaft Seal Installer 9506 (1) seats against timing chain cover (3).
4. Remove Front Crankshaft Seal Installer 9506 (1).

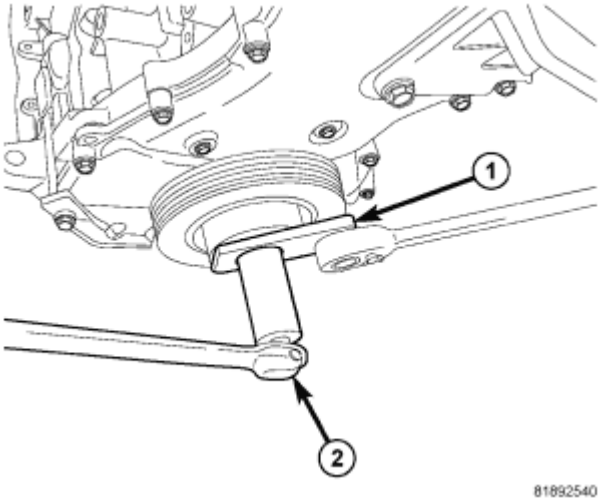


Fig. 200: Removing/Installing Damper
Courtesy of CHRYSLER LLC

5. Install crankshaft vibration damper.
6. Oil the bolt threads and between the bolt head and washer.
7. Install damper retaining bolt and Damper Holder 9707 (1). Tighten bolt to 210 N.m (155 ft. lbs.).

SEAL-CRANKSHAFT OIL REAR

REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

CRANKSHAFT OIL SEAL - REAR

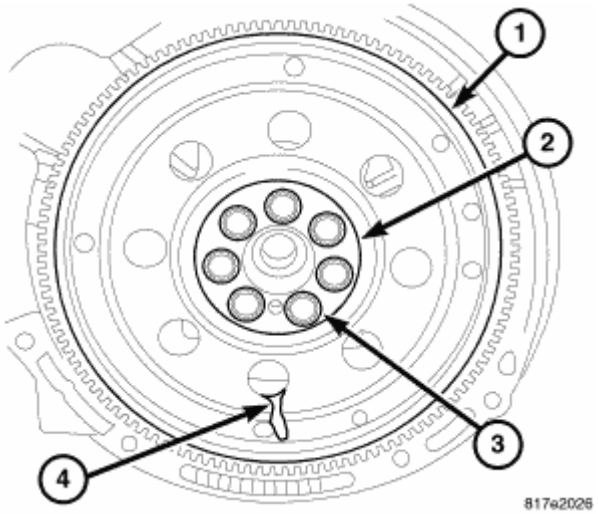


Fig. 201: Flex Plate
Courtesy of CHRYSLER LLC

1. Remove transaxle
2. Remove flex plate bolts and discard.
3. Remove flex plate (1).

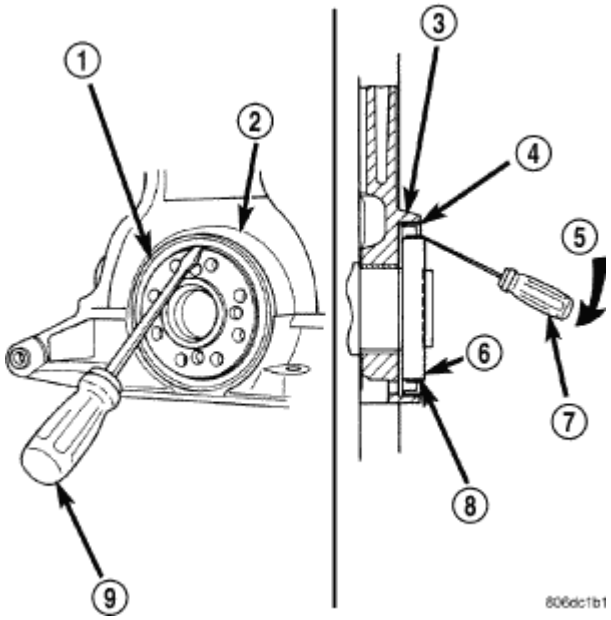


Fig. 202: Rear Crankshaft Oil Seal
Courtesy of CHRYSLER LLC

4. Insert a 3/16 flat bladed screwdriver (7) between the dust lip (8) and the metal case (4) of the crankshaft seal (1). Angle the screwdriver through the dust lip against metal case of the seal. Pry out seal.

 © 2011 Mitchell Repair Information Company, LLC.

CAUTION: Do not permit the screwdriver blade to contact crankshaft seal surface. Contact of the screwdriver blade against crankshaft edge (chamfer) is permitted.

5. Check to make sure the seal's garter spring is not on the crankshaft.

INSTALLATION

CRANKSHAFT OIL SEAL - REAR

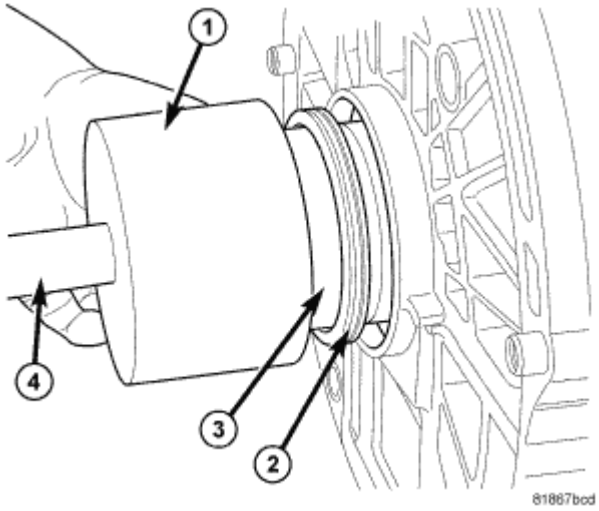


Fig. 203: Rear Main Installation
Courtesy of CHRYSLER LLC

CAUTION: If a burr or scratch is present on the crankshaft edge (chamfer), cleanup with 800 grit emery cloth to prevent seal damage during installation of new seal. If emery cloth is used, the crankshaft must be cleaned off Mopar® brake parts cleaner.

NOTE: When installing seal, lubricate Seal Guide 9509 with clean engine oil.

1. Place Rear Crankshaft Seal Guide 9509 (3) on crankshaft.
2. Position seal (2) over Rear Crankshaft Seal Guide 9509 (3). Guide tool should remain on crankshaft during installation of seal. Ensure that the lip of the seal is facing towards the crankcase during installation.
3. Drive the seal into the block using Seal Driver 9706 (1) and Driver Handle C-4171 (4) until Seal Driver 9706 bottoms out against the block.

 © 2011 Mitchell Repair Information Company, LLC.

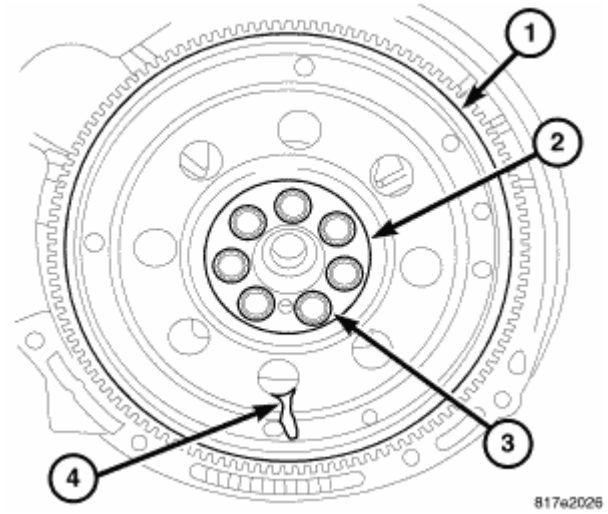


Fig. 204: Flex Plate
Courtesy of CHRYSLER LLC

4. Install flex plate (1).
5. Install washer (2).
6. Install **new** flex plate bolts (3) and tighten to 95 N.m (70 ft. lbs.).
7. Install transaxle. Refer to appropriate Automatic Transmission SERVICE INFORMATION article for procedure.

PISTON & ROD-CONNECTING

DESCRIPTION

PISTON AND CONNECTING ROD

The pistons are made of a cast aluminum alloy. The pistons have pressed-in pins attached to forged connecting rods. The piston pin is offset 0.8 mm (0.0314 in.) towards the thrust side of the piston. The connecting rods are a cracked cap design and are not repairable. The piston with rings, connecting rod and piston pin are serviced as an assembly.

STANDARD PROCEDURE

PISTON TO CYLINDER BORE FITTING

 © 2011 Mitchell Repair Information Company, LLC.

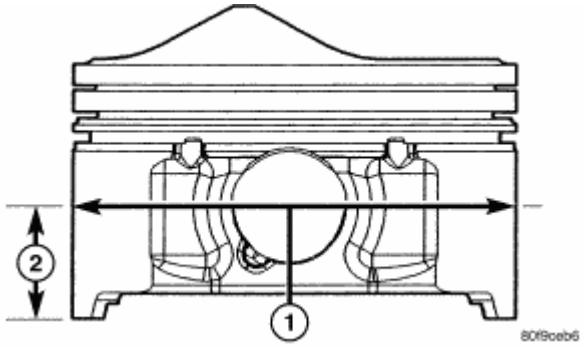


Fig. 205: Piston Measurement
Courtesy of CHRYSLER LLC

NOTE: Pistons and cylinder bores should be measured at normal room temperature, 21°C (70°F).

Piston and cylinder wall must be clean and dry. Piston diameter should be measured 90 degrees to piston pin (1).

1. Measurement should be taken approximately 16 mm (0.629 in.) from the bottom of the skirt (2) as shown in illustration.

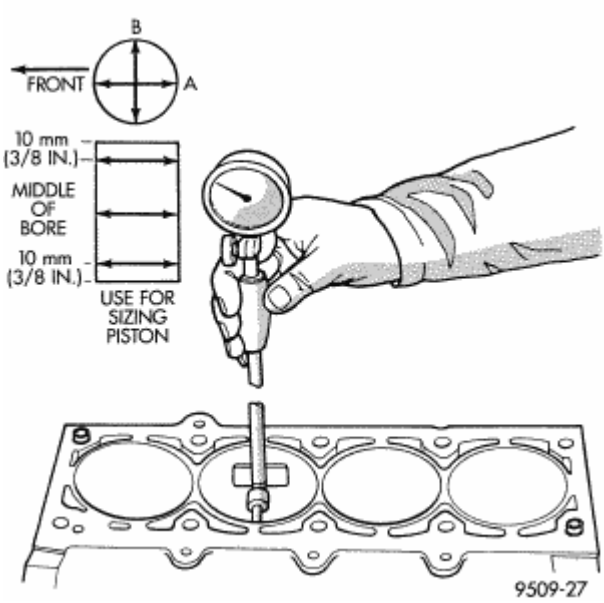


Fig. 206: Checking Cylinder Bore Size
Courtesy of CHRYSLER LLC

NOTE: Correct piston to bore clearance must be established in order to assure quiet and economical operation.

2. Cylinder bores should be measured halfway down the cylinder bore and transverse (measurement location B) to the engine crankshaft center line shown in illustration. See **SPECIFICATIONS**.

 © 2011 Mitchell Repair Information Company, LLC.

REMOVAL

PISTON AND CONNECTING ROD

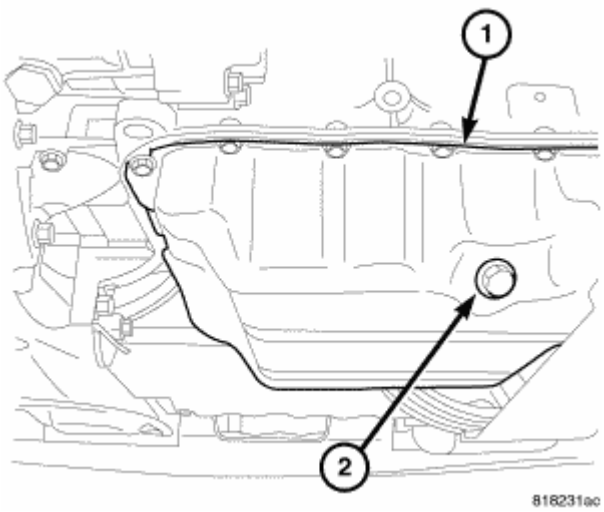
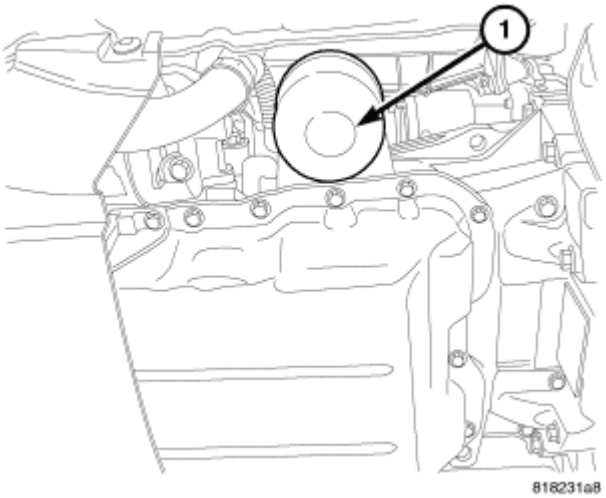


Fig. 207: Oil Drain Plug
Courtesy of CHRYSLER LLC

NOTE: Pistons, rings, and rods are serviced as an assembly.

CAUTION: To maintain engine balance, 1, 3, or 4 pistons can be replaced. If 2 pistons are replaced, engine will be out of balance.

1. Remove engine. See **REMOVAL**.
2. Remove cylinder head. See **REMOVAL**.
3. Drain engine oil (2).
4. Remove oil pan (1). See **REMOVAL**.



 © 2011 Mitchell Repair Information Company, LLC.

Fig. 208: Oil Filter
Courtesy of CHRYSLER LLC

5. Remove oil filter (1).
6. Remove balance shaft assembly.
7. Remove ladder frame.

NOTE: Remove any carbon build up and clean debris from cylinder prior to piston removal to avoid scratching piston skirts.

8. Remove top ridge of cylinder bores with a reliable ridge reamer before removing pistons from cylinder block. **Be sure to keep tops of pistons covered during this operation** .

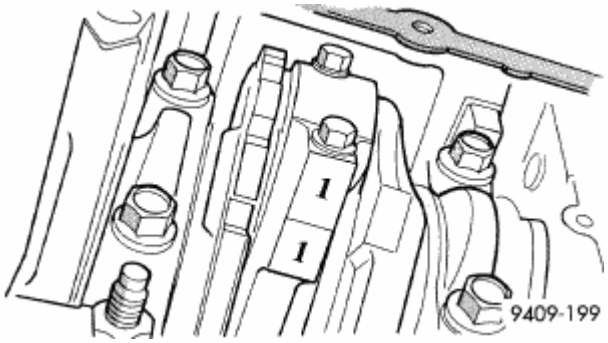


Fig. 209: Identify Connecting Rod to Cylinder-Typical
Courtesy of CHRYSLER LLC

9. Rotate crankshaft so that each connecting rod is centered in cylinder bore.
10. Using a permanent ink or paint marker, identify cylinder number on each connecting rod cap.

CAUTION: DO NOT use a number stamp or a punch to mark connecting rods, as damage to connecting rod may occur.

CAUTION: Care must be taken not to damage the fractured rod and cap joint surfaces, as engine damage may occur.

11. Remove connecting rod bolts and cap.

NOTE: Do not reuse connecting rod bolts.

12. Carefully push each piston and rod assembly out of cylinder bore. Reinstall bearing cap on the mating rod.
13. Repeat procedure for each piston and connecting rod assembly.

INSTALLATION

 © 2011 Mitchell Repair Information Company, LLC.

PISTON AND CONNECTING ROD

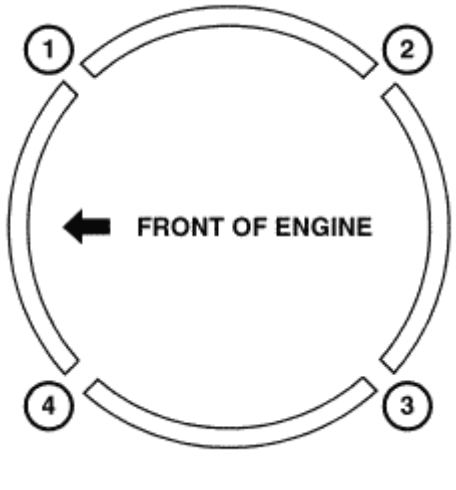


Fig. 210: Piston Ring End Gap Position
Courtesy of CHRYSLER LLC

1. Install piston rings on piston. See **INSTALLATION**.
2. Before installing pistons and connecting rod assemblies into the bore, be sure that top compression ring gap (1) and the second compression ring gap (3) are staggered so that neither is in line with oil ring rail gap.
3. Before installing the ring compressor, make sure the oil ring expander ends are butted (1) and the rail gaps (2,4) are located as shown in illustration. As viewed from the top of the piston.
4. Immerse the piston head and rings in clean engine oil and slide the ring compressor over the piston. **Be sure position of rings does not change during this operation** .
5. The directional arrow stamped on the piston should face toward the front of the engine.
6. Rotate crankshaft so that the connecting rod journal is on the center of the cylinder bore. Lubricate connecting rod journal with clean engine oil.

NOTE: There are three different size rod bearings, perform rod bearing selection procedure.

7. The rod bearing sizes are indicated on the nose of the crankshaft.
8. Install connecting rod upper bearing half into connecting rod.
9. Tap the piston down in cylinder bore, using a hammer handle. At the same time, guide connecting rod into position on connecting rod journal.

NOTE: The connecting rod cap bolts should NOT be reused.

10. Before installing the **NEW** bolts, the threads should be coated with clean engine oil.
11. Install connecting rod lower bearing half into connecting rod cap. Install connecting rod cap.
12. Install each bolt finger tight then alternately tighten each bolt to assemble the cap properly.

 © 2011 Mitchell Repair Information Company, LLC.

13. Tighten the connecting rod bolts using the 2 step torque-turn method. Tighten according to the following values:

CAUTION: Do not use a torque wrench for the second step.

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

Tighten the connecting rod bolts an additional 90°

14. Using a feeler gauge, check connecting rod side clearance. See **SPECIFICATIONS** for connecting rod side clearance.

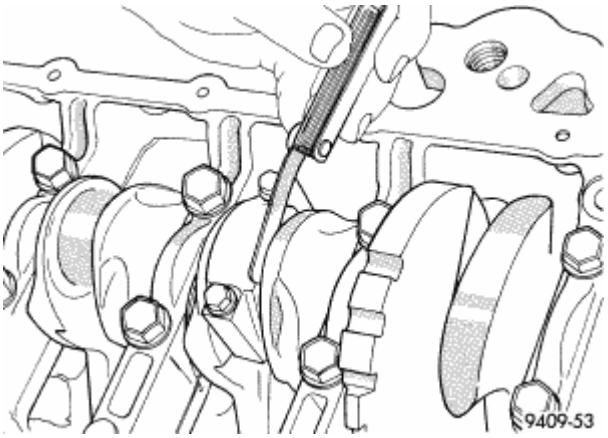


Fig. 211: Connecting Rod Side Clearance
Courtesy of CHRYSLER LLC

15. Install the ladder frame.
16. Install balance shaft module. See **INSTALLATION**.
17. Install oil pan. See **INSTALLATION**.
18. Install cylinder head. See **INSTALLATION**.
19. Install engine. See **INSTALLATION**.

BEARINGS-MAIN

STANDARD PROCEDURE

STANDARD PROCEDURE

NOTE: There are three different possibilities for the upper main bearings and five different lower main bearings. The upper and lower bearing shells are not interchangeable.

 © 2011 Mitchell Repair Information Company, LLC.

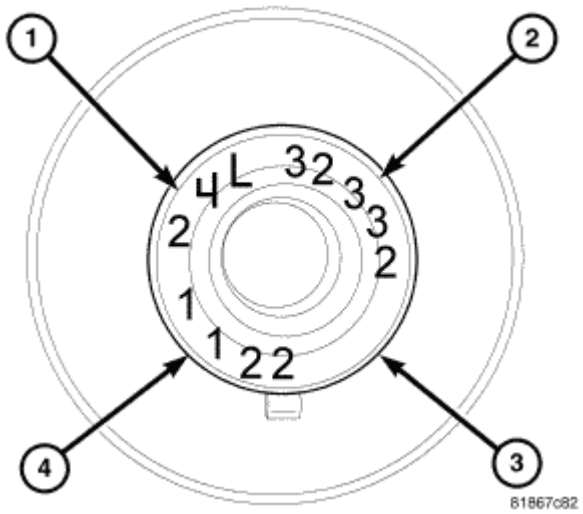


Fig. 212: Lower Main Bearing Identification
Courtesy of CHRYSLER LLC

The lower main bearing identification (2) is stamped in the nose of the crankshaft (3). There are 5 different bearing sizes available 0 through 4.

LOWER MAIN BEARING SELECTION

CRANKSHAFT IDENTIFICATION		LOWER CRANKSHAFT BEARING SELECTION	
JOURNAL DIAMETER GRADE	DIMENSION	LOWER MAIN BEARING SIZE CLASSIFICATION	LOWER MAIN BEARING DIMENSION
0	52 mm, -0.012 to -0.015 mm	0 (Pink or Red)	2 mm, 0 to -0.003 mm
1	52 mm, -0.015 to -0.018 mm	1 (Black)	2 mm, +0.003 to 0 mm
2	52 mm, -0.018 to -0.021 mm	2 (No Color)	2 mm, +0.006 to +0.003 mm
3	52 mm, -0.021 to -0.024 mm	3 (Green)	2 mm, +0.009 to +0.006 mm
4	52 mm, -0.024 to -0.027 mm	4 (Blue)	2 mm, +0.012 to +0.009 mm

 © 2011 Mitchell Repair Information Company, LLC.

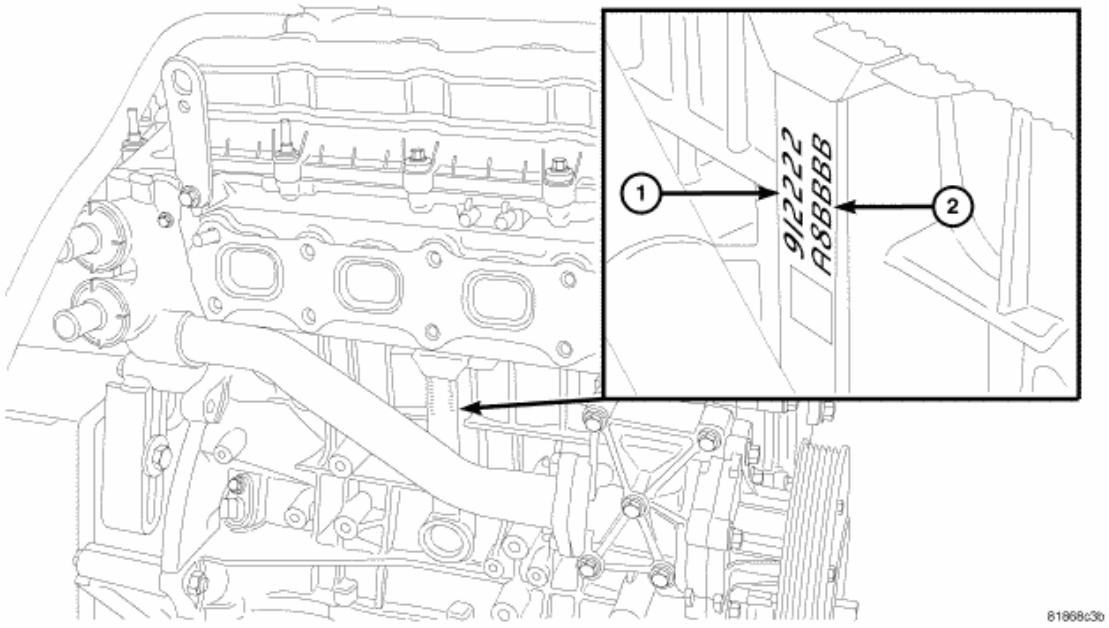


Fig. 213: Upper Main Bearing Shell Identification
Courtesy of CHRYSLER LLC

The upper main bearing shell identification (1) is located in the middle of cylinder block on the right side of the engine. There are three different size bearings available. The bearing class is read downward from top and corresponds to the front journal to the rear journal on the bottom.

UPPER MAIN BEARING SELECTION

CYLINDER BLOCK IDENTIFICATION		UPPER CRANKSHAFT BEARING SELECTION	
MAIN BEARING GRADE	DIMENSION	UPPER MAIN BEARING SIZE CLASSIFICATION	UPPER MAIN BEARING DIMENSION
1	56.000<56.006 mm	1 (Black)	2 mm, 0 to -0.006 mm
2	56.006<56.012 mm	2 (No Color)	2 mm, +0.006 to 0 mm
3	56.012<56.018 mm	3 (Green)	2 mm, +0.012 to +0.006 mm

BEARINGS-CONNECTING ROD

STANDARD PROCEDURE

CONNECTING ROD - FITTING

 © 2011 Mitchell Repair Information Company, LLC.

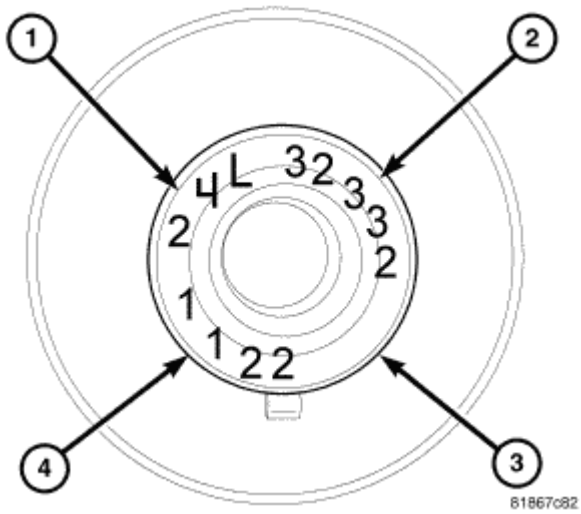


Fig. 214: Connecting Rod Bearing Identification
Courtesy of CHRYSLER LLC

There are three different sizes of rod bearings available. Connecting rod bearing identification (4) can be found on the nose of the crankshaft (3). Use the table below for proper bearing selection.

CONNECTING ROD BEARING SELECTION

CRANKSHAFT PIN DIAMETER GRADE	DIMENSION	CONNECTING ROD BEARING CLASSIFICATION	CONNECTING ROD BEARING DIMENSION
1	48 mm	1 (Black)	1.5 mm
2	48 mm	2 (No Color)	1.5 mm
3	48 mm	3 (Green)	1.5 mm

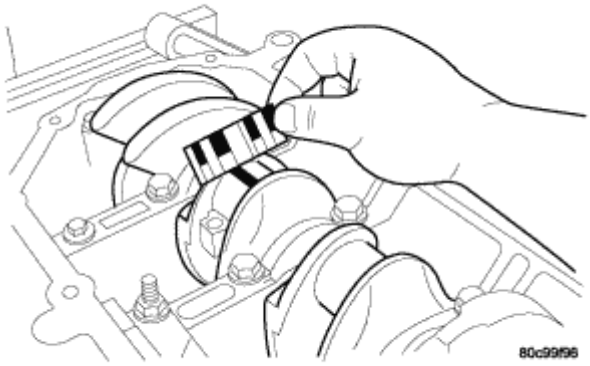


Fig. 215: Connecting Rod Bearing Clearance - Typical
Courtesy of CHRYSLER LLC

1. For measuring connecting rod bearing clearance procedure and use of Plastigage. See **STANDARD PROCEDURE**. For bearing clearance, see **SPECIFICATIONS**.

 © 2011 Mitchell Repair Information Company, LLC.

NOTE: The rod bolts should not be reused.

2. Before installing the **NEW** rod bolts the threads and under the bolt head should be oiled with clean engine oil.
3. Install each bolt finger tight then alternately tighten each bolt to assemble the cap properly.
4. Tighten the connecting rod bolts using the 2 step torque-turn method. Tighten according to the following values:

CAUTION: Do not use a torque wrench for the second step.

Tighten the bolts to 20 N.m (15 ft. lbs.).
Tighten the connecting rod bolts an additional 90°.

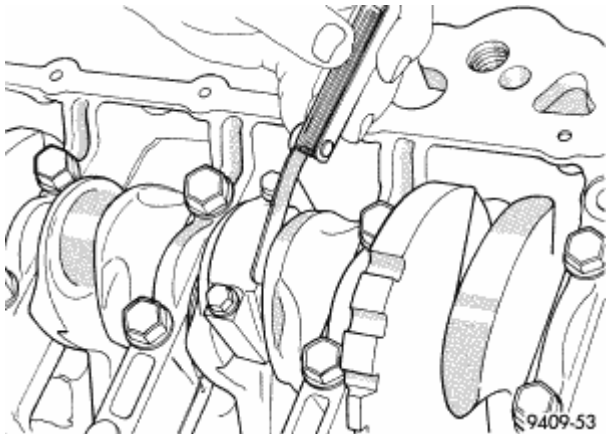


Fig. 216: Connecting Rod Side Clearance
Courtesy of CHRYSLER LLC

5. Using a feeler gauge, check connecting rod side clearance. For clearance specifications, see **SPECIFICATIONS**.

RINGS-PISTON

STANDARD PROCEDURE

PISTON RING - FITTING

 © 2011 Mitchell Repair Information Company, LLC.

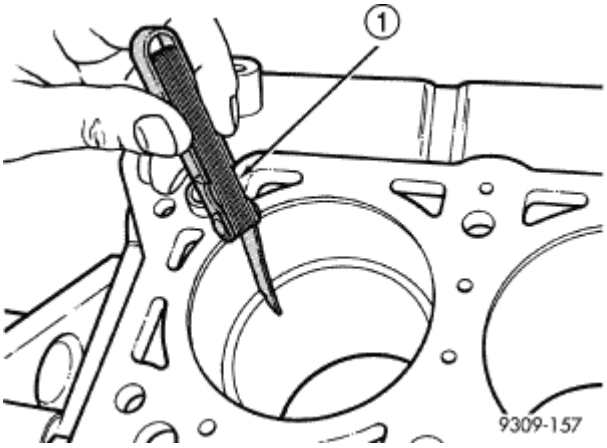


Fig. 217: Checking Ring Gap
Courtesy of CHRYSLER LLC

1. Wipe cylinder bore clean. Insert ring and push down with piston to ensure it is square in bore. The ring gap measurement must be made with the ring positioning at least 13 mm (0.50 inch) from bottom of cylinder bore and below the bottom of the oil ring travel where cylinder bore has minimal wear. Check gap with feeler gauge. Refer to **SPECIFICATIONS** .

NOTE: Ring end gap measurements are sensitive to the ring being square in the bore. Care must be used to avoid tilting the rings in cylinder bores when taking measurements.

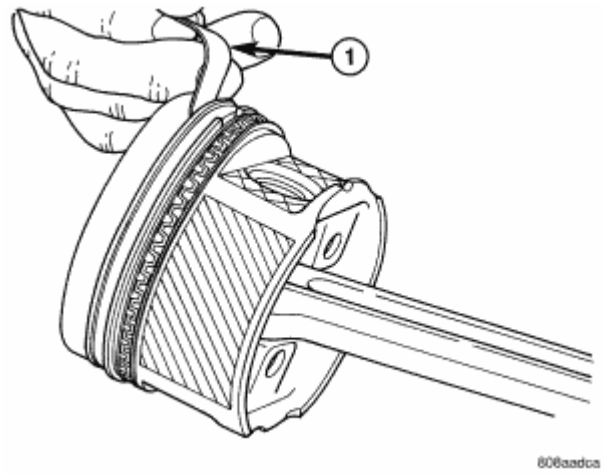


Fig. 218: Checking Ring-To-Groove Side Clearance
Courtesy of CHRYSLER LLC

2. Check piston ring to groove side clearance. Refer to **SPECIFICATIONS** .

CAUTION: Exercise care when using tools on piston. Do not scratch or gouge piston surface or ring grooves as this may cause engine damage.

REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

PISTON RINGS

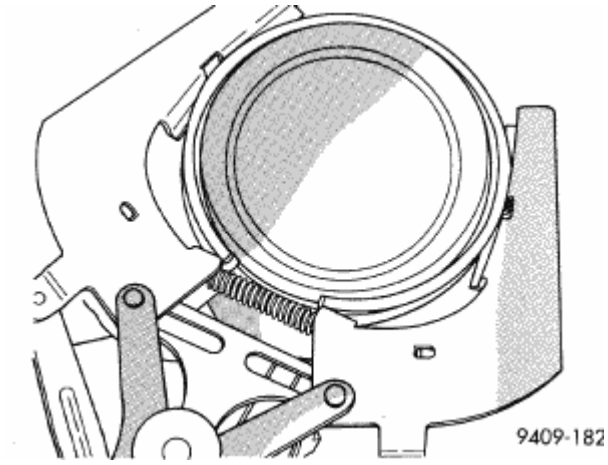


Fig. 219: Ring Expander
Courtesy of CHRYSLER LLC

1. Using a suitable ring expander, remove upper and intermediate piston rings.
2. Remove the upper oil ring side rail, lower oil ring side rail and then oil ring expander from piston.
3. Clean ring grooves of any carbon deposits.

INSTALLATION

PISTON RINGS

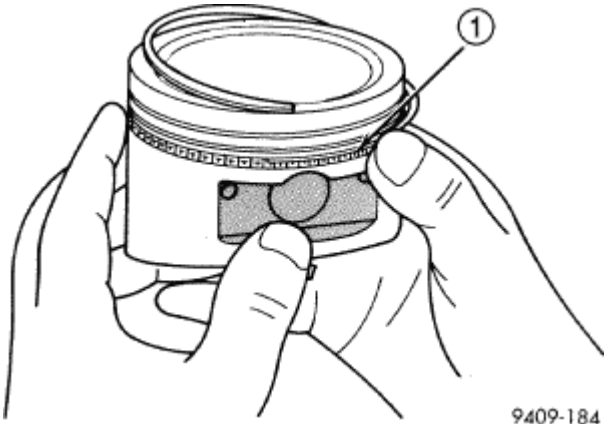


Fig. 220: Installing Side Rail
Courtesy of CHRYSLER LLC

NOTE: The identification mark on face of upper and intermediate piston rings must point toward top of piston.

CAUTION: Install piston rings in the following order:

 © 2011 Mitchell Repair Information Company, LLC.

Oil ring expander.

Upper oil ring side rail.

Lower oil ring side rail.

No. 2 Intermediate piston ring.

No. 1 Upper piston ring.

1. Install oil ring expander.
2. Install upper side rail first and then the lower side rail. Install the side rails by placing one end between the piston ring groove and the oil ring expander. Hold end firmly and press down the portion to be installed until side rail is in position. **Do not use a piston ring expander.**

NOTE: The compression rings are marked Y1 for the upper compression ring and Y2 for the second compression ring. These markings must face upward.

3. Install No. 2 piston ring and then No. 1 piston ring.

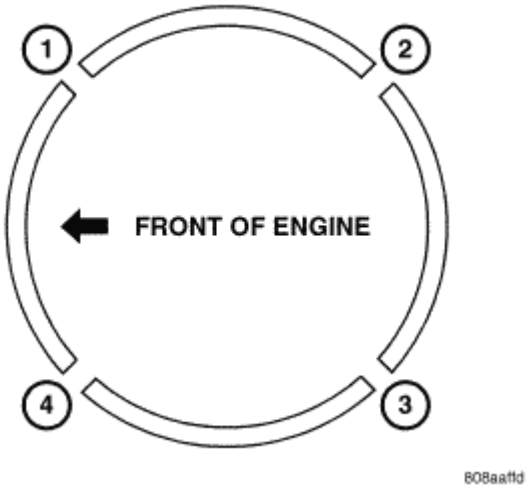


Fig. 221: Piston Ring End Gap Position
Courtesy of CHRYSLER LLC

4. Position piston ring end gaps as shown in illustration.
5. Position oil ring expander gap at least 45° from the side rail gaps but **not** on the piston pin center or on the thrust direction. Staggering ring gap is important for oil control.

DAMPER-VIBRATION

REMOVAL

CRANKSHAFT DAMPER

 © 2011 Mitchell Repair Information Company, LLC.

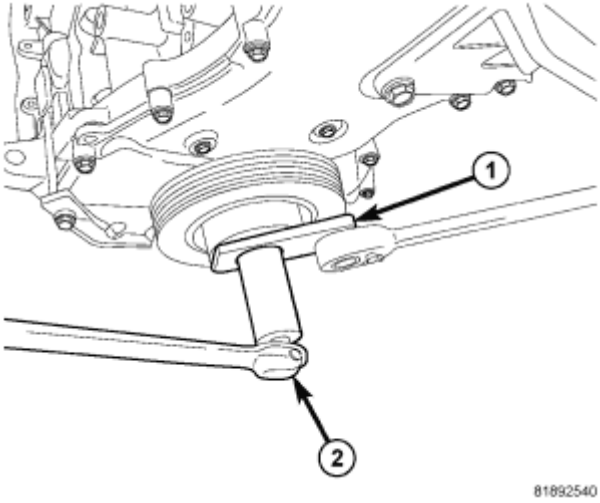


Fig. 222: Removing/Installing Damper
Courtesy of CHRYSLER LLC

1. Remove accessory drive belts. Refer to **REMOVAL** .
2. Install Damper holder 9707 (1).
3. Remove crankshaft damper bolt.
4. Pull damper off crankshaft.

INSTALLATION

CRANKSHAFT DAMPER

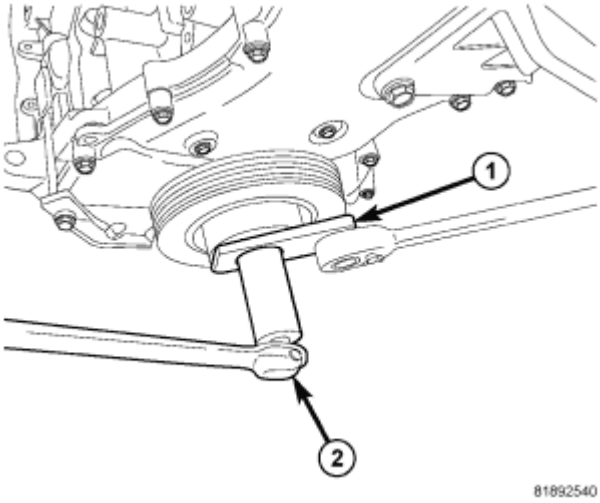


Fig. 223: Removing/Installing Damper
Courtesy of CHRYSLER LLC

1. Install crankshaft damper.
2. Apply clean engine oil crankshaft damper bolt threads and between bolt head and washer. Tighten bolt to 210 N.m (155 ft. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

3. Install accessory drive belts. Refer to **INSTALLATION** .

FRAME-LADDER

REMOVAL

REMOVAL

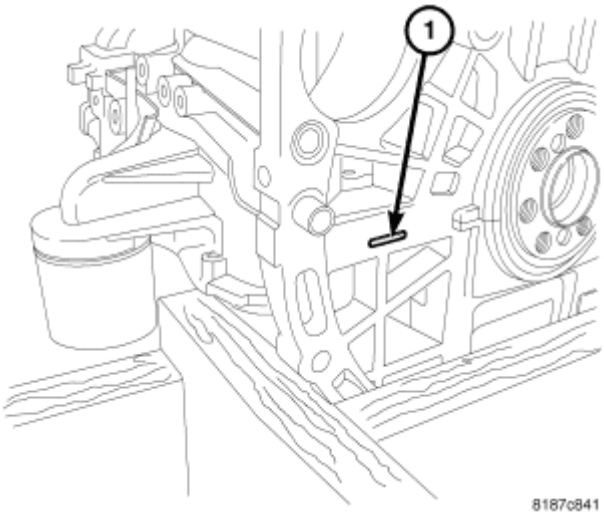


Fig. 224: Rear Of Block Ladder Frame Pry Point
Courtesy of CHRYSLER LLC

1. Remove oil pan. See **REMOVAL**.
2. Remove balance shaft assembly. See **REMOVAL**.
3. Remove ladder frame retaining bolts.
4. Remove ladder frame using pry point cast in the rear of the block (1).

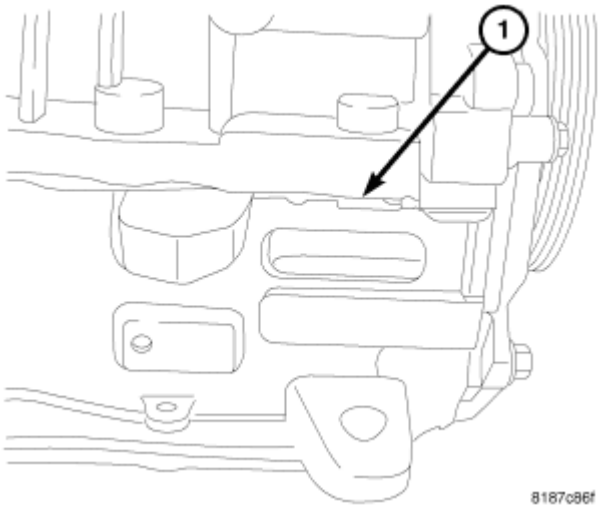


Fig. 225: Right Side Of Block Ladder Frame Pry Point
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

5. To assist in removing the ladder frame another (1) pry point cast in the right side of the block.

CLEANING

CLEANING

Clean ladder frame with a plastic or wooden scraper and a suitable solvent. See **STANDARD PROCEDURE**.

INSTALLATION

LADDER FRAME

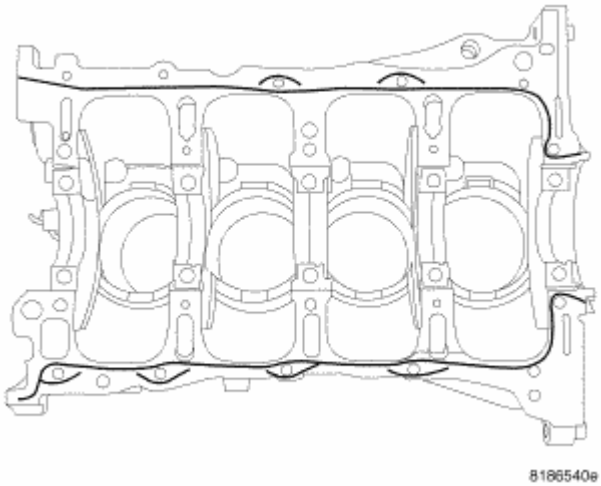


Fig. 226: Bead Of Sealant
Courtesy of CHRYSLER LLC

NOTE: When using RTV, the sealing surfaces must be clean and free from grease and oil.

NOTE: When using RTV, parts should be assembled in 10 minutes and tighten to final torque within 45 minutes.

1. Apply a 2 mm bead of Mopar® engine sealant RTV or equivalent as shown in illustration.

 © 2011 Mitchell Repair Information Company, LLC.

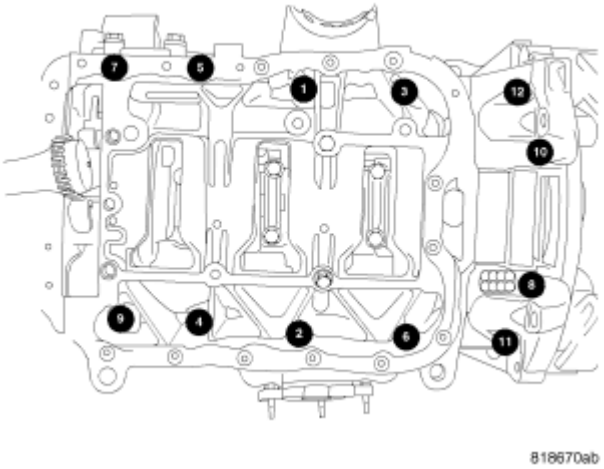


Fig. 227: Torque Sequence
Courtesy of CHRYSLER LLC

2. Install bolts and tighten as shown in illustration following a two step method.
   First: All to 10 N.m (89 in. lbs.).
   Second: All to 26 N.m (19 ft. lbs.).
3. Install balance shaft module. See **INSTALLATION**.
4. Install oil pan. See **INSTALLATION**.

ENGINE MOUNTING

DESCRIPTION

ENGINE MOUNTING

The engine mounting system consists of a four-point system utilizing two load-carrying mounts and two torque controlling mounts. The load-carrying mounts are located on each frame rail. The right and left mounts are hydro-elastic mounts. The two torque controlling mounts are attached to a fore/aft member and the front and rear of the engine.

OPERATION

ENGINE MOUNT

The four-point engine mounting system minimizes the transmission of structure-borne engine noise to the passenger compartment. The load-carrying right and left mounts dampen and isolate vertical motion and vibration. The front and rear mount absorb torque reaction forces and torsional vibrations.

MOUNT-LEFT

REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

ENGINE MOUNT - LEFT

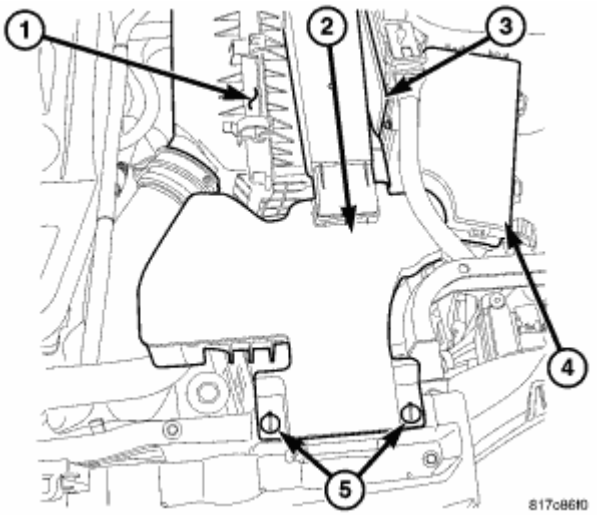


Fig. 228: Air Cleaner Housing Assembly
Courtesy of CHRYSLER LLC

1. Remove air cleaner inlet (2) and air cleaner housing (1).

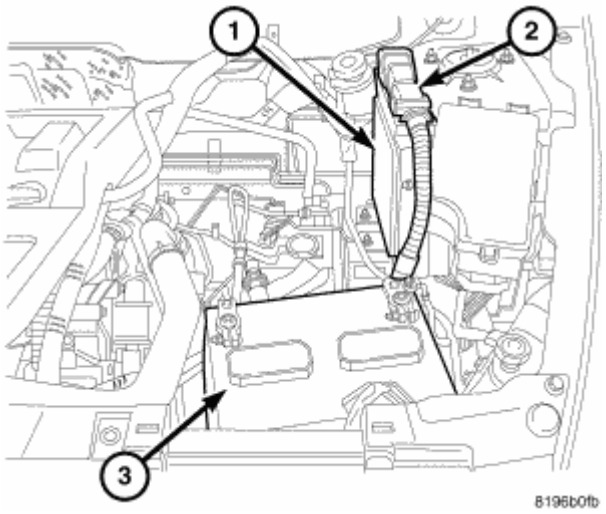


Fig. 229: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

2. Remove PCM (1).
3. Remove PCM mounting bracket.
4. Disconnect negative cable from battery (3).
5. Support transaxle with a suitable jack.

 © 2011 Mitchell Repair Information Company, LLC.

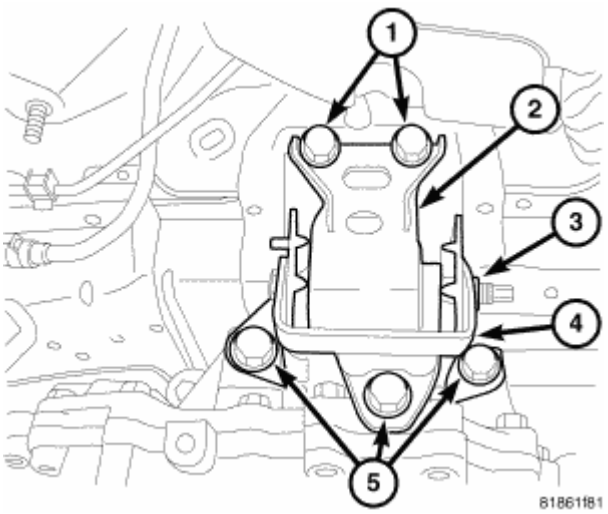


Fig. 230: Left Mount
Courtesy of CHRYSLER LLC

6. Remove left mount through bolt (3).
7. Remove left mount bracket to body frame rail fasteners (1).
8. Remove mount.

INSTALLATION

ENGINE MOUNT - LEFT

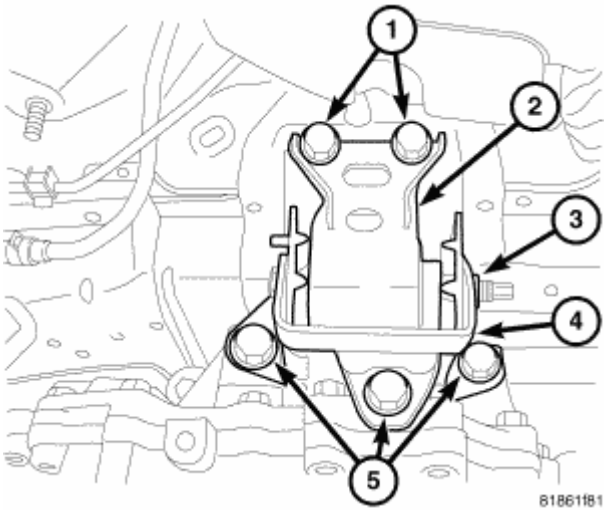


Fig. 231: Left Mount
Courtesy of CHRYSLER LLC

1. Position mount (2) in place.
2. Install left mount to frame rail bolts (1) and torque to 75 N.m (55 ft. lbs.).
3. Install mount through bolt (3) and torque to 100 N.m (74 ft.lbs.).
4. Remove jack.

 © 2011 Mitchell Repair Information Company, LLC.

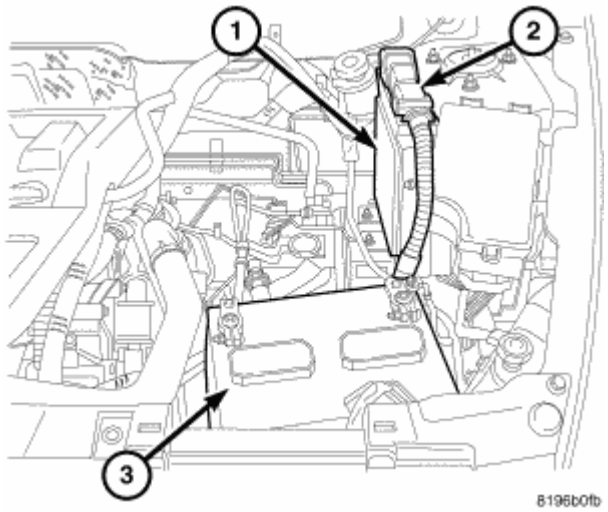


Fig. 232: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

5. Install PCM mounting bracket.
6. Install PCM (1).
7. Connect negative cable to battery (3).

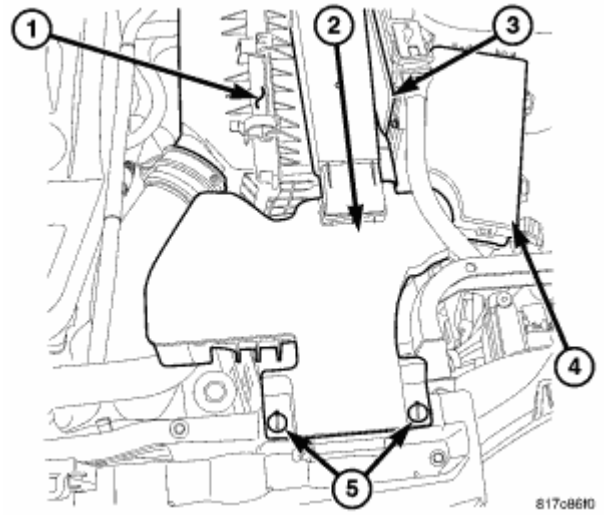


Fig. 233: Air Cleaner Housing Assembly
Courtesy of CHRYSLER LLC

8. Install air cleaner housing (1) and air cleaner inlet (2).

MOUNT-RIGHT

REMOVAL

ENGINE MOUNT - RIGHT

 © 2011 Mitchell Repair Information Company, LLC.

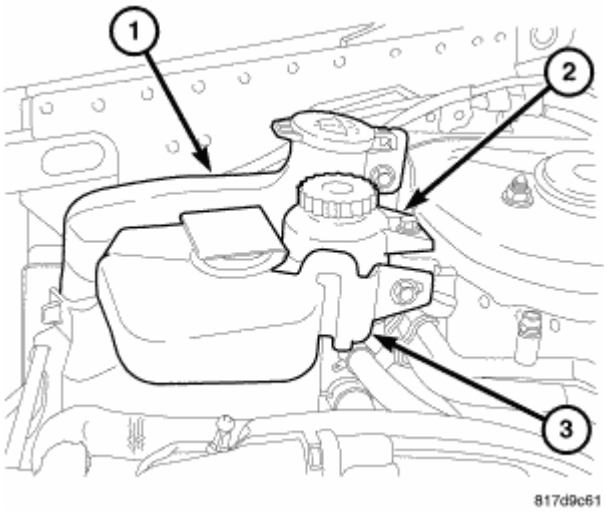


Fig. 234: Coolant Reservoir
Courtesy of CHRYSLER LLC

1. Remove coolant reservoir (3) and set aside.
2. Remove power steering reservoir (2) and set aside.
3. Remove windshield washer bottle (1).

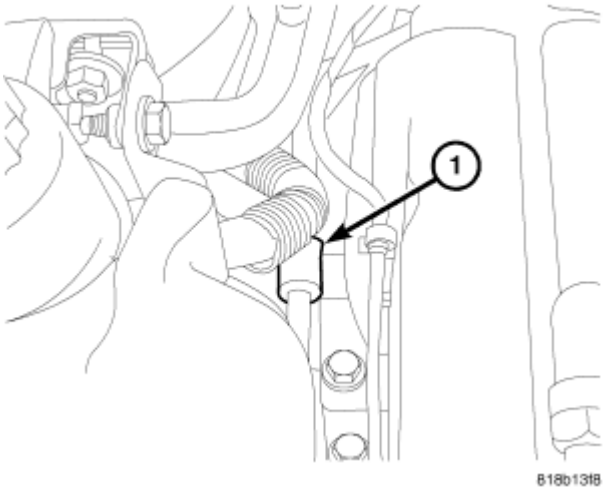


Fig. 235: Power Steering Line Support Bracket
Courtesy of CHRYSLER LLC

4. Remove power steering line support bracket (1) from engine mount.

 © 2011 Mitchell Repair Information Company, LLC.

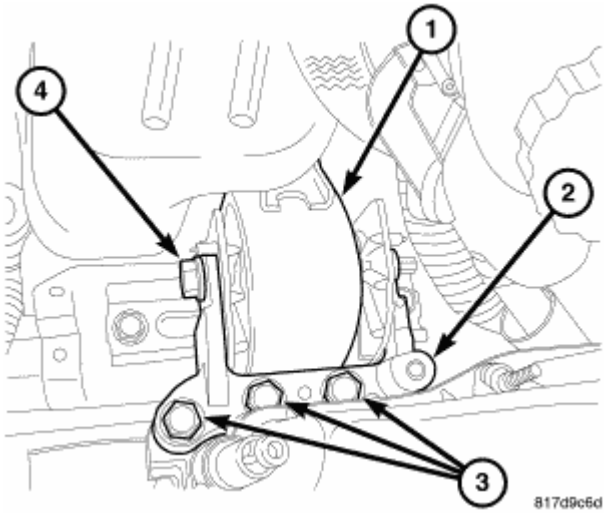


Fig. 236: Right Mount
Courtesy of CHRYSLER LLC

5. Support transaxle with a block of wood and a suitable jack.
6. Remove engine mount through bolt (4).
7. Remove engine mount bracket bolts (3).
8. Remove engine mount retaining bolts.
9. Remove engine mount.

INSTALLATION

ENGINE MOUNT - RIGHT

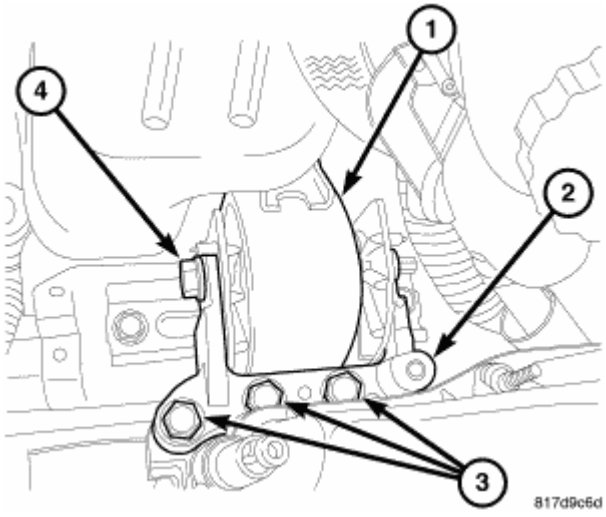


Fig. 237: Right Mount
Courtesy of CHRYSLER LLC

1. Position right engine mount (1).
2. Install engine mount retaining bolts and tighten to 75 N.m (55 ft. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

3. Install engine mount adapter (2) and tighten bolts (3) to 68 N.m (50 ft. lbs.).
4. Install engine mount through bolt (4) and tighten to 88 N.m (65 ft. lbs.).

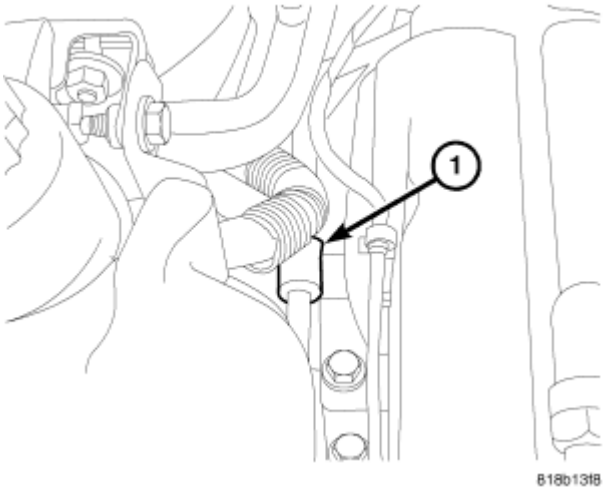


Fig. 238: Power Steering Line Support Bracket
Courtesy of CHRYSLER LLC

5. Remove jack.
6. Install power steering line support bracket (1) at engine mount.

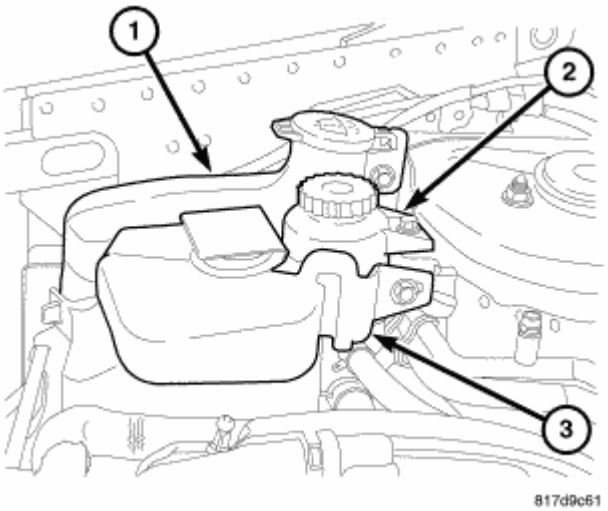


Fig. 239: Coolant Reservoir
Courtesy of CHRYSLER LLC

7. Install windshield washer bottle (1).
8. Install power steering reservoir (2).
9. Install coolant reservoir (3).
10. Install engine cover.

 © 2011 Mitchell Repair Information Company, LLC.

MOUNT-FRONT

REMOVAL

REMOVAL

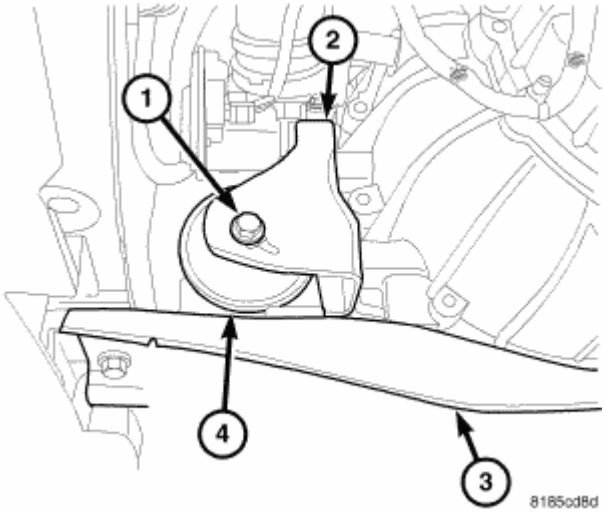


Fig. 240: Front Mount
Courtesy of CHRYSLER LLC

1. Raise vehicle.
2. Remove fore aft member (3) to mount (4) bolts.
3. Remove mount through bolt (1).
4. Remove fore aft member (3) mounting bolts and remove.
5. Remove front mount (4).

INSTALLATION

INSTALLATION

 © 2011 Mitchell Repair Information Company, LLC.

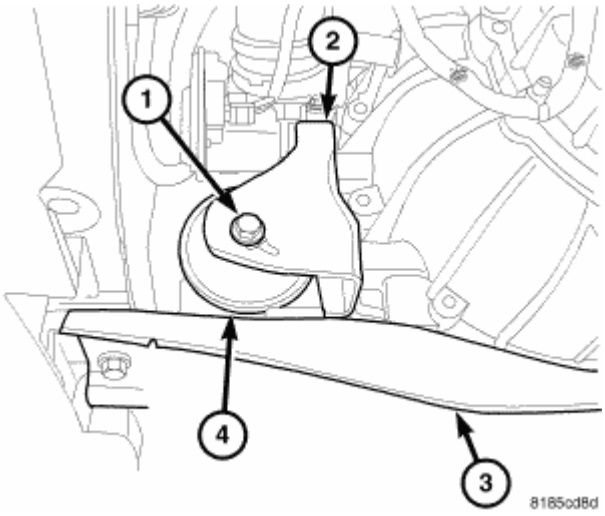


Fig. 241: FRONT MOUNT THROUGH BOLT
Courtesy of CHRYSLER LLC

1. Position mount (4) and tighten bolts to 47 N.m (35 ft. lbs.).
2. Install fore aft member (3) and tighten bolts to 100 N.m (74 ft. lbs.).
3. Install mount through bolt (1) and tighten to 47 N.m (35 ft. lbs.).
4. Lower vehicle.

MOUNT-REAR

REMOVAL

REMOVAL

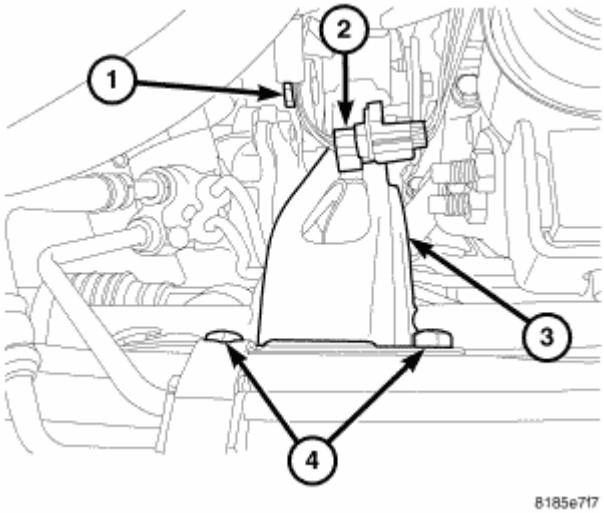


Fig. 242: Rear Mount
Courtesy of CHRYSLER LLC

1. Remove rear mount retaining bolts (4).

 © 2011 Mitchell Repair Information Company, LLC.

2. Remove rear mount through bolt (1).
3. Remove oxygen sensor connector (2) from mount.
4. Remove rear mount (3).

INSTALLATION

INSTALLATION

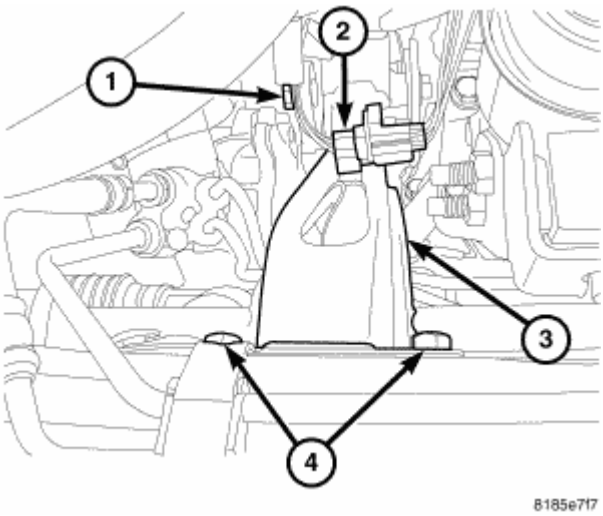


Fig. 243: Rear Mount
Courtesy of CHRYSLER LLC

1. Position rear mount (3).
2. Install rear mount retaining bolts (4) and tighten to 50 N.m (37 ft. lbs.).
3. Install rear mount through bolt (1) and tighten to 47 N.m (35 ft. lbs.).
4. Install oxygen sensor connector (2) retainer to mount (3).

LUBRICATION

DESCRIPTION

ENGINE LUBRICATION SYSTEM

 © 2011 Mitchell Repair Information Company, LLC.

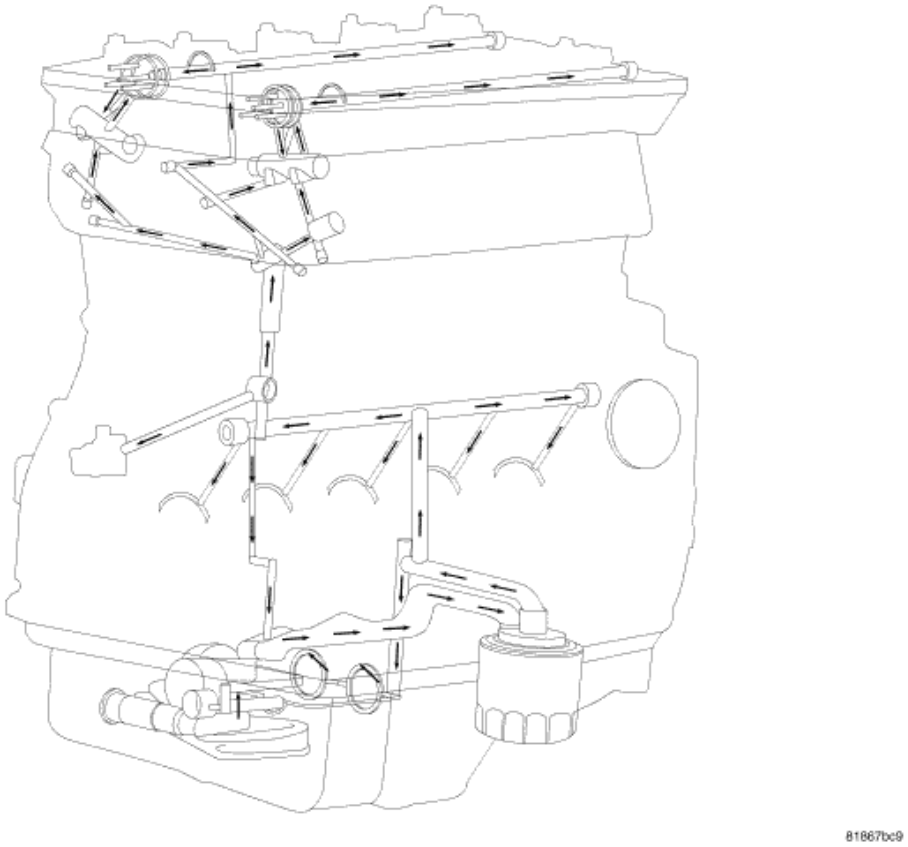


Fig. 244: OIL FLOW DIAGRAM
Courtesy of CHRYSLER LLC

The lubrication system is a full-flow filtration, pressure feed type. The balance shaft module (BSM) is mounted below the ladder frame and chain driven by the crankshaft. The BSM consists of a non-serviceable pump, oil pressure relief valve, and a non-serviceable balance assembly.

OPERATION

ENGINE LUBRICATION SYSTEM

Engine oil is drawn up through the pickup tube and is pressurized by the oil pump and routed through the full-flow filter to the main oil gallery running the length of the cylinder block. A diagonal hole in each bulkhead feeds oil to each main bearing. Drilled passages within the crankshaft route oil from main bearing journals to connecting rod journals. Balance shaft lubrication is provided through an internal oil passage at the #3 bearing location around the BSM mounting bolt. A vertical hole at the number one bulkhead routes pressurized oil through a filter screen and head gasket up to the cylinder head. The oil then divides into three passages; one to the intake cam phaser, one to the exhaust cam phaser and one to the camshafts. The passage to the camshafts divides to feed both of the hollow camshafts at the second cam journal. The rest of cam journals are feed oil through the hollow camshafts. The #1 cam journals are fed oil through the VVT oil passages. Oil passages to the phasers are directed through the OCV (oil control valves) to the #1 journals. The oil then flows through the camshafts then to the cam phasers. Oil returning to the pan from pressurized components supplies lubrication to the valve stems, cam lobes, and tappets. Cylinder bores and wrist pins are splash lubricated from directed slots on the connecting rod thrust collars.

 © 2011 Mitchell Repair Information Company, LLC.

DIAGNOSIS AND TESTING

CHECKING ENGINE OIL PRESSURE

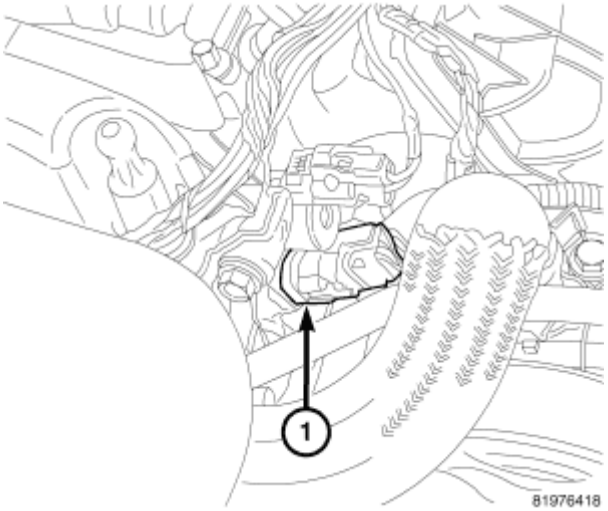


Fig. 245: Oil Temperature Sensor
Courtesy of CHRYSLER LLC

NOTE: Anytime the oil temperature sensor is removed, it should be replaced with a new sensor.

1. Disconnect and remove oil temperature sensor (1).

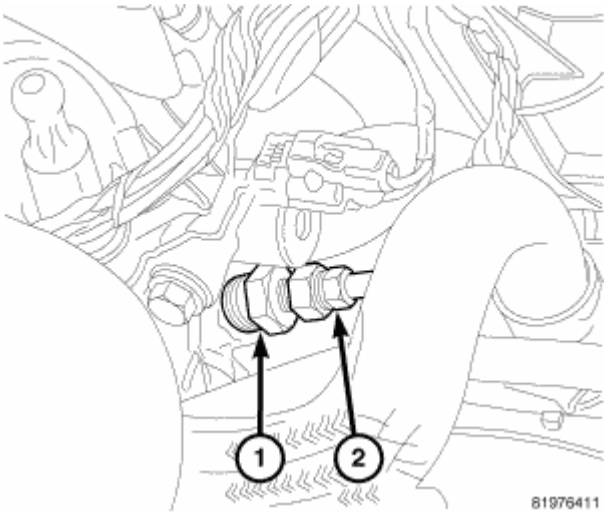


Fig. 246: Threaded Adapter 9879
Courtesy of CHRYSLER LLC

CAUTION: Threads in cylinder head are British Standard Pipe (BSP). Do not install a NPT threaded adapter, this could crack the cylinder block.

 © 2011 Mitchell Repair Information Company, LLC.

2. Install threaded adapter 9879 (1).
3. Install oil pressure gauge (2).

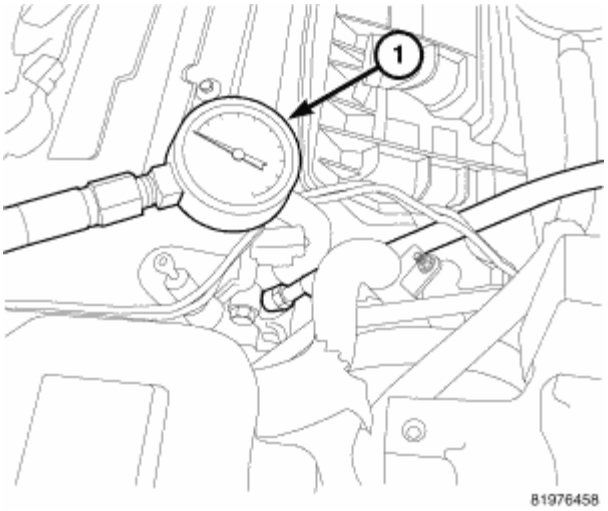


Fig. 247: Checking Engine Oil Pressure
Courtesy of CHRYSLER LLC

4. Start engine and record reading on oil pressure gauge (1).

CAUTION: If oil pressure is 0 at idle, do not perform the 3000 RPM test

5. If oil pressure is 0 at idle, shut off engine. Check for pressure relief valve stuck open, a clogged oil pick-up screen.
6. Remove oil pan and inspect for debris. See **REMOVAL**.
7. Remove oil pressure relief valve. See **REMOVAL**
8. Inspect oil pressure relief valve. See **INSPECTION**. If damaged, replace valve.
9. If pressure relief valve is okay, replace balance shaft module assembly. See **REMOVAL**.

 © 2011 Mitchell Repair Information Company, LLC.

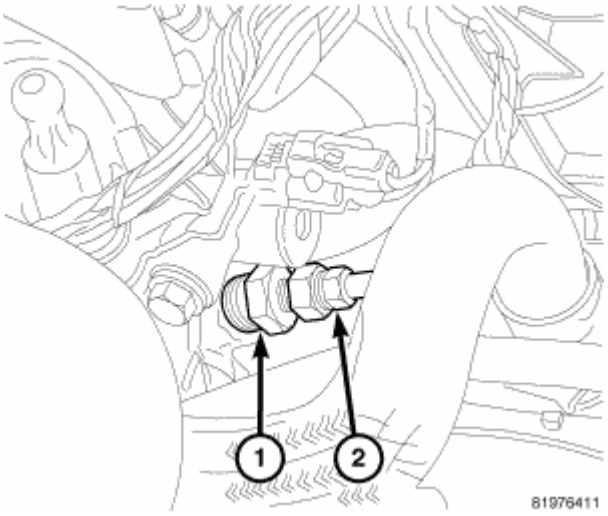


Fig. 248: Threaded Adapter 9879
Courtesy of CHRYSLER LLC

10. After test is complete, remove oil pressure gauge (2) and adapter 9879 (1).

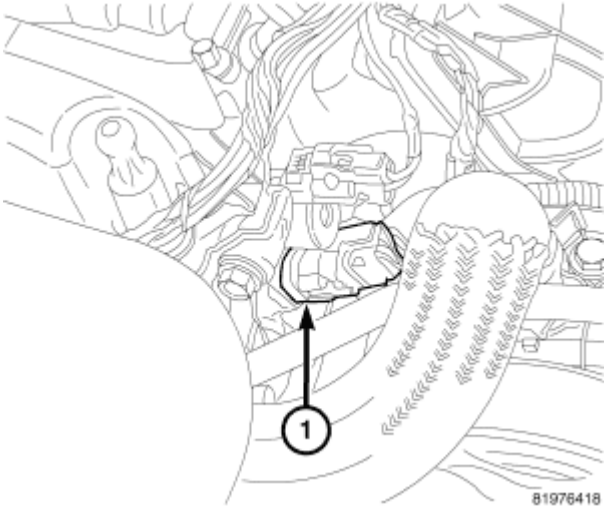


Fig. 249: Oil Temperature Sensor
Courtesy of CHRYSLER LLC

11. Install a new oil pressure temperature sensor (1) and connect electrical connector.

DIAGNOSIS AND TESTING-VVT OIL PRESSURE

This test can be used to help diagnose VVT faults.

 © 2011 Mitchell Repair Information Company, LLC.

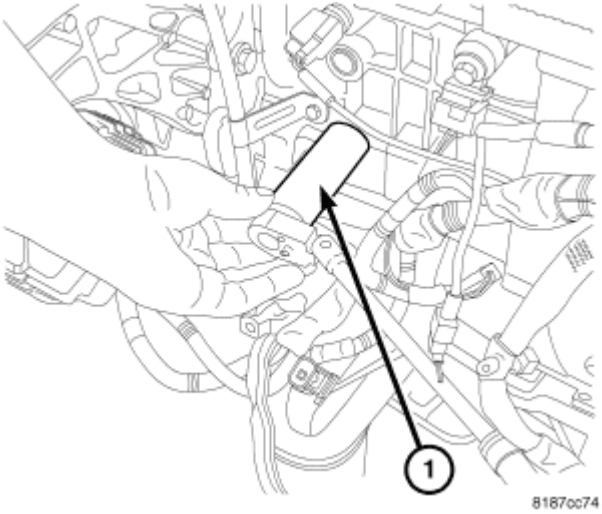


Fig. 250: Oil Pressure Sensor
Courtesy of CHRYSLER LLC

1. Disconnect and remove oil pressure sensor (1).

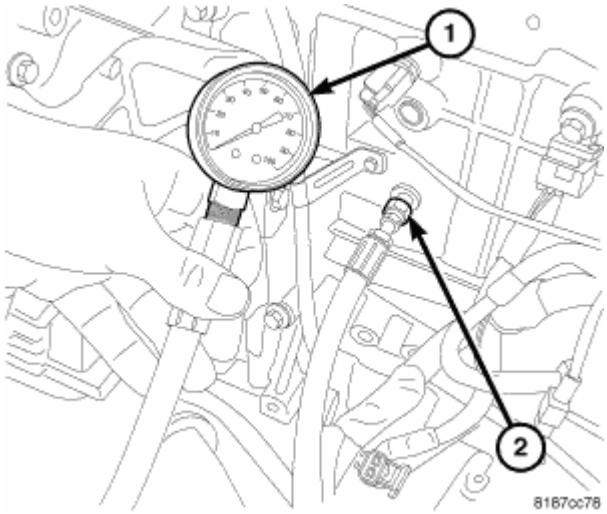


Fig. 251: Checking Engine Oil Pressure
Courtesy of CHRYSLER LLC

CAUTION: Threads in block are 1/8"-28 British Standard Pipe (BSP). Do not install a National Pipe Thread (NPT) threaded adapter, this could crack the cylinder block.

2. Install an 1/8-28 BSP male to 1/8-27 female threaded adapter (2).
3. Install oil pressure gauge (1).
4. Start engine and record oil pressure.

CAUTION: If oil pressure is 0 at idle, do not perform the 3000 RPM test

 © 2011 Mitchell Repair Information Company, LLC.

5. If oil pressure is 0 at idle, shut off engine. check for pressure relief valve stuck open, a clogged oil pick-up screen.
6. Remove oil pan and inspect for debris. See **REMOVAL**.
7. Remove oil pressure relief valve, and inspect. If damaged replace pressure relief valve. See **REMOVAL**
8. If pressure relief valve is okay, replace balance shaft module assembly. See **REMOVAL**.

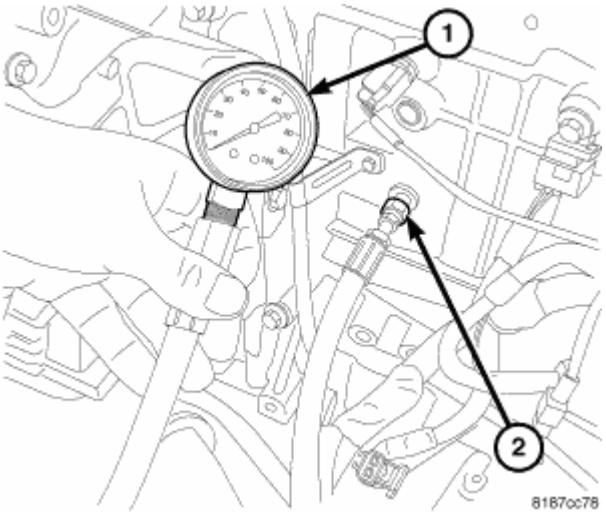


Fig. 252: Checking Engine Oil Pressure
Courtesy of CHRYSLER LLC

9. After test is complete, remove test gauge (1) and fitting (2).

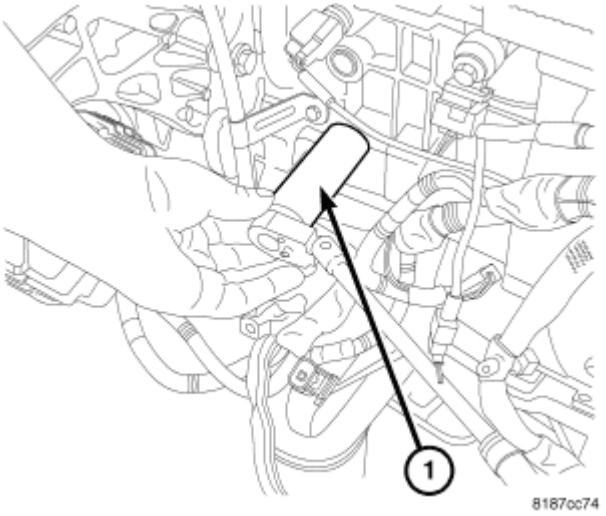


Fig. 253: Oil Pressure Sensor
Courtesy of CHRYSLER LLC

10. Install oil pressure sensor and electrical connector.

 © 2011 Mitchell Repair Information Company, LLC.

OIL

STANDARD PROCEDURE

ENGINE OIL AND FILTER CHANGE

WARNING: New or used engine oil can be irritating to the skin. Avoid prolonged or repeated skin contact with engine oil. Contaminants in used engine oil, caused by internal combustion, can be hazardous to your health. Thoroughly wash exposed skin with soap and water. Do not wash skin with gasoline, diesel fuel, thinner, or solvents, health problems can result. Do not pollute, dispose of used engine oil properly. Contact your dealer or government agency for location of collection center in your area.

Change engine oil at mileage and time intervals described in the Maintenance Schedule. Refer to **DESCRIPTION** .

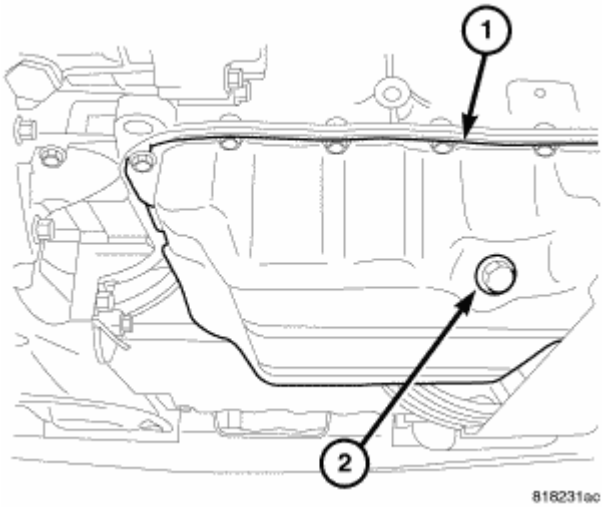


Fig. 254: Oil Drain Plug
Courtesy of CHRYSLER LLC

1. Run engine until achieving normal operating temperature.
2. Position the vehicle on a level surface and turn engine off.
3. Remove oil fill cap.
4. Raise vehicle on hoist.
5. Place a suitable oil collecting container under oil pan drain plug (2).
6. Remove oil pan drain plug (2) or and allow oil to drain into collecting container. Inspect drain plug threads for stretching or other damage. Replace drain plug and gasket if damaged.

 © 2011 Mitchell Repair Information Company, LLC.

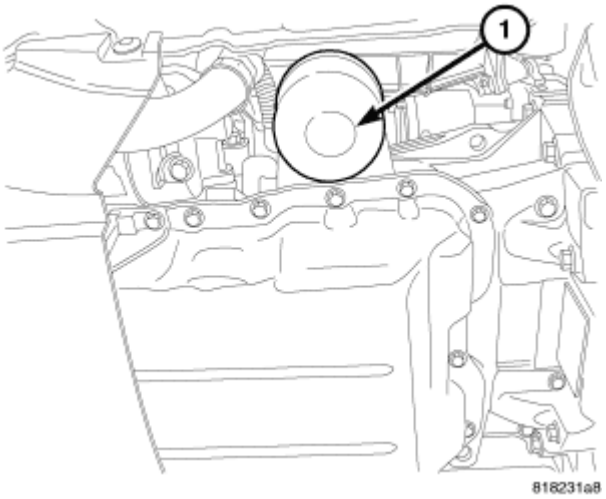


Fig. 255: Oil Filter
Courtesy of CHRYSLER LLC

7. Remove oil filter (1). See **REMOVAL**.

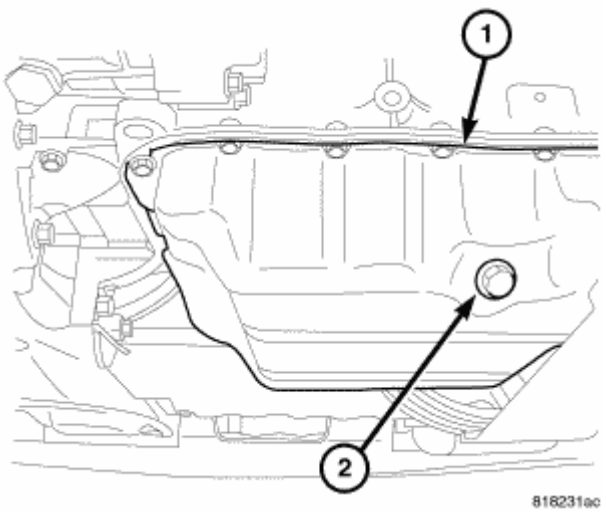


Fig. 256: Oil Drain Plug
Courtesy of CHRYSLER LLC

8. Install oil pan drain plug (2) and tighten drain plug to 40 N.m (30 ft. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

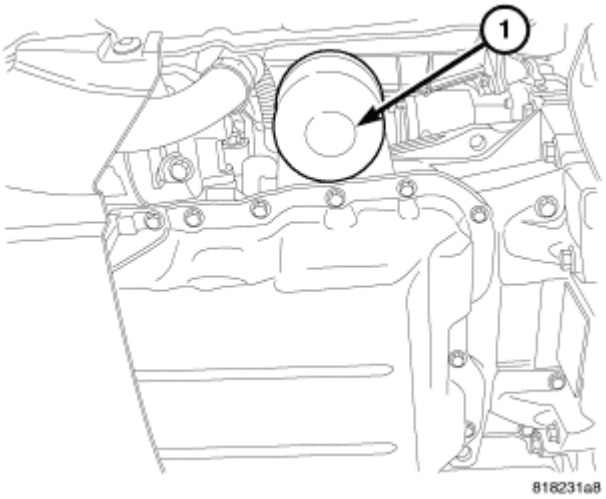


Fig. 257: Oil Filter
Courtesy of CHRYSLER LLC

9. Install new oil filter (1). See **INSTALLATION**.
10. Lower vehicle and fill crankcase with specified type and amount of engine oil. Refer to **SPECIFICATIONS** and **DESCRIPTION** .
11. Install oil fill cap.
12. Start engine and inspect for leaks.
13. Stop engine and inspect oil level.

OIL FILTER SPECIFICATION

All engines are equipped with a high quality full-flow, disposable type oil filter. Replace oil filter with a Mopar® or the equivalent.

USED ENGINE OIL DISPOSAL

Care should be exercised when disposing used engine oil after it has been drained from a vehicle engine. Refer to the WARNING above.

ENGINE OIL LEVEL CHECK

 © 2011 Mitchell Repair Information Company, LLC.

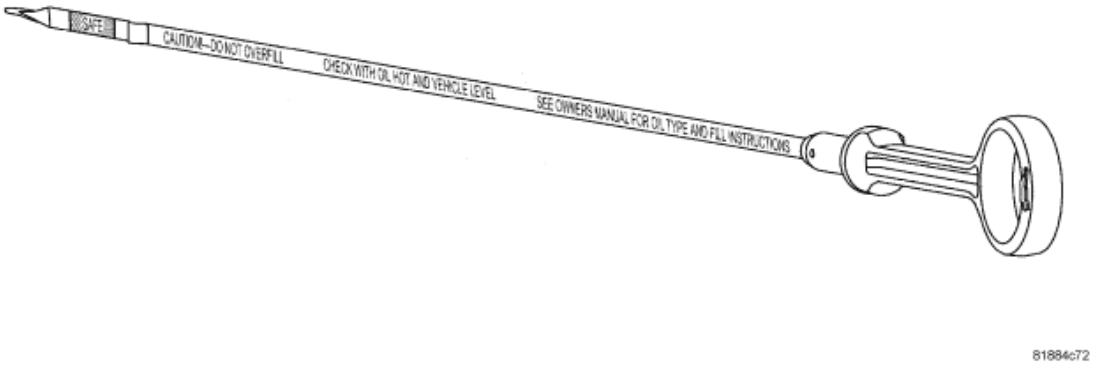


Fig. 258: Engine Oil Dipstick
Courtesy of CHRYSLER LLC

NOTE: The engine must be HOT when checking oil level.

The best time to check engine oil level is after the engine is at operating temperature. Allow the engine to be shut off for at least 5 minutes before checking oil level.

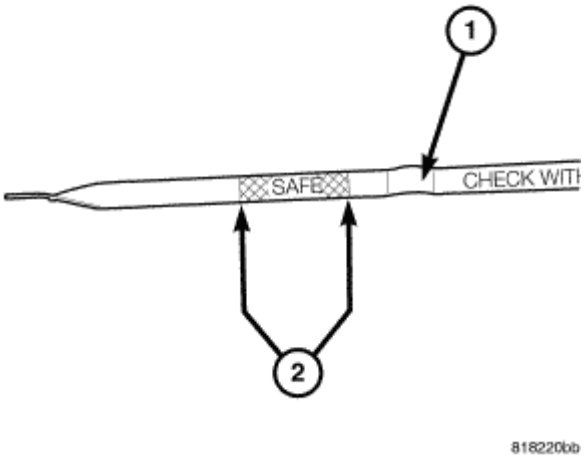


Fig. 259: Identifying SAFE Mark
Courtesy of CHRYSLER LLC

Checking the oil while the vehicle is on level ground will improve the accuracy of the oil level reading. Remove dipstick (1), and observe oil level. Add oil only when the level is at or below the SAFE mark. If the oil level is in the safe (2) range, do not add oil.

CAUTION: Do not operate engine if the oil level is above the MAX mark on the dipstick. Excessive oil volume can cause oil aeration which can lead to engine failure due to loss of oil pressure or increase in oil temperature.

 © 2011 Mitchell Repair Information Company, LLC.

FILTER-OIL

REMOVAL

OIL FILTER

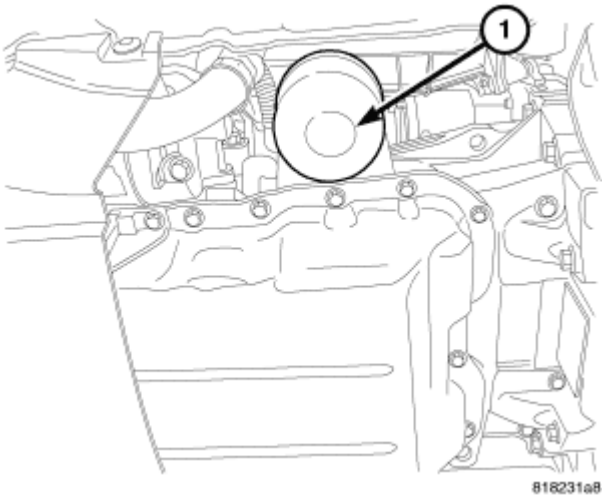


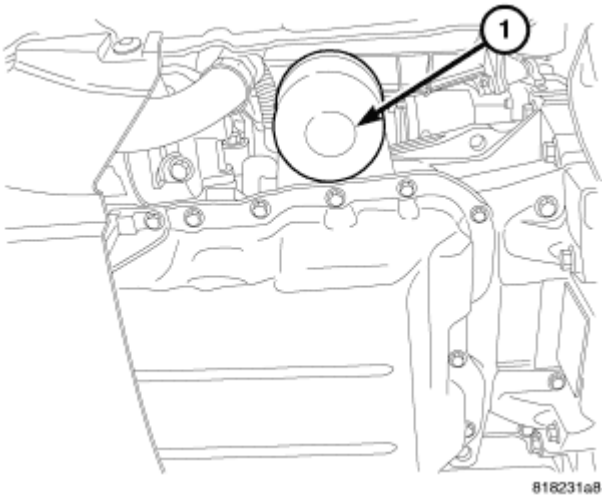
Fig. 260: Oil Filter
Courtesy of CHRYSLER LLC

CAUTION: When servicing the oil filter, avoid deforming the filter can by installing the remove/install tool band strap against the can to base lock seam. The lock seam joining the can to the base is reinforced by the base plate.

1. Using a suitable filter wrench, turn oil filter (1) counterclockwise to remove.

INSTALLATION

OIL FILTER



 © 2011 Mitchell Repair Information Company, LLC.

Fig. 261: Oil Filter
Courtesy of CHRYSLER LLC

1. Clean and check filter mounting surface. The surface must be smooth, flat and free of debris or pieces of gasket.
2. Lubricate new oil filter gasket.
3. Screw oil filter (1) on until the gasket contacts base. Tighten to 14 N.m (124 in. lbs.).

PAN-OIL

REMOVAL

OIL PAN

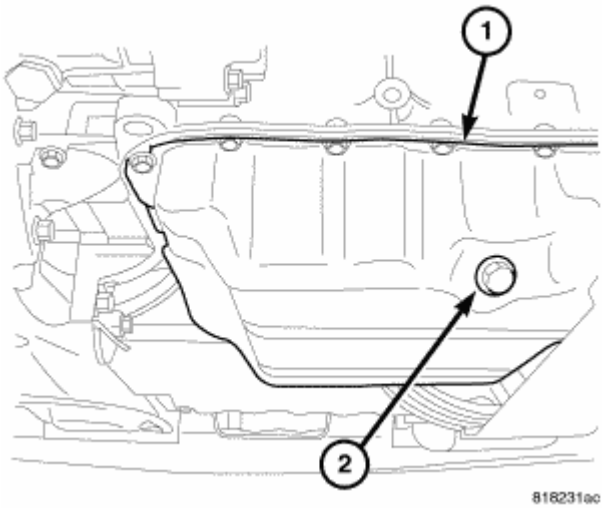


Fig. 262: Oil Drain Plug
Courtesy of CHRYSLER LLC

1. Raise vehicle on hoist.
2. Remove oil drain plug (2) and drain the engine oil.
3. Remove accessory drive belt splash shield.

 © 2011 Mitchell Repair Information Company, LLC.

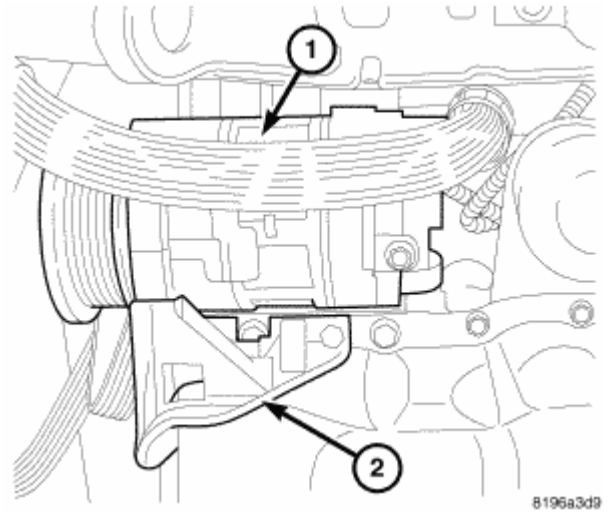


Fig. 263: A/C Mounting Bracket
Courtesy of CHRYSLER LLC

4. Remove lower A/C compressor mounting bolt (if equipped).
5. Remove A/C mounting bracket (2).

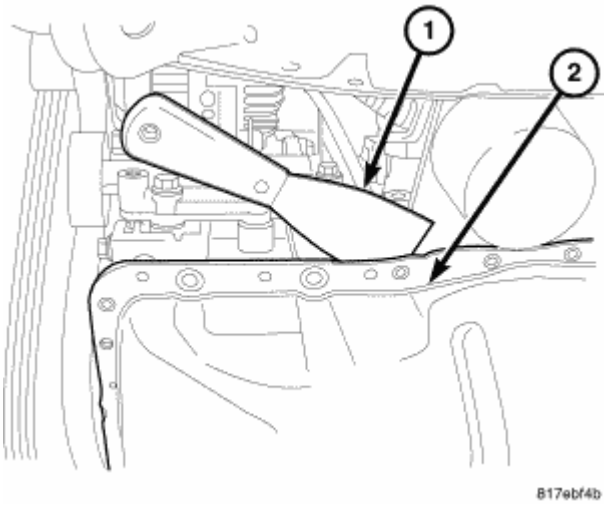


Fig. 264: Oil Pan Removal
Courtesy of CHRYSLER LLC

NOTE: Do not use pry points in block to remove oil pan.

6. Remove oil pan retaining bolts.
7. Using a putty knife (1), loosen seal around oil pan (2).
8. Remove oil pan (2).

INSTALLATION

OIL PAN

 © 2011 Mitchell Repair Information Company, LLC.

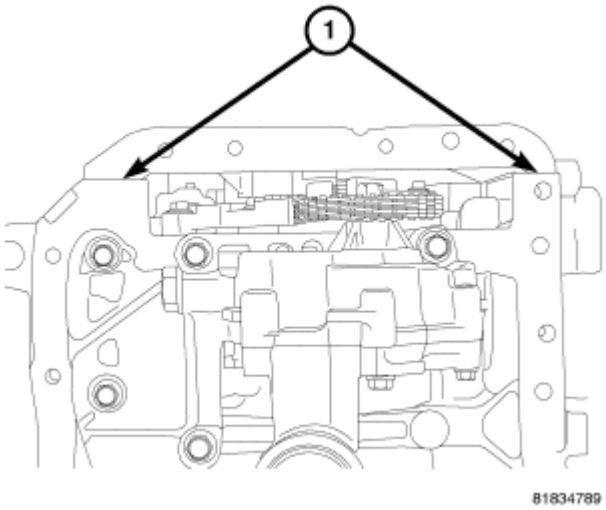


Fig. 265: Engine Block Parting Lines
Courtesy of CHRYSLER LLC

NOTE: Oil pan sealing surfaces must be free of grease or oil.

NOTE: Parts must be assembled within 10 minutes of applying RTV.

1. Apply Mopar® Engine RTV GEN II at the front cover to engine block parting lines (1).

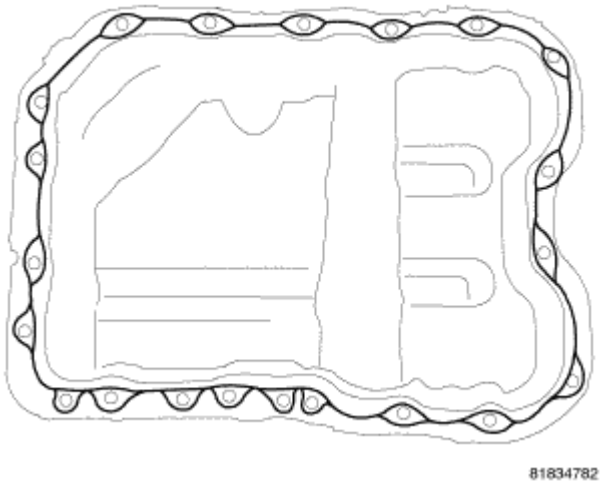


Fig. 266: Sealant Bead
Courtesy of CHRYSLER LLC

2. Apply a 2 mm bead of Mopar® Engine RTV GEN II around the oil pan as shown in illustration.
3. Position oil pan and install bolts. Tighten bolts to 12 N.m (105 in. lbs.).

NOTE: The 2 long bolts must be tightened to 22 N.m (195 in. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

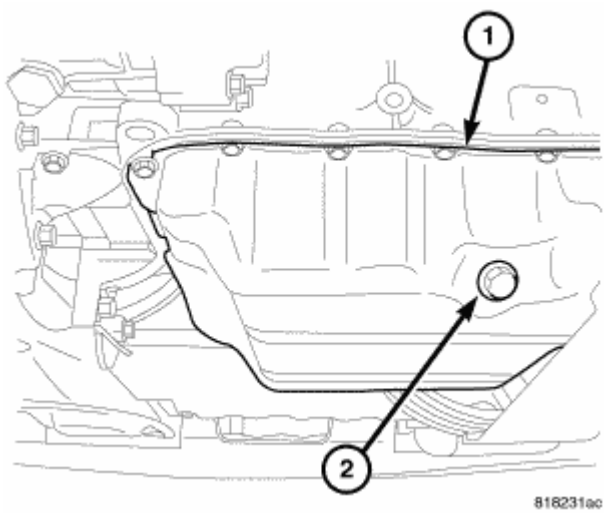


Fig. 267: Oil Drain Plug
Courtesy of CHRYSLER LLC

4. Install oil drain plug (2).
5. Lower vehicle and fill engine crankcase with proper oil to correct level.
6. Start engine and check for leaks.

OIL CONTROL VALVE

DESCRIPTION

SOLENOID-VARIABLE VALVE TIMING

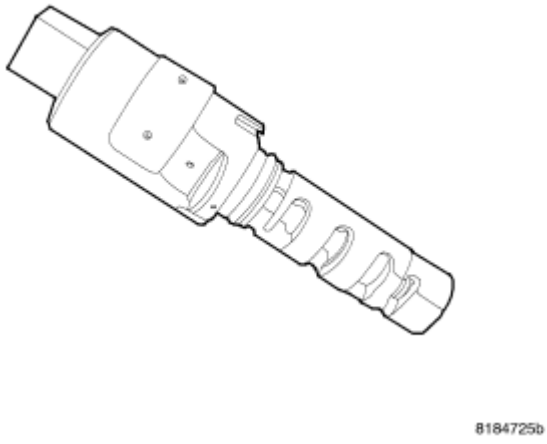


Fig. 268: Solenoid Assembly
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

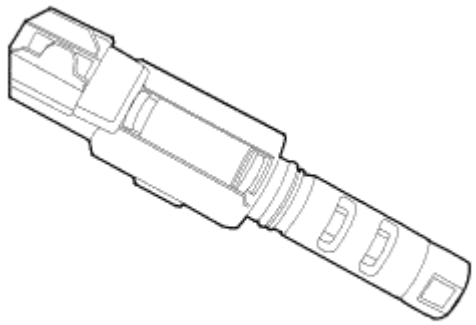


Fig. 269: Solenoid Assembly
Courtesy of CHRYSLER LLC

Variable valve timing solenoid assembly. The solenoid receives pulse width modulation signal and the current is controlled within 0 ma to 1000 ma. The spool position is controllable at any position to control supply of oil between the advance and retard ports.

OPERATION

SOLENOID-VARIABLE VALVE TIMING

There is both an Intake and an exhaust camshaft sensor on vehicles equipped with a World Engine. The variable valve timing system used on World Engines requires the exact position of both the intake and exhaust camshaft. The GPEC1 uses camshaft sensor data along with crankshaft data to determine the actual position of the camshafts. Intake and exhaust phaser oil control valves are required on World Engine vehicles using variable valve timing. The oil valves direct oil to the Intake and exhaust phasers. Oil pressure in the phasers moves the camshafts to an advanced or retarded position.

To resolve this inherent conflict between optimum high and low speed valve timing, the GPEC1 controlled engine uses a variable valve timing system. The variable valve timing system advances and retards valve timing by rotating the position of both the intake and exhaust camshafts. With this system, the intake valve opening can range from 80 to 120 crankshaft degrees after Top Dead Center. Likewise, the exhaust valve opening can range from 85 to 120 crankshaft degrees before Top Dead Center. This degree of flexibility provides many benefits, including: Improved Engine Performance, Increased Fuel Economy, Improved Idle Stability and Decreased Engine Emissions. In non operating condition, the camshaft stays in lockpin position of cam phases. This is 120 degrees ATDC for intake camshaft and 120 degrees BTDC for exhaust camshaft.

The variable valve timing system is electronically controlled and hydraulically operated. The GPEC1 receives information from many sensors to determine the optimum valve timing. It then pulse-width modulates oil control valves which direct oil to the cam phasers. The cam phasers use oil pressure to rotate the intake and exhaust camshafts. The rotation of the camshafts is referred to as cam phasing. Before the GPEC1 can begin commanding the camshaft phasing, several enabling conditions must be met:

The engine oil temperature must be at least -6.6°C (20°F)

 © 2011 Mitchell Repair Information Company, LLC.

The oil control valve coil temperature must be less than 140°C (284°F)
Engine speed must be at least 600 to 1000 rpm to achieve minimum oil pressure.
Battery voltage must be at least 10 volts
And there must be no camshaft or crankshaft sensor faults, engine timing faults, or oil control valve faults

First we will examine variable valve timing enabling conditions, and then we will take a closer look at the inputs and outputs of the system:

Accelerator pedal position sensor
Oil temperature sensor
Map sensor
Intake cam sensor
Exhaust cam sensor
Crankshaft sensor
GPEC1
Exhaust phaser oil control valve
Intake phaser oil control valve
Inputs
Engine control module
Outputs
Sensed battery voltage

A minimum oil temperature is required to enable variable valve timing operation. Oil temperature and viscosity also have an impact on the operation of variable valve timing after start-up. Oil is used to control the movement of the camshafts. An incorrect oil viscosity could adversely affect the operation of the system or even render the system inoperative. It may even set a fault code.

The accelerator pedal position sensor indicates how far the driver wants to open the throttle plate. The GPEC1 calculates an initial camshaft set point based on whether the accelerator pedal is at part throttle or wide open throttle.

The MAP sensor provides information regarding engine load.

Sensed battery voltage provides information regarding current system voltage. Sensed battery voltage must be at least 10 volts in order for the oil control valves to function properly.

This information allows the GPEC1 to adjust camshaft timing to achieve the best fuel economy, the best engine performance or a combination of both. The hall-effect crankshaft sensor provides RPM information and determines when the number one piston is approaching Top Dead Center. The sensor generates a signal as the tone wheel, attached to the crankshaft, rotates. The tone wheel has 60 teeth minus two. When the gap, created by the missing teeth passes by the sensor, a signal is produced that indicates the number one piston is at Top Dead Center. The GPEC1 uses crankshaft sensor data along with camshaft data to determine the actual position of the camshaft. There are two hall-effect camshaft sensors on engines equipped with variable valve timing. The

 © 2011 Mitchell Repair Information Company, LLC.

GPEC1 uses camshaft sensor data along with crankshaft data to determine the actual position of the camshaft.

The GPEC1 individually controls each valve. It sends a pulse width modulated signal to move a spool within the outer casing of the valve. Depending upon spool movement, oil is directed through the passages to advance or retard cam timing. The oil control valve also has a special cleaning strategy at key-on. The cleaning strategy is known as "debris crush mode". At key-on the GPEC1 cycles the oil control valve on and off several (5) times to crush any debris in the oil control valve and prevent the spool valve from sticking. In non operating condition, the camshaft stays in lockpin position of cam phases. This is 120 degrees ATDC for intake camshaft and 120 degrees BTDC for exhaust camshaft.

There are two oil control valves. One valve directs oil to the intake cam phaser, the other valve directs oil to the exhaust cam phaser. The valves are designed and function in the same manner. The outer casing of each oil valve has five oil passages. A passage for pressurized supply oil. A passage to the advance chamber of the cam phaser. A passage to the retard chamber of the cam phaser. A passage for oil return from the advance chamber of the cam phaser. A passage for oil return from the retard chamber of the cam phaser. Oil flows through the passages and applies pressure to the cam phasers to change cam timing.

There are two cam phasers. One phaser controls the position of the intake camshaft. The other phaser controls the position of the exhaust camshaft. The phasers consist of a sprocket, a rotor vane, and a housing or stator. The exhaust cam phaser also consists of a front bushing and spring. We will discuss the purpose and function of the bushing and spring later. The housing is bolted and permanently fixed to the camshaft sprocket, while the rotor vane is bolted and permanently fixed to the camshaft. With this design, any movement of the rotor vane in relation to the housing will also move the camshaft. The phaser and sprocket are serviced as an assembly.

Camshaft and crankshaft sensors provide feedback to the GPEC1 regarding the actual position of the camshafts. The GPEC1 then compares the actual camshaft positioning with desired positioning. If the desired positioning is not achieved within a specified time, during the second key cycle a trouble code is set.

There are six new diagnostic trouble codes available to help you determine if the control circuit from the GPEC1 to the oil control valve is intact and operating properly. The codes identify whether the control circuit is open, shorted to ground, or shorted to power. Three trouble codes are related to intake camshaft positioning, the other three codes are specific to exhaust camshaft positioning.

The oil control valve contains both electrical and mechanical components. It is electrically controlled by the GPEC1. The electrical current that energizes the coil results in mechanical motion of the spool valve. It is possible to verify both the electrical and mechanical operation of the valve. The oil control valve consists of a coil that is energized to move a spool within an outer casing. The condition of the coil can be tested with a Digital Volt Ohmmeter or DVOM. With the DVOM set to measure resistance, check the coil for an open, a short to ground, or excessive resistance. The correct resistance value of the coil is between 6 and 8 ohms. The mechanical operation of the oil control valve can be tested using actuator commands on the scan tool. Remove the oil control valve, then navigate to the actuator menu and select the oil control valve. Use commands to activate the valve and watch as the spool valve moves back and forth inside the casing.

Because the cam phasers are hydraulically operated by engine oil, the condition of the oil is very important. The oil must be of the correct viscosity, not obstructed by debris, to maintain correct pressure. Maintaining the correct oil viscosity is critical to the operation of the variable valve timing system. The wrong oil viscosity may cause the variable valve timing to malfunction and trouble codes to set. The correct oil viscosity for this system is 5W20. Oil must be clean, unobstructed and free to flow through the variable valve timing system. Oil could

 © 2011 Mitchell Repair Information Company, LLC.

become obstructed in oil passages located in the cylinder head, cylinder block, or even in the oil screen. In the event oil flow is obstructed, further diagnosis or disassembly may be required to pin point the source of the obstruction. The variable valve timing system relies on oil pressure to advance or retard the position of the camshaft. Insufficient oil pressure will adversely affect the operation of variable valve timing. The minimum oil pressure for this system is 15 psi at normal operating temperature.

Though not directly used to change camshaft positioning, the oil screen is an important component of the variable valve timing system. It helps to remove debris going to the variable valve timing components. The oil screen is located in the cylinder block, immediately below the cylinder head. Oil must pass through the oil screen before entering the oil control valve. The cylinder head must be removed to service the oil screen. The intention is not to service the oil screen during vehicle life.

How the cam phaser works. The cam phaser assembly has eight separate chambers; four advance chambers and four retard chambers. When camshaft advance is requested, oil enters all four advance chambers and exerts force on the rotor vane. Because the rotor vane is bolted to the camshaft, the entire camshaft profile moves along with the rotor vane. At the same time, oil is forced out of the retard chambers. When camshaft retard is requested oil enters the retard chambers to move the camshaft in the opposite direction. There is a lock pin on one side of the rotor vane that fits inside a recessed area in the housing. The lock pin ensures that the default position of the intake cam phaser is 120 crankshaft degrees full retard and the default position of the exhaust cam phaser is 120 crankshaft degrees full advance. When the engine is turned off, rotational force and inertia move the intake camshaft and rotor vane toward the retard position. The exhaust cam phaser includes a spring and bushing to work against the rotational force of the engine, allowing the exhaust cam phaser to lock in the fully advanced position. Under most conditions the cam phasers are returned to lock pin position when the engine is turned off. In the unique condition of an engine stall, which abruptly shuts off the engine, the cam phasers may not return to the lock pin position. In this case, the phasers will return to the lock pin position at the next start-up. Lock pin position is the most ideal cam timing for idle stability. When engine rpm exceeds approximately 600 to 1000 rpm, oil pressure unlocks the pins and variable valve timing resumes. Once enabling conditions are met, the GPEC1 uses input from sensors to calculate optimum valve timing.

There are four preprogrammed modes from which the GPEC1 bases initial valve timing.

- Starting
- Idle or Part throttle
- Wide open throttle
- Limp-in or Default

From each preprogrammed mode, the GPEC1 adjusts valve timing based on operating conditions.

GPEC1 has calculated optimum intake valve timing of 112 degrees after Top Dead Center and optimum exhaust valve timing of 97 degrees before Top Dead Center. The GPEC1 pulse width modulates the oil control valves to advance or retard the camshaft to their desired location. The spool valve inside the intake oil control valve is energized and moves to allow pressurized oil into the advance chambers of the intake cam phaser. At the same time, the spool valve inside the exhaust oil control valve is energized and moves to allow pressurized oil into the retard chambers of the exhaust cam phaser. Oil enters the advance chambers of the intake phaser and the retard chambers of the exhaust phaser. Oil pressure releases the lock pin from its locked position and pushes against the rotor vane. Both the rotor vanes are moved, advancing the intake camshaft and retarding the exhaust camshaft.

 © 2011 Mitchell Repair Information Company, LLC.

REMOVAL

OIL CONTROL VALVE REMOVAL

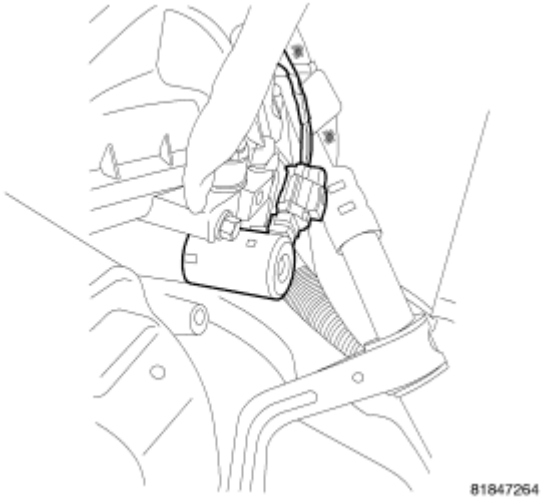


Fig. 270: Solenoid Location 1/2
Courtesy of CHRYSLER LLC

1. Disconnect negative battery cable.
2. Remove engine cover.
3. Disconnect variable valve timing solenoid electrical connector.
4. Remove variable valve timing solenoid mounting bolt.

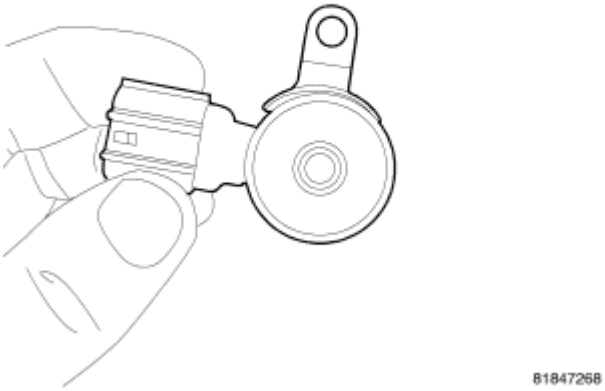


Fig. 271: Solenoid Mounting Tab 1/2
Courtesy of CHRYSLER LLC

5. Pull solenoid straight out of cylinder head.

OIL CONTROL VALVE REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

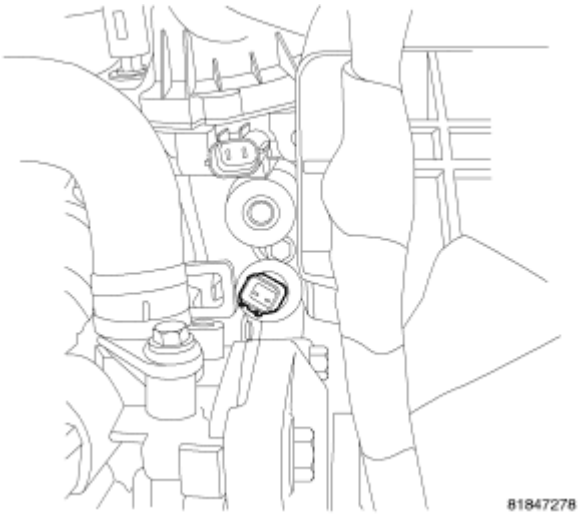


Fig. 272: Oil Pressure Sensor
Courtesy of CHRYSLER LLC

1. Disconnect negative battery cable.
2. Remove engine cover.
3. Rotate hose clamp out of way.
4. Disconnect oil pressure sensor electrical connector.
5. Remove oil pressure sensor.
6. Disconnect variable valve timing solenoid electrical connector.

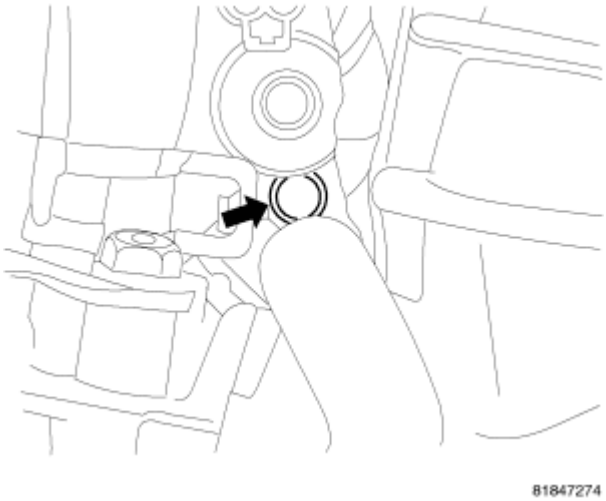


Fig. 273: Solenoid Mounting Bolt
Courtesy of CHRYSLER LLC

7. Remove variable valve timing solenoid mounting bolt.

 © 2011 Mitchell Repair Information Company, LLC.

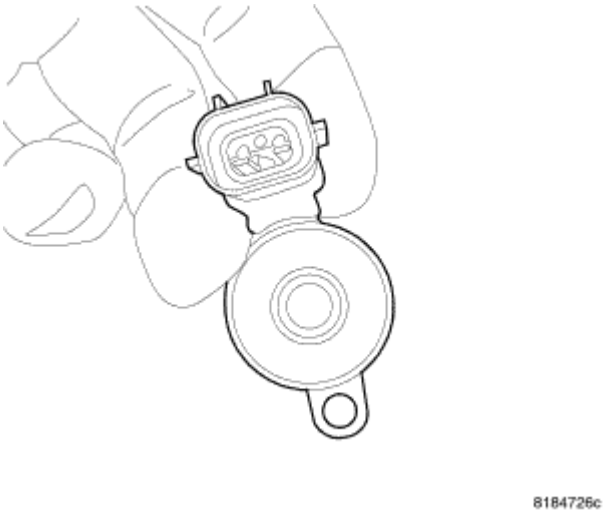


Fig. 274: Solenoid Mounting Tab 1/1
Courtesy of CHRYSLER LLC

8. Pull solenoid straight out of cylinder head.

INSTALLATION

OIL CONTROL VALVE REMOVAL

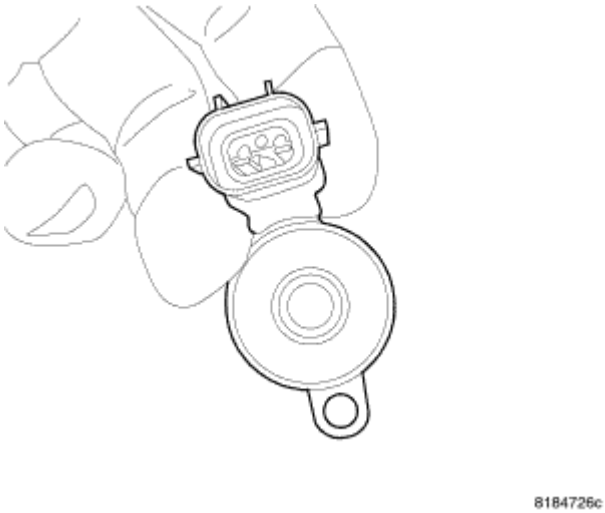


Fig. 275: Solenoid Mounting Tab 1/1
Courtesy of CHRYSLER LLC

1. Solenoid for front location 1/1. Note mounting tab location is different between front and rear solenoids.

 © 2011 Mitchell Repair Information Company, LLC.

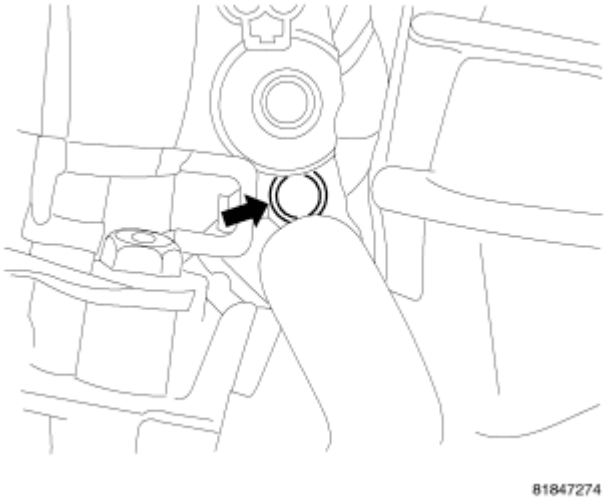


Fig. 276: Solenoid Mounting Bolt
Courtesy of CHRYSLER LLC

2. Install solenoid into cylinder head.
3. Install mounting bolt and tighten to 12 N.m (9 ft. lbs.).

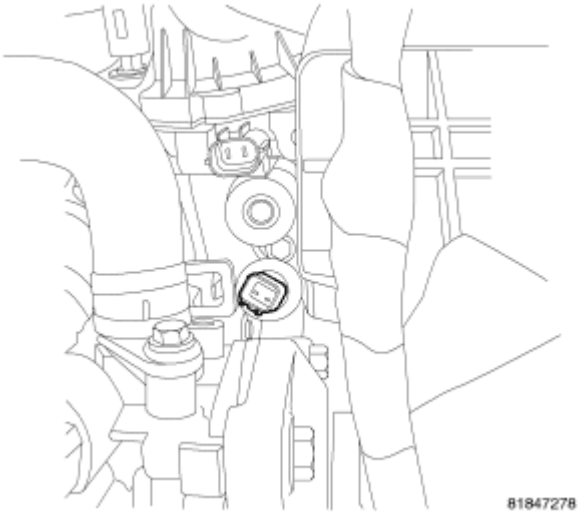


Fig. 277: Oil Pressure Sensor
Courtesy of CHRYSLER LLC

4. Install oil pressure sensor.
5. Connect electrical connector to oil pressure sensor.
6. Connect electrical connector to Variable valve timing solenoid.
7. Connect negative battery cable.
8. Install engine cover.

OIL CONTROL VALVE REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

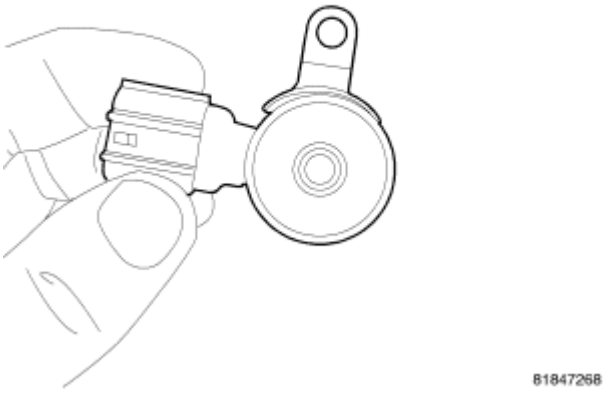


Fig. 278: Solenoid Mounting Tab 1/2
Courtesy of CHRYSLER LLC

1. Rear variable valve timing solenoid. Note mounting tab location is different between front and rear solenoids.
2. Install solenoid into cylinder head.
3. Install mounting bolt and tighten to 12 N.m (9 ft. lbs.).
4. Connect electrical connector to Variable valve timing solenoid.

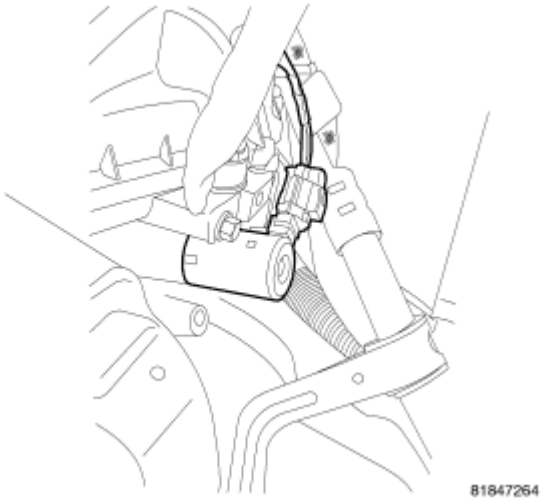


Fig. 279: Solenoid Location 1/2
Courtesy of CHRYSLER LLC

5. Connect negative battery cable.
6. Install engine cover.

VALVE-OIL PRESSURE RELIEF

REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

REMOVAL

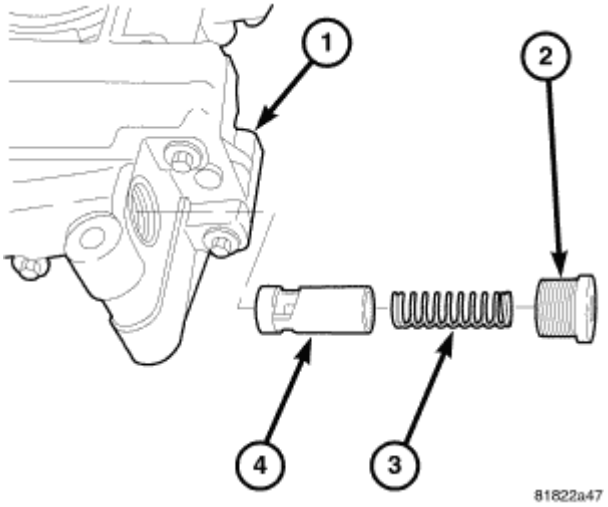


Fig. 280: View Of Pressure Regulating Valve
Courtesy of CHRYSLER LLC

1. Remove oil pan. See **REMOVAL**.
2. Remove pressure regulating valve cap (2).
3. Remove pressure regulating valve spring (3) and valve (4).

INSPECTION

INSPECTION

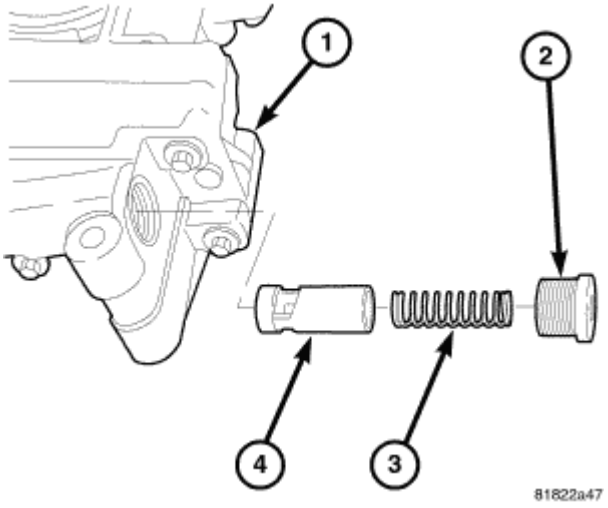


Fig. 281: View Of Pressure Regulating Valve
Courtesy of CHRYSLER LLC

NOTE: Pressure regulating valve (4) can be serviced separately from the oil pump assembly.

 © 2011 Mitchell Repair Information Company, LLC.

1. Inspect pressure relief valve (4) scoring, gouging, or debris. Replace as needed.
2. Inspect the pressure relief valve bore in the pump for scoring, gouging, or debris.
3. If pump bore is damaged, replace balance shaft module.

INSTALLATION

INSTALLATION

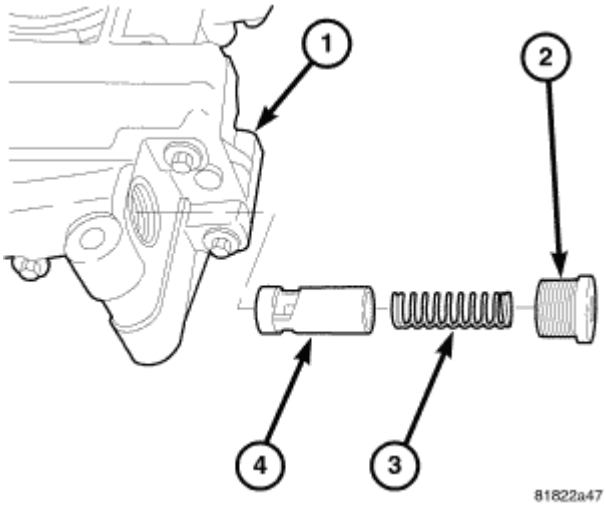


Fig. 282: View Of Pressure Regulating Valve
Courtesy of CHRYSLER LLC

1. Lightly coat pressure regulating valve with clean engine oil and install valve (4).
2. Install spring (3) and cap (2).
3. Tighten cap to 44 N.m (32 lbs. ft.).

PUMP-OIL

DESCRIPTION

DESCRIPTION

 © 2011 Mitchell Repair Information Company, LLC.

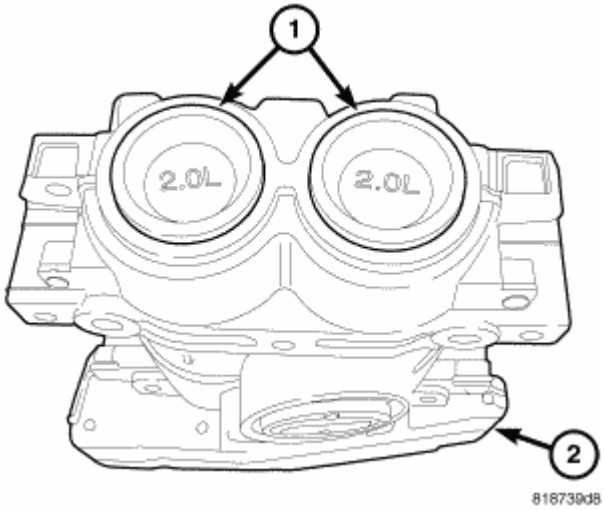


Fig. 283: Identifying Balance Shaft Module
Courtesy of CHRYSLER LLC

The oil pump is integral to the balance shaft module (BSM) (2). The oil pump cannot be disassembled for inspection. The pressure relief valve is serviceable and can be removed and inspected. The BSM can be identified by the plastic end caps (1).

REMOVAL

OIL PUMP

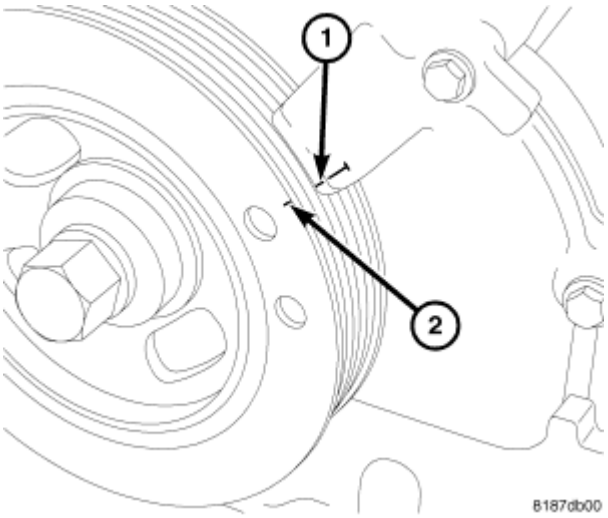


Fig. 284: TDC
Courtesy of CHRYSLER LLC

1. Rotate engine to TDC (1,2) on #1 compression stroke.

 © 2011 Mitchell Repair Information Company, LLC.

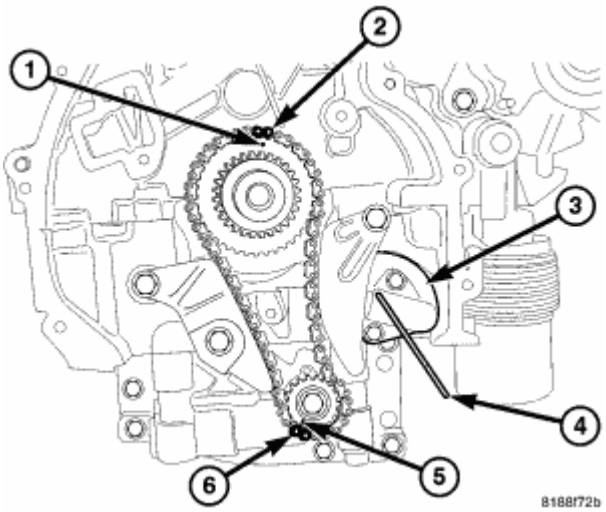


Fig. 285: Timing Chain Mark & Tensioner Pin
Courtesy of CHRYSLER LLC

2. Remove oil pan. See **REMOVAL**.
3. Mark the chain (6) and the sprocket (5) for reassembly.

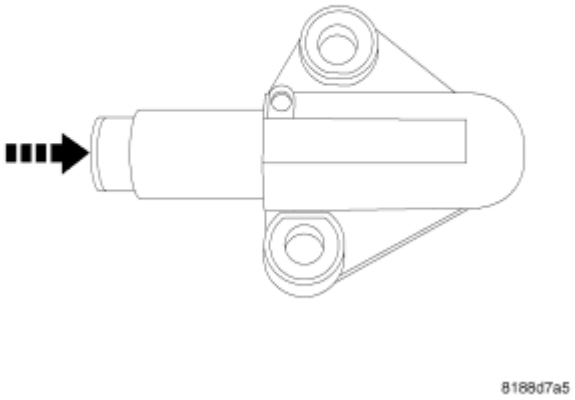


Fig. 286: Tensioner Piston
Courtesy of CHRYSLER LLC

4. Push tensioner piston back into the tensioner body.

 © 2011 Mitchell Repair Information Company, LLC.

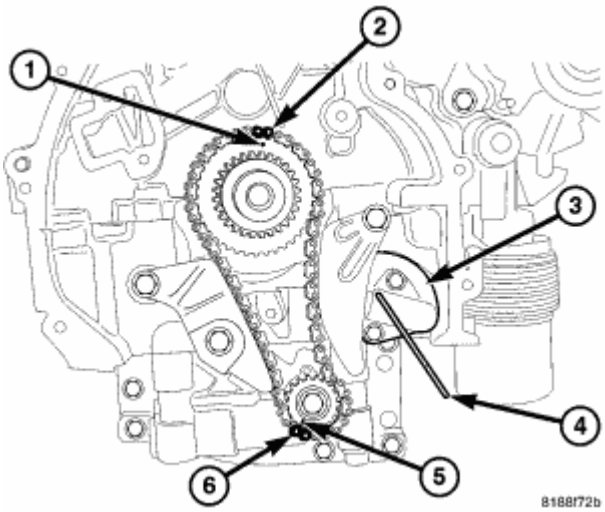


Fig. 287: Timing Chain Mark & Tensioner Pin
Courtesy of CHRYSLER LLC

5. With piston held back insert tensioner pin 9703 (4) into the tensioner body to hold the piston in the retracted position.

NOTE: Do not remove sprocket from BSM.

6. Remove BSM mounting bolts and discard.
7. Lower the back of the BSM and remove the chain (6) from the sprocket (5).
8. Remove BSM from the engine.

INSPECTION

INSPECTION - OIL PUMP DRIVE CHAIN

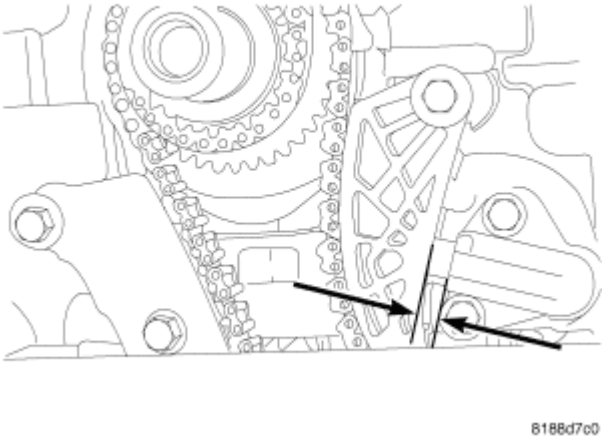


Fig. 288: OIL PUMP CHAIN STRETCH
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

1. Remove timing chain cover. See **REMOVAL**.
2. Remove oil pan. See **REMOVAL**.
3. Measure the distance between the tensioner body and the guide shoe as shown in illustration.
4. If the distance is 10.1 mm (0.397 in.) or greater, replace the chain.

INSTALLATION

OIL PUMP

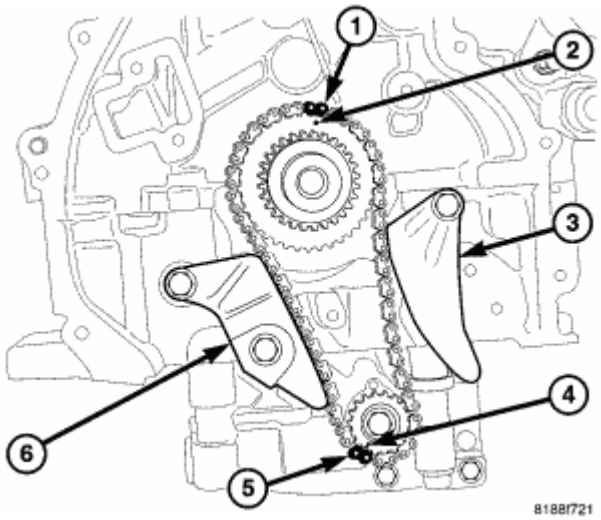


Fig. 289: Aligning Marks On Sprockets & Chain
Courtesy of CHRYSLER LLC

CAUTION: Do not reuse Balance Shaft Module (BSM) to engine block bolts. Always discard bolts after removing. Failure to replace bolts can result in engine damage.

1. Clean BSM mounting holes Mopar® brake parts cleaner.
2. If the chain was removed, align marks on crankshaft sprocket (2) and chain (1).
3. Align marks on oil pump sprocket (5) and chain (4).
4. Install chain on sprocket.
5. Pivot BSM assembly upwards and position on ladder frame.

 © 2011 Mitchell Repair Information Company, LLC.

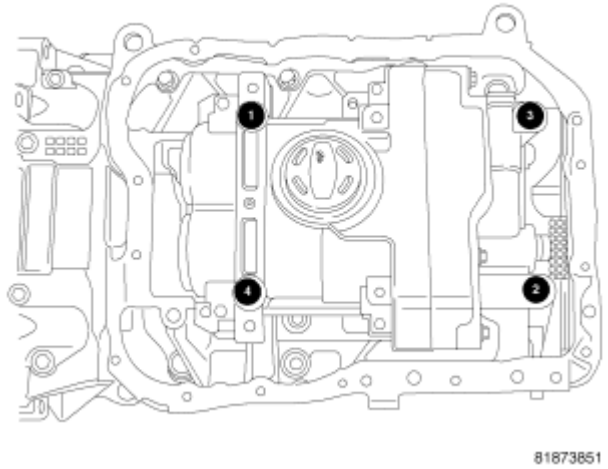


Fig. 290: Torque Sequence
Courtesy of CHRYSLER LLC

6. Start **new** BSM mounting bolts by hand.

NOTE: Use a three step procedure when torquing BSM mounting bolts.

7. Tighten BSM mounting bolts to 15 N.m (11 ft. lbs.) as shown in illustration.
8. Tighten BSM mounting bolts to 29 N.m (22 ft. lbs.) as shown in illustration.
9. Rotate bolts an additional 90° as shown in illustration.

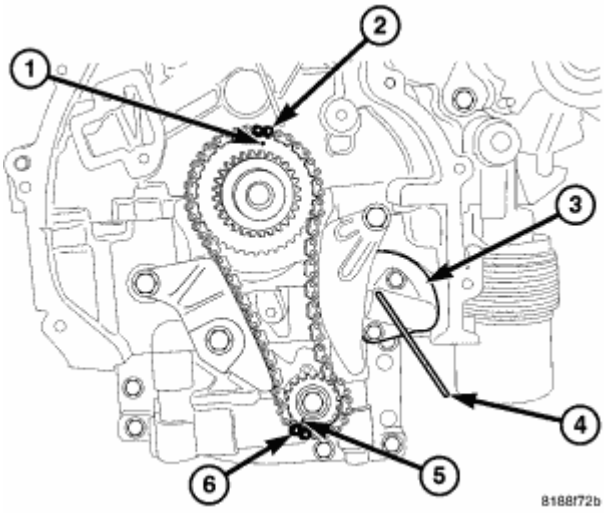


Fig. 291: Timing Chain Mark & Tensioner Pin
Courtesy of CHRYSLER LLC

10. Remove tensioner pin 9703 (4).
11. Install oil pan. See **INSTALLATION**.
12. Fill with oil.

 © 2011 Mitchell Repair Information Company, LLC.

13. Start engine and check for leaks.

SENSOR/SWITCH-ENGINE OIL PSI

DESCRIPTION

OIL PRESSURE SWITCH

The oil pressure switch is located on the left front side of the engine block. The oil pressure switch is a pressure sensitive switch that is activated by the engine's oil pressure (in the main oil gallery). The switch is a two terminal device (one terminal is provided to the wiring harness and the other terminal is the switch's metal housing that screws into the engine block).

OPERATION

OIL PRESSURE SWITCH

The oil pressure switch is normally "Closed." The switch changes from a "Closed" circuit to an "Open" circuit, on increasing pressure of 7 psig. The oil pressure switch changes from an "Open" circuit to a "Closed" circuit, on decreasing pressure, between 2 psig and 4 psig.

REMOVAL

REMOVAL

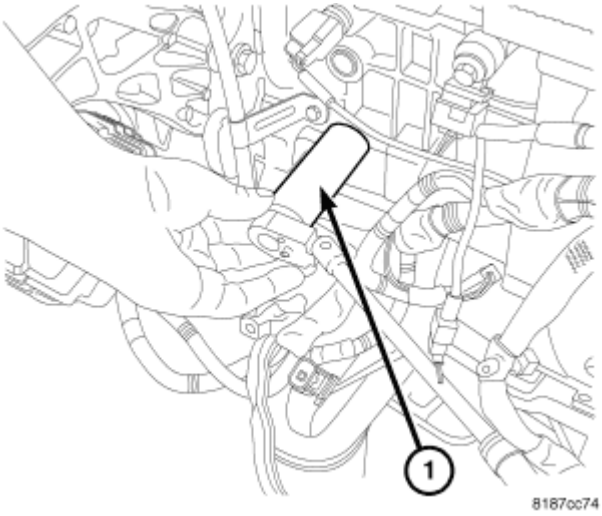


Fig. 292: Oil Pressure Sensor
Courtesy of CHRYSLER LLC

1. Raise vehicle.
2. Disconnect electrical connector.
3. Remove oil pressure sensor using oil pressure socket C-4597 (1) and discard sensor.

INSTALLATION

 © 2011 Mitchell Repair Information Company, LLC.

INSTALLATION

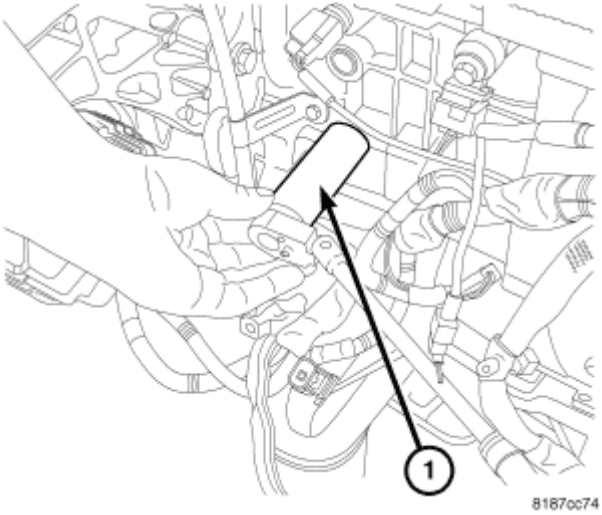


Fig. 293: Oil Pressure Sensor
Courtesy of CHRYSLER LLC

NOTE: If the oil pressure sensor is removed, it must be replaced with a new sensor.

CAUTION: The oil pressure sensor has tapered threads, over tightening could crack the engine block.

1. Install oil pressure sensor using oil pressure socket C-4597 (1) and tighten to 8 N.m (71 in. lbs.).
2. Connect electrical connector.

SENSOR-OIL TEMPERATURE

REMOVAL

REMOVAL

 © 2011 Mitchell Repair Information Company, LLC.

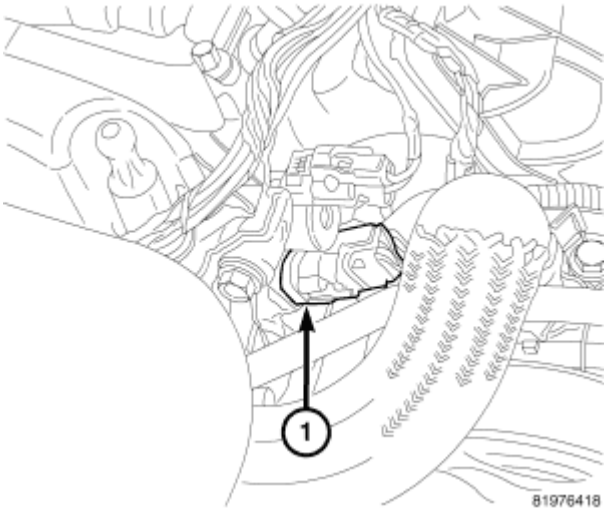


Fig. 294: Oil Temperature Sensor
Courtesy of CHRYSLER LLC

1. Disconnect oil temperature sensor (1) electrical connector.
2. Remove sensor (1).

INSTALLATION

INSTALLATION

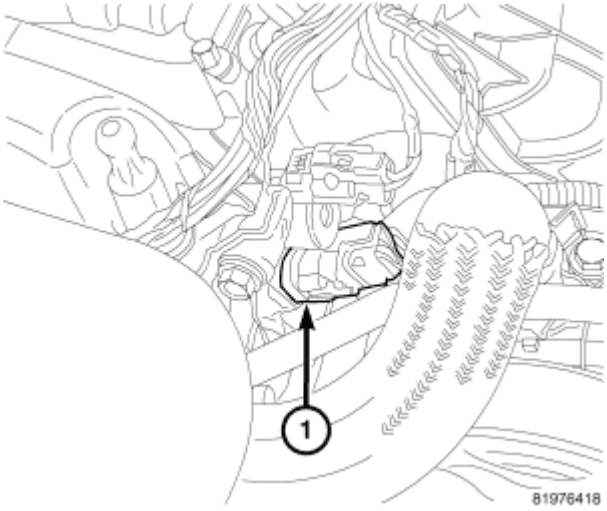


Fig. 295: Oil Temperature Sensor
Courtesy of CHRYSLER LLC

1. If re-using the oil temperature sensor, coat the threads with Mopar® thread sealant.
2. Install oil temperature sensor (1). Tighten to 18 N.m (160 in. lbs.).
3. Connect electrical connector.

COOLER-OIL

 © 2011 Mitchell Repair Information Company, LLC.

DESCRIPTION

OIL COOLER & LINES

An engine oil cooler is used on some engine packages. The cooler is a coolant-to-oil type and mounted between the oil filter and oil filter adapter.

REMOVAL

OIL COOLER & LINES

NOTE: The oil cooler can not be cleaned out. In the event that the engine requires rebuilding or replacement, the oil cooler should be replaced.

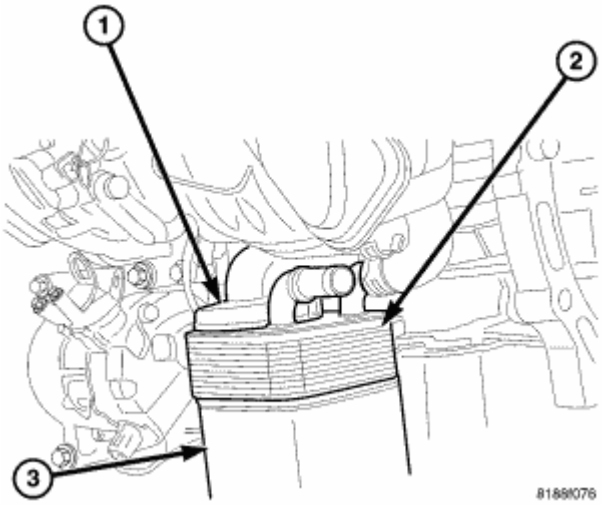


Fig. 296: Oil Cooler
Courtesy of CHRYSLER LLC

1. Raise vehicle on hoist.
2. Drain cooling system. Refer to **STANDARD PROCEDURE** .
3. Disconnect oil cooler coolant hoses.
4. Remove oil filter (3).

 © 2011 Mitchell Repair Information Company, LLC.

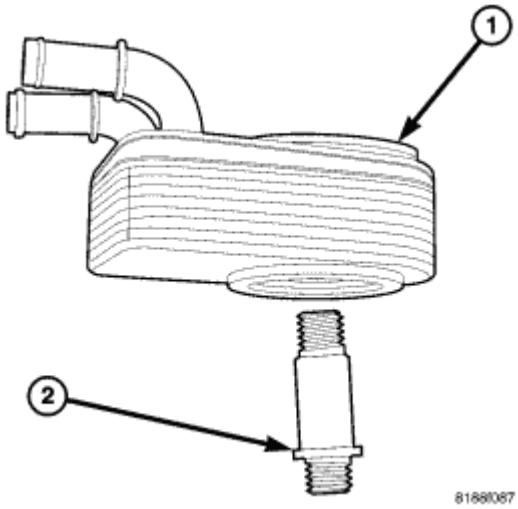


Fig. 297: Oil Cooler Bolt
Courtesy of CHRYSLER LLC

5. Remove oil cooler connector bolt (2).
6. Remove oil cooler (1).

INSTALLATION

OIL COOLER & LINES

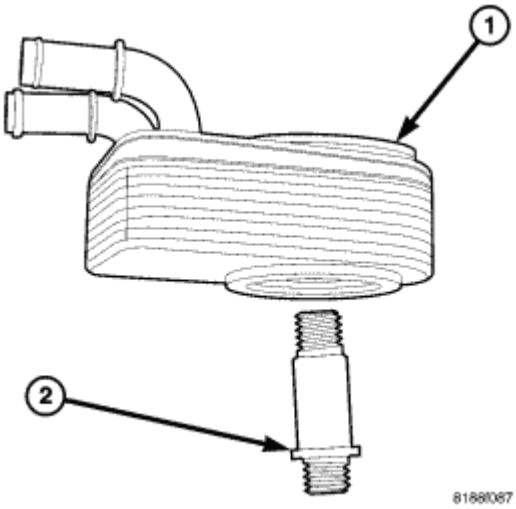


Fig. 298: Oil Cooler Bolt
Courtesy of CHRYSLER LLC

1. Replace oil cooler seal (1).
2. Lubricate seal and position oil cooler to oil filter adapter, aligning notch to tab.
3. Install oil cooler connector bolt (2). Tighten connector bolt to 49 N.m (36 ft. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

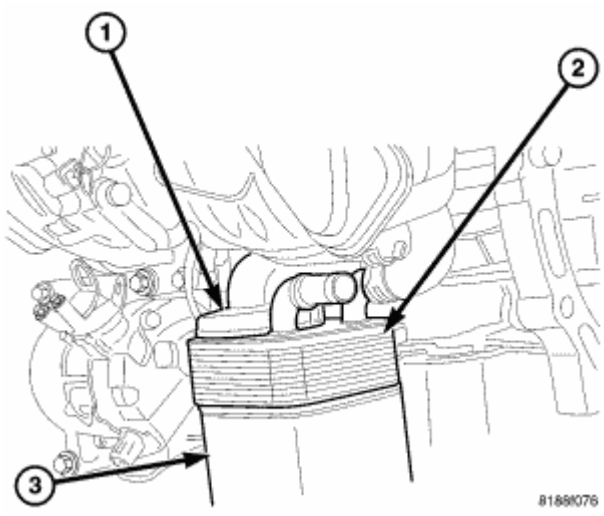


Fig. 299: Oil Cooler
Courtesy of CHRYSLER LLC

4. Install oil filter (3).
5. Connect oil cooler coolant hose.
6. Lower vehicle.
7. Fill cooling system. Refer to **STANDARD PROCEDURE** .

MANIFOLDS

MANIFOLD-EXHAUST

REMOVAL

EXHAUST MANIFOLD

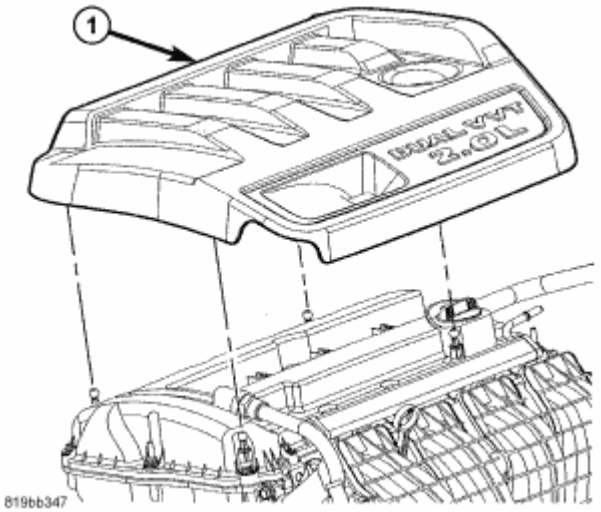


Fig. 300: Engine Cover
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

1. Remove engine cover (1).
2. Disconnect negative cable from battery.

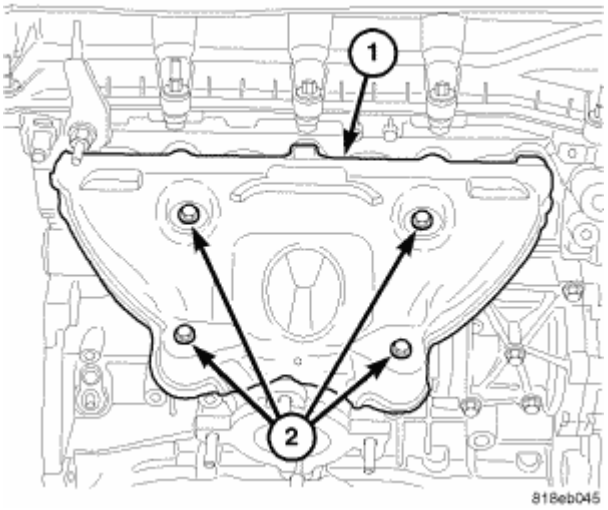


Fig. 301: Upper Heat Shield Bolts
Courtesy of CHRYSLER LLC

3. Remove bolts attaching upper heat shield.
4. Remove upper heat shield (1).
5. Disconnect exhaust pipe from manifold.

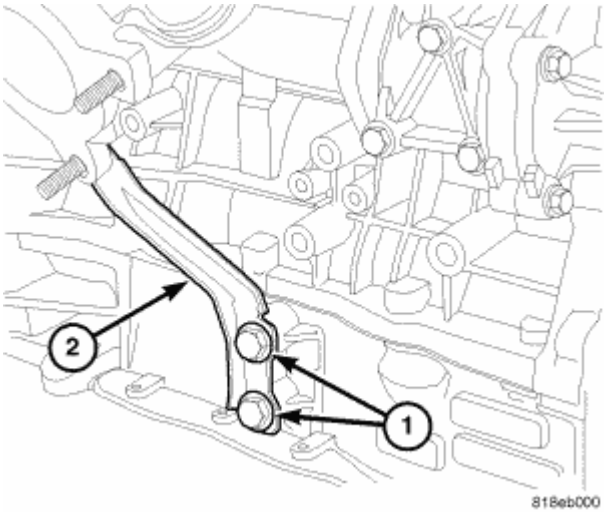


Fig. 302: Manifold Support Bracket
Courtesy of CHRYSLER LLC

6. Remove manifold support bracket (2).

 © 2011 Mitchell Repair Information Company, LLC.

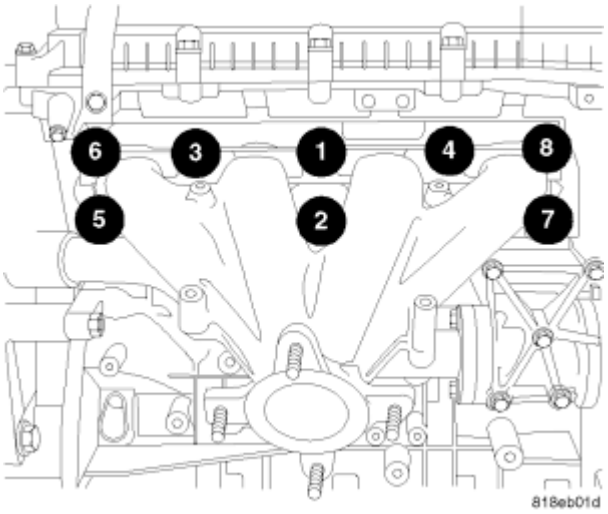


Fig. 303: Manifold Bolt Torque Sequence
Courtesy of CHRYSLER LLC

7. Disconnect oxygen sensor electrical connector.
8. Remove exhaust manifold retaining fasteners.
9. Remove and discard manifold gasket.

CLEANING

EXHAUST MANIFOLD

1. Discard gasket (if equipped) and clean all surfaces of manifold and cylinder head.

INSPECTION

EXHAUST MANIFOLD

1. Inspect manifold gasket surfaces for flatness with straight edge. Surface must be flat within 0.15 mm per 300 mm (0.006 in. per foot) of manifold length.
2. Inspect manifolds for cracks or distortion. Replace manifold as necessary.

INSTALLATION

EXHAUST MANIFOLD

 © 2011 Mitchell Repair Information Company, LLC.

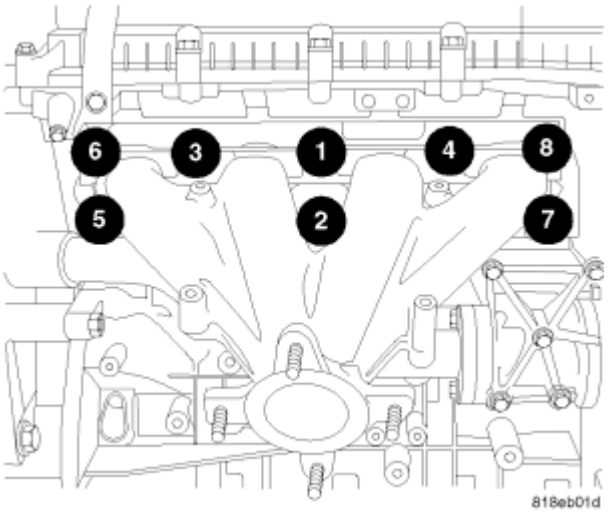


Fig. 304: Torque Sequence
Courtesy of CHRYSLER LLC

1. Install a new exhaust manifold gasket. **DO NOT APPLY SEALER** .
2. Tighten the exhaust manifold bolts to 34 N.m (25 ft. lbs.).

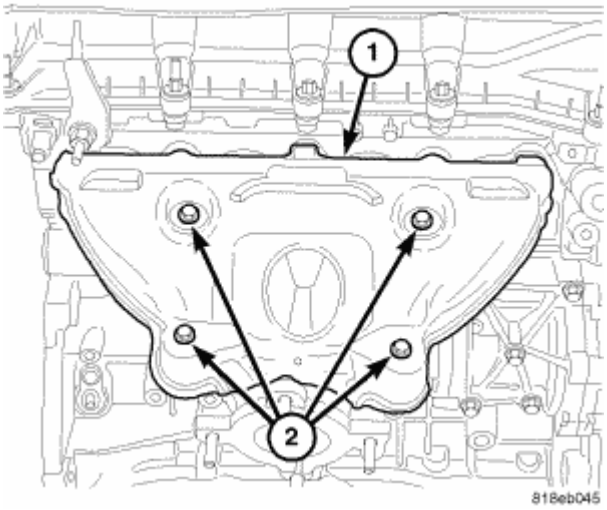


Fig. 305: Upper Heat Shield Bolts
Courtesy of CHRYSLER LLC

3. Install exhaust manifold heat shields. Tighten bolts to 12 N.m (105 in. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

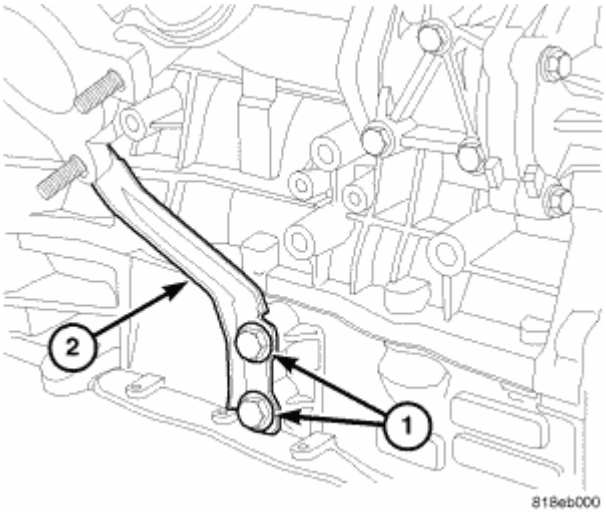


Fig. 306: Exhaust Manifold Support Bracket
Courtesy of CHRYSLER LLC

4. Install exhaust manifold support bracket (2).

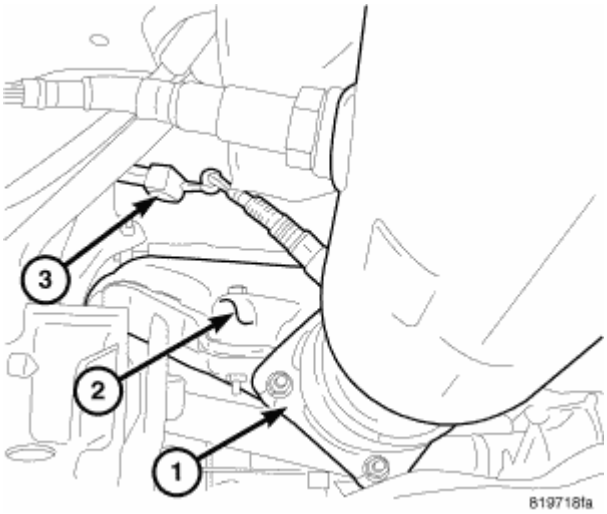


Fig. 307: Oxygen Sensor Electrical Connector
Courtesy of CHRYSLER LLC

5. Install new catalytic converter gasket.
6. Install exhaust pipe to manifold (1). Tighten fasteners to 28 N.m (250 in. lbs.).
7. Connect oxygen sensor electrical connector (3).

 © 2011 Mitchell Repair Information Company, LLC.

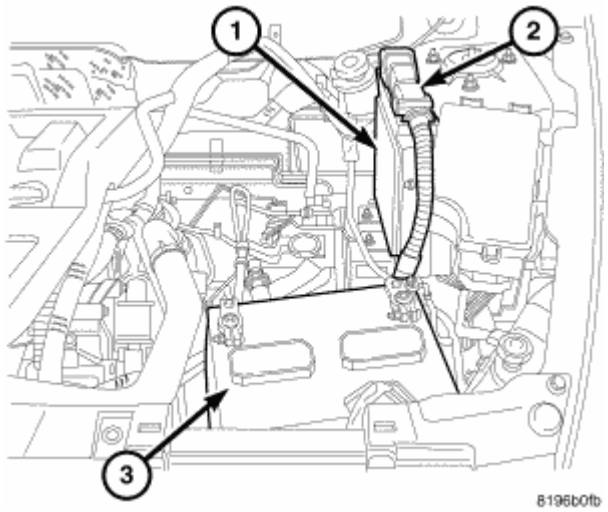


Fig. 308: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

8. Connect negative cable to battery (3).
9. Install engine cover.

MANIFOLD-INTAKE

REMOVAL

REMOVAL

WARNING: Release fuel system pressure before servicing system components. Service vehicles in well ventilated areas and avoid ignition sources. Never smoke while servicing the vehicle.

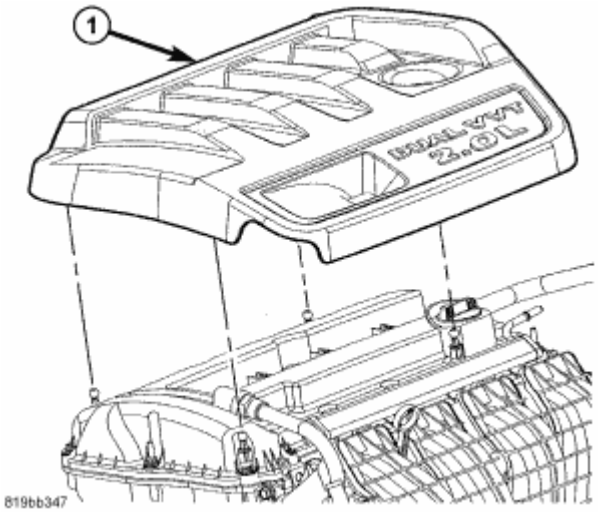


Fig. 309: Engine Cover
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

1. Remove engine cover (1).

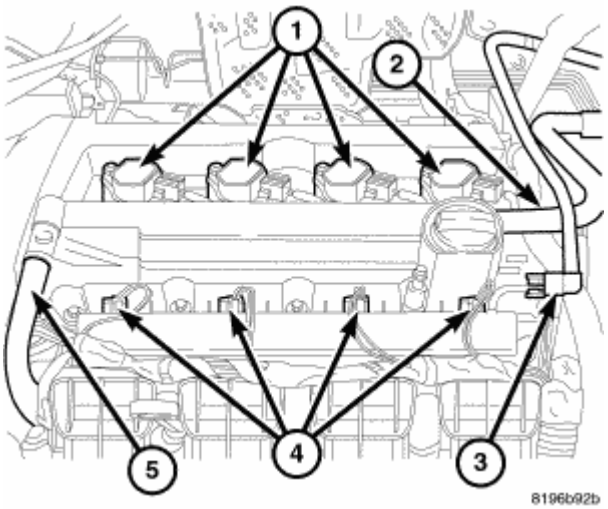


Fig. 310: Coil Connector
Courtesy of CHRYSLER LLC

2. Perform fuel system pressure release procedure before attempting any repairs. Refer to **STANDARD PROCEDURE** .

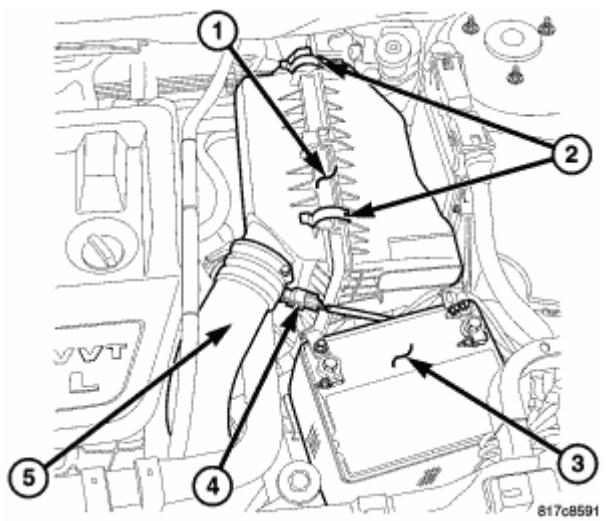


Fig. 311: Air Cleaner Housing
Courtesy of CHRYSLER LLC

3. Remove clean air hose (5).
4. Remove air cleaner housing (1).
5. Disconnect negative cable at battery (3).

 © 2011 Mitchell Repair Information Company, LLC.

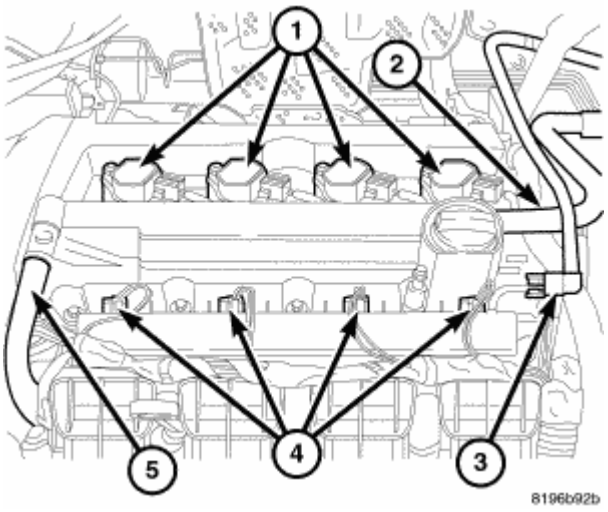


Fig. 312: Coil Connector
Courtesy of CHRYSLER LLC

6. Disconnect fuel line at rail (3).
7. Remove fuel injector electrical connectors (4).
8. Remove fuel rail retaining bolts and remove fuel rail.

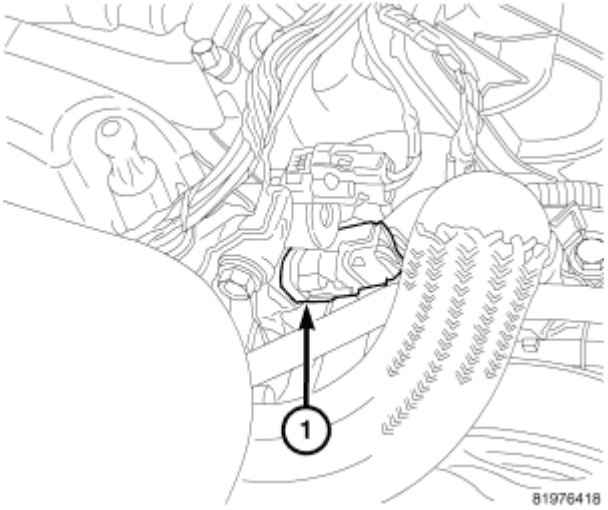


Fig. 313: Oil Temperature Sensor
Courtesy of CHRYSLER LLC

9. Disconnect oil temperature sensor (1).
10. Disconnect variable valve timing solenoid electrical connector.
11. Disconnect intake camshaft position sensor electrical connector.
12. Position harness out of the way.

 © 2011 Mitchell Repair Information Company, LLC.

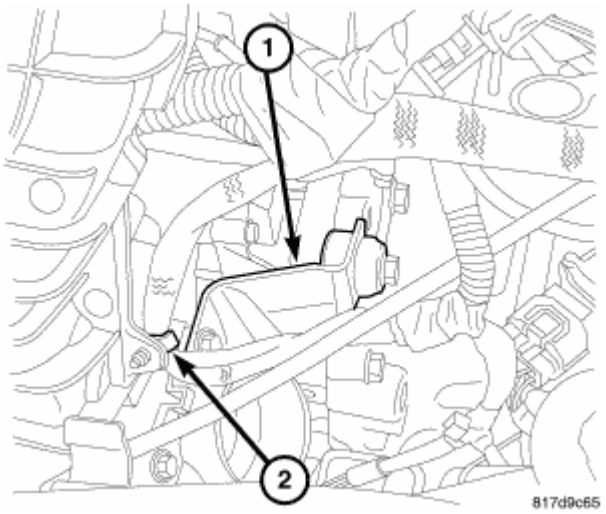


Fig. 314: Throttle Body Support
Courtesy of CHRYSLER LLC

13. Remove throttle body support bracket (1).
14. Disconnect electronic throttle control electrical connector.
15. Remove wiring harness retainer from the intake manifold (2).
16. Disconnect MAP sensor electrical connector.
17. Disconnect vacuum lines at intake.

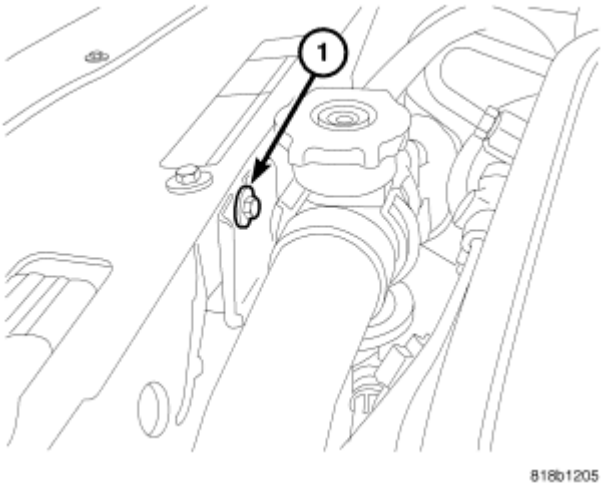


Fig. 315: Radiator Hose Support
Courtesy of CHRYSLER LLC

18. Remove upper radiator hose retaining bracket (1).

 © 2011 Mitchell Repair Information Company, LLC.

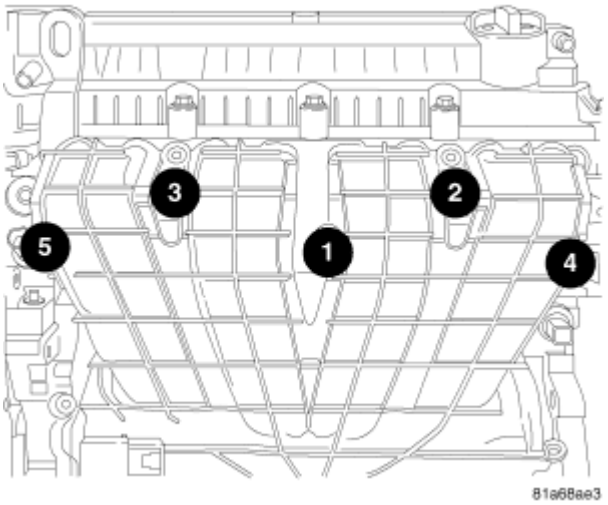


Fig. 316: Intake Torque Sequence
Courtesy of CHRYSLER LLC

19. Remove intake manifold retaining bolts.
20. Remove intake manifold.

CLEANING

INTAKE MANIFOLD

1. Discard gasket(s).
2. Clean all sealing surfaces.

INSPECTION

INTAKE MANIFOLD

1. Inspect manifold for cracks, distortion, or mounting surface warpage. Replace manifold if necessary.
2. Inspect manifold gasket for surface damage or excessive swelling. Replace gaskets as necessary.

INSTALLATION

INSTALLATION

 © 2011 Mitchell Repair Information Company, LLC.

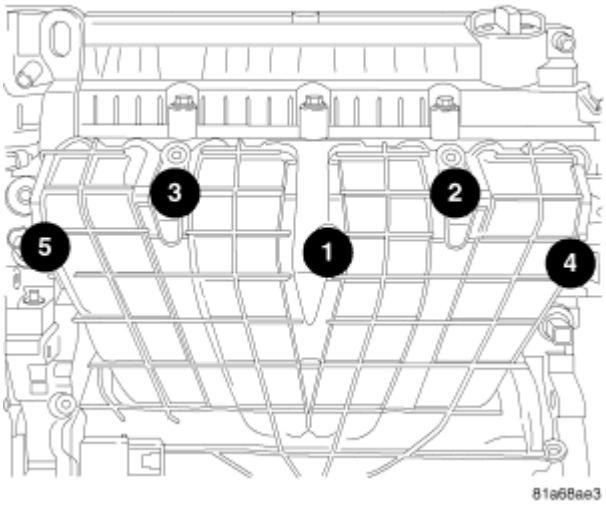


Fig. 317: Intake Torque Sequence
Courtesy of CHRYSLER LLC

1. Clean all gasket surfaces.
2. Replace intake manifold gasket.
3. Install intake manifold, tighten bolts to 25 N.m (220 in. lbs.) as shown in illustration.

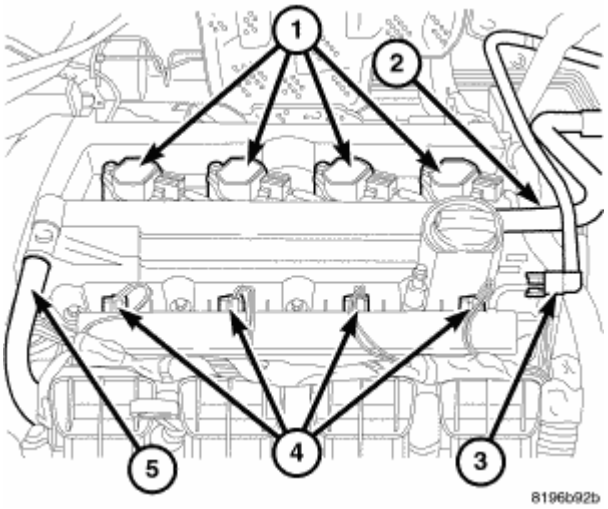


Fig. 318: Coil Connector
Courtesy of CHRYSLER LLC

4. Install the fuel rail assembly to intake manifold. Tighten bolts to 23 N.m (200 in. lbs.).
5. Connect fuel injector electrical connectors (4).
6. Inspect quick connect fittings for damage, replace if necessary. Refer to **STANDARD PROCEDURE** .
7. Connect fuel line (3).

 © 2011 Mitchell Repair Information Company, LLC.

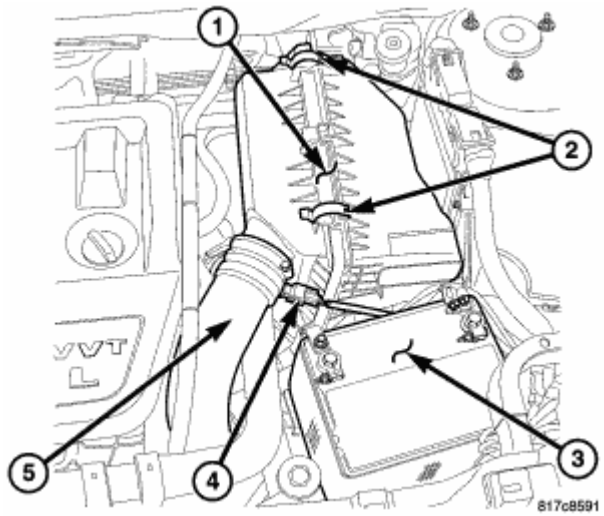


Fig. 319: Air Cleaner Housing
Courtesy of CHRYSLER LLC

8. Connect negative cable to battery (3).
9. Fill the cooling system. Refer to **STANDARD PROCEDURE** .
10. Install air cleaner housing (1).
11. Install clean air hose (5).

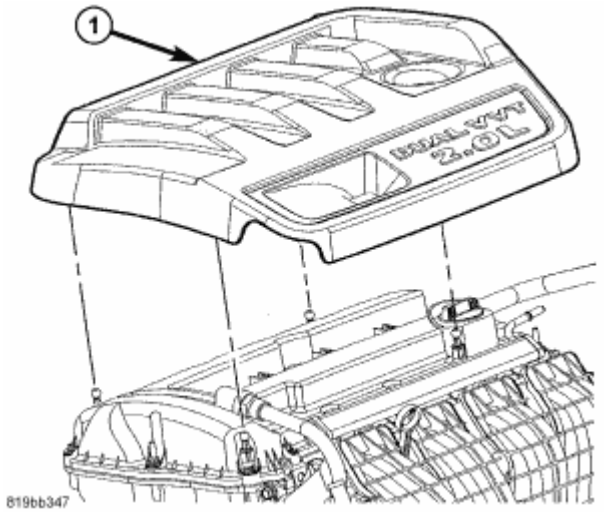


Fig. 320: Engine Cover
Courtesy of CHRYSLER LLC

12. Start engine and check for leaks.
13. Install engine cover (1).

VALVE TIMING

DESCRIPTION

TIMING DRIVE SYSTEM

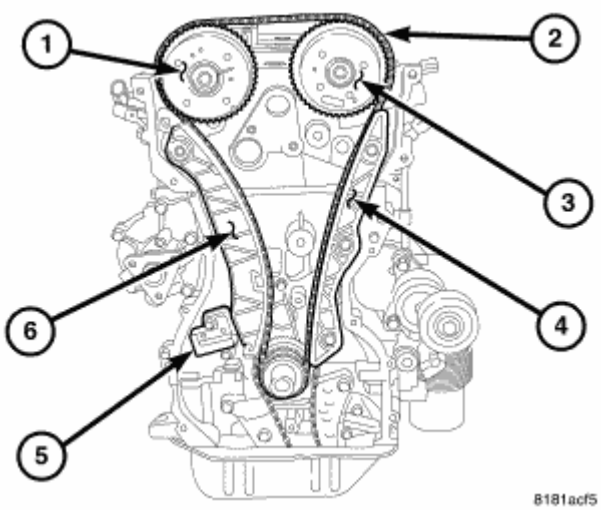


Fig. 321: TIMING DRIVE
Courtesy of CHRYSLER LLC

The timing drive system consists of the following:

- Timing Chain (2)
- Camshaft Sprockets (1,3)
- Crankshaft Sprocket
- Right Timing Chain Guide (Moveable) (6)
- Left Timing Chain Guide (Fixed) (4)
- Timing Chain Tensioner (5)

The camshaft sprockets are attached to the cam phasers which are attached to the front of the camshafts and are used with the timing chain and crankshaft sprocket to turn the camshafts. The camshaft position sensors target is part of the camshafts and is used with the camshaft position sensors to provide the PCM with valvetrain position information.

The timing chain tensioner is installed in the right side of the engine block. Using engine oil pressure, the tensioner applies constant pressure to the right side (movable) timing chain guide, which in turn applies pressure to the timing chain. Also as the tensioner extends, it rachet locks in position to provide constant timing chain tension.

STANDARD PROCEDURE

VALVE TIMING VERIFICATION

 © 2011 Mitchell Repair Information Company, LLC.

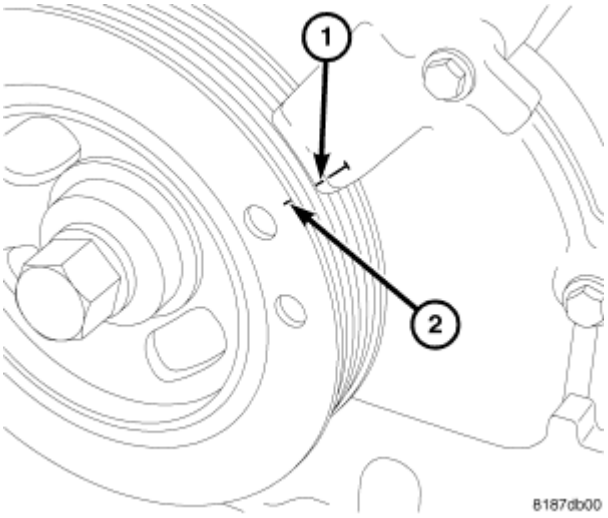


Fig. 322: TDC
Courtesy of CHRYSLER LLC

1. Remove engine cover.
2. Remove cylinder head cover. See **REMOVAL**.
3. Set engine to TDC (1,2).

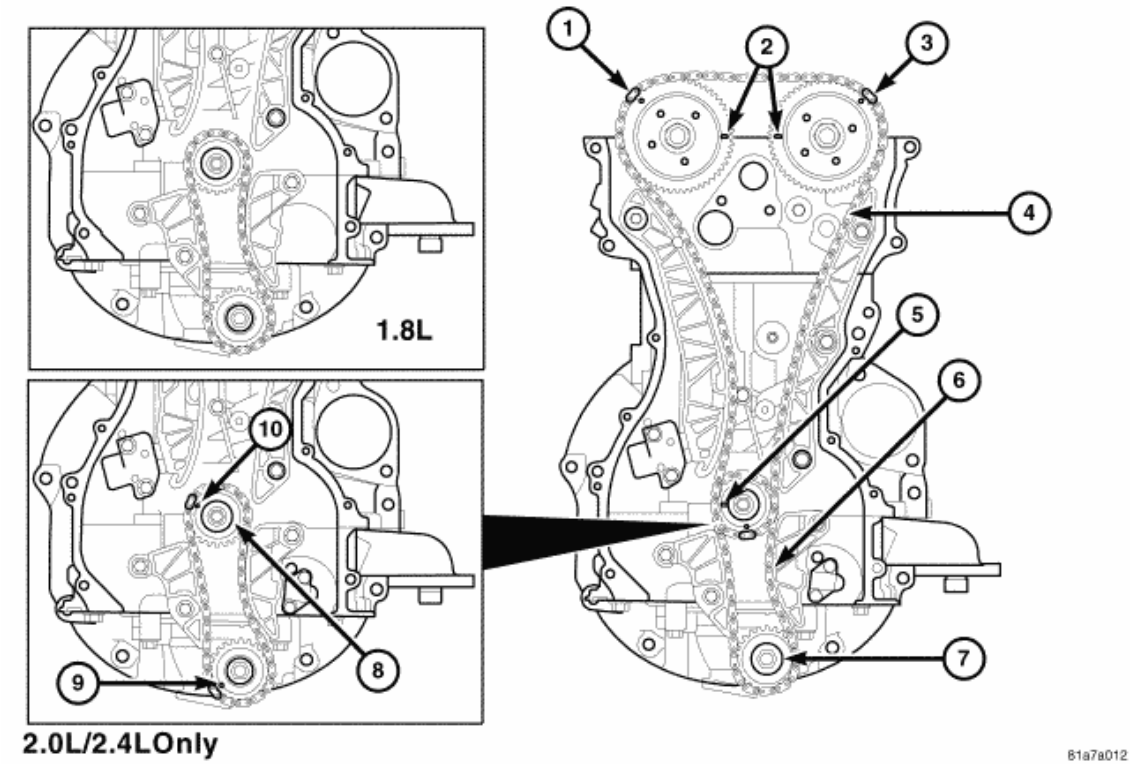


Fig. 323: Timing Marks
Courtesy of CHRYSLER LLC

4. The mark on the camshaft sprocket should be in line with the cylinder head cover sealing surface (2).

 © 2011 Mitchell Repair Information Company, LLC.

5. Verify that the painted or colored chain links (1,3) aligns with marks on camshaft sprockets.
6. Verify that the painted or colored chain link aligns with mark on crankshaft sprocket.
7. Install cylinder head cover. See **INSTALLATION**.

COVER-TIMING CHAIN

REMOVAL

REMOVAL

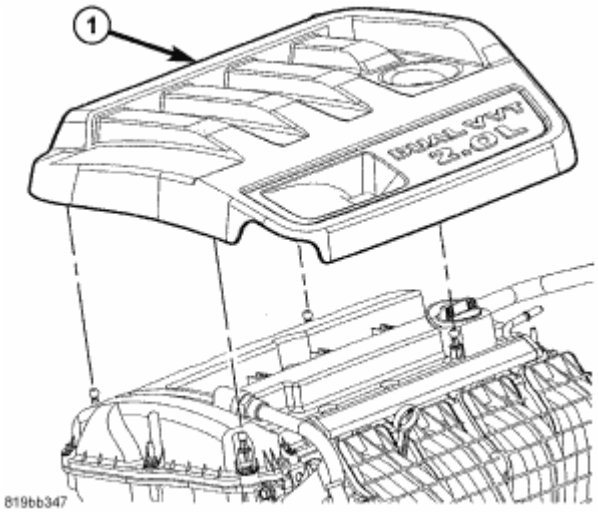


Fig. 324: Engine Cover
Courtesy of CHRYSLER LLC

1. Remove engine cover (1) by pulling upward.
2. Perform fuel pressure bleed procedure. Refer to **STANDARD PROCEDURE** .

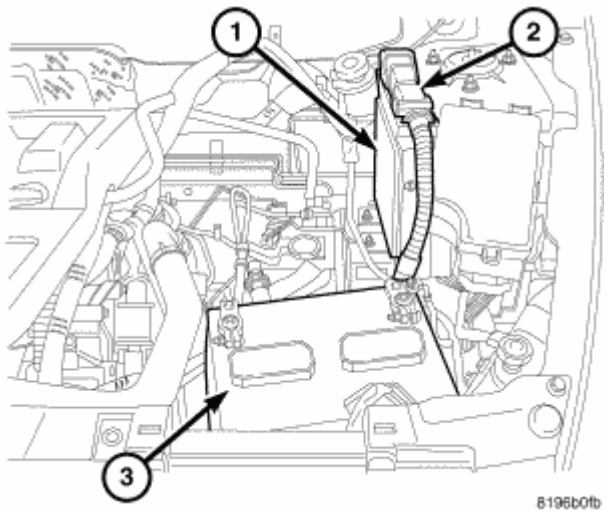


Fig. 325: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

3. Disconnect negative cable at battery (3).

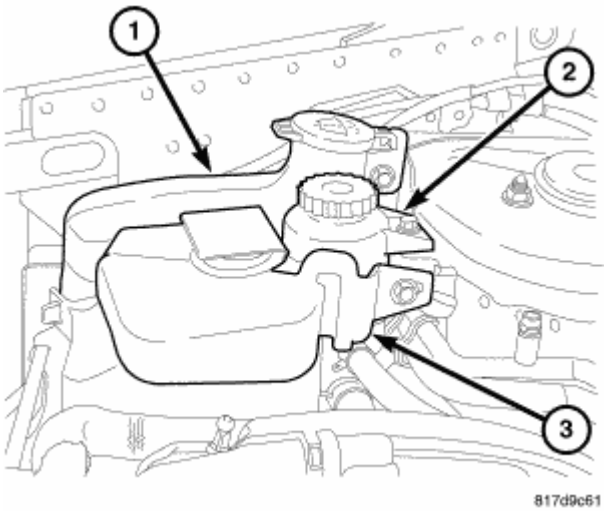


Fig. 326: Coolant Reservoir
Courtesy of CHRYSLER LLC

4. Remove coolant recovery bottle (3).
5. Remove power steering reservoir (2) and set aside.

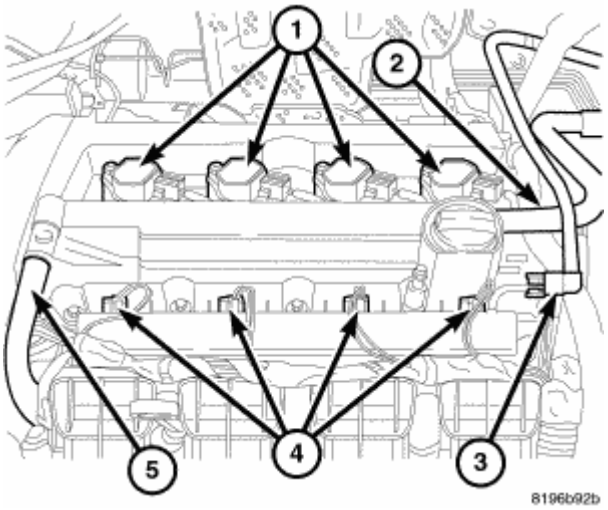


Fig. 327: Coil Connector
Courtesy of CHRYSLER LLC

6. Disconnect fuel line (3).
7. Remove make up air hose (2).
8. Remove PCV hose (5).
9. Disconnect ignition coil electrical connectors (1).
10. Remove cylinder head cover. See **REMOVAL**.

 © 2011 Mitchell Repair Information Company, LLC.

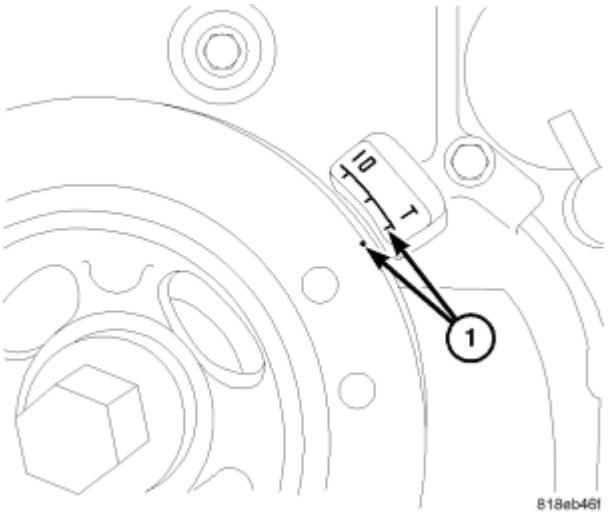


Fig. 328: TDC
Courtesy of CHRYSLER LLC

11. Raise vehicle.
12. Remove right lower splash shield.
13. Set engine to TDC (1).
14. Remove accessory drive belt. Refer to **REMOVAL** .

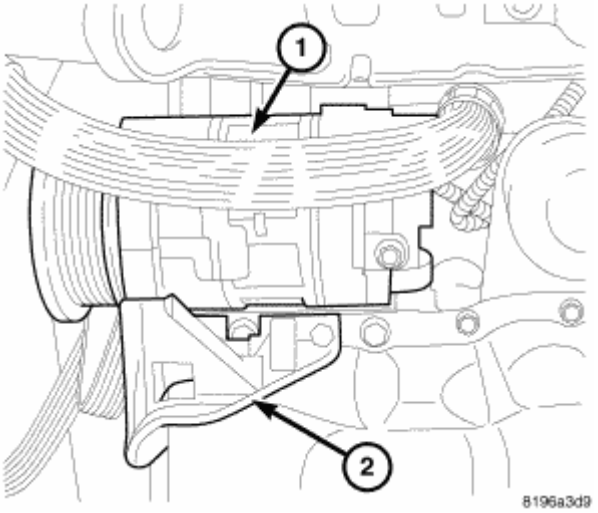


Fig. 329: A/C Compressor
Courtesy of CHRYSLER LLC

15. Remove lower A/C compressor (1) retaining bolts.
16. Remove A/C compressor lower bracket (2).

 © 2011 Mitchell Repair Information Company, LLC.

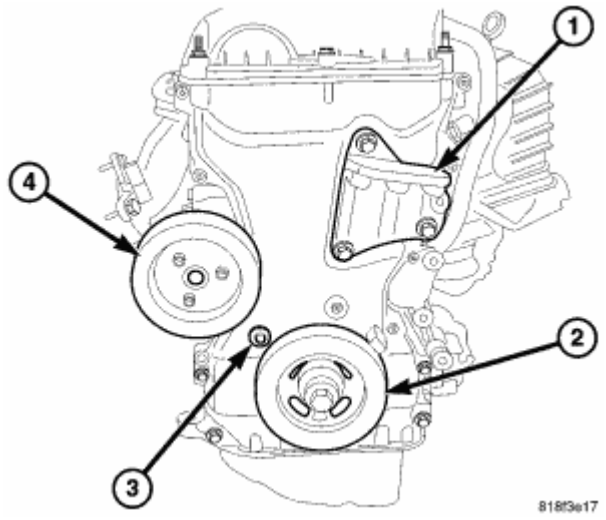


Fig. 330: Engine Front
Courtesy of CHRYSLER LLC

17. Remove accessory drive belt lower idler pulley.
18. Remove crankshaft damper (2).
19. Remove front crankshaft oil seal. See **REMOVAL**.
20. Remove water pump pulley (4).
21. Remove engine mount bracket (1) lower bolt.

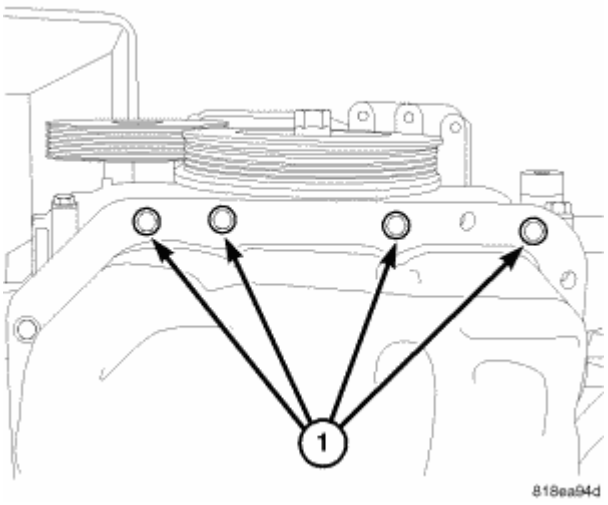


Fig. 331: Timing Chain Cover Lower Bolts
Courtesy of CHRYSLER LLC

22. Remove timing chain cover lower bolts (1).
23. Lower vehicle.

 © 2011 Mitchell Repair Information Company, LLC.

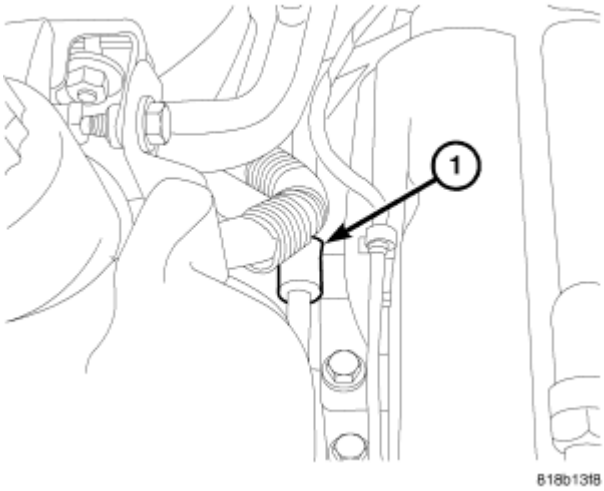


Fig. 332: Power Steering Line Support
Courtesy of CHRYSLER LLC

24. Remove power steering line support (1).
25. Remove power steering pump and set aside.
26. Support engine with a suitable jack and a block of wood under the oil pan.

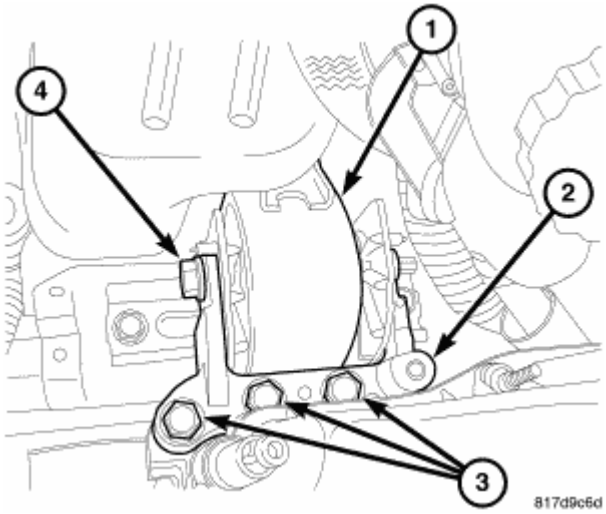


Fig. 333: Right Engine Mount
Courtesy of CHRYSLER LLC

27. Remove right engine mount to mount bracket bolts (3).
28. Remove accessory drive belt upper idler pulley.

 © 2011 Mitchell Repair Information Company, LLC.

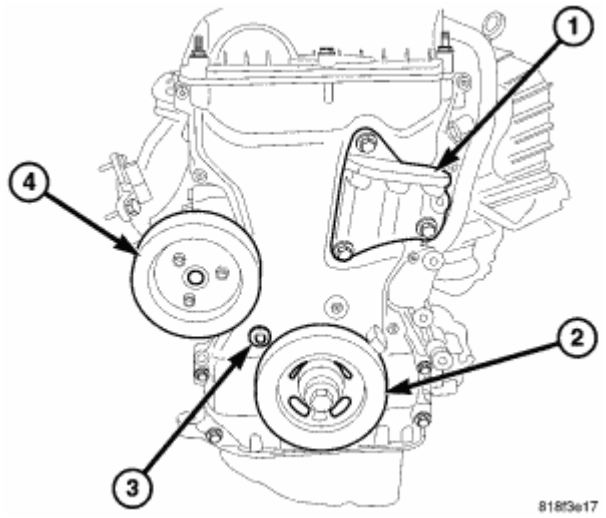


Fig. 334: Engine Front
Courtesy of CHRYSLER LLC

29. Remove right engine mount bracket (1).
30. Remove accessory drive belt tensioner.
31. Remove timing chain cover retaining bolts.

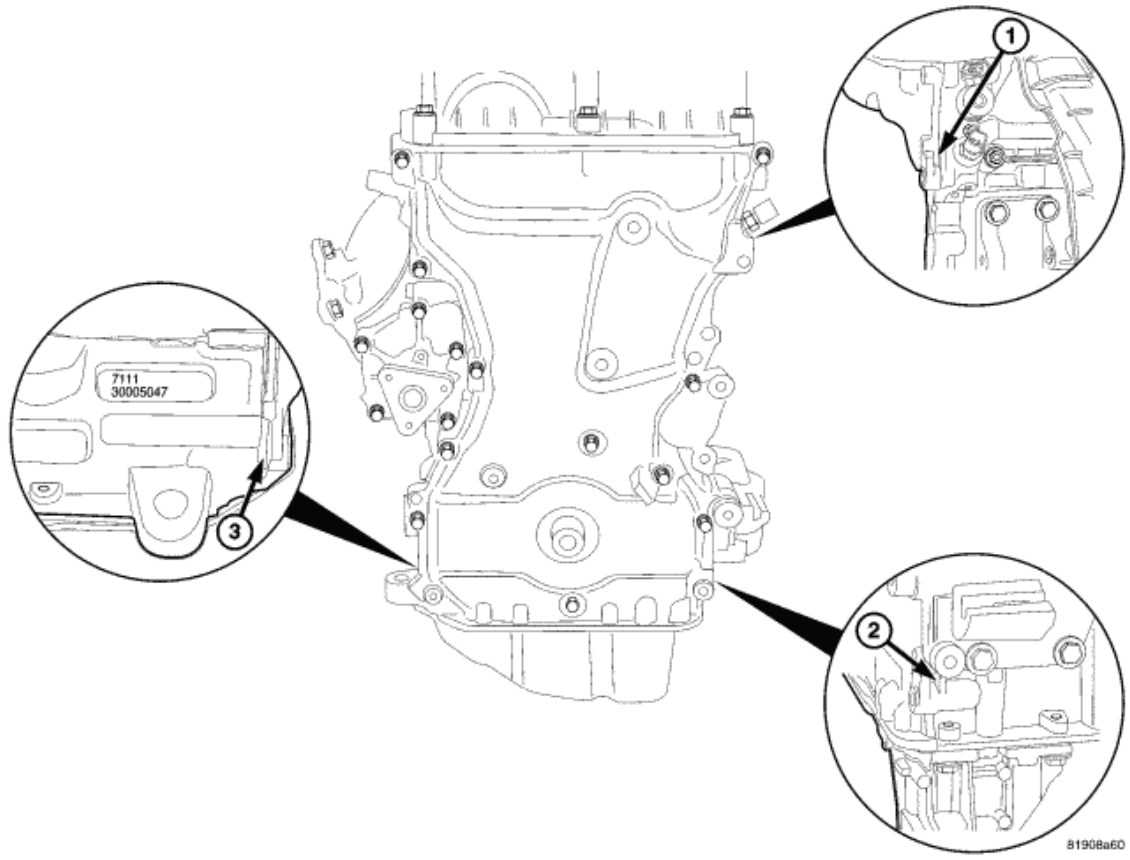


Fig. 335: Timing Chain Cover Pry Points
Courtesy of CHRYSLER LLC

 © 2011 Mitchell Repair Information Company, LLC.

32. Remove timing chain cover using pry points (1,2,3).

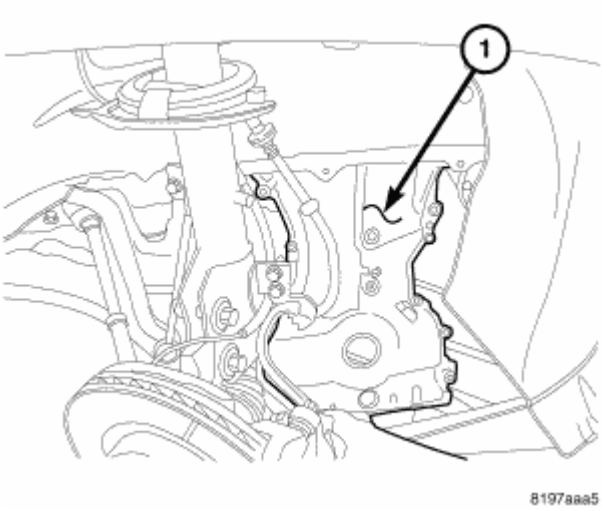


Fig. 336: Timing Chain Cover Removal
Courtesy of CHRYSLER LLC

33. Remove timing chain cover (1) out through the bottom of the vehicle.

INSTALLATION

INSTALLATION

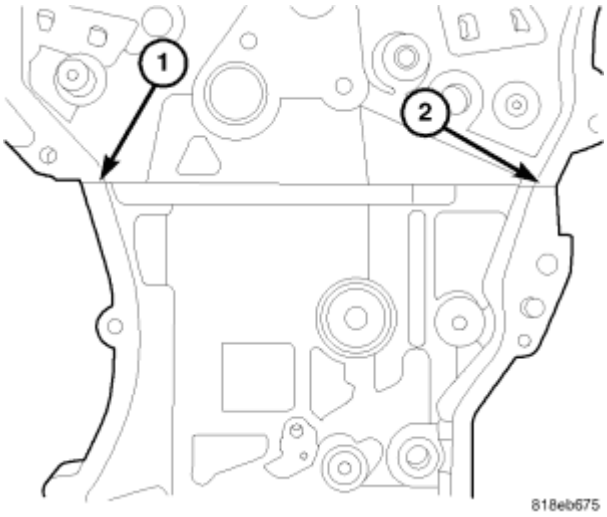


Fig. 337: Front Cover Upper T-Joint
Courtesy of CHRYSLER LLC

NOTE: When using RTV, the sealing surfaces must be clean and free from grease and oil.

NOTE: When using RTV, parts should be assembled in 10 minutes and tighten to final

 © 2011 Mitchell Repair Information Company, LLC.

torque within 45 minutes.

1. Clean all sealing surfaces.
2. Apply Mopar® engine sealant RTV or equivalent as shown in illustration at the cylinder head to block parting line (1,2).

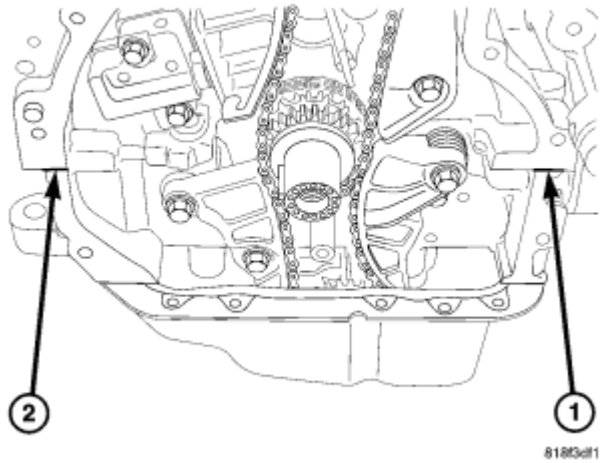


Fig. 338: Lower T-Joints
Courtesy of CHRYSLER LLC

3. Apply Mopar® engine sealant RTV or equivalent as shown in illustration at the ladder frame to block parting line (1,2).

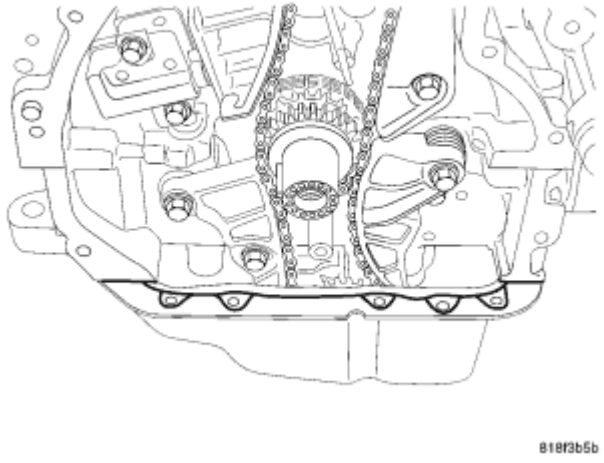


Fig. 339: Sealing Oil Pan
Courtesy of CHRYSLER LLC

4. Apply Mopar® engine sealant RTV or equivalent as shown in illustration in the corner of the oil pan and block.
5. Apply 2 mm bead of Mopar® engine sealant RTV or equivalent to the oil pan as shown in illustration.

 © 2011 Mitchell Repair Information Company, LLC.

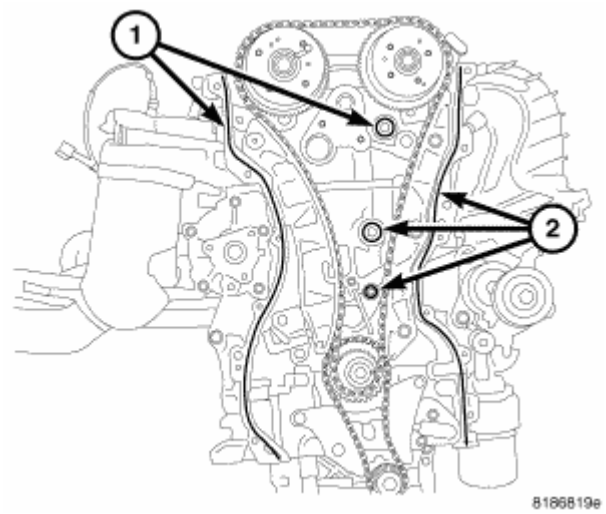


Fig. 340: Timing Chain Cover Sealing
Courtesy of CHRYSLER LLC

6. Apply 2 mm bead of Mopar® engine sealant RTV or equivalent to the engine block (1,2) as shown in illustration.

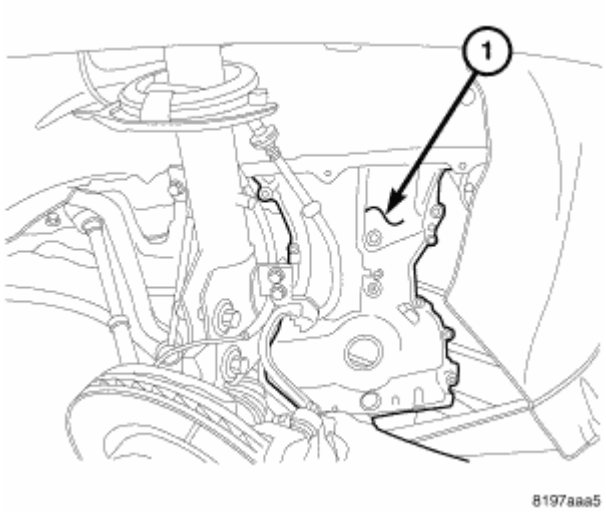


Fig. 341: Timing Chain Cover Removal
Courtesy of CHRYSLER LLC

7. Install timing chain cover (1) upwards from under the vehicle.
8. Install timing chain cover upper retaining bolts and tighten M6 bolts to 9 N.m (80 in lbs) and M8 bolts to 26 N.m (230 in lbs).
9. Install accessory drive belt tensioner.

 © 2011 Mitchell Repair Information Company, LLC.

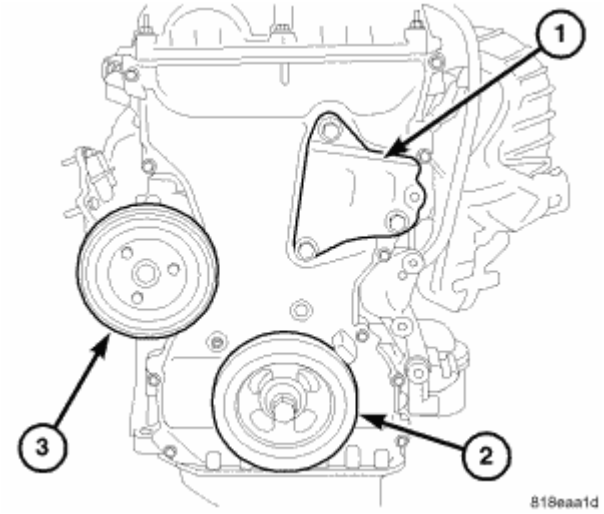


Fig. 342: Right Engine Mount Bracket
Courtesy of CHRYSLER LLC

10. Install right engine mount bracket (1).
11. Install accessory drive belt upper idler pulley.

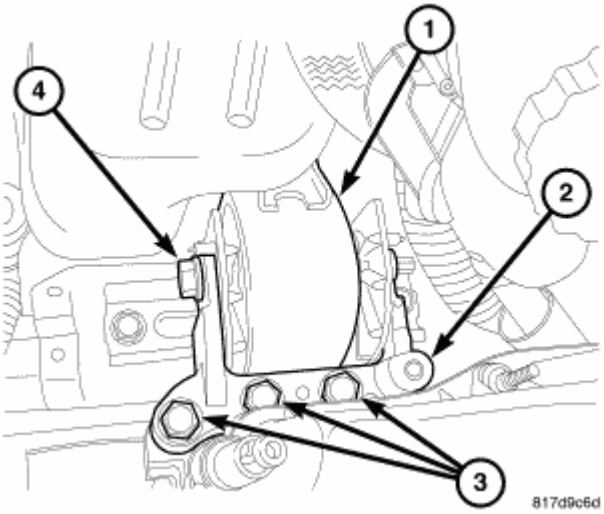


Fig. 343: Right Engine Mount
Courtesy of CHRYSLER LLC

12. Install right engine mount (1).
13. Remove jack from under engine.
14. Install power steering pump.
15. Raise vehicle.

 © 2011 Mitchell Repair Information Company, LLC.

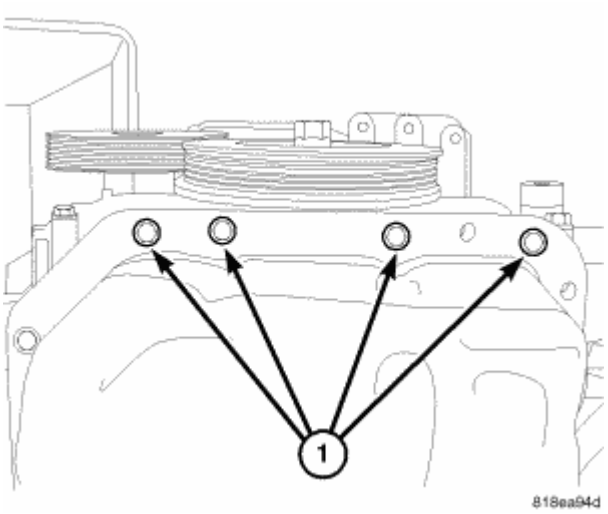


Fig. 344: Timing Chain Cover Lower Bolts
Courtesy of CHRYSLER LLC

16. Install oil pan to timing chain cover lower retaining bolts (1) and tighten bolts.
17. Install timing chain cover retaining bolts and tighten bolts.

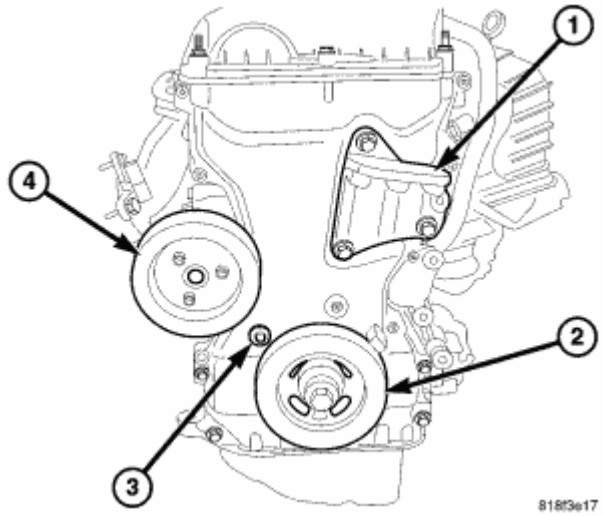


Fig. 345: Engine Front
Courtesy of CHRYSLER LLC

18. Install water pump pulley (4).
19. Install crankshaft pulley (2) and tighten bolt.
20. Install accessory drive belt lower idler pulley.

 © 2011 Mitchell Repair Information Company, LLC.

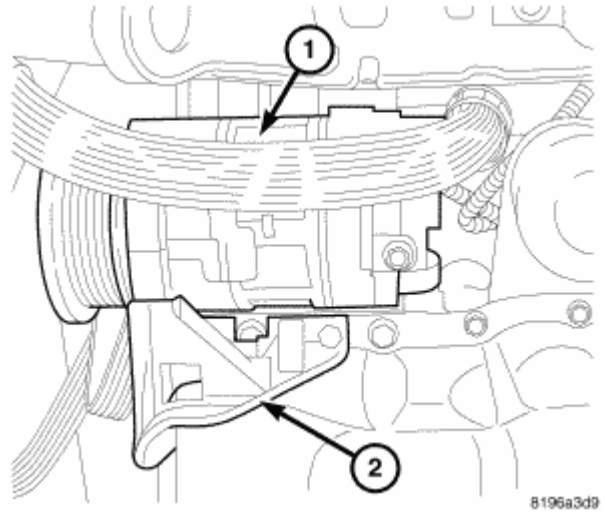


Fig. 346: A/C Compressor
Courtesy of CHRYSLER LLC

21. Install lower A/C compressor mounting bracket (2).
22. Install A/C compressor (1).
23. Install accessory drive belt. Refer to **INSTALLATION** .
24. Install right lower splash shield.
25. Lower vehicle.

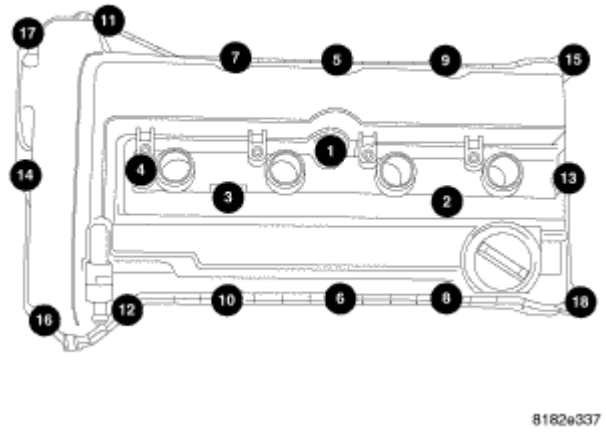


Fig. 347: Cylinder Head Cover Bolt Torque Sequence
Courtesy of CHRYSLER LLC

26. Install cylinder head cover. See **INSTALLATION**.

 © 2011 Mitchell Repair Information Company, LLC.

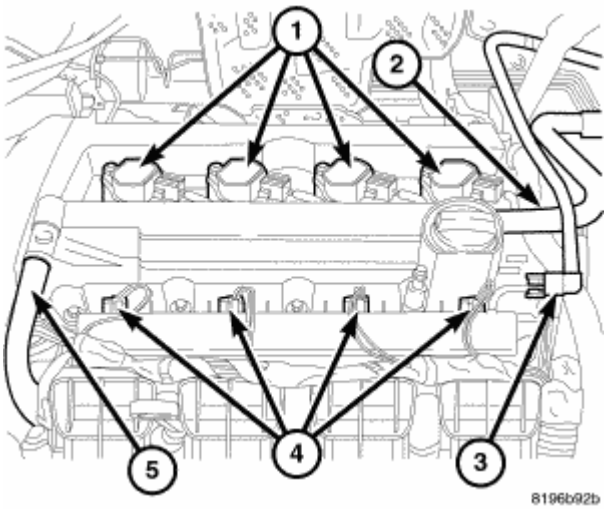


Fig. 348: Coil Connector
Courtesy of CHRYSLER LLC

27. Connect coil electrical connectors (1).
28. Connect PCV hose (5) to PCV valve.
29. Connect make up air hose (2).

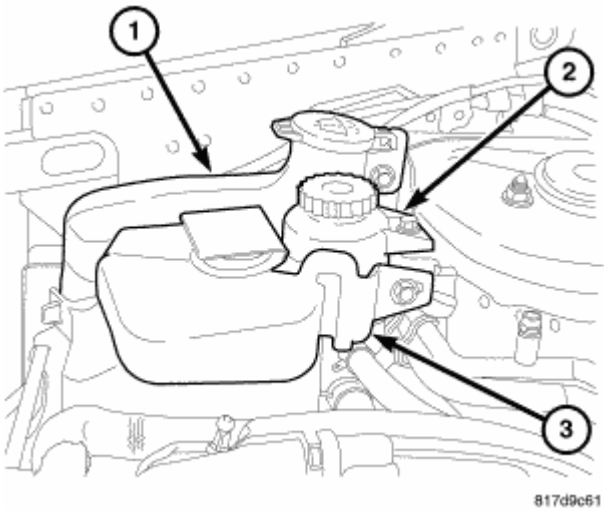


Fig. 349: Coolant Reservoir
Courtesy of CHRYSLER LLC

30. Install power steering reservoir (2).
31. Install windshield washer bottle (1).
32. Install coolant recovery bottle (3).
33. Fill cooling system. Refer to **STANDARD PROCEDURE** .

 © 2011 Mitchell Repair Information Company, LLC.

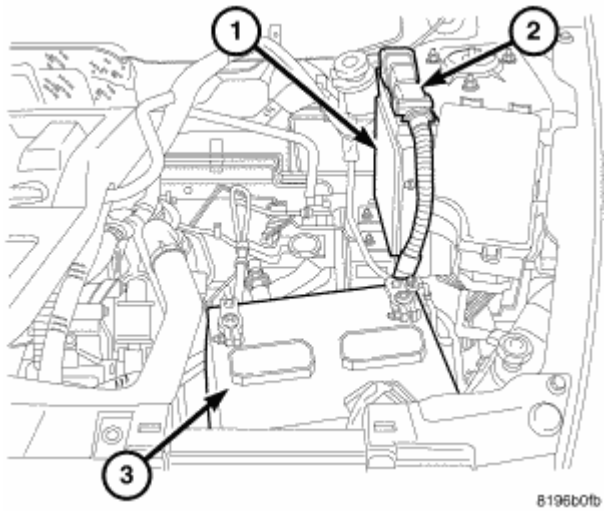


Fig. 350: Battery, Negative Battery Cable & PCM
Courtesy of CHRYSLER LLC

34. Connect negative cable to battery (3).
35. Install air cleaner housing (3). See **INSTALLATION**.

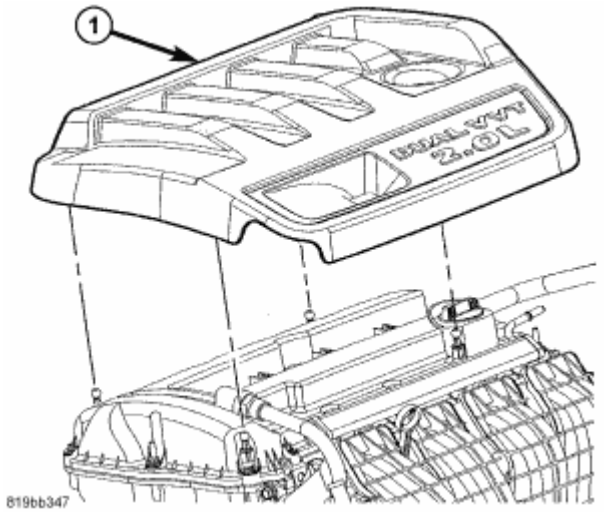


Fig. 351: Engine Cover
Courtesy of CHRYSLER LLC

36. Fill with fluids.
37. Start engine and check for leaks.
38. Install engine cover (1) by pressing the rear of the cover down first.

CHAIN AND SPROCKETS-TIMING

REMOVAL

CAMSHAFT SPROCKET(S)

 © 2011 Mitchell Repair Information Company, LLC.

NOTE: Camshaft phasers and camshaft sprockets are supplied as an assembly, do not attempt to disassemble.

Refer to camshaft phaser removal. See **REMOVAL**.

CRANKSHAFT SPROCKET

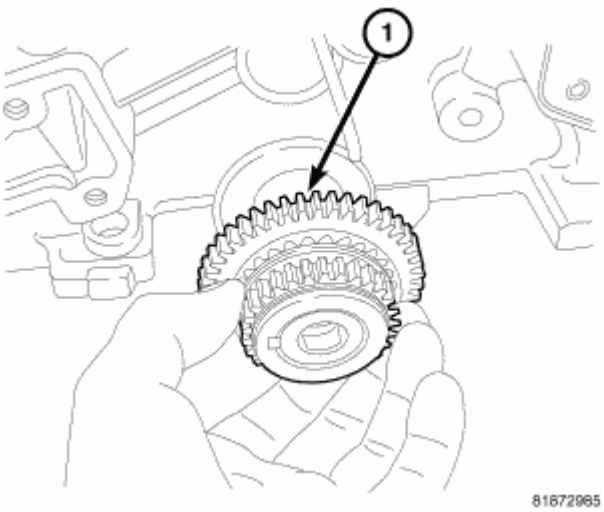
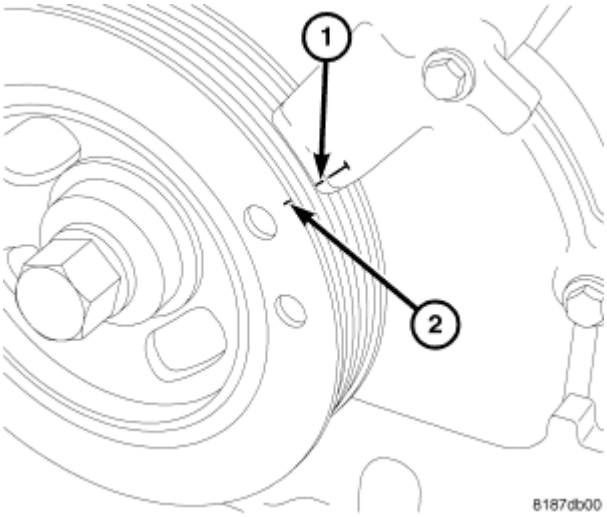


Fig. 352: Crankshaft Sprocket
Courtesy of CHRYSLER LLC

1. Remove timing chain. See **REMOVAL**.
2. Remove oil pan. See **REMOVAL**.
3. Remove oil pump drive chain tensioner.
4. Remove oil pump drive chain.
5. Remove crankshaft sprocket (1).

REMOVAL - TIMING CHAIN



 © 2011 Mitchell Repair Information Company, LLC.

Fig. 353: TDC
Courtesy of CHRYSLER LLC

1. Set engine to TDC.
2. Remove timing chain cover. See **REMOVAL**.

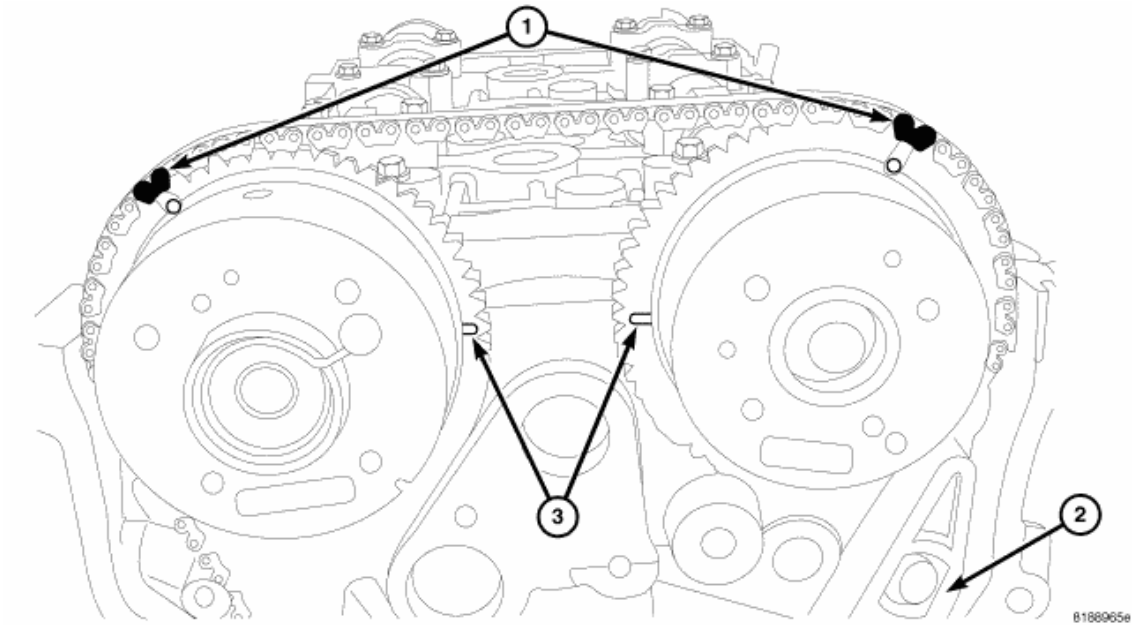
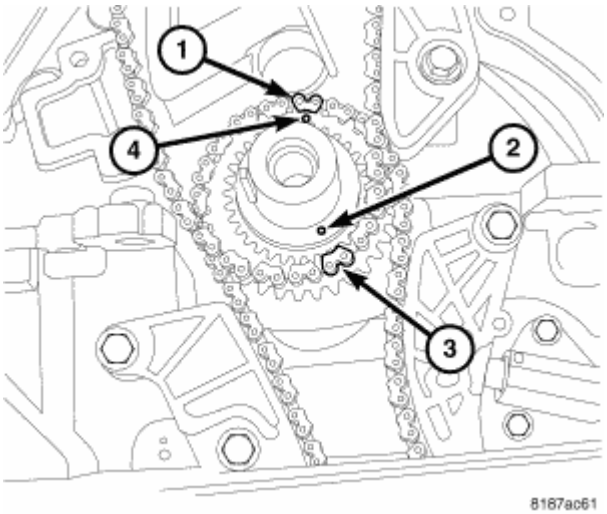


Fig. 354: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

NOTE: If the timing chain plated links can no longer be seen, the timing chain links corresponding to the timing marks must be marked prior to removal if the chain is to be reused.

3. Mark chain link (1) corresponding to camshaft timing mark.



 © 2011 Mitchell Repair Information Company, LLC.

Fig. 355: Crankshaft Timing Marks
Courtesy of CHRYSLER LLC

4. Mark chain link (3) corresponding to crankshaft timing mark (2).

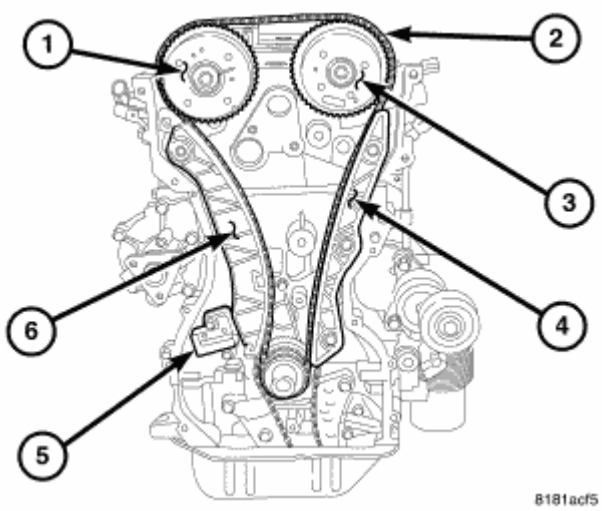


Fig. 356: Timing Drive
Courtesy of CHRYSLER LLC

5. Remove timing chain tensioner (5). See **REMOVAL**.
6. Remove timing chain (2).

INSPECTION

INSPECTION-TIMING CHAIN

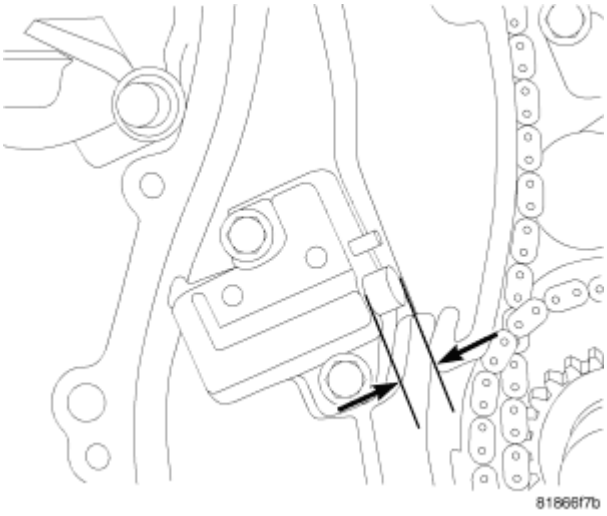


Fig. 357: Checking Timing Chain For Stretching
Courtesy of CHRYSLER LLC

Inspect timing chain for stretching prior to removal.

 © 2011 Mitchell Repair Information Company, LLC.

1. Rotate engine while watching timing chain tensioner plunger. When the plunger reaches its maximum travel stop rotating engine.
2. Measure the distance from the tensioner body and the edge of the chain guide as shown in illustration.
3. If the distance is greater than 20.5 mm (0.81 in.) inspect guide shoes for excessive wear.
4. If guides are okay, replace timing chain.

INSTALLATION

CAMSHAFT SPROCKET(S)

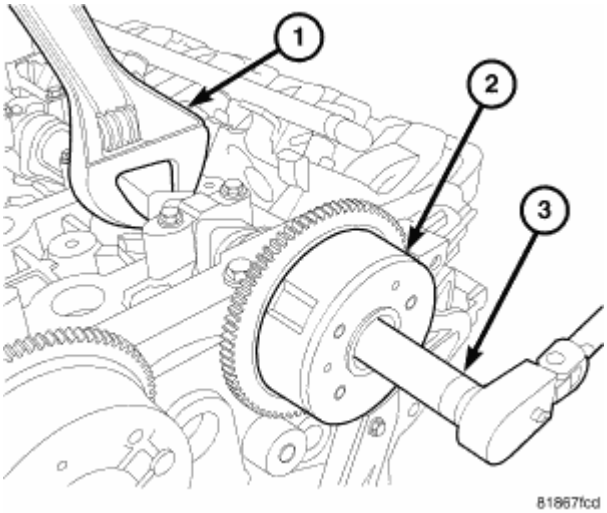


Fig. 358: CAMSHAFT PHASER
Courtesy of CHRYSLER LLC

NOTE: The camshaft sprockets and the camshaft phasers are an assembly and cannot be serviced separately.

CAUTION: Do not use an impact wrench to tighten camshaft sprocket bolts. Damage to the camshaft-to-sprocket locating dowel pin and camshaft phaser may occur.

1. Refer to Camshaft phaser (2) installation. See **INSTALLATION**

CRANKSHAFT SPROCKET

 © 2011 Mitchell Repair Information Company, LLC.

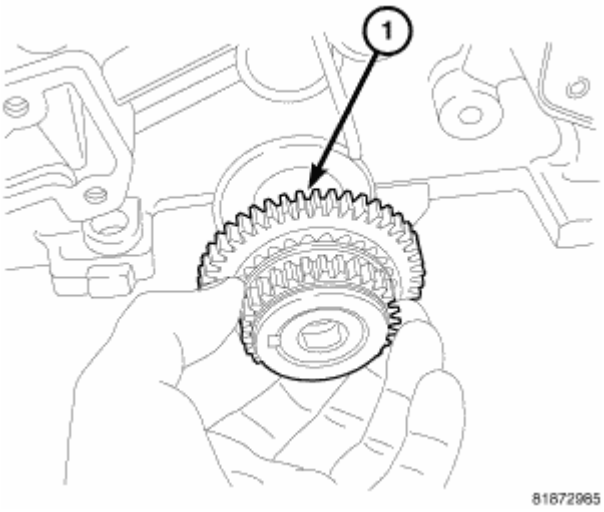


Fig. 359: Crankshaft Sprocket
Courtesy of CHRYSLER LLC

1. Install crankshaft sprocket (1) onto crankshaft.

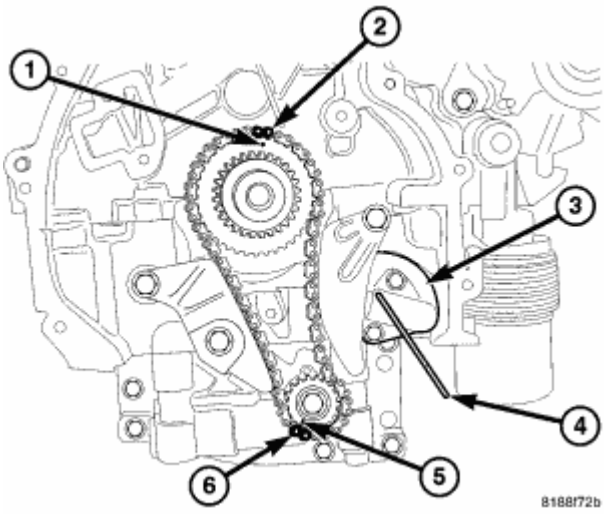


Fig. 360: Oil Pump Drive Chain
Courtesy of CHRYSLER LLC

2. Install oil pump drive chain. Verify that Oil pump is correctly timed (1,2,5,6).

 © 2011 Mitchell Repair Information Company, LLC.

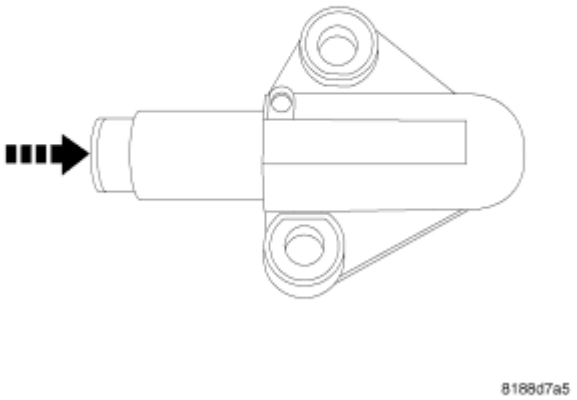


Fig. 361: Reset Oil Pump Drive Chain Tensioner
Courtesy of CHRYSLER LLC

3. Reset oil pump drive chain tensioner by pushing plunger inward and install tensioner pin 8514.

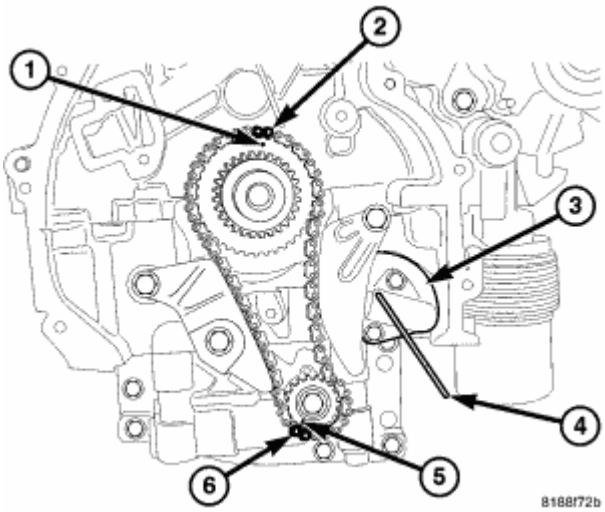


Fig. 362: Oil Pump Drive Chain
Courtesy of CHRYSLER LLC

4. Install oil pump drive chain tensioner (3) and remove Tensioner Pin 8514 (4).
5. Install timing chain. See **INSTALLATION**.
6. Install oil pan. See **INSTALLATION**.
7. Fill engine with oil. See **STANDARD PROCEDURE**.
8. Start engine and check for leaks.

TIMING CHAIN

 © 2011 Mitchell Repair Information Company, LLC.

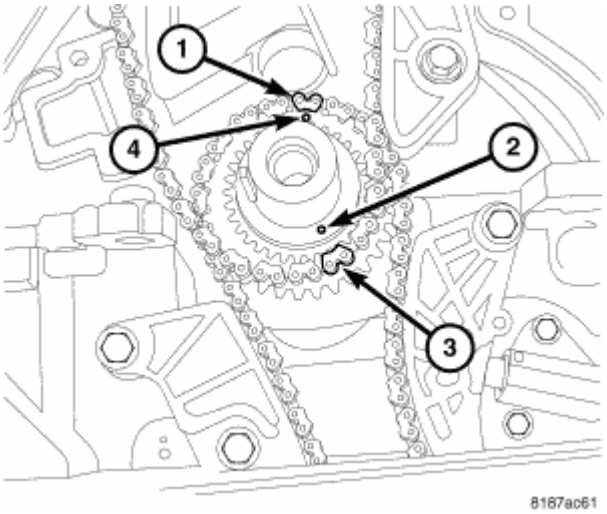


Fig. 363: Crankshaft Timing Marks
Courtesy of CHRYSLER LLC

1. Verify that the crankshaft sprocket keyway is at the 9 o'clock position.

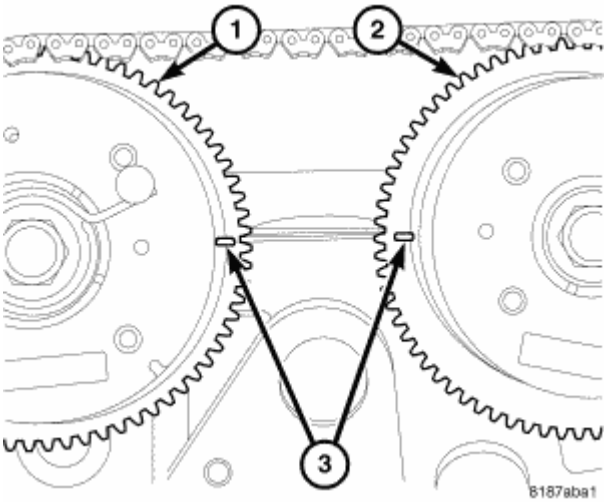


Fig. 364: Camshaft Timing Marks
Courtesy of CHRYSLER LLC

2. Align camshaft timing marks (3) so they are parallel to the cylinder head and aligned each other as shown in illustration.

 © 2011 Mitchell Repair Information Company, LLC.

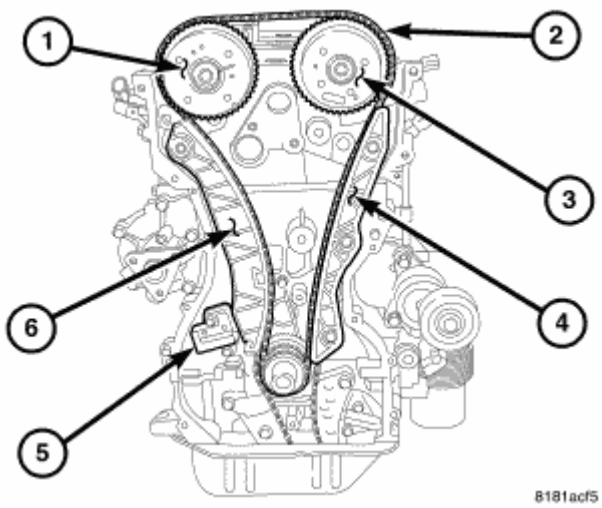


Fig. 365: Timing Drive
Courtesy of CHRYSLER LLC

3. Install timing chain guide (4) and tighten bolts to 12 N.m (105 in. lbs.).

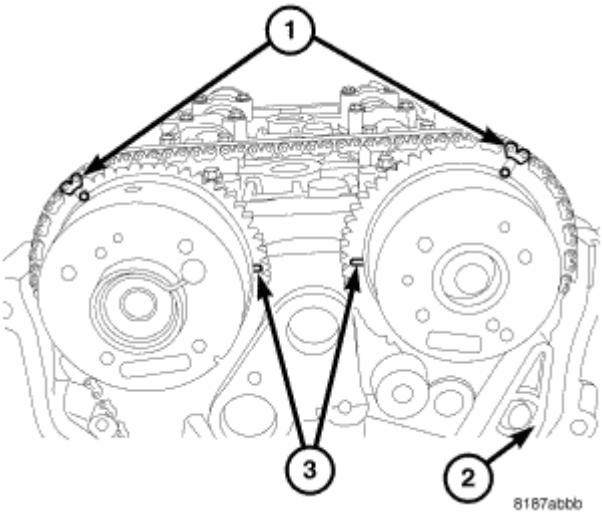


Fig. 366: Timing Chain Timing Marks
Courtesy of CHRYSLER LLC

4. Install timing chain so plated links on chain align with timing marks on camshaft sprockets (1).

 © 2011 Mitchell Repair Information Company, LLC.

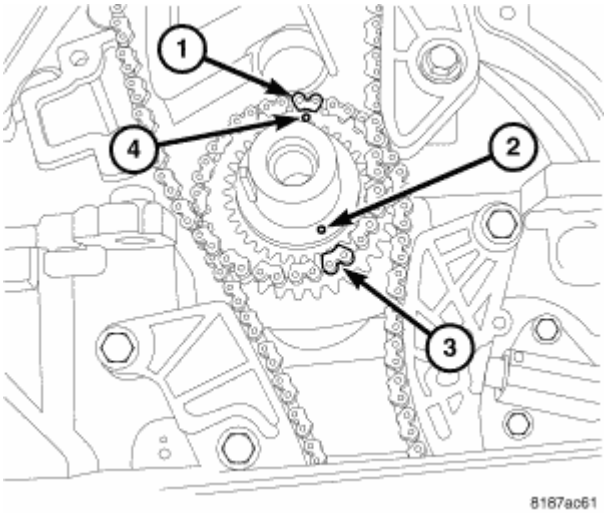


Fig. 367: Crankshaft Timing Marks
Courtesy of CHRYSLER LLC

5. Align timing mark on the crankshaft sprocket (2) with the plated link (3) on the timing chain. Position chain so slack will be on the tensioner side.

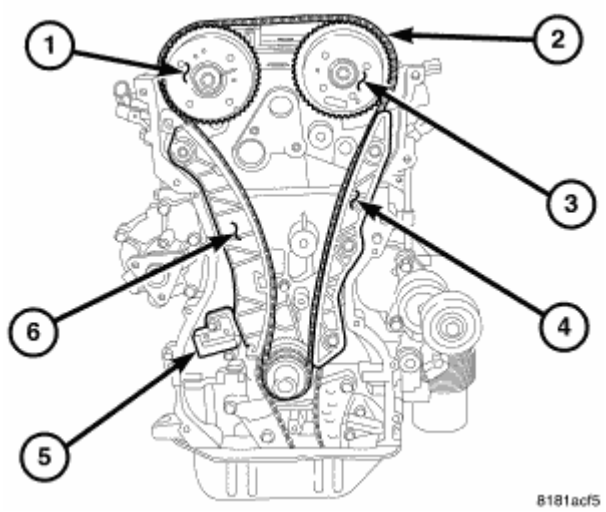


Fig. 368: Timing Drive
Courtesy of CHRYSLER LLC

NOTE: Keep the slack in the timing chain on the tensioner side.

6. Install the moveable timing chain pivot guide (6) and tighten bolt to 12 N.m (105 in. lbs.).

 © 2011 Mitchell Repair Information Company, LLC.

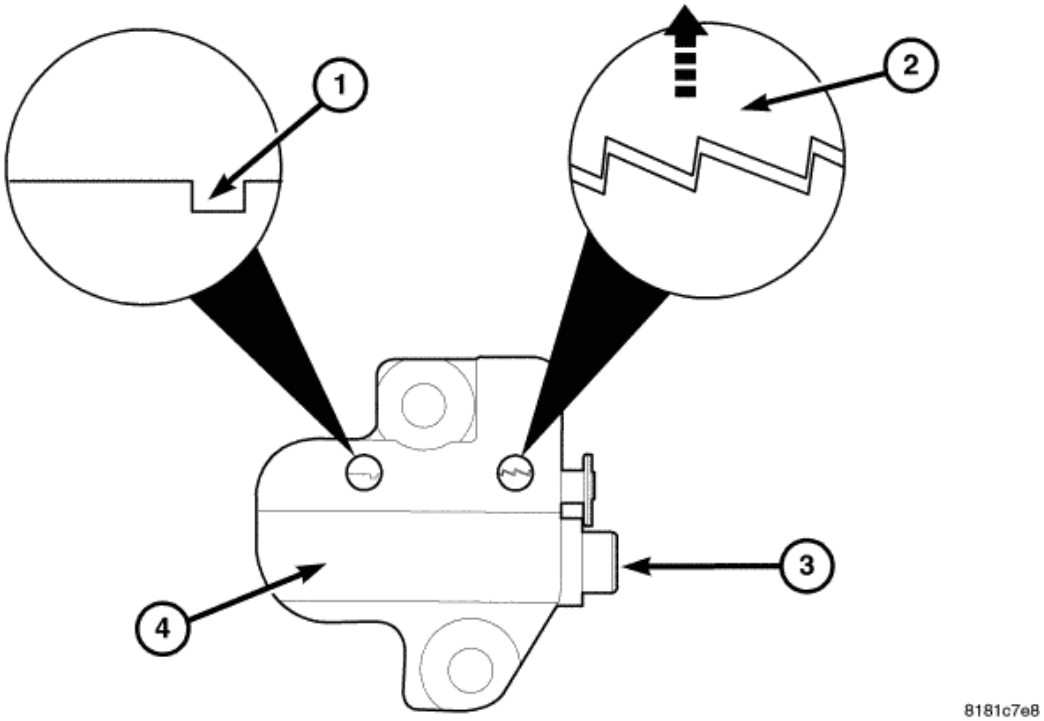


Fig. 369: Resetting Timing Chain Tensioner
Courtesy of CHRYSLER LLC

7. Reset timing chain tensioner (4) by lifting up on ratchet (2) and pushing plunger (3) inward towards the tensioner body (4). Insert Tensioner Pin 8514 into slot (1) to hold tensioner plunger in the retracted position.

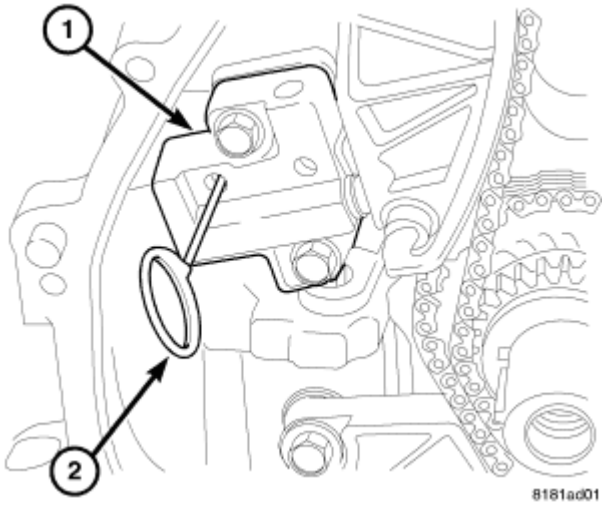


Fig. 370: Removing timing Tensioner Pin
Courtesy of CHRYSLER LLC

8. Install timing chain tensioner (1) and tighten bolts to 12 N.m (105 in. lbs.).
9. Remove timing Tensioner Pin 8514 (2).

 © 2011 Mitchell Repair Information Company, LLC.

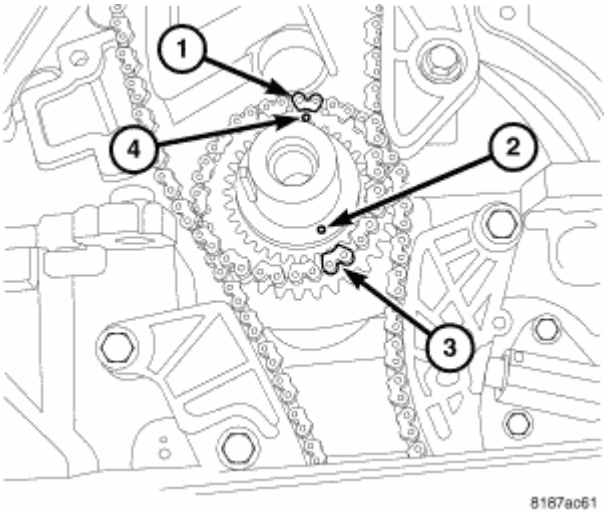


Fig. 371: Crankshaft Timing Marks
Courtesy of CHRYSLER LLC

Rotate the crankshaft CLOCKWISE two complete revolutions until the crankshaft is repositioned at the TDC position with the key way at the 9 o'clock position.

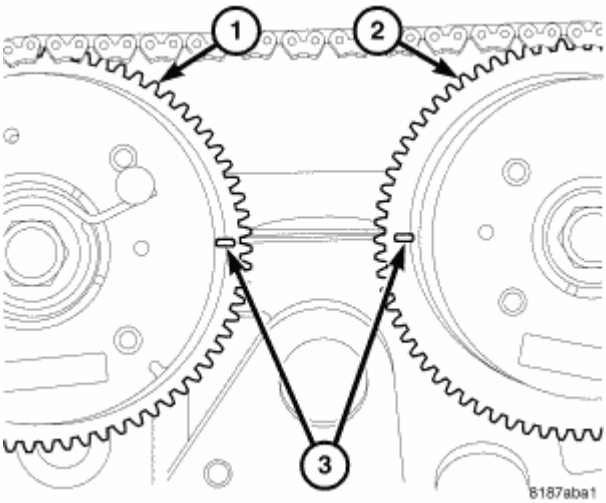


Fig. 372: Camshaft Timing Marks
Courtesy of CHRYSLER LLC

10. Verify that the camshafts timing marks (3) are in the proper position.
11. Install front timing chain cover. See **INSTALLATION**.

 © 2011 Mitchell Repair Information Company, LLC.

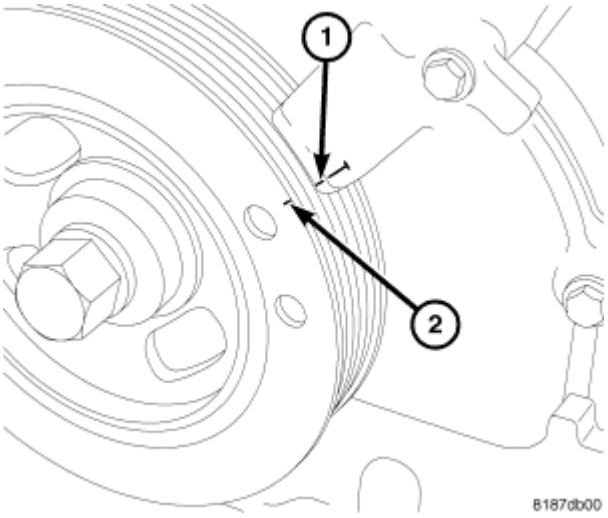


Fig. 373: TDC
Courtesy of CHRYSLER LLC

12. Install the balancer and verify that balancer mark (2) and cover mark (1) are aligned.
13. Connect negative battery cable.
14. Fill with oil, start engine and check for leaks.

TENSIONER-TIMING CHAIN

REMOVAL

TIMING BELT TENSIONER ASSEMBLY

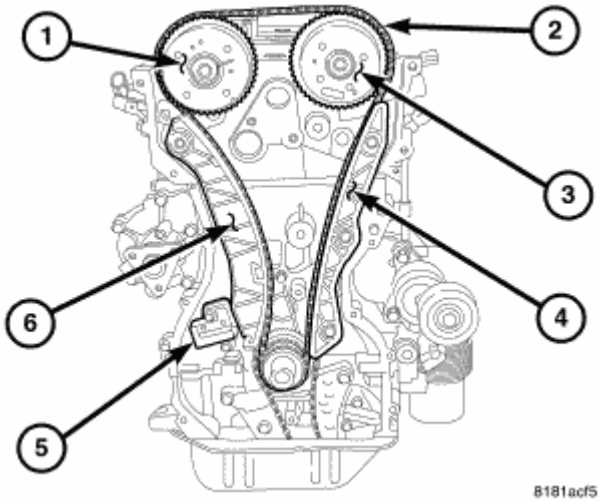


Fig. 374: Timing Drive
Courtesy of CHRYSLER LLC

1. Remove timing chain. See **REMOVAL**.

 © 2011 Mitchell Repair Information Company, LLC.

NOTE: Tensioner will not come apart during removal.

2. Remove timing chain tensioner retaining bolts and remove tensioner.

INSTALLATION

TIMING BELT TENSIONER ASSEMBLY

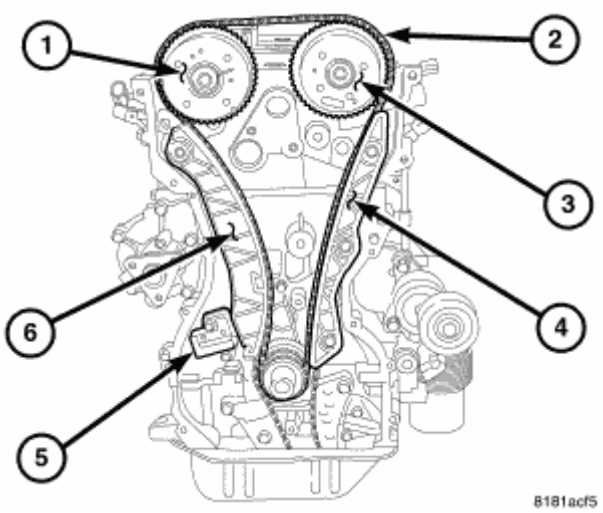


Fig. 375: Timing Drive
Courtesy of CHRYSLER LLC

1. Reset tensioner.
2. Install timing chain. See **INSTALLATION**.

 © 2011 Mitchell Repair Information Company, LLC.